



OPERATIONS COMMITTEE

Monday, September 12, 2022

A meeting of the Operations Committee was held on Monday, September 12, 2022 at 9:30 a.m., at the County of Renfrew Administration Office, 9 International Drive, Pembroke, Ontario.

Present were: Chair Tom Peckett
 Warden Debbie Robinson
 Vice-Chair David Bennett
 Councillor Brian Hunt
 Councillor Sheldon Keller
 Councillor Daniel Lynch

Regrets: Councillor Janice Tiedje

Staff Present: Craig Kelley, Chief Administrative Officer/Clerk
 Lee Perkins, Director of Public Works and Engineering
 Jason Davis, Director of Development and Property
 Laura LePine, Director of Community Services
 Richard Bolduc, Manager of Operations
 Taylor Hanrath, Manager of Infrastructure
 Rosalyn Gruntz, Deputy Clerk
 Tina Peplinskie, Media Relations and Social Media Coordinator
 Evelyn VanStarkenbug, Administrative Assistant

Chair Peckett called the meeting to order at 9:30 a.m. A moment of silent reflection was held in remembrance of the late monarch Queen Elizabeth II. The land acknowledgement identifying that the meeting was being held on the

traditional territory of the Algonquin People was recited. The roll was called, and no pecuniary interests were disclosed.

RESOLUTION NO. OP-C-22-09-102

Moved by Councillor Hunt

Seconded by Councillor Bennett

THAT the minutes of the August 9, 2022 meeting be approved. CARRIED.

Public Works and Engineering

Mr. Perkins overviewed the Public Works and Engineering Department Report which is attached as Appendix A.

Committee was advised that construction on County Road 1 (Madawaska Boulevard) should be complete by the end of September.

Discussion was held with regards to the verbal promise from the provincial government to the County at the Association of Municipalities of Ontario (AMO) on the doubling of funding for infrastructure projects within the County of Renfrew over the next five years. The Warden advised that she has sent follow-up letters for all the delegation meetings held at AMO. She will send a subsequent letter to the Ministry of Infrastructure requesting written confirmation of this discussion.

Mr. Perkins advised that he also will follow-up with his contacts with the Ministry of Infrastructure.

Mr. Perkins provided a summary on how he became involved in the mentorship program with the American Public Works Association (APWA). He advised that this mentorship program provided him with excellent guidance, connections and valuable information throughout his career.

Mr. Perkins advised that the APWA hosts two conferences a year and the County of Renfrew has approved his attendance at one of them.

Committee was advised that the County of Renfrew follows the Ontario Traffic Manual (OTM) minimum standards for the installation of warning lights and signage. Mr. Perkins advised that Corporate Policy PW-17 - Enhanced Traffic Warning Signs, which is a cost-sharing policy, was developed in order to work with municipalities who request increased signage at specific locations on County

roads where the OTM does not warrant it. It was noted that when a traffic study indicates that enhanced signage is warranted, the County of Renfrew covers the cost.

RESOLUTION NO. OP-C-22-09-103

Moved by Councillor Keller

Seconded by Councillor Lynch

THAT Operations Committee supports the Township of McNab/Braeside request to cost share Radar Speed Signs along County Road 23 (Highland Road) going into the Hamlet of Waba as per Policy PW-17 Enhanced Traffic Warning Devices.

CARRIED.

Infrastructure Division

Mr. Hanrath overviewed the Infrastructure Division Report, which is part of the Public Works and Engineering Department Report.

Mr. Kelley advised that as County Council is in Lane Duck, the approval of County Structure C201 (Broomes Creek Culvert) fell under his approval authority as it exceeded the approved budget.

RESOLUTION NO. OP-C-22-09-104

Moved by Councillor Keller

Seconded by Councillor Lynch

THAT the Operations Committee approves Request for Proposal PWC 2022-39 as submitted by Stantec Consulting Limited, Ottawa, Ontario for Engineering Services for rehabilitation or replacement of County Structures C130 (Lochiel Creek Culvert North), C191 (Dicks Road Culvert), C268 (St. Columbkilles Culvert), and C325 (Neilson Creek Culvert) in the amount of \$143,920.61 plus HST; AND FURTHER THAT a Professional Services Agreement be executed for the assignment. CARRIED.

Mr. Hanrath advised Committee that due to the complexity of the engineering design of the culverts, staff would not have had the capabilities to complete them inhouse under the proposed department restructuring.

Discussion occurred with regards to the Corporate Policy PW-02 – Bridge Design and Construction. Concerns were addressed with regards to the ability to download structures to the local municipalities that have a minimum Average Annual Daily Traffic (AADT) count of under 100 vehicles. Staff advised that this

recommendation will be reviewed as part of the proposed review of Policy PW-02.

RESOLUTION NO. OP-C-22-09-105

Moved by Warden Robinson

Seconded by Councillor Keller

THAT the Operations Committee directs staff to continue with design of County Structures B232 (Cochrane Creek Bridge) and C051 (Harris Creek Bridge); AND FURTHER THAT staff draft a revised Bridge Policy to be presented at a future meeting of Operations Committee for consideration. CARRIED.

Operations Division

Mr. Bolduc overviewed the Operations Division Report, which is part of the Public Works and Engineering Department Report.

Committee was advised that there are approximately 7,000 culverts under 3 metres along County roads that are inspected inhouse by the patrol staff.

Committee was advised that the County mechanics are certified to complete vehicle inspections, including ambulances inhouse.

Mr. Bolduc noted that the County was able to negotiate a 10-year contract in 2016 for salt and that the prices remain relatively the same each year.

RESOLUTION NO. OP-C-22-09-106

Moved by Councillor Hunt

Seconded by Councillor Lynch

THAT the Public Works and Engineering Department Report attached as Appendix A be approved. CARRIED.

New Business

Truck & Equipment Safety Rodeo – Petawawa

Mr. Perkins advised that the Town of Petawawa held a very successful Truck and Equipment Safety Rodeo on September 8, 2022, and that County of Renfrew employee Mr. Andrew Hamilton, Truck/Equipment Operator from the Goshen Patrol won the competition and will represent the County of Renfrew at the Provincials in Napanee, Ontario.

RESOLUTION NO. OP-C-22-09-107

Moved by Councillor Hunt

Seconded by Councillor Bennett

THAT this meeting adjourn and the next regular meeting be held on October 11, 2022. Time: 10:54 a.m. CARRIED.

COUNTY OF RENFREW**PUBLIC WORKS AND ENGINEERING DEPARTMENT REPORT**

TO: Operations Committee

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

DATE: September 12, 2022

SUBJECT: Department Report

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. Association of Municipalities of Ontario Delegation

During the recent Association of Municipalities of Ontario (AMO) meetings in Ottawa, Chair Peckett and Warden Robinson were provided with the opportunity to meet with Parliamentary Assistant to the Minister of Infrastructure, Mr. Amarjot Sandhu (Brampton West). Attached as Appendix III is a briefing paper on growth pressures within the County of Renfrew that was presented. Parliamentary Assistant Sandhu was receptive to the discussion and committed to his government continuing to double the Ontario Community Infrastructure Fund (OCIF) financing model for Ontario Municipalities for the next five years.

4. American Public Works Association – PWX 2022

From Sunday, August 28 through to Wednesday, August 31, the Director of Public Works and Engineering had the pleasure of attending the American

Public Works Association (APWA) PWX 2022 in Charlotte, North Carolina. This year's mantra was "Ready and Resilient", a very adapt description for all public works agencies during these past few years of the Covid19 pandemic. PWX provides a first-class multi-modal learning experience designed for professionals at all levels and across the entire spectrum of public works. During the conference and exhibition, the Director of Public Works and Engineering attended a number of educational sessions:

- a) Opening General Session and Keynote: Seth Mattison – Mr. Mattison provided attendees with a succinct discussion regarding the changes in which all business are functioning with the work from home model, participatory management and the future of work.
- b) Winter Maintenance Subcommittee – This meeting is a group of snow and ice control professionals from across North America with a mandate to provide training to agencies throughout North America and liaison with many organizations and groups in the field of transportation.
- c) Operational Decision Making with the Support of Weather Risk Communication – Mr. Ben Hershey of DTN gave a presentation on the use of advanced weather forecasting techniques that could be combined with decision software for managers as to when and where to apply snow and ice chemicals to maintain safe driving conditions.
- d) Derecho Emergency Response and Recovery – Cedar Rapids, Iowa. Mr. Mike Duffy, Streets Operations Manager, for the City of Cedar Rapids, provided a summary of what and how his team dealt with the derecho storm of August 10. The storm in Cedar Rapids resulted in the loss of 65% of the City's trees, including 75% of trees in City parks. A total of 4.3 million cubic yards of debris was collected and disposed of in their landfill site.
- e) International Public Works Directors' Roundtable – This session was participatory and an opportunity to interact and discuss synergies with fellow Directors around North America.
- f) The Evolution of a Public Works Manager – Lessons Learned Along the Way – Mr. Mark DeVries retired Director of Public Works for McHenry County, Illinois discussed his career, management style and team

- accomplishments recognizing how to change as a leader by having the ability to interpret what things may need to change and how to implement them to achieve success.
- g) National Equipment Rodeo – This was held outside the conference centre with some of the most talented operators in North America. Very competitive with ladies and gentlemen practicing on their own time to perfect their skills.
 - h) Design and Rehabilitation Strategies that Improve Your Pavement Resilience – This was a new product demo/discussion from Mr. Eric Ferrebee, Senior Director of Technical Services American Concrete Pavement Association. A cement-based solution for roadway application.
 - i) Got Asphalt Pavement? Measure to Preserve One of the City's Most Valuable Assets – Mr. Kevin Harris – Business Development Manager, Intermountain Slurry Seal. A product session discussion on the use of their product in the preservation of asphalt roads.
 - j) Transportation 101 – A roundtable visioning exercise where attendees were encouraged to conceptualize how artificial intelligence may supplement road maintenance.
 - k) Canadian Public Works Association (CPWA) Roundtable – Have Your Say! Why CPWA's Public Policy Priorities Matter – Ms. Patty Podoborzny, CAO, Town of Bruderheim, Alberta and Mr. Rylan Wadsworth, Ville de Montreal-Ouest, Québec lead a discussion with the Canadian contingent of delegates to discuss the advocacy that the Canadian Public Works Association brings to the Federal level of Government in Canada.
 - l) Small Cities/Rural Community Perspective: Expanded Resources in Small Communities – This was a panel discussion on the limited ability smaller municipalities have with ascertaining resources to design and maintain their communities.
 - m) Vision Zero – In-House Policy Development and Project Delivery – Mr. Jason Waldron, Transportation Director, City of Kansas, Missouri and Maggie Green, Senior Transportation Policy Strategist with Burns & McDonnell discussed how engineering solutions could be used to rectify

- a number of current issues within cities. A matrix that was developed to decide on what treatment is required (speed bumps, raised intersections, bumped out intersections) in an effort to have zero accidents.
- n) How to Engage Elected Officials Toward an Effective Asset Management Program – Mr. Dave Lawry, Retired Asset Manager led a panel on how the importance of an asset management plan is to a community. Efficient operations and well-coordinated capital programs are all a benefit of well-maintained and managed asset management plans. The ability of Managers and Directors to convey this important information to elected officials was discussed.
 - o) Cities and Counties on the Move: Managing Infrastructure Assets as Populations Shift – A panel discussion from communities that are seeing unprecedented growth within a number of American municipalities. Polk County, Florida staff elaborated on City people moving to the County and the expectation they bring with them.
 - p) You Can't Lead from Behind a Desk – Mr. Jonathan Gano – Public Works Director, City of Des Moines, Iowa gave a description of his management technique of walking around and working with the crews one Friday a month. A retired Military Commander, he gave an inspiring talk on how his management style changed from Command and Control model to a much more participatory model.
 - q) Closing General Session and Keynote – Julia Landauer – Dice: How to Gain and Maintain a Competitive Advantage. Ms. Landauer is a professional stock car racer (Infinity Series), her talk on how her success is based on teamwork and mental abilities was extremely inspiring.
 - r) During visits to the exhibit floor, the Director of Public Works and Engineering spoke with a number of vendors regarding their particular product and if it had a County of Renfrew application. Attached as Appendix IV is literature on an asphalt recycler. This unit can take asphalt that has been removed from roadways and reheat/recycle it to be used year-round thus giving the Operations group access to year-round hot asphalt reducing the dependence on cold mix.

s) Also, included as Appendix V is information from Traffic Logix. You may be aware that the County of Renfrew uses a number of their products and they have a couple of new solutions for use and traffic calming. It is anticipated within the next couple of years to implement a number of these proactive solutions through the budget process.

5. County Road 2 (White Lake Road) – Speed Limit Review

Attached as Appendix VI is a resolution that has been received from the Township of McNab/Braeside requesting the County of Renfrew to review whether it is warranted to have the speed limit reduced on County Road 2 (White Lake Road) from Robertson Line to Kippen Road. Staff will provide a recommendation at a future meeting.

6. County Roads 2 (White Lake Road) and 23 (Highland Road) – Traffic Study

Attached as Appendix VII is a resolution that has been received from the Township of McNab/Braeside requesting the County of Renfrew to complete a traffic study on County Roads 2 (White Lake Road) and 23 (Highland Road). Staff will provide a recommendation at a future meeting.

RESOLUTIONS

7. Radar Speed Signs – County Road 23 (Highland Road) [Strategic Plan Goal No. 1]

Recommendation: That Operations Committee supports the Township of McNab/Braeside request to cost share Radar Speed Signs along County Road 23 (Highland Road) going into the Hamlet of Waba as per Policy PW-17 Enhanced Traffic Warning Devices.

Background

Attached as Appendix VIII is a resolution from the Township of McNab/Braeside requesting the installation of Radar Speed Signs along County Road 23 (Highland Road) going into the Hamlet of Waba as per Policy PW-17 Enhanced Traffic Warning Signs attached as Appendix IX. Article 5 of the Policy indicates that a fifty-fifty (50/50) cost share with the County's partner municipality is acceptable provided a resolution from the municipality is received that advises their Council agrees to repayment.

8. **Infrastructure Division**

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

9. **Operations Division**

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

Department of Public Works & Engineering
Capital Monthly Project Status Report - September 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	September	October	Design by Stantec; Construction by H & H
	Whitewater Region												
512	Foymount Road	B257	Verch Road	4.70	Reconstruction	100%	100%	95%	September	September	October	November	Design by BTE; Coordinating Utilities;
	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	100%	100%	100%	May	June	July	July	Day Labour Project
B057	Mount St. Patrick Bridge	Greater Madawaska (Mount St. Patrick Road)			Superstructure Replacement	100%	100%	100%	March	April	May	October	Design by HP Engineering; Construction by Coco Paving
B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)			Rehabilitation	100%	100%	100%	May	June	2023	2023	Design by JL Richards
B068	Schimmins Creek Bridge	Brudenell, Lyndoch & Raglan (Welk 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	August	August	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	90%	100%	90%	2023	2023	2023	2023	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; Construction by Day Labour
C040	Snake River Culvert	Admaston/Bromley (CR8 Cobden Road/Main Street)			Rehabilitation	100%	100%	100%			August	August	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%	90%	May	2023	2023	2023	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	2023	2023	2023	Design bv 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	50%	30%	10%	May	June	2023	2023	Design by Stantec
B044	Douglas Bridge	Admaston/Bromley (CR5 Stone Road)			Design for Rehabilitation	30%	60%	25%	July	August	2023	2023	RFP for design TBA; DCS done in 2021
B102	Brennans Creek Bridge	Killaloe, Hagarty & Richards (CR512 Queen Street)			Design for Rehabilitation	50%	30%	10%	May	June	2023	2023	Design by Stantec
B108	Tramore Bridge	Killaloe, Hagarty & Richards (Tramore Road)			Design for Rehabilitation	30%	10%	0%	August	August	2023	2023	RFP for design TBA;
B156	Burnt Bridge	Brudenell, Lyndoch & Raglan (Burnt Bridge Road)			Design for Rehabilitation	30%	10%	0%	June	June	2023	2023	RFP for design to be issued
B232	Cochrane Creek Bridge	North Algona Wilberforce (Cement Bridge Road)			Design for Rehabilitation	30%	10%	0%	June	July	2023	2023	RFP for design to be issued
B310	Ski Hill Bridge	Laurentian Valley (CR58 Round Lake Road)			Design for Rehabilitation	30%	60%	25%	July	August	2023	2023	RFP for design TBA; DCS done in 2021
C001	Berlanquet Creek Culvert	Admaston/Bromley (CR5 Stone Road)			Design for Replacement	30%	20%	10%	July	August	2023	2023	Design by HP Engineering
C025	Borne Road Culvert	Laurentian Valley (CR58 Round Lake Road)			Design for Rehabilitation	100%	100%	90%	2023	2023	2023	2023	Design by WSP
C051	Harris Creek Culvert	Admaston/Bromley (Proven Line)			Design for Replacement	30%	30%	10%	June	July	2023	2023	Internal Design; Geotech needed
C130	Lochiel Creek Culvert North	McNab/Braeside (CR63)			Design for Replacement	30%	30%	10%	June	July	2023	2023	Design by Stantec
C191	Dicks Road Culvert	Laurentian Valley (Dicks Road)			Design for Replacement	30%	30%	10%	June	July	2023	2023	Design by Stantec
C201	Broomes Creek Culvert	Whitewater Region (CR7 Foresters Falls Road)			Detailed Design w/ Dam	90%	80%	50%	April	May	2023	2023	MCEA Done, Design by JLR
C204	Bellows Creek Culvert	Whitewater Region (CR12 Westmeath Road)			Design for Rehabilitation	30%	30%	10%	May	June	2023	2023	Design by WSP
C268	St. Columbkille's Culvert	Laurentian Valley (CR58 Round Lake Road)			Design for Replacement	30%	30%	10%	May	June	2023	2023	Design by Stantec
C325	Neilson Creek Culvert	Bonnechere Valley (Clear Lake Road)			Design for Replacement	30%	10%	0%	May	June	2023	2023	Design by Stantec
30	Lake Dore Road	North Algona Wilberforce (From Highway 60 to Sperberg)			Design for Rehabilitation	70%	100%	40%	February	March	2023	2023	Design by Tatham

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

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	August	Complete
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	September	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	September	September	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		Awaiting Delivery
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	August	September	September	October		Ongoing
7	Dual Axle Float	16 ft	1	Replace	August	September	September	October		Ongoing
8	Line Paint Machine	PW Operations	1	Replace	August	September	September	December		Ongoing
9	U-Body Water Tank	PW Operations - SWP	1	Replace	August	September	September	December		Ongoing
10	Sweeper Attachment	Tractor Mount - GP	1	Replace	May	July	August	October		Ongoing
11	Offset Roller	Shoulder Compaction	1	New	August	September	October	December		Ongoing
12	Shoulder Spreader	Shouldering Machine	1	New	August	September	October	December		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
17	HDT (Heavy Duty Truck)	Combination Plow/Spreader	1	Replace	March	2021	2021	October		Awaiting Delivery

1	Repair - Salt Storage Shed	Calabogie Garage	Construct	Rehabilitation	2022	March	April	August		
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

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			Complete

Operations Division - Capital Monthly Project Status Report - September 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	September	Greenwood Paving (Pembroke) Ltd., Pembroke
	Laurentian Valley									
62	Combermere Road	Combermere South Urbam 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	September	Bonnechere Excavating Inc., Renfrew
	Various Locations									

2022 CAPITAL PROGRAM - ROADS/BRIDGES										
	Road #	Location	From	To	Length (km)	2022 BUDGET	August Projected	September 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	259,000	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	932,000	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	1,472,000	1,472,000	383,316	0
		McNab/Braeside								
	7	Foresters Falls Road	Harriet Street (urban begins)	Beginning of semi-urban	0.65	357,500	712,000	712,000	354,500	0
		Whitewater Region								
	13	Mountain Road	Micksburg Road	Stafford Third Line	2.78	597,700	660,000	660,000	62,300	0
		Laurentian Valley								
	21	Beachburg Road	Buchanan's Pit Entance (1046)	Urban Beginning	2.49	870,707	1,369,000	1,369,000	498,293	0
		Whitewater Region								
	23	Highland Road	Renfrew/Lanark Line	Sawmill Road	1.51	324,650	314,000	314,000	-10,650	0
		McNab/Braeside								
	24	White Water Road	Highway 17	County Road 40 (Greenwood Road)	2.45	826,560	942,000	942,000	115,440	0
		Laurentian Valley								
	29	Drive-In Road	City of Pembroke (South Limits)	Clearview Crescent	2.15	382,700	830,000	830,000	447,300	0
		Laurentian Valley								
	62	Combermere Road	Combermere S Urban Lt	County Road 515 (Palmer Road)	1.01	62,953	145,000	145,000	82,047	0
		Madawaska Valley								
	65	Centennial Lake Road	Black Donald Access Point	Deer Mountain Road	4.29	1,128,270	1,256,000	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	855,000	855,000	218,680	0
		Greater Madawaska								
	512	Foymount Road	County Road 66 (Opeongo Road)	Hubers Road	3.68	846,400	1,509,000	1,509,000	662,600	0
		Brudenell Lyndoch & Raglan								
	512	Foymount Road	B257	Verch Road	4.70	2,336,180	1,800,000	500,000	-1,836,180	1,836,180
		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	16,373,924	15,073,924	1,357,988	1,836,180
	Bridge/Culvert Reconstruction/Rehabilitation									
	Structure No.	Structure Name	Location			2022 BUDGET	August Projected	September 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	690,000	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	867,000	867,000	67,000	0
	B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)			180,000	40,692	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	38,000	38,000	-97,000	97,000
	C037	Bagot Creek Culvert	Greater Madwaska (Lower Spruce Hedge Road)			342,000	315,000	315,000	-27,000	0
	C040	Snake River Culvert	Admaston/Bromley (CR8 Cobden Road/Main Street)			108,000	40,000	40,000	-68,000	0
	C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)			585,000	38,000	38,000	-547,000	547,000
	C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)			162,000	80,000	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	750,000	750,000	-350,000	350,000
	C269	Jacks Lake Culverts	Killaloe, Hagarty & Richards (CR58, Round Lake Road)			180,000	180,000	150,000	-30,000	0
	C302	Wingle Creek Twin Culverts	Killaloe, Hagarty & Richards (Rochfort Road)			180,000	180,000	150,000	-30,000	0
		General Bridge Repairs	Various Locations			200,000	200,000	200,000	0	0
	BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION TOTALS					9,724,000	9,545,692	9,485,692	-238,308	1,215,308
	Future Engineering									
	ID	Name	Location			2022 BUDGET	August Projected	September Projected	Variance	Carry Over
	B007	Butler Bridge	Admaston/Bromley (Butler Road)			100,000	53,000	53,000	-47,000	0
	B044	Douglas Bridge	Admaston/Bromley (CR5 Stone Road)			45,000	45,000	40,000	-5,000	0
	B102	Brennans Creek Bridge	Killaloe, Hagarty & Richards (CR512 Queen Street)			54,000	54,000	36,000	-18,000	0
	B108	Tramore Bridge	Killaloe, Hagarty & Richards (Tramore Road)			40,000	40,000	35,000	-5,000	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	32,000	-6,500	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	54,500	-20,500	0
	C325	Neilson Creek Culvert	Bonnechere Valley (Clear Lake Road)			50,000	50,000	36,000	-14,000	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	834,000	765,000	-76,000	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	26,753,616	25,324,616	1,043,680	3,051,488

County Road Growth Pressures

We'd like to thank the Province of Ontario for their considerations over the years for several of our projects, and look forward to a stronger relationship moving forward.

Thank you!

- Your Ministry's commitment to bring access to high-speed internet to all communities in Ontario by the end of 2025 will further assist us attracting residents to our region.
- Ontario's commitment to the expansion of Highway 17 from Scheel Drive near Arnprior to Bruce Street, 3km west of Renfrew.

The County of Renfrew

The County of Renfrew is geographically the largest municipality/County in Ontario, with a significant transportation network of over 1600 lane km of County-owned roadways and infrastructure, including 252 large culverts and bridges. Maintaining this public infrastructure is becoming increasingly difficult, especially after the inflationary pressures of 2021/2022 and the absence of diverse procurement opportunities due to a lack of available contractors in our rural area. At the same time, our ratepayers and our lower-tier municipalities are requesting that our network begins to transform to accommodate the new growth being felt in various centres in our region.

Growth in County of Renfrew

Like many parts of Ontario, the County of Renfrew is experiencing significant growth.

- The South-Eastern-Boundary of the County of Renfrew (Town of Arnprior) is experiencing significant growth as the 417 corridor is expanded West; it was recently reported that Arnprior is the 10th fastest growing community in Canada.
- In our County's largest community, the Town of Petawawa, County Road 51 (Petawawa Boulevard) has seen substantial increased traffic with the growth of one of the largest employers in the Ottawa Valley, Garrison Petawawa. Upgrading this route is imperative for the flow of personnel and goods that are otherwise mired in congestion and bottlenecks.

County Road Growth Pressures

- The village of Calabogie is fast becoming a recreational area of choice for many Ontarians. With a ski-hill, golf course, many hiking trails and ATV/snowmobile trails, this is a full four-season resort area that is now seeing transition to year-round living with new rural subdivisions appearing in various stages of planning. County Road 508 (Calabogie Road), County Road 52 (Burnstown Road) and County Road 2 (White Lake Road (section)) are seeing increasing traffic.

Challenges

- County roads within these partner communities, and others like them, are at or near capacity and will require significant infrastructure improvements in the coming years. A conservative estimate places the cost of upgrading the current County Roads across all of our 17 municipalities at \$40 million over the next 10 years.
- The County of Renfrew is not eligible for Provincial Gas Tax funding. Estimates suggest that the County of Renfrew contributes approximately \$4 million annually to the Provincial Gas Tax funding program.
 - The residents of the County of Renfrew rely on roads as their primary means of transit because the population and transportation patterns are too dispersed to make transit economical in all or part of their communities.
- Existing funding programs like OCIF or ICIP either have funding caps or criteria that have limited the County of Renfrew's success.
- The Investing in Canada Infrastructure Program is an application-based program and, to date, the County of Renfrew has been unsuccessful in its application for its most important projects due to factors unclear to the County.
- The County of Renfrew has not completed the study of Development Charges and the effect that they may have on our growth pressures, and still remain a significant discussion item amongst our municipalities. Regardless, even if implemented in 2023, it will take years to build up development charges reserves that would assist in dealing with our growth and inflationary pressures.

County Road Growth Pressures

Solutions:

- Earlier notice received indicated that funding through the Ontario Community Infrastructure Fund (OCIF) would be changed using “forward looking current replacement values for assets instead of closing balances from the Financial Information Returns (FIR’s). A smoothing mechanism will be implemented to limit year over year changes to +/- 15% of the previous year. For 2024 and forward, the MOI will work with partners to develop a more standardized process.”
 - We look forward to working with the MOI, as a commenting municipality, on this process moving forward.
- Expand the eligibility and access to the Provincial Gas Tax for those municipalities who rely on roads as their primary means of transit because of traditional difficulties associated with population and transportation patterns that are too dispersed to make (rural) transit economical in all or part of their communities.
- Doubling of the OCIF over the next 10 years will bring an additional \$13 million to assist the County of Renfrew, and help to offset our anticipated benchmark cost increases. We are estimating that the pressures created by inflation and market forces will amount to a 20% increase in our benchmark cost or current cost of our capital budget (based on the tender results we have received in 2021 and 2022) translating into a \$52 million pressure. We have no financial plan to cover cost increases of this magnitude. We would need to debt finance more projects and increase our levy.
- We are asking the Province of Ontario to commit to the doubling of the Ontario Community Infrastructure Fund allocations to municipalities, and commit to a long-term funding formula that would allow municipalities to align funding with their long-term financial plans and asset management plans, while also preparing for anticipated future growth.



9 International Drive

Pembroke, ON K8A 6W5

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800.273.0183

info@countyofrenfrew.on.ca



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| 2 INSULATED ASPHALT HEATING DRUM | 6 21HP KUBOTA DIESEL ENGINE |
| 3 LOADING CHUTE HYDRAULICALLY CONTROLLED | 7 8" CHANNEL STEEL FRAME |
| 4 EXHAUST STACK | 8 HYDRAULIC CONTROL PANEL |

FEATURES:

- > **COST SAVINGS:** Asphalt for \$15-25 a ton compared to \$60-75 at the plant or \$110 + for cold patch.
- > **EFFICIENCY:** Produces a load of 2,600Lbs. every 15-20 minutes or Approx. 4 tons/hr.
- > **RELIABILITY:** Recycle millings into plant quality or better mix year round. *NO DIRECT FLAME IMPINGEMENT ON MATERIAL.*
- > **GREEN PROCESS:** No longer do you have to throw out old chunks or millings.
- > **VERSATILITY:** Ability to add as much or as little asphalt cement as you want to completely customize you mix design.
- > **EASE OF USE:** Easy to use controls and operating features.

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**Evolution
11**





**Evolution
12**

**Evolution
12FM**

**Evolution
15**

**Evolution
15FM**

**Evolution
18FM**

Digit Size	11"	12"	12"	15"	15"	18"
Digit Color Options						
Weight (without batteries)	20 lbs	20 lbs	20 lbs	28 lbs	28 lbs	28 lbs
24/7 Scheduling	✓	✓	✓	✓	✓	✓
Data Collection	✓	✓	✓	✓	✓	✓
Custom Messaging			Full VMS	Static "Slow Down" or Single Line VMS	Full VMS	Full VMS
Messaging Color Options				 or 		
Solar Compatibility	✓	✓	✓	✓	✓	✓
Battery Operated (Lead acid or Lithium ion)	✓	✓	✓	✓	✓	✓
Universal Mounting	✓	✓	✓			
Cloud Compatibility	✓	✓	✓	✓	✓	✓
Trailer, Dolly, Hitch Compatibility	✓	✓	✓	Trailer and Hitch Compatible	Trailer and Hitch Compatible	Trailer and Hitch Compatible
Warranty	2 Years	2 Years	2 Years	2 Years	2 Years	2 Years



Digit Color 

SafePace
EVOLUTION 11

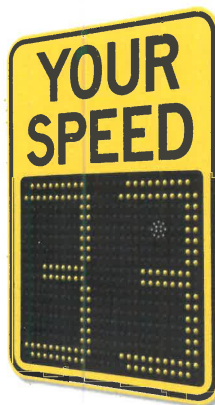
- 11" digits
- 2 digit display
- Budget friendly option



Digit Color 

SafePace
EVOLUTION 12

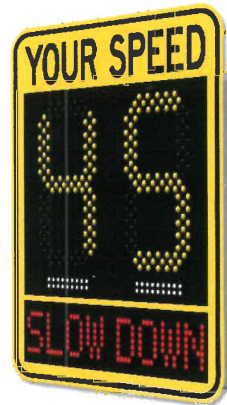
- 12" digits
- 2 digit display
- Speed-activated digit color changes



Digit Color 

SafePace
EVOLUTION 12FM

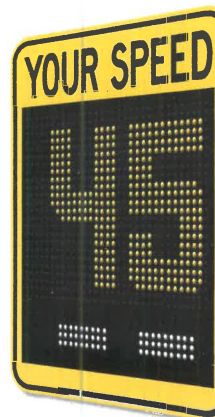
- 12" digits
- 2 digit display
- Display custom messages or graphics
- Speed-activated digit color changes
- Choice of messaging color



Digit Color 

SafePace
EVOLUTION 15

- 15" digits
- 2 digit display
- Speed-activated digit color changes
- Speed activated red "slow down" message or amber custom message



Digit Color 

SafePace
EVOLUTION 15FM

- 15" digits
- 2 digit display
- Display custom messages or graphics
- Speed-activated digit color changes
- Choice of messaging color



Digit Color 

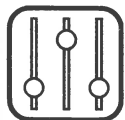
SafePace
EVOLUTION 18FM

- 18" digits
- 2 digit display
- Display custom messages or graphics
- Speed-activated digit color changes
- Choice of messaging color



SafePace GUARDIAN SPEED CAMERA SYSTEMS

The **Guardian Awareness** and **Guardian Pro** speed cameras capture images of speeding vehicles using either Radar or LEDDAR Technology. Cloud based ticketing template sends automated messages to warn or penalize speed violators.



Set speed parameters



View violator data & images



Access detailed speed reports



Choose warning template



Issue automated warnings



SafePace GUARDIAN AWARENESS

- Integrates with all SafePace signs
- One-lane image capture
- Fixed installation
- Issue warnings to speeders

SafePace GUARDIAN PRO

- Standalone system
- Multiple lane image capture
- Fixed or mobile installation
- Issue warnings to speeders

Cameras available in



(colors)

	GUARDIAN AWARENESS	GUARDIAN PRO
Technology	Radar	LEDDAR
Type of Environment	Single Lane - low/medium volume	Multi Lane - low to high volume
Licence plate recognition	Optional	Included
Front/Rear image capture	Front	Rear

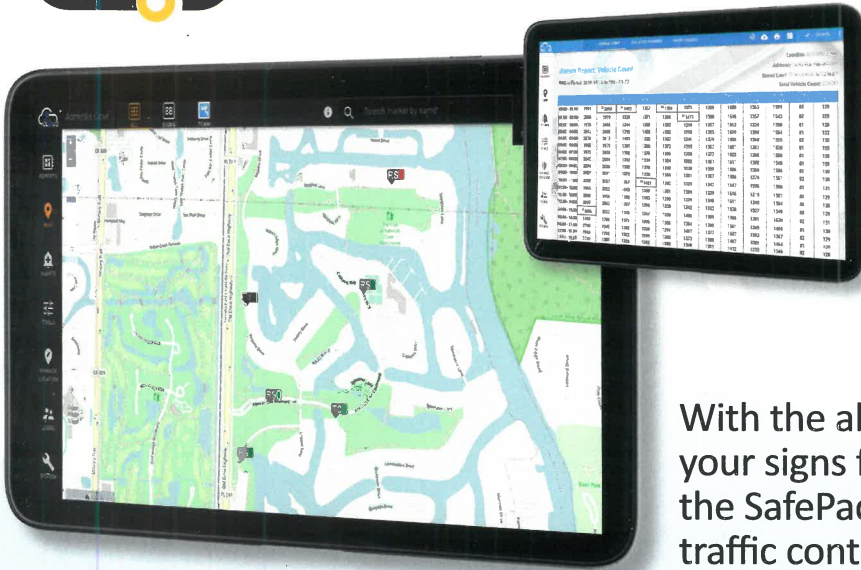


All your devices can be accessed & managed at the click of a button with SafePace Cloud



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1 YEAR
CLOUD
CONNECTIVITY
INCLUDED



With the ability to connect to and control your signs from any internet connected device, the SafeSpace Cloud is redefining intelligent traffic control.

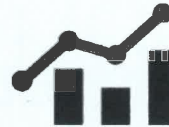
SMARTER SIGNS WITH THE CLOUD



Set-up automated alerts for speeding thresholds, low battery, or tampering.



Manage entire fleet of signs from one screen.



View at-a-glance updates, access real-time data, and generate reports.



View all your signs from one screen using our interactive mapping tool.



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Optimize resources by reducing travel time required for sign management.

EVOLUTION ACCESSORIES & OPTIONS



SafeFace Sign Dolly

Deploy your SafeFace Evolution signs in multiple locations.

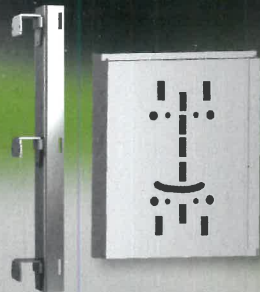
- Indoor/outdoor usage
- Lightweight & easy to transport
- Simply locks into place



SafeFace Trailer Hitch

Allows signs to be mounted directly on vehicle.

- Mount signs on vehicle trunk
- For temporary speed display
- Ideal for hazard zones or special events



Mounting Brackets

- Lock and unlock with turn of a key
- Use one sign at several locations
- Quick and easy to install



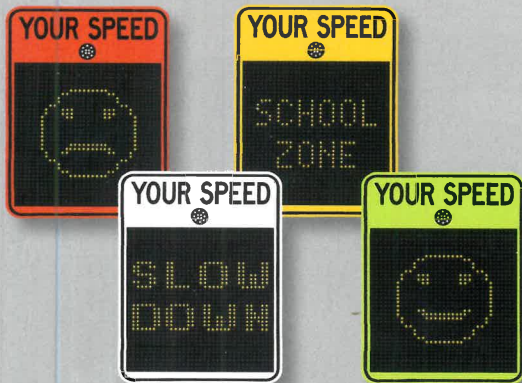
SafeFace Cruiser LT

Rotating speed trailer for traffic calming on the go.

- Display speeds from any angle
- Protects sign face during travel
- Mobile traffic calming

VARIABLE MESSAGING

For signs with the custom messaging option, create any message you choose using text or graphics. Messages can be customized to respond to driver behavior and can change based on vehicle speed. They can also be set to change based on roadwork or school scheduling and updated to notify drivers of road changes.



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TL_EVL_TRI_0321



Regular Council Meeting Resolution Form

Date: August 9, 2022 No: RESOLUTION - 296-2022

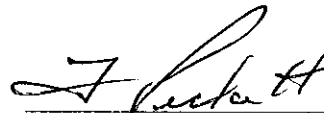
Moved by Councillor Scott Brum Disposition: CARRIED

Seconded by Councillor Oliver Jacob Item No: 11.1

Description: Speed Limit on White Lake Road

RESOLUTION:

THAT Council of the Township of McNab/Braeside recommends that the County of Renfrew Public Works Department review and determine if a speed limit reduction is warranted on White Lake Road (CR-2) between Robertson Line and Kippen Road.

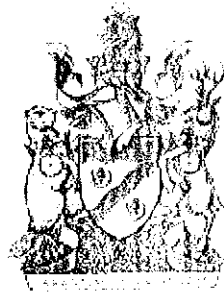

MAYOR

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



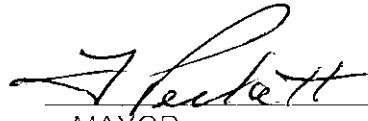
Regular Council Meeting Resolution Form

Date: August 23, 2022 No: RESOLUTION - 323-2022
 Moved by Councillor Scott Brum Disposition: CARRIED
 Seconded by Councillor Oliver Jacob Item No: 12.4

Description: County of Renfrew Traffic Study on White Lake Road (mountain)

RESOLUTION:

THAT Council request that an up to date traffic study be completed on White Lake Road (mountain) as well as Highland Road (going into Waba) by the County of Renfrew upon completion of construction.


 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



Regular Council Meeting Resolution Form

Date: September 6, 2022 No: RESOLUTION - 337-2022

Moved by Councillor Heather Lang Disposition: CARRIED

Seconded by Councillor Scott Brum Item No: 12.1

Description: Permanent Speed Signs in Waba

RESOLUTION:

THAT Council approve the installation of permanent speed radar signs on Highland Road, going into the Hamlet of Waba; **AND FURTHER THAT** Council agrees to pay 50% of the fee to purchase these signs up to the amount of \$5,000 with the other 50% of the costs to be paid for by the County of Renfrew. The County of Renfrew will also be responsible for the installation and maintenance of these signs; **AND FURTHER THAT** Mayor Peckett and Deputy Mayor Armsden agree to transfer their 2022 conference funds in the total amount of \$3,500 to pay for these signs, with the balance to be paid for from the Public Works Operating Budget.


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

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

POLICY STATEMENT

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

BACKGROUND

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

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

DEFINITIONS

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

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

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

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

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

PROCEDURES

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

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

Corporate Policies & Procedures			
SECTION: Operations	AUTHOR: Director of Public Works and Engineering		POLICY #: PW-17
POLICY: Enhanced Traffic Warning Devices			APPROVED:
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which the enhanced warning device(s) is requested to submit a resolution of the local municipal Council agreeing to pay 50% of the costs of the installation.

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

APPROVALS

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

INFRASTRUCTURE DIVISION REPORT

Prepared By: Taylor Hanrath, Manager of Infrastructure

Prepared for: Operations Committee

September 12, 2022

INFORMATION**1. County Road 512 (Foymount Road) Reconstruction Update [Strategic Plan Goal No. 2]**

Close Cut Clearing has been completed along County Road 512 (Foymount Road), from Miller Road to County Structure B257 (Harrington Creek Bridge).

Unfortunately, despite best efforts, the project has had several schedule setbacks. Due to additional clearing being required, Hydro One and Bell were delayed in commencing layout and design for the utility relocations. County staff continue to work diligently with both utilities to assist in having all poles and lines moved in a timely fashion. County staff had notified the Design Consultant last year that, in order to potentially move forward with a section of road reconstruction in 2022, the project would be at the western most section of road and include the replacement of B257 (Harrington Creek Bridge). Due to staff turnover within the firm, the necessary approvals were not attained for the bridge replacement project but have now been requested so that works may proceed.

Staff will continue to endeavour to move the project forward as efficiently as possible. However, due to the delays already incurred, it is not anticipated that road reconstruction will proceed in 2022.

2. PWC-2022-47 – Engineering Services for Reconstruction of County Structure C201 (Broomes Creek Culvert) and Dam [Strategic Plan Goal No. 2]

A Request for Proposals (RFP), including terms of reference, was issued to solicit the services of an Engineering Consultant to complete the design for the reconstruction of County Structure C201 (Broomes Creek Culvert) on

County Road 7 (Foresters Falls Road) in the Municipal Township of Whitewater Region.

The RFP for this assignment was issued to 10 prequalified Engineering Consultant firms. Proposals were accepted until 2:00 p.m., June 16, 2022 and were received as follows:

1. J.L. Richards & Associates Ltd., Ottawa, ON	\$224,784.00
2. HP Engineering Inc., Ottawa, ON	\$80,953.80
3. WSP Canada, Peterborough, Ottawa, ON	\$248,851.38
All amounts exclude applicable taxes	

The proposals were evaluated on a range of criteria including understanding of the assignment, capabilities of the project team, previous experience on similar assignments, strategy, methodology, and innovativeness of design approach, schedule, and cost. The proposal submitted by J.L. Richards & Associates, Ottawa, Ontario was evaluated as the best combination of all factors considered. Though not the lowest cost proposed, J.L. Richards & Associates' proposal included much greater detail on the needs of the structure and the dam, as well as the timelines required for the studies prior to replacement of the dam.

The 2022 Capital Budget included funds in the amount of \$100,000 to complete the design for this structure and the dam. Staff have reviewed the cost submitted in the proposal and confirm that there are sufficient funds in the Capital Budget to complete this assignment as proposed in 2022. However, additional funds shall be required to be allocated in 2023 to complete the design assignment.

The RFP was awarded under the delegated authority to the Chief Administrative Officer/Clerk under By-law 74-22 being a By-Law to Delegate Authority for Decisions to the Chief Administrative Officer in the Event that Council finds itself, subject to Section 275 of the Municipal Act, 2001, as amended, regarding "restricted acts after nomination day".

RESOLUTIONS

3. **PWC-2022-39 Design of County Structures C130 (Lochiel Creek Culvert North), C191 (Dicks Road Culvert), C268 (St. Columbkilles Culvert), and C325 (Neilson Creek Culvert) [Strategic Plan Goal No. 2]**

Recommendation: THAT the Operations Committee approves Request for Proposal PWC 2022-39 as submitted by Stantec Consulting Limited, Ottawa, Ontario for Engineering Services for rehabilitation or replacement of County Structures C130 (Lochiel Creek Culvert North), C191 (Dicks Road Culvert), C268 (St. Columbkilles Culvert), and C325 (Neilson Creek Culvert) in the amount of \$143,920.61 plus HST; AND FURTHER THAT a Professional Services Agreement be executed for the assignment.

Background

A Request for Proposals (RFP), including terms of reference, was issued to solicit the services of an Engineering Consultant to complete the design for the rehabilitation or replacement of County Structures C130 (Lochiel Creek Culvert North) in the Township of McNab/Braeside, C191 (Dicks Road Culvert) and C268 (St. Columbkilles Culvert) in the Township of Laurentian Valley, and C325 (Neilson Creek Culvert) in the Township of Bonnechere Valley. The RFP identified that Contract Administration services may be awarded as a follow-on contract at a later date.

The RFP for this assignment was issued to nine prequalified Engineering Consultant firms. Proposals were accepted until 2:00 p.m., Thursday, July 21, 2022 and were received as follows:

1. Stantec Consulting Ltd., Ottawa, ON	\$143,920.61
2. HP Engineering Inc., Ottawa, ON	\$126,922.00
3. WSP Canada Inc., Ottawa, ON	\$357,012.84

All amounts exclude applicable taxes

The proposals were evaluated on a range of criteria including understanding of the assignment, capabilities of the project team, previous experience on similar assignments, strategy, methodology, and innovativeness of design approach, schedule, and cost. The proposal submitted by Stantec Consulting Limited, Ottawa, Ontario was evaluated as the best combination of all factors considered for each structure included

in the assignment. Though not the lowest proposed cost, Stantec's proposal included details on, and an understanding of, each structure over and above what was included in the terms of reference.

The 2022 Capital Budget includes funds in the amount of \$178,500 to complete the designs for these structures. Staff have reviewed the cost submitted in the proposal and confirm that there are sufficient funds in the 2022 Capital Budget to complete this assignment as proposed.

4. **County Structures Not Meeting Policy PW-02 Criteria [Strategic Plan Goal No. 2]**

Recommendation: THAT the Operations Committee directs staff to continue with design of County Structures B232 (Cochrane Creek Bridge) and C051 (Harris Creek Bridge); AND FURTHER THAT staff draft a revised Bridge Policy to be presented at a future meeting of Operations Committee for consideration.

Background

At the June meeting of Operations Committee, two County Structures, B232 (Cochrane Creek Bridge) and C051 (Harris Creek Bridge) were presented which are scheduled for works in 2023 and do not meet criteria of the County's Policy PW-02 - Bridge Design and Construction. As per Policy PW-02 "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" and furthermore "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." Both of these structures are located on seasonally maintained roads with AADT far below 100. Attached as Appendix IN-I is a copy of Policy PW-02 for reference.

Committee requested staff provide a list of structures not meeting the criteria of Policy PW-02 to a future meeting of Operations Committee. Attached as Appendix IN-II is a list of County Structures with AADT less than 100 and/or are located on a seasonally maintained road. There are 17 bridges located on local roads with an AADT less than 100, and 5 of these bridges are located on or at the transition to a

seasonally maintained road. There are 38 structure culverts located on local roads with an AADT less than 100, and 4 of these structures are located on or at the transition to a seasonally maintained road.

During the June meeting of Operations Committee, the following alternatives were presented for County Structures B232 (Cochrane Creek Bridge) and C051 (Harris Creek Bridge) and staff requested direction on how to proceed:

- 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.

CORPORATE POLICIES AND PROCEDURES			
SECTION: PUBLIC WORKS & ENGINEERING DEPARTMENT			POLICY #: PW-02
POLICY: BRIDGE DESIGN AND CONSTRUCTION			
DATE: APRIL 2001	REV. DATE: AUGUST 2008	COVERAGE: ALL COUNTY BRIDGES	PAGE #: 1 of 4

POLICY STATEMENT:

- All highway bridges shall be designed in accordance with the Canadian Highway Bridge Design Code CSA S6-00 as may be amended from time to time. In addition all bridges over water shall be designed to convey flows having a return period as follows:

Functional Roadway Classification	Design Return Period (Years)	
	Rural Roads	Urban Roads
Arterials	50	100
Collector	25	50
Locals	10	25
Seasonal/Alley	5	10

- The design and construction of a new bridge and modifications to existing bridges shall be prepared under the supervision of and shall be approved by the County Engineer.
- 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. An amending by-law will be passed by County Council to affect the transfer to the local road authority.
- All highway structures designed in accordance with the provisions of this policy and meeting the definition of a bridge shall upon the recommendation of the County Engineer and with the approval of the Operations Committee and County Council, be given a county bridge status. The structure shall then be reconstructed by the County subject to the availability of funding and other priorities within the County Road System. Until such time as the structure is adopted by the County, it shall remain under the jurisdiction of the local road authority.
- All bridge structures under the jurisdiction and control of the County must be situated on a public road right-of-way, which is maintained year round and has a minimum Average Annual Daily Traffic (AADT) volume of 100 vehicles.
- In reconstructing a bridge, the County shall carry out the construction of the approaches so as to meet the design standards in force at that time. Should the work extend beyond the 30 m statutory limit of authority, the County will be responsible for all costs associated with the works.

CORPORATE POLICIES AND PROCEDURES			
SECTION: PUBLIC WORKS & ENGINEERING DEPARTMENT			POLICY #: PW-02
POLICY: BRIDGE DESIGN AND CONSTRUCTION			
DATE: APRIL 2001	REV. DATE: AUGUST 2008	COVERAGE: ALL COUNTY BRIDGES	PAGE #: 2 of 4

- A local road authority may with approval of the County, undertake works on behalf of the County on a bridge and its approaches. The County shall cover the cost of the works applicable to the structure and the portion of the approaches under the jurisdiction of the County.

DEFINITIONS:

Approach

The portion of a roadway or pathway leading to a bridge and includes all appurtenances belonging thereto. The portion under the jurisdiction of the bridge authority shall be as specified in the relevant legislation measured from the outer most extreme of the structure.

Bridge

A structure or series of structures, which provides a roadway or walkway for the passage of vehicles and pedestrians across an obstruction, gap or facility, which has a cumulative span of 3.0 m or greater.

Functional Road Classification

A hierarchal grouping of roads according to the function they serve within the overall road system. Refer to Policy PW-01 (Road Classification System) for complete definitions.

Return Period

The average period in years between occurrences of a discharge (flow) equaling or exceeding a given value.

References

- Municipal Act Chapter M45-RSO 1990
- Bridges Act Chapter B12-RSO 1990
- Public Transportation & Highway Improvement Act Chapter P50-RSO 1990
- Canadian Highway Bridge Design Code CSA S6-00
- MTO Drainage Management Manual

CORPORATE POLICIES AND PROCEDURES			
SECTION: PUBLIC WORKS & ENGINEERING DEPARTMENT			POLICY #: PW-02
POLICY: BRIDGE DESIGN AND CONSTRUCTION			
DATE: APRIL 2001	REV. DATE: AUGUST 2008	COVERAGE: ALL COUNTY BRIDGES	PAGE #: 3 of 4

IMPLEMENTATION:

Construction and Reconstruction of Bridges

Local Municipal Structures Meeting the Definition of a Bridge and situated on All-Season Maintained Roadways.

County bridge structures must be situated on a public right-of-way subject to all-season maintenance and have minimum Average Annual Daily Traffic (AADT) volume of 100 vehicles.

Where a highway structure located on a local municipal roadway is to be replaced, a hydraulic design shall be prepared in accordance with the provisions detailed in the policy. The cost of the hydraulic design and the review of the design by County staff shall be at the expense of the local municipality.

Where the proposed replacement structure will meet the definition of a bridge, the local municipality may request the structure to be adopted by the County. All requests will be reviewed by the County Engineer and a recommendation regarding assumption will be forwarded to the Operations Committee. Operations Committee's recommendation will subsequently be forwarded to County Council for approval. It is emphasized that the County of Renfrew will be the ultimate authority in determining whether or not the structure (being requested for assumption) qualifies as a County structure.

When the structure is approved for adoption by the County, the cost of the design and replacement or repair shall be shared equally between the County and the local municipality. Subsequent to the replacement, the bridge structure shall be under the jurisdiction of the County thereafter. The timing of the replacement or repair of the structure shall be at the discretion of the County and subject to the availability of funding and other priorities.

Until such time as the structure is replaced or repaired, it shall remain under the jurisdiction of the local municipality in which it is situate. Maintenance of the structure during this period shall rest with the local municipality.

Local Municipal Structures Meeting the Definition of a Bridge on Seasonal Roads

Where a structure meeting the definition of a bridge is located on a seasonal road, the County may undertake, on behalf of the local municipality, the required biannual inspections of the structure and provide recommendations for the required posting or maintenance of the structure to the local municipality. The local municipality will be required, if it elects, to have the County undertake the bi-annual inspections and provide recommendations regarding load postings, maintenance, etc., enter into an indemnification agreement with the County holding the County harmless from any action or claims arising from the County's recommendations, etc.

CORPORATE POLICIES AND PROCEDURES			
SECTION: PUBLIC WORKS & ENGINEERING DEPARTMENT			POLICY #: PW-02
POLICY: BRIDGE DESIGN AND CONSTRUCTION			
DATE: APRIL 2001	REV. DATE: AUGUST 2008	COVERAGE: ALL COUNTY BRIDGES	PAGE #: 4 of 4

The local municipality will be responsible for establishing the level of service to be provided at the crossing and to fund, manage and maintain the structure in the manner that is most suitable for the local use.

County Structures on Local Roads No Longer Meeting the Definition of a Bridge

The County shall design and reconstruct all bridges under its jurisdiction in accordance with the provisions contained in this policy. Where a replacement structure will no longer meet the definition of a bridge, the County Engineer will recommend to the Operations Committee and County Council that the structure be deleted from the County Road System.

Subject to the approval of the Operations Committee and County Council, the replacement structure shall be designed and reconstructed. Upon acceptance of the works by the County Engineer and subject to the passage of an amending by-law, the jurisdiction over the structure shall revert to the authority or authorities having jurisdiction over the roadway.

Works on Bridge Approaches

Works in Conjunction with a Bridge Replacement

Where the County replaces a bridge it shall design and construct the approaches in accordance with the standards in force at the time of the work. Where it is necessary for the works to extend beyond the 30 m limits of County jurisdiction in order to meet the design standards, the County may, with the consent of the local road authority, reconstruct the approaches. The extended work on the approach shall be at no cost to the local road authority except as it relates to the acquisition of right of way to accommodate the works.

Local Road Works

Where a local road authority proposes to undertake works on the approach to a bridge, it shall give notice of its intent to do so to the County Engineer. Where it is in the interest of the County to do so, the County Engineer may with the approval of the Operations Committee and/or County Council, request works to be done on the approaches to and over the bridge. All cost associated with the works so requested shall be born by the County, subject to funding availability.

County Structures not meeting Bridge Policy															
Asset ID	Structure Name	Road	Location	Road Maintenance Level	Estimated Detour (km)	Municipality	Type of Structure	Length (m)	Width (m)	Replacement Estimate	Year Built	Last Rehab Year	Traffic AADT	Current BCI	Plan Year
B026	Old Hwy 62 Bridge	Borne Road	2 km N of CR-58	Maintained	6	Laurentian Valley	Steel - Algonquin	13	5.5	\$954,000	1926	2020	15	68.0	2045
B055	Mountain Chute Bridge	Hydro Dam Road	5.5 km S of County Road 508	Maintained	None	Greater Madawaska	Precast Concrete	77.65	6.05	\$3,524,000	1988		75	72.0	2026
B056	Colterman Bridge	Colterman Road	0.9 km E of Flat Road	Maintained/Seasonal	None	Greater Madawaska	Steel - Lessard	9.9	4.5	\$535,000	2006	2022	10	69.0	2037
B064	Pilgrim Road Bridge	Pilgrim Road	0.5 km East of Guiney Rd	Maintained	None	Brudenell, Lyndoch & Raglan	Steel Bailey Truss	12.8	4.04	\$466,000	1999		20	66.0	2024
B068	Schimmis Creek Bridge	Welk Road	2.3 km N of County Road 515	Maintained	None	Brudenell, Lyndoch & Raglan	Steel - Lessard	8.4	4.91	\$495,000	2004	2022	10	66.0	2042
B071	Bruceton Bridge	Keller Road	5.5 km N of Highway 28	Maintained	None	Brudenell, Lyndoch & Raglan	Steel - Lessard	8.4	4.91	\$495,000	2015		20	66.0	2026
B073	Kargus Creek Bridge	Kargus Road	1.2 km S of CR 515 (Quadeville Rd)	Maintained	None	Brudenell, Lyndoch & Raglan	Timber/wood	6	5	\$360,000	1963		50	13.4	2024
B074	Fire Tower Creek Bridge	Fire Tower Road	1 km E of County Road 515	Seasonal	35	Brudenell, Lyndoch & Raglan	Steel - Lessard	6	5	\$360,000	2008		10	67.0	2028
B095	Hyland Creek Bridge	Hyland Creek Road	4 km N of Highway 41	Maintained	None	Greater Madawaska	Timber/wood	15	4.5	\$608,000	1980		70	61.0	2032
B103	O'Grady Bridge	O'Grady Settlement Road	4.5 km from County Road 512	Maintained	17	Killaloe, Hagarty & Richards	Wood/Steel	7.9	4.9	\$465,000	1981	2006	30	56.0	2024
B105	Coulas Bay's Bridge	Bear Trail Road	1.5 km W of County Road 58	Maintained/Private	None	Killaloe, Hagarty & Richards	Steel - Lessard	6.7	4.3	\$346,000	2010		5	70.5	2028
B117	Mackey Creek Bridge	Mackey Creek Rd	6.2 km S of Highway 17	Seasonal	None	Head, Clara & Maria	Hybrid	8	4.7	\$452,000	1986		30	67.0	2027
B150	Dam Lake Bridge	Stanley Olsheski Rd	11.5 km of County Road 62	Maintained	None	Madawaska Valley	Steel - Lessard	15.2	4.7	\$643,000	1962	2022	40	71.0	2042
B156	Burnt Bridge	Burnt Bridge Road	11 km S of County Road 515	Maintained	None	Brudenell, Lyndoch & Raglan	Precast Concrete	22.5	5	\$732,000	1975		80	64.0	2023
B158	Meilleurs Bridge	Meilleurs Road	0.9 km S of Highway 17	Maintained	4	Laurentian Hills	Cast in Place Con	4.6	5.5	\$304,000	1981	2007	30	66.0	2028
B188	Turcotte Bridge	Code Road	2.2 km NE of Micksburg Rd	Maintained	9.5	Laurentian Valley	Cast in Place Con	4.25	7.93	\$405,000	1920		40	27.0	2026
B232	Cochrane Creek Bridge	Cement Bridge Road	200 m West of Burchat Rd	Seasonal	8	North Algona/Wilberforce	Cast in Place Con	6.9	5.8	\$481,000	1930		10	40.0	2023
C013	Bromley Culvert	Foy Road	0.5 km E of Culhane Road	Maintained	8	Admaston/Bromley	CSPA	18.5	4.2	\$260,700	1986		50	95.0	2045
C014	Labombard Culvert	Chris Ruddy Road	0.5 km S of County Road 5	Maintained	None	Admaston/Bromley	SPCSPA	16	3.6	\$209,200	1982		30	44.0	2025
C016	Harold's Culvert	English Road	1 km W of County Road 34	Maintained	23.5	Admaston/Bromley	CSPA	16.6	3.9	\$210,200	2017		50	84.0	2047
C025	Borne Road Culvert	Borne Road	0.75 km W of CR 58	Maintained	6	Laurentian Valley	FRR	28.25	2.5	\$433,500	1957		60	30.0	2023
C027	Stencell's Culvert	Stencells Road	0.3 km N of County Road 58	Maintained	None	Laurentian Valley	SPCSPA	30	7.5	\$704,600	1990		50	57.0	2039
C036	Halliday Creek Culvert	Halliday Creek Road	40 m S of Brydges Road	Maintained/Seasonal	None	Greater Madawaska	CSP	6.1	1.7	\$87,200	2020		5	75.0	2045
C045	Agnew Culvert (South Fork)	Agnew Road	2 km NE of County Road 9	Maintained	9	Admaston/Bromley	SPCSPA	19.2	5.4	\$329,400	1982		80	53.0	2026
C046	O'Neil Culvert (South Fork)	Pine Valley Road	1.5 km S of McGaghran Road	Maintained	9	Admaston/Bromley	SPCSP	21.5	3.2	\$562,000	1982		80	95.0	2045
C051	Harris Creek Culvert	Proven Line	0.5 km N of Barr Line	Seasonal/Private	None	Admaston/Bromley	SPCSPE	17.2	3.7	\$210,800	1987		2	27.0	2024
C052	Peever Culvert	McGuinty Road	0.6 km S of Snake River Line	Maintained	9.5	Admaston/Bromley	CSP	15.4	1.85	\$232,800	1977		50	63.6	2028
C060	John Watson Culvert 1	John Watson Road	12 km E of County Road 515	Maintained	23	Brudenell, Lyndoch & Raglan	CSPA	13.5	2.3	\$242,600	1999		60	71.7	2035
C061	John Watson Culvert 3	John Watson Road	13.5 km S of County Road 515	Maintained	23	Brudenell, Lyndoch & Raglan	CSPA	13.5	3.3	\$297,800	1999		60	69.0	2035
C062	John Watson Culvert 2	John Watson Road	3.3 km SW of CR 66	Maintained	23	Brudenell, Lyndoch & Raglan	CSP	12	1.3	\$382,300	1965		60	31.0	2024
C067	Addington Road Culvert	Addington Road	0.2 Km South of County Road 515	Maintained	None	Brudenell, Lyndoch & Raglan	AOF	8.64	8.5	\$239,800	2012		80	75.0	2036
C069	Eneas Road Culvert	Eneas Creek Rd	0.2 km S of County Road 515	Maintained	None	Brudenell, Lyndoch & Raglan	SPCSPA	23.2	2.3	\$388,500	1987		50	54.0	2030
C070	Homestead Creek Culvert	Homestead Road	0.5 km S of County Road 515	Maintained	None	Brudenell, Lyndoch & Raglan	CSP	19	2.4	\$558,800	1987		30	63.0	2031
C094	Godin Creek Culvert	Flying Club Road	1 km S of Highway 41	Maintained	None	Greater Madawaska	SPCSP	9	2.5	\$183,800	1980		50	55.1	2048
C098	Colton Creek Culvert	Government Road	1.6 km S of Matawatchan	Maintained	11	Greater Madawaska	CSPA	21	3.3	\$218,800	1999		70	56.4	2046
C099	Colton Creek Bridge	Matawatchan Road	5.6 km S of CR 65 (Centennial Lake Rd)	Maintained	11	Greater Madawaska	AOF	19	3	\$257,900	2021		90	98.0	2041
C115	Dunlop Crescent Dual Culvert	Dunlop Crescent	0.1 km N of Highway 17	Maintained	1.6	Head, Clara & Maria	CSPA	22	2.65	\$413,400	1999		60	40.0	2023
C116	Dunlop Crescent Culvert	Dunlop Crescent	0.2 km N of Highway 17	Maintained	1.6	Head, Clara & Maria	SPCSPE	20	4.7	\$343,100	2021		30	98.0	2041
C128	Dochart Creek Culvert	Stevenson Drive	2.81 km S of McLean Dr	Maintained/Seasonal	None	McNab/Braeside	AOF	9.2	4.1	\$179,500	2000		10	72.0	2052
C140	Mundt's Culvert	Roesler Road	3.0 km N of Highway 60	Maintained	13	North Algona/Wilberforce	Box	18	4.6	\$1,059,900	2016		83	74.0	2041

County Structures not meeting Bridge Policy															
Asset ID	Structure Name	Road	Location	Road Maintenance Level	Estimated Detour (km)	Municipality	Type of Structure	Length (m)	Width (m)	Replacement Estimate	Year Built	Last Rehab Year	Traffic AADT	Current BCI	Plan Year
B026	Old Hwy 62 Bridge	Borne Road	2 km N of CR-58	Maintained	6	Laurentian Valley	Steel - Algonquin	13	5.5	\$954,000	1926	2020	15	68.0	2045
B055	Mountain Chute Bridge	Hydro Dam Road	5.5 km S of County Road 508	Maintained	None	Greater Madawaska	Precast Concrete	77.65	6.05	\$3,524,000	1988		75	72.0	2026
B056	Colterman Bridge	Colterman Road	0.9 km E of Flat Road	Maintained/Seasonal	None	Greater Madawaska	Steel - Lessard	9.9	4.5	\$535,000	2006	2022	10	69.0	2037
C141	Zienans Culvert	Roesler Road	1.6 Km N of Burchat Road	Maintained	8	North Algona/Wilberforce	CSP	9.8	1.8	\$144,100	1990		40	95.0	2068
C142	Quade Creek Culvert	Burchat Road	3 km N of County Road 30	Maintained	13	North Algona/Wilberforce	HDPE	12.4	1.5	\$245,500	2021		50	98.0	2051
C146	McPhee Road Culvert	McPhees Bay Road	0.5 km S of County Road 515	Maintained	None	Madawaska Valley	CSPA	14	3	\$141,600	1999		40	49.2	2030
C161	Stoppas Culvert	Stoppa Road	1 km SW of Highway 17	Maintained	6.5	Whitewater Region	SPCSP	24	3.2	\$313,700	2019		50	95.0	2044
C169	Manning Road Creek Culvert	Manning Road	1 km S of County Road 512	Maintained	None	Bonnechere Valley	CSP	22	2.6	\$467,300	1985		90	59.5	2050
C170	Hurds Creek Culverts	Wittkie Road	1km S of Foymount Road	Maintained	None	Bonnechere Valley	CSP	20.8	2.6	\$662,600	1987		90	58.2	2025
C177	Peplinskie Homestead Culvert	Peplinskie Homestead Rd	9 km NW Hwy 60/CR62	Maintained	10.5	Madawaska Valley	AOF	20	4.88	\$423,500	2000		30	75.0	2052
C178	Wilno Road Culvert	Wilno Road North	11.5 km N of Hwy 60/CR 62	Maintained	10.5	Madawaska Valley	SPCSP	22.05	5.45	\$404,400	1987		30	75.0	2040
C191	Dicks Road Culvert	Dicks Road	0.8 km N of Micksburg Road	Maintained	None	Laurentian Valley	SPCSP	15	3.3	\$202,200	1987		20	21.0	2023
C216	Elm Creek Tri Pipes	Waterview Road	1 km SW of Highway 17	Maintained	9	Whitewater Region	SPCSP	17.7	1.7	\$385,000	1977		50	57.0	2030
C229	Burnt Bridge	Burnt Bridge Road	0.35 km N of CR 9	Seasonal/Private	None	Laurentian Valley	FRR	5	1	\$160,200	1970		5	45.6	2024
C246	Culhane Culvert	Culhane Road	0.5 km W of McNaughton Line East Junction	Maintained	6.5	Admaston/Bromley	SPCSPA	29	5.1	\$538,900	1978		78	51.6	2027
C300	Wolf Road Twin pipes	Wolfe Road	3.2 Km S of CR 70 (Ruby Rd)	Maintained	14	Bonnechere Valley	CSP	9.1	1.6	\$119,000	2021		80	98.0	2051
C303	Mally's Culvert	Cormac Road	1.6 km S of Rochefort Rd.	Maintained	14	Brudenell, Lyndoch & Raglan	CSP	15	1.2	\$147,100	1977		88	63.8	2035
C324	Rox Siding Culvert	Rox Siding Road	0.6 km S of HWY17	Maintained	6.5	Whitewater Region	PCSP	14.4	1.7	\$323,100	2007		50	66.4	2047

OPERATIONS DIVISION REPORT

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

Prepared for: Operations Committee

September 12, 2022

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) Shouldering Program

The shouldering program is progressing well with works in all participating patrols anticipated to be completed by October 2022.

c) Small Culvert Program

The small culvert inventory and inspection program is progressing well with staff performing this work. It is anticipated that the updates for 2022 will be completed by the end of October.

2. Winter Operations – Winter Sand [Strategic Plan Goal No. 3]

The supply, delivery and stockpiling of winter sand at the various patrol locations is anticipated to be completed by October 7, 2022.

3. Fleet Management – Annual Vehicle Safety Inspections [Strategic Plan Goal No. 3]

Work is continuing with the annual vehicle safety inspections within the fleet. The goal is to ensure that all heavy-duty trucks have been 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 Department of Public Works and Engineering, staff also performs the routine maintenance, inspection and report of the paramedic vehicles.

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

A summary of tenders and quotations received in the month of August 2022 that have been awarded under the authority of the Director of Public Works and Engineering or the Chief Administrative Officer is as follows:

a) PWO-2022-22 –Automatic Vehicle Location (AVL)

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|---|----------|
| 1. Standing Offer with Trackmatics Inc., Picton, ON | \$21,591 |
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b) PWO-2022-24 – Supply and Delivery of Winter Sand (Cobden Patrol Garage)

- | | |
|---|----------|
| 1. Barr's Sand & Gravel/1828477 Ontario Inc., Douglas, ON | \$10,875 |
| 2. G.P. Splinter Forest Products Ltd., Pembroke, ON | \$11,175 |
| 3. B.R. Fulton Construction Ltd., Renfrew, ON | \$14,250 |

c) PWO-2022-25 – Supply and Delivery of Winter Sand (Calabogie Patrol Garage)

- | | |
|---|----------|
| 1. B.R. Fulton Construction Ltd., Renfrew, ON | \$40,000 |
|---|----------|

d) PWO-2022-26 – Supply and Delivery of Winter Sand (South West and Golden Lake Patrol Garages)

- | | |
|---|----------|
| 1. R.J. Selle Sand & Gravel Ltd., Douglas, ON | \$41,650 |
| 2. G.P. Splinter Forest Products Ltd., Pembroke, ON | \$46,800 |

e) PWO-2022-27 – Supply and Delivery of Winter Sand (White Water Road Patrol Garage)

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|---|----------|
| 1. R.G.T. Clouthier Construction Ltd., Pembroke, ON | \$12,888 |
| 2. G.P. Splinter Forest Products Ltd., Pembroke, ON | \$16,380 |

f) PWO-2022-28 – Loader Rentals – Four Locations

Part A – Goshen

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| 1. Bonnechere Excavating Inc., Renfrew, ON | \$19,000 |
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Part B – Calabogie

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|-----------------------------|----------|
| 1. Paul Neill, Arnprior, ON | \$15,000 |
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2. Bonnechere Excavating Inc, Renfrew, ON	\$19,000
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Part C – Cobden

1. Bonnechere Excavating Inc, Renfrew, ON	\$19,000
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Part D – South West

1. Bonnechere Excavating Inc, Renfrew, ON	\$19,000
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g) PWO-2022-30 – Sweeper Attachment

1. Elliott Farm Equipment Ltd., Pembroke, ON	\$28,650.00
2. Colvoy Equipment, Brantford, ON	\$30,329.12
3. Aebi-Schmidt Canada Inc., St-Andre-Avellin, QC	\$52,563.94
4. Cubex Ltd., Brantford, ON	\$130,000.00
5. Eastern Farm Machinery Ltd., Puslinch, ON	Rejected

All amounts exclude applicable taxes.

In all cases the procurements have followed the processes set out in Corporate Policy GA-01 Procurement of Goods and Services.