



OPERATIONS COMMITTEE

Tuesday, April 13, 2021 9:30 a.m.

AGENDA

1. Call to order.
2. Roll call.
3. Disclosure of pecuniary interest and general nature thereof.
4. Adoption of minutes of previous meeting held on March 1 , 2021 (attached).
5. Delegations: None at time of mailing
6. Public Works and Engineering Department Page
 - (a Department Report 3
 - (b Infrastructure Division Report 61
 - (c Operations Division Report 87
7. New Business.
8. Closed Meeting – None at time of mailing.
9. Date of next meeting (Tuesday, May 11, 2021) and adjournment.

NOTE: (a) County Council: Wednesday, April 28, 2021.

(b Submissions received from the public, either orally or in writing may become part of the public record.

Strategic Plan

Strategic Plan Goal # 1: To inform the Federal and Provincial government on our unique needs so that Renfrew County residents get their “fair share”.

Initiatives:

- (a) Create a strategic communications plan
- (b) Identify and advocate for issues important to the County of Renfrew.

Strategic Plan Goal # 2: Fiscal sustainability for the Corporation of the County of Renfrew and its ratepayers.

Initiatives:

- (a) Commitment from Council supporting principles within the Long-Term Financial Plan
- (b) Establish Contingency Plan to respond to provincial and federal financial pressures and opportunities beyond the Long-Term Financial Plan.

Strategic Plan Goal # 3: Find cost savings that demonstrate our leadership while still meeting community needs.

Initiatives:

- (a) Complete community needs assessment
- (b) With identified partners implement plan to optimize service delivery to the benefit of our residents.

Strategic Plan Goal # 4: Position the County of Renfrew so that residents benefit from advances in technology, to ensure that residents and staff have fair, affordable and reasonable access to technology.

Initiatives:

- (a) Ensure that the County of Renfrew is top of the list for Eastern Ontario Regional Network funding for mobile broadband
- (b) Lobby for secure and consistent radio systems for first responders and government
- (c) Put a County of Renfrew technology strategy in place.

COUNTY OF RENFREW

PUBLIC WORKS AND ENGINEERING DEPARTMENT REPORT

TO: Operations Committee

FROM: Lee Perkins, C.E.T., MBA, Director of Public Works and Engineering

DATE: April 13, 2021

SUBJECT: Department Report

INFORMATION

1. **2020 Unaudited Financial Statements**

Attached as Appendix I is a copy of the 2020 Unaudited Financial Statement for the Public Works and Engineering Department as at December 31, 2020. Mr. Jeffrey Foss, Director of Corporate Services will provide an overview at Committee.

2. **Capital Program Variance Report**

Attached as Appendix II is the Capital Program Variance Report.

3. **Monthly Project Status Report**

Attached as Appendix III is the Monthly Project Status Report.

RESOLUTIONS

4. **Arnprior Intersection of County Road 2 (Daniel Street), Edey Street & Galvin Street – Fairgrounds Subdivision**

Recommendation: THAT the Operations Committee not approve the request for assistance in financing of the construction of the intersection of Edey Street and County Road 2 (Daniel Street) in the Town of Arnprior;

AND FURTHER THAT staff be directed to review the policy positions of other upper tier municipalities with respect to growth and the upper and lower tier responsibilities for this growth managing and provide a draft policy for review and discussion at a future meeting of the Operations Committee.

Background

Attached as Appendix IV is a request from the Town of Arnprior for assistance with financing the construction of the intersection of Edey Street and County Road 2 (Daniel Street). An Intersection Review, attached as Appendix V, was completed by Stantec Consulting Ltd. and the Town has approved Option 1 – Realigned Signalized Intersection. The Town is requesting 23% of the project cost, to a maximum upset limit of \$292,860 from the County of Renfrew. The County has offered a solution to the situation of right in and right out as this intersection is developer driven and as such should be funded from other sources.

Also, attached as Appendix VI is a presentation by Mr. John Steckly, General Manager of Operations with the Town of Arnprior, which fully explains the timeline of the Development Permit process for the developer and the discussions between the Town and County Staff.

County Staff have several options for Committee to consider:

- (a) No funding to be assigned. (Staff recommendation)
 - Due to the fact this would be precedent setting where an improvement to a County Road is being driven by a development, the past practice of the County of Renfrew is to not fund these requests.
- (b) Combine this project with current Asset Management Plan for 2025.
 - In 2025 the County of Renfrew has planned to shave and pave County Road 2 (Daniel Street) from County Road 1 (Madawaska Boulevard) to County Road 10 (Baskin Drive) and a total of \$501,897 has been budgeted for this. This project could be advanced to 2023 with the additional \$292,860 forwarded to the Town of Arnprior in 2022 and funded from Capital Reserves. The consequence of moving this project forward would move County

Road 6 (Gillan and Lochwinnoch Road), from Highway 60 to Miller Road to 2025. This potentially could have an impact on the schedule in the Asset Management Plan.

(c) Postpone funding until 2025.

- With this option the County has already revised the conditions of the development permit to accommodate a right in right out only entrance thus allowing development to occur. It is assumed that full development would take several years thus the intersection improvement could be postponed. The funding of the \$292,860 would come from Capital Reserves in 2025.

(d) Fund from Capital Reserves

- Supply an agreement to the Town of Arnprior in the requested amount of \$292,860. This would be a one-time funding request with the Town of Arnprior taking the lead with no responsibilities or liabilities to the County of Renfrew. Once the intersection is completed to the satisfaction of the County of Renfrew, the signals and road segments of County Road 2 would be added to the Asset Management Plan.

Further Discussion

In researching this issue, staff contacted other Eastern Ontario Counties that have experienced similar issues with small to medium size lower tier municipality's growth in keeping with the Municipal Act, Section 55 which provides the framework for the responsibilities of both upper and lower tier as it relates to roads, sidewalks, snow removal, and storm drainage. Staff are seeking direction to develop a Policy for the County of Renfrew and bring it to a future meeting of Committee for review.

5. **Infrastructure Division**

Attached as Appendix VII is the Infrastructure Division Report, prepared by Mr. Taylor Hanrath, Acting Manager of Infrastructure, providing an update on activities.

6. **Operations Division**

Attached as Appendix VIII is the Operations Division Report, prepared by Mr. Richard Bolduc, Manager of Operations, providing an update on activities.

2021-04-08

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COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
December 2020

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<u>CAPITAL PROGRAM - EXPENSES</u>	<u>526,884</u>	<u>547,634</u>	<u>(20,750)</u>	<u>547,634</u>
Salaries	233,079	259,188	(26,109)	259,188
Benefits	53,159	61,696	(8,537)	61,696
COVID	63,548	0	63,548	0
Capital Projects - Under Threshold	53,221	0	53,221	0
Legal - Right of Way	0	0	0	0
Misc	3,121	6,000	(2,879)	6,000
Purchased Services	0	0	0	0
Recoveries	(1,829)	0	(1,829)	0
Infrastructure Management	114,199	196,250	(82,051)	196,250
Supplies	8,386	24,500	(16,114)	24,500
<u>ADMINISTRATION</u>	<u>1,139,431</u>	<u>1,121,294</u>	<u>18,137</u>	<u>1,121,294</u>
Salaries	533,255	525,265	7,990	525,265
Benefits	146,897	141,781	5,116	141,781
Advertising	35,355	10,000	25,355	10,000
Bad Debts	0	0	0	0
Answering Service	4,318	4,500	(182)	4,500
Cell Telephone/Pager	11,607	13,000	(1,394)	13,000
Communications(Radio System)	88,161	70,000	18,161	70,000
Computer Hrdwr/Sftwr	73,684	61,900	11,784	61,900
Conferences & Conventions	2,939	7,100	(4,161)	7,100
Courier	1,159	750	409	750
COVID	3,232	0	3,232	0
Health & Safety (Protection)	38,062	41,000	(2,938)	41,000
Insurance	105,420	105,448	(28)	105,448
Insurance Claims Expense	19,302	30,000	(10,698)	30,000
Internet	3,046	5,000	(1,954)	5,000
Legal Fees	13,790	20,000	(6,210)	20,000
Membership Fees	8,012	8,300	(288)	8,300
Office Equipment Replacement	1,667	4,000	(2,333)	4,000
Office Supplies/Publications/Awards	7,302	13,500	(6,198)	13,500
Photocopier Supplies/Maint	1,256	4,200	(2,944)	4,200
Postage	383	450	(67)	450
Recoveries	(490)	0	(490)	0
Recoveries - Federal	0	0	0	0
Recruitment	16,489	15,000	1,489	15,000
Surplus Adjustment - Capital	0	0	0	0
Staff Training	9,855	20,000	(10,145)	20,000
Telephone	9,287	11,000	(1,713)	11,000
Travel	5,445	9,100	(3,655)	9,100
<u>MAINTENANCE</u>	<u>5,324,663</u>	<u>5,576,361</u>	<u>(251,698)</u>	<u>5,576,361</u>
Salaries	1,849,803	1,895,094	(45,291)	1,895,094
Benefits	469,933	513,917	(43,984)	513,917
Bridges and Culverts	31,999	20,000	11,999	20,000
Roadside Maintenance	110,233	200,000	(89,767)	200,000
Hard Top Maintenance	224,214	360,000	(135,786)	360,000
Loose Top Maintenance	0	0	0	0

COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
December 2020

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
Winter Control	2,183,574	2,117,350	66,224	2,117,350
Safety Devices	519,718	570,000	(50,282)	570,000
Misc	0	0	0	0
Recoveries	(64,812)	(100,000)	35,188	(100,000)
<u>EQUIPMENT</u>	<u>1,279,753</u>	<u>1,180,577</u>	<u>99,176</u>	<u>1,180,577</u>
Salaries	212,490	208,374	4,116	208,374
Benefits	60,505	61,510	(1,005)	61,510
Salary Allocations	(87,329)	(88,689)	1,360	(88,689)
Small Equipment, Misc	40,081	65,600	(25,519)	65,600
Vehicle Operating Costs - Fuel	368,174	425,000	(56,826)	425,000
Vehicle Operating Costs - Insurance	41,586	39,782	1,804	39,782
Vehicle Operating Costs - Licence	60,293	55,000	5,293	55,000
Vehicle Operating Costs - Repairs & Supplies	485,964	444,000	41,964	444,000
Vehicle Operating Revenue	(17,600)	(20,000)	2,400	(20,000)
Surplus Adjustment - Capital Equipment	1,018,613	889,700	128,913	889,700
Surplus Adjustment - Trf To Reserves	0	0	0	0
Surplus Adjustment - Trf From Reserves	(889,700)	(889,700)	0	(889,700)
Recoveries	(13,323)	(10,000)	(3,323)	(10,000)
<u>HOUSING</u>	<u>243,445</u>	<u>186,550</u>	<u>56,895</u>	<u>186,550</u>
Operating Expenses	121,009	162,000	(40,991)	162,000
COVID	5,233	0	5,233	0
Major Repairs	18,184	24,550	(6,367)	24,550
Surplus Adjustment - Capital	284,740	185,525	99,215	185,525
Surplus Adjustment - Trf From Reserves	(185,525)	(185,525)	0	(185,525)
Misc	0	0	0	0
Recoveries	(194)	0	(194)	0
<u>OTHER</u>	<u>20,279,243</u>	<u>22,398,888</u>	<u>(2,119,645)</u>	<u>22,398,888</u>
Depreciation	9,507,822	9,200,000	307,822	9,200,000
Surplus Adjustment - Depreciation	(9,507,822)	(9,200,000)	(307,822)	(9,200,000)
Surplus Adjustment - Capital Construction	20,029,243	22,398,888	(2,369,645)	22,398,888
Surplus Adjustment - TRF to Reserves	250,000	0	250,000	0
<u>CONSTRUCTION - LABOUR CLEARING ACCOUNT</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Salaries	441,292	431,493	9,799	431,493
Benefits	79,635	105,642	(26,007)	105,642
Charge to Capital Construction above	(520,927)	(537,135)	16,208	(537,135)
TOTAL EXPENDITURES	28,793,420	31,011,304	(2,217,884)	31,011,304
<u>ROADS REVENUES</u>				
Municipal Contribution	15,689,627	16,899,091	(1,209,464)	16,899,091
Donations In Kind	0	0	0	0

COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
December 2020

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
Provincial Grants & Subsidies	1,357,505	1,357,505	0	1,357,505
Surplus Adjustment - TRF from Reserves	9,533,449	9,914,708	(381,259)	9,914,708
Surplus Adjustment - Temp Loan	2,121,974	2,750,000	(628,026)	2,750,000
Federal Grants & Subsidies	0	15,000	(15,000)	15,000
Other Revenue - Capital Asset	0	0	0	0
Misc	90,864	75,000	15,864	75,000
TOTAL REVENUES	28,793,420	31,011,304	(2,217,884)	31,011,304
Municipal Surplus / (Deficit)	0	0	0	0

2021 CAPITAL PROGRAM - ROADS/BRIDGES

Road Reconstruction/Rehabilitation						
Note: Limits and Length of projects are approximate and subject to revision based on final design and budgets						
Road No.	Location	From	To	Length (km)	2021 BUDGET	March Projected
1	Elgin Street West <i>Arnprior & McNab/Braeside</i>	Madawaska & Elgin	County Road 3 (Usborne Street)	1.32	890,609	890,609
1	River Road <i>McNab/Braeside</i>	Mast Road	Henry Crescent	1.83	600,240	600,240
5	Stone Road <i>Admaston/Bromley</i>	Berlanquet Road	1574 Stone Road	3.36	1,168,736	1,168,736
7	Foresters Falls Road <i>Whitewater Region</i>	County Road 4 (Queens Line)	Harriet Street	2.74	672,836	672,836
20	Bruce Street <i>Renfrew</i>	Highway 60	Urban Limit	0.48	60,000	60,000
21	Beachburg Road <i>Whitewater Region</i>	County Road 49 (Lapasse Road)	Hila Road	7.77	474,009	474,009
51	Petawawa Boulevard <i>Petawawa</i>	County Road 26 (Doran Street)	Military Camp Road	0.98	800,000	800,000
52	Burnstown Road <i>Horton</i>	Fraser Road	Graham Avenue	4.90	986,840	986,840
52	Raglan St. S <i>Renfrew</i>	Graham Avenue	Hwy 60 (Combes Street)	1.22	557,217	557,217
65	Centennial Lake Road <i>Greater Madawaska</i>	Deer Mountain Road	Chimo Road North	4.10	1,078,300	1,078,300
67	Simpson Pit Road <i>Killaloe, Hagarty and Richards</i>	Byers Creek Road	Buck Hill Road	2.45	921,200	921,200
71	Matawatchan Road <i>Greater Madawaska</i>	4877 Matawatchan Road	County Road 65 (Centennial Lake Rd)	3.19	100,000	100,000
508	Calabogie Road <i>McNab/Braeside</i>	Hutson Road	Goshen Road	1.40	50,000	50,000
512	Foymount Road <i>Bonnechere Valley</i>	County Structure B257	Miller Road	6.57	3,039,300	3,039,300
635	Swisha Road <i>Laurentian Hills</i>	Highway 17	Interprovincial Bridge S Exp. Joint	2.58	100,000	100,000
	Scratch Coat Paving	Various Locations			716,431	716,431
	Active Transportation	Various Locations			150,000	150,000
ROAD RECONSTRUCTION/REHABILITATION TOTALS				44.89	12,365,718	12,365,718
Bridge/Culvert Reconstruction/Rehabilitation						
Structure No.	Structure Name	Location			2021 BUDGET	March Projected
B002	Bonnechere River Bridge	Admaston/Bromley (Bonnechere Road)			400,000	400,000
B095	Hyland Creek Bridge	Greater Madawaska (Hyland Creek Road)			200,000	200,000
B180	Hurds Creek Bridge	Bonnechere Valley (South Algona/Grattan Line)			850,000	850,000
B202	Cameron Street Bridge	Killaloe, Hagarty and Richards (Cameron Street)			170,000	170,000
B240	Fourth Chute Bridge	Bonnechere Valley (Fourth Chute Road)			400,000	400,000
B319	Bucholtz Bridge	Laurentian Valley (CR58, Round Lake Road)			432,000	432,000
C003	Moore's Creek Culvert	Admaston/Bromley (CR5, Stone Road)			50,000	50,000
C058	Constant Creek Culverts	Greater Madawaska (Ferguson Lake Road)			715,000	715,000
C099	Colton Creek Bridge	Greater Madawaska (Matawatchan Road)			280,000	280,000
C116	Dunlop Crescent Culvert	Head, Clara & Maria (Dunlop Crescent)			400,000	400,000
C142	Quade Creek Culvert	North Algona Wilberforce (Burchat Road)			225,000	225,000
C197	Etmanskie Swamp Culvert	Madawaska Valley (CR62, John Street)			300,000	300,000
C201	Broomes Creek Culvert	Whitewater (CR7, Foresters Falls Road)			1,000,000	1,000,000
C222	Pleasant Valley Steel Arch	Whitewater (Pleasant Valley Road)			200,000	200,000
C252	Vanderploegs Culvert	McNab/Braeside (Russett Drive)			200,000	200,000
C300	Wolfe Road Twin Pipes	Bonnechere Valley (Wolfe Road)			200,000	200,000
	General Bridge Repairs	Various Locations			200,000	200,000
BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION TOTALS					6,222,000	6,222,000
Roads/Bridge/Culvert Future Engineering						
Asset ID	Structure Name	Location			2021 BUDGET	March Projected
B005	Scollard Bridge	Admaston/Bromley (Pucker Street)			40,000	40,000
B022	Indian River Bridge	Laurentian Valley (Sandy Beach Road)			100,000	100,000
B057	Mount St. Patrick Bridge	Greater Madawaska (Mount St. Patrick Road)			60,000	60,000
B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)			20,000	20,000
B203	Petawawa River Bridge	Petawawa (CR51, Petawawa Boulevard)			130,000	130,000
C012	Farquharson's Culvert	Admaston/Bromley (South McNaughton Road)			15,000	15,000
C025	Borne Road Culvert	Laurentian Valley (Borne Road)			30,000	30,000
C037	Bagot Creek Culvert	Greater Madawaska (Lower Spruce Hedge Road)			38,000	38,000
C040	Snake River Culvert	Admaston/Bromley (CR8, Cobden Road)			12,000	12,000
C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)			65,000	65,000
C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)			18,000	18,000
C152	Wadsworth Lake Culvert	Madawaska Valley (Old Barry's Bay Road)			28,000	28,000
C269	Jacks Lake Culverts	Killaloe, Hagarty & Richards (CR58, Round Lake Road)			20,000	20,000
C302	Wingle Creek Twin Culverts	Killaloe, Hagarty & Richards (Rochfort Road)			20,000	20,000
FUTURE ENGINEERING TOTALS					596,000	596,000
Safety Devices						
	Traffic Signals - Upgrades	Various Locations			200,000	200,000
SAFETY DEVICES TOTALS					200,000	200,000
CAPITAL PROGRAM TOTAL					19,383,718	19,383,718

Department of Public Works & Engineering
Capital Monthly Project Status Report - April 2021

Project Name/Municipality		Location		Lengths	Description	Status/Schedule							Comments
		From	To			Env. Assess	Survey	Design	RFP/Tender	Const. Award	Const. Start	Const. End	
ROAD RECONSTRUCTION/REHABILITATION													
20	Bruce Street	Highway 60	Urban Limit	0.48	Intersection Upgrades by Town at HWY 60	100%	100%						Overseen by Town of Renfrew
	Renfrew												
52	Raglan St. S	Pucker Street	Hwy 60 (Combes Street)	1.22	Reconstruction by Town	100%	100%	100%					Overseen by Town of Renfrew
	Renfrew												
71	Matawatchan Road	4877 Matawatchan Road	County Road 65 (Centennial Lake Rd)	3.19	Cross-Culvert Replacement	100%	100%	100%			March	March	Completed by County Patrol forces to align with lower water levels
	Greater Madawaska												
508	Calabogie Road	Hutson Road	Goshen Road	1.40	Cross-Culvert Replacement								CoR Day Labour Project
	McNab/Braeside												
512	Foymount Road	County Structure B257	Miller Road	6.57	Property Purchases, Utility Relocation, & Reconstruction	100%	100%	95%					Property purchases ongoing. Close-Cut-Clearing planned once agreements in place. Utility relocations to follow.
	Bonnechere Valley												
BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION													
B002	Bonnechere River Bridge	Admaston/Bromley (Bonnechere Road)			Rehabilitation	100%	100%	90%	May	June	July	October	Design by Stantec
B095	Hyland Creek Bridge	Greater Madawaska (Hyland Creek Road)			Rehabilitation	100%	50%	50%	April	May	July	October	CoR Day Labour project. Subcontract for cleaning & painting
B180	Hurds Creek Bridge	Bonnechere Valley (South Algona/Grattan Line)			Superstructure Replacement	100%	100%	100%	April	April	May	September	Design by Ainley
B202	Cameron Street Bridge	Killaloe, Hagarty & Richards (Cameron Street)			Superstructure Replacement	100%	100%	100%	2020	2020	May	May	Completion of 2020 project
B240	Fourth Chute Bridge	Bonnechere Valley (Fourth Chute Road)			Rehabilitation	100%	100%	90%	May	June	July	October	Design by Stantec
B319	Bucholtz Bridge	Laurentian Valley (CR58, Round Lake Road)			Rehabilitation	100%	100%	50%	May	June	July	October	Design by McIntosh Perry
C003	Moores Creek Culvert	Admaston/Bromley (CR5, Stone Road)			Repairs	100%	100%	100%			August	August	CoR Day Labour project. Design by HP.
C058	Constant Creek Culverts	Greater Madawaska (Ferguson Lake Road)			Replacement	100%	100%	60%	April	May	September	September	Internal Design, CoR Day Labour project
C099	Colton Creek Bridge	Greater Madawaska (Matawatchan Road)			Replacement	100%	100%	60%	May	June	July	August	Design by HP
C116	Dunlop Crescent Culvert	Head, Clara & Maria (Dunlop Crescent)			Replacement	100%	100%	35%	May	June	August	September	Design by WSP. CoR Day Labour project.
C142	Quade Creek Culvert	North Algona Wilberforce (Burchat Road)			Replacement	100%	100%	60%	April	May	August	August	Internal Design, CoR Day Labour project
C197	Etmanskies Swamp Culvert	Madawaska Valley (CR62, John Street)			Rehabilitation	80%	40%	40%	March/June	June	July	August	
C201	Broomes Creek Culvert	Whitewater (CR7, Foresters Falls Road)			Rehabilitation of Culvert & Replacement of Dam	90%	90%	60%					MCEA being finalized by JL Richards
C222	Pleasant Valley Steel Arch	Whitewater (Pleasant Valley Road)			Replacement	100%	100%	100%	February	March	July	July	Internal Design, CoR Day Labour project
C252	Vanderploegs Culvert	McNab/Braeside (Russett Drive)			Rehabilitation	80%	40%	40%	March/June	June	July	August	
C300	Wolfe Road Twin Pipes	Bonnechere Valley (Wolfe Road)			Replacement	100%	100%	100%	February	March	July	July	Internal Design, CoR Day Labour project
FUTURE ENGINEERING													
B005	Scollard Bridge	Admaston/Bromley (Pucker Street)			Design for Rehabilitation	10%	10%	0%	May		2022		Consultant Design
B022	Indian River Bridge	Laurentian Valley (Sandy Beach Road)			Design for Rehabilitation	10%	10%	0%	May		2022		Consultant Design
B057	Mount St. Patrick Bridge	Greater Madawaska (Mount St. Patrick Road)			Design for Replacement	10%	10%	0%	March		2022		Consultant Design - MCEA Schedule B may be needed.
B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)			Design for Rehabilitation	10%	10%	0%	May		2022		Consultant Design
B203	Petawawa River Bridge	Petawawa (CR51, Petawawa Boulevard)			Design for Rehabilitation	10%	10%	0%	March		2022		Consultant Design
C012	Farquharson's Culvert	Admaston/Bromley (South McNaughton Road)			Design for Replacement	10%	10%	0%	April		2022		Consultant Design
C025	Borne Road Culvert	Laurentian Valley (Borne Road)			Design for Rehabilitation	10%	10%	0%	March		2022		Consultant Design
C037	Bagot Creek Culvert	Greater Madawaska (Lower Spruce Hedge Road)			Design for Replacement	10%	10%	0%	June		2022		Geotech & Potential Internal Design
C040	Snake River Culvert	Admaston/Bromley (CR8, Cobden Road)			Design for Rehabilitation	10%	10%	0%	May		2022		Consultant Design
C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)			Design for Replacement	10%	10%	0%	April		2022		Consultant Design
C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)			Design for Replacement	10%	10%	0%	June		2022		Geotech & Potential Internal Design
C152	Wadsworth Lake Culvert	Madawaska Valley (Old Barry's Bay Road)			Design for Replacement	10%	10%	0%	June		2022		Geotech & Potential Internal Design
C269	Jacks Lake Culverts	Killaloe, Hagarty & Richards (CR58, Round Lake Road)			Design for Replacement	10%	10%	0%	June		2022		Geotech & Potential Internal Design
C302	Wingle Creek Twin Culverts	Killaloe, Hagarty & Richards (Rochfort Road)			Design for Replacement	10%	10%	0%	June		2022		Geotech & Potential Internal Design

OPERATIONS TENDERS										
Type	Description	Term (Years)	Type	Specification	Tender	Award	Start	Complete	Status/Comments	
1	Pavement Marking	Paint/Glass Beads//Lines/Symbols	1+(+1+1+1+1)	Equipment/Material	March	April	April	May	November	Tendered
2	Street Sweeping	Winter/Debris Removal	1	Equipment	March	April	April	May	June	Tendered
3	Catch Basin/MH Hole Cleaning	Winter/Debris Removal	1	Equipment	March	April	April	May	June	Tendered
4	Roadside Brushing	Tree/Brush Removal	1	Equipment	May	June	June	July	November	Tendered
5	Sign Post Tender	Sign Installation Hardware	1	Material	March	April	April	August	August	Tendered
6	Weed Control	Wild Parsnip/Poison Ivy	5	Equipment/Material	Complete	2019	2019	July	July	Waiting Start
7	Signs &Traffic Control Equipment	Road Signage	1	Material	May	April	April	July	July	Tendered
8	Winter Sand	Winter Abrasives	1	Supply/Delivery/Process	May	June	July	August	November	
9	Loader Rental	Winter Operations	1	Equipment	July	August	August	November	April	
10	Culverts	Drainage	1	CSP/HDPE	February	March	April	May	November	Tendered
11	Equipment Rental	Construction Equipment	1	Various	January	February	March	March	November	Complete
12	Fuel	Diesel/Gas/Coloured Diesel	1	Materials	Contract	Renewal	August	August	August	
13	AVL Service Renewal	Automatic Vehicle Location	10	Application/Network/Data	May	2020	2020	June	June	
14	Shouldering	Granular/Sealing	1	Material/Installation	June	July	August	September	September	
15	Calcium Chloride	Winter Operations	1	Material	July	July	July	August	April	

EQUIPMENT TENDERS										
Tender	Description	Quantity	Type	Specification	Tender	Award	Delivery	Status/Comments		
1	HDT (Heavy Duty Truck)	Combination Plow/Spreader	1	Replace	February	March	April	November		Tendered
2	LDT (Light Duty Truck(s))	(3-1/2 ton & 1-3/4 ton 4WD)	4	Replace	March	April	April	November		Tendered
3	HDT (Heavy Duty Truck)	Water Truck	1	Replace	February	April	May	November		
4	Mower Attachment	Tractor Mounted	1	Replace	March	March	April	July		Tendered
5	Tag Along Float	30 Ton	1	Replace	March	March	April	July		Tendered
6	Service Vehicle	4x4 - PW	1	New	March	April	April/May	November		Tender Circulation
7	Service Vehicle	2 wheel drive - High Roof - PW - ES	1	New	March	April	April/May	November		Tender Circulation
8	Equipment Refurbishment(s)	As per Spring Inspection	Varies	Existing	March	April	April	October		Ongoing
9	AVL (Automatic Vehicle Location)	AVL/Telematics	Varies	New	May	June	June	November		Ongoing
10	Retroreflector		1	Replace	April	April	April	June		Ongoing

HOUSING										
Tender	Location	Type	Type	Design	Tender	Award	Start	Complete	Status/Comments	
1	Repair - Salt Storage Dome	Southwest Patrol	Construct	Rehabilitation	2020	March	April	June	November	Ongoing

ROAD MAINTENANCE AGREEMENTS/FACILITY AGREEMENTS										
Service Provider	Location	Year	Type	Start	Complete	Term	Status/Comments			
1	Town of Arnprior	County Road 1, County Road 2	2020	Winter Road Maintenance	October	October	10			Town of Arnprior Review
2	Town of Deep River	County Road 72, County Road 73	2021	Winter Road Maintenance	October	October	10			Complete
3	Town of Renfrew	County Road 20, County Road 52	2020	Winter Road Maintenance			10			Complete
4	Township of Carlo Mayo	County Road 517	2020	Winter Road Maintenance	August	August	Annual			Complete
5	Contractor	County Road 635	2020	Winter Road Maintenance	July	July	Annual			Complete
6	Algonquins of Pikwakanagan	Golden Lake	2017	Use of facilities and materials	November 1	March 31	5			Complete
7	Bonnechere Valley	Foymount	2017	Use of facilities and materials	November 1	March 31	5			Complete

Operations Division - Capital Monthly Project Status Report - April 2021
Department of Public Works & Engineering

Project Name/Municipality		Location		Lengths	Description				
		From	To			RFP/Tender	Const. Award	Const. Start	Const. End
ROAD RECONSTRUCTION/REHABILITATION									
1	River Road	Mast Road	120 metres west of Henry Crescent	1.90	Rehabilitation	March	April	June	June
	McNab/Braeside								
1	Elgin Street West	Madawaska Street	Usborne Street	1.32	Rehabilitation	April	May	July	September
	Arnprior & McNab/Braeside								
5	Stone Road	Berlanquet Road	1574 Stone Road	3.04	Rehabilitation	April	May	August	September
	Admaston/Bromley								
7	Foresters Falls Road	Queens Line	225m East of Government Road	2.60	Rehabilitation	March	April	July	August
	Whitewater Region								
21	Beachburg Road	County Road 49 (Lapasse Road)	Hila Road	7.77	Rehabilitation	April	May	July	July
	Whitewater Region								
51	Petawawa Boulevard	County Road 26 (Doran Street)	County Road 55 (Paquette Road)	1.16	Rehabilitation	March	April	June	July
	Petawawa								
52	Burnstown Road	Fraser Road	Pucker Street	4.28	Rehabilitation	March	April	June	June
	Horton								

Subject: Draft Plan of Subdivision – Draft Conditions – Daniel/Edey/Galvin Intersection Arnprior Fairgrounds Subdivision File No: 47-T-18004 Report Number: 20-11-23-01	Department: Community Services/ Operations
	Report Author: Robin Paquette/ John Steckly
	Title: CAO/Planner / GM, Operations Meeting Date: November 23, 2020

Recommendations:

1. That Council support Option #1 Realigned Signalized Intersection as outlined in the Edey Street \ Galvin Street \ Daniel Street Intersection Review, prepared by Stantec, dated September 9th, 2020 as the preferred option for the future of the intersection; and
2. That Council direct staff to amend draft conditions 2. v) for the Arnprior Fairgrounds Subdivision File No: 47-T-18004, as follows:

The Owner shall contribute a portion of the cost of the Realigned Signalized Intersection (Option #1) as outlined in the Edey Street \ Galvin Street \ Daniel Street Intersection Review, prepared by Stantec, dated September 9th, 2020, in the amount of \$50,000; and

3. That Council direct staff to submit a written request to the County of Renfrew Operations Committee and County Council, requesting that the County of Renfrew contribute a portion of the cost of the Realigned Signalized Intersection (Option #1), in the amount of 23% of the total project cost, to a maximum upset limit of \$292,860; and
4. That Council direct staff to include the estimated cost to undertake the design in the 2021 draft capital budget and include the Town's portion of the estimated costs required to undertake the project in the 2021 draft Long Range Capital Forecast.
5. That Council direct staff to provide a copy of this report and approved recommendation to any residents who provided comments at the Public Meeting dated September 10, 2018 in regard to the Draft Plan of Subdivision.

Background:

Owner:	Juliada Holdings Inc.
Description of Subject Lands:	(See Attachment #1 – Key Plan)
Legal Description:	Part Lot 3, Concession B, Town of Arnprior
Area of Land:	8.05 ha (19.9 acres)

The owner of the lands received Draft Approval on the proposed Plan of Subdivision (47-T-18004) and are working towards clearing the draft conditions. Once draft conditions have been satisfied, the Owner can receive final approval from the County of Renfrew and register the Plan. Draft Approval lapses on November 19, 2021.

The draft approved conditions for this development included two traffic related conditions as follows:

2. u) The Owner shall update the Transportation Impact Study (Former Arnprior Fairgrounds – 10 Galvin Street – Revision 1, prepared by Parsons, dated June 15, 2018, 476477-01000) to provide traffic calming recommendations, including cost estimates to assist in mitigating cut-through traffic concerns from the proposed subdivision north/east via Thomas Street. Further, the Transportation Impact Study shall be updated to include recommendations for installation of traffic signals at Daniel Street and James Street. Recommendations shall include warrant analysis, forecasted timing, conceptual design considerations and cost estimates. The Transportation Impact Study shall be to the satisfaction of, and approved by the Town of Arnprior and the County of Renfrew.
- v) The Owner shall amend the Transportation Impact Study (Former Arnprior Fairgrounds – 10 Galvin Street – Revision 1, prepared by Parsons, dated June 15, 2018, 476477-01000) to include an engineering analysis and functional design for a signalized intersection at the offset intersections on Daniel St. between Galvin St. and Edey St. to the satisfaction of the County of Renfrew and Town of Arnprior. Upon approval of the functional design by the County of Renfrew and the Town of Arnprior, the Owner shall design and front end the capital construction of the intersection signalization pursuant to the Development Charges Act. Upon completion of construction of the signalization of the intersection noted herein and upon receipt of final acceptance by the County of Renfrew and the Town of Arnprior, the General Manager, Client Services/Treasurer shall reimburse the Owner, within one calendar year, for the capital construction costs of the front ended works up to an upset Development Charge reimbursement limit of \$300,000.00 subject to provision of final progress payment certificates and other required documentation as determined by the General Manager, Operations.

There were several reasons for these conditions to be imposed. A Transportation Impact Study has been provided in support of the application. The assessment addresses the potential impact of the proposed development on Daniel Street, County Road 2. As County Road 2 is under the jurisdiction of the County of Renfrew, staff at the County had also reviewed and commented on the Assessment.

After their initial review, the County of Renfrew Department of Public Works and Engineering provided the following comment: “Left turn movements from Galvin Street to Daniel Street will not be permitted. The study is to be updated to distribute the left turn movements to James Street or Michael Street.”

The developer revised the Transportation Impact Study to reflect this requirement and provided the following conclusions:

1. At full occupancy, all study area intersections are projected to operate with acceptable delays of 18 seconds or less (LoS ‘B’ or better), and therefore no modifications are required to the existing intersections to support the proposed development.

2. Traffic volumes along James Street and to/from the site are relatively low, and as such, signalization of the intersection of Daniel Street / James Street is not warranted based on projected vehicle volumes.
3. The Daniel Street / Galvin Street intersection traffic volumes to/from the site are relatively low and the delays are 15 – 20s. Based on the foregoing traffic impact analysis a southbound left turn lane is not recommended.

Further to discussions with both the applicant and the County Public Works staff with regard to restricting the access from the development to Daniel Street raised some significant concerns with the impact of this restriction on the existing residents on both Michael and James Streets, as well as the intersections of those streets with Daniel Street. Furthermore, it would appear that, even with the proximity of the two intersections, there might have been some opportunity to increase the signalization at the intersections of Galvin/Daniel and Edey/Daniel to alleviate the concerns regarding the left turn movement from Galvin onto Daniel Street.

On September 10th, 2018, Council held a required Public Meeting to consider the comments and concerns raised by the public. The meeting was well attended by residents of the surrounding community. Traffic concerns were raised, specifically with the current volumes of traffic and perceived need for additional signalization on Daniel Street, as well as the flows from Michael, Havey, William, Edey and Galvin Streets onto what is perceived to be a very busy Daniel Street.

As a result of this review and the public comments, staff recommended that the two draft conditions, 2. u) and v), whereby the developer is required to update the Transportation Study to:

- provide traffic calming recommendations, including cost estimates to assist in mitigating cut-through traffic concerns from the proposed subdivision north/east via Thomas Street;
- include recommendations for installation of traffic signals at Daniel Street and James Street;
- include an engineering analysis and functional design for a signalized intersection at the offset intersections on Daniel St. between Galvin St. and Edey St.

Furthermore the developer is required to design and front end the capital construction of the intersection signalization pursuant to the Development Charges Act.

Discussion:

Staggered Intersection Review

In undertaking the required review of the engineering analysis and functional design of the proposed offset intersections signalization, Partham Engineering, a specialized engineering firm focused on providing design and installation of Traffic Control Signals and Street lighting, provided the following opinion on the proposed signalization at Daniel Street and Galvin Street:

“This is not an ideal location to implement traffic signals. If traffic signals are added at Daniel St and Galvin St, they would need to operate from one controller at Daniel St and Edey St. Ideally the controller setup would provide an extended green signal on Daniel St EB at Galvin St and on Daniel St WB at Edey St. This is required to reduce the number of rear-end collisions caused by closely spaced signals. But this setup would cause an "amber trap" situation on Daniel St eastbound at Edey St and Daniel St westbound at Galvin St. The eastbound direction is shown an amber while the opposing westbound direction is still shown an extended green signal. Motorists facing the eastbound amber signal assume westbound motorists also have an amber signal and that traffic will stop. This leads to a potential for angle type accidents. This same condition would exist for Daniel St eastbound at Galvin St.

The second option would be to eliminate the extended green operation and display amber to all directions on Daniel St at the same time. Due to the close spacing of signals motorists may react differently. Some may try to stop between signals while other will try to clear the intersection. This can lead to rear-end type collisions.

Closely spaced signals such as these will always cause traffic related issues. If traffic signals are not warranted at Daniel St and Galvin St then consideration should be given to not install signals.”

Daniel/James Streets Intersection Review

Having determined that a staggered intersection at Daniel/Edey/Galvin Streets is not recommended, CGH Transportation Inc. proceeded to evaluate the intersection at Daniel/James Streets per condition 2.u) with the assumption that the development would be restricted to a right-in, right-out only intersection configuration at Daniel/Galvin Streets, per the County’s original condition of development. The conclusions provided are as follows:

1. A right-in, right-out intersection configuration is proposed for the development access at Galvin Street and Daniel Street.
 - a. This configuration will be enforced by the addition of a concrete median between the northbound and southbound lanes of Daniel Street at this intersection.
 - b. Site-generated traffic will be redistributed to the second site access at the intersection of Daniel Street and James Street.

2. Using the Ontario Traffic Manual Book 12 - Traffic Signals methodology, a signal warrant was examined and indicated signalization at the intersection of James Street and Daniel Street is not required.
3. A Level of Service analysis using Synchro models indicated the LOS of the movements at the intersection of James Street and Daniel Street in the signalized scenario will remain generally the same as the LOS of those movements in an unsignalized scenario. However, by signalizing this intersection, the northbound and southbound movements no longer operate as free flow movements.

Stantec Edey Street \ Galvin Street \ Daniel Street Intersection Review

In September of 2020, Stantec provided staff with a review of options for the improvement of the Edey / Galvin / Daniel Street Intersection to assist in understanding the options available for the improvement to the traffic flows in this area, recognizing the developments which have and are occurring in the vicinity, impacting the existing signalization and intersections, and the future traffic impacts. A copy of the review form Document #1 to this Report.

The Project objectives included:

- Develop realigned signalized intersection option
- Discuss other intersection options
- Identify and discuss constraints and impacts of option
- Determine Class Environmental Assessment (EA) requirement

Four Options have been identified at this intersection:

- Option 1 – Realigned signalized intersection. Stantec will review and develop an option for the realignment and signalization of this intersection.
- Option 2A – Right-in, Right-out access to Galvin St. Signals at Edey St to remain as is.
- Option 2B - Right-in, Right-out access to Galvin St. Signals at Edey St to remain as is. As part of this option, new signals will be added at Daniel St \ James St.
- Option 3 – Offset signalized intersection at Edey St \ Galvin St \ Daniel St.
- Option 4 – Roundabout at Edey St \ Galvin St \ Daniel St.

The review of the options included six criteria:

1. Safety Improvements
2. Traffic Operations
3. Site Access
4. Utility Impacts
5. Land Requirements
6. Cost/Implementation

Table 2 in Appendix D to the report provides a comparative review and summary of the intersection design options. It should be noted that a functional design study has not been completed for each option. This review identifies the strengths and weaknesses for each option and provides magnitude of costs for each.

Staff have reviewed the Stantec options report and are of the opinion that Option #1 Realigned Signalized Intersection is the best option for the future operation of this intersection when considering all of the criteria outlined in the report. The report suggest that option #1 provides the best solution for three main long term criteria being safety improvements, traffic operations, and site access, however unfortunately the cost impacted criteria being utility impacts, land requirements and other costs to implement the works all come at a significant cost totaling an estimated \$1,171,440.00. A further review and breakdown of the potential funding sources that may be available to fund this option are discussed under the financial considerations section below.

Staff have also circulated a copy of the Stantec options report to the County of Renfrew Public Works Department for their comment. The response from the County's Public Works Department was as follows:

“Option 1 is the preferred proposal to avoid any future liabilities for the County of Renfrew. It has been the past practice of the County of Renfrew that situations such as these are not a County responsibility and that it is the sole obligation of the Town and the developer. With that said, should the Town of Arnprior wish to submit a proposal to the Operations Committee and County Council, approved by Resolution from the Arnprior Town Council outlining any cost sharing agreement, will be required.”

Appreciating that the design and construction of Option #1 could take several years to complete, staff have also initiated discussions with the County of Renfrew's Public Works Department as to what temporary measures, if any, might be required in the interim. These discussions are ongoing and any requirement for temporary measures will be largely driven by the speed at which the Fairgrounds development is built out.

Impacts on Subdivision Draft Conditions 2. u) and v)

As a result of the various reviews undertaken, it would appear that draft condition 2. v) as identified is no longer applicable or achievable by the developer. As such, Council is asked to give consideration to the removal of this condition. The County of Renfrew, per their original comments on the proposed subdivision, would be expected to add a condition requiring the restriction of a right-in, right-out only movements from Galvin Street to Daniel Street. This would address their traffic impact concerns. However, staff note that during the public meeting, there were concerns raised with traffic impacts on adjacent, existing residential streets, namely Thomas, Michael and James. The imposition of a right-in, right-out only on Galvin would suggest that the traffic impacts on these streets would only increase without the left turn movements at Galvin and Daniel Streets.

Recognizing the need for a long-term solution to the traffic issues on Daniel in the vicinity, and with the information from the Stantec Review concluding that a re-aligned intersection is the best long-term option for this area, staff would suggest that the County may consider a 'temporary right-in, right-out' in the interim.

The future implementation of Option #1 Realigned Signalized Intersection as outlined in the Edey Street \ Galvin Street \ Daniel Street Intersection Review, prepared by Stantec, dated September 9th, 2020, would address the public's concerns raised during the public meeting of September 10, 2018, which as indicated above, specifically raised the current volumes of traffic and perceived need for additional signalization on Daniel Street, as well as the flows from Michael, Havey, William, Edey and Galvin Streets onto what is perceived to be a very busy Daniel Street. As such, staff recommend that this report be provided to those members of the public who provided comments at the public meeting. This will allow for transparency in the final recommendations to address the traffic concerns raised.

Options:

Long-term Intersection Improvements

Per the Stantec Review, four options are provided for Council's consideration in the long-term.

Subdivision Draft Conditions

Council could refuse to consider the proposed revised Draft Conditions however, staff are of the opinion that the proposed changes are necessary and appropriate for the development.

Policy Considerations:

The proposed development of a vacant lot within the settlement area of the Town of Arnprior is a positive investment supporting the Town's strategic vision of robust sustainable growth with new residential development. The units will provide a housing option for our residents. Furthermore, timely and efficient processing of requests provides effective service delivery and shows the Town is business friendly. By supporting this request, the development is permitted to proceed in a suitable and expeditious manner.

Financial Considerations:

The estimated costs to undertake each of the options listed in the Stantec report are outlined in appendix C of the attached report.

The estimated total cost to undertake the recommended Option #1 is \$1,171,440.00. This estimated cost however does not include the potential cost to acquire any necessary property beyond the Town and County road allowances. For the purposes of this estimate, an additional \$100,000 has been added as the estimated cost of the required land.

Staff have had preliminary discussions with the Town's development charge consultant Watson and Associates Economists Ltd and this project could be funded up to 50% through the provision for roads line item currently included in the Town's development charge bylaw, with the remaining percentage of the project being considered a benefit to existing.

Staff have also had preliminary discussions with the Fairgrounds developer and have advised them that the Town will expect them to contribute towards this project on the basis that their original draft condition required them to construct a right-in-right-out and the current revised draft condition requires them to undertake the functional design of an offset intersection.

Each of these previous draft conditions would have been valued in the range of \$50,000, therefore staff believes it is a reasonable amount to require as their developer contribution. It should be noted that the developer will also be contributing towards this project through the cost of development charges on their future building permits as well.

Based on the original Transportation Impact Study prepared by Parsons, dated June 15, 2018, over 88% of the traffic that currently approaches the Daniel/Edey/Galvin intersection is travelling along the north-bound and south-bound approaches of Daniel Street. With Daniel Street being a County road under the authority and control of the County, staff believe that it is reasonable to request that the County contribute 50% of the remaining cost to implement Option #1 once the development charges and developer contribution amounts have been subtracted. This results in a County contribution in the estimated amount of \$292,860. As indicated above, the County of Renfrew has advised that should Council wish to request a funding contribution from the County that it will need to be sent to County Council by way of a Council resolution.

In summary, staff believe that there are currently four potential funding sources available to fund the total cost of this project as follows:

Projected Funding Source	Percent of Total Cost	Estimated Total Contribution Amount
Arnprior Development Charge Reserve Fund (Provision for Roads)	50%	\$635,720
Arnprior Capital Expenditure Reserve Fund	23%	\$292,860
County of Renfrew contribution	23%	\$292,860
Developer contribution (design)	4%	\$50,000
Estimated Total	100%	\$1,271,440

Should Council be supportive of the proposed option #1 for the future of the intersection, Staff will endeavor to include the estimated cost to undertake the design in the 2021 draft capital budget and incorporate the Town's portion of the remaining estimated costs required to undertake the project in the years 1-5 range of the 2021 Long Range Capital Forecast while giving consideration to the projected timeframe for full build out of the subdivision.

Meeting Dates:

August 27, 2018 - Staff Report – Draft Plan of Subdivision
 September 10, 2018 - Public Meeting - Council Meeting
 October 9, 2018 – Staff Report – Draft Plan Conditions
 November 13, 2018 – Staff Report – Rezoning Application
 December 10, 2018 – Public Meeting – Rezoning
 March 25, 2019 – Staff Report – Draft Plan Revision

Consultation:

Angelo Renon, Stantec Engineering
 Lee Perkins, Director of Public Works and Engineering, County of Renfrew
 Mark Crockford, CGH Transportation

Gary Scandlan, Watson and Associates Economists Ltd
Jim Hutton, Contract Planner

Documents:

Edey Street \ Galvin Street \ Daniel Street Intersection Review, Stantec Consulting,
September 9, 2020

Reviewed By Department Head:

Reviewed By General Manager, Client Services/Treasurer:

Jennifer Morawiec

CAO Concurrence:

Robin Paquette

Workflow Certified By Town Clerk:

To:	John Steckly, A.Sc.T. General Manager Operations Town of Arnprior 105 Elgin Street W.	From:	Angelo Renon Stantec Consulting Ltd 400 – 1331 Clyde Ave Ottawa, ON
File:	163601380	Date:	September 9, 2020

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

1.0 INTRODUCTION

Stantec Consulting Ltd (Stantec) has been retained by the Town of Arnprior (Town) to undertake a review of the intersections of Edey Street and Daniel Street as well as Galvin Street and Daniel Street. As part of this review, Stantec will review \ develop options to realign the intersections as well provide comment on other options (right-in\right out, staggered signalized intersection, roundabout) that may be considered at this location. Stantec understands that the Galvin Street \ Daniel Street intersection has been designated as one of two primary entrances for the new Fairgrounds subdivision in the Town of Arnprior. The developments will include 161 residential units with a mix of unit types including single-detached (43), semi-detached (84) and townhomes (28). For descriptive purposes for this report, Daniel St is considered to be oriented in a north-south direction with Edey St located on the west side of Daniel St and Galvin St located on the east side of Daniel St.

As part of the new Fairgrounds development the Town has requested that Stantec's mandate includes the development of a realigned intersection at Edey St \ Galvin St \ Daniel St and discussion of 3 other Options. A cost estimate will be developed for these options.

1.1 SITE DESCRIPTION

The location of the study area, identified in Figure 1, includes Daniel Street and its intersection with Edey St and Galvin St. Area roadways serve the needs of commuter traffic and local commercial traffic on Edey St. The Edey St \ Daniel St intersection is signalized, while the existing Galvin St \ Daniel St intersection is a stop control (for Galvin St).

Existing Roadways

Daniel Street South is a north-south arterial roadway that provides access to Highway 417. Within the study area, Daniel Street South has a three-lane cross-section, with the center lane acting as a two-way left-turn lane, and auxiliary right-turn lanes provided at major intersections (Daniel Street /Baskin Drive). South of Baskin Drive, Daniel Street has a five-lane cross-section. The posted speed limit is 40 km/h north of Baskin Drive and 50 km/h south of Baskin Drive.

Edey Street is an east-west urban local roadway that extends from Daniel Street in the east to Edward Street South in the west. Edey Street has a two-lane cross-section and sidewalks at the north and south sides. The posted speed limit is 40 km/h.

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

Galvin Street is an east-west local roadway that extends from the Site in the east to Daniel Street South in the west. Galvin Street has a two-lane cross-section and continuous access to Michelson Auto Centre parking lot at the north. Galvin St will be one of the two main access roads for the new Fairground development. A 40 km/h speed limit is proposed.

The study area also includes:

- Arnprior Motor Inn located directly across Edey St. The traffic signal includes one of the two entrances to the Arnprior Motor Inn.
- A garage (Michelson Auto Centre) located in the north-east quadrant of Galvin St \ Daniel St intersection
- Arnprior Curling Club located behind the Arnprior Motor Inn on Galvin St.
- There is a ravine with a 1600 csp culvert located on Edey St approximately 47m from the intersection with Daniel St.

Existing Intersections

Daniel Street / Edey Street

The Daniel Street / Edey Street intersection is a signalized 'T'-intersection with pedestrian crossings on all approaches. On the east side of the intersection an entrance to the Arnprior Motor Inn connects to the intersection and is controlled by the traffic control signals. The southbound approach consists of a shared left/through/right lane. The northbound approach consists of a through and dedicated left-turn lane. The eastbound approach consists of a shared left/through/right lane. There is a southern driveway from Daniel Street South to the Arnprior Motor Inn approximately 30 metres south of the intersection. All movements are permitted at this location.

Daniel Street / Galvin Street

The Daniel Street South/Galvin Street intersection is an unsignalized 'T' intersection with stop control on the minor approach. The southbound approach consists of a shared through/left-turn lane. The northbound approach consists of a shared through/right-turn lane. The westbound approach is the minor approach and consists of a shared left/through/right lane. All movements are permitted at this location. Upon completion of the development left turns out at this location will be restricted based on the Traffic Impact Study.

September 9, 2020

John Steckly, A.Sc.T. General Manager Operations

Page 3 of 16

**Reference: Edey Street \ Galvin Street \ Daniel Street
Intersection Review**

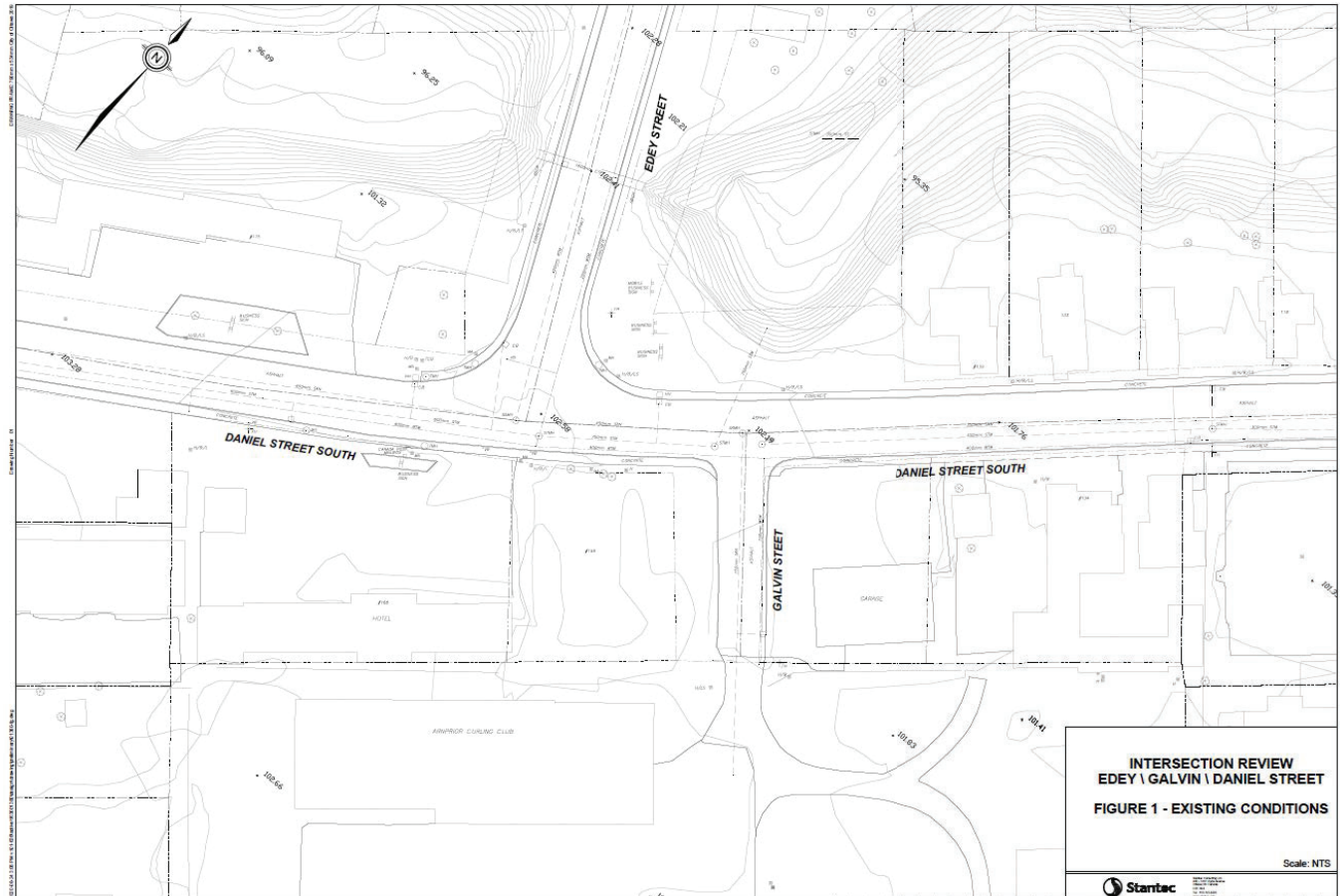


Figure 1 – Project Location

Photos of the site can be found in Appendix A – Photos.

1.1.1 Project Objectives

The project objectives are:

- Develop realigned signalized intersection option
- Discuss other intersection options
- Identify and discuss constraints and impacts of option
- Determine Class Environmental Assessment (EA) requirements

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

1.1.2 Municipal Class Environmental Assessment Implications

Within the Municipal Class Environmental Assessment document, published by the Municipal Engineers Association in 2011 (with 2013 errata corrections), the Municipal Road Projects schedules in Appendix 1 outline the different types of road projects and the EA requirements for each. The project descriptions that are most suitable for the intersection improvements for the Edey St \ Galvin St \ Daniel St is as follows:

12. a) Construction of localized operational improvements at specific locations (e.g. the realignment of the intersection)

13. Installation, construction or reconstruction of traffic control devices (e.g. signing, signalization)

For the construction of localized operational improvements, these projects fall under a Schedule A+ process and have no prescribed cost limit. These projects are pre-approved and require notification to the public prior to implementation.

For the installation of traffic control devices, these projects fall under a Schedule A process and have a prescribed cost limit of \$9.5 million before triggering a Schedule B process. It is anticipated that the intersection improvements for this location will be under the \$9.5 million limit. Schedule A activities are pre-approved. The proponents may proceed without following the procedures set out in any other part of the Municipal Class EA.

2.0 PROJECT OPTIONS

The study required the development of the realigned signalized intersection option and discussion of 3 other intersection options.

2.1 INTERSECTION OPTIONS

Four Options have been identified at this intersection:

- Option 1 – Realigned signalized intersection. Stantec will review and develop an option for the realignment and signalization of this intersection.
- Option 2A – Right-in, Right-out access to Galvin St. Signals at Edey St to remain as is.
- Option 2B - Right-in, Right-out access to Galvin St. Signals at Edey St to remain as is. As part of this option, new signals will be added at Daniel St \ James St.
- Option 3 – Offset signalized intersection at Edey St \ Galvin St \ Daniel St.

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

- Option 4 – Roundabout at Edey St \ Galvin St \ Daniel St.

2.2 DESIGN CRITERIA

Standards

The Transportation Association of Canada's (TAC) *Geometric Design Guide for Canadian Roads* and the Ontario Ministry of Transportation (MTO) *Geometric Design Standards for Ontario Highways* were the primary design standards used to establish the design criteria to be used for this intersection review.

The proposed Design Criteria below is also based on the following:

- TAC's Geometric Design Guide for Canadian Road, 2017
- Ontario Highway Traffic Act, R.S.O. 1990
- Ontario Traffic Manual – Books 1, 2, 5, 11, 12, 15, 18.

The items below identify the proposed design criteria required for the proposed intersection Options.

Daniel Street

Element	Design Standard
Roadway Classification	UAU (Urban Arterial Undivided)
Posted Speed	40 km\hr
Design Speed	50 km\hr
Design Vehicle	Aerial Fire Truck
Minimum Stopping Sight Distance	65 m
Equivalent Minimum "K" Factor – Crest (SSD)	13

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

Equivalent Minimum "K" Factor – Sag (Headlight Control)	10
Radius Minimum	80 m
Minimum Radius for 50 km\hr D.S. for Normal Crown	150 m
Pavement Width	2 @ 5.35m (south of Edey St) 2 @ 3.50m – 3.75m (north of Edey St)
Sidewalk Width	1.5m
Approach Grades at Intersection	0.5% - 3%
Maximum Grade through Intersection	0.5%-2.0%
Boulevard / Green Zone Width	0.5m-5.0m
Cycling Facility	Shared lane

Edey Street

Element	Design Standard
Roadway Classification	ULU (Urban Local Undivided)
Posted Speed	40 km\hr
Design Speed	40 km\hr
Design Vehicle	Aerial Fire Truck

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

Minimum Stopping Sight Distance	50 m
Equivalent Minimum "K" Factor – Crest (SSD)	11
Equivalent Minimum "K" Factor – Sag (Headlight Control)	9
Radius Minimum	50 m
Minimum Radius for 50 km\hr D.S. for Normal Crown	120 m
Pavement Width	2 @ 5.35m
Sidewalk Width	1.5m
Approach Grades at Intersection	0.5% - 3%
Maximum Grade through Intersection	0.5%-2.0%
Boulevard / Green Zone Width	0.5m-5.0m
Cycling Facility	Shared lane

Galvin Street

Element	Design Standard
Roadway Classification	ULU (Urban Local Undivided)
Posted Speed	40 km\hr

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

Design Speed	40 km\hr
Design Vehicle	Aerial Fire Truck
Minimum Stopping Sight Distance	50 m
Equivalent Minimum "K" Factor – Crest (SSD)	11
Equivalent Minimum "K" Factor – Sag (Headlight Control)	9
Radius Minimum	50 m
Minimum Radius for 50 km\hr D.S. for Normal Crown	120 m
Pavement Width	2 @ 4.50m
Sidewalk Width	1.5m
Approach Grades at Intersection	0.5% - 3%
Maximum Grade through Intersection	0.5%-2.0%
Boulevard / Green Zone Width	0.5m-5.0m
Cycling Facility	Shared lane

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

2.2.1 Description of Options

2.2.1.1 Option 1 – Realigned Signalized Intersection

Option 1 includes realigning Edey St and Galvin St, intersecting Daniel St at a skew of 70°. Edey St and Galvin St are currently at an offset of 39.6m. Ideally, intersections should be at a skew angle of 90° with a 70° angle as a minimum. A realigned intersection has been developed based on a 70° intersection skew angle. Refer to Figure 2 in Appendix B for the layout for this option. Increasing skew angle results in substantial property impacts as well as substantial impacts to the Arnprior Curling Club and the large culvert. The alignment has been developed with horizontal curves with a radius of 95.0 m, resulting in a reverse crown (which connects to intersection at standard grades as noted in the design criteria). The realigned signalized intersection results in stop blocks being located offset from the pedestrian crossing lines in order to accommodate turning movements (Figure 3-5). The design vehicle used is an aerial fire truck. The realigned intersection results in:

- Relocation of above ground utilities (Hydro One and Bell poles) and underground (gas, Bell)
- Adjustment and relocation of catchbasins (storm sewer modifications to match realignment). Drainage will be addressed by connecting to the existing storm sewer system.
- Relocation of fire hydrant and adjustment to water valves
- Impacts to ravine and extension of the 1600mm CPS culvert by 4 – 5 m
- Entrance modifications including closure of one of the entrances at the Arnprior Motor Inn and modification to the Michelson Auto Centre Galvin Street entrance.
- Property acquisition. Property will be required in the south-east quadrant (vacant lot 79) and Arnprior Curling Club. There may be property impacts in the north-west quadrant due to culvert extension.
- Installation of traffic signals
- Dedicated cycling infrastructure is not included with the improvements.
- Guide rail to be re-instated adjacent to ravine.

2.2.1.2 Option 2A – Right-in, Right-out access at Galvin St.

Option 2 was identified in the 10 Galvin Street – James Street Signal Warrant Technical Memorandum (September 12, 2019) prepared by CGH Transportation. This option includes:

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

- The addition of a concrete median between the northbound and southbound lanes of Daniel St and will begin at the Edey St intersection. The existing roadway width through this area varies between 10.70m and 9.70m. Minor roadway widening will be required to accommodate the new median.
- Existing traffic signals at Edey St to remain as is.
- This option limits the number of movements in and out of the development.

2.2.1.3 Option 2B – Right-in, Right-out access at Galvin St including New Traffic Signals at Daniel St and James St.

Option 2 was identified in the 10 Galvin Street – James Street Signal Warrant Technical Memorandum (September 12, 2019) prepared by CGH Transportation. This option includes:

- The addition of a concrete median between the northbound and southbound lanes of Daniel St and will begin at the Edey St intersection. The existing roadway width through this area varies between 10.70m and 9.70m. Minor roadway widening will be required to accommodate the new median.
- Existing traffic signals at Edey St to remain as is.
- This option includes the addition of new traffic signals at Daniel St and James Street.
- This option limits the number of movements in and out of the development.

2.2.1.4 Option 3 – Offset signalized intersection at Edey St \ Galvin St \ Daniel St.

Option 3 was discussed in the 10 Galvin Street – James Street Signal Warrant Technical Memorandum (September 12, 2019) prepared by CGH Transportation. The technical memorandum includes input from Partham Engineering (engineering firm specialized in design and installation of traffic control signals and illumination) that identifies issues with implementing signals at Galvin St. Specifically Partham identifies the following:

“This is not an ideal location to implement traffic signals. If traffic signals are added at Daniel St and Galvin St, they would need to operate from one controller at Daniel St and Edey St. Ideally the controller setup would provide an extended green signal on Daniel St EB at Galvin St and on Daniel St WB at Edey St. This is required to reduce the number of rear-end collisions caused by closely spaced signals. But this setup would cause an “amber trap” situation on Daniel St eastbound at Edey St and Daniel St westbound at Galvin St. The eastbound direction is shown an amber while the opposing westbound direction is still shown an extended green signal. Motorists facing the eastbound amber signal assume westbound motorists also have an amber signal and that traffic will stop. This leads to a potential for angle type accidents. This same condition would exist for Daniel St eastbound at Galvin St.

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

The second option would be to eliminate the extended green operation and display amber to all directions on Daniel St at the same time. Due to the close spacing of signals motorists may react differently. Some may try to stop between signals while other will try to clear the intersection. This can lead to rear-end type collisions.

Closely spaced signals such as these will always cause traffic related issues. If traffic signals are not warranted at Daniel St and Galvin St then consideration should be given to not install signals."

This option can be found in various municipalities throughout Ontario and is still being implemented. It is not a preferred option due to safety issues.

2.2.1.5 Option 4 – Roundabout at Edey St \ Galvin St \ Daniel St.

A functional design study would be required to fully assess the feasibility of a roundabout at this location. Based on our preliminary review of the traffic volumes, roadway geometrics and site constraints, offset intersections are not ideal candidates for roundabouts. Based on the information provided, an inscribed circle diameter of 52.0m and an island diameter (including truck apron) of 39.0m would be required resulting in a larger footprint impact than the proposed realigned intersection. The roundabout would impact the following quadrants from a property perspective:

- South-east quadrant including the Arnprior Motor Inn
- North-east quadrant
- North-west quadrant

Impacts will include:

- Relocation of above ground utilities (Hydro One and Bell poles) and underground (gas, Bell)
- Adjustment and relocation of catchbasins (storm sewer modifications to match realignment)
- Relocation of fire hydrant and adjustment to water valves
- Impacts to ravine and extension of the 1600mm CPS culvert by 5 - 6 m
- Entrance modifications including closure of one of the entrances at the Arnprior Motor Inn and modification to the Michelson Auto Centre Galvin Street entrance.
- Property acquisition. Property will be required in the south-east quadrant (vacant lot 78 and 79) , Arnprior Curling Club and potential impact to Arnprior Motor Inn property. There may also be property impacts in the north-west quadrant due to culvert extension.

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

3.0 COST ESTIMATES

Class C cost estimates have been developed for each alternative and are summarized below in Table 1 below. Table 1 can also be found in Appendix C.

Table 1 - "Class C" Cost Estimates

Section	Description	Option 1 Realigned Intersection	Option 2A Right-in \ Right- Out	Option 2B Right-in \ Right- Out w New Intersection at Daniel \ James	Option 3 Offset Intersection	Option 4 Roundabout
A	General	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ 8,000.00	\$ 20,000.00
B	Removals	\$ 95,000.00				\$ 115,000.00
C	Storm	\$ 80,000.00	\$ -	\$ -		\$ 135,000.00
D	Road ¹	\$ 313,000.00	\$ 25,000.00	\$ 100,000.00	\$ 30,000.00	\$ 555,000.00
E	Landscaping	\$ 16,000.00	\$ -	\$ 5,000.00	\$ 4,000.00	\$ 35,000.00
F	Traffic Signals ²	\$ 185,000.00	\$ -	\$ 195,000.00	\$ 120,000.00	
G	Streetlighting ³	\$ 35,000.00	\$ -	\$ 40,000.00	\$ 30,000.00	\$ 140,000.00
Estimated Construction Tender Total		\$ 734,000.00	\$ 30,000.00	\$ 345,000.00	\$ 192,000.00	\$ 1,000,000.00
Engineering Services (20% of Construction Total)		\$ 146,800.00	\$ 6,000.00	\$ 69,000.00	\$ 38,400.00	\$ 200,000.00
Utilities		\$ 22,000.00	\$ -	\$ 20,000.00	\$ -	\$ 38,000.00
Property ⁴		TBD	\$ -	\$ -	\$ -	TBD
Town Internal Costs (5% of Construction Total)		\$ 36,700.00	\$ 1,500.00	\$ 17,250.00	\$ 9,600.00	\$ 50,000.00
Miscellaneous (5% of Construction Total)		\$ 36,700.00	\$ 1,500.00	\$ 17,250.00	\$ 9,600.00	\$ 50,000.00
Sub-Total		\$ 976,200.00	\$ 39,000.00	\$ 468,500.00	\$ 249,600.00	\$ 1,338,000.00
Contingency (20%)		\$ 195,240.00	\$ 7,800.00	\$ 93,700.00	\$ 49,920.00	\$ 267,600.00
Total		\$ 1,171,440.00	\$ 46,800.00	\$ 562,200.00	\$ 299,520.00	\$ 1,605,600.00

¹ Assume 2 lifts 60 mm SuperPave, 150mm Granular A, 400mm Granular B, Type II

² Does not include cost for PXO at roundabout

³ Assume that streetlighting will entail of 400W equivalent LED luminaires in all splitter islands within the intersection and with a spacing of 35m to 50m on each of the approaches

⁴ Property costs unknown for Option 1 and Option 4

3.1 COMPARATIVE REVIEW OF INTERSECTION DESIGN OPTIONS

Using the information available, including topographic mapping, utility information, conceptual designs of the options were developed for the Edey St \ Galvin St \ Daniel St intersection.

The following provides a high-level review of the intersection options identified in this memo. Six key criteria will be used to summarize each alternative. These include:

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

Safety Improvements:

The safety improvement potential of the traffic control options was evaluated.

- Option 1 – Realigned signalized intersection. The traffic signal option is expected to improve safety on the sideroads as the eastbound and westbound movements would operate under dedicated signal phases. The intersection skew angle (70°) does not provide the best geometry resulting in reduced sight triangles.
- Option 2A – Right-in, Right-out access to Galvin St. This option is relatively neutral in terms of safety improvements. It results in a reduced number of movements and thus a reduction in potential conflicts at the Galvin St intersection but increases number of vehicles accessing and leaving the development through the James St \ Daniel St intersection.
- Option 2B – Right-in, Right-out access to Galvin St including new traffic signals at Daniel St and James St. This option is relatively neutral in terms of safety improvements. It results in a reduced number of movements and thus a reduction in potential conflicts. It also directs certain movement to the development through James St \ Daniel St intersection. The addition of traffic signals at James St \ Daniel St improves the safety at the intersection given the existing sight line constraints that are present there.
- Option 3 – Staggered signalized intersection at Edey St \ Galvin St \ Daniel St. This option is not recommended given that it creates additional safety concerns.
- Option 4 – Roundabout at Edey St \ Galvin St \ Daniel St. The roundabout option is expected to improve the overall safety at the intersection as it reduces the conflict points from 32 points to 8 points. In addition, the roundabout design option is expected to result in reduced speeds at all entry approaches.

Traffic Operations:

Based on the traffic operational analysis in 10 Galvin Street – James Street Signal Warrant Technical Memorandum (September 12, 2019) prepared by CGH Transportation, the signalized intersection options are anticipated to operate acceptably under projected future conditions. The right-in \ right-out will also function based on the CGH Transportation Technical Memorandum but will direct traffic to James Street. As part of the right-in \ right-out option (Option 2B), traffic signals will be installed at the intersection of Daniel St and James Street. It should be noted that there are sightline issues at the intersection of James St and Daniel Street that will need to be addressed/mitigated. It is assumed that the roundabout would also be able to operate acceptably under project future conditions.

Site Access:

Site access arrangements were evaluated for all options, particularly for the existing garage, motor inn as well as access to the community.

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

- Option 1 – Realigned signalized intersection. This option will result in adjustment of the Michelson Auto Centre entrance. Stantec is recommending the closure of one of the entrances to the Arnprior Motor Inn.
- Option 2A – Right-in, Right-out access to Galvin St. This option is relatively neutral in terms of site access. There are no access impacts to nearby sites. It is noted that this option limits the movements into the Fairground development at Galvin St.
- Option 2B – Right-in, Right-out access to Galvin St including new traffic signals at Daniel St and James St. This option is relatively neutral in terms of site access. There are no access impacts to nearby sites. It is noted that this option limits the movements into the Fairground development at Galvin St.
- Option 3 – Staggered signalized intersection at Edey St \ Galvin St \ Daniel St. Site access is not impacted by this option.
- Option 4 – Roundabout at Edey St \ Galvin St \ Daniel St. Site access to the Arnprior Motor Inn and Michelson Auto Centre will be impacted.

Utility Impacts:

Impacts to existing utilities were reviewed for all options.

- Option 1 – Realigned signalized intersection. Three utility poles are directly impacted by this option, resulting in relocation of up to 6 utility poles. Illumination poles are also impacted.
- Option 2A – Right-in, Right-out access to Galvin St. It is anticipated that no utilities are impacted under this option.
- Option 2B – Right-in, Right-out access to Galvin St including new traffic signals at Daniel St and James St. It is anticipated that no utilities are impacted under this option. A preliminary design is required to determine property and utility impacts at this location.
- Option 3 – Staggered signalized intersection at Edey St \ Galvin St \ Daniel St. It is anticipated that one utility pole will be impacted by this option. Underground utility plant is not anticipated to be impacted.
- Option 4 – Roundabout at Edey St \ Galvin St \ Daniel St. Four utility poles are directly impacted by this option, resulting in relocation of up to 6 utility poles. Illumination poles are also impacted. Underground utility plant is not anticipated to be impacted.

Land Requirements:

Property impacts were reviewed for each option.

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

- Option 1 – Realigned signalized intersection. This option results in the property impacts on the north-west quadrant, and the south-east quadrant including the Arnprior Curling Club.
- Option 2A Right-in, Right-out access to Galvin St. Signals at Edey St to remain as is. No property impacts resulting from this option
- Option 2B Right-in, Right-out access to Galvin St including new traffic signals at Daniel St and James St. Signals at Edey St to remain as is. No property impacts resulting from this option
- Option 3 – Staggered signalized intersection at Edey St \ Galvin St \ Daniel St. It is anticipated that no property impacts will result from this option. A preliminary design is required to determine property and utility impacts at this location.
- Option 4 – Roundabout at Edey St \ Galvin St \ Daniel St. This option results in the property impacts on the north-west quadrant, and the south-east quadrant including the Arnprior Curling Club and the Arnprior Motor Inn.

Costs / Implementation:

'Class C' cost estimates were prepared for the options using typical unit prices (based on local municipal client 2019 rates); these estimates considered all the improvements identified for each design option.

- Option 1 – Realigned signalized intersection. Improvement costs are moderate.
- Option 2A – Right-in, Right-out access to Galvin St. Improvement costs for this option are low.
- Option 2B – Right-in, Right-out access to Galvin St including new traffic signals at Daniel St and James St. Improvement costs for this option are low.
- Option 3 – Staggered signalized intersection at Edey St \ Galvin St \ Daniel St. Improvement costs for this option are moderate.
- Option 4 – Roundabout at Edey St \ Galvin St \ Daniel St. Improvement costs for this option are high.

4.0 REVIEW OF OPTIONS

This section provides an overview of the intersection Options.

September 9, 2020

John Steckly, A.Sc.T. General Manager Operations

Page 16 of 16

Reference: Edey Street \ Galvin Street \ Daniel Street Intersection Review

4.1 COMPARATIVE REVIEW OF INTERSECTION DESIGN OPTIONS

Table 2 in Appendix D provides a comparative review and summary of the intersection design options. It should be noted that a functional design study has not been completed for each option. This review provides identifies the strengths and weaknesses for each option and provides magnitude of costs for each.

Stantec Consulting Ltd

Angelo Renon, P.Eng.

Phone: 613-799-8773

Attachment: Appendix A - Photos
Appendix B – Figure 2 – 5 - Realigned Signalized Intersection \ Turning Templates
Appendix C – Class C Cost Estimates
Appendix D - Comparative Review of Intersection Design Options

c.

APPENDIX A

Photos

Edey St \ Galvin St \ Daniel St Intersection Review - Photos



Galvin St looking west toward Daniel St



Galvin St looking west toward Daniel St



Daniel St at Galvin St looking north



Daniel St looking south toward Edey St intersection



Daniel St \ Edey St intersection looking toward Edey St



Daniel St looking south near intersection with Edey St.

Edey St \ Galvin St \ Daniel St Intersection Review - Photos



Daniel St at Edey St looking south



Daniel St at Edey St looking north



Edey St looking west near culvert crossing



Edey St looking east toward Daniel St



1600 csp culvert



Utilities on north-west corner of Edey St \ Daniel St.

Edey St \ Galvin St \ Daniel St Intersection Review - Photos



Galvin St looking east toward curling club



Utility pole on Galvin St adjacent to curling club



Edey St \ Daniel St intersection looking east



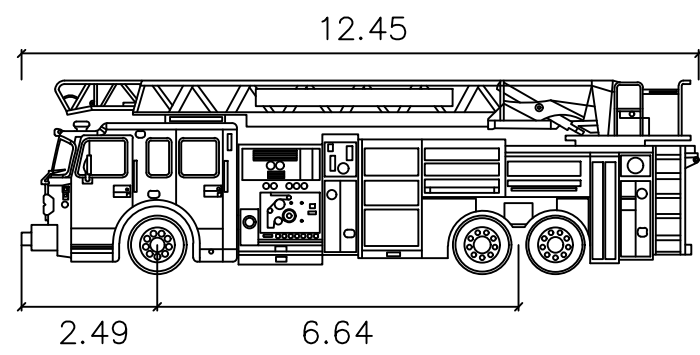
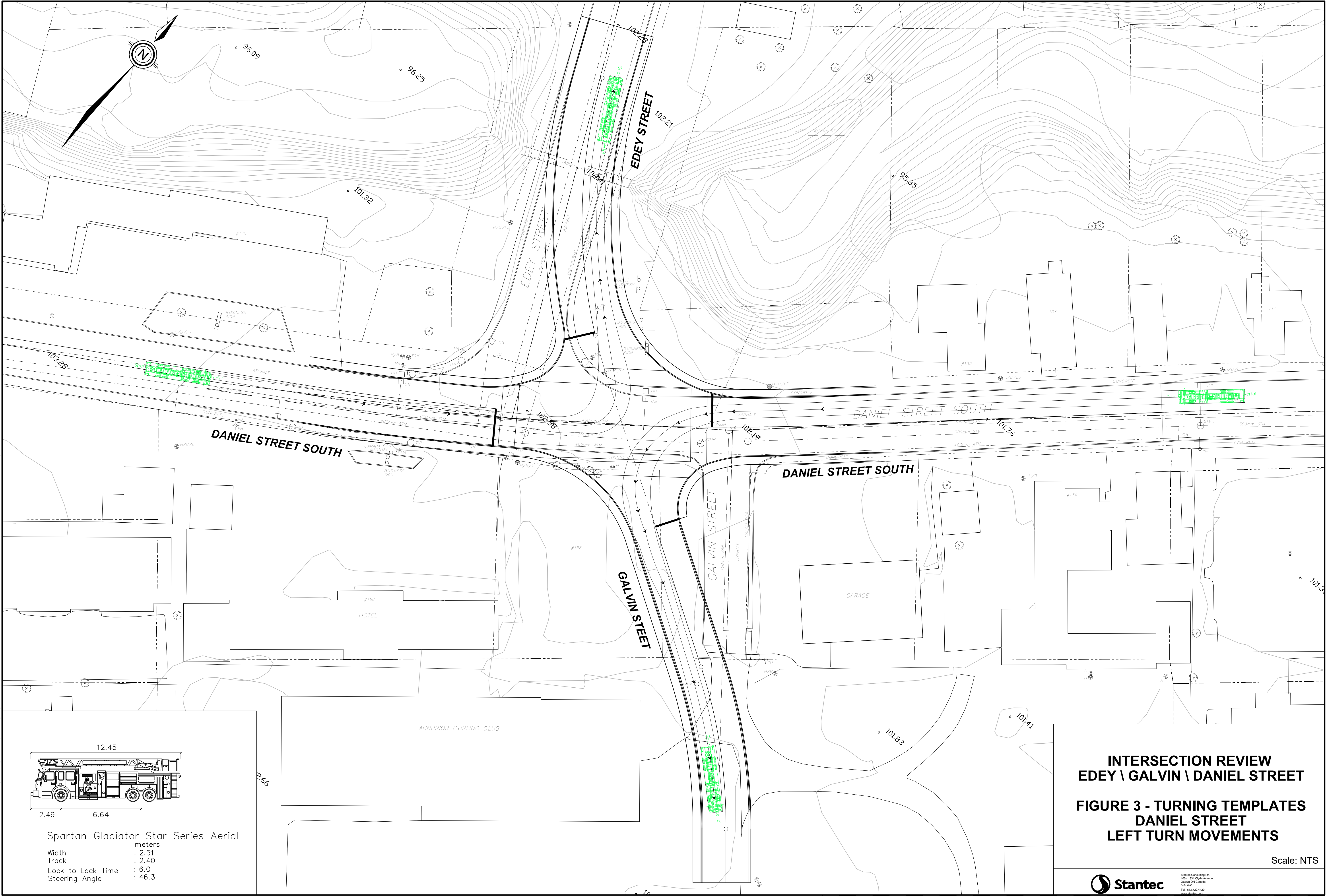
Edey St \ Daniel St intersection looking south

APPENDIX B

Figure 2 - 5

Realigned Signalized Intersection

Turning Templates



Spartan Gladiator Star Series Aerial

Width	2.51 meters
Track	2.40
Lock to Lock Time	6.0
Steering Angle	46.3

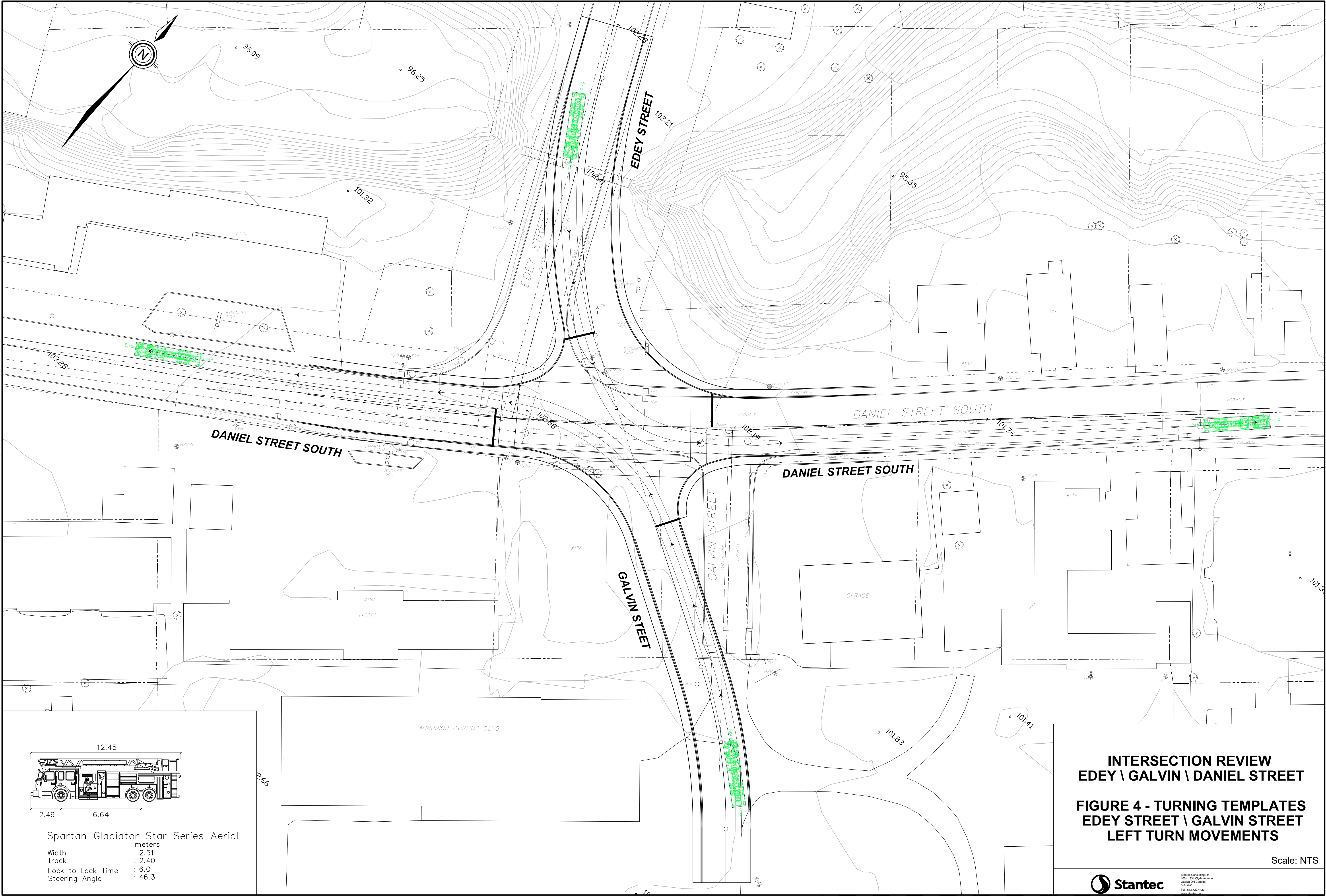
**INTERSECTION REVIEW
EDEY \ GALVIN \ DANIEL STREET**

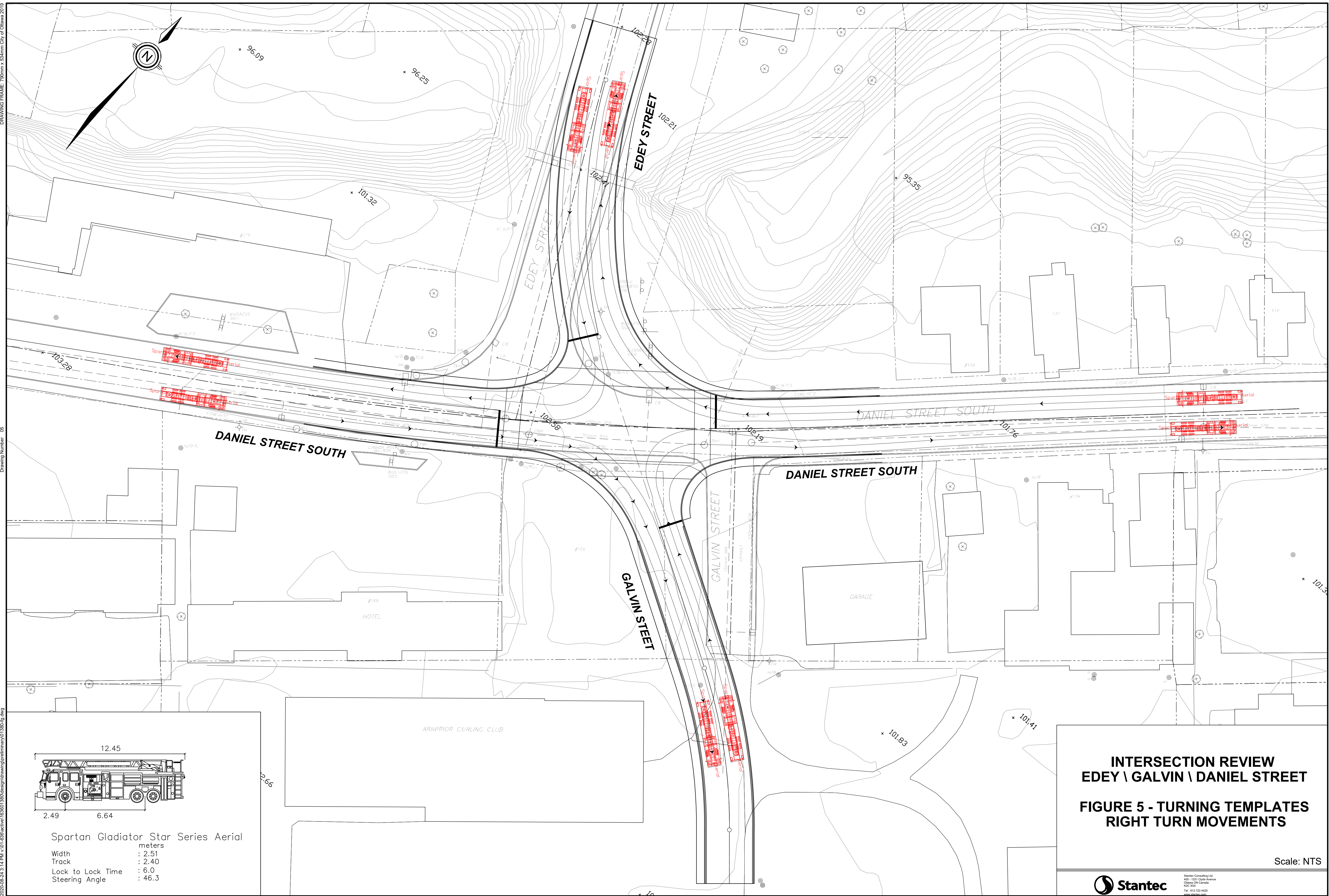
**FIGURE 3 - TURNING TEMPLATES
DANIEL STREET
LEFT TURN MOVEMENTS**

Scale: NTS



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Ottawa ON Canada
K2C 5A4
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Fax: 613 722 4420






































APPENDIX C

Figure C

Class C Cost Estimate

TABLE 2 – Comparative Review of Intersection Design Options

CRITERIA	OPTION 1 REALIGNED SIGNALIZED INTERSECTION	OPTION 2A RIGHT-IN \ RIGHT-OUT	OPTION 2B RIGHT-IN \ RIGHT-OUT, SIGNALS AT DANIEL \ JAMES	OPTION 3 OFFSET SIGNALIZED INTERSECTION	OPTION 4 ROUNDBABOUT
SAFETY IMPROVEMENTS	 Improved safety on Edey St and Galvin St	 Reduces conflicts at intersection	 Reduces conflicts at intersection	 Safety concerns due to increased conflicts associated with offset intersection.	 Improved safety at intersection. Number of conflict points reduced. Reduced speeds at all entry approaches
TRAFFIC OPERATIONS	 Intersection to operate acceptably under projected future conditions	 Intersection operate acceptably under future conditions with concentration of traffic to Fairground development at Daniel \ James intersection	 Intersection operate acceptably under future conditions with concentration of traffic to Fairground development at Daniel \ James intersection	 Intersection to operate acceptably under projected future conditions	 Intersection to operate acceptably under projected future conditions
SITE ACCESS	 Site access maintained. Recommend closing on access to Arnprior Motor Inn.	 Limits access to Fairground development at Galvin St	 Limits access to Fairground development at Galvin St	 Limits access to properties	 Garage access to be impacted to potentially one (1) point of access.
UTILITY IMPACTS	 Significant impacts to existing utilities. Will require relocation of a number of utility poles	 No impacts to utilities	 No impacts to utilities anticipated	 Minor impacts to utilities	 Significant impacts to existing utilities. Will require relocation of a number of utility poles
LAND REQUIREMENTS	 Larger Property requirements	 Potential for property acquisition \ easements	 Potential for property acquisition \ easements	 No Property requirements	 Significantly larger property requirements
COSTS / IMPLEMENTATION	 Additional Traffic Signal infrastructure costs. Higher roadway construction and property costs. Higher maintenance and operating costs	 Low cost.	 Mid -low cost.	 Additional Traffic Signal infrastructure costs. Higher maintenance and operating costs. Low roadway construction costs	 No Traffic Signal infrastructure costs. Higher roadway construction and property costs.

-  Performs Poorly Against Criteria
-  Performs Adequately Against Criteria
-  Performs Well Against Criteria

APPENDIX D

Figure D

Comparative Review of Intersection Design Options

Table 1 - "Class C" Cost Estimates

Section	Description	Option 1 Realigned Intersection	Option 2A Right-in \ Right- Out	Option 2B Right-in \ Right- Out w New Intersection at Daniel \ James	Option 3 Offset Intersection	Option 4 Roundabout
A	General	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ 8,000.00	\$ 20,000.00
B	Removals	\$ 95,000.00				\$ 115,000.00
C	Storm	\$ 80,000.00	\$ -	\$ -		\$ 135,000.00
D	Road ¹	\$ 313,000.00	\$ 25,000.00	\$ 100,000.00	\$ 30,000.00	\$ 555,000.00
E	Landscaping	\$ 16,000.00	\$ -	\$ 5,000.00	\$ 4,000.00	\$ 35,000.00
F	Traffic Signals ²	\$ 185,000.00	\$ -	\$ 195,000.00	\$ 120,000.00	
G	Streetlighting ³	\$ 35,000.00	\$ -	\$ 40,000.00	\$ 30,000.00	\$ 140,000.00
Estimated Construction Tender Total		\$ 734,000.00	\$ 30,000.00	\$ 345,000.00	\$ 192,000.00	\$ 1,000,000.00
Engineering Services (20% of Construction Total)		\$ 146,800.00	\$ 6,000.00	\$ 69,000.00	\$ 38,400.00	\$ 200,000.00
Utilities		\$ 22,000.00	\$ -	\$ 20,000.00	\$ -	\$ 38,000.00
Property ⁴		TBD	\$ -	\$ -	\$ -	TBD
Town Internal Costs (5% of Construction Total)		\$ 36,700.00	\$ 1,500.00	\$ 17,250.00	\$ 9,600.00	\$ 50,000.00
Miscellaneous (5% of Construction Total)		\$ 36,700.00	\$ 1,500.00	\$ 17,250.00	\$ 9,600.00	\$ 50,000.00
Sub-Total		\$ 976,200.00	\$ 39,000.00	\$ 468,500.00	\$ 249,600.00	\$ 1,338,000.00
Contingency (20%)		\$ 195,240.00	\$ 7,800.00	\$ 93,700.00	\$ 49,920.00	\$ 267,600.00
Total		\$ 1,171,440.00	\$ 46,800.00	\$ 562,200.00	\$ 299,520.00	\$ 1,605,600.00

¹ Assume 2 lifts 60 mm SuperPave, 150mm Granular A, 400mm Granular B, Type II

² Does not include cost for PXO at roundabout

³ Assume that streetlighting will entail of 400W equivalent LED luminaires in all splitter islands within the intersection and with a spacing of 35m to 50m on each of the approaches

⁴ Property costs unknown for Option 1 and Option 4



Daniel St at Edey/Galvin St Intersection Improvements

John Steckly, GM, Operations
Town of Arnprior Delegation

Meeting Date: March 16th, 2021
Renfrew County Operations Committee

1



Background

June 2018:

- Town initiated discussions with County regarding proposed Fairgrounds plan of subdivision, recognizing challenges with primary access road to development being Galvin St from Daniel St.
- County initially required Galvin St be restricted to right-in-right-out turning movements.

2



Background

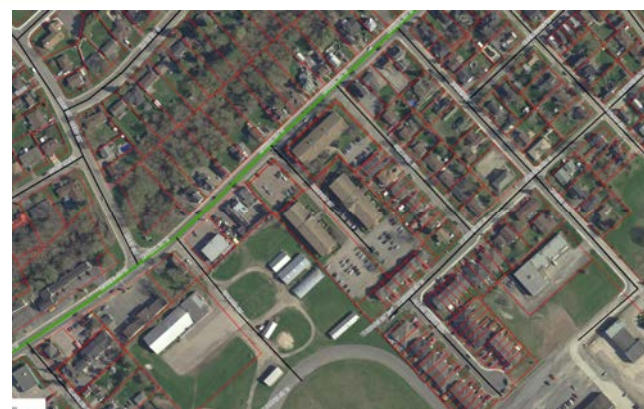
July 2018:

- Public comments received from residents in advance of subdivision public meeting expressed concern with increased traffic along adjacent Thomas Street.
- This initiated a review of potential staggered/offset signalized intersection at Daniel St. and Galvin St.
- Town requested that developer's engineers review the viability of a staggered/offset, signalized intersection along with realignment with Edey Street and the right-in, right-out option.

3



Area Map



4



Background

August 2018:

- County and Town staff discussed the proposed intersection and opportunity for a signalized, staggered/offset intersection.
- Town drafted condition in consultation with County, proposing signalized intersection.
- Town corresponded with applicant on proposed condition and works to be “front ended”.

5



Background

September 10, 2018:

- Public meeting for Fairgrounds Subdivision well attended by residents in community.
- Public concerns raised included:
 1. Increasing volumes of traffic on Daniel St and at nearby intersections with Michael, Havey, William, Edey and Galvin Streets.
 2. Requests for additional signalization on Daniel Street.
 3. Increased flow of cut-through traffic from Fairgrounds through nearby residential neighbourhoods (Thomas St) and resulting safety concerns for pedestrians/ children.

6



Background

October 9, 2018:

- Arnprior Council provided with summary of concerns raised by residents.
- As a result, developer conditions revised to include requirement for:
 1. Recommendations for traffic calming to manage possible cut-through traffic along Thomas Street.
 2. Recommendations for signals at Daniel St/James St along with warrants, timing, and cost estimates.
 3. Requirement to design and front-end capital construction cost of staggered/offset intersection at Daniel St/Edey St.

7



Background

September 2019:

- Developer's updated TIS concluded:
 1. Speed hump recommended on Thomas Street.
 2. Need for signalization at Daniel St and James St not warranted at full build-out of subdivision.
 3. Safety concerns with staggered/offset intersection due to spacing of Edey St and Galvin St:
 - a) Programming extended green signal on Daniel St could cause angle-type collisions (amber trap).
 - b) Not programming extended green signal on Daniel St can cause rear-end collisions as some motorists will stop at amber signal while others try to clear intersection.

8



Background

March 2020:

- Town met with County Public Works to discuss safety concerns with staggered/offset signalization approach.
- County staff concurred with findings. Agreed that it was not ideal to further pursue staggered/offset intersection.
- Town stressed concern that right-in-right-out only at Galvin St would not satisfy public concerns as it will force traffic from Fairgrounds through neighbouring local streets (Thomas St, James St, Michael St).
- County committed to further review of Daniel St traffic flows and consideration for traffic signal control system, while Town offered to initiate further intersection review.

9



Background

June 2020:

- Town engaged Stantec to further review intersection options.
- Assignment objectives included:
 - Develop realigned signalized intersection option
 - Consider and discuss other intersection options
 - Identify and discuss constraints and impacts of options
 - Determine Class Environmental Assessment (EA) requirements

10



Intersection Options

September 2020:

- Stantec delivered a report which identified four Options for this intersection:
 1. Realigned signalized intersection.
 2. Right-in-right-out access from Galvin St.
 - a) No signals at Daniel St \ James St.
 - b) New signals added at Daniel St \ James St.
 3. Staggered/offset signalized intersection at Edey St \ Galvin St \ Daniel St.
 4. Roundabout at Edey St \ Galvin St \ Daniel St.

11



Evaluation Criteria

Review of options included six criteria:

1. Safety Improvements
2. Traffic Operations
3. Site Access
4. Utility Impacts
5. Land Requirements
6. Cost/Implementation

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Comparative Review

TABLE 2 - Comparative Review of Intersection Design Options

CRITERIA	OPTION 1 REALIGNED SIGNALIZED INTERSECTION	OPTION 2A RIGHT-IN / RIGHT-OUT	OPTION 2B RIGHT-IN / RIGHT-OUT, SIGNAL AT DANIEL LANE	OPTION 3 OFFSET SIGNALIZED INTERSECTION	OPTION 4 ROUNDABOUT
SAFETY IMPROVEMENTS	Improved safety on Eddy St and Daniel St	Reduces conflicts at intersection	Reduces conflicts at intersection	Safety concerns due to increased conflicts associated with offset intersection	Improved safety at intersection. Number of conflict points reduced. Reduced speeds at all entry approaches
TRAFFIC OPERATIONS	Intersection to operate acceptably under projected future conditions	Intersection operate acceptably under future conditions with concentration of traffic to foreground development at Daniel Lane intersection	Intersection operate acceptably under future conditions with concentration of traffic to foreground development at Daniel Lane intersection	Intersection to operate acceptably under projected future conditions	Intersection to operate acceptably under projected future conditions
SITE ACCESS	Site access maintained. Recommended closing on access to Arnprior Motor Inn	Recommended closing on access to Daniel Lane intersection. Limits access to foreground development at Daniel St	Limits access to foreground development at Daniel St	Limits access to properties	Garage access to be impacted to potentially one (1) point of access
UTILITY IMPACTS	Significant impacts to existing utilities. Will require relocation of a number of utility poles	No impacts to utilities	No impacts to utilities anticipated	Minor impacts to utilities	Significant impacts to existing utilities. Will require relocation of a number of utility poles
LAND REQUIREMENTS	Larger Property requirements	Potential for property acquisition / easements	Potential for property acquisition / easements	No Property requirements	Significantly larger property requirements
COSTS / IMPLEMENTATION	Additional Traffic Signal infrastructure costs. Higher roadway construction and property costs. Higher maintenance and operating costs	Low cost	Mid-low cost	Additional Traffic Signal infrastructure costs. Higher maintenance and operating costs. Low roadway construction costs	No Traffic Signal infrastructure costs. Higher roadway construction and property costs

- Performs Poorly Against Criteria
- Performs Adequately Against Criteria
- Performs Well Against Criteria

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Financial Considerations

Table 1 - "Class C" Cost Estimates

Section	Description	Option 1 Realigned Intersection	Option 2A Right-in / Right- Out	Option 2B Right-in / Right- Out w/ New Intersection at Daniel Lane	Option 3 Offset Intersection	Option 4 Roundabout
A	General	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ 8,000.00	\$ 20,000.00
B	Removals	\$ 95,000.00				\$ 115,000.00
C	Storm	\$ 80,000.00	\$ -	\$ -		\$ 135,000.00
D	Road ¹	\$ 313,000.00	\$ 25,000.00	\$ 100,000.00	\$ 30,000.00	\$ 555,000.00
E	Landscaping	\$ 16,000.00	\$ -	\$ 5,000.00	\$ 4,000.00	\$ 35,000.00
F	Traffic Signals ²	\$ 185,000.00	\$ -	\$ 195,000.00	\$ 120,000.00	
G	Streetlighting ³	\$ 35,000.00	\$ -	\$ 40,000.00	\$ 30,000.00	\$ 140,000.00
Estimated Construction Tender Total		\$ 734,000.00	\$ 30,000.00	\$ 845,000.00	\$ 192,000.00	\$ 1,000,000.00
Engineering Services (20% of Construction Total)		\$ 146,800.00	\$ 6,000.00	\$ 69,000.00	\$ 38,400.00	\$ 200,000.00
Utilities		\$ 22,000.00	\$ -	\$ 20,000.00	\$ -	\$ 38,000.00
Property ⁴		TBD	\$ -	\$ -	\$ -	TBD
Town Internal Costs (5% of Construction Total)		\$ 36,700.00	\$ 1,500.00	\$ 17,250.00	\$ 9,600.00	\$ 50,000.00
Miscellaneous (5% of Construction Total)		\$ 36,700.00	\$ 1,500.00	\$ 17,250.00	\$ 9,600.00	\$ 50,000.00
Sub-Total		\$ 976,200.00	\$ 39,000.00	\$ 468,500.00	\$ 249,600.00	\$ 1,338,000.00
Contingency (20%)		\$ 195,240.00	\$ 7,800.00	\$ 93,700.00	\$ 49,920.00	\$ 267,600.00
Total		\$ 1,171,440.00	\$ 46,800.00	\$ 562,200.00	\$ 299,520.00	\$ 1,605,600.00

¹ Assume 2 lifts 60 mm SuperPave, 150mm Granular A, 400mm Granular B, Type II

² Does not include cost for PKO at roundabout

³ Assume that streetlighting will entail of 400W equivalent LED luminaires in all splitter islands within the intersection and with a spacing of 35m to 50m on each of the approaches

⁴ Property costs unknown for Option 1 and Option 4

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Report Findings

- Stantec report suggests that Option #1 – Realigned Signalized Intersection provides best solution for the three main long-term operational criteria being:
 1. Safety improvements
 2. Traffic operations
 3. Site access
- Unfortunately, cost impacted criteria being utility impacts, land requirements and other costs to implement works all come at fairly significant cost totaling an estimated \$1,171,440.

15



Option #1 Realigned Intersection



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County Comment

October 2020:

- Town circulated Stantec's technical memo to County for comment and received the following response:

"Option 1 is the preferred proposal to avoid any future liabilities for the County of Renfrew. It has been the past practice of the County of Renfrew that situations such as these are not a County responsibility and that it is the sole obligation of the Town and the developer. With that said, should the Town of Arnprior wish to submit a proposal to the Operations Committee and County Council, approved by Resolution from the Arnprior Town Council outlining any cost sharing agreement, will be required."

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Financial Considerations

November 2020:

- Arnprior reviewed Option #1 against its Local Service Policy in the DC Bylaw, noting the following applicable sections:
 - Section 3.1 states "Traffic signalization within or external to development - include in D.C. calculation to the extent permitted under s.5(1) of the D.C.A."
 - Section 4.3 states "Intersection improvements with County roads and provincial highways - Include in D.C. calculation to the extent that they are a Town responsibility"
- Intersection steadily getting busier due to overall growth.
- Arnprior consulted Watson and Associates who advised that Option #1 project could be funded up to 50% through Town's DC bylaw (provision for roads), with remaining percentage of project considered "benefit to existing".

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Financial Considerations

"Benefit to Existing"

- Intersection has always had poor alignment.
- Pre-existing access and turning movement challenges at Daniel St and Galvin St due to close proximity to Edey St signals.
- Recent public concerns in media (red light runners, crosswalks, etc.) in part due to geometry of intersection.
- Town proposing equal split with County for "benefit to existing" as County owns intersection, but portion of proposed work is on adjacent Arnprior streets.

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Financial Considerations

- While the Town's DC Bylaw and Local Service Policy indicate that this project is not a direct developer responsibility, Arnprior advised developer of expectation to contribute towards project on basis that original draft condition required them to construct right-in-right-out and revised condition required them to undertake functional design of offset intersection.
 - Previous draft conditions valued in range of \$50,000.
 - \$50k deemed reasonable amount to require as developer contribution.
 - Developer will also be contributing towards project through cost of development charges on nearly 150 future building permits.

20



Financial Considerations

Projected Funding Source	Percent of Total Cost	Estimated Total Contribution Amount
Arnprior Development Charge Reserve Fund (Provision for Roads)	50%	\$635,720
Arnprior Capital Expenditure Reserve Fund	23%	\$292,860
County of Renfrew contribution	23%	\$292,860
Developer contribution (design)	4%	\$50,000
Estimated Total	100%	\$1,271,440

Note: For purposes of estimate, additional \$100,000 has been added as estimated cost to acquire required land on south-east quadrant (vacant lot 79)

21



County Taxes from Arnprior

For 2020, Property Taxes:

- \$9,569,138 Municipal Taxes
- \$4,060,269 County Taxes
- \$2,544,106 Education Taxes

Percentage of residential tax revenue = 82%

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County Taxes from Fairgrounds Subdivision

	Avg. Value (MPAC)	Avg. County Taxes Per Dwelling	Estimated Dwellings for Fairgrounds	Estimated County Taxes
Singles	\$257,763	\$943.42	39	\$36,793.19
Semis	\$205,439	\$751.91	80	\$60,152.70
Towns	\$225,228	\$824.34	28	\$23,081.43
Total (annual)			147	\$120,027.32

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Arnprior Resolution

November 23, 2020:

Arnprior Council considered report from staff and passed following resolution (No. 324-20):

1. That Council support Option #1 Realigned Signalized Intersection as outlined in the Edey Street \ Galvin Street \ Daniel Street Intersection Review, prepared by Stantec, dated September 9th, 2020 as the preferred option for the future of the intersection; and
2. That Council direct staff to amend draft conditions 2. v) for the Arnprior Fairgrounds Subdivision File No: 47-T-18004, as follows: The Owner shall contribute a portion of the cost of the Realigned Signalized Intersection (Option #1) as outlined in the Edey Street \ Galvin Street \ Daniel Street Intersection Review, prepared by Stantec, dated September 9th, 2020, in the amount of \$50,000; and

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Arnprior Resolution

3. That Council direct staff to submit a written request to the County of Renfrew Operations Committee and County Council, requesting that the County of Renfrew contribute a portion of the cost of the Realigned Signalized Intersection (Option #1), in the amount of 23% of the total project cost, to a maximum upset limit of \$292,860; and
4. That Council direct staff to include the estimated cost to undertake the design in the 2021 draft capital budget and include the Town's portion of the estimated costs required to undertake the project in the 2021 draft Long Range Capital Forecast.
5. That Council direct staff to provide a copy of this report and approved recommendation to any residents who provided comments at the Public Meeting dated September 10, 2018 in regard to the Draft Plan of Subdivision.

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Public Consultation

December 2020:

- A copy of staff report from November 23rd, 2020 Council meeting, contemplating intersection design options, has been provided to residents who provided comments at September 10th, 2018 Public Meeting.
- No comments have been received from public in response to this circulation.
- Future implementation of Option #1 Realigned Signalized Intersection would help to address public concerns.

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Revised Conditions

March 12, 2021:

- County Planning Department issued letter of revised draft conditions to developer:
 - The owner will not be required to design and construct an off-set signalized intersection at Galvin/Edey/Daniel Street. The revised condition will require that the owner contribute financially to future intersection improvements.
 - The owner will be required to design and construct a right-in right-out intersection improvements at Galvin and Daniel St (County Road 2).
- A notice will also be mailed out by County to everyone who requested notice as part of public process.

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Future Considerations Development Charges

- The *Development Charges Act, 1997* lays out Ontario's regulatory and legislative framework which municipalities must follow to levy development charges. This legislation resulted from negotiations with municipalities and developers and is based on the core principle that development charges are a primary tool in ensuring that "growth pays for growth".
- That said, opting out of Development Charges does not exempt a municipality (upper tier or lower tier) from their obligations to manage growth accordingly and plan for necessary expansion of infrastructure and services to accommodate growth.

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Future Considerations Development Charges

Development Charges Act, 1997
Planning Act, ss. 51, 53

"59 (1) A municipality shall not, by way of a condition or agreement under section 51 or 53 of the Planning Act, impose directly or indirectly a charge related to a development or a requirement to construct a service related to development except as allowed in subsection (2). 1997, c. 27, s. 59 (1)."

Exception for local services

(2) A condition or agreement referred to in subsection (1) may provide for,

- a) local services, related to a plan of subdivision or within the area to which the plan relates, to be installed or paid for by the owner as a condition of approval under section 51 of the Planning Act;
- b) local services to be installed or paid for by the owner as a condition of approval under section 53 of the Planning Act. 1997, c. 27, s. 59 (2).

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Future Considerations Development Charges

- County's ability to require developers to undertake works or pay for improvements to County infrastructure may be challenging without Local Service Policy in accordance with DCA.
- County may wish to consider developing and implementing a Local Service Policy.
- County may also wish to consider developing and implementing an area specific development charge bylaw for higher growth areas throughout the County to help fund future upgrades and minimize burden on tax payers across County.

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Future Considerations Master Transportation Study

- County's 2006 Arnprior/ McNab Braeside Area Transportation Planning Study "aimed at identifying growth- related needs and the infrastructure improvements required upgrades required to support such growth."
- Recent review of this document reveals numerous recommended improvements to County roads which have not yet been undertaken or considered in the County's long range financial planning documents.

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Future Considerations Master Transportation Study

- Recommended projects include:
 - Upgrade White Lake Rd (Hwy 417 to Vanjumar Drive) from rural collector to urban arterial **(2015)**.
 - Upgrade Vanjumar Dr (White Lake Rd to Campbell Dr) from rural collector to urban arterial **(2015)**.
 - Consider widening Daniel St north of Baskin Dr from 2 lanes to 4 lanes **(2015)**.
 - Extend left-turn lanes on Daniel St (between Baskin Dr and Staye Court Dr) to maximize storage length **(2015)**.
 - Installation of signals at White Lake Rd and Vanjumar Dr/Bev Shaw Parkway **(2015)**.

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Future Considerations Master Transportation Study

- Recommended projects include:
 - Upgrade Baskin Dr (Daniel St to Division St) from rural collector to urban arterial **(2025)**.
 - Upgrade Division St from rural/urban collector to urban arterial **(2025)**.
 - Widen Daniel St (Hwy 417 to Baskin Dr) to include 3 northbound and 3 southbound thru lanes **(2025)**.
 - Restrict access to Daniel St (Baskin Dr to Staye Court Dr) to right-in-right-out only.

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Future Considerations Master Transportation Study

- Growth in the Town of Arnprior continues to progress at a significant rate.
- Town of Arnprior's Long Range Capital Forecast currently includes an updated Transportation Master Plan in the year 2022, however the majority of growth related traffic concerns are on County roads, being the major arterial roads in Town.
- Town of Arnprior has requested that County Public Works propose funding to County Council in 2022 to undertake a joint Master Transportation Study with the Town of Arnprior.

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Final Thoughts

- Arnprior tax dollars going to the County annually have continued to rise with the growth that Arnprior experiences. Understanding that tax dollars fund numerous services at the County level, if DC's are not desirable, a portion of the increased taxes should be coming back to the town by way of making these essential growth related improvements. This should not be a discussion of precedent setting, but rather recognizing the need to appropriately manage growth.

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Recommendation

- The Town of Arnprior requests that the County of Renfrew contribute a portion of the cost of the Realigned Signalized Intersection (Option #1), in the amount of 23% of the total project cost, to a maximum upset limit of \$292,860.
- The 2021 Town Capital Budget includes the design of the re-alignment, while the construction was added to 2023 of the Long Range Capital Forecast.

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Questions?



• WHERE THE RIVERS MEET •

37

INFRASTRUCTURE DIVISION REPORT

Prepared by: Taylor Hanrath, Acting Manager of Infrastructure

Prepared for: Operations Committee

April 13, 2021

INFORMATION**1. County Road 51 (Petawawa Boulevard) Expansion [Strategic Plan Goal No. 2 (b)]**

Attached as Appendix IN-I are preliminary drawings of the proposed roundabouts on County Road 51 (Petawawa Boulevard) at the intersection of County Road 26 (Doran Road) and Mohns Avenue and the intersection of County Road 55 (Paquette Road) and the Garrison Entrance that have been developed by AECOM as well as an aerial photo depicting the existing layout of each of the intersections for reference. Staff note that the proposed roundabout at the intersection of County Roads 51 and 26 may have substantial impacts to the County's trail system, which currently crosses County Road 26 at this location and is proposed to cross County Road 26 and Hila Road in order to circumvent the roundabout. Staff has requested that AECOM examine the full affects on the trail. As per Committee Resolution, as approved by Council on March 31, 2021 staff are continuing to develop a schedule and financial plan for the construction of a roundabout at the intersection of County Roads 51 and 26. However, as further design and evaluation is required by our Design Consultant, AECOM, more detailed information will be presented at a future Committee meeting.

Attached as Appendix IN-II is a map indicating the area of County Road 51 (Petawawa Boulevard) being considered for expansion to four lanes as well as the proposed location Brindle Road accesses currently being designed for Garrison Petawawa, which are anticipated to alleviate the traffic pressures along County Road 51 by 25%.

Consistent with direction from Committee and Council, tenders have been received by the Operations Division for the mill and pave, with significant curb repairs of County Road 51 (Petawawa Boulevard) from County Road 26 (Doran Road) to County Road 55 (Paquette Road). Given the poor

condition of County Road 51 in this area and the considerable timeline delay should the construction of roundabouts or the expansion of County Road 51 proceed, it is recommended that these 2021 Capital Works be undertaken as planned.

BY-LAWS

2. Oversized and Overweight Vehicle Permits [Strategic Plan No. 2 (a)]

Recommendation: THAT the Operations Committee recommend that County Council pass a By-law to authorize the Director of Public Works and Engineering, or designate, to issue permits governing the movement of oversize and overweight vehicles on County Roads; AND FURTHER THAT By-law 55-94 be rescinded.

Background

The proposed by-law and corresponding Schedule A, governing the movement of oversized and overweight vehicles on County Roads has been revised since first presented for review at the March meeting of Operations Committee.

Several improvements have been made including a clause consequence with respect to Emergency Moves which the former By-law did not address. The revised version allows the Chief Administrative Officer to determine if an emergency move is warranted during spring load restrictions.

3. County Road 62 (John Street) Stop up, Close and Convey Land [Strategic Plan No. 2 (a)]

Recommendation: THAT the Operations Committee recommend that County Council pass a By-law to stop up, close and convey the land located within the County Road 62 (John Street) road allowance in Part Lots 182, 183 and 184, Range "B" South, geographic Township of Sherwood, in the Township of Madawaska Valley, described as Parts 1-4 on Reference Plan 49R-19681, to Zuracon Inc. for the sum of Seventeen Thousand Dollars (\$17,000);

AND FURTHER THAT the Operations Committee recommend that County Council pass a By-law to enter into an easement agreement with Hydro One Networks Inc. within the County Road 62 (John Street) road allowance in Part Lots 182, 183 and

184, Range “B” South, geographic Township of Sherwood, in the Township of Madawaska Valley, described as Part 2 on Reference Plan 49R-19681.

Background

The County of Renfrew Public Works and Engineering Department has been approached by Zuracon Inc. located in Barry’s Bay about the potential to purchase a portion of surplus road allowance fronting on their property at 306 John Street (County Road 62).

The County of Renfrew Public Works and Engineering Department reviewed the lands and over the past several months has been working towards the disposal of the surplus lands. A survey of the surplus lands was completed in the summer of 2020 which shows that 1.253 acres could be sold to Zuracon Inc. This would allow the County to retain an offset of 15.0 metres from the centreline of John Street, which would still be in excess of the 13.0 metre County standard.

A certified appraisal report has been completed by Rivington Associates in March of 2021 which provides a value of \$17,000 for the lands. In accordance with County of Renfrew Corporate Policy GA-02 Disposal of Assets, the land is considered non-viable as the potential benefit would be to Zuracon Inc. Staff is recommending that the land be sold to Zuracon Inc. for the aforementioned value.

Prior to completing the sale of the land, Hydro One Networks Inc. wishes to retain an easement over Part 2, Plan 49R-19681 for an existing anchor. A copy of Plan 49R-19681 has been included as Appendix IN-III.

4. Alterations to County Roads and Structures [Strategic Plan No. 3 (b)]

Recommendation: THAT the Operations Committee recommend that County Council pass a By-law approving the alterations to County Roads and Structures.

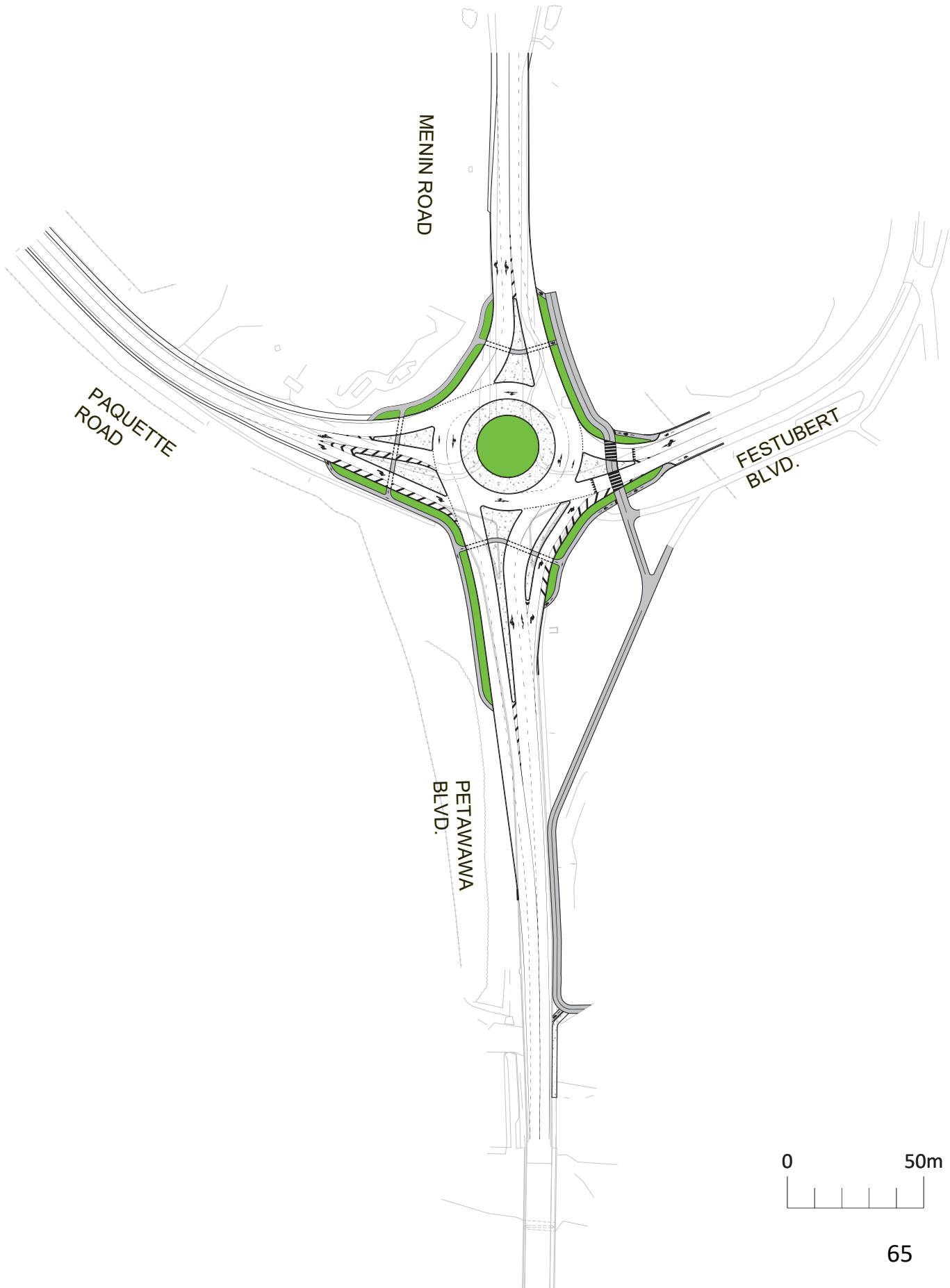
Background

Section 35 of the Municipal Act 2001, S.O. 2001, c.25, as amended allows a municipality to pass By-laws removing or restricting the common law right-of-passage by the public over a highway and the common law right-of-access to the highway by an owner of land abutting a highway. For several of our 2021 capital projects, the work may include temporary or permanent

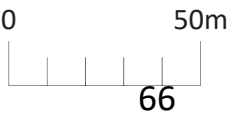
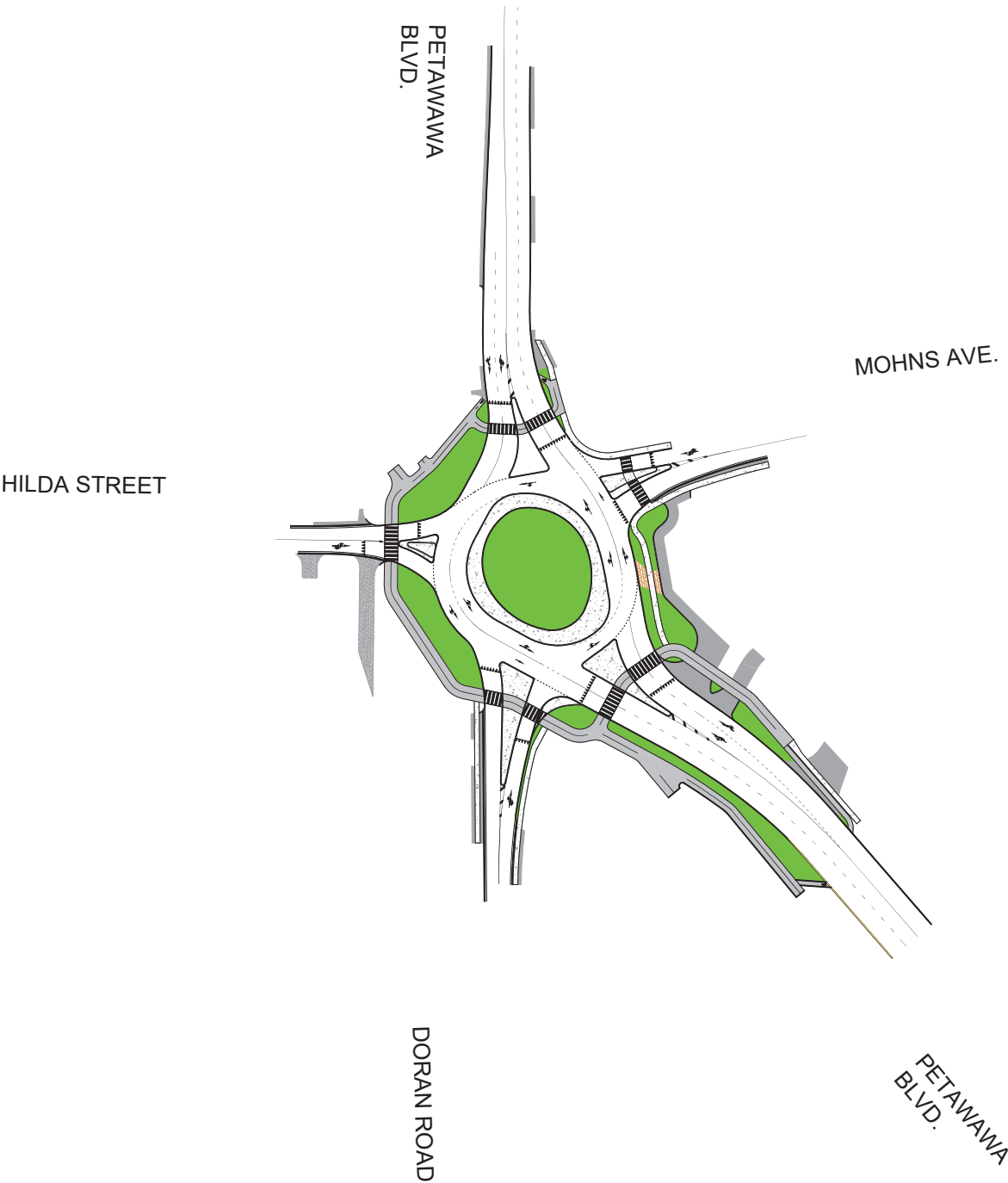
changes, alterations or restrictions to the use of the highway, or to private entrances. These works, therefore, should be authorized by By-law.

Approval of the alterations to a highway is intended to be the final step in the design process, wherein the Committee and Council authorize the work to proceed, subject to the budget and tender process. The approval is intended to apply only to those Capital Projects, which would result in alterations to the highway that could affect a person's access to and from their land, or that could significantly restrict or alter the use of the highway for a period of time. Only those projects that involve significant alterations are presented for approval.

The approval of the alterations deals solely with the nature and extent of the work and does not approve funding or contract awards for the work. The approval of funding and contracts for the work would remain a part of the normal budget, tendering, review and approval processes. Temporary road closures or lane restrictions, and entrance closures may be required during construction. All existing entrances will be reinstated. Schedule A to the By-law outlines the projects that will involve changes to the highways and infrastructures which could affect the common law right-of-passage over the highway, or vehicle access to an adjacent private property.








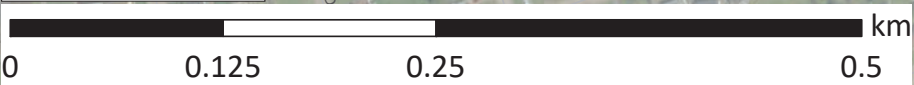
Preliminary Design Drawing
Proposed Roundabout at County Road 51 (Petawawa Boulevard) and County Road 55
(Paquette Road) Intersection












Legend

-  County
-  Municipal - Rural
-  Municipal - Urban
-  Private
-  Algonquin Trail





Legend

-  Provincial
-  County
-  Municipal - Rural
-  Municipal - Urban
-  Municipal - Seasonal
-  Private
-  Algonquin Trail

0 0.5 1 2 km

Proposed access to be instated
Brindle Road Access Improvement

Brindle Road

Proposed access to be instated
Brindle Road Access Improvement

Centurion Road

County Road 51 Expansion
Study Area

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO AUTHORIZE THE DIRECTOR OF PUBLIC WORKS AND ENGINEERING OR DESIGNATE TO ISSUE PERMITS GOVERNING THE MOVEMENT OF OVERSIZE AND OVERWEIGHT VEHICLES ON COUNTY ROADS

WHEREAS under Section 110 (1) of the Highway Traffic Act R.S.O. 1990, as amended provides that a municipal corporation having jurisdiction over the highway may, upon application in writing, grant a permit for use of the highway by a vehicle or combination of vehicles in excess of the dimensional limits set out in the Highway Traffic Act;

AND WHEREAS Section 110 (3) of the Highway Traffic Act, R.S.O. 1990 provides for the issuance of such permits by an Officer of the Corporation;

AND WHEREAS the Corporation of the County of Renfrew deems it desirable to allow the County Engineer or their designate to issue permits referred to and in accordance with section 110 of the Highway Traffic Act R.S.O. 1990 a;

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts as follows:

1. That By-law 55-94 be rescinded.
2. That the Director of Public Works and Engineering or designate be authorized to issue permits in accordance with Section 110 of the Highway Traffic Act R.S.O. 1990.
3. That the issuance of such permits shall be subject to the terms and conditions as set by the County Engineer.
4. That the fees charged for the issuance of such permit shall be as set out in the By-law to "Establish and Require Payment of User Fees and Charges" as amended.

5. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

SCHEDULE "A"

1) Definitions

- a) **"Axle"** means an assembly of two or more wheels whose centres are in one transverse vertical plane and which are transmitting weight to the highway.
- b) **"Annual permit"** means a permit issued by the County to allow movement of over-dimensional vehicles, subject to specified restrictions, and are valid for one year from date of issue.
- c) **"Director"** means the County's Director of Public Works and Engineering or designate.
- d) **"Over-dimensional vehicle"** means any combination of vehicle and load having a width, length, height or weight more than the limits provided for in the Highway Traffic Act.
- e) **"Reduced load periods"** means the period of time when weight loads may be reduced on County Roads by the Director pursuant to County of Renfrew By-law No. 12-05 being a By-law to Designate a Reduced Load Period on County of Renfrew Roads.
- f) **"Single Move permit"** means a permit issued by the County to allow movement of a specific over-dimensional vehicle, subject to specified restrictions, for a one-way trip of limited duration on specified County highways.
- g) **"Seasonal Permit"** means a permit issued by the County to allow movement of greater than permitted axle weights for essential agricultural-related moves during the reduced load period.

- h) **“Superload”** means a vehicle and load combination having one or more of the following characteristics (i) gross weight in excess of 120,000 kilograms, (ii) length of 45.75 metres or greater, (iii) width of 5.0 metres.

2) Over-dimensional vehicle movements

Except as provided in *Emergency Moves*, no person shall move an over-dimensional vehicle on any County highway without having obtained an over-dimensional vehicle permit approved by the Director, CAO or their delegated authority.

3) Emergency Moves

Where public safety or health is concerned, movement of an over-dimensional vehicle may occur without a permit at the discretion of the Director or Chief Administrative Officer (CAO). The Director or CAO may require any or all information to confirm the validity of an emergency over-dimensional vehicle movement. Where an emergency move has taken place, an over-dimensional vehicle permit shall be applied for on the same day the movement is commenced, or if the office of the Director is not open for the issuance of permits, on the morning of the next day on which the office is open.

4) Over-dimensional vehicle permits

- 1) The County retains the right to not issue an over-dimensional vehicle permit, if, in the opinion of the Director, for reasons of public health, safety or protection of infrastructure a permit should not be issued.
- 2) The Director may direct or alter the proposed route of the over-dimensional vehicle or timing of the movement to maximize public safety and infrastructure protection.
- 3) Over-dimensional vehicles shall be reduced to the minimum practical size and weight.
- 4) When applying for an over-dimensional vehicle permit, the applicant shall:
 - a. complete the prescribed application form;
 - b. provide to the County such information, including, but not limited to, detailed vehicle dimensions, number of axles and axle spacing, tire width, gross vehicle weight and weight distribution;

- c. file the completed application together with the non-refundable permit fee per the County's fee bylaw and other documents requested by the Director.
- 5) Over-dimensional vehicle permits are not transferable and shall apply only to a specific vehicle or vehicles.
- 6) An over-dimensional vehicle permit is not valid during reduced load periods, unless specified on the permit.

5) Permit Types and General Limits

- 1) For all permits, the Director, or delegated authority, shall impose conditions based on the dimensions and weights requested to be moved which are consistent with industry standards, and, have due regard for public health, safety and/ or the protection of regional infrastructure.
- 2) *Single Moving Permits* are to be issued for over-dimensional moves with a specific origin and destination. A *Single Moving Permit* shall be valid for a period of up to a maximum of three days. The Director can extend or shorten the length of validity of the permit at their discretion.
- 3) *Three Month and Annual Moving Permits* shall only be considered when the following weights and dimensions are not exceeded:
 - a. Width – 3.50 metres;
 - b. Height - 4.25 meters;
 - c. Length - 24.50 metres;
 - d. Weight – As permitted under the Highway Traffic Act.

Carriers issued *Annual Moving Permits* will need to comply with weight restrictions during the reduced load period and any other special conditions imposed by the Director.

- 4) *Seasonal Moving Permits* can be issued for essential agricultural-related moves, valid for the reduced load period within the year they are issued, and, restricted to the following weights and dimensions:
 - a. Width, Height, Length – As permitted in the *Highway Traffic Act*
 - b. Weight – Maximum of 7,500kg/ axle

The determination of an essential agricultural-related move shall be made by the Director.

6) Vehicle Escorts

Escorts are required for any move where the following limits are exceeded:

Width: 3.50m

Length: 24.50m

Escort vehicles shall be in accordance with the requirements set out in the Highway Traffic Act.

Where loads exceed the following dimensions, a Certified Superload Escort will be required and must meet the guidelines set by the Ministry of Transportation:

Width: 4.00m

Length: 31.00m

7) Night, Weekend and Holiday Moves

- 1) Permit holders shall move over-dimensional vehicles between one-half hour after dawn and one-half hour before dusk. Night travel is prohibited unless specifically authorized by the Director. Night moves may be permitted in exceptional circumstances if the vehicle is less than or equal to 3.05m in width, less than or equal to 24.5m long, meet the conspicuity requirements set out by the Ministry of Transportation Ontario and meet any other conditions required by the Director. In exceptional circumstances, the Director may permit vehicles authorized through a Single Moving Permit to travel on County Roads during weekends. Weekend moves will be restricted to one day only.
- 2) Unless otherwise approved by the Director, permits will not be valid on statutory holidays as well as Friday p.m. before a long weekend.

8) Inclement Weather

- 1) No travel is permitted under an approved permit when road conditions, weather conditions, or visibility make traveling hazardous to the operator or to the driving public. Conditions shall be deemed to be hazardous upon any accumulation of ice or snow on the roadway or if the continuous use of windshield wipers is required. Vehicles that are underway when inclement weather occurs shall exit the road at the first available location and park in a safe place until the weather and road conditions clear.

9) Production and Revocation of Permits

- 1) The driver of an over-dimensional vehicle on a highway shall produce a true copy of an over-dimensional vehicle permit, when so demanded by a police officer or an officer appointed by the County for carrying out the enforcement of this By-law
- 2) The driver of an over-dimensional vehicle on a highway shall produce a true copy of the verification of the weight and dimensions of the vehicle when so demanded by a police officer or an officer appointed by the County for carrying out the enforcement of this By-law
- 3) Where a police officer or officer appointed to carry out the enforcement of this by- law has reasonable or probable grounds that the weight or dimensions of a vehicle may exceed the requirements of this By-law, they may weigh the same by means of either a portable or stationary scales or may require the vehicle to be driven to the nearest weigh scales,
- 4) The County may revoke an over-dimensional vehicle permit issued under this by- law if it was issued on mistaken, false or incorrect information, if it was issued in error, the weights and/or dimensions as measured above are verified incorrect, the carrier demonstrates that they are unable to meet the conditions imposed through previous permits, or, if the holder thereof is in contravention of this By-law.

10) Indemnification, Damages and Enforcement

- 1) An over-dimensional vehicle permit will only be issued subject to the condition that the permit holder shall indemnify and save harmless the County of Renfrew, their elected officials, officers, employees and agents from and against any and all claims, actions, losses, expenses, fines, costs (including legal costs), interest or damages of every nature and kind whatsoever, including but not limited to bodily injury or to damage to or destruction of tangible property including loss of revenue arising out of or allegedly attributable to the negligence, acts, errors, omissions, whether willful or otherwise by Permit Holder, their officers, employees, agents, or others who the Permit is legally responsible. This indemnity shall be in addition to and not in lieu of any insurance to be provided by the Permit Holder.

- 2) Where damage to public property or infrastructure occurs, as a result of the movement of an over-dimensional vehicle on a highway or over or under a bridge, the County shall be compensated by the permit holder for the cost of any repairs including engineering and legal costs. The Director may, at their discretion, require the submission of a refundable security deposit prior to issuing a moving permit.
- 3) When improvements or modifications to County infrastructure are required in advance of an over-dimensional move, the County shall advise the applicant of such potential costs, and, take measures it deems necessary to ensure that any and all costs are recovered as result of the improvements or modifications needed to County infrastructure.
- 4) Every person who contravenes any of the provisions of this By-law is guilty of an offence and is liable to a fine as provided for in the Highway Traffic Act.
- 5) This By-law shall be enforced by the Ontario Provincial Police, Ministry of Transportation Ontario Enforcement Officers and County By-law Enforcement Officer.

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW TO STOP UP, CLOSE AND CONVEY SURPLUS LANDS
COUNTY ROAD 62 (JOHN STREET)**

WHEREAS under Section 2 of the Municipal Act, 2001, S.O. 2001, c.25 as amended, the Municipal Corporation of the County of Renfrew is responsible for managing and preserving the public assets of the municipality;

AND WHEREAS under section 5(3) of the Act, the County of Renfrew's capacity, rights, powers and privileges must be exercised by by-law;

AND WHEREAS the Corporation of the County of Renfrew has declared land surplus to the needs of the County.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts as follows:

1. THAT the land located within the County Road 62 (John Street) road allowance in Part Lots 182, 183 and 184, Range "B" South, geographic Township of Sherwood, in the Township of Madawaska Valley, described as Parts 1-4 on Reference Plan 49R-19681, which is currently under the ownership of the County of Renfrew, be stopped up, closed and conveyed to Zuracon Inc. for the sum of Seventeen Thousand Dollars (\$17,000).
2. That the Warden and Clerk be hereby authorized and directed to do all acts and things to give effect to this By-law.
3. That this By-law shall come into force and take effect immediately upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW TO ENTER INTO AN EASEMENT AGREEMENT
WITH HYDRO ONE NETWORKS INC.**

WHEREAS Renfrew County Road 62 (John Street) is under the jurisdiction of the Council of the Corporation of the County of Renfrew;

AND WHEREAS it is necessary to grant a Hydro easement over certain lands described hereunder in the Geographic Township of Sherwood, Township of Madawaska Valley to Hydro One Networks Inc.;

AND WHEREAS the subject lands are owned by the Corporation of the County of Renfrew.

NOW THEREFORE the Council of the Corporation of the County of Renfrew enacts as follows:

1. That the Council of the Corporation of the County of Renfrew enter into an agreement to grant an easement to Hydro One Networks Inc. over the lands described as part of Lot 183, Range "B" South, geographic Township of Sherwood, Township of Madawaska Valley, Part 2 on Plan 49R-19681.
2. That the terms of the easement be in accordance with Schedule "A" attached hereto and forming a part hereof.
3. That the Warden and Clerk be hereby empowered to do and execute all things, papers and documents necessary to the completion of said easement agreement and its registration on title.
4. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

Properties

PIN 57573 - 0158 LT **Interest/Estate** **Easement** ☐ Add Easement
Description SERVIENT LAND: PT LT 183 RANGE B SOUTH SHERWOOD PART 2 PLAN 49R19681;
TOWNSHIP OF MADAWASKA VALLEY
Address BARRYS BAY

Consideration

Consideration \$2.00

Transferor(s)

The transferor(s) hereby transfers the easement to the transferee(s).

Name THE CORPORATION OF THE COUNTY OF RENFREW
Acting as a company
Address for Service 9 International Drive
Pembroke ON
K8A 6W5

This document is not authorized under Power of Attorney by this party.

This document is being authorized by a municipal corporation _____.

Transferee(s)**Capacity****Share**

Name HYDRO ONE NETWORKS INC.
Acting as a company
Address for Service 185 Clegg Road
Markham, ON
L6G 1B7

Statements

Schedule: See Schedules

Calculated Taxes

Provincial Land Transfer Tax \$0.00

File Number

Transferee Client File Number : 99664/635.41-21269

LAND TRANSFER TAX STATEMENTS

In the matter of the conveyance of: **57573 - 0158** SERVIENT LAND: PT LT 183 RANGE B SOUTH SHERWOOD PART 2
PLAN 49R19681; TOWNSHIP OF MADAWASKA VALLEY

BY: THE CORPORATION OF THE COUNTY OF RENFREW

TO: HYDRO ONE NETWORKS INC.

1. JAMES INNES MCINTOSH IV

I am

- ☐ (a) A person in trust for whom the land conveyed in the above-described conveyance is being conveyed;
- ☐ (b) A trustee named in the above-described conveyance to whom the land is being conveyed;
- ☐ (c) A transferee named in the above-described conveyance;
- ☐ (d) The authorized agent or solicitor acting in this transaction for HYDRO ONE NETWORKS INC. described in paragraph(s) (c) above.
- ☐ (e) The President, Vice-President, Manager, Secretary, Director, or Treasurer authorized to act for _____ described in paragraph(s) () above.
- ☐ (f) A transferee described in paragraph () and am making these statements on my own behalf and on behalf of _____ who is my spouse described in paragraph () and as such, I have personal knowledge of the facts herein deposed to.
-

3. **The total consideration for this transaction is allocated as follows:**

(a) Monies paid or to be paid in cash	\$2.00
(b) Mortgages (i) assumed (show principal and interest to be credited against purchase price)	\$0.00
(ii) Given Back to Vendor	\$0.00
(c) Property transferred in exchange (detail below)	\$0.00
(d) Fair market value of the land(s)	\$0.00
(e) Liens, legacies, annuities and maintenance charges to which transfer is subject	\$0.00
(f) Other valuable consideration subject to land transfer tax (detail below)	\$0.00
(g) Value of land, building, fixtures and goodwill subject to land transfer tax (total of (a) to (f))	\$2.00
(h) VALUE OF ALL CHATTELS -items of tangible personal property	\$0.00
(i) Other considerations for transaction not included in (g) or (h) above	\$0.00
(j) Total consideration	\$2.00

4.

Explanation for nominal considerations:

- o) Transfer of easement or right of way for no consideration.
-

5. The land is not subject to an encumbrance

6. Other remarks and explanations, if necessary.

1. The information prescribed for purposes of section 5.0.1 of the Land Transfer Tax Act is not required to be provided for this conveyance.
 2. The transferee(s) has read and considered the definitions of "designated land", "foreign corporation", "foreign entity", "foreign national", "specified region" and "taxable trustee" as set out in subsection 1(1) of the Land Transfer Tax Act. The transferee(s) declare that this conveyance is not subject to additional tax as set out in subsection 2(2.1) of the Act because:
 3. (c) The transferee(s) is not a "foreign entity" or a "taxable trustee".
 4. The transferee(s) declare that they will keep at their place of residence in Ontario (or at their principal place of business in Ontario) such documents, records and accounts in such form and containing such information as will enable an accurate determination of the taxes payable under the Land Transfer Tax Act for a period of at least seven years.
 5. The transferee(s) agree that they or the designated custodian will provide such documents, records and accounts in such form and containing such information as will enable an accurate determination of the taxes payable under the Land Transfer Tax Act, to the Ministry of Finance upon request.
-

PROPERTY Information Record

A. Nature of Instrument: Transfer Easement
LRO 49 Registration No. Date:

B. Property(s): PIN 57573 - 0158 Address BARRYS BAY Assessment -
Roll No

C. Address for Service: 185 Clegg Road
Markham, ON
L6G 1B7

D. (i) Last Conveyance(s): PIN 57573 - 0158 Registration No.
(ii) Legal Description for Property Conveyed: Same as in last conveyance? Yes ☐ No ☐ Not known ☐

INTEREST / ESTATE TRANSFERRED – EASEMENT IN GROSS

1. **THE CORPORATION OF THE COUNTY OF RENFREW** (the “**Transferor**”), being the owner of **PT LT 183 RANGE B SOUTH SHERWOOD; TOWNSHIP OF MADAWASKA VALLEY** in the **COUNTY OF RENFREW** being PIN No. **57573-0158 (LT)** (the “**Lands**”) hereby grants to Hydro One Networks Inc. (herein called the “**Transferee**”), its successors and assigns, the exclusive, perpetual rights, easements, rights of way, covenants, agreements and privileges as herein set out in, through, under, over, across, along and upon that portion of the Lands more particularly described as **Part 2** on Plan **49R19681** (the “**Strip**”):
 - (a) To erect, maintain, operate, repair, replace, relocate, upgrade, reconstruct and remove at any time and from time to time, an electrical transmission line or lines and communication line or lines consisting of all necessary poles and all necessary anchors with all necessary guys, braces, wires, cables, padmount equipment, if applicable, underground cable and associated material and equipment (all or any of which works are herein called the “**Line**”);
 - (b) To enter on and erect, maintain and use such gates as the Transferee may from time to time consider necessary in any fences which are now or may hereafter be installed on the Strip by the Transferor;
 - (c) To enter on and mark the location of the Line under the Strip by suitable markers, but said markers when set in the ground shall be placed in fences or other locations which will not interfere with any reasonable use the Transferor shall make of the Strip;
 - (d)
 - (i) To enter on and selectively cut trees and shrubs on the Strip and to keep it clear of all trees, shrubs and brush which may interfere with the safe operation and maintenance of the Line;
 - (ii) To cut, prune and remove, if necessary, trees located outside the Strip whose condition renders them liable to interfere with the safe operation and maintenance of the Line;
 - (e) To conduct engineering and legal surveys in, on and over the Strip;
 - (f) To clear the Strip and keep it clear of all buildings, structures or other obstructions of any nature whatsoever (including swimming pools and wading pools) including removal of any materials which in the opinion of the Transferee are hazardous to the Line. Notwithstanding the foregoing, in all cases where in the sole discretion of the Transferee the safe operation and maintenance of the Line is not endangered or interfered with, the Transferor from time to time or the person or persons entitled thereto, may with prior written approval of the Transferee, at the Transferor's own expense construct and maintain roads, lanes, walks, drains, sewers, water pipes, oil and gas pipelines and fences (not to exceed 2 metres in height) on or under the Strip or any portion thereof, provided that prior to commencing any such installation, the Transferor shall give to the Transferee 30 days' notice in writing so as to enable the Transferee to have a representative inspect the site and be present during the performance of the work and that the Transferor complies with any instructions that may be given by such representative in order that such work may be carried out in such a manner

as not to endanger, damage or interfere with the Line. For clarity, the Transferor agrees it shall not, without the Transferee's consent in writing, change or permit the change of the existing configuration, grade or elevation of the Strip and the Transferor further agrees that no excavation or opening or work which may disturb or interfere with the existing surface of the Strip shall be done or made unless consent therefore in writing has been obtained from Transferee;

(g) To enter on, to exit from and to pass and repass at any and all times in, over, along, upon, across, through and under the Strip and so much of the Lands as may be reasonably necessary, at all reasonable times, for the Transferee and its respective officers, employees, workers, permittees, servants, agents, contractors, subcontractors, with or without vehicles, supplies, machinery, plant, material and equipment of all purposes necessary or convenient to the exercise and enjoyment of the said Rights and easement subject to payment by the Transferee of compensation for any crop or other physical damage only to the Land caused by the exercise of this right of entry and passageway; and

(h) To remove, relocate and reconstruct the Line on or under the Strip, subject to payment by the Transferee of additional compensation for any damage caused thereby.

2. This Transfer of Easement shall be subject to the *Planning Act*, R.S.O. 1990, c. P. 13, as amended.

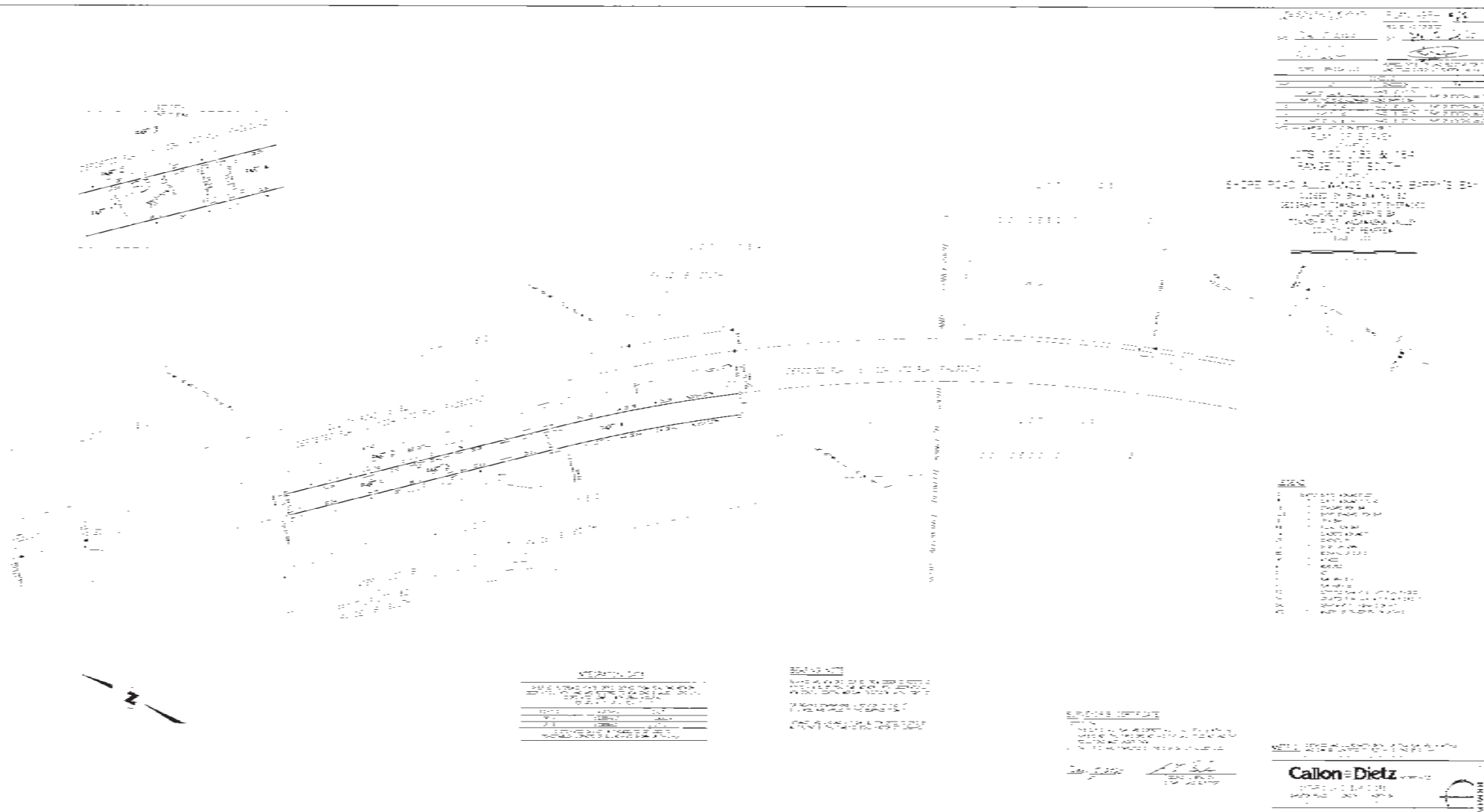
3. This Transfer of Easement is given for the purpose of an electricity distribution or electricity transmission line within the meaning of Part VI of the *Ontario Energy Board Act*, 1998, S.O. 1998, c. 15. Sched B, as amended.

4. The Transferor agrees that notwithstanding any rule of law or equity, the works installed by the Transferee shall at all times remain the property of the Transferee, notwithstanding that such works are or may become annexed or affixed to the Strip and shall at any time and from time to time be removable in whole or in part by Transferee

5. No waiver of a breach or any of the covenants of this grant of Rights shall be construed to be a waiver of any succeeding breach of the same or any other covenant.

6. All covenants herein contained shall be construed to be several as well as joint where the context or the identity of the Transferor/Transferee so requires.

7. The burden and benefit of this Transfer of Easement shall run with the Strip and the works and undertaking of the Transferee and shall be binding upon and enure to the benefit of the parties hereto, and their respective heirs, executors, administrators, successors and assigns.



COUNTY OF RENFREW
BY-LAW NUMBER
A BY-LAW TO ALTER HIGHWAYS AND STRUCTURES
IN THE COUNTY OF RENFREW

WHEREAS the Municipal Act, 2001, S.O. 2001, c.25 as amended, provides for the construction and maintenance of County Roads and Bridges;

AND WHEREAS Section 35 of the Municipal Act, 2001, S.O. 2001, c.25, requires the Council to pass a by-law authorizing the removal or restriction of the common law right-of-passage by the public over a highway and the common law right-of-access to the highway by an owner of land abutting a highway;

AND WHEREAS the alterations to various County Roads and Structures were reviewed and accepted by the Operations Committee as part of the 2021 Capital Works Program.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts:

1. That the Council of the County of Renfrew approves of the alterations to County Roads and Structures as detailed on Schedule "A" attached to this By-law.
2. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

Schedule A

<u>Road/ Structure No.</u>	<u>Name</u>	<u>From</u>	<u>To</u>	<u>Municipality(ies)</u>	<u>Type</u>
1	Elgin Street West	Madawaska & Elgin	County Road 3 (Usborne Street)	Arnprior and McNab/Braeside	Rehabilitation
1	River Road	Mast Road	Henry Crescent	McNab/Braeside	Rehabilitation
5	Stone Road	Berlanquet Road	1574 Stone Road	Admaston/Bromley	Rehabilitation
7	Foresters Falls Road	County Road 4 (Queens Line)	Harriet Street	Whitewater Region	Rehabilitation
20	Bruce Street	Highway 60	Urban Limit	Renfrew	Rehabilitation
21	Beachburg Road	County Road 49 (Lapasse Road)	Hila Road	Whitewater Region	Rehabilitation
51	Petawawa Boulevard	County Road 26 (Doran Street)	Military Camp Road	Petawawa	Rehabilitation
52	Burnstown Road	Fraser Road	Graham Avenue	Horton	Rehabilitation
52	Raglan Street South	Graham Avenue	Highway 60 (Combes Street)	Renferw	Rehabilitation
65	Centennial Lake Road	Deer Mountain Road	Chimo Road North	Greater Madawaska	Rehabilitation
67	Simpson Pit Road	Byers Creek Road	Buck Hill Road	Killaloe, Hagarty and Richards	Rehabilitation
71	Matawatchan Road	4877 Matawatchan Road	County Road 65 (Centennial Lake Road)	Greater Madawaska	Rehabilitation
508	Calabogie Road	Hutson Road	Goshen Road	McNab/Braeside	Rehabilitation
512	Foymount Road	County Structure B257	Miller Road	Bonnechere Valley	Rehabilitation
635	Swisha Road	Highway 17	Interprovincial Bridge South Exp. Joint	Laurentian Hills	Rehabilitation
B002	Bonnechere River Bridge	Bonnechere Road		Admaston/Bromley	Rehabilitation
B095	Hyland Creek Bridge	Hyland Creek Road		Greater Madawaska	Rehabilitation
B180	Hurds Creek Bridge	South Algona/Grattan		Bonnechere Valley	Rehabilitation

<u>Road/ Structure No.</u>	<u>Name</u>	<u>From</u>	<u>To</u>	<u>Municipality(ies)</u>	<u>Type</u>
		Line			
B202	Cameron Street Bridge	Cameron Street		Killaloe, Hagarty and Richards	Rehabilitation
B240	Fourth Chute Bridge	Fourth Chute Road		Bonnechere Valley	Rehabilitation
B319	Bucholtz Bridge	County Road 58 (Round Lake Road)		Laurentian Valley	Rehabilitation
C003	Moores Creek Culvert	County Road 5 (Stone Road)		Admaston/Bromley	Rehabilitation
C058	Constant Creek Culverts	Ferguson Lake Road		Greater Madawaska	Rehabilitation
C099	Colton Creek Bridge	Matawatchan Road		Greater Madawaska	Rehabilitation
C116	Dunlop Crescent Culvert	Dunlop Crescent		Head, Clara and Maria	Rehabilitation
C142	Quade Creek Culvert	Burchat Road		North Algona Wilberforce	Rehabilitation
C197	Etmanskies Swamp Culvert	County Road 62 (John Street)		Madawaska Valley	Rehabilitation
C201	Broomes Creek Culvert	County Road 7 (Foresters Falls Road)		Whitewater Region	Rehabilitation
C222	Pleasant Valley Steel Arch	Pleasant Valley Road		Whitewater Region	Rehabilitation
C252	Vanderploegs Culvert	Russett Drive		McNab/Braeside	Rehabilitation
C300	Wolfe Road Twin Pipes	Wolfe Road		Bonnechere Valley	Rehabilitation

Prepared for: Operations Committee

April 13, 2021

1. Quotations and Tenders [Strategic Plan No. 3 (b)]

2. Winter Operations [Strategic Plan Goal No. 4(c)]

Table 1

[illegible]

Month	No. of Event Days		Type of Event			Material Used (tonnes)		Precipitation	
	Weekday	Weekend	Snow	Blowing Snow	Freezing Rain	Salt	Sand	Weather Station	Amount (mm)
Totals	63	27	73	13	20	15,132.4	5,959.8	Petawawa Bancroft	173.0 329.4

Table 2 outlines the Significant Weather Events declared to date for the 2020/2021 season.

Table 2

Declaration Start			Declaration End			Reason
Month	Day	Time	Month	Day	Time	
Nov	22	3:15 PM	Nov	23	10:50 AM	Snow
Nov	25	5:00 PM	Nov	26	1:00 PM	Ice
Dec	12	6:24 AM	Dec	13	7:03 AM	Ice
Dec	24	8:00 AM	Dec	26	7:30 AM	Ice
Jan	15	8:30 PM	Jan	16	1:45 PM	Snow
Feb	15	8:00 AM	Feb	17	9:30 AM	Snow
Mar	--	--	--	--	--	--

BY-LAWS

3. PWC-2021-04 – Rehabilitation of County Road 51 (Petawawa Boulevard) [Strategic Plan No. 2 (a)]

Recommendation: THAT the Operations Committee recommend that Contract PWC-2021-04 as submitted by H & H Construction Inc., Petawawa, Ontario for the rehabilitation of County Road 51 (Petawawa Boulevard) in the amount of \$579,267.64 plus HST be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested for the rehabilitation of County Road 51 (Petawawa Boulevard) from County Road 26 (Doran Road) to County Road 55 (Paquette Road), a distance of 1.16 km in the Town of Petawawa. Tenders were received as follows:

1. H & H Construction Inc., Petawawa ON	\$579,267.64
2. R.G.T. Clouthier Construction, Pembroke ON	\$641,832.50
3. Greenwood Paving Ltd., Pembroke, ON	\$732,632.00
All amounts exclude applicable taxes	

Financial Implications

The current 2021 Capital Works budget includes funds in the amount of \$800,000 for the rehabilitation of County Road 51. Staff have reviewed the tender results for the project and confirmed that there are sufficient funds to complete the project as tendered. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services. A comparison of the 2021 budget and projected costs is provided in the following table.

County Road 51 (Petawawa Boulevard) Rehabilitation					
		Low Tender		High Tender	
	2021 Budget	Projected	Variance	Projected	Variance
Construction- Rehabilitation	699,090.91	589,462.75	-109,628.16	745,526.32	46,435.41
Engineering - Design/Tendering	10,000.00	10,000.00	0.00	10,000.00	0.00
Material Testing	3,000.00	3,000.00	0.00	3,000.00	0.00
Project Administration & Supervision	18,000.00	18,000.00	0.00	180,000.00	162,000.00
Contingency	69,909.09	29,473.14	-40,435.95	37,276.32	-32,632.77
Total	800,000.00	649,935.89	-150,064.11	975,802.64	175,802.64
* All costs are net HST					
* Projected costs are based on low Tender results					

4. PWC-2021-06 – Rehabilitation of County Road 52 (Burnstown Road) [Strategic Plan No. 2 (a)]

Recommendation: THAT the Operations Committee recommend that Contract PWC-2021-06 as submitted by Thomas Cavanagh Construction Ltd., Ashton, Ontario for the rehabilitation of County Road 52 (Burnstown Road) in the amount of \$498,900 plus HST be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested for the rehabilitation of County Road 52 (Burnstown Road) from Fraser Road to Pucker Street, a distance of 4.28 km in the Township of Horton. Tenders were received as follows:

1. Thomas Cavanagh Construction Ltd., Ashton, ON	\$498,900.00
2. H & H Construction Inc., Petawawa, ON	\$510,132.09
3. Greenwood Paving Ltd., Pembroke, ON	\$523,000.00
4. Miller Construction Company, Arnprior, ON	\$581,515.00
5. Bonnechere Excavating Inc, Renfrew, ON	\$624,127.83

All amounts exclude applicable taxes

Financial Implications

The current 2021 Capital Works budget includes funds in the amount of \$932,840 for the rehabilitation of County Road 52. Staff have reviewed the tender results for the project and confirmed that there are sufficient funds to complete the project as tendered. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services. A comparison of the 2021 budget and projected costs is provided in the following table.

County Road 52 (Burnstown Road) Rehabilitation					
	Low Tender			High Tender	
	2021 Budget	Projected	Variance	Projected	Variance
Construction- Rehabilitation	832,581.82	527,680.64	-304,901.18	644,127.83	-188,453.99
Engineering - Design/Tendering	8,000.00	8,000.00	0.00	8,000.00	0.00
Material Testing	3,000.00	3,000.00	0.00	3,000.00	0.00
Project Administration					
& Supervision	6,000.00	6,000.00	0.00	6,000.00	0.00
Contingency	83,258.18	26,384.03	-56,874.15	32,206.39	-51,051.79
Total	932,840.00	571,064.67	-361,775.33	693,334.22	-239,505.78
* All costs are net HST					
* Projected costs are based on low Tender results					

5. PWC-2021-07 – Rehabilitation of County Road 7 (Foresters Falls Road) [Strategic Plan No. 2 (a)]

Recommendation: THAT the Operations Committee recommend that Contract PWC-2021-07 as submitted by Greenwood Paving Ltd., Pembroke, Ontario for the rehabilitation of County Road 7 (Foresters Falls Road) in the amount of \$472,764.50 plus HST be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested for the rehabilitation of County Road 7 (Foresters Falls Road) from Queens Line to 225m East of Government Road, a distance of 2.6 km in the Township of Whitewater Region. Tenders were received as follows:

1. Greenwood Paving Ltd., Pembroke, ON	\$472,764.50
2. B.R. Fulton Construction Ltd., Renfrew, ON	\$513,025.50

3. H&H Construction Inc., Petawawa, ON	\$540,600.19
4. R.G.T. Clouthier Construction, Pembroke, ON	\$567,376.50
5. Thomas Cavanagh Construction, Ashton, ON	\$588,627.50
6. Miller Paving Ltd., Arrnprior, ON	\$592,522.20
7. Bonnechere Excavating Inc., Renfrew, ON	\$689,331.14
All amounts exclude applicable taxes	

Financial Implications

The current 2021 Capital Works budget includes funds in the amount of \$672,836 for the rehabilitation of County Road 7. Staff have reviewed the tender results for the project and confirmed that there are sufficient funds to complete the project as tendered. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services. A comparison of the 2021 budget and projected costs is provided in the following table.

County Road 7 (Foresters Falls Road) Rehabilitation					
		Low Tender		High Tender	
	2021 Budget	Projected	Variance	Projected	Variance
Construction- Rehabilitation	588,032.73	481,085.16	-106,947.57	701,463.37	113,430.64
Engineering - Design/Tendering	9,000.00	9,000.00	0.00	9,000.00	0.00
Material Testing	3,000.00	3,000.00	0.00	3,000.00	0.00
Project Administration & Supervision	14,000.00	14,000.00	0.00	14,000.00	0.00
Contingency	58,803.27	24,054.26	-34,749.01	35,073.17	-23,730.10
Total	672,836.00	531,139.41	-141,696.59	762,536.54	89,700.54
* All costs are net HST					
* Projected costs are based on low Tender results					

6. PWC-2021-08 – Rehabilitation of County Road 67 (Simpson Pit Road) [Strategic Plan No. 2 (a)]

Recommendation: THAT the Operations Committee recommend that Contract PWC-2021-08 as submitted by Greenwood Paving Ltd., Pembroke , Ontario for the rehabilitation of County Road 67 (Simpson Pit Road) in the amount of \$480,477.50 plus HST be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested for the rehabilitation of County Road 67 (Simpson Pit Road) from Byers Creek Road to 250m north of Buckhill Road, a distance of 2.6 km in the Township of Killaloe, Hagarty & Richards. Tenders were received as follows:

1. Greenwood Paving Ltd., Pembroke, ON	\$480,477.50
2. H&H Construction Inc., Petawawa, ON	\$585,460.91
3. R.G.T. Clouthier Construction Ltd., Pembroke, ON	\$665,512.50
4. Miller Paving Ltd., Arnprior, ON	\$682,216.00
5. Bonnechere Excavating Inc., Renfrew, ON	\$690,030.24
All amounts exclude applicable taxes	

Financial Implications

The current 2021 Capital Works budget includes funds in the amount of \$921,200 for the rehabilitation of County Road 67. Staff have reviewed the tender results for the project and confirmed that there are sufficient funds to complete the project as tendered. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services. A comparison of the 2021 budget and projected costs is provided in the following table.

County Road 67 (Simpson Pit Road) Rehabilitation					
		Low Tender		High Tender	
	2021 Budget	Projected	Variance	Projected	Variance
Construction- Rehabilitation	819,272.73	488,933.90	-330,338.82	702,174.77	-117,097.96
Engineering - Design/Tendering	8,000.00	8,000.00	0.00	8,000.00	0.00
Material Testing	3,000.00	3,000.00	0.00	3,000.00	0.00
Project Administration & Supervision	9,000.00	9,000.00	0.00	9,000.00	0.00
Contingency	81,927.27	24,446.70	-57,480.58	35,108.74	-46,818.53
Total	921,200.00	533,380.60	-387,819.40	757,283.51	-163,916.49
* All costs are net HST					
* Projected costs are based on low Tender results					

7. PWC-2021-11 – Rehabilitation of County Road 1 (River Road) [Strategic Plan No. 2 (a)]

Recommendation: THAT the Operations Committee recommend that Contract PWC-2021-11 as submitted by Thomas Cavanagh Construction Ltd., Ashton, Ontario for the rehabilitation of County Road 1 (River Road) in the amount of \$513,794.95 plus HST be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested for the rehabilitation of County Road 1 (River Road) from Mast Road to 120m west of Henry Crescent, a distance of 1.9 km in the Township of Horton. Tenders were received as follows:

1. Thomas Cavanagh Construction Ltd., Ashton, ON	\$513,794.95
2. H & H Construction Inc., Petawawa, ON	\$526,448.15
3. Greenwood Paving Ltd., Pembroke, ON	\$571,896.00
4. Miller Construction Company, Arnprior, ON	\$580,463.00
5. Aecon Construction Ontario East, Carp, ON	\$597,000.00
6. B.R. Fulton Construction Ltd, Renfrew, ON	\$608,360.00
7. R.G.T. Clouthier Construction Ltd., Pembroke, ON	\$644,614.50
8. Bonnechere Excavating Inc., Renfrew, ON	\$738,459.60
All amounts exclude applicable taxes	

Financial Implications

The current 2021 Capital Works budget includes funds in the amount of \$600,240 for the rehabilitation of County Road 2. Staff have reviewed the tender results for the project and confirmed that there are sufficient funds to complete the project as tendered. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services. A comparison of the 2021 budget and projected costs is provided in the following table.

County Road 1 (Mast Road to Henry Crescent) Rehabilitation					
	Low Tender			High Tender	
	2021 Budget	Projected	Variance	Projected	Variance
Construction- Rehabilitation	526,581.82	522,837.74	-3,744.08	751,548.07	224,966.25
Engineering - Design/Tendering	7,000.00	7,000.00	0.00	7,000.00	0.00
Material Testing	3,000.00	3,000.00	0.00	3,000.00	0.00
Project Administration					
& Supervision	11,000.00	11,000.00	0.00	11,000.00	0.00
Contingency	52,658.18	26,141.89	-26,516.29	37,577.40	-15,080.78
Total	600,240.00	569,979.63	-30,260.37	810,125.47	209,885.47
* All costs are net HST					
* Projected costs are based on low Tender results					

8. PWC-2021-20 – Rehabilitation of County Road 65 (Centennial Lake Road) [Strategic Plan No. 2 (a)]

Recommendation: THAT the Operations Committee recommend that Contract PWC-2021-20 as submitted by Greenwood Paving Ltd., Pembroke, Ontario for the rehabilitation of County Road 65 (Centennial Lake Road) in the amount of \$623,352.65 plus HST be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested for the rehabilitation of County Road 65 (Centennial Lake Road) from 220m east of Chimo Road South to 554m west

of Opal Road, a distance of 4.0 km in the Township of Greater Madawaska. Tenders were received as follows:

	Submitted Amount	Corrected Amount
1. Greenwood Paving Ltd., Pembroke, ON	\$623,352.65	
2. H&H Construction Inc., Petawawa, ON	\$646,772.55	
3. Miller Construction Company, Arnprior, ON	\$695,165.00	
4. B.R. Fulton Construction, Renfrew, ON	\$698,670.00	
5. R.G.T. Clouthier Construction, Pembroke, ON	\$716,201.70	
6. Thomas Cavanagh Construction Ltd., Ashton, ON	\$744,255.37	
7. Bonnechere Excavating Inc., Renfrew, ON	\$841,997.06	\$841,992.06
All amounts exclude applicable taxes		

Financial Implications

The current 2021 Capital Works budget includes funds in the amount of \$1,078,300 for the rehabilitation of County Road 65. Staff have reviewed the tender results for the project and confirmed that there are sufficient funds to complete the project as tendered. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services. A comparison of the 2021 budget and projected costs is provided in the following table.

County Road 65 (Centennial Lake Road) Rehabilitation					
	2021 Budget	Low Tender		High Tender	
		Projected	Variance	Projected	Variance
Construction- Rehabilitation					
CR65 - Centennial Lake Road	678,090.91	634,323.66	-43,767.25	856,816.21	178,725.30
CCC Tender (Awarded Mar,29/2020)	130,000.00	65,247.49	-64,752.51	126,488.33	-3,511.67
Day Labour Works	144,000.00	144,000.00	0.00	144,000.00	0.00
Engineering - Design/Tendering	10,000.00	10,000.00	0.00	10,000.00	0.00
Material Testing	4,000.00	4,000.00	0.00	4,000.00	0.00
Project Administration					
& Supervision	17,000.00	17,000.00	0.00	17,000.00	0.00
Contingency	95,209.09	42,178.56	-53,030.53	56,365.23	-38,843.86
Total	1,078,300.00	916,749.70	-161,550.30	1,214,669.77	136,369.77
* All costs are net HST					
* Projected costs are based on low Tender results					

9. PWC-2021-39 Corrugated Steel Pipe Round Culverts [Strategic Plan No. 2 (a)]

Recommendation: THAT the Operations Committee recommend that the tender submitted by Armtec Limited, Peterborough, Ontario for the supply and delivery of Corrugated Steel Pipe Round Culverts in the amount of \$154,782.05 plus HST

be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested and received for the supply and delivery of Corrugated Steel Pipe Round Culverts.

1. Armtec Limited, Peterborough, ON	\$154,782.05
2. Atlantic Industries (Canada) Limited	\$195,554.47
All amounts exclude applicable taxes	

Staff has reviewed the tender results for the purchase and has confirmed that there are sufficient funds to complete the purchase as tendered.

Procurement of the equipment included in this tender, followed the requirements set out in Corporate Policy GA-01 Procurement of Goods and Services.

The Township of Greater Madawaska was a participant on this tender. The bid price stipulated in this report does not include the Township's portion of the tender. In alignment with previous years, staff will provide the municipality with the results for their portion of the tender to award as per their procurement policy.

10. PWO-2021-02 – Pavement Marking [Strategic Plan No. 3 (b)]

Recommendation: THAT the Operations Committee recommend that Contract PWO-2021-02 as submitted by Almon Equipment Ltd., Etobicoke, Ontario for Pavement Marking in the amount of \$412,605 plus HST be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested for Pavement Marking of various County Roads. Tenders were received as follows:

1. Almon Equipment Ltd., Etobicoke, ON	\$412,605.00
2. McGuinness Lines, Port Perry, ON	\$481,681.00
3. Provincial Road Markings Inc., Guelph, ON	\$447,960.00

The cost for this contract is \$412,605 plus applicable taxes. Staff has reviewed the tender results for the purchase and has confirmed that there are sufficient funds to complete the purchase as tendered.

Procurement of the equipment included in this tender, followed the requirements set out in Corporate Policy GA-01 Procurement of Goods and Services.

The Townships of Admaston/Bromley, Bonnechere Valley, Greater Madawaska, Laurentian Valley, Madawaska Valley and McNab/Braeside were participants on this tender. The bid price stipulated in this report does not include their portion of the tender. In alignment with previous years, staff will provide the municipalities with the results for their portion of the tender to award as per their procurement policy.

11. PWO-2021-04 – Tandem Truck and Plow [Strategic Plan No. 2 (a)]

Recommendation: THAT the Operations Committee recommend that the tender submitted by Valley Truck and Spring, Pembroke, Ontario for the supply and delivery of one Tandem Truck and Plow Unit in the amount of \$315,940 plus applicable taxes be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested for the supply and delivery of one Tandem Truck and Plow Unit and Attachments. Tenders were received as follows:

1. Valley Truck and Spring, Pembroke ON	\$315,940.00
2. Francis Canada Truck Centre Inc., Ottawa ON	\$316,625.00
All amounts exclude applicable taxes	

The cost for this contract is \$315,940 plus applicable taxes. Staff has reviewed the tender results for the purchase and has confirmed that there are sufficient funds to complete the purchase as tendered.

Procurement of the equipment included in this tender, followed the requirements set out in Corporate Policy GA-01 Procurement of Goods and Services.

12. PWO-2021-05 – 4 Pick-Up Trucks [Strategic Plan No. 2 (a)]

Recommendation: THAT the Operations Committee recommend that the tender submitted by Fraser Durham Chrysler, Oshawa, Ontario for the supply and delivery of four pick-up trucks in the amount of \$157,906.20 plus applicable taxes be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested for the supply and delivery of four pick-up trucks and received as follows:

- | | |
|---------------------------------------|--------------|
| 1. Fraser Durham Chrysler, Oshawa, ON | \$157,906.20 |
| 2. Urban Ford Sales Ltd, Arnprior, ON | \$163,419.00 |
- All amounts exclude applicable taxes

The current 2021 Department budget includes funds in the amount of \$102,000 for three pick-up trucks. Committee was advised in March that staff were adding an additional light duty truck to the 2021 tender due to an incident in January. The remaining funds will come from savings within the 2021 Operations Budget or Tangible Capital Asset reserves.

Staff has reviewed the tender results for the purchase and has confirmed that there are sufficient funds to complete the purchase as tendered. Procurement of the equipment included in this tender, followed the requirements set out in Corporate Policy GA-01 Procurement of Goods and Services.

13. **PWO-2021-17 – Reroofing and Rehabilitation of Southwest Patrol Yard Dome [Strategic Plan No. 2 (a)]**

Recommendation: THAT the Operations Committee recommend that the tender submitted by T. Hamilton and Sons Roofing, Scarborough, Ontario for the reroofing and rehabilitation of the Southwest Patrol Yard Dome in the amount of \$204,900 plus HST be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested for the reroofing and rehabilitation of the Southwest Patrol Garage Dome located in Palmer Rapids and received as follows:

- | | |
|--|--|
| 1. T. Hamilton and Sons Roofing, Scarborough ON | Part A: \$102,400
Part B: \$102,500 |
| 2. Perth Roofing, 2701738 Ontario Inc., Perth ON | Part A \$125,000
Part B \$125,000 |
| 3. Bay Roofing and Exteriors Ltd., North Bay ON | Part A: \$114,238.00
Part B: \$105,862.00 |

4. Van Pelt Construction Inc., Mitchell ON

Part A: \$131,500

Part B: \$129,800

All amounts exclude applicable taxes

The current 2021 Operations Housing budget includes funds in the amount of \$230,000 reroofing and rehabilitation of the Southwest Patrol Garage Dome. A comparison of the 2021 budget and projected costs is provided in the following table.

Reroofing and Rehabilitation of Southwest Patrol Yard Domes					
		Low Tender		High Tender	
	2021 Budget	Projected	Variance	Projected	Variance
Construction	210,000.00	208,506.24	-1,493.76	265,898.88	55,898.88
Engineering - Design/Tendering	1,500.00	1,500.00	0.00	1,500.00	0.00
Project Administration					
& Supervision	18,500.00	19,993.76	1,493.76	19,993.76	1,493.76
Contingency	0.00	0.00	0.00	0.00	0.00
Total	230,000.00	230,000.00	-0.00	287,392.64	57,392.64
* All costs are net HST					
* Projected costs are based on low Tender results					

Procurement of the equipment included in this tender, followed the requirements set out in Corporate Policy GA-01 Procurement of Goods and Services.

Summary of Quotations/Tenders

PWC-2021-18 Close Cut Clearing – County Road 65 (Centennial Lake Road)

1. McCrea Excavating, Pembroke, ON	\$64,119.00
2. Crain's Construction Ltd., Mayberly, ON	\$85,180.20
3. Goldie Mohr Ltd., Richmond, ON	\$80,169.60
4. Josh LaSalle, Merrickville, ON	\$88,499.97
5. North Renfrew Tree Service, Griffith, ON	\$110,000.57

Excludes all applicable taxes

The total cost for this contract is \$64,119 plus HST. Sufficient funds are provided for in the 2021 Departmental Budget.

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT NO. PWC-2021-04
REHABILITATION OF COUNTY ROAD 51 (PETAWAWA BOULEVARD)**

WHEREAS under Section 11 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the Municipal Corporation of the County of Renfrew has the authority to pass by-laws to enter into contracts to construct and maintain County Roads and Bridges;

AND WHEREAS public tenders were requested for the rehabilitation of County Road 51 (Petawawa Boulevard) under Contract No. PWC-2021-04;

AND WHEREAS the tender submitted by H & H Construction Inc., Petawawa, Ontario was reviewed and accepted by the Operations Committee.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts:

1. That the Council of the County of Renfrew approve of the awarding of Contract No. PWC-2021-04 for the rehabilitation of County Road 51 (Petawawa Boulevard) as submitted by H & H Construction Inc., Petawawa, Ontario in the amount of \$579,267.64 plus HST.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT NO. PWC-2021-06
REHABILITATION OF COUNTY ROAD 52 (BURNSTOWN ROAD)**

WHEREAS under Section 11 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the Municipal Corporation of the County of Renfrew has the authority to pass by-laws to enter into contracts to construct and maintain County Roads and Bridges;

AND WHEREAS public tenders were requested for the rehabilitation of County Road 52 (Burnstown Road) under Contract No. PWC-2021-06;

AND WHEREAS the tender submitted by Thomas Cavanagh Construction Ltd., Ashton, Ontario was reviewed and accepted by the Operations Committee.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts:

1. That the Council of the County of Renfrew approve of the awarding of Contract No. PWC-2021-06 for the rehabilitation of County Road 52 (Burnstown Road) as submitted by Thomas Cavanagh Construction Ltd., Ashton, Ontario in the amount of \$498,900 plus HST.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT NO. PWC-2021-07
REHABILITATION OF COUNTY ROAD 7 (FORESTERS FALLS ROAD)**

WHEREAS under Section 11 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the Municipal Corporation of the County of Renfrew has the authority to pass by-laws to enter into contracts to construct and maintain County Roads and Bridges;

AND WHEREAS public tenders were requested for the rehabilitation of County Road 7 (Foresters Falls Road) under Contract No. PWC-2021-07;

AND WHEREAS the tender submitted by Greenwood Paving Ltd., Pembroke, Ontario was reviewed and accepted by the Operations Committee.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts:

1. That the Council of the County of Renfrew approve of the awarding of Contract No. PWC-2021-07 for the rehabilitation of County Road 7 (Foresters Falls Road) as submitted by Greenwood Paving Ltd., Pembroke, Ontario in the amount of \$472,764.50 plus HST.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT NO. PWC-2021-08
REHABILITATION OF COUNTY ROAD 67 (SIMPSON PIT ROAD)**

WHEREAS under Section 11 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the Municipal Corporation of the County of Renfrew has the authority to pass by-laws to enter into contracts to construct and maintain County Roads and Bridges;

AND WHEREAS public tenders were requested for the rehabilitation of County Road 67 (Simpson Pit Road) under Contract No. PWC-2021-08;

AND WHEREAS the tender submitted by Greenwood Paving Ltd., Pembroke, Ontario was reviewed and accepted by the Operations Committee.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts:

1. That the Council of the County of Renfrew approve of the awarding of Contract No. PWC-2021-08 for the rehabilitation of County Road 67 (Simpson Pit Road) as submitted by Greenwood Paving Ltd., Pembroke, Ontario in the amount of \$480,477.50 plus HST.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT NO. PWC-2021-11
REHABILITATION OF COUNTY ROAD 1 (RIVER ROAD)**

WHEREAS under Section 11 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the Municipal Corporation of the County of Renfrew has the authority to pass by-laws to enter into contracts to construct and maintain County Roads and Bridges;

AND WHEREAS public tenders were requested for the rehabilitation of County Road 1 (River Road) under Contract No. PWC-2021-11;

AND WHEREAS the tender submitted by Thomas Cavanagh Construction Ltd., Ashton, Ontario was reviewed and accepted by the Operations Committee.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts:

1. That the Council of the County of Renfrew approve of the awarding of Contract No. PWC-2021-11 for the rehabilitation of County Road 1 (River Road) as submitted by Thomas Cavanagh Construction Ltd., Ashton, Ontario in the amount of \$513,794.95 plus HST.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT NO. PWC-2021-20
REHABILITATION OF COUNTY ROAD 65 (CENTENNIAL LAKE ROAD)**

WHEREAS under Section 11 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the Municipal Corporation of the County of Renfrew has the authority to pass by-laws to enter into contracts to construct and maintain County Roads and Bridges;

AND WHEREAS public tenders were requested for the rehabilitation of County Road 65 (Centennial Lake Road) under Contract No. PWC-2021-20;

AND WHEREAS the tender submitted by Greenwood Paving Ltd., Pembroke, Ontario was reviewed and accepted by the Operations Committee.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts:

1. That the Council of the County of Renfrew approve of the awarding of Contract No. PWC-2021-20 for the rehabilitation of County Road 65 (Centennial Lake Road) as submitted by Greenwood Paving Ltd., Pembroke, Ontario in the amount of \$623,352.65 plus HST.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW FOR THE EXECUTION OF CONTRACT NO. PWC-2021-39 FOR THE SUPPLY AND DELIVERY OF CORRUGATED STEEL PIPE ROUND CULVERTS

WHEREAS under Section 11 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the Municipal Corporation of the County of Renfrew has the authority to pass by-laws to enter into contracts to construct and maintain County Roads and Bridges;

AND WHEREAS public requests for proposals were requested for the manufacture, supply and delivery Corrugated Steel Pipe Round Culverts under Contract No. PWC-2021-39;

AND WHEREAS the proposal submitted by Armtec Limited, Peterborough, Ontario was reviewed and accepted by the Operations Committee.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts:

1. That the Council of the County of Renfrew approve of the awarding of Contract No. PWC-2021-39 for the manufacture, supply and delivery Corrugated Steel Pipe Round Culverts as submitted by Armtec Limited, Peterborough, Ontario in the amount of \$154,782.05 plus HST.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT NO. PWO-2021-02
FOR PAVEMENT MARKING**

WHEREAS the Municipal Act, 2001, S.O. 2001, c.25, as amended, requires a municipality to adopt policies with respect to the procurement of goods and services;

AND WHEREAS public tenders were requested for Pavement Marking under Contract PWO-2021-02 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Almon Equipment Ltd., Etobicoke, Ontario was reviewed and accepted by the Operations Committee.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts:

1. That the Council of the County of Renfrew approve of the awarding of Contract PWO-2021-02 for Pavement Marking, as submitted by Almon Equipment Ltd., Etobicoke, Ontario in the amount of \$412,605 plus HST.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary for the execution of the said Contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT NO. PWO-2021-04 FOR THE
SUPPLY AND DELIVERY OF ONE TANDEM TRUCK AND PLOW UNIT**

WHEREAS The Municipal Act, 2001, S.O. 2001, c.25, as amended, requires a municipality to adopt policies with respect to the procurement of goods and services;

AND WHEREAS public tenders were requested for the supply and delivery of one Tandem Truck and Plow Unit, under Contract PWO-2021-04, in accordance with County of Renfrew Corporate Policy GA-01, Procurement of Goods and Services;

AND WHEREAS the tender submitted by Valley Truck and Spring, Pembroke, Ontario was reviewed and accepted by the Operations Committee.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts:

1. That the Council of the County of Renfrew approve the awarding of Contract PWO-2021-04 for the supply and delivery of one Tandem Truck and Plow Unit as submitted by Valley Truck and Spring, Pembroke, Ontario in the amount of \$315,940 plus applicable taxes.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary for the execution of the said contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT NO. PWO-2021-05 FOR THE
SUPPLY AND DELIVERY OF FOUR LIGHT DUTY PICK-UP TRUCKS**

WHEREAS The Municipal Act, 2001, S.O. 2001, c.25, as amended, requires a municipality to adopt policies with respect to the procurement of goods and services;

AND WHEREAS public tenders were requested for the supply and delivery of four light-duty pick-up trucks, under Contract PWO-2021-05, in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Fraser Durham Chrysler, Oshawa, Ontario was reviewed and accepted by the Operations Committee.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts:

1. That the Council of the County of Renfrew approve the awarding of Contract PWO-2021-05 for the supply and delivery of our light-duty pick-up trucks as submitted by Fraser Durham Chrysler, Oshawa, Ontario in the amount of \$157,906.20 plus applicable taxes.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary for the execution of the said contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021.

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO EXECUTE A CONTRACT FOR THE REROOFING AND REHABILITATION OF THE SOUTHWEST PATROL YARD DOME

WHEREAS Sections 8, 9 and 11 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, authorizes Council to pass by-laws to enter into agreements for the purpose of renovations of County of Renfrew property;

AND WHEREAS the Southwest Patrol Yard Dome is necessary for the maintenance of County Roads and Bridges within the Southwest Patrol in Palmer Rapids, Ontario;

AND WHEREAS public tenders were requested for the reroofing and rehabilitation of the Southwest Patrol Dome under Contract PWO-2021-17;

AND WHEREAS the tender submitted by T. Hamilton and Sons Roofing, Scarborough, Ontario was reviewed and accepted by the Operations Committee.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts:

1. That the Council of the Corporation of the County of Renfrew approve of the awarding of Contract PWO-2021-17 for the reroofing and rehabilitation to the Southwest Patrol Yard Dome to T. Hamilton and Sons Roofing, Scarborough, Ontario in the amount of \$204,900 plus HST.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said Contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 28th day of April 2021.

READ a second time this 28th day of April 2021

READ a third time and finally passed this 28th day of April 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK