



## **OPERATIONS COMMITTEE**

Tuesday, May 10, 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 meetings held on April 12 and 27, 2022 (attached).
6. Delegations: None at time of mailing.
7. Public Works and Engineering Department Page
  - a) Department Report 3
  - b) Infrastructure Division Report 69
  - c) Operations Division Report 75
8. New Business.
9. Closed Meeting: None at time of mailing.
10. Date of next meeting (Tuesday, June 14, 2022) and adjournment.

**NOTE:** a) **County Council: Wednesday, May 25, 2022.**

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

## **Strategic Plan**

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

Initiatives:

- d) Create a strategic communications plan
- e) 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

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**TO:** Operations Committee

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

**DATE:** May 10, 2022

**SUBJECT:** Department Report

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#### INFORMATION

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

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

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

Attached as Appendix II is the Capital Program Variance Report. As Committee will notice from the 2022 Capital Variance Report, Staff are seeing a number of overages in the project tenders. Significant increases in asphalt pricing and bridge rehabilitation have contributed to an overall excess of \$2.0 million in pricing. With a number of project tenders still to come, Staff are advising Committee that the use of the Working Capital Reserve account may be necessary later in the season to complete planned projects. If deemed necessary, a select number of projects may be pushed into the 2023 season which would affect the Asset Management Plan and future work plans.

3. **Treasurer's Report**

Attached as Appendix III is a copy of the March 2022 Treasurer's Report for the Public Works and Engineering Department.

#### 4. **Departmental Growth [Strategic Plan Goal No. 2]**

Due to growing costs of services provided by external Engineering Consultants and the increasing volume of works being required for road designs, Public Works and Engineering (PWE) staff initiated a review of opportunities for savings and increased efficiencies within the Department. It has been identified that the establishment of three new positions within PWE would provide a higher level of service to rate payers, provide substantial savings on Capital Projects—and the County as a whole, and provide greater opportunity to assist local Municipalities. The three proposed new positions within PWE are shown below with the benefits of each position summarized:

##### a) Civil Designer

The Asset Management Plan, on average, includes \$277,200 in costs for Consultant Services in the design of an average of eight structure culverts annually. Staff within the PWE have the qualifications and skills necessary to complete the design of most structure culverts. However, there is currently no position which is responsible for such internal designs, and no staff available to undertake so many design assignments. The current staffing has been able to complete designs for the replacement of such structures as C058 (Constant Creek Culverts), C142 (Quade Creek Culverts), C222 (Pleasant Valley Steel Arch), C300 (Wolfe Road Twin Pipes), and C314 (Royal Pines Culvert) in recent years. However, as staff have other responsibilities, they must work 'by committee' on single designs and currently only have capacity to complete one structure culvert design per year.

If a Civil Designer position were approved, it would allow the Department to undertake the design of most, if not all, structure culverts in-house and realize an average savings of approximately \$120,224 in design services per year. Additionally, the designs undertaken in-house are of a higher quality as more design alternatives are reviewed, greater variables are used in comparing options, and recent tender prices in establishing cost estimates. As such, the designs completed in-house are more efficient, better quality, and more cost efficient than those completed by consultants.



b) Engineering Technician

As the required road works has increased each year, the working capacity of the existing technical team, consisting of two Engineering Technicians overseen by the Supervisor–Technical Services, has started to be surpassed. This is evidenced financially by the need to solicit the services of Engineering Consultants to supervise construction on some recent road projects as well as the need to solicit the services of a consultant to design the rehabilitation of County Road 21 (Beachburg Road) this year—a project which would normally fall within technical capabilities of the PWE; however due to staff shortages, were unable to be completed. PWE has also had to increasingly rely on the use of Junior Engineering Technicians to take on construction supervision roles—this provides excellent experience for summer students but cannot be relied on due to the complex needs of some road supervision projects.

Additionally, although the Supervisor–Technical Services and Engineering Technicians have the capabilities, due to the large number of road projects undertaken annually, the technical team does not have time to review such items as roadside safety, road alignment, sightlines, or signage needs for each road and must design for like-for-like rehabilitation. As the budget for road works continues to increase annually each year, it is needed to ensure the County Road system remains in a safe condition, so too will the need for external services to assist in design and construction supervision.

If a third Engineering Technician were approved, this would allow the Department to undertake a more thorough review of roads needs during design while also realizing an average savings of approximately \$359,425 per year.

c) Operations Coordinator

As noted under the previous two positions, work capacity within the Department as a whole has been surpassed, but not due to a lack of staff capability. Should the two positions listed above be approved, it is advisable that the Department be reorganized to include all County Road and Structure capital works under the Infrastructure Division and all maintenance and operations under the Operations Division. However, the Operations Division would still have a substantial portfolio of projects and programs related to maintenance operations on County

infrastructure. These types of projects include, but are not limited to, the scratch coat program, repair and rehabilitation of Public Works facilities, the line painting program, and various other programs being developed in support of the maintenance of County roads and structures.

In the past, the various programs and projects have been coordinated by several different staff within the Department and overseen by the Manager of Operations. However, with a greater focus for the existing technical staff on the Capital Program for County Roads and Structures, an additional staff member is required to oversee the Operations programs.

If an Operations Coordinator were approved, it would allow the Department to allocate the proper focus to the above programs within the Operations Division, without taking away from the necessities of Capital Works on Roads and Structures. Though the Operations Coordinator would not provide a cost savings to the County, the savings identified above would negate the additional cost of the additional staff member. Additionally, the Operations Coordinator would be beneficial in further advancing the Operations Division by improving standard procedures, advancing health and safety initiatives, improving the use of the Automatic Vehicle Locator (AVL) system, as well as greater implementation of new technologies such as road patrol software, electronic work orders, and electronic services requests.

The implementation of each of the above new positions is projected to provide an overall annual savings to the County of \$392,245 per year. Included as Appendix IV is a flow chart illustrating the layout of the proposed reorganization of the Public Works and Engineering Department as well as a table summarizing the costs associated with enacting the three new positions and the projected savings.

The positions are recommended to be included for consideration in the 2023 budget.

## 5. **Connecting the East: A Draft Transportation Plan for Eastern Ontario**

The Province of Ontario has released its plan to build a better transportation system in eastern Ontario. Attached as Appendix V is the complete report “Connecting the East: A draft transportation plan for eastern Ontario” which gives the details of the current governments’ accomplishments and plans for expansion to all forms of transportation, trails, transit and cycling. This plan includes infrastructure, service improvements and policies organized under five goals:

- Connecting people and places
- Supporting a competitive and open for business environment
- Providing more choice and convenience
- Improving safety and inclusion
- Preparing for the future.

Unfortunately, no new funding opportunities have been identified, but the document will make an additional reference when applying for transportation initiatives within the County of Renfrew.

## **RESOLUTIONS**

### 6. **County Road 52 (Burnstown Road) Fenced Lookout [Strategic Plan Goal No. 1]**

**Recommendation:** THAT the Operations Committee recommend that staff remove the existing fenced lookout on County Road 52 (Burnstown Road) and replace with a proper page wire fence along the Building Supply Road right-of-way; AND FURTHER THAT the existing rock be moved inside the fence line for the Federated Women’s Institutes of Ontario to replace the plaque at their convenience as a cost share with the County of Renfrew.

#### **Background**

A request from Marlene Schaly of the Federated Women’s Institutes of Ontario in Burnstown, Ontario within the Township of McNab/Braeside was received in April to repair the current scenic lookout along County Road 52 (Burnstown Road). Attached as Appendix VI are images of the lookout, mapping, survey and plaque inscription. The plaque has been removed and lost some time ago and the area has fallen into disrepair. In order to

improve the fencing and maintain safety along the lookout perimeter, an investment of approximately \$5,000 would be required as well as the cost of replacing the plaque and ongoing maintenance.

## **BY-LAWS**

### **7. County Road 1 (Madawaska Boulevard) – Review of Speed Limit between Connifer Lane and Edward Levesque Gate [Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend to County Council that the Speed Limit By-law be updated to change the posted speed limit along County Road 1 (Madawaska Boulevard) between Connifer Lane (Renfrew County Boundary) and 600 metres north of the Renfrew County Boundary to 60km/hr.

#### **Background**

The current posted speed limit on County Road 1 (Madawaska Boulevard) between Connifer Lane (Renfrew County Boundary) and 600 metres north of Connifer Lane is 80km/hr. Fronting on this section of Madawaska Boulevard is a 5 Phase subdivision which is approaching Phase 4 of development. The total number of residential units within the subdivision will be in excess of 500 upon completion.

During a recent review of subdivision design plans, the Developer requested that the posted speed limit for Madawaska Boulevard be reviewed. Due to the urbanization of the area and its close proximity to the core of the Town of Arnprior, staff conducted a review using the Transportation Association of Canada (TAC) Guidelines. The results, which have been included as Appendix VII, indicate that a posted speed limit of 60km/hr would be appropriate. Staff are therefore supportive of a reduction in the posted speed limit to 60km/hr.

As is the County of Renfrew Public Works and Engineering best practice, a letter was sent to the Town of Arnprior, seeking Town Council support for a change to the posted speed limit. The Town has supported it through the passing of a Town Council Resolution. A copy of the letter and Town Resolution are attached as Appendix VIII. A map is attached as Appendix IX to display the location.

8. **Infrastructure Division**

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

9. **Operations Division**

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

Department of Public Works & Engineering  
Capital Monthly Project Status Report - May 2022

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%	90%	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%	100%	May	June	July	September	Design by HP Engineering; Tender Closes May 26th
B022	Indian River Bridge	Laurentian Valley (Sandy Beach Road)			Rehabilitation	100%	100%	100%	March	May	June	November	Design by WSP; Tender Closed April 19th
B056	Colterman Bridge	Greater Madawaska (Colterman Road)			Clean and Paint	90%	100%	80%	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%	60%	May	June	July	August	Design by JL Richards
B068	Schimmins Creek Bridge	Brudenell, Lyndoch & Raglan (Welk Road)			Clean and Paint	90%	100%	80%	May	June	September	September	Day Labour Project
B150	Dam Lake Bridge	Madawaska Valley (Stanley Olsheski Road)			Clean and Paint	90%	100%	80%	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; Construction by BEI
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%	60%	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%	90%	60%			September	September	Day Labour Project
C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)			Rehabilitation	90%	100%	60%	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%	60%	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%	90%	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%	50%	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	RFP for design needed
C191	Dicks Road Culvert	Laurentian Valley (Dicks Road)			Design for Replacement	30%	10%	0%	June	July	2023	2023	RFP for design 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;

OPERATIONS TENDERS										
Type	Description	Term (Years)	Type	Specification	Tender	Award	Start	Complete	Status/Comments	
1	Pavement Marking	Paint/Glass Beads/Lines/Symbols	1+(+1+1+1+1)	Equipment/Material	March	March	April	May	November	Ongoing
2	Street Sweeping	Winter/Debris Removal	1	Equipment	March	April	April	May	May	Ongoing
3	Manhole and Catch Basin Cleaning	Winter/Debris Removal	1	Equipment	March	April	April	May	June	Ongoing
4	Roadside Brushing	Tree/Brush Removal	1	Equipment	May	June	June	July	November	Ongoing
5	Steel Sign Post Quotation	Sign Installation Hardware	1	Material	March	April	April	May	June	Ongoing
6	Weed Control	Wild Parsnip/Poison Ivy	5	Equipment/Material	Complete	2019	2019	June	July	Ongoing
7	Signs & Traffic Control Equipment	Road Signage	1	Material	March	April	April	May	May	Ongoing
8	Winter Sand	Winter Abrasives	1	Supply/Delivery/Process	June	July	August	August	October	Ongoing
9	Loader Rental	Winter Operations	1	Equipment	July	September	October	November	April	Ongoing
10	AVL Service Renewal	Automatic Vehicle Location	10	Application/Network/Data	May	2020	2020	June	2030	Ongoing
11	Shouldering	Granular/Sealing	1	Material/Installation	June	July	August	September	September	Ongoing
12	Calcium Chloride	Winter Operations	1	Material	September	September	October	October	April	Ongoing
13	Crack Sealing	Pavement Preservation	1	Material/Installation	May	May	June	June	September	Ongoing
14	Curb Repair	Preservation	1	Material/Repair	May	May	June	June	September	Ongoing
EQUIPMENT TENDERS										
Tender	Description	Quantity	Type	Specification	Tender	Award	Delivery	Status/Comments		
1	HDT (Heavy Duty Truck)	Combination Plow/Spreader	1	Replace	February	March	June	December		Ongoing
2	LDT (Light Duty Truck(s))	(7-1/2 ton & 1-3/4 ton 4WD)	8	Replace	February	March	April	December		Awaiting Delivery
3	Service Vehicle	PW Operations	1	Replace	February	April	June	December		Ongoing
4	Tractor	Tractor and Attachments	1	Replace	February	April	May	May		Ongoing
5	Backhoe	Backhoe Loader and Attachments	1	Replace	February	April	June	June		Ongoing
6	Enclosed Trailer	Construction	1	Replace	March	May	June	August		Ongoing
7	Tag Along Float	16 ft	1	Replace	May	May	June	August		Ongoing
8	Line Paint Machine	PW Operations	1	Replace	February	May	June	July		Ongoing
9	U-Body Water Tank	PW Operations	1	Replace	May	May	June	August		Ongoing
10	Sweeper Attachment	Tractor Mount	1	Replace	May	May	June	July		Ongoing
11	Offset Roller	Shoulder Compaction	1	New	March	May	June	July		Ongoing
12	Road Widener	Shouldering Machine	1	New	May	May	June	July		Ongoing
13	Service Vehicle	PW Operations	1	New	March	2021	2021	June		Awaiting Delivery
14	Service Vehicle	PW - RCP	1	New	March	2021	2021	June		Awaiting Delivery
15	Equipment Refurbishment(s)	As per Spring Inspection	Varies	Existing	May	May	June	October		Ongoing
16	AVL (Automatic Vehicle Location)	AVL/Telematics	Varies	New	April	May	June	September		Ongoing
HOUSING										
Tender	Location	Type	Type	Design	Tender	Award	Start	Complete	Status/Comments	
1	Repair - Salt Storage Shed	Calabogie Garage	Construct	Rehabilitation	2022	March	April	June	November	Ongoing
2	Repair - Sand Storage Dome/Salt Storage Shed	Calabogie Garage	Construct	Rehabilitation	2022	March	April	June	August	Ongoing
3	Repair - General Site	Cobden Patrol	Construct	Rehabilitation	2022	Internal	N/A	June	June	Ongoing
ROAD MAINTENANCE AGREEMENTS/FACILITY AGREEMENTS										
Service Provider	Location	Year	Type	Start	Complete	Term	Status/Comments			
1	Town of Arnprior	County Road 1, County Road 2	2022	Winter Road Maintenance	2022	2032	10			Ongoing
2	Town of Deep River	County Road 72, County Road 73	2020	Winter Road Maintenance	2020	2030	10			Complete
3	Town of Renfrew	County Road 20, County Road 52	2019	Winter Road Maintenance	2019	2029	10			Complete
4	Township of Carlo Mayo	County Road 517	2022	Winter Road Maintenance	2022	2023	Annual			Ongoing
5	Contractor	County Road 635	2022	Winter Road Maintenance	2022	2023	Annual			Ongoing
6	Algonquins of Pikwakanagan	Golden Lake	2022	Use of facilities and materials	2022	2027	5			Ongoing
7	Bonnechere Valley	Foymount	2022	Use of facilities and materials	2022	2027	5			Ongoing

Operations Division - Capital Monthly Project Status Report - May 2022  
Department of Public Works & Engineering

Project Name/Municipality		Location		Lengths	Description	RFP/Tender	Const. Award	Const. Start	Const. End	Comments
		From	To							
ROAD RECONSTRUCTION/REHABILITATION										
1	River Road	B258 W Exp Jnt	Elgin Street	0.51	Rehabilitation	May	June	August	September	
	Arnprior & McNab/Braeside									
1	River Road	County Road 10 (Division Street)	Usborne Street	0.50	Rehabilitation	2021	2021	June	July	
	McNab/Braeside									
1	River Road	1.1 km west of Henry Crescent	Storie Road	2.36	Rehabilitation	April	June	August	September	
	McNab/Braeside									
2	White Lake Road	Mountain View Road	Waba Creek Bridge E Exp Jnt	5.44	Rehabilitation	April	May	July	August	
	McNab/Braeside									
7	Foresters Falls Road	Harriet Street (urban begins)	Beginning of semi-urban	0.65	Rehabilitation	May	June	July	September	
	Whitewater Region									
13	Mountain Road	Micksburg Road	Stafford Third Line	2.78	Rehabilitation	April	May	August	September	
	Laurentian Valley									
23	Highland Road	Renfrew/Lanark County Line	Sawmill Road	1.51	Rehabilitation	April	May	July	August	
	McNab/Braeside									
24	White Water Road	Highway 17	County Road 40 (Greenwood Road)	2.45	Rehabilitation	May	June	September	October	
	Laurentian Valley									
29	Drive-In Road	City of Pembroke (South Limits)	Clearview Crescent	2.15	Rehabilitation	May	June	July	August	
	Laurentian Valley									
62	Combermere Road	Combermere South Urbam Limit	County Road 515 (Palmer Road)	1.01	Rehabilitation	March	May	July	July	
	Madawaska Valley									
65	Centennial Lake Road	Black Donald Access Point	Deer Mountain Road	4.29	Rehabilitation	March	April	July	August	
	Greater Madawaska									
67	Simpson Pit Road	Buckhill Road	County Road 58 (Round Lake Road)	1.42	Rehabilitation	March	May	June	July	
	Killaloe, Hagarty and Richards									
508	Calabogie Road	Mill Street	County Road 511 (Lanark Road)	1.94	Rehabilitation	March	May	June	June	
	Greater Madawaska									
512	Foymount Road	County Road 66 (Opeongo Road)	Hubers Road	3.68	Rehabilitation	May	June	August	September	
	Brudenell Lyndoch & Raglan									
517	Dafoe Road	Serran Road	County Road 62 (Combermere Road)	3.22	Rehabilitation	March	April	September	October	
	Madawaska Valley									
Various	Scratchcoat	Various Locations	Various Locations		Scratch Coat Paving	April	May	June	July	
	Various Locations									



2022 CAPITAL PROGRAM - ROADS/BRIDGES											Appendix II
	Road #	Location	From	To	Length (km)	2022 BUDGET	April Projected	May 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	159,824	0	0	
		Arnprior									
	1	River Road	County Road 10 (Division Street)	Usburne Street	0.50	520,000	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	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	1,471,684	383,000	0	
		McNab/Braeside									
	7	Foresters Falls Road	Harriet Street (urban begins)	Beginning of semi-urban	0.65	357,500	357,500	357,500	0	0	
		Whitewater Region									
	13	Mountain Road	Micksburg Road	Stafford Third Line	2.78	597,700	597,700	659,700	62,000	0	
		Laurentian Valley									
	21	Beachburg Road	Buchanan's Pit Entance (1046)	Urban Beginning	2.49	870,707	870,707	870,707	0	0	
		Whitewater Region									
	23	Highland Road	Renfrew/Lanark Line	Sawmill Road	1.51	324,650	324,650	334,650	10,000	0	
		McNab/Braeside									
	24	White Water Road	Highway 17	County Road 40 (Greenwood Road)	2.45	826,560	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	382,700	0	0	
		Laurentian Valley									
	62	Combermere Road	Combermere S Urban Lt	County Road 515 (Palmer Road)	1.01	62,953	62,953	144,953	82,000	0	
		Madawaska Valley									
	65	Centennial Lake Road	Black Donald Access Point	Deer Mountain Road	4.29	1,128,270	1,260,000	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	871,000	90,000	0	
		Killaloe, Hagarty and Richards									
	508	Calabogie Road	Mill Street	County Road 511 (Lanark Road)	1.94	636,320	636,320	854,320	218,000	0	
		Greater Madawaska									
	512	Foymount Road	County Road 66 (Opeongo Road)	Hubers Road	3.68	846,400	846,400	846,400	0	0	
		Brudenell Lyndoch & Raglan									
	512	Foymount Road	B257	Verch Road	4.70	2,336,180	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	1,040,000	-94,484	0	
		Madawaska Valley									
		Scratch Coat Paving	Various Locations			737,924	737,924	737,924	0	0	
		Active Transportation	Various Locations			150,000	150,000	150,000	0	0	
ROAD RECONSTRUCTION/REHABILITATION TOTALS					41.10	13,715,936	13,753,182	14,598,182	882,246	0	
Bridge/Culvert Reconstruction/Rehabilitation											
	Structure No.	Structure Name	Location			2022 BUDGET	April Projected	May Projected	Variance	Carry Over	
	B002	Bonnechere River Bridge	Admaston/Bromley (Bonnechere Road)			350,000	350,000	350,000	0	0	
	B005	Scollard Bridge	Admaston/Bromley (Pucker Street)			600,000	700,000	700,000	100,000	0	
	B022	Indian River Bridge	Laurentian Valley (Sandy Beach Road)			1,200,000	1,200,000	1,355,000	155,000	0	
	B056	Colterman Bridge	Greater Madawaska (Colterman Road)			100,000	100,000	100,000	0	0	
	B057	Mount St. Patrick Bridge	Greater Madawaska (Mount St. Patrick Road)			800,000	880,000	880,000	80,000	0	
	B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)			180,000	180,000	180,000	0	0	
	B068	Schimmins Creek Bridge	Brudenell, Lyndoch & Raglan (Welk Road)			100,000	100,000	100,000	0	0	
	B150	Dam Lake Bridge	Madawaska Valley (Stanley Olsheski Road)			100,000	100,000	100,000	0	0	
	B203	Petawawa River Bridge	Petawawa (CR51 Petawawa Boulevard)			1,300,000	1,300,000	2,070,000	770,000	0	
	B257	Harrington Creek Bridge	Bonnechere Valley (CR512 Foymount Road)			800,000	800,000	800,000	0	0	
	B319	Bucholtz Bridge	Laurentian Valley (CR58 Round Lake Road)			950,000	1,000,000	1,000,000	50,000	0	
	C012	Farquharson's Culvert	Admaston/Bromley (S. McNaughton Road)			135,000	135,000	135,000	0	0	
	C037	Bagot Creek Culvert	Greater Madwaska (Lower Spruce Hedge Road)			342,000	342,000	342,000	0	0	
	C040	Snake River Culvert	Admaston/Bromley (CR8 Cobden Road/Main Street)			108,000	108,000	108,000	0	0	
	C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)			585,000	585,000	585,000	0	0	
	C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)			162,000	162,000	162,000	0	0	
	C152	Wadsworth Lake Culvert	Madawaska Valley (Old Barry's Bay Road)			252,000	252,000	252,000	0	0	
	C197	Etmanskie Swamp Culvert	Madawaska Valley (CR62 John Street)			1,100,000	1,100,000	1,100,000	0	0	
	C269	Jacks Lake Culverts	Killaloe, Hagarty & Richards (CR58, Round Lake Road)			180,000	180,000	180,000	0	0	
	C302	Wingle Creek Twin Culverts	Killaloe, Hagarty & Richards (Rochfort Road)			180,000	180,000	180,000	0	0	
		General Bridge Repairs	Various Locations			200,000	200,000	200,000	0	0	
BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION TOTALS						9,724,000	9,954,000	10,879,000	1,155,000	0	
Future Engineering											
	ID	Name	Location			2022 BUDGET	April Projected	May Projected	Variance	Carry Over	
	B007	Butler Bridge	Admaston/Bromley (Butler Road)			100,000	100,000	100,000	0	0	
	B044	Douglas Bridge	Admaston/Bromley (CR5 Stone Road)			45,000	45,000	45,000	0	0	
	B102	Brennans Creek Bridge	Killaloe, Hagarty & Richards (CR512 Queen Street)			54,000	54,000	54,000	0	0	
	B108	Tramore Bridge	Killaloe, Hagarty & Richards (Tramore Road)			40,000	40,000	40,000	0	0	
	B156	Burnt Bridge	Brudenell, Lyndoch & Raglan (Burnt Bridge Road)			25,000	25,000	25,000	0	0	
	B232	Cochrane Creek Bridge	North Algona Wilberforce (Cement Bridge Road)			50,000	50,000	50,000	0	0	
	B310	Ski Hill Bridge	Laurentian Valley (CR58 Round Lake Road)			30,000	30,000	30,000	0	0	
	C001	Berlanquet Creek Culvert	Admaston/Bromley (CR5 Stone Road)			38,500	38,500	38,500	0	0	
	C025	Borne Road Culvert	Laurentian Valley (CR58 Round Lake Road)			30,000	30,000	30,000	0	0	
	C051	Harris Creek Culvert	Admaston/Bromley (Proven Line)			20,000	20,000	20,000	0	0	
	C130	Lochiel Creek Culvert North	McNab/Braeside (CR63			33,500	33,500	33,500	0	0	
	C191	Dicks Road Culvert	Laurentian Valley (Dicks Road)			20,000	20,000	20,000	0	0	
	C201	Broomes Creek Culvert	Whitewater Region (CR7 Foresters Falls Road)			100,000	100,000	100,000	0	0	
	C204	Bellowes Creek Culvert	Whitewater Region (CR12 Westmeath Road)			30,000	30,000	30,000	0	0	
	C268	St. Columbkille's Culvert	Laurentian Valley (CR58 Round Lake Road)			75,000	75,000	75,000	0	0	
	C325	Neilson Creek Culvert	Bonnechere Valley (Clear Lake Road)			50,000	50,000	50,000	0	0	
	30	Lake Dore Road	North Algona Wilberforce (From Highway 60 to Sperberg)			100,000	140,000	140,000	40,000	0	
FUTURE ENGINEERING TOTALS						841,000	881,000	881,000	40,000	0	
Traffic Signals - Upgrades		Various Locations				0	0	0	0	0	
SAFETY DEVICES TOTALS						0	0	0	0	0	
CAPITAL PROGRAM TOTAL:						24,280,936	24,588,182	26,358,182	2,077,246	0	

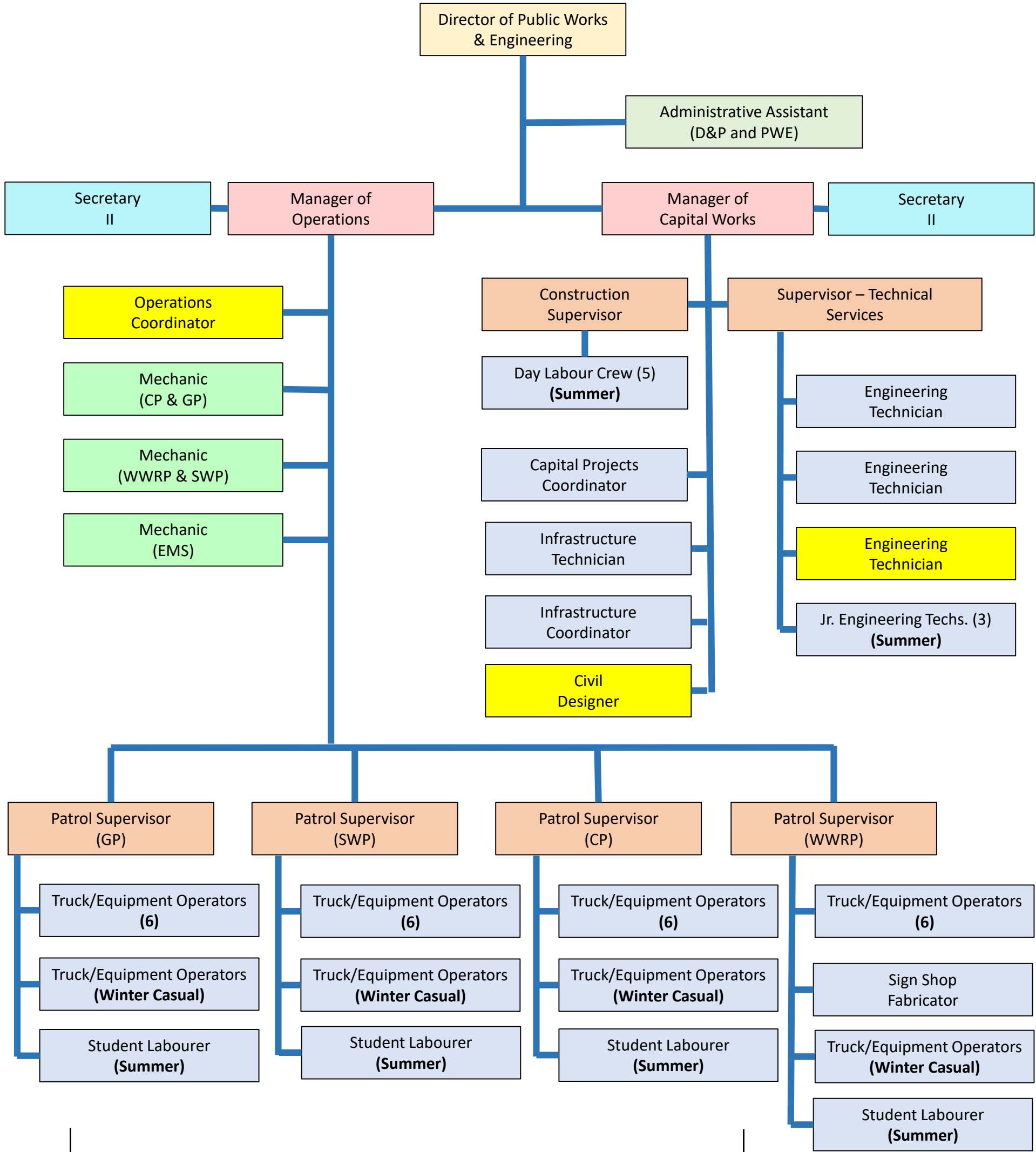
**COUNTY OF RENFREW**  
**TREASURER'S REPORT - Operations Committee**  
**March 2022**

## Appendix III

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<b><u>CAPITAL PROGRAM - EXPENSES</u></b>	<b><u>113,506</u></b>	<b><u>143,565</u></b>	<b><u>(30,059)</u></b>	<b><u>546,055</u></b>
Benefits	19,954	20,100	(146)	74,653
Capital Projects - Under Threshold	0	0	0	0
COVID	2,349	0	2,349	0
Infrastructure Management	22,873	35,601	(12,728)	142,400
Misc	0	1,500	(1,500)	6,000
Salaries	68,310	78,600	(10,290)	291,947
Supplies	19	7,764	(7,745)	31,055
<b><u>ADMINISTRATION</u></b>	<b><u>409,350</u></b>	<b><u>385,688</u></b>	<b><u>23,662</u></b>	<b><u>1,124,616</u></b>
Advertising	482	5,499	(5,017)	22,000
Answering Service	664	1,149	(485)	4,600
Benefits	36,481	35,220	1,261	130,816
Cell Telephone/Pager	3,250	3,300	(50)	13,200
Communications(Radio System)	17,545	17,937	(392)	71,750
Computer Hrdwr/Sftwr	50,049	14,550	35,499	58,200
Conferences & Conventions	1,207	2,500	(1,293)	7,200
Courier	246	192	54	770
COVID	0	0	0	0
Health & Safety (Protection)	0	0	0	42,000
Insurance	145,452	141,156	4,296	141,156
Insurance Claims Expense	2,588	8,751	(6,164)	35,000
Internet	747	1,275	(528)	5,100
Legal Fees	1,984	0	1,984	20,500
Membership Fees	4,164	4,950	(786)	9,000
Office Equipment Replacement	0	0	0	4,100
Office Supplies/Publications/Awards	1,748	2,400	(652)	10,000
Photocopier Supplies/Maint	467	1,050	(583)	4,200
Postage	0	114	(114)	450
Provincial Grants & Subsidies - COVID	0	0	0	0
Recruitment	1,594	2,499	(905)	10,000
Salaries	128,658	133,021	(4,363)	494,074
Staff Training	9,498	5,001	4,497	20,000
Surplus Adjustment - Capital	0	0	0	0
Surplus Adjustment - From Reserves	0	0	0	0
Telephone	2,403	2,799	(396)	11,200
Travel	123	2,325	(2,202)	9,300
<b><u>MAINTENANCE</u></b>	<b><u>2,075,859</u></b>	<b><u>1,853,118</u></b>	<b><u>222,741</u></b>	<b><u>6,079,901</u></b>
Benefits	154,147	141,345	12,802	525,001
Bridges and Culverts	8,007	0	8,007	40,000
Hard Top Maintenance	8,614	0	8,614	360,000
Recoveries	(19,680)	(24,999)	5,319	(100,000)
Roadside Maintenance	343	0	343	180,000
Safety Devices	19,461	50,997	(31,536)	798,000
Salaries	638,629	528,132	110,497	1,961,627
Winter Control	1,266,339	1,157,643	108,696	2,315,273

**COUNTY OF RENFREW**  
**TREASURER'S REPORT - Operations Committee**  
**March 2022**

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<b><u>EQUIPMENT</u></b>	<b><u>343,978</u></b>	<b><u>359,170</u></b>	<b><u>(15,192)</u></b>	<b><u>1,266,900</u></b>
Benefits	17,388	18,105	(717)	67,244
COVID	0	0	0	0
Provincial Grants & Subsidies - COVID	0	0	0	0
Recoveries	(374)	0	(374)	(10,000)
Salaries	58,542	57,939	603	215,202
Salary Allocations	(25,005)	(25,005)	(0)	(92,876)
Small Equipment, Misc	1,343	16,401	(15,058)	65,600
Surplus Adjustment - Capital Equipment	0	0	0	1,895,000
Surplus Adjustment - Trf From Reserves	0	0	0	(1,895,000)
Surplus Adjustment - Trf To Reserves	0	0	0	0
Vehicle Operating Costs - Fuel	161,450	155,000	6,450	435,000
Vehicle Operating Costs - Insurance	47,076	46,730	346	46,730
Vehicle Operating Costs - Licence	32	0	32	60,000
Vehicle Operating Costs - Repairs & Supplies	83,527	90,000	(6,473)	500,000
Vehicle Operating Revenue	0	0	0	(20,000)
<b><u>HOUSING</u></b>	<b><u>72,578</u></b>	<b><u>69,009</u></b>	<b><u>3,569</u></b>	<b><u>186,550</u></b>
COVID	383	0	383	0
Major Repairs	0	0	0	24,550
Operating Expenses	72,195	69,009	3,186	162,000
Surplus Adjustment - Capital	0	0	0	317,000
Surplus Adjustment - Trf From Reserves	0	0	0	(317,000)
<b><u>OTHER</u></b>	<b><u>154,975</u></b>	<b><u>125,000</u></b>	<b><u>29,975</u></b>	<b><u>24,280,939</u></b>
Depreciation	2,457,249	2,425,002	32,247	9,700,000
Surplus Adjustment - Capital Construction	154,975	125,000	29,975	24,280,939
Surplus Adjustment - Depreciation	(2,457,249)	(2,425,002)	(32,247)	(9,700,000)
Surplus Adjustment - TRF to Reserves	0	0	0	0
<b><u>CONSTRUCTION - LABOUR CLEARING ACCOUNT</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>
Benefits	9,585	19,342	(9,757)	71,844
Charge to Capital Construction above	(69,821)	(121,227)	51,406	(450,273)
Salaries	60,236	101,885	(41,649)	378,429
<b>TOTAL EXPENDITURES</b>	<b>3,170,245</b>	<b>2,935,550</b>	<b>234,695</b>	<b>33,484,961</b>
<b><u>ROADS REVENUES</u></b>				
Misc	6,027	4,150	1,877	75,000
Provincial Grants & Subsidies	684,846	684,846	0	2,739,384
Surplus Adjustment - TRF from Reserves	0	5,385,390	(5,385,390)	21,541,555
<b>TOTAL REVENUES</b>	<b>690,873</b>	<b>6,074,386</b>	<b>(5,383,513)</b>	<b>24,355,939</b>
<b>Municipal Surplus / (Deficit)</b>	<b>-2,479,373</b>	<b>3,138,836</b>	<b>-5,618,209</b>	<b>-9,129,022</b>



Projected Overall Average Annual Savings			
Projected Average Annual Costs		Projected Average Annual Savings	
Civil Designer	-\$156,976.00	Culvert Consultants	\$277,200.00
3rd EngineeringTech.	-\$76,976.00	Road Consultants	\$436,401.00
Operations Coordinator	-\$87,404.00		
\$392,245.00			

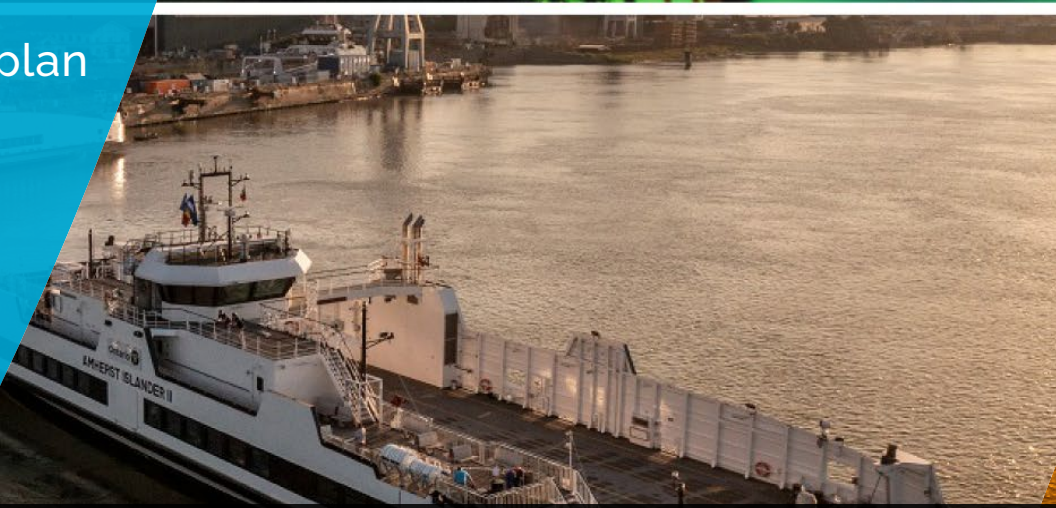




# Connecting the East:

A draft transportation plan  
for eastern Ontario

April 2022



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Caroline  
Mulroney

Minister of  
Transportation

## Minister's Message

Our government has a plan to build a stronger Ontario and that is why we are getting shovels in the ground on critical infrastructure projects like highways, roads, bridges and transit. Our vision includes an interconnected transportation network that is safe, convenient and affordable for all Ontarians, no matter where they live. Since taking office, we have taken decisive action to create a comprehensive and coordinated approach to transportation planning that will serve as the foundation of a healthy and prosperous Ontario for generations to come.

Eastern Ontario is home to almost two million people and nearly one million jobs. This diverse and thriving region faces challenging and costly gridlock on the highways surrounding our nation's capital, along with a lack of intercommunity bus services to help people get to work, access education and other essential services, and visit their loved ones.


People in eastern Ontario deserve transportation that works for them. And under Premier Ford's leadership, we're delivering on our promise to develop a regional plan that addresses the region's unique needs while supporting our broader goal to build a better Ontario.

Our regional transportation plan for eastern Ontario – ***Connecting the East*** – contains more than 50 actions that will lay the foundation to improve people's access to jobs, housing, healthcare, education and family and friends. This plan outlines strategies and improvements across different modes of travel to connect people and places, support a competitive and open business environment, provide more choice and convenience, improve safety and inclusion, and help us prepare for the future.

With that in mind, our plan considers many new challenges including significant population growth, economic transitions, impacts of climate change, new technologies and shifting demographics that present new and increased demands on Ontario's current and future transportation systems.

This plan will guide our historic investments as we increase the capacity of the infrastructure and improve the movement of people and goods along the key eastern corridors. It includes a commitment to look at practical approaches to fill gaps in travel options for smaller communities and expand the level of choice in larger ones. And all of the measures contained within this plan consider ways to increase safety as we build a transportation network that makes life more convenient for travellers while embracing innovation and technological change.

Our plan is an evergreen, living document that will continuously evolve, be updated and improved to be responsive to the needs of people and businesses. We are committed to continuing to work closely with municipal, Indigenous, and Francophone communities, transportation



agencies, including Metrolinx, industry, and businesses to align planning and improve transportation in eastern Ontario. We will also establish a regional transportation task force to provide a venue for local municipal and Indigenous leaders to work together to help connect people to the places they need to go.

Together we're building Ontario and this includes a transportation network for the East that ensures people have access to the roads, highways, bridges, transit and ferries they need to enjoy a better quality of life and that supports economic growth and prosperity.



# Executive Summary

Eastern Ontario is a thriving region in our province. It is home to the nation's capital and one of the nation's most significant trade corridors, popular tourist destinations, and a diverse economy. However, people and businesses in the region today are facing numerous transportation challenges. These challenges range from fighting gridlock on highways in the Ottawa area to accessing more options to travel within and between communities. The regional economy depends on efficient multimodal links, while adapting to rapid changes in technology and increasing climate impacts present a challenge for all areas of our province.

***Connecting the East: a draft transportation plan for eastern Ontario*** contains more than 50 actions to help build a safe, reliable and connected transportation system that keeps people and goods moving within and across the region. It includes investments to rehabilitate and expand highways, improve transit and intercommunity bus options, support economic development opportunities and ensure that the region's transportation system is ready for the future.

## **VISION:**

***Individuals, families and businesses across eastern Ontario have access to safe and reliable options within a transportation system that connects local communities, and contributes to the health, well-being and economic prosperity of the entire region.***

The actions are organized under five goals to improve transportation in the region:

## **Goal 1: Connecting people and places**

Transportation systems are fundamentally about providing people and businesses with connections to get themselves and products and services to where they need to go safely and as easily and efficiently as possible. We are taking action to expand infrastructure in strategic locations to manage growth, ensuring current facilities and

services are well-maintained and improved, and continuing work to identify needs and opportunities. Highlights include expanding Highway 417 to fight gridlock in Ottawa, widening Highway 17 from Arnprior to Renfrew, improving ferry services that are essential for passengers and goods in many communities, and establishing an eastern region task force to support plan implementation and advise on potential improvements and new initiatives.

## **Goal 2: Supporting a competitive and open for business environment**

A reliable, efficient transportation system is critical for the success of a growing and prosperous economy in eastern Ontario. Actions in this area of the plan will help create a competitive business environment by reducing red tape, helping highways that are heavily used for goods movement run more smoothly and exploring opportunities to maximize the potential of the multimodal transportation system including the rail, marine, air and road transport modes. To support the crucial trade corridor along Highway 401, there will be more truck parking and more interchanges compatible with long-combination vehicles (LCVs). A new marine strategy will be developed to help address challenges and opportunities. And the province will continue to collaborate with the goods movement sector to streamline processes, such as the online renewal of commercial vehicle licence plates and adoption of electronic logging devices (ELDs) to track compliance with hours of service requirements.

## **Goal 3: Providing more choice and convenience**

Public engagement during the development of this plan underscored a desire in the region to add more options for travelling between communities and more ways to travel within them. The actions in this section of the plan include investments to provide new intercommunity bus services

in 10 communities in eastern Ontario through the Community Transportation Grant Program, including some in partnership with Indigenous communities and organizations. Transit and active transportation improvements in 20 eastern municipalities are supported through the dedicated Gas Tax program. The deregulation of the intercommunity bus sector in 2021 will encourage new small businesses to provide additional service routes to complement those offered by established bus companies. The permanent increase of the speed limit on Highway 417 supports faster connections between communities.

#### **Goal 4: Improving safety and inclusion**

Making sure the transportation system is safe and reliable for all users is a key priority for this plan. Actions include investments in new, larger, full-colour, bilingual electronic signs at 11 locations that will reduce distractions and will be clearer to read in both English and French. The Ontario 511 service will continue to provide real-time local highway information to keep drivers aware of current conditions, collisions, snow plow locations, construction activities and emergency detour routes. Design and maintenance standards will consider the needs associated with slow-moving farm equipment, as well as ways to manage Wild Parsnip, an invasive species that grows rapidly and blocks sightlines along roads.

#### **Goal 5: Preparing for the future**

Technological advances are propelling significant changes in transportation, providing both an economic opportunity and a chance to prepare the region for the arrival of innovative technology like connected and automated vehicles that could transform the way people live, work and move in the province. Actions under this theme include investments in the new Ontario Vehicle Innovation Network (OVIN), along with cutting-edge test sites for new technologies at Area X.O. in Ottawa. Other actions include expanding high-speed internet across the region, assessing provincial locations for alternative fueling stations and using the latest climate data to assess risks to infrastructure.

*Connecting the East* will deliver a better transportation system for the people and communities of eastern Ontario, giving them more options to get where they need to go, when they want to get there. We are committed to working with the federal government, municipalities, states and provinces, Indigenous communities and organizations as well as Francophone residents and organizations, transportation providers, businesses, industry, and academia to ensure the transportation system supports the prosperity of the regional economy and provides a better quality of life for eastern residents and all Ontarians.



# Introduction

***Connecting the East: a draft transportation plan for eastern Ontario*** aims to build a safe, convenient and connected transportation network that addresses the unique needs of the eastern region. The plan contains more than 50 actions that will help connect local communities, fight gridlock on our busy highways and roads and keep them safe and reliable, add more public transit and active transportation, and support a globally competitive economy.

The area covered by the plan extends from the District of Muskoka in the west to the Counties of Prescott and Russell in the east. The largest urban centres in the region are Ottawa and Kingston, followed by the mid-sized cities of Cornwall, Belleville and Quinte West, along with many smaller towns and villages.

The City of Ottawa is the nation's capital and the largest city in eastern Ontario, containing more than half of the region's total population. It has a complex multimodal transportation network, which includes dedicated higher-order transit in the form of the Transitway bus rapid transit (BRT) and O-Train light rail transit (LRT) systems.

Eastern Ontario as a whole is home to 1.8 million people<sup>1</sup>. The region is expected to experience gradual population growth, achieving just under 2.45 million residents in 2051<sup>2</sup>. Approximately 75% of this growth is expected to occur in the Ottawa area.

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1 Statistics Canada. *Census of Population, 2016: Profile for Canada, Provinces, Territories, Census Divisions, Census Subdivisions and Dissemination Areas*.

2 Based on Ontario Ministry of Finance forecasts.

# About Eastern Ontario



**1.8 million people**  
over 44,000 square km  
(Density: 41 People/km<sup>2</sup>)



**Population expected to grow**  
to over 2.4 million by 2051



**15% of the region's population**  
identifies as Francophone



**53% of Eastern Ontarians reside in Ottawa,**  
which is growing the fastest in the region



**28% of the population**  
lives in rural areas



## Key Industries

Public services, retail, professional services, education, hospitality



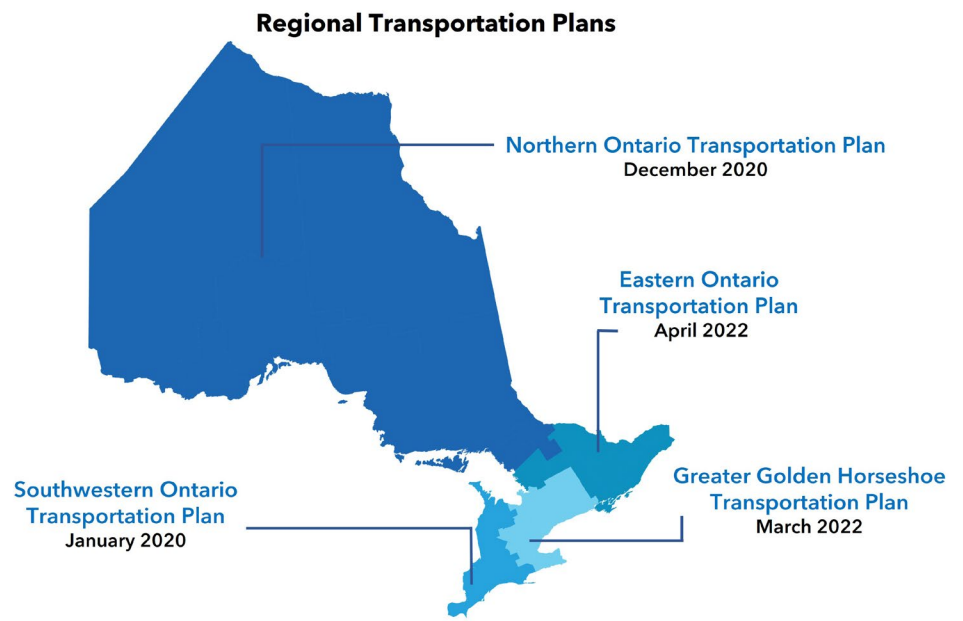
## The natural landscape

includes Canadian Shield, St. Lawrence Lowlands and protected areas such as Thousand Islands National Park.



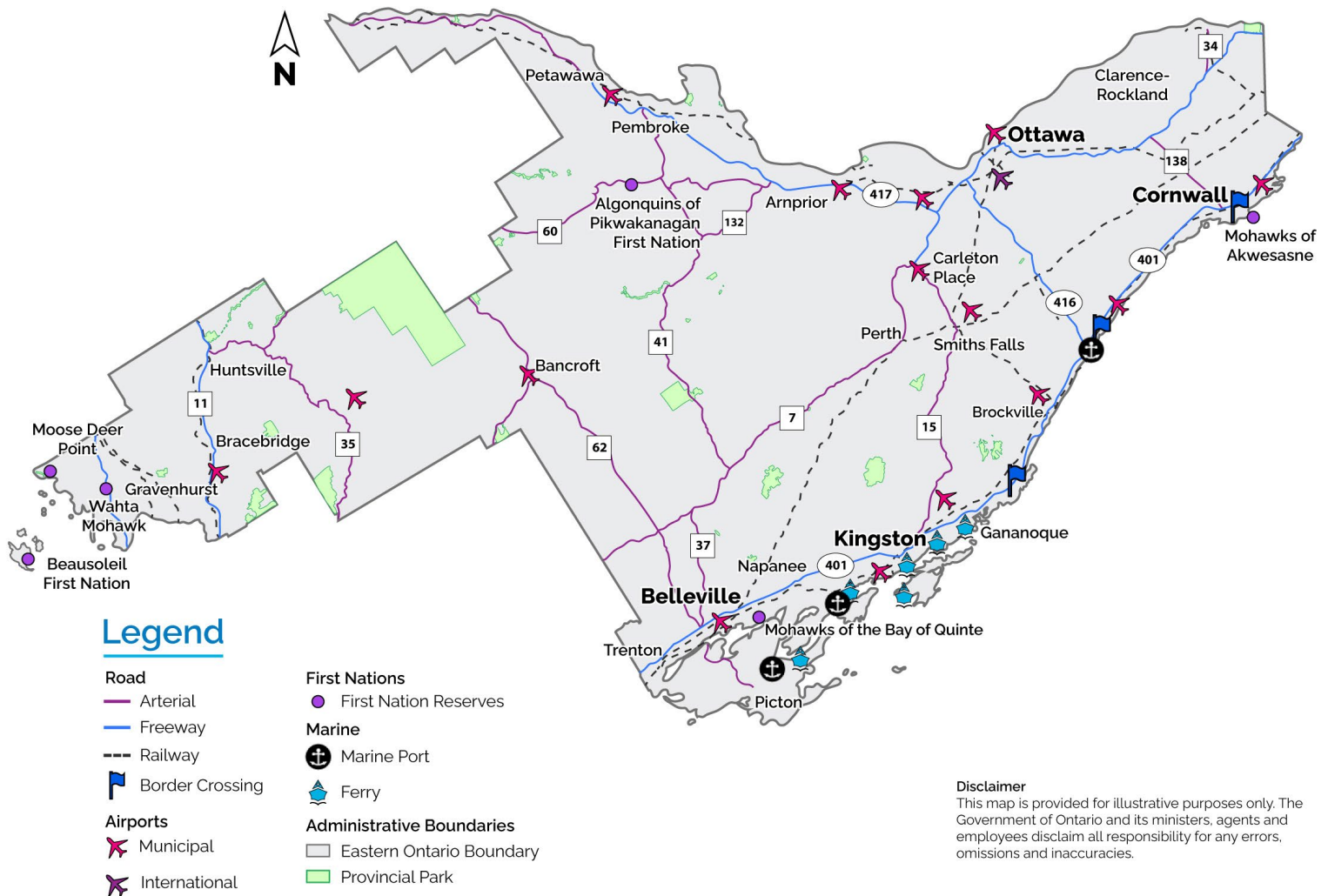
## The Role of Regional Transportation Plans

In 2019, Ontario committed to developing regional plans to build a better, more seamless transportation system across the province. Regional transportation plans consider all modes of travel – road, rail, air and marine – as one integrated system and provide a vision of the transportation system of the future. This plan for eastern Ontario is the final of four plans addressing the distinct transportation needs of each region of the province. In January 2020, *Connecting the Southwest: a draft transportation plan for southwestern Ontario* was released, followed by *Connecting the North: a draft transportation plan for Northern Ontario* in December 2020. *Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe* was released in March 2022.





# Eastern Ontario Transportation Infrastructure



## Why Do We Need a Transportation Plan for Eastern Ontario?

### Eastern Ontario's Transportation Network Today

Eastern Ontario occupies a strategic location between the Greater Golden Horseshoe in the west and Greater Montreal in the east – Canada's two largest urban centres.

Highway 401 is a major trade corridor between Montreal and Toronto. It is heavily used to move both passengers and goods, along with Highways 416 and 417, which connect the 401 to the Ottawa region. These highways serve the region's

advanced manufacturing sector, agriculture shipments and food processing as well as a vibrant logistics and warehousing sector. Highways 17 and 7 are also important corridors, connecting Ottawa to the North and to Peterborough respectively, along with Highway 11 in Muskoka District.

The rail network in eastern region plays a vital role in the transportation of goods and people and is made up of rail lines operated by Canadian

National Railway (CN), Canadian Pacific Railroad (CP), and VIA Rail (passenger service that connects Montreal and Ottawa to Toronto). In eastern Ontario, there are three international/regional airports: Ottawa's Macdonald - Cartier International Airport, Kingston Norman Rogers Airport and Muskoka Regional Airport. The Ottawa Airport is the region's only international airport; the other two, located in Kingston and Muskoka respectively, offer scheduled passenger service.

Besides numerous bridges that connect Ontario and Quebec, especially in the Gatineau region, there are three border crossings to the U.S. located at the Thousand Islands Bridge, Ogdensburg-Prescott International Bridge (which is owned and operated by the Ogdensburg Bridge and Port Authority, a New York State public-benefit corporation) and the Three Nations Crossing associated with the Seaway International Bridge. The Thousand Islands Bridge

between Lansdowne, Ontario and Alexandria Bay, New York, is the only bridge in eastern Ontario that ranks in the top 20 Canada-U.S. border crossings, coming in 7th nationally and 5th in Ontario. The other two highway border crossings are located at Cornwall and Johnstown. They mainly serve non-truck traffic. The Cornwall Crossing connects Highway 138 in Ontario to New York State Highway 37.

Along the St. Lawrence Seaway, the three major commercial ports that ship bulk minerals and agricultural goods are located in Johnstown, Bath/Lafarge and Picton. Ferry services provide important connections to locations along the shores of Lake Ontario and the St. Lawrence, with two of the most important being the Glenora Ferry and Wolfe Island Ferry, which carry both goods and passengers.

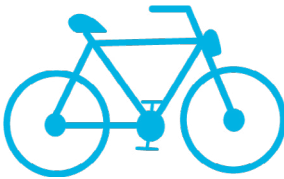


# Facts about the Eastern Ontario Transportation Network

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**1,140 km**  
of 400 series highways



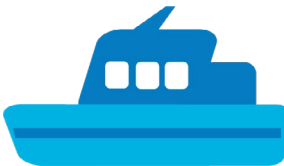
**Over 2,300 km of cycling routes**  
as part of the province-wide cycling network



**4 intercommunity bus companies**



**1 international airport**  
and 15 municipal airports



**3 major ports**  
and 11 ferry services



**Passenger and freight rail services**  
provided by VIA Rail, CN and CP



# Challenges and Opportunities

## Fighting gridlock on provincial highways in the Ottawa area

With 75% of eastern Ontario's population growth in the next 30 years expected to occur in the Ottawa area, it is clear that action must be taken to increase the capacity of current infrastructure. Gridlock is a common experience for commuters on Highway 417 driving into the city, which has the largest commuter shed in the eastern region. Across the city during the morning peak, the Queensway between the Highway 416/417 interchange and Montreal Road is regularly above capacity, creating substantial delays for commuters and leading to economic costs in lost productivity. For interprovincial commercial trucking, trucks must often travel through the downtown area, adding to local congestion.

This plan will address gridlock and plan for future growth through the rehabilitation and expansion of local highway capacity in Ottawa and throughout the region, ensuring that the regional transportation system supports the efficient movement of both people and goods well into the future.

## Addressing gaps in smaller cities and rural areas

The highway and road network in eastern Ontario forms the backbone of the regional transportation system. Most trips in the region occur by car, and whether a trip involves a car, bus, or truck, all depend on a robust road network to

get people and goods where they need to go. Rehabilitation projects, new bridges and interchanges are all needed to maintain network capacity and fight gridlock.

For those who do not have access to a car, the availability of other passenger transportation options is critically important, particularly in rural communities. Many people depend on intercommunity bus services to get to their jobs in neighbouring communities, to access education or essential services, and to visit friends and family. Yet intercommunity bus services in the region have suffered from a lack of competition due to the former licencing regime, and more recently have been weakened with the departure of Greyhound and the suspension of service routes due to the COVID-19 pandemic.

This plan identifies improvements to the eastern Ontario highway and road network to ensure it continues to provide reliable connections across the region and beyond. It includes plans to widen sections of Highway 17, add new interchanges, repair bridges and multiple highway structures.

In support of intercommunity passenger travel, this plan also includes investments to fill service gaps by launching new local and intercommunity bus services in partnership with local providers. Through deregulation, Ontario is also supporting a streamlined safety regime for smaller vehicles such as van services providing passenger





travel to under 10 people. The plan supports the efforts of municipalities with local transit networks to extend and improve their services and encourages experimentation with newer, on-demand service models. It also recognizes that incorporating safe active transportation links including sidewalks and bike lanes along regional roads or across a bridge can better connect people with a neighbouring community.

### Strengthening goods movement and unlocking economic growth

Highway 401 is the key artery of the Ontario-Quebec trade corridor, with trucks representing up to half the daily traffic volume. As the goods movement sector expands, there is an increased need for truck parking and rest stops, and interchanges that can accommodate long-combination vehicles (LCVs). At the same time, there may be opportunities to increase the use of other modes for goods movement, such as through intermodal marine and rail facilities and regional airports.

This plan not only includes actions to support the commercial trucking sector and plan for the long-term widening of the 401 corridor, but it also considers longer-term strategic opportunities for more multimodal goods movement with the development of a marine strategy and consideration of municipal airports, which can be an efficient mode for courier services and time-sensitive goods.

### The Transportation Needs of Food Production

There are 7,257 farms in eastern Ontario that produced \$1.56 billion in gross farm receipts in 2020, about 9% of the province's total. Transportation planning needs to account for the unique needs of farmers, whether this means ensuring roads are wide enough to allow for the movement of farm equipment, minimizing traffic noise proximity to animals, or reducing winter salt contamination of fields. Agricultural commodities like dairy, corn and soybeans need to travel to processing facilities before going to market, and while dairy is often consumed locally, corn and soybeans grown in the east region are part of complex international supply chains. This plan ensures that farmers can move their equipment where it needs to go while not impeding the local road network.

### Adapting to current and future challenges

The COVID-19 pandemic has had significant impacts around the world and across Ontario. The pandemic has created and exacerbated financial challenges for transportation service providers and transit systems, and while we are seeing some services





beginning to recover, the longer-term impacts remain unclear. COVID-19, along with the more frequent and intense weather events associated with a changing climate, underscores the challenge of ensuring the transportation system is reliable and resilient in the face of uncertainty.

In response to the COVID-19 pandemic, Ontario has allocated up to \$260 million through Safe Restart Agreement (SRA) funding in three phases, and up to \$1.9 million through Municipal Transit Enhanced Cleaning (MTEC) funding to support municipal transit systems in eastern Ontario. Additionally, to make up for reduced gas sales due to the COVID-19 pandemic, the 2021-22 Gas Tax program funding includes one-time additional funding of \$120.4 million to ensure that Gas Tax recipients across Ontario can continue to support their transit systems.

In addition to COVID-19, the current pace of technological change is leading to a transformation in transportation on a scale that parallels the invention of the automobile. The proliferation and availability of data tools, GPS and satellite imagery have spurred advances in everything from navigation, to fleet telematics, to transit integration and live traffic reports. Advances are occurring simultaneously in new forms of micro-mobility such as e-scooters, electrified transport and alternative fuels, and connected and automated vehicles.

We understand that these challenges are also opportunities to build a stronger and more resilient transportation system that has a reduced carbon footprint while building on Ontario's strengths in auto manufacturing to become an advanced manufacturing hub, for example of electric vehicles.

We have the opportunity to build a system that leverages new technologies to improve services and manage costs. As the transportation sector changes, Ontario is poised to reap economic benefits from investments in cutting edge technologies pioneered and tested in eastern Ontario.

### **Area X.O. and the Ontario Vehicle Innovation Network**

The eastern region is known for being the home of some of Canada's strongest contributors to science and technology, such as the Chalk River nuclear research facility in Deep River. Today in Ottawa, some of Canada's most exciting research in transportation technologies is occurring at [Area X.O.](#), which is tapping into the talent of the local technology sector. Area X.O. is one of seven regional technology development sites (RTDS) funded across the province by the [Ontario Vehicle Innovation Network \(OVIN\)](#). These sites are business incubators for start-ups and small- and medium-sized enterprises to develop and test connected, automated and/or electric vehicle technologies. One Area X.O. project, in collaboration with partners like Transport Canada, EasyMile, and others, successfully piloted Ontario's first-ever on-road Low-Speed Automated Shuttle (LSAS) under Ontario's Automated Vehicle Pilot Program in the fall of 2020. This trial provided valuable insight and lessons learned on how to integrate these vehicles into Ontario's transportation system in the future.



## Vision:

Individuals, families and businesses across eastern Ontario have access to safe and reliable options within a transportation system that connects local communities, and contributes to the health, well-being and economic prosperity of the entire region.

# A Plan for Eastern Ontario

This section outlines more than 50 actions that are being taken to achieve the transportation vision for eastern Ontario. The actions are organized across the following goal areas:

1. Connecting people and places
2. Supporting a competitive and open for business environment
3. Providing more choice and convenience
4. Improving safety and inclusion
5. Preparing for the future

This plan is intended as a living document, designed to be updated to ensure that it continues to meet the needs of people and businesses in eastern Ontario.

We know that the success of the plan will depend on working closely with many partners.

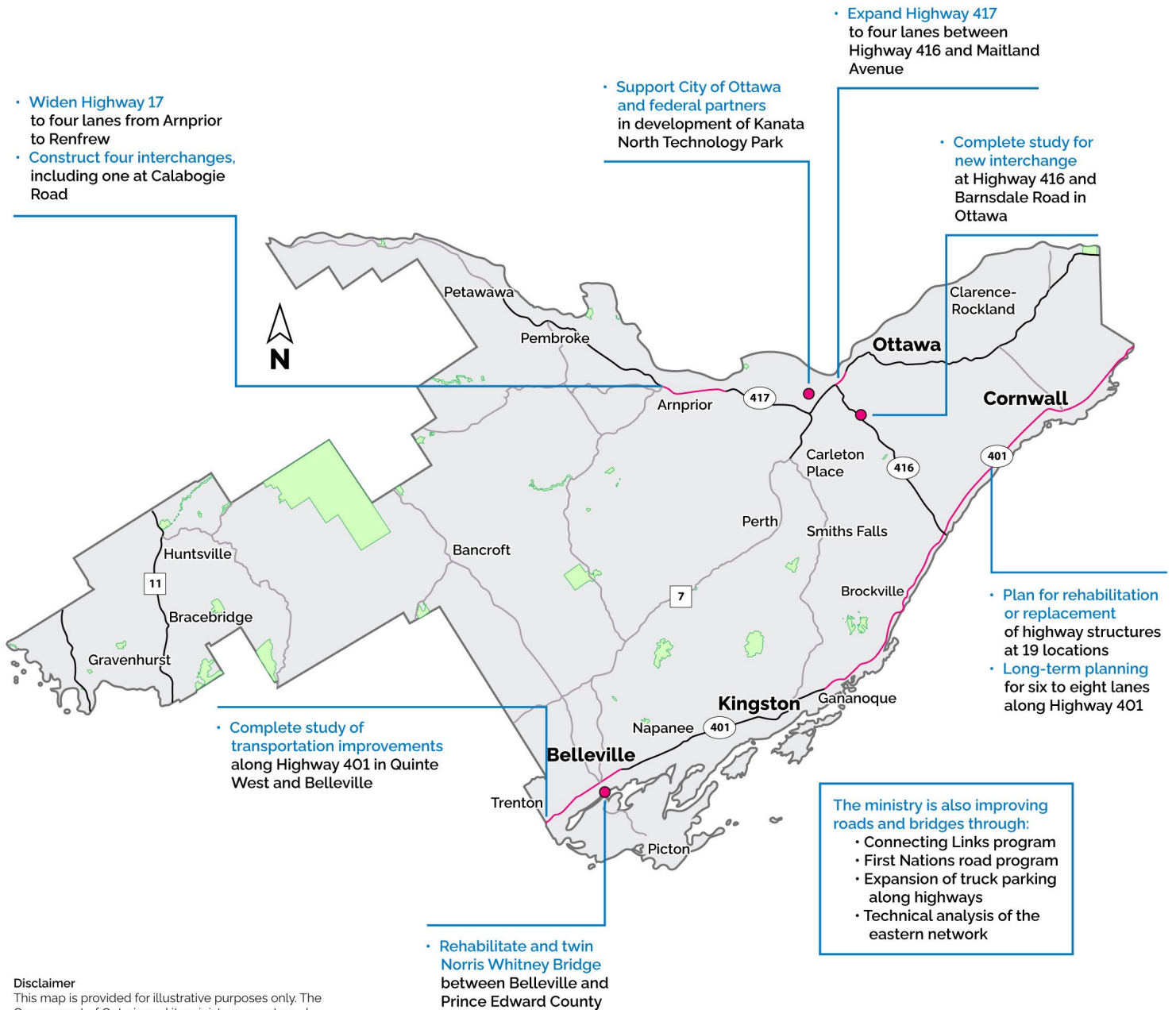
We are committed to working with the federal government, municipalities, Indigenous communities and organizations, Francophone residents and organizations, transportation agencies and local businesses as we move forward to implement the plan actions, gather feedback and identify opportunities for improvement.

With ongoing engagement and collaboration, the implementation of this plan will create a reliable and effective transportation system that provides a foundation for the continued strength and prosperity of eastern Ontario.





# Eastern Ontario Road and Highway Improvements



## Goal 1: Connecting People and Places

Transportation systems are fundamentally about providing people and businesses with connections to get where they need to go as easily and efficiently as possible. Actions in this section of the plan help connect people and places by investing in infrastructure capacity, including by ensuring that infrastructure improvements along Highway 401 will be able to accommodate future widening

of the corridor, with work also ongoing to prioritize highway segments for expansion along the 401. Other actions include convening a task force to inform further plan development and launching a technical study of the region's transportation system that will include review of transportation needs and options for Muskoka District and Haliburton County.



## Actions

- 1.** Expand Highway 417 in the City of Ottawa by widening to four continuous lanes in each direction between Highway 416 and Maitland Avenue.
- 2.** Widen Highway 17 from two to four lanes from Arnprior to Renfrew and construct four interchanges, including one at Calabogie Road.
- 3.** Rehabilitate and twin the existing Norris Whitney Bridge between Belleville and Prince Edward County. Twinning the existing bridge will ensure that there is enough capacity for forecasted traffic demand and also allow the rehabilitation of the existing structure before 2030.
- 4.** Plan for the rehabilitation or replacement of highway structures at 14 locations in the United Counties of Leeds and Grenville and Stormont, Dundas and Glengarry. This includes determining long-term plans for the Maitland Road, Edward Street and Highway 16 interchanges, and planning for six to eight lanes along Highway 401.
- 5.** Plan for the rehabilitation or replacement of highway structures at five locations in the area of Brockville and the United Counties of Leeds and Grenville. This work also includes planning for six to eight lanes along Highway 401 in Brockville.
- 6.** Complete Preliminary Design and Class Environmental Assessment (EA) study to identify rehabilitation, safety, and operational needs, and recommend transportation improvements along Highway 401 in Quinte West and Belleville.
- 7.** Complete Preliminary Design and Class EA study for a new interchange at Highway 416 and Barnsdale Road in Ottawa.
- 8.** Explore opportunities to add passing lanes on Highway 35 south of Lindsay to alleviate local congestion.
- 9.** Explore opportunities to support improvements being planned in Kanata North, as part of longer-term plans to redevelop the Kanata North Special Economic District.
- 10.** Support eastern Ontario municipalities through the Connecting Links program to repair roadways and bridges to improve connections to communities or border crossings. Ontario has provided \$25 million since 2018 to eastern Ontario municipalities. Projects in eastern Ontario include pedestrian and road safety improvements at the Highway 33 intersection in Prince Edward County, Beckwith Street renewal between Russell Street and Elmsley Street in Smiths Falls and reconstruction of O'Brien Road in Renfrew.
- 11.** Complete an update to the 2017 Environmental Assessment (EA) and an addendum to the associated report for the intersection of County Road 42 and Highway 15 to determine preferred improvements at this location.

**12.** Invest in on-reserve road construction and maintenance projects with First Nation communities through the First Nations Road Program. Since 2018, \$2.3 million has been provided to five First Nations communities in eastern Ontario.

**13.** Establish a task force of local mayors and Indigenous leaders to make recommendations to the Ministry of Transportation (MTO) on additional actions to improve rail, bus and local transit services across eastern Ontario. The task force will focus on the transportation needs and opportunities in eastern Ontario with a strong emphasis on ensuring people can travel more efficiently and connect to critical services.

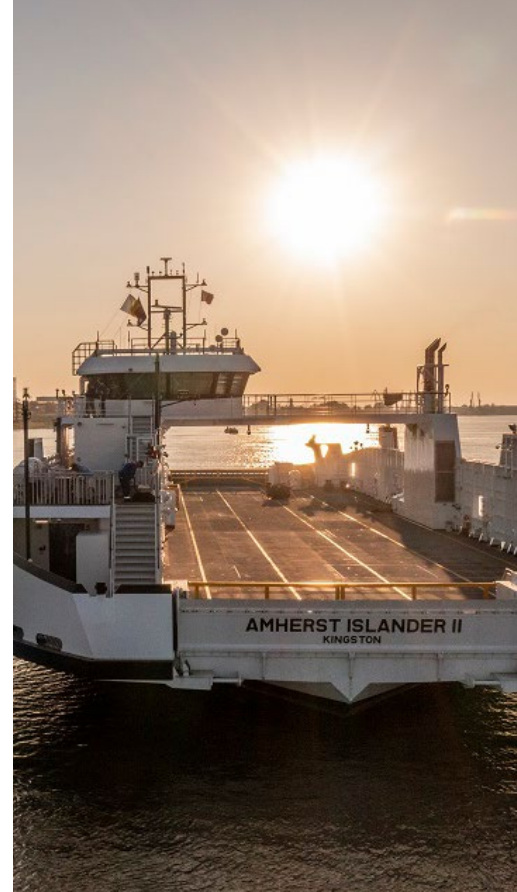
**14.** Continue to ensure Ontario's provincial ferry services connect communities on Wolfe Island, Amherst Island, Simcoe Island and Howe Island as well as between Glenora and Adolphustown. Ontario's first fully electric ferries, the Amherst Islander II and Wolfe Islander IV, are expected to begin service in Spring 2022. Both new vessels will feature loading areas to separate pedestrians and cyclists from vehicles as well as improved safety, accessibility and

sustainability features. Ontario is also procuring a new vessel for Simcoe Island that will be operational in late 2022.

**15.** Undertake a technical study and analysis to support the implementation and further development of the eastern transportation plan, including for the District of Muskoka and Haliburton County. This eastern Ontario transportation planning study will consider long range economic and travel demand forecasts and identify additional infrastructure, services and policies to meet future transportation needs.

**16.** As part of MTO's work on the eastern Ontario transportation plan technical study, undertake an assessment of needs along Highway 416, including new interchanges and rest stops.

**17.** As part of MTO's work on the eastern Ontario transportation plan technical study, explore the potential of an Ottawa ring road to reduce congestion in the city core.







## Goal 2: Supporting a Competitive and Open for Business Environment

An efficient and reliable multimodal transportation system is critical to the economy. A strong goods movement sector helps attract investment, keeps business costs down and ensures necessary supplies are available. The actions under this goal will improve the functioning of key corridors and support the trucking industry by reducing red tape and making it easier for truckers to find parking where and when they need it. Actions also explore opportunities to leverage other modes including air and marine for greater flexibility and responsiveness to market demand.

### Actions

**18.** Ensure highway interchanges are designed to accommodate Long Combination Vehicles (LCVs) and make improvements on existing interchanges where appropriate. In eastern Ontario, planning along Highway 401 near Belleville includes interchanges that may be able to accommodate LCVs in the future. Since each LCV replaces two conventional tractor trailers, they reduce shipping costs and cut overall fuel use and emissions. They also have a better safety record than single-trailer trucks.

**19.** Continue provincial highway corridor improvements for interchanges along Highway 401 near Belleville, including

working with the municipality on future opportunities such as the proposed Belleville Eastern Arterial Road (BEAR) interchange.

**20.** Continue to expand truck parking along provincial highways. The government is improving four rest areas in eastern Ontario including:

- Converting a former vehicle inspection facility in Gananoque to a truck rest area with 29 spaces (completed July 30, 2021).
- Increasing truck parking at the ONroute in Bainsville.
- Increasing truck parking at the Trenton South ONroute.
- Increasing truck parking at the existing rest area at Gibson Lake along Highway 17.

**21.** Consider mitigation measures when upgrading major rail corridor crossings (for example, Toronto to Montreal rail corridor), so that farm equipment access to fields and farm operations is not impeded.

**22.** Cut red tape for the commercial vehicle industry by implementing digital solutions for products and services the industry relies upon. This includes implementing online renewal for heavy commercial vehicle licence plates in 2022, continued monitoring and promotion of online products introduced by



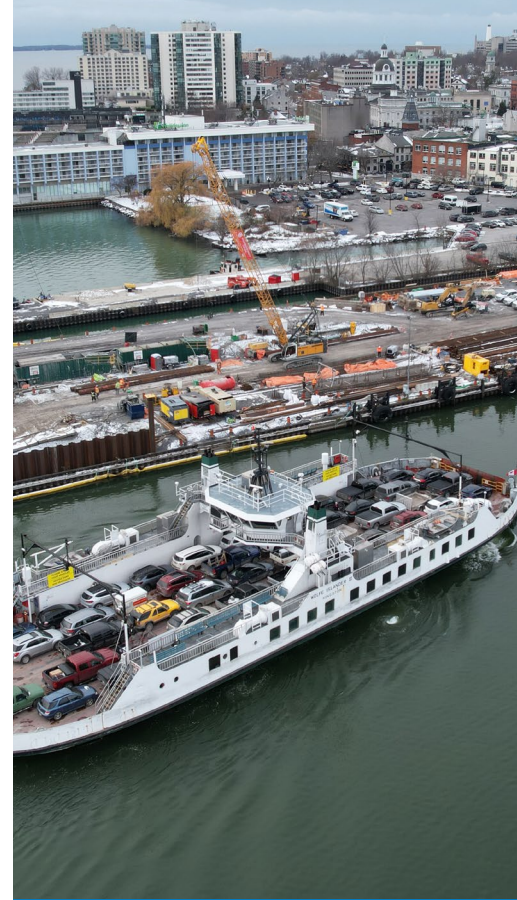
MTO (for example, Oversize/ Overweight Permits), supporting industry in the forthcoming adoption of Electronic Logging Devices (ELDs) as a tool to support industry compliance with hours of service requirements, and continued monitoring of the use of pre-clearance and pre-screening technologies at truck inspection stations to reduce administrative delays and improve road safety.

**23.** Continue to support tourism in eastern Ontario through promotional partnerships with Destination Ontario and the Travel Information Centre located at the Bainsville ONroute Centre along Highway 401.

**24.** Support the sustainability of local airports in the region. MTO recently conducted an airport survey to update data on the role of Ontario's local airports in supporting economic development and public service delivery. The survey results will provide insight on the current state of Ontario's local and regional aviation sector, as well as a view to future needs and opportunities for supporting the multimodal transportation system.

**25.** Continue to work with stakeholders and operators to support the recovery and growth of the passenger cruise ship industry. This includes working with the federal government to resolve regulatory issues related to operating cruises in the Great Lakes.

**26.** Develop an Ontario Marine Strategy, with private and public partners, to improve the performance and sustainability of the marine transport system, including within the Great Lakes and St. Lawrence River.

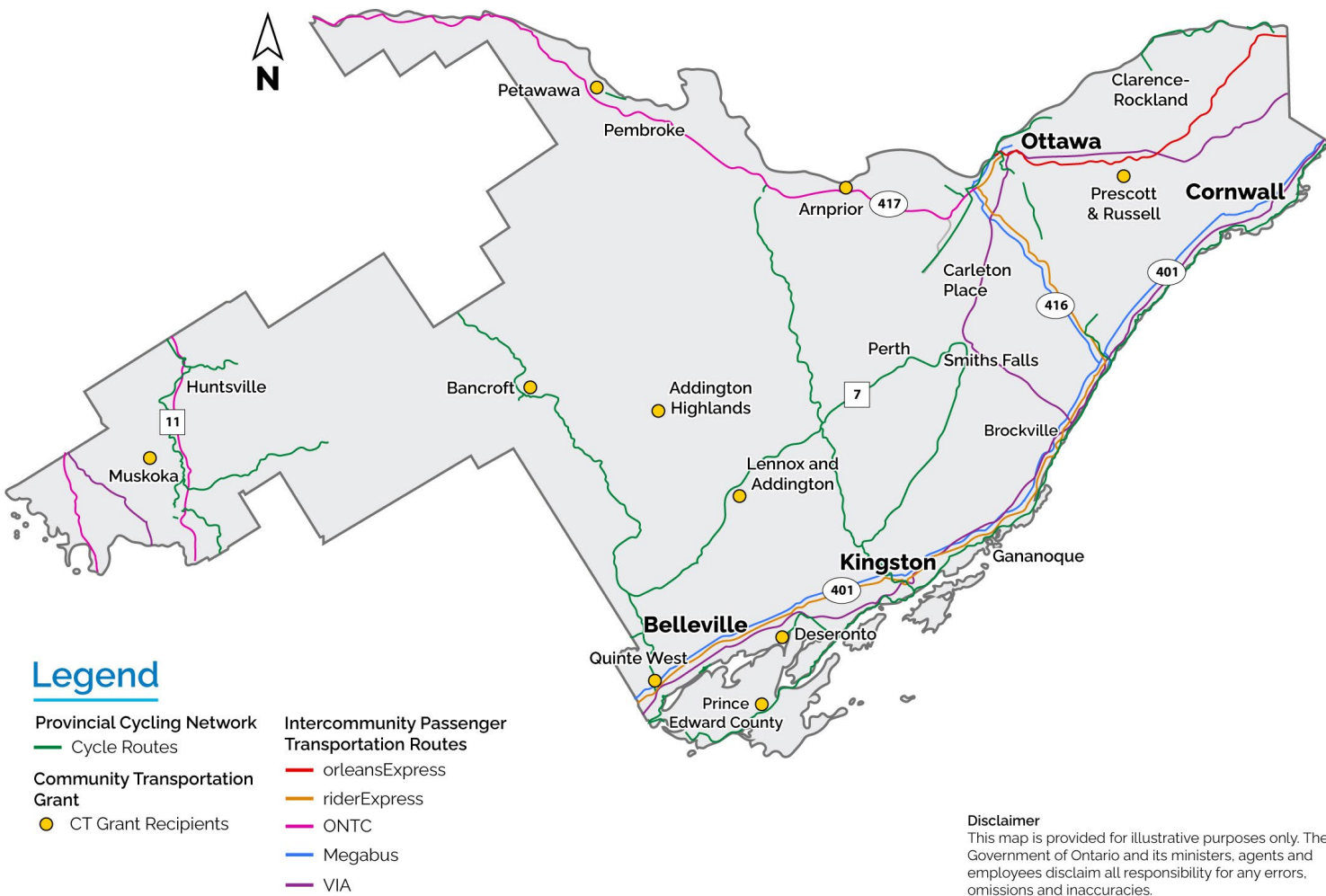


# Goal 3: Providing More Choice and Convenience

Whether in a city, small town, agricultural area or the highlands, access to different travel options that are convenient means more people can get where they need to go. The actions in this section fill in service gaps in smaller communities and increase choice in larger ones. The actions also add choices and connections for tourism and recreation. A short distance from Ottawa, for example, is the largest

theme waterpark in Canada. The Rideau Canal is popular for skating in winter and boat trips along the Canal's locks in the summer. Prince Edward County is criss-crossed by multi-use trails and is very popular for its wineries, farm-to-table restaurants and Sandbanks Provincial Park. From Gananoque, visitors can take a dinner boat cruise to tour the beautiful Thousand Islands National Park.

## Eastern Ontario Community Connections





## Actions

**27.** Improve public transit through provincial contributions towards the Investing in Canada Infrastructure Program. As of November 2021, Infrastructure Canada has approved 21 projects across 8 eastern Ontario municipalities which will add 45 new buses, information technology upgrades including passenger counters and new active transportation facilities connected to transit.

**28.** Support community transportation in areas that are unserved or underserved by transit services through the Ontario Community Transportation Grant Program (CT Program). Ten municipalities in eastern Ontario are receiving up to \$8.3 million over seven years (2018-2025) to deliver local and intercommunity bus services, including some that have partnered with Indigenous communities and organizations.

**29.** Fund transportation programs and investments across all modes in collaboration with municipal and federal governments, including through existing programs such as Ontario's Dedicated Gas Tax Funds for Public Transportation Program. In 2021-22 through the Gas Tax program, approximately \$46 million will be provided to 19 municipalities to expand and improve municipal transit systems and infrastructure in eastern Ontario. This funding can be used to extend service hours, buy transit vehicles, add routes, improve accessibility or upgrade infrastructure.

**30.** Continue taking action to improve the province's highway network by increasing posted speed limits permanently on six sections of provincial highway, including two sections in eastern Ontario along Highway 417 from Gloucester (east of Ottawa) to the Quebec border and from Kanata to Arnprior. Each highway section has been carefully selected based on their ability to safely accommodate the higher speed limit.

**31.** Continue to make it easier for companies to provide intercommunity bus services. The province deregulated the sector effective July 1, 2021, which now provides for a significantly more open market for new bus service providers to enter, and for existing bus carriers to alter or offer more routes. This supports improved transportation options, economic

### The Ontario Tourism Recovery Program

The Ministry of Heritage, Sport, Tourism and Culture Industries launched the \$100 million Ontario Tourism Recovery Program to help stabilize the province's tourism industry as it recovers from the impacts of COVID-19. The program supports eligible Ontario-based tourism businesses in the for-profit attractions, accommodations and transportation sectors that have been hardest hit by COVID-19. Funding recipients will be notified soon.



recovery and red tape reduction for business. The province also continues to support the growth of smaller providers who use vehicles carrying fewer than 10 passengers by enhancing safety and insurance oversight.

**32.** Work with the federal government to advance planning for their High Frequency Rail proposal to provide frequent, electrified passenger rail service from Toronto to Peterborough, Ottawa, Montréal, and Québec City.

**33.** Explore opportunities, such as a technical assessment or pilot program, for increased passenger rail service to better connect municipalities in the Greater

### **Dedicated Gas Tax Funds for Public Transportation Program**

Ontario's Dedicated Gas Tax Funds for Public Transportation Program has provided funding to enable Ottawa to support service route changes and growth, as well as move forward on the design and construction of new park and ride facilities and support the purchase of 37 replacement transit buses. Belleville used its 2020 funding toward new shelters, bus stop upgrades and transit terminal expansion. Renfrew used part of its 2020 funding toward a new van for its specialized transit service.

Golden Horseshoe with the eastern region.

**34.** Prioritize active transportation and local transit improvements that connect the regional transit network with underserved communities, to make it safer, easier and faster for residents to access amenities, attractions, employment opportunities, educational institutions and critical services. This will include:

- Promoting walking and cycling as a first choice for short trips and access to transit stations by connecting active transportation routes to make a safe and convenient network.
- Supporting the use of on-demand micro-transit to better serve low demand conventional routes or new routes, and to improve first-mile/last-mile connections to conventional public transit services, such as bus routes and light rail transit.

**35.** Update the Low Speed Vehicle Pilot to reduce burden on industry and consumers and support uptake of the pilot program. Low Speed Vehicles are fully electric vehicles powered by a rechargeable motor. The pilot program supports the Made In Ontario Environment Plan objectives.





**36.** Improve local and regional cycling linkages by working with municipalities, Indigenous communities, private landowners, conservation authorities and provincial transportation agencies to expand cycling routes, infrastructure and amenities identified in the province-wide cycling network study. Recent accomplishments include the completion of cycling routes along Highway 28 from Lakefield to Bancroft, on Highway 118 from Loon Lake to Highway 28, along portions of Highway 33 between Kingston and Prince Edward County, as well as park and ride facilities along the Thousand Island Parkway Waterfront Trail.

**37.** Continue to support a world-class system of diversified trails across the region, planned and used in an environmentally responsible manner, that enhance the health and prosperity of locals and visitors. In eastern Ontario these trails serve a variety of modes and connect communities and tourism destinations in the region with Northern and central Ontario, Quebec and New York state.

### **Cycling Tourism in Eastern Ontario**

Tourism is an important part of eastern Ontario's economy, with walking and cycling growing in popularity. In 2019, there were 2.1 million visits from domestic and overseas tourists to the region that included cycling and hiking, generating over \$662.1 million in tourism spending<sup>3</sup>.

<sup>3</sup> Statistics Canada's National Travel Survey + Visitor Travel Survey 2019

## Goal 4: Improving Safety and Inclusion

Ontario's transportation network is among the safest in North America, but there remain areas for improvement. Actions in this section increase safety and help the transportation system to better serve all users. Actions include making more real-time information available about road conditions which supports safer travel decisions. Improving safety often reinforces inclusion, as when a single bilingual electronic sign replaces smaller, separate English and French ones, reducing distractions and making wayfinding easier for everyone. And some actions are about making sure that transportation decisions and investments consider all potential users' needs and all who may be impacted by a project.

### Actions

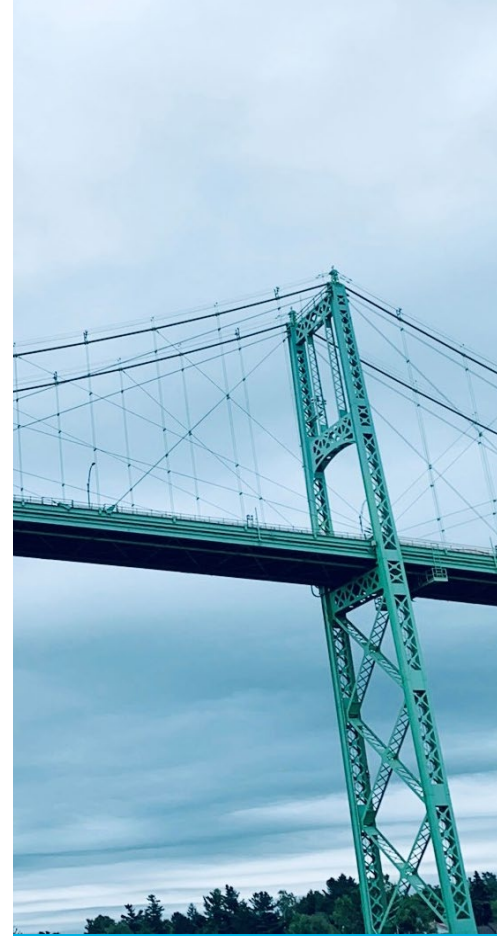
**38.** Increase availability of near real-time highway information to keep travellers aware of current conditions, including collisions, road and weather conditions, snow plow locations, construction activities and emergency detour routes. The Ontario 511 mobile app is available for free for all drivers and offers a 'trucker mode' to help truck drivers find places where they can safely stop and rest, eat at truck-friendly restaurants, use washrooms and more.

**39.** Invest in larger electronic signage to deliver important messages to road users in both English and French. This initiative will improve the delivery of French-language services to Francophone motorists, and by

replacing separate English and French variable message signs (VMS) with a single larger full colour bilingual VMS, it will also enhance safety by reducing the frequency of roadside distractions. The province is currently supporting the design and installation of three new bilingual VMS in frequently travelled designated bilingual areas of eastern Ontario, and planning for new installations at 11 more sites along Highways 7, 17, 401, and 417.

**40.** Raise awareness of human trafficking by working in partnership with the private sector, including the province's ONroute operators and the commercial trucking industry, as well as MTO agencies as appropriate. The travelling public and front-line workers will be encouraged to recognize the signs of suspicious activity and report them to authorities. Actions include investing in added lighting and security cameras for rest areas, promoting anti-human trafficking information and resources at transportation hubs, engaging Ontario's trucking industry as a key partner in combatting human trafficking, and providing training opportunities for truck drivers and Ministry of Transportation staff.

**41.** Continue to work with Indigenous communities and organizations to facilitate early and meaningful engagement and consultation on projects, including identifying how reconciliation will be incorporated.







**42.** Adapt and respond to emerging commercial vehicle safety priorities in Ontario. This includes continuing to work with the commercial vehicle sector and policing partners, and enforcing safety requirements for commercial vehicles including trucks, tractors or buses on-road by MTO enforcement officers and police officers, as well as through facility audits.

**43.** Expand services to support Ontario's important Franco-Ontarian community. As of September 2020, individuals can request their Francophone name be printed with French characters on their driver's licence or Ontario photo card. This is an example of the French Language Services Strategy in action.

**44.** Work with municipalities and private sector partners to improve lighting at road/rail crossings, commuter parking lots and rest areas, and find ways to incorporate alternative sources of energy such as solar power in remote locations.

**45.** Address the threats and challenges of invasive vegetation species such as Wild Parsnip along provincial highways. Wild Parsnip is a noxious weed, common in eastern Ontario, that grows rapidly within the highway right-of-way. Serious rashes, burns or blisters can occur on a person's skin when exposed to the sap in combination with sunlight. The province will continue to develop a strategy to

## Indigenous Wayfinding on Ottawa's LRT System

An Algonquin Wayfinding Wheel was unveiled in 2021 at the Pimisi O-Train Station and City Hall in Ottawa, and will be installed at all O-Train stations. The Wayfinding Wheel is inspired by the traditional four sacred directions and reflects Algonquin culture and the history of the Algonquin territory. It was designed through a participatory process involving Algonquin Elders and community members from Algonquins of Pikwàkanagàn First Nation and Kitigan Zibi Anishinabeg, as well as representatives from the Algonquins of Ontario (AOO) organization. The province has provided funding support to this initiative through an up to \$600 million commitment to the Ottawa Light Rail Transit Stage 1 project.<sup>4</sup>



<sup>4</sup> To learn more about the Wayfinding Wheel installations, please see the [City of Ottawa news release](#).

manage invasive species with the Ministry of Northern Development, Mines, Natural Resources and Forestry to effectively manage invasive species vegetation along provincial roadsides.

**46.** Establish accessible signage and wayfinding standards that recognize areas of Indigenous cultural, ecological and spiritual significance, including communities and place names. This may include accessible signage and wayfinding provided in multiple languages where appropriate to advance Indigenous tourism in Ontario.

**47.** Develop a framework for transportation access and inclusion that will guide MTO in considering the experiences of underserved people or communities, such as racialized groups and Indigenous peoples, inclusive of age, gender, income and persons with disabilities, in its transportation decisions.

**48.** Consider the movement and safety risks associated with large, slow-moving farm equipment and transportation of agricultural products to market in road and rail design, such as shoulder, curb and traffic circle design, speed limits and signage.

**49.** Develop and follow best practices for highway planning and design that consider wildlife crossing opportunities. Such highway planning design and construction processes protect essential ecological processes and public health and safety, while minimizing environmental and social impacts, and providing recreational opportunities. In eastern Ontario, recent improvements to Highway 15 included passage and exclusion systems to protect Blanding's Turtle (federally designated as an endangered species), including two concrete box culverts and permanent fencing.





## Goal 5: Preparing for the Future

Eastern Ontario needs a transportation network that is resilient and reliable in the face of extreme weather and other events, that embraces innovation and technological change, and prepares the region for the increased use of drone technology and electrified and automated vehicles. With many people increasingly working and connecting with others from home as a result of the COVID-19 pandemic, these actions include investments in broadband and cellular networks to create a level playing field in services across the region.

### Actions

**50.** Use the most up-to-date climate data and information, including findings from Ontario's provincial level Climate Change Impact Assessment (PCCIA), to help ensure that transportation infrastructure takes into account climate change impacts and risks.

**51.** Review locations for alternative fueling stations for public use, including electric and hydrogen. This will support potential private sector commercial partnerships and competitiveness as well as contribute to ensuring our clean electricity system is ready to accommodate electric and innovative transportation. Recently, Ontario announced a

partnership to install electric vehicle charging stations at all ONroute locations, including several locations in eastern Ontario such as Odessa, Mallorytown and Morrisburg.

**52.** Develop a Transportation Electrification Policy to support electric vehicle (EV) uptake in Ontario. The development of the policy will be informed by stakeholder engagement, including through the Transportation Electrification Council. The Council was established in fall 2021 with representation from industry leaders and community stakeholders to identify opportunities in the areas of charging infrastructure, awareness-raising, information on upfront costs and the supply of EVs in Ontario. This dovetails with the Driving Prosperity provincial commitment to position Ontario as a North American leader in the production of hybrid and electric vehicles and batteries, as well as with Ontario's announcement in October 2020 that it would provide \$295 million to support Ford Motor Company's \$1.8 billion investment to transform its Oakville Assembly Complex into an electric vehicle manufacturing hub.

**53.** Invest in improvements to broadband internet and cellular infrastructure in eastern





Ontario, including in Indigenous communities, as part of a commitment to ensure all Ontarians have access to high-speed internet by the end of 2025. This is part of a nearly \$4 billion investment in Ontario's first-ever broadband and cellular strategy. High-speed internet and cellular connectivity are essential in enabling rural Canadians to work, learn and keep in touch with family and friends – particularly as the COVID-19 pandemic necessitates a shift to online activities. In 2021, Ontario announced a joint investment of over \$362 million to bring high-speed internet to 90,124 rural households in eastern Ontario. Ontario is also supporting a cellular connectivity project led by the Eastern Ontario Regional Network and Rogers, with over \$300 million to significantly improve mobile access across the region.

**54.** Prepare Ontario's transportation system for the safe deployment of connected and automated vehicle (CV/AV) technology to increase access to mobility options and boost economic development by:

- Updating the legislative and regulatory framework to support CV/AV adoption.
- Considering cross-border initiatives to prepare for interjurisdictional travel.
- Engaging with stakeholders and the public through a series of discussion papers to better understand the key issues and impacts of CV/AV deployment.

**55.** Explore the use of advanced air mobility (AAM) technology, including drones, for shipping goods, providing better connections to remote communities and improving safety services. The province is working with federal partners to get a better understanding of AAM and how it can support Ontario's transportation goals. Potential safety uses for AAM include the ability to inspect infrastructure, monitor forest fires and investigate road collisions.

**56.** Invest \$56.4 million over the next four years to create the new Ontario Vehicle Innovation Network (OVIN). This investment will help accelerate the development of next generation electric, connected and autonomous vehicle and mobility technologies that contribute to a lower environmental and carbon footprint and support the development of made-in-Ontario advanced automotive and smart mobility technology.

### **Area X.O. tests drones**

Located in Ottawa, Area X.O. is one of the Ontario Vehicle Innovation Network's (OVIN) seven regional technology development sites (RTDS). Area X.O. includes a drone testing zone that provides over 1,000 acres of private land to safely pilot drone projects and use cases.



# The City of Ottawa



**Population**  
1.0M  
City of Ottawa



**Land Mass**  
2,796 km<sup>2</sup>



**Population Forecast**  
40% Growth  
Rate, 1.4M by  
2046



**Roads**  
6,000 km  
(city owned)



**Airports**  
1 international,  
3 municipal



**Active Transportation**  
2,150 km of  
sidewalks, 365 km  
of bike lanes



**Public Transit**  
900 buses with 57  
stations, 56.5 km  
LRT line with 37  
stations (stage 1,2)

The City of Ottawa is the nation's capital and the largest city in eastern Ontario. Its diversified local economy hosts four post-secondary institutions and a vibrant technology sector. It is a major tourist and business hub with one of the largest convention centres in the province and a popular National Hockey League team. It has a complex multimodal transportation network, which includes dedicated higher-order transit in the form of the Transitway bus rapid transit (BRT) and O-Train light rail transit (LRT) systems.

Active transportation and public transit are used more extensively in Ottawa than in the rest of the region. In an online survey that was held to support this plan's development, 44% of Ottawa respondents (versus 33% across the region) reported using active transportation to get to work, purchase groceries or attend a medical appointment. Ottawa respondents also indicated they used this mode more often than a private car.

The province has committed up to \$600 million towards Stage 1 and up to \$1.2 billion towards Stage 2 of the City of Ottawa's LRT project. In December 2021, the province appointed the Honourable Justice William Hourigan as Commissioner to lead the public inquiry into the commercial and technical circumstances that led to the breakdown

and derailment of Stage 1 LRT. While the inquiry is underway, the expansion of this critical transit project continues and will play a key role in the city's new Transportation Master Plan, which seeks to provide flexible, safe options for all residents while helping the city to meet its climate change goals.

The Rideau Canal and Ottawa River add to the city's natural beauty, but they also create challenges for commercial truck traffic crossing between Ottawa and Gatineau into Quebec, adding to downtown gridlock. The province stands ready to collaborate with the city, the Province of Quebec, and the National Capital Commission (NCC) on solutions to downtown gridlock and interprovincial crossings. The eastern Ontario transportation plan contains many actions that will complement those in the city's Transportation Master Plan and help Ottawa to achieve its transportation goals. The plan will manage growth and add to quality of life in part by expanding capacity on Highway 417 so that commuters can spend more time with their families instead of stuck in gridlock. It will expand the availability and convenience of multimodal options with funding for more local transit and active transportation infrastructure. And with an eye to the future, it includes investment in new transportation technologies and preparations for their deployment.



Highlights of actions in this plan that respond to the needs of Ottawa-area residents include:

- Action 1 – Widening Highway 417 to four lanes between Highway 416 and Maitland Avenue
- Action 7 – Completing preliminary design and class environmental assessment for a new interchange at Highway 416 and Barnsdale Road
- Actions 15, 16, and 17– Undertake technical analysis of the eastern transportation network including an assessment of needs such as new interchanges and rest stops along Highway 416 and the potential of a ring road around Ottawa
- Action 24 – Supporting the sustainability of local airports
- Action 29 – Expanding transit infrastructure and services with Gas Tax program funding. In Ottawa, these funds have over the years enabled service route changes and growth, contributed to design and construction of new park-and-ride facilities, and supported the purchase of 37 replacement transit buses
- Action 34 – Prioritizing active transportation and local transit improvements that connect the regional transit network to underserved communities (see e-scooter pilot call out box).
- Action 42 - Adapting and responding to emerging commercial vehicle safety priorities in Ontario
- Action 50 - Using the most up-to-date climate data and information, including findings from Ontario's provincial level Climate Change Impact Assessment (PCCIA), to help ensure that transportation infrastructure takes into account climate change impacts and risks
- Action 55 – Exploring the use of drone technology for shipping goods and improving safety
- Action 56 – Investing \$56.4 million over the next

four years to create the new Ontario Vehicle Innovation Network (OVIN), supporting made-in-Ontario advanced automotive and mobility technologies and the lower carbon footprint that deployment can bring

Collectively, these actions will make the lives of Ottawa-area residents easier by shortening their commute, providing them with more travel options and ensuring all travel options are safer and more convenient. These actions along with the others in this plan will contribute to the sustainability and resilience of the network, support the needs of businesses by keeping goods moving across a variety of modes and ensure opportunities for made-in-Ontario advances are given the support they need to add to our collective prosperity. At the same time, the actions contained here are not a final list. They will be improved and supplemented with further actions as feedback is gathered during plan implementation. This plan is a living document and it will continue to be updated with the help of our many partners.

### **E-scooter pilot project**

In January 2020, the province launched a 5-year pilot project allowing e-scooters on public roads, subject to municipal requirements. Ottawa introduced its e-scooter by-law in June 2020 under the province's pilot regulation, with several companies including Bird Canada, Lime and Neuron participating in the 2021 season. E-scooters can reduce traffic congestion, provide a way for residents to get around their communities and provide first and last mile connections to transit, particularly in areas where the trip is too long to walk.

# Working Together with Partners

Collaboration and partnerships will be essential to the successful implementation of this plan and the ongoing development of the actions it contains. This is of particular importance in the National Capital Region where the governments of Canada, Quebec and Ontario each have their respective areas of jurisdiction, along with the cities of Ottawa, Gatineau and the National Capital Commission (NCC). The NCC is responsible for areas of federal urban planning, conservation and improvement of interprovincial bridge crossings: there are five bridges in the capital region that have a significant role in connecting Ontario to Quebec.

The formation of a regional transportation task force, one of the actions in this plan, will provide a venue for local municipal and Indigenous leaders to discuss transportation needs and opportunities in the region, and provide additional advice to the province on how to ensure people can travel more efficiently and connect to critical services.

Ontario has a legal obligation to consult with Indigenous peoples where it contemplates decisions or actions that may adversely impact asserted or established Aboriginal or treaty rights. We are committed to working together with Indigenous communities and organizations as we implement this plan.

We also remain committed to identifying and removing barriers for people with disabilities and will continue to work with government, service providers and industry so that actions in this plan will follow the standards of the Accessibility for Ontarians with Disabilities Act (AODA) and federal accessibility legislation.

# Next Steps

***Connecting the East: a draft transportation plan for eastern Ontario*** delivers on our promise to build a safe, connected and affordable transportation network tailored to the needs of the eastern region.

Implementing the actions in this plan and collaborating with partners and stakeholders on future improvements will help connect local communities, fight gridlock on our highway network, add more public transit and active transportation options, support a globally-competitive economy, and increase the safety and resilience of the regional transportation network.

We know there is more to be done, and many of the actions in this plan are underway but not yet complete. This plan is a living document that will be updated as we receive more feedback and identify opportunities for improvement.

An important component of the work going forward is the action to undertake a technical study that will provide long-range economic and travel demand forecasts. This work and the accompanying analysis will help to identify additional infrastructure, services and policies to meet future transportation needs.

The eastern plan is the final of four regional plans, following the southwestern and Northern Ontario plans released in 2020, and the plan for the Greater Golden Horseshoe released in March 2022.

Together, these plans will set out a path to achieve a better-connected and more efficient transportation network across the province, providing the foundation for a healthy and prosperous Ontario.

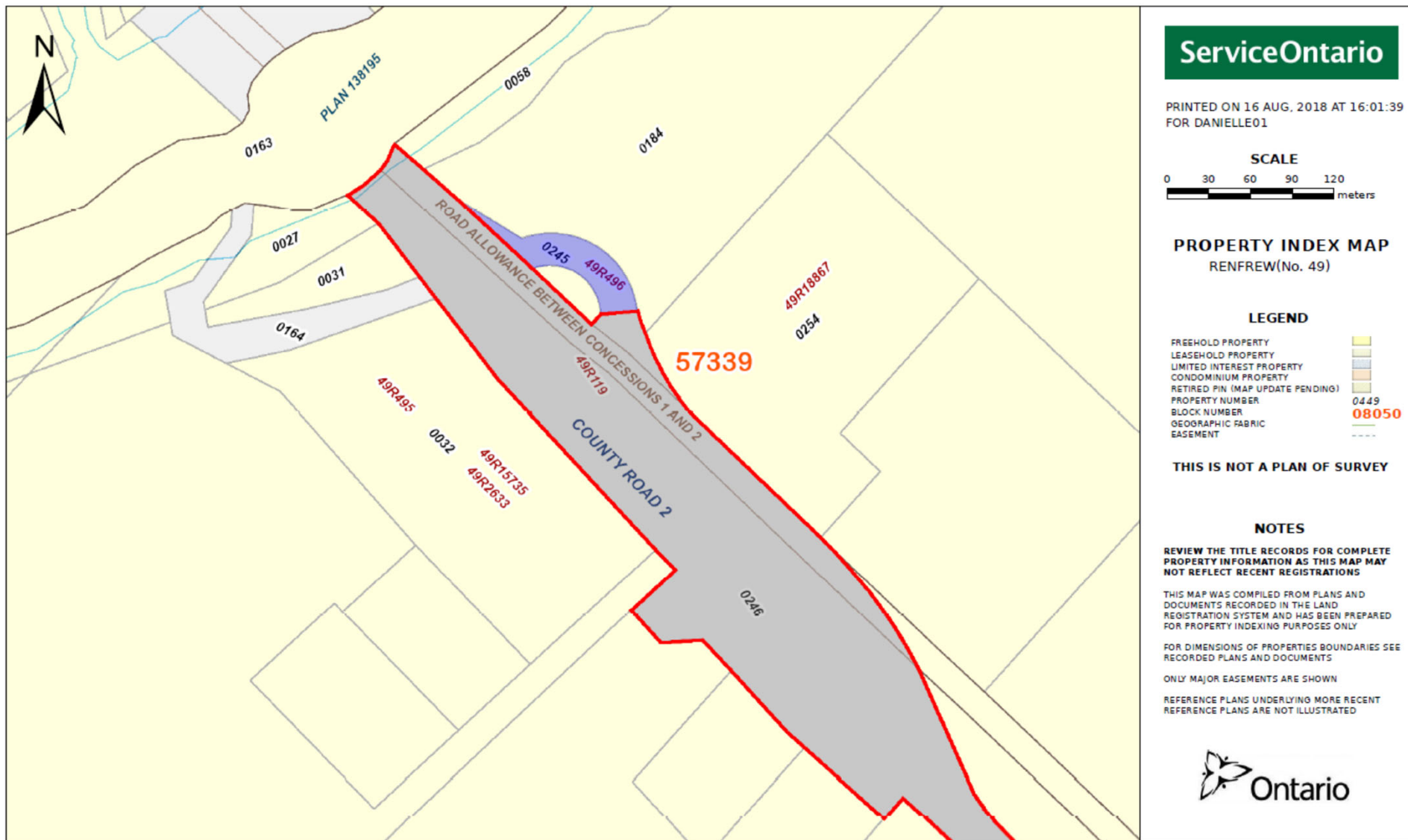


Ministry of Transportation  
[ontario.ca/easterntransportation](https://ontario.ca/easterntransportation)

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Disponible en français





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PROPERTY DESCRIPTION:

PT RDAL BTN CONS 1&2; PT LTS 16 & 17, CON 1, PT 3, 49R2104, PT 4, 49R119, PTS 2 & 3, 49R496, PTS 5-7, 49R496, PTS 5 & 6, 49R3325; PT LT 16, CON 1, PT 1, 49R496, BEING A FORCED RD KNOWN AS COUNTY RD NO 2; PT LT 17, CON 2, PT 8, 49R496; PT LT 16, CON 2, PT 5, 49R119, PT 7, 49R3325; PT LT 15, CON 1, PTS 3 & 4, 49R3325; PT LT 15, CON 2, PT 1, 49R119, PTS 1 & 2, 49R3325; PT LT 14, CON 1, PTS 2 & 3, 49R5746; PT LTS 12 & 13, CON 2, PTS 7, 8, 11 & 12, 49R5746; PT LT 11, CON 2, PT 1, 49R5623; PT RDAL BTN LTS 10&11, CON 2, THAT PT LYING S OF PT 1, 49R5623; PT RDAL BTN LTS 15&16, THAT PT LYING E OF THE SLY EXT OF THE ELY LIMIT OF PT 6, 49R3325 & W OF THE SLY EXT OF THE WLY LIMIT OF PT 7, 49R3325; BEING COUNTY RD NO 2 LYING S OF MADAWASKA RIVER & N OF LT 10, CON 2, PT LT 13, CON 2, PT 5, 49R5746; MCNAB / BRAESIDE ANOTHER LOT ADDED 1999/01/15 BY MARGARET O'BRIEN; TOWNSHIP OF MCNAB/BRAESIDE

PROPERTY REMARKS:

ESTATE/QUALIFIER:

FEE SIMPLE  
LT CONVERSION QUALIFIED

RECENTLY:

DIVISION FROM 57339-0155

PIN CREATION DATE:

2015/12/16

OWNERS' NAMES

THE CORPORATION OF THE COUNTY OF RENFREW

CAPACITY SHARE

ROWN

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/CHKD
** PRINTOUT INCLUDES ALL DOCUMENT TYPES AND DELETED INSTRUMENTS SINCE 2015/12/16 **						
**SUBJECT, ON FIRST REGISTRATION UNDER THE LAND TITLES ACT, TO:						
** SUBSECTION 44(1) OF THE LAND TITLES ACT, EXCEPT PARAGRAPH 11, PARAGRAPH 14, PROVINCIAL SUCCESSION DUTIES * AND ESCHEATS OR FORFEITURE TO THE CROWN.						
** THE RIGHTS OF ANY PERSON WHO WOULD, BUT FOR THE LAND TITLES ACT, BE ENTITLED TO THE LAND OR ANY PART OF IT THROUGH LENGTH OF ADVERSE POSSESSION, PRESCRIPTION, MISDESCRIPTION OR BOUNDARIES SETTLED BY CONVENTION.						
** ANY LEASE TO WHICH THE SUBSECTION 70(2) OF THE REGISTRY ACT APPLIES.						
**DATE OF CONVERSION TO LAND TITLES: 1998/05/11 **						
49R119	1970/04/21	PLAN REFERENCE				C
R133213	1973/05/28	TRANSFER	\$14,000		THE CORPORATION OF THE COUNTY OF RENFREW	C
49R496	1973/08/16	PLAN REFERENCE				C
R135873	1973/08/29	TRANSFER	\$20,000		THE CORPORATION OF THE COUNTY OF RENFREW	C
R136795	1973/10/02	TRANSFER	\$1,109		THE CORPORATION OF THE COUNTY OF RENFREW	C
R136801	1973/10/02	TRANSFER	\$5,000		THE CORPORATION OF THE COUNTY OF RENFREW	C
49R2104	1976/05/03	PLAN REFERENCE				C
R163222	1976/07/27	TRANSFER	\$1,400		THE CORPORATION OF THE COUNTY OF RENFREW	C

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

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
49R3325	1978/02/16	PLAN REFERENCE				C
R182310	1978/05/05	TRANSFER	\$2		THE CORPORATION OF THE COUNTY OF RENFREW	C
R182774	1978/05/19	TRANSFER	\$2		THE CORPORATION OF THE COUNTY OF RENFREW	C
R182793	1978/05/23	TRANSFER	\$2		THE CORPORATION OF THE COUNTY OF RENFREW	C
R182956	1978/05/29	TRANSFER	\$2		THE CORPORATION OF THE COUNTY OF RENFREW	C
R202495	1980/03/11	QUIT CLAIM TRNSFR	\$2		THE CORPORATION OF THE COUNTY OF RENFREW	C
49R5623	1981/10/07	PLAN REFERENCE				C
49R5746	1981/12/22	PLAN REFERENCE				C
R257152	1985/09/20	TRANSFER			CORPORATION OF THE COUNTY OF RENFREW	C
R276165	1987/04/13	TRANSFER		NORTON, RAYMOND JOSEPH NORTON, NANCY DIANNE	THE CORPORATION OF THE COUNTY OF RENFREW	C
R277981	1987/06/01	BYLAW				C
R278863	1987/06/19	TRANSFER			THE CORPORATION OF THE COUNTY OF RENFREW	C
R283270	1987/10/05	BYLAW				C
R400690	1996/08/27	BYLAW				C
49R15597	2004/11/02	PLAN REFERENCE				C
49R15735	2005/04/14	PLAN REFERENCE				C
REMARKS: PTS 6, 7 & 8 S/T EASEMENT IN MN13111E; PTS 4, 6, 7 & 8 S/T FLOODING EASEMENT IN MN13111E						





## **COUNTY OF RENFREW**

### **BY-LAW NUMBER**

#### **A BY-LAW TO AUTHORIZE SPEED LIMITS**

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WHEREAS Subsection (2) of Section 128 of the Highway Traffic Act, R.S.O. 1990, Chapter H.8, as amended, authorizes the Council of a Municipality by By-law, to prescribe a rate of speed of 40, 50, 60, 70, 80, 90 or 100 kilometres per hour, for motor vehicles driven on a highway or portion of highway under its jurisdiction;

AND WHEREAS it is deemed expedient that the speed limit for motor vehicles on certain highways in the County of Renfrew be decreased, increased or both.

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

1. Notwithstanding any other By-law to the contrary, when the roads as set out on the attached schedule, are marked in compliance with the regulations under the Highway Traffic Act, the maximum rate of speed thereon shall be as outlined in Schedule 'A' attached hereto.
2. THAT the maximum rate of speed for all roads other than those outlined in Schedule 'A', shall be 80 km/h.
3. THAT the reduced rate of speed in the school safety zones designated in Schedule 'A', be in effect at the times therein specified and on the days during which school is regularly held.
4. THAT the penalties provided in Subsection (14) of Section 128 of the Highway Traffic Act, shall apply to offences against this By-law.
5. THAT this By-law shall have full force and effect from the date the portion of Highway is marked out in accordance with the regulations under the Highway Traffic Act.
6. THAT By-law 20-22 is hereby repealed.

READ a first time this 25th day of May 2022.

READ a second time this 25th day of May 2022.

READ a third time and finally passed this 25th day of May 2022.

---

DEBBIE ROBINSON, WARDEN

---

PAUL V. MOREAU, CLERK

### SCHEDULE A

COUNTY ROAD	FROM	TO	RATE OF SPEED
1	<del>350m North of the</del> Renfrew County Boundary	600m North of the Renfrew County Boundary	60
1	600m North of County Boundary	Daniel Street North	50
1	Daniel Street North	Division Street	40
1	Division Street	Usborne Street (Southern End)	50
1	Usborne Street (Southern End)	900m North of Usborne Street (Southern End)	60
1	500m South of Dochart Street	Dochart Street	60
1	Dochart Street	700m North of Usborne Street (North End)	50
1	700m North of Usborne Street (North End)	700m North of Toner Road	60
1	700m North of Toner Road	850m East of Mast Road	50
1	850m East of Mast Road	200m West of Mast Road	60
1	Thacker Lane	Grantham Road	60
2	Madawaska Street	Baskin Drive East & West	40
2	Baskin Drive East & West	Campbell Drive	50
2	Campbell Drive	Melanson Road	60
2	Highland Road	Eastern End of Waba Creek Bridge	60
2	Eastern End of Waba Creek Bridge	Burnstown Road	50
3	River Road	400m West of River Road	50
3	400m West of River Road	1.1km West of River Road	60
5	Highway 132	400m East of Riddell Road	60

COUNTY ROAD	FROM	TO	RATE OF SPEED
5	650m South of Highway 60	400m South of Highway 60	60
5	400m South of Highway 60	Highway 60	50
6	Highway 60	Renfrew Town Limit	50
6	Renfrew Town Limit	Highway 17	60
6	Highway 17	Goshen Road	60
7	450m West of Summerfield Drive	500m East of Cedar Haven Road	60
7	350m West of Government Road	50m East of Government Road	60
7	50m East of Government Road	Foresters Falls Southern Limit	50
7	Foresters Falls Southern Limit	250m South of the Foresters Falls Southern Limit	60
8	Highway 17	Behm Line/Snake River Line	50
8	Behm Line/Snake River Line	250m West of Behm Line/Snake River Line	60
10	Baskin Drive West	Elgin Street West/River Road	50
10	Division Street	County Road 2 (Daniel Street)	50
10 - School Safety Zone	500m North of County Road 2 (Daniel Street)	850m North of County Road 2 (Daniel Street)	40 When Flashing
12	Lookout Road	600m South of the Gore Line	60
12	600m South of the Gore Line	Gore Line	50
16	Laurentian Drive	Petawawa Boulevard	50
19	600m North of Robinson Road	Pembroke City Limit	60
20	Highway 60	400m East of Highway 60	50
20	400m East of Highway 60	1.8km East of Highway 60	60
21	1.2km South of Pappin Road	700m South of Watchhorn Drive	70

COUNTY ROAD	FROM	TO	RATE OF SPEED
21	700m South of Watchhorn Drive	500m North of Lapasse Road	50
21	500m North of Lapasse Road	750m North of Lapasse Road	60
22	550m West of Scotch Bush Road	300m West of Scotch Bush Road	60
22	300m West of Scotch Bush Road	500m East of Scotch Bush Road	50
22	500m East of Scotch Bush Road	750m East of Scotch Bush Road	60
23	350m South of Waba Creek Bridge	100m South of Waba Creek Bridge	60
23	100m South of Waba Creek Bridge	Frank Street	50
23	Frank Street	250m North of Frank Street	60
25	Petawawa Boulevard	Victoria Street	50
26	Black Bay Road	Murphy Road	60
26	Murphy Road	Petawawa Boulevard	50
29	Pembroke City Limit	Stoneyfield Drive	60
29	Stoneyfield Drive	Highway 148	50
30	Highway 60	900m East of Highway 60	50
30	900m East of Highway 60	1.0km East of Highway 60	60
34	Calabogie Road	1.3km North of Calabogie Road	60
35	TV Tower Road	Forced Road/Boundary Road East	60
35	Jean Avenue/Forced Road	Trafalgar Road	50
37	400m West of Doran Road	650m West of Doran Road	60
37	Petawawa Boulevard	400m West of Doran Road	50
42	600m West of B Line Road	Pembroke Street West	70
45	White Lake Road	Lenser Drive	60
48	1.7km West of Blind Line	175m East of Blind Line	60
49	Beachburg Road	500m East of Beachburg Road	50



COUNTY ROAD	FROM	TO	RATE OF SPEED
49	500m East of Beachburg Road	750m East of Beachburg Road	60
49	450m South of Gore Line	200m South of Gore Line	60
49	200m South of Gore Line	Gore Line	50
50	Westmeath Road	Phoebe Street	50
50	Phoebe Street	Wright Road	60
50	250m West of Lapasse Road	Lapasse Road	60
51	Pembroke City Limit	1.6km North of the Pembroke City Limit	60
51	Silke Drive	Paquette Road	50
52	White Lake Road	Museum Road	50
52	Museum Road	2.2km North of White Lake Road	60
52	1.65km South of Calabogie Road	1.9km South of Calabogie Road	60
52	1.65km South of Calabogie Road	1.2km North of Calabogie Road	50
52	1.2km North of Calabogie Road	1.45km North of Calabogie Road	60
52	2.7km South of Highway 60	1.2km South of Highway 60	60
52	1.2km South of Highway 60	Highway 60	40
55	Petawawa Boulevard	250m West of Petawawa Boulevard	60
58	1.4 km East of Simpson Pit Road	500m East of Simpson Pit Road	60
58	500m East of Simpson Pit Road	Division Road	50
58	Division Road	1.4km West of Division Road	60
58	150m West of B Line Road	100m West of TV Tower Road	70
58	100m West of TV Tower Road	Boundary Road East	50
59	700m East of Highway 17	Madawaska Boulevard	70
61	300m South of Godfrey Road	250m East of Haley Road	60
62	250m West of Ohio Road	White Pine Crescent	60

COUNTY ROAD	FROM	TO	RATE OF SPEED
62	White Pine Crescent	350m South of Palmer Road	50
62	350m South of Palmer Road	100m North of Old Barry's Bay Road	60
62	500m south of Blueberry Point Lane	Lakeshore Drive	70
62	Lakeshore Drive	Highway 60	50
63	Watts Line	Stewartville Road	50
63	Flat Rapids Road	2.1 km North of Flat Rapids Road	60
63	2.1 km North of Flat Rapids Road	Calabogie Road	50
65	Matawatchan Road	500m East of Centennial Drive	60
66	Brudenell Road	500m West of Brudenell Road	60
66	Highway 60	1.35km South of Highway 60	60
67	2.4 km South of Round Lake Road	700m South of Round Lake Road	60
67	700m South of Round Lake Road	Round Lake Road	50
68	450m East of John Watson Road	200m East of John Watson Road	60
68	200m East of John Watson Road	200m West of Guiney Road	50
68	200m West of Guiney Road	450m West of Guiney Road	60
69	Kartuzy Road	150m West of St. Francis Memorial Drive	60
69	150m West of St. Francis Memorial Drive	300m East of St. Francis Memorial Drive	40
69	300m East of St. Francis Memorial Drive	Highway 60	50
70	250m West of Hoffman Road	Hoffman Road	60
70	Hoffman Road	Western Reserve Limit	50
70	Eastern Reserve Limit	Highway 60	50
71	Highway 41	2.5km East of Highway 41	60
72	Highway 17	County Road 73 (Deep River Road)	40
73	Highway 17	County Road 72 (Ridge Road)	40

COUNTY ROAD	FROM	TO	RATE OF SPEED
508	Calabogie Road/Hydro Dam Road	Centennial Lake Road	60
508	500m West of Norton Road	500m East of Lanark Road	60
508	500m West of Burnstown Road	500m East of Burnstown Road	60
511	Grassy Bay Road	Bluff Point Drive	60
511	Bluff Point Drive	12517 Lanark Road	50
511	12517 Lanark Road	Calabogie Road	40
512	Highway 60	350m North of Ruby Road	40
512	350m North of Ruby Road	100m South of Mountain View Road	60
512	700m North of Foymount Road	Foymount Road	60
512	Brudenell Road	500m East of Brudenell Road	60
512	Sand Road	450m West of Highway 41	60
512	Civic address 3467 Foymount Road	Miller Road	60
512	450m West of Highway 41	Highway 41	50
514	4.2km North of Highway 28	4.5km North of Highway 28	60
514	4.5km North of Highway 28	5.1km North of Highway 28	50
514	5.1km North of Highway 28	5.4km North of Highway 38	60
515	200m North of River Road	250m North of Burnt Bridge Road	60
515	250m North of Burnt Bridge Road	650m South of Burnt Bridge Road	50
515	650m South of Burnt Bridge Road	900m South of Burnt Bridge Road	60
515	450m West of Letterkenny Road	200m West of Letterkenny Road	60
515	200m West of Letterkenny Road	1.1km East of Letterkenny Road	50
515	1.1km East of Letterkenny Road	1.4km East of Letterkenny Road	60
517	0.4km North of Micks Road	2.2km South of Combermere Road	60
517	2.2km South of Combermere Road	Combermere Road	50

COUNTY ROAD	FROM	TO	RATE OF SPEED
653	800m East of County Road 4	400m West of boundary with Province of Quebec	70
653	400m West of boundary with Province of Quebec	Boundary with Province of Quebec (Center of Chenaux Interprovincial Bridge)	50



# Automated Speed Limit Guidelines

## FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:  
10-Apr-09

Name of Corridor:	County Road 1 (Madawaska Boulevard)			
Segment Evaluated:	Connifer Lane	to	600 metres north of Connifer Lane	
Geographic Region:	Town of Arnprior			
Road Agency:	County of Renfrew			
Road Classification:	Arterial	Length of Corridor:	600	m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)	80	km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	80	km/h
Major / Minor:	Minor	Prevailing Speed: (85th Percentile - for information only)		km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	No policy	

RISK		Score	
A1	GEOMETRY (Horizontal)	Lower	2
A2	GEOMETRY (Vertical)	Lower	2
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Medium	2
C1	PEDESTRIAN EXPOSURE	Lower	3
C2	CYCLIST EXPOSURE	Medium	6
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	<i>Number of Occurrences</i>	2
	STOP controlled intersection	0	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	2	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	<i>Number of Occurrences</i>	10
	Left turn movements permitted	3	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	<i>Number of Occurrences</i>	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Lower	3

**Total Risk Score:**

35

**Recommended Posted Speed Limit (km/h):**

As determined by road characteristics

60

As determined by policy

No policy

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

**Comments:**





## **Town of Arnprior Resolution – Madawaska Blvd. Speed Limit Reduction**

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To Whom it may concern,

Council of the Corporation of the Town of Arnprior passed the following resolution regarding Madawaska Blvd. Speed Limit Reduction at their Regular Meeting of Council on Monday, April 25, 2022:

**Whereas** when considering changes to their speed limit by-law, the County of Renfrew seeks the support of the local Municipality for which the request has been made as it would have a direct impact on the residents of the Town.

**Whereas** the County of Renfrew has requested the support of the Council of the Town of Arnprior, through a passing of a Resolution, to reduce the current posted speed limit on County Road 1 (Madawaska Boulevard) from 80km/hr to 60km/hr between Connifer Lane and approximately 200 metres west of Herrick Drive; and

**Whereas** with the ongoing construction of the Marshall's Bay Meadows Subdivision, a 60km/hr zone would be more conducive to the environment of the developed lands and would create a safer road network; and

**Therefore** the Council of the Corporation of the Town of Arnprior hereby supports the request from the County of Renfrew to reduce the current posted speed limit on County Road 1 (Madawaska Boulevard) from 80km/hr to 60km/hr between Connifer Lane and approximately 200 metres west of Herrick Drive.

Sincerely,

Kaila Zamojski  
Deputy Clerk  
Town of Arnprior  
613-623-4231 Ext. 1818

Department of Public  
Works & Engineering



9 INTERNATIONAL DRIVE  
PEMBROKE, ON, CANADA  
K8A 6W5  
613-732-4353  
FAX: 613-732-0087  
[www.countyofrenfrew.on.ca](http://www.countyofrenfrew.on.ca)

April 5, 2022

John Steckly, A.Sc.T.,  
General Manager, Operations  
Town of Arnprior  
105 Elgin Street West  
Arnprior, ON K7S 0A8

Dear Mr. Steckly,

**RE: County Road 1 (Madawaska Boulevard) – Consideration for the Reduction of Posted Speed Limit between Connifer Lane and Edward Levesque Gate**

The County of Renfrew Public Works and Engineering Department is considering bringing forward a report to our Operations Committee and County Council to reduce the current posted speed limit of 80km/hr to 60km/hr between Connifer Lane and approximately 200 metres west of Herrick Drive.

With the ongoing construction of the Marshall's Bay Meadows Subdivision, a 60km/hr zone would be more conducive to the environment of the developed lands and would create a safer road network.

When considering changes to the speed limit by-law, the County of Renfrew seeks the support of the local Municipality for which the request has been made as it would have a direct impact on the residents of the Town. Therefore, we wish to request the support of the Council of the Town of Arnprior through a passing of a Resolution.

We would be appreciative of your review and subsequent reporting to Town Council, seeking the support for the requested change, should you find it warranted and favourable.

If you wish to discuss any of the above, please do not hesitate to contact myself or Nathan Kuiack of this office.

Yours truly,

Lee Perkins, MBA, CET  
Director of Public Works & Engineering  
[Lperkins@countyofrenfrew.on.ca](mailto:Lperkins@countyofrenfrew.on.ca)



County Road 1  
Madawaska Boulevard  
Proposed Speed Limit Change

Development Lands

SEABERT DRIVE

MORGAN CLOUTHIER WAY

DOUGLAS BROWN WAY

MADAWASKA BLVD



Proposed 60km/hr posted speed limit

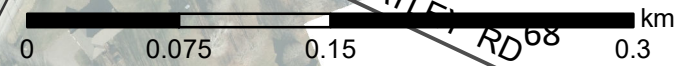
DECOSTA ST

DIDAK DR

CONNIFER LN

HERRICK DR

KEATLEY RD





**INFRASTRUCTURE DIVISION REPORT**

Prepared By: Taylor Hanrath, Manager of Infrastructure

Prepared for: Operations Committee

May 10, 2022

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**INFORMATION****1. Streetlight Warrants**

At the previous meeting of Operations Committee, the question was raised as to what the warrants were for approval of streetlights at the intersection of two County Roads. Attached as Appendix IN-I is the spreadsheet used by County staff to evaluate intersections to establish whether streetlights are warranted. The spreadsheet was developed by Transportation Association of Canada (TAC) and evaluates four main criteria to develop a 'score' for the intersection – Geometric Factors, Operational Factors, Environmental Factors, and Collision History. If the intersection evaluation scores 120 or higher, then illumination (streetlights) is warranted.

All areas highlighted yellow in the spreadsheet are to be filled in by the County staff member completing the evaluation. The information for the evaluation completed at the intersection of County Road 49 (Lapasse Road) and County Road 31 (Lookout Road) has been evaluated to provide an example.

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

As per a request at the previous meeting of County Council, correspondence was sent to Bell Canada and Hydro One requesting that their works along County Road 512 (Foymount Road) be expedited and that staff from each agency coordinate with County staff in order to ensure a portion of the road may be reconstructed in 2022. A response has been received from Bell agreeing to attend a meeting with Hydro One and County staff to establish the scope of works and anticipated timelines.

## RESOLUTIONS

### 3. **PWC-2021-56 – Amendment for B203 (Petawawa River Bridge) Contract Administration Services [Strategic Plan Goal No. 2]**

**Recommendation:** THAT an amendment of Contract PWC-2021-56 for Engineering Services of County Structure B203 (Petawawa River Bridge) as submitted by WSP Canada, Ottawa, Ontario to include Contract Administration and Construction Supervision services in the amount of \$124,309.67 plus HST be approved.

#### **Background**

WSP Canada completed the design for the rehabilitation of County Structure B203 (Petawawa River Bridge) and the construction contract has now been awarded.

As the construction schedule has now been established, County staff requested that WSP submit a brief proposal for Contract Administration (CA) and Construction Supervision (CS) Services. WSP Canada has provided a proposal for these services, in the amount of \$124,309.67, which is considered competitive and, as they are the Design Consultant, beneficial to the overall project.

The original RFP, PWC-2021-66 – Engineering Services for Rehabilitation of B203 (Petawawa River Bridge) identified potential for additional CA and CS services. Staff has reviewed the proposal results and confirm there is sufficient funds in the previously presented project overage to complete these services as proposed. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

## BY-LAWS

### 4. **PWC-2022-22 – Rehabilitation of County Structure B022 (Indian River Bridge) [Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-22 as submitted by DW Building Restoration Services Incorporated, Ottawa, Ontario for the rehabilitation of County Structure B022 (Indian River Bridge) in the amount of \$1,145,953.30 plus HST; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.



## Background

County Structure B022 (Indian River Bridge) is located on Sandy Beach Road, 0.5 km west of Highway 41, in the geographic Township of Alice, in the Township of Laurentian Valley.

A Request for Tender (RFT) was issued for the rehabilitation of Indian River Bridge. Tenders were received until 2:00 p.m., Tuesday, April 19, 2022. However, due to an irregularity during the tendering process, an Addendum was required following the closure of the tender which permitted Contractors who submitted a tender to submit updated unit rates on two items included in the tender. The results following submission of the Addendum are as follows:

	Original Amount	Addendum Amount
1. DW Building Restoration Services Inc. Ottawa, ON	\$1,215,721.00	\$1,145,953.30
2. Bonnechere Exacavating Inc., Renfrew, ON	1,194,274.90	1,153,954.90
3. UrbanLink Civil Ltd., Grimsby, ON	1,189,898.00	1,189,898.00
All amounts exclude applicable taxes		

A question was raised prior to closure of the tender for clarification on a provision of the contract. The question was forwarded to the Design Consultant for input. As the question was only a clarification, and the tender closed later that day, the Consultant advised that an Addendum was not required and the clarification could be answered directly to the Contractor via email. Unfortunately, following closure of the tender, the Consultant reviewed the submissions and re-reviewed the tender documents, and discovered that incorrect information was provided to the Contractor who requested clarification. As the incorrect information negatively affected the unit rates of two items in the Schedule of Prices for only one Contractor, it introduced unfair circumstances to this bidder. To correct this, the Consultant recommended that an Addendum be issued to each of the Contractors who made a submission providing the opportunity to submit updated unit rates for the two affected items. Following submission of the Addendum with updated tender cost, the Design Consultant recommended that, should award occur, the contract be awarded to the new lowest bidder, DW Building Restoration Services Inc.

## Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$1,200,000 for the rehabilitation of County Structure B022. A comparison of the 2022 budget and projected costs is provided in the following table:

<b>B022 (Indian River Bridge)</b>			
	<b>2022 Budget</b>	<b>Low Tender Projected</b>	<b>Variance Over/(Under)</b>
<b>Construction</b>	975,000.00	1,166,122.08	191,122.08
<b>Engineering - Design/Tendering</b>	20,000.00	20,000.00	-
<b>Project Administration &amp; Construction Supervision</b>	100,000.00	100,000.00	-
<b>Material Testing (Allowance)</b>	10,000.00	10,000.00	-
<b>Contingency</b>	95,000.00	58,306.10	(36,693.90)
<b>Total</b>	<b>1,200,000.00</b>	<b>1,354,428.18</b>	<b>154,428.18</b>
* All costs are net HST			
* Projected costs are based on Tender results			

Staff reviewed the tender results and as noted above there are significant overages in the tender compared with the budget. However, as costs for this project are not anticipated to be reduced should the project be postponed, and the works tendered are necessary in order to ensure more significant works are not needed in the near future, it is recommended the contract be awarded. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

## Illumination of Isolated Rural Intersections

### LIGHTING WARRANT SPREADSHEET

This spreadsheet is to be used in conjunction with *Illumination of Isolated Rural Intersections*, Transportation Association of Canada, February 2001.

Please enter information in the cells with yellow background

#### INTERSECTION CHARACTERISTICS

County Road 49 (Lapasse Road)	Main Road
County Road 31 (Lookout Road)	Minor Road
Whitewater Region	City/Town

Date March 29, 2022

Other i.e. source of intersection information

#### GEOMETRIC FACTORS

	Value	Rating	Weight	Comments	Check	Score
Channelization Rating	Descriptive	0		Refer to Table 1(A) to determine rating value	OK	
Presence of raised channelization? (Y / N)	n				OK	
Highest operating speed on raised, channelized approach (km/h)	0		5		OK	
Channelization Factor					OK	0
Approach Sight Distance on most constrained approach (%)	100	0	10	Relative to the recommended minimum sight distance	OK	0
Posted Speed limit (in 10's of km/h)	80				OK	
Radius of Horizontal Curve (m)	0			Enter "T" for tangent (no horizontal curve at the intersection)	OK	
Posted Speed Category =		0				
Posted Speed Category =		0				
Posted Speed Category =	C	4				
Posted Speed Category =		0				
Horizontal Curvature Factor		4	5		OK	20
Angle of Intersection (10's of Degrees)	80	1	5		OK	5
Downhill Approach Grade (x.x%)	0.0	0	3	Rounded to nearest tenth of a percent	OK	0
Number of Intersection Legs	4	2	3	Number of legs = 3 or more	OK	6
<b>Geometric Factors Subtotal</b>						<b>31</b>

#### OPERATIONAL FACTORS

Is the intersection signalized? (Y / N)	n			Calculate the Signalization Warrant Factor		
AADT on Major Road (2-way)	924	0	10	Either Use the two AADT inputs OR the Descriptive Signalization	OK	0
AADT on Minor Road (2-way)	350	0	20	Warrant (Unused values should be set to Zero) Refer to Table	OK	0
Signalization Warrant	Descriptive	0	30	1(B) for description and rating values for signalization warrant.	OK	0
Night-Time Hourly Pedestrian Volume	5	1	10	Refer to Table 1(B), note #2, to account for children and seniors	OK	10
Intersecting Roadway Classification	Descriptive	2	5	Refer to Table 1(B) for ratings.	OK	10
Operating Speed or Posted Speed on Major Road (km/h)	80	3	5	Refer to Table 1(B), note #3	OK	15
Operating Speed on Minor Road (km/h)	80	3	5	Refer to Table 1(B), note #3	OK	15
<b>Operational Factors Subtotal</b>						<b>50</b>

#### ENVIRONMENTAL FACTOR

Lighted Developments within 150 m radius of intersection	0	0	5	Maximum of 4 quadrants	OK	0
<b>Environmental Factor Subtotal</b>						<b>0</b>

#### COLLISION HISTORY

Average Annual night-time collision frequency due to inadequate lighting (collisions/yr, rounded to nearest whole #)	0.0	0	0	Enter either the annual frequency (See Table 1(C), note #4)	OK	0
OR				OR the number of collisions / MEV		
Collision Rate over last 3 years, due to inadequate lighting (/MEV)	0	0	0	(Unused values should be set to Zero)	OK	0
Is the average ratio of all night to day collisions >= 1.5 (Y/N)	n	0			OK	
<b>Collision History Subtotal</b>						<b>0</b>

Check Intersection Signalization:  
Intersection is not Signalized

**LIGHTING IS NOT WARRANTED**

#### SUMMARY

Geometric Factors Subtotal	31
Operational Factor Subtotal	50
Environmental Factor Subtotal	0
Collision History Subtotal	0

**TOTAL POINTS** **81**

**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-22 REHABILITATION  
OF COUNTY STRUCTURE B022 (INDIAN RIVER 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 B022 (Indian River Bridge) under Contract PWC-2022-22 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by DW Building Restoration Services Inc., Ottawa, Ontario was reviewed and accepted by the Operations Committee.

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

1. THAT the Council of the County of Renfrew approve of the awarding of Contract PWC-2022-22 for the rehabilitation of County Structure B022 (Indian River Bridge) as submitted by DW Building Restoration Services Inc., Ottawa, Ontario in the amount of \$1,145,953.30 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 25th day of May 2022.

READ a second time this 25th day of May 2022.

READ a third time and finally passed this 25th day of May 2022.

---

DEBBIE ROBINSON, WARDEN

---

PAUL V. MOREAU, CLERK

## OPERATIONS DIVISION REPORT

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

Prepared for: Operations Committee

May 10, 2022

### INFORMATION

#### 1. Winter Operations [Strategic Plan Goal No. 3]

Table 1 provides a summary of winter events, material usage and precipitation amount for the 2021/2022 winter months. Table 2 outlines the Significant Weather Events declared for the 2021/2022 winter season. With the increasing temperatures, staff has transitioned to summer operations.

**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
Mar	11	5	12	5	6	3,022.4	1,205.1	Petawawa	63.6
								Bancroft	47.0
<b>Totals</b>	<b>68</b>	<b>25</b>	<b>69</b>	<b>20</b>	<b>27</b>	<b>19,410.9</b>	<b>7,384.5</b>	<b>Petawawa</b>	<b>250.2</b>
								<b>Bancroft</b>	<b>341.1</b>

**Table 2**

Declaration			Declaration			Reason
Start			End			
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	2:45 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]**

Staff are preparing for the cessation of the spring load restrictions program effective May 16, 2022. Notices have been sent to the local newspapers and the County of Renfrew public website and are planned to be released the week of May 9, 2022. Direct notifications have also been sent to the local municipalities.

3. **Summer Operations [Strategic Plan Goal No. 3]**

a) **Street Sweeping – Urban Areas Only**

The awarded Contractor, 535276 Ontario Inc., Hughson Fencing & Guiderail, Glenburnie, Ontario is scheduled to commence work on May 11, 2022 and it is anticipated the work will be complete by end of May.

b) **Street Sweeping – Intersections**

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

c) **Manhole and Catch Basin Cleaning**

The awarded Contractor, Clean Water Works Inc., Ottawa, Ontario is anticipated to commence work prior to the end of May and have the work complete by June 24, 2022.

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

A summary of tenders and quotations received during the month of April 2022 awarded under the authority of the Director of Public Works and Engineering or the Chief Administrative Officer are listed below. In all cases the procurements have followed the processes set out in Corporate Policy GA-01 Procurement of Goods and Services.

a) **PWO-2022-03 Manhole and Catch Basin Cleaning**

- |  |             |
|--|-------------|
| 1) Clean Water Works Inc., Ottawa, ON            | \$26,853.65 |
| 2) Norris Construction Management Inc., Carp, ON | Rejected    |

b) **PWO-2022-05 Street Sweeping – Urban Areas Only**

- |   |          |
|---|----------|
| 1) 535276 Ontario Inc., Hughson Fencing & Guiderail, Glenburnie, ON | \$54,144 |
| 2) B.R. Fulton Construction Ltd., Renfrew, ON                       | \$87,040 |

c) **PWO-2022-08 Signs, Traffic Control and Reflective Sheeting**

	Submitted Amount	Corrected Amount
1) Stinson Equipment Limited, Stouffville, ON	\$46,213.10	\$46,649.25
2) Maximum Signs, Pontypool, ON	\$49,574.10	\$60,236.40
3) BMR Manufacturing INC, Campbellford, ON		Rejected
4) Beacon Lite (Ottawa) Ltd., Ottawa, ON		Rejected

d) **PWO-2022-09 Steel Sign Post**

1) UCC Industries International, Pickering, ON	\$36,781.48
2) Pivot Safety Products Inc., Stouffville, ON	Rejected

All amounts for the above tenders/quotations exclude HST.

## RESOLUTIONS

5. **PWC-2022-62 Rehabilitation of County Road 62 (John Street/Combermere Road) [Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee approve Contract PWC-2022-62 as submitted by Greenwood Paving (Pembroke) Ltd., Pembroke, Ontario for the rehabilitation of County Road 62 (John Street/Combermere Road) in the amount of \$116,949 plus HST.

### Background

Tenders were requested and received for the rehabilitation of County Road 62 (John Street/Combermere Road) from the start of the urban section to the end of the urban section, a distance of 0.26 km in the Township of Madawaska Valley as follows:

1. Greenwood Paving (Pembroke) Ltd., Pembroke ON	\$116,949
2. Miller Paving Limited, Arnprior ON	\$142,975

All amounts exclude HST

### Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$62,953 for the rehabilitation of County Road 62 (John Street/Combermere Road). A comparison of the 2022 budget and projected costs is provided in the following table:

County Road 62 (Combermere Road) Rehabilitation			
	2022 Budget	Low Tender Projected	Variance Over/(Under)
Construction	40,866.36	120,027.90	79,161.54
Engineering - Design/Tendering	5,000.00	5,000.00	
Project Administration & Construction Supervision	10,000.00	10,000.00	
Material Testing (Allowance)	3,000.00	3,000.00	
Contingency	4,086.64	6,001.40	1,914.76
<b>Total</b>	<b>62,953.00</b>	<b>144,029.30</b>	<b>81,076.30</b>
* All costs are net HST			
* Projected costs are based on Tender results			

Staff has reviewed the tender results and, as noted above, there are overages compared with the budget. However, as costs for this project are not anticipated to be reduced should the project be postponed, and the works tendered are necessary in order to ensure more significant works are not needed in the near future, it is recommended the contract be awarded. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

#### 6. **PWO-2022-12 Tractor and Attachments [Strategic Plan Goal No. 3]**

**Recommendation:** THAT the Operations Committee approve Contract PWO-2022-12 as submitted by Cecil C. Elliott Farm Equipment Ltd., Pembroke, Ontario for the purchase of one tractor and attachment in the amount of \$101,444 excluding HST.

##### **Background**

Tenders were requested and received for the purchase of one tractor and attachment as follows:

- |   |           |
|---|-----------|
| 1. Cecil C. Elliott Farm Equipment Ltd., Pembroke, ON | \$117,294 |
| 2. Huckabone's Garage Ltd., Cobden, ON                | \$129,900 |
| 3. Huckabone's Garage Ltd., Cobden, ON                | \$132,700 |
| 4. Greentech Carp, Carp, ON                           | \$164,500 |
| 5. Delta Power Equipment Ltd., Renfrew, ON            | Rejected  |

All amounts exclude applicable taxes

##### **Financial Implications**

The tender issued included the purchase of one tractor and two attachments as options. In consideration of the approved budget, it is recommended that we do not proceed with one of the options, the front mount power take-off (PTO) and three-point hitch, reducing the purchase price by \$15,850. The total equipment cost for this contract is \$101,444

plus applicable taxes. The purchase of one tractor and attachment is not subject to HST as it is considered “Zero-Rated Farm Equipment” by the Canada Revenue Agency (GST/HST Memorandum 4.4, Agriculture and Fishing). Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

## **BY-LAWS**

### **7. PWC-2022-12 Rehabilitation of County Road 508 (Calabogie Road) [Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-12 as submitted by Thomas Cavanagh Construction Limited, Ashton, Ontario for the rehabilitation of County Road 508 (Calabogie Road) in the amount of \$678,400 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 508 (Calabogie Road) from Mill Street to County Road 511 (Lanark Road), a distance of 2.04 km in the Township of Greater Madawaska as follows:

1. Thomas Cavanagh Construction Limited, Ashton, ON	\$678,400.00
2. Greenwood Paving (Pembroke) Ltd., Pembroke, ON	\$712,111.10
3. H&H Construction Inc., Petawawa, ON	\$715,303.36
4. Aecon Construction Ontario East Limited, Carp, ON	\$784,460.00
5. Bonnechere Excavating Inc., Renfrew, ON	\$811,445.00

All amounts exclude HST

#### **Financial Implications**

The current 2022 Capital Works budget includes funds in the amount of \$636,320 for the rehabilitation of County Road 508 (Calabogie Road). A comparison of the 2022 budget and projected costs is provided in the following table:

County Road 508 (Calabogie Road) Rehabilitation			
	2022 Budget	Low Tender Projected	Variance Over/(Under)
Construction - Contractor	463,018.18	692,375.04	229,356.86
Construction - Day labour	111,000.00	111,000.00	
Engineering - Design/Tendering	6,000.00	6,000.00	
Project Administration & Construction Supervision	7,000.00	7,000.00	
Material Testing (Allowance)	3,000.00	3,000.00	
Contingency	46,301.82	34,618.75	(11,683.07)
<b>Total</b>	<b>636,320.00</b>	<b>853,993.79</b>	<b>217,673.79</b>
* All costs are net HST			
* Projected costs are based on Tender results			

Staff has reviewed the tender results and, as noted above, there are overages compared with the budget. However, as costs for this project are not anticipated to be reduced should the project be postponed, and the works tendered are necessary in order to ensure more significant works are not needed in the near future, it is recommended the contract be awarded. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

#### 8. **PWC-2022-67 Rehabilitation of County Road 67 (Simpson Pit Road)** [Strategic Plan Goal No. 2]

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-67 as submitted by R.G.T Clouthier Construction Limited, Pembroke, Ontario for the rehabilitation of County Road 67 (Simpson Pit Road) in the amount of \$788,500 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 67 (Simpson Pit Road) from 250 metres north of Buckhill Road to County Road 58 (Round Lake Road), a distance of 1.32 km in the Township of Killaloe, Hagarty and Richards as follows:

- |   |              |
|---|--------------|
| 1. R.G.T Clouthier Construction Limited, Pembroke, ON | \$788,500.00 |
| 2. Greenwood Paving (Pembroke) Ltd., Pembroke, ON     | \$824,138.18 |
| 3. H&H Construction Inc., Petawawa, ON                | \$949,696.60 |
| 4. Bonnechere Excavating Inc., Renfrew, ON            | \$969,055.40 |
| All amounts exclude HST                               |              |



## Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$781,000 for the rehabilitation County Road 67 (Simpson Pit Road). A comparison of the 2022 budget and projected costs is provided in the following table:

County Road 67 (Simpson Pit Road) Rehabilitation			
	2022 Budget	Low Tender Projected	Variance Over/(Under)
Construction	686,363.64	803,904.00	117,540.36
Engineering - Design/Tendering	6,000.00	6,000.00	
Project Administration & Construction Supervision	17,000.00	17,000.00	
Material Testing (Allowance)	3,000.00	3,000.00	
Contingency	68,636.36	40,195.20	(28,441.16)
<b>Total</b>	<b>781,000.00</b>	<b>870,099.20</b>	<b>89,099.20</b>
* All costs are net HST			
* Projected costs are based on Tender results			

Staff has reviewed the tender results and, as noted above, there are overages compared with the budget. However, as costs for this project are not anticipated to be reduced should the project be postponed, and the works tendered are necessary in order to ensure more significant works are not needed in the near future, it is recommended the contract be awarded. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

### 9. **PWC-2022-02 Rehabilitation of County Road 2 (White Lake Road) and County Road 23 (Highland Road) [Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-02 as submitted by Thomas Cavanagh Construction Ltd., Ashton, Ontario for the rehabilitation of County Roads 2 (White Lake Road) and 23 (Highland Road) in the amount of \$1,623,208.43 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 2 (White Lake Road) from Mountain View Road to Waba Creek Bridge, a distance of 5.44 km and County Road 23 (Highland Road) from Robertson Line to Sawmill Road, a distance of 1.51 km in the Township of McNab/Braeside as follows:

- |  |                |
|--|----------------|
| 1. Thomas Cavanagh Construction Limited, Ashton, ON    | \$1,623,208.43 |
| 2. Aecon Construction Ontario East Limited, Ottawa, ON | \$1,664,000.00 |
| 3. Greenwood Paving (Pembroke) Ltd., Pembroke, ON      | \$1,780,579.92 |
| 4. H&H Construction Inc., Petawawa, ON                 | \$2,127,082.83 |
| 5. R.W. Tomlinson Limited , Ottawa, ON                 | \$2,199,441.00 |

All amounts exclude HST

### Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$1,088,684 for the rehabilitation County Road 2 (White Lake Road) and \$324,650 for the rehabilitation of County Road 23 (Highland Road). A comparison of the 2022 budgets and projected costs is provided in the following table:

County Road 2 (White Lake Road) & County Road 23 (Highland Road) Rehabilitation			
	2022 Budget	Projected	Low Tender Variance Over/(Under)
Construction	1,243,030.91	1,655,847.30	412,816.39
Engineering - Design/Tendering	15,000.00	15,000.00	
Project Administration & Construction Supervision	25,000.00	25,000.00	
Material Testing (Allowance)	6,000.00	6,000.00	
Contingency	124,303.09	82,792.37	(41,510.73)
<b>Total</b>	<b>1,413,334.00</b>	<b>1,784,639.67</b>	<b>371,305.67</b>
* All costs are net HST			
* Projected costs are based on Tender results			

Staff has reviewed the tender results and, as noted above, there are overages compared with the budget. However, as costs for this project are not anticipated to be reduced should the project be postponed, and the works tendered are necessary in order to ensure more significant works are not needed in the near future, it is recommended the contract be awarded. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

### 10. **PWC-2022-13 Rehabilitation of County Road 13 (Mountain Road)** **[Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-13 as submitted by H&H Construction Inc., Petawawa, Ontario for the rehabilitation of County Road 13 (Mountain Road) in the amount of \$595,746.50 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 13 (Mountain Road) from Micksburg Road to Stafford Third Line, a distance of 2.78 km in the Township of Laurentian Valley as follows:

- |   |              |
|---|--------------|
| 1. H&H Construction Inc., Petawawa, ON              | \$595,746.50 |
| 2. Greenwood Paving (Pembroke) Ltd., Pembroke, ON   | \$615,668.70 |
| 3. R.G.T. Clouthier Construction Ltd., Pembroke, ON | \$678,800.00 |
| 4. Bonnechere Excavating Inc., Renfrew, ON          | \$710,536.01 |

All amounts exclude HST

## Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$597,700 for the rehabilitation County Road 13 (Mountain Road). A comparison of the 2022 budget and projected costs is provided in the following table:

County Road 13 (Mountain Road) Rehabilitation			
	2022 Budget	Low Tender Projected	Variance Over/(Under)
Construction	524,272.73	608,266.84	83,994.11
Engineering - Design/Tendering	6,000.00	6,000.00	
Project Administration & Construction Supervision	12,000.00	12,000.00	
Material Testing (Allowance)	3,000.00	3,000.00	
Contingency	52,427.27	30,413.34	(22,013.93)
<b>Total</b>	<b>597,700.00</b>	<b>659,680.18</b>	<b>61,980.18</b>
* All costs are net HST			
* Projected costs are based on Tender results			

Staff has reviewed the tender results and, as noted above, there are overages compared with the budget. However, as costs for this project are not anticipated to be reduced should the project be postponed, and the works tendered are necessary in order to ensure more significant works are not needed in the near future, it is recommended the contract be awarded. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

11. **PWC-2022-06 Asphalt Patching and Scratch Coat Paving [Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-06 as submitted by Bonnechere Excavating Inc., Renfrew, Ontario for Asphalt Patching and Scratch Coat Paving in the amount of \$690,530.44 plus HST; AND FURTHER THAT a By-law to Authorize Execution of the Contract be passed.

**Background**

Tenders were requested and received for Asphalt Patching and Scratch Coat Paving (various locations) as follows:

- |   |              |
|---|--------------|
| 1. Bonnechere Excavating Inc., Renfrew, ON        | \$690,530.44 |
| 2. Greenwood Paving (Pembroke) Ltd., Pembroke, ON | \$731,230.00 |
| 3. H&H Construction Inc., Petawawa, ON            | \$807,768.43 |

All amounts exclude HST

**Financial Implications**

The current 2022 Capital Works budget includes funds in the amount of \$737,924 for the Asphalt Patching and Scratch Coat Paving. A comparison of the 2022 budget and projected costs is provided in the following table:

Asphalt Patching & Scratch Coat Paving			
	2022 Budget	Low Tender Projected	Variance Over/(Under)
Construction	667,203.64	704,718.98	37,515.34
Engineering - Design/Tendering			-
Project Administration & Construction Supervision	1,000.00	1,000.00	-
Material Testing (Allowance)	3,000.00	3,000.00	-
Contingency	66,720.36	29,205.02	(37,515.34)
<b>Total</b>	<b>737,924.00</b>	<b>737,924.00</b>	
* All costs are net HST			
* Projected costs are based on Tender results			

Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-12 REHABILITATION  
OF COUNTY ROAD 508 (CALABOGIE ROAD)**

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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 508 (Calabogie Road) under Contract PWC-2022-12 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

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

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

1. THAT the Council of the County of Renfrew approve of the awarding of Contract PWC-2022-12 for the rehabilitation of County Road 508 (Calabogie Road) as submitted by Thomas Cavanagh Construction Limited, Ashton, Ontario in the amount of \$678,400 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 25th day of May 2022.

READ a second time this 25th day of May 2022.

READ a third time and finally passed this 25th day of May 2022.

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DEBBIE ROBINSON, WARDEN

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PAUL V. MOREAU, CLERK



**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-67 REHABILITATION  
OF COUNTY ROAD 67 (SIMPSON PIT ROAD)**

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

AND WHEREAS public tenders were requested for the rehabilitation of County Road 67 (Simpson Pit Road) under Contract PWC-2022-67 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by R.G.T. Clouthier Construction Limited, 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-2022-67 for the rehabilitation of County Road 67 (Simpson Pit Road) as submitted by R.G.T. Clouthier Construction Limited, Pembroke, Ontario in the amount of \$788,500 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 25th day of May 2022.

READ a second time this 25th day of May 2022.

READ a third time and finally passed this 25th day of May 2022.

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DEBBIE ROBINSON, WARDEN

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PAUL V. MOREAU, CLERK

**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-02 REHABILITATION  
OF COUNTY ROADS 2 (WHITE LAKE ROAD) AND  
23 (HIGHLAND ROAD)**

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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 Roads 2 (White Lake Road) and 23 (Highland Road) under Contract PWC-2022-02 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

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

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

1. THAT the Council of the County of Renfrew approve of the awarding of Contract PWC-2022-02 for the rehabilitation of County Roads 2 (White Lake Road) and 23 (Highland Road) as submitted by Thomas Cavanagh Construction Ltd., Ashton, Ontario in the amount of \$1,623,208.43 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 25th day of May 2022.

READ a second time this 25th day of May 2022.

READ a third time and finally passed this 25th day of May 2022.

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DEBBIE ROBINSON, WARDEN

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PAUL V. MOREAU, CLERK

**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-13 REHABILITATION  
OF COUNTY ROAD 13 (MOUNTAIN ROAD)**

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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 13 (Mountain Road) under Contract PWC-2022-13 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

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

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

1. THAT the Council of the County of Renfrew approve of the awarding of Contract PWC-2022-13 for the rehabilitation of County Road 13 (Mountain Road) as submitted by H&H Construction Inc., Petawawa, Ontario in the amount of \$595,746.50 plus HST.
2. THAT the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said contract.
3. THAT this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 25th day of May 2022.

READ a second time this 25th day of May 2022.

READ a third time and finally passed this 25th day of May 2022.

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DEBBIE ROBINSON, WARDEN

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PAUL V. MOREAU, CLERK

**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-06 ASPHALT  
PATCHING AND SCRATCH COAT PAVING AT VARIOUS LOCATIONS**

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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 asphalt patching and scratch coat paving at various locations under Contract PWC-2022-06 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Bonnechere Excavating Inc., Renfrew, 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-2022-06 for asphalt patching and scratch coat paving at various locations on County Roads as submitted by Bonnechere Excavating Inc., Renfrew, Ontario in the amount of \$690,530.44 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 25th day of May 2022.

READ a second time this 25th day of May 2022.

READ a third time and finally passed this 25th day of May 2022.

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DEBBIE ROBINSON, WARDEN

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PAUL V. MOREAU, CLERK