



## **OPERATIONS COMMITTEE**

Tuesday, June 14, 2022 – 9:30 a.m.

County of Renfrew Administration Building

### **AGENDA**

1. Call to order.
2. Land acknowledgement.
3. Roll call.
4. Disclosure of pecuniary interest and general nature thereof.
5. Adoption of minutes of previous meeting held on May 10, 2022 (attached).
6. Delegations: None at time of mailing.
7. Public Works and Engineering Department Page
  - a) Department Report 3
  - b) Infrastructure Division Report 25
  - c) Operations Division Report 44
8. New Business.
9. Closed Meeting: None at time of mailing.
10. Date of next meeting (Tuesday, August 9, 2022) and adjournment.

**NOTE:** a) **County Council: Wednesday, June 29, 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:

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

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

Initiatives:

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

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

Initiatives:

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

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

Initiatives:

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

## COUNTY OF RENFREW

### PUBLIC WORKS AND ENGINEERING DEPARTMENT REPORT

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**TO:** Operations Committee

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

**DATE:** June 14, 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.

3. **Winter Operations Reserve**

At the May 10, 2022 Operations Committee, clarification was requested on the amount of the current Winter Control Reserve, specifically whether there was any surplus from 2021 as per the direction provided through Resolution No. OP-C-21-01-02 which states "THAT the Operations Committee recommend that a Winter Control Reserve be created up to a maximum of \$250,000 to be funded from any surplus within the County 2020 budget; AND FURTHER THAT this be forwarded to the January 18, 2021 County Council Budget Workshop for approval."

Also, in January 2022, the Operations Committee passed Resolution No. OP-C-22-01-09 "That the Operations Committee recommend that \$250,000 be allocated to the Winter Maintenance Reserve."

In February 2021, County Council approved the following motion: “THAT County Council approve that \$2M for the improvement of the Algonquin trail continue to be expedited through the working capital reserve and to be repaid as first charge from future surpluses realized by the County of Renfrew and utilizing grant opportunities and contributions from other sources.”

As the County of Renfrew General Revenue Fund saw a deficit in 2021, the Winter Control Reserve was not increased.

## **RESOLUTIONS**

### **4. Campbell Drive Road Assumption [Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that staff undertake the study for road rationalization based on the Ontario Good Roads Association document Road Rationalization Section 1.9 “Toward Sustainable Improvement” for the assumption of Campbell Drive from Usborne Street to Highway 417 in the Township of McNab/Braeside.

#### **Background**

Attached as Appendix III is a resolution from the Township of McNab/Braeside requesting that the County of Renfrew assume responsibility for Campbell Drive from Usborne Street to Highway 417. Attached as Appendix IV is the Ontario Good Roads Association document Road Rationalization Section 1.9 “Toward Sustainable Improvement”.

## **BY-LAWS**

### **5. County Road 9 (Bulger Road) Community Safety Zone [Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend to County Council that a By-law be passed authorizing the approval of a Community Safety Zone on County Road 9 (Bulger Road) between 500 metres north of civic address 2065 and 500 metres south of civic address 2065 for a total distance of 1.0 kilometre.

## **Background**

In response to a request made by the Shaw Woods Outdoor Education Centre, the Township of North Algona Wilberforce has submitted a resolution, which is attached as Appendix V, in support of a change to the posted speed limit of County Road 9 (Bulger Road) between Highway 41 and Stone Hedges Road and that a Community Safety Zone be enacted between Highway 41 and Basswood Road.

County staff reviewed the request and wish to provide the following information for consideration. County Road 9 (Bulger Road) is a local rural roadway with an Average Annual Daily Traffic (AADT) volume of approximately 800 vehicles. The Public Works and Engineering Department will be updating traffic counts and conducting a radar speed study in June of this year in order to determine average operating speeds along this section of road. Staff will share the information with the local detachment of the Ontario Provincial Police (OPP) for their consideration.

The roadway features of Bulger Road include a 7.0 metre surface treated road surface with a gravel shoulder. Utilizing a ball-bank indicator mounted in a County Public Works truck, staff have verified that all horizontal curves meet the requirements for an 80km/hr design speed. All vertical curves in the subject area also meet the requirements for an 80km/hr design speed.

A top priority for Shaw Woods Outdoor Education Centre is with the safe crossing of the roadway for large student groups that attend the facility on field trips. In 2016, the County of Renfrew partnered with Shaw Woods to install an enhanced pedestrian crossing facility that includes advanced warning beacons located 350 metres up and downstream of the crossing in addition to beacons located at the crossing. The beacons are push button activated and the timing has been set to allow groups to cross within the flashing cycle. In view of the foregoing, County staff is not in favour of a reduction in the posted speed limit at this location.

County staff further reviewed the request for a Community Safety Zone (CSZ) in accordance with the guidelines set out in the Ontario Traffic Manual – Book 5 – Regulatory Signs. The general location does meet the warrants for a CSZ as it is located within an area of a park/school. The effectiveness of the warning beacon system is directly impacted by the operational speed of vehicles as they enter the warning system zone, and

therefore it is important that vehicles are travelling within a reasonable range of 80km/hr. To amplify this importance, staff is in favour of a Community Safety Zone extending 500 metres on either side of Shaw Woods Outdoor Education Centre for a total distance of 1.0 kilometre.

**6. Infrastructure Division**

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

**7. Operations Division**

Attached as Appendix VII 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%	100%	May	June	July	October	Design by Stantec;
	Whitewater Region												
512	Foymount Road	B257	Verch Road	4.70	Reconstruction	100%	100%	95%	August	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%	100%	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	June	October	Design by McIntosh Perry; Construction by GMP;
C012	Farquharson's Culvert	Admaston/Bromley (S. McNaughton Road)			Rehabilitation	100%	100%	90%	May	2024	2024	2024	Design by HP Engineering
C037	Bagot Creek Culvert	Greater Madwaska (Lower Spruce Hedge Road)			Replace	100%	100%	100%	May	June	August	September	Design by HP Engineering
C040	Snake River Culvert	Admaston/Bromley (CR8 Cobden Road/Main Street)			Rehabilitation	90%	90%	90%			September	September	Day Labour Project
C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)			Rehabilitation	100%	100%	90%	May	2024	2024	2024	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	100%	100%	100%	May	June	July	September	Design by HP Engineering
C197	Etmanskie Swamp Culvert	Madawaska Valley (CR62 John Street)			Rehab or Replace	90%	100%	60%	April	August	2023	2023	Design by JL Richards; Construction by Day Labour
C269	Jacks Lake Culverts	Killaloe, Hagarty & Richards (CR58, Round Lake Road)			Replace	100%	100%	100%	April	May	July	July	Design by HP Engineering; Construction by Day Labour
C302	Wingle Creek Twin Culverts	Killaloe, Hagarty & Richards (Rochfort Road)			Replace	100%	100%	60%	May	June	August	August	Design Internal; Construction by Day Labour
FUTURE ENGINEERING													
B007	Butler Bridge	Admaston/Bromley (Butler Road)			Design for Rehabilitation	30%	10%	10%	May	June	2023	2023	Design by Stantec, Construction in 2023
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	Bellows 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	50%	100%	20%	February	March	2023	2023	Design by Tatham; Construction in 2023

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	June	November	Ongoing
2	Street Sweeping	Winter/Debris Removal	1	Equipment	March	April	April	May	June	Complete
3	Manhole and Catch Basin Cleaning	Winter/Debris Removal	1	Equipment	March	April	April	June	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	June	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	October	Ongoing
13	Crack Sealing	Pavement Preservation	1	Material/Installation	May	May	June	July	September	Ongoing
14	Curb Repair	Preservation	1	Material/Repair	May	May	June	July	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	May	June	2023		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	June	August	December		Ongoing
4	Tractor	Tractor and Attachments	1	Replace	February	April	June	June		Ongoing
5	Backhoe	Backhoe Loader and Attachments	1	Replace	February	May	June	December		Ongoing
6	Enclosed Trailer	Construction Section	1	Replace	March	June	June	August		Ongoing
7	Tag Along Float	16 ft	1	Replace	May	June	June	August		Ongoing
8	Line Paint Machine	PW Operations	1	Replace	February	July	July	August		Ongoing
9	U-Body Water Tank	PW Operations - SWP	1	Replace	May	June	June	August		Ongoing
10	Sweeper Attachment	Tractor Mount - GP	1	Replace	May	June	June	July		Ongoing
11	Offset Roller	Shoulder Compaction	1	New	March	June	June	July		Ongoing
12	Road Widener	Shouldering Machine	1	New	May	June	June	July		Ongoing
13	Service Vehicle	PW Operations	1	New	March	2021	2021	June		Awaiting Delivery
14	Service Vehicle	PW - ES	1	New	March	2021	2021	June		Complete
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	July	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 - June 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	August	October	
	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										
	Road #	Location	From	To	Length (km)	2022 BUDGET	May Projected	June 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	259,000	99,176	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	932,000	157,920	0
		McNab/Braeside								
	2	White Lake Road	Mountain View Road	Waba Creek Bridge E Exp Jnt	5.44	1,088,684	1,471,684	1,472,000	383,316	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	659,700	660,000	62,300	0
		Laurentian Valley								
	21	Beachburg Road	Buchannan's Pit Entance (1046)	Urban Beginning	2.49	870,707	870,707	1,369,000	498,293	0
		Whitewater Region								
	23	Highland Road	Renfrew/Lanark Line	Sawmill Road	1.51	324,650	334,650	314,000	-10,650	0
		McNab/Braeside								
	24	White Water Road	Highway 17	County Road 40 (Greenwood Road)	2.45	826,560	826,560	942,000	115,440	0
		Laurentian Valley								
	29	Drive-In Road	City of Pembroke (South Limits)	Clearview Crescent	2.15	382,700	382,700	830,000	447,300	0
		Laurentian Valley								
	62	Combermere Road	Combermere S Urban Lt	County Road 515 (Palmer Road)	1.01	62,953	144,953	145,000	82,047	0
		Madawaska Valley								
	65	Centennial Lake Road	Black Donald Access Point	Deer Mountain Road	4.29	1,128,270	1,260,000	1,256,000	127,730	0
		Greater Madawaska								
	67	Simpson Pit Road	Buck Hill Road	County Road 58 (Round Lake Road)	1.42	781,000	871,000	871,000	90,000	0
		Killaloe, Hagarty and Richards								
	508	Calabogie Road	Mill Street	County Road 511 (Lanark Road)	1.94	636,320	854,320	855,000	218,680	0
		Greater Madawaska								
	512	Foymount Road	County Road 66 (Opeongo Road)	Hubers Road	3.68	846,400	846,400	1,509,000	662,600	0
		Brudenell Lyndoch & Raglan								
	512	Foymount Road	B257	Verch Road	4.70	2,336,180	2,336,180	1,800,000	-536,180	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	14,598,182	16,019,424	2,303,488	0
Bridge/Culvert Reconstruction/Rehabilitation										
	Structure No.	Structure Name	Location			2022 BUDGET	May Projected	June 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	690,000	90,000	0
	B022	Indian River Bridge	Laurentian Valley (Sandy Beach Road)			1,200,000	1,355,000	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	867,000	67,000	0
	B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)			180,000	180,000	40,692	-139,308	139,308
	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	2,070,000	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	38,000	-97,000	97,000
	C037	Bagot Creek Culvert	Greater Madwaska (Lower Spruce Hedge Road)			342,000	342,000	315,000	-27,000	0
	C040	Snake River Culvert	Admaston/Bromley (CR8 Cobden Road/Main Street)			108,000	108,000	40,000	-68,000	68,000
	C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)			585,000	585,000	38,000	-547,000	547,000
	C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)			162,000	162,000	80,000	-82,000	82,000
	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	750,000	-350,000	350,000
	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	10,879,000	9,545,692	-178,308	1,283,308
Future Engineering										
	ID	Name	Location			2022 BUDGET	May Projected	June Projected	Variance	Carry Over
	B007	Butler Bridge	Admaston/Bromley (Butler Road)			100,000	100,000	53,000	-47,000	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	834,000	-7,000	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	26,358,182	26,399,116	2,118,180	1,283,308



## Regular Council Meeting Resolution Form

Date: May 3, 2022 No: RESOLUTION - 179-2022


Moved by Deputy Mayor Brian Armsden Disposition: CARRIED

Seconded by Councillor Heather Lang Item No: 11.2

Description: Transfer of Campbell Drive to the County of Renfrew

**RESOLUTION:**

**THAT** Council request the transfer of Campbell Drive from Usborne Street to Highway 417 to the County of Renfrew.

  
MAYOR

Recorded Vote Requested by:

Declaration of Pecuniary Interest:

	Yea	Nay
T. Peckett	_____	_____
B. Armsden	_____	_____
H. Lang	_____	_____
S. Brum	_____	_____
O. Jacob	_____	_____

Disclosed his/her/their interest(s), vacated  
he/her/their seat(s),  
abstained from discussion and did not vote

## 1.9 Road Rationalization

### 1.9.1 THE CONCEPT OF ROAD RATIONALIZATION

When first established the “Kings Highway System” provided a major inter-centre connector. A County or regional road system provide this same service on a reduced scale, connecting smaller centres of population and providing a “farm to market” road link. The local road acted as the final link in the system providing access to the abutting properties. These roles have changed very little over time. However, in many areas of the province significant changes in settlement patterns, population and employment have left some areas with designation of roads that is no longer appropriate. The Province of Ontario have taken the lead in the re-designation of their road system and has began to shift responsibility for some roads to the local, county and regional levels.

Road service providers are requested to demonstrate accountability for road maintenance services. The efficient and effective delivery of road services is a priority of municipal customers ( the road user and taxpayer ). One step in demonstrating accountability is in rationalizing road jurisdiction between a County (Region) and local municipalities. This rationalization will ensure that local roads serve primarily a local function and County (Regional) roads serve a through traffic function. Another benefit to the transferring of roads is a County (Regional) road that is a low priority to the upper tier, once transferred, may become a high priority for the local municipality and see significant improvements over time. Likewise a high volume local road carrying primarily through traffic may receive higher levels of service than the local municipality was able to provide.

The road rationalizing method as shown in this report permits a review of the road system within an county (region). The outcome of the review is a determination of the appropriate jurisdiction of a road or road section.

### 1.9.2 BY-LAWS

Each County or Regional municipality has been granted the power under the Public Transportation and Highway Improvement Act or their respective Regional Act to establish, maintain, add or remove designated roads from or to their county or regional road system.

The Public Transportation and Highway Improvement Act (PTHIA) provides for the establishment of a county road system. The county road systems were established in the early years of this century by by-laws passed by each council. The roads which comprise a county road system established under the PTHIA are county roads whether they be in a town, a village or a township. When the task of determining what alterations have been made to the physical system or when it is desirable to review municipal service delivery, a new system can be designated by a new establishing by-law. In effect, the slate is wiped clean and the road system starts afresh.

### 1.9.3 PRINCIPLES OF ROAD RATIONALIZATION

- Upper Tier roads, which are primarily transportation corridors, should provide continuous roadway service throughout the county or region.
- Upper Tier roads should be capable of being upgraded to a reasonable standard consistent with the service to be provided.
- Upper Tier roads should be along the shortest practical route, along existing roads and streets.

### 1.9.4 GOAL OF A ROAD RATIONALIZATION STUDY

- To develop a County (Regional) Road System that reflects the realities of today and beyond.

### 1.9.5 TERMS OF REFERENCE

- Conduct a road rationalization study, evaluating criteria prepared by the Ministry of Transportation in their document “Upper Tier Road Classification Criteria”. Modifying the criteria based on information as shown in this document.
- This review will focus on the efficient and effective delivery of all road services within the county or region.
- Transfer roads to the local municipalities which serve primarily a local function.
- Transfer roads to the County (Region) which primarily serve a through traffic (regional) function.
- Consider road condition and compensation throughout the discussion of road transfers.
- Involve the local municipalities in the decision making process by encouraging feedback and comments.

### 1.9.6 METHODOLOGY

The review of every road section within the county and local municipalities will be time consuming and probably unnecessary. By each local municipality identifying roads that they believe serve a through traffic function will save a time consuming road by road analysis.

- Review the criteria as shown in figure 1.9.7 and modify to meet specific municipal requirements.
- Apply the criteria to all existing county ( regional ) roads and roads identified by the local municipalities as candidates for upper tier road classification.
- Weight the criteria as shown in this document.

- Determine “cut-off” weight for inclusion of individual road sections in the County (Regional) system.
- Develop a County (Regional) road system.
- Determine the needs to be addressed (i.e. surface condition) prior to the transfer of roads to the local municipality or the acceptance of roads by the county (region)
- Determine impact on local municipalities as well as county or region.
- Present findings to council.

### 1.9.7 CRITERIA AND THE WEIGHTS APPLIED

#### Criterion 1 *Urban Center Connector*

Connect Urban Centres to each other or to a Kings Highway unless such a service is now provided by a Kings Highway.

Weighting Applied = 3

#### Criterion 2 *Kings Highway/Upper Tier Connector*

Connect major commercial and industrial areas, universities, hospitals, international border crossings and provincial boundaries, etc. to a Kings Highway or Upper Tier road.

Weighting Applied = 2

#### Criterion 3 *Heavy Industry Service*

Provide service within 4 km. of consistent major attractors or generators of heavy vehicles.

Weighting Applied = 2

**Criterion 4 *Barrier Service***

Provide service parallel to and across major barriers to free traffic movement such as freeways, watercourse or congested areas.

Weighting Applied = 1

**Criterion 5 *Resort Criterion***

Provide service within 4 km. of a major resort and/or recreational areas

Weighting Applied = 1

**Criterion 6 *Urban Cell Service***

Provide service in urban areas within the cells formed by the Kings Highways and the streets selected by the above criteria, provided that the traffic demand existing on the street is considered predominantly for through traffic.

Weighting Applied = 0

**Criterion 7 *Urban Arterial Extension***

Provide service on those roads which are extensions of urban arterial streets, from the urban limits to the first intersection where the AADT is below 700 vehicles per day, then connect to an upper tier road or a Kings Highway by the shortest route.

Weighting Applied = 3



**Criterion 8 *Rural Cell Service***

Provide service in rural areas within the cells formed by the Kings Highways and the roads selected by the above criteria.

Weighting Applied = 0

**Criterion 9 *Traffic Speed***

Provide service on roads where the speed limit is 80km/hr.

Weighting Applied = 1

**Criterion 10 *Road Surface***

Provide service on roads with an asphalt surface.

Weighting Applied = 0.5

**Criterion 11 *Traffic Volume***

Provide service on roads with current traffic volumes greater than 1000 vehicles per day.

Weighting Applied = 0.5

**Criterion 12 *Road Right of Way***

Provide service on roads with at least a 66 foot wide right of way.

Weighting Applied = 1

### 1.9.8 APPLICATION GUIDELINES

Criterion 1 (Urban Centre Connector) and Criterion 7 (Urban Arterial Extension) are considered the most important criteria, as upper tier roads should serve as inter-municipal corridors to connect the small urban centres within the county or region. In order to apply criterion 1 a determination of what constitutes an urban centre is required.

#### Criterion 1 *Urban Centre Connector*

This criterion is intended to identify roads which provide service to and from centres having commercial and possibly industrial development.

Urban centres are areas of concentrated development, not “ribbon” development.

The criterion is not intended to be applied to residential subdivisions which are developing in rural areas. When the residential development grows to a sufficient size, upper tier road service may be considered through the application of all of the criteria.

#### Criterion 2 *Kings Highway/Upper Tier Road Connector*

The intent of this criterion is to extend the Kings Highway or upper tier road to connect to the facilities mentioned and not to provide for lateral connections between highways/upper tier roads.

Major institutional/commercial/industrial complexes are areas generating more than 1000 vehicle trips per day.

#### Criterion 3 *Heavy Industry Service*

It is not intended that it be an upper tier responsibility to provide service to the entrance of every attractor or generator of heavy vehicles in an area. Rather, it is intended that upper tier service be provided close to the

industry and that the distribution within the area of the industry be a lower tier responsibility.

“Close to” means within a distance of approximately 4.0km.

“Consistent major attractor or generator”, in the case of gravel pits and quarries, is defined as approximately 9 months or more of operation per year.

Landfill sites under the jurisdiction of, or serving the upper tier municipality, may also be considered as attractors of heavy vehicles and may be serviced by upper tier roads.

#### Criterion 4 *Barrier Service*

The intent of this criterion is to alleviate traffic on local roads by providing service parallel to or across barriers to traffic movement where upper tier service is justified. The barrier must be an obstacle to traffic wishing to cross it and it must be feasible to cross (i.e. freeways by interchanges and rivers by bridges)

Service is provided “parallel to” only if there is no other upper tier or provincial road providing that service within a reasonable distance and only along roadways which are used to reach barrier crossings.

#### Criterion 5 *Resort Criterion*

The intent of this criterion is to provide upper tier service close to resort/recreational areas or to a lower tier road system that distributes the traffic.

“Close to” means within a distance of approximately 4.0km from the edge of the resort development.

A major resort/recreational area is an area generating a minimum of 700 vehicle trips per day during normal season of operation.

### Criterion 6 *Urban Cell Service*

The intent of this criterion is to identify roads in the cell under consideration at the spacing noted. The roads so identified must function predominately for through movement of traffic.

Roads which function as minor collectors for trips with origin and destination within the cell should be rejected.

The cell population density considered in identifying the appropriate spacing should be either the daytime or night time population whichever is greater.

Population Density	Additional service required when spacing of roads is greater than
less than 40 persons/hectare	2000m
between 40 and 125 persons/ha	1200m

Criterion 6 and 8 are not included in the original application of criteria but could be used as a rationale for including additional roads or road sections to complete the road network. The reasoning behind excluding this criterion in the original application is due to the good condition of most local roads and the fact the majority of population has access to a motor vehicle or alternate transportation services (i.e. transit).

### Criterion 7 *Urban Arterial Extension*

The intent of this criterion is to provide for the extension of urban arterial streets into the rural areas to connect with an upper tier road or a Kings Highway. Traffic counts should be taken on both sides of the intersection with the upper tier and the extension continued through the

intersection, only if both AADT's equal or exceed 700 vehicles per day.

### Criterion 8 *Rural Cell Service*

The intent of this criterion is to provide upper tier service within the cell formed by the application of criteria 1 - 7 inclusive at spacing related to population density within the cells.

Upper Tier roads or provincial highways in the subject upper tier or in adjacent upper tiers act as rural cell boundaries.

Population Density	Additional service required when spacing of roads is greater than
less than 1 person/km <sup>2</sup>	no additional service
1 person/km <sup>2</sup>	25 km
between 1 and 4 persons/km <sup>2</sup>	20 km
between 4 and 8 persons/km <sup>2</sup>	15 km
between 8 and 16 persons/km <sup>2</sup>	10 km
greater than 16 persons/km <sup>2</sup>	6 km

### Criterion 9 *Traffic Speeds*

This criterion is intended to identify those roads which have a speed limit of 80 km/h. This is deemed to be a desirable speed limit allowing roads which predominately serve as inter-municipal links in a road network to do so efficiently.

### Criterion 10 *Road Surfaces*

This criterion is intended to identify those roads with an asphalt surface. These roads were deemed to be more appropriate to serve as upper tier roads, as this surface material would be more durable to withstand the greater traffic volumes, heavier vehicles and higher speeds as anticipated on upper tier roads.

### Criterion 11 *Traffic Volumes*

This criterion was intended to identify roads with current traffic volumes greater than 1000 vehicles per day.

### Criterion 12 *Road Right of Way*

The intent of this criterion is to identify roads with a right of way width of 66 feet. It is appropriate to be considered for an upper tier road designation that the road have at least a standard right of way.

Apply each of the criteria in section 1.9.7 to the existing upper tier road system and to local roads identified by each municipality as a provider of through traffic service. Criterion 6 and 8 are not included in the original application of criteria but could be used as a rationale for including additional roads or road sections to complete the road network.

### 1.9.9 CUT-OFF WEIGHT

After the criteria has been applied to each road being analyzed it is possible to determine how much weight each road has accumulated. By setting a minimum weighting of six points, a cut-off threshold is established for including a road in the upper tier system.

This would mean that to qualify for upper tier designation a road must meet either the criteria for Urban Centre Connector or the criteria for Urban Arterial Extension worth 3 points, plus all four criteria for Traffic Speed, Road Surface, Traffic Volume and Road Right-of-Way worth a combined total of 3 points, or another combination of criteria to have a total weight of 6. This becomes the yardstick to be used for recommending the redesignation of roads.



## TOWNSHIP OF NORTH ALGONA WILBERFORCE

1091 Shaw Woods Road , Eganville , Ontario , K0J1T0  
Tel: 613.628.2080

May 17, 2022

### RESOLUTION

Resolution # 2022-05-17-186

**Agenda Item # 9.2.1 Shaw Woods Outdoor Education Centre**

**Moved By :** Melvin Berndt

**Seconded By :** Janet Reiche-Schoenfeldt

"That the Township of North Algona Wilberforce supports the requests of Shaw Woods Outdoor Education Centre to the County of Renfrew to initiate measures to improve the safety of roadway users and visitors to Shaw Woods Outdoor Education Centre and hereby requests that the County of Renfrew reduce the speed limit along County Road 9 (Bulger Road) between Highway 41 and Stone Hedges Road to 60 Km/h and further that the County implement a Community Safety Zone along County Road 9 (Bulger Road) from Highway 41 southerly for a distance of approximately 2 km , to Basswood Road. "

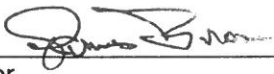
**Recorded Vote Requested By :** \_\_\_\_\_

Name	Yes	No	Abstained	Absent
Doug Buckwald	✓			
James Brose	✓			
Janet Reiche-Schoenfeldt	✓			
Maria Robinson	✓			
Melvin Berndt	✓			

**Carried**

**CERTIFIED TRUE COPY  
OF AN ORIGINAL DOCUMENT**

SIGNED Michelle Martel  
DATE May 31/22  
North Algona Wilberforce Township

  
Mayor  
Township of North Algona Wilberforce

  
Clerk/Treasurer  
Township of North Algona Wilberforce



**INFRASTRUCTURE DIVISION REPORT**

Prepared By: Taylor Hanrath, Manager of Infrastructure

Prepared for: Operations Committee

June 14, 2022

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**INFORMATION****1. County Structure Designation of B232 (Cochrane Creek Bridge) and C051 (Harris Creek Culvert) [Strategic Plan Goal No. 2]**

County Structures B232 (Cochrane Creek Bridge) and C051 (Harris Creek Bridge) have budget amounts allocated for design this year and are scheduled for rehabilitation or replacement in 2023. Attached as Appendix IN-I are photos illustrating the layout and look of each structure.

Cochrane Creek Bridge is located on Cement Bridge Road, 200m west of Burchat Road, in the Township of North Algona Wilberforce. It is a 5.8m wide, 6.9m long, single lane, thick concrete deck bridge. It is currently anticipated that rehabilitation of Cochrane Creek Bridge will require replacement of the superstructure, repairs to the abutments, and approach works. Attached as Appendix IN-II is a map illustrating the location of the structure. Cement Bridge Road is a seasonally maintained road which connects Burchat Road to two other seasonal roads – Old Camp Road and Budd Mills Road. The detour from one end of Cochrane Creek Bridge to the other is approximately 9.2km.

Harris Creek Bridge is located on Proven Line, 0.5km north of Barr Line, in the Township of Admaston/Bromley. It is a 3.7m wide, 17.2m long, 2.3m high structural plate corrugated steel pipe arch. It is currently anticipated that Harris Creek Bridge will require full replacement and approach works. Attached as Appendix IN-III is a map illustrating the location of the structure. Proven Line is a seasonally maintained road which appears to end soon after the structure and only acts as access for farm equipment.

As per Corporate Policy PW-02 – Bridge Design and Construction, ‘All bridges under the jurisdiction and control of the County, which cease to meet the definition of a bridge after reconstruction, shall return to the jurisdiction of the roadway authority upon completion of the construction

and acceptance of the finished works by the County Engineer.’ The Policy further defines that ‘All bridge structures under the jurisdiction of the County must be situated on a public right of way, which is maintained year round and has a minimum Average Annual Daily Traffic (AADT) volume of 100 vehicles.’ Each of these structures is located on a seasonally maintained, municipal road that has an AADT well below 100.

Provided the above, staff are seeking direction on which of the below alternatives to proceed with for each structure:

- Undertake removal of the structure and dead end roads;
- Undertake design and construction, download structure to local municipality;
- Undertake design and construction, keep as County Structures, and update Bridge Policy.

2. **County Structure C197 (Etmanskie Swamp Culvert) Design and Schedule Update [Strategic Plan Goal No. 2]**

County Structure C197 (Etmanskie Swamp Culvert) was planned for replacement in 2022. The structure is located on County Road 62 (John Street) in the Township of Madawaska Valley. Replacement of the structure was to be a complex project due to the culvert having almost 9m of cover (requiring a minimum 27.4m wide excavation), and the need to support buried Bell infrastructure and a watermain across the open excavation. Given the size of the excavation, the project was anticipated to require closure of the road and detouring of a large amount of traffic. However, while reviewing new lining technology, staff discovered a lining option for concrete box culverts which was previously unknown but has recently received approval from the Ontario Ministry of Transportation (MTO) for use.

The Design Consultant for this structure was requested to review the liner option and its viability for use on Etmanskie Swamp Culvert and has found that the liner would be structurally adequate. Lining of the structure would be preferred as it could be installed without full closure of a high volume road, reduces the significant risks associated with supporting Bell and Township infrastructure over a large excavation, and can be installed in less time. The design for this structure has now been updated for this lining

option, and has been submitted to Department of Fisheries and Oceans (DFO) for review and approval, due to its impact on water levels. DFO's review is ongoing and has already surpassed the originally estimated eight-week timeframe. Due to the uncertainty of the DFO review, this project has been put on hold but will continue immediately following DFO approval. If DFO approval should be attained in the next month, the materials for the liner, if purchased immediately, would not arrive until late September. As such, there is potential this project may be postponed until 2023. Staff will continue to monitor timelines going forward.

**3. County Structures C012 (Farquharson's Creek Culvert) and C134 (Campbell Drive Culvert) Update [Strategic Plan Goal No. 2]**

County Structures C012 (Farquharson's Creek Culvert) and C134 (Campbell Drive Culvert) had been scheduled for rehabilitation in 2022. Farquharson's Creek Culvert is located on South McNaughton Road, in the Township of Admaston/Bromley. Campbell Drive Culvert is located on Campbell Drive in the Township of McNab/Braeside. The Design Consultant for both structure rehabilitation projects has advised that due to the culverts being in better condition than originally anticipated, rehabilitation may be postponed for one to three years.

Given the high tender prices received in 2022 thus far, staff wish to advise that design rehabilitation of C012 (Farquharson's Creek Culvert) and C134 (Campbell Drive Culvert) will be completed in 2022 and that construction will be scheduled for 2024.

## **RESOLUTIONS**

**4. County Structure C137 (Hanson Creek Culvert) Update [Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee direct staff to proceed with the tendering for the supply of the replacement of County Structure C137 (Hanson Creek Culvert) that will include a longer culvert structure, slope stabilization and a wider road base of Robertson Line in the Township of McNab/Braeside.

## **Background**

County Structure C137 (Hanson Creek Culvert) is located on Robertson Line in the Township of McNab/Braeside. The structure is scheduled for rehabilitation in 2022 in the amount of \$137,000. Prior to issue of a Request for Proposal (RFP) for design of the project, County staff met with staff of McNab/Braeside to discuss the issues they have had due to the very steep road grades on either side of the structure. Though Robertson Line is a local municipal road, any improvements to the road grade would require, at minimum, a longer structure below. As such, the RFP issued for design required that road improvement of road grades be taken into consideration in the structure design. The Design Consultant has completed preliminary design for the structure and had originally proposed lining of the culverts (in order to maintain traffic flows); however, the lining option did not facilitate the grade raise that would be required in the roadway above. The Design Consultant has advised that further improvements to the roadway grade, without negatively impacting water flows and the surrounding environment, would require replacement of the structure and that they would work with our Construction Supervisor to establish a traffic maintenance plan.

Following review of the preliminary design options, County staff again met with staff of McNab/Braeside to further discuss their plans for Robertson Line. County staff proposed that the structure be replaced with a longer culvert, slope stabilization, and have road grades returned to existing. This would not improve the road grade right now, but would allow for future works by the Township to improve the road grade. The County would incur a greater cost by installing a longer structure, wider road base, as well as slope stabilization and staff agreed that this could be considered the County's contribution to the Township's Road project. County and Township staff would still need to coordinate the design to ensure the future road design will still coincide with the County's works.

It is estimated that replacement of the structure, following what was proposed above, would cost approximately \$575,000 with County Day Labour undertaking the construction project.

## 5. Capital Program Overages [Strategic Plan Goal No. 2]

**Recommendation:** THAT the Operations Committee recommend to County Council that the planned 2022 Construction for County Structures B064 (Pilgrim Road Bridge), C012 (Farquharson's Creek Culvert), C040 (Snake River Culvert), C134 (Campbell Drive Culvert), C137 (Hanson Creek Culverts), and C197 (Etmanskies Swamp Culvert) be deferred to a later year.

### Background

Staff are currently reviewing the economic climate and its impact on the benchmark costs used to develop our Asset Management Plan (and subsequently our Long-Term Financial Plan) going forward. Due to the overages being realized over most Capital Projects in 2022, it is recommended that a number of projects be deferred until future years.

County staff have initiated conversations with Finance and Public Works staff from other municipalities and confirmed that significant cost increases are being realized on all projects in other areas as well.

The projects listed below will have design completed in 2022, but it is recommended that construction be postponed to 2023 or later in order to reduce overages on our overall 2022 Capital Budget:

- B064 (Pilgrim Road Bridge) – \$139,308 carried over;
- C012 (Farquharson's Creek Culvert) – \$97,000 carried over;
- C040 (Snake River Culvert) – \$68,000 carried over;
- C134 (Campbell Drive Culvert) – \$547,000 carried over;
- C137 (Hanson Creek Culverts) – \$82,000 carried over; and
- C197 (Etmanskies Swamp Culvert) – \$350,000 carried over.

With the exception of C197, all structures listed above can have construction postponed for 1 – 3 years without significant risk to the overall structure. It is recommended that any works which may be completed for C197, such as design, approvals, and supply of liner material, be completed in 2022 so that the project may proceed early in the 2023 construction season.

In total, this budget deferral of \$1,283,308 will provide some relief against the cost overages the Capital Program has experienced already in 2022.

## BY-LAWS

### 6. PWC-2022-05 B005 (Scollard Bridge) Rehabilitation [Strategic Plan Goal No. 2]

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-05 as submitted by Bonnechere Excavating Incorporated, Renfrew, Ontario for the rehabilitation of County Structure B005 (Scollard Bridge) in the amount of \$588,465 plus HST; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

#### Background

County Structure B005 (Scollard Bridge) is located on Pucker Street, in the geographic Township of Bagot, in the Township of Greater Madawaska.

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

1. Bonnechere Excavating Inc., Renfrew, ON	\$588,465.00
2. Dalcon Constructors Limited, Ottawa, ON	\$633,000.00
3. Willis Kerr Contracting Limited,	\$760,800.00
4. DW Building Restoration Services Inc., Ottawa, ON	\$769,244.50
5. 2274084 Ontario Ltd. (GMP Contracting)	\$810,452.25
6. Merol Power Corporation	\$815,649.25
7. Clearwater Structures Inc.	Incomplete

All amounts exclude applicable taxes

#### Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$600,000 for the rehabilitation of County Structure B005. A comparison of the 2022 budget and projected costs is provided in the following table:

County Structure B005 (Scollard Bridge)			
	2022 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction	495,000.00	588,465.00	93,465.00
Engineering - Design/Tendering	10,000.00	10,000.00	-
Project Administration & Construction Supervision	45,000.00	41,000.00	(4,000.00)
Material Testing (Allowance)	10,000.00	10,000.00	-
Contingency	30,485.00	29,423.25	(1,061.75)
Applicable Taxes	9,515.00	11,062.74	1,547.74
Total	600,000.00	689,950.99	89,950.99
* Projected costs are based on tender results, internal costs, and line painting			

Staff reviewed the tender results and as noted above there are 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.

**7. PWC-2022-21 – Rehabilitation of County Road 21 (Beachburg Road)  
[Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-21 as submitted by H&H Construction Incorporated, Petawawa, Ontario for the rehabilitation of County Road 21 (Beachburg Road), from Civic Address 1046 to the Urban Cross Section, in the amount of \$1,216,714.25 plus HST; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

**Background**

County Road 21 (Beachburg Road), from civic address 1046 to the urban cross section at the hamlet of Beachburg, a distance of 2.56km, is located in the geographic Township of Westmeath, in the Township of Whitewater Region.

A Request for Tender (RFT) was issued for the rehabilitation of this section of Beachburg Road. Tenders were received until 2:00 p.m., Thursday, June 9, 2022 and the results are as follows:

- |   |                |
|---|----------------|
| 1. H&H Construction Inc, Petawawa, ON             | \$1,216,714.25 |
| 2. Greenwood Paving (Pembroke) Ltd., Pembroke, ON | \$1,251,966.61 |
| 3. Bonnechere Excavating Inc., Renfrew, ON        | \$1,345,793.26 |
| 4. Thomas Cavanagh Construction Ltd., Ashton, ON  | \$1,500,000.00 |
- All amounts exclude applicable taxes

### Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$870,707 for the rehabilitation of County Road 21. A comparison of the 2022 budget and projected costs is provided in the following table:

County Road 21 (Beachburg Road)			
	2022 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction	779,000.00	1,216,714.25	437,714.25
Engineering - Design/Tendering	15,000.00	77,535.96	62,535.96
Project Administration & Construction Supervision	10,200.00	10,200.00	-
Material Testing (Allowance)	3,000.00	3,000.00	-
Contingency	49,532.60	60,835.71	11,303.11
Applicable Taxes	13,974.40	22,778.80	8,804.40
<b>Total</b>	<b>870,707.00</b>	<b>1,391,064.72</b>	<b>520,357.72</b>
* Projected costs are based on tender results, internal costs, and line painting			

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 improve safety for road users and 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-2022-48 C037 (Bagot Creek Culvert) Supply of Concrete Box Culvert  
[Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-48 as submitted by Power Precast Limited, Ottawa, Ontario for the manufacture, supply and delivery of a concrete box culvert for County Structure C037 (Bagot Creek Culvert) in the amount of \$172,270.25 plus HST; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

**Background**

County Structure C037 (Bagot Creek Culvert) is located on Lower Spruce Hedge Road, in the geographic Township of Bagot, in the Township of Greater Madawaska.

A Request for Proposal (RFP) was issued for the manufacture, supply and delivery of a concrete box culvert for Bagot Creek Culvert. Proposals were received until 2:00 p.m., Tuesday, June 7, 2022 and the results are as follows:

1. Power Precast Ltd., Ottawa, ON	\$172,270.25
2. Con Cast Pipe, Puslinch, ON	\$172,759.69
All amounts exclude applicable taxes	

Proposals were evaluated on a range of criteria including schedule, availability of technical assistance, and cost. The submission by Power Precast Limited was evaluated as the best combination of all criteria considered.

**Financial Implications**

The current 2022 Capital Works budget includes funds in the amount of \$342,000 for the replacement of County Structure C037. A comparison of the 2022 budget and projected costs is provided in the following table:

C037 (Bagot Creek Culvert)			
	2022 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction	100,000.00	80,000.00	(20,000.00)
Culvert Supply	150,000.00	172,270.25	22,270.25
Engineering - Design/Tendering	30,000.00	30,000.00	-
Project Administration & Construction Supervision	25,000.00	15,000.00	(10,000.00)
Material Testing (Allowance)	5,000.00	5,000.00	-
Contingency	26,632.00	12,613.51	(14,018.49)
Applicable Taxes	5,368.00	3,823.96	(1,544.04)
<b>Total</b>	<b>342,000.00</b>	<b>318,707.72</b>	<b>(23,292.28)</b>
* Projected costs are based on Tender results, internal costs, and line painting			

Staff reviewed the tender results and confirm that there are sufficient funds allocated to complete this project as proposed. Though the cost of the culvert supply was received higher than anticipated, savings will be realized under 'Construction' and 'Project Administration and Construction Supervision' due to Day Labour forces undertaking the project. Tenders were processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.





C232 from Approach



C232 from Upstream





C232 Deck Top



C232 Barrier & Downstream





C051 from Approach



C051 from Downstream





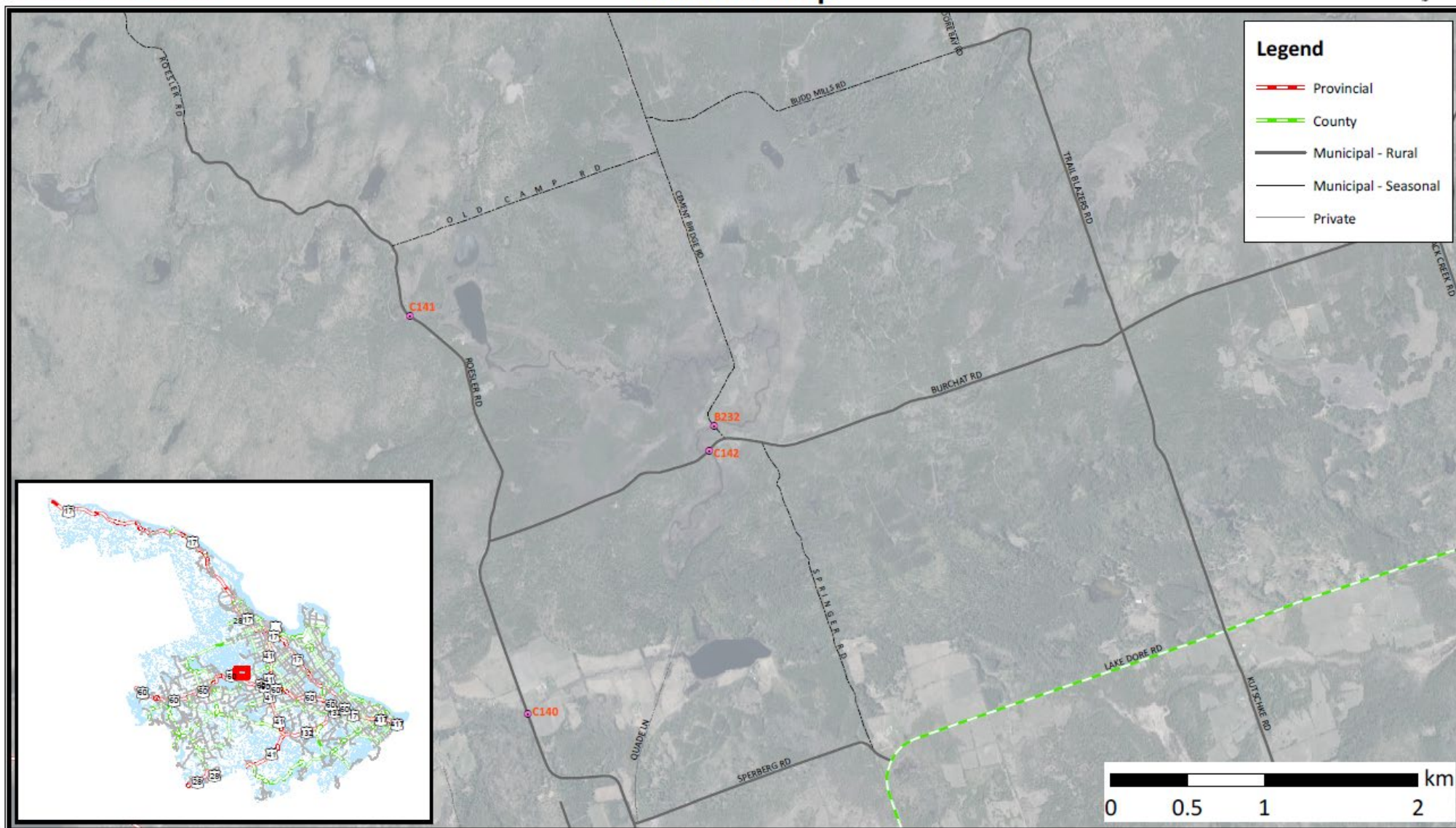
C051 Downstream



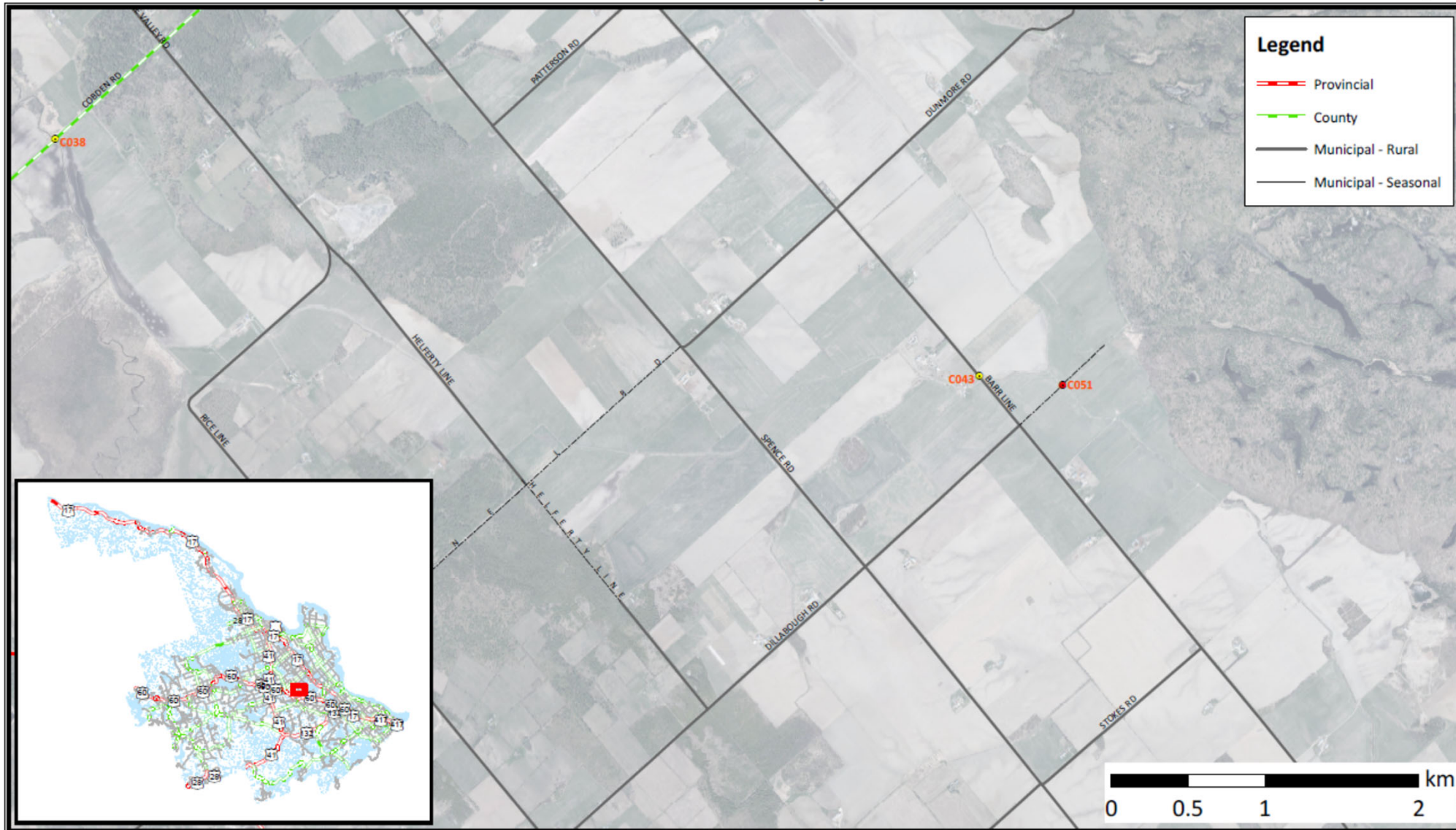
C051 Interior from Downstream



## County Structure B232 (Cochrane Creek Bridge) Location Map



## County Structure C051 (Harris Creek Bridge) Location Map





**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-05  
REHABILITATION OF COUNTY STRUCTURE B005 (SCOLLARD BRIDGE)**

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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 Structure B005 (Scollard Bridge) under Contract PWC-2022-05 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Bonnechere Excavating Incorporated, 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-2022-05 for the rehabilitation of County Structure B005 (Scollard Bridge) as submitted by Bonnechere Excavating Incorporated, Renfrew, Ontario in the amount of \$588,465 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-2022-21  
REHABILITATION OF COUNTY ROAD 21 (BEACHBURG 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 21 (Beachburg Road) under Contract PWC-2022-21 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by H&H Construction Incorporated, 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-2022-21 for the rehabilitation of County Road 21 (Beachburg Road) as submitted by H&H Construction Incorporated, Petawawa, Ontario in the amount of \$1,216,714.25 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 29th day of June 2022.

READ a second time this 29th day of June 2022.

READ a third time and finally passed this 29th day of June 2022.

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DEBBIE ROBINSON, WARDEN

---

PAUL V. MOREAU, CLERK

**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-48  
MANUFACTURE, SUPPLY, AND DELIVERY OF CONCRETE BOX CULVERT  
COUNTY STRUCTURE C037 (BAGOT CREEK CULVERT)**

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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 manufacture, supply and delivery of a concrete box culvert for County Structure C037 (Bagot Creek Culvert) under Contract PWC-2022-48 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Power Precast Limited, 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-2022-48 for the manufacture, supply and delivery of a concrete box culvert for County Structure C037 (Bagot Creek Culvert) as submitted by Power Precast Limited, Ottawa, Ontario in the amount of \$172,270.25 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

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PAUL V. MOREAU, CLERK

**OPERATIONS DIVISION REPORT**

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

Prepared for: Operations Committee

June 14, 2022

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**INFORMATION****1. Spring Load Restrictions [Strategic Plan Goal No. 2]**

Spring load restrictions across the entire County of Renfrew system were lifted May 16, 2022.

**2. Summer Operations [Strategic Plan Goal No. 3]****a) Street Sweeping – Urban Areas Only**

The awarded Contractor, 535276 Ontario Inc., Hughson Fencing & Guiderail, Glenburnie, ON completed the work on June 1, 2022.

**b) Manhole and Catch Basin Cleaning**

The awarded Contractor, Clean Water Works Inc., Ottawa, ON commenced work on June 7, 2022 and it is anticipated the work will be complete by June 24, 2022.

**c) Pavement Marking**

The awarded Contractor, Provincial Road Markings Inc., Guelph, ON, is anticipated to commence work in early June, and the maintenance line painting is anticipated to be completed by August 26, 2022. The Capital Works line painting is anticipated to continue until the end of the construction season.

**d) Bridge Cleaning and Inspection**

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

3. **Fleet Management [Strategic Plan No. 3]**

Work has started with the annual vehicle safety inspections within the fleet. The goal is to ensure that all heavy-duty trucks are inspected and repaired as necessary in order to be available at the start of the coming winter season. In addition to the inspection and repair of those vehicles within the Public Works and Engineering Department, staff also perform the routine maintenance, inspection and repair of the paramedic vehicles.

4. **Spring Freshet [Strategic Plan No. 3]**

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

**BY-LAWS**

5. **PWC-2022-01 Rehabilitation of County Road 1 (Madawaska Street)  
[Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-01 as submitted by Thomas Cavanagh Construction Limited, Ashton, Ontario for the rehabilitation of County Road 1 (Madawaska Street) in the amount of \$403,625.74 excluding 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 1 (Madawaska Street) from Elgin Street West to John Street, a distance of 0.3 kilometres in the Town of Arnprior as follows:

1. Thomas Cavanagh Construction Limited, Ashton, ON      \$403,625.74  
All amounts exclude applicable taxes

**Financial Implications**

Sidewalk work for the Town of Arnprior is included in this tender in the approximate amount of \$186,880.90 plus HST. The County portion included in this tender is in the approximate amount of \$216,744.84. The current 2022 Capital Works budget includes funds in the amount of \$159,824 for

the rehabilitation of County Road 1 (Madawaska Street). A comparison of the 2022 budget and projected costs is provided in the following table:

County Road 1 (Madawaska Street) Rehabilitation			
	2022 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction - County Portion	119,742.30	218,244.84	98,502.54
Engineering - Design/Tendering	9,000.00	9,000.00	-
Project Administration & Construction Supervision	15,000.00	15,000.00	-
Material Testing (Allowance)	2,000.00	2,000.00	-
Contingency	11,974.23	10,912.24	(1,061.99)
Applicable Taxes	2,107.46	3,841.11	1,733.64
Total	159,824.00	258,998.19	99,174.19
* Projected costs are based on tender results, internal costs and line painting			

Staff 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. **PWC-2022-03 Rehabilitation of County Road 512 (Foymount Road)** **[Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-03 as submitted by R.G.T. Clouthier Construction Limited, Pembroke, Ontario for the rehabilitation of County Road 512 (Foymount Road) in the amount of \$1,381,415.93 excluding 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 512 (Foymount Road) from Brudenell Limit to Hubers Road, a distance of 4.09 kilometres in the Township of Brudenell, Lyndoch and Raglan as follows:

1. R.G.T. Clouthier Construction Ltd., Pembroke, ON	\$1,381,415.93
2. Bonnechere Excavating Inc., Renfrew, ON	1,405,534.25
3. Thomas Cavanagh Construction Ltd., Ashton, ON	1,429,203.54
4. Greenwood Paving (Pembroke) Ltd., Pembroke, ON	1,436,554.62
5. Walsh Contracting & Equipment Rentals Ltd., Barry's Bay, ON	1,540,743.25

All amounts exclude applicable taxes

### Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$846,400 for the rehabilitation of County Road 512 (Foymount Road). A comparison of the 2022 budget and projected costs is provided in the following table:

County Road 512 (Foymount Road) Rehabilitation			
	2022 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction	726,914.82	1,384,415.93	657,501.11
Engineering - Design/Tendering	6,000.00	6,000.00	-
Project Administration & Construction Supervision	25,000.00	25,000.00	-
Material Testing (Allowance)	3,000.00	3,000.00	-
Contingency	72,691.48	69,220.80	(3,470.69)
Applicable Taxes	12,793.70	24,365.72	11,572.02
Total	846,400.00	1,512,002.45	665,602.45
* Projected costs are based on tender results, internal costs and line painting			

Staff 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.

### 7. PWC-2022-11 Rehabilitation of County Road 1 (River Road) [Strategic Plan Goal No. 2]

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-11 as submitted by B.R. Fulton Construction Limited, Renfrew, Ontario for the rehabilitation of County Road 1 (River Road) in

the amount of \$849,937.80 excluding 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 1 (River Road) from 1.1 kilometres west of Henry Crescent to 600m east of Storie Road, a distance of 1.8 kilometres in the Township of McNab/Braeside as follows:

- |   |              |
|---|--------------|
| 1. B.R. Fulton Construction Ltd., Renfrew, ON       | \$849,937.80 |
| 2. Thomas Cavanagh Construction Limited, Ashton, ON | 898,958.14   |
| 3. Greenwood Paving (Pembroke) Ltd., Pembroke, ON   | 930,969.27   |
- All amounts exclude applicable taxes

### Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$774,080 for the rehabilitation of County Road 1 (River Road). A comparison of the 2022 budget and projected costs is provided in the following table:

County Road 1 (River Road) Rehabilitation			
	2022 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction	672,047.24	851,437.80	179,390.56
Engineering - Design/Tendering	9,000.00	9,000.00	-
Project Administration & Construction Supervision	11,000.00	11,000.00	-
Material Testing (Allowance)	3,000.00	3,000.00	-
Contingency	67,204.72	42,571.89	(24,632.83)
Applicable Taxes	11,828.03	14,985.31	3,157.27
<b>Total</b>	<b>774,080.00</b>	<b>931,995.00</b>	<b>157,915.00</b>
* Projected costs are based on tender results, internal costs and line painting			

Staff 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-2022-24 Rehabilitation of County Road 24 (White Water Road)  
[Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-24 as submitted by H&H Construction Incorporated, Petawawa, Ontario for the rehabilitation of County Road 24 (White Water Road) in the amount of \$857,625.64 excluding 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 24 (White Water Road) from Highway 17 to Greenwood Road, a distance of 2.4 kilometres in the Township of Laurentian Valley as follows:

1. H&H Construction Inc., Petawawa, ON	\$857,625.64
2. Greenwood Paving (Pembroke) Ltd., Pembroke, ON	1,041,022.60
3. Bonnechere Excavating Inc., Renfrew, ON	1,170,943.60
All amounts exclude applicable taxes	

**Financial Implications**

The current 2022 Capital Works budget includes funds in the amount of \$826,560 for the rehabilitation of County Road 24 (White Water Road). A comparison of the 2022 budget and projected costs is provided in the following table:

County Road 24 (White Water Road) Rehabilitation			
	2022 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction	718,110.24	859,625.64	141,515.40
Engineering - Design/Tendering	6,000.00	6,000.00	-
Project Administration & Construction Supervision	15,000.00	15,000.00	-
Material Testing (Allowance)	3,000.00	3,000.00	-
Contingency	71,811.02	42,981.28	(28,829.74)
Applicable Taxes	12,638.74	15,129.41	2,490.67
<b>Total</b>	<b>826,560.00</b>	<b>941,736.33</b>	<b>115,176.33</b>
* Projected costs are based on tender results, internal costs and line painting			

Staff 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-2022-29 Rehabilitation of County Road 29 (Drive-In Road) [Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWC-2022-29 as submitted by Greenwood Paving (Pembroke) Limited, Pembroke, Ontario for the rehabilitation of County Road 29 (Drive-In Road) in the amount of \$752,674.70 excluding 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 29 (Drive-In Road) from Pembroke City limits to Clearview Crescent, a distance of 2.25 kilometres in the Township of Laurentian Valley as follows:

1. Greenwood Paving (Pembroke) Ltd., Pembroke, ON	\$752,674.70
2. R.G.T. Clouthier Construction Ltd., Pembroke, ON	838,708.00
3. Bonnechere Excavating Inc., Renfrew, ON	1,044,075.69

All amounts exclude applicable taxes

**Financial Implications**

The current 2022 Capital Works budget includes funds in the amount of \$382,700 for the rehabilitation of County Road 29 (Drive-In Road). A comparison of the 2022 budget and projected costs is provided in the following table:

County Road 29 (Drive-In Road) Rehabilitation			
	2022 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction	320,955.62	754,674.70	433,719.08
Engineering - Design/Tendering	6,000.00	6,000.00	-
Project Administration & Construction Supervision	15,000.00	15,000.00	-
Material Testing (Allowance)	3,000.00	3,000.00	-
Contingency	32,095.56	37,733.74	5,638.17
Applicable Taxes	5,648.82	13,282.27	7,633.46
<b>Total</b>	<b>382,700.00</b>	<b>829,690.71</b>	<b>446,990.71</b>
* Projected costs are based on tender results, internal costs and line painting			

Staff 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. **PWO-2022-16 Hot Mix Asphalt – Cobden Patrol Yard [Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWO-2022-16 as submitted by Greenwood Paving (Pembroke) Limited, Pembroke, Ontario for Hot Mix Asphalt – Cobden Patrol Yard in the amount of \$169,631.75 excluding HST; AND FURTHER THAT a By-law to Authorize Execution of the Contract be passed.

**Background**

Quotations were requested and received for Hot Mix Asphalt – Cobden Patrol Yard located at 81 Main Street in the Township of Whitewater Region as follows:

- |  |              |
|--|--------------|
| 1. Greenwood Paving (Pembroke) Ltd., Pembroke ON | \$169,631.75 |
| 2. Miller Paving Limited, Arnprior ON            | 174,431.25   |
| 3. Bonnechere Excavating Inc., Renfrew ON        | 192,408.70   |
- All amounts exclude applicable taxes

## Financial Implications

The current 2022 Capital Works budget includes funds in the amount of \$180,000 for the rehabilitation of the Cobden Patrol Yard. The rehabilitation of the patrol yard includes excavating the subbase, base and asphalt and replacing it with new granular materials. The Director has previously approved the granular and geotextile and grid quotations. The Public Works and Engineering's Day Labour Crew will be completing all the work for this project except for the paving. A comparison of the 2022 budget and projected costs is provided in the following table:

Cobden Patrol Yard Rehabilitation			
	2022 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction - Hot Mix Asphalt	91,255.34	169,631.75	78,376.41
Construction - Granulars	35,000.00	37,694.00	2,694.00
Construction - Geotextile & Grid	10,500.00	10,500.00	-
Construction - Day labour	32,000.00	32,000.00	-
Engineering - Design/Tendering	1,000.00	1,000.00	-
Project Administration & Construction Supervision	-	-	-
Material Testing (Allowance)	1,000.00	1,000.00	-
Contingency	6,837.77	10,891.29	4,053.52
Applicable Taxes	2,406.89	3,833.73	1,426.84
<b>Total</b>	<b>180,000.00</b>	<b>266,550.77</b>	<b>86,550.77</b>
* Projected costs are based on tender results, internal costs and line painting			

Staff 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. PWO-2022-17 Tandem Truck and Plow Unit [Strategic Plan Goal No. 2]

**Recommendation:** THAT the Operations Committee recommend that County Council exercise their authority to waive irregularities contained in the bid submitted by Winslow-Gerolamy Motors, Peterborough, Ontario for Contract PWO-2022-17 in accordance to the County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services; AND FURTHER THAT County Council approve

Contract PWO-2022-17 as submitted by Winslow-Gerolamy Motors, Peterborough, Ontario for the supply and delivery of one Tandem Truck and Plow Unit in the amount of \$384,749 excluding HST; AND FURTHER THAT a By-law to Authorize Execution of the Contract be passed.

### **Background**

Tenders were requested and received for the Tandem Truck and Plow Unit as follows:

- |  |           |
|--|-----------|
| 1. Winslow-Gerolamy Motors, Peterborough, ON | \$384,749 |
| All amounts exclude applicable taxes         |           |

Staff reviewed the tender results and discovered irregularities. It is staff's opinion, that in light of the global supply issues, it is in the best interest of the County of Renfrew that Council waive the irregularities in accordance with Corporate Policy GA-01 Procurement of Goods and Services.

### **Financial Implications**

The current 2022 Department Budget includes funds in the amount of \$355,000 for a tandem truck and plow unit. Staff reviewed the tender results and recommend that the balance of required funds be obtained from any savings within the approved 2022 Capital Equipment Budget. This tender was processed in accordance with the County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

## **12. PWO-2022-18 Backhoe Loader and Attachments [Strategic Plan Goal No. 2]**

**Recommendation:** THAT the Operations Committee recommend that County Council approve Contract PWO-2022-18 as submitted by J.R. Brisson Equipment Limited, Vars, Ontario for the supply and delivery of one Backhoe Loader and attachments in the amount of \$183,694 excluding HST; AND FURTHER THAT a By-law to Authorize Execution of the Contract be passed.

### **Background**

Tenders were requested and received for the Backhoe Loader and Attachments as follows:

1. J.R. Brisson Equipment Ltd., Vars, ON	\$183,694
2. Brandt Tractor Ltd., Ottawa, ON	212,714
All amounts exclude applicable taxes	

### **Financial Implications**

The tender issued included the purchase of one backhoe loader and three attachments. The cost of the base backhoe loader is \$168,280 plus HST, with the cost of the three attachments being \$15,414 plus HST, bringing the total cost for this contract to \$183,694 excluding HST.

The current 2022 Departmental Budget includes funds in the amount of \$185,000 for a backhoe loader and attachments. Staff have reviewed the tender results and recommend that the balance of required funds be obtained from any savings within the approved 2022 Capital Equipment Budget. This tender was processed in accordance with the 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-2022-01  
REHABILITATION OF COUNTY ROAD 1 (MADAWASKA STREET)**

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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 1 (Madawaska Street) under Contract PWC-2022-01 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-2022-01 for the rehabilitation of County Road 1 (Madawaska Street) as submitted by Thomas Cavanagh Construction Limited, Ashton, Ontario in the amount of \$403,625.74 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 29th day of June 2022.

READ a second time this 29th day of June 2022.

READ a third time and finally passed this 29th day of June 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-2022-03  
REHABILITATION OF COUNTY ROAD 512 (FOYMOUNT 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 512 (Foymount Road) under Contract PWC-2022-03 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-2022-03 for the rehabilitation of County Road 512 (Foymount Road) as submitted by R.G.T. Clouthier Construction Limited, Pembroke, Ontario in the amount of \$1,381,415.93 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 29th day of June 2022.

READ a second time this 29th day of June 2022.

READ a third time and finally passed this 29th day of June 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-2022-11  
REHABILITATION OF COUNTY ROAD 1 (RIVER 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 1 (River Road) under Contract PWC-2022-11 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by B.R. Fulton Construction Limited, 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-2022-11 for the rehabilitation of County Road 1 (River Road) as submitted by B.R. Fulton Construction Limited, Renfrew, Ontario in the amount of \$849,937.80 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 29th day of June 2022.

READ a second time this 29th day of June 2022.

READ a third time and finally passed this 29th day of June 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-2022-24  
REHABILITATION OF COUNTY ROAD 24 (WHITE WATER 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 24 (White Water Road) under Contract PWC-2022-24 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by H&H Construction Incorporated, 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-2022-24 for the rehabilitation of County Road 24 (White Water Road) as submitted by H&H Construction Incorporated, Petawawa, Ontario in the amount of \$857,625.64 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 29th day of June 2022.

READ a second time this 29th day of June 2022.

READ a third time and finally passed this 29th day of June 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-2022-29  
REHABILITATION OF COUNTY ROAD 29 (DRIVE-IN 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 29 (Drive-In Road) under Contract PWC-2022-29 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Greenwood Paving (Pembroke) 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-2022-29 for the rehabilitation of County Road 29 (Drive-In Road) as submitted by Greenwood Paving (Pembroke) Limited, Pembroke, Ontario in the amount of \$752,674.70 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 29th day of June 2022.

READ a second time this 29th day of June 2022.

READ a third time and finally passed this 29th day of June 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 TO EXECUTE A CONTRACT FOR PWO-2022-16  
HOT MIX ASPHALT – COBDEN PATROL YARD**

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WHEREAS Sections 8, 9 and 11 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, authorizes Council to pass by-laws to enter into agreements for the purpose of renovations of County of Renfrew property;

AND WHEREAS it is necessary for rehabilitation within the Cobden Patrol Yard in Cobden, Ontario;

AND WHEREAS public tenders were requested for the hot mix asphalt at the Cobden Patrol Yard under Contract PWO-2022-16 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Greenwood Paving (Pembroke) 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 Corporation of the County of Renfrew approve of the awarding of Contract PWO-2022-16 for the hot mix asphalt at the Cobden Patrol Yard to Greenwood Paving (Pembroke) Limited, Pembroke, Ontario in the amount of \$169,631.75 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 29th day of June 2021.

READ a second time this 29th day of June 2021.

READ a third time and finally passed this 29th day of June 2021.

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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 PWO-2022-17  
SUPPLY AND DELIVERY OF ONE TANDEM TRUCK AND PLOW UNIT**

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

AND WHEREAS public tenders were requested for the supply and delivery of one Tandem Truck and Plow Unit, under Contract PWO-2022-17 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Winslow-Gerolamy Motors, Peterborough, Ontario was reviewed and accepted by the Operations Committee.

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

1. That the Council of the County of Renfrew approve the awarding of Contract PWO-2022-17 for the supply and delivery of one Tandem Truck and Plow Unit as submitted by Winslow-Gerolamy Motors, Peterborough, Ontario in the amount of \$384,749 plus applicable taxes.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary for the execution of the said contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 29th day of June 2022.

READ a second time this 29th day of June 2022.

READ a third time and finally passed this 29th day of June 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 PWO-2022-18  
SUPPLY AND DELIVERY OF ONE BACKHOE LOADER AND ATTACHMENTS**

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

AND WHEREAS public tenders were requested for the supply and delivery of one Backhoe Loader and attachments, under Contract PWO-2022-18 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by J.R. Brisson Equipment Limited., Vars, Ontario was reviewed and accepted by the Operations Committee.

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

1. That the Council of the County of Renfrew approve the awarding of Contract PWO-2022-18 for the supply and delivery of one Backhoe Loader and attachments as submitted by J.R. Brisson Equipment Limited, Vars, Ontario in the amount of \$183,694 plus applicable taxes.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary for the execution of the said contract.
3. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 29th day of June 2022.

READ a second time this 29th day of June 2022.

READ a third time and finally passed this 29th day of June 2022.

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DEBBIE ROBINSON, WARDEN

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PAUL V. MOREAU, CLERK