



OPERATIONS COMMITTEE

Tuesday, April 12, 2022 – 9:30 a.m.

County of Renfrew Administration Building

AGENDA

1. Call to order.
2. Land acknowledgement.
3. Roll call.
4. Disclosure of pecuniary interest and general nature thereof.
5. Adoption of minutes of previous meeting held on March 8, 2022 (attached).
6. Delegations: None at time of mailing.
7. Public Works and Engineering Department Page
 - a) Department Report 3
 - b) Infrastructure Division Report 52
 - c) Operations Division Report 79
8. New Business.
9. Closed Meeting – None at time of mailing.
10. Date of next meeting (Tuesday, May 10, 2022) and adjournment.

NOTE:

- a) **Special Meeting of County Council at 1:00 p.m. on Wednesday, April 20, 2022.**
- b) **County Council: Wednesday, April 27, 2022.**
- c) Submissions received from the public, either orally or in writing may become part of the public record.

Strategic Plan

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

Initiatives:

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

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

Initiatives:

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

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

Initiatives:

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

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

Initiatives:

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

COUNTY OF RENFREW

PUBLIC WORKS AND ENGINEERING DEPARTMENT REPORT

TO: Operations Committee

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

DATE: April 12, 2022

SUBJECT: Department Report

INFORMATION

1. **2021 Unaudited Financial Statements**

Attached as Appendix I is a copy of the 2021 Unaudited Financial Statement for the Public Works and Engineering Department as at December 31, 2021. Mr. Jeffrey Foss, Director of Corporate Services will provide an overview at our meeting.

2. **Monthly Project Status Report [Strategic Plan Goal No.3]**

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

3. **Capital Program Variance Report [Strategic Plan Goal No. 3]**

Attached as Appendix III is the Capital Program Variance Report.

4. **Growth Related Issues on County Roads**

Attached as Appendix IV is an article by Debbi Christinck that was published in the Eganville Leader regarding the upcoming special meeting of County Council that will be dealing with growth related issues on County roads and funding options.

5. Installation of Street Lighting – County Road 7 (Foresters Falls Road)

Attached as Appendix V is a request from the Township of Whitewater Region for the installation of street lighting along several intersections along County Road 7 (Foresters Falls Road) as well as three locations on County Road intersections. The County Corporate Policy PW-15 Street Lighting on County Roads (Appendix VI) requires a resolution from the local municipality to accept the cost of installation, operation, and maintenance of the streetlights. Staff will begin the warrant study for the County intersections requested immediately.

- County Road 21 (Beachburg Road) / County Road 49 (Lapasse Road)
- County Road 50 (Gore Line) / County Road 12 (Westmeath Road)
- County Road 49 (Lapasse Road) / County Road 31 (Lookout Road)

6. Increase in Speed Limits – Provincial Highways

Attached as Appendix VII is a letter from the Ministry of Transportation indicating the increase in speed limit along certain 400 series and appropriate sections of provincial highways. Of particular interest to the County of Renfrew is the section of Highway 417 from Kanata to Arnprior which will see an increase from 100 km/h to 110 km/h beginning April 22, 2022. Contact information has been included to provide input and feedback by April 7, 2022.

7. On-Site and Excess Soil Management, Ontario Regulation 406/19

On Tuesday, March 22, 2022 County Staff facilitated a virtual meeting with Laura Blease, Senior Policy Advisor, Environmental Policy Branch, Ministry of the Environment, Conservation and Parks to discuss the On-Site and Excess Soil Management, Ontario Regulation 406/19. Eleven of our partner municipalities were in attendance. Attached as Appendix VIII is a copy of the PowerPoint slides that Ms. Blease presented to the group. The question-and-answer session was very informative with several concerns being addressed. This legislation will not have any major impacts on County Operations or Projects going forward. As Committee will recall from the March Operations meeting staff are working on an Excess Soils Policy to be brought forward at a later date.

RESOLUTIONS

8. Radar Speed Signs – County Road 29 (Drive-In Road) [Strategic Plan Goal No. 1]

Recommendation: That Operations Committee support the Township of Laurentian Valley request to cost share Radar Speed Signs along County Road 29 (Drive-in Road) as per Policy PW-17 Enhanced Traffic Warning Devices.

Background

Attached as Appendix IX is a letter and resolution the Township of Laurentian Valley requesting the installation of Radar Speed Signs along County Road 29 (Drive-in Road) as per Policy PW-17 Enhanced Traffic Warning Signs (Appendix X). Article 5 of the Policy indicates that a fifty-fifty (50/50) cost share with the County's partner municipality is acceptable provided a resolution from the municipality is received that advises their Council agrees to repayment.

9. Infrastructure Division

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

10. Operations Division

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

**COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
DECEMBER 2021**

Appendix I

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<u>CAPITAL PROGRAM - EXPENSES</u>	<u>605,555</u>	<u>597,660</u>	<u>7,895</u>	<u>597,660</u>
Salaries	322,496	292,249	30,247	292,249
Benefits	80,005	73,861	6,144	73,861
COVID	2,946	0	2,946	0
Capital Projects - Under Threshold	72,062	0	72,062	0
Legal - Right of Way	0	0	0	0
Misc	4,755	6,000	(1,245)	6,000
Purchased Services	0	0	0	0
Recoveries	(11,973)	0	(11,973)	0
Infrastructure Management	110,103	196,250	(86,147)	196,250
Supplies	25,161	29,300	(4,139)	29,300
<u>ADMINISTRATION</u>	<u>1,094,996</u>	<u>1,062,694</u>	<u>32,302</u>	<u>1,062,694</u>
Salaries	477,499	477,585	(86)	477,585
Benefits	133,281	127,239	6,042	127,239
Advertising	19,468	25,000	(5,532)	25,000
Bad Debts	0	0	0	0
Answering Service	5,645	4,600	1,045	4,600
Cell Telephone/Pager	11,079	13,200	(2,121)	13,200
Communications(Radio System)	68,339	71,750	(3,411)	71,750
Computer Hrdwr/Sftwr	68,550	53,000	15,550	53,000
Conferences & Conventions	304	7,200	(6,896)	7,200
Courier	576	770	(194)	770
COVID	0	0	0	0
Health & Safety (Protection)	37,988	42,000	(4,012)	42,000
Insurance	128,324	107,500	20,824	107,500
Insurance Claims Expense	63,924	30,000	33,924	30,000
Internet	2,941	5,100	(2,159)	5,100
Legal Fees	23,574	20,000	3,574	20,000
Membership Fees	7,501	8,500	(999)	8,500
Office Equipment Replacement	193	4,100	(3,907)	4,100
Office Supplies/Publications/Awards	10,028	10,000	28	10,000
Photocopier Supplies/Maint	3,069	4,200	(1,131)	4,200
Postage	321	450	(129)	450
Recoveries	0	0	0	0
Recoveries - Federal	0	0	0	0
Provincial Grants & Subsidies - COVID	(20,094)	0	(20,094)	0
Recruitment	20,275	10,000	10,275	10,000
Surplus Adjustment - Capital	0	16,000	(16,000)	16,000
Surplus Adjustment - From Reserves	0	(16,000)	16,000	(16,000)
Staff Training	17,736	20,000	(2,264)	20,000
Telephone	8,462	11,200	(2,738)	11,200
Travel	6,013	9,300	(3,287)	9,300
<u>MAINTENANCE</u>	<u>5,472,444</u>	<u>5,878,683</u>	<u>(406,239)</u>	<u>5,878,683</u>
Salaries	1,896,580	1,890,055	6,525	1,890,055
Benefits	524,404	523,355	1,049	523,355
Bridges and Culverts	36,675	40,000	(3,325)	40,000
Roadside Maintenance	133,259	180,000	(46,741)	180,000

**COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
DECEMBER 2021**

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
Hard Top Maintenance	382,158	360,000	22,158	360,000
Loose Top Maintenance	0	0	0	0
Winter Control	1,887,767	2,415,273	(527,506)	2,415,273
Safety Devices	726,695	570,000	156,695	570,000
Misc	96	0	96	0
Recoveries	(115,190)	(100,000)	(15,190)	(100,000)
<u>EQUIPMENT</u>	<u>1,255,976</u>	<u>1,256,523</u>	<u>(547)</u>	<u>1,256,523</u>
Salaries	216,864	211,500	5,364	211,500
Benefits	66,484	65,135	1,349	65,135
Salary Allocations	(90,232)	(92,212)	1,980	(92,212)
COVID	58,278	0	58,278	0
Small Equipment, Misc	83,338	65,600	17,738	65,600
Vehicle Operating Costs - Fuel	478,382	435,000	43,382	435,000
Vehicle Operating Costs - Insurance	46,730	42,500	4,230	42,500
Vehicle Operating Costs - Licence	55,277	59,000	(3,723)	59,000
Vehicle Operating Costs - Repairs & Supplies	433,568	500,000	(66,432)	500,000
Vehicle Operating Revenue	(14,000)	(20,000)	6,000	(20,000)
Provincial Grants & Subsidies - COVID	(58,278)	0	(58,278)	0
Surplus Adjustment - Capital Equipment	442,039	893,000	(450,961)	893,000
Surplus Adjustment - TCA funded by COVID	(58,278)	0	(58,278)	0
Surplus Adjustment - Trf To Reserves	0	0	0	0
Surplus Adjustment - Trf From Reserves	(383,761)	(893,000)	509,239	(893,000)
Recoveries	(20,435)	(10,000)	(10,435)	(10,000)
<u>HOUSING</u>	<u>138,840</u>	<u>186,550</u>	<u>(47,710)</u>	<u>186,550</u>
Operating Expenses	137,859	162,000	(24,141)	162,000
COVID	1,150	0	1,150	0
Major Repairs	0	24,550	(24,550)	24,550
Surplus Adjustment - Capital	250,138	230,000	20,138	230,000
Surplus Adjustment - Trf From Reserves	(250,138)	(230,000)	(20,138)	(230,000)
Misc	0	0	0	0
Recoveries	(170)	0	(170)	0
<u>OTHER</u>	<u>13,587,743</u>	<u>19,383,718</u>	<u>(5,795,975)</u>	<u>19,383,718</u>
Depreciation	9,688,279	9,600,000	88,279	9,600,000
Surplus Adjustment - Depreciation	(9,688,279)	(9,600,000)	(88,279)	(9,600,000)
Surplus Adjustment - Capital Construction	13,587,743.42	19,383,718	(5,795,975)	19,383,718
Surplus Adjustment - TRF to Reserves	0	0	0	0
<u>CONSTRUCTION - LABOUR CLEARING ACCOUNT</u>	<u>0</u>	<u>0</u>	<u>(0)</u>	<u>0</u>
Salaries	480,976	408,322	72,654	408,322
Benefits	67,917	81,393	(13,476)	81,393
Charge to Capital Construction above	(548,893)	(489,715)	(59,178)	(489,715)
TOTAL EXPENDITURES	22,155,554	28,365,828	(6,210,274)	28,365,828

**COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
DECEMBER 2021**

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<u>ROADS REVENUES</u>				
Municipal Contribution	8,419,448	8,907,110	(487,662)	8,907,110
Donations In Kind	364,900	0	364,900	0
Provincial Grants & Subsidies	1,357,505	1,357,505	0	1,357,505
Surplus Adjustment - TRF from Reserves	11,841,457	18,026,213	(6,184,756)	18,026,213
Surplus Adjustment - Temp Loan	23,882	0	23,882	0
Federal Grants & Subsidies	0	0	0	0
Other Revenue - Capital Asset	0	0	0	0
Municipal Recovery	14,961	0	14,961	0
Misc	133,402	75,000	58,402	75,000
TOTAL REVENUES	22,155,554	28,365,828	(6,210,274)	28,365,828
Municipal Surplus / (Deficit)	0	0	0	0

Project Name/Municipality		Location		Lengths	Description	Status/Schedule							Comments
		From	To			Env. Assess	Survey	Design	Tender/RFP	Award	Const. Start	Const. End	
ROAD RECONSTRUCTION/REHABILITATION													
21	Beachburg Road	Buchanan's Pit Entance	Urban Beginning	2.49	Rehabilitation	100%	100%	50%	May	June	July	October	Design by Stantec;
	Whitewater Region												
512	Foymount Road	B257	Verch Road	4.70	Reconstruction	100%	100%	95%	July	August	September	November	Design by BTE; Coordinating Utilities; CCC underway in May
	Bonnechere Valley												
BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION													
B002	Bonnechere River Bridge	Admaston/Bromley (Bonnechere Road)			Rehabilitation	100%	100%	100%	2021	2021	May	August	Design by Stantec; Construction by Clearwater
B005	Scollard Bridge	Admaston/Bromley (Pucker Street)			Superstructure Replacement	100%	100%	60%	May	June	July	September	Design by HP Engineering
B022	Indian River Bridge	Laurentian Valley (Sandy Beach Road)			Rehabilitation	100%	100%	100%	March	April	May	October	Design by WSP; Tender Close April 19th
B056	Colterman Bridge	Greater Madawaska (Colterman Road)			Clean and Paint	90%	60%	70%	May	June	September	September	Day Labour Project
B057	Mount St. Patrick Bridge	Greater Madawaska (Mount St. Patrick Road)			Superstructure Replacement	100%	100%	100%	March	April	May	September	Design by HP Engineering; Construction by Coco Paving
B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)			Rehabilitation	100%	100%	40%	May	June	July	August	Design by JL Richards
B068	Schimmis Creek Bridge	Brudenell, Lyndoch & Raglan (Welk Road)			Clean and Paint	90%	60%	70%	May	June	September	September	Day Labour Project
B150	Dam Lake Bridge	Madawaska Valley (Stanley Olsheski Road)			Clean and Paint	90%	60%	70%	May	June	September	October	Day Labour Project
B203	Petawawa River Bridge	Petawawa (CR51 Petawawa Boulevard)			Rehabilitation	100%	100%	100%	March	April	May	November	Design by WSP; Tender Close April 12th
B257	Harrington Creek Bridge	Bonnechere Valley (CR512 Foymount Road)			Replace w/ Culvert	100%	100%	90%	July	August	September	November	Design by BTE; Part of 512 Reconstruction
B319	Bucholtz Bridge	Laurentian Valley (CR58 Round Lake Road)			Rehabilitation	100%	100%	100%	February	April	May	October	Design by McIntosh Perry; Construction by GMP;
C012	Farquharson's Culvert	Admaston/Bromley (S. McNaughton Road)			Rehabilitation	90%	100%	50%	May	June	July	August	Design by HP Engineering
C037	Bagot Creek Culvert	Greater Madwaska (Lower Spruce Hedge Road)			Replace	90%	100%	60%	May	June	August	September	Design by HP Engineering
C040	Snake River Culvert	Admaston/Bromley (CR8 Cobden Road/Main Street)			Rehabilitation	90%	60%	60%			September	September	Day Labour Project
C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)			Rehabilitation	90%	100%	30%	May	June	August	September	Design by HP Engineering
C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)			Lining w/ Road Works	90%	100%	60%	May	June	August	September	Design by WSP; Construction by Day Labour
C152	Wadsworth Lake Culvert	Madawaska Valley (Old Barry's Bay Road)			Replace	90%	100%	30%	May	June	July	September	Design by HP Engineering
C197	Etmanskie Swamp Culvert	Madawaska Valley (CR62 John Street)			Rehab or Replace	90%	100%	60%	April	May	June	July	Design bv JL Richards; Construction by Day Labour
C269	Jacks Lake Culverts	Killaloe, Hagarty & Richards (CR58, Round Lake Road)			Replace	90%	100%	60%	April	May	August	August	Design by HP Engineering; Construction by Day Labour
C302	Wingle Creek Twin Culverts	Killaloe, Hagarty & Richards (Rochfort Road)			Replace	100%	100%	40%	May	June	August	August	Design Internal; Construction by Day Labour
FUTURE ENGINEERING													
B007	Butler Bridge	Admaston/Bromley (Butler Road)			Design for Rehabilitation	30%	10%	0%	May	June	2023	2023	RFP for design needed
B044	Douglas Bridge	Admaston/Bromley (CR5 Stone Road)			Design for Rehabilitation	30%	60%	25%	July	August	2023	2023	RFP for design needed; DCS done in 2021
B102	Brennans Creek Bridge	Killaloe, Hagarty & Richards (CR512 Queen Street)			Design for Rehabilitation	30%	10%	0%	May	June	2023	2023	RFP for design needed
B108	Tramore Bridge	Killaloe, Hagarty & Richards (Tramore Road)			Design for Rehabilitation	30%	10%	0%	August	August	2023	2023	RFP for design needed
B156	Burnt Bridge	Brudenell, Lyndoch & Raglan (Burnt Bridge Road)			Design for Rehabilitation	30%	10%	0%	June	June	2023	2023	RFP for design needed
B232	Cochrane Creek Bridge	North Algona Wilberforce (Cement Bridge Road)			Design for Rehabilitation	30%	10%	0%	June	July	2023	2023	RFP for design needed
B310	Ski Hill Bridge	Laurentian Valley (CR58 Round Lake Road)			Design for Rehabilitation	30%	60%	25%	July	August	2023	2023	RFP for design needed; DCS done in 2021
C001	Berlanquet Creek Culvert	Admaston/Bromley (CR5 Stone Road)			Design for Replacement	30%	10%	0%	July	August	2023	2023	RFP for design needed
C025	Borne Road Culvert	Laurentian Valley (CR58 Round Lake Road)			Design for Rehabilitation	100%	100%	90%	2023	2023	2023	2023	Design by WSP; Construction in 2023
C051	Harris Creek Culvert	Admaston/Bromley (Proven Line)			Design for Replacement	30%	10%	0%	June	July	2023	2023	Internal Design; Geotech needed
C130	Lochiel Creek Culvert North	McNab/Braeside (CR63)			Design for Replacement	30%	10%	0%	June	July	2023	2023	Internal Design; Geotech needed
C191	Dicks Road Culvert	Laurentian Valley (Dicks Road)			Design for Replacement	30%	10%	0%	June	July	2023	2023	Internal Design; Geotech needed
C201	Broomes Creek Culvert	Whitewater Region (CR7 Foresters Falls Road)			Detailed Design w/ Dam	90%	80%	50%	April	May	2023	2023	RFP for detailed design of dam & culvert needed. MCEA done
C204	Bellowes Creek Culvert	Whitewater Region (CR12 Westmeath Road)			Design for Rehabilitation	30%	10%	0%	May	June	2023	2023	RFP for design needed
C268	St. Columbkille's Culvert	Laurentian Valley (CR58 Round Lake Road)			Design for Replacement	30%	10%	0%	May	June	2023	2023	RFP for design needed
C325	Neilson Creek Culvert	Bonnechere Valley (Clear Lake Road)			Design for Replacement	30%	10%	0%	May	June	2023	2023	RFP for design needed
30	Lake Dore Road	North Algona Wilberforce (From Highway 60 to Sperberg)			Design for Rehabilitation	30%	20%	10%	February	March	2023	2023	Design by Tatham;

2022 CAPITAL PROGRAM - ROADS/BRIDGES							Appendix III		
	Road #	Location	From	To	Length (km)	2022 BUDGET	April Projected	Variance	Carry Over
	Road Reconstruction/Rehabilitation								
	Note: Limits and Length of projects are approximate and subject to revision based on final design and budgets								
	1	Madawaska Street	B258 W Exp Jnt	Elgin Street	0.51	159,824	159,824	0	0
		Arnprior							
	1	River Road	County Road 10 (Division Street)	Usburne Street	0.50	520,000	520,000	0	0
		McNab/Braeside							
	1	River Road	1.1km West of Henry Crescent	Storie Road	2.36	774,080	774,080	0	0
		McNab/Braeside							
	2	White Lake Road	Mountain View Road	Waba Creek Bridge E Exp Jnt	5.44	1,088,684	1,088,684	0	0
		McNab/Braeside							
	7	Foresters Falls Road	Harriet Street (urban begins)	Beginning of semi-urban	0.65	357,500	357,500	0	0
		Whitewater Region							
	13	Mountain Road	Micksburg Road	Stafford Third Line	2.78	597,700	597,700	0	0
		Laurentian Valley							
	21	Beachburg Road	Buchanan's Pit Entance (1046)	Urban Beginning	2.49	870,707	870,707	0	0
		Whitewater Region							
	23	Highland Road	Renfrew/Lanark Line	Sawmill Road	1.51	324,650	324,650	0	0
		McNab/Braeside							
	24	White Water Road	Highway 17	County Road 40 (Greenwood Road)	2.45	826,560	826,560	0	0
		Laurentian Valley							
	29	Drive-In Road	City of Pembroke (South Limits)	Clearview Crescent	2.15	382,700	382,700	0	0
		Laurentian Valley							
	62	Combermere Road	Combermere S Urban Lt	County Road 515 (Palmer Road)	1.01	62,953	62,953	0	0
		Madawaska Valley							
	65	Centennial Lake Road	Black Donald Access Point	Deer Mountain Road	4.29	1,128,270	1,260,000	131,730	0
		Greater Madawaska							
	67	Simpson Pit Road	Buck Hill Road	County Road 58 (Round Lake Road)	1.42	781,000	781,000	0	0
		Killaloe, Hagarty and Richards							
	508	Calabogie Road	Mill Street	County Road 511 (Lanark Road)	1.94	636,320	636,320	0	0
		Greater Madawaska							
	512	Foymount Road	County Road 66 (Opeongo Road)	Hubers Road	3.68	846,400	846,400	0	0
		Brudenell Lyndoch & Raglan							
	512	Foymount Road	B257	Verch Road	4.70	2,336,180	2,336,180	0	0
		Bonnechere Valley							
	517	Dafoe Road	Serran Road	County Road 62 (Combermere Road)	3.22	1,134,484	1,040,000	-94,484	0
		Madawaska Valley							
		Scratch Coat Paving	Various Locations			737,924	737,924	0	0
		Active Transportation	Various Locations			150,000	150,000	0	0
ROAD RECONSTRUCTION/REHABILITATION TOTALS					41.10	13,715,936	13,753,182	37,246	0
	Bridge/Culvert Reconstruction/Rehabilitation								
	Structure No.	Structure Name	Location			2022 BUDGET	April Projected	Variance	Carry Over
	B002	Bonnechere River Bridge	Admaston/Bromley (Bonnechere Road)			350,000	350,000	0	0
	B005	Scollard Bridge	Admaston/Bromley (Pucker Street)			600,000	700,000	100,000	0
	B022	Indian River Bridge	Laurentian Valley (Sandy Beach Road)			1,200,000	1,200,000	0	0
	B056	Colterman Bridge	Greater Madawaska (Colterman Road)			100,000	100,000	0	0
	B057	Mount St. Patrick Bridge	Greater Madawaska (Mount St. Patrick Road)			800,000	880,000	80,000	0
	B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)			180,000	180,000	0	0
	B068	Schimmins Creek Bridge	Brudenell, Lyndoch & Raglan (Welk Road)			100,000	100,000	0	0
	B150	Dam Lake Bridge	Madawaska Valley (Stanley Olscheski Road)			100,000	100,000	0	0
	B203	Petawawa River Bridge	Petawawa (CR51 Petawawa Boulevard)			1,300,000	1,300,000	0	0
	B257	Harrington Creek Bridge	Bonnechere Valley (CR512 Foymount Road)			800,000	800,000	0	0
	B319	Bucholtz Bridge	Laurentian Valley (CR58 Round Lake Road)			950,000	1,000,000	50,000	0
	C012	Farquharson's Culvert	Admaston/Bromley (S. McNaughton Road)			135,000	135,000	0	0
	C037	Bagot Creek Culvert	Greater Madwaska (Lower Spruce Hedge Road)			342,000	342,000	0	0
	C040	Snake River Culvert	Admaston/Bromley (CR8 Cobden Road/Main Street)			108,000	108,000	0	0
	C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)			585,000	585,000	0	0
	C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)			162,000	162,000	0	0
	C152	Wadsworth Lake Culvert	Madawaska Valley (Old Barry's Bay Road)			252,000	252,000	0	0
	C197	Etmanskie Swamp Culvert	Madawaska Valley (CR62 John Street)			1,100,000	1,100,000	0	0
	C269	Jacks Lake Culverts	Killaloe, Hagarty & Richards (CR58, Round Lake Road)			180,000	180,000	0	0
	C302	Wingle Creek Twin Culverts	Killaloe, Hagarty & Richards (Rochfort Road)			180,000	180,000	0	0
		General Bridge Repairs	Various Locations			200,000	200,000	0	0
BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION TOTALS						9,724,000	9,954,000	230,000	0
	Future Engineering								
	ID	Name	Location			2022 BUDGET	April Projected	Variance	Carry Over
	B007	Butler Bridge	Admaston/Bromley (Butler Road)			100,000	100,000	0	0
	B044	Douglas Bridge	Admaston/Bromley (CR5 Stone Road)			45,000	45,000	0	0
	B102	Brennans Creek Bridge	Killaloe, Hagarty & Richards (CR512 Queen Street)			54,000	54,000	0	0
	B108	Tramore Bridge	Killaloe, Hagarty & Richards (Tramore Road)			40,000	40,000	0	0
	B156	Burnt Bridge	Brudenell, Lyndoch & Raglan (Burnt Bridge Road)			25,000	25,000	0	0
	B232	Cochrane Creek Bridge	North Algona Wilberforce (Cement Bridge Road)			50,000	50,000	0	0
	B310	Ski Hill Bridge	Laurentian Valley (CR58 Round Lake Road)			30,000	30,000	0	0
	C001	Berlanquet Creek Culvert	Admaston/Bromley (CR5 Stone Road)			38,500	38,500	0	0
	C025	Borne Road Culvert	Laurentian Valley (CR58 Round Lake Road)			30,000	30,000	0	0
	C051	Harris Creek Culvert	Admaston/Bromley (Proven Line)			20,000	20,000	0	0
	C130	Lochiel Creek Culvert North	McNab/Braeside (CR63			33,500	33,500	0	0
	C191	Dicks Road Culvert	Laurentian Valley (Dicks Road)			20,000	20,000	0	0
	C201	Broomes Creek Culvert	Whitewater Region (CR7 Foresters Falls Road)			100,000	100,000	0	0
	C204	Bellows Creek Culvert	Whitewater Region (CR12 Westmeath Road)			30,000	30,000	0	0
	C268	St. Columbille's Culvert	Laurentian Valley (CR58 Round Lake Road)			75,000	75,000	0	0
	C325	Neilson Creek Culvert	Bonnechere Valley (Clear Lake Road)			50,000	50,000	0	0
	30	Lake Dore Road	North Algona Wilberforce (From Highway 60 to Sperberg)			100,000	140,000	40,000	0
FUTURE ENGINEERING TOTALS						841,000	881,000	40,000	0
Traffic Signals - Upgrades			Various Locations			0	0	0	0
SAFETY DEVICES TOTALS						0	0	0	0
CAPITAL PROGRAM TOTAL:						24,280,936	24,588,182	307,246	0

Growth related issues on county roads subject of special meeting

By Debbi Chrstinck
Staff Writer

Pembroke—Renfrew County council will be holding a special meeting to deal with growth related issues on county roads and funding options.

"There has never been a real policy on growth because we did not have as much growth before," Mayor Tom Peckett of McNab/Braeside, the chair of the Operations Committee, explained. "However, we are undergoing tremendous growth at both ends of the county now."

Concerns about the impact on growth in some communities are at the forefront as the county looks at a policy as evidenced from a report at Renfrew County council. From the first survey of the municipalities which make up the county, it is clear there is a wide range of opinion among lower-tier municipalities on how this should be managed and funded and this is adding to the complexity of the issue. Growth related issues and the policies which the county will adopt in relating to municipalities is a complicated and potentially costly issue so a special meeting will be called in April to have a comprehensive presentation with the consultants.

"It has not been an easy solution," Mayor Peckett said. "They will look at options and give us some ideas or rate the options we have."

It is important for the county to grow and expand and supply the needed services, he said.

"There will have to be money spent," he said. "It is how it is spent and where it comes from."

Mayor Peckett said at the last county council meeting although a presentation was slated for March, the decision was to have a special meeting of council in April in which Gary Scandlan of Watson & Associates Economists Ltd. will discuss development charges. This will allow for more time to discuss the issue. The special meeting will be held on April

20, about a week before the regular council meeting.

The discussion has been a year in coming. Last April, the Operations Committee asked staff to research policies for funding growth related issues on county roads and four options were presented. At the late February meeting of county council, the input from municipalities was received, with a variety of opinions and views of the complexity of the situation. Some municipalities are especially impacted where growth is occurring along county roads.

Arnprior gave a very detailed response to the request, noting cost sharing is not a good option.

"Staff have a number of concerns with this proposed option and strongly object to the county attempting to implement such a policy," the letter from Arnprior stated.

The proposed cost sharing policy includes clauses that would place 50 percent of the cost to urbanize a county road on the nearby lower-tier municipality, the town noted.

"This is based on a principle mindset at the county that they should only be responsible for a cost equivalent to a typical rural cross section, which staff argue is completely inaccurate and without basis," the letter stated.

Petawawa also objected to the cost-sharing noting, "to implement a cost-sharing policy under which lower tiers would contribute to expanded county assets does not have the town's backing."

Instead, having a transportation master plan and a development charges background study were seen as a good option, the Petawawa letter stated.

"All levels of government are struggling to find the funds to finance their respective infrastructure priorities, both current and future," the letter from Mayor Bob Sweet stated. "Exploring all revenue sources available, supported by comprehensive planning studies, has town council's endorse-



McNab Braeside Township Mayor Tom Peckett said there is no easy solution to dealing with growth issues in Renfrew County and a special meeting of council will be held in April to deal with the matter.

ment. Introducing a policy that financially burdens lower tier municipalities beyond their own infrastructure responsibilities does not."

A response from Mayor Don Eady of Renfrew pointed out growth varies

in the county and suggested coordination with the county Planning Department to identify growth and impacts. A second recommendation was for a Master Transportation Plan and to develop local service policies.

Another recommendation was to meet with local municipalities and encourage local municipalities to meet with the county when undertaking studies.

CAO Annette Gilchrist of Bonnechere Valley said in her letter the township does not foresee any impact to county infrastructure due to growth in the township. As well, the township advertises no development fees as a reason to move to BV, she wrote.

"Although I understand the need for investment from the local tiers for growth across the county, I would like to point out that the local tiers perform many tasks such as application of cold patch, weed control, winter control, beaver control and other regular maintenance regarding county structures," she wrote. "We do not invoice the county for these services. These are assisting the upper tier as we have staff and resources in the area and sometimes the local need is urgent."

The lower tiers also act as the tax collector and the municipality must pay the total bill even if the tax has not been paid to the municipality, she wrote.

"In Bonnechere Valley we have \$239,419 in unpaid county levy which we have remitted to the county," she wrote. "This is 6.8 percent of our levy."

The CAO of Greater Madawaska noted council encourages the county to proceed with a growth plan that will provide a realistic outlook of growth and the associated costs.

"We do not see the status quo as the fiscally responsible manner to manage growth and could be to the detriment of smaller municipalities that are currently struggling to survive," the letter stated.

GM supports a cost sharing model, noting the township supports development charges which would be spent in the specific municipality, not pooled for county-wide projects.

Head, Clara and Maria Clerk-Treasurer Crystal Fischer stated council would wait to see if a cost sharing

policy is adopted.

"If the growth and resulting expansions lead to an overall increase in county levy as outlined in option C, council may want to discuss and comment," she said.

The letter from Horton Township noted Mayor Dave Bennett was concerned about how the proposed policy would affect the municipality's growth, road and maintenance standards. As well there was concern about development charges and cost sharing being grouped together.

"Staff support Mayor Bennett's concerns that cost sharing shall negatively affect our ability to future forecast capital works effectively, thus forcing the township to rework their current plans entirely and two-tiered development fees may turn developers to look outside of Renfrew County for more viable options," the letter stated.

Killaloe, Hagarty and Richards Mayor Janice Tiedje was concise in her comments.

"Regarding comments by September 1, 2021, for how we pay for road infrastructure: I believe it is (d) put it on the county levy," she noted.

Ryan Frew, the director of public works for McNab/Braeside, wrote a detailed response, noting there are responsibilities outlined for the upper tier and lower tier municipalities already. As the county looks at the Transportation Master Plan and identify projected growth areas with costs municipalities will be better positioned to provide feedback, he noted.

"The proposed policy when it comes to surface assets (boulevards, paved shoulders, etc.) which have maintenance requirements as dictated by the Minimum Maintenance Standards for Municipal Highways, we believe that it will create jurisdictional issues as to who is legally responsible for what and will create detrimental impacts on the level of service provided to the residents living in the Township of McNab/Braeside," he wrote.

March 16, 2022

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

Mr. Perkins,

The Township of Whitewater Region has recently tendered to convert the remaining standard cobrahead high-pressure sodium (HPS) to light emitting diode (LED) streetlights. The Township retained Envari Energy Solutions Inc. to provide engineering, procurement, tendering, execution, and inspection of the streetlight conversion project.

Council of Township of Whitewater Region as requested staff to investigate the feasibility installing new streetlight at the following intersections:

Intersection of County Road with a Municipal Road

- Foresters Falls Road (County Road 7) / Zion Line
- Foresters Falls Road (County Road 7) / Cedar Haven Road
- Foresters Falls Road (County Road 7) / Government Road
- Foresters Falls Road (County Road 7) / Kerr Line / Kohlsmith Road/ Grants Settlement Road

Intersection of two County Roads

- Beachburg Road (County Road 21) / La Passe Road (County Road 49)
- Gore Line (County Road 50) / Westmeath Road (County Road 12)
- La Passe Road (County Road 49) / Lookout Road (County Road 31)

(613) 646-2282



P.O. Box 40,
44 Main Street
Cobden, ON
K0J 1K0



www.whitewaterregion.ca



As per the street lighting on county roads policy, the Township is committed to accept the cost of the installation, operation, and maintenance of the streetlights where a county road intersects a Township road.

Sincerely,



Lane Cleroux
Manager of Public Works

(613) 646-2282



P.O. Box 40,
44 Main Street
Cobden, ON
K0J 1K0



www.whitewaterregion.ca



Corporate Policies & Procedures			
SECTION: Operations		AUTHOR: Director of Public Works & Engineering	
		POLICY #: PW- 15	
POLICY: Street Lighting on County Roads			APPROVED:
DATE: October 2010	REV. DATE:	COVERAGE: Public Works & Engineering Department	PAGE #: Page 1 of 3

POLICY STATEMENT

The County of Renfrew as a road authority, has a need to ensure that any Street Lights on County Roads are consistent with the Department's primary objective of providing and maintaining a safe road system.

BACKGROUND

The County of Renfrew, as the road authority having jurisdiction over County Roads, may make and enforce by-laws and policies pertaining to those items that may be placed within the road allowance.

1. The Municipal Act, 2001 in Section 11 permits a municipality to pass by-laws pertaining to the public assets of the Municipality for the purpose of exercising its authority under the Act, and to pass by-laws pertaining to highways.

REFERENCES

1. Guide for Design of Roadway Lighting (2006 Edition) – Transportation Association of Canada (TAC)
2. Illumination of Isolated Rural Intersections (Feb. 2001) – Transportation Association of Canada (TAC)
3. The Ontario Traffic Manual (OTM) Book 12 – Traffic Signals (July 2001)
4. The Highway Traffic Act R.S.O. 1990, c. H.8 as amended

DEFINITIONS

For the purposes of this policy the following definitions shall apply:

"County Road" means a highway that falls under the jurisdiction of the County of Renfrew.

"highway" has the same meaning as provided in the Municipal Act, 2001, Section 1 and pertains only to those highways that fall under the control and jurisdiction of the County of Renfrew.

"linear street lighting" means continuous illumination of the roadway between intersections in urban or rural settlement areas.

"luminaire" Means a complete lighting unit consisting of a lamp or lamps together with all associated parts designed to distribute light for the illumination of the roadway.

Corporate Policies & Procedures			
SECTION: Operations		AUTHOR: Director of Public Works & Engineering	
		POLICY #: PW- 15	
POLICY: Street Lighting on County Roads			APPROVED:
DATE: October 2010	REV. DATE:	COVERAGE: Public Works & Engineering Department	PAGE #: Page 2 of 3

“non-signalized intersection” means an intersection at which the operation of the roadway traffic is not controlled by traffic signals.

“private street light” means a street light or luminaire that is owned and operated by a private individual or commercial enterprise and does not form part of the roadway lighting system.

“road allowance” means the land occupied by the highway.

“signalized intersection” means an intersection at which the operation of the roadway traffic is controlled by traffic signals.

“street light” has the same meaning as luminaire.

“traffic signal” means a traffic control signal as defined by Ont. Reg. 626-Traffic Control Signal Systems, R.R.O. 1990, Reg. 626 as amended.

PROCEDURES

The County of Renfrew will permit the installation of Street Lights on County Roads subject to the following terms and conditions:

1. The County of Renfrew shall install, operate and maintain street lights at the following locations:
 - Signalized intersections with County Roads.
 - Non-signalized intersections of two or more County Roads which satisfy the minimum warrants for the installation of street lighting.
2. The County of Renfrew shall permit the installation of street lights at the following locations subject to the agreement by resolution of the local municipal council to accept the cost of the installation, operation and maintenance of the street lights:
 - Non-signalized intersections of a local municipal road and a County Road.
 - Linear street lighting systems along County Roads.
3. Requests for the installation of the street lights submitted by the local municipality in which the street lights are requested shall be accompanied by a resolution passed by the local municipal council supporting the request and agreeing to accept the costs of the installation, operation and maintenance of the street lights outlined in clause 2 above.

Corporate Policies & Procedures			
SECTION: Operations		AUTHOR: Director of Public Works & Engineering	
		POLICY #: PW- 15	
POLICY: Street Lighting on County Roads			APPROVED:
DATE: October 2010	REV. DATE:	COVERAGE: Public Works & Engineering Department	PAGE #: Page 3 of 3

4. The County of Renfrew will consider requests to incorporate special features that are greater than the minimum required to adequately illuminate the roadway, subject to the local municipality agreeing to accept the additional costs for the installation, maintenance and operation of the street light that incorporates the special features requested.
5. The agency responsible for the installation, operation and maintenance of the street lights shall also accept the responsibility for the replacement and/or relocation of the street light at such time as replacement is required.
6. The operation and maintenance of those street lights in existence at the time of adoption of this policy shall remain the responsibility of the municipality under whose jurisdiction the street light falls, prior to the adoption of this policy.
7. All street lights installed on County Roads shall meet the following requirements:
 - The location of the street light is subject to the approval of the Director of Public Works & Engineering or designate.
 - The luminaire shall be designed to provide adequate illumination levels for the location proposed.
 - All luminaires shall incorporate lamps which include shielding or lens designs that direct the illumination toward the roadway and minimize the horizontal or upwards spill of light from the luminaire.
 - All luminaires shall incorporate features that maximize the energy efficiency of the installation.
8. The installation of private street lights is not permitted on a County Road.

APPROVALS

1. The installation of new street lighting on County Roads shall be approved by the Director of Public Works & Engineering or designate.
2. The installation of new street lights for which the County of Renfrew will become responsible, will be installed on a highest priority basis and will be subject to the budget approval for the funds required.

Ministry of Transportation

Director's Office
Northeast Operations
447 McKeown Avenue
North Bay ON P1B 9S9
705 497-5500

Ministère des Transports

Bureau du directeur
Opération – Nord-Est
447, avenue McKeown
North Bay ON P1B 9S9
705 497-5500



March 30, 2022

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

Dear Warden Robinson:

The Minister of Transportation announced on March 29, 2022, that the government is raising the speed limit permanently from 100 kilometres per hour to 110 kilometres per hour on six sections of provincial highways in southern Ontario.

In addition, the government is developing an implementation plan to raise the posted speed limit to 110 kilometres per hour more broadly on appropriate sections of provincial highways with a current posted speed limit of 100 kilometres per hour, subject to public safety considerations.

The Ministry of Transportation (MTO) is planning to commence implementation in Spring 2022, beginning with sections of provincial highways that have been carefully selected for their ability to safely accommodate an increased posted speed limit of 110 km/h.

Beginning April 22, 2022, the speed limit will be raised permanently to 110 km/h on the following sections of provincial highways in southern Ontario:

- Queen Elizabeth Way (QEW) from Hamilton to St. Catharines
- Highway 402 from London to Sarnia
- Highway 417 from Ottawa to the Ontario/Quebec border
- Highway 401 from Windsor to Tilbury
- Highway 404 from Newmarket to Woodbine
- Highway 417 from Kanata to Arnprior

In addition to raising the speed limit permanently on sections of highways in southern Ontario, at the same time, the province is also raising the speed limit to 110 km/h on a trial basis on the following sections of provincial highways in Northern Ontario:

- Highway 400 from MacTier to Nobel
- Highway 11 from Elmsdale to South River

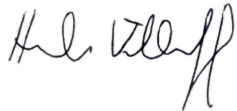
.../2

The intent of this initiative is to align posted speeds on highways with the way motorists currently drive. MTO plans to monitor all sections where an increased posted speed limit of 110 km/h is planned to be implemented. The monitoring program will include monitoring of changes in traffic speeds and the number and severity of collisions in the raised speed limit areas.

As part of this initiative, MTO is reaching out to seek your input and feedback on the planned speed limit increase on selected highway sections. Please find attached, information material related to the speed limit initiative and general background information on speed limits in Ontario. Comments from the County of Renfrew on the planned speed limit increase are requested by April 7, 2022. Please email your feedback to Justin White, P.Eng, Senior Traffic Engineer at Justin.White@ontario.ca. If you have any further questions related to this initiative, please do not hesitate to contact me at Herb.Villneff@ontario.ca.

Thank you in advance for your assistance.

Sincerely,



Herb Villneff
Director, Northeast Operations

- c. S. Graham, P.Eng., Manager, MTO Provincial Traffic Office
J. White, P.Eng., Senior Traffic Engineer, MTO Provincial Traffic Office

Overview of O. Reg. 406/19 On-Site and Excess Soil Management

County of Renfrew

Dates and Time: March 22, 2022
10:00am to 11:30am

Presentation Overview

- Overview of Excess Soil Reuse under O. Reg. 406/19
- January 1, 2022 - Regulatory Requirements
- Additional Resources
- Appendices
 - Appendix A: Soil Storage Rules - Dry and Liquid
 - Appendix B: Qualified Person Requirements in O. Reg. 406/19
 - Appendix C: Generic Excess Soil Quality Standards

Overview of Excess Soil Reuse under O. Reg. 406/19

DISCLAIMER

This presentation is intended to be a brief summary of some of the requirements of Ontario Regulation 406/19 On-Site and Excess Soil Management (the regulation) made under the Environmental Protection Act and the Rules for Soil Management and Excess Soil Quality Standards - a document incorporated by reference in the regulation. This is for information purposes only and should not be construed as legal advice or substitute for seeking independent legal advice on any issues related to the regulation. Any person seeking to fully understand how the regulation may apply to any of the activities they are engaged in must refer to the regulation. In the event of any inconsistency between the regulation and this presentation, the regulation will always take precedence.

Overview of Regulatory Requirements

- Regulation titled **O. Reg. 406/19: On-Site and Excess Soil Management** under the Environmental Protection Act (EPA), was finalized in December 2019, supported by:
 - Rules for Soil Management and Excess Soil Quality Standards
 - Beneficial Reuse Assessment Tool (BRAT)
 - Complementary provisions in O. Reg. 153/04 (Brownfields Remediation Regulation), Reg. 347 and O. Reg. 351/12 (Waste Management Regulations)

Phased Regulatory Implementation	Timing
Reuse Rules and Waste Designation Clarification <ul style="list-style-type: none">- Including excess soil reuse standards	January 1, 2021
Excess Soil Reuse Planning Requirements <ul style="list-style-type: none">- For larger or riskier generating projects (some exemptions)<ul style="list-style-type: none">- Assessment of past uses, and if required sampling and characterization- Destination assessment report- Tracking and registration- Hauling record- Larger reuse site registration	January 1, 2022
Restriction on the deposit of clean soil at landfill sites	January 1, 2025

Note: Jan 1, 2022 requirements are proposed to be moved to Jan 1, 2023 (see next slide)

ERO Regulatory Amendment Proposal O. Reg. 406/19

- Proposal to temporarily pause the implementation of provisions in the Excess Soil Regulation that came into effect January 1, 2022 until January 1, 2023
- The proposed pause would provide more time for gradual implementation and better understanding of the regulation
- Currently posted on the ERO for comment until April 10, 2022: [Implementation Pause of Excess Soil Requirements in Effect January 1, 2022 | Environmental Registry of Ontario](#)
- In the meantime, the regulatory framework under O. Reg 406/19 as it was in effect before January 1, 2022 continues to apply e.g., excess soil quality standards, waste designation, rules on when approvals are required and not required, etc.

O. Reg. 406/16 - What is In and Out of Scope?

In Scope

- O. Reg. 406/19 (Excess Soil Regulation) applies to the management of excess soil, which may include liquid soil and/or crushed rock as defined in the regulation, including contaminated excess soil that are not considered hazardous waste
- Sediment cleaned out and removed from stormwater management (SWM) ponds
- The deposit and final placement of excess soil at a pit or quarry for reuse at the pit or quarry, including for the purpose of rehabilitating a pit or quarry managed under the *Aggregate Resources Act*
- The removal and relocation of excess soil from the bed of a surface water body

Out of Scope

- Hazardous waste, asbestos waste or other types of waste within the meaning of [Regulation 347](#) including liquid industrial waste, or removing debris or sewage from a catch basin
- Hauled sewage managed under O. Reg. 351/12 and rock that does not fit within the definition of soil and/or excess soil under O. Reg. 406/19
- Consolidated or unconsolidated aggregate as part of the operation of a pit or quarry within the meaning of the *Aggregate Resources Act* that is excavated and moved off-site, including the use and production of recycled aggregate in the pit or quarry
- The production of peat from a peat extraction operation
- The final placement of excess soil on the bed of a surface water body

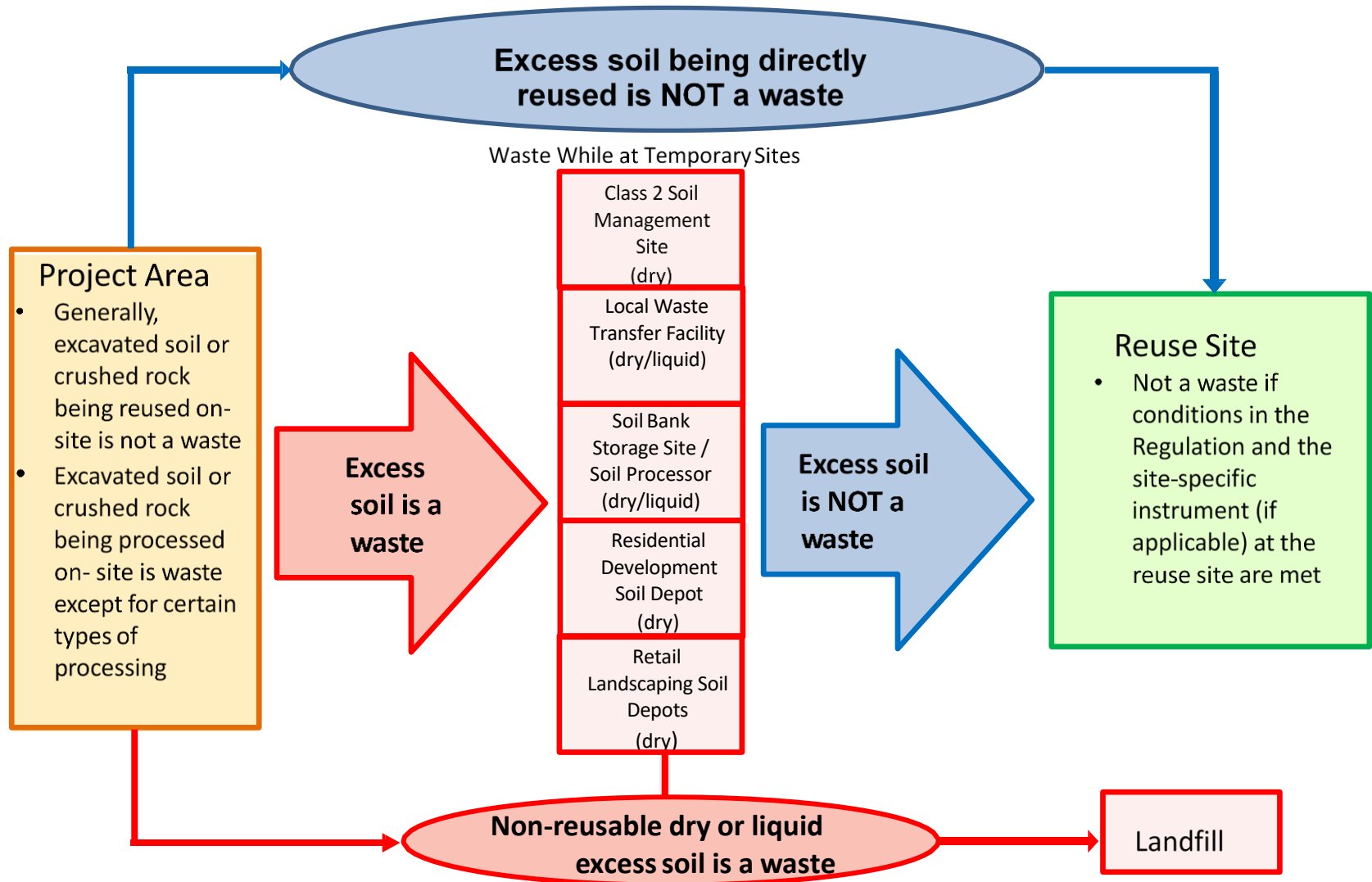
Rules for Excess Soil Reuse

- Excavated soil or crushed rock becomes excess soil upon leaving a project area.
- Generally, soil and rock staying in the project area is not a waste and can be reused.
- The rules for reuse of excess soil are found in [sections 3, 4 and 5](#) of the regulation, which then refer to other key sections of the regulation and both parts of the [Rules for Soil Management and Excess Soil Quality Standards](#).
- In order to be reused and not designated as waste, excess soil being reused at another site must meet all of these conditions:
 1. The excess soil is directly transported to a reuse site from a project area, a Class 1 soil management site or Class 2 soil management site, or local waste transfer facility
 2. The owner or operator of the reuse site has agreed in writing to deposit the excess soil at the reuse site
 3. There is a beneficial use for that excess soil and the quality and quantity of excess soil being taken to that site are consistent with the beneficial use
 4. The excess soil is dry soil and remains dry soil until it is finally placed at the reuse site, or, if it is liquid soil, a site-specific instrument authorizes the excess soil to be deposited at the reuse site
- These criteria are intended to ensure that the excess soil will be reused at the reuse site for a beneficial purpose and that the quality and quantity of the excess soil to be deposited at the reuse site for final placement are appropriate for that purpose

Opportunities for Reuse under O. Reg. 406/19

- **On-site reuse** of excavated soil or crushed rock at the project area is recommended, where practical, feasible and appropriate
- If direct reuse of the excess soil cannot be achieved at the project area, the project leader may consider the following approaches to managing the excess soil:
 - If soil quality is a factor, **either on-site low risk processing or processing at a soil processing site**, after which the excess soil may be able to be beneficially reused and no longer be considered a waste
 - If a reuse site is not ready to accept the excess soil, **temporary storage** on the project area or at another site (such as a Class 2 soil management site or a local waste transfer facility if applicable) until the reuse site becomes available
 - Other local interim sites if soil is of appropriate quality such as **a residential development soil depot or a retail landscaping soil depot**
 - If a reuse site has not been identified, transportation of reusable excess soil to a **soil bank storage site**, this soil then becomes the responsibility of the soil bank storage site operator
 - Transportation to a landfill for use in **landfill operations or disposal**, with some restrictions as of January 1, 2025
 - If the excess soil is liquid soil, often generated through hydro-excavation, tunneling and removal of sediment from stormwater management ponds, **dewatering or solidifying** the excess soil so it could be reused as dry soil, if appropriate quality

Waste Designation Flowchart



January 1, 2022 - Regulatory Requirements

Note: Jan 1, 2022 requirements are proposed to be moved to Jan 1, 2023

Excess Soil Reuse Planning Requirements

- To help ensure reuse of excess soil from a project area is being planned and undertaken appropriately, the Excess Soil Regulation includes planning requirements as of **January 1, 2022**, for some projects generating excess soil
- The excess soil reuse planning requirements apply to the following types of projects which are, generally, larger in scale or more likely to generate excess soil with some contaminants:
 1. Projects generating **2000m³ or more** of excess soil and that are in a settlement area* (such as cities and towns); this trigger does not apply to projects in rural areas
 2. Projects for which part of the project area has a past or present use that is a gas station, garage, used for the operation of dry-cleaning equipment, or industrial use (uses associated with an “**enhanced investigation project area**” as defined in O. Reg. 406/19)
 3. Projects for which the **primary purpose is to remediate contaminated lands** (note that if a new property use cannot proceed without completion of soil remediation, such as soil removal, this should be considered a primary purpose)
- *Settlement areas are defined in the *Planning Act* and identified in official plans, areas outside of a “settlement area” are typically rural countryside which are not designated for development as part of a city, town or other settlement area

Excess Soil Reuse Planning Requirements

- The **responsibility** for the proper management and disposal of excess soil is on the generator of the excess soil - the project leader/the owner/operator of the project area
- The excess soil reuse planning requirements include the following, those bolded require Qualified Person (QP) oversight:
 1. Registration of a notice in the Excess Soil Registry for the project
 2. **Completion of an assessment of past uses and, if necessary, a sampling and analysis plan and a soil characterization report**
 3. **Completion of an excess soil destination assessment report**
 4. Development and application of a tracking system, in accordance with the Soil Rules
- To read more about the key requirements associated with the reuse planning requirements, see [sections 8-16](#) of the Excess Soil Regulation and [Part I, Section B of the Soil Management Rules](#)

Exemptions from Reuse Planning Requirements

- The regulation includes several exemptions from all or some of the planning requirements related to soil reuse planning.
- These exemptions reflect some low risk scenarios, some scenarios where responsibility for the soil is not changing, and some scenarios to help encourage reuse in similar projects:
 1. If 100 m³ or less of excess soil is being removed from the project area and being directly transported to a waste disposal site, such as a landfill (this does not apply a Class 2 soil management site)
 2. The reason for removal of excess soil is to respond to an emergency, such as an existing danger to the health or safety of any person, a serious risk of injury or damage to any property or to any plant or animal life, or to respond to a spill
 3. Projects that are related to maintaining infrastructure in a “fit state of repair” other than excavation of excess soil from a stormwater management pond
 4. The excavation of topsoil which is transported directly for reuse as topsoil at a reuse site, and there is a low risk of contamination (the project area has never been an enhanced project investigation area, and the primary purpose of the project where the excess soil was removed from was not the remediation of contaminated land)
 5. The excess soil is excavated as a part of an infrastructure project and after removal from the project area, the excess soil is being reused (finally placed) as part of an undertaking related to another infrastructure project with the same project leader or a public body
 6. The excess soil is being deposited at a local waste transfer facility and the amount of excess soil to be deposited is 100 m³ or less

Additional Exemptions

Existing Contract Exemption

- The regulation exempts soil management contracts entered into before January 1, 2022 from the reuse planning requirements (i.e., registration, assessment of past uses, sampling and analysis, tracking, etc.).
- If a contract has not been completed by January 1, 2026, it would be required to complete the excess soil reuse planning requirements in relation to excess soil movements from that date forward.
- Other regulatory rules would continue to apply, including provisions specifying excess soil reuse rules to avoid the waste designation.

Completed Assessments Exemption

- The regulation also recognizes past use assessments, sampling and analysis plans and soil characterization reports completed for a specific project before January 1, 2022 as assessments, plans and reports under the regulation for that project.
- This ensures these studies do not have to be repeated for a project continuing based on those studies. This would not apply to a different project.
- Other aspects of reuse planning , e.g., registration, continue to apply.

Requirements for Transportation of Excess Soil

- As of January 1, 2021 hauling record information was able to be provided verbally and requirements for vehicles that are used in the transportation of excess soil must ensure safe containment during transportation, with additional requirements for liquid soil

As of **January 1, 2022** the ability to provide verbal hauling information was replaced with the need for a more **formalized hauling record**

- Haulers are required to carry a **physical or electronic hauling record** during all times of transport
- Hauler must **provide the hauling record to the site** which will be accepting the excess soil for deposit for a beneficial reuse, or for temporary storage, processing or disposal
- Under the regulation, a waste environmental compliance approval (**ECA**) or environmental activity and sector registry (**EASR**) is not required for the transportation of dry or liquid soil, these have been replaced with regulatory rules

Hauling Record Requirements - January 1, 2022

The hauling record must contain the following information:

- The **location** where the excess soil was loaded for transportation
- The **date and time** at which the excess soil was loaded for transportation
- The **quantity** of excess soil in the load
- The name of an **individual who may be contacted** regarding inquiries about the load, including the **excess soil quality**
- The name of the corporation, partnership or firm **transporting** the excess soil
- The name of the driver of the vehicle and the **number plates** issued for the vehicle under the *Highway Traffic Act*
- The **location** of where the load is to be deposited

If the excess soil is denied at a deposit location due to concerns regarding its quality, it should never be taken to an unplanned deposit site - any alternate site at which excess soil is deposited must be **directed by the project leader** or the operator of a project area and must be reflected on the hauling record

ONEIA - Hauling Template for Multiple Loads

<Insert your company logo here>

Excess Soil Multiple Pickup Hauling Record

P/O Ticket # _____

REGISTERED GENERATOR: Location 1		P/O Ticket #:	
Contact Name:		Tel:	
Signature:		Email:	
Generating Company	Address	City, Province	Postal Code
GENERATING SITE			
Street Address		City	Quantity
Location 1			
Soil Information			
Profile/ID #:		Other Notes:	
Quantity Loaded:			
Contact Name: (For soil quality info)		Tel:	Email:
REGISTERED GENERATOR: Location 2		P/O Ticket #:	
Contact Name:		Tel:	
Signature:		Email:	
Generating Company	Address	City, Province	Postal Code
GENERATING SITE			
Street Address		City	Quantity
Location 2			
Soil Information			
Profile/ID #:		Other Notes:	
Quantity Loaded:			
Contact Name: (For soil quality info)		Tel:	Email:
REGISTERED GENERATOR: Location 3		P/O Ticket #:	
Contact Name:		Tel:	
Signature:		Email:	
Generating Company	Address	City, Province	Postal Code

GENERATING SITE			
Street Address		City	Quantity
Location 3			
Soil Information			
Profile/ID #:		Other Notes:	
Quantity Loaded:			
Contact Name: (For soil quality info)		Tel:	Email:
REGISTERED GENERATOR: Location 4		P/O Ticket #:	
Contact Name:		Tel:	
Signature:		Email:	
Generating Company	Address	City, Province	Postal Code
GENERATING SITE			
Street Address		City	Quantity
Location 4			
Soil Information			
Profile/ID #:		Other Notes:	
Quantity Loaded:			
Contact Name: (For soil quality info)		Tel:	Email:
TRANSPORTER			
Transport Company	Address	City	Postal Code
Driver Name:			
License Plate #:			
RECEIVER			
Receiving Company	Address	City	Postal Code
Date Unloaded:			
Time Unloaded:		Lat.:	Long.:
I hereby certify that the above listed material has been accepted and that the materials are representative of the materials outlined in the above.			
Authorizer Name:		Tel:	
Signature:		Email:	

Highlighted sections denote required information to meet Section 18 (Information to be Provided) of Ontario Regulation 406/19: On-Site and Excess Soil Management

Template produced by the Ontario Environment Industry Association. 2020

Excess Soil Registry and RPRA

- On March 15, 2021, the Minister of the Environment, Conservation and Parks directed the Resource Productivity & Recovery Authority (RPRA) to develop, implement and maintain a [Registry](#) for regulated persons to file their required notices as per the Excess Soil Regulation under the *Environmental Protection Act*

RPRA's Role

- Operate the Registry to **enable regulated persons to comply with registration** and notice filing requirements outlined in the Regulation
- Enable the **Ministry access** to notice filings and associated data
- Enable **public access** to the information contained in notice filings
- **Set and collect fees** in a transparent and consultative manner to recover the costs for the Registry development, deployment and ongoing support to regulated persons
- Support **stakeholders with training and resources** to enable effective and efficient use of the Registry

Requirements for Larger Reuse Sites

- Reuse sites accepting at least 10,000m³ of excess soil for an undertaking will be required to:
 - **file a notice** on the public Registry
 - **establish procedures to account for every load** of excess soil being deposited at the reuse site and ensure that the storage of excess soil does not cause any adverse effects
- For existing reuse sites, this requirement only applies if they accept more than 10,000m³ **after** January 1st, 2022
- These requirements also don't apply to reuse sites that are part of an undertaking related to an **infrastructure project**
- These additional requirements will help to ensure that these reuse sites are receiving soil that meets the appropriate reuse conditions and that the storage of excess soil for final placement in respect of an undertaking at the reuse site does not cause an adverse effect

Types of Interim Sites

- There are **several different types** of interim sites under the Excess Soil Regulation that can be utilized for the purpose of storage on a temporary basis and/or processing excess soil and/or liquid soil
- In most cases, these interim sites do not require a waste Environmental Compliance Approval (ECA) if regulatory rules are followed, however some interim sites would require a waste-ECA
- The following table summarizes the types of interim sites in the Excess Soil Regulation and where a waste-ECA would be required:

Type of Interim Site	Waste-ECA Required?
Residential Development Soil Depot	No
Retail Landscaping Soil Depot	No
Local Waste Transfer Facility	No
Class 2 Soil Management Site	No
Soil Bank Storage Site (Class 1 Soil Management Site)	Yes
Soil Processing Site (Class 1 Soil Management Site)	Yes

Additional Resources

Additional Resources

For additional information, including guidance and tools developed by external partners:

- Ontario Government Excess Soil Page: ontario.ca/page/handling-excess-soil
 - First set of 3 factsheets launched January 25, 2022
- Ontario Provincial Standard Specification (OPSS) 180 - General Specification for the Management of Excess Materials: currently being updated by MTO
- RPRA's Excess Soil Registry: rp.ra.ca/excess-soil-registry
- Ontario Environment Industry Association (ONEIA) - Best Practices and Templates:
 - Hauling Best Practices and Template: <https://www.oneia.ca/excess-soils/hauling-best-practices>
 - Temporary Sites Best Practices: <https://www.oneia.ca/Temporary-Sites-Best-Practices>
 - Qualified Persons Best Practices: <https://www.oneia.ca/qp-best-practices>
- Qualified Person Community of Ontario (QPCO): [QPCO – Qualified Persons Community of Ontario](https://www.qpco.ca/)
- Ontario Society of Professional Engineers (OSPE) - Best Practices for Aggregate Pit and Quarry Rehabilitation: <https://ospe.on.ca/excess-soil-reports/>
- OSSGA document on Excess Soil Best Management Practices for Pits/Quarries: https://www.ossga.com/rehabilitation_and_excess_soil/
- Canadian Urban Institutes (CUI) - Excess Soil By-Law Language Tool: <https://canurb.org/initiatives/excess-soil-by-law-tool/>
- RSC Guide (*currently in draft, to be updated soon*): <https://ero.ontario.ca/notice/019-2551>

Our Coordinates

For Further Questions:

- **Policy** - Laura Blease laura.blease@ontario.ca and Reema Kureishy Reema.Kureishy@ontario.ca
- **Regional Operations** - Lisa Tanaka lisa.tanaka@ontario.ca
- **Standards** - Paul Welsh paul.g.welsh@ontario.ca
- **Approvals** - Andrew Neill andrew.neill@ontario.ca
- **Brownfields** - Dean Therrien dean.therrien@ontario.ca

THANK YOU!

Appendices

Appendix A - Soil Storage Rules

The following applies to **dry soil** stored at any site, including a project area:

- Soil to be stored and managed to prevent any adverse effects associated with its receiving, processing, storage and movement - to manage noise, dust, mud tracking, leaching, run-off and erosion as well as any potential air or odour impacts
- Soil must be stored in stockpiles and the maximum size of each stockpile shall not exceed 2,500m³
- Any soil that is sampled and analysed must be kept segregated from other soil and soil of different qualities intended for different beneficial uses
- The soil must not be stored within 30 metres of a waterbody and within 10 metres of the property line (boundary), unless any of the following apply:
 - 500m³ or less of excess soil will be stored at any one time at the project area
 - Excess soil storage at the project area for a week or less
 - The storage location has a physical barrier (e.g., concrete wall) between the excess soil and the property boundary
 - The storage is taking place in a public road right-of-way
- Soil shall be stored in a manner that prevents any contaminants from the soil from leaching into the ground water

Appendix A - Soil Storage Rules

The following applies to **liquid soil** stored at either a project area or a local waste transfer facility:

- All storage and processing locations of liquid soil, processed or dewatered or solidified soil and process residues shall be readily accessible for inspection by a provincial officer
- No more than 10,000m³ of liquid soil, processed or dewatered or solidified soil and process residues may be present at the site at any one time
- All liquid soil, processed or dewatered or solidified soil and process residues that are liquid shall be stored in a leakproof container on an impermeable surface in a manner sufficient to contain and prevent the material from escaping into the natural environment

Appendix B - QP Requirements for O. Reg. 406/19

- The following table summarizes which type of QP (section 5 and/or 6 as defined in O. Reg. 153/04) is required for various elements of the Excess Soil Regulation:

Activity and Location	Relevant Sections and Date	Regulatory Reference
Project Area - Planning Requirements	Section 5 - Jan 1, 2022	Sections 8 to 16
Project Area - Registry	Section 5 or 6, as applicable - Jan 1, 2021	Section 13 of Schedule 1
Reuse Site - Use of BRAT - Site-Specific Standards	Section 5 and 6 - Jan 1, 2021	Subsections 5 (2) to (5) and section 20
Reuse Site - Use of RA - Site-Specific Standards	Section 6 - Jan 1, 2021	Soil Rules - Part 1 - Section D - 4
Reuse Site - Larger Sites	Section 5 and 6 - Jan 1, 2022	Paragraph 7 of subsection 19 (4)
Any Site - Dewater/Solidify with Natural/Synthetic Polymers	Section 5 and 6 - Jan 1, 2021	Subsection 6 (4)
Any Site - Waste Designation, Processing and Storage	Section 5 - Jan 1, 2021	All remaining sections of O. Reg. 406/19

Appendix C - Generic Excess Soil Quality Standards

Table Description	Small Volume O. Reg. 153/04 (up to 350 m ³)	Volume Independent (350 m ³ +)
Full Depth, Background	Table 1	Table 1
Full Depth, Potable	Table 2	Table 2.1
Full Depth, Non-Potable	Table 3	Table 3.1
Stratified, Potable	Table 4	Table 4.1
Stratified, Non-Potable	Table 5	Table 5.1
Full Depth, Shallow Soil, Potable	Table 6	Table 6.1
Full Depth, Shallow Soil, Non-Potable	Table 7	Table 7.1
Full Depth, Within 30 m of a Water Body, Potable	Table 8	Table 8.1
Full Depth, Within 30 m of a Water body, Non-Potable	Table 9	Table 9.1

March 25, 2022



Operations Committee
County of Renfrew
Attention: Chair Peckett
9 International Drive
Pembroke, ON
K8A 6W5

Dear Chair Peckett and Members of the Operations Committee

RE: Radar Speed Signs – Drive In Road

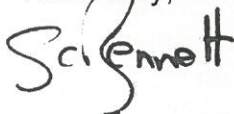
The Township of Laurentian Valley is seeking permission and financial support from the County of Renfrew for the purchase and installation of radar speed signs on Drive In Road, County Road 29, located in the Township of Laurentian Valley.

The Drive In Road area is a vibrant and growing part of Laurentian Valley where many residents young and old are very active by walking, running and biking along Drive In Road. Residents of the Township of Laurentian Valley have expressed concerns to members of Council of the high rate of speed of vehicles travelling on Drive In Road. While the County has been proactive by reducing speed limits on the road in recent years, motorists continue to travel at higher rates of speed in this densely populated area. The Township corroborates these safety concerns and have determined that these concerns could be mitigated with the installation of radar speed signs along Drive In Road. Digital radar speed signs are an effective measure to proactively improve safety on roads and prevent loss of property, accidents and fatalities.

The Township is seeking support from the County of Renfrew to increase driver awareness of the rate of speed being travelled on the road and protect the wellbeing of area residents by purchasing and installing radar speed signs on Drive in Road, County Road 29, between Wilson Road and Provincial Highway 148, Pembroke Street East.

It would be appreciated if the County would consider our request and let us know.

Yours truly,



Mayor Bennett

MB:ld

613-735-6291
F: 613-735-5820

Laurentian Valley
460 Witt Road
Pembroke, ON
K8A 6W5



Corporation of the Township of Laurentian Valley

Council in Committee Resolution Form

Moved By: Pleau

Seconded By: Wren

RADAR SPEED SIGN INSTALLATIONS

That the Public Works and Property Committee recommends that Township Council approve the installation of Radar Speed Signs on Drive In Road CR29, Bruham Avenue CR58, Golf Course Road, B Line Road, Micksburg Road and Forest Park Road; and further that a resolution of Council be forwarded to the County of Renfrew for a 50 percent cost sharing for signs to be erected on County Roads.

Carried: X Defeated: _____ Withdrawn: _____

Declaration of Interest: _____ Recorded Vote: _____

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

Mayor: S. Bennett

Date: April 5, 2022

Motion #: CC22-04- 041

Corporate Policies & Procedures			
SECTION: Operations	AUTHOR: Director of Public Works and Engineering		POLICY #: PW-17
POLICY: Enhanced Traffic Warning Devices			APPROVED:
DATE: February 2022	REV. DATE:	COVERAGE: Public Works and Engineering Department	PAGE #: Page 1 of 3

POLICY STATEMENT

The County of Renfrew as a road authority, has a need to ensure that warning signage on County Roads is in compliance with the requirements of the Highway Traffic Act and is consistent with the Department's primary objective of providing and maintaining a safe road system.

BACKGROUND

The County of Renfrew, as the road authority having jurisdiction over County Roads, may make and enforce by-laws and policies pertaining to those items that may be placed within the road allowance.

1. The Municipal Act, S.O. 2001, as amended, in Section 11 permits a municipality to pass by-laws pertaining to the public assets of the Municipality for the purpose of exercising its authority under the Act, and to pass by-laws pertaining to highways.
2. Local municipalities, as well as the County of Renfrew, have an extensive network of roads, travelled at a high rate of speed, by a high volume of traffic, and must be able to do so safely.

DEFINITIONS

For the purposes of this policy the following definitions shall apply:

"Highway" has the same meaning as provided in the Municipal Act, S.O. 2001, Section 1 and pertains only to those highways that fall under the control and jurisdiction of the County of Renfrew.

"Road Allowance" means the land occupied by the highway.

Corporate Policies & Procedures			
SECTION: Operations		AUTHOR: Director of Public Works and Engineering	
POLICY: Enhanced Traffic Warning Devices		POLICY #: PW-17	
DATE: February 2022		REV. DATE:	APPROVED:
		COVERAGE: Public Works and Engineering Department	PAGE #: Page 2 of 3

“Enhanced Traffic Warning Device” means a device which draws greater attention to an existing warning sign over and above the requirements of the Ontario Traffic Manual (OTM) Book 6 Warning Signs.

PROCEDURES

The County of Renfrew may permit the installation of enhanced traffic warning devices on County Roads, subject to the following terms and conditions:

1. Requests for the installation of the enhanced traffic warning device(s) shall be submitted by the local municipality in which the device is requested in writing.
2. Upon receipt of a request from a local municipality for the installation of enhanced warning device(s), the County of Renfrew shall meet with staff from the municipality and review the location to determine its suitability for device(s).
3. The County of Renfrew shall review background information and reasoning for the request of the enhanced warning device(s) in the identified locations.
4. All warning signage shall meet or exceed the requirements of the Ontario Traffic Manual Book 6 Warning Signs, as may be applicable at the time of request and installation. If additional signage is identified to be required to meet minimum requirements of OTM Book 6 along the County Road as a result of this process, it shall be installed by the County of Renfrew prior to approval of the enhanced warning devices.
5. The local municipality requesting the enhanced warning device(s) shall be responsible for fifty percent (50%) of all costs associated with the initial installation of the enhanced warning devices. The local municipality in

Corporate Policies & Procedures			
SECTION: Operations	AUTHOR: Director of Public Works and Engineering		POLICY #: PW-17
POLICY: Enhanced Traffic Warning Devices			APPROVED:
DATE: February 2022	REV. DATE:	COVERAGE: Public Works and Engineering Department	PAGE #: Page 3 of 3

which the enhanced warning device(s) is requested to submit a resolution of the local municipal Council agreeing to pay 50% of the costs of the installation.

6. The County of Renfrew shall be responsible for the costs associated with the annual operation and maintenance of the enhanced warning devices, including troubleshooting equipment issues and repair or replacement of damaged signage.

APPROVALS

The installation of new enhanced warning devices on County Roads shall be approved by the appropriate County of Renfrew authority, based on total overall cost of purchased services and materials, as per requirements of County Corporate Policy GA-01 Procurement of Goods and Services.

INFRASTRUCTURE DIVISION REPORT

Prepared By: Taylor Hanrath, Manager of Infrastructure

Prepared for: Operations Committee

April 12, 2022

INFORMATION

1. 2022 Council Project Tour

During the summer of 2021, Warden Robinson and CAO Paul Moreau attended several planned, ongoing, and completed Capital Projects for the 2021 construction season. The 'project tour' was considered beneficial and may be of benefit to Council as a whole to witness the wide expanse of projects undertaken annually on roads, bridges, and structure culverts.

At this time, staff would like to arrange transportation for a tour of projects throughout the County in September 2022. Should this be considered acceptable, staff will reach out to establish the best date to schedule the event and arrange transportation.

2. B005 (Scollard Bridge) Design Update [Strategic Plan Goal No. 2]

Design is continuing for the rehabilitation of County Structure B005 (Scollard Bridge) by HP Engineering Incorporated. Three design alternatives were evaluated during the preliminary design and the table below provides a summary for comparison of each alternative:

Alternative	Description	Design Life (years)	Construction Duration (weeks)	Net Present Value	Estimated Cost (Class C)
1	Replace Superstructure minimal additional works	20 - 25	8 - 10	\$729,417	\$533,412
2	Replace Superstructure with new foundation supports in existing	75	10 - 12	\$676,917	\$617,832

Alternative	Description	Design Life (years)	Construction Duration (weeks)	Net Present Value	Estimated Cost (Class C)
3	Replace Superstructure with full restoration of substructure	50 - 60	10 - 12	\$707,401	\$637,572
4	Full Replacement	75	14 - 16	\$909,085	\$850,000

As seen above, Alternative 2 provides a substantially greater design life (50+ years) for a relatively low increase in cost (estimated \$84,420 higher cost than Alternative 1). Due to the benefit of a greater service life, and little negative implications, staff have directed HP Engineering Incorporated to continue detailed design on Alternative 2.

3. **County Road 512 (Foymount Road) Timeline Update [Strategic Plan Goal No. 2]**

The tender for close cut clearing along County Road 512 (Foymount Road), from Miller Road to Harrington Creek Bridge, in the Township of Bonnechere Valley, closed on April 7, 2022.

As the project is proceeding, County staff reached out to staff at Bell and Hydro One to advise that close cut clearing is anticipated to be completed by June 2, 2022. Bell staff have responded advising that utility relocations could require up to one year to complete due to the large number of poles to be relocated and 83 requiring rock drilling.

Following this news, County staff discussed further with Bell and Hydro staff and are in the process of preparing a plan by which Bell and Hydro could complete a portion of the relocations at the west end of the project by mid to late August, which would allow for a portion of the road works to be undertaken and the County structure replaced. Further coordination will be required with Hydro and Bell to ensure that no issues arise with two Constructors working in the same area.

4. **Transportation Master Plan Update [Strategic Plan Goal No. 2]**

During the last meeting of Operations Committee, staff were directed to issue a Request for Proposal (RFP) for Professional Services to develop a Transportation Master Plan (TMP) for the County of Renfrew.

Since that time, some local Municipalities reached out to inquire on potential of including local TMP's with the County's in order to realize savings. County Public Works staff have issued an email to all local Municipal Public Works staff and County representatives requesting they provide us with a timetable for an official decision on whether or not their Municipality may wish to have their own TMP included in the County's RFP.

Local Municipal TMP's will be requested to be included in Proposals as provisional items. By doing so, a local Municipality may withdraw their TMP without penalty to the County or other participating local municipalities.

As Committee will recall, during the February meeting of Operations Committee, a Resolution was passed to defer consideration of a request from the Township of Laurentian Valley for a Transportation Master Plan. County staff have been in discussions with staff of Laurentian Valley on the potential of including Laurentian Valley and the City of Pembroke's requirements in the County's RFP for Professional Services to develop a TMP. At this time a definitive decision is not forthcoming; however, discussions will remain ongoing.

RESOLUTIONS

5. Target Bridge Condition Index (BCI) and Pavement Condition Index (PCI) Values [Strategic Plan Goal No. 2]

Recommendation: THAT the Operations Committee recommend that County Council amend the existing Asset Management Plan to set target system average condition values for Bridge and Structural Culvert assets.

Background

Attached as Appendix IN-I is a staff report regarding the recommended target system average condition values for Bridges, Structural Culverts, and Roads.

It is recommended the level of service identified in the County's current Asset Management Plan for Roads be maintained but be updated for Bridges and Structure Culverts.

BY-LAWS

6. PWC-2022-57 – Rehabilitation of County Structure B057 (Mount St. Patrick Bridge) [Strategic Plan Goal No. 2]

Recommendation: THAT the Operations Committee recommend that County Council approve Contract PWC-2022-57 as submitted by Coco Paving Limited, Kingston, Ontario for the rehabilitation of County Structure B057 (Mount St. Patrick Bridge) in the amount of \$686,698 plus HST; AND FURTHER THAT a By-law to Authorize Execution of the Contract be passed.

Background

County Structure B057 (Mount St. Patrick Bridge) is located on Mount St. Patrick Road, 5km south of Highway 132, in the Geographic Township of Brougham, and the Municipal Township of Greater Madawaska.

A Request for Tender (RFT) was issued for the rehabilitation of Mount St. Patrick Bridge. Tenders were received until 2:00 p.m., Thursday, March 31, 2022 and the results were as follows:

- | | |
|--|--------------|
| 1. Coco Group of Companies, Kingston, ON | \$686,698.00 |
| 2. Bonnechere Excavating Inc., Renfrew, ON | \$754,760.00 |
| 3. GMP Contracting, Markham, ON | \$772,019.87 |

All amounts exclude applicable taxes.

Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$800,000 for the rehabilitation of County Structure B057. A comparison of the 2022 budget and projected costs is provided in the following table:

B057 (Mount St. Patrick Bridge)			
	2022 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction	620,000.00	698,783.88	78,783.88
Engineering - Design/Tendering	30,000.00	40,000.00	10,000.00
Project Administration & Construction Supervision	90,000.00	82,735.97	(7,264.03)
Material Testing (Allowance)	10,000.00	10,000.00	-
Contingency	50,000.00	34,939.19	(15,060.81)
Total	800,000.00	866,459.05	66,459.05
* All costs are net HST			
* Projected costs are based on Tender results			

Design services for the rehabilitation of County Structure B057 (Mount St. Patrick) were solicited through Request for Proposal (RFP) and awarded to HP Engineering under the signing authority of the CAO. The RFP terms of reference identified the potential for follow-on works under the contract for Contract Administration (CA) services. A proposal for CA services was requested from HP Engineering Incorporated. HP has provided a proposal, with a proposed cost of \$81,305, plus HST. The CA services have been awarded to HP Engineering under the signing authority of the CAO.

Staff has reviewed the projected costs for the overall project and confirm there is sufficient funds in the Departmental Capital Budget to complete the project as tendered and proposed. The Proposal and Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

7. PWC-2022-18 – Rehabilitation of County Structure B319 (Bucholtz Bridge) [Strategic Plan Goal No.2]

Recommendation: THAT the Operations Committee recommend that County Council approve Contract PWC-2022-18 as submitted by GMP Contracting, Markham, Ontario for the rehabilitation of County Structure B319 (Bucholtz Bridge) in the amount of \$835,495.47 plus HST; AND FURTHER THAT a By-law to Authorize Execution of the Contract be passed.

Background

County Structure B319 (Bucholtz Bridge) is located on County Road 58 (Round Lake Road), 100 metres east of Bucholtz Road, in the Geographic Township of Alice, in the Township of Laurentian Valley.

A Request for Tender (RFT) was issued for the rehabilitation of Bucholtz Bridge. Tenders were received until 2:00 p.m., Thursday, March 17, 2022 and the results are as follows:

1. GMP Contracting, Markham, ON	\$835,495.47
2. Bonnechere Exacavating Inc., Renfrew, ON	\$845,159.00
3. Dalcon Constructors Ltd., Ottawa, ON	\$847,000.00
4. Coco Group of Companies, Kingston, ON	\$976,544.50
5. Urban Links, Grimsby, ON	\$1,008,000.00
6. Willis Kerr Contracting Ltd., Kemptville, ON	\$1,274,758.60

All amounts exclude applicable taxes.

Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$950,000 for the rehabilitation of County Structure B319. A comparison of the 2022 budget and projected costs is provided in the following table:

B319 (Bucholtz Bridge) Rehabilitation			
	2022 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction	750,000.00	850,200.19	100,200.19
Engineering - Design/Tendering	1,000.00	1,000.00	-
Project Administration & Construction Supervision	100,000.00	90,719.04	(9,280.96)
Material Testing (Allowance)	15,000.00	15,000.00	-
Contingency	84,000.00	42,510.01	(41,489.99)
Total	950,000.00	999,429.24	49,429.24
* All costs are net HST			
* Projected costs are based on Tender results			

Staff has reviewed the tender results and confirm there is sufficient funds in the Departmental Capital Budget to complete the project as tendered. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

8. **PWC-2022-09 – Close-Cut Clearing along County Road 512 (Foymount Road) [Strategic Plan Goal No. 2]**

Recommendation: THAT the Operations Committee recommend that County Council approve Contract PWC-2022-09 submitted by Six Nations Aecon Joint Venture, Toronto, ON for close-cut clearing along County Road 512 (Foymount Road) from Miller Road to County Structure B257 (Harrington Creek Bridge) in the amount of \$151,477.44, plus HST; AND FURTHER THAT a By-law to Authorize Execution of the Contract be passed.

Background

County Road 512 (Foymount Road) is due for reconstruction from Miller Road to County Structure B257 (Harrington Creek Bridge). Reconstruction of this section of road requires substantial utility relocations in order to accommodate realignment of the deficient horizontal curves. In order to accommodate these utility relocations, and improve sightlines throughout

the project, clearing of all trees from within the new County Right of Way is required.

A Request for Tender was issued for the close-cut clearing of County Road 512 (Foymount Road) from Miller Road to Harrington Creek Bridge. Tenders were received until 2:00 p.m., Thursday, April 7, 2022 and results were as follows:

- | | |
|---|--------------|
| 1. Six Nations Aecon Joint Venture, Toronto, ON | \$151,477.44 |
| Amount excludes applicable taxes. | |

Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$2,336,180 for the reconstruction of this section County Road 512 (Foymount Road). Staff has reviewed the tender results and confirm there is sufficient funds in the Capital Project Budget to complete the project as tendered. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

9. County Road 65 (Centennial Lake Road) Transfer of Land - McKinnon [Strategic Plan Goal No. 2]

Recommendation: THAT the Operations Committee recommend that County Council pass a By-law to acquire Part 1 on Plan 49R-20034 in the Geographic Township of Matawatchan in the Township of Greater Madawaska from Korey McKinnon for the sum of \$1.00; AND FURTHER THAT Part 1 on Plan 49R-20034 be dedicated as part of the public highway upon registration of the transfer documents.

Background

An application for consent for a property along County Road 65 (Centennial Lake Road) within part of Lot 15, Concession 9, in the Geographic Township of Matawatchan in the Township of Greater Madawaska has been received.

In order to consolidate the lands, the County of Renfrew has included a condition of consent to application No. B43/21 that the applicants convey a one-foot square piece of property to the adjacent road authority. Since Centennial Lake Road is a County Road (County Road 65), the one-foot square is to be conveyed to the County of Renfrew. All costs associated with the transfer will be the responsibility of the applicants. The property to be transferred to the County is identified as Part 1 on Plan 49R-20034. A copy of Plan 49R-20034 is attached as Appendix IN-II.

REPORT

DATE: April 7, 2022

SUBJECT: Asset Management
Target Condition Values for Roads, Bridges, and Structural Culverts

1.0 BACKGROUND

Ontario Regulation 588/17, *Asset Management Planning for Municipal Infrastructure*, under the Infrastructure for Jobs and Prosperity Act [1] sets the requirements for Municipal Asset Management. Per the Regulation, every Municipality is required to prepare a strategic asset management policy which outlines the procedures, commitments, and considerations in developing and maintaining their asset management plan.

As endorsed by the County Council in 2014, the County of Renfrew's Asset Management Plan (CAMP) [2] dictates the targets, and plan to meet those targets, for improving or maintaining the condition of the County's major infrastructure. The CAMP meets much of the legislated requirements for, and is used as, an asset management policy. Tables 1, 2, and 3 included in Appendix A, copied from the CAMP, dictate the 2014 and target Level of Service for Road, Bridge, and Major Culvert (also known as Structure Culvert) Assets, respectively, set by the County.

O. Reg. 588/17 provides several tables to be utilized in establishing and analyzing the Level of Service for different asset types. The tables for roads and bridges and culverts from the Regulation are included in Appendix B. A single table is used for Bridges and Culverts as culverts exceeding 3m in span are classified as bridges, as per the Canadian Highway Bridge Design Code (CHBDC). It can be noted that the County's CAMP LOS table for Roads in Appendix A meets all of the template requirements shown in Appendix B Table 4, for Roads, from the Regulation. However, the County's CAMP LOS tables for Bridges and Structure Culverts in Appendix A are missing the quality technical requirement of a target average BCI for bridges and culverts. The requirement for these tables under O.Reg. 588/17 comes into effect July 1, 2022. As such, an average BCI target is required to be established for the County's bridge and structure culvert systems.

2.0 DISCUSSION

2.1 Bridge & Structure Culvert Inspections

Per the requirements of O. Reg. 104/97, *Standards for Bridges*, under the Public Transportation and Highway Improvement Act [3], every bridge shall be inspected at least once every second calendar year under the direction of a Professional Engineer, and in accordance with the Ontario Structure Inspection Manual (OSIM) [4]. Following OSIM, bridges are inspected on an element by element basis, with each element being quantified and rated (with quantities) in a condition state of excellent, good, fair, or poor. The diagrams included in Appendix C illustrate the elements of several types of bridges. The evaluation of condition states through OSIM generally follows the below:

- Excellent condition state is reserved for newer elements, this condition state is reduced by the age and exposure of the component regardless of appearance;
- Good condition state is reserved for elements which do not have any significant deterioration or defects;
- Fair condition state is reserved for elements showing signs of moderate deterioration, with evident defects, but generally still operate as intended with no risk of affecting user safety;
- Poor condition stated is reserved for elements showing signs of severe deterioration, with evident ongoing defects, with deterioration possible affecting the operation of the element and risk of future impact on user safety.

The County of Renfrew has OSIM inspections completed annually on approximately half of the County Bridges and Structure Culverts, to ensure all structures are inspected within a two calendar year period, meeting O. Reg. 104/97 requirements. Structures which are in generally poor condition or require load posting are inspected on an annual basis for increased monitoring.

2.2 Bridge Condition Index (BCI)

The Bridge Condition Index (BCI) calculated comparing the theoretical current value of the bridge with the theoretical replacement value of the bridge using the formulas below:

- $BCI = (Current\ Value / Replacement\ Value) \times 100$ [5]
 - Current Value = Sum of [Element Unit Cost x (E+0.75G+0.4F+0.0P)]

- E = quantity of element in excellent condition;
 - G = quantity of element in good condition;
 - F = quantity of element in fair condition;
 - P = quantity of element in poor condition.
- Replacement Value = Sum of [Element Unit Cost x Element Quantity]

The Element Unit Costs can be established by the entity completing the calculation. The County of Renfrew uses the Element Unit Costs established in the MTO Standard Replacement Costs for All Elements. The Element Unit Costs are theoretical in nature, have remained unchanged since 2007, and do not represent actual estimated replacement cost for elements; but are used more as a weighting for an elements effect on the Bridge's overall condition. Some elements have a replacement value of \$0 for the purposes of calculating BCI.

The BCI calculation was not a regulated or legislated calculation; however, for consistency the County has followed MTO's standard replacement costs in calculating it as a reference. However, O.Reg. 588/17 has now regulated that average BCI values be evaluated and targeted in an Asset Management Policy.

Using BCI alone in evaluating the needs of a structure, or a system of structures, can be misleading as the BCI calculation, understandably, weights a far greater proportion of the structure's condition on the condition of the structural elements. For instance, a structure may have a severely deteriorated wearing surface, barriers that do not meet code and may be unsafe at travelled speeds, and many other secondary elements in fair or poor condition; requiring significant works to ensure full structure replacement isn't needed in the near future, but still have a BCI of 70 or more. Conversely, a structure with a BCI below 50 may still have some design life before requiring major rehabilitation/replacement or becoming a safety concern. Additionally, the condition of an element cannot increase higher than 'Good' when rehabilitated or repaired as 'Excellent' is reserved for new elements or structures. Due to this, even a rehabilitated bridge may only have a BCI of 75 and not have a need for rehabilitation for 15 to 20 years.

In consideration of the above, the needs of the structure (repair, rehabilitation, and/or replacement) and time of need (TON) recommendations of the inspector must be taken into consideration when reviewing the level of service for the structure as well. As such, the system adequacy must continue to be monitored as well.

2.3 County Structure Conditions

As of December 2021, the average BCI for the County's bridge and structure culvert systems was 69.3 and 67.3 respectively. The highest structure's BCI being 98 and the lowest structure's BCI being 13. The average BCI for the County's bridges is projected to be 67 in 2031 and the average BCI for the County's structure culverts is projected to be 68 for structure culverts.

The LOS system adequacy metric included in the CAMP measures the percentage of structures which do not have immediate needs. As of this date the system adequacy is 94.7% (target of 75%) for the County's bridges and 93.2% (target of 90%) for the County's structure culverts. As such, the County's structure conditions exceed target requirements established by the CAMP.

2.4 Target System Average BCIs

The requirements of inspecting bridges every two calendar years is also adhered to by MTO. MTO uses BCI values calculated from their inspections to predict needs and plan works on the bridge following the below table:

Rating	Maintenance schedule
Good: BCI Range 70 -100	Maintenance is not usually required within the next five years
Fair: BCI Range 60 -70	Maintenance work is usually scheduled within the next five years. This is the ideal time to schedule major bridge repairs to get the most out of bridge spending.
Poor: BCI Less than 60	Maintenance work is usually scheduled within one year.

[6]

As seen above, MTO aims to not allow the BCI value of Highway bridges to fall below a BCI of 60. This is due to the high traffic volume impacts of these bridges and is over and above values that should be targeted for County Structures as it would not be economically feasible. However, targeting a system average BCI in excess of 60 is recommended and aligns with the current condition of County Structures.

As the existing condition of the County's structures falls within the system adequacy targets, maintaining or exceeding the current system average BCI for the County's structures is beneficial and economically achievable.

3.0 RECOMMENDATIONS

As the CAMP was well researched and effectively lays out achievable average PCI targets for the County's road system, it is not recommended that changes to the Roads LOS occur.

O.Reg.588/17 legislates that a target average BCI be set for bridges, and culverts meeting the technical definition of a bridge. Given the information provided in the previous sections, a target system average BCI of 68 is recommended for both County bridges and structure culverts.

It is recommended that the CAMP be amended with the Bridge and Structure Culvert LOS tables included in Appendix C, which have been updated to include target average BCI values for the system and LOS analysis of the current system.

APPENDIX A

Level of Service Tables from County Asset Management Plan (November, 2014)

For Roads, Bridges, and Structure Culverts

Table 1 – Level of Service (LOS) Analysis for Roads from County Asset Management Plan, November 26, 2014

Level of Service Objectives	Level of Service Components	Performance Measure	Existing LOS	Recommended LOS (Long-Range)	Risk	Comments
Legislative Compliance	Highway Traffic Act, Municipal Act	Compliance with Acts and Regulations.	100%	100%	High	Roads to be maintained in safe condition, minimum maintenance standards.
Safety	Compliance with industry standards (TAC, OPS, Minimum Maintenance Standards)	Regular patrols, Annual inspections, documentation of conditions and actions.	100%	100%	High	Regular inspection program to track any deterioration of conditions, safety and warning signs, and mitigation measures.
Asset Condition	Roads can be maintained in safe conditions	Roads are open and available for normal use.	100%	100%	High	Ensure public access, Emergency response and service continuity.
	County Roads without seasonal load posting	% km of roads without seasonal load restrictions.	40%	50% (75%)	Medium	Long term objective to remove spring load restrictions on all County Roads. Risk to business continuity.
	Pavement condition	Average PCI (pavement condition index).	65.7	70.0 (72.5)	High	Maintain average PCI (High) Priority to improve average pavement condition on highest volume roads. (Medium)
System Adequacy	Availability	System (roads bridges and culverts) open and passable year round with posted limitations.	100%	100%	High	Ensures access to all areas of County at basic level of service in safe condition. (Roads, bridges and culverts) open and passable year-round
	Overall System Adequacy	Percentage of roads without immediate rehabilitation needs.	58.7%	60% (75%)	High	Achieve established minimum standard for upper tier system, comparable to peer group. Provide good quality, safe, reliable, year-round road system to sustain local economy and provide core services.

Table 2 – Level of Service (LOS) Analysis for Bridges from County Asset Management Plan, November 26, 2014

Level of Service Objectives	Level of Service Components	Performance Measure	Existing LOS	Recommended LOS	Risk	Comments
Legislative Compliance	Canadian Highway Bridge Design Code	Compliance with Acts and Regulations	100%	100%	High	All new bridges to be designed to comply with current design standards.
Safety	Ontario Municipal Act	Bi-annual OSIM Inspections	100%	100%	High	Regular inspection program
Asset Condition	All bridges on County Roads and on local roads with AADT >400	No Load restrictions	100%	100%	High	Ensure Emergency response and business continuity
	Maintains two-way traffic	Sufficient Bridge deck width for two travel lanes	AADT <50 0% 50-200 25% >200 95%	AADT <50 25% 50-201 50% >200 95%	Low Medium High	Temporary and Single Lane Bridges Acceptable if existing and in good condition or when on low volume road.
System Adequacy	All bridges are open and available for use with posted restrictions where applicable.	Restricted Capacity Bridges only on local roads with alternate routes.	100%	100%	High	Bridge posting by-law; Bridge rehabilitation or replacement based on BCI
	Overall System condition	Structures without immediate repair or rehabilitation needs	76%	75%	High	Bridge rehabilitation or replacement based on BCI. Includes width deficient temporary single-lane bridges.

Table 3 – Level of Service (LOS) Analysis for Major Culverts (over 3.0 m in Span) from County Asset Management Plan, November 26, 2014

Level of Service Objectives	Level of Service Components	Performance Measure	Existing LOS	Recommended LOS	Risk	Comments
Legislative Compliance	Canadian Highway Bridge Design Code	Compliance with Acts and Regulations	100%	100%	High	All new bridges to be designed to comply with current design standards. No critical deficiencies on existing bridges.
Safety	Ontario Municipal Act	Bi-annual OSIM Inspections	100%	100%	High	Regular inspection program to confirm structure condition and required repair or maintenance
Asset Condition	Culverts on all County Roads and local roads with AADT >400	No Load restrictions	100%	100%	High	Ensure Emergency response and business continuity
	Platform width and barriers	Compliance with design Standards	AADT <50 25% 50-200 65% >200 92%	AADT <50 25% 50 – 200 75% >200 95%	Low Medium High	Single lane width acceptable as existing or as temporary on low volume road.
System Adequacy	All culverts are open and available for use with posted restrictions where applicable.	Restricted Capacity structures only on local roads with alternate routes..	100%	98%	High	Bridge posting by-law
	Overall System condition	Structures without immediate needs	93%	90%	High	Consider rehabilitation or replacement based on BCI and individual assessment of risk.

APPENDIX B

O. Reg. 588/17 Template Tables for Presenting Qualitative & Technical Metrics in AMP For Roads & Bridges and Culverts

Table 4 – TABLE 4 from O.Reg. 588/17 providing template of minimum qualitative and technical requirements for Roads

Column 1 Service attribute	Column 2 Community levels of service (qualitative descriptions)	Column 3 Technical levels of service (technical metrics)
Scope	Description, which may include maps, of the road network in the municipality and its level of connectivity.	Number of lane-kilometres of each of arterial roads, collector roads and local roads as a proportion of square kilometres of land area of the municipality.
Quality	Description or images that illustrate the different levels of road class pavement condition.	1. For paved roads in the municipality, the average pavement condition index value. 2. For unpaved roads in the municipality, the average surface condition (e.g. excellent, good, fair or poor).

Table 5 – TABLE 5 from O.Reg. 588/17 providing template of minimum qualitative and technical requirements for Bridges and Culverts

Column 1 Service attribute	Column 2 Community levels of service (qualitative descriptions)	Column 3 Technical levels of service (technical metrics)
Scope	Description of the traffic that is supported by municipal bridges (e.g., heavy transport vehicles, motor vehicles, emergency vehicles, pedestrians, cyclists).	Percentage of bridges in the municipality with loading or dimensional restrictions.
Quality	1. Description or images of the condition of bridges and how this would affect use of the bridges. 2. Description or images of the condition of culverts and how this would affect use of the culverts.	1. For bridges in the municipality, the average bridge condition index value. 2. For structural culverts in the municipality, the average bridge condition index value.

APPENDIX C

UPDATED LOS TABLES FOR COUNTY BRIDGES AND STRUCTURE CULVERTS

Table 6 – Recommended Updated Level of Service (LOS) Analysis for Bridges

Level of Service Objectives	Level of Service Components	Performance Measure	Existing LOS	Recommended LOS	Risk	Comments
Legislative Compliance	Canadian Highway Bridge Design Code	Compliance with Acts and Regulations	100%	100%	High	All new bridges to be designed to comply with current design standards.
Safety	Ontario Municipal Act	Bi-annual OSIM Inspections	100%	100%	High	Regular inspection program
Asset Condition	All bridges on County Roads and on local roads with AADT >400	No Load restrictions	100%	100%	High	Ensure Emergency response and business continuity
	Maintains two-way traffic	Sufficient Bridge deck width for two travel lanes	AADT <50 0% 50-200 25% >200 95%	AADT <50 25% 50-201 50% >200 95%	Low Medium High	Temporary and Single Lane Bridges Acceptable if existing and in good condition or when on low volume road.
System Adequacy	All bridges are open and available for use with posted restrictions where applicable.	Restricted Capacity Bridges only on local roads with alternate routes.	100%	100%	High	Bridge posting by-law; Bridge rehabilitation or replacement based on BCI
	Overall System Adequacy Condition	Structures without immediate repair or rehabilitation needs	94.7% 76%	90% 75%	High	Bridge rehabilitation or replacement needs based on BCI. Includes width deficient temporary single-lane bridges.
	System Condition	Average BCI value for System	69.3	68	High	Bridge Condition Index (BCI)

Table 7 – Recommended Updated Level of Service (LOS) Analysis for Major Culverts (over 3.0 m in Span)

Level of Service Objectives	Level of Service Components	Performance Measure	Existing LOS	Recommended LOS	Risk	Comments
Legislative Compliance	Canadian Highway Bridge Design Code	Compliance with Acts and Regulations	100%	100%	High	All new bridges to be designed to comply with current design standards. No critical deficiencies on existing bridges.
Safety	Ontario Municipal Act	Bi-annual OSIM Inspections	100%	100%	High	Regular inspection program to confirm structure condition and required repair or maintenance
Asset Condition	Culverts on all County Roads and local roads with AADT >400	No Load restrictions	100%	100%	High	Ensure Emergency response and business continuity
	Platform width and barriers	Compliance with design Standards	AADT <50 25% 50-200 65% >200 92%	AADT <50 25% 50 – 200 75% >200 95%	Low Medium High	Single lane width acceptable as existing or as temporary on low volume road.
System Adequacy	All culverts are open and available for use with posted restrictions where applicable.	Restricted Capacity structures only on local roads with alternate routes..	100%	98%	High	Bridge posting by-law
	Overall System Adequacy condition	Structures without immediate needs	93.2%	90%	High	Consider rehabilitation or replacement based on BCI and individual assessment of risk.
	System Condition	Average BCI value for System	67.3	68	High	Bridge Condition Index (BCI)

REFERENCES

- [1] Government of Ontario, “Infrastructure for Jobs and Prosperity Act Ontario Regulation 588/17,” *Asset Management Planning for Municipal Infrastructure*, 19-Nov-2018. [Online]. Available: <https://www.ontario.ca/laws/regulation/r17588>. [Accessed: 17-Jan-2022].
- [2] Corporation of the County of Renfrew, *Asset Management Plan*, 26-Nov-2014.
- [3] Government of Ontario, “Public Transportation and Highway Improvement Act Ontario Regulation 104/97,” *Standards for Bridges*, 6-Dec-2010. [Online]. Available: <https://www.ontario.ca/laws/regulation/970104>. [Accessed: 17-Jan-2022].
- [4] Ministry of Transportation, *Ontario Structure Inspection Manual (OSIM)*, Apr-2008.
- [5] Ontario Good Roads Association, “Bridge Inspections,” *Assessing Defects and Details for Safety Q & A*, 12-4-2019. [Online]. Available: <https://www.ogra.org/files/Education/Webinar/BridgeInspection/Bridge%20Inspection%20-%20Assessing%20Defects%20&%20Details%20for%20Safety%20Q&A.pdf>. [Accessed: 17-Jan-2022].
- [6] Ministry of Transportation, “Highways & Bridges,” *Bridge repairs*, 18-Aug-2015. [Online]. Available: <http://www.mto.gov.on.ca/english/highway-bridges/ontario-bridges.shtml>. [Accessed: 17-Jan-2022].

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-57 REHABILITATION
OF COUNTY STRUCTURE B057 (MOUNT ST. PATRICK 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 B057 (Mount St. Patrick Bridge) under Contract PWC-2022-57 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Coco Group of Companies, Kingston, 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-2022-57 for the rehabilitation of County Structure B057 (Mount St. Patrick Bridge) as submitted by Coco Group of Companies, Kingston, Ontario in the amount of \$686,698 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 27th day of April 2022.

READ a second time this 27th day of April 2022.

READ a third time and finally passed this 27th day of April 2022.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-18 REHABILITATION
OF COUNTY STRUCTURE B319 (BUCHOLTZ 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 B319 (Bucholtz Bridge) under Contract PWC-2022-18 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by GMP Contracting, Markham, 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-2022-18 for the rehabilitation of County Structure B319 (Bucholtz Bridge) as submitted by GMP Contracting, Markham, Ontario in the amount of \$835,495.47 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 27th day of April 2022.

READ a second time this 27th day of April 2022.

READ a third time and finally passed this 27th day of April 2022.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-09 CLOSE-CUT
CLEARING OF COUNTY ROAD 512 (FOYMOUNT ROAD)**

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

AND WHEREAS public tenders were requested for the close-cut clearing of County Road 512 (Foymount Road) under Contract PWC-2022-09 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Six Nations Aecon Joint Venture, Toronto, 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-2022-09 for close-cut clearing of County Road 512 (Foymount Road) as submitted by Six Nations Aecon Joint Venture, Toronto, Ontario in the amount of \$151,477.44 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 27th day of April 2022.

READ a second time this 27th day of April 2022.

READ a third time and finally passed this 27th day of April 2022.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO ACQUIRE LAND COUNTY ROAD 65 (CENTENNIAL LAKE 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 Corporation of the County of Renfrew acquire the lands located in Part of Lot 15, Concession 9 in the geographic Township of Matawatchan in the Township of Greater Madawaska, described as Part 1 on Plan 49R-20034 from Korey McKinnon for the sum of One Dollar (\$1.00).
2. THAT the lands are hereby dedicated as part of the highway namely County Road 65 (Centennial Lake 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 27th day of April 2022.

READ a second time this 27th day of April 2022.

READ a third time and finally passed this 27th day of April 2022.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.

2. THE SURVEY WAS COMPLETED ON JANUARY 7, 2022.

FEBRUARY 17, 2022

DATE

IAN B. WALLACE, O.L.S.

THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER V-23543.

SCHEDULE

PART	DESCRIPTION	PIN	AREA
1	PART OF ROAD ALLOWANCE BETWEEN LOTS 15 & 16, CON 9	PT 57488-0331	0.09 SQ.M.

PLAN OF SURVEY OF
PART OF THE ROAD ALLOWANCE
BETWEEN LOTS 15 & 16, CONCESSION 9
(CLOSED BY BY-LAW 54-2012, INSTRUMENT RE161801)
GEOGRAPHIC TOWNSHIP OF MATAWATCHAN
TOWNSHIP OF GREATER MADAWASKA
COUNTY OF RENFREW

SCALE 1 : 50 METRES



THE INTENDED PLOT SIZE OF THIS PLAN IS 432MM
IN WIDTH BY 279MM IN HEIGHT WHEN PLOTTED AT
A SCALE OF 1:50

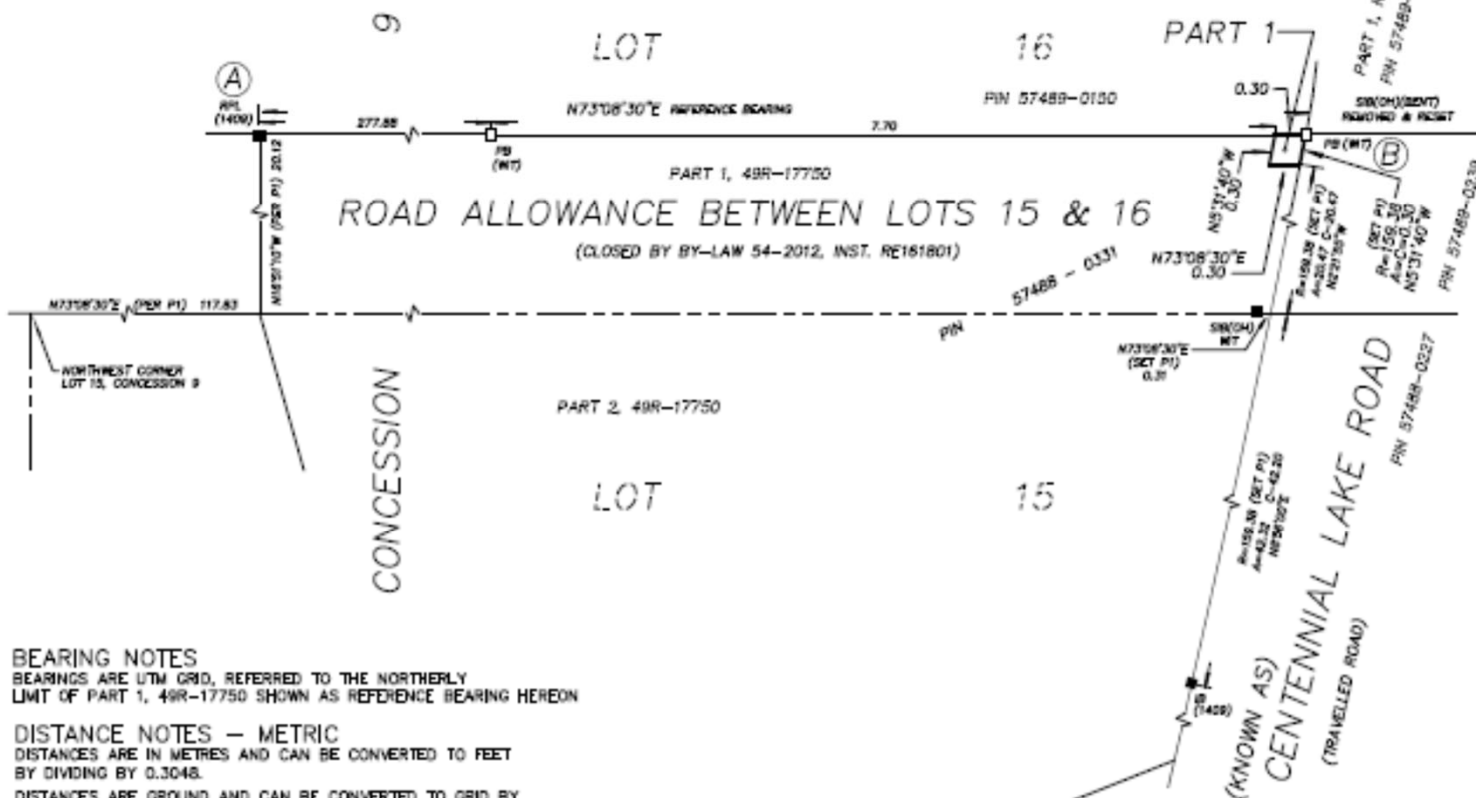
PLAN 49R-20034

Received and deposited

March 4th, 2022

Lucy Wang

Representative for the
Land Registrar for the
Land Titles Division of
Renfrew (No.49)



LEGEND

- DENOTES SURVEY MONUMENT FOUND
- DENOTES SURVEY MONUMENT SET
- SIB DENOTES STANDARD IRON BAR
- IB DENOTES IRON BAR
- PB DENOTES PLASTIC BAR
- RPL DENOTES ROCK PLUG
- WT DENOTES WITNESS
- OH DENOTES ONTARIO HYDRO
- 1409 DENOTES W.R. WOLLERMAN, O.L.S.
- P1 DENOTES PLAN 49R-17750

INTEGRATION DATA

OBSERVED REFERENCE POINTS DERIVED FROM GPS OBSERVATIONS USING A REAL TIME NETWORK AND ARE REFERRED TO UTM ZONE 18 (75° WEST LONGITUDE) NAD83(CSRG)(2010).

RURAL ACCURACY PER SEC. 14(3), O.R.D. 216/10.

POINT ID	NORTHING	EASTING
A	5004635.88	337390.83
B	5004718.79	337664.43

CAUTION: COORDINATES SHOWN IN THIS PLAN ARE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN



IBWSURVEYORS.COM | 1.800.667.0698

PARTY CHIEF: KR [DRAWN BY: KR] [CHECKED BY: KR] [PLOT DATE: FEB. 17, 2022]
FILE NAME: A-030884_RPLAN_V3 | copies available at LandSurveyRecords.com

BEARING NOTES

BEARINGS ARE UTM GRID, REFERRED TO THE NORTHERLY
LIMIT OF PART 1, 49R-17750 SHOWN AS REFERENCE BEARING HEREON

DISTANCE NOTES - METRIC

DISTANCES ARE IN METRES AND CAN BE CONVERTED TO FEET
BY DIVIDING BY 0.3048.

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY
MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.99993

OPERATIONS DIVISION REPORT

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

Prepared for: Operations Committee

April 12, 2022

INFORMATION**1. Winter Operations [Strategic Plan Goal No. 3]**

Table 1 provides a summary of winter events, material usage and precipitation amounts for the 2021/2022 winter months. Table 2 outlines the Significant Weather Events declared to date for the 2021/2022 winter season. Staff continues to be ready to respond to winter events as they occur.

Table 1

Month	No. of Event Days		Type of Event (days)			Material Used (tonnes)		Precipitation	
	Weekday	Weekend	Snow	Blowing Snow	Freezing Rain	Salt	Sand	Weather Station	Amount (mm)
Nov	7	2	7	0	7	665.6	588.7	Petawawa	41.0
								Bancroft	62.2
Dec	18	8	19	1	8	5,565.4	1,679.9	Petawawa	55.0
								Bancroft	78.9
Jan	16	3	17	2	2	4,354.2	2,186.4	Petawawa	33.2
								Bancroft	52.2
Feb	16	7	14	12	4	5,803.3	1,724.4	Petawawa	57.4
								Bancroft	100.8
Totals	57	20	57	15	21	16,388.5	6,179.4	Petawawa	186.6
								Bancroft	294.1

Table 2

Declaration Start			Declaration End			Reason
Month	Day	Time	Month	Day	Time	
Dec	5	3:00 PM	Dec	7	8:00 AM	Snow/Ice
Dec	10	10:30 PM	Dec	12	6:46 AM	Ice
Dec	15	7:00 AM	Dec	16	8:00 AM	Ice
Dec	24	3:27 PM	Dec	26	7:14 AM	Ice
Jan	16	6:30 PM	Jan	19	1:30 PM	Snow
Feb	17	2:00 PM	Feb	18	1:30 PM	Snow
Feb	21	4:00 PM	Feb	23	3:00 PM	Snow/Ice
Mar	6	7:30 AM	Mar	6	12:00 PM	Ice
Mar	23	2:50 PM	Mar	25	9:00 PM	Ice
Mar	30	2:00 PM	Mar	31	10:02 AM	Ice

2. **Spring Load Restrictions [Strategic Plan Goal No. 2]**

The County of Renfrew By-law 11-12 to Designate a Reduced Load Period on County Roads pertains to spring load restrictions that may be imposed commencing March 1 and extend to May 31 each and every year. The County placed advertisements in the local newspapers and provided notifications to the local municipalities to advise the public and commercial haulers that spring load restrictions commenced on March 21, 2022. Staff will be monitoring the progress of the spring breakup to determine whether or not it will be possible to lift road restrictions prior to May 31. The signs indicating the restrictions will be adjusted to reflect any changes to the period of the restrictions.

3. **Disposal of Surplus Assets [Strategic Plan Goal No. 2]**

The Township of Whitewater Region was the successful bidder of the following equipment and provided to the Township.

- a) Motorola Radius M1225 Radio and Mic (x2) - \$184
- b) Motorola CM200 Radio and Mic - \$100
- c) Motorola Home Base Mic - \$50
- d) Motorola MTPN11363 Home Base Power Supplies - \$40

4. **Quotations and Tenders [Strategic Plan No. 3]**

The following tenders have been awarded under the authority of the Director of Public Works and Engineering or the Chief Administrative Officer. In all cases the procurements have followed the processes set out in Corporate Policy GA-01 Procurement of Goods and Services.

a) **PWO-2022-06 Rehabilitation of the Calabogie Sand Dome and Structural Repair of the Calabogie Salt Shed**

1. Bay Roofing and Exteriors Ltd., North Bay, ON	\$72,215
2. Van Pelt Construction Inc., Mitchell, ON	\$122,700

b) **PWO-2022-07 Rehabilitation of the Calabogie Salt Shed**

1. Van Pelt Construction Inc., Mitchell, ON	\$23,000
---	----------

Applicable taxes have been excluded from the above quotations.

BY-LAWS

5. **PWC-2022-04 Rehabilitation of County Road 517 (Dafoe Road) [Strategic Plan Goal No. 3]**

Recommendation: THAT the Operations Committee recommend that County Council approve Contract PWC-2022-04 as submitted by Greenwood Paving (Pembroke) Ltd., Pembroke, Ontario for the rehabilitation of County Road 517 (Dafoe Road) in the amount of \$943,818.01 plus HST; AND FURTHER THAT a By-law to Authorize Execution of the Contract be passed.

Background

Tenders were requested and received for the rehabilitation of County Road 517 (Dafoe Road) from Serran Road to County Road 62 (Combermere Road), a distance of 3.36 kilometres in the Township of Madawaska Valley as follows:

1. Greenwood Paving (Pembroke) Ltd., Pembroke ON	\$943,818.01
2. R.G.T. Clouthier Construction Ltd., Pembroke ON	\$984,994.00
3. Bonnechere Excavating Inc., Renfrew ON	\$1,096,283.78
4. H&H Construction Inc., Petawawa ON	\$1,196,858.64

All amounts exclude applicable taxes.

Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$1,134,484 for the rehabilitation of rehabilitation of County Road 517 (Dafoe Road). A comparison of the 2022 budget and projected costs is provided in the following table:

County Road 517 (Dafoe Road) Rehabilitation			
	2022 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction	1,005,894.55	962,973.21	42,921.34
Engineering - Design/Tendering	10,000.00	10,000.00	-
Project Administration & Construction Supervision	15,000.00	15,000.00	-
Material Testing (Allowance)	3,000.00	3,000.00	-
Contingency	100,589.45	48,148.66	52,440.79
Total	1,134,484.00	1,039,121.87	95,362.13
* All costs are net HST			
* Projected costs are based on Tender results			

6. PWC-2022-65 Rehabilitation of County Road 65 (Centennial Lake Road) [Strategic Plan Goal No. 3]

Recommendation: THAT the Operations Committee recommend that County Council approve Contract PWC-2022-65 as submitted by Greenwood Paving (Pembroke) Ltd., Pembroke, Ontario for the rehabilitation of County Road 65 (Centennial Lake Road) in the amount of \$1,143,330.89 plus HST; AND FURTHER THAT a By-law to Authorize Execution of the Contract be passed.

Background

Tenders were requested and received for the rehabilitation of County Road 65 (Centennial Lake Road) from the Black Donald Access Point to Deer Mountain Road, a distance of 4.45 kilometres in the Township of Greater Madawaska as follows:

1. Greenwood Paving (Pembroke) Ltd., Pembroke ON	\$1,143,330.89
2. R.G.T. Clouthier Construction Ltd., Pembroke ON	\$1,230,524.00
3. H&H Construction Inc., Petawawa ON	\$1,309,292.92
4. Bonnechere Excavating Inc., Renfrew ON	\$1,445,357.88
5. The Eastway Contracting Inc., Pembroke ON	\$1,454,272.82

All amounts exclude applicable taxes

Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$1,128,270 for the rehabilitation of County Road 65 (Centennial Lake Road). Staff confirm that the additional cost of \$15,060.89 for this project can be reconciled through cost savings on other Capital projects. A comparison of the 2022 budget and projected costs is provided in the following table:

County Road 65 (Centennial Lake Road) Rehabilitation			
	2022 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction	998,427.27	1,167,015.11	(168,587.84)
Engineering - Design/Tendering	6,000.00	6,000.00	-
Project Administration & Construction Supervision	21,000.00	21,000.00	-
Material Testing (Allowance)	3,000.00	3,000.00	-
Contingency	99,842.73	58,350.76	41,491.97
Total	1,128,270.00	1,255,365.87	(127,095.87)
* All costs are net HST			
* Projected costs are based on Tender results			

7. PWO-2022-01 Light Duty Pick-Up Trucks [Strategic Plan Goal No. 2]

Recommendation: THAT the Operations Committee recommend that County Council approve Contract PWO-2022-01 as submitted by Surgenor Chevrolet Buick GMC Cadillac, Ottawa, Ontario for the supply and delivery of eight light duty pick-up trucks in the amount of \$432,318 plus applicable taxes; AND FURTHER THAT a By-law to Authorize the Execution of the Contract be passed.

Background

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

- | | |
|--|-----------|
| 1. Surgenor Chevrolet Buick GMC Cadillac, Ottawa, ON | \$432,318 |
| 2. Urban Ford Sales Ltd., Arnprior, ON | Rejected |
- All amounts exclude applicable taxes.

The current 2022 Department Budget includes funds in the amount of \$297,000 for seven pick-up trucks. An additional light duty pick-up truck was added to the 2022 tender due to an incident that occurred in January 2022. Staff have reviewed the tender results and recommend that the balance of required funds be obtained from any savings within the 2022

Operations Budget. The submission from Urban Ford Sales Ltd. was rejected due to incompleteness of the tender and it did not meet the minimum requirements as set out in the specifications. This tender was processed in accordance with the County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

8. PWO-2022-02 Pavement Marking [Strategic Plan Goal No. 3]

Recommendation: THAT the Operations Committee recommend that County Council approve Contract PWO-2022-02 as submitted by Provincial Road Markings Inc., Guelph, Ontario for Pavement Marking in the amount of \$657,003 plus HST; AND FURTHER THAT a By-law to Authorize Execution of the Contract be passed.

Background

Tenders were requested and received for Pavement Marking of various County Roads.

Tenders were received as follows:

1. Provincial Road Markings Inc., Guelph, ON	\$657,003.00
2. Almon Equipment Ltd., Toronto, ON	\$754,777.35
3. Trillium Pavement Marking, Carleton Place, ON	Incomplete
4. Northside Pavement Markings Ltd., Fredericton, NB	Incomplete

All amounts exclude applicable taxes.

The cost for this contract is \$657,003 plus applicable taxes. Staff has reviewed the tender results for the purchase and has confirmed that there are sufficient funds to complete the project as tendered. This tender was processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

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

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-04 REHABILITATION
OF COUNTY ROAD 517 (DAFOE ROAD)**

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

AND WHEREAS public tenders were requested for the rehabilitation of County Road 517 (Dafoe Road) under Contract PWC-2022-04 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

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

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

1. THAT the Council of the County of Renfrew approve of the awarding of Contract PWC-2022-04 rehabilitation of County Road 517 (Dafoe Road) as submitted by Greenwood Paving (Pembroke) Ltd., Pembroke, Ontario in the amount of \$943,818.01 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 27th day of April 2022.

READ a second time this 27th day of April 2022.

READ a third time and finally passed this 27th day of April 2022.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-65 REHABILITATION
OF COUNTY ROAD 65 (CENTENNIAL LAKE ROAD)**

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

AND WHEREAS public tenders were requested for the rehabilitation of County Road 65 (Centennial Lake Road) under Contract PWC-2022-65 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

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

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

1. THAT the Council of the County of Renfrew approve of the awarding of Contract PWC-2022-65 rehabilitation of County Road 65 (Centennial Lake Road) as submitted by Greenwood Paving (Pembroke) Ltd., Pembroke, Ontario in the amount of \$1,143,330.89 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 27th day of April 2022.

READ a second time this 27th day of April 2022.

READ a third time and finally passed this 27th day of April 2022.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWO-2022-01 FOR THE SUPPLY
AND DELIVERY OF EIGHT LIGHT DUTY PICK-UP TRUCKS**

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

AND WHEREAS public tenders were requested for the supply and delivery of four light-duty pick-up trucks, under Contract PWO-2022-01 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Surgenor Chevrolet Buick GMC Cadillac, 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 the awarding of Contract PWO-2022-01 for the supply and delivery of eight light-duty pick-up trucks as submitted by Surgenor Chevrolet Buick GMC Cadillac, Ottawa, Ontario in the amount of \$432,318 plus applicable taxes.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary for the execution of the said contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 27th day of April 2022.

READ a second time this 27th day of April 2022.

READ a third time and finally passed this 27th day of April 2022.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW FOR THE EXECUTION OF CONTRACT PWO-2022-02 FOR PAVEMENT MARKING

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

AND WHEREAS public tenders were requested for Pavement Marking under Contract PWO-2022-02 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Provincial Road Markings Inc., Guelph, Ontario was reviewed and accepted by the Operations Committee.

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

1. That the Council of the County of Renfrew approve of the awarding of Contract PWO-2022-02 for Pavement Marking, as submitted by Provincial Road Markings Inc., Guelph, Ontario in the amount of \$657,003 plus HST.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary for the execution of the said Contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 27th day of April 2022.

READ a second time this 27th day of April 2022.

READ a third time this 27th day of April 2022.

DEBBIE ROBINSON, WARDEN

PAUL V. MOREAU, CLERK