

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 overlayed 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.

Department of Public Works & Engineering
Capital Monthly Project Status Report - June 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%	100%				May	August	Overseen by Town of Renfrew
	Renfrew													
52	Raglan St. S	Pucker Street	Hwy 60 (Combes Street)	1.22	Reconstruction by Town	100%	100%	100%				May 31	October	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%	100%	100%				May	May	Completed by County Day Labour forces
	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	May	June 28	September	Design & CA by Stantec, Construction by Clearwater	
B095	Hyland Creek Bridge	Greater Madawaska (Hyland Creek Road)			Rehabilitation	100%	50%	50%	April	June	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 17	September	Design by Ainley, 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	May	June 28	October	Design & CA by Stantec, Construction by Clearwater	
B319	Bucholtz Bridge	Laurentian Valley (CR58, Round Lake Road)			Rehabilitation	100%	100%	95%	May	June	July 19	November	Design & CA by McIntosh Perry, Tender Closes June 22nd	
C003	Moores Creek Culvert	Admaston/Bromley (CR5, Stone Road)			Repairs	100%	100%	100%			August	August	Design by HP. CoR Day Labour project.	
C058	Constant Creek Culverts	Greater Madawaska (Ferguson Lake Road)			Replacement	100%	100%	90%	April	May	September	September	Internal Design, CoR Day Labour project	
C099	Colton Creek Bridge	Greater Madawaska (Matawatchan Road)			Replacement	100%	100%	90%	May	June	August	September	Design by HP, Tender Closed May 27th	
C116	Dunlop Crescent Culvert	Head, Clara & Maria (Dunlop Crescent)			Replacement	100%	100%	90%	May	June	August	September	Design by WSP. CoR Day Labour project.	
C142	Quade Creek Culvert	North Algona Wilberforce (Burchat Road)			Replacement	100%	100%	90%	April	May	August	August	Internal Design, CoR Day Labour project	
C197	Etmanskiew Swamp Culvert	Madawaska Valley (CR62, John Street)			Rehabilitation	100%	100%	70%	March/June	June	August	September	Design by JLR	
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%	70%	March/June	June	August	September	Design by JLR	
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%	June		2022		Consultant Design	
B022	Indian River Bridge	Laurentian Valley (Sandy Beach Road)			Design for Rehabilitation	10%	10%	0%	June		2022		Consultant Design	
B057	Mount St. Patrick Bridge	Greater Madawaska (Mount St. Patrick Road)			Design for Replacement	10%	10%	0%	June		2022		Consultant Design - MCEA Schedule B may be needed.	
B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)			Design for Rehabilitation	10%	10%	0%	July		2022		Consultant Design	
B203	Petawawa River Bridge	Petawawa (CR51, Petawawa Boulevard)			Design for Rehabilitation	10%	10%	0%	June		2022		Consultant Design	
C012	Farquharson's Culvert	Admaston/Bromley (South McNaughton Road)			Design for Replacement	10%	10%	0%	July		2022		Consultant Design	
C025	Borne Road Culvert	Laurentian Valley (Borne Road)			Design for Rehabilitation	10%	10%	0%	June		2022		Consultant Design	
C037	Bagot Creek Culvert	Greater Madawaska (Lower Spruce Hedge Road)			Design for Replacement	10%	10%	0%	August		2022		Geotech & Potential Internal Design	
C040	Snake River Culvert	Admaston/Bromley (CR8, Cobden Road)			Design for Rehabilitation	10%	10%	0%	July		2022		Consultant Design	
C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)			Design for Replacement	10%	10%	0%	July		2022		Consultant Design	
C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)			Design for Replacement	10%	10%	0%	August		2022		Geotech & Potential Internal Design	
C152	Wadsworth Lake Culvert	Madawaska Valley (Old Barry's Bay Road)			Design for Replacement	10%	10%	0%	August		2022		Geotech & Potential Internal Design	
C269	Jacks Lake Culverts	Killaloe, Hagarty & Richards (CR58, Round Lake Road)			Design for Replacement	10%	10%	0%	August		2022		Geotech & Potential Internal Design	
C302	Wingle Creek Twin Culverts	Killaloe, Hagarty & Richards (Rochfort Road)			Design for Replacement	10%	10%	0%	August		2022		Geotech & Potential Internal Design	

OPERATIONS TENDERS										
Type	Description	Term (Years)	Type	Specification	Tender	Award	Start	Complete	Status/Comments	
1	Pavement Marking	Paint/Glass Beads//Lines/Symbols	1+1+1+1+1	Equipment/Material	March	April	April	June	November	In progress
2	Street Sweeping	Winter/Debris Removal	1	Equipment	March	April	April	May	May	Completed
3	Catch Basin/MH Hole Cleaning	Winter/Debris Removal	1	Equipment	March	April	April	May	June	In progress
4	Roadside Brushing	Tree/Brush Removal	1	Equipment	May	June	June	July	November	Ongoing
5	Sign Post Tender	Sign Installation Hardware	1	Material	March	April	April	June	June	Awaiting delivery
6	Weed Control	Wild Parsnip/Poison Ivy	5	Equipment/Material	Complete	2019	2019	June	July	Standing-by to Start
7	Signs &Traffic Control Equipment	Road Signage	1	Material	May	April	April	June	July	Awaiting delivery
8	Winter Sand	Winter Abrasives	1	Supply/Delivery/Process	May	June	July	August	November	Ongoing
9	Loader Rental	Winter Operations	1	Equipment	July	August	August	November	April	Ongoing
10	Culverts	Drainage	1	CSP/HDPE	February	March	April	May	November	Complete
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	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	Ongoing
15	Calcium Chloride	Winter Operations	1	Material	July	July	July	August	April	Ongoing

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		Tendered
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		Tendered
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	Retroreflector		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

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

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

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	June 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	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	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	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	535,000	-137,836
20	Bruce Street <i>Renfrew</i>	Highway 60	Urban Limit	0.48	60,000	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	695,000	220,991
51	Petawawa Boulevard <i>Petawawa</i>	County Road 26 (Doran Street)	Military Camp Road	0.98	800,000	800,000	800,000	650,000	650,000	-150,000
52	Burnstown Road <i>Horton</i>	Fraser Road	Graham Avenue	4.90	986,840	986,840	986,840	580,000	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	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	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	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	80,000	-20,000
508	Calabogie Road <i>McNab/Braeside</i>	Hutson Road	Goshen Road	1.40	50,000	50,000	50,000	50,000	80,000	30,000
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	1,400,000	-1,639,300
635	Swisha Road <i>Laurentian Hills</i>	Highway 17	Interprovincial Bridge S Exp. Joint	2.58	100,000	100,000	100,000	100,000	100,000	0
	Scratch Coat Paving	Various Locations			716,431	716,431	716,431	716,431	716,431	0
	Active Transportation	Various Locations			150,000	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	9,278,648	- 3,087,070
Bridge/Culvert Reconstruction/Rehabilitation										
Structure No.	Structure Name	Location			2021 BUDGET	March Projected	April Projected	May Projected	June Projected	Variance
B002	Bonnechere River Bridge	Admaston/Bromley (Bonnechere Road)			400,000	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	200,000	0
B180	Hurds Creek Bridge	Bonnechere Valley (South Algona/Grattan Line)			850,000	850,000	850,000	540,000	540,000	-310,000
B202	Cameron Street Breidge	Killaloe, Hagarty and Richards (Cameron Street)			170,000	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	769,728	369,728
B319	Bucholtz Bridge	Laurentian Valley (CR58, Round Lake Road)			432,000	432,000	432,000	432,000	432,000	0
C003	Moores Creek Culvert	Admaston/Bromley (CR5, Stone Road)			50,000	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	715,000	0
C099	Colton Creek Bridge	Greater Madawaska (Matawatchan Road)			280,000	280,000	280,000	280,000	748,685	468,685
C116	Dunlop Crescent Culvert	Head, Clara & Maria (Dunlop Crescent)			400,000	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	225,000	0
C197	Etmanskie Swamp Culvert	Madawaska Valley (CR62, John Street)			300,000	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	1,000,000	0
C222	Pleasant Valley Steel Arch	Whitewater (Pleasant Valley Road)			200,000	200,000	200,000	200,000	200,000	0
C252	Vanderploegs Culvert	McNab/Braeside (Russett Drive)			200,000	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	200,000	0
	General Bridge Repairs	Various Locations			200,000	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	6,750,413	528,413
Roads/Bridge/Culvert Future Engineering										
Asset ID	Structure Name	Location			2021 BUDGET	March Projected	April Projected	May Projected	June Projected	Variance
B005	Scollard Bridge	Admaston/Bromley (Pucker Street)			40,000	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	100,000	0
B057	Mount St. Patrick Bridge	Greater Madawaska (Mount St. Patrick Road)			60,000	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	20,000	0
B203	Petawawa River Bridge	Petawawa (CR51, Petawawa Boulevard)			130,000	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	15,000	0
C025	Borne Road Culvert	Laurentian Valley (Borne Road)			30,000	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	38,000	0
C040	Snake River Culvert	Admaston/Bromley (CR8, Cobden Road)			12,000	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	65,000	0
C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)			18,000	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	28,000	0
C269	Jacks Lake Culverts	Killaloe, Hagarty & Richards (CR58, Round Lake Road)			20,000	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	20,000	0
FUTURE ENGINEERING TOTALS					596,000	596,000	596,000	596,000	596,000	0
Safety Devices										
	Traffic Signals - Upgrades	Various Locations			200,000	200,000	200,000	200,000	200,000	0
SAFETY DEVICES TOTALS					200,000	200,000	200,000	200,000	200,000	0
CAPITAL PROGRAM TOTAL					19,383,718	19,383,718	19,383,718	17,394,957	16,825,061	-2,558,657

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POLICY STATEMENT

The Development Charges Act, 1997, as amended (hereinafter called “the Act” enables the Council of a municipality to pass policies for the imposition of development charges against land located in the municipality for increased capital costs required for the reason of the increased need for services arising from development in the area to which the policy applies.

1. Definitions:

- a) **The terms County or the County** are defined as pertaining to ‘The Corporation of the County of Renfrew’ as it relates to all definitions. All Policy statements refer to ‘the County of Renfrew’, and may be used interchangeably with ‘The Corporation of the County of Renfrew.’ In procedure statements, the terms ‘the County’ or ‘County’ refer to, and may be used interchangeably with, ‘The Corporation of the County of Renfrew.’
- b) **“Act”** means the Development Charges Act, S.O. 1997, c 27, as amended.
- c) **Agricultural use** is defined as lands, buildings or structures, excluding any portion thereof used as a dwelling unit or for commercial use, used or designed or intended for use for the purpose of a bona fide farming operation including, but not limited to, animal husbandry, dairying, livestock, fallow, field crops, removal of sod, forestry, fruit farming, greenhouses, horticulture, market gardening, pasturage, poultry keeping and equestrian facilities.

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- d) **Apartment dwelling** is defined as a dwelling consisting of four or more dwelling units, which units have a common entrance from street level and common halls and/or stairs, elevators and yards.
- e) **Bedroom** is defined as any room used or designated or intended for use as sleeping quarters including but not limited to, a den, a study, a family room or other similar use.
- f) **Commercial** is defined as any non-residential development not defined as “industrial” in this Policy.
- g) **Council** is defined as the council of the County.
- h) **County** is defined as the “Corporation of the County of Renfrew”.
- i) **Dwelling** is defined as a house, apartment, or other place of residence.
- j) **Detached dwelling** is defined as a dwelling containing only a dwelling unit or a dwelling unit and an accessory apartment.
- k) **Development** is defined as a process that creates growth, progress, positive change or the addition of physical, economic, environmental, social and demographic components. Development also includes redevelopment.
- l) **Development charge** is defined as a charge imposed pursuant to this policy adjusted in accordance with Section 13.

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- m) **Dwelling unit** is defined as a room or group of rooms in a dwelling used or intended to be used as a single independent and separate housekeeping unit containing a kitchen or sanitary facilities, and has a private entrance from outside or from a common hallway or stairway inside the dwelling, but does not include a room or suite of rooms in a hotel or motel.
- n) **Grade** is defined as the average level of finished ground adjoining a building or exterior walls.
- o) **Gross floor area** is defined as the total floor area, measured between the outside exterior walls or between the outside walls and the centre line of party walls dividing the building from another building, of all floors above the average level of finished ground adjoining the building at its exterior walls.
- p) **Hospital** is defined as land, buildings or structures used, or designed or intended for use as defined in the Public Hospitals Act, R.S.O. 1990, c. P. 40, as amended.
- q) **Industrial** is defined as any building used for or in connection with,
- manufacturing, producing, processing, storing or distributing something or processing something.
 - research or development in connection with manufacturing, producing or processing something.
 - retail sales by a manufacturer, producer or processor of something manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place.

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- office for administrative purposes, if carried out with respect to manufacturing, producing, processing, storage or distribution and in or attached to the building or structure used for that manufacturing, producing, storage or distribution.
- r) **Non-residential use** is defined as land, buildings or structures or portions thereof used, or designed or intended for a use other than a residential use.
- s) **Other dwelling** is defined as any residential dwelling which is not a detached dwelling, a semi-detached dwelling, or an apartment dwelling.
- t) **Place of worship** is defined as that part of a building or structure used for worship and that is exempt from taxation as a place of worship under the Assessment Act, R.S.O. 1990, c. A.31, as amended.
- u) **Residential use** is defined as land or buildings or structures or part thereof any kind at all used, designed or intended to be used as a residence for one or more individuals but does not include a hotel or motel.
- v) **Semi-detached dwelling** is defined as the whole of a dwelling divided vertically both above grade and below grade into two separate dwelling units.

2. Schedule of Development Charges:

- 1) Subject to the provisions of this policy, development charges against land shall be calculated and collected in accordance to the related services set out in Schedule A, with the phased-in rates set out in Schedule B.

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- 2) The development charge with respect to the use of any land, buildings or structures shall be calculated as follow:
 - a) in the case of residential development, or residential portion of a mixed-use development, based upon the number and type of dwelling units, in accordance with Schedule B;
 - b) in the case of non-residential development, or the non-residential portion of a mixed-use development, based upon the number of square metres of gross floor area of such development, in accordance with Schedule B.
- 3) Council hereby determines that the development of land, buildings or structures for residential and non-residential uses have required or will require the provision, enlargement, expansion or improvement of the services referenced in Schedule A.

3. Applicable Lands:

- 1) Subject to subsections 2), 3), 4) and 7), this policy applies to all lands in the County, whether or not the land or use is exempt from taxation under Section 3 of the Assessment Act, 1990, c.A. 31, as amended.
- 2) This policy shall not apply to the following:
 - a) Land that is owned by and used for the purposes of:
 - a board as defined in subsection 1(1) of the Education Act;
 - the County, or any local board thereof;
 - an area municipality, or any local board thereof in the County;
 - b) The development of a non-residential farm building used for bona fide agricultural use;

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- c) A place of worship and land used in connection therewith;
- d) A hospital;
- e) An industrial building.

- 3) Notwithstanding exemptions contained in subsection 2), this policy shall not apply to development that would be exempt from the payment of development charges by the applicable lower-tier area municipal development charges policy.
- 4) This policy shall not apply to:
 - a) a temporary use permitted under the zoning by-law amendment enacted under section 39 of the Planning Act.
 - b) temporary erection of a building without foundation as defined in the Building Code Act for a period not exceeding (6) consecutive months and not more than six (6) months in any one year on a site;
 - c) development where, by comparison with the land at any time within five years previous to the imposition of the charge:
 - no additional dwelling units are being created;
 - no additional non-residential gross floor area is being added.
- 5) Section 2 of this policy shall not apply to that category of exempt development described in subsection 2(3) of the Act, namely:
 - a) the enlargement of an existing dwelling unit or the creation of one or two additional dwelling units in an existing detached dwelling; or
 - b) the creation of one additional dwelling unit in any other existing residential building.

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- 6) Notwithstanding subsection 5)a), development charges shall be calculated and collected in accordance with Schedule B where the total residential gross floor area of the additional one or two dwelling units is greater than the total gross floor area of the existing dwelling unit.
- 7) Notwithstanding subsection 5)b), development charges shall be calculated and collected in accordance with Schedule B, where the additional dwelling unit has a residential gross floor area greater than,
 - a) in the case of a semi-detached house, the gross floor area of the existing smallest dwelling unit, and
 - b) in the case of any other residential building, the residential gross floor area of the smallest dwelling unit contained in the residential building.
- 8) Section 2 of this policy shall not apply to that category of exempt development described in Section 4 of the Act, and section 1 of the Ontario Regulation 82/89, namely:
 - a) For the purpose of b), the terms “gross floor area” and “existing industrial building” shall have the same definition as those terms have in Ontario Regulation 89/98 under the Act.
 - b) The enlargement of the gross floor area of an existing industrial building, if the gross floor area is enlarged by fifty (50) percent or less;
 - c) Notwithstanding subsection b), if the gross floor area is enlarged by more the fifty (50) percent, development charges shall be payable and collected and the amount payable shall be calculated in accordance with Section 4.(3) of the Act.
- 9) There where a conflict exists between the provisions of this policy and any other agreement between the County and the owner, with respect to land to

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be charged under this Policy, the provisions of such agreement prevail to the extent of the conflict.

4. Application of Charges

- 1) Subject to subsection 2), development charges shall apply to, and shall be calculated, paid and collected in accordance with the provisions of this policy in respect of land to be developed for residential and non-residential uses within the geographical limits of the County, where,
 - a) The development requires,
 - the passing of a zoning by-law or an amendment thereto under Section 34 of the Planning Act, R.S.O. 1990, cP.13, as amended (the "Planning Act");
 - ~~the approval of a minor variance under Section 45 of the Planning Act;~~
 - a conveyance of land to which a by-law passed under subsection 50(7) of the Planning Act applies;
 - the approval of a plan of subdivision under Section 51 of the Planning Act;
 - a consent under Section 53 of the Planning Act;
 - the approval of a description under Section 9 of the Condominium Act, 1998 S.O. c.19, as amended; or
 - the issuing of a permit under the Building Code Act, 1992 S.O. c. 23, as amended, in relation to a building or structure.
- 2) Subsection 1) shall not apply in respect of local services as described in s.s.59(2) (a) and (b) of the Act;

5. Local Service Installation

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Nothing in this policy prevents Council from requiring, as a condition of any approval under Section 41, 51 or 53 of the Planning Act, that the owner, at his/her own expense, shall install or pay for such local services, as Council may require, or that the owner pay for the local connection to a water, sanitary sewer or storm drainage facility related to the approval or within the area to which the approval relates.

6. Multiple Charges

- 1) Where two or more of the actions described in Section 4.1) of this policy are required before land to which a development charge applies can be developed, only one development charge shall be calculated, paid and collected in accordance with the provisions of this policy.
- 2) Notwithstanding subsection 1), if two or more actions described in Section 4.1) of this policy occur at different times, and if the subsequent action has the effect of increasing the need for municipal services as set out in Schedule A, an additional development charge shall be calculated and collected in accordance with the provisions of this policy.
- 3) If development does not require a building permit but does require one or more of the actions described in Subsection 4.1) of this policy, then the development charge shall nonetheless be payable in respect of any increased or additional development permitted by such action.

7. Services in Lieu

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Council may authorize an owner, through an agreement under Section 38 of the Act, to substitute such part of the development charge applicable to the owner's development as may be specified in the agreement, by the provision at the sole expense of the owner, of services in lieu. Such agreement shall further specify that where the owner provides services in lieu in accordance with the agreement, Council shall give the owner credit, without interest, against the development charge in accordance with the agreement provisions and the provisions of Section 39 of the Act, equal to the reasonable cost to the owner of providing services in lieu, as determined by the County. In no case shall the agreement provide for a credit which exceeds the total development charge payable by an owner to the County in respect of the development to which the agreement relates.

8. Development Charge Redevelopment Credits

- 1) Where residential space is being converted to non-residential space, the development charge equivalent that would have been payable on the residential space shall be deducted from the charge calculated on the non-residential space being added.
- 2) Where non-residential space is being converted to residential space, the development charge equivalent that would have been payable on the non-residential space shall be deducted from the charge calculated on the residential units being added.
- 3) An owner who has obtained a demolition permit and demolished existing dwelling units or a non-residential building or structure in accordance with the provisions of the Building Code Act shall not be subject to the development charge with respect to the development being replaced, provided that the

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building permit for the replacement residential units or non-residential building or structure is issued not more than five (5) years after the date of issuance of the demolition permit and provided that any dwelling units or non-residential floor area created in excess of what was demolished shall be subject to the development charge imposed under Section 2.

- 4) Notwithstanding subsection 8.2) where the lower-tier area municipal Development Charge Policy provides for a longer redevelopment period, the lower-tier area municipal Development Charge Policy provisions will apply.
- 5) No redevelopment credit shall be made in excess of the development charge payable for a development.

9. Timing and Calculation and Payment

- 1) Development charges shall be calculated and payable in full in money or by provision of services as well as agreed upon, or by credit granted by the Act, on the date the first building permit is issued in relation to a building or structure on land to which the development charge applies.
- 2) Where development charges apply to land in relation to which a building permit is required, the building permit shall not be issued until the development charge has been paid in full to the County.
- 3) Notwithstanding subsections 1) and 2), an owner and the County of Renfrew may enter into an agreement to provide for the payment in full of a

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development charge before a building permit issuance or later than the issuing of a building permit.

- 4) If a development does not require a building permit, the development charge shall be calculated and paid in full at the rate in effect at the time the approval is granted as a condition of the earliest of any of the approvals required for the development and enumerated in Section 4 of this policy.

10. Policy Registration

This Policy or a certified copy of the policy may be registered against the title to any land to which this policy applies.

11. Reserve Funds

- 1) Monies received from payment of development charges shall be maintained in a separate reserve fund for each service designated in Schedule "A", plus interest earned thereon.
- 2) Monies received for the payment of development charges shall be used only in accordance with the provisions of s. 35 of the Development Charges Act.
- 3) Where any development charge, or part thereof, remains unpaid after due date, the amount unpaid shall be added to the tax roll and shall be collected as taxes.

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- 4) Where any unpaid development charges are collected as taxes under subsection 3), the monies so collected shall be credited to the development charge reserve fund or funds referred to in subsection 1).
- 5) The Director of Corporate Services shall, commencing in 2022 ~~for the 2021~~ year annually, furnish to Council a statement in respect of the reserve funds established hereunder for the prior year, containing the information set out in Sections 12 and 13 of Ontario Regulation 82/89, or amending regulation.

12. Policy Amendment or Repeal

- 1) Where this policy or any development charge prescribed thereunder is amended or repealed by order of the Ontario Municipal Board or by resolution of the Council, the Director of Corporate Services shall calculate forthwith the amount of any overpayment to be refunded as a result of said amendment or repeal.
- 2) Refunds that are required to be funded under subsection 1) shall be paid to the registered owner of the land on the date on which the refund is paid.
- 3) Refunds that are required to be paid under subsection 1) shall be paid with interest to be calculated as follows:
 - a) interest shall be calculated from the date on which the overpayment was collected to the day on which the refund is paid;
 - b) interest shall be paid ~~and using~~ the Bank of Canada rate in effect on the date of enactment of this policy.

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13. Development Charge Schedule Indexing

The development charges referred to in Schedule “B” may be adjusted annually, without amendment to this policy, commencing on January 1, 2022, and annually thereafter on January 1, while this policy is in force, in accordance with the most recent twelve (12) month change in the Statistics Canada Quarterly, “Construction Price Statistics”.

14. Policy Administration

This Policy shall be administered by the Director of Corporate Services.

15. Schedules to the Policy

The following schedules to this policy form and integral part of this policy:

- Schedule A – Designated Municipal Services under this Policy
- Schedule B – Schedule of Development Charges

16. Date Policy Effective

This policy shall come into force on January 1, 2021.

17. Severability

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If, for any reason, any provision, section, subsection or paragraph of this by-law is held to be invalid, it is hereby declared to be the intention of Council that all of the reminder of this policy shall continue in full force and effect until repealed, re-enacted or amended, in whole or in part or dealt with in any other way.

18. Short Title

This policy may be cited as the “County of Renfrew Development Charge Policy”.

CORPORATE POLICIES AND PROCEDURES			
SECTION: Public Works and Engineering Department			POLICY #: PW-XX
POLICY: Development Charges in Urban Areas			
DATE: June 2021	REV. DATE: -----	COVERAGE: All Areas of the County	PAGE #: 16 of 17

SCHEDULE "A"
DESIGNATED MUNICIPAL SERVICES UNDER THIS POLICY

1. Transportation
2. Administration (Studies)
3. Long-Term Care
4. Community Services
5. Paramedic Services
- 5-6. Parks and Recreation

DRAFT

CORPORATE POLICIES AND PROCEDURES			
SECTION: Public Works and Engineering Department			POLICY #: PW-XX
POLICY: Development Charges in Urban Areas			
DATE: June 2021	REV. DATE: -----	COVERAGE: All Areas of the County	PAGE #: 17 of 17

SCHEDULE "B"
SCHEDULE OF DEVELOPMENT CHARGES

Service	Residential				Non-Residential
	Single and Semi-Detached Dwelling	Apartment s – 2 Bedrooms +	Apartments – Bachelor and 1 Bedroom	Other Multiples	(per sq. m of gross floor area)
Municipal Wide Services					
Transportation	\$XXX.XX	\$XXX.XX	\$XXX.XX	\$XXX.XX	\$XXX.XX
Administration	\$X.XX	\$X.XX	\$X.XX	\$X.XX	\$X.XX
Long-Term Care	\$X.XX	\$X.XX	\$X.XX	\$X.XX	\$X.XX
Community Services	\$X.XX	\$X.XX	\$X.XX	\$X.XX	\$X.XX
Paramedic Services	\$XX.XX	\$XX.XX	\$XX.XX	\$XX.XX	\$XX.XX
Total Municipal Wide Services	\$XXX.XX	\$XXX.XX	\$XXX.XX	\$XXX.XX	\$XXX.XX

CORPORATE POLICIES AND PROCEDURES			
SECTION: Public Works and Engineering Department			POLICY #: PW-XX
POLICY: Cost Sharing in Urban Areas			
DATE: June 2021	REV. DATE: -----	COVERAGE: All Areas of the County	PAGE #: 1 of 5

POLICY STATEMENT:

County roads provide a road network for traffic other than local trips and provide a level of service somewhat lower than the King's highway system but significantly higher than local roads. Therefore, the local municipality shall share in the cost of work items, other than those that are elements of through roads.

PROCEDURE:**PART A: Where works are required on County Roads identified as deficient now**

1. The County shall be responsible for:
 - a) The construction of an urban cross-section up to the minimum "Geometric Design Standards for Undivided Urban Roads in Ontario" (i.e. two driving and one parking lane), but in no case less than the centre 7.0 m of any County road in an urban area.
 - b) The construction of curbs and gutters.
 - c) The construction of the paved boulevard between curb and sidewalk to a maximum of 0.5 m width.
 - d) The construction of catchbasins and that portion of storm sewers required to drain the County road. (In no case will the County drain land more than 25 m from the centreline of the road.)
 - e) The construction of a full rural section within any urban area.
 - f) The remaining costs of those works covered by Section 5, requested by the local municipality, and deemed feasible and economical by the Director of Public Works and Engineering, or designate.

CORPORATE POLICIES AND PROCEDURES			
SECTION: Public Works and Engineering Department			POLICY #: PW-XX
POLICY: Cost Sharing in Urban Areas			
DATE: June 2021	REV. DATE: -----	COVERAGE: All Areas of the County	PAGE #: 2 of 5

2. Land acquisition when land is required to accommodate the road section specified in 1a) shall be the responsibility of the County.
3. The County shall furnish the engineering plans, specifications, construction measurements, supervision and inspection as required in proportion to its own share of the cost of the works.
4. The County shall be responsible for utility relocation costs as outlined in the Public Service Works on Highways Act, R.S.O. 1990, c. P.49, as amended.
5. The local municipality shall be responsible for:
 - a) 100% of the construction of all sidewalks (Section 55 of the Municipal Act, 2001, as amended).
 - b) The construction of that portion of storm sewers over and above that required for County road drainage,
 - c) 100% of the cost of all local services, such as water or sanitary sewerage works, based on the following:

Local share % = 100% - County's Share %

County Share = $\frac{\text{Theoretical pipe diameter to accommodate CRD}}{\text{Actual pipe diameter to accommodate full drainage area}} \times 100\%$

CRD – County Road Drainage
 - d) 100% of that portion of the paved boulevard between curb and sidewalk beyond 0.5 m.
 - e) Land acquisition when required to accommodate road elements beyond that specified in Section 1).

CORPORATE POLICIES AND PROCEDURES			
SECTION: Public Works and Engineering Department			POLICY #: PW-XX
POLICY: Cost Sharing in Urban Areas			
DATE: June 2021	REV. DATE: -----	COVERAGE: All Areas of the County	PAGE #: 3 of 5

- f) 50% of the construction of additional parking lanes.
 - g) 100% of the construction of paved shoulders whether behind curbs and/or gutters or not.
 - h) Engineering in proportion with the cost of its share of the project.
 - i) There will be a 7% administration charge on County "in-house" (but not contracted) work.
6. The County shall enter into an agreement for any proposed reconstruction (Under the auspices of Section 20(1) of the Municipal Act, 2001, as amended). Costs shall be borne according to this policy.

PART B: Where works are requested on County Roads with no identified critical structural deficiencies

7. After reconstruction with a rural cross section (raised road, shoulders and ditches) some County roads have suffered ribbon development. The owners in the ribbon from time to time demand urban type services. An urban cross section costs 300% of a rural cross section to build, and 175% to maintain. Often, "urbanizing" a rural cross section is difficult (sufficient outlet depth for proper storm sewers, sufficient grade to accommodate drainage along the road, an elevation of the road above the surrounding lands, etc.).
8. Should "urbanizing" be requested and deemed possible by the Director of Public Works and Engineering, or designate, the project will be designed, the design approved by the County and an estimate prepared. An agreement (under the auspices of Section 20(1) of the Municipal Act, 2001, as amended) will be prepared and the information forwarded to the affected local municipality.

CORPORATE POLICIES AND PROCEDURES			
SECTION: Public Works and Engineering Department			POLICY #: PW-XX
POLICY: Cost Sharing in Urban Areas			
DATE: June 2021	REV. DATE: -----	COVERAGE: All Areas of the County	PAGE #: 4 of 5

With the exception of sidewalks which are fully a local responsibility, costs to “urbanize” will be shared equally between the County and the Municipality.

The works shall be scheduled for construction when approved by Council and accommodated in the County Budget.

Contract administration and construction supervision shall be the responsibility of the County.

PART C: Maintenance

9. The County shall be responsible for the maintenance of:
 - a) The road between the curbs, including snow plowing, salting and sanding, (but not snow pickup and removal) as required.
 - b) Curbs and gutters, storm sewers and catchbasins.
 - c) Spring sweeping in urban areas.
 - d) Rural sections (including a minimum of 0.5 m of shouldering) in urban areas.
 - e) Upon 60 days notice to the local municipality, 50% of the cost of maintenance re-setting sanitary manholes and watermain chambers when work is performed by the County.
 - f) 100% of the cost of re-setting all manholes and watermain chambers in conjunction with resurfacing.
 - g) With exception to current agreements in place for maintenance along County Roads in Urban Areas.

CORPORATE POLICIES AND PROCEDURES			
SECTION: Public Works and Engineering Department			POLICY #: PW-XX
POLICY: Cost Sharing in Urban Areas			
DATE: June 2021	REV. DATE: -----	COVERAGE: All Areas of the County	PAGE #: 5 of 5

10. The local municipality shall be responsible for the maintenance of:
 - a) Sidewalks, including snow removal.
 - b) The loading and removal of snow from parking lanes (after the County plowing), as required.
 - c) Sanitary sewers and water works including full restoration of road cuts to County standards and the resetting of manholes when not covered by Section 9e).
 - d) Paved shoulders beyond curbs and/or gutters.
11. County Council may, if deemed advisable, make exceptions to this policy, provided the exemptions do not alter the County-wide application of the policy.



AORS

PROMOTING **KNOWLEDGE**. PURSUING **EXCELLENCE**.

Appendix V

May 12, 2021

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

Attention: Warden Debbie Robinson and Council

Re: Barry McIntyre CRS

Dear Warden and Council Members:

On behalf of the Association of Ontario Road Supervisors (AORS), I would like to congratulate your employee, **Barry McIntyre** for his recent **Certified Road Supervisor** certification. As well, thank you for supporting your employee and we encourage you to publicly acknowledge this achievement.

AORS has been serving public works professionals since 1961. In 1996 AORS was granted – by Provincial Legislation – the exclusive right to use the designation 'Certified Road Supervisor' (CRS). The four levels of Certification – Associate, CRS, Intermediate and Senior – have mandatory experience and education criteria established by the AORS Education Committee and Certification Board. Certified individuals may publicize their credential by using initials after their names and we would certainly encourage your employee to do so.

Certification is important for your Municipality because it increases corporate 'professionalism', accountability and morale. Certified Road Supervisors use their broad base of knowledge to make confident decisions and therefore serve Council and public more effectively.

AORS is committed to the training and development of experienced, reliable and efficient personnel for the construction and maintenance of public roads in rural and urban municipalities across Ontario.

Thank you again for supporting AORS and for helping us meet our objectives.

Yours truly,

John Maheu, M.A.Sc., P.Eng.
Executive Director

cc. Barry McIntyre CRS



Township of
HAVELOCK-BELMONT-METHUEN

www.hbmtwp.ca

INC. 1998

Appendix VI

June 3, 2021

The Honourable Doug Ford, Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1Y7
premier@ontario.ca

Via Email

Dear Premier Ford:

Re: Resolution – Support of the Use of Automatic Speed Enforcement (Photo Radar)

At the Regular Council Meeting of the Township of Havelock-Belmont-Methuen Council received the resolution sent by the Township of South-West Oxford on January 11, 2021 in regards to municipalities using Automatic Speed Enforcement, and passed the following resolution:

R-046-21 Moved by Councillor Pomeroy
 Seconded by Councillor Webb

That staff are hereby directed to send correspondence supporting the resolution from the Township of South-West Oxford regarding the use of Automatic Speed Enforcement.
Carried.

A copy of the above noted resolution from the Township of South-West Oxford is attached for your reference. Your consideration of this matter is respectfully requested.

Sincerely,

Bianca Boyington

Bianca Boyington
Deputy Clerk

Copy: Dave Smith, MPP Peterborough-Kawartha
Maryam Monsef, MP Peterborough-Kawartha
The Association of Municipalities of Ontario
All Ontario Municipalities



312915 Dereham Line
R. R. # 1, Mount Elgin, ON N0J 1N0
Phone: (519) 877-2702; (519) 485-0477;
Fax: (519) 485-2932
www.swox.org

January 11, 2021

Premier Doug Ford
Legislative Building, Queens Park
Toronto, ON M7A 1A1

Dear Premier Ford:

Speeding on provincial, county and municipal roadways continues to put the lives of Ontarians at risk. While we have access to several tools to help mitigate speeding traffic, the one tool that is currently not fully available to us is Automatic Speed Enforcement (ASE) (aka Photo Radar). Over the past decade, in South West Oxford the vast majority of charges laid are for drivers travelling well in excess of the posted speed limit. The cost of providing police time for something that could be done through the use of technology is disturbing to our council. The Council feels that it would be far more effective to have police concentrate on other problems such as Break and Enters, illegal drugs and domestic problems.

We need a way to address the poor behaviours and habits that are putting our citizens at risk and tying up much needed first responder resources that could be better utilized to improve the well-being of our communities. Speeding, particularly through our small villages, creates community concerns for the safety and wellbeing of our children and other vulnerable members. We need your help.

In keeping with this The Council of the Township of South-West Oxford duly moved and carried the following resolution at the regular meeting held on January 5, 2021:

...RESOLVED that the Council of the Township of South-West Oxford provide direction to the Clerk to send a letter to the Premier, MPP Ernie Hardeman, AMO and all Ontario municipalities in support of the use of Automatic Speed Enforcement (photo radar) by municipalities.

Please help municipalities in the Province by passing the necessary regulations for municipalities to use ASE (if they choose) that will bring about the driving behavioural changes we need.

We look forward to your help with this issue.

Yours truly,

A handwritten signature in cursive script that reads "Mary Ellen Greb".

Mary Ellen Greb, CAO

c.c. AMO, Honourable Ernie Hardeman, Ontario Municipalities

The Corporation of the Township of Bonnechere Valley

49 Bonnechere Street East
P.O. Box 100
Eganville, Ontario K0J 1T0



Phone (613) 628-3101
Fax (613) 628-1336
works@eganville.com

June 8, 2021

By Email

County of Renfrew Operations Committee

Attention: Mr. Lee Perkins, Director of Public Works & Engineering

Re: B180 Hurds Creek Bridge

This letter is a follow up to Staff and Council's concerns regarding the work being undertaken on the above referenced bridge.

Our Public Works Superintendent has expressed significant concerns and Council has also heard from multiple residents regarding the upcoming rehabilitation of this structure. It was expected to be improved to a 2-lane bridge with culverts similar to other structures the County has improved which are comparable to the Hurds Creek Bridge.

We understand that this option was reviewed and deemed to be too expensive. This was unfortunate as Council and residents saw this as an opportunity for improvement which will likely now not happen for at least another 40 years.

To make matters worse, we were recently informed that the upcoming repairs have been downgraded and that the structure will not be maintained in its current state but will actually be narrower. This causes a serious safety concern for the multitude of large farm and truck traffic which currently use the bridge as they have already expressed concerns over the existing width of the structure. In the winter months this problem is compounded by the snow building up in the lanes making the bridge even narrower.

These safety concerns need to be addressed which is why we are requesting that the bridge maintain its current lane width. Should that resolution not be possible then we insist that the County bring equipment out in the winter to get rid of the snow making it safe for traffic.

We therefore call on you to commit to maintaining the lane width of the Hurds Creek Bridge or establishing a winter maintenance procedure to ensure the safety of the visitors and residents of Renfrew County who use this structure.

Thank you for your consideration, and we look forward to receiving a response from you.

Sincerely,

Annette Gilchrist

Annette Gilchrist, CMO, AOMC
CAO, Township of Bonnechere Valley

c.c. Paul Moreau, CAO, County of Renfrew
Jason Zohr, Public Works Superintendent, Township of Bonnechere Valley

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:

County Structure B099 (Colton Creek Bridge)			
	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.

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2021-09 REHABILITATION
OF COUNTY STRUCTURE C099 (COLTON CREEK BRIDGE)**

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

AND WHEREAS public tenders were requested for the rehabilitation of County Structure C099 (Colton Creek Bridge) under Contract PWC-2021-09 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Goldie Mohr Ltd., Ottawa, Ontario was reviewed and accepted by the Operations Committee.

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

1. That the Council of the County of Renfrew approve of the awarding of Contract PWC-2021-09 for the rehabilitation of County Structure C099 (Colton Creek Bridge) as submitted by Goldie Mohr Ltd., Ottawa, Ontario in the amount of \$529,646.02 plus HST.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 30th day of June 2021.

READ a second time this 30th day of June 2021.

READ a third time and finally passed this 30th day of June 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO ACQUIRE LAND COUNTY ROAD 70 (RUBY ROAD)

WHEREAS under Section 6(1) and Section 8 of the Municipal Act, S.O. 2001, c.25, as amended, a municipality may pass by-laws to acquire land;

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

AND WHEREAS under Section 31(6) of the Act, if a municipality acquires land for the purpose of widening a highway, the land acquired forms part of the highway to the extent of the designated widening;

AND WHEREAS the County Operations Committee has reviewed and approved the transfer of the land described, for the purpose of road reconstruction.

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

1. That the land described as Parts 4 & 5, Plan R86009, within Lot 31 and Lot 32, Concession 10, Geographic Township of South Algona, now in the Township of Bonnechere Valley, be purchased from Kenneth Mullin for the purchase price of two dollars (\$2.00).
2. That the lands are hereby dedicated as part of the highway namely County Road 70 (Ruby Road) immediately upon registration of the transfer documents.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 30th day of June, 2021.

READ a second time this 30th day of June, 2021.

READ a third time and finally passed this 30th day of June, 2021.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

Reiche Law

BARRISTER & SOLICITOR

203 NELSON STREET, PEMBROKE, ONTARIO, K8A 3N1

PHONE: (613) 735-2313

FAX: (613) 735-2013

EMAIL: RCR@REICHE.CA

March 24, 2021

County of Renfrew
9 International Drive
Pembroke, Ontario
Canada
K8A 6W5

ATTENTION: PAUL MOREAU, CAO/CLERK

Dear Mr. Moreau:

RE: Mullin Transfer of Part of Lot 31 and 32, Concession 10, South Algona
known as Ruby Road to County of Renfrew

I am contacting you concerning a proposed transfer to the County of Renfrew from my client, Kenneth Mullin for a portion of the County Road known as the Ruby Road in the Township of South Algona.

Mr. Mullin is the current registered owner of Lot 31, Concession 10, in the Township of South Algona being all of PIN 57461-0012(LT). Mr. Mullin is interested at this time in conveying a portion of Lots 31 and 32, Concession 10, more particularly, all that portion of Lot 31 and 32, Concession 10, lying north of the Ruby Road (County Road 70). I have enclosed a copy of PIN 57461-0012 (LT) as well as a copy of the Block Map for Block 57461 for your reference.

As you may be aware in 1999, the Renfrew County Land Registration System was changed to the Land Titles System. When the title to the subject lands was created in the Land Titles System, portions of Ruby Road were not recognized as being owned by the County. Consequently, on conversion, Kenneth Mullin and Morna Mullin were named as the registered owners of that portion of the Ruby Road described as being Part 5, Plan R86009, within Lot 31 and 32, Concession 10, Township of South Algona. An excerpt of Plan R86009 is enclosed herewith for your information. For your information, the County accepted a Transfer of Part Lot 30, Concession 10, being Part 6, Plan R86009, from Mr. Mullin previously in 2013 for another portion of Ruby Road.

In order to complete the conveyance without a Planning Act violation, the relevant portion of Ruby Road will need to be granted to the County of Renfrew. Accordingly, I am writing to you

at this time to ask you if the County would be prepared to accept a conveyance of the portion of Ruby Road from my clients. For your information, typically, a Municipality will accept Transfers of this nature as it is a benefit for the Municipality to have legal title to the municipal road.

I have prepared an Acknowledgment and Direction re Transfer of Land which is enclosed herewith for your perusal. I am also enclosing herewith a draft By-law and Application to Register By-law accepting the said lands. If the enclosed documentation is satisfactory, I would ask that you please have the enclosed By-law and Acknowledgments and Directions signed by the appropriate signing officers and return the signed copies to me as soon as possible. My clients are most anxious to finalize this matter as soon as possible.

Finally, could you please advise me as to whether the County would be prepared to pay the costs of conveying Part 5 to the County.

I trust you will find the enclosed to be in order. Should you have any questions concerning the above noted information, please do not hesitate to contact me.

Yours very truly,

Sheldon R. Reiche
SRR:do
Encl.

COUNTY OF RENFREW

BY-LAW NUMBER _____

**A BY-LAW TO PURCHASE LAND FOR
COUNTY ROAD PURPOSES**

WHEREAS under the revised Municipal Act, 2001, S.O. 2001, c. 25, Section 9, the Municipal Corporation of the County of Renfrew is authorized to purchase land;

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

AND WHEREAS the Corporation of the County of Renfrew has deemed it necessary to purchase the lands hereinafter described.

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

1. That the land described as Part 5, Plan R86009, within Lot 31 and Lot 32, Concession 10, Geographic Township of South Algona, now in the Township of Bonnechere Valley, be purchased from Kenneth Mullin for the purchase price of two dollars (\$2.00).
2. That the lands identified above are hereby dedicated as a public highway immediately upon registration of the transfer documents.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this _____ day of April, 2021.

READ a second time, this _____ day of April, 2021.

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

DEBBIE ROBINSON, WARDEN

PAUL MOREAU, CAO/CLERK

ACKNOWLEDGEMENT AND DIRECTION

TO: Darfene Okum
(Insert lawyer's name)

AND TO: REICHE LAW
(Insert firm name)

RE: Application to Register Bylaw - County of Renfrew ("the transaction")
(Insert brief description of transaction)

This will confirm that:

- I/We have reviewed the information set out in this Acknowledgement and Direction and in the documents described below (the "Documents"), and that this information is accurate;
- You, your agent or employee are authorized and directed to sign, deliver, and/or register electronically, on my/our behalf the Documents in the form attached.
- You are hereby authorized and directed to enter into an escrow closing arrangement substantially in the form attached hereto being a copy of the version of the Document Registration Agreement, which appears on the website of the Law Society of Ontario as the date of the Agreement of Purchase and sale herein. I/We hereby acknowledge the said Agreement has been reviewed by me/us and that I/We shall be bound by its terms;
- The effect of the Documents has been fully explained to me/us, and I/we understand that I/we are parties to and bound by the terms and provisions of the Documents to the same extent as if I/we had signed them; and
- I/we are in fact the parties named in the Documents and I/we have not misrepresented our identities to you.
- I, _____, am the spouse of _____, the (Transferor/Chargor), and hereby consent to the transaction described in the Acknowledgment and Direction. I authorize you to indicate my consent on all the Documents for which it is required.

DESCRIPTION OF ELECTRONIC DOCUMENTS

The Document(s) described in the Acknowledgement and Direction are the document(s) selected below which are attached hereto as "Document in Preparation" and are:

- ☐ A Transfer of the land described above.
- ☐ A Charge of the land described above.
- ☐ Other documents set out in Schedule "B" attached hereto.

Dated at Pembroke, On, this _____ day of April, 2021.

WITNESS

(As to all signatures, if required)

The Corporation of the County of Renfrew

Per:

Per:

"We have authority to bind the Corporation"

Properties

PIN 57461 - 0012 LT

☒ Affects Part of Prop

Description LT 31 CON 10 SOUTH ALGONA; LT 32 CON 10 SOUTH ALGONA ;PART 5, PLAN
86009; TWP OF BONNECHERE VALLEY

Address RUBY ROAD
KILLALOE

Applicant(s)

This Order/By-law affects the selected P/INs.

Statements

This application is based on the Municipality By-law .

ACKNOWLEDGEMENT AND DIRECTION

TO: Darlene Okum
(Insert lawyer's name)

AND TO: REICHE LAW
(Insert firm name)

RE: Mullin Transfer to County Of Renfrew ("the transaction")
(Insert brief description of transaction)

This will confirm that:

- I/We have reviewed the information set out in this Acknowledgement and Direction and in the documents described below (the "Documents"), and that this information is accurate;
- You, your agent or employee are authorized and directed to sign, deliver, and/or register electronically, on my/our behalf the Documents in the form attached.
- You are hereby authorized and directed to enter into an escrow closing arrangement substantially in the form attached hereto being a copy of the version of the Document Registration Agreement, which appears on the website of the Law Society of Ontario as the date of the Agreement of Purchase and sale herein. I/We hereby acknowledge the said Agreement has been reviewed by me/us and that I/We shall be bound by its terms;
- The effect of the Documents has been fully explained to me/us, and I/we understand that I/we are parties to and bound by the terms and provisions of the Documents to the same extent as if I/we had signed them; and
- I/we are in fact the parties named in the Documents and I/we have not misrepresented our identities to you.
- I, _____, am the spouse of _____, the (Transferor/Chargor), and hereby consent to the transaction described in the Acknowledgment and Direction. I authorize you to indicate my consent on all the Documents for which it is required.

DESCRIPTION OF ELECTRONIC DOCUMENTS

The Document(s) described in the Acknowledgement and Direction are the document(s) selected below which are attached hereto as "Document in Preparation" and are:

- ☐ A Transfer of the land described above.
- ☐ A Charge of the land described above.
- ☐ Other documents set out in Schedule "B" attached hereto.

Dated at Pembroke, On, this _____ day of April, 2001.

WITNESS

(As to all signatures, if required)

KENNETH FRANCIS MULLIN

The CORPORATION OF THE COUNTY OF RENFREW

Per:

Per:

"We have authority to bind the Corporation"

Properties

PIN 57461 - 0012 LT Interest/Estate Fee Simple ☒ Split
Description LT 31 CON 10 SOUTH ALGONA; LT 32 CON 10 SOUTH ALGONA ; PART 5, PLAN
86009, TWP OF BONNECHERE VALLEY
Address RUBY ROAD
KILLALOE

Consideration

Consideration \$2.00

Transferor(s)

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

Name MULLIN, KENNETH FRANCIS
Acting as an individual
Address for Service 179 Nien Mar Lane
Golden Lake, ON

I am at least 18 years of age.

The property is not ordinarily occupied by me and my spouse, who is not separated from me, as our family residence.

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

Transferee(s)*Capacity**Share*

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

Statements

Schedule: Whereas By-law #13-01 of the County of Renfrew passed on May 30, 2001, the subject lands were added to the County Road System to be known as Part of County Road 70. Whereas the Transferee is desirous of obtaining a Transfer of the within described lands and also a road widening of the existing highway.

Calculated Taxes

Provincial Land Transfer Tax

\$0.00

LAND TRANSFER TAX STATEMENTS

In the matter of the conveyance of: 57461 - 0012 LT 31 CON 10 SOUTH ALGONA; LT 32 CON 10 SOUTH ALGONA ; PART 5, PLAN 86009, TWP OF BONNECHERE VALLEY

BY: MULLIN, KENNETH FRANCIS
TO: THE CORPORATION OF THE COUNTY OF RENFREW

1. PAUL MOREAU, CHIEF ADMINISTRATION OFFICER

I am

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

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

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

4.

Explanation for nominal considerations:

s) other: Transfer to County of Renfrew for road purposes

6. Other remarks and explanations, if necessary.

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

PROPERTY Information Record

A. Nature of Instrument: Transfer
LRO 49 Registration No. Date:
B. Property(s): PIN 57461 - 0012 Address RUBY ROAD Assessment -
KILLALOE Roll No
C. Address for Service: 9 International Drive
Pembroke, Ontario
K8A 6W5
D. (i) Last Conveyance(s): PIN 57461 - 0012 Registration No.
(ii) Legal Description for Property Conveyed: Same as in last conveyance? Yes ☐ No ☒ Not known ☐

LAND
REGISTRY
OFFICE #49

57461-0012 (LT)

PAGE 1 OF 1
PREPARED FOR DarleneOkum
ON 2021/03/16 AT 10:01:15

* CERTIFIED IN ACCORDANCE WITH THE LAND TITLES ACT * SUBJECT TO RESERVATIONS IN CROWN GRANT *

PROPERTY DESCRIPTION: LT 31 CON 10 SOUTH ALGONA; LT 32 CON 10 SOUTH ALGONA ; S/T SA1989 ; TWP OF BONNECHERE VALLEY

PROPERTY REMARKS:

ESTATE/QUALIFIER:
FEE SIMPLE
LT CONVERSION QUALIFIED

RECENTLY:
FIRST CONVERSION FROM BOOK

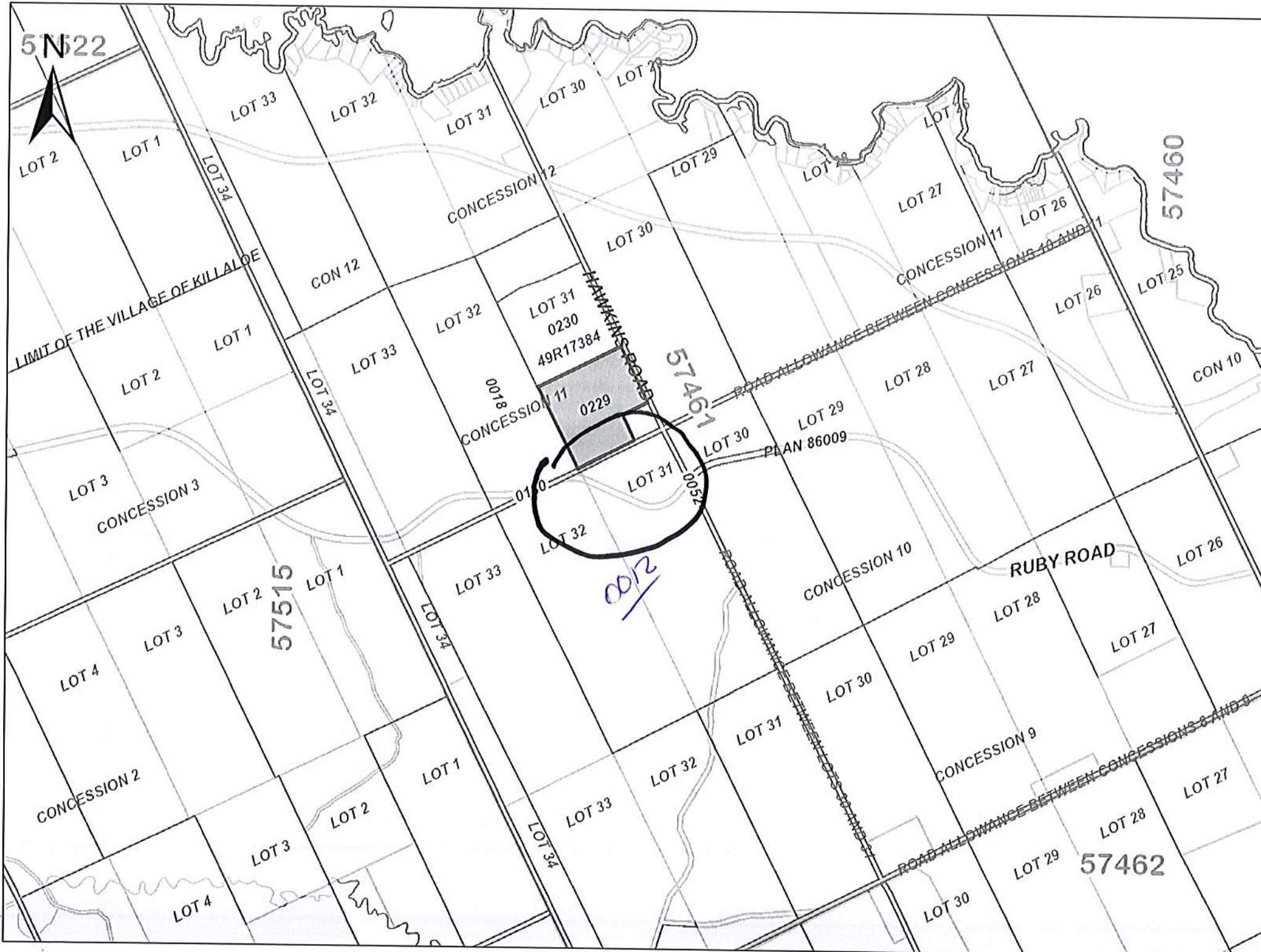
PIN CREATION DATE:
1999/05/10

OWNERS' NAMES
MULLIN, KENNETH FRANCIS

CAPACITY SHARE
NONE

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
<p>**EFFECTIVE 2000/01/29 THE NOTATION OF THE "BLOCK IMPLEMENTATION DATE" OF 1999/05/10 ON THIS PIN**</p> <p>**WAS REPLACED WITH THE "PIN CREATION DATE" OF 1999/05/10**</p> <p>** PRINTOUT INCLUDES ALL DOCUMENT TYPES AND DELETED INSTRUMENTS SINCE 1999/05/01 **</p> <p>**SUBJECT, ON FIRST REGISTRATION UNDER THE LAND TITLES ACT, TO:</p> <p>** SUBSECTION 49(1) OF THE LAND TITLES ACT, EXCEPT PARAGRAPH 11, PARAGRAPH 14, PROVINCIAL SUCCESSION DUTIES *</p> <p>** AND ESCHEATS OR FORFEITURE TO THE CROWN.</p> <p>** THE RIGHTS OF ANY PERSON WHO WOULD, BUT FOR THE LAND TITLES ACT, BE ENTITLED TO THE LAND OR ANY PART OF</p> <p>** IT THROUGH LENGTH OF ADVERSE POSSESSION, PRESCRIPTION, MISDESCRIPTION OR BOUNDARIES SETTLED BY</p> <p>** CONVENTION.</p> <p>** ANY LEASE TO WHICH THE SUBSECTION 70(2) OF THE REGISTRY ACT APPLIES.</p> <p>**DATE OF CONVERSION TO LAND TITLES: 1999/05/10 **</p>						
SA1989	1952/06/13	TRANSFER EASEMENT			THE HYDRO ELECTRIC POWER COMMISSION OF ONTARIO	C
R337119	1991/10/16	TRANSFER	\$1		MULLIN, KENNETH FRANCIS MULLIN, MORNA	C
R379625	1994/10/28	CHARGE	\$34,000		CANADIAN IMPERIAL BANK OF COMMERCE	C
RE90565	2001/11/30	APL (GENERAL)		MULLIN, KENNETH		C
RE117509	2010/02/23	APL (GENERAL)		*** DELETED AGAINST THIS PROPERTY *** MULLIN, MORNA		
REMARKS: TO REMOVE LIFE INTEREST						

NOTE: ADJOINING PROPERTIES SHOULD BE INVESTIGATED TO ASCERTAIN DESCRIPTIVE INCONSISTENCIES, IF ANY, WITH DESCRIPTION REPRESENTED FOR THIS PROPERTY.
NOTE: ENSURE THAT YOUR PRINTOUT STATES THE TOTAL NUMBER OF PAGES AND THAT YOU HAVE PICKED THEM ALL UP.



ServiceOntario

PRINTED ON 16 MAR, 2021 AT 10:21:51
FOR DARLENEOKUM



PROPERTY INDEX MAP

RENFREW(No. 49)

LEGEND

FREEHOLD PROPERTY	
LEASEHOLD PROPERTY	
LIMITED INTEREST PROPERTY	
CONDOMINIUM PROPERTY	
RETIRED PIN (MAP UPDATE PENDING)	
PROPERTY NUMBER	0449
BLOCK NUMBER	08050
GEOGRAPHIC FABRIC	
EASEMENT	

THIS IS NOT A PLAN OF SURVEY

NOTES

REVIEW THE TITLE RECORDS FOR COMPLETE PROPERTY INFORMATION AS THIS MAP MAY NOT REFLECT RECENT REGISTRATIONS

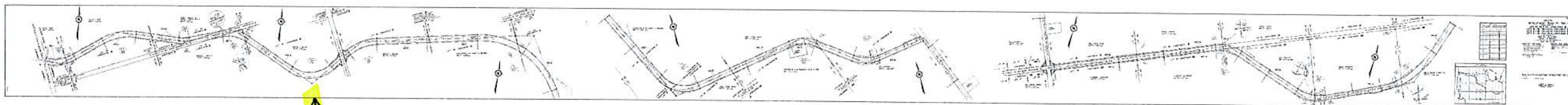
THIS MAP WAS COMPILED FROM PLANS AND DOCUMENTS RECORDED IN THE LAND REGISTRATION SYSTEM AND HAS BEEN PREPARED FOR PROPERTY INDEXING PURPOSES ONLY

FOR DIMENSIONS OF PROPERTIES BOUNDARIES SEE RECORDED PLANS AND DOCUMENTS

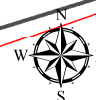
ONLY MAJOR EASEMENTS ARE SHOWN

REFERENCE PLANS UNDERLYING MORE RECENT REFERENCE PLANS ARE NOT ILLUSTRATED





County Road 70 - Ruby Road
Transfer of Road Allowance



SKELLY RD

GORMAN RD

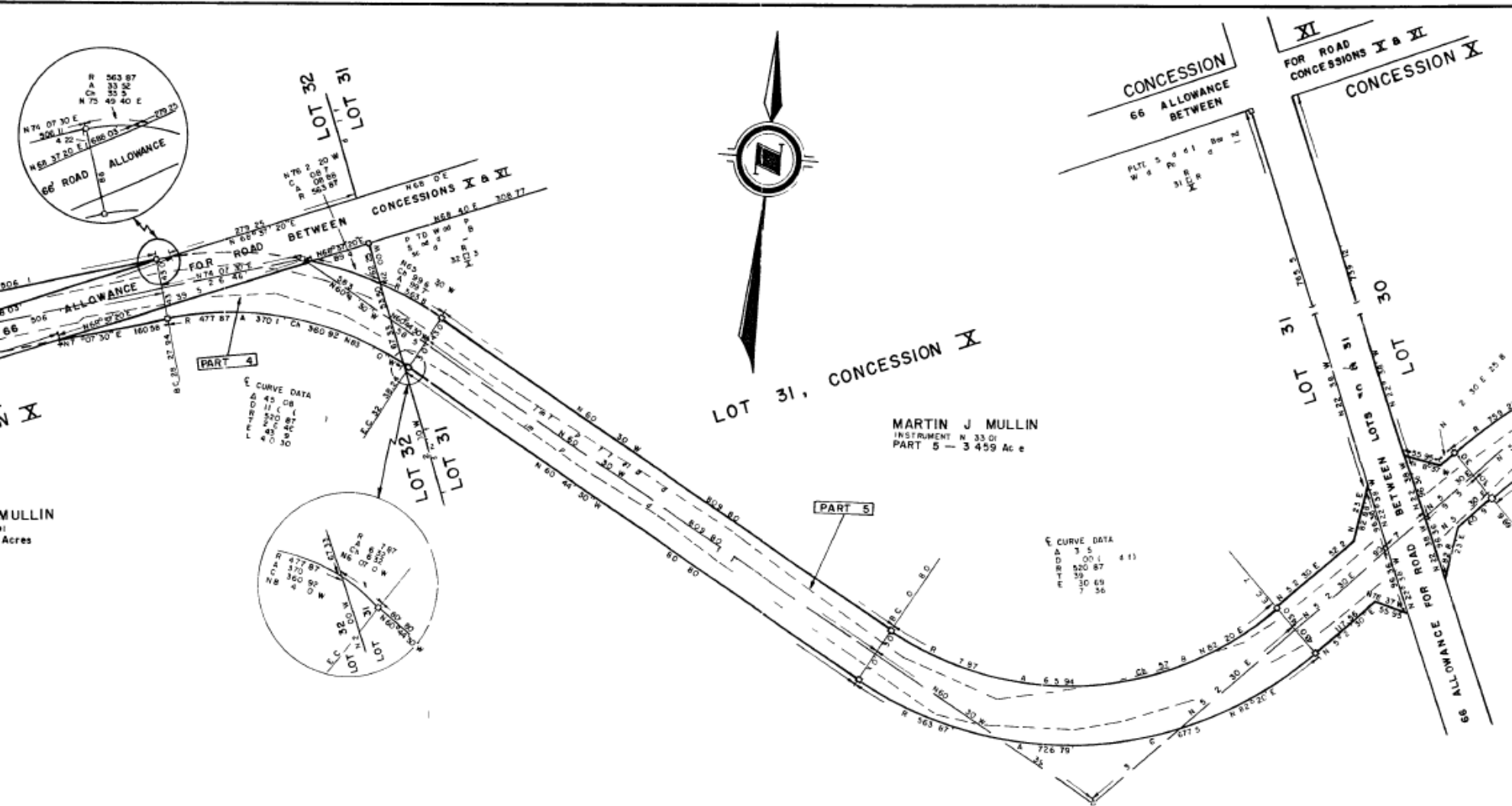
RUBY RD

Kenneth Mullin Lands

Road Allowance to be Transferred

Kenneth Mullin Lands

Kenneth Mullin Lands



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.