



OPERATIONS COMMITTEE

Tuesday, June 15, 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 May 11 and 26, 2021 (attached).
5. Delegations: None at time of mailing.
6. Public Works and Engineering Department
 - (a) Department Report
 - (b) Infrastructure Division Report
 - (c) Operations Division Report
7. New Business.
8. Closed Meeting – None at time of mailing.
9. Date of next meeting (Tuesday, August 10, 2021) and adjournment.

NOTE: (a) **County Council: Wednesday, June 30, 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: June 15, 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. **County Road 1 (River Road) – Beachwood Lane Neighbourhood [Strategic Plan Goal No. 3(b)]**

During the April runoff event staff was made aware of over topping of the stream to the rear of properties on Beachwood Lane and partially within the County of Renfrew's right-of-way. On May 19, 2021, Councillor Bennett, along with Manager of Infrastructure, Mr. Hanrath and Director of Public Works and Engineering, Mr. Perkins met onsite with the residents of Beachwood Lane.

As Committee will recall a cross culvert was replaced at this location during the 2020 construction season. Residents continue to be concerned with the current drainage course and have requested the County to relocate the cross culvert upstream of the current location. Staff advised the residents that this is a historical municipal drainage ditch.

Staff committed to deepening the current ditch to allow for increased capacity as well as installing larger stone at the outlet of the cross culvert. The stream is crossing the rear of property owners and a number of homeowners have built over the ditch causing a reduction in flow. Staff advised residents that the County will excavate the ditch to improve flow once all the impediments along private property are removed. Staff also advised all residents that it is in their rights to take whatever measures they require to protect their property within the confines of their property.

4. **County Road 51 (Petawawa Boulevard) Roundabout Designs [Strategic Plan Goal No. 3(b)]**

Warden Robinson, Chair Peckett, Chief Administrative Officer, Mr. Moreau, Manager of Infrastructure, Mr. Hanrath, Director of Public Works and Engineering, Mr. Perkins and representatives from AECOM attended the regular meeting of the Petawawa Town Council on Monday, May 17, 2021 to discuss the preliminary drawings for the proposed roundabouts along Petawawa Boulevard.

County Staff updated Petawawa Council on the Environmental Assessment process, various engagements that have occurred with different levels of government to pursue funding, the overall selection of the preferred options, the inclusion of Town of Petawawa staff in the development of the project, and County Council's direction to staff through the resolution passed in March 2021:

“THAT staff develop a financing plan and schedule to further the construction of the roundabout at County Road 26 (Doran Road) and County Road 51 (Petawawa Boulevard) as planned by AECOM;

AND FURTHER THAT the financing plan and schedule be brought forward to County Council for their consideration;

AND FURTHER THAT County Council direct staff to prepare a complete project plan and schedule for the completion of the County Road 51 Expansion Project.”

A general discussion relating to the proposed roundabouts also occurred. The proposed design has incorporated the plan of a complete four-laning of County Road 51 at a future date. Staff advised Petawawa Town Council

that the road will be rehabilitated in 2021 as the existing surface is at end of lifecycle, and the current bridge will have design work finalized in 2021 for comprehensive rehabilitation in 2022.

Petawawa Town Council was largely receptive and requested clarification with regards to the effects on the Algonquin Trail and the Multi-use Pathway on the design at County Road 51 (Petawawa Boulevard), County Road 26 (Doran Road), Hilda Street and Mohns Avenue as pedestrian safety is of utmost importance. Town Council was advised that the current design is within all Canadian Standards. Staff advised Town Council that they are willing to attend a follow-up meeting at a future date when further information is available.

Staff advised the Petawawa Town Council that the County of Renfrew is committed to working with the Town to find solutions. The new Garrison entrance/exit located along Highway 17 at Brindle Road was discussed and the Garrison is committed to its implementation.

5. **Growth Related Policies [Strategic Plan Goal No. 3(b)]**

The County of Renfrew's current Asset Management Plan only maintains our current assets and has no provisions for the growth or infrastructure expansion being experienced within several areas of the County.

At the April Operations Committee meeting, staff were directed to research policy positions of other upper tier municipalities with respect to growth, specifically, upper and lower tier responsibilities for growth related infrastructure.

Potential options for consideration are as follows:

- (a) Status Quo.
 - Continue to deal with growth related items on an individual basis.
- (b) Draft Development Charges Policy.
 - Currently the County of Renfrew has no development charges. Research indicates that only one of the Eastern Ontario upper tier municipalities have a development charge by-law. A Draft County of Renfrew Development Charges Policy is attached as Appendix III. It is important to note that should Council want to

proceed with this option the use of an external consultant is recommended.

- (c) Draft Cost Sharing in Urban Areas
 - Attached as Appendix IV is a Draft County of Renfrew Cost Sharing in Urban Areas Policy. The policy clearly outlines the County's responsibilities and financial contributions that would be required for expansion of infrastructure.
- (d) Increase County Levy
 - Identify a percentage of the County levy that would be held in a reserve fund for growth along County Roads. This requires further research in consultation with the Corporate Services Department in respect to parameters referring to qualifications, what would be funded, the amount needed, and what constitutes growth that is not development driven.

Staff is requesting Committee to review the attached draft policies and provide their comments by September 1, 2021.

6. **Certified Road Supervisor**

Attached as Appendix V is a letter from the Association of Ontario Road Supervisors advising that Mr. Barry McIntyre, Supervisor of the Cobden Patrol has obtained his Certified Road Supervisor certification. Congratulations to Mr. McIntyre for his dedication to professional development on this career milestone.

7. **Automatic Speed Enforcement**

Attached as Appendix VI is correspondence from the Township of Havelock-Belmont-Methuen regarding a resolution from the Township of South-West Oxford in support of the use of Automatic Speed Enforcement (photo radar) by municipalities.

8. **Winter Control Budget [Strategic Plan Goal No. 2(b)]**

At the May 2021 County Council meeting, staff was requested to provide a five-year average for the Winter Control Budget versus the Actual.

Year	Budgeted	Actual
2015	\$1,395,190	\$1,480,951
2016	\$1,500,000	\$2,213,120
2017	\$1,640,000	\$2,383,152
2018	\$1,944,000	\$2,757,115
2019	\$2,085,000	\$2,501,106

The five-year actual average from 2015-2019 is \$2,267,089. In 2021 the Winter Control Budget has been established at \$2,415,273 with a recommendation to set aside \$250,000 in a Winter Control Reserve from any surplus within the County of Renfrew from 2020. At the May County Council meeting, the recommendation for the first \$250,000 of any surplus generated in Public Works and Engineering Department in the 2021 was approved.

9. County Structure B240 (Fourth Chute Bridge) Rehabilitation [Strategic Plan Goal No. 2(b)]

At the May 2021 County Council meeting, staff was requested to provide clarification on whether phasing of County Structure B240 was considered. Staff confirm that this option was considered, however it was cost prohibitive. The work for this project is scheduled to commence on June 28, 2021 and it is anticipated that it will be completed by the end of October. The length of the detour for commuters will be 15.4 kilometres. Staff have met with the owner of Bonnechere Caves and are working with the tourist attraction operation to provide site specific way finding signage, during the construction.

10. County Structure B180 (Hurds Creek Bridge) Replacement [Strategic Plan Goal No. 2(b)]

At the May 2021 County Council meeting, staff was requested to provide clarification on how the schedule for the replacement of County Structure B180 was ascertained. The Hurds Creek Bridge will be a complete replacement and the timing for in-water work is defined by the Ministry of Environment, Conservation and Parks. As well, as this structure is a complete replacement, the contractor is unable to order the required materials until the tender is awarded. The work for this project is scheduled to commence on May 17, 2021 and it is anticipated that it will be

completed by the end of August 31, 2021. The length of the detour for commuters will be 12.4 kilometres.

Attached as Appendix VII is a letter from Ms. Annette Gilchrist, Chief Administrative Officer, that outlines some of the concerns the Township of Bonnechere Valley have regarding proposed work being undertaken on County Structure B180 (Hurds Creek Bridge).

On June 10, 2021, Operations Chair Peckett, Chief Administrative Officer, Mr. Moreau, Manager of Infrastructure, Mr. Hanrath, Director of Public Works and Engineering, Mr. Perkins met with Ms. Gilchrist, Councillor Jack Roesner and Mr. Jason Zohr, Public Works Superintendent from the Township of Bonnechere Valley at Hurd's Creek Bridge on Silver Mountain Road to discuss the construction of the new bridge.

The following is a summary of the discussion:

Design Alternatives:

- Three options were reviewed during Preliminary Design, and a Class C cost estimate was completed for each, as outlined below:
 - Superstructure Replacement – replace superstructure with proper single lane configuration superstructure. Cost was estimated to be \$600,000.
 - Replace with New Bridge – replace bridge entirely with proper single lane bridge. Cost was estimated to be \$700,000.
 - Replace with Culvert – replace bridge with culvert structure, this alternative was the only 2-lane alternative considered. Cost was estimated to be \$1,100,000. Both steel and concrete culvert were considered.
- The superstructure replacement alternative was chosen as it was lowest estimated cost and had the lowest environmental impact, while meeting all Canadian Highway Bridge Design Code (CHBDC) and Ontario Ministry of Transportation (MTO) requirements.
- The existing abutments are in good condition overall and have adequate load capacity for continued use with a new superstructure.

Single Lane Configuration Justification:

- Per MTO's Guideline for Exemptions from the CHBDC for low traffic bridges, single lane structures may be considered when traffic volumes are less than 400 vehicles per day.
 - The AADT for B180 (Hurds Creek Bridge) is estimated to be approximately 100-150 vehicles per day (150 in summer, 100 in fall – spring).
- The County has 22 other single lane bridges.
- The County's bridge policy does not set width or lane requirements for bridges, we follow the CHBDC as amended by MTO standards and guidelines.

Narrowing of Bridge Deck Justification:

- The existing abutments are not wide enough to support a two lane superstructure, significant upgrades would be required to upgrade to a two-lane bridge. The culvert option evaluated above was determined to be the most cost-effective two lane alternative.
- Excerpt from Preliminary Design Report: *"The existing width of the bridge deck is 6.7 m (out-to-out) with the roadway platform between the concrete edge curbs being 6.1 m wide. This width is not in keeping with a standard single or two lane bridge width. It does not support drivers comfortably using the bridge in a manner where they pass each other simultaneously across the bridge without a side collision. In other words, the width is considered a deficient single lane width in that it is too wide. Currently, the manner of use is that of one vehicle yielding to another when attempting to use the bridge. It is important to note (and repeated again in the body of the report) that such a width configuration is problematic to drivers because drivers are unsure if the bridge can accommodate two vehicles at the same time. Bridge widths should have a configuration that are clearly a single lane or clearly a two lane width to drivers approaching the crossing."*
- Excerpt from Preliminary Design Report: *"Bridge widths, particularly with respect to single lane configurations, generally should not be wider than 4.9 m because any greater in width, they may give the appearance of a two lane bridge to approaching drivers."*
- As noted above, the existing bridge is only wide enough to be considered a single lane bridge however the current structure width may be confused for a two-lane bridge.

- The new bridge will be approximately 4.45m wide from interior barrier, to interior barrier. The paved travel lane will be 3.5m wide with level concrete the remaining width of the deck top. This is wide enough to pass a typical large tractor and equipment, larger equipment pulled by the tractor should be retracted to be narrow enough to navigate the bridge or pass over the barriers.

Snow Removal:

- The barriers that are to be installed are a three beam guiderail type barrier. These are used on many of the County's single lane structures as they provide the required barrier while having a snow gap underneath similar to standard steel beam guiderail.
- Snow removal should not be required given the short length of the bridge and the gap below the barrier. We have not required snow removal on our other single lane bridges.

Overall, the reasoning for the single lane bridge was cost savings while still meeting regulatory requirements and the narrowing of the bridge was undertaken to address safety concerns identified by our Design Consultant for this project.

County staff will work with the Township of Bonnechere Valley Public Works Superintendent to improve the grade of the roadway outside the 30m right of way. County Staff also committed to working with the contractor to expedite the project, if possible.

11. 2021 Proposed Project Extensions [Strategic Plan Goal No. 2 (a)]

Staff is projecting that the 2021 Capital Program for the department will result in a surplus of approximately \$2,558,657 by the end of the year due to contract pricing that is lower than anticipated prices for hot mix asphalt for projects already tendered.

Staff has reviewed the terms for three contracts and determined that the contract language permits extensions of contracts. Discussions have occurred with the contractors and all have agreed they are able to extend the contracts using the current unit rates. The proposed contract extensions will not require the need to develop additional tender documents and design plans. All three projects follow the requirements

under Corporate Policy GA-01 Procurement of Goods and Services Section 23.0 Follow-On Contracts.

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

The current 10-year Capital Works Plan identifies the additional section of County Road 65 as being rehabilitated in 2022. The close-cut-clearing in this section of Centennial Lake Road would be removed from the scope of work for 2022. The proposed extension to clear the right-of-way of trees for 2021 would also include the proposed length for the 2022 rehabilitation project. The total length of the 2021 project would increase from 3.84 km to 8.13 km ending at Popkie Road. It is anticipated that the work will be finished by the end of August of this year.

The extension to the original contract, which was awarded to McCrea Excavating, in the amount of \$69,759.07 plus HST has been approved by the Chief Administrative Officer.

RESOLUTIONS

12. **2021 Proposed Project Extensions [Strategic Plan Goal No. 2 (a)]**

The following 2021 Capital Program project extensions require approval from the Operations Committee.

(a) Contract PWC-2021-07 – County Road 7 (Foresters Falls Road) Rehabilitation

Recommendation: THAT the Operations Committee approve the extension of the limits for the rehabilitation of County Road 7 (Foresters Falls Road) Contract PWC-2021-07 by placing a second lift of asphalt from County Road 21 (Beachburg Road) to Harriett Street, a distance of approximately 2.30 km at a cost of \$167,190 plus HST to Greenwood Paving (Pembroke) Ltd, Pembroke, Ontario.

Background

The proposed extension would be the placement of a second lift of asphalt from County Road 21 (Beachburg Road) to Harriett Street. The sections of County Road 7 (Foresters Falls Road) from Highway 17 to Marjorie Road

was overlaid in 2019 and from Marjorie Road to County Road 4 (Queens Line) was rehabilitated in 2020 with two lifts of asphalt. These sections now have a minimum of two lifts of asphalt and provide a sufficient asphalt base for the volume of traffic. Adding a second lift of asphalt from County Road 21 (Beachburg Road) to Harriett Street will provide a stronger pavement structure for future traffic and current agricultural equipment. It is anticipated that the project will be completed by the end of July 2021. The original contract was awarded to Greenwood Paving (Pembroke) Ltd. by County Council on March 31, 2021.

(b) Project Extension Contract PWC-2021-11 – County Road 1 (River Road)

Recommendation: THAT the Operations Committee approve the extension of the limits for the rehabilitation of County Road 1 (River Road) Contract PWC-2021-01 for a distance of approximately 2 km at a cost of \$291,160.09 plus HST to Greenwood Paving (Pembroke) Ltd., Pembroke, Ontario.

Background

The proposed extension would increase the total length of the rehabilitated roadway from 1.90 km to 3.90 km with the project ending approximately 400m east of Lochwinnoch Road. The current 10-year Capital Works Plan identifies the additional section of County Road 1 as being rehabilitated in 2022. Subject to the approval of the proposed extension, the work in this section of River Road would be removed from the future 10-year Capital Plan. The original contract was awarded to Greenwood Paving (Pembroke) Ltd. by County Council on March 31, 2021.

13. 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.

14. Operations Division

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

INFRASTRUCTURE DIVISION REPORT

Prepared By: Taylor Hanrath, Acting Manager of Infrastructure

Prepared for: Operations Committee

June 15, 2021

INFORMATION**1. County Road 512 (Foymount Road) Reconstruction Update [Strategic Plan Goal No. 2(a)]**

County Road 512 (Foymount Road), from Miller Road to 130m west of Verch Road, was budgeted for reconstruction during the 2021 construction season. In order to facilitate this and the next phase of the road reconstruction project, property is required to be purchased, close-cut-clearing completed, and utilities moved along Foymount Road from Miller Road to B257 (Harrington Creek Bridge) to accommodate the realignment of some corners during reconstruction to meet an 80 kph design speed. Property negotiations has taken more time than expected, as there are landowners who are not willing to sell and there is now insufficient time to accommodate the road reconstruction in 2021.

In 2021, \$3,039,300 was budgeted for County Road 512 (Foymount Road). It is anticipated that approximately \$1,400,000 will be required to complete property purchases, close-cut-clearing, and utility relocations in 2021. Staff are proposing that road construction for Foymount Road be budgeted in two phases for the 2022 and 2023 construction season. The final design is near completion for the reconstruction project.

RESOLUTIONS**2. B002 (Bonnechere River Bridge) Contract Administration and Construction Supervision Services**

Recommendation: THAT the Operations Committee recommend that an amended Professional Services Agreement for Contract Administration and Construction Supervision Services under PWC-2020-56 – Engineering Services for the Rehabilitation of B002 (Bonnechere River Bridge) be signed with Stantec Consulting Limited, Ottawa, Ontario in the amount of \$59,190.12 plus HST; AND

FURTHER THAT a Purchase Order for the follow-on Contract Administration and Construction Services be issued.

Background

In December 2020, a Purchase Order and Professional Services Agreement was issued to Stantec Consulting Limited authorizing PWC-2020-56 – Engineering Services for the design Rehabilitation of B002 (Bonnechere River Bridge) in the amount of \$47,877.18, plus HST. The assignment was awarded under the signing authority of the Director of Public Works and Engineering as per Corporate Policy GA-01 for the Procurement of Goods and Services for the design services portion of the assignment only. However, the Request for Proposal (RFP) issued to solicit the Engineering Services specified that a follow-on contract may be awarded for Contract Administration and Construction Supervision (CA) Services.

The design and tendering for the bridge works are complete. Per request of County staff, Stantec has submitted an updated proposal for CA Services. The proposed cost for these services is \$59,190.12, plus HST. The estimated cost of these services presented via the Variance Table for the Bonnechere River Bridge project was \$97,213.36. As a result of a lesser construction schedule and overlapping CA services with the project at B240 (Fourth Chute Bridge), a savings of \$38,023.24 has been realized from the originally proposed cost.

The total cost of the assignment, with the follow-on contract, is in the amount of \$107,067.30, plus HST. In accordance with County of Renfrew Policy GA-01 for Procurement of Goods and Services, follow-on contracts resulting in an amended value greater than \$100,000 require approval from the Standing Committee.

3. B240 (Fourth Chute Bridge) Contract Administration and Construction Supervision Services

Recommendation: THAT the Operations Committee recommend that an amended Professional Services Agreement for Contract Administration and Construction Supervision Services under PWC-2020-57 – Engineering Services for the Rehabilitation of B240 (Fourth Chute Bridge) be signed with Stantec Consulting Limited, Ottawa, Ontario in the amount of \$105,153.66 plus HST; AND

FURTHER THAT a Purchase Order for the follow-on Contract Administration and Construction Services be issued.

Background

In December 2020, a Purchase Order and Professional Services Agreement was issued to Stantec Consulting Limited authorizing PWC-2020-57 – Engineering Services for the Rehabilitation of B240 (Fourth Chute Bridge) in the amount of \$61,231.70, plus HST. The assignment was awarded under the signing authority of the Chief Administrative Officer as per Corporate Policy GA-01 for the Procurement of Goods and Services. The Purchase Order issued was for the design services portion of the assignment only. However, the RFP issued to solicit the Engineering Services specified that a follow-on contract may be awarded for Contract Administration and Construction Supervision (CA) Services. An Amendment to the Agreement was required due to a requirement for additional studies approving the total cost of design services in the amount of \$82,560.70, plus HST.

The design and tendering for the bridge works are now complete. Per request of County staff, Stantec has submitted an updated proposal for CA Services. The proposed cost for these services is in the amount of \$105,153.66. The estimated cost of these services presented via the Variance Table for the Fourth Chute Bridge project was \$60,764.00. As a result of a longer and more complex construction schedule than originally anticipated, an additional cost of \$44,389.66 is required from the originally proposed cost.

The total cost of the assignment, with the follow-on contract, is in the amount of \$187,714.36. In accordance with County of Renfrew Policy GA-01 for Procurement of Goods and Services, follow-on contracts resulting in resulting in an amended value greater than \$100,000 require approval from the Standing Committee.

Staff confirm that the additional cost of this assignment can be reconciled through cost savings on other Capital Projects.

BY-LAWS

4. Tender PWC-2021-09 – C099 (Colton Creek Bridge) [Strategic Plan Goal No. 3(b)]

THAT Contract PWC-2021-09 as submitted by Goldie Mohr Limited, Ottawa, Ontario for the replacement of County Structure C099 (Colton Creek Bridge) in the amount of \$529,646.02 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 rehabilitation of County Structure C099 (Colton Creek Bridge) located on Matawatchan Road 5.6 km south of County Road 65 (Centennial Lake Road) in the Township of Greater Madawaska as follows:

	Amount
1. Goldie Mohr Ltd., Ottawa ON	\$529,646.02
2. Bonnechere Excavating Inc., Renfrew ON	\$567,732.00
3. Louis W. Bray Construction Ltd., Vars ON	\$806,015.10
4. R.G.T. Clouthier Construction Ltd., Pembroke ON	\$970,839.00
5. Fidelity Engineering & Construction Inc., Colborne ON	\$1,357,845.91
All amounts exclude applicable taxes	

Financial Implications

The current 2021 Capital Works budget includes funds in the amount of \$280,000 for the rehabilitation of County Structure C099. A comparison of the 2021 budget and projected costs is provided in the following table:

	2021 Budget	Low Tender	
		Projected	Variance over/(under)
Construction	200,000.00	609,033.60	409,033.60
Engineering - Design/Tendering	20,000.00	30,000.00	10,000.00
Project Administration & Construction Supervision	40,000.00	64,000.00	24,000.00
Material Testing (Allowance)	10,000.00	10,000.00	--
Contingency	10,000.00	35,651.68	25,651.68
Total	280,000.00	748,685.28	468,685.28
* All costs are net HST			
* Projected costs are based on Tender results			

The budget for the project was developed in anticipation of a 'like-for-like' replacement. However, the Design Consultant for the project recommended a more robust replacement option which would improve flow and have a longer design service life. Additionally, a mechanically stabilized earth wall is required on each side of the road in order to improve slope stability in the area of the structure without unnecessarily infilling the stream. Although the overall budget for the project is exceeded, it is recommended that construction proceed and be funded through savings from other Capital Projects.

5. **County Road 70 (Ruby Road) Transfer of Land [Strategic Plan Goal No. 2(a)]**

Recommendation: THAT the Operations Committee recommend that County Council pass a By-law to acquire Parts 4 and 5, Plan R86009 in the geographic Township of South Algona in the Township of Bonnechere Valley, from Kenneth Mullin in the amount of \$2.00; AND FURTHER THAT Parts 4 and 5, Plan R86009 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 recently approached by the solicitor for the owner of the subject property along County Road 70 (Ruby Road) within part of Lots 31 and 32, Concession 10, in the geographic Township of South Algona in the Township of Bonnechere Valley.

The solicitor, Mr. Sheldon Reiche of Reiche Law, is requesting that the County of Renfrew accept the transfer of Parts 4 and 5 on Plan R86009 into the County Road system. The subject lands already form a part of Ruby Road, but as Mr. Reiche advises in his letter, attached as Appendix IN-I, that the Registry Office conversion to Land Titles in 1999 caused an error in which the road lands are shown as being Property Identification Numbered (PIN'd) to Mr. Mullin. It is in the best interest of all involved parties that the lands be properly transferred to the County of Renfrew.

Since this is viewed as a formality to clean up the title of the lands, a nominal value of \$2.00 would be included in the transfer documents. A

copy of a map showing the applicants' lands and a copy of Plan R86009 is attached as Appendix IN-II respectively.

OPERATIONS DIVISION REPORT

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

Prepared for: Operations Committee

June 15, 2021

INFORMATION**1. Summer Operations [Strategic Plan No. 3(b)]****(a) Pavement Marking**

The contractor, Almon Equipment Limited, Toronto, Ontario, commenced work on June 1, 2021 and the maintenance line painting is anticipated to be completed by July 31, 2021. The Capital Works line painting is anticipated to continue until the end of the construction season.

(b) Bridge Cleaning and Inspection

Staff is proceeding with the spring bridge cleaning and inspection program. This program takes place each spring in order to clean the salt and winter sand from critical areas and driving surfaces on the bridges as well as identify any repairs required resulting from damage from winter operations, the spring freshet, etc.

(c) Street Sweeping – Urban Areas

The awarded Contractor, 535276 Ontario Inc., Hughson Fencing and Guiderail, Glenburnie, Ontario completed the work on May 14, 2021.

(d) Manhole and Catch Basin Cleaning

The awarded Contractor, Norris Construction Management Inc., Carp, Ontario, is anticipated to be completed work by the end of June 2021.

2. Fleet Management [Strategic Plan No. 3(b)]

Work is well underway to complete the annual vehicle safety inspections within the fleet. The goal is to ensure that all heavy-duty trucks are inspected and repaired as necessary in order to be available at the start of the coming winter season. In addition to the inspection and repair of those

vehicles within the Public Works and Engineering Department, staff also performs the routine maintenance, inspection and repair of the paramedic vehicles.

3. **Spring Freshet [Strategic Plan No. 3(b)]**

The annual spring freshet progressed well this year for the Operations Division. The combination of slow snow melt and scattered rain events through the Freshet created a gradual and manageable peak and decline in water levels throughout the County. No major flooding events occurred, and no recovery operations were necessary during this year's Freshet.

4. **County Road 51 (Petawawa Boulevard) Emergency Culvert Rehabilitations [Strategic Plan No. 3(b)]**

On Monday May 17, 2021, County Operations staff received a report of a hole in the asphalt surface on County Road 51 (Petawawa Boulevard), 850 metres west of Golf Course Road in the Town of Petawawa.

Operations staff inspected the site and identified a deteriorated culvert that caused a void in the road base and the hole in the asphalt surface. The affected area was identified to be confined to the westbound lane. The hole was temporarily repaired so traffic flow would not be impacted. Operations staff subsequently inspected the culvert and developed a rehabilitation plan to re-line the culvert versus replacement since the existing culvert was in sufficient condition to receive a liner which served to minimize the disturbance and traffic flow in the area.

On Tuesday May 19, 2021 the construction section of the Operations Division completed the culvert liner. The pavement area affected by the failure will be re-paved as soon as practicable.

RESOLUTIONS

5. **Tenders – PWO-2021-25 Service Truck [Strategic Plan Goal No. 3(b)]**

Recommendation: THAT the Operations Committee recommend that Contract PWO-2021-25 for the purchase of a service truck be awarded to Urban Ford Sales Limited, Arnprior, Ontario in the amount of \$128,935 plus all applicable taxes.

Background

Tenders were requested and received for the purchase of a new service truck as follows:

	Submitted Amount
1. Urban Ford Sales Limited, Arnprior, ON	\$128,935
2. Valley Truck & Spring Service, Pembroke, ON	\$159,200
3. East Court Ford Lincoln Sales Limited, Toronto, ON (2 bids were submitted, both rejected)	Rejected
4. Vaughan Chrysler Dodge Jeep, Woodbridge, ON All prices exclude applicable taxes	Rejected

Staff reviewed the tender results for all the procurements and confirm there is sufficient funds to complete the purchases as tendered. The tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.