



OPERATIONS COMMITTEE
Tuesday, May 11, 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 meetings held on April 13 and 28, 2021 (attached).
5. Delegations: None at time of mailing.
6. Public Works and Engineering Department Page
 - (a) Department Report 3
 - (b) Infrastructure Division Report 23
 - (c) Operations Division Report 26
7. New Business.
8. Closed Meeting – None at time of mailing.
9. Date of next meeting (Tuesday, June 15, 2021) and adjournment.

NOTE: (a) **County Council: Wednesday, May 26, 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: May 11, 2021

SUBJECT: Department Report

INFORMATION

1. **Monthly Project Status Report [Strategic Plan Goal No. 3(b)]**

Attached as Appendix I is the Monthly Project Status Report. Additional project specific information is provided in the Divisional reports.

2. **Capital Program Variance Report [Strategic Plan Goal No. 3(b)]**

Attached as Appendix II is the Capital Program Variance Report.

3. **Financial Report [Strategic Plan Goal No. 3(b)]**

Attached as Appendix III is a copy of the March 2021 Treasurer's Report for the Public Works and Engineering Department.

4. **Trailer Mounted Radar Speed Sign [Strategic Plan Goal No. 3(b)]**

On April 20, 2021 the Public Works and Engineering Department purchased a trailer mounted radar speed display sign from Stinson Equipment Limited. The speed sign will be deployed to areas of speeding concern. The sign has capabilities for storing data with regards to volumes and speeds of travel for passing vehicles and the information collected will be used to monitor traveller's behavior as well as engage with the public and local policing authorities.

5. **Signage “Pull Over for Green Flashing Light” [Strategic Plan Goal No. 3(b)]**

As Committee will recall a request was received for information regarding County Council’s policy for signage implementation as it relates to Volunteer Fire Fighters “Pull Over for Green Flashing Light.”

Under the County’s current sign By-law No. 56-01, community-oriented signs are permitted within County Road allowance subject to the approval of the Public Works and Engineering Department. Community-oriented signage can generally be described as signage that is not intended for advertising for-profit products and companies and is directed to programs and events that are information based such as upcoming community events, commemorative tablets and volunteer organizations among others.

As a past practice, the organization or Municipality makes application to erect a sign within the road allowance through the County’s road occupancy permit application. The approval of the installation of a sign is subject to the conditions of the approval, including those conditions described in County of Renfrew Corporate Policy PW-10 Road Occupancy Permits.

6. **Potential Soil Contamination - County Road 51 (Petawawa Boulevard) [Strategic Plan Goal No. 3(b)]**

On April 21, 2021, Public Works and Engineering staff were advised of suspected contaminated soils being uncovered in the vicinity of 3504 Petawawa Boulevard during excavation of County Road 51 (Petawawa Boulevard) by a Contractor undertaking sanitary sewer upgrades for the Town of Petawawa in support of a Development Project. As the Town of Petawawa was overseeing the project, the Consultant representing them on site, Jp2g Consultants Inc., solicited the services of an Environmental Consultant, GEMTEC Consulting Engineers and Scientists, to undertake samples and analysis of the soils. These samples have confirmed that volatiles are present. The Contractor completed the connection which was being undertaken in that location and has moved to other locations within the project area while investigations are underway.

As the area is within the County right-of-way (ROW), upon notice of discovery of the suspected contaminated soils, County staff notified the

Ministry of Environment, Conservation, and Parks (MECP) through the Ontario Spills Action Centre. As the contaminated soils were not considered part of an active spill, the investigation of the issue was directed to our local MECP office in Ottawa and an environmental officer was assigned to the file.

County staff remain in contact with MECP, the Town of Petawawa, GEMTEC Consulting Engineers and Scientists, and Jp2g Consultants Inc. regarding the situation. GEMTEC Consulting Engineers and Scientists, through an existing Standing Offer with the County, will continue as the Environmental Consultant of record on this issue. Further discussion is required with MECP in order to develop a work plan as well to establish the extents of and responsibility for remediation requirements.

7. County Structure B234 (Coles Creek Bridge) [Strategic Plan Goal No. 2 (b)]

Attached as Appendix IV is correspondence from the Township of Killaloe-Hagarty-Richards notifying staff that a dip in the road has occurred following rehabilitation of the bridge in 2020. Staff has had an opportunity to review this and the dip is in part due to an issue during construction which resulted in the top of the bridge not being constructed to the designed elevation. As a result, the design was updated while construction was ongoing to ensure that the change in vertical road alignment over the structure was safe for the design speed of the road. The design consultant has assured staff that the change in elevation over the bridge is safe for traffic at the posted speed. Staff will continue to monitor the situation to determine if remedial action is required.

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

Attached as Appendix V is correspondence from Mayor Bob Sweet, Town of Petawawa with regards to the preliminary design drawings for two roundabouts on County Road 51 that were presented to Petawawa Town Council along with a request that County Staff and the Consulting Engineers attend a future Town Council meeting as a delegation to discuss the preliminary drawings. Staff is tentatively scheduled to attend the Monday, May 17, 2021 Town Council meeting dependent on AECOM's availability.

9. **Highway 148 Detailed Design and Class Environmental Assessment**

The Ontario Ministry of Transportation (MTO) is undertaking the Detailed Design and Class Environmental Assessment (EA) Study for Highway 148 from approximately 200m west of Angus Campbell Drive in the City of Pembroke to approximately 300m east of the Greenwood Road Intersection.

Attached as Appendix VI is a Design Evaluation Summary from Parsons regarding the design and decision-making process for the Highway 148 and Greenwood Road intersection completed during the Preliminary Design stage. This study carries forward the recommendations from the previously completed Transportation Environmental Study Report (TESR) published in June 2018, which can be accessed from the Hwy 148 Detailed Design and Class EA [Reference Documents](#).

The recommendations from the study included pavement rehabilitation to address poor pavement performance as well as intersection and operational improvements, pedestrian and cycling safety improvements, highway drainage improvements and access management.

Proposed Improvements - Highway 148 between Angus Campbell Drive and Drive-in Road

- Widen to provide a continuous two-way left-turn lane.
- Urbanize the cross-section including installation of a barrier curb with gutter and storm sewer upgrades.
- Install traffic signals at the Drive-in Road intersection, including the addition of turning lanes.
- Sidewalk installation from the City of Pembroke limits to Drive-in Road, subject to construction and operational funding agreements with the City of Pembroke and Township of Laurentian Valley.

Proposed Improvements - Highway 148 between Drive-in Road and Greenwood Road

- Maintain a two-lane rural cross-section.
- Rehabilitate the existing pavement and provide 2.5-m-wide paved shoulders.
- Revise the Greenwood Road intersection by modifying the westbound right-turn channel and extending the merge lane.

- Install a southbound slip-lane to bypass left turning vehicles onto Old Mill Road.

Attached as Appendix VII is a resolution from the Township of Laurentian Valley requesting that the County of Renfrew enter into a tri-party cost splitting agreement between the County, the Township and the Ministry of Transportation for the Highway 148 and Greenwood Road intersection and further erection of traffic control designs. At this time there is limited information available with respect to the costs and design details. Staff will continue to monitor this project and report back to Committee as more information becomes available.

10. Infrastructure Division

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

11. Operations Division

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

Department of Public Works & Engineering
Capital Monthly Project Status Report - May 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	100%	60%	90%					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%	100%	May	June	July	October	Design by Stantec, Tender Close May 20th
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	CA by Mac. Perry; Construction by BEI
B202	Cameron Street Bridge	Killaloe, Hagarty & Richards (Cameron Street)			Superstructure Replacement	100%	100%	100%	2020	2020	April	June	Completion of 2020 project
B240	Fourth Chute Bridge	Bonnechere Valley (Fourth Chute Road)			Rehabilitation	100%	100%	100%	May	June	July	October	Design by Stantec, Tender Close May 20th
B319	Bucholtz Bridge	Laurentian Valley (CR58, Round Lake Road)			Rehabilitation	100%	100%	90%	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%	70%	April	May	September	September	Internal Design, CoR Day Labour project
C099	Colton Creek Bridge	Greater Madawaska (Matawatchan Road)			Replacement	100%	100%	90%	May	June	July	August	Design by HP
C116	Dunlop Crescent Culvert	Head, Clara & Maria (Dunlop Crescent)			Replacement	100%	100%	40%	May	June	August	September	Design by WSP. CoR Day Labour project.
C142	Quade Creek Culvert	North Algona Wilberforce (Burchat Road)			Replacement	100%	100%	70%	April	May	August	August	Internal Design, CoR Day Labour project
C197	Etmanskie Swamp Culvert	Madawaska Valley (CR62, John Street)			Rehabilitation	100%	100%	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	100%	100%	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 Division Monthly Project Status Report - May 2021
Department of Public Works & Engineering

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	Awarded
2	Street Sweeping	Winter/Debris Removal	1	Equipment	March	April	April	May	June	Started
3	Catch Basin/MH Hole Cleaning	Winter/Debris Removal	1	Equipment	March	April	April	May	June	Awarded
4	Roadside Brushing	Tree/Brush Removal	1	Equipment	May	June	June	July	November	
5	Sign Post Tender	Sign Installation Hardware	1	Material	March	April	April	June	June	Awarded
6	Weed Control	Wild Parsnip/Poison Ivy	5	Equipment/Material	Complete	2019	2019	July	July	Standing-by to Start
7	Signs & Traffic Control Equipment	Road Signage	1	Material	May	April	April	June	July	Awarded
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	Awarded
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	Possible Retender/Director
13	AVL Service Renewal	Automatic Vehicle Location	10	Application/Network/Data	May	2020	2020	June	2030	Complete
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		Awarded
2	LDT (Light Duty Truck(s))	(3-1/2 ton & 1-3/4 ton 4WD)	4	Replace	March	April	April	November		Awarded
3	HDT (Heavy Duty Truck)	Water Truck	1	Replace	February	May	June	November		
4	Mower Attachment	Tractor Mounted	1	Replace	March	March	April	July		Awarded
5	Tag Along Float	30 Ton	1	Replace	March	March	April	July		Awarded
6	Service Vehicle	4x4 - PW	1	New	March	April	April/May	November		Re-tender
7	Service Vehicle	2 wheel drive - High Roof - PW - ES	1	New	March	April	April/May	November		Awarded
8	Equipment Refurbishment(s)	As per Spring Inspection	Varies	Existing	March	April	April	October		Awarded
9	AVL (Automatic Vehicle Location)	AVL/Telematics	Varies	New	May	June	June	November		Ongoing
10	Retroreflectometer		1	Replace	April	April	May	July		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	Awarded

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

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								

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	April Projected	May Projected	Variance
1	Elgin Street West <i>Arnprior & McNab/Braeside</i>	Madawaska & Elgin	County Road 3 (Usborne Street)	1.32	890,609	890,609	890,609	870,000	-20,609
1	River Road <i>McNab/Braeside</i>	Mast Road	Henry Crescent	1.83	600,240	600,240	600,240	580,000	-20,240
5	Stone Road <i>Admaston/Bromley</i>	Berlanquet Road	1574 Stone Road	3.36	1,168,736	1,168,736	1,168,736	765,000	-403,736
7	Foresters Falls Road <i>Whitewater Region</i>	County Road 4 (Queens Line)	Harriet Street	2.74	672,836	672,836	672,836	535,000	-137,836
20	Bruce Street <i>Renfrew</i>	Highway 60	Urban Limit	0.48	60,000	60,000	60,000	60,000	0
21	Beachburg Road <i>Whitewater Region</i>	County Road 49 (Lapasse Road)	Hila Road	7.77	474,009	474,009	474,009	474,009	0
51	Petawawa Boulevard <i>Petawawa</i>	County Road 26 (Doran Street)	Military Camp Road	0.98	800,000	800,000	800,000	650,000	-150,000
52	Burnstown Road <i>Horton</i>	Fraser Road	Graham Avenue	4.90	986,840	986,840	986,840	580,000	-406,840
52	Raglan St. S <i>Renfrew</i>	Graham Avenue	Hwy 60 (Combes Street)	1.22	557,217	557,217	557,217	557,217	0
65	Centennial Lake Road <i>Greater Madawaska</i>	Deer Mountain Road	Chimo Road North	4.10	1,078,300	1,078,300	1,078,300	920,000	-158,300
67	Simpson Pit Road <i>Killaloe, Hagarty and Richards</i>	Byers Creek Road	Buck Hill Road	2.45	921,200	921,200	921,200	540,000	-381,200
71	Matawatchan Road <i>Greater Madawaska</i>	4877 Matawatchan Road	County Road 65 (Centennial Lake Rd)	3.19	100,000	100,000	100,000	100,000	0
508	Calabogie Road <i>McNab/Braeside</i>	Hutson Road	Goshen Road	1.40	50,000	50,000	50,000	50,000	0
512	Foymount Road <i>Bonnechere Valley</i>	County Structure B257	Miller Road	6.57	3,039,300	3,039,300	3,039,300	3,039,300	0
635	Swisha Road <i>Laurentian Hills</i>	Highway 17	Interprovincial Bridge S Exp. Joint	2.58	100,000	100,000	100,000	100,000	0
	Scratch Coat Paving	Various Locations			716,431	716,431	716,431	716,431	0
	Active Transportation	Various Locations			150,000	150,000	150,000	150,000	0
ROAD RECONSTRUCTION/REHABILITATION TOTALS				44.89	12,365,718	12,365,718	12,365,718	10,686,957	-1,678,761
Bridge/Culvert Reconstruction/Rehabilitation									
Structure No.	Structure Name	Location			2021 BUDGET	March Projected	April Projected	May Projected	Variance
B002	Bonnechere River Bridge	Admaston/Bromley (Bonnechere Road)			400,000	400,000	400,000	400,000	0
B095	Hyland Creek Bridge	Greater Madawaska (Hyland Creek Road)			200,000	200,000	200,000	200,000	0
B180	Hurds Creek Bridge	Bonnechere Valley (South Algona/Grattan Line)			850,000	850,000	850,000	540,000	-310,000
B202	Cameron Street Breidge	Killaloe, Hagarty and Richards (Cameron Street)			170,000	170,000	170,000	170,000	0
B240	Fourth Chute Bridge	Bonnechere Valley (Fourth Chute Road)			400,000	400,000	400,000	400,000	0
B319	Bucholtz Bridge	Laurentian Valley (CR58, Round Lake Road)			432,000	432,000	432,000	432,000	0
C003	Moore's Creek Culvert	Admaston/Bromley (CR5, Stone Road)			50,000	50,000	50,000	50,000	0
C058	Constant Creek Culverts	Greater Madawaska (Ferguson Lake Road)			715,000	715,000	715,000	715,000	0
C099	Colton Creek Bridge	Greater Madawaska (Matawatchan Road)			280,000	280,000	280,000	280,000	0
C116	Dunlop Crescent Culvert	Head, Clara & Maria (Dunlop Crescent)			400,000	400,000	400,000	400,000	0
C142	Quade Creek Culvert	North Algona Wilberforce (Burchat Road)			225,000	225,000	225,000	225,000	0
C197	Etmanskiew Swamp Culvert	Madawaska Valley (CR62, John Street)			300,000	300,000	300,000	300,000	0
C201	Broomes Creek Culvert	Whitewater (CR7, Foresters Falls Road)			1,000,000	1,000,000	1,000,000	1,000,000	0
C222	Pleasant Valley Steel Arch	Whitewater (Pleasant Valley Road)			200,000	200,000	200,000	200,000	0
C252	Vanderploegs Culvert	McNab/Braeside (Russett Drive)			200,000	200,000	200,000	200,000	0
C300	Wolfe Road Twin Pipes	Bonnechere Valley (Wolfe Road)			200,000	200,000	200,000	200,000	0
	General Bridge Repairs	Various Locations			200,000	200,000	200,000	200,000	0
BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION TOTALS					6,222,000	6,222,000	6,222,000	5,912,000	-310,000
Roads/Bridge/Culvert Future Engineering									
Asset ID	Structure Name	Location			2021 BUDGET	March Projected	April Projected	May Projected	Variance
B005	Scollard Bridge	Admaston/Bromley (Pucker Street)			40,000	40,000	40,000	40,000	0
B022	Indian River Bridge	Laurentian Valley (Sandy Beach Road)			100,000	100,000	100,000	100,000	0
B057	Mount St. Patrick Bridge	Greater Madawaska (Mount St. Patrick Road)			60,000	60,000	60,000	60,000	0
B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)			20,000	20,000	20,000	20,000	0
B203	Petawawa River Bridge	Petawawa (CR51, Petawawa Boulevard)			130,000	130,000	130,000	130,000	0
C012	Farquharson's Culvert	Admaston/Bromley (South McNaughton Road)			15,000	15,000	15,000	15,000	0
C025	Borne Road Culvert	Laurentian Valley (Borne Road)			30,000	30,000	30,000	30,000	0
C037	Bagot Creek Culvert	Greater Madawaska (Lower Spruce Hedge Road)			38,000	38,000	38,000	38,000	0
C040	Snake River Culvert	Admaston/Bromley (CR8, Cobden Road)			12,000	12,000	12,000	12,000	0
C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)			65,000	65,000	65,000	65,000	0
C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)			18,000	18,000	18,000	18,000	0
C152	Wadsworth Lake Culvert	Madawaska Valley (Old Barry's Bay Road)			28,000	28,000	28,000	28,000	0
C269	Jacks Lake Culverts	Killaloe, Hagarty & Richards (CR58, Round Lake Road)			20,000	20,000	20,000	20,000	0
C302	Wingle Creek Twin Culverts	Killaloe, Hagarty & Richards (Rochfort Road)			20,000	20,000	20,000	20,000	0
FUTURE ENGINEERING TOTALS					596,000	596,000	596,000	596,000	0
Safety Devices									
	Traffic Signals - Upgrades	Various Locations			200,000	200,000	200,000	200,000	0
SAFETY DEVICES TOTALS					200,000	200,000	200,000	200,000	0
CAPITAL PROGRAM TOTAL					19,383,718	19,383,718	19,383,718	17,394,957	-1,988,761

2021-05-06

COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
March 2021

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<u>CAPITAL PROGRAM - EXPENSES</u>	<u>87,874</u>	<u>142,377</u>	<u>(54,503)</u>	<u>597,660</u>
Salaries	67,947	67,443	504	292,249
Benefits	18,968	17,046	1,922	73,861
COVID	(538)	0	(538)	0
Capital Projects - Under Threshold	0	0	0	0
Legal - Right of Way	0	0	0	0
Misc	88	1,500	(1,412)	6,000
Purchased Services	0	0	0	0
Recoveries	0	0	0	0
Infrastructure Management	1,182	49,062	(47,880)	196,250
Supplies	228	7,326	(7,098)	29,300
<u>ADMINISTRATION</u>	<u>350,400</u>	<u>318,517</u>	<u>31,883</u>	<u>1,062,694</u>
Salaries	114,140	110,211	3,929	477,585
Benefits	37,724	29,364	8,360	127,239
Advertising	0	1,000	(1,000)	25,000
Bad Debts	0	0	0	0
Answering Service	1,228	1,149	79	4,600
Cell Telephone/Pager	2,348	3,300	(952)	13,200
Communications(Radio System)	18,425	17,937	488	71,750
Computer Hrdwr/Sftwr	21,527	13,251	8,276	53,000
Conferences & Conventions	0	2,350	(2,350)	7,200
Courier	77	192	(115)	770
COVID	0	0	0	0
Health & Safety (Protection)	0	1,950	(1,950)	42,000
Insurance	128,324	107,500	20,824	107,500
Insurance Claims Expense	(184)	7,500	(7,684)	30,000
Internet	741	1,275	(534)	5,100
Legal Fees	0	0	0	20,000
Membership Fees	4,831	5,350	(519)	8,500
Office Equipment Replacement	193	0	193	4,100
Office Supplies/Publications/Awards	1,645	2,400	(755)	10,000
Photocopier Supplies/Maint	281	1,050	(770)	4,200
Postage	71	114	(44)	450
Recoveries	0	0	0	0
Recoveries - Federal	0	0	0	0
Recruitment	11,072	2,499	8,573	10,000
Surplus Adjustment - Capital	0	0	0	16,000
Surplus Adjustment - From Reserves	0	0	0	(16,000)
Staff Training	5,160	5,001	159	20,000
Telephone	2,239	2,799	(560)	11,200
Travel	560	2,325	(1,765)	9,300
<u>MAINTENANCE</u>	<u>1,511,609</u>	<u>1,790,583</u>	<u>(278,974)</u>	<u>5,878,683</u>
Salaries	475,652	436,167	39,485	1,890,055
Benefits	127,553	120,771	6,782	523,355
Bridges and Culverts	33	0	33	40,000
Roadside Maintenance	832	0	832	180,000
Hard Top Maintenance	13,195	0	13,195	360,000
Loose Top Maintenance	0	0	0	0
Winter Control	890,844	1,207,647	(316,803)	2,415,273
Safety Devices	12,470	50,997	(38,527)	570,000
Misc	0	0	0	0

COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
March 2021

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
Recoveries	(8,971)	(24,999)	16,028	(100,000)
<u>EQUIPMENT</u>	<u>294,928</u>	<u>374,559</u>	<u>(79,631)</u>	<u>1,256,523</u>
Salaries	47,736	48,807	(1,071)	211,500
Benefits	15,665	15,030	635	65,135
Salary Allocations	(21,023)	(21,279)	256	(92,212)
Small Equipment, Misc	965	3,501	(2,536)	65,600
Vehicle Operating Costs - Fuel	128,586	180,000	(51,414)	435,000
Vehicle Operating Costs - Insurance	46,730	42,500	4,230	42,500
Vehicle Operating Costs - Licence	(192)	0	(192)	59,000
Vehicle Operating Costs - Repairs & Supplies	71,017	106,000	(34,983)	500,000
Vehicle Operating Revenue	0	0	0	(20,000)
Surplus Adjustment - Capital Equipment	5,444	0	5,444	893,000
Surplus Adjustment - Trf To Reserves	0	0	0	0
Surplus Adjustment - Trf From Reserves	0	0	0	(893,000)
Recoveries	0	0	0	(10,000)
<u>HOUSING</u>	<u>53,894</u>	<u>69,009</u>	<u>(15,115)</u>	<u>186,550</u>
Operating Expenses	52,888	69,009	(16,121)	162,000
COVID	1,006	0	1,006	0
Major Repairs	0	0	0	24,550
Surplus Adjustment - Capital	0	0	0	230,000
Surplus Adjustment - Trf From Reserves	0	0	0	(230,000)
Misc	0	0	0	0
Recoveries	0	0	0	0
<u>OTHER</u>	<u>142,649</u>	<u>855,000</u>	<u>(712,351)</u>	<u>19,383,718</u>
Depreciation	2,425,077	2,400,000	25,077	9,600,000
Surplus Adjustment - Depreciation	(2,425,077)	(2,400,000)	(25,077)	(9,600,000)
Surplus Adjustment - Capital Construction	142,649	855,000	(712,351)	19,383,718
Surplus Adjustment - TRF to Reserves	0	0	0	0
<u>CONSTRUCTION - LABOUR CLEARING ACCOUNT</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Salaries	47,095	56,000	(8,905)	408,322
Benefits	7,900	10,700	(2,800)	81,393
Charge to Capital Construction above	(54,995)	(66,700)	11,705	(489,715)
TOTAL EXPENDITURES	2,441,353	3,550,045	(1,108,692)	28,365,828

ROADS REVENUES

Municipal Contribution	1,370,946	2,411,422	(1,040,476)	8,907,110
Donations In Kind	0	0	0	0
Provincial Grants & Subsidies	339,380	339,375	5	1,357,505
Surplus Adjustment - TRF from Reserves	323,815	795,000	(471,185)	18,026,213
Surplus Adjustment - Temp Loan	389,395	0	389,395	0
Federal Grants & Subsidies	0	0	0	0
Other Revenue - Capital Asset	0	0	0	0
Misc	17,818	4,248	13,570	75,000

COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
March 2021

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
TOTAL REVENUES	2,441,353	3,550,045	(1,108,692)	28,365,828
Municipal Surplus / (Deficit)	0	0	0	0



May 3, 2021

Lee Perkins
Director of Public Works and Engineering
County of Renfrew
9 International Drive
Pembroke, Ontario
K8A 6W5

RE: County Structure B234 (Coles Creek Bridge)

Your email dated April 8, 2021 regarding the above noted matter was discussed by Council at its special meeting held on April 20, 2021.

Council members have received some complaints and inquiries regarding the dip in the road which was left after construction was completed. The Township questions if this issue was identified during construction, why was this problem not rectified at that time?

Council is concerned with this change of elevation and the dip in the road and the potential for issues in the future and is currently dealing with other speeding complaints on Queen Street. We therefore are requesting that the County of Renfrew reconsider their decision not to correct this dip in the road over the structure.

If you have any questions, or require further information, please feel free to contact this office, the Mayor, or any member of Council. Thank you.

Yours truly,

Susan Sheridan, CMO, AOMC
CAO Clerk-Treasurer



TOWN OF PETAWAWA

1111 Victoria Street, Petawawa, Ontario K8H 2E6 • Telephone: 613-687-5536 / Fax: 613-687-5973
www.petawawa.ca

OFFICE OF THE MAYOR

May 4, 2021

Warden Debbie Robinson
County of Renfrew
9 International Drive
Pembroke, ON K8A 6W5

Warden Robinson:

RE: County Road 51 (Petawawa Blvd) Expansion

At the Committee meeting of April 26, 2021, Town Council was presented with the preliminary design drawings for two roundabouts on County Road 51, one at County Road 55 and the other at County Road 26. Council acknowledges this innovative approach to addressing long-standing congestion issues on Petawawa Blvd and reiterates its support for all measures to improve traffic flow on this the upper tier's busiest thoroughfare. However, prior to endorsing these intersection designs, Council respectfully requests that a more comprehensive collaboration be undertaken between the County and Town to ensure unanimity in advance of requesting public input through the environmental assessment process.

Improved traffic operations and public safety are of paramount concern. The achievement of both goals is possible at each intersection with the junction of Petawawa Blvd, Doran Road and Mohns Avenue presenting more of a challenge. Introducing a fifth spoke into the roundabout, Hilda Street, and merging the Algonquin Trail and the Town's twinned multi-use pathway at this location has raised concerns for Council. The absence of a virtual simulation depicting the successful navigation of the crossroads by all competing interests adds to Council's apprehensions.

The siting of the Doran Road roundabout does not impact adjacent private property. While this avoids the legal and financial implications of land acquisition, it presumably has constrained design possibilities. The significance of this project demands that all development opportunities be considered, whether inside the County property envelope or not.

The intent of a roundabout to permit continuous movement of traffic conflicts with the volume of active transportation already navigating the Doran Road intersection. Be it students walking to Our Lady of Sorrows School or cyclists on the multi-use pathway, the merging of vehicular traffic from five directions creates significant concerns for the safe passage of all users. The ability for all motorized and passive activity to safely coexist must be demonstrated.

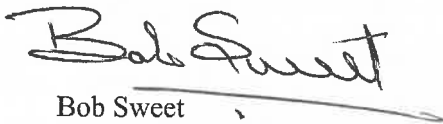
Further complicating the design of the Doran Road roundabout is the crossing of the County's Algonquin Trail in the immediate vicinity. Like pedestrian traffic, the safe passage of the ever-increasing numbers of snowmobiles and all-terrain vehicles must be considered in the planning. Council recognizes that County officials have identified this concern and that direction has been provided to the consultants to examine the impact of the trail's traversing of Doran Road at this location in their design work.

The construction of these roundabouts supports the greater goal of improving traffic flow on an already over capacity Petawawa Blvd. And after many years of promoting the expansion of County Road 51, Council acknowledges that this approach is a new step in the right direction. However, the building of infrastructure to encourage better traffic movement without complementary road and intersection improvements between Doran Road and the Garrison Petawawa main gate may be counterproductive.

The potential to improve the quality of life in the community is at hand. The County is to be commended for introducing a transportation alternative that aims to address a worsening traffic situation in the Town. But given the significance of the construction and the implications on local residents and businesses, Council requires assurance that its input will be considered prior to the release of draft roundabout designs for public comment. To that end, an invitation to County personnel and consulting engineers to appear before Town Council to present the preliminary drawings and to receive questions and concerns is hereby extended. Details will be arranged through the office of CAO Scissons.

Council acknowledges the positive working relationship between the County and Town and anticipates enhanced collaboration on this most important matter.

Sincerely,



Bob Sweet
Mayor

cc: Councillor Tom Peckett, Chair, Operations Committee tpeckett@mcnabbraeside.com
Councillor David Bennett, Vice Chair, Operations Committee dbennett@hortontownship.ca
Councillor Brian Hunt, Operations Committee bhunt@greatermadawaska.com
Councillor Sheldon Keller, Operations Committee mayor@blrtownship.ca
Councillor Dan Lynch, Operations Committee daniellynch@sympatico.ca
Councillor Janice Tiedje, Operations Committee moorevisneskie@gmail.com
Mr Paul Moreau, CAO/Clerk pmoreau@countyofrenfrew.on.ca
Mr Lee Perkins, Director of Public Works & Engineering lperkins@countyofrenfrew.on.ca
Mr Taylor Hanrath, Acting Manager of Infrastructure thanrath@countyofrenfrew.on.ca
Mr Daniel Scissons, CAO/Clerk, Town of Petawawa dscissons@petawawa.ca
Mr David Unrau, Director of Public Works, Town of Petawawa dunrau@petawawa.ca

MEMORANDUM

To: File

Date: August 12, 2020

From: Andrew Evraire, MCIP, RPP (Parsons)

Parsons Reference No. 476958

Cc: Chris Belanger (MTO)
Sonia Ahluwalia (Parsons)
Arianne Cowx (Parsons)
Sarah Merriam (Parsons)

Subject: Highway 148 from Pembroke to Greenwood Road (GWP 214-00-00)
Greenwood Road Intersection – Design Evaluation Summary

The purpose of this memo is to document the design and decision-making process for the Highway 148 and Greenwood Road intersection completed during the Preliminary Design stage of the subject project. The evaluation of alternatives and preferred intersection design are documented in the Transportation and Environmental Study Report (TESR) for Highway 148 from Pembroke to Greenwood Road (GWP 214-00-00), dated June 2018. A copy of the TERS is available at www.hwy148.ca/reference-documents/. The recommendations of the Preliminary Design will be implemented as part of the current Detailed Design stage of work.

The following sections contain excerpts from the TERS and supporting appendices. Additional information is provided in the TERS Appendix B5 memo titled “Design Alternative for the Intersection of Highway 148 and Greenwood Road”, dated January 28, 2016.

Evaluation of Alternatives During Preliminary Design

The Preliminary Design for Highway 148 considered seven (7) alternatives to address design and safety issues at the Greenwood Road intersection:

- Alternative 1: Modify the Westbound Right (WBR) channelization;
- Alternative 2: Replace existing channelization with a Smart Channel;
- Alternative 3: Remove WBR channelization;
- Alternative 4: Modify the southbound left-turn lane;
- Alternative 5: Signalize the intersection;
- Alternative 6: Convert the intersection to a roundabout; and
- Alternative 7: Modify the commercial access configuration.

As noted in the TERS, the design alternatives were screened (summarized below) and those that were considered technically feasible were carried forward for a detailed evaluation outlined in **Table 1**.

Alternative 1: Modify the WBR channelization: Proposes reducing the existing curve radius of the channel and upgrading the merge from a direct taper to a full acceleration lane. This would provide more time for vehicles to merge onto the highway and also increase the distance between the exit gore to the Esso driveway.

Alternative 2: Replace existing channelization with a Smart Channel: Replace existing channelization with an urban “smart channel” which does not provide an acceleration lane or taper. This treatment is more appropriate in low-speed

urban locations, particularly at signalized intersections. It would eliminate concerns related to the Esso driveway but would result in significant sight-line issues at the intersection.

Alternative 3: Remove WBR channelization: Remove WBR channelization and combine left-right turning movements in a single lane at the stop-controlled approach to the intersection. This alternative would eliminate the concerns related to the Esso driveway but result in increased delays and sub-standard sight-lines for right-turning vehicles on the approach.

Alternative 4: Modify the southbound left-turn lane: The length of the existing left-turn lane is substandard. However, there were no reported rear-end collisions in the period analyzed so increasing the length of the lane did not appear to be necessary at the time. Furthermore, extending the lane would result in an overlap with the Esso driveways.

Alternative 5: Signalize the intersection: Signalizing the intersection would reduce delays to left-turning vehicles. However, the intersection does not meet the minimum warrants for signalization.

Alternative 6: Convert the intersection to a roundabout: Converting to a roundabout would eliminate most of the issues identified at the intersection. However, the current MTO policy is to only consider roundabouts at intersections where signalization is warranted.

Alternative 7: Modify the commercial access configuration: Several alternatives for modifying existing commercial access driveways were considered, including:

- **Implement raised median at the north Esso driveway:** adverse business impacts to the Esso gas station and may encourage U-turns;
- **Left-turn lane at the Esso driveway:** would require shortening the southbound left-turn lane which is already substandard; and
- **Relocate Esso driveways:** would require property acquisition and could impact natural environment. Adverse business impacts for Esso.

Based on the initial screening, Alternatives 1 and 3 (modifying and removing the existing westbound right turn channelization, respectively) were carried forward for detailed evaluation against the “Do Nothing” option.

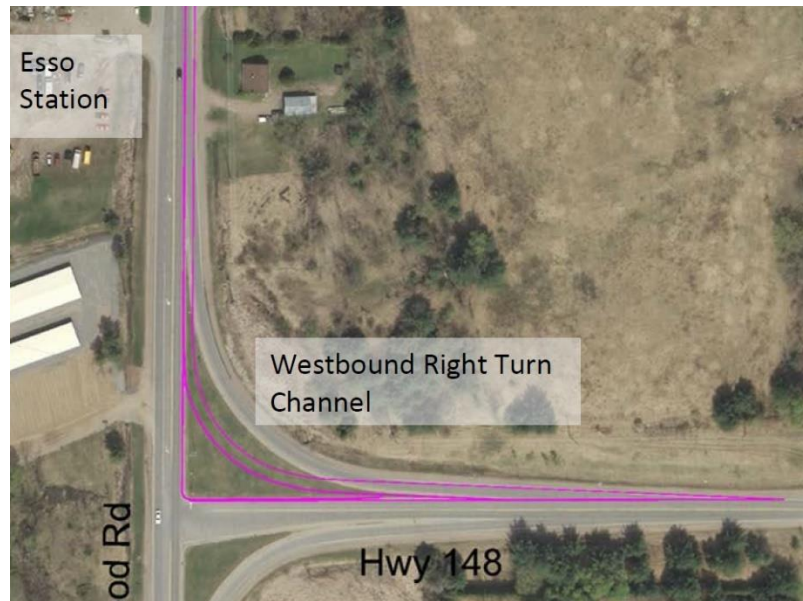
TABLE 1 - DETAILED EVALUATION SUMMARY

Criteria	Do Nothing	Alternative 1	Alternative 3
INTERSECTION OPERATIONS AND SAFETY	<u>Negative:</u> No improvements to intersection safety.	<u>Positive:</u> Reduced turn speed for WBR vehicles may reduce collision risk. <u>Positive:</u> Increases decision time for drivers to merge. <u>Negative:</u> Does not reduce collisions between SBL and NBR vehicles.	<u>Negative:</u> Increased delay for WBR drivers. <u>Negative:</u> Does not reduce collisions between SBL and NBR vehicles. <u>Negative:</u> Intersection sight distance concerns for the WBR movement. <u>Negative:</u> Risk that further intersection upgrades may be required in the future.
DRIVEWAY SAFETY	<u>Negative:</u> No improvements to intersection safety.	<u>Positive:</u> Reduces collision risk at the private driveway at the end of the existing taper. <u>Positive:</u> Mitigates (but does not fully eliminate) concerns regarding drivers at the Esso driveway stopping immediately upon entering Highway 148. <u>Negative:</u> Increases the number of driveways on the auxiliary lane.	<u>Positive:</u> Eliminates situations where drivers at the Esso driveway stop immediately upon entering Highway 148.
COST	None	Medium	Low
PROPERTY IMPACTS	None	None	None
BUSINESS IMPACTS	None	None	None
IMPACTS TO NATURAL ENVIRONMENT	None	Additional green space can be provided adjacent to the channel.	Additional green space can be provided adjacent to the channel.
COMPLIANCE WITH DESIGN STANDARDS	Not compliant due to absence of acceleration lane.	No impact to design compliance.	Yes
Ranking	Not Preferred	Acceptable	Not Preferred

Preferred Design Alternative

As noted in the TESR, based on the detailed evaluation, the recommended design alternative for the Highway 148 and Greenwood Road intersection is **Alternative 1**: to reduce the curve radius of the WBR intersection channel from a 70 m radius to a 45 m radius as shown in **Figure 1**. It is also recommended to improve traffic signage at the end of the WBR channel (e.g. provision of yield signs) and to provide pavement markings to separate the Westbound Through (WBT) lane and the WBR acceleration taper. This treatment is expected to mitigate operational and safety concerns associated with vehicles merging into the Highway 148 northbound lane, as well as increase the distance between the bullnose and the entrance to the Esso station.

FIGURE 1 - PREFERRED DESIGN ALTERNATIVE



The preferred design alternative identified in **Figure 1** will be carried forward as part of the ongoing Detailed Design stage of work.

Consultation During Preliminary Design

The Preliminary Design included the following stages of Consultation with members of the public, agencies, stakeholders, Indigenous communities, and property owners:

- Notice of Study Commencement (April 2, 2015);
- Consultation with external agencies;
- Municipal Advisory Committee;
- Public Advisory Committee;
- Meetings with municipal staff and Council (City of Pembroke, Township of Laurentian Valley, and County of Renfrew);
- Communication with adjacent property owners;
- Two Public Information Centres (PIC) (July 14, 2015 and July 6, 2017); and
- Notice of Study Completion (July 12, 2018).

A summary of the Public Information Centres and Municipal Advisory Committee meetings which occurred during the preliminary design stage are summarized below.

PUBLIC INFORMATION CENTRES

The first PIC on July 14, 2015 introduced the project and discussed the issues to be addressed by the Environmental Assessment study. The PIC was jointly held for two sections of Highway 148: from west of Angus Campbell Drive to Greenwood Road, inclusive of the Greenwood Road intersection (GWP 214-00-00) and from Greenwood Road to the Québec Border (GWP 239-00-00). The PIC was a drop-in format where members of the project team were available to answer questions and address concerns. Approximately 44 individuals attended the PIC.

The second PIC on July 6, 2017 provided the public and interest groups an opportunity to review and comment on the results of the evaluation of alternatives and presented the preferred alternative. Approximately 60 individuals attended the PIC. The PIC noted seven (7) options were considered for the Greenwood Road intersection and presented the recommendation to reduce the radius of the right turn channel and extend the acceleration lane beyond the ESSO station.

MUNICIPAL ADVISORY COMMITTEES

In addition to two (2) PICs held during the Preliminary Design stage, two Municipal Advisory Committee (MAC) meetings were held on May 27, 2015 and November 23, 2016, respectively. The first MAC was held to introduce the study and receive feedback about concerns within the corridor, the status of adjacent development proposals, and expectations regarding the extent of improvements to be considered. The second MAC was held to discuss the preliminary design recommendations and preferred alternative.

The intersection of Highway 148 and Greenwood Road was discussed at both MAC meetings. At the first MAC, it was noted that traffic signals are not currently warranted for the intersection and a roundabout would only be considered if signal warrants are met. It was also noted that the project team would review concerns related to merging. At the second MAC, it was reiterated that MTO will only consider roundabouts at intersections where traffic signals are warranted, which is not the case at Greenwood Road.

LAURENTIAN VALLEY COUNCIL

The Greenwood Road intersection was also discussed at a presentation to Laurentian Valley Council on January 10, 2017. The preferred design to reduce the radius of the right turn channel and extend the acceleration lane beyond the ESSO station was presented.

2020 Intersection Operational Review

Following the Agency Coordination Meeting held on July 20, 2020 for the Detail Design phase, MTO reviewed the recent intersection operational data at Highway 148 and Greenwood Road and confirmed that the number of collisions has decreased over the last three years.



CERTIFIED A TRUE COPY
[Signature]
TOWNSHIP OF LAURENTIAN VALLEY

Appendix VII

Corporation of the Township of Laurentian Valley

Council in Committee Resolution Form

Moved By: *Wren*

Seconded By: *Robinson*

**HIGHWAY 148 AND GREENWOOD ROAD INTERSECTION
RECONSTRUCTION**

That Corporate Services and Protection Committee recommend to Council that we approach the County of Renfrew along with the Ministry of Transportation requesting a tri party cost splitting agreement towards Highway 148 and Greenwood Road intersection and the further erection of traffic control designs.

Carried: *X* Defeated: _____ Withdrawn: _____

Declaration of Interest: _____ Recorded Vote: _____

	Yea	Voting	Nay
		S. Bennett	
		D. Robinson	
		J. Gauthier-Kuehl	
		B. Hugli	
		C. Pleau	
		K. Watt	
		A. Wren	

Mayor: *[Signature]*

Date: May 4, 2021

Motion #: CC21-05-028

INFRASTRUCTURE DIVISION REPORT

Prepared By: Taylor Hanrath, Acting Manager of Infrastructure

Prepared for: Operations Committee

May 11, 2021

BY-LAWS

1. County Road 56 (Woito Station Road) Road Widening [Strategic Plan Goal No. 2 (a)]

Recommendation: THAT the Operations Committee recommend that County Council pass a By-law to acquire Parts 1 and 2 on Plan 49R-19739 from Dean Heisler and Sara Nagora for the amount of \$500; AND FURTHER THAT Parts 1 and 2 on Plan 49R-19739 be dedicated as part of the public highway upon registration of the transfer documents.

Background

The County of Renfrew Public Works and Engineering Department was approached by the owner of the subject property along County Road 56 (Woito Station Road) within part of Lot 29, Concession 1, in the geographic Township of Alice in the Township of Laurentian Valley. The owner is considering the submission of a consent application and contacted the County for a pre-consultation. During the preliminary review, it was discovered that a road widening was required. A survey of the required land was initiated at that time and completed by Adam Kasprzak Surveying Ltd.

The property to be transferred to the County is identified as Parts 1 and 2 on Plan 49R-19739. Due to the small size of the land to be transferred (0.08 acres) it has been determined that the minimum of \$500 would represent fair value for the land. A copy of a map showing the applicants' lands and a copy of Plan 49R-19739 are attached as Appendix IN-I.

Appendix IN-1

SCHEDULE			
PART	LOT	CONCESSION	AREA (SQ. M.)
1	PT 29	1	163
2			163

PLAN 49R - 19739
RECEIVED AND DEPOSITED
(date) April 15, 2021
"Linda Couch"
Representative for LAND REGISTRAR FOR THE LAND TITLES
DIVISION OF RENFREW (No. 49)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE
LAND TITLES ACT
(DATE) APRIL 13, 2021
Adam Kasprzak
ADAM KASPRZAK

PLAN OF SURVEY
OF PART OF
LOT 29
CONCESSION 1
GEOGRAPHIC TOWNSHIP OF ALICE
TOWNSHIP OF LAURENTIAN VALLEY
COUNTY OF RENFREW
SCALE 1 : 250
ADAM KASPRZAK SURVEYING LTD.

BEARING NOTE:
BEARINGS ARE UTM GRID, DERIVED FROM SIMULTANEOUS GPS
OBSERVATIONS ON ORP1 AND ORP2, SHOWN HEREIN, HAVING A
GRID BEARING OF N67°02'40"E, REFERRED TO THE CENTRAL MERIDIAN
OF UTM ZONE 18 (7° WEST LONGITUDE) MAG 83 (CSRS) (1997)

ASTRONOMIC BEARINGS CAN BE CALCULATED BY ROTATING THE
GRID BEARINGS COUNTER CLOCKWISE 1°29'30", REFERRED TO
THE SOUTHERLY LIMIT OF PLAN 49R-10785, HAVING A
BEARING OF N68°48'00"E.

METRIC NOTE:
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES
AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

DISTANCE NOTE:
DISTANCES SHOWN ON THIS PLAN ARE GROUND DISTANCES
AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING
BY A COMBINED SCALE FACTOR OF 0.99992.

NOTE:
SSB# PLANTED DUE TO INSUFFICIENT OVERBURDEN.

INTEGRATION DATA:

OBSERVED REFERENCE POINTS (ORP) DERIVED FROM SIMULTANEOUS GPS OBSERVATIONS USING THE PRECISE POINT POSITIONING (PPP) SERVICE, UTM ZONE 18 MAG83 (CSRS) (1997).			
POINT ID	NORTHING	EASTING	
ORP1	5 063 869.48	334 052.12	
ORP2	5 063 952.25	334 247.54	

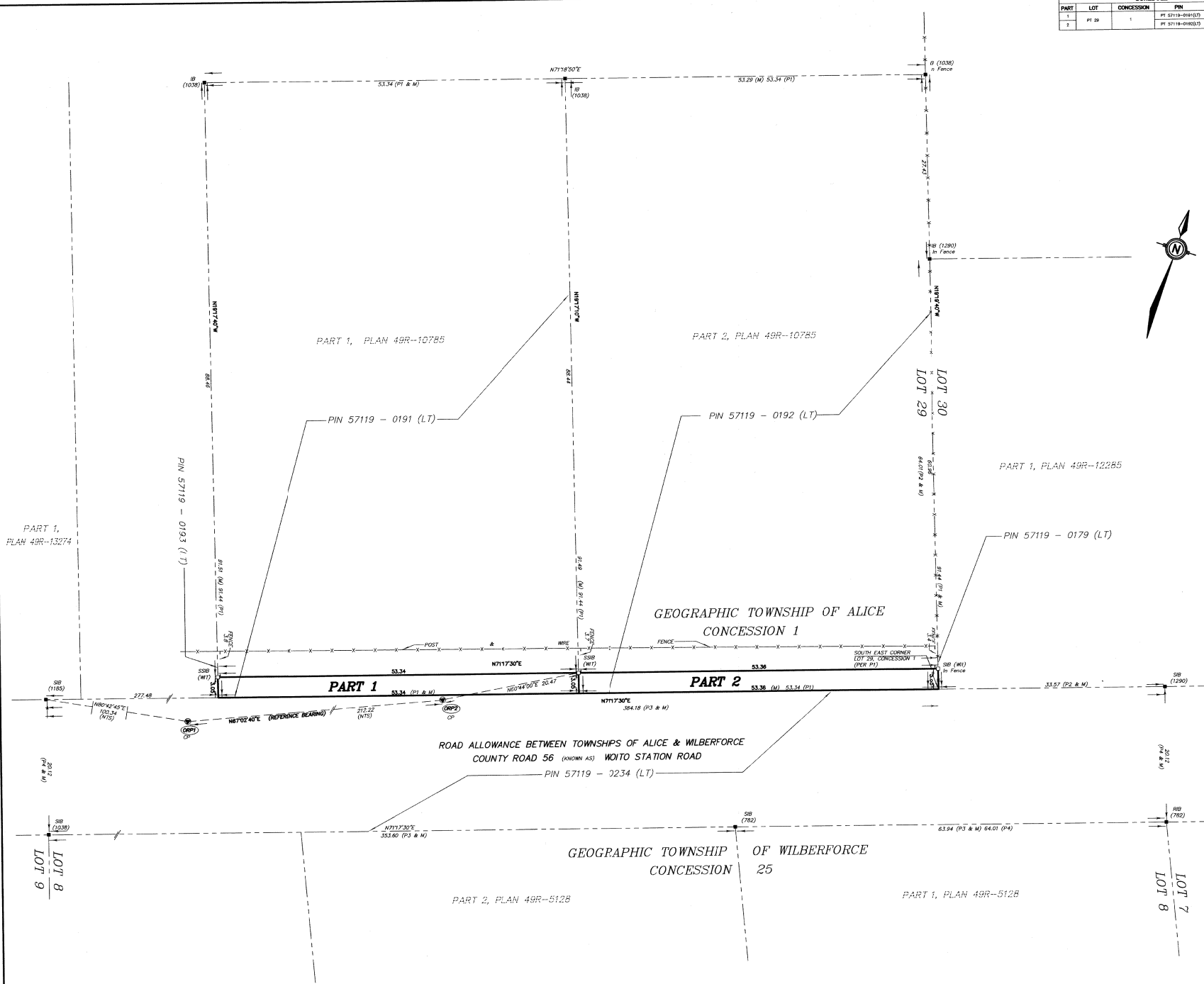
COORDINATE VALUES TO RURAL ACCURACY PER
SEC. 14 (2) OF O. REG. 216/10 AND CANNOT BE
THEMSELVES, BE USED TO RE-ESTABLISH CORNERS
OR BOUNDARIES SHOWN ON THIS PLAN.

LEGEND

SB	IRON BAR
SB#	STANDARD IRON BAR
SB#	SHORT STANDARD IRON BAR
CI	MONUMENT
CI	MONUMENT SET
SB#	ROUND IRON BAR
SB#	WITNESS
SB#	WITNESS
SB#	UNKNOWN
SB#	A.C. BOURNE, O.L.S.
SB#	A.J. SIMPSON, O.L.S.
SB#	J.F. GOLTZ, O.L.S.
SB#	D. PRITCHARD, O.L.S.
SB#	ADAM KASPRZAK SURVEYING LTD.
SB#	PLAN 49R-10785
SB#	PLAN 49R-12285
SB#	PLAN 49R-51274
SB#	PLAN 49R-5128

SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE
WITH THE SURVEY ACT, THE SURVEYORS ACT, THE LAND TITLES
ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 20th DAY OF JANUARY, 2021.
(DATE) APRIL 13, 2021
Adam Kasprzak
ADAM KASPRZAK
ONTARIO LAND SURVEYOR

ADAM KASPRZAK SURVEYING LTD.
432 PEMBRIDGE ST. W. P.O. BOX 498
PEMBROKE ONTARIO K8A 6G7
PHONE (800) 758-0704
SCALE: 1 : 250 REF: 20-3201
FILE No: 1



County Road 56 - Woito Station Road
Lot 29, Concession 1
Geographic Township of Alice



BLINE RD

WOITO STATION RD

56
COUNTY

Location of road widening

OPERATIONS DIVISION REPORT

Prepared by: Richard Bolduc, A.Sc.T., Manager of Operations

Prepared for: Operations Committee

May 11, 2021

INFORMATION

1. Spring Load Restrictions

The County of Renfrew removed the spring load restrictions on May 3, 2021 at 12:01 a.m. Notices were sent out to all the lower tier Municipalities, OPP, Ministry of Transportation Enforcement Division, forestry authorities and various other governmental and non-governmental stakeholders.

2. Summer Operations [Strategic Plan No. 3 (b)]

(a) Street Sweeping – Urban Areas

The awarded Contractor, 535276 Ontario Inc., Hughson Fencing and Guiderail, Glenburnie, Ontario commenced work on May 3, 2021 and it is anticipated the work will be complete by the end of the month.

(b) Street Sweeping – Intersections

Staff is proceeding with the sweeping operations throughout the County to ensure that all debris remaining from the winter season is removed from the pavement surfaces as weather conditions allow.

(c) Manhole and Catch Basin Cleaning

The awarded Contractor, Norris Construction Management Inc., Carp, Ontario, is anticipated to commence work on May 17, 2021 and have the work complete by the end of the month.

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

A summary of tenders and quotations received in the month of April 2021 is attached as Appendix OP-I and awarded under the authority of the Director of Public Works and Engineering or the Chief Administrative Officer. In all cases the procurements have followed the processes set out in Corporate Policy GA-01 Procurement of Goods and Services.

Summary of Quotations/Tenders

PWO-2021-01 Street Sweeping

1. 535276 Ontario Inc., Hughson Fencing and Guiderail, Glenburnie ON	\$21,645.00
2. B. R. Fulton Construction Ltd., Renfrew, ON	\$25,600.00
3. McCrea Excavating, Pembroke ON	\$25,900.00
4. Alan McCoy Contracting, Carp ON	Rejected*
Excludes all applicable taxes	

*Bid rejected due to non submission of bid deposit/bid bond

The total cost for this contract is \$21,645 plus HST. Sufficient funds are provided for in the 2021 Departmental Budget.

The Townships of Horton, Greater Madawaska and Laurentian Valley were participants on this tender. The bid price stipulated in this report does not include their portions 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.

PWO-2021-03 Manhole and Catch Basin Cleaning

1. Norris Construction Management Inc., Carp ON	\$49,812.00
5. 535276 Ontario Inc., Hughson Fencing and Guiderail, Glenburnie ON	\$88,950.00
2. Aquadrain, Ottawa ON	\$69,516.00

The total cost for this contract is \$49,812 plus HST. Sufficient funds are provided for in the 2021 Departmental Budget.

Renfrew County Housing Corporation (RCHC) and the Townships of Horton and McNab/Braeside were participants on this tender. The bid price stipulated in this report does not include their portions of the tender. In alignment with previous years, staff will provide RCHC and the municipalities with the results for their portion of the tender to award as per their procurement policy.

PWO-2021-06 Traffic Signs, Decals and Blanks

	Bid Amount	Corrected Amount
1. Maximum Signs, Pontypool ON	\$40,794.35	
2. Stinson Owl Lite, Woodbridge ON	\$40,350.85	\$40,904.65
3. BMR Manufacturing Campbellford ON	\$43,072.02	
4. Strada Sign Supply Inc., Markham ON	\$53,740.17	\$60,976.49

The total cost for this contract is \$40,794.35 plus HST. Sufficient funds are provided for in the 2021 Departmental Budget.

The Town of Arnprior and the Townships of Admaston/Bromley, Greater Madawaska, Horton, Laurentian Valley, Madawaska Valley and McNab/Braeside were participants on this tender. The bid price stipulated in this report does not include their portions 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.

PWC-2021-07 Steel Sign Posts

1. UCC Industries International Inc., Pickering ON	\$29,438.95
2. BMR Manufacturing, Campbellford ON	\$32,621.12
3. Stinson Owl Lite, Woodbridge ON	\$34,591.85

The total cost for this contract is \$29,438.95 plus HST. Sufficient funds are provided for in the 2021 Departmental Budget.

The Townships of Admaston/Bromley, Bonnechere Valley, Greater Madawaska, Horton, Laurentian Valley, Madawaska Valley, McNab/Braeside and Whitewater Region were participants on this tender. The bid price stipulated in this report does not include their portions 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.

PWO-2021-18 One 30 Ton Tag Along Float

1. J.C. Trailers Design and Fabrication, Keswick ON	\$54,080.00
Excludes all applicable taxes	

The total cost for this contract is \$54,080 plus HST. Sufficient funds are provided for in the 2021 Departmental Budget.

PWO-2021-20 Mower Attachment

- | | |
|---|---------------------|
| 1. Huckabone's Equipment, Cobden ON | \$14,250.00 |
| 2. Elliott Farm Equipment Ltd., Pembroke ON | \$15,387.00 |
| 3. Cubex Equipment Ltd., Brantford ON | \$46,866.43 – Bid 1 |
| | \$35,834.86 – Bid 2 |

Excludes all applicable taxes

The total cost for this contract is \$14,250 plus HST. Sufficient funds are provided for in the 2021 Departmental Budget.

PWO-2021-24 – One Light Duty Cargo Van

- | | |
|------------------------------------|-----------|
| 1. Summers Bros. Ford, Killaloe ON | \$49,200 |
| 2. Urban Ford, Arnprior ON | Rejected* |

Excludes all applicable taxes

*Bid rejected due to not meeting tender requirements

The total cost for this contract is \$49,200 plus HST. Sufficient funds are provided for in the 2021 Departmental Budget.

PWO-2021-40 HDPE Liner Pipe Quotation

- | | |
|--|-------------|
| 1. Infrapipe Solutions Ltd., Mississauga, ON | \$35,455.87 |
|--|-------------|
- Excludes all applicable taxes

The total cost for this contract is \$35,455.87 plus HST. Sufficient funds are provided for in the 2021 Departmental Budget.