



## OPERATIONS COMMITTEE

Tuesday, August 9, 2022 – 9:30 a.m.

County of Renfrew Administration Building

### AGENDA

1. Call to order.
2. Land acknowledgement.
3. Roll call.
4. Disclosure of pecuniary interest and general nature thereof.
5. Adoption of minutes of previous meetings held on June 14 and 29, 2022 (attached).
6. Delegations – None at time of mailing.
7. Public Works and Engineering Department Page
  - a) Department Report 3
  - b) Operations Division Report 30
8. New Business.
9. Closed Meeting – None at time of mailing.
10. Date of next meeting (Monday, September 12, 2022) and adjournment.

**NOTE:** a) **County Council: Wednesday, August 31, 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:

- c) Create a strategic communications plan
- d) 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:** August 9, 2022

**SUBJECT:** Department Report

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#### INFORMATION

1. **Treasurer's Report**

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

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

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

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

Attached as Appendix III is the Capital Program Variance Report.

4. **American Public Works Association (APWA) Recognition**

Attached as Appendix IV is a letter from American Public Works Association (APWA) President Mr. Keith Pugh, PE, PWLF thanking the County of Renfrew for its support of the Director of Public Works and Engineering for involvement in the APWA and also appointing the Director to the position of Chair of the APWA Snow Conference Program Review Committee.

The 2023 Snow Conference has it all, from expert-led snow and ice education sessions to an exhibit floor full of vendors excited to show you the latest winter maintenance solutions for your community.

The American Public Works Association (APWA) serves professionals in all aspects of public works—a fact that sets it apart from other organizations and makes it an effective voice of public works throughout North America. With a worldwide membership more than 30,000 strong, APWA includes not only personnel from local, county, state/province, and federal agencies, but also private sector personnel who supply products and services to those professionals.

As a comprehensive public works resource, APWA continues in its rich tradition of making a difference both on an individual and professional level. APWA is a not-for-profit, organization that prides itself on its ability to provide varied educational and networking opportunities that help public works personnel grow in their professionalism and improve the quality of life in the communities they serve.

5. **Phragmites Removal County Road 62 (Combermere Road)**

Invasive Phragmites is considered one of Canada's worst invasive species. It grows quickly and can affect agriculture, cause road safety hazards, and impact recreational activities such as swimming, boating, and angling.

The Chair of the Carson Trout Lepine and Greenan Lakes Association, Ms. Wendy Wolak, took the initiative to apply for a grant through the Green Shovels Collaborative (Green Shovels – [www.greenshovels.ca](http://www.greenshovels.ca)) and successfully received funding to complete a phragmite removal along County Road 62 (Combermere Road) just south of Barry's Bay. Ms. Wolak and her group of volunteers successfully removed phragmites from the affected area (Valley Gazette article and photos are attached as Appendix V), with the assistance of the South West Patrol staff. The Patrol staff supplied traffic control signage, safety vests and will remove and properly dispose of the bagged phragmites once the specified solarization has been achieved. The Director would like to thank Ms. Wolak and her group for undertaking this initiative, as well as a thank you to the Operations Manager, Richard Bolduc and the South West Patrol staff for making this collaboration a success.

## RESOLUTIONS

### 6. **Cost Share Design Cost – County Road 37 (Murphy Road) [Strategic Plan No. 1]**

**Recommendation:** THAT the Operations Committee directs staff to renegotiate the design costs with the Town of Petawawa, to an appropriate rate commensurate with the percentage of County works required, for the urbanization of County Road 37 (Murphy Road); AND FURTHER THAT staff bring back a budget for approval to Committee and County Council if/as appropriate.

#### **Background**

Attached as Appendix VI is an e-mail from David Unrau, P.Eng, P.M.P., Director of Public Works with the Town of Petawawa requesting a cost share of 50/50 on the design cost of urbanizing County Road 37 (Murphy Road) in the Town of Petawawa.

A meeting was conducted on site on May 11, 2022 with David Unrau and Chris Mantha of the Town of Petawawa as well as myself, (Director of Public Works and Engineering), Taylor Hanrath (Manager of Infrastructure), Richard Bolduc (Manager of Operations) and Michael Behm (Supervisor, Technical Services) to discuss the 2023 construction season plans to rehabilitate County Road 37 (Murphy Road). Currently, the County of Renfrew plans to shave and pave this section of roadway as per our Asset Management Plan. In discussions with the Town of Petawawa staff, it was noted that this project has the potential to become an urbanized street. Below are the criteria as provided by the Municipal Act for responsibilities when urbanization of a roadway within a township:

- a) The County shall be responsible for:
  - i) The construction of an urban cross-section up to the minimum “Geometric Design Standards for Undivided Urban Roads in Ontario” (i.e. two driving and one parking lane), but in no case less than the centre 7.0 m of any County road in an urban area.
  - ii) The construction of curbs and gutters.
  - iii) The construction of the paved boulevard between curb and sidewalk to a maximum of 0.5 m width.
  - iv) The construction of catchbasins and the portion of storm sewers required to drain the County road. (In no case will the County drain land more than 25 m from the centreline of the road.)

- v) The construction of a full rural section within any urban area.
- vi) The remaining costs of those works covered by section e), requested by the local municipality, and deemed feasible and economical by the Director of Public Works and Engineering, or designate.
- b) Land acquisition when land is required to accommodate the road section specified in a)i) shall be the responsibility of the County.
- c) The County shall furnish the engineering plans, specifications, construction measurements, supervision and inspection as required in proportion to its own share of the cost of the works.
- d) The County shall be responsible for utility relocation costs as outlined in the Public Service Works on Highways Act, R.S.O. 1990, c. P.49, as amended.
- e) The local municipality shall be responsible for:
  - i) 100% of the construction of all sidewalks (Section 55 of the Municipal Act, 2001, as amended).
  - ii) The construction of that portion of storm sewers over and above that required for County road drainage, based on the following:

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

County Share = (Theoretical pipe diameter to accommodate CRD) x 100%

Actual pipe diameter to accommodate full drainage area

- f) County Road Drainage (CRD)
  - i) 100% of the cost of all local services, such as water or sanitary sewerage works.
  - ii) 100% of that portion of the paved boulevard between curb and sidewalk beyond 0.5 m.
  - iii) Land acquisition when required to accommodate road elements beyond that specified in section a).
  - iv) 50% of the construction of additional parking lanes.
  - v) 100% of the construction of paved shoulders whether behind curbs and/or gutters or not.
  - vi) Engineering in proportion with the cost of its share of the project.
  - vii) There will be a 7% administration charge on County "in-house" (but not contracted) work.
- g) The County shall enter into an agreement for any proposed reconstruction (under the auspices of Section 20(1) of the Municipal Act, 2001, as amended). Costs shall be borne according to this policy.

Given that the greater percentage of costs to design this project would be substantially more than milling and paving (no design required), staff are seeking direction to renegotiate the design costs with the Town of Petawawa, to an appropriate rate commensurate with the percentage of County works required.

## **7. Decorative Crosswalk Painting**

**Recommendation:** THAT the Operations Committee request staff to seek endorsement from the Town of Petawawa to have the existing pedestrian crosswalk at the intersection of County Road 51 (Petawawa Boulevard) and Portage Road within the Town of Petawawa repainted to recognize the LGBTQIA2S+ Community for the 2023 season; AND FURTHER THAT the crosswalk meets the County of Renfrew design specifications; AND FURTHER THAT the cost of installation and materials be borne by the proponent; AND FURTHER THAT staff develop a policy to create a process for future requests throughout the County.

### **Background**

A request has been received from a Petawawa resident requesting the repainting of the pedestrian crosswalk on County Road 51 (Petawawa Boulevard) at the Portage Road and County Road 16 (Victoria Street) intersection. The decorative crosswalk would be installed on County Road 51 on the northside of the intersection as per the map attached as Appendix VII. Currently the County of Renfrew has no policy for decorative crosswalks, but staff are recommending this initiative once endorsement is received from the Town of Petawawa. It is anticipated similar requests for different causes may be received in the future, (i.e., Black Lives Matter, Every Child Matters, and Ukraine support) and with this consideration, staff are seeking direction to create a decorative crosswalk policy.

## **8. Proposed Departmental Growth**

**Recommendation:** THAT the Operations Committee recommends to County Council that the restructuring plan in the Public Works & Engineering Department that include the addition of 1) a Civil Designer; 2) an Engineering Technician; and 3) an Operations Coordinator be endorsed in principle; AND FURTHER THAT the appropriate business cases be brought to the 2023 budget deliberations for consideration.

**Background**

At the May Operations Committee, staff were directed to provide a detailed report to Committee in August that clearly outlines the proposed Department changes for the addition of 1) a Civil Designer; 2) an Engineering Technician; and 3) an Operations Coordinator along with the financial impacts this will have to the Public Works and Engineering Department. Attached as Appendix VIII is the presentation outlining the benefits of moving forward with the proposed changes that Mr. Taylor Hanrath, Manager of Infrastructure will overview at the meeting.

**9. Operations Division**

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



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

Appendix I

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<b><u>CAPITAL PROGRAM - EXPENSES</u></b>	<b><u>208,739</u></b>	<b><u>273,030</u></b>	<b><u>(64,291)</u></b>	<b><u>546,055</u></b>
Benefits	38,945	37,329	1,616	74,653
Capital Projects - Under Threshold	0	0	0	0
COVID	2,502	0	2,502	0
Infrastructure Management	27,567	71,202	(43,635)	142,400
Misc	499	3,000	(2,501)	6,000
Salaries	133,365	145,971	(12,606)	291,947
Supplies	5,861	15,528	(9,667)	31,055
<b><u>ADMINISTRATION</u></b>	<b><u>646,338</u></b>	<b><u>600,086</u></b>	<b><u>46,252</u></b>	<b><u>1,124,616</u></b>
Advertising	15,014	10,998	4,016	22,000
Answering Service	1,784	2,298	(514)	4,600
Benefits	70,955	65,409	5,546	130,816
Cell Telephone/Pager	6,595	6,600	(5)	13,200
Communications(Radio System)	34,659	35,874	(1,215)	71,750
Computer Hrdwr/Sftwr	53,104	29,100	24,004	58,200
Conferences & Conventions	5,205	2,500	2,705	7,200
Courier	315	384	(69)	770
COVID	0	0	0	0
Health & Safety (Protection)	24,480	0	24,480	42,000
Insurance	145,452	141,156	4,296	141,156
Insurance Claims Expense	10,848	17,502	(6,654)	35,000
Internet	1,492	2,550	(1,058)	5,100
Legal Fees	8,568	0	8,568	20,500
Membership Fees	8,243	6,300	1,943	9,000
Office Equipment Replacement	0	0	0	4,100
Office Supplies/Publications/Awards	5,622	4,800	822	10,000
Photocopier Supplies/Maint	1,885	2,100	(215)	4,200
Postage	32	228	(196)	450
Provincial Grants & Subsidies - COVID	(19,229)	0	(19,229)	0
Recruitment	4,753	4,998	(245)	10,000
Salaries	242,204	247,039	(4,835)	494,074
Staff Training	16,300	10,002	6,298	20,000
Surplus Adjustment - Capital	0	0	0	0
Surplus Adjustment - From Reserves	0	0	0	0
Telephone	5,382	5,598	(216)	11,200
Travel	2,676	4,650	(1,974)	9,300
<b><u>MAINTENANCE</u></b>	<b><u>3,050,904</u></b>	<b><u>3,036,164</u></b>	<b><u>14,740</u></b>	<b><u>6,079,901</u></b>
Benefits	290,008	262,497	27,511	525,001
Bridges and Culverts	8,007	13,336	(5,329)	40,000
Hard Top Maintenance	45,718	120,002	(74,284)	360,000
Recoveries	(32,424)	(49,998)	17,574	(100,000)
Roadside Maintenance	15,277	59,992	(44,715)	180,000
Safety Devices	69,702	105,994	(36,292)	798,000
Salaries	1,062,321	980,817	81,504	1,961,627
Winter Control	1,592,294	1,543,524	48,770	2,315,273

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

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<b><u>EQUIPMENT</u></b>	<b><u>655,782</u></b>	<b><u>618,320</u></b>	<b><u>37,462</u></b>	<b><u>1,266,900</u></b>
Benefits	34,789	33,624	1,165	67,244
COVID	0	0	0	0
Provincial Grants & Subsidies - COVID	0	0	0	0
Recoveries	(374)	(5,000)	4,626	(10,000)
Salaries	108,702	107,601	1,101	215,202
Salary Allocations	(46,438)	(46,437)	(1)	(92,876)
Small Equipment, Misc	1,369	32,802	(31,433)	65,600
Surplus Adjustment - Capital Equipment	0	631,665	(631,665)	1,895,000
Surplus Adjustment - Trf From Reserves	0	(631,665)	631,665	(1,895,000)
Surplus Adjustment - Trf To Reserves	0	0	0	0
Vehicle Operating Costs - Fuel	326,108	215,000	111,108	435,000
Vehicle Operating Costs - Insurance	47,076	46,730	346	46,730
Vehicle Operating Costs - Licence	1,497	0	1,497	60,000
Vehicle Operating Costs - Repairs & Supplies	186,112	240,000	(53,888)	500,000
Vehicle Operating Revenue	(3,060)	(6,000)	2,940	(20,000)
 <b><u>HOUSING</u></b>	 <b><u>104,931</u></b>	 <b><u>122,818</u></b>	 <b><u>(17,887)</u></b>	 <b><u>186,550</u></b>
COVID	383	0	383	0
Major Repairs	0	24,550	(24,550)	24,550
Operating Expenses	104,548	98,268	6,280	162,000
Surplus Adjustment - Capital	0	180,000	(180,000)	317,000
Surplus Adjustment - Trf From Reserves	0	(180,000)	180,000	(317,000)
 <b><u>OTHER</u></b>	 <b><u>1,140,201</u></b>	 <b><u>2,280,939</u></b>	 <b><u>(1,140,738)</u></b>	 <b><u>24,280,939</u></b>
Depreciation	4,907,885	4,850,004	57,881	9,700,000
Surplus Adjustment - Capital Construction	1,140,201	2,280,939	(1,140,738)	24,280,939
Surplus Adjustment - Depreciation	(4,907,885)	(4,850,004)	(57,881)	(9,700,000)
Surplus Adjustment - TRF to Reserves	0	0	0	0
 <b><u>CONSTRUCTION - LABOUR CLEARING ACCOUNT</u></b>	 <b><u>0</u></b>	 <b><u>0</u></b>	 <b><u>0</u></b>	 <b><u>0</u></b>
Benefits	31,953	35,920	(3,967)	71,844
Charge to Capital Construction above	(214,299)	(225,135)	10,836	(450,273)
Salaries	182,346	189,215	(6,869)	378,429
<b>TOTAL EXPENDITURES</b>	<b>5,806,894</b>	<b>6,931,357</b>	<b>(1,124,463)</b>	<b>33,484,961</b>
 <b><u>ROADS REVENUES</u></b>				
Municipal Contribution	4,424,276	4,640,418	(216,142)	9,129,022
Misc	12,927	10,000	2,927	75,000
Provincial Grants & Subsidies	1,369,692	257,336	1,112,356	2,739,384
Surplus Adjustment - TRF from Reserves	0	2,023,603	(2,023,603)	21,541,555
<b>TOTAL REVENUES</b>	<b>5,806,894</b>	<b>6,931,357</b>	<b>(1,124,463)</b>	<b>33,484,961</b>

COUNTY OF RENFREW  
TREASURER'S REPORT - Operations Committee  
June 2022

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<u>MUNICIPAL SURPLUS / (DEFICIT)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

Department of Public Works & Engineering Capital  
Monthly Project Status Report - August 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	Buchannan's Pit	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	August	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	100%	100%	100%	May	June	July	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				Design by JL Richards; Construction deferred
B068	Schimmins Creek Bridge	Brudenell, Lyndoch & Raglan (Wolk Road)			Clean and Paint	100%	100%	100%	May	June	September	September	Day Labour Project
B150	Dam Lake Bridge	Madawaska Valley (Stanley Olsheski Road)			Clean and Paint	100%	100%	100%	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; Construction deferred
C037	Bagot Creek Culvert	Greater Madawaska (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%					Day Labour Project; Construction deferred
C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)			Rehabilitation	100%	100%	90%	May	2024	2024	2024	Design by HP Engineering;; Construction deferred
C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)			Lining w/ Road Works	90%	100%	60%	May	June			Design by WSP; Construction deferred
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 deferred
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%	90%	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	August	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%	August	September	2023	2023	RFP for design needed
B232	Cochrane Creek Bridge	North Algona Wilberforce (Cement Bridge Road)			Design for Rehabilitation	30%	10%	0%	September	September	2023	2023	RFP for design needed
B310	Ski Hill Bridge	Laurentian Valley (CR58 Round Lake Road)			Design for Rehabilitation	30%	60%	25%	August	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%	September	September	2023	2023	Internal Design; Geotech needed
C130	Lochiel Creek Culvert North	McNab/Braeside (CR63			Design for Replacement	30%	10%	0%	July	August	2023	2023	RFP for design needed
C191	Dicks Road Culvert	Laurentian Valley (Dicks Road)			Design for Replacement	30%	10%	0%	July	August	2023	2023	RFP for design needed
C201	Broomes Creek Culvert	Whitewater Region (CR7 Foresters Falls Road)			Detailed Design w/ Dam	90%	80%	50%	April	September	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%	July	August	2023	2023	RFP for design needed
C268	St. Columbkille's Culvert	Laurentian Valley (CR58 Round Lake Road)			Design for Replacement	30%	10%	0%	July	August	2023	2023	RFP for design needed
C325	Neilson Creek Culvert	Bonnechere Valley (Clear Lake Road)			Design for Replacement	30%	10%	0%	July	August	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	Complete
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	July	Ongoing
6	Weed Control	Wild Parsnip/Poison Ivy	5	Equipment/Material	Complete	2019	2019	June	July	Complete
7	Signs &Traffic Control Equipment	Road Signage	1	Material	March	April	April	May	August	Ongoing
8	Winter Sand	Winter Abrasives	1	Supply/Delivery/Process	June	July	August	August	October	Ongoing
9	Loader Rental	Winter Operations	1	Equipment	July	July	August	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	August	October	Ongoing
12	Calcium Chloride	Winter Operations	1	Material	September	September	October	October	October	Ongoing
13	Crack Sealing	Pavement Preservation	1	Material/Installation	May	July	August	August	October	Ongoing
14	Curb Repair	Preservation	1	Material/Repair	May	August	August	September	October	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		Awaiting Delivery
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	July		Complete
5	Backhoe	Backhoe Loader and Attachments	1	Replace	February	May	June	December		Awaiting Delivery
6	Enclosed Trailer	Construction Section	1	Replace	March	July	August	August		Ongoing
7	Dual Axle Float	16 ft	1	Replace	May	July	August	August		Ongoing
8	Line Paint Machine	PW Operations	1	Replace	February	July	August	September		Ongoing
9	U-Body Water Tank	PW Operations - SWP	1	Replace	May	July	August	January		Ongoing
10	Sweeper Attachment	Tractor Mount - GP	1	Replace	May	July	August	October		Ongoing
11	Offset Roller	Shoulder Compaction	1	New	March	July	August	October		Ongoing
12	Road Widener	Shouldering Machine	1	New	May	July	August	October		Ongoing
13	Service Vehicle	PW Operations	1	New	March	2021	2021	July		Complete
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	August	November	Ongoing
2	Repair - Sand Storage Dome/Salt Storage Shed	Calabogie Garage	Construct	Rehabilitation	2022	March	April	June	July	Complete
3	Repair - General Site	Cobden Patrol	Construct	Rehabilitation	2022	Internal	N/A	July	July	Complete
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 - August 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	Thomas Cavanagh Construction Ltd., Ashton
	Arnprior & McNab/Braeside									
1	River Road	County Road 10 (Division Street)	Usborne Street	0.50	Rehabilitation	2021	2021	June	August	H&H Construction Inc., Petawawa
	McNab/Braeside									
1	River Road	1.1 km west of Henry Crescent	Storie Road	2.36	Rehabilitation	April	June	August	September	B.R. Fulton Construction
	McNab/Braeside									
2	White Lake Road	Mountain View Road	Waba Creek Bridge E Exp Jnt	5.44	Rehabilitation	April	May	July	August	Thomas Cavanagh Construction Ltd., Ashton
	McNab/Braeside									
7	Foresters Falls Road	Harriet Street (urban begins)	Beginning of semi-urban	0.65	Rehabilitation	May	June	August	October	Greenwood Paving (Pembroke) Ltd., Pembroke
	Whitewater Region									
13	Mountain Road	Micksburg Road	Stafford Third Line	2.78	Rehabilitation	April	May	August	September	H&H Construction Inc., Petawawa
	Laurentian Valley									
23	Highland Road	Renfrew/Lanark County Line	Sawmill Road	1.51	Rehabilitation	April	May	July	August	Thomas Cavanagh Construction Ltd., Ashton
	McNab/Braeside									
24	White Water Road	Highway 17	County Road 40 (Greenwood Road)	2.45	Rehabilitation	May	June	September	October	H&H Construction Inc., Petawawa
	Laurentian Valley									
29	Drive-In Road	City of Pembroke (South Limits)	Clearview Crescent	2.15	Rehabilitation	May	June	August	August	Greenwood Paving (Pembroke) Ltd., Pembroke
	Laurentian Valley									
62	Combermere Road	Combermere South Urban Limit	County Road 515 (Palmer Road)	1.01	Rehabilitation	March	May	July	July	Greenwood Paving (Pembroke) Ltd., Pembroke
	Madawaska Valley									
65	Centennial Lake Road	Black Donald Access Point	Deer Mountain Road	4.29	Rehabilitation	March	April	July	August	Greenwood Paving (Pembroke) Ltd., Pembroke
	Greater Madawaska									
67	Simpson Pit Road	Buckhill Road	County Road 58 (Round Lake Road)	1.42	Rehabilitation	March	May	June	July	R.G.T. Clouthier Construction Limited, Pembroke
	Killaloe, Hagarty and Richards									
508	Calabogie Road	Mill Street	County Road 511 (Lanark Road)	1.94	Rehabilitation	March	May	June	June	Thomas Cavanagh Construction Limited, Ashton
	Greater Madawaska									
512	Foymount Road	County Road 66 (Opeongo Road)	Hubers Road	3.68	Rehabilitation	May	June	August	September	R.G.T. Clouthier Construction Limited, Pembroke
	Brudenell Lyndoch & Raglan									
517	Dafoe Road	Serran Road	County Road 62 (Combermere Road)	3.22	Rehabilitation	March	April	September	October	Greenwood Paving (Pembroke) Ltd., Pembroke
	Madawaska Valley									
Various	Scratchcoat	Various Locations	Various Locations		Scratch Coat Paving	April	May	June	August	Bonnechere Excavating Inc., Renfrew
	Various Locations									

2022 CAPITAL PROGRAM - ROADS/BRIDGES										Appendix III	
	Road #	Location	From		To	Length (km)	2022 BUDGET	August 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 Arnprior	B258 W Exp Jnt		Elgin Street	0.51	159,824	259,000	99,176	0	
	1	River Road McNab/Braeside	County Road 10 (Division Street)		Usburne Street	0.50	520,000	520,000	0	0	
	1	River Road McNab/Braeside	1.1km West of Henry Crescent		Storie Road	2.36	774,080	932,000	157,920	0	
	2	White Lake Road McNab/Braeside	Mountain View Road		Waba Creek Bridge E Exp Jnt	5.44	1,088,684	1,472,000	383,316	0	
	7	Foresters Falls Road Whitewater Region	Harriet Street (urban begins)		Beginning of semi-urban	0.65	357,500	712,000	354,500	0	
	13	Mountain Road Laurentian Valley	Micksburg Road		Stafford Third Line	2.78	597,700	660,000	62,300	0	
	21	Beachburg Road Whitewater Region	Buchannan's Pit Entance (1046)		Urban Beginning	2.49	870,707	1,369,000	498,293	0	
	23	Highland Road McNab/Braeside	Renfrew/Lanark Line		Sawmill Road	1.51	324,650	314,000	-10,650	0	
	24	White Water Road Laurentian Valley	Highway 17		County Road 40 (Greenwood Road)	2.45	826,560	942,000	115,440	0	
	29	Drive-In Road Laurentian Valley	City of Pembroke (South Limits)		Clearview Crescent	2.15	382,700	830,000	447,300	0	
	62	Combermere Road Madawaska Valley	Combermere S Urban Lt		County Road 515 (Palmer Road)	1.01	62,953	145,000	82,047	0	
	65	Centennial Lake Road Greater Madawaska	Black Donald Access Point		Deer Mountain Road	4.29	1,128,270	1,256,000	127,730	0	
	67	Simpson Pit Road Killaloe, Hagarty and Richards	Buck Hill Road		County Road 58 (Round Lake Road)	1.42	781,000	871,000	90,000	0	
	508	Calabogie Road Greater Madawaska	Mill Street		County Road 511 (Lanark Road)	1.94	636,320	855,000	218,680	0	
	512	Foymount Road Brudenell Lyndoch & Raglan	County Road 66 (Opeongo Road)		Hubers Road	3.68	846,400	1,509,000	662,600	0	
	512	Foymount Road Bonnechere Valley	B257		Verch Road	4.70	2,336,180	1,800,000	-536,180	0	
	517	Dafoe Road Madawaska Valley	Serran Road		County Road 62 (Combermere Road)	3.22	1,134,484	1,040,000	-94,484	0	
		Scratch Coat Paving	Various Locations				737,924	737,924	0	0	
		Active Transportation	Various Locations				150,000	150,000	0	0	
ROAD RECONSTRUCTION/REHABILITATION TOTALS						41.10	13,715,936	16,373,924	2,657,988	0	
Bridge/Culvert Reconstruction/Rehabilitation											
	Structure No.	Structure Name	Location				2022 BUDGET	August Projected	Variance	Carry Over	
	B002	Bonnechere River Bridge	Admaston/Bromley (Bonnechere Road)				350,000	350,000	0	0	
	B005	Scollard Bridge	Admaston/Bromley (Pucker Street)				600,000	690,000	90,000	0	
	B022	Indian River Bridge	Laurentian Valley (Sandy Beach Road)				1,200,000	1,355,000	155,000	0	
	B056	Colterman Bridge	Greater Madawaska (Colterman Road)				100,000	100,000	0	0	
	B057	Mount St. Patrick Bridge	Greater Madawaska (Mount St. Patrick Road)				800,000	867,000	67,000	0	
	B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)				180,000	40,692	-139,308	139,308	
	B068	Schimmins Creek Bridge	Brudenell, Lyndoch & Raglan (Welk Road)				100,000	100,000	0	0	
	B150	Dam Lake Bridge	Madawaska Valley (Stanley Olsheski Road)				100,000	100,000	0	0	
	B203	Petawawa River Bridge	Petawawa (CR51 Petawawa Boulevard)				1,300,000	2,070,000	770,000	0	
	B257	Harrington Creek Bridge	Bonnechere Valley (CR512 Foymount Road)				800,000	800,000	0	0	
	B319	Bucholtz Bridge	Laurentian Valley (CR58 Round Lake Road)				950,000	1,000,000	50,000	0	
	C012	Farquharson's Culvert	Admaston/Bromley (S. McNaughton Road)				135,000	38,000	-97,000	97,000	
	C037	Bagot Creek Culvert	Greater Madwaska (Lower Spruce Hedge Road)				342,000	315,000	-27,000	0	
	C040	Snake River Culvert	Admaston/Bromley (CR8 Cobden Road/Main Street)				108,000	40,000	-68,000	68,000	
	C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)				585,000	38,000	-547,000	547,000	
	C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)				162,000	80,000	-82,000	82,000	
	C152	Wadsworth Lake Culvert	Madawaska Valley (Old Barry's Bay Road)				252,000	252,000	0	0	
	C197	Etmanskie Swamp Culvert	Madawaska Valley (CR62 John Street)				1,100,000	750,000	-350,000	350,000	
	C269	Jacks Lake Culverts	Killaloe, Hagarty & Richards (CR58, Round Lake Road)				180,000	180,000	0	0	
	C302	Wingle Creek Twin Culverts	Killaloe, Hagarty & Richards (Rochfort Road)				180,000	180,000	0	0	
		General Bridge Repairs	Various Locations			200,000	200,000	0	0		
BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION TOTALS						9,724,000	9,545,692	-178,308	1,283,308		
Future Engineering											
	ID	Name	Location				2022 BUDGET	August Projected	Variance	Carry Over	
	B007	Butler Bridge	Admaston/Bromley (Butler Road)				100,000	53,000	-47,000	0	
	B044	Douglas Bridge	Admaston/Bromley (CR5 Stone Road)				45,000	45,000	0	0	
	B102	Brennans Creek Bridge	Killaloe, Hagarty & Richards (CR512 Queen Street)				54,000	54,000	0	0	
	B108	Tramore Bridge	Killaloe, Hagarty & Richards (Tramore Road)				40,000	40,000	0	0	
	B156	Burnt Bridge	Brudenell, Lyndoch & Raglan (Burnt Bridge Road)				25,000	25,000	0	0	
	B232	Cochrane Creek Bridge	North Algona Wilberforce (Cement Bridge Road)				50,000	50,000	0	0	
	B310	Ski Hill Bridge	Laurentian Valley (CR58 Round Lake Road)				30,000	30,000	0	0	
	C001	Berlanquet Creek Culvert	Admaston/Bromley (CR5 Stone Road)				38,500	38,500	0	0	
	C025	Borne Road Culvert	Laurentian Valley (CR58 Round Lake Road)				30,000	30,000	0	0	
	C051	Harris Creek Culvert	Admaston/Bromley (Proven Line)				20,000	20,000	0	0	
	C130	Lochiel Creek Culvert North	McNab/Braeside (CR63				33,500	33,500	0	0	
	C191	Dicks Road Culvert	Laurentian Valley (Dicks Road)				20,000	20,000	0	0	
	C201	Broomes Creek Culvert	Whitewater Region (CR7 Foresters Falls Road)				100,000	100,000	0	0	
	C204	Bellowes Creek Culvert	Whitewater Region (CR12 Westmeath Road)				30,000	30,000	0	0	
	C268	St. Columbkille's Culvert	Laurentian Valley (CR58 Round Lake Road)				75,000	75,000	0	0	
	C325	Neilson Creek Culvert	Bonnechere Valley (Clear Lake Road)				50,000	50,000	0	0	
	30	Lake Dore Road	North Algona Wilberforce (From Highway 60 to Sperberg)				100,000	140,000	40,000	0	
FUTURE ENGINEERING TOTALS						841,000	834,000	-7,000	0		
Traffic Signals - Upgrades			Various Locations			0	0	0	0		
SAFETY DEVICES TOTALS						0	0	0	0		
CAPITAL PROGRAM TOTAL:						24,280,936	26,753,616	2,472,680	1,283,308		





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1200 Main Street, Suite 1400  
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fax 816-472-1610

25 Massachusetts Avenue, NW  
Suite 500A  
Washington, DC 20001  
202-408-9541

July 18, 2022

Mr. Paul Moreau, CAO  
Country of Renfrew  
9 International Drive  
Pembroke, Ontario Canada K8H 0E8

Dear Mr. Moreau:

On behalf of the American Public Works Association (APWA) Board of Directors, I want to thank you for your support of Lee Perkins, serving APWA through a volunteer leadership position as Chair of the APWA Snow Conference Program Review Committee for the one-year term of 2022-2023.

APWA committees are critical in providing quality services for our members. Through our volunteer leadership, APWA is able to fulfill its mission to "support those who operate, improve and maintain public works and infrastructure through advocacy, education and member engagement." With the challenges we face in our communities and Nation, your support will provide invaluable resources for advancing quality of life for all. Make sure you ask Amy to keep you updated on the Certified Stormwater Manager Council work being done! You will likely be surprised and pleased.

Thank you again for your support. If you have any questions, please contact APWA Staff Liaison, Deanne Cross, at (800) 848-APWA, ext. 5216 or [dcross@apwa.net](mailto:dcross@apwa.net).

Warm regards,

A handwritten signature in dark ink, appearing to read "BKP", with a stylized flourish at the end.

Keith Pugh, PE, PWLF  
APWA President 2022-2023

Copy: Lee Perkins

PRESIDENT  
Stan Brown, P.E., PWLF

CHIEF EXECUTIVE OFFICER  
Scott D. Grayson, CAE





Kerra Wylie, Cheryl Pini, Wendy Wolak, Sophia Sudnikowicz, Judy Armstrong, John Briggs, & Dave Stirling  
(missing Denise Stirling)

# These alien invaders are no match for the Phrag Fighters

STEPH ARMSTRONG  
*Staff Reporter*

**ARRY'S BAY** - The Phragmites are coming, the Phragmites are coming...but not to fear, the Phrag Fighters are here!

Phragmites australis or European Common Reed is an invasive perennial grass that can devastate native ecosystems, and on July 18<sup>th</sup>, volunteers helped with its removal along the drainage ditches of Combermere Road, just south of Barry's Bay between Florence and Muskrat Lake Rd.

The effort was initiated by Wendy Wolak of Carson Trout Lepine Greenan Lakes Association, and attracted representatives from the County of Renfrew, Madawaska Valley Township, Green Shovels Collaborative (which includes Ducks Unlimited Canada, Federation of Ontario Cottagers' Associations, Invasive Species Centre, The Nature Conservancy of Canada, Ontario Federation of Anglers and Hunters, and Ontario Turtle Conservation Centre), Kaszuby Lake Cottagers Association, and KAPOA (Kamaniskeg Area Property Owners Association)

Phragmites australis first appeared in the St Lawrence River valley in the 1920's, and has been causing severe damage to coastal wetlands and beaches in North America ever since. In 2005, Agriculture and Agri-food Canada identified it as the nation's "worst" invasive plant species, and is a restricted plant under the Invasive Species Act. In Ontario, invasive Phragmites has been identified across the southern part of the province, with scattered occurrences as far north as Georgian Bay and Lake Superior; costing Ontario municipalities roughly \$3 million per year to remove.

Growing in tightly packed bunches up to 5m tall in a variety of wetlands, Phragmites have caused trouble for native biodiversity because of its ability to out compete native grasses for resources. Phragmites change the soil composition by releasing toxins into the ecosystem, making it harder for native competitors

*Story continued on page 2.*



### Story continued from page 1.

to survive. Its long roots and thick stems make for an incredibly sturdy invasive. According to the Government of Canada, "invasive species are plants, animals, and micro-organisms that are found outside of their natural range, and whose presence poses a threat to environmental health, the economy, or society."

Non-native plants have been introduced to Canada and North America more broadly since the arrival of European colonists more than 400 years ago. However, the bulk of Canada's invasive plants arrived in the 19th century with the expansion of ship-based global trade and a surge in immigration.

Researchers estimate that 58 per cent of Canada's invasive alien plants were introduced intentionally for use in agriculture, landscaping, medicine or research. For those that didn't arrive in Canada on purpose, they likely arrived as seeds unintentionally mixed in with imported soil or crop seeds.

Given that Canada's climate is similar to most of Europe, it follows that an estimated 80 per cent of Canada's invasive plants are European, western Russian or Mediterranean in origin. Approximately 15 per cent come from Japan and China; largely as ornamental and landscaping plants.

Invasive plants impact diversity and resilience by competing for the same light, moisture and soil nutrients that native plants need to grow. These changes in species composition may affect wildlife that are adapted to native plant communities. Ultimately, invasive plants affect bio-relationships that make ecosystems strong and resilient. In addition to the obvious consequences to natural environments, invasive species can have negative influence on:

#### Agriculture

Invasive plants can act as hosts for crop diseases and pests, they can cause reductions in crop yields and may require increased use of pesticides to control them. This increases costs and reduces values. Invasive plants can take over farmlands, reducing crop production and grazing space. According to Environment Canada, the annual economic impact on Canadian agriculture is estimated at \$2.2 billion.

#### Forest Regeneration and Productivity

Invasive plants can reduce forest regeneration through direct competition with tree seedlings, resulting in reduced density and slowed growth rate. Reduction in forest regeneration results in the loss of wildlife habitat, and decreases the diversity, making it more vulnerable to insects and disease. Invasive plants can also impact beneficial soil organisms and change soil chemistry.

#### Health and Safety

Some invasive plants, like giant hogweed and wild parsnip cause human health

concerns because their sap is toxic to skin. Human safety may also be impacted by fast growing invasive plants. For example, *Phragmites australis* grows large and rapidly, and may reduce visibility at rights of ways, increasing the risk of car accidents. Dead, dry stalks are also highly combustible and can become a fire hazard.

#### Recreation

Natural areas in municipalities support a wealth of recreational activities including hunting, fishing, swimming, hiking, bird watching, and mountain biking. Invasive plants may reduce native plant biodiversity, affecting the number of songbirds in the area; walking through dense vegetation can prove difficult; and popular swimming areas may become unusable with the presence of invasive aquatic plants.

Invasive plants directly affect municipalities in increase management (e.g. project planning and monitoring) and operational costs (e.g. mowing, pruning and hand pulling) then the gaps created through removal must be addressed by using potted plant stock, or additional site maintenance to prevent the risk of re-invasion.

#### Other invasive plants found in Ontario:



- Autumn olive, also known as Japanese silverberry, is a deciduous perennial shrub native to Asia that was introduced into the United States in the early 1800s. Autumn olive has become a problem because it is a prolific seed producer and is capable of rapid growth, even in environments low in nutrients. It forms dense thickets that shade out native species and increases the nitrogen content of the soil.



- Common Buckthorn is native to Europe and is also known as European Buckthorn. In Canada, it is found from Nova Scotia to Saskatchewan. It was likely introduced around the 1880s, becoming widespread in the early 1900s. This species was widely planted across the country. Common Buckthorn

is of concern because it can host oat crown rust and soybean aphid.



- Dog-strangling vine is an invasive perennial herbaceous plant in the milkweed family. It is spreading rapidly and causing damage to ecosystems in southern Ontario. It forms thick mats of vegetation which hinder recreational activities, choke out native species, and negatively impact managed woodlots.
- Garlic Mustard is one of North America's most aggressive invasive plant species, spreading through deciduous forest at a rate of 6,400 sq. km every year. Sometimes called Hedge Garlic, Garlic Mustard is native to Europe, and can be found from England to Italy. Rich in vitamins A and C, it was introduced as a food source and was used as herbal medicine in the late 1800's.



- Giant hogweed is an invasive perennial herb from the carrot family. Native to the Caucasus Mountains in Southwest Asia, the plant produces large umbrella-shaped clusters of white flowers that shade out native species. It was introduced to North America in the early 1900s as a garden plant. Today, giant hogweed is scattered across southern and central Ontario, and found as far north as Kapuskasing.



- Goutweed is a herbaceous plant in the carrot family, native to Europe and northern Asia. It was introduced to North America as an ornamental in the mid-1800s. Goutweed is an aggressive invader as it is shade-tolerant and regenerates and spreads vigorously through an underground root system, allowing it outcompete native plants.
- There are over 180 honeysuckle species

in the genus *Lonicera*. These include honeysuckles native to North America, Asia, Europe, Russia and India. Sixteen honeysuckle species are found in Ontario, including ten introduced species. The species are considered invasive in North America, and Ontario in particular, include the Tatarian, Amur, Morrow, and Bells honeysuckles.

- Japanese Knotweed is an invasive, perennial herbaceous plant that is also known as Mexican Bamboo, Fleecflower, Japanese Polygonum or Huzhang. It was introduced to North America as a horticultural plant in the late 19th century and was widely planted as an ornamental, for the purposes of erosion control, and as forage for livestock.



- Leafy Spurge is native to southern Europe, and was first recorded in Canada in the 19th century. It produces a wide canopy and root structure that monopolizes water and sunlight, in addition to releasing toxins to prevent nearby plants from growing. In Manitoba, leafy spurge has grown to dominate more than 140,000 hectares of land, costing farmers and governments roughly \$19 million every year.
- Purple loosestrife is an invasive perennial, native to Europe and Asia. It was brought to North America in the early 1800s through ship ballast, imported livestock, bedding and feed, sheep fleece, as seed for gardens and for use in beekeeping. It forms thick mats of roots that prevent native plants from finding space or sufficient nutrients to thrive. As such, purple loosestrife clogs irrigation canals, reduces biodiversity in wetlands and makes farming difficult.
- Wild Parsnip is a tall perennial in the carrot family, native to Europe and Asia. It was introduced to Canada, the United States, South America and New Zealand by early European settlers who grew it as a root crop. By 1943 there were reports of Wild Parsnip growing wild in every Canadian province. By the 1970's its range included the territories, with the exception of Nunavut.

Invasive Honourable Mentions: Black Locust; Erect Hedge-parsley; Eurasian Water-milfoil; Reed Canary Grass; Scots Pine; Spotted Knapweed; White Mulberry; White Sweet Clover











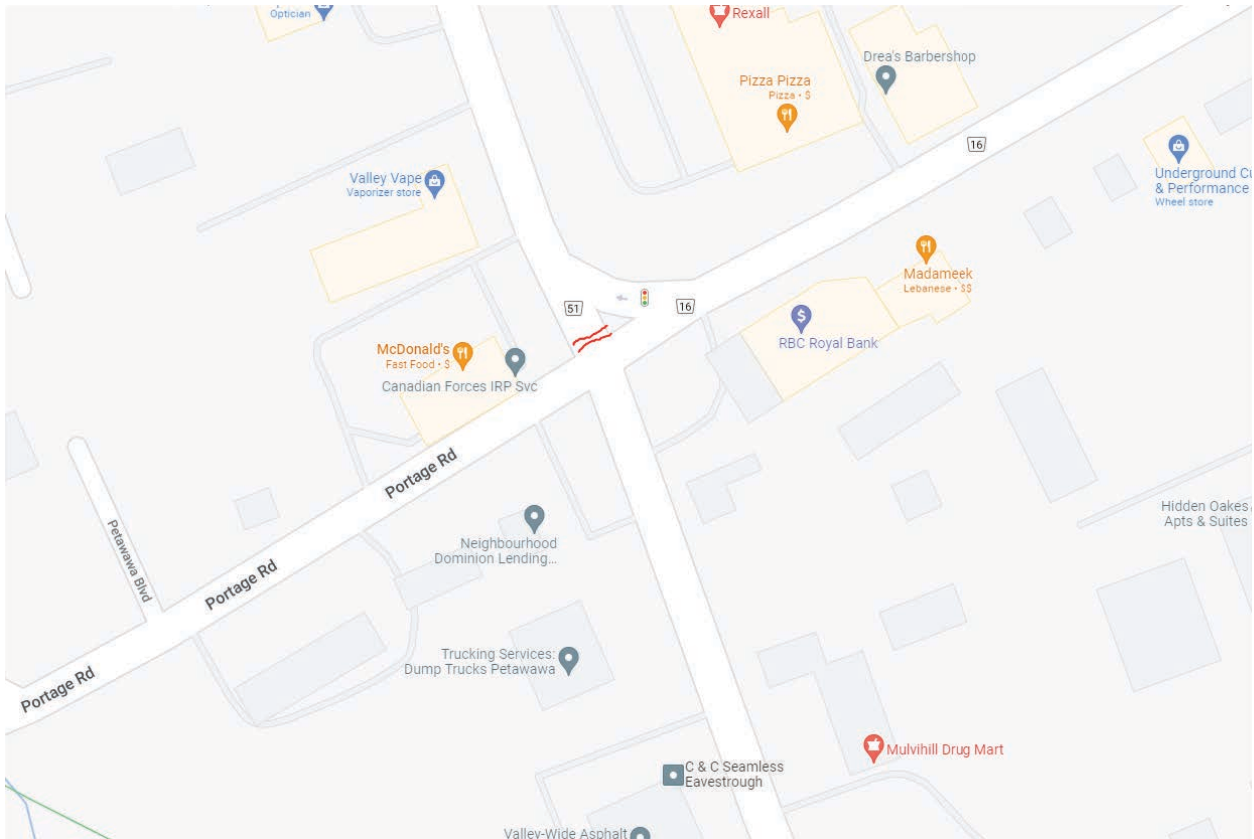
**From:** Dave Unrau  
**Sent:** May 25, 2022 3:29 PM  
**To:** Taylor Hanrath  
**Cc:** Richard Bolduc; Michael Behm; Lee Perkins; 'Chris Mantha'  
**Subject:** RE: Murphy Road

[CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.]

I presented the concept to council and they would like to explore options and costs further.

Would the County be able to fund some consultant work this year to explore concept cross-sections, overall project costs and funding split? There was a concern that if this is left to budget discussion next year that it could get cut by the new council.

**David Unrau**, P. Eng, P.M.P  
Director of Public Works  
Town of Petawawa



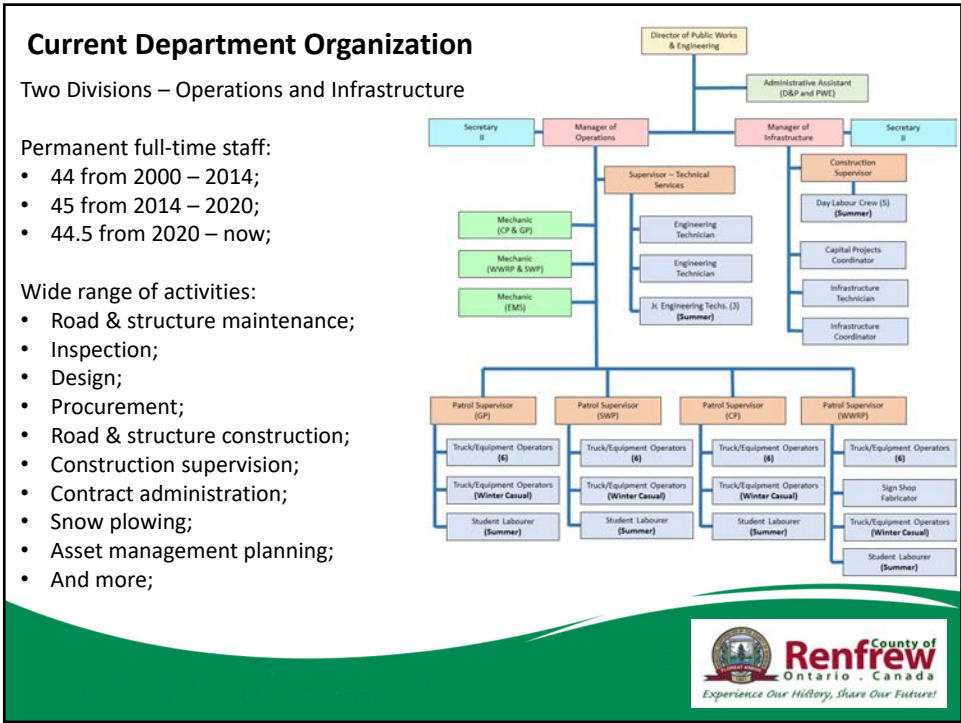
Proposed Location



LGBTQIA2S+ Decorative Sidewalk Example



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## Infrastructure Division

### Infrastructure Coordinator:

- PWE Asset Management Plan (AMP);
- Asset condition inspections & special studies;

### Infrastructure Technician:

- Corridor control;
- Traffic studies;

### Capital Projects Coordinator:

- Engineering design services;
- Capital projects requiring engineering;

### Construction Supervisor:

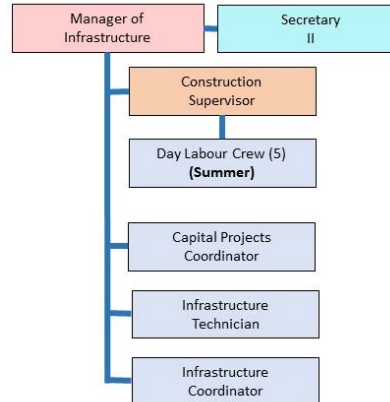
- Various road and structure projects;
- Design constructability support;
- Operations support;

### Administrative Assistant II:

- Admin support;
- Drafting & issuing RFQs, RFPs, & Tenders

### Manager of Infrastructure:

- Support overall team
- Keep Director & Operations Committee informed



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## Operations Division

### Truck/Equipment Operators:

- Winter – plowing, maintenance, etc;
- Summer – patching, vegetation control, etc.

### Sign Shop Fabricator:

- Fabricate signs and coordinate sign reflectivity;

### Patrol Supervisor:

- Coordinate day-to-day operations;
- After hours response;

### Mechanic:

- Repairs & maintenance on fleet;
- Fleet management;

### Engineering Technician:

- Technical designs for road projects;
- Construction supervision for road projects;

### Supervisor – Technical Services:

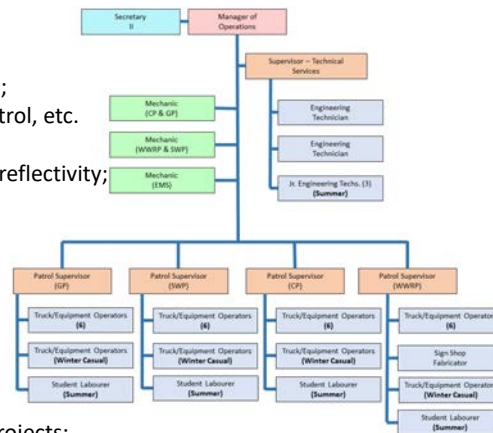
- Design review and construction planning for roads;
- Planning and coordination of Operations Programs;

### Administrative Assistant II:

- Admin support;
- Drafting & issuing RFQs, RFPs, & Tenders

### Manager of Operations:

- Support overall team
- Keep Director & Operations Committee informed

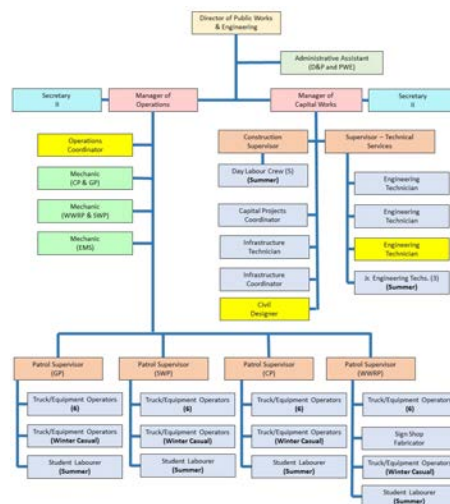


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## Proposed Department Changes

- Three new positions:
  - Civil Designer;
  - Engineering Technician (additional);
  - Operations Coordinator;
- Reorganization of Department to include all Capital Works on linear infrastructure under a single Division;
- Renaming of the Infrastructure Division to the Capital Works Division;



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## Problem 1 – Consultant Fees

The County of Renfrew expended \$1,236,981 from 2016 – 2021 on Consultant Services for various structure culverts. The County has budgeted an average of \$277,200 annually over the next 5 years for similar services.

## Solution 1 – Civil Designer

Staff have the skills and capability to undertake design of structure culverts in house. Unfortunately, there is currently no position designated for these duties.

A Civil Designer position could realize substantial annual savings by allowing design of structure culverts and smaller bridges to be completed 'in house'.



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## Civil Designer Discussion

### Duties:

- Solicitation of services in support of designs;
- Design of structures and supporting investigations;
- Contract administration and construction supervision for designed structures;

### County Benefits:

- Savings on designs;
- Savings on administration and supervision;
- Higher quality designs;
- Design completion on schedule;
- Ability to assist local Municipalities;

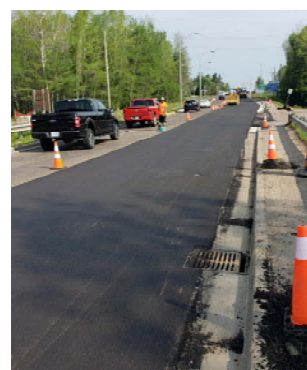


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## Problem 2 – Technical Team Capacity

The roads program is increasing going forward and the capacity of the current Technical team has already been exceeded leading to the below:

- Consultant services (higher project costs);
- Like for like designs only - no reviews of roadside safety, alignments, signage, or sightlines;
- Increased use of student staff to supervise more complex projects;



## Solution 2 – Engineering Technician

The County could save on Consultant services into the future, improve designs on road projects, and provide broader opportunities for summer student to participate in structure inspections, road inspections, and construction supervision. A third Engineering Technician could realize substantial savings and improve road designs going forward.



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## Engineering Technician Discussion

### Duties:

- Design of roads and supporting investigations;
- Construction supervision for roads;
- Coordination of quality assurance testing;

### County Benefits:

- Savings on road designs;
- Savings on construction supervision;
- Higher quality designs;
- Improved safety on roads;
- Design completion on schedule;
- Increased ability to assist local Municipalities;



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## Problem 3 – Operations Program Needs

In addition to standard plowing and road maintenance, the Operations Division undertakes a wide range of programs. These programs require technical staff to coordinate to ensure they proceed as planned. Unfortunately, this takes technical staff from road design and planning, reducing capacity for road designs, and does not allow for specialized staffing with operations specific expertise.



## Solution 3 – Operations Coordinator

Having a dedicated staff member for programs like capital works on patrol facilities, AVL system, RWIS system, fleet supply, and winter sand/salt supply would ensure the programs proceed on schedule and may be improved into the future without negatively affecting the rest of the Capital Program. An Operations Coordinator could also improve programs such as electronic work orders, service requests, road patrol, and much more.



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## Operations Coordinator Discussion

### Duties:

- Coordination of investigation, design, and rehabilitation of patrol facilities;
- Coordination of road maintenance programs;
- Coordination of operational programs (AVL, RWIS, H&S, WOs, SRs, etc.);

### County Benefits:

- Dedication of technical staff to transportation infrastructure capital program;
- Greater expertise advancing operations programs;
- Increased ability to assist local Municipalities;



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## Cost Benefit Analysis

Projected Overall Average Annual Savings			
Projected Average Annual Costs		Projected Average Annual Savings	
Civil Designer	-\$171,654.00	Culvert Consultants	\$274,800.00
3rd EngineeringTech.	-\$100,069.00	Road Consultants	\$616,908.00
Operations Coordinator	-\$113,625.20		
<b>Total Costs</b>	<b>-\$385,348.20</b>	<b>Total Savings</b>	<b>\$891,708.00</b>
<b>\$506,359.80</b>			



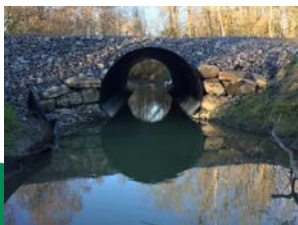
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## Summary

Though the specialized services of Consultants are needed on larger road reconstruction or bridge projects, a number of the services currently undertaken by Consultants can be completed 'in house'. By completing these services in house, the County can realize the below benefits:

- Substantial cost savings;
- Improved designs;
- Improved schedule control;
- Greater ability to support local Municipalities; and
- Greater knowledge base within Department.

In order to complete these services in house, three new positions are needed in the Department of Public Works & Engineering – **Operations Coordinator, Engineering Technician, and Civil Designer.**



**OPERATIONS DIVISION REPORT**

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

Prepared for: Operations Committee

August 9, 2022

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**INFORMATION****1. Summer Operations [Strategic Plan Goal No. 3]****a) Roadside Mowing**

The roadside mowing program is well underway with most roadways having been cut once. Additional roadside mowing is continuing at those locations where there is a greater need to improve visibility.

**b) Annual Pavement Marking Program**

The contractor, Provincial Road Markings Inc., Guelph, Ontario, commenced work on June 20, 2022 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. The contract consists of the painting of the longitudinal pavement markings (i.e., yellow centerlines and white edge lines) on County roads, as well as restoring the pavement marking for all capital projects.

**c) Weed Control**

The contractor, Wagar & Corput Weed Control Inc., Cornwall, Ontario, commenced the noxious weed control works along County of Renfrew roadsides on July 6, 2022 and completed on July 12, 2022. Public notices were published in all local newspapers and all the local Municipalities were notified. Additional spraying may follow in August 2022 if required.

**d) Manhole and Catch Basin Cleaning**

The awarded Contractor, Clean Water Works Inc., Ottawa, Ontario, commenced work on June 7, 2022 and completed on June 24, 2022.

**2. Fleet Management [Strategic Plan Goal No. 2]****a) Replacement Cargo Van**

The cargo van tender awarded to Summers Bros Motors Ltd., Killaloe, Ontario was delivered and placed into service on June 8, 2022.

b) Replacement Service Truck

The service truck tender awarded to Urban Ford Sales Limited, Arnprior, Ontario was delivered and placed into service on July 5, 2022.

c) Replacement Tractor and Attachments

The tractor and attachments tender awarded to Cecil C. Elliott Farm Equipment Ltd., Pembroke, Ontario was delivered and placed into service on July 29, 2022.

## RESOLUTIONS

### 3. PWO-2022-21 Service Truck [Strategic Plan Goal No. 2]

**Recommendation:** THAT the Operations Committee approve Contract PWO-2022-21 as submitted by Fraser Durham Chrysler Dodge Jeep Ram Inc., Oshawa, Ontario for the supply and delivery of one Service Truck in the amount of \$145,065 plus HST.

#### Background

Tenders for the supply and delivery of one Service Truck were requested and received as follows:

- |  |              |
|--|--------------|
| 1. Fraser Durham Chrysler Dodge Jeep Ram Inc.,<br>Oshawa, ON | \$145,065.00 |
| 2. Surgenor Chevrolet Buick GMC Cadillac Ltd., Ottawa, ON    | \$149,780.00 |
| 3. Rush Truck Centres of Canada Limited, Pembroke, ON        | \$188,791.72 |
- All amounts exclude applicable taxes

#### Financial Implications

The current 2022 Department Budget includes funds in the amount of \$150,000 for a service truck. Staff have reviewed the tender results and have confirmed that there are sufficient funds to complete the contract as tendered. This tender was processed in accordance with the County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.