

GLPOA Capital Expenditure Plans

Introduction

At the 2020 AGM it was decided to further investigate the installation of an automated gate at the entrance to Growler Lake Drive from Kennisis Lake Road and the need to consider the replacement of the third bridge on our road (between lots #2 and 3).

The executive had wanted to present both together due to the financial implications of either, or both could be significant In deciding our way forward.

3rd Bridge

Following an engineering inspection it was determined that the bridge does need to be replaced “as soon as possible.” It was suggested that the bridge should be replaced with a culvert rather than a bridge which would be the most economical option in both the short and long term.

We have obtained permission from DFO and MNRF to install a culvert at this location rather than a bridge. Al Dodington is working on quotations at this time

Costs involved:

	Cost	HST	Total
Structural Review	1,750.00	227.50	1,977.50
Culvert - Estimate	20,000.00	2,600.00	22,600.00
Contingency	2,000.00		2,000.00
Totals	23,750.00	2,827.50	26,577.50
Cost per lot (26 Lots)* ¹			1,022.00

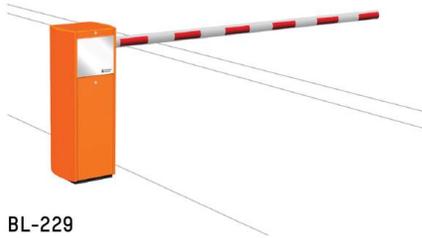
*¹ Steve & Brenda Leis excluded from count as do not have access to Growler Lake Drive

It is still possible to complete this work in 2021 but may run into 2022

Automated gate

Further the initial proposal discussed at the AGM, we are now proposing a simpler, less expensive gate. The initial supplier was asked for an updated quotation but did not respond. Tony and Pam Lowe (Lot #12) have a business supplying automated gates and have provided a quotation at cost which we are grateful for. This would be more in keeping with the standard of the existing red gate but would be automatic.

«**BL-229**»



BL-229
Maximum free passage 19'-7" (6 m)

One model... Endless possibilities

The BL 229 rising barrier is a universal barrier: its high performance and great reliability enable it to be used in a wide range of applications: traffic management, parking areas, industrial sites... and even toll roads.

All installation costs have been investigated and are listed below:

	Cost	HST	Total
BL229 Rising Barrier Gate	10,950.00	1,423.50	12,373.50
Hydro One Hydro supply	1,300.00	169.00	1,469.00
Electrical connection	2,290.00	297.70	2,587.70
Ground work, excavation and fill	2,420.00	314.60	2,734.60
Hydro Excavation	2,535.00	30.55	2,864.55
Contingency	2,500.00		2,500.00
Totals	19,460.00	2,204.80	24,529.35
Cost per lot (27 Lots)*2			908.50

*2 Steve & Brenda Leis excluded from count as do not have access to Growler Lake Drive, James White included as do access this road

There were a number of questions, in addition to the full cost, that were asked at the AGM to allow members to make the decision on whether they would want to move forward with the gate.

Q1. Would the gate prevent snowmobile and/or pedestrian access?

- A. The gate will not prevent pedestrian access, snowmobile access would be limited but access to the lake via the Leis portage will still be possible. Snowmobilers entering via the portage and leaving on Growler Lake Drive would open the gate automatically with the induction loop.

Q2. How can we balance the "openness to the community" while protecting the members from liability risk on the road and protecting our lake from invasive species?

- A. The gate is considered to be a more effective control than the current “red” gate and provides more protection with regard to liability while being more convenient for our members and guests. The risk of invasive species may be marginally improved by the gate and needs to be controlled by other measures.

Q3. How will the gate work in the event of a power outage?

- A. The gate is fitted with a battery back up so can operate without power for a period of time.

Q4. How will emergency services access the gate?

- A. The gate will be fitted with a siren detection system. It would also be good to provide the emergency services with the access code when calling them.
It should be noted that volunteer fire services do not all arrive together so this may be more difficult to manage.
In the event that access is difficult the emergency services can drive through the barrier and break it. It is designed to do this (sort of).

Q5. How will we manage access codes?

- A. All members will be given two Remote FOB keys to allow remote activation of the gate. The Association will provide a guest code that would be valid for 6 months, this code would be the same for all members and guests. Tony has suggested that we update the code to prevent the code being communicated to non-members and non-invited guests over time

Q6. What are the running costs?

- A. We will have a separate hydro account for the gate and it is anticipated that this will cost approximately \$600 per year.
Annual maintenance, excluding repairs from damages would be approximately \$XX
A replacement barrier arm would be in the region of \$500.

Q7. What about large loads coming into the lake road? Will they be able to pass through?

- A. The gate will have a span of 22’ which should accommodate all deliveries

Q8. Would the lake still be stocked with fish by the ministry if we limit access?

- A. The register of stocked lakes, which includes ours, does not list Growler Lake Drive as a method of accessing the lake. It only lists the portage on the Leis property. For this reason, we do not believe that limiting access to Growler Lake will impact the stocking of the lake.

