

OPERATIONS COMMITTEE

Tuesday, October 11, 2022

A meeting of the Operations Committee was held on Tuesday, October 11, 2022, at 9:30 a.m., at the County of Renfrew Administration Office, 9 International Drive, Pembroke, Ontario.

Present were:	Chair Tom Peckett Vice-Chair David Bennett Warden Debbie Robinson Councillor Brian Hunt Councillor Sheldon Keller Councillor Daniel Lynch 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 Richard Bolduc, Manager of Operations Taylor Hanrath, Manager of Infrastructure Rosalyn Gruntz, Deputy Clerk Tina Peplinskie, Media Relations and Social Media Coordinator Evelyn VanStarkenburg, Administrative Assistant

Chair Peckett called the meeting to order at 9:30 a.m. 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-22-10-108

Moved by Councillor Hunt Seconded by Councillor Bennett THAT the minutes of the September 12, 2022 meeting be approved. CARRIED.

2

Public Works and Engineering

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

Committee was advised that the line painters will be completing pavement markings, weather permitting, over the next two weeks for the road construction projects that are complete. A concern was raised with regards to the broken lines that were painted following rehabilitation of a section of Drive-In Road where it is posted as 50 km and 60 km. Staff advised that this will be reviewed as part of the final construction project overview.

Mr. Perkins advised that staff has been in consultation with the Town of Petawawa and has advised that the County of Renfrew has no financial obligations to the Town for their proposed urbanization of County Road 37 (Murphy Road) between County Road 26 (Doran Road) and County Road 51 (Petawawa Boulevard) and that this section is part of the Asset Management Plan to be pulverized and repaved in 2023.

RESOLUTION NO. OP-C-22-10-109

Moved by Councillor Lynch

Seconded by Warden Robinson

THAT the Operations Committee amend the proposed motion by removing the wording "County Road 51 (Petawawa Boulevard) in the Town of Petawawa and Campbell Drive in the Township of McNab/Braeside". CARRIED.

RESOLUTION NO. OP-C-22-10-110

Moved by Councillor Bennett Seconded by Councillor Lynch

THAT the Operations Committee recommends that County Council approve a delegation request at the 2023 Rural Ontario Municipal Association (ROMA) Annual Conference with the Minister of Infrastructure to discuss growth related and shovel ready construction projects. CARRIED.

Discussion occurred with regards to the assumption of Campbell Drive. Mr. Perkins advised that when the County assumes a roadway, the County is responsible for the rehabilitation of the asset; however, this does not include regular maintenance operations such as snow removal. Mr. Perkins advised that County Road 72 (Ridge Road) and County Road 73 (Deep River Road) in the Town of Deep River were the last roads uploaded to the County of Renfrew. The County has an agreement in place with the Town of Deep River for the snow removal.

Mr. Perkins advised that the County of Renfrew uses the Ontario Good Roads Association criterion to establish whether a road meets the upper-tier standards as the Corporate Policy PW-01 Road Classification System does not have a provision for conditions of a road prior to transferring to the County. He noted that Corporate Policy PW-02 Bridge Design and Construction, does have provisions for lower tiers to upgrade their bridges or culverts prior to transferring to the County.

RESOLUTION NO. OP-C-22-10-111

Moved by Councillor Bennett

Seconded by Councillor Hunt

THAT the Operations Committee recommends that County Council endorse the assumption of Campbell Drive into the County Road System, effective January 1, 2023, subject to the execution of maintenance agreements between the County of Renfrew and the Township of McNab/Braeside with respect to maintenance related matters; AND FURTHER THAT a By-law be passed to amend By-law 10-15, being a By-law to Consolidate all By-laws with respect to Roads and Bridges included in the County Road System. NOT VOTED ON.

RESOLUTION NO. OP-C-22-10-112

Moved by Warden Robinson

Seconded by Councillor Hunt

THAT the Operations Committee recommends that Resolution No. OP-C-22-10-112 be tabled until February 2023; AND FURTHER THAT staff develop a policy that provides provisions for conditions of a lower tier road prior to being uploaded to the County. CARRIED.

RESOLUTION NO. OP-C-22-10-113

Moved by Councillor Lynch

Seconded by Councillor Keller

THAT the Operations Committee recommends that County Council pass a By-law approving Corporate Policy PW-18 – Decorative Crosswalks on County Roads which outlines the procedure for the request and approval of the installation of a decorative crosswalk. CARRIED.

4

Mr. Hanrath presented an overview of the 2022 Capital Projects, which is attached as Appendix B and becomes part of the Operations Committee Report.

Appreciation was expressed to the County of Renfrew Public Works Day-Labour and Infrastructure Division staff for the road and culvert construction projects completed over the summer.

Operations Division

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

Discussion occurred with regards to speed bumps on roads and whether this is of concern to the County for snowplows. Mr. Bolduc advised that speed bumps can cause damage to the snowplows. He noted that removable speed bumps are now available, and this is preferred if speed bumps are required on County Roads.

RESOLUTION NO. OP-C-22-10-114

Moved by Councillor Keller Seconded by Warden Robinson THAT the Public Works and Engineering Department Report attached as Appendix A be approved. CARRIED.

New Business

Active Transportation

Clarification was requested with regards to submitting grant applications and the what the requirement for Active Transportation lanes would be. Mr. Perkins advised that active transportation lanes have additional regulations on where they can be located, size, signage, etc. The County of Renfrew refers to bicycle/pedestrian lanes as hardened shoulders rather than active transportation lanes.

Appreciation was expressed to the Chair and Committee members for their time and contributions over the past few years. It was acknowledged that the efforts made are making a difference. Appreciation was also expressed for staff members and their support to the Operations Committee.

5

RESOLUTION NO. OP-C-22-10-115

Moved by Councillor Tiedje Seconded by Councillor Lynch THAT this meeting adjourn and the next regular meeting be held at the call of the Chair. Time: 10:30 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: October 11, 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. Mr. Hanrath will provide an overview of the 2022 Capital Projects at the meeting.

3. Urbanization of Section of County Road 37 (Murphy Road) – Town of Petawawa

Attached as Appendix III is an email from Mr. David Unrau, Director of Public Works for the Town of Petawawa, stating that the Town plans to move forward with Jp2g Consultants Inc. for a design to urbanize the section of County Road 37 (Murphy Road) between County Road 26 (Doran Road) and County Road 51 (Petawawa Boulevard). Once the design is complete, the cost split of the urbanization will be ascertained. The following are stipulations as to the County's responsibilities regarding reconstruction and detailed as part of the Ontario Good Roads Association Road Rationalization:

- 1. The County shall be responsible for:
 - 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.
 - 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 5, requested by the local municipality, and deemed feasible and economical by the Director of Public Works and Engineering, or designate.
- 2. Land acquisition when land is required to accommodate the road section specified in 1i) shall be the responsibility of the County.
- 3. 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.
- 4. 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 = <u>(Theoretical pipe diameter to accommodate CRD*)</u> x 100% Actual pipe diameter to accommodate full drainage area

*CRD – County Road Drainage

- iii) 100% of the cost of all local services, such as water or sanitary sewerage works.
- iv) 100% of that portion of the paved boulevard between curb and sidewalk beyond 0.5 m.
- v) Land acquisition when required to accommodate road elements beyond that specified in Section 1).
- vi) 50% of the construction of additional parking lanes.
- vii) 100% of the construction of paved shoulders whether behind curbs and/or gutters or not.
- viii) Engineering in proportion with the cost of its share of the project.
- ix) There will be a 7% administration charge on County "in-house" (but not contracted) work.
- 5. 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.

The current budget for this section in 2023 is proposed to be \$481,000 for pulverize and repave with no contingency for design work. To urbanize a County Road is approximately 1.5 times the budgeted amount. When necessary, staff will bring forward a recommendation on this project at a future date.

RESOLUTIONS

4. Rural Ontario Municipal Association (ROMA) 2023 Conference

Recommendation: TTHAT the Operations Committee recommends that County Council approve a delegation request at the 2023 Rural Ontario Municipal Association (ROMA) Annual Conference with the Minister of Infrastructure to discuss growth related and shovel ready projects including County Road 51 (Petawawa Boulevard) in the Town of Petawawa and Campbell Drive in the Township of McNab/Braeside.

Background

The 2023 ROMA Annual General Meeting and Conference is back live and in person for the first time in two years. In the past, the Province has invited municipalities to have requests to be a delegation at the conference by November 15.

Staff are looking to lobby for funding to assist with growth related and shovel ready projects as well as the proposed widening of County Road 51 (Petawawa Boulevard) and the assumption of Campbell Drive into the County Road System which will add significant challenges to the County's 10-year Asset Management Plan.

BY-LAWS

5. Request for Road Assumption – Township of McNab/Braeside [Strategic Plan Goal No. 3]

Recommendation: THAT the Operations Committee recommends that County Council endorse the assumption of Campbell Drive into the County Road System, effective January 1, 2023, subject to the execution of maintenance agreements between the County of Renfrew and the Township of McNab/Braeside with respect to maintenance related matters; AND FURTHER THAT a By-law be passed to amend By-law 10-15, being a By-law to Consolidate all By-laws with respect to Roads and Bridges included in the County Road System.

Background

Attached for Committee's information as Appendix IV is a resolution dated May 3, 2022 from the Township of McNab/Braeside requesting road assumption for Campbell Drive (Reference map is attached as Appendix V).

The resulting Annual Average Daily Traffic (AADT) traffic counts from August 9 to 17, 2022, attached as Appendix VI was 1,346 vehicles. Also attached for information as Appendix VII is a Speed Study indicating that 84.8% of vehicles are travelling in excess of the posted speed limit.

The Department utilizes the Ontario Good Roads Association (OGRA) Road Rationalization criteria and weighting system, attached as Appendix VIII, in evaluating assumption requests. This document highlights the 12 criteria and associated weightings to assess whether or not a roadway meets upper tier road standards as an urban centre collector or an urban arterial extension. It also identifies a cumulative "cut-off" point rating of 6 for the evaluation process. Using the theory that the road must meet either the criteria for urban centre connector or the criteria for urban arterial extension worth 3 points (Criterion 7), plus all four criteria for traffic speed (Criterion 9), road surfaces (Criterion 10), traffic volumes (Criterion 11) and road right-of-way (Criterion 12) worth a combination of 3 points, or another combination of criteria to have a total weight of 6, this road meets the criteria as outlined by OGRA.

Attached as Appendix IX are the results for the roadway. A total of 69% was obtained using all criteria as outlined in the OGRA document. Using the five specific Criterion 7, 9, 10, 11 and 12, Campbell Drive scores 36 out of a possible 36 for a rating of 100%. A total of 100% is required by the OGRA standards for an upper tier to assume the roadway.

Please note that this roadway is currently in poor condition and once it is part of the County Road System, this asset will affect the County's 10-year Asset Management Plan.

Historically, the following three principles have been employed in road rationalization reviews:

- Upper tier roads, that are primary transportation corridors, should provide continuous roadway services throughout the County;
- Upper tier roads should be capable of being upgraded to a reasonable standard, consistent with the service provided; and,
- Upper tier roads should represent the shortest practical route along existing roads and streets.

Since the County does not have regular maintenance operations on this roadway, it will be necessary to enter into an inter-municipal, cost-sharing arrangement with the Township of McNab/Braeside with respect to maintenance operations such as winter control, street sweeping, etc. Similar agreements are currently in place with the Towns of Arnprior, Deep River and Renfrew.

The following summarizes the respective roles and responsibilities of the local municipality and the County:

County of Renfrew

- approves signage within the right-of-way;
- issuance of right-of-way work permits;
- control of pedestrian crossings/traffic control signals (in keeping with policies);

• shares responsibility with the Town for storm sewer maintenance/ rehabilitation.

Township of McNab/Braeside

- sidewalk construction and maintenance;
- underground infrastructure (e.g., watermains, sanitary sewers, storm sewers (shared with County));
- maintenance, installation, operation of streetlights;
- snow removal (County does not remove snow from its roadways);
- driveway entrances are the responsibility of the individual property owners.

6. Policy for Decorative Crosswalks [Strategic Plan Goal No. 3]

Recommendation: THAT the Operations Committee recommends that County Council pass a By-law approving Corporate Policy PW-18 – Decorative Crosswalks on County Roads which outlines the procedure for the request and approval of the installation of a decorative crosswalk.

Background

Committee received a request for a decorative crosswalk at the August 9, 2022 meeting. Staff were directed to develop a policy for future requests. Attached as Appendix X is a Draft Corporate Policy PW-18 for Decorative Crosswalks on County Roads.

Decorative crosswalks are typically understood to be crosswalks that include elements (colour, design, imagery, texture and/or material) that are considered aesthetic enhancements above and beyond standard crosswalk treatments. All requests for decorative crosswalks must be funded by the proponent for both installation and maintenance as well as have the endorsement of the Partner Municipality.

7. **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 - October 2022

Ducio et Norre (Municipality	Location Longthe Description Status/Schedule					Comments						
Project Name/Municipality	From	То	Lengths	Description	Env. Assess	Survey	Design	Tender/RFP	Award	Const. Start	Const. End	Comments
ROAD RECONSTRUCTION/REHABILITATION												
21 Beachburg Road	Buchannan'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%	March, 2023	April, 2023	July, 2023	Nov., 2023	Design by BTE; Coordinating Utilities;
Bonnechere Valley												
BRIDGE/CULVERT RECONSTRUCTION/REHA	BILITATION											
B002 Bonnechere River Bridge	Admaston/B	romley (Bonnechere Ro	ad)	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	Oct. 14	Design by HP Engineering; Tender Closes May 26th
B022 Indian River Bridge	Laurentian	Valley (Sandy Beach Roa	d)	Rehabilitation	100%	100%	100%	March	May	June	Nov. 14	Design by WSP; Tender Closed April 19th
B056 Colterman Bridge	Greater Mag	dawaska (Colterman Roa	id)	Clean and Paint	100%	100%	100%	May	June	October	October	Day Labour Project
B057 Mount St. Patrick Bridge		vaska (Mount St. Patrick	,	Superstructure Replacement	100%	100%	100%	March	April	May	Oct. 25	Design by HP Engineering; Construction by Coco Paving
B064 Pilgrim Road Bridge	Brudenell, Lyne	doch & Raglan (Pilgrim F	load)	Rehabilitation	100%	100%	100%	May	June	2023	2023	Design by JL Richards
B068 Schimmins Creek Bridge	Brudenell, Lyr	ndoch & Raglan (Welk Re	oad)	Clean and Paint	100%	100%	100%	May	June	September	October	Day Labour Project
B150 Dam Lake Bridge	Madawaska V	alley (Stanley Olsheski R	oad)	Clean and Paint	100%	100%	100%	May	June	August	October	Day Labour Project
B203 Petawawa River Bridge	Petawawa (C	CR51 Petawawa Bouleva	rd)	Rehabilitation	100%	100%	100%	March	April	May	Nov. 4	Design by WSP; Construction by BEI
B257 Harrington Creek Bridge	Bonnechere Va	alley (CR512 Foymount F	Road)	Replace w/ Culvert	90%	100%	90%	2023	2023	2023	2023	Design by BTE; Part of 512 Reconstruction
B319 Bucholtz Bridge	Laurentian Va	lley (CR58 Round Lake R	oad)	Rehabilitation	100%	100%	100%	February	April	June	Oct. 14	Design by McIntosh Perry; Construction by GMP;
C012 Farquharson's Culvert	Admaston/Bro	omley (S. McNaughton R	oad)	Rehabilitation	100%	100%	90%	May	2024	2024	2024	Design by HP Engineering
C037 Bagot Creek Culvert	Greater Madwas	ska (Lower Spruce Hedge	Road)	Replace	100%	100%	100%	May	June	August	Oct. 14	Design by HP Engineering; Construction by Day Labour
CO40 Snake River Culvert	Admaston/Bromley	y (CR8 Cobden Road/Ma	in Street)	Rehabilitation	100%	100%	30%			2024	2024	Day Labour Project
C134 Campbell Drive Culvert	McNab/B	raeside (Campbell Drive)		Rehabilitation	100%	100%	90%	May	2024	2024	2024	Design by HP Engineering
C137 Hanson Creek Culverts	McNab/B	raeside (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 V	alley (Old Barry's Bay R	oad)	Replace	100%	100%	100%	May	June	July	September	Design by HP Engineering
C197 Etmanskie Swamp Culvert	Madawaska	a Valley (CR62 John Stree	et)	Rehab or Replace	90%	100%	60%	April	2023	2023	2023	Design by JL Richards; Construction by Day Labour
C269 Jacks Lake Culverts	Killaloe, Hagarty & I	Richards (CR58, Round L	ake Road)	Replace	100%	100%	100%	April	May	July	July	Design by HP Engineering; Construction by Day Labour
C302 Wingle Creek Twin Culverts	Killaloe, Hagari	ty & Richards (Rochfort I	Road)	Replace	100%	100%	60%	May	June	August	August	Design Internal; Construction by Day Labour
FUTURE ENGINEERING												
B007 Butler Bridge	Admastor	n/Bromley (Butler Road)		Design for Rehabilitation	90%	90%	40%	May	June	2023	2023	Design by Stantec
B044 Douglas Bridge	Admaston/	Bromley (CR5 Stone Roa	d)	Design for Rehabilitation	30%	60%	25%	July	August	2023	2023	Design TBA; DCS done in 2021
B102 Brennans Creek Bridge	Killaloe, Hagarty &	& Richards (CR512 Queer	n Street)	Design for Rehabilitation	50%	30%	10%	May	June	2023	2023	Design by Stantec
B108 Tramore Bridge	Killaloe, Hagart	ty & Richards (Tramore F	load)	Design for Rehabilitation	30%	10%	0%	August	August	2023	2023	Design TBA
B156 Burnt Bridge	Brudenell, Lyndoo	ch & Raglan (Burnt Bridg	e Road)	Design for Rehabilitation	30%	10%	0%	June	June	2023	2023	Design TBA
B232 Cochrane Creek Bridge	North Algona Wi	Iberforce (Cement Bridg	e Road)	Design for Rehabilitation	30%	10%	0%	June	July	2023	2023	RFP for design issued
B310 Ski Hill Bridge	Laurentian Va	lley (CR58 Round Lake R	oad)	Design for Rehabilitation	30%	60%	25%	July	August	2023	2023	Design TBA; DCS done in 2021
C001 Berlanquet Creek Culvert	Admaston/I	Bromley (CR5 Stone Roa	d)	Design for Replacement	50%	20%	10%	July	August	2023	2023	Design by HP Engineering
C025 Borne Road Culvert	Laurentian Va	lley (CR58 Round Lake R	oad)	Design for Rehabilitation	100%	100%	90%	2023	2023	2023	2023	Design by WSP
C051 Harris Creek Culvert	Admastor	n/Bromley (Proven Line)		Design for Replacement	50%	30%	10%	June	July	2023	2023	Internal Design; Geotech needed
C130 Lochiel Creek Culvert North	McN	lab/Braeside (CR63		Design for Replacement	50%	30%	10%	June	July	2023	2023	Design by Stantec
C191 Dicks Road Culvert	Laurent	ian Valley (Dicks Road)		Design for Replacement	50%	30%	10%	June	July	2023	2023	Design by Stantec
C201 Broomes Creek Culvert	Whitewater Reg	gion (CR7 Foresters Falls	Road)	Detailed Design w/ Dam	90%	80%	50%	April	May	2023	2023	MCEA Done, Design by JLR
C204 Bellowes Creek Culvert	Whitewater Re	gion (CR12 Westmeath	Road)	Design for Rehabilitation	90%	60%	30%	May	June	2023	2023	Design by WSP
C268 St. Columbkille's Culvert	Laurentian Valley (CR58 Round Lake Road)		Design for Replacement	50%	30%	10%	May	June	2023	2023	Design by Stantec	
C325 Neilson Creek Culvert	Bonnechere Valley (Clear Lake Road)		Design for Replacement	50%	10%	10%	May	June	2023	2023	Design by Stantec	
30 Lake Dore Road	North Algona Wilberf	orce (From Highway 60	o Sporborg)	Design for Rehabilitation	100%	100%	90%	February	March	2023	2023	Design by Tatham



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

OPERATION	IS TENDERS									St. 1. 10
	Туре	Description	Term (Years)	Туре	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	October	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	Complete
10	AVL Service Renewal	Automatic Vehicle Location	10	Application/Network/Data	May	2020	2020	June	2030	Complete
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	<u>I TENDERS</u>									
-	Tender	Description	Quantity	Туре	Specification	Tender	Award	Delivery		Status/Comments
1	HDT (Heavy Duty Truck) 2021	Combination Plow/Spreader	1	Replace	March	2021	2021	October		Awaiting Delivery
2	HDT (Heavy Duty Truck) 2022	Combination Plow/Spreader	1	Replace	February	May	June	2023		Awaiting Delivery
3	LDT (Light Duty Truck(s))	(7-1/2 ton & 1-3/4 ton 4WD)	8	Replace	February	March	April	December		Awaiting Delivery
4	Service Vehicle 2021	PW Operations	1	New	March	2021	2021	July		Complete
5	Service Vehicle 2021	PW - ES	1	New	March	2021	2021	June		Complete
6	Service Vehicle 2022	PW Operations	1	Replace	February	June	August	December		Awaiting Delivery
7	Tractor	Tractor and Attachments	1	Replace	February	April	June	July		Complete
8	Backhoe	Backhoe Loader and Attachments	1	Replace	February	May	June	December		Awaiting Delivery
9	Enclosed Trailer	Construction Section	1	Replace	August	September	September	October		Ongoing
10	Dual Axle Float	16 ft	1	Replace	August	September	September	October		Ongoing
11	Line Paint Machine	PW Operations	1	Replace	August	September	September	December		Ongoing
12	U-Body Water Tank	PW Operations - SWP	1	Replace	August	September	September	December		Ongoing
13	Sweeper Attachment	Tractor Mount - GP	1	Replace	May	July	August	October		Awaiting Delivery
14	Offset Roller	Shoulder Compaction	1	New	August	September	October	December		Ongoing
15	Shoulder Spreader	Shouldering Machine	1	New	August	September	October	December		Ongoing
16	Equipment Refurbishment(s)	As per Spring Inspection	Varies	Existing	May	May	June	September		Complete
17	AVL (Automatic Vehicle Location)	AVL/Telematics	Varies	New	April	May	June	September		Complete
HOUSING										
	Tender	Location	Туре	Туре	Design	Tender	Award	Start	Complete	Status/Comments
1	Repair - Salt Storage Shed	Calabogie Garage	Construct	Rehabilitation	2022	March	April	August	September	Complete
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
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ROAD MAIN	ITENANCE 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	2023	1			Complete
2	Town of Deep River	County Road 72, County Road 73	2020	Winter Road Maintenance	2020	2030	10		1	Complete
3	Town of Renfrew	County Road 20, County Road 52	2019	Winter Road Maintenance	2019	2029	10			Complete
4	Township of Carlow/Mayo	County Road 517	2022	Winter Road Maintenance	2022	2023	Annual			Complete
5	Contractor	County Road 635	2022	Winter Road Maintenance	2022	2023	Annual			Complete
6	Algonquins of Pikwakanagan	Golden Lake	2022	Use of facilities and materials	2022	2027	5			Complete
7	Bonnechere Valley	Foymount	2022	Use of facilities and materials	2022	2027	5			Complete
,	Donneenere valley	i oynioune	2022		2022	2027	5		1	compiete



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

Dr	roject Name/Municipality	Lo	cation	Lengths	Description	RFP/Tender	Const. Award	Const. Start	Const. End	Comments
PI	roject Name/Municipanty	From	То	Lengths	Description	KFP/Tender	Const. Award	Const. Start	Const. End	comments
ROAD RE	CONSTRUCTION/REHABILITATIO	<u>DN</u>								
1	Madawaska Street	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 McNab/Braeside	1.1 km west of Henry Crescent	Storie Road	2.36	Rehabilitation	April	June	August	September	B.R. Fulton Construction
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									Concerning d Daving (Develoption)
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									R.G.T. Clouthier Construction
67	Simpson Pit Road	Buckhill Road	County Road 58 (Round Lake Road)	1.42	Rehabilitation	March	May	June	July	Limited, Pembroke
	Killaloe, Hagarty and Richards									Thomas Cavanagh Construction
508	Calabogie Road	Mill Street	County Road 511 (Lanark Road)	1.94	Rehabilitation	March	May	June	June	Limited, Ashton
	Greater Madawaska									R.G.T. Clouthier Construction
512	Foymount Road	County Road 66 (Opeongo Road)	Hubers Road	3.68	Rehabilitation	May	June	August	September	Limited, Pembroke
	Brudenell Lyndoch & Raglan									Greenwood Paving (Pembroke)
517	Dafoe Road	Serran Road	County Road 62 (Combermere Road)	3.22	Rehabilitation	March	April	September	October	Ltd., Pembroke
	Madawaska Valley	l			l					Poppochoro Excavating Inc
Various	Scratchcoat	Various Locations	Various Locations		Scratch Coat Paving	April	May	June	September	Bonnechere Excavating Inc., Renfrew
	Various Locations									
		1			l					

Appendix II

Decked by Location of the process of the proces of the process of the proces of the process of the pr				L PROGRAM - ROADS/BRIDGES	1	2022	October		
Date: Date: <th< th=""><th>Road #</th><th>Location</th><th>From</th><th>То</th><th>Length (km)</th><th></th><th></th><th>Variance</th><th>Carry O</th></th<>	Road #	Location	From	То	Length (km)			Variance	Carry O
Image: Control field in the status base in the									
Applie Applie Applie Applie Applie 1. Roof Rad County Mad 18 (Division Trane) Ubdame Transt 0.00 1000000 0 0 Applie 1. Sink West of Interry Createst State Root 2.44 10000,0000 0 0 0 0.32,000 0					0.54	450.024			-
1 Solver had County had 10 (Debinis Street) Ubiner Street 0.00 50.000 71.00 54.500 60.000 71.00 54.500 60.000 71.00 54.500 60.000 71.00 54.500 60.000<	1	-	B258 W Exp Jnt	Eigin Street	0.51	159,824	259,000	99,176	0
Models/Decrete June West of Herry Creacet Socie Real J. J. 200 T. 2000 T. 2000 <tht. 2000<="" th=""></tht.>	1	- '	County Road 10 (Division Street)	Usburne Street	0.50	520.000	520.000	0	0
Advice/Unitable Advice/Uni	-	-		obbanne bit det	0.50	520,000	520,000	Ū	Ŭ
2 Monutain York Late Radi Monutain York Radi Wake Order Briger Fig. Int 5.44 LERLER JAT2000 PARLE 7 receiver Late Name Harries Core Liphts India Beginning University Core PARLE PA	1	River Road	1.1km West of Henry Crescent	Storie Road	2.36	774,080	932,000	157,920	0
Monitol Version Market Street (ubus bagin) Beginning of samurban Bus Topolar Topolar Street (Street (Stre		McNab/Braeside							
□ Carster fails load Intrest Strett (urlass begin) Beginning of sem urban 0.13 977.00 720.00 144.00 0 13 Movertain Real Mokeary Read Saffed Third Line 2,14 997.700 466.000 472.000 466.000 472.000 </td <td>2</td> <td>-</td> <td>Mountain View Road</td> <td>Waba Creek Bridge E Exp Jnt</td> <td>5.44</td> <td>1,088,684</td> <td>1,472,000</td> <td>383,316</td> <td>0</td>	2	-	Mountain View Road	Waba Creek Bridge E Exp Jnt	5.44	1,088,684	1,472,000	383,316	0
Monthewark Region Michary Red Saffed Third Line 2,78 597,00 20 60,00 80,000									
13 Monument Read Monument Read Starford Third Line 2.78 977.00 Education Classes Class	7	-	Harriet Street (urban begins)	Beginning of semi-urban	0.65	357,500	712,000	354,500	0
Internets Landow Link Cont Cont Internets Samuel Rode 1.51 24.0 70.0 1.51.00 4.50.00 0 1 Highes of Rode Highes of Rode 1.51 24.0 70.00 1.52.00 1.52.00 0 24 White Vate Rode Highes of Y Courty Rode 40 (Greenwood Rode) 2.45 70.00 1.52.00 0 1 Growe In Rode Chy of Problem Rode 1.01 6.29.30 1.00.00 4.7.200 0 1 Contentions Rode Contentions Rode 1.01 6.2.93 1.02.00 4.7.200 0 1 Contentions Rode Contentions Rode 1.01 6.2.93 1.00.00 4.7.200 0 1 Content Modered Data Contentions Rode 1.02 7.2.00 0 <td< td=""><td>12</td><td>-</td><td>Mickeburg Bood</td><td>Stafford Third Line</td><td>2 70</td><td>E07 700</td><td>660.000</td><td>62,200</td><td>0</td></td<>	12	-	Mickeburg Bood	Stafford Third Line	2 70	E07 700	660.000	62,200	0
1 Exchange fixed Buchanari № Fit Italine (Data) Urban Bigning 2,48 87,707 1,38,000 68,323 0 33 inglighterif Road Rentfew Januari Semifi Road 1,5 32,46,00 15,000 68,323 0 34 Linghterif Road Highney J3 County Road 40 (Greenwood Road) 2,45 92,000 48,230 0 35 Inglighterif Road Oty Ornholen Exclusion County Road 40 (Greenwood Road) 2,45 92,000 48,230 0 36 Contemmere Road County Road 50 (Roand Lain Road) 1,40 2,42,00 70,00 0 0 6 Strappon Pt Road Back Hill Road County Road 11 (Anar Road) 1,44 46,02,00 1,520,00 1,520,00 0 0 12 Strappon Pt Road Mack Hill Road County Road 51 (County Road 51 (15	-	Micksburg Koau	Stanord Third Line	2.70	397,700	660,000	62,300	0
Molecular Region Rentwol/Jacuark in an Samuff Road Jack AD	21	- '	Buchannan's Pit Entance (1046)	Urban Beginning	2.49	870,707	1.369.000	498.293	0
Monitol/Interscie Image: provide of the state of the sta		-							
24 White Water Read Highway 3 Courty Read 30 (incremends Read) 24.5 FFR.500 FFR.200 15.640 0 79 Drive in Read City of Pentitrate (South Linns) Clearway Craces 11 50.000 77.000 78.000	23	Highland Road	Renfrew/Lanark Line	Sawmill Road	1.51	324,650	314,000	-10,650	0
		McNab/Braeside					-		
39 Dhrein Road Chay of Panlova Egoch Linnik] Charavier Gracem 1.15 820,700 F80,000 44,730 0 62 Combermere Road Combermere's Units i. County Road 15 (Palmere Road) 1.01 65,755 155,000 82,007 60 65 Contermine Linke Road Biok Doniek Access Point Deer Mountain Road 1.24 74,1000 525,000 82,000 82,000 62,000 82,000 62,000 62,000 82,000 62,	24	-	Highway 17	County Road 40 (Greenwood Road)	2.45	826,560	942,000	115,440	0
Lowerstein Volky Lowerstein Volky <thlowerstein th="" volky<=""> <thlowerstein <="" td="" volky<=""><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></thlowerstein></thlowerstein>		-							
102 Comberners Fload Comberners Fload 1.01 PC.203 145,000 PC.200	29	-	City of Pembroke (South Limits)	Clearview Crescent	2.15	382,700	830,000	447,300	0
Mathematics Vollay Image: Control Mathematics Part (Control Mathematics Part (Con	60	-				62.052			
65 Centermini Lake Road Back Donal Access Pairs Deer Mountain Road 4,12 1,12,270 1,25,000 122 00 67 Simpoon Pit Road Sumpoon Pit Road Sumpoon Pit Road 1,42 Pit Auge 90,000 0 50 Calabagie Road Mil Street County Road S (1) and Auke Road 1,94 616,000 700,000	62	-	Combermere S Urban Lt	County Road 515 (Palmer Road)	1.01	62,953	145,000	82,047	0
Grader: Madavastar Link Link <thlink< th=""> Link Link<td>65</td><td></td><td>Black Donald Access Point</td><td>Deer Mountain Poad</td><td>1 20</td><td>1 128 270</td><td>1 256 000</td><td>127 720</td><td>~</td></thlink<>	65		Black Donald Access Point	Deer Mountain Poad	1 20	1 128 270	1 256 000	127 720	~
67 Simpson PR Read Buck Hill Read Courty Read S (Round Lake Read) 1.42 P31.000 971.000 970.000	05	-	Black Donald Access FUIII	Deer Mountain Rodu	4.23	1,120,270	1,230,000	127,730	0
Billion: Flogery and Richards Billion: Flogery and Richards Billion: Flogery and Richards Gracter Modewaste County Road S1 (Lanark Road) 1.94 68.5.20 218.660 0 Bradenell Syndto A Rogen County Road S2 (Combermer Road) 3.68 84.6400 1.506.200 682.500 48.660 1.506.200 682.500 48.660 1.506.200 682.500 48.660 1.506.200 682.500 48.660 1.506.200 682.500 48.660 1.506.200 682.500 48.560 68.500 48.560 68.500 48.560 68.500 48.550 68.500 48.557 Verch Road 52 (Combermer Road) 3.22 1.134.484 1.040.000 59.000 4.85.578 8.57.500 1.28.578 8.57.500 1.28.578 8.57.500 1.28.578 8.57.500 1.28.578 8.57.500 1.28.578 8.57.500 1.28.578 8.57.500 1.28.578 8.57.500 1.28.578 8.57.500 1.28.578 1.55.500 1.500.000 1.500.000 1.500.000 1.500.000 1.500.000 1.500.000 1.500.000 1.500.000 1.	67	-	Buck Hill Road	County Road 58 (Round Lake Road)	1.42	781,000	871.000	90.000	0
508 Cababagie Road MIII Street County Road 511 (Lanurk Road) 1.94 66,320 722,628 0 512 Forymount Road County Road 52 (Opeongo Road) Hubers Road 5.00 72,82,630 0 512 Forymount Road Econty Road 52 (Contermere Road) 3.22 1,34,440 70,000 74,851,130 3.85 512 Dale Road Scratn Coat Paving Various Locations 71,720,44 10,0000 9,488 0 512 Dale Road Scratn Coat Paving Various Locations 13,715,948 10,0000 9,488 0 <td></td> <td>-</td> <td></td> <td>,</td> <td></td> <td>,</td> <td>2. 2,000</td> <td>- 0,000</td> <td>5</td>		-		,		,	2. 2,000	- 0,000	5
Grader Madowszko Comty Road 6 (Openong Road) Hubers Road S.8 P.8.6,00 S.1509,000 F.2.509,000 F.2.509,000<	508		Mill Street	County Road 511 (Lanark Road)	1.94	636,320	855,000	218,680	0
Burdenel Junkch Radjan B27 Verch Rad A0 Display Display 215 Forgmount Rad B27 Verch Rad County Road 62 (Combermer Road) 3.22 1,134,448 1,040,000 49,84,84 O 215 Dole foold Serran Road County Road 62 (Combermere Road) 3.22 1,134,448 1,040,000 49,844.8 O 215 Statch Color Having Various Locations Total Scale Color Having 737,924 6,0 O 0		Greater Madawaska							
S12 Poymount Road B27 Verch Road 4.70 2.336,30 Tools Road S17 Dafee Road Serrare Road County Road G2 (Cambermere Road) 3.22 1.334,84 L00,000 9.44.84 0 S17 Dafee Road Serrare Road County Road G2 (Cambermere Road) 3.22 1.334,84 L00,000 9.44.84 0 <	512	Foymount Road	County Road 66 (Opeongo Road)	Hubers Road	3.68	846,400	1,509,000	662,600	0
Bornechere Valley Serrar Road County Road 62 (Combermere Road) 3.22 1.13.44.84 County Road 62 (Combermere Road) 3.22 1.33.44.84 0 Active Transportation Various Locations 737.524 737.524 737.524 737.524 0 0 Number County Count County Rehabilitation ROAD RECONSTRUCTION/REHABUITATION TOTALS 1.10 137.5254 0									
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Madawaska Valley Scratch Carl Puning Active Transportation Various Locations 737.324 737.924 0 0 ROAD RECONSTRUCTION/REHABULTATION TOTAL 1.10 137.1536 150.000 150.000 150.000 150.000 150.000 150.000 150.000 150.000 150.000 100 100 137.1536 137									
Scratch Coat Paving Active Transportation Yarious Locations 130,000 737,924 0 0 ROAD RECONSTRUCTON/REHABILITATION TOTAL 41.0 13,715,393 15,307,392 1,337,983 1,337,934	517		Serran Road	County Road 62 (Combermere Road)	3.22	1,134,484	1,040,000	-94,484	0
Active Transportation Various Locations 110.00 150,000 0 0 ROD RECONSTRUCTON/REHABILITATION TOTAL 11.01 13.735.95 13.937.98 13.938 13.938 13.938 13.938 13.938 13.938 13.938 13.9388			Various Locations			727 02/	727 024	0	0
BOAD RECONSTRUCTON/REHABILITATION TOTAL 41.10 137.15.93 15.97.93.41 1.93.75.93.41									
Integer December 2012 Integer 2012 <thinteger 2012<="" th=""> Integer 2012 Integ</thinteger>		Active mansportation		INSTRUCTION/REHABILITATION TOTALS	41.10				
Structure Name Location 2022 Borne Chere River Bridge October Admastor/Formler (Bonnechere Road) 2022 350,000 October 350,000 Variance Carry (I 0 B000 Stonucture River Bridge Admastor/Formler (Roker Street) 550,000 500,000 90,000 0 0 0 0 0 B002 Indian River Bridge Admastor/Formler (Roker Street) 1,200,000 1,425,000 250,000 0	Bridge/Culv	ert Reconstruction/Rehabilitatio						_,,	_,===,
No. Bunchethere River Bridge Admaston/Bromley (Bonnechere Road) BUDGET Projected B002 Bonnechere River Bridge Admaston/Bromley (Packer Street) 660.000 690.000 20.000 0 0 B005 Scollard Bridge Admaston/Bromley (Packer Street) 660.000 895.000 22.5000 0			n						
BODD Scollard Bridge Admaston/Bromely (Pucker Street) 600.000 690,000 80,000 90,000 80,000 80,000 80,000 80,000 80,000 80,000 80,000 80,000 90,000 90,000 90,000 90,000 90,000 90,000 90,000 90,000 90,000 90,000 90,000 90,000 90,000 90,000	Structure			ation		2022	October	Variance	Carry
e022 Indian River Enriging Laurentian Valley (Sandy Beach Road) 1,200,000 1,225,000 225,000 0 B956 Colterna Bridge Groater Madawaska (Mount SL Patrick Road) 1800,000 406,000 100,000 0 0 B956 Colterna Bridge Bridenell, Lyndoch R. Ragin (Migrim Road) 1800,000 40,692 -139,308 139 B058 Schimmis Creek Bridge Brudonell, Lyndoch R. Ragin (Weik Road) 100,000 100,000 0 0 B150 Dan Lake Bridge Madawaska Valley (Stanley Okhesik Road) 100,000 100,000 0 0 B127 Harrington Creek Bridge Bonnechere Valley (CRS3 Foxawas Boulevard) 950,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,00 50,000 1,000,00 50,000 1,000,00 50,000 1,000,00 1,000,00 1,000,00 </td <td>No.</td> <td>Structure Name</td> <td>Loc</td> <td></td> <td></td> <td>BUDGET</td> <td>Projected</td> <td></td> <td>Carry</td>	No.	Structure Name	Loc			BUDGET	Projected		Carry
0056 Colterman Bridge Greater Madawaska (Colterman Road) 100,000 100,000 0 0 0 0 0057 Mount's Parkick Bridge Greater Madawaska (Mount St. Parkick Road) 880,000 880,000 98,000 0 0058 Schimmins Creek Bridge Brudenell, Lyndoch & Raglan (Pilgrim Road) 100,000 100,000 0 0 0150 Ban Lake Bridge Bondonell View (KS12 Featwawa Boulevard) 1,300,000 2,000,000 0 0 0 0.00,000 0 0 0 0 0.00,000 0 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0.00,000 0 0 0.00,000 0 0 0 0 <td>No. B002</td> <td>Structure Name Bonnechere River Bridge</td> <td>Loc Admaston/Bromley</td> <td>(Bonnechere Road)</td> <td></td> <td>BUDGET 350,000</td> <td>Projected 350,000</td> <td>0</td> <td>0</td>	No. B002	Structure Name Bonnechere River Bridge	Loc Admaston/Bromley	(Bonnechere Road)		BUDGET 350,000	Projected 350,000	0	0
Mourt St. Patrick Bridge Greater Madawaska (Nount St. Patrick Road) 890,000 99,000 0 0064 Pigirm Road Bridge Brudenell, Lyndoch & Raglan (Welk Road) 180,000 100,000 <	No. B002 B005	Structure Name Bonnechere River Bridge Scollard Bridge	Loc Admaston/Bromley Admaston/Brom	/ (Bonnechere Road) ley (Pucker Street)		BUDGET 350,000 600,000	Projected 350,000 690,000	0 90,000	0
0064 Piprin Road Bruge Brudenell, Lyndoch & Raglan (Pilgrim Road) 139,000 40,922 139,303 139,203 0668 Schimmis Creek Bridge Madawaska Vallery (Sanlery Osheski Road) 100,000 100,000 0 0 1820 Dam Lake Bridge Madawaska Vallery (Sanlery Osheski Road) 1,300,000 2,010,000 0 0 1820 Petawawa River Bridge Beonechere Vallery (KB32 (Crew North Road) 800,000 0	No. B002 B005 B022	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge	Loc Admaston/Bromler Admaston/Brom Laurentian Valley	r (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road)		BUDGET 350,000 600,000 1,200,000	Projected 350,000 690,000 1,425,000	0 90,000 225,000	0
Bords Schimmins Creek Bridge Brudenell, Lyndoch & Raglan (Werk Road) 100,000 100,000 0 0 B150 Dam Lake Bridge Madawaska Valley (Stanley Olshesk Road) 100,000 100,000 0 0 0 B151 Dam Lake Bridge Petawawa (CR51 Petawawa Boulevard) 1,300,000 2,111,000 801,000 0 800,000 0 800,000 54,000 54,000 54,000 54,000 54,000 54,000 54,000 54,000 54,000 54,000 50,000 60,000	No. B002 B005 B022 B056	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge	Loc Admaston/Bromlee Admaston/Brom Laurentian Valley Greater Madawasl	r (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) ca (Colterman Road)		BUDGET 350,000 600,000 1,200,000 100,000	Projected 350,000 690,000 1,425,000 100,000	0 90,000 225,000 0	000000000000000000000000000000000000000
Bits Dam Lake Bridge Madawaska Valley (Stafley Otheckik Road) 100,000 100,000 0 0 0 B203 Petawawa River Bridge Petawawa (CRS1 Petawawa Boulevard) 1,300,000 20,000 800,000 800,000 800,000 800,000 800,000 800,000 800,000 800,000 800,000 800,000 800,000 800,000 800,000 800,000 800,000 800,000 800,000 97,000	No. B002 B005 B022 B056 B057	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge	Loc Admaston/Bromle Admaston/Brom Laurentian Valley Greater Madawasl Greater Madawaska (r (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) ca (Colterman Road) Mount St. Patrick Road)		BUDGET 350,000 600,000 1,200,000 100,000 800,000	Projected 350,000 690,000 1,425,000 100,000 898,000	0 90,000 225,000 0 98,000	0 0 0 0 0
203 Petawawa River Bridge Petawawa (ESI: Petawawa (Bellevard) 1,300,000 20,01,000 800,000 257 Harrington Creek Bridge Bonnechere Valley (CR512 Porynout Road) 800,000 1,000,000 50,000 800,000 2037 Barginarion's Culvert Admaston/Bromley (S. McNaughton Road) 135,000 332,000 97,000 90,000 1,000,000 1,000,000 1,000,000 1,000,000 1,0	No. B002 B005 B022 B056 B057 B064	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge	Loc Admaston/Bromle Admaston/Brom Laurentian Valley Greater Madawasl Greater Madawaska (Brudenell, Lyndoch 8	r (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) a (Colterman Road) Mount St. Patrick Road) Raglan (Pilgrim Road)		BUDGET 350,000 600,000 1,200,000 100,000 800,000 180,000	Projected 350,000 690,000 1,425,000 100,000 898,000 40,692	0 90,000 225,000 0 98,000 -139,308	0 0 0 0 139,3
Batcholtz Bridge Laurentian Valley (CRS Round Lake Road) 950,000 1,000,000 50,000 97,000 </td <td>No. B002 B005 B022 B056 B057 B064 B068</td> <td>Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge</td> <td>Loc Admaston/Bromle Admaston/Brom Laurentian Valley Greater Madawaska (Brudenell, Lyndoch 8 Brudenell, Lyndoch</td> <td>r (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) a (Colterman Road) Mount St. Patrick Road) Raglan (Pilgrim Road) & Raglan (Welk Road)</td> <td></td> <td>BUDGET 350,000 600,000 1,200,000 100,000 800,000 180,000 100,000</td> <td>Projected 350,000 690,000 1,425,000 100,000 898,000 40,692 100,000</td> <td>0 90,000 225,000 0 98,000 -139,308 0</td> <td>0 0 0 0 139,3 0</td>	No. B002 B005 B022 B056 B057 B064 B068	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge	Loc Admaston/Bromle Admaston/Brom Laurentian Valley Greater Madawaska (Brudenell, Lyndoch 8 Brudenell, Lyndoch	r (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) a (Colterman Road) Mount St. Patrick Road) Raglan (Pilgrim Road) & Raglan (Welk Road)		BUDGET 350,000 600,000 1,200,000 100,000 800,000 180,000 100,000	Projected 350,000 690,000 1,425,000 100,000 898,000 40,692 100,000	0 90,000 225,000 0 98,000 -139,308 0	0 0 0 0 139,3 0
C012 Farquharson? Culvert Admaston/Bromley (S. McNaughton Road) 135,000 38,000 97,000	No. B002 B005 B056 B057 B064 B068 B150	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge Dam Lake Bridge	Loc Admaston/Bromler Admaston/Brom Laurentian Valley Greater Madawaska (Brudenell, Lyndoch Brudenell, Lyndoch Madawaska Valley (5	/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) ca (Colterman Road) Mount St. Patrick Road) Raglan (Pilgrim Road) & Raglan (Welk Road) itanley Olsheski Road)		BUDGET 350,000 600,000 1,200,000 100,000 800,000 180,000 100,000 100,000	Projected 350,000 690,000 1,425,000 100,000 898,000 40,692 100,000 100,000	0 90,000 225,000 0 98,000 -139,308 0 0	0 0 0 0 139,3 0 0
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 0 C134 Campbell Drive Culvert McHab/Grasside (Campbell Drive) 585,000 38,000 -547,000 587,700	No. B002 B005 B022 B056 B057 B064 B068 B150 B203	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge Dam Lake Bridge Petawawa River Bridge	Loc Admaston/Bromle Admaston/Brom Laurentian Valley Greater Madawasa Greater Madawasa (Brudenell, Lyndoch Brudenell, Lyndoch Madawaska Valley (Petawawa (CR51 P	/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) ca (Colterman Road) Mount St. Patrick Road) : Raglan (Pilgrim Road) & Raglan (Welk Road) tanley Olsheski Road) etawawa Boulevard)		BUDGET 350,000 600,000 1,200,000 100,000 800,000 180,000 100,000 1,00,000 1,00,000 1,00,000 1,00,000 1,300,000	Projected 350,000 690,000 1,425,000 100,000 898,000 40,692 100,000 100,000 2,101,000	0 90,000 225,000 0 98,000 -139,308 0 0 801,000	0 0 0 0 0 139,3 0 0 0 0 0 0
C040 Snake River Culvert Admaston/Bromley (CR8 Cobden Road/Main Street) 108,000 40,000 -68,000 0 C134 Campbell Drive Culvert McNab/Braeside (Campbell Drive) 585,000 38,000 -547,000 60 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 547,62 4,556,302 2,655 547,62 4,556,302 2,657 547,62 4,556,302 2,657 0 0 <td< td=""><td>No. B002 B005 B022 B056 B057 B064 B068 B150 B203 B257</td><td>Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge Dam Lake Bridge Petawawa River Bridge Harrington Creek Bridge</td><td>Loc Admaston/Bromlee Admaston/Brom Laurentian Valley Greater Madawaska (Brudenell, Lyndoch 8 Brudenell, Lyndoch Madawaska Valley (S Petawawa (CRS1 P Bonnechere Valley (C</td><td>/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) (Colterman Road) Vount St. Patrick Road) (Raglan (Pilgrim Road) & Raglan (Welk Road) tanley Olsheski Road) etawawa Boulevard) R512 Foymount Road)</td><td></td><td>BUDGET 350,000 600,000 1,200,000 100,000 800,000 180,000 100,000 1,300,000 800,000</td><td>Projected 350,000 690,000 1,425,000 100,000 898,000 40,692 100,000 2,101,000 0</td><td>0 90,000 225,000 0 98,000 -139,308 0 0 801,000 -800,000</td><td>0 0 0 0 139,3 0 0 0 0 800,0</td></td<>	No. B002 B005 B022 B056 B057 B064 B068 B150 B203 B257	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge Dam Lake Bridge Petawawa River Bridge Harrington Creek Bridge	Loc Admaston/Bromlee Admaston/Brom Laurentian Valley Greater Madawaska (Brudenell, Lyndoch 8 Brudenell, Lyndoch Madawaska Valley (S Petawawa (CRS1 P Bonnechere Valley (C	/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) (Colterman Road) Vount St. Patrick Road) (Raglan (Pilgrim Road) & Raglan (Welk Road) tanley Olsheski Road) etawawa Boulevard) R512 Foymount Road)		BUDGET 350,000 600,000 1,200,000 100,000 800,000 180,000 100,000 1,300,000 800,000	Projected 350,000 690,000 1,425,000 100,000 898,000 40,692 100,000 2,101,000 0	0 90,000 225,000 0 98,000 -139,308 0 0 801,000 -800,000	0 0 0 0 139,3 0 0 0 0 800,0
C134 Campbell Drive Culvert McNab/Braeside (Campbell Drive) 585,000 38,000 -547,000 547,(100	No. B002 B005 B022 B056 B057 B064 B068 B150 B203 B257 B319 C012	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge Dam Lake Bridge Petawawa River Bridge Harrington Creek Bridge Farquharson's Culvert	Loc Admaston/Bromler Admaston/Brom Laurentian Valley Greater Madawaska Greater Madawaska Brudenell, Lyndoch Madawaska Valley (S Petawawa (CRS1 P Bonnechere Valley (C Laurentian Valley (CF Admaston/Bromley (/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) aa (Colterman Road) Mount St. Patrick Road) B. Raglan (Pilgrim Road) & Raglan (Welk Road) tanley Olsheski Road) etawawa Boulevard) RS12 Foymount Road) (S8 Round Lake Road) S. McNaughton Road)		BUDGET 350,000 600,000 1,200,000 100,000 180,000 100,000 1,300,000 1,300,000 950,000 135,000	Projected 350,000 690,000 1,425,000 100,000 898,000 40,692 100,000 100,000 2,101,000 0 1,000,000	0 90,000 225,000 0 98,000 -139,308 0 0 801,000 -800,000 50,000	0 0 0 0 139,: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
C137 Hanson Creek Culverts McNab/Braeside (Robertson Line) 162,000 80,000 -82,000 82,000 C132 Wadsworth Lake Culvert Madawaska Valley (Old Barry's Bay Road) 252,000 1,00,000 0,	No. B002 B005 B022 B056 B057 B064 B068 B150 B203 B257 B319 C012 C037	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schinmins Creek Bridge Dam Lake Bridge Petawawa River Bridge Harrington Creek Bridge Bucholtz Bridge Farquharson's Culvert Bagot Creek Culvert	Loc Admaston/Bromler Admaston/Brom Laurentian Valley Greater Madawaski Greater Madawaska (Brudenell, Lyndoch Madawaska Valley (5 Petawawa (CR51 P Bonnechere Valley (C Laurentian Valley (C Admaston/Bromley Greater Madwaska (Lo	/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) ac (Colterman Road) Mount St. Patrick Road) Raglan (Pilgrim Road) & Raglan (Welk Road) itanley Olsheski Road) etawawa Boulevard) RS12 Foymount Road) IS8 Round Lake Road) S. McNaughton Road) wer Spruce Hedge Road)		BUDGET 350,000 600,000 1,200,000 100,000 800,000 100,000 1,300,000 1,300,000 950,000 342,000	Projected 350,000 690,000 1,425,000 100,000 898,000 40,692 100,000 100,000 2,101,000 0 1,000,000 38,000 315,000	0 90,000 225,000 0 98,000 -139,308 0 0 801,000 -800,000 50,000 -97,000 -27,000	0 0 0 0 139,3 0 0 0 800,0 97,0 0
C152 Wadsworth Lake Culvert Madawaska Valley (Old Barry's Bay Road) 252,000 252,000 1,000,000 0 0 General Bridge Repairs Various Locations BRIDGE/CULVERR RECONSTRUCTION/REHABILITATION TOTALS 9,724,000 8,17,692 1,556,308 2,665 Variause Engineering Location BUDEFI Projected Variause Carry U B007 Butter Bridge Admaston/Bromley (Butler Road) 100,000 53,000 -47,000 0 B102 Brennans Creek Bridge Killaloe, Hagarty & Richards (Tramore Road) 45,000 36,000 -18,000 0 0 0 0 0 0 0 0 0 </td <td>No. B002 B005 B022 B056 B057 B064 B068 B150 B203 B257 B319 C012 C037 C040</td> <td>Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge Dam Lake Bridge Petawawa River Bridge Harrington Creek Bridge Bucholtz Bridge Farquharson's Culvert Snake River Culvert Snake River Culvert</td> <td>Loc Admaston/Bromle Admaston/Brom Laurentian Valley Greater Madawaska (Brudenell, Lyndoch Madawaska Valley (C Petawawa (CR51 P Bonnechere Valley (C Laurentian Valley (C Admaston/Bromley Greater Madwaska (Lo Admaston/Bromley (CR8</td> <td>/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) ca (Colterman Road) Mount St. Patrick Road) Raglan (Pilgrim Road) & Raglan (Welk Road) etawawa Boulevard) RS12 Foymount Road) tS8 Round Lake Road) S. McNaughton Road) wer Spruce Hedge Road) Cobden Road/Main Street)</td> <td></td> <td>BUDGET 350,000 600,000 1,200,000 100,000 800,000 100,000 1,300,000 1,300,000 800,000 950,000 135,000 342,000</td> <td>Projected 350,000 690,000 1,425,000 40,692 100,000 2,101,000 0 1,000,000 38,000 38,000 315,000</td> <td>0 90,000 225,000 0 98,000 -139,308 0 0 801,000 -800,000 50,000 -97,000 -97,000 -27,000</td> <td>0 0 0 0 0 139,3 0 0 0 0 800,0 0 97,0 0 0 0 0</td>	No. B002 B005 B022 B056 B057 B064 B068 B150 B203 B257 B319 C012 C037 C040	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge Dam Lake Bridge Petawawa River Bridge Harrington Creek Bridge Bucholtz Bridge Farquharson's Culvert Snake River Culvert Snake River Culvert	Loc Admaston/Bromle Admaston/Brom Laurentian Valley Greater Madawaska (Brudenell, Lyndoch Madawaska Valley (C Petawawa (CR51 P Bonnechere Valley (C Laurentian Valley (C Admaston/Bromley Greater Madwaska (Lo Admaston/Bromley (CR8	/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) ca (Colterman Road) Mount St. Patrick Road) Raglan (Pilgrim Road) & Raglan (Welk Road) etawawa Boulevard) RS12 Foymount Road) tS8 Round Lake Road) S. McNaughton Road) wer Spruce Hedge Road) Cobden Road/Main Street)		BUDGET 350,000 600,000 1,200,000 100,000 800,000 100,000 1,300,000 1,300,000 800,000 950,000 135,000 342,000	Projected 350,000 690,000 1,425,000 40,692 100,000 2,101,000 0 1,000,000 38,000 38,000 315,000	0 90,000 225,000 0 98,000 -139,308 0 0 801,000 -800,000 50,000 -97,000 -97,000 -27,000	0 0 0 0 0 139,3 0 0 0 0 800,0 0 97,0 0 0 0 0
C197 Etmanskie Swamp Culvert Madawaska Valley (CR62 John Street) 1,100,000 1,000,000	No. B002 B005 B022 B056 B057 B068 B150 B203 B257 B319 C012 C037 C040 C134	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge Dam Lake Bridge Petawawa River Bridge Harrington Creek Bridge Bucholtz Bridge Farquharson's Culvert Snake River Culvert Campbell Drive Culvert	Loc Admaston/Bromlee Admaston/Brom Laurentian Valley Greater Madawasa Greater Madawasa (Brudenell, Lyndoch Madawaska Valley (C Petawawa (CR51 P Bonnechere Valley (C Laurentian Valley (C Admaston/Bromley Greater Madwaska (Lo Admaston/Bromley (CR	/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) (a (Colterman Road) Mount St. Patrick Road) Raglan (Pilgrim Road) & Raglan (Welk Road) (stanley Olsheski Road) etawawa Boulevard) R512 Foymount Road) (S58 Round Lake Road) S. McNaughton Road) wer Spruce Hedge Road) Cobden Road/Main Street) e (Campbell Drive)		BUDGET 350,000 600,000 1,200,000 100,000 180,000 180,000 100,000 1,300,000 950,000 950,000 135,000 342,000 108,000	Projected 350,000 690,000 1,425,000 40,692 100,000 2,101,000 0 1,000,000 38,000 315,000 40,000 38,000	0 90,000 225,000 0 98,000 -139,308 0 0 801,000 -800,000 50,000 -97,000 -27,000 -547,000	0 0 0 0 139,5 0 0 0 800,0 0 97,0 0 0 547,0
C269 Jacks Lake Culverts Killaloe, Hagarty & Richards (CR58, Round Lake Road) 180,000 150,000 -30,000 0 C302 Wingle Creek Twin Culverts Killaloe, Hagarty & Richards (Rochfort Road) 180,000 150,000 -30,000 0 General Bridge Repairs Various Locations 200,000 200,000 0 0 Builde Creek Twin Culverts Variaus Locations 200,000 8,167,692 -1,556,308 2,655 Stuture Engineering Cactation 20222 October Variance Carry (B007 Butler Bridge Admaston/Bromley (Butler Road) 100,000 53,000 -47,000 0 B102 Brennans Creek Bridge Killaloe, Hagarty & Richards (CR512 Queen Street) 54,000 36,000 -5,000 0 B136 Burnt Bridge Bridgen Willaloe, Hagarty & Richards (Tramore Road) 40,000 32,000 -6,500 0 B136 Burnt Bridge Laurentian Valley (CR58 Round Lake Road) 30,000 30,000 0 0 B232 Cachrare Creek Bridge <td< td=""><td>No. B002 B005 B022 B056 B057 B064 B068 B150 B203 B2057 B319 C012 C037 C040 C134 C137</td><td>Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge Dam Lake Bridge Petawawa River Bridge Harrington Creek Bridge Bucholtz Bridge Farquharson's Culvert Bagot Creek Culvert Campbell Drive Culvert Hanson Creek Culverts</td><td>Loc Admaston/Bromlee Admaston/Brom Laurentian Valley Greater Madawaska (Brudenell, Lyndoch 8 Brudenell, Lyndoch 8 Brudenell, Lyndoch 9 Petawava (CRS1 P Bonnechere Valley (C Admaston/Bromley) Greater Madwaska (Lo Admaston/Bromley (CR8 McNab/Braeside</td><td>/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) (a (Colterman Road) Vount St. Patrick Road) (Raglan (Pilgrim Road) & Raglan (Welk Road) (Stanley Olsheski Road) etawawa Boulevard) R512 Foymount Road) (S58 Round Lake Road) (S58 Round Lake Road) S. McNaughton Road) wer Spruce Hedge Road) (Cobden Road/Main Street) e (Robertson Line)</td><td></td><td>BUDGET 350,000 600,000 1,200,000 100,000 180,000 100,000 100,000 100,000 100,000 950,000 135,000 135,000 135,000 108,000 585,000 162,000</td><td>Projected 350,000 690,000 1,425,000 100,000 40,692 100,000 100,000 2,101,000 0 1,000,000 38,000 315,000 40,000 38,000</td><td>0 90,000 225,000 0 98,000 -139,308 0 801,000 -800,000 50,000 -97,000 -27,000 -68,000 -547,000 -82,000</td><td>0 0 0 0 139,5 0 0 0 800,6 0 97,0 0 0 547,6 82,0</td></td<>	No. B002 B005 B022 B056 B057 B064 B068 B150 B203 B2057 B319 C012 C037 C040 C134 C137	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge Dam Lake Bridge Petawawa River Bridge Harrington Creek Bridge Bucholtz Bridge Farquharson's Culvert Bagot Creek Culvert Campbell Drive Culvert Hanson Creek Culverts	Loc Admaston/Bromlee Admaston/Brom Laurentian Valley Greater Madawaska (Brudenell, Lyndoch 8 Brudenell, Lyndoch 8 Brudenell, Lyndoch 9 Petawava (CRS1 P Bonnechere Valley (C Admaston/Bromley) Greater Madwaska (Lo Admaston/Bromley (CR8 McNab/Braeside	/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) (a (Colterman Road) Vount St. Patrick Road) (Raglan (Pilgrim Road) & Raglan (Welk Road) (Stanley Olsheski Road) etawawa Boulevard) R512 Foymount Road) (S58 Round Lake Road) (S58 Round Lake Road) S. McNaughton Road) wer Spruce Hedge Road) (Cobden Road/Main Street) e (Robertson Line)		BUDGET 350,000 600,000 1,200,000 100,000 180,000 100,000 100,000 100,000 100,000 950,000 135,000 135,000 135,000 108,000 585,000 162,000	Projected 350,000 690,000 1,425,000 100,000 40,692 100,000 100,000 2,101,000 0 1,000,000 38,000 315,000 40,000 38,000	0 90,000 225,000 0 98,000 -139,308 0 801,000 -800,000 50,000 -97,000 -27,000 -68,000 -547,000 -82,000	0 0 0 0 139,5 0 0 0 800,6 0 97,0 0 0 547,6 82,0
C302 Wingle Creek Twin Culverts Killaloe, Hagarty & Richards (Rochfort Road) 180,000 150,000 -30,000 0 General Bridge Repairs Various Locations 200,000 8,167,692 -1,556,308 2,665, Suture Engineering Coctober 9,724,000 8,167,692 -1,556,308 2,665, B007 Name Location 2022 October Variance Variance B007 Butler Bridge Admaston/Bromley (Butler Road) 100,000 55,000 -47,000 0 B007 Butler Bridge Admaston/Bromley (CR5 Stone Road) 44,0000 -5,000 0 B108 Tramore Bridge Killaloe, Hagarty & Richards (Tramore Road) 44,000 35,000 -5,000 0 B108 Bridge Brudenell, Lyndoch & Raglan (Burnt Bridge Road) 25,000 30,000 0 0 B130 Skill Bridge Laurentian Valley (CR5 Stone Road) 30,000 30,000 0 0 B130 Skill Bridge Laurentian Valley (CR5 Stone Road) 30,000 30,000 0 </td <td>No. B002 B005 B022 B056 B057 B064 B068 B150 B203 B203 B203 B203 C012 C037 C040 C134 C137 C152</td> <td>Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge Dam Lake Bridge Petawawa River Bridge Harrington Creek Bridge Farquharson's Culvert Bagot Creek Culvert Snake River Culvert Campbell Drive Culvert Wadsworth Lake Culvert</td> <td>Loc Admaston/Bromler Admaston/Brom Laurentian Valley Greater Madawaska Greater Madawaska Brudenell, Lyndoch Madawaska Valley (S Petawawa (CRS1 P Bonnechere Valley (C Laurentian Valley (CF Admaston/Bromley (CR8 McNab/Braesidd McNab/Braesidd McNab/Braesidd</td> <td>/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) ka (Colterman Road) Mount St. Patrick Road) Raglan (Pilgrim Road) & Raglan (Welk Road) tanley Olsheski Road) etawawa Boulevard) RS12 Foymount Road) SS Round Lake Road) S. McNaughton Road) wer Spruce Hedge Road) Cobden Road/Main Street) e (Robertson Line) Old Barry's Bay Road)</td> <td></td> <td>BUDGET 350,000 600,000 1,200,000 100,000 180,000 100,000 100,000 1,300,000 950,000 950,000 135,000 342,000 108,000 585,000 162,000 252,000</td> <td>Projected 350,000 690,000 1,425,000 40,692 100,000 2,101,000 2,101,000 0 1,000,000 38,000 315,000 40,000 38,000 80,000 252,000</td> <td>0 90,000 225,000 0 98,000 -139,308 0 0 801,000 -800,000 -50,000 -97,000 -97,000 -27,000 -68,000 -547,000 -82,000 0</td> <td>0 0 0 139,3 0 0 0 0 800,6 0 97,0 0 97,0 0 0 547,6 82,0 0</td>	No. B002 B005 B022 B056 B057 B064 B068 B150 B203 B203 B203 B203 C012 C037 C040 C134 C137 C152	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schimmins Creek Bridge Dam Lake Bridge Petawawa River Bridge Harrington Creek Bridge Farquharson's Culvert Bagot Creek Culvert Snake River Culvert Campbell Drive Culvert Wadsworth Lake Culvert	Loc Admaston/Bromler Admaston/Brom Laurentian Valley Greater Madawaska Greater Madawaska Brudenell, Lyndoch Madawaska Valley (S Petawawa (CRS1 P Bonnechere Valley (C Laurentian Valley (CF Admaston/Bromley (CR8 McNab/Braesidd McNab/Braesidd McNab/Braesidd	/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) ka (Colterman Road) Mount St. Patrick Road) Raglan (Pilgrim Road) & Raglan (Welk Road) tanley Olsheski Road) etawawa Boulevard) RS12 Foymount Road) SS Round Lake Road) S. McNaughton Road) wer Spruce Hedge Road) Cobden Road/Main Street) e (Robertson Line) Old Barry's Bay Road)		BUDGET 350,000 600,000 1,200,000 100,000 180,000 100,000 100,000 1,300,000 950,000 950,000 135,000 342,000 108,000 585,000 162,000 252,000	Projected 350,000 690,000 1,425,000 40,692 100,000 2,101,000 2,101,000 0 1,000,000 38,000 315,000 40,000 38,000 80,000 252,000	0 90,000 225,000 0 98,000 -139,308 0 0 801,000 -800,000 -50,000 -97,000 -97,000 -27,000 -68,000 -547,000 -82,000 0	0 0 0 139,3 0 0 0 0 800,6 0 97,0 0 97,0 0 0 547,6 82,0 0
General Bridge Repairs Various Locations 200,000 200,000 0 0 BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION TOTALS 9,724,000 8,167,692 -1,556,308 2,665 iuture Engineering Location 20222 October Projected Variance Carry G B007 Butter Bridge Admaston/Bromley (Butler Road) 100,000 53,000 -47,000 0 B044 Douglas Bridge Admaston/Bromley (CR5 Stone Road) 45,000 36,000 -5,000 0 B102 Brennans Creek Bridge Killaloe, Hagarty & Richards (CR512 Queen Street) 54,000 35,000 -5,000 0 B108 Tramore Bridge Brudenell, Lyndoch & Raglan (Burnt Bridge Road) 25,000 25,000 0 0 B232 Cochrane Creek Bridge North Algona Wilberforce (Cement Bridge Road) 30,000 30,000 0 0 C051 Berlanguet Creek Culvert Admaston/Bromley (CR5 Stone Road) 30,000 30,000 0 0 C130 Lochiel Creek Culvert Admaston/Bromley (CR5 Stone Road)	No. B002 B005 B022 B056 B057 B064 B050 B203 B257 B319 C012 C037 C040 C134 C152 C197	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pilgrim Road Bridge Schinmins Creek Bridge Dam Lake Bridge Petawawa River Bridge Harrington Creek Bridge Bucholtz Bridge Farquharson's Culvert Bagot Creek Culvert Snake River Culvert Hanson Creek Culvert Wadsworth Lake Culvert Etmanskie Swamp Culvert	Loc Admaston/Bromler Admaston/Bromler Laurentian Valley Greater Madawaski Greater Madawaska (Brudenell, Lyndoch Madawaska Valley (Petawawa (CR51 P Bonnechere Valley (C Laurentian Valley (C Admaston/Bromley (Greater Madwaska (Lo Admaston/Bromley (CR8 McNab/Braesidd Madawaska Valley (Madawaska Valley	/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) (Sandy Beach Road) (Sandy Beach Road) (Sandy Beach Road) Raglan (Pilgrim Road) (Raglan (Welk Road) (Sandy Constant Road) (Sandy Constant Road) (Sa Round Lake Road) (Sa Round Lake Road) S. McNaughton Road) wer Spruce Hedge Road) (Cobden Road/Main Street) (Competil Drive) (Robertson Line) Old Barry's Bay Road) (CR62 John Street)		BUDGET 350,000 600,000 1,200,000 800,000 100,000 100,000 1,300,000 1,300,000 950,000 135,000 342,000 108,000 585,000 162,000 252,000 1,100,000	Projected 350,000 690,000 1,425,000 40,692 100,000 2,101,000 0 1,000,000 38,000 315,000 40,000 38,000 38,000 252,000 100,000	0 90,000 225,000 0 98,000 -139,308 0 0 801,000 -800,000 -97,000 -97,000 -97,000 -547,000 -547,000 0 0 -1,000,000	0 0 0 0 139, <u>3</u> 0 0 97,0 97,0 0 97,0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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	No. B002 B005 B022 B056 B057 B064 B068 B150 B203 B257 B319 C012 C037 C040 C134 C137 C269 C302 B007 B007 B007 B007 B007 B007 C191 B007 C012 C014 B108 B156 B232 B310 C001 C025 C051 C130 C130 C130 C130 C130 C130 C130 C201 C204 C268 C32 C30	Structure Name Bonnechere River Bridge Scollard Bridge Indian River Bridge Colterman Bridge Mount St. Patrick Bridge Pligrim Road Bridge Dam Lake Bridge Dam Lake Bridge Petawawa River Bridge Harrington Creek Bridge Farquharson's Culvert Bagot Creek Culvert Snake River Culvert Campbell Drive Culvert Hanson Creek Culvert Etmanskie Swamp Culvert Backs Lake Culverts Wingle Creek Twin Culverts General Bridge Repairs neering Name Butter Bridge Burnt Bridge Burnt Bridge Berlanquet Creek Bridge Berlanquet Creek Culvert Borne Road Culvert Borne Road Culvert Bornes Creek Culvert Borne Road Culvert Bornes Creek Culvert Borne Road Culvert Borne Road Culvert Bornes Creek Culvert Borne Road Culvert Bornes Creek Culvert Borne Road Culvert Bornes Creek Culvert Bornes Creek Culvert Borne Road Culvert Bornes Creek Culvert Bornes Creek Culvert Bornes Creek Culvert Borne Road Culvert Bornes Creek Culvert Bornes Creek Culvert Bornes Creek Culvert Borne Road Culvert Bornes Creek Culvert Bornes Creek Culvert Bornes Creek Culvert Borne Road Culvert Bornes Creek Culvert Bornes Cree	Loc Admaston/Bromley Laurentian Valley Greater Madawaska Greater Madawaska Brudenell, Lyndoch & Brudenell, Lyndoch & Brudenell, Lyndoch & Brudenell, Lyndoch & Brudenell, Lyndoch & Brudenell, Lyndoch & Madawaska Valley (C Laurentian Valley (C Admaston/Bromley (R& McNab/Braesidd Madawaska Valley Killaloe, Hagarty & Richa Killaloe, Hagarty & Rich	/ (Bonnechere Road) ley (Pucker Street) (Sandy Beach Road) xa (Colterman Road) Mount St. Patrick Road) Raglan (Pilgrim Road) & Raglan (Welk Road) itanley Olsheski Road) etawawa Boulevard) RS12 Foymount Road) SS Round Lake Road) SS Round Lake Road) SS Mothaughton Road) wer Spruce Hedge Road) Cobden Road/Main Street) e (Campbell Drive) e (Robertson Line) Old Barry's Bay Road) r (CR62 John Street) Is (CR58, Round Lake Road) Chards (Rochfort Road) NSTRUCTION/REHABILITATION TOTALS ation Ney (Butler Road) ry (CR5 Stone Road) rd (CR512 Queen Street) shards (Tramore Road) re (Cement Bridge Road) ce (Cement Bridge Road) to Road) RS Round Lake Road) NGR Stone Road) RS Round Lake Road) NGR Stone Road) RS Round Lake Road) ry (CR5 Stone Road) RT Foresters Falls Road) RT Foresters Falls Road) rom Highway 60 to Sperberg)		BUDGET 350,000 600,000 1,200,000 100,000 180,000 180,000 100,000 1,300,000 950,000 135,000 342,000 108,000 585,000 162,000 180,000 252,000 180,000 9,724,000 180,000 9,724,000 9,724,000 100,000 9,724,000 25,000 30,000 33,500 30,000 20,000 100,000 33,500 30,000 100,000	Projected 350,000 690,000 1,425,000 100,000 898,000 40,692 100,000 2,101,000 0 1,000,000 388,000 40,692 100,000 38,000 38,000 38,000 38,000 252,000 105,000 150,000 250,000 36,000 35,000 25,000 36,000 32,000 30,000 32,000 30,000 32,000 30,000 32,000 30,000 33,500 20,000 100,000 33,500 20,000 100,000 36,000 36,000 36,000 36,000 36,000 36,000 36,000 <	0 90,000 225,000 0 98,000 -139,308 0 0 801,000 -800,000 50,000 -97,000 -27,000 -27,000 -30,000 -30,000 0 -1,000,000 -30,000 -30,000 0 -30,000 -30,000 -30,000 -30,000 -30,000 0 -30,00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

From: Dave Unrau
Sent: September 27, 2022 8:49 AM
To: Lee Perkins
Cc: Craig Kelley; Town of Petawawa
Subject: Murphy Road Urbanization
Importance: High

As discussed previously, I presented the report on the cost sharing for the Murphy Road Urbanization to Council last night. Their recommendation is to award the contract to Jp2g Consultant Ltd in the amount of \$46,200 +HST. The cost sharing between the Town of Petawawa and the County of Renfrew will be one of the deliverables from this contract. An invoice will then be issued to the County when the work is completed based on the derived cost sharing.

Thank you for all your help on this matter.

I will be in contact with you to arrange a kick-off meeting for this contract.

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

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO AMEND BY-LAW 10-15, BEING A BY-LAW TO CONSOLIDATE ALL BY-LAWS WITH RESPECT TO ROADS AND BRIDGES INCLUDED IN THE COUNTY ROAD SYSTEM

WHEREAS By-law 10-15 was passed in February 2015 establishing the County Road System and designating the roads and bridges in the municipality that formed the County Road System;

AND WHEREAS under Section 52(4) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, an upper-tier municipality may add a highway, which includes a bridge, to its system.

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

- 1. That Schedule 'B' of By-law 10-15 be amended by the addition of Campbell Drive to the County Road System and be designated as a County Road effective January 1, 2023.
- 2. That this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 26th day of October 2022.

READ a second time this 26th day of October 2022.

READ a third time and finally passed this 26th day of October 2022.

DEBBIE ROBINSON, WARDEN

CRAIG KELLEY, CLERK

Appendix IV



Regular Council Meeting Resolution Form

Date:	May 3, 2022	No:	RESOLUTION - 179-2022
Moved by Depu	ity Mayor Brian Armsden	Disposition:	CARRIED
Seconded by C	ouncillor Heather Lang	Item No:	11.2

Description: Transfer of Campbell Drive to the County of Renfrew

RESOLUTION:

.

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

a latt MAYOR

Recorded Vote	e Requeste	əd by:	Declaration of Pecuniary Interest:
T. Peckett	Yea	Nay	Disclosed his/her/their interest(s), vacated he/her/their seat(s),
B. Armsden	······································		abstained from discussion and did not vote
H. Lang S. Brum	<u> </u>		
O. Jacob			

Appendix V



Appendix VI

Campbell Drive - 1.5km south of Usborne Street

Site Code: Station ID:

Page 1

Latitude: 0' 0.0000 South

Start	08-Aug	-22	Tu	le	We	ed	Tł	าน	F	ri	Sa	at	Su	in	Week Av	erage
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	ŇВ
12:00 AM	*	*	*	*	0	4	1	2	0	1	9	2	4	7	3	3
01:00	*	*	*	*	0	0	0	1	2	0	2	2	2	3	1	1
02:00	*	*	*	*	2	0	0	0	2	2	2	1	1	3	1	1
03:00	*	*	*	*	1	0	2	0	1	0	1	2	1	2	1	1
04:00	*	*	*	*	9	0	9	1	10	1	1	0	1	0	6	0
05:00	*	*	*	*	64	5	55	5	34	3	4	2	1	2	32	3
06:00	*	*	*	*	59	13	75	12	68	15	13	12	7	6	44	12
07:00	*	*	*	*	59	25	66	27	49	24	25	18	13	10	42	21
08:00	*	*	*	*	57	35	57	38	44	37	24	30	19	19	40	32
09:00	*	*	*	*	47	46	48	29	46	36	42	31	33	23	43	33
10:00	*	*	*	*	32	43	37	36	41	38	34	37	52	34	39	38
11:00	*	*	*	*	42	42	40	39	31	42	40	49	47	47	40	44
12:00 PM	*	*	*	*	33	48	37	31	41	42	24	53	44	66	36	48
01:00	*	*	*	*	36	33	44	33	42	47	33	43	59	40	43	39
02:00	*	*	*	*	33	42	29	45	44	65	29	52	62	51	39	51
03:00	*	*	53	60	64	64	52	81	44	100	27	48	52	40	49	66
04:00	*	*	49	92	47	86	39	93	50	98	29	40	42	48	43	76
05:00	*	*	42	83	50	90	36	78	31	85	39	32	36	20	39	65
06:00	*	*	25	35	23	43	26	50	34	52	27	36	48	26	30	40
07:00	*	*	21	24	15	39	20	35	20	29	28	21	43	27	24	29
08:00	*	*	16	21	21	40	19	37	24	38	16	23	23	23	20	30
09:00	*	*	7	22	9	20	14	23	13	21	10	22	11	19	11	21
10:00	*	*	5	7	7	21	8	17	10	8	13	11	2	8	8	12
11:00	*	*	0	5	2	4	5	7	2	17	3	5	2	7	2	8
Lane	0	0	218	349	712	743	719	720	683	801	475	572	605	531	636	674
Day	0		567	7	145		143	-	148		104		113		1310	
AM Peak	-	-	-	-	05:00	09:00	06:00	11:00	06:00	11:00	09:00	11:00	10:00	11:00	06:00	11:00
Vol.	-	-	-	-	64	46	75	39	68	42	42	49	52	47	44	44
PM Peak	-	-	15:00	16:00	15:00	17:00	15:00	16:00	16:00	15:00	17:00	12:00	14:00	12:00	15:00	16:00
Vol.	-	-	53	92	64	90	52	93	50	100	39	53	62	66	49	76

Campbell Drive - 1.5km south of Usborne Street

Site Code: Station ID:

Page 2

Latitude: 0' 0.0000 South

Start	15-Au	g-22	Tu	le	We	ed	Thu		Fr	i	Sat		Sur	1	Week Av	erage
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	ŇВ
12:00 AM	1	1	0	0	0	4	*	*	*	*	*	*	*	*	0	2
01:00	0	0	0	1	0	1	*	*	*	*	*	*	*	*	0	1
02:00	1	0	0	0	1	1	*	*	*	*	*	*	*	*	1	0
03:00	1	0	2	0	1	0	*	*	*	*	*	*	*	*	1	0
04:00	13	0	9	0	10	0	*	*	*	*	*	*	*	*	11	0
05:00	55	12	57	3	48	3	*	*	*	*	*	*	*	*	53	6
06:00	84	19	71	21	69	15	*	*	*	*	*	*	*	*	75	18
07:00	72	17	71	21	72	11	*	*	*	*	*	*	*	*	72	16
08:00	48	33	59	34	45	40	*	*	*	*	*	*	*	*	51	36
09:00	21	39	43	45	44	50	*	*	*	*	*	*	*	*	36	45
10:00	27	40	44	37	37	46	*	*	*	*	*	*	*	*	36	41
11:00	31	49	38	38	37	41	*	*	*	*	*	*	*	*	35	43
12:00 PM	44	31	39	36	31	39	*	*	*	*	*	*	*	*	38	35
01:00	37	30	32	40	38	33	*	*	*	*	*	*	*	*	36	34
02:00	30	36	42	44	*	*	*	*	*	*	*	*	*	*	36	40
03:00	51	66	40	62	*	*	*	*	*	*	*	*	*	*	46	64
04:00	42	88	37	118	*	*	*	*	*	*	*	*	*	*	40	103
05:00	43	92	39	79	*	*	*	*	*	*	*	*	*	*	41	86
06:00	36	42	38	76	*	*	*	*	*	*	*	*	*	*	37	59
07:00	17	30	24	36	*	*	*	*	*	*	*	*	*	*	20	33
08:00	9	23	22	36	*	*	*	*	*	*	*	*	*	*	16	30
09:00	10	14	13	24	*	*	*	*	*	*	*	*	*	*	12	19
10:00	2	6	4	6	*	*	*	*	*	*	*	*	*	*	3	6
11:00	1	4	2	9	*	*	*	*	*	*	*	*	*	*	2	6
Lane	676	672	726	766	433	284	0	0	0	0	0	0	0	0	698	723
Day	134	.8	149	2	717		0		0		0		0		1421	
AM Peak	06:00	11:00	06:00	09:00	07:00	09:00	-	-	-	-	-	-	-	-	06:00	09:00
Vol.	84	49	71	45	72	50	-	-	-	-	-	-	-	-	75	45
PM Peak	15:00	17:00	14:00	16:00	13:00	12:00	-	-	-	-	-	-	-	-	15:00	16:00
Vol.	51	92	42	118	38	39	-	-	-	-	-	-	-	-	46	<u>103</u>
Comb.	10	40		050	<u>_</u>	470		20		404	40	47		20	07	04
Total	13	48	2	059	2	172	14	39	14	484	10	47	11	30	27	31

ADT ADT 1,346 AADT 1,346

Page 1 Appendix VII

Campbell Drive - 1.5km south of Usborne Street Speed Study

Site Code: Station ID:

Latitude: 0' 0.0000 South

SB, NB													Lauluu	e: 0 0.00	oo Souin
Start	1	25	33	41	49	57	65	73	81	89	97	105	113	121	
Time	24	32	40	48	56	64	72	80	88	96	104	112	120	9999	Total
08-09-															
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	0	0	1	0	2	0	16	36	25	25	5	2	1	113
16:00	2	0	0	0	1	0	11	11	32	37	26	14	4	3	141
17:00	0	0	0	0	0	1	0	8	33	36	35	9	2	1	125
18:00	0	0	0	0	0	0	3	4	18	11	10	11	2	1	60
19:00	0	0	0	0	0	1	2	4	12	10	8	4	1	3	45
20:00	0	0	0	0	1	1	2	6	9	7	3	5	3	0	37
21:00	0	0	0	0	0	1	1	5	7	2	9	2	1	1	29
22:00	0	0	0	0	1	1	0	0	3	5	2	0	0	0	12
23:00	0	0	0	0	0	0	0	0	0	2	2	1	0	0	5
Total	2	0	0	1	3	7	19	54	150	135	120	51	15	10	567

Daily

15th Percentile :	79 KPH
50th Percentile :	90 KPH
85th Percentile :	102 KPH
95th Percentile :	109 KPH
Mean Speed(Average) :	91 KPH
15 KPH Pace Speed :	81-95 KPH
Number in Pace :	268
Percent in Pace :	47.3%
Number of Vehicles > 80 KPH :	481
Percent of Vehicles > 80 KPH :	84.8%

Campbell Drive - 1.5km south of Usborne Street **Speed Study**

Site Code: Station ID:

Latitude: 0' 0.0000 South SB, NB Start Time Total 08-10-0 0 0 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12 PM 13:00 14:00 15:00 16:00 17:00 2 18:00 19:00 20:00 7 21:00 22:00 2

Total Daily

23:00

15th Percentile :	78 KPH
50th Percentile :	90 KPH
85th Percentile :	102 KPH
95th Percentile :	110 KPH
Mean Speed(Average) :	91 KPH
15 KPH Pace Speed :	81-95 KPH
Number in Pace :	642
Percent in Pace :	44.1%
Number of Vehicles > 80 KPH :	1203
Percent of Vehicles > 80 KPH :	82.7%

Campbell Drive - 1.5km south of Usborne Street **Speed Study**

Site Code: Station ID:

Latitude: 0' 0.0000 South SB, NB Start Time Total 08-11-0 0 0 01:00 0 0 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12 PM 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 2 21:00 22:00 23:00 Total

Daily

15th Percentile :	78 KPH
50th Percentile :	91 KPH
85th Percentile :	103 KPH
95th Percentile :	110 KPH
Mean Speed(Average) :	92 KPH
15 KPH Pace Speed :	90-104 KPH
Number in Pace :	638
Percent in Pace :	44.3%
Number of Vehicles > 80 KPH :	1197
Percent of Vehicles > 80 KPH :	83.2%

Campbell Drive - 1.5km south of Usborne Street **Speed Study**

Site Code: Station ID:

> 37

81

79

34

19 1484

Latitude: 0' 0.0000 South <u>12</u>0 Total 0 0 4

08-12-														
22	0	0	0	0	0	0	0	0	1	0	0	0	0	0
01:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0
02:00	0	0	0	0	0	0	0	3	0	1	0	0	0	0
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	1	7	0	2	0
05:00	0	0	0	0	0	1	2	0	9	5	10	8	2	0
06:00	0	0	0	0	0	0	2	5	9	22	21	11	9	4
07:00	0	0	1	0	0	0	1	7	17	12	20	12	2	1
08:00	0	0	0	0	0	4	5	13	25	12	12	7	2	1
09:00	0	0	0	0	0	0	7	13	20	19	19	4	0	0
10:00	0	0	0	0	2	2	3	10	23	13	20	6	0	0
11:00	0	0	0	0	1	0	1	11	18	20	14	7	1	0
12 PM	0	0	0	0	0	0	0	13	26	21	12	8	3	0
13:00	0	0	0	0	1	0	1	12	21	26	16	7	5	0
14:00	0	0	0	1	4	0	3	15	21	30	24	9	2	0
15:00	0	0	0	0	0	0	5	9	36	34	43	12	3	2
16:00	0	0	0	0	0	1	6	18	37	35	28	16	4	3
17:00	0	0	0	0	0	2	1	14	30	20	26	18	4	1
18:00	1	1	0	0	0	2	3	8	29	15	14	10	1	2
19:00	1	0	0	0	0	1	0	6	10	13	12	6	0	0
20:00	0	0	0	0	0	0	3	14	20	12	8	2	2	1
21:00	0	0	0	0	0	2	1	7	12	5	3	2	0	2
22:00	0	0	0	0	0	0	1	4	7	3	2	0	1	0
23:00	0	0	0	0	0	0	3	5	6	4	1	0	0	0
Total	2	1	1	1	8	15	49	187	380	323	312	145	43	17

Daily

SB, NB

Start

Time

15th Percentile :	78 KPH
50th Percentile :	90 KPH
85th Percentile :	103 KPH
95th Percentile :	110 KPH
Mean Speed(Average) :	91 KPH
15 KPH Pace Speed :	81-95 KPH
Number in Pace :	663
Percent in Pace :	44.7%
Number of Vehicles > 80 KPH :	1220
Percent of Vehicles > 80 KPH :	82.2%

Campbell Drive - 1.5km south of Usborne Street **Speed Study**

Site Code: Station ID:

Latitude: 0' 0.0000 South Total 0 0 0 0 0 0 3

9

2

71

8 1047

7

00.0	0 0	0	0	0	0	0	0	5
07:0	0 0	0	0	0	0	0	3	4
08:0	0 0	0	0	0	2	0	3	8
09:0	0 0	0	0	0	0	1	2	8
10:0	0 0	0	0	0	1	0	3	13
11:0	0 0	0	1	0	3	3	2	12
12 P	M 0	1	0	0	0	1	4	14
13:0	0 0	1	1	0	0	3	0	11
14:0	0 0	1	0	0	1	3	1	14
15:0	0 0	0	0	0	0	3	2	8
16:0	0 0	0	0	0	0	0	0	7
17:0	0 0	1	0	0	0	0	3	6
18:0	0 1	0	2	0	0	3	1	5
19:0	0 0	1	0	0	0	0	2	7
20:0	0 0	0	0	0	1	0	2	11
21:0	0 0	0	0	0	0	1	2	7
22:0	0 0	0	0	0	0	1	1	1
23:0	0 0	0	0	0	0	0	0	3
Tot	al 1	5	4	0	8	20	31	148

Daily

SB, NB Start

Time

01:00

08-13-

02:00

03:00

04:00

05:00

06:00

0 0

0 0

15th Percentile :	76 KPH
50th Percentile :	89 KPH
85th Percentile :	103 KPH
95th Percentile :	111 KPH
Mean Speed(Average) :	90 KPH
15 KPH Pace Speed :	81-95 KPH
Number in Pace :	446
Percent in Pace :	42.6%
Number of Vehicles > 80 KPH :	830
Percent of Vehicles > 80 KPH :	79.3%

Campbell Drive - 1.5km south of Usborne Street **Speed Study**

Site Code: Station ID:

Latitude: 0' 0.0000 South

SB, NB													Landa	0.00	oo oouin
Start	1	25	33	41	49	57	65	73	81	89	97	105	113	121	
Time	24	32	40	48	56	64	72	80	88	96	104	112	120	9999	Total
08-14-															
22	0	0	0	0	0	0	2	1	2	1	2	2	1	0	11
01:00	0	0	0	0	0	0	1	1	0	0	1	2	0	0	5
02:00	0	0	0	0	0	0	0	0	2	1	1	0	0	0	4
03:00	0	0	0	0	0	1	0	0	0	1	1	0	0	0	3
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:00	0	0	0	0	0	1	0	0	1	0	1	0	0	0	3
06:00	0	0	0	0	0	0	0	2	3	6	1	0	1	0	13
07:00	0	0	0	0	0	0	0	2	6	5	8	2	0	0	23
08:00	0	0	0	0	0	0	3	7	9	8	8	2	1	0	38
09:00	0	2	0	0	0	0	1	7	14	13	13	3	2	1	56
10:00	0	0	1	0	0	1	4	10	19	23	14	12	2	0	86
11:00	1	0	0	0	1	1	7	14	18	30	14	5	2	1	94
12 PM	1	0	1	0	0	1	0	19	39	16	24	8	1	0	110
13:00	0	7	1	0	1	2	8	10	20	18	15	13	3	1	99
14:00	0	0	0	1	0	1	1	13	21	41	21	8	6	0	113
15:00	0	1	0	1	0	1	5	7	32	17	20	5	3	0	92
16:00	0	1	0	0	0	2	2	9	16	27	24	5	4	0	90
17:00	0	0	1	0	0	0	5	5	12	14	13	3	3	0	56
18:00	0	0	0	0	0	0	2	2	15	25	14	13	3	0	74
19:00	0	0	0	0	0	1	0	14	16	18	14	4	2	1	70
20:00	0	0	0	0	0	0	5	9	13	9	5	5	0	0	46
21:00	0	0	0	0	0	1	5	4	8	4	5	3	0	0	30
22:00	0	0	0	0	0	0	0	2	1	4	2	1	0	0	10
23:00	0	0	0	0	0	0	1	0	2	3	2	1	0	0	9
Total	2	11	4	2	2	13	52	138	270	284	223	97	34	4	1136

Daily

76 KPH
90 KPH
02 KPH
10 KPH
90 KPH
96 KPH
520
45.8%
912
80.3%

Campbell Drive - 1.5km south of Usborne Street Speed Study

Site Code: Station ID:

Latitude: 0' 0.0000 South

SB, NB															
Start	1	25	33	41	49	57	65	73	81	89	97	105	113	121	
Time	24	32	40	48	56	64	72	80	88	96	104	112	120	9999	Total
08-15-															
22	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	1	4	4	3	0	1	13
05:00	0	0	0	0	0	0	1	8	8	10	28	7	5	0	67
06:00	0	0	0	0	0	1	0	10	18	23	38	9	1	3	103
07:00	0	0	0	0	0	0	2	5	16	23	24	12	5	2	89
08:00	1	1	0	0	0	1	5	7	22	16	17	7	3	1	81
09:00	3	0	0	0	1	1	3	15	14	12	8	1	1	1	60
10:00	0	0	0	0	0	1	7	15	17	14	9	4	0	0	67
11:00	0	1	0	0	0	2	3	14	28	16	12	4	0	0	80
12 PM	0	0	1	0	0	1	4	13	21	16	13	4	2	0	75
13:00	1	0	1	0	0	0	2	10	13	22	11	5	2	0	67
14:00	0	1	1	0	0	3	6	14	14	13	10	2	1	1	66
15:00	0	0	0	1	2	1	7	23	34	23	22	2	2	0	117
16:00	0	0	0	0	0	0	3	15	34	31	29	17	1	0	130
17:00	0	0	0	1	0	2	1	8	32	42	34	13	1	1	135
18:00	0	0	0	0	0	0	3	14	20	16	19	2	4	0	78
19:00	0	0	0	0	0	1	4	5	12	7	11	2	5	0	47
20:00	0	0	0	0	0	2	1	1	9	3	7	1	2	0	32
21:00	0	0	0	0	0	0	0	3	8	6	5	2	0	0	24
22:00	0	0	0	0	0	1	1	2	1	2	1	0	0	0	8
23:00	0	0	0	0	0	0	0	1	1	1	1	0	1	0	5
Total	5	3	3	2	3	17	53	189	324	301	304	98	36	10	1348

Daily

15th Percentile :	76 KPH
50th Percentile :	89 KPH
85th Percentile :	102 KPH
95th Percentile :	109 KPH
Mean Speed(Average) :	90 KPH
15 KPH Pace Speed :	81-95 KPH
Number in Pace :	587
Percent in Pace :	43.5%
Number of Vehicles > 80 KPH :	1073
Percent of Vehicles > 80 KPH :	79.6%

Campbell Drive - 1.5km south of Usborne Street **Speed Study**

Site Code: Station ID:

Latitude: 0' 0.0000 South Total 0 0 5 Λ

0

2

00.00	v	•	•	•	•			•	
07:00	0	0	0	0	0	0	3	6	19
08:00	0	0	0	0	0	0	4	21	20
09:00	1	0	0	0	4	5	6	9	18
10:00	0	1	1	0	2	1	1	17	25
11:00	0	2	2	4	1	2	11	12	22
12 PM	0	0	0	0	1	3	5	6	19
13:00	0	0	1	0	1	0	5	14	17
14:00	0	0	0	0	0	4	14	11	16
15:00	0	0	2	0	0	3	1	14	21
16:00	0	0	1	0	0	1	5	13	41
17:00	0	0	0	0	0	2	4	11	28
18:00	0	0	2	0	0	1	5	17	28
19:00	0	0	0	0	0	1	11	11	8
20:00	0	0	0	0	1	0	1	10	21
21:00	0	0	0	2	0	0	5	4	9
22:00	0	0	0	0	0	0	1	2	1
23:00	0	0	0	0	0	0	4	2	1
Total	1	3	9	6	10	24	91	186	335

Daily

SB, NB Start

Time

08-16-

01:00

02:00

03:00

04:00

05:00

06:00

0 0

0 0

15th Percentile :	75 KPH
50th Percentile :	89 KPH
85th Percentile :	103 KPH
95th Percentile :	110 KPH
Mean Speed(Average) :	90 KPH
15 KPH Pace Speed :	81-95 KPH
Number in Pace :	616
Percent in Pace :	41.3%
Number of Vehicles > 80 KPH :	1162
Percent of Vehicles > 80 KPH :	77.9%

Campbell Drive - 1.5km south of Usborne Street Speed Study

Site Code: Station ID:

SB, NB													Latitude	e: 0' 0.00	00 South
Start	1	25	33	41	49	57	65	73	81	89	97	105	113	121	
Time	24	32	40	48	56	64	72	80	88	96	104	112	120	9999	Total
08-17-		_	_							_					
22	0	0	0	0	1	0	0	0	1	0	1	0	0	1	4
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
03:00	0 0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00 05:00	0	0	0	0	0	0	0 2	1	2 4	3 11	3 13	10	1 5	0	10 51
05:00	1	0	0	0	0	0	3	4	19	16	25	8	10	2	84
07:00	0	0	0	0	0	0	1	6	13	25	23	8	4	4	83
07:00	0	0	0	0	0	0	0	17	24	16	16	6	4	2	85
09:00	0	0	0	0	0	3	3	13	36	19	15	3	1	1	94
10:00	0	0	2	0	0	1	4	15	20	13	17	5	1	1	83
11:00	0	0	0	0	1	1	4	11	17	21	15	5	1	2	78
12 PM	0	0	0	0	0	2	5	8	23	11	11	7	3	0	70
13:00	0	Õ	1	Ő	0	1	5	10	20	19	13	1	1	0	71
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	0	3	0	2	8	27	86	181	160	151	53	31	14	717
Daily			50th P 85th P	Percentile : Percentile : Percentile : Percentile :		77 KPH 90 KPH 102 KPH 111 KPH									
				ce Speed : r in Pace :	81	91 KPH -95 KPH 321									
				t in Pace :		44.8%									
		Number of Percent of	Vehicles > Vehicles >			590 82.3%									
Grand Total	21	24	34	15	48	131	434	1310	2580	2361	2318	952	335	122	10685
Overall			50th P 85th P	Percentile : Percentile : Percentile : Percentile :		77 KPH 90 KPH 102 KPH 110 KPH									
		1 Number of	Percen	ce Speed : r in Pace : t in Pace : 80 KPH :	81	90 KPH -95 KPH 4646 43.5% 8668 81.1%									

1.9 Road Rationalization

1.9.1 THE CONCEPT OF ROAD RATIONALIZATION

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

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

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

1.9.2 BY-LAWS

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

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

1.9.3 PRINCIPLES OF ROAD RATIONALIZATION

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

1.9.4 GOAL OF A ROAD RATIONALIZATION STUDY

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

1.9.5 TERMS OF REFERENCE

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

1.9.6 METHODOLOGY

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

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

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

1.9.7 CRITERIA AND THE WEIGHTS APPLIED

Criterion 1 Urban Center Connector

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

Weighting Applied = 3

Criterion 2 Kings Highway/Upper Tier Connector

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

Weighting Applied = 2

Criterion 3 Heavy Industry Service

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

Weighting Applied = 2

Criterion 4 Barrier Service

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

Weighting Applied = 1

Criterion 5 Resort Criterion

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

Weighting Applied = 1

Criterion 6 Urban Cell Service

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

Weighting Applied = 0

Criterion 7 Urban Arterial Extension

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

Weighting Applied = 3

Criterion 8 Rural Cell Service

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

Weighting Applied = 0

Criterion 9 Traffic Speed

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

Weighting Applied = 1

Criterion 10 Road Surface

Provide service on roads with an asphalt surface.

Weighting Applied = 0.5

Criterion 11 Traffic Volume

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

Weighting Applied = 0.5

Criterion 12 Road Right of Way

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

Weighting Applied = 1
1.9.8 APPLICATION GUIDELINES

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

Criterion 1 Urban Centre Connector

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

Urban centres are areas of concentrated development, not "ribbon" development.

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

Criterion 2 Kings Highway/Upper Tier Road Connector

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

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

Criterion 3 Heavy Industry Service

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

"Close to" means within a distance of approximately 4.0km.

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

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

Criterion 4 Barrier Service

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

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

Criterion 5 Resort Criterion

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

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

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

Criterion 6 Urban Cell Service

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

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

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

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

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

Criterion 7 Urban Arterial Extension

The intent of this criterion is to provide for the extension of urban arterial streets into the rural areas to connect with an upper tier road or a Kings Highway. Traffic counts should be taken on both sides of the intersection with the upper tier and the extension continued through the intersection, only if both AADT's equal or exceed 700 vehicles per day.

Criterion 8 Rural Cell Service

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

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

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

Criterion 9 Traffic Speeds

This criterion is intended to identify those roads which have a speed limit of 80 km/h. This is deemed to be a desirable speed limit allowing roads which predominately serve as inter-municipal links in a road network to do so efficiently. Criterion 10 Road Surfaces

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

Criterion 11 Traffic Volumes

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

Criterion 12 Road Right of Way

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

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

1.9.9 CUT-OFF WEIGHT

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

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

Criteria	Weight	YES/NO	Score	Rational
Criterion 1 - Urban Centre Connector	3	NO		This would be an Arterial Connector between County Roads 45 & 3
Criterion 2 - King's Highway/Upper Teir Connector	2	YES	2	This would be an Arterial Connector between County Roads 45 & 3
Criterion 3 - Heavy Industry Service	2	YES	2	Pit Traffic and future industrial park expansion
Criterion 4 - Barrier Service	1	NO	0	Very liitle improvement in traffic flow
Criterion 5 - Resort Criterion	1	NO	1	No resort involved
Criterion 6 - Urban Cell Service	0	NO	0	This would be a Connector between County Roads
Criterion 7 - Urban Arterial Extension	3	YES	3	Arterial Connection
Criterion 8 - Rural Cell Service	0	YES	0	Currently being used for residential access
Criterion 9 - Traffic Speed	1	YES	1	Speed limit varies throughout the corridor
Criterion 10 - Road Surface	0.5	YES	0.5	a varried of hard surface treatments are currently being used.
Criterion 11 - Traffic Volume	0.5	YES	0.5	>1000 ADDT
Criterion 12 - Road Right-of-Way	1	YES	1	Varries throughout corridor.
Totals	15		11	
				•

* To qualify for upper tier designation a road must meet either the criteria for urban centre connector or the criteria for urban arterial extension worth 3 points, plus all four criteria for traffic speed, road surface, traffic volume and road right- of-way worth a combined total of 3 points, or another combination of criteria to have a total weight of 6. This becomes the yardstick to be used for recommending the redesignation of roads.

Criterion 1 - Urban Centre Connector Criterion 7 - Urban Arterial Extension Criterion 9 - Traffic Speed Criterion 10 - Road Surface Criterion 11 - Traffic Volume Criterion 12 - Road Right-of-Way

3 3	NO
3	YES
1	YES
0.5 0.5	YES
0.5	YES
1	YES

0 This would be an Arterial Connector between County Roads 45 & 3

3 Arterial Connection1 Speed limit varies throughout the corridor

0.5 a varried of hard surface treatments are currently being used.

0.5 >1000 ADDT

6

1 Varries throughout corridor.

Totals

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO ESTABLISH POLICY PW-18 DECORATIVE CROSSWALKS ON COUNTY ROADS FOR THE MUNICIPAL ROAD SYSTEM WITHIN THE JURISDICTION OF THE CORPORATION OF THE COUNTY OF RENFREW

WHEREAS Section 11(3) the Municipal Act, S.O. 2001, as amended, authorizes Council to pass by-laws regarding highways under the jurisdiction of the Corporation;

AND WHEREAS the Corporation desires to implement a Policy regarding the Renaming of County Roads within the jurisdiction of the Corporation.

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

- 1. THAT Public Works and Engineering Department Policy PW-18 Decorative Crosswalks on County Roads, as outlined in Schedule 'l' attached to and made part of this By-law, shall form part of the Public Works and Engineering Department Policies and Procedures of the Corporation of the County of Renfrew.
- 2. THAT this By-law shall not be interpreted to contradict or violate any statute or regulation of the Province of Ontario.
- 3. THAT this By-law shall come into force and take effect immediately upon the passing thereof.

READ a first time this 26th day of October, 2022.

READ a second time this 26th day of October, 2022.

READ a third time and finally passed this 26th day of October, 2022.

DEBBIE ROBINSON, WARDEN

Corporate Policies & Procedures				
SECTION: AUTHOR:			POLICY #:	
Operations	Director of P	ublic Works and Engineering	PW-18	
POLICY:			APPROVED:	
Decorative Crosswalks on County Roads				
DATE:	REV. DATE:	COVERAGE:	PAGE #:	
October 2022		Public Works and Engineering	Page 1 of 8	
		Department		

POLICY STATEMENT

The County of Renfrew, as a road authority, has a need to ensure that pedestrian crosswalks on County Roads are in compliance with the requirements of the Ontario Traffic Manual (OTM) and Highway Traffic Act (HTA) and is consistent with the Department's primary objective of providing and maintaining a safe road system. This Decorative Crosswalk Policy is to support and facilitate the installation of decorative crosswalks in the County of Renfrew, with the endorsement and participation of the local municipality.

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 (s.11), as amended, 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. The County of Renfrew, as well as local municipalities, has an extensive network of roads that are, travelled at a high rate of speed, often with 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, (s.11), as amended, and pertains only to those highways that fall under the control and jurisdiction of the County of Renfrew.

Corporate Policies & Procedures				
SECTION: AUTHOR:			POLICY #:	
Operations	Director of Pu	ublic Works and Engineering	PW-18	
POLICY:			APPROVED:	
Decorative Crosswalks on County Roads				
DATE:	REV. DATE:	COVERAGE:	PAGE #:	
October 2022		Public Works and Engineering	Page 2 of 8	
		Department		

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

"Crosswalks" are an integral component of the transportation network that distinctly indicates safe roadway crossing locations for pedestrians by means of lines or other markings on the surface of the roadway. Vehicle traffic is controlled at crosswalks with stop signs, pedestrian crossovers (PXO's), and partial or full traffic signals. Crosswalks exist at intersections or between intersections (midblock) on all road classification types throughout the County of Renfrew.

GUIDELINES

The size and colour of crosswalk pavement markings is governed by the Ontario Traffic Manual (OTM). The transverse lines, which are lines that run perpendicular to the roadway and establish the boundaries of the crosswalk, must be white and extend the entire length of the crosswalk. Ladder (also referred to as zebra) markings are suggested for crosswalks where higher visibility is desired. The longitudinal lines (rungs of the ladder) are also normally white; however, the OTM does not specify that they must be white.

The Highway Traffic Act (HTA), specifically Ontario Regulation 402/15: Pedestrian Crossover Signs, requires that PXO's include ladder pavement markings and that the longitudinal lines (rungs) are to the width and spacing as specified. Like OTM, the colour of the rungs are not mandated to be white.

The OTM does state that textured or coloured crosswalks should be "applied to increase the conspicuity of a pedestrian crossings and increase driver's awareness of potential conflicts". It goes on to state that the "materials should be designed to maintain visibility at night".

Decorative crosswalks are typically understood to be crosswalks that include elements (colour, design, imagery, texture and/or material) that are considered aesthetic enhancements above and beyond standard crosswalk treatments.

Corporate Policies & Procedures				
SECTION: AUTHOR:			POLICY #:	
Operations	Director of P	ublic Works and Engineering	PW-18	
POLICY:			APPROVED:	
Decorative Crosswalks on County Roads				
DATE:	REV. DATE:	COVERAGE:	PAGE #:	
October 2022		Public Works and Engineering	Page 3 of 8	
		Department		

Crosswalks must always include two white transverse lines, and except for PXO's, the pavement marking treatment in between the transverse lines is not restricted. Therefore, decorative elements (artwork) can be legally applied to the road surface if they are 'framed' by the white transverse lines and the edge of the roadway (normally being curbs). However, it is implied that the design of the treatment would not negatively impact the safety of road users, visually or otherwise.

1.0 REQUESTS

The County of Renfrew may permit the installation of a decorative crosswalk on County Roads, subject to the following terms and conditions:

- 1. Requests for the installation of the decorative crosswalk shall be submitted in writing to the County by the local proponent in the municipality in which the crosswalk is requested.
- 2. Upon receipt of a request from the proponent the County will request endorsement from the local municipality for the installation of a decorative crosswalk that has been requested. The County of Renfrew shall meet with staff from the municipality and review the location to determine its suitability for the requested decorative crosswalk.
- 3. The proponent requesting the decorative crosswalk shall be responsible for one hundred percent (100%) of all costs associated with the initial installation of the decorative crosswalk. The proponent shall be responsible for one hundred percent (100%) of maintenance costs as well as one hundred percent (100%) of the yearly repainting costs. If the proponent does not agree to the terms of the agreement to re-establish, the cost to remove the decorative crosswalk will be assessed and billed to the proponent.

Corporate Policies & Procedures				
SECTION: AUTHOR:			POLICY #:	
Operations	Director of P	ublic Works and Engineering	PW-18	
POLICY:			APPROVED:	
Decorative Cross				
DATE:	REV. DATE:	COVERAGE:	PAGE #:	
October 2022		Public Works and Engineering	Page 4 of 8	
		Department		

2.0 PERMITTED LOCATIONS

Selecting a location for the installation of decorative crosswalks is important to ensure that they are appropriate, sustainable and safe. The primary consideration in approving a decorative crosswalk location is the safety of pedestrians, cyclists and motorists. Where safety may be negatively impacted, a decorative crosswalk will not be permitted to be installed. Decorative crosswalks should be avoided, without special consideration and permission, across roadways that have high volumes of traffic and/or a high percentage of truck traffic. On arterial roadways, maintenance is cost prohibitive given the amount of tire wear and marks from large trucks.

Decorative crosswalks can be installed on collector and local classified roadways. This includes collector and local roadways that intersect with, or immediately parallel to, major/minor arterial roadways permitting that the crosswalk is located on the secondary leg(s) of the intersection.

It is important that the roadways are in acceptable condition. The installation location surface must be free of potholes, fatigue cracking, loose debris or other similar degraded conditions which would inhibit the installation of surface treatments or perceivably shorten the operational life. Asphalt roadways are preferred, however concrete roads can be considered. Roadways that are constructed using unit pavers, stamped textures or comprised of mixed materials (such as adjoining asphalt and concrete surfaces) should be avoided. Roadways that are scheduled for reconstruction or re-surfacing within five (5) years or less as per the County of Renfrew Asset Management Plan, from the time of decorative crosswalk installation must be avoided so that the treatments are not inadvertently removed earlier than intended or before their operational end-of-life.

Corporate Policies & Procedures				
SECTION: AUTHOR:			POLICY #:	
Operations	Director of P	ublic Works and Engineering	PW-18	
POLICY:	APPROVED:			
Decorative Crosswalks on County Roads				
DATE:	REV. DATE:	COVERAGE:	PAGE #:	
October 2022		Public Works and Engineering	Page 5 of 8	
		Department		

3.0 INSTALLATION AND MAINTENANCE

Proper installation and maintenance of decorative crosswalk treatments protects their overall integrity and longevity. Therefore, they must be installed by professional forces that are sufficiently trained and skilled, using appropriate materials and methods, routinely monitored, repaired and maintained.

Artwork must be contained within the two white standard transverse lines of the crosswalk and the edge of the roadway. Treatment must be configured so that a pedestrian's first step is onto asphalt (the bare road surface), achieved by starting the artwork approximately 1.0 metre away from the curb/edge of road. It must not continue or extend onto median islands, curb gutters, curbs, sidewalks or other roadway features.

Artwork must not be applied to utility manhole covers, chamber lids, frames or other similar infrastructure.

Artwork should provide visual contrast and be reflective as per the requirements of the OTM.

Artwork that would be considered ladder (or zebra) markings, must dimensionally conform to the requirements of the HTA and OTM.

Artwork shall respect community standards concerning appropriate subjects and imagery for display in public places. Further, commercial interests such as advertising and copyright protected content is not permitted without special consideration and explicit permission.

Artwork must not be comprised of any elements that road users, particularly pedestrians, would interact with such as hopscotch as an example.

Artwork must not directly or inadvertently mislead the general use or guidance of the crosswalk, especially users whom are visually impaired.

Corporate Policies & Procedures				
SECTION: AUTHOR:			POLICY #:	
Operations	Director of Pu	ublic Works and Engineering	PW-18	
POLICY:			APPROVED:	
Decorative Crosswalks on County Roads				
DATE:	REV. DATE:	COVERAGE:	PAGE #:	
October 2022		Public Works and Engineering	Page 6 of 8	
		Department		

4.0 MATERIALS AND INSTALLATION

Durable skid resistant pavement markings, such as thermoplastic or cold plastic, are preferred to be used for artwork or as specified by the Public Works and Engineering Department. The in-service operational life of durable pavement markings is approximately five (5) years, and is dependent upon roadway surface conditions and traffic volumes.

Artwork must be reflective as per the requirements of the OTM.

Decorative crosswalks must be installed by the County of Renfrew, Public Works and Engineering Department or by contractors as directed by the same.

Artwork designs shall be reasonable, easily reproduced and installed using the noted marking materials and their associated installation methods.

Installation shall be scheduled to occur seasonally in the late spring to early fall or as weather and conditions permit to ensure optimal adherence of materials to roadway surfaces.

5.0 MAINTENANCE AND OPERATIONS

Decorative crosswalks shall be cleaned regularly by the County of Renfrew.

It is recognized that decorative crosswalks do not have an attributed level of service as defined by Ontario Regulation 239/02: Minimum Maintenance Standards for Municipal Highways. However, decorative crosswalks shall generally be inspected by the County of Renfrew, Public Works and Engineering Department, once per calendar year, typically in the late spring;

Maintenance of decorative crosswalks shall be safety focused, but also to maintain the integrity and longevity of the artwork. Maintenance shall be generally conducted on an as-needed basis.

Corporate Policies & Procedures				
SECTION: AUTHOR:			POLICY #:	
Operations	Director of P	ublic Works and Engineering	PW-18	
POLICY:	APPROVED:			
Decorative Cross				
DATE:	REV. DATE:	COVERAGE:	PAGE #:	
October 2022		Public Works and Engineering	Page 7 of 8	
		Department		

Decorative crosswalks do not have an infinite life and would need to be removed (and replaced if appropriate) when deemed necessary or as required by any terms and/or agreements of their installation.

Requestors of decorative crosswalks shall be responsible for installation costs and maintenance costs.

6.0 ATTRIBUTED COSTS

The cost of installing and maintaining decorative crosswalks will have an impact on capital and existing operational budgets. Because of this, the person or agency requesting decorative crosswalks shall accept all costs.

The cost of installing a decorative crosswalk is dependent upon the intricacy, width of the roadway, coverage of the artwork and location. It is estimated that installation costs would be between \$5,000 and \$15,000 depending on the length of the crossing.

The ongoing maintenance of the decorative crosswalks shall be borne by the requestor based upon the cost difference between standard crosswalks and decorative crosswalks. Costs would also be dependent upon the same primary cost drivers noted as part of installation (above).

Maintenance costs shall be determined at the time of approval and based upon the design of the decorative crosswalks and perceived attributed maintenance cost pressures.

Installation and maintenance costs which are the requestors will be formalized by establishment of a written agreement.

Installation costs for decorative crosswalks that are not requested by external people or agencies, but rather internal to the County of Renfrew, shall be funded from an appropriate capital budget. Maintenance and operation costs shall be

Corporate Policies & Procedures				
SECTION: AUTHOR:			POLICY #:	
Operations	Director of Pu	ublic Works and Engineering	PW-18	
POLICY:			APPROVED:	
Decorative Crosswalks on County Roads				
DATE:	REV. DATE:	COVERAGE:	PAGE #:	
October 2022		Public Works and Engineering	Page 8 of 8	
		Department		

funded from an appropriate operating budget and annual budgets shall be reasonably adjusted as decorative crosswalks are added or removed.

7.0 APPROVALS

The installation of a new decorative crosswalk 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 of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.



OPERATIONS DIVISION REPORT

Prepared by: Richard Bolduc, A.Sc.T., Manager of Operations Prepared for: Operations Committee October 11, 2022

INFORMATION

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

Summer operations are in the process of winding down as preparations are made for the coming winter season. As weather conditions permit, staff will continue with a variety of operations including roadside brushing, shouldering, ditch and culvert cleanouts, small culvert inspections program, sign replacements and routine surface maintenance and repairs.

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

a) Operational Status and Winter Readiness

Staff are preparing for the coming winter season and the Department is required to be 50% operational by November 1, 2022 and 100% operational by November 15, 2022. Night Patrol shifts are scheduled to commence on November 15, 2022 and will continue until April 1, 2023.

b) Winter Sand

The supply, delivery and stockpiling of winter sand at the various patrol locations is ongoing and it is anticipated that this work will be completed by the end of October.

c) Winter Maintenance Agreements

The following are the current statuses of all winter maintenance agreements:

- Township of Carlow/Mayo for services on a portion of County Road 517 (Dafoe Road) Term 2022-2023 Completed.
- Town of Arnprior Term 2022-2023 Completed.
- Town of Renfrew Term 2019-2029 Completed.
- Town of Deep River Term 2020-2030 Completed.

The following multi-year facility rental agreements for County of Renfrew winter operations equipment have been completed and are valid until 2026/2027 winter season:

- Rental agreement with the Township of Bonnechere Valley for the use of one bay of the garage at Foymount during the winter season.
- Rental agreement with the Algonquins of Pikwakanagan for the use of one bay of the garage at Golden Lake during the winter season.

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. The current fleet readiness is at 95%.

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 September 2022 awarded under the authority of the Director of Public Works and Engineering or the Chief Administrative Officer is as follows:

	51 00
 b) PWO-2022-23 – Crack Sealing 1. Roadlast Asphalt & Sealing Maintenance Inc., 	
Kemptville, ON \$31,05	50
2. Greenwood Paving (Pembroke) Ltd., Pembroke, ON \$33,64	45
3. Neptune Security Services Inc., Mississauga, ON \$45,00)0
4. Upper Canada Road Services Inc., Markham, ON \$45,00)0

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.



























