



## **OPERATIONS COMMITTEE**

**Monday, January 9, 2023**

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A meeting of the Operations Committee was held on Monday, January 9, 2023, at 1:00 p.m., at the County of Renfrew Administration Office, 9 International Drive, Pembroke, Ontario.

Present were:           Chair Glenn Doncaster  
                                Warden Peter Emon  
                                Vice-Chair David Bennett  
                                Councillor Daniel Lynch  
                                Councillor Mark MacKenzie  
                                Councillor Keith Watt  
                                Councillor Mark Willmer

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 VanStarkenbug, Administrative Assistant

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Chair Doncaster called the meeting to order at 1:03 p.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.

The Chair noted that the minutes of the previous meeting held on October 11, 2022 were approved by the Warden and Chief Administrative Officer/Clerk.

### **Public Works and Engineering**

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

**RESOLUTION NO. OP-C-23-01-01**

Moved by Councillor Watt

Seconded by Councillor MacKenzie

THAT the Operations Committee directs the Public Works and Engineering Department to research and develop a policy for snowmobile trails along County Road rights-of-way. CARRIED.

**RESOLUTION NO. OP-C-23-01-02**

Moved by Councillor Lynch

Seconded by Councillor Bennett

THAT the Operations Committee recommends to County Council that no adjustment in speed is required at this time for County Road 2 (White Lake Road) or County Road 23 (Highland Road) within the Township of McNab/Braeside. NOT VOTED ON.

**RESOLUTION NO. OP-C-23-01-03**

Moved by Councillor MacKenzie

Seconded by: Warden Emon

THAT the Operations Committee table Resolution No. OP-C-23-01-02 until the March 2023 meeting of this Committee. CARRIED.

Staff advised that as part of the March report, further information will be provided with regards to the speed counts, clarification on the road geometry along with the current posted speed tabs, speed sign locations, and what are the acceptable road standards and barrier requirements for this section of road.

**RESOLUTION NO. OP-C-23-01-04**

Moved by Warden Emon

Seconded by Councillor Lynch

THAT the Operations Committee directs staff to develop a funding business case for improvements at the intersection of County Road 2 (Daniel Street South) with Edey Street and Galvin Street in Arnprior and bring forward a report to the February meeting of Operations Committee, where it be included as part of the discussions regarding the 2023 budget. CARRIED.

Committee was advised that any decorative crosswalks that are placed on County roads require the approval from the appropriate County of Renfrew authority.

**Infrastructure Division**

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

**RESOLUTION NO. OP-C-23-01-05**

Moved by Warden Emon

Seconded by Councillor MacKenzie

THAT the Operations Committee recommends to County Council that a By-law be passed to

accept a drainage easement over Lot 41, in the geographic Township of McNab in the Township of McNab/Braeside on Draft Plan of Survey 49M-114, being a part of PIN 57336-0296 (LT) from 2849168 Ontario Incorporated. CARRIED.

**RESOLUTION NO. OP-C-23-01-06**

Moved by Councillor Lynch

Seconded by Councillor Watt

THAT the Operations Committee recommends to County Council that a By-law be passed to acquire the properties in the geographic Township of Sebastopol in the Township of Bonnechere Valley as described below; AND FURTHER THAT the properties described be dedicated as part of the public highway upon registration of the transfer documents:

- Part 3 on Plan 49R-20182 from Paul Cronk and Michelle Desmarais in the sum of One Thousand Six Hundred and Eighty Dollars and Thirty-Three Cents (\$1,680.33);
- Parts 1 and 2 on Plan 49R-20183 from David Hoey in the sum of One Thousand One Hundred and Eleven Dollars and Ninety-Nine Cents (\$1,111.99);
- Part 3 on Plan 49R-20183 from Michelle Jaenen and Alfred Moore in the sum of One Thousand and Thirty-Seven Dollars and Eighty-Five Cents (\$1,037.85);
- Parts 4, 5, 6, and 7 on Plan 49R-20183 from John and Donna Valiquette in the sum of One Thousand Four Hundred and Twenty-Three Dollars and Thirty-Four Cents (\$1,423.34);
- Parts 1, 2, and 3 on Plan 49R-20184 from Doug and Kelly Zadow in the sum of Eight Hundred and Eighty-Nine Dollars and Fifty-Nine Cents (\$889.59);
- Parts 1 and 2 on Plan 49R-20185 from Robert and Cecilia Buelow in the sum of Five Hundred and Sixty-Nine Dollars and Thirty-Three Cents (\$569.33);
- Parts 4 and 5 on Plan 49R-20185 from Michael Martin and Susie Gauthier in the sum of One Thousand Eight Hundred and Thirty-Three Dollars and Fifty-Four Cents (\$1,833.54);
- Parts 1, 2, and 3 on Plan 49R-20186 from Francis Kilby in the sum of Five Hundred Dollars (\$500.00);
- Parts 4, 5, 6, and 7 on Plan 49R-20186 from Mervin and Connie Gogolin in the sum of Two Thousand and One Dollars and Fifty-Seven Cents (\$2,001.57);
- Part 8 on Plan 49R-20186 from the Corporation of the Township of Bonnechere Valley in the sum of One Thousand Four Hundred and Seventeen Dollars (\$1,417.00);
- Parts 9 and 10 on Plan 49R-20186 from Robert and Christine Lee Peltzer for the sum of One Thousand Six Hundred and Twenty-Four Dollars (\$1,624.00);
- Part 1 on Plan 49R-20187 and Parts 1 and 2 on Plan 49R-20189 from Jennifer Murphy in the sum of One Dollar (\$1.00);
- Parts 1 and 2 on Plan 49R-20189 from Lavern Heideman & Son Limited in the sum of Five Hundred and Five Dollars and Fifty-Eight Cents (\$505.58);
- Parts 3, 4, 5, 6, and 7 on Plan 49R-20189 from Evan Harris and Lani Graham in the sum of Two Thousand Five Hundred and Ninety-Four Dollars and Sixty Cents (\$2,594.60);
- Part 8 on Plan 49R-20189 from Darren Dudgeon in the sum of Eight Hundred and Three Dollars and Nine Cents (\$803.09);

- Parts 9, 10, and 11 on Plan 49R-20189 from Barry (Donald) Greenslade for the sum of Three Thousand Eight Hundred and Fifteen Dollars and Thirty-Five Cents (\$3,815.35);
- Parts 1 and 2 on Plan 49R-20190 from Michael Nicholas in the sum of Seven Thousand and Five Dollars and Fifty-One Cents (\$7,005.51);
- Part 4 on Plan 49R-20191 from Clinton Stroud in the sum of Five Hundred Dollars (\$500.00);
- Parts 3, 4, and 5 on Plan 49R-20190, Parts 1 and 2 on Plan 49R-20191, and Parts 1, 2, 3, 4, 5, and 8 on Plan 49R-20198 from Barry, Daryl, Troy, Joshua, and Jason Verch in the sum of Ten Thousand Eight Hundred and Twenty-Three Dollars and Thirty-Three Cents (\$10,823.33);
- Parts 8 and 9 on Plan 49R-20190 from Elmer Plath in the sum of Seven Thousand Dollars (\$7,000.00);
- Part 10 on Plan 49R-20190 from Frank and Lynn Wynia for the sum of Four Thousand and Fifty-Two Dollars and Fifty-Seven Cents (\$4,052.57);
- Part 3 on Plan 49R-20191 from Albert and Wendy Katzberg in the sum of Five Thousand Nine Hundred and Thirty Dollars and Fifty-Nine Cents (\$5,930.59);
- Part 5 of Plan 49R-20191 from Evan and Karen Gamblin for the sum of Five Hundred and Forty-Four Dollars and Eighty-Seven Cents (\$544.87);
- Parts 1 and 2 on Plan 49R-20192 from Dwayne and Diane Heideman in the sum of Six Thousand Five Hundred and Fifty-Five Dollars (\$6,555.00);
- Parts 1 and 2 on Plan 49R-20193 from Troy and Carla Verch in the sum of Six Thousand Nine Hundred and Nineteen Dollars and Two Cents (\$6,919.02);
- Parts 3, 4, and 5 on Plan 49R-20193 from Sandra Petraitis in the sum of Four Thousand Two Hundred Dollars and Eighty-Four Cents (\$4,200.84);
- Parts 1 and 2 on Plan 49R-20195 from Jason Verch for the sum of One Thousand and Forty-Five Dollars and Twenty-Seven Cents (\$1,045.27);
- Parts 3 and 4 on Plan 49R-20195 from Donald Axford in the sum of Five Hundred Dollars (\$500.00);
- Part 1 on Plan 49R-20196 from Heather Lambert for the sum of Five Hundred Dollars (\$500.00);
- Parts 2, 3, 4, 5, and 6 on Plan 49R-20196 from Ein and Wanda Neuman in the sum of Six Hundred and Twenty-Seven Dollars and Ninety Cents (\$627.90);
- Parts 3, 4, and 5 on Plan 49R-20197 from Steven Schruder in the sum of Six Hundred and Fifty Dollars (\$650.00);
- Parts 1, 6, 7, and 8 on Plan 49R-20197 from Jason Miller and Lindsay Leclair in the sum of One Thousand and Eighty-One Dollars and Eight Cents (\$1,081.08);
- Parts 6 and 7 on Plan 49R-20198 from Whispering Pines Resort (Barry Verch, Elmer Plath, and Marilyn Schooley) in the sum of Six Thousand Four Hundred and Forty-Nine Dollars and Fifty-Two Cents (\$6,449.52);
- Parts 10 and 11 on Plan 49R-20198 from Sandra, Monique, Stephen, and Timothy Gillis in the sum of Two Thousand Eight Hundred and Eighty Dollars (\$2,880.00); and,
- Part 3 on Plan 49R-20199 from Ana Martins in the sum of Nine Hundred and Ninety-Two Dollars (\$992.00). CARRIED.

Committee was advised that approximately 8.0 acres of land is being purchased from 35 different properties for the reconstruction of County Road 512 (Foymount Road). The total amount for the property purchases is approximately \$110,000. Mr. Hanrath noted that there still are 5 or 6 property purchases that will be brought forward to Committee at a future meeting.

### **Operations Division**

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

Committee requested that staff consider adding a photo of the purchased equipment in future reports.

Committee requested that future reports on weather events include historical data from the past three to five years for comparison with previous weather trends within the County.

Committee was advised that there is \$250,000 in the Winter Maintenance Reserve.

### **RESOLUTION NO. OP-C-23-01-07**

Moved by Councillor Bennett

Seconded by Councillor MacKenzie

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

### **New Business**

#### Master Transportation Plan

Committee was advised that the Request for Proposal for the Transportation Master Plan, which closed on December 15, 2022, will be discussed as part of the 2023 Budget deliberations at the Budget Workshop scheduled for February.

#### Shovel Ready Construction Projects

Mr. Kelley advised that staff received confirmation that the County of Renfrew will be a delegation with the Minister of Infrastructure to discuss growth related and shovel ready construction projects at the 2023 Rural Ontario Municipal Association (ROMA) Annual Conference.

### **RESOLUTION NO. OP-C-23-01-08**

Moved by Warden Emon

Seconded by Councillor Watt

THAT this meeting adjourn and the next regular meeting be held on February 14, 2023. Time: 2:14 p.m. CARRIED.

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

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**TO:** Operations Committee

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

**DATE:** January 9, 2023

**SUBJECT:** Department Report

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**INFORMATION****1. Public Works and Engineering Department Overview**

Attached as Appendix I is an overview of the priorities for the Public Works and Engineering Department that Director Mr. Lee Perkins will review with Committee at the meeting.

**2. Appointment to Canadian Public Works Association Board of Directors**

Attached as Appendix II is a letter from American Public Works President, Keith Pugh, PE, PWLF and Mike Walker President of the Canadian Public Works Association of Canada appointing Mr. Perkins, Director of Public Works and Engineering to a term position of the Canadian Public Works Association (CPWA) Board of Directors. The purpose of the CPWA Board of Directors is to serve as the “voice of public works in Canada” by focusing on public policy at the federal government level. Also attached as Appendix III is a letter from American Public Works Association (APWA) President thanking the County of Renfrew for its support of the Director of Public Works and Engineering for his involvement with the APWA/CPWA.

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

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

3. **Decorative Crosswalk**

Attached as Appendix IV is a resolution from the Town of Petawawa endorsing the placement of a decorative crosswalk within the Town of Petawawa at the intersection of County Road 51 (Petawawa Boulevard), Portage Road and County Road 16 (Victoria Street) in accordance with County of Renfrew Corporate Policy PW-18 Decorative Crosswalks on County Roads (attached as Appendix V). Staff will consult with the proponent regarding the cost and maintenance of the crosswalk. The intention is to have a decorative crosswalk installed in 2023.

4. **Tourism-Oriented Directional Signing**

In October 2020, County Council approved by Resolution No. OP-CC-20-10-63 the waiving of the Tourism Signage fees on County Roads for the remainder of 2020 and for 2021 and to have these fees reinstated in 2022. In March 2022, County Council approved by Resolution No. OP-CC-22-03-32 to extend the waiving of fees for 2022 and have them reinstated in 2023.

The decision to waive the fees was made as many tourism operators were having financial difficulties due to the COVID-19 pandemic. By placing a moratorium on the fees this would help reduce fiduciary concerns for these operators.

As we emerge from the pandemic and are starting to witness an increase in tourism travel and recovery of the industry, this fee will be charged to those with signage starting January 1, 2023.

5. **2023 Operation Committee Meeting Locations**

In years past, the Operations Committee has convened meetings in the local municipalities for up to two of its regular meetings each year. The objective has been to enable the staff and local municipal Council(s) to meet with the Operations Committee to discuss any matters of common interest or concern.

Should the Committee wish to continue with the meetings at local municipalities in 2023, staff is requesting that your municipality contact Mr. Lee Perkins and, pending confirmation, staff will make the necessary arrangements with your municipality.

## **RESOLUTIONS**

### **6. Snowmobile Trail – County Road 58 (Round Lake Road)**

**Recommendation:** THAT the Operations Committee directs the Public Works and Engineering Department to research and develop a policy for snowmobile trails along County Road rights-of-way.

#### **Background**

Attached as Appendix VI is an e-mail request from Terry Vaudry, District Manager of Snow Country Snowmobile Region – Ontario Federation of Snowmobile Clubs (OFSC) District 6 requesting a re-route of the snowmobile trail along County Road 58 (Round Lake Road) due to issues with the Ministry of Transportation removing all snowmobile trails within their right-of-way (ROW). Currently, within the County of Renfrew there are several areas where the snowmobile trail is within the ROW of a County Road. With snowmobile routes on County Road 58 (Round Lake Road) being an important connection to the local hotels and fueling station, staff have no issues with completing the standard agreement with the snowmobile club for the upcoming season. As there is no policy in place for the use of snowmobile trails along County Road rights-of-way, staff are seeking direction from Committee to research and develop a policy for discussion at a future meeting.

### **7. Speed Study for County Roads 2 (White Lake Road) and 23 (Highland Road)**

**Recommendation:** THAT the Operations Committee recommends to County Council that no adjustment in speed is required at this time for County Road 2 (White Lake Road) or County Road 23 (Highland Road).

#### **Background**

In August 2022, two requests, which are attached as Appendix VII, were received from the Township of McNab/Braeside. One for a speed reduction along County Road 2 (White Lake Road) between Robertson Line and Kippen Road and a second request for a traffic study be completed for County Road 2 (White Lake Road) and County Road 23 (Highland Road).



The County of Renfrew believes that a roadway network performs most efficiently and effectively when the roads comprising that network are designed, built and operated to serve their intended purposes. Therefore, the County of Renfrew adopts a hierarchical system of roadway classification which shall apply to all roadways in the County Road system. Roads are defined according to the surrounding environment (rural or urban) and one of the following functions/categories:

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Lane/Seasonal

For reference Corporate Policy PW-01 Roadway Classification System is attached as Appendix VIII.

Both County Road 2 and County Road 23 are classified as Arterial Roads with several exceptions as noted on Appendix IX. Within the Waba community, speed is reduced to 50 km/h with a Community Safety Zone where speed fines are doubled. As well there is a 60km/h section on County Road 2 west of County Road 45 (Russett Drive) and Bev Shaw Parkway intersection for 3.3 kilometres.

From the speed study for County Road 2 (White Lake Road), which is attached as Appendix X, 28.2% of vehicles are travelling over the posted speed limit of 80 km/h. The results for County Road 23 (Highland Road) shows 15% are in excess of the speed limit.

Staff will continue to monitor and share the results with the Ontario Provincial Police.

#### **8. County Road 2 (Daniel Street South) – Cost Sharing Request for Intersection Realignment at Edey Street/Galvin Street**

**Recommendation:** THAT the Operations Committee directs staff to develop a funding Business Case for improvements at the intersection of County Road 2 (Daniel Street South) with Edey Street and Galvin Street and bring forward a report to the February meeting of Operations Committee, where it be included as part of the discussions regarding the 2023 budget.

## **Background**

In December of 2020, the Town of Arnprior submitted a written request to the County that the County participate in and financially contribute to a project along County Road 2 (Daniel Street South) to realign the intersection with Edey Street and Galvin Street. This request, and past similar requests, triggered discussion on how the County may fund projects in response to growth along County infrastructure. The current Asset Management Plan does not take growth into consideration as it is laid out in order to maintain the County's current assets to similar geometry and does not allocate funds for expansion, twinning, or widening of assets as a result of growth in local municipalities. As such, the request at the time did not proceed; however, a traffic median was installed per requirements of the County with an ongoing development on Galvin Street as a measure to restrict left turns on to Galvin Street from Daniel Street South.

Since that time, the Town of Arnprior retained the services of a Design Consultant to proceed with the design for the realignment of the intersection and nearly attained all necessary property for the realignment. County staff have been included in design meetings to ensure that it meets the requirements of the County; however, thus far no additional contribution or budgetary allocation by the County to the project has been approved.

As the design is near completion, and the project is anticipated to be ready for construction in 2023, the Town of Arnprior has submitted the letter included as Appendix XI requesting that the County contribute to the project. Included with the letter is a construction cost estimate, broken down by Town and County responsibility. The breakdown of cost responsibility is based generally on that shown below, which has been utilized on past cost shared projects such as County Road 52 (Raglan Street South) with the Town of Renfrew, and formed the basis of draft cost share considerations with the design currently undertaken with the Town of Petawawa for urbanization of County Road 37 (Murphy Road), from County Road 51 (Petawawa Boulevard) to County Road 26 (Doran Road).

1. The County shall be responsible for:
  - i) The construction of an urban cross-section up to the minimum "Geometric Design Standards for Undivided Urban Roads in Ontario" (i.e., two driving and one parking lane), but in no case less than the centre 7.0 m of any County road in an urban area.
  - ii) The construction of curbs and gutters.

- iii) The construction of the paved boulevard between curb and sidewalk to a maximum of 0.5 m width.
  - iv) The construction of catchbasins and the portion of storm sewers required to drain the County road. (In no case will the County drain land more than 25 m from the centreline of the road.)
  - v) The construction of a full rural section within any urban area.
  - vi) The remaining costs of those works covered by Section 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:

$$\text{Local share \%} = 100\% \text{ less County's Share \%}$$

$$\text{County Share} = \frac{\text{Theoretical pipe diameter to accommodate CRD*}}{\text{Actual pipe diameter to accommodate full drainage area}} \times 100\%$$

\*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 proposed 2023 budget does not include funds to contribute to this project. However, it is recommended that staff review this request and develop a Business Case balancing the benefits and restrictions of the County contributing to the project to be presented to Operations Committee in February.

9. **Infrastructure Division**

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

10. **Operations Division**

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

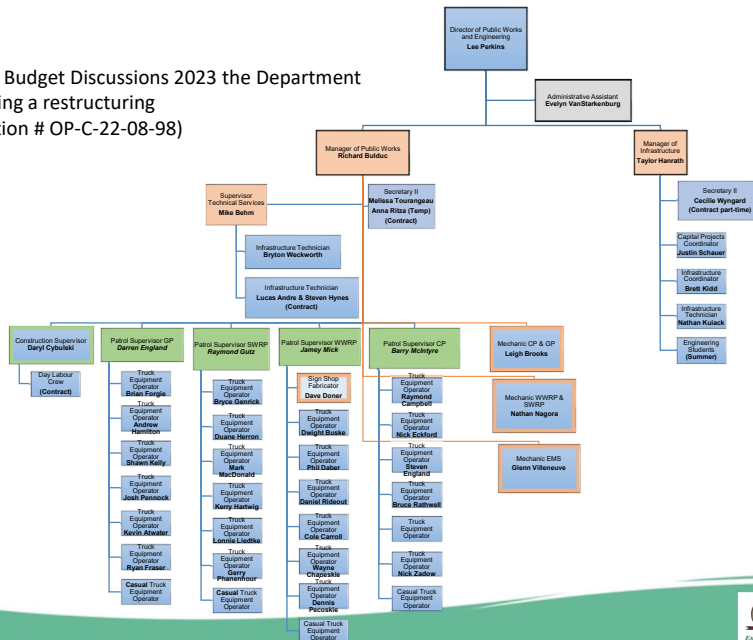


# County of Renfrew Public Works and Engineering Department Overview



## Public Works and Engineering Organizational Chart

\*During Budget Discussions 2023 the Department is planning a restructuring (Resolution # OP-C-22-08-98)



# Asset Management Plan 2022 -2032

| 10 Year Capital Plan 2023-2032 |                |   |                          |      |             |                 |           |                    |           |      |      |  |
|--------------------------------|----------------|---|--------------------------|------|-------------|-----------------|-----------|--------------------|-----------|------|------|--|
| Road Sections                  |                |   |                          |      |             |                 |           |                    |           |      |      |  |
| Road No.                       | Road Name      | Section Description                                 | Municipality             | AAOT | Current PCI | PCI @ Plan Year | Plan Year | 2022 Projected PCI | 2023      | 2024 | 2025 |  |
| 1                              | River Road     | Lochwinnoch Rd to Storrie Rd                        | McHabb/Braeside          | 1057 | 27.1        | 23              | 2023      | 66.8               | 603,077   |      |      |  |
| 1                              | River Road     | Storrie Rd to County GP Trail                       | Horton                   | 1057 | 23.5        | 17              | 2023      | 66.8               | 513,900   |      |      |  |
| 6                              | Gillan Rd      | Hwy 60 (O'Brien Rd) to Jamieson Lane                | Renfrew                  | 2405 | 72.8        | 71              | 2023      | 56.7               | 192,214   |      |      |  |
| 6                              | Gillan Rd      | Jamieson Lane to Lime Kiln Rd                       | Horton                   | 2405 | 67.7        | 65              | 2023      | 50.5               | 300,902   |      |      |  |
| 6                              | Gillan Rd      | Lime Kiln Rd to Hwy 17                              | Horton                   | 2313 | 57.7        | 55              | 2023      | 40.5               | 134,160   |      |      |  |
| 6                              | Lochwinnoch Rd | Hwy 17 to Thomson Rd                                | Horton                   | 869  | 69.4        | 66              | 2023      | 52.2               | 356,315   |      |      |  |
| 6                              | Lochwinnoch Rd | Thomson Rd to Vanthea Rd                            | Horton                   | 869  | 70.1        | 68              | 2023      | 53.9               | 469,159   |      |      |  |
| 6                              | Lochwinnoch Rd | Vanthea Rd to Miller Rd                             | McHabb/Braeside          | 869  | 75.3        | 73              | 2023      | 59.1               | 201,641   |      |      |  |
| 20                             | Bruce St       | Hwy 60 to Urban Limit                               | Renfrew                  | 6942 | 71.4        | 69              | 2023      | 55.2               | 95,065    |      |      |  |
| 20                             | Bruce St       | Urban Limit to Cobus Rd                             | Renfrew                  | 5744 | 68          | 65              | 2023      | 50.8               | 239,014   |      |      |  |
| 20                             | Bruce St       | Cobus Rd to Hwy 17                                  | Horton                   | 5744 | 66.4        | 63              | 2023      | 49.2               | 207,480   |      |      |  |
| 21                             | Beachburg Rd   | Hill Rd to City Rd 12 (Westmeath Rd)                | Whitewater Region        | 1865 | 73.8        | 72              | 2023      | 57.6               | 272,617   |      |      |  |
| 21                             | Beachburg Rd   | City Rd 12 (Westmeath Rd) to Finchley Rd            | Whitewater Region        | 3394 | 74.3        | 72              | 2023      | 58.1               | 397,720   |      |      |  |
| 22                             | Highland Rd    | Seawill Rd to Frank St                              | McHabb/Braeside          | 948  | 47.8        | 44              | 2023      | 30.3               | 156,970   |      |      |  |
| 22                             | Highland Rd    | Frank St to City Rd 2 (White Lake Rd)               | McHabb/Braeside          | 948  | 46.9        | 43              | 2023      | 29.4               | 472,410   |      |      |  |
| 24                             | White Water rd | Stairford Third Line to Hwy 17                      | Laurentian Valley        | 1393 | 48.4        | 45              | 2023      | 66.8               | 1,306,911 |      |      |  |
| 30                             | Lake Dore Rd   | Hwy 60 to St. John's Church Steps                   | North Algona Wilberforce | 1413 | 42.9        | 39              | 2023      | 68.8               | 631,856   |      |      |  |
| 30                             | Lake Dore Rd   | St. John's Church Steps to Lovers Lane              | North Algona Wilberforce | 1413 | 20.3        | 16              | 2023      | 68.8               | 961,944   |      |      |  |
| 30                             | Lake Dore Rd   | Lovers Lane to Sportberg Rd                         | North Algona Wilberforce | 1413 | 30.7        | 26              | 2023      | 68.8               | 935,748   |      |      |  |
| 37                             | Murphy Rd      | Hwy 17 to City Rd 26 (Doran St)                     | Petawawa                 | 1842 | 17.9        | 14              | 2023      | 66.8               | 1077,840  |      |      |  |
| 37                             | Murphy Rd      | City Rd 26 (Doran St) to City Rd 51 (Petawawa Blvd) | Petawawa                 | 4368 | 31.5        | 27              | 2023      | 66.8               | 490,588   |      |      |  |

Current Inventory  
816 Kilometres of Road  
251 Bridges and Culverts

*\*Asset Management Program is designed to strengthen infrastructure investment decisions based on reliable data and sound asset management practices.*

PCI – Pavement Condition Index - 70  
BCI – Bridge Condition Index - 68

70 PCI and 68 PCI are Council approved minimum indices.

| 10 Year Capital Plan 2023 - 2032 |                          |           |             |  |           |                 |           |      |      |      |      |             |
|----------------------------------|--------------------------|-----------|-------------|--|-----------|-----------------|-----------|------|------|------|------|-------------|
| Bridge Structures                |                          |           |             |  |           |                 |           |      |      |      |      |             |
| Asset ID                         | Structure Name           | Year AADT | Current BCI | Description of Planned Works                                   | Est. Cost | BCI @ Plan Year | Plan Year | 2022 | 2023 | 2024 | 2025 | 26          |
| 0007                             | Bullfinch Bridge         | 151       | 74.0        | Paving W/ gravel and joint sand                                | 1,000,000 | 72              | 2023      |      |      |      |      | \$1,700,000 |
| 0084                             | Beaugh Bridge            | 470       | 68.0        | Public, W/P & Power  | 450,000   | 68              | 2023      |      |      |      |      | \$1,800,000 |
| 0084                             | Beaugh Bridge            | 20        | 66.0        | Deck W/P, Resurf. Paving, Signs & Street Street                | 200,000   | 64              | 2022      |      |      |      |      | \$300,000   |
| 0085                             | Beaugh Bridge            | 1014      | 64.0        | Overlays, W/P & Power  | 540,000   | 63              | 2023      |      |      |      |      | \$675,000   |
| 0100                             | Franklin Bridge          | 200       | 74.0        | End treatment & general maintenance and rehab                  | 400,000   | 72              | 2023      |      |      |      |      | \$900,000   |
| 0104                             | Burnt Bridge             | 80        | 64.0        | Repl B to St. John's Church Steps                              | 230,000   | 62              | 2023      |      |      |      |      | \$300,000   |
| 0201                             | Lochwinnoch Creek Bridge | 10        | 60.0        | Replace Bridge w/ Segmental Bridge                             | 500,000   | 58              | 2023      |      |      |      |      | \$900,000   |
| 0201                             | Lochwinnoch Creek Bridge | 145       | 26.0        | Replace with Culvert, Bridge                                   | 800,000   | 24              | 2022      |      |      |      |      | \$900,000   |
| 0300                             | St. John's Church Steps  | 1004      | 69.0        | Replace Bridge w/ Segmental Bridge                             | 300,000   | 67              | 2023      |      |      |      |      | \$1,300,000 |
| 0300                             | St. John's Church Steps  | 30        | 34.0        | Initial End Treatment, Deck replacement, curb, & street lights | 200,000   | 62              | 2024      |      |      |      |      | \$24,500    |
| 0300                             | St. John's Church Steps  | 1900      | 68.0        | Paving, W/P & Power to Burnt                                   | 1,400,000 | 64              | 2024      |      |      |      |      | \$1,330,000 |
| 0301                             | Lochwinnoch Creek Bridge | 1500      | 60.0        | Replacement w/ Segmental Bridge                                | 1,800,000 | 61              | 2024      |      |      |      |      | \$380,000   |
| 0301                             | Lochwinnoch Creek Bridge | 100       | 31.0        | Replace as per past CA   | 1,800,000 | 55              | 2028      |      |      |      |      | \$20,000    |
| 0302                             | White Creek Bridge       | 520       | 70.0        | Minor Repairs  | 200,000   | 64              | 2025      |      |      |      |      | \$28,000    |
| 0303                             | White Creek Bridge       | 820       | 73.0        | Repl Bar cover, St. G-walk & curb to concrete                  | 2,700,000 | 67              | 2025      |      |      |      |      | \$300,000   |



# Asset Management Plan 2022 -2032

## Public Works Facilities

| PW Vards AMP 2023 - 2032 |                               |                       |   |                                 |           |      |      |      |      |      |      |      |
|--------------------------|-------------------------------|-----------------------|---|---------------------------------|-----------|------|------|------|------|------|------|------|
| Patrol Yard              | Description                   | Overall Condition     | Anticipated Works                                 | 2023                            | 2024      | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
| Catholigo                | Gas/Oil Tank & Pumps          | Good                  | Fuel Inventory & Support System                   | \$ 25,000                       |           |      |      |      |      |      |      |      |
|                          | Property, General Vard & Sign | Good                  | Site Condition Assessment                         |                                 |           |      |      |      |      |      |      |      |
|                          | Gas/Oil Tank & Pumps          | Fair                  | Proper enclosure around tank                      | \$ 25,000                       |           |      |      |      |      |      |      |      |
| Cobden                   | Property, General Vard & Sign | Fair                  | Assessment  |                                 |           |      |      |      |      |      |      |      |
|                          | Gas/Oil Tank & Pumps          | Fair                  | Proper enclosure around tank                      | \$ 25,000                       |           |      |      |      |      |      |      |      |
|                          | Gas/Oil Tank & Pumps          | Good                  | Fuel Inventory & Support System                   | \$ 25,000                       |           |      |      |      |      |      |      |      |
| Goshen                   | Property, General Vard & Sign | Good                  | Site Condition Assessment                         |                                 |           |      |      |      |      |      |      |      |
|                          | Gas/Oil Tank & Pumps          | Fair                  | Proper enclosure around tank                      | \$ 25,000                       |           |      |      |      |      |      |      |      |
|                          | Gas/Oil Tank & Pumps          | Good                  | Fuel Inventory & Support System                   | \$ 25,000                       |           |      |      |      |      |      |      |      |
| Southwest                | Property, General Vard & Sign | Fair                  | Assessment  |                                 |           |      |      |      |      |      |      |      |
|                          | Gas/Oil Tank & Pumps          | Fair                  | Proper enclosure around tank                      | \$ 25,000                       |           |      |      |      |      |      |      |      |
|                          | Gas/Oil Tank & Pumps          | Good                  | Fuel Inventory & Support System                   | \$ 25,000                       |           |      |      |      |      |      |      |      |
| Southwest                | Fuel, Sign, Pump, etc         | Good                  | Architectural Review & Repairs for Support System | \$ 30,000                       |           |      |      |      |      |      |      |      |
|                          | Gas/Oil Tank & Pumps          | Fair                  | Proper enclosure around tank                      | \$ 25,000                       |           |      |      |      |      |      |      |      |
|                          | White Water                   | Gas/Oil Tank & Pumps  | Fair  | Fuel Inventory & Support System | \$ 25,000 |      |      |      |      |      |      |      |
| White Water              | Property, General Vard & Sign | Fair                  | Site Condition Assessment                         |                                 |           |      |      |      |      |      |      |      |
|                          | Fuel, Sign, Pump, etc         | Good                  | Architectural Review & Repairs for Support System | \$ 30,000                       |           |      |      |      |      |      |      |      |
|                          | Gas/Oil Tank & Pumps          | Fair                  | Proper enclosure around tank                      | \$ 25,000                       |           |      |      |      |      |      |      |      |
| Catholigo                | Site on Grade                 | Fair                  | Concrete Outlet & Grates                          | \$ 80,000                       |           |      |      |      |      |      |      |      |
|                          | Cobden                        | Site on Grade w/ Wall | Fair  | Concrete Outlet & Grates        | \$ 80,000 |      |      |      |      |      |      |      |
|                          |                               | Site on Grade         | Fair  | Rehab/Repairs                   | \$ 25,000 |      |      |      |      |      |      |      |

| Asset ID        | Asset Description | Patrol   | Make          | In Service Year | LOS | Status | 2021           | 2028         |
|-----------------|-------------------|----------|---------------|-----------------|-----|--------|----------------|--------------|
| HDTR-07-1426017 | 8 Ton Truck       | WWRP/SWP | International | 2007            | 16  | Active |                |              |
| HDTR-07-1451046 | 8 Ton Truck       | SP       | International | 2007            | 16  | Active |                |              |
| HDTR-09-1399887 | 8 Ton Truck       | CP       | International | 2008            | 14  | Active |                |              |
| HDTR-09-1399888 | 8 Ton Truck       | CP       | International | 2009            | 14  | Active |                |              |
| HDTR-13-1889707 | 8 Ton Truck       | CP       | International | 2011            | 14  | Active |                | \$400,000.00 |
| HDTR-13-1882275 | 8 Ton Truck       | CP       | Freightliner  | 2012            | 14  | Active |                |              |
| HDTR-13-1882276 | 8 Ton Truck       | WWRP     | Freightliner  | 2012            | 14  | Active |                |              |
| HDTR-13-1881817 | 8 Ton Truck       | SP       | SP            | 2012            | 14  | Active |                |              |
| HDTR-13-1789261 | 8 Ton Truck       | CP       | International | 2013            | 14  | Active |                |              |
| HDTR-13-1789262 | 8 Ton Truck       | SWP      | International | 2013            | 14  | Active |                |              |
| HDTR-14-AGE2703 | 8 Ton Truck       | WWRP     | Western Star  | 2014            | 14  | Active |                |              |
| HDTR-15-1021405 | Welder truck      | ICR      | International | 1989            | 30  | Active |                |              |
| HDTR-15-1020814 | 8 Ton Truck       | CP       | International | 2015            | 14  | Active |                |              |
| HDTR-15-1020815 | 8 Ton Truck       | SP       | International | 2015            | 14  | Active |                |              |
| HDTR-15-1020816 | 8 Ton Truck       | SWP      | International | 2015            | 14  | Active |                |              |
| HDTR-15-1477068 | 8 Ton Truck       | SWP      | International | 2016            | 14  | Active |                |              |
| HDTR-16-1477067 | 8 Ton Truck       | WWRP     | International | 2016            | 14  | Active |                |              |
| HDTR-18-1541619 | 8 Ton Truck       | SP       | Western Star  | 2017            | 14  | Active |                |              |
| HDTR-18-1541620 | 8 Ton Truck       | SWP      | International | 2018            | 14  | Active |                |              |
| HDTR-19-1651093 | 8 Ton Truck       | WWRP     | Freightliner  | 2019            | 14  | Active |                |              |
|                 | 8 Ton Truck       | WWRP     | Freightliner  | 2020            | 14  | Active |                |              |
|                 | 8 Ton Truck       | SWP      | Freightliner  | 2020            | 14  | Active |                |              |
| <b>2022</b>     |                   |          |               |                 |     |        | \$1,111,000.00 | \$400,000.00 |

Fleet Vehicles including RCHC, D&P & EMS



## ***Priority Issues for Operations Committee***



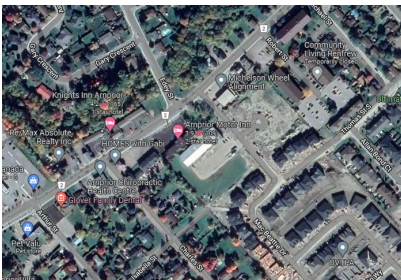
## ***Bridge Policy Review***

The Operations Committee in October 2022 requested staff to review and return with a revised Bridge Policy. After review it was noted a number of bridges and culverts do not meet the County's criteria for a 3 metre span or an Average Daily Traffic Count of 100 vehicles per day. A revised policy for Committee's review will be provided at a later date. (Resolution # - OP-C-22-09-105)



## Road Rationalization Review

In October 2022, the Operations Committee requested staff to review and return with a revised Road Rationalization Policy following a request from McNab/Braeside to upload a road (Campbell Drive) was evaluated and presented to Committee. The County currently uses the Ontario Good Roads Association Road Rationalization guidelines to evaluate these requests. The assumption of Campbell Drive had serious consequences to the County's Asset Management Plan as the roadway requires significant works, to attain the Council approved PCI of 70.  
(Resolution # OP-C-22-10-112)



## Growth Infrastructure Funding

Late in 2020 a request to contribute to an intersection in Arnprior was received, due to an infill development of the old fairgrounds the intersection of County Road 2 (Daniel Street South), Edey Street and Galvin Street requires significant improvements for traffic safety.

Committee rejected the offer to contribute to this intersection. This began a discussion on how the County of Renfrew funds expansion of its assets. Currently, the County has engaged the consulting firm of Watson & Associates Economists Ltd. to provide Committee and Council with a report on the implementation of Development Charges.

(Resolution # FA-CC-22-06-65)









AMERICAN PUBLIC WORKS ASSOCIATION

www.apwa.net

1200 Main Street, Suite 1400  
Kansas City, MO 64105-2100  
816-472-6100 800-848-APWA  
fax 816-472-161025 Massachusetts Avenue, NW  
Suite 500A  
Washington, DC 20001  
202-408-9541

December 14, 2022

Mr. Lee Perkins, CET, MBA, CPWP-M  
 Director of Public Works & Engineering  
 County of Renfrew  
 9 International Dr  
 Pembroke, ON K8A 6W5

Dear Lee:

As President, I am privileged to work closely with all the APWA leadership, including Board members, committee chairs and other national and chapter volunteers. It is critical we identify engaged individuals who are willing to take on these roles in an energetic, effective and positive manner. During these unprecedented times, it is important we have volunteers like yourself who can inspire innovative ideas and subject matter expertise. I believe you are one of those people and I hope you choose to accept this offer by serving on the CPWA Board of Directors to fill a vacancy left as a result of a resignation. If you accept, your appointment will begin December 19, 2022 and conclude August 30, 2023. Since it is less than a year, it will not be considered a term and you will be eligible to nominate yourself for appointment to your first official term.

APWA committees are critical in providing quality services for our members. The purpose of the CPWA Board of Directors is to serve as the “voice of public works in Canada” by focusing on public policy at the federal government level. You have been selected for this committee appointment because of your recognized expertise in the subject matter area(s) assigned to the CPWA Board of Directors.

The CPWA Board of Directors meets monthly by conference call and twice per year in person, once at PWX and once in the spring. While you must cover your own travel expenses for the meeting at PWX, APWA will reimburse travel for the Spring Meeting. It is important that you attend in-person meetings.

**Please e-mail the enclosed acceptance form to APWA by December 19, indicating your willingness to serve.** Staff can send a thank you letter to your employer for allowing you the time and opportunity to serve on this voluntary committee. If you would like this “thank you” correspondence forwarded to your employer, please indicate on the enclosed sheet with the name, address and email of the person to whom we should direct our correspondence.

PRESIDENT  
B. Keith Pugh, P.E., PWLFCHIEF EXECUTIVE OFFICER  
Scott D. Grayson, CAE



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Your Comprehensive  
Public Works Resource

[www.apwa.net](http://www.apwa.net)

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816-472-6100 800-848-APWA  
fax 816-472-1610

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

On behalf of the APWA Board of Directors, I would like to thank you for your continued dedication and support of APWA. I am looking forward to working with you during the remainder of the year and excited about the future of our association. If you have any questions about this appointment, please contact Scott Grayson via e-mail at [sgrayson@apwa.net](mailto:sgrayson@apwa.net) or by telephone at (816) 595-5209.

Warm regards,

Keith Pugh, PE, PWLF  
APWA President 2022-2023

Mike Walker  
CPWA President 2022-2023

Copies: Sean O'Dell, Region 5 Director  
Don Kudo, Ontario Chapter President  
Ed Dujlovic, Ontario Chapter Delegate

PRESIDENT  
B. Keith Pugh, P.E., PWLF

CHIEF EXECUTIVE OFFICER  
Scott D. Grayson, CAE



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

December 15, 2022

Mr. Craig Kelley, CMO, Dipl M.A., Dipl M.M., Ec. D.  
Chief Administrative Officer  
County of Renfrew  
9 International Drive  
Pembroke, Ontario, Canada K8A 6W5  
[ckelley@countyofrenfrew.on.ca](mailto:ckelley@countyofrenfrew.on.ca)

Dear CAO Kelley:

On behalf of the American Public Works Association (APWA) Board of Directors, I want to thank you for your support of Lee Perkins, serving APWA through a volunteer leadership position on the Canadian Public Works Association (CPWA) Board of Directors, to fill the remaining months of a term open due to a resignation. Because the term expires in August 2023 and is less than one year, it will not be considered as part of the potential three, two-years terms Lee could serve on the board.

APWA committees are critical in providing quality services for our members. Through our volunteer leadership, APWA is able to fulfill its mission to “support those who operate, improve and maintain public works and infrastructure through advocacy, education and member engagement.” With the challenges we face in our communities and Nation, your support will provide invaluable resources for advancing quality of life for all. Having served on these national committees myself, I know that all communities ultimately benefit from the contributions of our volunteer leaders. Make sure you ask Lee to keep you updated on the CPWA Board of Directors work being done!

Thank you again for your support. If you have any questions, please contact APWA CEO Scott Grayson, at (800) 848-APWA, ext. 5209 or [sgrayson@apwa.net](mailto:sgrayson@apwa.net).

Warm regards,

Keith Pugh, PE, PWLF  
APWA President 2022-2023

Copy: Lee Perkins

PRESIDENT  
B. Keith Pugh, P.E., PWLF

CHIEF EXECUTIVE OFFICER  
Scott D. Grayson, CAE



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## TOWN OF PETAWAWA

1111 Victoria Street, Petawawa, Ontario K8H 2E6 • Telephone: 613-687-5536 / Fax: 613-687-5973  
www.petawawa.ca

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December 9, 2022

Lee Perkins, Director of Public Works & Engineering  
County of Renfrew  
9 International Drive  
Pembroke, ON K8A 6W5

Dear Mr. Perkins:

**RE: Decorative Crosswalk**

Please be advised that the following resolution was passed at the meeting of Council held December 5, 2022:

Resolution #7

**Moved by Theresa Sabourin**

**Seconded by James Carmody**

*That Council of the Corporation of the Town of Petawawa endorses the placement of a decorative crosswalk within the Town of Petawawa at the proposed location on the north side, in the east west direction on County Road 51 (Petawawa Boulevard), Portage Road and County Road 16 (Victoria Street) intersection during the 2023 season; and that the County of Renfrew's Decorative Crosswalks on County Roads Policy PW-18 shall govern the installation and maintenance of said decorative crosswalk.*

**CARRIED**

I trust this is satisfactory. Please contact me should you have any questions or concerns arising from the foregoing.

Sincerely,

A handwritten signature in black ink, appearing to read "Colin Howard".

Colin Howard, Dipl.Bus.Admin, Dipl.M.M  
Clerk

| <b>Corporate Policies &amp; Procedures</b>              |  |  |                               |
|---|--|--|-------------------------------|
| <b>SECTION:</b><br>Operations                           | <b>AUTHOR:</b><br>Director of Public Works and Engineering |  | <b>POLICY #:</b><br>PW-18     |
| <b>POLICY:</b><br>Decorative Crosswalks on County Roads |  |  | <b>APPROVED:</b>              |
| <b>DATE:</b><br>October 2022                            | <b>REV. DATE:</b>  | <b>COVERAGE:</b><br>Public Works and Engineering<br>Department | <b>PAGE #:</b><br>Page 1 of 8 |

## **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.

| <b>Corporate Policies &amp; Procedures</b>              |  |  |                               |
|---|--|--|-------------------------------|
| <b>SECTION:</b><br>Operations                           | <b>AUTHOR:</b><br>Director of Public Works and Engineering |  | <b>POLICY #:</b><br>PW-18     |
| <b>POLICY:</b><br>Decorative Crosswalks on County Roads |  |  | <b>APPROVED:</b>              |
| <b>DATE:</b><br>October 2022                            | <b>REV. DATE:</b>  | <b>COVERAGE:</b><br>Public Works and Engineering<br>Department | <b>PAGE #:</b><br>Page 2 of 8 |

**“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 (mid-block) 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.

| <b>Corporate Policies &amp; Procedures</b>              |  |  |                               |
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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.



| <b>Corporate Policies &amp; Procedures</b>              |  |  |                               |
|---|--|--|-------------------------------|
| <b>SECTION:</b><br>Operations                           | <b>AUTHOR:</b><br>Director of Public Works and Engineering |  | <b>POLICY #:</b><br>PW-18     |
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| <b>DATE:</b><br>October 2022                            | <b>REV. DATE:</b>  | <b>COVERAGE:</b><br>Public Works and Engineering<br>Department | <b>PAGE #:</b><br>Page 4 of 8 |

## **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.

| <b>Corporate Policies &amp; Procedures</b>              |  |  |                               |
|---|--|--|-------------------------------|
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| <b>POLICY:</b><br>Decorative Crosswalks on County Roads |  |  | <b>APPROVED:</b>              |
| <b>DATE:</b><br>October 2022                            | <b>REV. DATE:</b>  | <b>COVERAGE:</b><br>Public Works and Engineering<br>Department | <b>PAGE #:</b><br>Page 5 of 8 |

### **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.

| <b>Corporate Policies &amp; Procedures</b>              |  |  |                               |
|---|--|--|-------------------------------|
| <b>SECTION:</b><br>Operations                           | <b>AUTHOR:</b><br>Director of Public Works and Engineering |  | <b>POLICY #:</b><br>PW-18     |
| <b>POLICY:</b><br>Decorative Crosswalks on County Roads |  |  | <b>APPROVED:</b>              |
| <b>DATE:</b><br>October 2022                            | <b>REV. DATE:</b>  | <b>COVERAGE:</b><br>Public Works and Engineering<br>Department | <b>PAGE #:</b><br>Page 6 of 8 |

#### **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.

| <b>Corporate Policies &amp; Procedures</b>              |  |  |                               |
|---|--|--|-------------------------------|
| <b>SECTION:</b><br>Operations                           | <b>AUTHOR:</b><br>Director of Public Works and Engineering |  | <b>POLICY #:</b><br>PW-18     |
| <b>POLICY:</b><br>Decorative Crosswalks on County Roads |  |  | <b>APPROVED:</b>              |
| <b>DATE:</b><br>October 2022                            | <b>REV. DATE:</b>  | <b>COVERAGE:</b><br>Public Works and Engineering<br>Department | <b>PAGE #:</b><br>Page 7 of 8 |

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

| <b>Corporate Policies &amp; Procedures</b>              |  |  |                               |
|---|--|--|-------------------------------|
| <b>SECTION:</b><br>Operations                           | <b>AUTHOR:</b><br>Director of Public Works and Engineering |  | <b>POLICY #:</b><br>PW-18     |
| <b>POLICY:</b><br>Decorative Crosswalks on County Roads |  |  | <b>APPROVED:</b>              |
| <b>DATE:</b><br>October 2022                            | <b>REV. DATE:</b>  | <b>COVERAGE:</b><br>Public Works and Engineering<br>Department | <b>PAGE #:</b><br>Page 8 of 8 |

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.

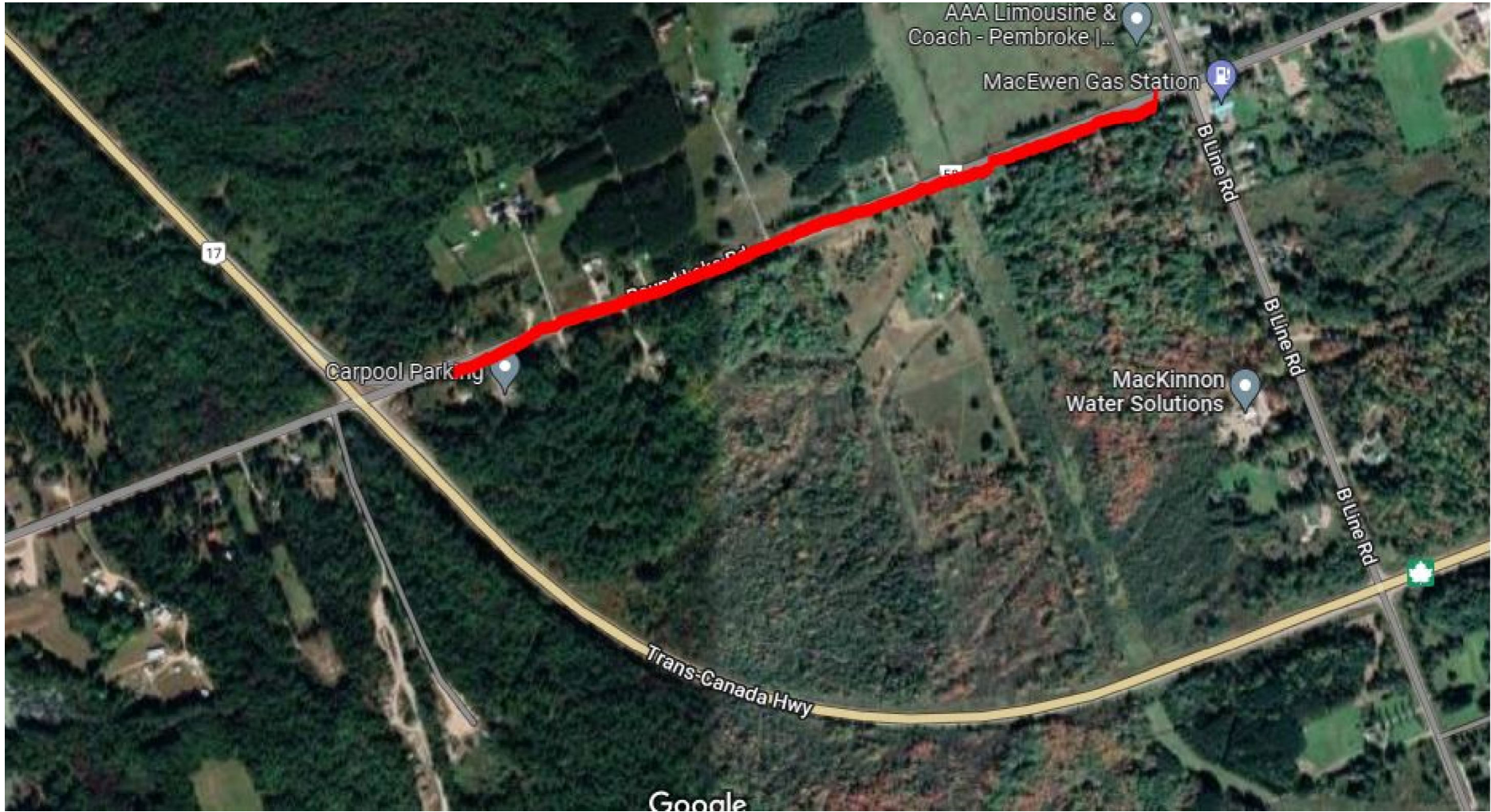
**From:** Snow Country  
**Sent:** October 25, 2022 8:55 AM  
**To:** Nathan Kuiack  
**Cc:** Lee Perkins; Jason Davis; Kerry Macdonald  
**Subject:** RE: New Trail Route

Hi Nathan

Coming back to this:

The Timberline Club has exhausted all options of a reroute to connect this major trail. The Club had been working with an adjoining landowner on the south side of Hwy 17 and thought we had a viable option, however upon site inspection the land is much too wet to build a trail on. We would ask consideration be given to access the ditch along Round Lake Road. Since the CN lands thru the City have been sold, this trail is now our only option to connect to the hotels & Irving Big Stop from the west.

Thanks  
Terry





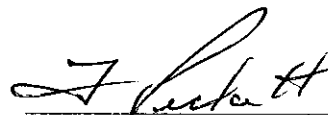
Regular Council Meeting Resolution Form

Date: August 9, 2022 No: RESOLUTION - 296-2022  
 Moved by Councillor Scott Brum Disposition: CARRIED  
 Seconded by Councillor Oliver Jacob Item No: 11.1

Description: Speed Limit on White Lake Road

**RESOLUTION:**

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

  
 \_\_\_\_\_  
 MAYOR

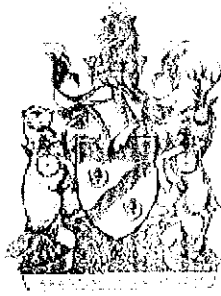
Recorded Vote Requested by:

Declaration of Pecuniary Interest:

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

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





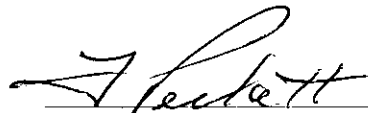
Regular Council Meeting Resolution Form

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

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

**RESOLUTION:**

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

  
 \_\_\_\_\_  
 MAYOR

Recorded Vote Requested by:

Declaration of Pecuniary Interest:

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

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

|   |                        |                                      |                          |
|---|------------------------|--------------------------------------|--------------------------|
| <b>SECTION:</b><br>PUBLIC WORKS                 |                        | <b>POLICY #:</b><br>PW-01            |                          |
| <b>POLICY:</b><br>Roadway Classification System |                        |                                      |                          |
| <b>DATE:</b><br>April 01                        | <b>REV. DATE:</b><br>- | <b>COVERAGE:</b><br>All County Roads | <b>PAGE #:</b><br>1 of 5 |

**POLICY STATEMENT:**

The County of Renfrew believes that a roadway network performs most efficiently and effectively when the roads comprising that network are designed, built and operated to serve their intended purposes. A classification system designates roads into different groups according to the type of service each group is intended to provide. By grouping roads with similar function and adopting a consistent set of standards, the County of Renfrew can improve transportation planning, road design, road maintenance and road operations.

Therefore the County of Renfrew adopts a hierarchical system of roadway classification, which shall apply to all roadways in the County road system. Roads shall be defined according to the surrounding environment (rural or urban) and one of the following functions/categories:

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Lane/Seasonal

**DEFINITIONS:**Arterial Road

Roads whose primary function is to move traffic. Property access is very much a secondary consideration and may be severely restricted. A distinction may be made between major and minor arterials depending on the volume and nature of the traffic.

Collector

Roads whose function is both traffic movement and property access. A balanced approach between these often conflicting needs is to be taken.

|   |                        |                                      |                          |
|---|------------------------|--------------------------------------|--------------------------|
| <b>SECTION:</b><br>PUBLIC WORKS                 |                        | <b>POLICY #:</b><br>PW-01            |                          |
| <b>POLICY:</b><br>Roadway Classification System |                        |                                      |                          |
| <b>DATE:</b><br>April 01                        | <b>REV. DATE:</b><br>- | <b>COVERAGE:</b><br>All County Roads | <b>PAGE #:</b><br>2 of 5 |

Laneways

Roads typically found in an urban environment providing access to the rear of properties in the town core areas.

Local Roads

Roads whose function is primarily to provide access to property. Traffic movement is very much a secondary consideration.

Rural Roadways

Roadways passing through largely undeveloped areas and having an open drainage system.

Seasonal Roads

Roads typically of the rural variety which are not maintained during the winter months. During the months during which the roads are accessible they serve the same function as a local roadway.

Urban Roadways

Roads passing through areas where the degree of development is at or near full development along a substantial portion of its length, and shall include those portions of road within an urban municipality or settlement. Such roads generally consist of curbs and gutters adjacent to the traveled portion of the roadway. Drainage is generally accommodated by a closed (piped) system.

**PROCEDURE:**

All roads in the county road system shall be classified according to their roadside environment and function within the system. In establishing the classification of the roads or significant portions thereof consideration shall be given to the characteristics illustrated in Table 1 for rural roadways and Table 2 for urban roadways.

|   |                        |                                      |                          |
|---|------------------------|--------------------------------------|--------------------------|
| <b>SECTION:</b><br>PUBLIC WORKS                 |                        | <b>POLICY #:</b><br>PW-01            |                          |
| <b>POLICY:</b><br>Roadway Classification System |                        |                                      |                          |
| <b>DATE:</b><br>April 01                        | <b>REV. DATE:</b><br>- | <b>COVERAGE:</b><br>All County Roads | <b>PAGE #:</b><br>3 of 5 |

The County Engineer shall maintain the roadway classifications ongoingly. Major updates shall be undertaken in conjunction with each rationalization update, which is to be conducted every five years, or as directed by County Council.

Table 1  
CHARACTERISTICS OF RURAL ROAD CLASSIFICATIONS

| CHARACTERISTIC                                       | RURAL FREEWAYS                          | RURAL ARTERIALS                                   | RURAL COLLECTORS                                   | RURAL LOCALS  | SEASONAL/ COTTAGE                                    |
|--|---|---|--|---|--|
| Traffic Service                                      | optimum mobility                        | traffic movement primary consideration            | traffic movement & land access equal importance    | traffic movement secondary consideration  | little or no consideration                           |
| Land Service   | no access                               | land access secondary consideration               | traffic movement and land access equal importance  | land access primary consideration   | primary consideration                                |
| Range of Traffic Volume A.A.D.T.                     | $\geq 15,000$                           | major 10,000-14,999<br>minor 4,000 – 9,999        | major 1,000-3,999<br>minor 200 – 999               | 50 - 199  | 0 - 49   |
| Traffic Flow   | free flow                               | Uninterrupted flow except at signals              | interrupted flow                                   | interrupted flow  | interrupted flow                                     |
| Design Speed   | 90 – 110 km/h                           | 70 – 90 km/h                                      | 60 – 90 km/h                                       | 50 – 90 km/h  | $\leq 50$ km/h                                       |
| Average Running Speed Off-peak Conditions            | 80 – 100 km/h                           | 60 – 80 km/h                                      | 60 – 80 km/h                                       | 50 – 80 km/h  | $\leq 50$ km/h                                       |
| Vehicle Type   | all types heavy trucks average 20 – 30% | all types up to 20% trucks                        | all types up to 30% trucks mostly single unit type | predominantly passenger cars and light to medium trucks and occasional heavy trucks | passenger cars and light trucks, rarely heavy trucks |
| Percentage of Total Length                           | up to 5                                 | 5 – 10  | 10 – 20  | 75 approx.  | up to 5  |
| Connects to  | freeways<br>arterials<br>collectors     | all classifications                               | all classifications                                | arterials<br>collectors<br>locals   | locals   |
| Accommodation for Pedestrians (Local Responsibility) | not permitted                           | permitted some special provision in semi urban    | no special provisions                              | permitted no special provisions   | permitted no special provisions                      |
| Accommodation for Cyclists                           | not permitted                           | areas additional lane width where volumes warrant | no special provisions                              | no special accommodation  | no special accommodation                             |
| Parking Restrictions                                 | not permitted exception emergencies     | prohibited under normal circumstances             | permitted some restrictions may apply              | no restrictions   | no restrictions                                      |
| Typical Intersection Spacing                         | 800 – 1600 m                            | 200 – 800 m                                       | 120 m  | 60 m  | 60 m   |
| Desirable Right-of-way Widths                        | $\geq 30$ m                             | 26 – 30 m   | 20 – 26 m  | 20 m  | $\leq 20$ m  |

\*Adopted from Geometric Design Manual for Canadian Roads Transportation Association of Canada

Table 2  
CHARACTERISTICS OF URBAN ROAD CLASSIFICATIONS

| CHARACTERISTIC                                       | URBAN FREEWAYS             | URBAN ARTERIALS                                      | URBAN COLLECTORS                                  | URBAN LOCALS                             | ALLEYWAYS                      |
|--|----------------------------|--|---|--|--------------------------------|
| Traffic Service                                      | optimum mobility           | traffic movement primary consideration               | traffic movement & land access equal importance   | traffic movement secondary consideration | little or no consideration     |
| Land Service   | no access                  | land access secondary consideration                  | traffic movement and land access equal importance | land access primary consideration        | primary consideration          |
| Range of Traffic Volume A.A.D.T.                     | more than 20,000           | major 15,000-20,000<br>minor 10,000-14,999           | major 4,000-9,999<br>minor 500 –3,999             | 50 - 499                                 | 0 - 49                         |
| Traffic Flow   | free flow                  | Uninterrupted flow except at signals and cross walks | interrupted flow                                  | interrupted flow                         | interrupted flow               |
| Design Speed   | 70 – 110 km/h              | 50 – 90 km/h   | 60 – 70 km/h                                      | 50 – 60 km/h                             | ≤ 50 km/h                      |
| Average Running Speed Off-peak Conditions            | 60 – 100 km/h              | 50 – 80 km/h   | 50 – 60 km/h                                      | 40 – 50 km/h                             | ≤ 50 km/h                      |
| Vehicle Type   | all types up to 20% trucks | all types up to 20% trucks                           | all types   | passenger and service vehicles           | passenger and service vehicles |
| Percentage of Total Length                           | up to 10                   | up to 30   | up to 30  | 70 approx.                               | up to 5                        |
| Connects to  | freeways<br>arterials      | freeways<br>arterials<br>collectors                  | arterials<br>collectors<br>locals                 | collectors<br>locals                     | locals<br>collectors           |
| Accommodation for Pedestrians (Local Responsibility) | not permitted              | sidewalks where warranted                            | sidewalks where warranted                         | sidewalks may or may not be provided     | no special provisions          |
| Accommodation for Cyclists                           | not permitted              | permit some additional lane width may be provided    | where warranted                                   | no special accommodation                 | no special accommodation       |
| Parking Restrictions                                 | not permitted              | permitted some restrictions may apply                | permitted some restrictions may apply             | permitted on-site only                   | may not be permitted           |
| Typical Intersection Spacing                         | 800 – 1600 m               | 200 – 400 m  | 120 m   | 60 m                                     | as required                    |
| Desirable Right-of-way Widths                        | ≥ 30 m                     | 26 – 30 m  | 20 – 26 m   | 20 m                                     | ≤ 20 m                         |

\*Adopted from Geometric Guide for Canadian Roads Transportation Association of Canada



## 10 Year Capital Plan 2023-2032

## Road Sections

| Road No. | Road Name         | Section Description                                    | Length (km) | Patrol | Municipality      | AADT  | Posted Speed km/h | TAC Design Class |
|----------|-------------------|--|-------------|--------|-------------------|-------|-------------------|------------------|
| 1        | Elgin Street West | Madawaska & Elgin-to-Cty Rd 10 (Division St)           | 0.83        | Goshen | Arnprior          | 5036  | 40                | Collector        |
| 1        | Madawaska Blvd    | Connifer Lane-to-Herrick Drive                         | 0.11        | Goshen | Arnprior          | 6580  | 80                | Arterial         |
| 1        | Madawaska Blvd    | Herrick Drive-to-Arnprior Town Limit (4 Lanes Begin)   | 0.44        | Goshen | Arnprior          | 7956  | 80                | Arterial         |
| 1        | Madawaska Blvd    | Arnprior Town Line-to-B258 E Exp Jnt                   | 1.19        | Goshen | Arnprior          | 12137 | 50                | Maj. Arterial    |
| 1        | Madawaska Blvd    | B258 W Exp Jnt-to-Daniel St                            | 0.04        | Goshen | Arnprior          | 12137 | 50                | Maj. Arterial    |
| 1        | Madawaska Blvd    | Daniel St-to-Elgin St                                  | 0.47        | Goshen | Arnprior          | 9607  | 50                | Maj. Arterial    |
| 1        | River Road        | Lochwinnoch Rd-to-Storie Rd                            | 1.20        | Goshen | McNab/Braeside    | 1057  | 80                | Collector        |
| 1        | River Road        | Storie Rd-to-County CP Trail                           | 1.07        | Goshen | Horton            | 1057  | 80                | Collector        |
| 1        | River Road        | Moore St-to-Dochart St                                 | 2.10        | Goshen | McNab/Braeside    | 4106  | 80                | Collector        |
| 1        | River Road        | County CP Trail-to-Castleford Bdge S Exp Jnt           | 2.17        | Goshen | Horton            | 1057  | 80                | Collector        |
| 1        | River Road        | Dochart St-to-Cty Rd 3 (Usborne St)                    | 1.21        | Goshen | McNab/Braeside    | 2912  | 50                | Collector        |
| 1        | River Road        | Cty Rd 3 (Usborne St)-to-Braeside West Limit           | 0.60        | Goshen | McNab/Braeside    | 1600  | 50                | Collector        |
| 1        | River Road        | Braeside West Limit-to-Toner Road                      | 1.81        | Goshen | McNab/Braeside    | 1600  | 60                | Collector        |
| 1        | River Road        | Toner Road-to-Sand Point East Limit                    | 1.03        | Goshen | McNab/Braeside    | 1600  | 60                | Collector        |
| 1        | River Road        | Sand Point East Limit-to-Mast Rd                       | 2.06        | Goshen | McNab/Braeside    | 1155  | 50                | Collector        |
| 1        | River Road        | Usborne St-to-Moore St                                 | 0.61        | Goshen | McNab/Braeside    | 4106  | 80                | Collector        |
| 1        | River Road        | Mullins Rd-to-Rex Lane                                 | 2.44        | Goshen | Horton            | 805   | 80                | Local            |
| 1        | River Road        | Rex Lane-to-Cty Rd 4 (Storyland Rd)                    | 1.13        | Goshen | Horton            | 805   | 80                | Local            |
| 1        | River Road        | Cty Rd 10 (Division St)-to-Usborne St                  | 0.49        | Goshen | McNab/Braeside    | 4106  | 50                | Collector        |
| 1        | River Road        | Mast Rd-to-Henry Crescent                              | 1.83        | Goshen | McNab/Braeside    | 1155  | 60                | Collector        |
| 1        | River Road        | Henry Crescent-to-Lochwinnoch Rd                       | 2.36        | Goshen | McNab/Braeside    | 1155  | 80                | Collector        |
| 1        | River Road        | Castleford Bdge N Exp Jnt-to-Cty Rd 20 (Castleford Rd) | 2.57        | Goshen | Horton            | 1057  | 80                | Collector        |
| 1        | River Road        | County Road 20-to-Grantham Road                        | 0.48        | Goshen | Horton            | 1345  | 60                | Collector        |
| 1        | River Road        | Grantham Road-to-Mullins Road                          | 3.43        | Goshen | Horton            | 1345  | 80                | Collector        |
| 2        | Daniel St. North  | Madawaska St-to-Michael St (left)                      | 0.93        | Goshen | Arnprior          | 7976  | 40                | Min. Arterial    |
| 2        | Daniel St. North  | Michael St-to-Arthur Street                            | 0.54        | Goshen | Arnprior          | 13611 | 40                | Maj. Arterial    |
| 2        | Daniel St. North  | Arthur Street-to-CR 10 (Baskin Drive W)                | 0.26        | Goshen | Arnprior          | 13611 | 50                | Maj. Arterial    |
| 2        | Daniel St. North  | Baskin Dr-to-Hwy 17                                    | 0.54        | Goshen | Arnprior          | 11204 | 50                | Maj. Arterial    |
| 2        | White Lake Road   | Young Rd-to-Mountain View Rd                           | 2.75        | Goshen | McNab/Braeside    | 3238  | 80                | Collector        |
| 2        | White Lake Road   | Hwy 17-to-Cty Rd 45 (Vanjumar Dr)                      | 0.47        | Goshen | Arnprior          | 7820  | 60                | Min. Arterial    |
| 2        | White Lake Road   | Cty Rd 45 (Vanjumar Dr)-to-Campbell Dr                 | 0.37        | Goshen | McNab/Braeside    | 3702  | 80                | Collector        |
| 2        | White Lake Road   | Campbell Dr-to-Claybank Bdge E Exp Jnt                 | 1.24        | Goshen | McNab/Braeside    | 3702  | 80                | Collector        |
| 2        | White Lake Road   | Claybank Bdge W Exp Jnt-to-Young Rd                    | 1.28        | Goshen | McNab/Braeside    | 3180  | 80                | Collector        |
| 2        | White Lake Road   | Mountain View Rd-to-Robertson Line                     | 1.31        | Goshen | McNab/Braeside    | 3238  | 80                | Collector        |
| 2        | White Lake Road   | Robertson Line-to-Cty Rd 23 (Highland Rd)              | 3.18        | Goshen | McNab/Braeside    | 3238  | 80                | Collector        |
| 2        | White Lake Road   | Cty Rd 23 (Highland Rd)-to-Waba Creek Bdge E Exp Jnt   | 0.95        | Goshen | McNab/Braeside    | 2157  | 60                | Collector        |
| 3        | Usborne Street    | Cty Rd 1 (River Rd)-to-Braeside West Limits            | 0.38        | Goshen | McNab/Braeside    | 1114  | 50                | Collector        |
| 3        | Usborne Street    | Braeside West Limits-to-Carlea Rd                      | 0.46        | Goshen | McNab/Braeside    | 1114  | 60                | Collector        |
| 3        | Usborne Street    | Carlea Rd-to-Carmichael Sideroad                       | 2.08        | Goshen | McNab/Braeside    | 1114  | 80                | Collector        |
| 3        | Usborne Street    | Carmichael Sideroad-to-Cty Rd 54 (McLean Dr)           | 1.68        | Goshen | McNab/Braeside    | 1114  | 80                | Collector        |
| 4        | Queens Line       | 1890 Queens Line-to-Magnesium Rd (CR 48)               | 2.20        | Cobden | Whitewater Region | 1211  | 80                | Collector        |



**10 Year Capital Plan 2023-2032**

**Road Sections**

| Road No. | Road Name          | Section Description                                      | Length (km) | Patrol | Municipality             | AADT | Posted Speed km/h | TAC Design Class |
|----------|--------------------|--|-------------|--------|--------------------------|------|-------------------|------------------|
| 4        | Queens Line        | Cty Rd 48 (Magnesium Rd)-to-Acres Rd                     | 3.30        | Cobden | Whitewater Region        | 1236 | 80                | Collector        |
| 4        | Queens Line        | Acres Rd-to-Kohlsmith Rd                                 | 3.09        | Cobden | Whitewater Region        | 1236 | 80                | Collector        |
| 4        | Queens Line        | Kohlsmith Rd-to-Cty Rd 7 (Foresters Falls Rd)            | 2.55        | Cobden | Whitewater Region        | 1236 | 80                | Collector        |
| 4        | Queens Line        | Cty Rd 653 (Chenau Rd)-to-CA 1890                        | 2.10        | Cobden | Whitewater Region        | 1211 | 80                | Collector        |
| 4        | Storyland Road     | Eady Rd-to-Cty Rd 1 (River Rd)                           | 1.40        | Goshen | Horton                   | 2638 | 80                | Collector        |
| 4        | Storyland Road     | Cty Rd 1 (River Rd)-to-Alex Lane                         | 1.29        | Goshen | Horton                   | 3154 | 80                | Collector        |
| 4        | Storyland Road     | Alex Lane-to-Bingham Road                                | 1.20        | Goshen | Horton                   | 3154 | 80                | Collector        |
| 4        | Storyland Road     | Bingham Road-to-CR 653 (Chenau Rd)                       | 1.64        | Goshen | Horton                   | 3154 | 80                | Collector        |
| 4        | Storyland Road     | Hwy 17-to-Eady Rd  | 1.75        | Goshen | Horton                   | 2638 | 80                | Collector        |
| 5        | Stone Road         | Mhusk Rd-to-Gallagher Rd                                 | 3.00        | Cobden | Admaston/Bromley         | 182  | 80                | Local            |
| 5        | Stone Road         | Gallagher Rd-to-Cty Rd 22 (Hyndford Rd)                  | 1.74        | Cobden | Admaston/Bromley         | 182  | 80                | Local            |
| 5        | Stone Road         | Cty Rd 22 (Hyndford Rd)-to-Hwy 60                        | 0.33        | Cobden | Admaston/Bromley         | 876  | 50                | Collector        |
| 5        | Stone Road         | 1574 Stone Rd-to-Fulton Rd                               | 0.71        | Cobden | Admaston/Bromley         | 382  | 80                | Local            |
| 5        | Stone Road         | Fulton Rd-to-Kennelly Rd                                 | 2.55        | Cobden | Admaston/Bromley         | 382  | 80                | Local            |
| 5        | Stone Road         | Kennelly Rd-to-Mhusk Rd                                  | 1.37        | Cobden | Admaston/Bromley         | 382  | 80                | Local            |
| 5        | Stone Road         | Hwy 132-to-Reid Rd                                       | 1.80        | Cobden | Admaston/Bromley         | 1085 | 80                | Collector        |
| 5        | Stone Road         | Reid Rd-to-Foy Rd  | 1.13        | Cobden | Admaston/Bromley         | 1085 | 80                | Collector        |
| 5        | Stone Road         | Foy Rd-to-Berlanquet Rd                                  | 1.44        | Cobden | Admaston/Bromley         | 1085 | 80                | Collector        |
| 5        | Stone Road         | Berlanquet Rd-to-Culhane Rd                              | 1.94        | Cobden | Admaston/Bromley         | 1085 | 80                | Collector        |
| 5        | Stone Road         | Culhane Rd-to-1574 Stone Rd                              | 1.42        | Cobden | Admaston/Bromley         | 382  | 80                | Local            |
| 6        | Gillan Rd          | Hwy 60 (O'Brien Rd)-to-Jamieson Lane                     | 1.15        | Goshen | Renfrew                  | 2405 | 60                | Collector        |
| 6        | Gillan Rd          | Jamieson Lane-to-Lime Kiln Rd                            | 1.72        | Goshen | Horton                   | 2405 | 60                | Collector        |
| 6        | Gillan Rd          | Lime Kiln Rd-to-Hwy 17                                   | 0.86        | Goshen | Horton                   | 2313 | 60                | Collector        |
| 6        | Lochwinnoch Rd     | Hwy 17-to-Thomson Rd                                     | 2.09        | Goshen | Horton                   | 869  | 80                | Local            |
| 6        | Lochwinnoch Rd     | Thomson Rd-to-Yantha Rd                                  | 2.77        | Goshen | Horton                   | 869  | 80                | Local            |
| 6        | Lochwinnoch Rd     | Yantha Rd-to-Miller Rd                                   | 1.16        | Goshen | McNab/Braeside           | 869  | 80                | Local            |
| 7        | Foresters Falls Rd | Hwy 17-to-Gypsy Lane                                     | 1.04        | Cobden | Whitewater Region        | 2260 | 80                | Collector        |
| 7        | Foresters Falls Rd | Gypsy Lane-to-Marjorie Rd                                | 1.66        | Cobden | Whitewater Region        | 2260 | 60                | Collector        |
| 7        | Foresters Falls Rd | Marjorie Rd-to-Zion Line                                 | 1.80        | Cobden | Whitewater Region        | 2286 | 80                | Collector        |
| 7        | Foresters Falls Rd | Zion Line-to-Cty Rd 4 (Queens Line)                      | 2.33        | Cobden | Whitewater Region        | 2286 | 80                | Collector        |
| 7        | Foresters Falls Rd | Beginning of semi-urban-to-Beginning of rural            | 0.55        | Cobden | Whitewater Region        | 596  | 50                | Collector        |
| 7        | Foresters Falls Rd | Beginning of rural-to-Grants Settlement Rd               | 1.08        | Cobden | Whitewater Region        | 596  | 80                | Local            |
| 7        | Foresters Falls Rd | Cty Rd 4 (Queens Line)-to-Cty Rd 21 (Beachburg Rd)       | 0.39        | Cobden | Whitewater Region        | 2286 | 80                | Collector        |
| 7        | Foresters Falls Rd | Cty Rd 21 (Beachburg Rd)-to-Government Rd                | 2.06        | Cobden | Whitewater Region        | 596  | 80                | Local            |
| 7        | Foresters Falls Rd | Government Road-to-Harriet Street (urban begins)         | 0.29        | Cobden | Whitewater Region        | 596  | 60                | Local            |
| 7        | Foresters Falls Rd | Harriet Street (urban begins)-to-Beginning of semi-urban | 0.65        | Cobden | Whitewater Region        | 596  | 50                | Collector        |
| 8        | Cobden Rd          | Hwy 60/Cty Rd 9 (Bulger Rd)-to-Pine Valley Rd            | 3.01        | Cobden | Admaston/Bromley         | 1479 | 80                | Collector        |
| 8        | Cobden Rd          | Pine Valley Rd-to-Barr Line                              | 2.59        | Cobden | Admaston/Bromley         | 1479 | 80                | Collector        |
| 8        | Cobden Rd          | Barr Line-to-McPeak Line                                 | 2.66        | Cobden | Admaston/Bromley         | 1873 | 80                | Collector        |
| 8        | Cobden Rd          | McPeak Line-to-Behm Line                                 | 2.81        | Cobden | Admaston/Bromley         | 1911 | 80                | Collector        |
| 8        | Cobden Rd          | Behm Line-to-Cobden Urban Beginning                      | 0.51        | Cobden | Whitewater Region        | 3356 | 50                | Collector        |
| 8        | Cobden Rd          | Cobden Urban Beginning-to-Hwy 17                         | 0.91        | Cobden | Whitewater Region        | 3356 | 50                | Collector        |
| 9        | Bulger Rd          | Agnew Rd-to-McGaghran Rd                                 | 2.67        | Cobden | Admaston/Bromley         | 861  | 80                | Local            |
| 9        | Bulger Rd          | McGaghran Rd-to-Stone Hedges Rd                          | 2.56        | Cobden | North Algona Wilberforce | 771  | 80                | Local            |
| 9        | Bulger Rd          | Hwy 60/Cty Rd 8 (Cobden Rd)-to-Agnew Rd                  | 2.02        | Cobden | Admaston/Bromley         | 861  | 80                | Local            |
| 9        | Bulger Rd          | Stone Hedges Rd-to-Hwy 41                                | 4.39        | Cobden | North Algona Wilberforce | 771  | 80                | Local            |
| 10       | Baskin Drive West  | CR 2(Daniel Street)-to-Division Street                   | 1.21        | Goshen | Arnprior                 | 4210 | 50                | Collector        |
| 10       | Division St        | Baskin Drive West-to-Alexandra Street                    | 0.76        | Goshen | McNab/Braeside           | 5315 | 50                | Collector        |

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**Road Sections**

| <b>Road No.</b> | <b>Road Name</b> | <b>Section Description</b>                     | <b>Length (km)</b> | <b>Patrol</b> | <b>Municipality</b>      | <b>AADT</b> | <b>Posted Speed km/h</b> | <b>TAC Design Class</b> |
|-----------------|------------------|--|--------------------|---------------|--------------------------|-------------|--------------------------|-------------------------|
| 10              | Division St      | Alexandra Street-to-Cty Rd 1 (River/Elgin)     | 0.42               | Goshen        | McNab/Braeside           | 5193        | 50                       | Collector               |
| 12              | Westmeath Rd     | Old Mill Bridge Rd-to-Westmeath Twp Dump       | 3.22               | Whitewater    | Whitewater Region        | 507         | 80                       | Local                   |
| 12              | Westmeath Rd     | Urban Beginning-to-Cty Rd 50 (Gore Line)       | 0.68               | Cobden        | Whitewater Region        | 1481        | 50                       | Collector               |
| 12              | Westmeath Rd     | Westmeath Twp Dump-to-Lovers Lane              | 1.09               | Whitewater    | Whitewater Region        | 507         | 80                       | Local                   |
| 12              | Westmeath Rd     | Lovers Lane-to-Urban beginning                 | 1.07               | Whitewater    | Whitewater Region        | 1481        | 80                       | Collector               |
| 13              | Mountain Rd      | Stafford Third Line-to-Stafford Second Line    | 1.40               | Cobden        | Laurentian Valley        | 369         | 80                       | Local                   |
| 13              | Mountain Rd      | Stafford Second Line-to-Snake River Line       | 1.37               | Cobden        | Laurentian Valley        | 369         | 80                       | Local                   |
| 13              | Mountain Rd      | Snake River Line-to-Hwy 17                     | 1.49               | Cobden        | Whitewater Region        | 369         | 80                       | Local                   |
| 13              | Mountain Rd      | Wilberforce/Stafford Line-to-Micksburg Rd      | 1.64               | Cobden        | Laurentian Valley        | 318         | 80                       | Local                   |
| 13              | Mountain Rd      | Hwy 41-to-Wilberforce/Stafford Line            | 2.62               | Cobden        | North Algona Wilberforce | 318         | 80                       | Local                   |
| 13              | Mountain Rd      | Micksburg Rd-to-Soike Rd                       | 1.40               | Cobden        | Laurentian Valley        | 369         | 80                       | Local                   |
| 13              | Mountain Rd      | Soike Rd-to-Stafford Third Line                | 1.38               | Cobden        | Laurentian Valley        | 369         | 80                       | Local                   |
| 14              | Witt Rd          | Locksley Rd-to-Cty Rd 26 (Doran Rd)            | 2.26               | Whitewater    | Laurentian Valley        | 294         | 80                       | Local                   |
| 14              | Witt Rd          | Cty Rd 56 (Woito Station Rd)-to-Locksley Rd    | 2.18               | Whitewater    | Laurentian Valley        | 294         | 80                       | Local                   |
| 16              | Victoria St      | Cty Rd 51 (Petawawa Blvd)-to-                  | 0.87               | Whitewater    | Petawawa                 | 4729        | 50                       | Collector               |
| 16              | Victoria St      | Wolfe Ave-to-Armstrong Rd                      | 0.89               | Whitewater    | Petawawa                 | 1852        | 50                       | Collector               |
| 16              | Victoria St      | Armstrong Rd-to-CR 25 (Laurentian Drive)       | 0.37               | Whitewater    | Petawawa                 | 1852        | 50                       | Collector               |
| 19              | Mud Lake Rd      | Cty Rd 24 (White Water Rd)-to-Robinson Rd      | 1.27               | Whitewater    | Laurentian Valley        | 845         | 80                       | Local                   |
| 19              | Mud Lake Rd      | Robinson Rd-to-McDonnell Bdge S Exp Jnt        | 0.90               | Whitewater    | Laurentian Valley        | 1581        | 80                       | Collector               |
| 19              | Mud Lake Rd      | McDonnell Bdge N Exp Jnt-to-Sawmill Rd         | 1.21               | Whitewater    | Laurentian Valley        | 1581        | 60                       | Collector               |
| 19              | Mud Lake Rd      | Sawmill Rd-to-City of Pembroke South Limit     | 1.52               | Whitewater    | Laurentian Valley        | 2085        | 60                       | Collector               |
| 20              | Bruce St         | Hwy 60-to-Urban Limit                          | 0.48               | Goshen        | Renfrew                  | 6942        | 50                       | Collector               |
| 20              | Bruce St         | Urban Limit-to-Cobus Rd                        | 1.30               | Goshen        | Renfrew                  | 5744        | 60                       | Collector               |
| 20              | Bruce St         | Cobus Rd-to-Hwy 17                             | 1.33               | Goshen        | Horton                   | 5744        | 80                       | Arterial                |
| 20              | Castleford Rd    | Humphries Rd-to-Cty Rd 1 (River Rd)            | 1.39               | Goshen        | Horton                   | 1059        | 80                       | Collector               |
| 20              | Castleford Rd    | Eady Rd-to-Ferguson Rd                         | 1.40               | Goshen        | Horton                   | 1059        | 80                       | Collector               |
| 20              | Castleford Rd    | Ferguson Rd-to-Humphries Rd                    | 1.48               | Goshen        | Horton                   | 1059        | 80                       | Collector               |
| 20              | Castleford Rd    | Hwy 17-to-Collins Rd                           | 1.49               | Goshen        | Horton                   | 1059        | 80                       | Collector               |
| 20              | Castleford Rd    | Collins Rd-to-Eady Rd                          | 1.86               | Goshen        | Horton                   | 1059        | 80                       | Collector               |
| 21              | Beachburg Rd     | Hila Rd-to-Cty Rd 12 (Westmeath Rd)            | 1.70               | Whitewater    | Whitewater Region        | 1865        | 80                       | Collector               |
| 21              | Beachburg Rd     | Cty Rd 12 (Westmeath Rd)-to-Finchley Rd        | 2.50               | Whitewater    | Whitewater Region        | 3394        | 80                       | Collector               |
| 21              | Beachburg Rd     | Cty Rd 7 (Foresters Falls Rd-to-Fletcher Rd)   | 3.02               | Cobden        | Whitewater Region        | 1105        | 80                       | Collector               |
| 21              | Beachburg Rd     | Fletcher Rd-to-Buchannan's Pit Entrance (1046) | 2.07               | Cobden        | Whitewater Region        | 1089        | 80                       | Collector               |
| 21              | Beachburg Rd     | Urban Beginning-to-Little St                   | 0.89               | Cobden        | Whitewater Region        | 1844        | 50                       | Collector               |
| 21              | Beachburg Rd     | Little St-to-Cty Rd 49 (Lapasse Rd)            | 0.88               | Cobden        | Whitewater Region        | 1844        | 50                       | Collector               |
| 21              | Beachburg Rd     | Cty Rd 49 (Lapasse Rd)-to-Davidson Rd          | 1.32               | Whitewater    | Whitewater Region        | 1865        | 80                       | Collector               |
| 21              | Beachburg Rd     | Davidson Rd-to-Zion Line                       | 1.99               | Whitewater    | Whitewater Region        | 1865        | 80                       | Collector               |
| 21              | Beachburg Rd     | Zion Line-to-Valleyview Rd                     | 2.12               | Whitewater    | Whitewater Region        | 1865        | 80                       | Collector               |
| 21              | Beachburg Rd     | Valleyview Rd-to-Hila Rd                       | 2.34               | Whitewater    | Whitewater Region        | 1865        | 80                       | Collector               |
| 21              | Beachburg Rd     | Buchannan's Pit Entrance (1046)-to-Pappin Rd   | 1.10               | Cobden        | Whitewater Region        | 1089        | 70                       | Collector               |
| 21              | Beachburg Rd     | Pappin Rd-to-Watchorn Dr                       | 1.05               | Cobden        | Whitewater Region        | 1089        | 70                       | Collector               |
| 21              | Beachburg Rd     | Watchorn Dr-to-Urban Beginning                 | 0.34               | Cobden        | Whitewater Region        | 1844        | 50                       | Collector               |
| 21              | Beachburg Rd     | Finchley Rd-to-Cemetery Rd                     | 1.30               | Whitewater    | Whitewater Region        | 3394        | 80                       | Collector               |
| 21              | Beachburg Rd     | Cemetery Rd-to-Cty Rd 40 (Greenwood Rd)        | 2.03               | Whitewater    | Whitewater Region        | 3394        | 80                       | Collector               |
| 22              | Grattan Rd       | Scotch Bush Rd-to-Bromley/Grattan Twp Line     | 2.03               | Cobden        | Bonnechere Valley        | 588         | 60                       | Local                   |
| 22              | Grattan Rd       | Bromley/Grattan Twp Line-to-Gallagher Rd       | 0.83               | Cobden        | Admaston/Bromley         | 588         | 80                       | Local                   |
| 22              | Grattan Rd       | Gallagher Rd-to-Cty Rd 5 (Stone Rd)            | 2.18               | Cobden        | Admaston/Bromley         | 588         | 80                       | Local                   |

**10 Year Capital Plan 2023-2032**

**Road Sections**

| <b>Road No.</b> | <b>Road Name</b> | <b>Section Description</b>                    | <b>Length (km)</b> | <b>Patrol</b> | <b>Municipality</b>      | <b>AADT</b> | <b>Posted Speed km/h</b> | <b>TAC Design Class</b> |
|-----------------|------------------|---|--------------------|---------------|--------------------------|-------------|--------------------------|-------------------------|
| 22              | Grattan Rd       | Hwy 41-to-Perrault Rd                         | 2.01               | Cobden        | Bonnechere Valley        | 588         | 80                       | Local                   |
| 22              | Grattan Rd       | Perrault Rd-to-Wren Rd                        | 2.02               | Cobden        | Bonnechere Valley        | 588         | 80                       | Local                   |
| 22              | Grattan Rd       | Wren Rd-to-Scotch Bush Rd                     | 1.93               | Cobden        | Bonnechere Valley        | 588         | 80                       | Local                   |
| 23              | Highland Rd      | Sawmill Rd-to-Frank St                        | 0.59               | Goshen        | McNab/Braeside           | 948         | 50                       | Collector               |
| 23              | Highland Rd      | Frank St-to-Cty Rd 2 (White Lake Rd)          | 1.67               | Goshen        | McNab/Braeside           | 948         | 80                       | Collector               |
| 23              | Highland Rd      | Renfrew/Lanark Line-to-Sawmill Road           | 1.51               | Goshen        | McNab/Braeside           | 948         | 80                       | Collector               |
| 24              | White Water Rd   | Stafford Third Line-to-Hwy 17                 | 2.57               | Whitewater    | Laurentian Valley        | 1893        | 80                       | Collector               |
| 24              | White Water Rd   | Hwy 41-to-Stafford Third Line                 | 1.42               | Whitewater    | Laurentian Valley        | 1893        | 80                       | Collector               |
| 24              | White Water Rd   | Hwy 17-to-Cty Rd 40 (Greenwood Rd)            | 2.45               | Whitewater    | Laurentian Valley        | 2360        | 80                       | Collector               |
| 25              | Laurentian Dr    | Cty Rd 51 (Petawawa Blvd)-to-Silke Dr         | 1.38               | Whitewater    | Petawawa                 | 2280        | 50                       | Collector               |
| 25              | Laurentian Dr    | Silke Dr-to-Civic Centre Rd                   | 1.05               | Whitewater    | Petawawa                 | 2280        | 60                       | Collector               |
| 25              | Laurentian Dr    | Civic Centre Rd-to-Dundonald Dr               | 0.53               | Whitewater    | Petawawa                 | 2524        | 50                       | Collector               |
| 25              | Laurentian Dr    | Dundonald Dr-to-CR 16 (Victoria St)           | 0.46               | Whitewater    | Petawawa                 | 2524        | 50                       | Collector               |
| 26              | Doran Rd         | Herman St-to-Cty Rd 51 (Petawawa Blvd)        | 0.65               | Whitewater    | Petawawa                 | 3833        | 50                       | Collector               |
| 26              | Doran Rd         | Cty Rd 58 (Round Lake Rd)-to-Lubitz Rd        | 1.98               | Whitewater    | Laurentian Valley        | 1811        | 80                       | Collector               |
| 26              | Doran Rd         | Lubitz Rd-to-Forest Lea Rd                    | 1.99               | Whitewater    | Laurentian Valley        | 1811        | 80                       | Collector               |
| 26              | Doran Rd         | Black Bay Rd-to-Cty Rd 37 (Murphy Rd)         | 1.99               | Whitewater    | Petawawa                 | 3121        | 60                       | Collector               |
| 26              | Doran Rd         | Cty Rd 37 (Murphy Rd)-to-Herman St            | 0.38               | Whitewater    | Petawawa                 | 3833        | 50                       | Collector               |
| 26              | Doran Rd         | Forest Lea Rd-to-Cty Rd 28 (Barron Canyon Rd) | 2.01               | Whitewater    | Laurentian Valley        | 1811        | 80                       | Collector               |
| 26              | Doran Rd         | Cty Rd 28 (Barron Canyon Rd)-to-Hwy 17        | 0.29               | Whitewater    | Laurentian Valley        | 1811        | 80                       | Collector               |
| 26              | Doran Rd         | Hwy 17-to-Airport Rd                          | 1.81               | Whitewater    | Petawawa                 | 2607        | 80                       | Collector               |
| 26              | Doran Rd         | Airport Rd-to-Black Bay Rd                    | 2.01               | Whitewater    | Petawawa                 | 2632        | 80                       | Collector               |
| 26              | Doran Rd         | Cty Rd 14 (Witt Rd)-to-Zanders Rd             | 2.05               | Whitewater    | Laurentian Valley        | 640         | 80                       | Local                   |
| 26              | Doran Rd         | Zanders Rd-to-Sandy Beach Rd                  | 2.03               | Whitewater    | Laurentian Valley        | 640         | 80                       | Local                   |
| 26              | Doran Rd         | Sandy Beach Rd-to-Cty Rd 58 (Round Lake Rd)   | 2.00               | Whitewater    | Laurentian Valley        | 640         | 80                       | Local                   |
| 28              | Barron Canyon Rd | Smith Lane-to-Priebe Rd                       | 4.74               | Whitewater    | Petawawa                 | 349         | 80                       | Local                   |
| 28              | Barron Canyon Rd | McKay/Petawawa Township Line-to-Smith Lane    | 1.64               | Whitewater    | Petawawa                 | 349         | 80                       | Local                   |
| 28              | Barron Canyon Rd | Priebe Rd-to-Cty Rd 26 (Doran Rd)             | 1.94               | Whitewater    | Petawawa                 | 689         | 80                       | Local                   |
| 29              | Drive-In Rd      | Clearview Crescent-to-Spruce St East          | 0.42               | Whitewater    | Laurentian Valley        | 2853        | 50                       | Collector               |
| 29              | Drive-In Rd      | Elm St-to-Hwy 148                             | 0.23               | Whitewater    | Laurentian Valley        | 2853        | 50                       | Collector               |
| 29              | Drive-In Rd      | City of Pembroke (South Limits)-to-Wilson Rd  | 1.06               | Whitewater    | Laurentian Valley        | 3610        | 60                       | Collector               |
| 29              | Drive-In Rd      | Wilson Rd-to-Clearview Crescent               | 1.09               | Whitewater    | Laurentian Valley        | 3230        | 60                       | Collector               |
| 30              | Lake Dore Rd     | Hwy 60-to-St. John's Church Steps             | 0.40               | Cobden        | North Algona Wilberforce | 1413        | 50                       | Collector               |
| 30              | Lake Dore Rd     | St. John's Church Steps-to-Lovers Lane        | 1.19               | Cobden        | North Algona Wilberforce | 1413        | 60                       | Collector               |
| 30              | Lake Dore Rd     | Lovers Lane-to-Sperberg Rd                    | 1.67               | Cobden        | North Algona Wilberforce | 1413        | 80                       | Collector               |
| 30              | Lake Dore Rd     | Sperberg Rd-to-Trail Blazers Rd               | 2.28               | Cobden        | North Algona Wilberforce | 1633        | 80                       | Collector               |
| 30              | Lake Dore Rd     | Black Creek Rd-to-Limestone Rd                | 2.01               | Cobden        | North Algona Wilberforce | 1633        | 80                       | Collector               |
| 30              | Lake Dore Rd     | Limestone Rd-to-Biederman Rd                  | 0.98               | Cobden        | North Algona Wilberforce | 1633        | 80                       | Collector               |
| 30              | Lake Dore Rd     | Biederman Rd-to-Scheuneman Rd                 | 4.28               | Cobden        | North Algona Wilberforce | 1633        | 80                       | Collector               |
| 30              | Lake Dore Rd     | Scheuneman Rd-to-Hwy 41                       | 1.15               | Cobden        | North Algona Wilberforce | 1633        | 80                       | Collector               |
| 30              | Lake Dore Rd     | Trail Blazers Rd-to-Black Creek Rd            | 2.11               | Cobden        | North Algona Wilberforce | 1633        | 80                       | Collector               |
| 31              | Lookout Rd       | Cty Rd 49 (Lapasse Rd)-to-Desjardins Rd       | 3.11               | Cobden        | Whitewater Region        | 350         | 80                       | Local                   |
| 31              | Lookout Rd       | Desjardins Rd-to-Lovers Lane                  | 3.12               | Cobden        | Whitewater Region        | 350         | 80                       | Local                   |
| 31              | Lookout Rd       | Lovers Lane-to-Cty Rd 12 (Westmeath Rd)       | 0.60               | Cobden        | Whitewater Region        | 350         | 80                       | Local                   |
| 34              | Norton Road      | 927 Whelan Rd-to-Pucker St                    | 3.07               | Goshen        | Greater Madawaska        | 248         | 80                       | Local                   |

**10 Year Capital Plan 2023-2032**

**Road Sections**

| <b>Road No.</b> | <b>Road Name</b> | <b>Section Description</b>                                | <b>Length (km)</b> | <b>Patrol</b> | <b>Municipality</b> | <b>AADT</b> | <b>Posted Speed km/h</b> | <b>TAC Design Class</b> |
|-----------------|------------------|---|--------------------|---------------|---------------------|-------------|--------------------------|-------------------------|
| 34              | Norton Road      | Pucker St-to-English Rd                                   | 1.94               | Goshen        | Admaston/Bromley    | 264         | 80                       | Local                   |
| 34              | Whelan Rd        | Kenopic Rd-to-1053 Whelan Rd                              | 1.81               | Goshen        | Admaston/Bromley    | 264         | 80                       | Local                   |
| 34              | Whelan Rd        | 1053 Whelan Rd-to-HWY 132                                 | 3.10               | Goshen        | Admaston/Bromley    | 264         | 80                       | Local                   |
| 34              | Whelan Rd        | English Rd-to-Kenopic Rd                                  | 1.30               | Goshen        | Admaston/Bromley    | 264         | 80                       | Local                   |
| 35              | Boundary Rd East | Cty Rd 35 (Boundary Rd E)-to-Trafalgar Rd                 | 0.54               | Whitewater    | Laurentian Valley   | 6409        | 50                       | Collector               |
| 35              | Jean Av          | Beginning of Urban-to-Boundary Rd E                       | 0.24               | Whitewater    | Laurentian Valley   | 3334        | 60                       | Collector               |
| 35              | Jean Av          | Cty Rd 36 (TV Tower Rd)-to-Beginning of Urban             | 0.83               | Whitewater    | Laurentian Valley   | 3334        | 60                       | Collector               |
| 36              | TV Tower Road    | Cty Rd 35 (Jean Ave)-to-CPR                               | 1.36               | Whitewater    | Laurentian Valley   | 3626        | 80                       | Collector               |
| 36              | TV Tower Road    | CPR Crossing-to-Cty Rd 42 (Forest Lea Rd)                 | 1.07               | Whitewater    | Laurentian Valley   | 3126        | 80                       | Collector               |
| 37              | Murphy Rd        | Hwy 17-to-Cty Rd 26 (Doran St)                            | 2.16               | Whitewater    | Petawawa            | 1842        | 80                       | Collector               |
| 37              | Murphy Rd        | Cty Rd 26 (Doran St)-to-Cty Rd 51 (Petawawa Blvd)         | 0.93               | Whitewater    | Petawawa            | 4368        | 50                       | Collector               |
| 40              | Greenwood Rd     | Robinson Rd-to-HWY 148                                    | 1.58               | Whitewater    | Laurentian Valley   | 6431        | 80                       | Arterial                |
| 40              | Greenwood Rd     | Hwy 17-to-Meath Hill Rd                                   | 0.83               | Whitewater    | Whitewater Region   | 2559        | 80                       | Collector               |
| 40              | Greenwood Rd     | Meath Hill Rd-to-Cemetery Rd                              | 2.50               | Whitewater    | Whitewater Region   | 2559        | 80                       | Collector               |
| 40              | Greenwood Rd     | Cemetery Rd-to-Cty Rd 21 (Beachburg Rd)                   | 1.33               | Whitewater    | Laurentian Valley   | 2559        | 80                       | Collector               |
| 40              | Greenwood Rd     | Cty Rd 21 (Beachburg Rd)-to-Cty Rd 24 (White Water Rd)    | 0.84               | Whitewater    | Laurentian Valley   | 6780        | 80                       | Arterial                |
| 40              | Greenwood Rd     | Cty Rd 24 (White Water Rd)-to-Robinson Rd                 | 1.13               | Whitewater    | Laurentian Valley   | 6431        | 80                       | Arterial                |
| 42              | Forest Lea Rd    | Hwy 17-to-B Line Rd                                       | 2.17               | Whitewater    | Laurentian Valley   | 2436        | 70                       | Collector               |
| 42              | Forest Lea Rd    | B Line Rd-to-Meadowbrook Dr West Junction                 | 1.42               | Whitewater    | Laurentian Valley   | 2888        | 70                       | Collector               |
| 42              | Forest Lea Rd    | Meadowbrook Dr West Junction-to-Cty Rd 51 (Pembroke St W) | 0.63               | Whitewater    | Laurentian Valley   | 2888        | 70                       | Collector               |
| 45              | Russett Dr       | Vanjumar Rd-to-Nieman Dr                                  | 1.95               | Goshen        | McNab/Braeside      | 3599        | 80                       | Collector               |
| 45              | Russett Dr       | Nieman Dr-to-Scheel Dr                                    | 1.81               | Goshen        | McNab/Braeside      | 1530        | 80                       | Collector               |
| 45              | Russett Dr       | Scheel Dr-to-Cty Rd 63 (Miller Rd)                        | 1.52               | Goshen        | McNab/Braeside      | 1197        | 80                       | Collector               |
| 45              | Vanjumar Rd      | Cty Rd 2 (White Lake Rd)-to-Russett Dr                    | 0.54               | Goshen        | McNab/Braeside      | 3599        | 60                       | Collector               |
| 48              | Magnesium Rd     | Hwy 653-to-Mine View Rd                                   | 1.94               | Cobden        | Whitewater Region   | 866         | 80                       | Local                   |
| 48              | Magnesium Rd     | Mine View Rd-to-Cty Rd 4 (Queens Line)                    | 2.67               | Cobden        | Whitewater Region   | 295         | 60                       | Local                   |
| 49              | Lapasse Rd       | Cty Rd 21 (Beachburg Rd)-to-Glen Rd                       | 0.63               | Cobden        | Whitewater Region   | 888         | 60                       | Collector               |
| 49              | Lapasse Rd       | Glen Rd-to-Cty Rd 31 (Lookout Rd)                         | 2.67               | Cobden        | Whitewater Region   | 888         | 80                       | Local                   |
| 49              | Lapasse Rd       | Cty Rd 31 (Lookout Rd)-to-Pleasant Valley Rd              | 1.51               | Cobden        | Whitewater Region   | 435         | 80                       | Local                   |
| 49              | Lapasse Rd       | Pleasant Valley Rd-to-Hawthorne Rd                        | 1.38               | Cobden        | Whitewater Region   | 435         | 80                       | Local                   |
| 49              | Lapasse Rd       | Hawthorne Rd-to-Grants Settlement Rd                      | 2.13               | Cobden        | Whitewater Region   | 435         | 80                       | Local                   |
| 49              | Lapasse Rd       | Grants Settlement Rd-to-Cty Rd 50 (Gore Line)             | 3.53               | Cobden        | Whitewater Region   | 478         | 80                       | Collector               |
| 50              | Gore Line        | Jessie St-to-Wright Rd                                    | 1.30               | Cobden        | Whitewater Region   | 370         | 80                       | Local                   |
| 50              | Gore Line        | Cty Rd 12 (Westmeath Rd)-to-Jessie St                     | 0.11               | Cobden        | Whitewater Region   | 370         | 50                       | Collector               |
| 50              | Gore Line        | Wright Rd-to-Hawthorne Rd                                 | 1.99               | Cobden        | Whitewater Region   | 370         | 80                       | Local                   |
| 50              | Gore Line        | Hawthorne Rd-to-Canola Rd                                 | 1.67               | Cobden        | Whitewater Region   | 370         | 80                       | Local                   |
| 50              | Gore Line        | Canola Rd-to-Nicolai Rd                                   | 2.33               | Cobden        | Whitewater Region   | 370         | 80                       | Local                   |
| 50              | Gore Line        | Nicolai Rd-to-Cty Rd 49 (Lapasse Rd)                      | 1.89               | Cobden        | Whitewater Region   | 370         | 80                       | Local                   |
| 51              | Pembroke West    | City of Pembroke West Limits-to-Cty Rd 42 (Forest Lea Rd) | 0.90               | Whitewater    | Laurentian Valley   | 14676       | 60                       | Freeway                 |
| 51              | Petawawa Blv     | Cty Rd 37 (Murphy Rd)-to-Cty Rd 26 (Doran St)             | 0.22               | Whitewater    | Petawawa            | 10632       | 50                       | Maj. Arterial           |
| 51              | Petawawa Blv     | Cty Rd 26 (Doran St)-to-Cty Rd 16 (Victoria St)           | 0.56               | Whitewater    | Petawawa            | 11732       | 50                       | Maj. Arterial           |
| 51              | Petawawa Blv     | Cty Rd 16 (Victoria St)-to-Petawawa River Bdge S Exp Jnt  | 0.16               | Whitewater    | Petawawa            | 11732       | 50                       | Maj. Arterial           |
| 51              | Petawawa Blv     | Petawawa River Bdge N Exp Jnt-to-Military Camp Rd         | 0.26               | Whitewater    | Petawawa            | 11732       | 50                       | Maj. Arterial           |
| 51              | Petawawa Blv     | B Line Rd-to-Sharon Street                                | 1.29               | Whitewater    | Petawawa            | 13044       | 80                       | Freeway                 |
| 52              | Burnstown Rd     | Waba Cr Bdge W Exp Jnt-to-McLachlan Rd                    | 0.51               | Goshen        | McNab/Braeside      | 1077        | 50                       | Collector               |
| 52              | Burnstown Rd     | McLachlan Rd-to-McLeod Rd                                 | 5.95               | Goshen        | McNab/Braeside      | 1077        | 80                       | Collector               |

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**Road Sections**

| <b>Road No.</b> | <b>Road Name</b> | <b>Section Description</b>                                  | <b>Length (km)</b> | <b>Patrol</b> | <b>Municipality</b>           | <b>AADT</b> | <b>Posted Speed km/h</b> | <b>TAC Design Class</b> |
|-----------------|------------------|---|--------------------|---------------|-------------------------------|-------------|--------------------------|-------------------------|
| 52              | Burnstown Rd     | McLeod Rd-to-Burnstown Bdge S Exp Jnt                       | 0.77               | Goshen        | McNab/Braeside                | 1077        | 50                       | Collector               |
| 52              | Burnstown Rd     | Burnstown Bdge N Exp Jnt-to-Cty Rd 508 (Calabogie Rd)       | 0.23               | Goshen        | McNab/Braeside                | 1077        | 50                       | Collector               |
| 52              | Burnstown Rd     | Cty Rd 508 (Calabogie Rd)-to-Picket Hill Lane S Jct         | 0.33               | Goshen        | McNab/Braeside                | 2343        | 50                       | Collector               |
| 52              | Burnstown Rd     | Picket Hill Lane S Jct-to-Picket Hill Lane N Jct            | 0.71               | Goshen        | McNab/Braeside                | 2343        | 50                       | Collector               |
| 52              | Burnstown Rd     | Picket Hill Lane N Jct-to-2148 Burnstown Rd                 | 1.29               | Goshen        | McNab/Braeside                | 2343        | 50                       | Collector               |
| 52              | Burnstown Rd     | 2148 Burnstown Rd-to-2349 Burnstown Rd                      | 1.07               | Goshen        | McNab/Braeside                | 2343        | 80                       | Collector               |
| 52              | Burnstown Rd     | 2349 Burnstown Rd-to-Canaan Rd                              | 1.65               | Goshen        | McNab/Braeside                | 2343        | 80                       | Collector               |
| 52              | Burnstown Rd     | Canaan Rd-to-Fraser Rd (McNab/Horton Line)                  | 0.97               | Goshen        | McNab/Braeside                | 2343        | 80                       | Collector               |
| 52              | Burnstown Rd     | Cty Rd 2 (White Lake Rd)-to-Waba Cr Bdge W Exp Jnt          | 0.74               | Goshen        | McNab/Braeside                | 1077        | 50                       | Collector               |
| 52              | Burnstown Rd     | Fraser Rd (McNab/Horton Twp)-to-1.8km N of Fraser           | 1.80               | Goshen        | Horton                        | 2959        | 80                       | Collector               |
| 52              | Burnstown Rd     | 1.8km N of Fraser-to-Lime Kiln Rd                           | 1.26               | Goshen        | Horton                        | 2959        | 80                       | Collector               |
| 52              | Burnstown Rd     | Lime Kiln Rd-to-Pucker St                                   | 1.22               | Goshen        | Horton                        | 5302        | 80                       | Arterial                |
| 52              | Burnstown Rd     | Pucker St-to-Graham Ave                                     | 0.62               | Goshen        | Horton                        | 5302        | 60                       | Collector               |
| 52              | Raglan St S      | Graham Ave-to-Hwy 60 (Coubes St)                            | 1.22               | Goshen        | Renfrew                       | 5302        | 60                       | Collector               |
| 54              | McLean Dr        | Hwy 17-to-1887 McLean Dr                                    | 0.73               | Goshen        | McNab/Braeside                | 946         | 80                       | Collector               |
| 54              | McLean Dr        | Scheel Dr-to-Cty Rd 3 (Usborne St)                          | 2.33               | Goshen        | McNab/Braeside                | 946         | 80                       | Collector               |
| 54              | McLean Dr        | 1887 McLean Dr  | 0.65               | Goshen        | McNab/Braeside                | 946         | 80                       | Collector               |
| 54              | McLean Dr        | Libbys Rd-to-Scheel Dr                                      | 1.40               | Goshen        | McNab/Braeside                | 946         | 80                       | Collector               |
| 55              | Paquette Rd      | Cty Rd 51 (Petawawa Blvd)-to-Hwy 417                        | 2.32               | Whitewater    | Petawawa                      | 4551        | 80                       | Collector               |
| 56              | Woito Station Rd | Cty Rd 14 (Witt Rd)-to-Alice Twp Dump (Gate 3)              | 1.30               | Whitewater    | Laurentian Valley             | 529         | 80                       | Local                   |
| 56              | Woito Station Rd | Alice Twp Dump (Gate 3)-to-B Line Rd                        | 2.87               | Whitewater    | Laurentian Valley             | 529         | 80                       | Local                   |
| 56              | Woito Station Rd | B Line Rd-to-Hwy 41   | 2.38               | Whitewater    | Laurentian Valley             | 381         | 80                       | Local                   |
| 58              | Bruham Ave       | TV Tower Rd-to-Lorne St East                                | 0.98               | Whitewater    | Laurentian Valley             | 4488        | 50                       | Collector               |
| 58              | Bruham Ave       | Lorne St East-to-Boundary Rd                                | 0.37               | Whitewater    | Laurentian Valley             | 4526        | 50                       | Collector               |
| 58              | Round Lake Rd    | Deer Trail Rd-to-Turners Rd                                 | 1.53               | Whitewater    | Killaloe Hagarty and Richards | 1654        | 80                       | Collector               |
| 58              | Round Lake Rd    | Turners Rd-to-Bonnechere R Bdge W Exp Jnt                   | 0.99               | Whitewater    | Killaloe Hagarty and Richards | 1233        | 80                       | Collector               |
| 58              | Round Lake Rd    | Byers Creek Bdge S Exp Jnt-to-Round Lake CenterUrban Begins | 1.09               | Southwest     | Killaloe Hagarty and Richards | 777         | 80                       | Local                   |
| 58              | Round Lake Rd    | Bonnechere R Bdge E Exp Jnt-to-Dunnes Bay Lane              | 1.11               | Whitewater    | Killaloe Hagarty and Richards | 1233        | 80                       | Collector               |
| 58              | Round Lake Rd    | Dunnes Bay Lane-to-Red Rock Rd                              | 2.95               | Whitewater    | Killaloe Hagarty and Richards | 1233        | 80                       | Collector               |
| 58              | Round Lake Rd    | Red Rock Rd-to-Foy Park Corridor                            | 1.09               | Whitewater    | Killaloe Hagarty and Richards | 1233        | 80                       | Collector               |
| 58              | Round Lake Rd    | Round Lake Center S Boundary-to-Cty Rd 67 (Simpson Pit Rd)  | 0.20               | Southwest     | Killaloe Hagarty and Richards | 777         | 50                       | Collector               |
| 58              | Round Lake Rd    | Cty Rd 67 (Simpson Pit Rd)-to-Round Lake Center N Boundary  | 0.54               | Whitewater    | Killaloe Hagarty and Richards | 1654        | 50                       | Collector               |
| 58              | Round Lake Rd    | Round Lake Center N Boundary-to-Lakeview Dr West End        | 2.12               | Whitewater    | Killaloe Hagarty and Richards | 1654        | 60                       | Collector               |
| 58              | Round Lake Rd    | Lakeview Dr West End-to-Sherwood River Bdge W Exp Jnt       | 1.33               | Whitewater    | Killaloe Hagarty and Richards | 1654        | 80                       | Collector               |
| 58              | Round Lake Rd    | Sherwood River Bdge E Exp Jnt-to-Deer Trail Rd              | 1.33               | Whitewater    | Killaloe Hagarty and Richards | 1654        | 80                       | Collector               |
| 58              | Round Lake Rd    | Foy Park Corridor-to-Laurentian Valley Boundary             | 4.59               | Whitewater    | Killaloe Hagarty and Richards | 1321        | 80                       | Collector               |
| 58              | Round Lake Rd    | Laurentian Valley Bndry-to-C309 (Garipey Creek Culvert)     | 4.64               | Whitewater    | Laurentian Valley             | 1321        | 80                       | Collector               |
| 58              | Round Lake Rd    | Henan Road-to-Hwy 17  | 0.76               | Whitewater    | Laurentian Valley             | 2518        | 80                       | Collector               |
| 58              | Round Lake Rd    | Hwy 17-to-B Line Rd   | 1.26               | Whitewater    | Laurentian Valley             | 2556        | 80                       | Collector               |
| 58              | Round Lake Rd    | B Line Rd-to-TV Tower Rd                                    | 2.46               | Whitewater    | Laurentian Valley             | 3836        | 70                       | Collector               |
| 58              | Round Lake Rd    | Hwy 60-to-Mask Rd   | 2.42               | Southwest     | Killaloe Hagarty and Richards | 973         | 80                       | Collector               |
| 58              | Round Lake Rd    | Mask Rd-to-800 Round Lake Road Sign                         | 1.50               | Southwest     | Killaloe Hagarty and Richards | 973         | 80                       | Collector               |
| 58              | Round Lake Rd    | 800 Round Lake Road Sign-to-Long Meadows Rd                 | 1.48               | Southwest     | Killaloe Hagarty and Richards | 973         | 80                       | Collector               |

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**Road Sections**

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|-----------------|------------------|--|--------------------|---------------|-------------------------------|-------------|--------------------------|-------------------------|
| 58              | Round Lake Rd    | Long Meadows Rd-to-Tramore Rd                        | 1.03               | Southwest     | Killaloe Hagarty and Richards | 973         | 80                       | Collector               |
| 58              | Round Lake Rd    | C309 (Gariepy Creek Culvert)-to-Pakotina Trail       | 3.45               | Whitewater    | Laurentian Valley             | 1321        | 80                       | Collector               |
| 58              | Round Lake Rd    | Pakotina Trail-to-8266 Round Lake Rd                 | 1.68               | Whitewater    | Laurentian Valley             | 1321        | 80                       | Collector               |
| 58              | Round Lake Rd    | 8266 Round Lake Rd-to-Kelly Lake Rd                  | 1.40               | Whitewater    | Laurentian Valley             | 1321        | 80                       | Collector               |
| 58              | Round Lake Rd    | Kelly Lake Rd-to-Long Lake Rd                        | 2.30               | Whitewater    | Laurentian Valley             | 1321        | 80                       | Collector               |
| 58              | Round Lake Rd    | Tramore Rd-to-1922 Round Lake Rd                     | 2.93               | Southwest     | Killaloe Hagarty and Richards | 777         | 80                       | Local                   |
| 58              | Round Lake Rd    | 1922 Round Lake Rd-to-John St North                  | 1.06               | Southwest     | Killaloe Hagarty and Richards | 777         | 80                       | Local                   |
| 58              | Round Lake Rd    | John St North-to-Byers Creek Bdge N Exp Jnt          | 1.19               | Southwest     | Killaloe Hagarty and Richards | 777         | 80                       | Local                   |
| 58              | Round Lake Rd    | Long Lake Rd-to-Dabers Rd                            | 2.00               | Whitewater    | Laurentian Valley             | 1984        | 80                       | Collector               |
| 58              | Round Lake Rd    | Dabers Rd-to-Bucholtz Rd                             | 2.08               | Whitewater    | Laurentian Valley             | 1984        | 80                       | Collector               |
| 58              | Round Lake Rd    | Bucholtz Rd-to-Rahns Rd                              | 2.22               | Whitewater    | Laurentian Valley             | 1984        | 80                       | Collector               |
| 58              | Round Lake Rd    | Rahns Rd-to-Cty Rd 26 (Doran Rd)                     | 1.92               | Whitewater    | Laurentian Valley             | 2371        | 80                       | Collector               |
| 58              | Round Lake Rd    | Cty Rd 26 (Doran Rd)-to-Henan Road                   | 2.02               | Whitewater    | Laurentian Valley             | 2518        | 80                       | Collector               |
| 61              | Godfrey Rd       | Haley Rd-to-Hwy 17                                   | 0.87               | Cobden        | Whitewater Region             | 678         | 80                       | Collector               |
| 61              | Haley Rd         | Orin Rd-to-Godfrey Rd                                | 3.80               | Cobden        | Whitewater Region             | 1455        | 80                       | Collector               |
| 62              | Bay St.          | Barry's Bay South Limit-to-Hwy 60                    | 0.42               | Southwest     | Madawaska Valley              | 3225        | 50                       | Collector               |
| 62              | Combermere Rd    | Chapeskie Rd-to-Kingdom Hall Rd                      | 3.45               | Southwest     | Madawaska Valley              | 2110        | 80                       | Collector               |
| 62              | Combermere Rd    | Kingdom Hall Rd-to-County Picnic Area Rd             | 2.13               | Southwest     | Madawaska Valley              | 2110        | 80                       | Collector               |
| 62              | Combermere Rd    | Long Lake Rd-to-Chippewa Rd                          | 1.67               | Southwest     | Madawaska Valley              | 2110        | 80                       | Collector               |
| 62              | Combermere Rd    | Chippewa Rd-to-Chapeskie Rd                          | 2.86               | Southwest     | Madawaska Valley              | 2110        | 80                       | Collector               |
| 62              | Combermere Rd    | Hastings County Line-to-Combermere South Urban Lt.   | 1.76               | Southwest     | Madawaska Valley              | 1799        | 60                       | Collector               |
| 62              | Combermere Rd    | Cty Rd 515 (Palmer Rd)-to-Pine Cliff Rd              | 2.07               | Southwest     | Madawaska Valley              | 1810        | 80                       | Collector               |
| 62              | Combermere Rd    | Pine Cliff Rd-to-Long Lake Rd                        | 2.06               | Southwest     | Madawaska Valley              | 1810        | 80                       | Collector               |
| 62              | John St.         | County Picnic Area Rd-to-Barry's Bay South Limit     | 1.76               | Southwest     | Madawaska Valley              | 2418        | 60                       | Collector               |
| 63              | Anderson Rd      | Cty Rd 508 (Calabogie Rd)-to-Hwy 17                  | 1.52               | Goshen        | McNab/Braeside                | 409         | 80                       | Local                   |
| 63              | Flatt Rapids Rd  | Cty Rd 45 (Russet Rd)-to-Mill Ridge Rd               | 1.51               | Goshen        | McNab/Braeside                | 839         | 80                       | Local                   |
| 63              | Flatt Rapids Rd  | Mill Ridge Rd-to-Watts Line                          | 2.10               | Goshen        | McNab/Braeside                | 839         | 60                       | Local                   |
| 63              | Flatt Rapids Rd  | Watts Line-to-Stewartville Urban Begins              | 0.30               | Goshen        | McNab/Braeside                | 839         | 50                       | Local                   |
| 63              | Flatt Rapids Rd  | Stewartville Urban Begins-to-Stewartville Urban Ends | 0.32               | Goshen        | McNab/Braeside                | 839         | 50                       | Collector               |
| 63              | Miller Rd        | Hwy 17-to-Clifford Sideroad                          | 2.89               | Goshen        | McNab/Braeside                | 260         | 80                       | Local                   |
| 63              | Miller Rd        | Clifford Sideroad-to-Cty Rd 6 (Lochwinnoch Rd)       | 0.97               | Goshen        | McNab/Braeside                | 260         | 80                       | Local                   |
| 63              | Stewartville Rd  | Flatt Rapids Rd-to-Maple Bend Rd                     | 1.30               | Goshen        | McNab/Braeside                | 720         | 60                       | Local                   |
| 63              | Stewartville Rd  | Maple Bend Rd-to-Cty Rd 508 (Calabogie Rd)           | 1.79               | Goshen        | McNab/Braeside                | 720         | 60                       | Local                   |
| 64              | Opeongo Rd       | Wieland Shore Rd-to-Gierman Rd                       | 2.56               | Cobden        | Bonnechere Valley             | 398         | 80                       | Local                   |
| 64              | Opeongo Rd       | Gierman Rd-to-Sebastopol/Grattan Township Line       | 4.00               | Cobden        | Bonnechere Valley             | 398         | 80                       | Local                   |
| 64              | Opeongo Rd       | Sebastopol/Grattan Township Line-to-Constant Lake Rd | 1.63               | Cobden        | Bonnechere Valley             | 398         | 80                       | Local                   |
| 64              | Opeongo Rd       | Cty Rd 512 (Foymount Rd)-to-Raddatz Rd               | 3.72               | Cobden        | Bonnechere Valley             | 304         | 80                       | Local                   |
| 64              | Opeongo Rd       | Raddatz Rd-to-Lake Clear Rd                          | 3.13               | Cobden        | Bonnechere Valley             | 304         | 80                       | Local                   |
| 64              | Opeongo Rd       | Lake Clear Rd-to-Baptist Church Rd                   | 1.64               | Cobden        | Bonnechere Valley             | 304         | 80                       | Local                   |
| 64              | Opeongo Rd       | Baptist Church Rd-to-Wieland Shore Rd                | 2.50               | Cobden        | Bonnechere Valley             | 304         | 80                       | Local                   |
| 64              | Opeongo Rd       | Constant Lake Rd-to-Hwy 41                           | 5.33               | Cobden        | Bonnechere Valley             | 398         | 80                       | Local                   |

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**Road Sections**

| <b>Road No.</b> | <b>Road Name</b>   | <b>Section Description</b>                               | <b>Length (km)</b> | <b>Patrol</b> | <b>Municipality</b>           | <b>AADT</b> | <b>Posted Speed km/h</b> | <b>TAC Design Class</b> |
|-----------------|--------------------|--|--------------------|---------------|-------------------------------|-------------|--------------------------|-------------------------|
| 65              | Centennial Lake Rd | 2872 Centennial Lake Rd-to-Black Donald Access Point     | 1.63               | Goshen        | Greater Madawaska             | 420         | 80                       | Local                   |
| 65              | Centennial Lake Rd | Matawatchan/Brougham Twp Line-to-2872 Centennial Lake Rd | 2.26               | Goshen        | Greater Madawaska             | 420         | 80                       | Local                   |
| 65              | Centennial Lake Rd | 4126 Centennial Lake Rd-to-Matawatchan/Brougham Twp Line | 3.87               | Goshen        | Greater Madawaska             | 335         | 80                       | Local                   |
| 65              | Centennial Lake Rd | Morrow Lake Rd-to-4126 Centennial Lake Rd                | 1.72               | Goshen        | Greater Madawaska             | 335         | 80                       | Local                   |
| 65              | Centennial Lake Rd | Doyle Drive-to-Centennial Lake Bdge N Exp Jnt            | 1.55               | Goshen        | Greater Madawaska             | 335         | 80                       | Local                   |
| 65              | Centennial Lake Rd | Centennial Lake Bdge S Exp Jnt-to-Morrow Lake Rd         | 2.01               | Goshen        | Greater Madawaska             | 335         | 80                       | Local                   |
| 65              | Centennial Lake Rd | Matawatchan Rd-to-Doyle Drive                            | 2.05               | Goshen        | Greater Madawaska             | 335         | 80                       | Local                   |
| 65              | Centennial Lake Rd | Chimo Rd North-to-Black Donald Rd                        | 4.01               | Goshen        | Greater Madawaska             | 420         | 80                       | Local                   |
| 65              | Centennial Lake Rd | Black Donald Access Point-to-Deer Mountain Rd            | 4.29               | Goshen        | Greater Madawaska             | 420         | 80                       | Local                   |
| 65              | Centennial Lake Rd | Deer Mountain Rd-to-Chimo Rd North                       | 4.10               | Goshen        | Greater Madawaska             | 420         | 80                       | Local                   |
| 66              | Opeongo Rd         | Opeongo Rd N-to-Hopefield Rd                             | 0.80               | Southwest     | Madawaska Valley              | 472         | 80                       | Local                   |
| 66              | Opeongo Rd         | Hopefield Rd-to-Doyle Mountain Rd                        | 1.81               | Southwest     | Brudenell Lyndoch & Raglan    | 472         | 80                       | Local                   |
| 66              | Opeongo Rd         | Doyle Mountain Rd-to-Renfrew County Forest Entrance      | 2.85               | Southwest     | Brudenell Lyndoch & Raglan    | 472         | 80                       | Local                   |
| 66              | Opeongo Rd         | Renfrew County Forest Entrance-to-Copp Rd                | 2.30               | Southwest     | Brudenell Lyndoch & Raglan    | 472         | 80                       | Local                   |
| 66              | Opeongo Rd         | Copp Rd-to-Cty Rd 68 (Letterkenny Rd)                    | 2.27               | Southwest     | Brudenell Lyndoch & Raglan    | 472         | 80                       | Local                   |
| 66              | Opeongo Rd         | Cty Rd 68 (Letterkenny Rd)-to-Cty Rd 512 (Foymount Rd)   | 2.17               | Southwest     | Brudenell Lyndoch & Raglan    | 472         | 80                       | Local                   |
| 66              | Wilno South Rd     | Hwy 60-to-Mountain View Rd                               | 1.96               | Southwest     | Killaloe Hagarty and Richards | 314         | 60                       | Local                   |
| 66              | Wilno South Rd     | Mountain View Rd-to-Inukshuk Rd                          | 0.97               | Southwest     | Killaloe Hagarty and Richards | 314         | 80                       | Local                   |
| 66              | Wilno South Rd     | Inukshuk Rd-to-Opeongo Rd N                              | 2.40               | Southwest     | Madawaska Valley              | 314         | 80                       | Local                   |
| 67              | Simpson Pit Rd     | Hwy 60-to-Scenic Rd                                      | 1.98               | Southwest     | Killaloe Hagarty and Richards | 1080        | 80                       | Collector               |
| 67              | Simpson Pit Rd     | Scenic Rd-to-Mask Rd                                     | 2.00               | Southwest     | Killaloe Hagarty and Richards | 1080        | 80                       | Collector               |
| 67              | Simpson Pit Rd     | Mask Rd-to-Byers Creek Rd                                | 2.06               | Southwest     | Killaloe Hagarty and Richards | 1080        | 80                       | Collector               |
| 67              | Simpson Pit Rd     | Byers Creek Rd-to-Buck Hill Rd                           | 2.45               | Southwest     | Killaloe Hagarty and Richards | 1080        | 80                       | Collector               |
| 67              | Simpson Pit Rd     | Buck Hill Rd-to-Cty Rd 58 (Round Lake Rd)                | 1.42               | Southwest     | Killaloe Hagarty and Richards | 1080        | 80                       | Collector               |
| 68              | Letterkenny Rd     | Rockingham Rd-to-Cty Rd 66 (Opeongo Rd N)                | 5.00               | Southwest     | Brudenell Lyndoch & Raglan    | 318         | 80                       | Local                   |
| 68              | Rockingham Rd      | Cty Rd 515 (Palmer Rd)-to-2356 Rockingham                | 3.56               | Southwest     | Madawaska Valley              | 425         | 80                       | Local                   |
| 68              | Rockingham Rd      | 2356 Rockingham-to-Diamond Lake Rd                       | 3.02               | Southwest     | Madawaska Valley              | 425         | 80                       | Local                   |
| 68              | Rockingham Rd      | Diamond Lake Rd-to-Dovetail Rd                           | 3.63               | Southwest     | Madawaska Valley              | 425         | 80                       | Local                   |
| 68              | Rockingham Rd      | Dovetail Rd-to-Guiney Rd                                 | 2.05               | Southwest     | Madawaska Valley              | 425         | 80                       | Local                   |
| 68              | Rockingham Rd      | Guiney Rd-to-Letterkenny Rd                              | 2.56               | Southwest     | Brudenell Lyndoch & Raglan    | 425         | 60                       | Local                   |
| 69              | Dunn St            | Biernacki St-to-Wilno St                                 | 0.53               | Southwest     | Madawaska Valley              | 2229        | 40                       | Collector               |
| 69              | Dunn St            | Wilno St-to-Hwy 60                                       | 0.49               | Southwest     | Madawaska Valley              | 2640        | 50                       | Collector               |
| 69              | Siberia Rd         | End of HMA-to-Bark Lake Dam Rd                           | 0.46               | Southwest     | Madawaska Valley              | 204         | 80                       | Local                   |

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**Road Sections**

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|-----------------|------------------|---|--------------------|---------------|---------------------|-------------|--------------------------|-------------------------|
| 69              | Siberia Rd       | Bark Lake Dam Rd-to-Sunny Hill Rd                           | 2.45               | Southwest     | Madawaska Valley    | 204         | 80                       | Local                   |
| 69              | Siberia Rd       | Sunny Hill Rd-to-Babinski Rd                                | 1.72               | Southwest     | Madawaska Valley    | 204         | 80                       | Local                   |
| 69              | Siberia Rd       | Babinski Rd-to-Pipedream Lane                               | 2.04               | Southwest     | Madawaska Valley    | 204         | 80                       | Local                   |
| 69              | Siberia Rd       | Pipedream Lane-to-Yakabuski Rd                              | 1.36               | Southwest     | Madawaska Valley    | 204         | 80                       | Local                   |
| 69              | Siberia Rd       | Yakabuski Rd-to-710 Siberia Rd                              | 1.18               | Southwest     | Madawaska Valley    | 1113        | 80                       | Collector               |
| 69              | Siberia Rd       | 710 Siberia Rd-to-Kartuzy Rd                                | 1.01               | Southwest     | Madawaska Valley    | 1113        | 80                       | Collector               |
| 69              | Siberia Rd       | Kartuzy Rd-to-Trader Lane                                   | 1.46               | Southwest     | Madawaska Valley    | 1113        | 60                       | Collector               |
| 69              | Siberia Rd       | River Rd-to-End of HMA                                      | 1.45               | Southwest     | Madawaska Valley    | 204         | 80                       | Local                   |
| 69              | Siberia Rd       | Trader Lane-to-Biernacki St                                 | 0.67               | Southwest     | Madawaska Valley    | 2229        | 50                       | Collector               |
| 70              | Ruby Rd          | Cty Rd 512 (Brudenell Rd)-to-Gorman Rd                      | 4.28               | Southwest     | Bonnechere Valley   | 292         | 80                       | Local                   |
| 70              | Ruby Rd          | Gorman Rd-to-Wolfe Rd                                       | 3.23               | Southwest     | Bonnechere Valley   | 292         | 80                       | Local                   |
| 70              | Ruby Rd          | Golden Lake Bdge N Exp Jnt-to-Hwy 60                        | 0.62               | Southwest     | Bonnechere Valley   | 1734        | 80                       | Collector               |
| 70              | Ruby Rd          | Hoffman Rd-to-Zadow Rd                                      | 2.07               | Southwest     | Bonnechere Valley   | 292         | 80                       | Local                   |
| 70              | Ruby Rd          | Zadow Rd-to-Hoffman Rd                                      | 2.21               | Southwest     | Bonnechere Valley   | 292         | 80                       | Local                   |
| 70              | Ruby Rd          | Hoffman Rd-to-Shingwak Inamo (Reserve Boundary)             | 0.94               | Southwest     | Bonnechere Valley   | 292         | 60                       | Local                   |
| 70              | Ruby Rd          | Wolfe Rd-to-Hoffman Road                                    | 2.21               | Southwest     | Bonnechere Valley   | 292         | 80                       | Local                   |
| 71              | Matawatchan Rd   | 4877 Matawatchan Rd-to-Cty Rd 65                            | 3.19               | Goshen        | Greater Madawaska   | 298         | 80                       | Local                   |
| 71              | Matawatchan Rd   | Hwy 41-to-5655 Matawatchan Road                             | 2.49               | Goshen        | Greater Madawaska   | 437         | 80                       | Local                   |
| 71              | Matawatchan Rd   | 5655 Matawatchan Rd-to-5266 Matawatchan Rd                  | 1.89               | Goshen        | Greater Madawaska   | 437         | 80                       | Local                   |
| 71              | Matawatchan Rd   | 5266 Matawatchan Rd-to-4877 Matawatchan Rd                  | 1.98               | Goshen        | Greater Madawaska   | 437         | 80                       | Local                   |
| 72              | Ridge Road       | Champlain St-to-Deep River Road                             | 0.17               | Whitewater    | Deep River          | 2219        | 40                       | Collector               |
| 72              | Ridge Road       | Hwy 17-to-Avon Road   | 0.30               | Whitewater    | Deep River          | 1983        | 40                       | Collector               |
| 72              | Ridge Road       | Avon Road-to-Dalton St                                      | 0.40               | Whitewater    | Deep River          | 2365        | 40                       | Collector               |
| 72              | Ridge Road       | Dalton St-to-Champlain St                                   | 0.63               | Whitewater    | Deep River          | 1746        | 40                       | Collector               |
| 73              | Deep River Road  | Huron St/Algonquin St-to-Champlain St                       | 0.35               | Whitewater    | Deep River          | 5460        | 40                       | Collector               |
| 73              | Deep River Road  | Champlain St/ Glendale Ave-to-Ridge Road/Hillcrest Ave      | 0.19               | Whitewater    | Deep River          | 5460        | 40                       | Collector               |
| 73              | Deep River Road  | Hwy 17-to-Huron/Algonquin St                                | 0.14               | Whitewater    | Deep River          | 3700        | 40                       | Collector               |
| 508             | Black Donald Rd  | Cty Rd 65 (Centennial Lake Rd)-to-Cty Rd 508 (Calabogie Rd) | 0.75               | Goshen        | Greater Madawaska   | 512         | 60                       | Local                   |
| 508             | Calabogie Rd     | Cty Rd 34 (Norton Rd)-to-Mill St                            | 1.84               | Goshen        | Greater Madawaska   | 1815        | 60                       | Collector               |
| 508             | Calabogie Rd     | Goshen Rd-to-Nabarr Rd                                      | 1.50               | Goshen        | McNab/Braeside      | 1536        | 80                       | Collector               |
| 508             | Calabogie Rd     | Nabarr Rd-to-Cty Rd 63 (Stewartville Rd)                    | 1.47               | Goshen        | McNab/Braeside      | 1536        | 80                       | Collector               |
| 508             | Calabogie Rd     | Cty Rd 63 (Stewartville Rd)-to-Hwy 17                       | 1.39               | Goshen        | McNab/Braeside      | 1536        | 80                       | Collector               |
| 508             | Calabogie Rd     | Barrett Chute Rd-to-Cty Rd 34 (Norton Rd)                   | 2.81               | Goshen        | Greater Madawaska   | 512         | 80                       | Local                   |
| 508             | Calabogie Rd     | Riopelle Rd-to-Cty Rd 52 (Burnstown Rd)                     | 1.38               | Goshen        | McNab/Braeside      | 2793        | 60                       | Collector               |
| 508             | Calabogie Rd     | Cty Rd 52 (Burnstown Rd)-to-Dickson Rd                      | 1.56               | Goshen        | McNab/Braeside      | 1676        | 80                       | Collector               |
| 508             | Calabogie Rd     | Dickson Rd-to-Hutson Rd                                     | 1.32               | Goshen        | McNab/Braeside      | 1676        | 80                       | Collector               |
| 508             | Calabogie Rd     | Fraser Rd-to-Riopelle Rd                                    | 3.05               | Goshen        | Greater Madawaska   | 2793        | 80                       | Collector               |
| 508             | Calabogie Rd     | Norway Lake Rd-to-Brydges Rd                                | 1.95               | Goshen        | Greater Madawaska   | 2308        | 80                       | Collector               |
| 508             | Calabogie Rd     | Brydges Rd-to-Fleming Rd                                    | 0.79               | Goshen        | Greater Madawaska   | 2308        | 80                       | Collector               |
| 508             | Calabogie Rd     | Fleming Rd-to-Fraser Rd                                     | 1.23               | Goshen        | Greater Madawaska   | 2793        | 80                       | Collector               |
| 508             | Calabogie Rd     | Cty Rd 511 (Lanark Rd)-to-Kubiseski Rd                      | 1.41               | Goshen        | Greater Madawaska   | 2308        | 80                       | Collector               |
| 508             | Calabogie Rd     | Kubiseski Rd-to-Public Picnic Area N. Ent. (CA 4099)        | 1.53               | Goshen        | Greater Madawaska   | 2308        | 80                       | Collector               |
| 508             | Calabogie Rd     | Public Picnic Area N. Entrance-to-Norway Lake Rd            | 3.34               | Goshen        | Greater Madawaska   | 2308        | 80                       | Collector               |



**10 Year Capital Plan 2023-2032**

**Road Sections**

| <b>Road No.</b> | <b>Road Name</b> | <b>Section Description</b>                                     | <b>Length (km)</b> | <b>Patrol</b> | <b>Municipality</b>           | <b>AADT</b> | <b>Posted Speed km/h</b> | <b>TAC Design Class</b> |
|-----------------|------------------|--|--------------------|---------------|-------------------------------|-------------|--------------------------|-------------------------|
| 508             | Calabogie Rd     | 6761 Calabogie Road-to-Barrett Chute Road                      | 3.70               | Goshen        | Greater Madawaska             | 512         | 80                       | Local                   |
| 508             | Calabogie Rd     | Mill St-to-Cty Rd 511 (Lanark Rd)                              | 1.94               | Goshen        | Greater Madawaska             | 1815        | 60                       | Collector               |
| 508             | Calabogie Rd     | Hutson Rd-to-Goshen Rd   | 1.40               | Goshen        | McNab/Braeside                | 1676        | 80                       | Collector               |
| 511             | Lanark Road      | Calabogie Bridge N Exp Jnt-to-K&P Trail                        | 0.44               | Goshen        | Greater Madawaska             | 897         | 50                       | Collector               |
| 511             | Lanark Road      | K&P Trail-to-CR 508 (Calabogie Rd)                             | 0.81               | Goshen        | Greater Madawaska             | 897         | 60                       | Collector               |
| 511             | Lanark Road      | Barryvale Rd-to-Grassy Bay Rd                                  | 2.21               | Goshen        | Greater Madawaska             | 897         | 80                       | Collector               |
| 511             | Lanark Road      | Grassy Bay Rd-to-Madawaska River Bridge S Jnt                  | 1.05               | Goshen        | Greater Madawaska             | 897         | 60                       | Collector               |
| 511             | Lanark Road      | Madawaska River Bridge N Jnt-to-Calabogie Bridge S Exp. Jnt    | 0.19               | Goshen        | Greater Madawaska             | 897         | 50                       | Collector               |
| 511             | Lanark Road      | Dolans Lane-to-Frost Lane                                      | 1.41               | Goshen        | Greater Madawaska             | 640         | 80                       | Local                   |
| 511             | Lanark Road      | Frost Lane-to-Stones Lake Rd                                   | 1.01               | Goshen        | Greater Madawaska             | 640         | 80                       | Local                   |
| 511             | Lanark Road      | Stones Lake Rd-to-Barryvale Rd                                 | 1.06               | Goshen        | Greater Madawaska             | 640         | 80                       | Local                   |
| 511             | Lanark Road      | Lanark/Renfrew County Line-to-Bagot Long Lake Rd               | 1.40               | Goshen        | Greater Madawaska             | 640         | 80                       | Local                   |
| 511             | Lanark Road      | Bagot Long Lake Rd-to-Dolans Lane                              | 2.62               | Goshen        | Greater Madawaska             | 640         | 80                       | Local                   |
| 512             | Brudenell Rd     | Killaloe South Town Limit-to-Mountain View Rd                  | 1.31               | Southwest     | Killaloe Hagarty and Richards | 871         | 60                       | Local                   |
| 512             | Brudenell Rd     | Mountain View Rd-to-Stack Rd                                   | 0.87               | Southwest     | Killaloe Hagarty and Richards | 871         | 80                       | Local                   |
| 512             | Brudenell Rd     | Stack Rd-to-Rochefort Rd                                       | 2.72               | Southwest     | Killaloe Hagarty and Richards | 304         | 80                       | Local                   |
| 512             | Brudenell Rd     | Rochefort Rd-to-Brudenell Waste Disposal Site                  | 3.26               | Southwest     | Brudenell Lyndoch & Raglan    | 450         | 80                       | Local                   |
| 512             | Brudenell Rd     | Brudenell Waste Disposal Site-to-Brudenell Village North Limit | 2.50               | Southwest     | Brudenell Lyndoch & Raglan    | 723         | 80                       | Local                   |
| 512             | Brudenell Rd     | Brudenell Village North Limit-to-Renfrew County Road 66        | 0.52               | Southwest     | Brudenell Lyndoch & Raglan    | 723         | 60                       | Local                   |
| 512             | Foymount Rd      | B257-to-Lake Clear Rd  | 1.28               | Cobden        | Bonnechere Valley             | 1085        | 80                       | Collector               |
| 512             | Foymount Rd      | Lake Clear Rd-to-Buelow Rd                                     | 1.43               | Cobden        | Bonnechere Valley             | 1085        | 80                       | Collector               |
| 512             | Foymount Rd      | Buelow Rd-to-Verch Rd  | 1.99               | Cobden        | Bonnechere Valley             | 1085        | 80                       | Collector               |
| 512             | Foymount Rd      | Verch Rd-to-Miller Rd (Heidemans Lumber)                       | 1.87               | Cobden        | Bonnechere Valley             | 1085        | 80                       | Collector               |
| 512             | Foymount Rd      | Hubers Rd-to-McCauley Mountain Rd                              | 2.51               | Southwest     | Brudenell Lyndoch & Raglan    | 723         | 80                       | Local                   |
| 512             | Foymount Rd      | McCauley Mountain Rd-to-Cty Rd 515 (Quadeville Rd)             | 0.74               | Southwest     | Bonnechere Valley             | 723         | 80                       | Local                   |
| 512             | Foymount Rd      | Cty Rd 515 (Quadeville Rd)-to-Sebastopol Dr                    | 0.97               | Cobden        | Bonnechere Valley             | 723         | 80                       | Local                   |
| 512             | Foymount Rd      | Sebastopol Dr-to-Cty Rd 64 (Opeongo Rd)                        | 0.88               | Cobden        | Bonnechere Valley             | 723         | 80                       | Local                   |
| 512             | Foymount Rd      | Silver Lake Rd-to-Donegal Rd                                   | 2.45               | Cobden        | Bonnechere Valley             | 1085        | 80                       | Collector               |
| 512             | Foymount Rd      | Donegal Rd-to-Spring Creek Rd                                  | 1.25               | Cobden        | Bonnechere Valley             | 1085        | 80                       | Collector               |
| 512             | Foymount Rd      | Spring Creek Rd-to-Sand Rd                                     | 2.27               | Cobden        | Bonnechere Valley             | 1085        | 80                       | Collector               |
| 512             | Foymount Rd      | Sand Rd-to-HWY 41  | 1.65               | Cobden        | Bonnechere Valley             | 1904        | 60                       | Collector               |
| 512             | Foymount Rd      | Cty Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd                 | 2.44               | Cobden        | Bonnechere Valley             | 1085        | 80                       | Collector               |
| 512             | Foymount Rd      | McCauley Mountain Rd-to-B257                                   | 2.42               | Cobden        | Bonnechere Valley             | 1085        | 80                       | Collector               |
| 512             | Foymount Rd      | Miller Rd (Heidemans Lumber)-to-Silver Lake Rd                 | 2.52               | Cobden        | Bonnechere Valley             | 1085        | 80                       | Collector               |
| 512             | Foymount Rd      | County Road 66-to-Brudenell East Limit                         | 0.38               | Southwest     | Brudenell Lyndoch & Raglan    | 723         | 60                       | Collector               |
| 512             | Foymount Rd      | Brudenell Village East Limit-to-Lorwell Lake Drive             | 2.53               | Southwest     | Brudenell Lyndoch & Raglan    | 723         | 80                       | Collector               |
| 512             | Foymount Rd      | Lorwell Lake Drive-to-Hubers Rd                                | 0.77               | Southwest     | Brudenell Lyndoch & Raglan    | 723         | 80                       | Local                   |
| 512             | Queens St        | Hwy 60 (Killaloe Beginning)-to-Killaloe North Urban Limit      | 0.56               | Southwest     | Killaloe Hagarty and Richards | 1745        | 40                       | Collector               |
| 512             | Queens St        | Killaloe North Urban Limit-to-Killaloe South Urban Limit       | 1.38               | Southwest     | Killaloe Hagarty and Richards | 1745        | 40                       | Collector               |
| 512             | Queens St        | Killaloe South Urban Limit-to-Killaloe South Town Limit        | 1.22               | Southwest     | Killaloe Hagarty and Richards | 871         | 40                       | Collector               |
| 514             | Schutt Rd        | Hwy 28-to-Genricks Rd  | 1.01               | Southwest     | Brudenell Lyndoch & Raglan    | 596         | 80                       | Local                   |
| 514             | Schutt Rd        | Genricks Rd-to-Walters Rd                                      | 2.49               | Southwest     | Brudenell Lyndoch & Raglan    | 596         | 80                       | Local                   |
| 514             | Schutt Rd        | Walters Rd-to-Moccasin Lake Rd                                 | 0.93               | Southwest     | Brudenell Lyndoch & Raglan    | 596         | 80                       | Local                   |

**10 Year Capital Plan 2023-2032**

**Road Sections**

| <b>Road No.</b> | <b>Road Name</b> | <b>Section Description</b>                              | <b>Length (km)</b> | <b>Patrol</b> | <b>Municipality</b>        | <b>AADT</b> | <b>Posted Speed km/h</b> | <b>TAC Design Class</b> |
|-----------------|------------------|---|--------------------|---------------|----------------------------|-------------|--------------------------|-------------------------|
| 514             | Schutt Rd        | Moccasin Lake Rd-to-Cedar Grove Rd                      | 1.74               | Southwest     | Brudenell Lyndoch & Raglan | 628         | 60                       | Local                   |
| 514             | Schutt Rd        | Cedar Grove Rd-to-Raglan White Lake Rd                  | 3.02               | Southwest     | Brudenell Lyndoch & Raglan | 628         | 80                       | Local                   |
| 514             | Schutt Rd        | Raglan White Lake Rd-to-Raglan Twp Dump Rd              | 3.10               | Southwest     | Brudenell Lyndoch & Raglan | 628         | 80                       | Local                   |
| 514             | Schutt Rd        | Raglan Twp Dump-to-Cty Rd 515 (Palmer Rd)               | 0.16               | Southwest     | Brudenell Lyndoch & Raglan | 628         | 80                       | Local                   |
| 515             | Palmer Rd        | Riverside Dr-to-McPhee Bay Rd                           | 2.19               | Southwest     | Madawaska Valley           | 1099        | 80                       | Collector               |
| 515             | Palmer Rd        | McPhee Bay Rd-to-Finch Rd                               | 2.07               | Southwest     | Madawaska Valley           | 1099        | 80                       | Collector               |
| 515             | Palmer Rd        | Finch Rd-to-Palmer Rapids Dam Rd                        | 1.81               | Southwest     | Madawaska Valley           | 867         | 80                       | Local                   |
| 515             | Palmer Rd        | Palmer Rapids S Urban Lmt-to-Palmer Rapids N Urban Lmt  | 0.55               | Southwest     | Brudenell Lyndoch & Raglan | 867         | 50                       | Collector               |
| 515             | Palmer Rd        | Palmer Rapids N Urban Lmt-to-Cty Rd 514 (Schutt Road)   | 1.10               | Southwest     | Brudenell Lyndoch & Raglan | 867         | 80                       | Local                   |
| 515             | Palmer Rd        | Cty Rd 62 (Combermere Rd)-to-Riverside Dr               | 2.28               | Southwest     | Madawaska Valley           | 1099        | 80                       | Collector               |
| 515             | Palmer Rd        | Jewellville Bdge N Exp Jnt-to-Palmer Rapids S Urban Lmt | 1.78               | Southwest     | Brudenell Lyndoch & Raglan | 867         | 80                       | Local                   |
| 515             | Palmer Rd        | Guiney Rd-to-Eneas Creek Rd                             | 1.69               | Southwest     | Brudenell Lyndoch & Raglan | 691         | 80                       | Local                   |
| 515             | Palmer Rd        | Eneas Creek Rd-to-Quadeville W Urban Limit              | 3.25               | Southwest     | Brudenell Lyndoch & Raglan | 691         | 80                       | Local                   |
| 515             | Palmer Rd        | Latchford Bdge N Exp Jnt-to-Guiney Rd                   | 2.33               | Southwest     | Brudenell Lyndoch & Raglan | 691         | 80                       | Local                   |
| 515             | Palmer Rd        | Palmer Rapids Dam Rd-to-Jewellville Bdge S Exp Jnt      | 1.26               | Southwest     | Brudenell Lyndoch & Raglan | 867         | 80                       | Local                   |
| 515             | Palmer Rd        | Cty Rd 514 (Schutt Rd)-to-Wingle                        | 2.47               | Southwest     | Brudenell Lyndoch & Raglan | 652         | 80                       | Local                   |
| 515             | Palmer Rd        | Wingle Rd-to-Latchford Bdge S Exp Jnt                   | 0.42               | Southwest     | Brudenell Lyndoch & Raglan | 652         | 80                       | Local                   |
| 515             | Quadeville Rd    | Quadeville W Urban Limit-to-Quadeville E Urban Limit    | 0.39               | Southwest     | Brudenell Lyndoch & Raglan | 832         | 50                       | Collector               |
| 515             | Quadeville Rd    | Quadeville E Urban Limit-to-Jessup Rd                   | 2.13               | Southwest     | Brudenell Lyndoch & Raglan | 832         | 80                       | Collector               |
| 515             | Quadeville Rd    | Yukes Dr-to-Cty Rd 512 (Foymount Rd)                    | 4.60               | Southwest     | Brudenell Lyndoch & Raglan | 354         | 80                       | Local                   |
| 515             | Quadeville Rd    | Jessup Rd-to-Kargus Rd                                  | 2.36               | Southwest     | Brudenell Lyndoch & Raglan | 832         | 80                       | Local                   |
| 515             | Quadeville Rd    | 1400 Quadeville Rd-to-Yukes Dr.                         | 2.24               | Southwest     | Brudenell Lyndoch & Raglan | 354         | 80                       | Local                   |
| 515             | Quadeville Rd    | Kargus Rd-to-Sacred Heart Rd                            | 2.62               | Southwest     | Brudenell Lyndoch & Raglan | 354         | 80                       | Local                   |
| 515             | Quadeville Rd    | Sacred Heart Rd-to-1400 Quadeville Rd.                  | 2.96               | Southwest     | Brudenell Lyndoch & Raglan | 354         | 80                       | Local                   |
| 517             | Dafoe Rd         | Radcliffe Twp (Coulas Rd)-to-CA 2049                    | 1.00               | Southwest     | Madawaska Valley           | 285         | 60                       | Local                   |
| 517             | Dafoe Rd         | CA 2049-to-Peplinskie Rd                                | 1.20               | Southwest     | Madawaska Valley           | 285         | 60                       | Local                   |
| 517             | Dafoe Rd         | Peplinskie Rd-to-Serran Rd                              | 0.53               | Southwest     | Madawaska Valley           | 774         | 60                       | Local                   |
| 517             | Dafoe Rd         | Raglan Twp Boundary West-to-Raglan Twp Boundary North   | 1.70               | Southwest     | Brudenell Lyndoch & Raglan | 285         | 60                       | Local                   |
| 517             | Dafoe Rd         | Serran Road - to - CA 2532                              | 0.63               | Southwest     | Madawaska Valley           | 774         | 60                       | Local                   |
| 517             | Dafoe Rd         | CA 2532-to-CA 2647                                      | 0.56               | Southwest     | Madawaska Valley           | 774         | 60                       | Local                   |
| 517             | Dafoe Rd         | CA 2647-to-Lower Craigmont Rd                           | 0.37               | Southwest     | Madawaska Valley           | 774         | 60                       | Local                   |
| 517             | Dafoe Rd         | Lower Craigmont Rd-to-Cty Rd 62 (Combermere Rd)         | 1.66               | Southwest     | Madawaska Valley           | 774         | 50                       | Collector               |
| 635             | Swisha Rd        | Hwy 17-to-Interprovincial Bdge S Exp Jnt                | 2.58               | Whitewater    | Laurentian Hills           | 770         | 80                       | Local                   |
| 653             | Chenaux Rd       | Hwy 17-to-Cty Rd 48 (Magnesium Rd)                      | 0.53               | Cobden        | Whitewater Region          | 2113        | 80                       | Collector               |
| 653             | Chenaux Rd       | Cty Rd 48 (Magnesium Rd)-to-Camp Galilee Lane           | 0.67               | Cobden        | Whitewater Region          | 2113        | 80                       | Collector               |
| 653             | Chenaux Rd       | Camp Galilee Lane-to-Service Rd                         | 1.75               | Cobden        | Whitewater Region          | 2431        | 80                       | Collector               |
| 653             | Chenaux Rd       | Kerr Line-to-County/Quebec Boundary                     | 0.88               | Cobden        | Horton                     | 2884        | 70                       | Collector               |
| 653             | Chenaux Rd       | Service Rd-to-Berts Rd                                  | 1.53               | Cobden        | Whitewater Region          | 2431        | 80                       | Collector               |
| 653             | Chenaux Rd       | Berts Rd-to-Queens Line                                 | 1.51               | Cobden        | Whitewater Region          | 2884        | 80                       | Collector               |
| 653             | Chenaux Rd       | Queens Line-to-Kerr Line Rd                             | 1.45               | Cobden        | Whitewater Region          | 2884        | 80                       | Collector               |

**County of Renfrew**  
Public Works and Engineering

**County Road 2 (White Lake Road)  
100 metres west of Civic Address 2493**

Site Code:  
Station ID:  
County Road 2 (White Lake Road)  
100 metres west of civic address 2493  
Latitude: 0' 0.0000 Undefined

**Radar Operational Speed Study**

Direction 1, Direction 2

| Start Time | 1    | 41   | 51   | 61    | 71    | 81    | 91   | 101  | 111  | 121  | 131  | 141  | 151  | Total |
|------------|------|------|------|-------|-------|-------|------|------|------|------|------|------|------|-------|
| Time       | 40   | 50   | 60   | 70    | 80    | 90    | 100  | 110  | 120  | 130  | 140  | 150  | 999  |       |
| 08-31-21   | *    | *    | *    | *     | *     | *     | *    | *    | *    | *    | *    | *    | *    | *     |
| 01:00      | *    | *    | *    | *     | *     | *     | *    | *    | *    | *    | *    | *    | *    | *     |
| 02:00      | *    | *    | *    | *     | *     | *     | *    | *    | *    | *    | *    | *    | *    | *     |
| 03:00      | *    | *    | *    | *     | *     | *     | *    | *    | *    | *    | *    | *    | *    | *     |
| 04:00      | *    | *    | *    | *     | *     | *     | *    | *    | *    | *    | *    | *    | *    | *     |
| 05:00      | *    | *    | *    | *     | *     | *     | *    | *    | *    | *    | *    | *    | *    | *     |
| 06:00      | *    | *    | *    | *     | *     | *     | *    | *    | *    | *    | *    | *    | *    | *     |
| 07:00      | *    | *    | *    | *     | *     | *     | *    | *    | *    | *    | *    | *    | *    | *     |
| 08:00      | *    | *    | *    | *     | *     | *     | *    | *    | *    | *    | *    | *    | *    | *     |
| 09:00      | *    | *    | *    | *     | *     | *     | *    | *    | *    | *    | *    | *    | *    | *     |
| 10:00      | *    | *    | *    | *     | *     | *     | *    | *    | *    | *    | *    | *    | *    | *     |
| 11:00      | 0    | 0    | 1    | 21    | 67    | 19    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 109   |
| 12 PM      | 0    | 0    | 0    | 19    | 52    | 26    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 99    |
| 13:00      | 0    | 0    | 2    | 13    | 50    | 29    | 7    | 0    | 0    | 0    | 0    | 0    | 0    | 101   |
| 14:00      | 0    | 0    | 1    | 14    | 77    | 25    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 120   |
| 15:00      | 0    | 0    | 3    | 26    | 52    | 16    | 6    | 0    | 0    | 0    | 0    | 0    | 0    | 103   |
| 16:00      | 0    | 2    | 4    | 16    | 81    | 29    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 136   |
| 17:00      | 0    | 0    | 1    | 6     | 66    | 40    | 7    | 0    | 0    | 0    | 0    | 0    | 0    | 120   |
| 18:00      | 0    | 0    | 2    | 8     | 30    | 23    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 67    |
| 19:00      | 0    | 0    | 2    | 9     | 22    | 19    | 5    | 1    | 0    | 0    | 0    | 0    | 0    | 58    |
| 20:00      | 0    | 1    | 0    | 11    | 16    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 31    |
| 21:00      | 0    | 0    | 0    | 5     | 15    | 5     | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 27    |
| 22:00      | 0    | 0    | 0    | 0     | 8     | 4     | 3    | 1    | 0    | 0    | 0    | 0    | 0    | 16    |
| 23:00      | 0    | 0    | 0    | 1     | 0     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2     |
| Total      | 0    | 3    | 16   | 149   | 536   | 239   | 44   | 2    | 0    | 0    | 0    | 0    | 0    | 989   |
| Percent    | 0.0% | 0.3% | 1.6% | 15.1% | 54.2% | 24.2% | 4.4% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |       |

**County Road 2 (White Lake Road)  
100 metres west of Civic Address 2493**

Site Code:  
Station ID:  
County Road 2 (White Lake Road)  
100 metres west of civic address 2493  
Latitude: 0' 0.0000 Undefined

**Radar Operational Speed Study**

Direction 1, Direction 2

| Start Time | 1    | 41   | 51   | 61    | 71    | 81    | 91   | 101  | 111  | 121  | 131  | 141  | 151  | Total |
|------------|------|------|------|-------|-------|-------|------|------|------|------|------|------|------|-------|
| Time       | 40   | 50   | 60   | 70    | 80    | 90    | 100  | 110  | 120  | 130  | 140  | 150  | 999  |       |
| 09-01-21   | 0    | 0    | 2    | 0     | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     |
| 01:00      | 0    | 0    | 0    | 1     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     |
| 02:00      | 0    | 0    | 0    | 0     | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     |
| 03:00      | 0    | 0    | 0    | 0     | 2     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2     |
| 04:00      | 0    | 0    | 0    | 2     | 4     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7     |
| 05:00      | 0    | 0    | 0    | 1     | 10    | 10    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 22    |
| 06:00      | 0    | 0    | 0    | 6     | 19    | 13    | 3    | 3    | 0    | 0    | 0    | 0    | 0    | 44    |
| 07:00      | 0    | 2    | 5    | 14    | 27    | 14    | 7    | 0    | 0    | 0    | 0    | 0    | 0    | 69    |
| 08:00      | 0    | 0    | 1    | 10    | 57    | 11    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 82    |
| 09:00      | 0    | 0    | 1    | 16    | 53    | 12    | 2    | 1    | 0    | 0    | 0    | 0    | 0    | 85    |
| 10:00      | 0    | 0    | 0    | 22    | 62    | 16    | 3    | 1    | 0    | 0    | 0    | 0    | 0    | 104   |
| 11:00      | 0    | 0    | 2    | 23    | 68    | 13    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 107   |
| 12 PM      | 4    | 1    | 0    | 17    | 57    | 20    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 104   |
| 13:00      | 0    | 0    | 6    | 12    | 64    | 23    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 109   |
| 14:00      | 0    | 0    | 4    | 17    | 59    | 16    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 97    |
| 15:00      | 0    | 0    | 0    | 15    | 60    | 26    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 106   |
| 16:00      | 0    | 1    | 3    | 13    | 86    | 32    | 10   | 0    | 1    | 0    | 0    | 0    | 0    | 146   |
| 17:00      | 0    | 0    | 3    | 12    | 56    | 30    | 7    | 2    | 1    | 0    | 0    | 0    | 0    | 111   |
| 18:00      | 0    | 0    | 2    | 4     | 30    | 19    | 5    | 1    | 0    | 0    | 0    | 0    | 0    | 61    |
| 19:00      | 2    | 0    | 1    | 2     | 30    | 8     | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 45    |
| 20:00      | 0    | 0    | 2    | 5     | 24    | 14    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 49    |
| 21:00      | 0    | 0    | 0    | 5     | 19    | 11    | 2    | 3    | 0    | 0    | 0    | 0    | 0    | 40    |
| 22:00      | 0    | 0    | 0    | 3     | 6     | 7     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 17    |
| 23:00      | 0    | 0    | 0    | 0     | 2     | 2     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 5     |
| Total      | 6    | 4    | 32   | 200   | 797   | 298   | 65   | 13   | 2    | 0    | 0    | 0    | 0    | 1417  |
| Percent    | 0.4% | 0.3% | 2.3% | 14.1% | 56.2% | 21.0% | 4.6% | 0.9% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |       |

**County Road 2 (White Lake Road)  
100 metres west of Civic Address 2493**

Site Code:  
Station ID:  
County Road 2 (White Lake Road)  
100 metres west of civic address 2493  
Latitude: 0' 0.0000 Undefined

**Radar Operational Speed Study**

Direction 1, Direction 2

| Start Time     | 1           | 41          | 51          | 61           | 71           | 81           | 91          | 101         | 111         | 121         | 131         | 141         | 151         | Total       |
|----------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|                | 40          | 50          | 60          | 70           | 80           | 90           | 100         | 110         | 120         | 130         | 140         | 150         | 999         |             |
| 09-02-21       | 0           | 0           | 0           | 1            | 3            | 0            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 4           |
| 01:00          | 0           | 0           | 0           | 0            | 1            | 0            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 1           |
| 02:00          | 0           | 0           | 0           | 0            | 0            | 0            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |
| 03:00          | 0           | 0           | 0           | 0            | 0            | 1            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 1           |
| 04:00          | 0           | 0           | 0           | 2            | 0            | 1            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 3           |
| 05:00          | 0           | 0           | 1           | 3            | 6            | 7            | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 18          |
| 06:00          | 0           | 0           | 0           | 5            | 8            | 15           | 5           | 0           | 1           | 0           | 0           | 0           | 0           | 34          |
| 07:00          | 0           | 2           | 5           | 3            | 23           | 14           | 5           | 0           | 0           | 0           | 0           | 0           | 0           | 52          |
| 08:00          | 0           | 0           | 2           | 14           | 32           | 16           | 3           | 0           | 0           | 0           | 0           | 0           | 0           | 67          |
| 09:00          | 0           | 0           | 3           | 18           | 46           | 12           | 2           | 0           | 0           | 0           | 0           | 0           | 0           | 81          |
| 10:00          | 0           | 0           | 3           | 25           | 58           | 12           | 2           | 0           | 1           | 0           | 0           | 0           | 0           | 101         |
| 11:00          | 0           | 0           | 1           | 18           | 87           | 20           | 3           | 0           | 0           | 0           | 0           | 0           | 0           | 129         |
| 12 PM          | 0           | 3           | 2           | 18           | 70           | 18           | 3           | 0           | 0           | 0           | 0           | 0           | 0           | 114         |
| 13:00          | 0           | 1           | 1           | 24           | 57           | 16           | 3           | 0           | 0           | 0           | 0           | 0           | 0           | 102         |
| 14:00          | 0           | 0           | 2           | 11           | 68           | 17           | 4           | 0           | 0           | 0           | 0           | 0           | 0           | 102         |
| 15:00          | 0           | 0           | 3           | 19           | 78           | 17           | 5           | 1           | 0           | 0           | 0           | 0           | 0           | 123         |
| 16:00          | 0           | 1           | 1           | 20           | 70           | 43           | 5           | 0           | 0           | 0           | 0           | 0           | 0           | 140         |
| 17:00          | 0           | 0           | 0           | 1            | 58           | 29           | 9           | 0           | 0           | 0           | 0           | 0           | 0           | 97          |
| 18:00          | 0           | 1           | 1           | 2            | 39           | 29           | 4           | 0           | 1           | 0           | 0           | 0           | 0           | 77          |
| 19:00          | 0           | 0           | 1           | 10           | 32           | 20           | 6           | 1           | 0           | 0           | 0           | 0           | 0           | 70          |
| 20:00          | 0           | 0           | 1           | 9            | 14           | 5            | 2           | 0           | 0           | 0           | 0           | 0           | 0           | 31          |
| 21:00          | 0           | 2           | 1           | 6            | 9            | 11           | 2           | 1           | 0           | 0           | 0           | 0           | 0           | 32          |
| 22:00          | 0           | 0           | 0           | 1            | 3            | 3            | 2           | 0           | 0           | 0           | 0           | 0           | 0           | 9           |
| 23:00          | 0           | 0           | 0           | 5            | 3            | 1            | 1           | 1           | 0           | 0           | 0           | 0           | 0           | 11          |
| <b>Total</b>   | <b>0</b>    | <b>10</b>   | <b>28</b>   | <b>215</b>   | <b>765</b>   | <b>307</b>   | <b>67</b>   | <b>4</b>    | <b>3</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>1399</b> |
| <b>Percent</b> | <b>0.0%</b> | <b>0.7%</b> | <b>2.0%</b> | <b>15.4%</b> | <b>54.7%</b> | <b>21.9%</b> | <b>4.8%</b> | <b>0.3%</b> | <b>0.2%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> |             |

**County Road 2 (White Lake Road)  
100 metres west of Civic Address 2493**

Site Code:  
Station ID:  
County Road 2 (White Lake Road)  
100 metres west of civic address 2493  
Latitude: 0' 0.0000 Undefined

**Radar Operational Speed Study**

Direction 1, Direction 2

| Start Time | 1    | 41   | 51   | 61    | 71    | 81    | 91   | 101  | 111  | 121  | 131  | 141  | 151  | Total |
|------------|------|------|------|-------|-------|-------|------|------|------|------|------|------|------|-------|
| Time       | 40   | 50   | 60   | 70    | 80    | 90    | 100  | 110  | 120  | 130  | 140  | 150  | 999  |       |
| 09-03-21   | 0    | 0    | 0    | 0     | 0     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     |
| 01:00      | 0    | 0    | 0    | 1     | 1     | 0     | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 3     |
| 02:00      | 0    | 0    | 0    | 0     | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     |
| 03:00      | 0    | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 04:00      | 0    | 0    | 0    | 0     | 4     | 2     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 7     |
| 05:00      | 0    | 0    | 1    | 1     | 10    | 7     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 20    |
| 06:00      | 0    | 0    | 0    | 2     | 19    | 13    | 3    | 2    | 0    | 0    | 0    | 0    | 0    | 39    |
| 07:00      | 0    | 0    | 3    | 10    | 36    | 12    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 64    |
| 08:00      | 0    | 1    | 2    | 22    | 39    | 11    | 4    | 1    | 0    | 0    | 0    | 0    | 0    | 80    |
| 09:00      | 0    | 0    | 5    | 10    | 54    | 20    | 3    | 2    | 0    | 0    | 0    | 0    | 0    | 94    |
| 10:00      | 0    | 0    | 2    | 19    | 63    | 10    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 98    |
| 11:00      | 1    | 2    | 2    | 32    | 76    | 19    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 137   |
| 12 PM      | 0    | 0    | 3    | 15    | 76    | 26    | 7    | 0    | 0    | 0    | 0    | 0    | 0    | 127   |
| 13:00      | 0    | 0    | 1    | 19    | 80    | 37    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 141   |
| 14:00      | 0    | 0    | 0    | 11    | 87    | 37    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 139   |
| 15:00      | 0    | 0    | 0    | 29    | 66    | 40    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 137   |
| 16:00      | 0    | 0    | 2    | 13    | 76    | 45    | 11   | 0    | 0    | 0    | 0    | 0    | 0    | 147   |
| 17:00      | 0    | 0    | 0    | 10    | 70    | 51    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 133   |
| 18:00      | 1    | 0    | 0    | 15    | 47    | 30    | 13   | 3    | 0    | 0    | 0    | 0    | 0    | 109   |
| 19:00      | 0    | 0    | 3    | 9     | 45    | 16    | 2    | 2    | 0    | 0    | 0    | 0    | 0    | 77    |
| 20:00      | 0    | 2    | 0    | 5     | 18    | 16    | 9    | 2    | 0    | 0    | 0    | 0    | 0    | 52    |
| 21:00      | 0    | 0    | 0    | 2     | 10    | 9     | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 23    |
| 22:00      | 0    | 0    | 0    | 3     | 2     | 3     | 3    | 0    | 1    | 0    | 0    | 0    | 0    | 12    |
| 23:00      | 0    | 0    | 0    | 1     | 4     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8     |
| Total      | 2    | 5    | 24   | 229   | 884   | 408   | 81   | 14   | 2    | 0    | 0    | 0    | 0    | 1649  |
| Percent    | 0.1% | 0.3% | 1.5% | 13.9% | 53.6% | 24.7% | 4.9% | 0.8% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |       |

**County Road 2 (White Lake Road)  
100 metres west of Civic Address 2493**

Site Code:  
Station ID:  
County Road 2 (White Lake Road)  
100 metres west of civic address 2493  
Latitude: 0' 0.0000 Undefined

**Radar Operational Speed Study**

Direction 1, Direction 2

| Start Time | 1    | 41   | 51   | 61    | 71    | 81    | 91   | 101  | 111  | 121  | 131  | 141  | 151  | Total |
|------------|------|------|------|-------|-------|-------|------|------|------|------|------|------|------|-------|
|            | 40   | 50   | 60   | 70    | 80    | 90    | 100  | 110  | 120  | 130  | 140  | 150  | 999  |       |
| 09-04-21   | 0    | 0    | 0    | 2     | 3     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6     |
| 01:00      | 0    | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| 02:00      | 0    | 0    | 0    | 0     | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     |
| 03:00      | 0    | 0    | 0    | 0     | 0     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1     |
| 04:00      | 0    | 0    | 0    | 1     | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2     |
| 05:00      | 0    | 0    | 0    | 0     | 1     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     |
| 06:00      | 0    | 0    | 0    | 1     | 1     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4     |
| 07:00      | 0    | 0    | 0    | 5     | 15    | 2     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 23    |
| 08:00      | 0    | 0    | 0    | 9     | 29    | 14    | 6    | 0    | 0    | 0    | 0    | 0    | 0    | 58    |
| 09:00      | 3    | 0    | 0    | 10    | 42    | 28    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 87    |
| 10:00      | 0    | 0    | 2    | 12    | 79    | 40    | 4    | 1    | 0    | 0    | 0    | 0    | 0    | 138   |
| 11:00      | 0    | 0    | 3    | 18    | 80    | 34    | 7    | 2    | 0    | 0    | 0    | 0    | 0    | 144   |
| 12 PM      | 0    | 0    | 2    | 20    | 60    | 31    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 116   |
| 13:00      | 0    | 0    | 3    | 21    | 81    | 26    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 133   |
| 14:00      | 0    | 0    | 2    | 20    | 77    | 35    | 2    | 1    | 0    | 0    | 0    | 0    | 0    | 137   |
| 15:00      | 0    | 0    | 1    | 20    | 56    | 23    | 6    | 0    | 0    | 0    | 0    | 0    | 0    | 106   |
| 16:00      | 0    | 0    | 1    | 13    | 58    | 26    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 101   |
| 17:00      | 0    | 0    | 4    | 10    | 45    | 18    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 80    |
| 18:00      | 0    | 0    | 0    | 11    | 39    | 15    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 67    |
| 19:00      | 0    | 0    | 2    | 17    | 32    | 12    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 64    |
| 20:00      | 0    | 0    | 2    | 10    | 17    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 33    |
| 21:00      | 0    | 0    | 2    | 5     | 9     | 5     | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 23    |
| 22:00      | 0    | 0    | 1    | 2     | 6     | 3     | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 14    |
| 23:00      | 0    | 0    | 1    | 2     | 3     | 0     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 7     |
| Total      | 3    | 0    | 26   | 209   | 735   | 322   | 48   | 5    | 0    | 0    | 0    | 0    | 0    | 1348  |
| Percent    | 0.2% | 0.0% | 1.9% | 15.5% | 54.5% | 23.9% | 3.6% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |       |

**County Road 2 (White Lake Road)  
100 metres west of Civic Address 2493**

Site Code:  
Station ID:  
County Road 2 (White Lake Road)  
100 metres west of civic address 2493  
Latitude: 0' 0.0000 Undefined

**Radar Operational Speed Study**

Direction 1, Direction 2

| Start Time  | 1<br>40 | 41<br>50 | 51<br>60 | 61<br>70 | 71<br>80 | 81<br>90 | 91<br>100 | 101<br>110 | 111<br>120 | 121<br>130 | 131<br>140 | 141<br>150 | 151<br>999 | Total |
|-------------|---------|----------|----------|----------|----------|----------|-----------|------------|------------|------------|------------|------------|------------|-------|
| 09-05-21    | 0       | 0        | 0        | 3        | 5        | 1        | 1         | 0          | 0          | 0          | 0          | 0          | 0          | 10    |
| 01:00       | 0       | 0        | 0        | 0        | 1        | 0        | 1         | 0          | 0          | 0          | 0          | 0          | 0          | 2     |
| 02:00       | 0       | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0          | 0          | 0          | 0          | 0     |
| 03:00       | 0       | 0        | 0        | 0        | 0        | 1        | 0         | 0          | 0          | 0          | 0          | 0          | 0          | 1     |
| 04:00       | 0       | 0        | 0        | 0        | 2        | 0        | 0         | 0          | 0          | 0          | 0          | 0          | 0          | 2     |
| 05:00       | 0       | 0        | 0        | 6        | 9        | 2        | 1         | 0          | 0          | 0          | 0          | 0          | 0          | 18    |
| 06:00       | 0       | 0        | 0        | 4        | 12       | 1        | 0         | 0          | 0          | 0          | 0          | 0          | 0          | 17    |
| 07:00       | 0       | 1        | 1        | 2        | 10       | 0        | 0         | 0          | 0          | 0          | 0          | 0          | 0          | 14    |
| 08:00       | 0       | 0        | 0        | 4        | 15       | 4        | 0         | 0          | 0          | 0          | 0          | 0          | 0          | 23    |
| 09:00       | 0       | 0        | 0        | 8        | 37       | 21       | 4         | 0          | 0          | 0          | 0          | 0          | 0          | 70    |
| 10:00       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| 11:00       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| 12 PM       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| 13:00       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| 14:00       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| 15:00       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| 16:00       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| 17:00       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| 18:00       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| 19:00       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| 20:00       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| 21:00       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| 22:00       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| 23:00       | *       | *        | *        | *        | *        | *        | *         | *          | *          | *          | *          | *          | *          | *     |
| Total       | 0       | 1        | 1        | 27       | 91       | 30       | 7         | 0          | 0          | 0          | 0          | 0          | 0          | 157   |
| Percent     | 0.0%    | 0.6%     | 0.6%     | 17.2%    | 58.0%    | 19.1%    | 4.5%      | 0.0%       | 0.0%       | 0.0%       | 0.0%       | 0.0%       | 0.0%       |       |
| Grand Total | 11      | 23       | 127      | 1029     | 3808     | 1604     | 312       | 38         | 7          | 0          | 0          | 0          | 0          | 6959  |

15th Percentile : 68 KPH  
50th Percentile : 76 KPH  
85th Percentile : 85 KPH  
95th Percentile : 90 KPH

Stats  
Mean Speed(Average) : 77 KPH  
15 KPH Pace Speed : 71-85 KPH  
Number in Pace : 4610  
Percent in Pace : 66.2%  
Number of Vehicles > 80 KPH : 1961  
Percent of Vehicles > 80 KPH : 28.2%





105 Elgin St. West  
Arnprior, ON K7S 0A8

tel 613 623 4231  
fax 613 623 8091

[arnprior@arnprior.ca](mailto:arnprior@arnprior.ca)  
[www.arnprior.ca](http://www.arnprior.ca)

December 23, 2022

Mr. Lee Perkins  
Director of Public Works and Engineering  
County of Renfrew  
9 International Drive  
Pembroke, ON K8A 6W5  
VIA EMAIL: [LPerkins@countyofrenfrew.on.ca](mailto:LPerkins@countyofrenfrew.on.ca)

RE: Request for Cost Sharing – Intersection Realignment County Road 2  
(Daniel Street South) at Edey Street/Galvin Street

Dear Mr. Perkins,

Please accept this letter as a follow up to the Town of Arnprior's written request made to the County of Renfrew on December 3<sup>rd</sup>, 2020, whereby we requested that the County of Renfrew participate in and contribute financially to an important infrastructure project along County Road #2 (Daniel Street South) in the Town of Arnprior. This proposed project will see the intersection of County Road #2 and Edey Street be realigned towards the north to allow for the inclusion of Galvin Street within the signalized intersection in an effort to improve the safety and operational efficiency of this intersection and also accommodate additional growth in the area.

As you will recall, in September of 2020 the Town of Arnprior commissioned Stantec Consulting to undertake a review of this intersection and provide options for its future configuration giving consideration for the development and growth of nearby developments including the Fairgrounds Subdivision. A total of five options were considered within the report, and with the support and concurrence of staff from both the Town of Arnprior and the County's Public Works and Engineering Department, the Council of the Town of Arnprior ultimately made the decision to proceed with Option 1, being the realignment of the intersection. The Town of Arnprior subsequently initiated the engineering and design assignment for this project in 2021 and is now nearing completion of the design in anticipation for construction to take place in the summer of 2023.

The current construction estimate for the intersection realignment project is \$1,384,804 (excluding HST). It should be noted that this current estimate does not include the required land acquisitions on Galvin Street and Edey Street and nearby replacement of large diameter culvert on Edey Street which will be funded directly by the Town of Arnprior. As outlined in the attached cost estimate, the County's portion of the project is currently estimated at \$684,356.96 (excluding HST) which was calculated based on a breakdown of works to be completed within the County's road allowance vs works within the Town's road allowance and gives consideration for jurisdiction and responsibilities as

outlined to the County of Renfrew's draft Cost Sharing with Local Municipalities policy as circulated to the Town of Arnprior in October 2021.

It is important to note that, in accordance with the Town of Arnprior's Development Charge (DC) Bylaw and Local Service Policy, the Town has identified this project as a DC eligible project. Therefore, the Town of Arnprior intends to fund 50% of our portion of the project through local development charges while the remaining 50% of our portion of the project is considered a benefit to the existing taxpayers and will be funded through local taxes. Please note however that the County of Renfrew's portion of the works are not eligible to be funded using the Town of Arnprior's development charges.

We respectfully request that the County of Renfrew provide written confirmation of their intent to participate in this important infrastructure project and agree to fund their portion of the works as outlined above. Following receipt of this confirmation, the Town of Arnprior would recommend that a formal cost sharing agreement be drafted for the two municipalities' consideration.

Lastly, we would like to take the opportunity to continue to advocate the need for the County of Renfrew to take a more proactive approach to planning for growth related projects along County roads to ensure the safety and operational efficiency of the County Road network. This project is one of many such upgrades which will need to be seriously considered at the County level in the years ahead and we encourage the County of Renfrew to continue to work collaboratively with their lower tier partners to ensure these projects are coordinated in a timely and efficient manner. With that said, we would like to commend the County of Renfrew on initiating a County-Wide Transportation Master Plan and are excited at the opportunity to work with the County on this important initiative over the next two years.

Should you have any questions or require any additional information pertaining to this request, please do not hesitate to contact me directly.

Yours truly,



John Steckly  
General Manager, Operations  
Town of Arnprior  
[jsteckly@arnprior.ca](mailto:jsteckly@arnprior.ca)

Encl.

CC: Taylor Hanrath, Manager of Infrastructure, County of Renfrew

**OPINION OF PROBABLE COST  
TOWN OF ARNPRIOR  
Arnprior - Daniel, Edey Galvin Intersection Realignment**

**TOWN PROJECT No.:**

Jp2g Reference #21-1007E

| ITEM No.  | SPEC No.              | DESCRIPTION   | UNIT               | QTY     | UNIT PRICE  | TOTAL        |
|---|-----------------------|---|--------------------|---------|-------------|--------------|
| <b>1.00 ROAD CONSTRUCTION</b>   |                       |   |                    |         |             |              |
| 1.01  | 201                   | Clearing & Grubbing   | ls                 | 1.0     | \$10,000.00 | \$10,000.00  |
| 1.02  | 206, 510<br>SPI-206-1 | Earth Excavation (Grading)  | m3                 | 1,669.8 | \$45.00     | \$75,141.00  |
| 1.03  | 310,<br>SPI-310-1     | Road Surface Course 40mm Depth Superpave 12.5)  | t                  | 285.5   | \$145.00    | \$41,393.73  |
| 1.04  | 310,<br>SPI-310-1     | Road Asphaltic Base Course 50mm Depth (Superpave 12.5)  | t                  | 258.8   | \$145.00    | \$37,532.16  |
| 1.05  | 314                   | Granular "A" - Road (150mm)   | t                  | 395.2   | \$28.00     | \$11,065.82  |
| 1.06  | 314                   | Granular "B" Type II - Road (400mm)   | t                  | 966.1   | \$22.00     | \$21,253.41  |
| 1.07  | 311,<br>SPI-311-1     | Commercial Asphalt Entrance (Hot Mix HL 3 / Superpave 12.5 - 50mm Depth + 150mm Granular 'A') | m <sup>2</sup> (P) | 100.0   | \$125.00    | \$12,500.00  |
| 1.08  | 351,<br>SPI-351-1     | Concrete Sidewalk/Walkway (inc. Granular 'A' Base)  | m <sup>2</sup> (P) | 535.0   | \$130.00    | \$69,550.00  |
| 1.09  | 351                   | Tactile Walking Surface Indicators for Sidewalk Ramps   | sets               | 8.0     | \$2,000.00  | \$16,000.00  |
| 1.10  | 353,<br>SPI-353-1     | Concrete Curbs - All Types  | m (P)              | 74.0    | \$140.00    | \$10,360.00  |
| 1.11  | 510                   | Saw Cutting of Asphalt / Concrete   | m (P)              | 230.0   | \$12.00     | \$2,760.00   |
| 1.12  | 314, 510              | Removal of Asphalt by dry grinding (Partial Depth) (Roadway)                                  | m <sup>2</sup> (P) | 816.0   | \$12.00     | \$9,792.00   |
| 1.13  | 510,<br>SPI-510-1     | Removal of Asphalt (Full Depth) (Roadway)   | m <sup>2</sup> (P) | 1,726.0 | \$12.00     | \$20,712.00  |
| 1.14  | 510,<br>SPI-510-1     | Removal of Asphalt (Full Depth) (Driveways)   | m <sup>2</sup> (P) | 44.0    | \$30.00     | \$1,320.00   |
| 1.15  | 510                   | Removal of Curb (All Types)   | m (P)              | 300.0   | \$50.00     | \$15,000.00  |
| 1.16  | 510                   | Removal of Concrete Sidewalk/Walkway (All Types)  | m <sup>2</sup> (P) | 428.0   | \$20.00     | \$8,560.00   |
| 1.17  | 510                   | Remove Steel Beam Guiderail   | m                  | 16.0    | \$125.00    | \$2,000.00   |
| 1.18  | 510, 721              | Single Rail Steel Beam Guiderail per OPSD 912.130   | m                  | 40.0    | \$215.00    | \$8,600.00   |
| 1.19  | 408,<br>SPI-408-1     | Adjust Storm MH, Storm CBMH, Sanitary MH, & catchbasin  | ea.                | 8.0     | \$1,000.00  | \$8,000.00   |
| 1.20  | 441,<br>SPI-441-1     | Adjust Water Valve (All Sizes)  | ea (P)             | 3.0     | \$1,000.00  | \$3,000.00   |
| 1.21  |                       | Tree Removal  | ea (P)             | 12.0    | \$1,000.00  | \$12,000.00  |
| 1.22  | 710,<br>SPI-710-1     | Pavement Markings & Signs   | l.s.               | 1.0     | \$15,000.00 | \$15,000.00  |
| 1.23  | 802,<br>SPI-802-1     | Topsoil - Imported (100mm Depth)  | m <sup>2</sup> (P) | 1,000.0 | \$15.00     | \$15,000.00  |
| 1.24  | 803                   | Nursery Sod   | m <sup>2</sup> (P) | 1,000.0 | \$20.00     | \$20,000.00  |
| SP - Special Provisional Item, PROV - Provisional Item, (P) - Plan Quantity |                       |   |                    |         |             |              |
| <b>1.00 - SUBTOTAL</b>  |                       |   |                    |         |             | \$446,540.12 |

| ITEM No.                                   | SPEC No.          | DESCRIPTION  | UNIT | QTY   | UNIT PRICE | TOTAL       |
|--|-------------------|--|------|-------|------------|-------------|
| <b>2.00 STORM SEWERS AND APPURTENANCES</b> |                   |  |      |       |            |             |
| 2.01                                       | 510,<br>SPI-510-3 | Removal of Catchbasin's inc. leads                             | ea.  | 5.0   | \$1,300.00 | \$6,500.00  |
| 2.02                                       | 510,<br>SPI-510-3 | Removal of Storm Structure (inside Sidewalk)                   | ea.  | 1.0   | \$1,300.00 | \$1,300.00  |
| 2.03                                       | 407,<br>SPI-407-1 | New Catch Basin (inc. Frames & Grates & 200mmØ Lead)           | ea.  | 4.0   | \$5,000.00 | \$20,000.00 |
| 2.04                                       | 407,<br>SPI-407-1 | New Twin Catch Basin (inc. Frames & Grates & 200mmØ Lead)      | ea.  | 1.0   | \$7,500.00 | \$7,500.00  |
| 2.05                                       | 409,<br>SPI-409-1 | Closed Circuit Television Inspection of Storm Sewer (CB leads) | m    | 100.0 | \$12.00    | \$1,200.00  |

|   |     |                              |   |       |          |             |
|---|-----|------------------------------|---|-------|----------|-------------|
| 2.06  | 421 | 1600mm CSP Culvert Extension | m | 5.0   | \$800.00 | \$4,000.00  |
| 2.07  |     | Backfill Bank with SSM       | t | 250.0 | \$25.00  | \$6,250.00  |
| SP - Special Provisional Item, PROV - Provisional Item, (P) - Plan Quantity |     |                              |   |       |          |             |
| <b>2.00 - SUBTOTAL</b>  |     |                              |   |       |          | \$46,750.00 |

| ITEM No.  | SPEC No.       | DESCRIPTION                               | UNIT | QTY | UNIT PRICE  | TOTAL       |
|---|----------------|---|------|-----|-------------|-------------|
| <b>3.00 GENERAL ITEMS</b>   |                |   |      |     |             |             |
| 3.01  | SP-GEN         | Bonding and Insurance                     | l.s. | 1   | \$12,000.00 | \$12,000.00 |
| 3.02  | SP-GEN         | Pre-Condition Survey                      | l.s. | 1   | \$8,500.00  | \$8,500.00  |
| 3.03  | 706, SPI-TCP   | Traffic Control Plan                      | l.s. | 1   | \$15,000.00 | \$15,000.00 |
| 3.04  | SPI-SPCP       | Construction Site Pedestrian Control Plan | l.s. | 1   | \$8,500.00  | \$8,500.00  |
| 3.05  | 805, SPI-805-1 | Environmental Protection                  | l.s. | 1   | \$5,000.00  | \$5,000.00  |
| 3.06  | SP-GEN         | Contract Administrator's Field Office     | l.s. | 1   | \$10,000.00 | \$10,000.00 |
| SP - Special Provisional Item, PROV - Provisional Item, (P) - Plan Quantity |                |   |      |     |             |             |
| <b>3.00 - SUBTOTAL</b>  |                |   |      |     |             | \$59,000.00 |

| ITEM No.  | SPEC No. | DESCRIPTION   | UNIT               | QTY     | UNIT PRICE | TOTAL      |
|---|----------|---|--------------------|---------|------------|------------|
| <b>4.00 PROVISIONAL ITEMS</b>   |          |   |                    |         |            |            |
| 4.01  | 310      | Tack Coating (Application Rate 0.2kg/m <sup>2</sup> ) | m <sup>2</sup> (P) | 816.0   | \$1.50     | \$1,224.00 |
| 4.02  | 506,PROV | Dust Suppressants - Calcium Chloride Flake            | kg                 | 1,000.0 | \$3.00     | \$3,000.00 |
| 4.03  | SPI-HYD  | Hydrovac allowance                                    | hr.                | 20.0    | \$50.00    | \$1,000.00 |
| SP - Special Provisional Item, PROV - Provisional Item, (P) - Plan Quantity |          |   |                    |         |            |            |
| <b>4.00 - SUBTOTAL</b>  |          |   |                    |         |            | \$5,224.00 |

| ITEM No.  | SPEC No. | DESCRIPTION      | UNIT | QTY | UNIT PRICE   | TOTAL        |
|---|----------|------------------|------|-----|--------------|--------------|
| <b>5.00 UTILITIES ITEMS</b>   |          |                  |      |     |              |              |
| 5.01  |          | Adjust gas Valve | ea   | 2   | \$500.00     | \$1,000.00   |
| 5.02  |          | Hydro One        | ls   | 1   | \$113,000.00 | \$113,000.00 |
| 5.03  |          | Cogeco           | ls   | 1   | \$25,000.00  | \$25,000.00  |
| 5.04  |          | Bell             | ls   | 1   | \$36,118.00  | \$36,118.00  |
| SP - Special Provisional Item, PROV - Provisional Item, (P) - Plan Quantity |          |                  |      |     |              |              |
| <b>5.00 - SUBTOTAL</b>  |          |                  |      |     |              | \$175,118.00 |

| ITEM No.  | SPEC No. | DESCRIPTION                       | UNIT | QTY | UNIT PRICE   | TOTAL        |
|---|----------|-----------------------------------|------|-----|--------------|--------------|
| <b>6.00 TRAFFIC ITEMS</b>   |          |                                   |      |     |              |              |
| 6.01  |          | Temporary Traffic Signals         | ls   | 1   | \$100,000.00 | \$100,000.00 |
| 6.02  |          | Final Traffic Signal installation | ls   | 1   | \$145,000.00 | \$145,000.00 |
| SP - Special Provisional Item, PROV - Provisional Item, (P) - Plan Quantity |          |                                   |      |     |              |              |
| <b>6.00 - SUBTOTAL</b>  |          |                                   |      |     |              | \$245,000.00 |

| ITEM No.    | SPEC No.                     | DESCRIPTION | UNIT | QTY | UNIT PRICE | TOTAL |
|-------------|------------------------------|-------------|------|-----|------------|-------|
| <b>7.00</b> | <b>STREET LIGHTING ITEMS</b> |             |      |     |            |       |

|   |  |                |    |   |             |             |
|---|--|----------------|----|---|-------------|-------------|
| 7.01  |  | Streetlighting | ls | 1 | \$25,000.00 | \$25,000.00 |
| 7.02  |  |                |    |   |             |             |
| 7.03  |  |                |    |   |             |             |
| 7.04  |  |                |    |   |             |             |
| 7.05  |  |                |    |   |             |             |
| 7.06  |  |                |    |   |             |             |
| SP - Special Provisional Item, PROV - Provisional Item, (P) - Plan Quantity |  |                |    |   |             |             |
| <b>7.00 - SUBTOTAL</b>  |  |                |    |   |             | \$25,000.00 |

**OPINION OF PROBABLE COST**

**TOWN OF ARNPRIOR**

***Arnprior - Daniel, Edey Galvin Intersection Realignment***

**TOWN PROJECT No.:**

**SUMMARY**

| <b>SECTION</b> | <b>DESCRIPTION</b>                    | <b>TOTAL AMOUNT</b> |
|----------------|---------------------------------------|---------------------|
| <b>1.00</b>    | <b>ROAD CONSTRUCTION</b>              | \$446,540.12        |
| <b>2.00</b>    | <b>STORM SEWERS AND APPURTENANCES</b> | \$46,750.00         |
| <b>3.00</b>    | <b>GENERAL ITEMS</b>                  | \$59,000.00         |
| <b>4.00</b>    | <b>PROVISIONAL ITEMS</b>              | \$5,224.00          |
| <b>6.00</b>    | <b>UTILITIES ITEMS</b>                | \$175,118.00        |
| <b>6.00</b>    | <b>TRAFFIC ITEMS</b>                  | \$245,000.00        |
| <b>7.00</b>    | <b>STREET LIGHTING ITEMS</b>          | \$25,000.00         |
|                | <b>SUB-TOTAL</b>                      | \$1,002,632.12      |
|                | <b>CONTINGENCY (20%)</b>              | \$200,526.42        |
|                | <b>SUB-TOTAL</b>                      | \$1,203,158.55      |
|                | <b>HST 13%</b>                        | \$156,410.61        |
|                | <b>TOTAL AMOUNT</b>                   | \$1,359,569.16      |

**Note:** In providing estimates of probable construction cost, the Client understands that the Consultant has no control over the cost or availability of labour, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the Consultants's opinion of probable construction costs are made on the basis of the Consultants's professional judgement, current knowledge and past experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the Consultant's opinion of probable construction cost. The provided Cost Estimate is an opinion of probable costs and not a guaranteed maximum price.

## INFRASTRUCTURE DIVISION REPORT

Prepared By: Taylor Hanrath, Manager of Infrastructure

Prepared for: Operations Committee

January 9, 2023

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### INFORMATION

#### 1. **2022 Projects: Lessard Bridges**

A 'Lessard Bridge' is a bridge which has a modular, or prefabricated, superstructure which was manufactured by 'Lessard Welding'. Each manufacturer has their own design and manufacturing process, making the look and assembly process of each manufacturer's modular superstructure unique. The prefabricated superstructure manufactured by Lessard Welding is a steel deck and girder bridge consisting of two 'halves' which are placed with each end on an abutment and fastened together down the middle of the bridge, there are pockets on each side for barrier installation. There are several County Structures which incorporate a modular superstructure, some of which are Lessard Bridges.

In 2022, the County of Renfrew budgeted for the refurbishment of three County Structures which have a Lessard Bridge deck in place – B056 (Colterman Bridge), B068 (Schimmins Creek Bridge), and B150 (Dam Lake Bridge). The refurbishments were undertaken by the County's day labour construction forces and included cleaning and recoating the bridge superstructures, as well as granular works and repairs on their substructures where warranted. In addition to having several other structures using Lessard Bridge decks, the County has typically kept a 50' Lessard Bridge deck in stock at our Patrol yards for use in emergency situations or for on-site detours for complex structure projects.

In 2014, the County had entered into an agreement with Gulick Forest Products (GFP), whereby GFP was permitted to install a 20' Lessard Bridge deck over B073 (Kargus Bridge) due to the existing wooden structure being in near failed state. The agreement required that 30 days notice be provided should GFP wish to remove their Lessard Bridge.

Prior to works on the 2022 budgeted Lessard structures commencing, Public Works staff were notified by GFP that they desired to remove their

Lessard Bridge on Kargus Road before the end of 2022. Staff had been monitoring the older wooden County Structure still in place under GFP's Lessard and were aware that the wooden bridge was in a failure state and not safe for use once GFP's Lessard was removed. As no budget was identified to purchase a new bridge deck, and time for manufacturing may have been tight, staff developed the below plan to incorporate Kargus Bridge into the planned refurbishments on other Lessard bridges using the 50' Lessard Bridge deck from inventory:

- Clean and paint 50' Lessard from inventory;
- Remove 60' Lessard at Dam Lake Bridge, temporarily place refurbished stock 50' Lessard;
- Clean and paint 60' Lessard from Dam Lake Bridge;
- Replace 60' Lessard at Dam Lake Bridge;
- Remove 50' Lessard from Colterman Bridge, rehab embankments, place refurbished stock 50' Lessard;
- Clean and paint 50' Lessard from Colterman Bridge;
- Remove 30' Lessard from Schimmins Creek Bridge, place granular, repair embankments, and place refurbished 50' Lessard originally from Colterman Bridge;
- Clean and paint 30' Lessard originally from Schimmins Creek Bridge; and,
- Remove 20' Lessard and wooden bridge from Kargus Bridge, place granular, repair embankments, and place refurbished 30' Lessard originally from Schimmins Creek Bridge.

As stated, the above required that the 50' Lessard Bridge deck previously kept in inventory be placed permanently. Staff tracked the overall budget balance from the original three planned structures, requested a quote for a new 50' Modular Bridge from Northern Mat and Bridge (new Lessard bridge deck distributor), and had found that there is budget remaining available for a new bridge deck to be kept in stock and available for use as and when needed. Northern Mat and Bridge provided a quote of \$136,977.40 for manufacture and delivery of a new 50' Lessard Bridge to the County's White Water Road Patrol yard. The below table shows a comparison of the 2022 budget and projected total costs:

| <b>Projects</b>               | <b>Projected Costs</b> | <b>2022 Budget</b> |
|-------------------------------|------------------------|--------------------|
| B150                          | \$43,000               | \$100,000          |
| B056                          | \$25,000               | \$100,000          |
| B068                          | \$18,000               | \$100,000          |
| B073                          | \$18,000               | \$0                |
| New 50' Lessard for Inventory | \$140,000              | \$0                |
| <b>TOTAL</b>                  | <b>\$244,000</b>       | <b>\$300,000</b>   |
| Projected Variance            | \$56,000               |                    |

Placement of this modular bridge is cost efficient and fast, as two sections are lifted into place with an excavator or similar equipment and fastened in place by staff. Quick placements like this are usually necessary on bridge placements where a detour is not a viable solution or in an emergency situation. As this style of modular bridge is the only one known on the market to be placed this quickly and is competitive in price for supply, staff recommended a non-competitive purchase per Section 22.1 (c) and (d) of the County of Renfrew Corporate Policy GA-01 – Procurement of Goods and Services.

In accordance with Policy GA-01, and under delegated authority granted under By-law 74-22 being a By-law to delegate authority for decisions to the Chief Administrative Officer in the event that Council finds itself, subject to Section 275 of the Municipal Act, 2001, as amended, regarding “Restricted Acts after Nomination Day”, this purchase resulting from a non-competitive purchase was approved by the Chief Administrative Officer.

## **BY-LAWS**

### **2. County Road 63 (Anderson Road) Drainage Easement – Glasgow Ridge Subdivision**

**Recommendation:** THAT the Operations Committee recommends to County Council that a By-law be passed to accept a drainage easement over Lot 41, in the geographic Township of McNab in the Township of McNab/Braeside on Draft Plan of Survey 49M-114, being a part of PIN 57336-0296 (LT) from 2849168 Ontario Incorporated.



## **Background**

As a part of a proposed subdivision application review for the Glasgow Ridge Subdivision, located within Part of Lot 19, Concession 7, in the geographic Township of McNab, in the Township of McNab/Braeside, the County of Renfrew Public Works and Engineering Department identified a need for a drainage easement. The drainage easement will act to preserve a County Road drainage outlet and allow the County opportunity to provide comments and approval should changes be proposed in the future.

The drainage easement will be a blanket easement over the lands identified as Lot 41 on the attached subdivision draft survey plan.

Borden Ladner Gervais LLP, being the legal counsel for the developer, has drafted the easement documents in consultation with County staff, in order to meet the requirements of the subdivision conditions. The easement documents and Acknowledgment and Direction are attached as Appendix IN-I for signing by the Warden and Clerk upon approval of the By-law.

### **3. County Road 512 (Foymount Road) Road Widening**

**Recommendation:** THAT the Operations Committee recommends to County Council that a By-law be passed to acquire the properties in the geographic Township of Sebastopol in the Township of Bonnechere Valley as described below; AND FURTHER THAT the properties described be dedicated as part of the public highway upon registration of the transfer documents:

- Part 3 on Plan 49R-20182 from Paul Cronk and Michelle Desmarais in the sum of One Thousand Six Hundred and Eighty Dollars and Thirty-Three Cents (\$1,680.33);
- Parts 1 and 2 on Plan 49R-20183 from David Hoey in the sum of One Thousand One Hundred and Eleven Dollars and Ninety-Nine Cents (\$1,111.99);
- Part 3 on Plan 49R-20183 from Michelle Jaenen and Alfred Moore in the sum of One Thousand and Thirty-Seven Dollars and Eighty-Five Cents (\$1,037.85);
- Parts 4, 5, 6, and 7 on Plan 49R-20183 from John and Donna Valiquette in the sum of One Thousand Four Hundred and Twenty-Three Dollars and Thirty-Four Cents (\$1,423.34);

- Parts 1, 2, and 3 on Plan 49R-20184 from Doug and Kelly Zadow in the sum of Eight Hundred and Eighty-Nine Dollars and Fifty-Nine Cents (\$889.59);
- Parts 1 and 2 on Plan 49R-20185 from Robert and Cecilia Buelow in the sum of Five Hundred and Sixty-Nine Dollars and Thirty-Three Cents (\$569.33);
- Parts 4 and 5 on Plan 49R-20185 from Michael Martin and Susie Gauthier in the sum of One Thousand Eight Hundred and Thirty-Three Dollars and Fifty-Four Cents (\$1,833.54);
- Parts 1, 2, and 3 on Plan 49R-20186 from Francis Kilby in the sum of Five Hundred Dollars (\$500.00);
- Parts 4, 5, 6, and 7 on Plan 49R-20186 from Mervin and Connie Gogolin in the sum of Two Thousand and One Dollars and Fifty-Seven Cents (\$2,001.57);
- Part 8 on Plan 49R-20186 from the Corporation of the Township of Bonnechere Valley in the sum of One Thousand Four Hundred and Seventeen Dollars (\$1,417.00);
- Parts 9 and 10 on Plan 49R-20186 from Robert and Christine Lee Peltzer for the sum of One Thousand Six Hundred and Twenty-Four Dollars (\$1,624.00);
- Part 1 on Plan 49R-20187 and Parts 1 and 2 on Plan 49R-20189 from Jennifer Murphy in the sum of One Dollar (\$1.00);
- Parts 1 and 2 on Plan 49R-20189 from Lavern Heideman & Son Limited in the sum of Five Hundred and Five Dollars and Fifty-Eight Cents (\$505.58);
- Parts 3, 4, 5, 6, and 7 on Plan 49R-20189 from Evan Harris and Lani Graham in the sum of Two Thousand Five Hundred and Ninety-Four Dollars and Sixty Cents (\$2,594.60);
- Part 8 on Plan 49R-20189 from Darren Dudgeon in the sum of Eight Hundred and Three Dollars and Nine Cents (\$803.09);
- Parts 9, 10, and 11 on Plan 49R-20189 from Barry (Donald) Greenslade for the sum of Three Thousand Eight Hundred and Fifteen Dollars and Thirty-Five Cents (\$3,815.35);
- Parts 1 and 2 on Plan 49R-20190 from Michael Nicholas in the sum of Seven Thousand and Five Dollars and Fifty-One Cents (\$7,005.51);
- Part 4 on Plan 49R-20191 from Clinton Stroud in the sum of Five Hundred Dollars (\$500.00);
- Parts 3, 4, and 5 on Plan 49R-20190, Parts 1 and 2 on Plan 49R-20191, and Parts 1, 2, 3, 4, 5, and 8 on Plan 49R-20198 from Barry, Daryl, Troy, Joshua, and Jason Verch in the sum of Ten Thousand Eight Hundred and Twenty-Three Dollars and Thirty-Three Cents (\$10,823.33);

- Parts 8 and 9 on Plan 49R-20190 from Elmer Plath in the sum of Seven Thousand Dollars (\$7,000.00);
- Part 10 on Plan 49R-20190 from Frank and Lynn Wynia for the sum of Four Thousand and Fifty-Two Dollars and Fifty-Seven Cents (\$4,052.57);
- Part 3 on Plan 49R-20191 from Albert and Wendy Katzberg in the sum of Five Thousand Nine Hundred and Thirty Dollars and Fifty-Nine Cents (\$5,930.59);
- Part 5 of Plan 49R-20191 from Evan and Karen Gamblin for the sum of Five Hundred and Forty-Four Dollars and Eighty-Seven Cents (\$544.87);
- Parts 1 and 2 on Plan 49R-20192 from Dwayne and Diane Heideman in the sum of Six Thousand Five Hundred and Fifty-Five Dollars (\$6,555.00);
- Parts 1 and 2 on Plan 49R-20193 from Troy and Carla Verch in the sum of Six Thousand Nine Hundred and Nineteen Dollars and Two Cents (\$6,919.02);
- Parts 3, 4, and 5 on Plan 49R-20193 from Sandra Petraitis in the sum of Four Thousand Two Hundred Dollars and Eighty-Four Cents (\$4,200.84);
- Parts 1 and 2 on Plan 49R-20195 from Jason Verch for the sum of One Thousand and Forty-Five Dollars and Twenty-Seven Cents (\$1,045.27);
- Parts 3 and 4 on Plan 49R-20195 from Donald Axford in the sum of Five Hundred Dollars (\$500.00);
- Part 1 on Plan 49R-20196 from Heather Lambert for the sum of Five Hundred Dollars (\$500.00);
- Parts 2, 3, 4, 5, and 6 on Plan 49R-20196 from Ein and Wanda Neuman in the sum of Six Hundred and Twenty-Seven Dollars and Ninety Cents (\$627.90);
- Parts 3, 4, and 5 on Plan 49R-20197 from Steven Schruder in the sum of Six Hundred and Fifty Dollars (\$650.00);
- Parts 1, 6, 7, and 8 on Plan 49R-20197 from Jason Miller and Lindsay Leclair in the sum of One Thousand and Eighty-One Dollars and Eight Cents (\$1,081.08);
- Parts 6 and 7 on Plan 49R-20198 from Whispering Pines Resort (Barry Verch, Elmer Plath, and Marilyn Schooley) in the sum of Six Thousand Four Hundred and Forty-Nine Dollars and Fifty-Two Cents (\$6,449.52);
- Parts 10 and 11 on Plan 49R-20198 from Sandra, Monique, Stephen, and Timothy Gillis in the sum of Two Thousand Eight Hundred and Eighty Dollars (\$2,880.00); and,
- Part 3 on Plan 49R-20199 from Ana Martins in the sum of Nine Hundred and Ninety-Two Dollars (\$992.00).

**Background**

In support of the reconstruction of County Road 512 (Foymount Road), the County has entered into Option to Purchase Agreements with many residents to widen the right-of-way. Some minor purchases may still occur in coming months; however, the bulk of the purchase agreements have been executed and the required legal surveys completed. The road widening lands to be transferred to the County are identified as Part of Lots 14, 15, 16, 17, 18 19, 20, 21, 22, 23, 24, 25, 26, 27, and 28 Concessions 13, and 14 in the geographic Township of Sebastopol in the Township of Bonnechere Valley.

A copy of the corresponding 49R Plans and a map showing the general location has been attached as Appendix IN-II.

**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW TO ENTER INTO A DRAINAGE EASEMENT AGREEMENT WITH  
2849168 ONTARIO INCORPORATED**

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WHEREAS Renfrew County Road 63 (Anderson Road) is under the jurisdiction of the Council of the Corporation of the County of Renfrew;

AND WHEREAS it is necessary to acquire a drainage easement over certain lands described as Part Lot 19, Concession 7, being Lot 41 on Survey 49M-114, being a part of PIN 57336-0296 (LT), (attached and to be deposited to the Land Registry Office), in the Geographic Township of McNab, in the Township of McNab/Braeside;

AND WHEREAS the above described lands are currently held under the title of 2849168 Ontario Incorporated;

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

1. THAT the Corporation of the County of Renfrew enter into an easement agreement with 2849168 Ontario Incorporated for the lands in Schedule "I" for the purpose of drainage, annexed hereto and forming a part hereof for the purpose of drainage.
2. THAT the terms of the easement be in accordance with Schedule "I" attached hereto and forming a part hereof.
3. THAT the Warden and Clerk be hereby empowered to do and execute all things, papers and documents necessary to the completion of said easement agreement and its registration on title.
4. THAT this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 25th day of January, 2023.

READ a second time this 25th day of January, 2023.

READ a third time and finally passed this 25th day of January, 2023.

---

PETER EMON, WARDEN

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CRAIG KELLEY, CLERK

**ACKNOWLEDGEMENT AND DIRECTION**  
(Glasgow Ridge)

TO: Ashley Maksimovic

AND TO: All lawyers in the firm of **Borden Ladner Gervais LLP**

AND TO: Any and all designees of the above

**RE: 2849168 Ontario Incorporated (“Transferor”) transfer to County of Renfrew (“Transferee”) of a permanent easement over lands legally described as LOT 41 ON PLAN 49M-114; TOWNSHIP OF MCNAB/BRAESIDE, being all of PIN 57336-0296(LT) (the “Land”)**

- I/we have reviewed the information set out in the attached “In Preparation” document(s) and that this information is accurate.
- You are authorized and directed to register electronically on my/our behalf the document(s) described in this Acknowledgment and Direction and the attached “Document Preparation Report(s)”, as well as any other document(s) required to complete the above-noted transaction;
- You are authorized and directed to insert any necessary missing information in the document(s) described in this Acknowledgment and Direction which is required to complete the transaction described above;
- The nature and effect of the electronic document(s) described in this Acknowledgment and Direction and the attached “Document Preparation Report(s)” has (have) been fully explained to me/us and I/we understand that I am a party/we are parties to and bound by the terms and provisions of this/these electronic document(s) to the same extent as if I/we had signed this (these) document(s);
- The undersigned hereby acknowledges that the attached electronic document includes a declaration given to the Ministry of Finance of Ontario that the undersigned will keep at our principal place of business in Ontario (or place of residence in Ontario as the case may be), such documents, records and accounts in such form and containing such information as will enable an accurate determination of the taxes payable under the *Land Transfer Tax Act*, R.S.O. 1990, c. L.6 (the “Act”) for a period of at least seven (7) years, and agrees that we will provide such documents, records and accounts to the Ministry of Finance upon request;
- I/We have read and considered the definition of a “foreign corporation”<sup>i</sup>, “foreign entity”<sup>ii</sup>, “foreign national”<sup>iii</sup>, “specified region”<sup>iv</sup>, “golden horseshoe”<sup>v</sup> and “taxable trustee”<sup>vi</sup> as set out in subsection 1(1) of the Act and declare that this is not a conveyance is not subject to additional tax as set out in subsection 2(2.1) of the Act because:
  - The transferee(s) is not a "foreign entity" or a "taxable trustee".
- I am/We are in fact the parties named in the electronic document(s) described in this Acknowledgment and Direction and the attached “Document Preparation Report(s)” and I/we have not misrepresented my/our identities to you;
- This Acknowledgment and Direction, to the extent signed and delivered by means of a facsimile machine or other form of electronic communication shall be treated in all manner and respects as an original document and shall be considered to have the same binding legal effect as if it were the original signed version thereof delivered in person; and

- **The County of Renfrew acknowledges that it is not being represented by Borden Ladner Gervais LLP in connection with this matter except solely for the registration of the Transfer Easement on title to the Land and that Borden Ladner Gervais LLP is representing the Corporation of the Township of McNab Braeside and that County of Renfrew has obtained its own independent legal advice.**

**Description of Electronic Document**

The Document described in this Acknowledgment and Direction is the document selected below which is attached hereto as the “In Preparation” document and is:

- A Transfer Easement of the Land described above.

**DATED** this \_\_\_\_\_ day of January 2023

**COUNTY OF RENFREW**

Per: \_\_\_\_\_  
 Name: Peter Emon  
 Title: Warden

Per: \_\_\_\_\_  
 Name: Craig Kelley  
 Title: CAO/Clerk

We have authority to bind the Corporation.

- 
- <sup>i</sup> **“foreign corporation”** means
    1. A corporation that is not incorporated in Canada.
    2. A corporation, the shares of which are not listed on a stock exchange in Canada, that is incorporated in Canada and is controlled, directly or indirectly in any manner whatever, within the meaning of section 256 of the *Income Tax Act* (Canada), by one or more of the following:
      - i. A foreign national.
      - ii. A corporation that is not incorporated in Canada.
      - iii. A corporation that would, if each share of the corporation’s capital stock that is owned by a foreign national or by a corporation described in paragraph 1 were owned by a particular person, be controlled, directly or indirectly in any manner whatever, within the meaning of section 256 of the *Income Tax Act* (Canada), by the particular person.
  - <sup>ii</sup> **“foreign entity”** means a foreign corporation or a foreign national.
  - <sup>iii</sup> **“foreign national”** means an individual who is a foreign national as defined in subsection 2 (1) of the *Immigration and Refugee Protection Act* (Canada).
  - <sup>iv</sup> **“specified region”** means,
    - (a) the Greater Golden Horseshoe Region, except for any area of land in that Region that the Minister prescribes as excluded from the specified region; and
    - (b) any other areas of land that the Minister prescribes as included in the specified region.
  - <sup>v</sup> **“golden horseshoe”** means,
    1. City of Barrie.
    2. County of Brant.
    3. City of Brantford.
    4. County of Dufferin.
    5. Regional Municipality of Durham.
    6. City of Guelph.
    7. Haldimand County.
    8. Regional Municipality of Halton.
    9. City of Hamilton.
    10. City of Kawartha Lakes.
    11. Regional Municipality of Niagara.
    12. County of Northumberland.
    13. City of Orillia.
    14. Regional Municipality of Peel.
    15. City of Peterborough.
    16. County of Peterborough.
    17. County of Simcoe.
    18. City of Toronto.
    19. Regional Municipality of Waterloo.
    20. County of Wellington.
    21. Regional Municipality of York.

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<sup>vi</sup> “**taxable trustee**”, in relation to a conveyance of designated land, means a trustee of a trust with at least one trustee that is a foreign entity, or a trust with no foreign entity trustees if, immediately after the conveyance is tendered for registration, a beneficiary of the trust who is a foreign entity holds a beneficial interest in the designated land to which the conveyance relates, but does not include a trustee acting for the following types of trusts:

1. A mutual fund trust within the meaning of subsection 132 (6) of the *Income Tax Act* (Canada).
2. A real estate investment trust as defined in subsection 122.1 (1) of the *Income Tax Act* (Canada).
3. A SIFT trust as defined in subsection 122.1 (1) of the *Income Tax Act* (Canada).



**Properties**

PIN 57336 - 0296 LT Interest/Estate Easement  Add Easement  
 Description SERVIENT LANDS:  
 LOT 41 ON PLAN 49M-114; TOWNSHIP OF MCNAB/BRAESIDE  
 Address RENFREW

**Consideration**

Consideration \$2.00

**Transferor(s)**

The transferor(s) hereby transfers the easement to the transferee(s).

Name 2849168 ONTARIO INCORPORATED  
 Acting as a company  
 Address for Service 100 Citigate Drive  
 Ottawa, ON  
 K2J 6K7

A person or persons with authority to bind the corporation has/have consented to the registration of this document.  
This document is not authorized under Power of Attorney by this party.

| <b>Transferee(s)</b> | <b>Capacity</b> | <b>Share</b> |
|----------------------|-----------------|--------------|
|----------------------|-----------------|--------------|

|                     |                       |  |
|---------------------|-----------------------|--|
| Name                | COUNTY OF RENFREW     |  |
|                     | Acting as a company   |  |
| Address for Service | 9 International Drive |  |
|                     | Pembroke, ON          |  |
|                     | K8A 6W5               |  |

**Statements**

Schedule:

This document is being registered pursuant to Inhibiting Order RE306341 registered on 2022/11/30

**Calculated Taxes**

|                              |        |
|------------------------------|--------|
| Provincial Land Transfer Tax | \$0.00 |
|------------------------------|--------|

**File Number**

Transferor Client File Number : 01417075

**LAND TRANSFER TAX STATEMENTS**

In the matter of the conveyance of: 57336 - 0296 SERVIENT LANDS:

LOT 41 ON PLAN 49M-114; TOWNSHIP OF MCNAB/BRAESIDE

BY: 2849168 ONTARIO INCORPORATED  
TO: COUNTY OF RENFREW

1. PETER EMON, WARDEN AND CRAIG KELLEY, CAO/Clerk

I am

- (a) A person in trust for whom the land conveyed in the above-described conveyance is being conveyed;
- (b) A trustee named in the above-described conveyance to whom the land is being conveyed;
- (c) A transferee named in the above-described conveyance;
- (d) The authorized agent or solicitor acting in this transaction for COUNTY OF RENFREW described in paragraph(s) (c) above.
- (e) The President, Vice-President, Manager, Secretary, Director, or Treasurer authorized to act for \_\_\_\_\_ described in paragraph(s) ( ) above.
- (f) A transferee described in paragraph ( ) and am making these statements on my own behalf and on behalf of \_\_\_\_\_ who is my spouse described in paragraph ( ) and as such, I have personal knowledge of the facts herein deposed to.

3. The total consideration for this transaction is allocated as follows:

|   |        |
|---|--------|
| (a) Monies paid or to be paid in cash   | \$2.00 |
| (b) Mortgages (i) assumed (show principal and interest to be credited against purchase price)         | \$0.00 |
| (ii) Given Back to Vendor   | \$0.00 |
| (c) Property transferred in exchange (detail below)   | \$0.00 |
| (d) Fair market value of the land(s)  | \$0.00 |
| (e) Liens, legacies, annuities and maintenance charges to which transfer is subject                   | \$0.00 |
| (f) Other valuable consideration subject to land transfer tax (detail below)                          | \$0.00 |
| (g) Value of land, building, fixtures and goodwill subject to land transfer tax (total of (a) to (f)) | \$2.00 |
| (h) VALUE OF ALL CHATTELS -items of tangible personal property  | \$0.00 |
| (i) Other considerations for transaction not included in (g) or (h) above                             | \$0.00 |
| (j) Total consideration   | \$2.00 |

4.

Explanation for nominal considerations:

- o) Transfer of easement or right of way for no consideration.

5. The land is not subject to an encumbrance

6. Other remarks and explanations, if necessary.

1. The information prescribed for purposes of section 5.0.1 of the Land Transfer Tax Act is not required to be provided for this conveyance.
2. The transferee(s) has read and considered the definitions of "designated land", "foreign corporation", "foreign entity", "foreign national", "Greater Golden Horseshoe Region", "specified region", "spouse" and "taxable trustee" as set out in subsection 1(1) of the Land Transfer Tax Act and O. Reg 182/17. The transferee(s) declare that this conveyance is not subject to additional tax as set out in subsection 2(2.1) of the Act because:
3. (c) The transferee(s) is not a "foreign entity" or a "taxable trustee".
4. The transferee(s) declare that they will keep at their place of residence in Ontario (or at their principal place of business in Ontario) such documents, records and accounts in such form and containing such information as will enable an accurate determination of the taxes payable under the Land Transfer Tax Act for a period of at least seven years.
5. The transferee(s) agree that they or the designated custodian will provide such documents, records and accounts in such form and containing such information as will enable an accurate determination of the taxes payable under the Land Transfer Tax Act, to the Ministry of Finance upon request.

**PROPERTY Information Record**

- A. Nature of Instrument: Transfer Easement  
LRO 49 Registration No. Date:
- B. Property(s): PIN 57336 - 0296 Address RENFREW Assessment - Roll No
- C. Address for Service: 9 International Drive  
Pembroke, ON  
K8A 6W5
- D. (i) Last Conveyance(s): PIN 57336 - 0296 Registration No.  
(ii) Legal Description for Property Conveyed: Same as in last conveyance? Yes  No  Not known

**STATEMENT 61****PERMANENT EASEMENT IN GROSS**

The Transferor grants, conveys and transfers to the Transferee, its successors and assigns, in perpetuity, but subject to all the terms and conditions hereinafter contained, the right and easement to enter on and construct, install, place, lay, erect, operate, maintain, inspect, alter, repair, replace, reconstruct and remove all such of its drainage works and equipment appurtenant thereto including all drains, culverts, fixtures and equipment as the Transferee may from time to time or at any time hereafter deem requisite (hereinafter called the "the Drainage Works"), in, over, along, across, upon and under the lands being in the Township of McNab/Braeside and legally described on Schedule "A" attached hereto and hereinafter called the "Easement Lands".

Together with the right to the Transferee, its servants, agents, contractors and sub-contractors to enter on and to pass and repass at any and all times from the date of acceptance of this easement, in, over, along and upon the Easement Lands of the Transferor with or without vehicles, supplies, machinery and equipment for all purposes necessary or convenient to the exercise and enjoyment of the rights and easement hereby granted.

The aforementioned rights and easement are herein granted on the following terms and conditions which are hereby mutually covenanted and agreed to by and between the Transferor and the Transferee:

1. The Transferor shall be responsible for any damage to the property of the Transferee on the Easement Lands, caused directly or indirectly by the acts or omissions of the Transferor or of persons acting under the authority of the Transferor.
2. Notwithstanding any rule of law or equity, the Drainage Works and all other equipment and appurtenances installed above, brought onto, laid on or erected upon, or buried in or under the Easement Lands by the Transferee shall at all times remain the property of the Transferee notwithstanding that the same may be annexed or affixed to the freehold and shall at any time and from time to time be removable in whole or in part by the Transferee or its successors and assigns.
3. Upon completion of any work on the Easement Lands or surrounding lands in relation to the aforesaid Drainage Works, the Transferee as far as possible shall at its expense restore the Easement Lands, including any surrounding lands.
4. The Transferor shall not cover over or otherwise interfere with the Drainage Works installed, and shall not alter the grade of the Easement Lands, and shall not excavate, drill, install, erect, build or permit to be excavated, drilled, installed, erected or built, on, in, over, through or under the Easement Lands any pit, well, building, structure or other obstruction of any nature without the prior written consent of the Transferee, but otherwise the Transferor shall have the right fully to use and enjoy the Easement Lands, subject always to and so as not to interfere with the rights and easement hereby granted to the Transferee.
5. The Transferor shall not interfere with the easement and shall not plant shrubs, trees or gardens on or through the Easement Lands or any obstruction of any nature or kind without the prior written consent of the Transferee.
6. The Transferee shall save harmless and indemnify the Transferor from and against causes of action, claims, demands, loss or costs that may be sustained or prosecuted against the Transferor by reason of the neglect or fault of the Transferee and persons for which it is responsible in law in the exercise of the rights herein granted to the Transferee.
7. The Transferee shall have the right and licence to trim, fell and remove trees and brush and to remove any concrete or asphalt or other surface or soil necessary and incidental to permit construction, installation, maintenance, alteration, repair, replacement and removal of, and access to, all or any part of the Drainage Works.
8. The Transferee shall be responsible for the maintenance of the Drainage Works in the Easement Lands.
9. It is understood and agreed that the Easement Lands may be used by other public utilities, municipal bodies or persons if granted an easement, license or lease by the Transferor. The Transferor retains the right to grant easements, licenses and leases on, over or under the Easement Lands to any person, public utility or municipal body it desires and under any terms and conditions it deems desirable; provided, however, that no such grant shall interfere with the prior rights conferred on the Transferee by this easement. Subject to the foregoing, the Transferee hereby consents to the granting by the Transferor of any such additional easement, license or lease. Prior to the commencement of construction or any other works being the subject matter of any additional or further easements or licenses, within the Easement Lands, the transferee of such further easements or licenses shall obtain the written consent to enter or

construct of the Transferee herein so as to ensure that no conflict will exist between the parties as regards the installation of the new work and the Drainage Works.

10. The rights and easements hereby granted are and shall be of the same force and effect to all intents and purposes as a covenant running with the Easement Lands and this transfer, including all the covenants and conditions herein contained, shall extend to, be binding upon and enure to the benefit of the heirs, executors, administrators, successors in title and assigns of the parties hereto respectively, and all covenants herein contained shall be construed to be several as well as joint, and wherever the singular or masculine is used, it shall be construed as if the plural or the feminine or the neuter, as the case may be, had been used where the context or the party or parties hereto so require, and the rest of the sentence shall be construed as if the grammatical and terminological changes thereby rendered necessary had been made.

**PART OF PIN 57336-0296(LT)**  
SERVIENT LANDS:  
LOT 41, 49M114 TOWNSHIP OF MCNAB/BRAESIDE

## COUNTY OF RENFREW

### BY-LAW NUMBER

#### A BY-LAW TO ACQUIRE LANDS ON COUNTY ROAD 512 (FOYMOUNT ROAD)

---

WHEREAS under Section 6(1) and Section 8 of the Municipal Act, S.O. 2001, c.25, as amended, a municipality may pass by-laws to acquire land;

AND WHEREAS under Section 5(3) of the Act, the County of Renfrew's capacity, rights, powers and privileges must be exercised by By-law;

AND WHEREAS under Section 31(6) of the Act, if a municipality acquires land for the purpose of widening a highway, the land acquired forms part of the highway to the extent of the designated widening;

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

1. THAT the Corporation of the County of Renfrew acquire lands as follows for the reconstruction of County Road 512 (Foymount Road):
  - Part 3 on Plan 49R-20182 from Paul Cronk and Michelle Desmarais in the sum of One Thousand Six Hundred and Eighty Dollars and Thirty-Three Cents (\$1,680.33);
  - Parts 1 and 2 on Plan 49R-20183 from David Hoey in the sum of One Thousand One Hundred and Eleven Dollars and Ninety-Nine Cents (\$1,111.99);
  - Part 3 on Plan 49R-20183 from Michelle Jaenen and Alfred Moore in the sum of One Thousand and Thirty-Seven Dollars and Eighty-Five Cents (\$1,037.85);
  - Parts 4, 5, 6, and 7 on Plan 49R-20183 from John and Donna Valiquette in the sum of One Thousand Four Hundred and Twenty-Three Dollars and Thirty-Four Cents (\$1,423.34);
  - Parts 1, 2, and 3 on Plan 49R-20184 from Doug and Kelly Zadow in the sum of Eight Hundred and Eighty-Nine Dollars and Fifty-Nine Cents (\$889.59);
  - Parts 1 and 2 on Plan 49R-20185 from Robert and Cecilia Buelow in the sum of Five Hundred and Sixty-Nine Dollars and Thirty-Three Cents (\$569.33);

- Parts 4 and 5 on Plan 49R-20185 from Michael Martin and Susie Gauthier in the sum of One Thousand Eight Hundred and Thirty-Three Dollars and Fifty-Four Cents (\$1,833.54);
- Parts 1, 2, and 3 on Plan 49R-20186 from Francis Kilby in the sum of Five Hundred Dollars (\$500.00);
- Parts 4, 5, 6, and 7 on Plan 49R-20186 from Mervin and Connie Gogolin in the sum of Two Thousand and One Dollars and Fifty-Seven Cents (\$2,001.57);
- Part 8 on Plan 49R-20186 from the Corporation of the Township of Bonnechere Valley in the sum of One Thousand Four Hundred and Seventeen Dollars (\$1,417.00);
- Parts 9 and 10 on Plan 49R-20186 from Robert and Christine Lee Peltzer for the sum of One Thousand Six Hundred and Twenty-Four Dollars (\$1,624.00);
- Part 1 on Plan 49R-20187 and Parts 1 and 2 on Plan 49R-20189 from Jennifer Murphy in the sum of One Dollar (\$1.00);
- Parts 1 and 2 on Plan 49R-20189 from Lavern Heideman & Son Limited in the sum of Five Hundred and Five Dollars and Fifty-Eight Cents (\$505.58);
- Parts 3, 4, 5, 6, and 7 on Plan 49R-20189 from Evan Harris and Lani Graham in the sum of Two Thousand Five Hundred and Ninety-Four Dollars and Sixty Cents (\$2,594.60);
- Part 8 on Plan 49R-20189 from Darren Dudgeon in the sum of Eight Hundred and Three Dollars and Nine Cents (\$803.09);
- Parts 9, 10, and 11 on Plan 49R-20189 from Barry (Donald) Greenslade for the sum of Three Thousand Eight Hundred and Fifteen Dollars and Thirty-Five Cents (\$3,815.35);
- Parts 1 and 2 on Plan 49R-20190 from Michael Nicholas in the sum of Seven Thousand and Five Dollars and Fifty-One Cents (\$7,005.51);
- Part 4 on Plan 49R-20191 from Clinton Stroud in the sum of Five Hundred Dollars (\$500.00);
- Parts 3, 4, and 5 on Plan 49R-20190, Parts 1 and 2 on Plan 49R-20191, and Parts 1, 2, 3, 4, 5, and 8 on Plan 49R-20198 from Barry, Daryl, Troy, Joshua, and Jason Verch in the sum of Ten Thousand Eight Hundred and Twenty-Three Dollars and Thirty-Three Cents (\$10,823.33);
- Parts 8 and 9 on Plan 49R-20190 from Elmer Plath in the sum of Seven Thousand Dollars (\$7,000.00);
- Part 10 on Plan 49R-20190 from Frank and Lynn Wynia for the sum of Four Thousand and Fifty-Two Dollars and Fifty-Seven Cents (\$4,052.57);

- Part 3 on Plan 49R-20191 from Albert and Wendy Katzberg in the sum of Five Thousand Nine Hundred and Thirty Dollars and Fifty-Nine Cents (\$5,930.59);
- Part 5 of Plan 49R-20191 from Evan and Karen Gamblin for the sum of Five Hundred and Forty-Four Dollars and Eighty-Seven Cents (\$544.87);
- Parts 1 and 2 on Plan 49R-20192 from Dwayne and Diane Heideman in the sum of Six Thousand Five Hundred and Fifty-Five Dollars (\$6,555.00);
- Parts 1 and 2 on Plan 49R-20193 from Troy and Carla Verch in the sum of Six Thousand Nine Hundred and Nineteen Dollars and Two Cents (\$6,919.02);
- Parts 3, 4, and 5 on Plan 49R-20193 from Sandra Petraitis in the sum of Four Thousand Two Hundred Dollars and Eighty-Four Cents (\$4,200.84);
- Parts 1 and 2 on Plan 49R-20195 from Jason Verch for the sum of One Thousand and Forty-Five Dollars and Twenty-Seven Cents (\$1,045.27);
- Parts 3 and 4 on Plan 49R-20195 from Donald Axford in the sum of Five Hundred Dollars (\$500.00);
- Part 1 on Plan 49R-20196 from Heather Lambert for the sum of Five Hundred Dollars (\$500.00);
- Parts 2, 3, 4, 5, and 6 on Plan 49R-20196 from Ein and Wanda Neuman in the sum of Six Hundred and Twenty-Seven Dollars and Ninety Cents (\$627.90);
- Parts 3, 4, and 5 on Plan 49R-20197 from Steven Schruder in the sum of Six Hundred and Fifty Dollars (\$650.00);
- Parts 1, 6, 7, and 8 on Plan 49R-20197 from Jason Miller and Lindsay Leclair in the sum of One Thousand and Eighty-One Dollars and Eight Cents (\$1,081.08);
- Parts 6 and 7 on Plan 49R-20198 from Whispering Pines Resort (Barry Verch, Elmer Plath, and Marilyn Schooley) in the sum of Six Thousand Four Hundred and Forty-Nine Dollars and Fifty-Two Cents (\$6,449.52);
- Parts 10 and 11 on Plan 49R-20198 from Sandra, Monique, Stephen, and Timothy Gillis in the sum of Two Thousand Eight Hundred and Eighty Dollars (\$2,880.00); and,
- Part 3 on Plan 49R-20199 from Ana Martins in the sum of Nine Hundred and Ninety-Two Dollars (\$992.00).



2. THAT the lands are hereby dedicated as part of the highway namely County Road 512 (Foymount Road) immediately upon registration of the transfer documents.
3. THAT this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 25th day of January 2023.

READ a second time this 25th day of January 2023.

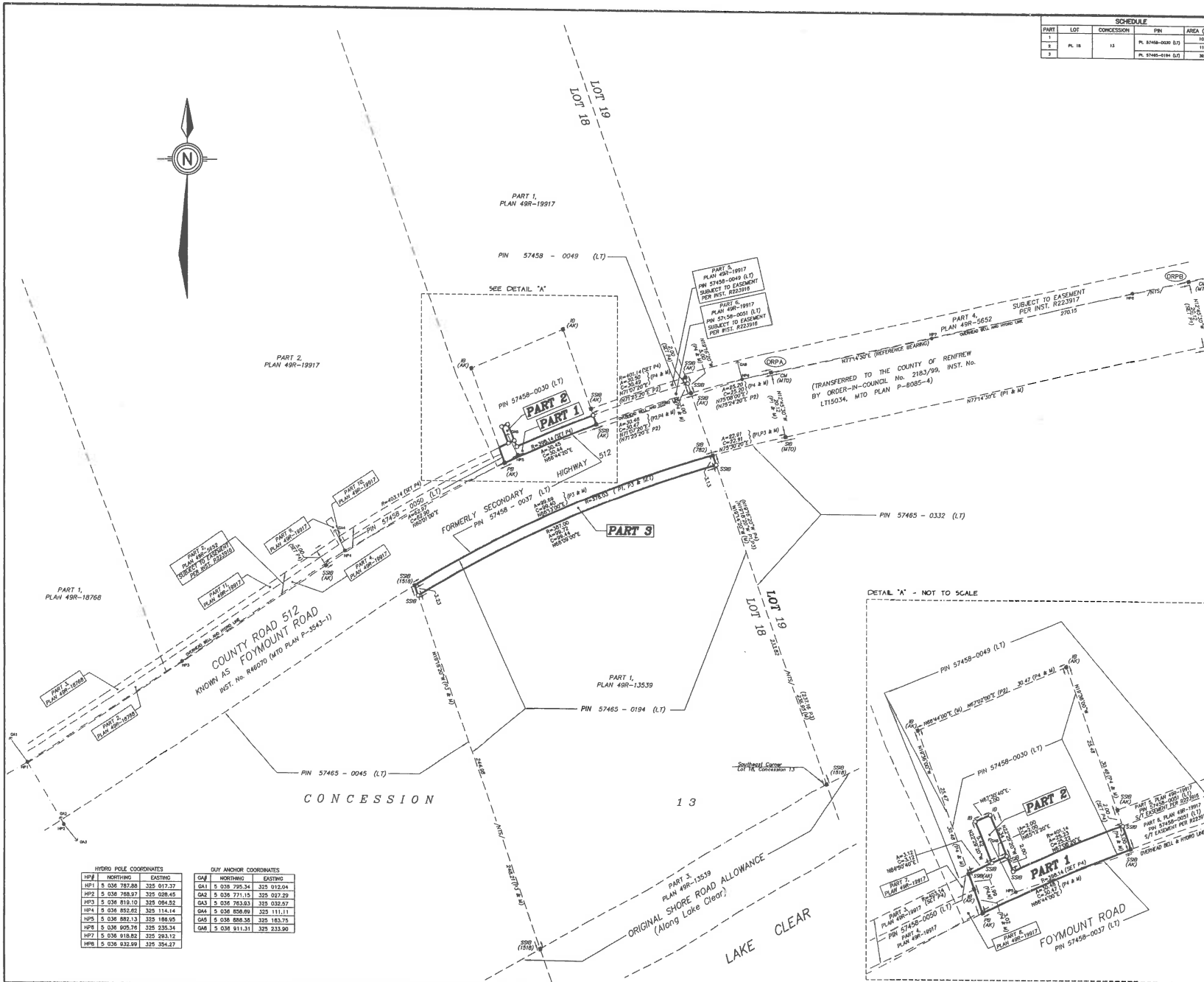
READ a third time and finally passed this 25th day of January 2023.

---

PETER EMON, WARDEN

---

CRAIG KELLEY, CLERK



| SCHEDULE |       |            |              |
|----------|-------|------------|--------------|
| PART     | LOT   | CONCESSION | AREA (SQ.M.) |
| 1        |       |            | 10           |
| 2        | PL 18 | 13         | 11           |
| 3        |       |            | 381          |

**PLAN 49R - 20182**  
 RECEIVED AND DEPOSITED  
 October 12, 2022  
 (Date)

Representative for LAND REGISTRAR for the LAND TITLES DIVISION OF RENFREW (No. 49)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT  
 DATE: OCTOBER 11, 2022  
 SIMON KASPRZAK

PLAN OF SURVEY  
 OF PART OF  
**LOT 18**  
**CONCESSION 13**  
 GEOGRAPHIC TOWNSHIP OF SEBASTOPOL  
 TOWNSHIP OF BONNECHERE VALLEY  
 COUNTY OF RENFREW

SCALE 1 : 500  
 ADAM KASPRZAK SURVEYING LTD.

**BEARING NOTE:**  
 BEARINGS ARE UTM GRID DERIVED FROM SIMULTANEOUS GPS OBSERVATIONS ON MONUMENTS ORIP AND ORIP15 SHOWN HEREON HAVING A GRID BEARING OF N77°43'06" E, REFERRED TO THE CENTRAL MERIDIAN OF ZONE 18 (7° WEST LONGITUDE) MARS (GCS(1210)).  
 FOR BEARING COMPARISONS, THE ASTROMETRIC BEARINGS ON UNDERLYING PLANS WERE ROTATED AS FOLLOWS:  
 P1,P2,P3 1°30'30" CLOCKWISE

**METRIC NOTE:**  
 DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

**DISTANCE NOTE:**  
 DISTANCES SHOWN ON THIS PLAN ARE CURVED DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A CORRECTED SCALE FACTOR OF 0.99994.

**MONUMENT NOTE:**  
 SSB PLANTED DUE TO INSUFFICIENT OVERBURDEN, OR SURFSURFACE BEDROCK.

**INTEGRATION DATA:**

OBSERVED REFERENCE POINTS (ORP) DERIVED FROM SIMULTANEOUS GPS OBSERVATIONS USING THE RENFREW POINT POSITIONING (PPP) SERVICE, UTM ZONE 18 NAD83 (GCS(1210)).

| POINT ID | NORTHING      | EASTING    |
|----------|---------------|------------|
| ORP1     | 5 036 907.885 | 325 244.14 |
| ORP2     | 5 036 907.520 | 325 207.50 |

COORDINATE VALUES TO 10-MILLIMETER ACCURACY PER SECTION 14 (2) OF O. REG. 116/70 AND CANNOT, IN THE FUTURE, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

**LEGEND**

- IR - IRON BAR
- SSB - STANDING IRON BAR
- SSB - SHORT STANDING IRON BAR
- MB - MONUMENT FOUND
- MB - MONUMENT FOUND
- PI - PLASTIC IRON BAR
- PI - PLASTIC IRON BAR
- CM - CONCRETE MONUMENT
- F - FENCE
- W - WIRELESS
- M - MEASURED
- UD - UTM GRID
- W - W. J. SHARP, D.L.S.
- AKS - ADAM KASPRZAK SURVEYING LTD.
- A.C. - A.C. BOHNE, D.L.S.
- (P1) - PLAN 49R-20182
- (P2) - PLAN 49R-13539
- (P3) - PLAN 49R-19917
- (P4) - PLAN 49R-18768
- (P5) - PLAN 49R-19917
- (P6) - PLAN 49R-19917
- (P7) - PLAN 49R-19917
- (P8) - PLAN 49R-19917
- (P9) - PLAN 49R-19917
- (P10) - PLAN 49R-19917
- (P11) - PLAN 49R-19917
- (P12) - PLAN 49R-19917
- (P13) - PLAN 49R-19917
- (P14) - PLAN 49R-19917
- (P15) - PLAN 49R-19917
- (P16) - PLAN 49R-19917
- (P17) - PLAN 49R-19917
- (P18) - PLAN 49R-19917
- (P19) - PLAN 49R-19917
- (P20) - PLAN 49R-19917
- (P21) - PLAN 49R-19917
- (P22) - PLAN 49R-19917
- (P23) - PLAN 49R-19917
- (P24) - PLAN 49R-19917
- (P25) - PLAN 49R-19917
- (P26) - PLAN 49R-19917
- (P27) - PLAN 49R-19917
- (P28) - PLAN 49R-19917
- (P29) - PLAN 49R-19917
- (P30) - PLAN 49R-19917
- (P31) - PLAN 49R-19917
- (P32) - PLAN 49R-19917
- (P33) - PLAN 49R-19917
- (P34) - PLAN 49R-19917
- (P35) - PLAN 49R-19917
- (P36) - PLAN 49R-19917
- (P37) - PLAN 49R-19917
- (P38) - PLAN 49R-19917
- (P39) - PLAN 49R-19917
- (P40) - PLAN 49R-19917
- (P41) - PLAN 49R-19917
- (P42) - PLAN 49R-19917
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- (P51) - PLAN 49R-19917
- (P52) - PLAN 49R-19917
- (P53) - PLAN 49R-19917
- (P54) - PLAN 49R-19917
- (P55) - PLAN 49R-19917
- (P56) - PLAN 49R-19917
- (P57) - PLAN 49R-19917
- (P58) - PLAN 49R-19917
- (P59) - PLAN 49R-19917
- (P60) - PLAN 49R-19917
- (P61) - PLAN 49R-19917
- (P62) - PLAN 49R-19917
- (P63) - PLAN 49R-19917
- (P64) - PLAN 49R-19917
- (P65) - PLAN 49R-19917
- (P66) - PLAN 49R-19917
- (P67) - PLAN 49R-19917
- (P68) - PLAN 49R-19917
- (P69) - PLAN 49R-19917
- (P70) - PLAN 49R-19917
- (P71) - PLAN 49R-19917
- (P72) - PLAN 49R-19917
- (P73) - PLAN 49R-19917
- (P74) - PLAN 49R-19917
- (P75) - PLAN 49R-19917
- (P76) - PLAN 49R-19917
- (P77) - PLAN 49R-19917
- (P78) - PLAN 49R-19917
- (P79) - PLAN 49R-19917
- (P80) - PLAN 49R-19917
- (P81) - PLAN 49R-19917
- (P82) - PLAN 49R-19917
- (P83) - PLAN 49R-19917
- (P84) - PLAN 49R-19917
- (P85) - PLAN 49R-19917
- (P86) - PLAN 49R-19917
- (P87) - PLAN 49R-19917
- (P88) - PLAN 49R-19917
- (P89) - PLAN 49R-19917
- (P90) - PLAN 49R-19917
- (P91) - PLAN 49R-19917
- (P92) - PLAN 49R-19917
- (P93) - PLAN 49R-19917
- (P94) - PLAN 49R-19917
- (P95) - PLAN 49R-19917
- (P96) - PLAN 49R-19917
- (P97) - PLAN 49R-19917
- (P98) - PLAN 49R-19917
- (P99) - PLAN 49R-19917
- (P100) - PLAN 49R-19917

**SURVEYOR'S CERTIFICATE**  
 I CERTIFY THAT:  
 1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE REGULATIONS UNDER THAT ACT AND THE REGULATIONS MADE UNDER THAT ACT;  
 2. THE SURVEY WAS COMPLETED ON THE 7th DAY OF JULY, 2022.  
 DATE: OCTOBER 11, 2022

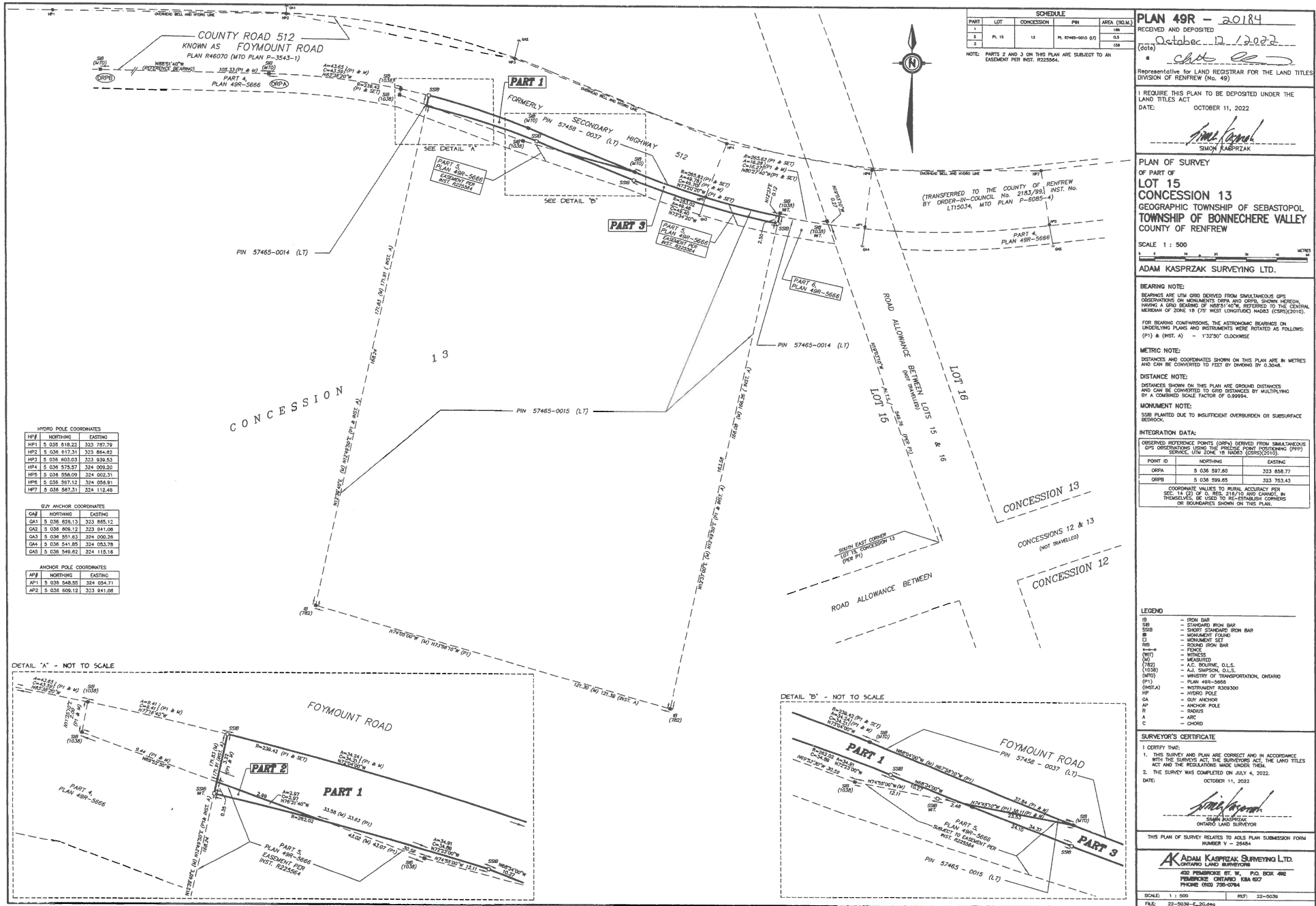
ADAM KASPRZAK  
 CHIEF SURVEYOR

THIS PLAN OF SURVEY RELATES TO A/S/L SUBMISSION FORM NUMBER V - 24586

**AK ADAM KASPRZAK SURVEYING LTD.**  
 ONTARIO LAND SURVEYORS  
 432 PEMBROKE ST. W., P.O. BOX 488  
 PEMBROKE, ONTARIO K8A 6C7  
 PHONE (855) 736-0784

SCALE: 1 : 500 REF: 22-5039  
 FILE: 22-5039-E-41.dwg





| SCHEDULE |     |            |              |
|----------|-----|------------|--------------|
| PART     | LOT | CONCESSION | AREA (SQ.M.) |
| 1        | 13  | 13         | 108          |
| 2        |     |            | 63           |
| 3        |     |            | 108          |

**PLAN 49R - 20184**  
 RECEIVED AND DEPOSITED  
 October 12, 2022  
 Representative for LAND REGISTRAR FOR THE LAND TITLES DIVISION OF RENFREW (No. 48)  
 I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT  
 DATE: OCTOBER 11, 2022  
 Adam Kasprzak  
 SIMON KASPRZAK

PLAN OF SURVEY  
 OF PART OF  
**LOT 15**  
**CONCESSION 13**  
 GEOGRAPHIC TOWNSHIP OF SEBASTOPOL  
 TOWNSHIP OF BONNECHERE VALLEY  
 COUNTY OF RENFREW  
 SCALE 1: 500  
 ADAM KASPRZAK SURVEYING LTD.

**BEARING NOTE:**  
 BEARINGS ARE UTM GRID DERIVED FROM SIMULTANEOUS GPS OBSERVATIONS ON MINIMUMS DATA AND DATA SHOWN HEREAFTER, HAVING A GRID BEARING OF N85°14'07"W, REFERRED TO THE CENTRAL MERIDIAN OF ZONE 18 (70° WEST LONGITUDE) MAGNETIC (CONV2010).  
 FOR BEARING COMPARISONS, THE AZIMUTHAL BEARINGS ON UNDERLYING PLANS AND INSTRUMENTS WERE ROTATED AS FOLLOWS:  
 (P1) & (INST. A) - 1°32'00" CLOCKWISE

**METRIC NOTE:**  
 DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

**DISTANCE NOTE:**  
 DISTANCES SHOWN ON THIS PLAN ARE GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A CORRECTED SCALE FACTOR OF 0.9994.

**MONUMENT NOTE:**  
 SSB PLANTED DUE TO INSUFFICIENT OVERLAP OR SUBSURFACE INTERFERENCE.

**INTEGRATION DATA:**

OBSERVED REFERENCE POINTS (ORP) DERIVED FROM SIMULTANEOUS GPS OBSERVATIONS USING THE PRECISE POINT POSITIONING (PPP) SERVICE, UTM ZONE 18 (70° WEST LONGITUDE).

| POINT ID | NORTHING     | EASTING    |
|----------|--------------|------------|
| ORPA     | 5 036 597.60 | 323 858.77 |
| ORPB     | 5 036 599.65 | 323 753.43 |

COORDINATE VALUES TO RURAL ACCURACY PER SEC. 11.02 OF O. REG. 215/10 AND CANADA IN THE REGISTRY OF LANDS CAN BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

**HYDRO POLE COORDINATES**

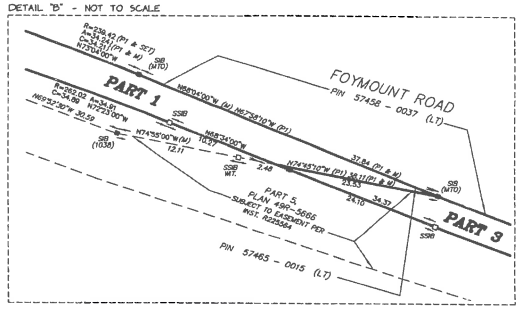
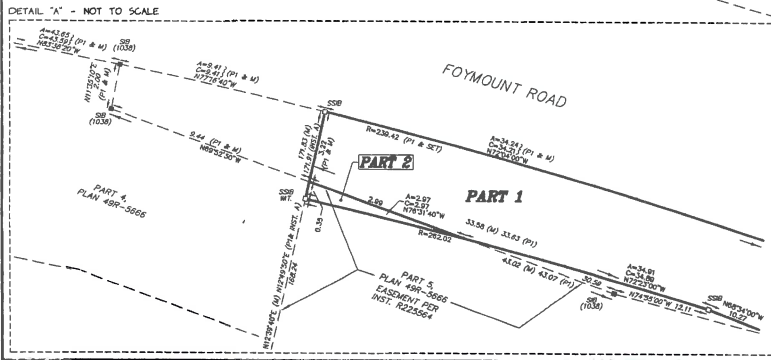
| HP# | NORTHING     | EASTING    |
|-----|--------------|------------|
| HP1 | 5 036 618.22 | 323 797.79 |
| HP2 | 5 036 613.31 | 323 804.42 |
| HP3 | 5 036 603.03 | 323 839.53 |
| HP4 | 5 036 578.57 | 324 009.20 |
| HP5 | 5 036 558.09 | 324 003.31 |
| HP6 | 5 036 567.12 | 324 056.91 |
| HP7 | 5 036 587.31 | 324 112.48 |

**GLY ANCHOR COORDINATES**

| GA# | NORTHING     | EASTING    |
|-----|--------------|------------|
| GA1 | 5 036 628.13 | 323 885.12 |
| GA2 | 5 036 600.12 | 323 881.08 |
| GA3 | 5 036 551.63 | 324 000.26 |
| GA4 | 5 036 541.85 | 324 053.78 |
| GA5 | 5 036 549.61 | 324 115.18 |

**ANCHOR POLE COORDINATES**

| AP# | NORTHING     | EASTING    |
|-----|--------------|------------|
| AP1 | 5 036 548.85 | 324 024.71 |
| AP2 | 5 036 609.12 | 323 841.08 |



**LEGEND**

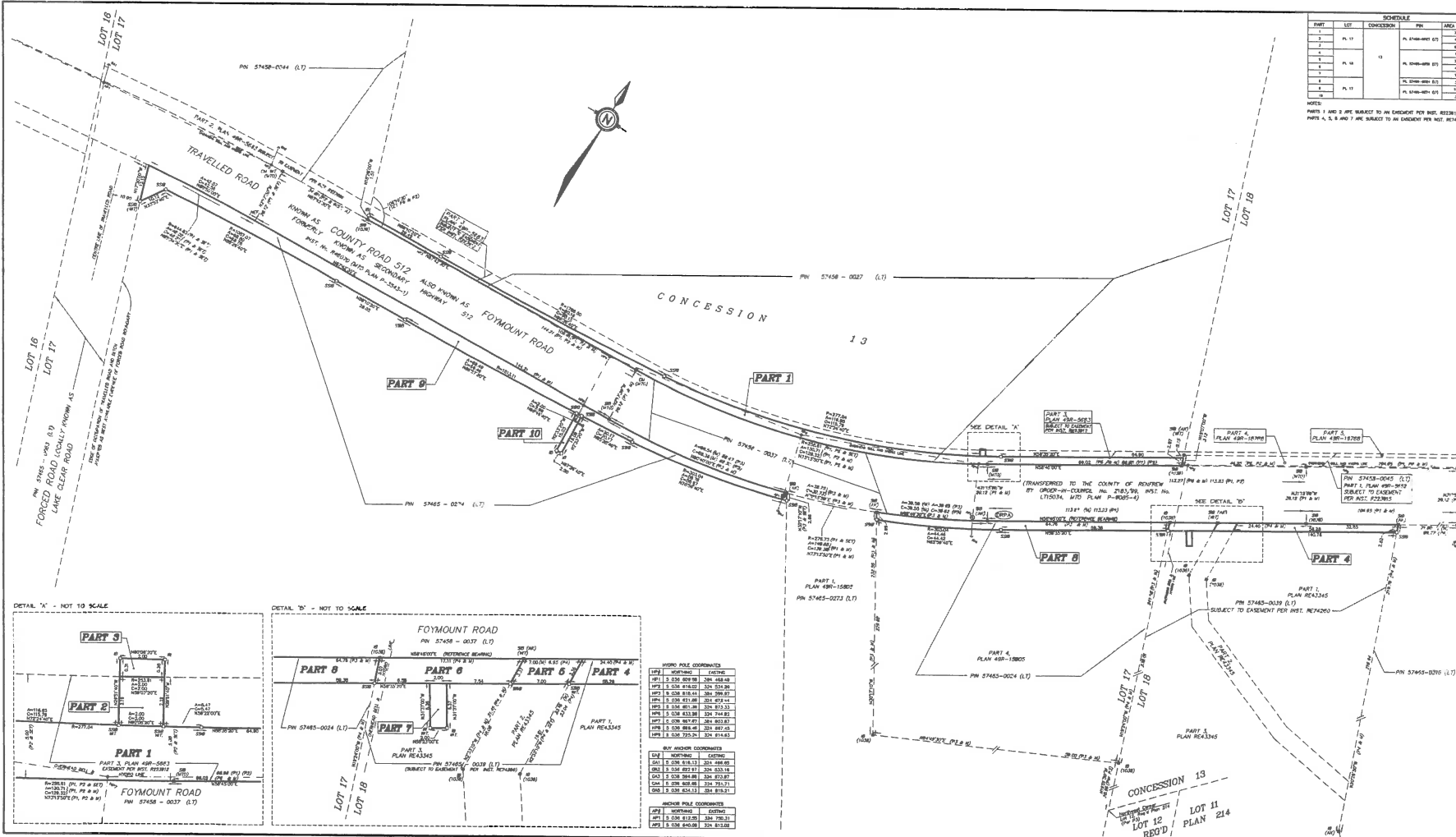
- IB - IRON BAR
- SB - STANDARD IRON BAR
- SSB - SHORT STANDARD IRON BAR
- MF - MONUMENT FOUND
- RI - ROUND IRON BAR
- PC - PILE
- WT - WITNESS
- W - WIRE
- (75) - A.C. BOURNE, O.L.S. (1935)
- (103) - A.L. CHAPMAN, O.L.S. (1930)
- (MTO) - MINISTRY OF TRANSPORTATION, ONTARIO
- (P1) - PLAN 49R-5686
- (INST.A) - INSTRUMENT 8309300
- HP - HYDRO POLE
- GA - GLY ANCHOR
- AP - ANCHOR POLE
- R - ROUND
- A - ARC
- C - CHAINED

**SURVEYOR'S CERTIFICATE**

I CERTIFY THAT:  
 1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.  
 2. THE SURVEY WAS COMPLETED ON JULY 4, 2022.  
 DATE: OCTOBER 11, 2022  
 Adam Kasprzak  
 SIMON KASPRZAK  
 ONTARIO LAND SURVEYOR

THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER 17 - 3484.  
**ADAM KASPRZAK SURVEYING LTD.**  
 402 PEMBROKE ST. W., P.O. BOX 492  
 PEMBROKE, ONTARIO N8A 6C7  
 PHONE (800) 755-0784  
 SCALE 1: 500  
 FILE: 22-5038-E-20-689





| SCHEDULE |     |            |                   |
|----------|-----|------------|-------------------|
| PART     | LOT | CONCESSION | PLAN AREA (ACRES) |
| 1        |     |            | 1.00              |
| 2        | 17  |            | 1.00              |
| 3        | 18  |            | 1.00              |
| 4        | 16  |            | 1.00              |
| 5        |     |            | 1.00              |
| 6        |     |            | 1.00              |
| 7        |     |            | 1.00              |
| 8        |     |            | 1.00              |
| 9        |     |            | 1.00              |
| 10       |     |            | 1.00              |
| 11       |     |            | 1.00              |
| 12       |     |            | 1.00              |
| 13       |     |            | 1.00              |
| 14       |     |            | 1.00              |
| 15       |     |            | 1.00              |
| 16       |     |            | 1.00              |
| 17       |     |            | 1.00              |
| 18       |     |            | 1.00              |
| 19       |     |            | 1.00              |
| 20       |     |            | 1.00              |

**PLAN 49R - 2016**  
 RECEIVED AND DEPOSITED  
 October 12, 2022  
*Chait*  
 REGISTRAR GENERAL FOR THE LAND TITLES DIVISION OF RENFREW (No. 48)  
 I RECORD THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT  
 DATE: OCTOBER 11, 2022  
*Adam Kasprzak*  
 SURVEYOR

PLAN OF SURVEY OF PART OF **LOTS 17 & 18 CONCESSION 13** GEOGRAPHIC TOWNSHIP OF SEBASTOPOL TOWNSHIP OF BONNECHERE VALLEY COUNTY OF RENFREW

SCALE 1 : 500  
**ADAM KASPRZAK SURVEYING LTD.**

**BEARING NOTE:**  
 BEARINGS ARE IN THE SENSE FROM SHALLOWNESS AND UNDESIRABLE TO BE HAD FROM SOUTH TO NORTH. THE BEARING OF 306.18 (T) WEST LONGITUDE (CONVENTIONAL) FOR BEARING COMPUTATION OF THE BEARING OF UNDESIRABLE PLANS WERE REVISED AS FOLLOWS:  
 (P1) 302.02 (P4) (P5) & (P6) A) = 130.50' CLOCKWISE

**METRIC NOTE:**  
 DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METERS AND CONVERSION TO FEET BY DIVIDING BY 3.2808

**DISTANCE NOTE:**  
 DISTANCES SHOWN ON THIS PLAN ARE UNLESS OTHERWISE NOTED TO BE IN FEET AND CONVERSION TO METERS BY MULTIPLYING BY A CORRECTED SCALE FACTOR OF 0.9144

**MONUMENT NOTE:**  
 SITES PLACED DUE TO INSUFFICIENT COVERAGE OF SUBSURFACE RECORDS

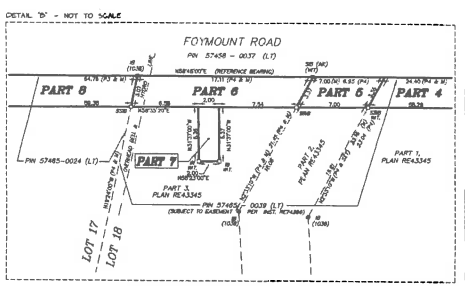
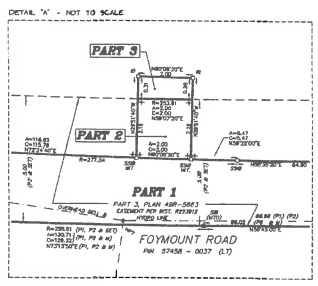
**INTEGRATION DATA:**

| CONVEYANCE REFERENCE POINTS (METERS) | CONVEYANCE REFERENCE POINTS (FEET) |
|--------------------------------------|------------------------------------|
| POINT 1: 5 086 842.07                | 16 629.11                          |
| POINT 2: 5 086 772.32                | 16 688.07                          |

**LEGEND:**  
 (S) - SURVEYED BOUNDARY  
 (D) - DEDUCTED BOUNDARY FROM 1999  
 (C) - CONVEYANCE REFERENCE POINT  
 (M) - MONUMENT  
 (L) - LINES OF ADJACENT TOWNSHIP  
 (P) - PLAN 49R-2016  
 (R) - RENFREW COUNTY  
 (S) - SEBASTOPOL TOWNSHIP  
 (B) - BONNECHERE VALLEY TOWNSHIP  
 (C) - COUNTY OF RENFREW  
 (A) - ADAM KASPRZAK SURVEYING LTD.  
 (P) - PLAN 49R-2016  
 (S) - SURVEYED BOUNDARY  
 (D) - DEDUCTED BOUNDARY FROM 1999  
 (C) - CONVEYANCE REFERENCE POINT  
 (M) - MONUMENT  
 (L) - LINES OF ADJACENT TOWNSHIP  
 (P) - PLAN 49R-2016  
 (R) - RENFREW COUNTY  
 (S) - SEBASTOPOL TOWNSHIP  
 (B) - BONNECHERE VALLEY TOWNSHIP  
 (C) - COUNTY OF RENFREW  
 (A) - ADAM KASPRZAK SURVEYING LTD.  
 (P) - PLAN 49R-2016

**SURVEYOR'S CERTIFICATE:**  
 I CERTIFY THAT:  
 1. THE PLAN AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE REQUIREMENTS OF THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS THEREUNDER.  
 2. THE SURVEY WAS COMPLETED ON JULY 1, 2022.  
 DATE: OCTOBER 11, 2022  
*Adam Kasprzak*  
 SURVEYOR

THIS PLAN OF SURVEY RELATES TO ALL PLAN SUBMISSION FORM NUMBERS  
**ADAM KASPRZAK SURVEYING LTD.**  
 1000 BROADVIEW ST. W. UNIT 100  
 WILLOWDALE, ONTARIO M2H 1B7  
 PHONE: (416) 754-0000  
 FAX: (416) 754-0001



**MONUMENT COORDINATES**

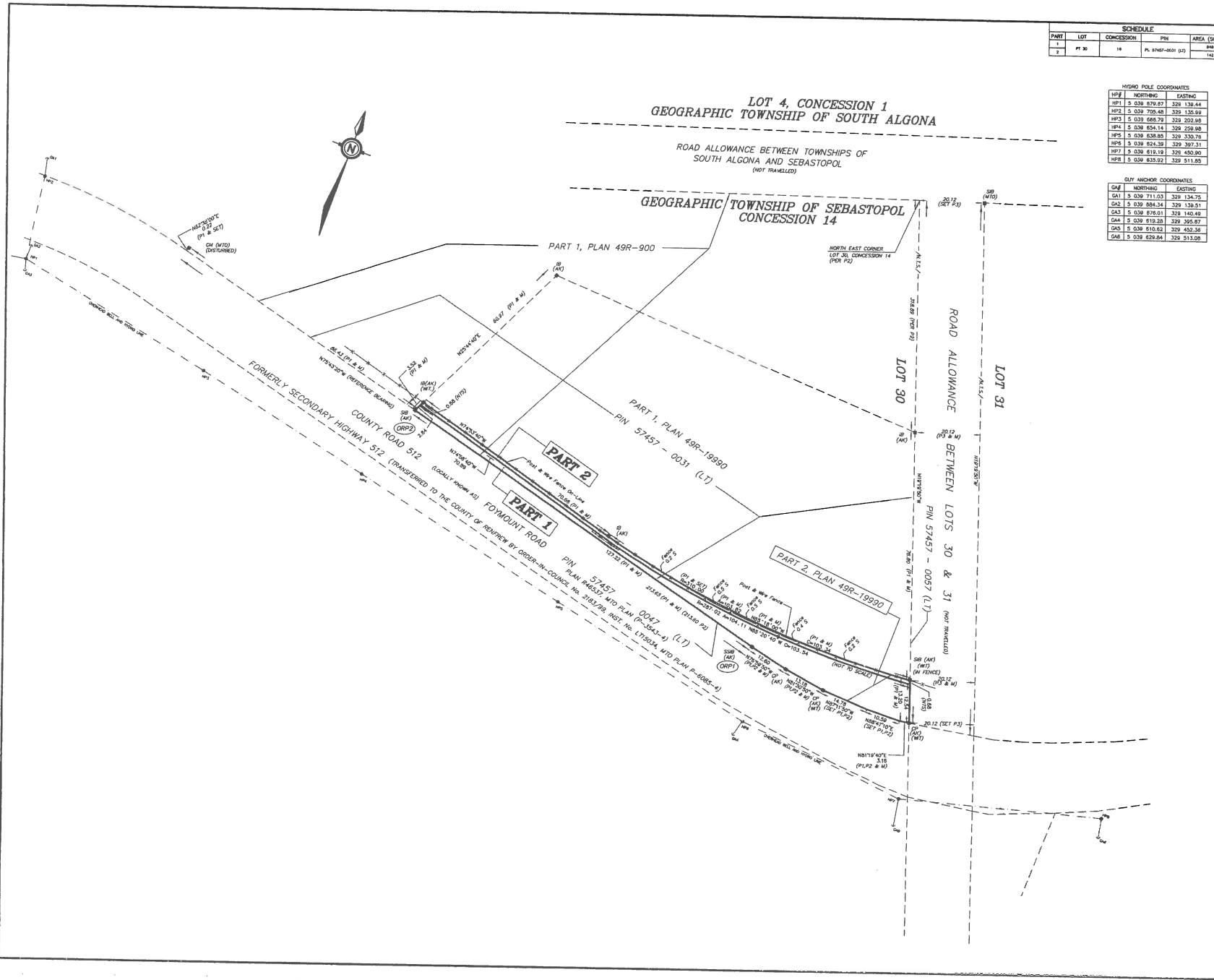
| POINT | NORTHING     | EASTING    |
|-------|--------------|------------|
| MPT 1 | 5 086 842.07 | 324 488.48 |
| MPT 2 | 5 086 812.02 | 324 551.88 |
| MPT 3 | 5 086 818.44 | 324 599.87 |
| MPT 4 | 5 086 812.02 | 324 674.71 |
| MPT 5 | 5 086 811.88 | 324 812.53 |
| MPT 6 | 5 086 812.02 | 324 744.83 |
| MPT 7 | 5 086 812.02 | 324 803.87 |
| MPT 8 | 5 086 812.02 | 324 887.83 |
| MPT 9 | 5 086 772.32 | 324 814.83 |

**BY MONUMENT COORDINATES**

| POINT | NORTHING     | EASTING    |
|-------|--------------|------------|
| CA1   | 5 086 818.13 | 324 488.48 |
| CA2   | 5 086 812.02 | 324 551.88 |
| CA3   | 5 086 818.48 | 324 672.87 |
| CA4   | 5 086 812.02 | 324 751.71 |
| CA5   | 5 086 814.13 | 324 814.83 |

**MONUMENT COORDINATES**

| POINT | NORTHING     | EASTING    |
|-------|--------------|------------|
| MPT 1 | 5 086 812.02 | 324 488.48 |
| MPT 2 | 5 086 812.02 | 324 551.88 |
| MPT 3 | 5 086 812.02 | 324 672.87 |
| MPT 4 | 5 086 812.02 | 324 751.71 |
| MPT 5 | 5 086 812.02 | 324 814.83 |



| SCHEDULE |     |            |                |
|----------|-----|------------|----------------|
| PART     | LOT | CONCESSION | PIN            |
| 1        |     | 14         | PL 49R-001 (L) |
| 2        |     |            |                |

| HYDRO POLE COORDINATES |              |            |
|------------------------|--------------|------------|
| HP#                    | NORTHING     | EASTING    |
| HP1                    | 5 039 879.87 | 329 139.44 |
| HP2                    | 5 039 706.48 | 329 135.62 |
| HP3                    | 5 039 686.72 | 329 202.66 |
| HP4                    | 5 039 824.14 | 329 229.98 |
| HP5                    | 5 039 628.85 | 329 332.79 |
| HP6                    | 5 039 824.39 | 329 367.31 |
| HP7                    | 5 039 819.19 | 329 450.90 |
| HP8                    | 5 039 833.92 | 329 511.95 |

| GUY ANCHOR COORDINATES |              |            |
|------------------------|--------------|------------|
| GA#                    | NORTHING     | EASTING    |
| GA1                    | 5 039 711.03 | 329 134.75 |
| GA2                    | 5 039 884.34 | 329 136.21 |
| GA3                    | 5 039 878.01 | 329 140.49 |
| GA4                    | 5 039 819.25 | 329 295.67 |
| GA5                    | 5 039 810.83 | 329 452.39 |
| GA6                    | 5 039 829.84 | 329 513.00 |

PLAN 49R - 20187  
RECEIVED AND DEPOSITED

October 12/2022  
Christ [Signature]

Representative for LAND REGISTRAR FOR THE LAND TITLES DIVISION OF RENFREW (No. 45)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT  
DATE: OCTOBER 11, 2022

[Signature]  
SIMON KASPRZAK

PLAN OF SURVEY  
OF PART OF  
**LOT 30**  
**CONCESSION 14**  
GEOGRAPHIC TOWNSHIP OF SEBASTOPOL  
TOWNSHIP OF BONNECHERE VALLEY  
COUNTY OF RENFREW  
SCALE 1 : 500

ADAM KASPRZAK SURVEYING LTD.

BEARING NOTE:  
BEARINGS ARE UTM GRID DERIVED FROM INTEGRATED MONUMENTS ORP1 AND ORP2, PER PLAN 49R-19990, SHOWN HEREIN. BEARING A GROUND BEARING OF 170°34'30" REFERRED TO CENTRAL MERIDIAN OF UTM ZONE 18 (75° WEST LONGITUDE) MAU83 (CSRS) (DATUM).  
FOR BEARING COMPASSINGS, THE ACTING BEARINGS ON UNDERLYING PLANS WERE ROTATED AS FOLLOWS:  
(P2) 1°31'10" CLOCKWISE

METRIC NOTE:  
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

DISTANCE NOTE:  
DISTANCES SHOWN ON THIS PLAN ARE GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A CORRECTED SCALE FACTOR OF 0.99992.

MONUMENT NOTE:  
S2B PLANTED DUE TO INSUFFICIENT OVERBURDEN OR SUSCEPTIBLE BEDROCK.

INTEGRATION DATA:

| POINT ID | NORTHING     | EASTING    |
|----------|--------------|------------|
| ORP1     | 5 039 647.16 | 329 391.94 |
| ORP2     | 5 039 878.53 | 329 266.65 |

COORDINATE VALUES TO FULL ACCURACY PER SEC. 14 (2) OF O. REG. 2012 TO AND CORRECT IN THESE PLANS TO THE NEAREST WHOLE CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

LEGEND

- S2B - BORN BAR
- S2B - STANDARD IRON BAR
- S2B - SHORT STANDARD IRON BAR
- M - MONUMENT FOUND
- CI - CONCRETE SET
- RIB - ROUND IRON BAR
- CM - CONCRETE MONUMENT
- CP - CONCRETE PIN
- FE - FENCE
- WPT - WIRELESS
- WPT - WIRELESS UNKNOWN
- WPT - WIRELESS UNKNOWN
- MINI - MINISTRY OF TRANSPORTATION (ONTARIO)
- AK - ADAM KASPRZAK SURVEYING LTD.
- PLAN 49R-19990
- PLAN 49R-19990
- (P2) - ORIGINAL TOWNSHIP PLAN OF SEBASTOPOL
- (N) - MEASURED
- 1/2" = 1' NOT TO SCALE
- HP - HYDRO POLE
- GA - GUY ANCHOR
- AP - ANCHOR POLE
- R - RADIUS
- A - ARC
- C - CHORD

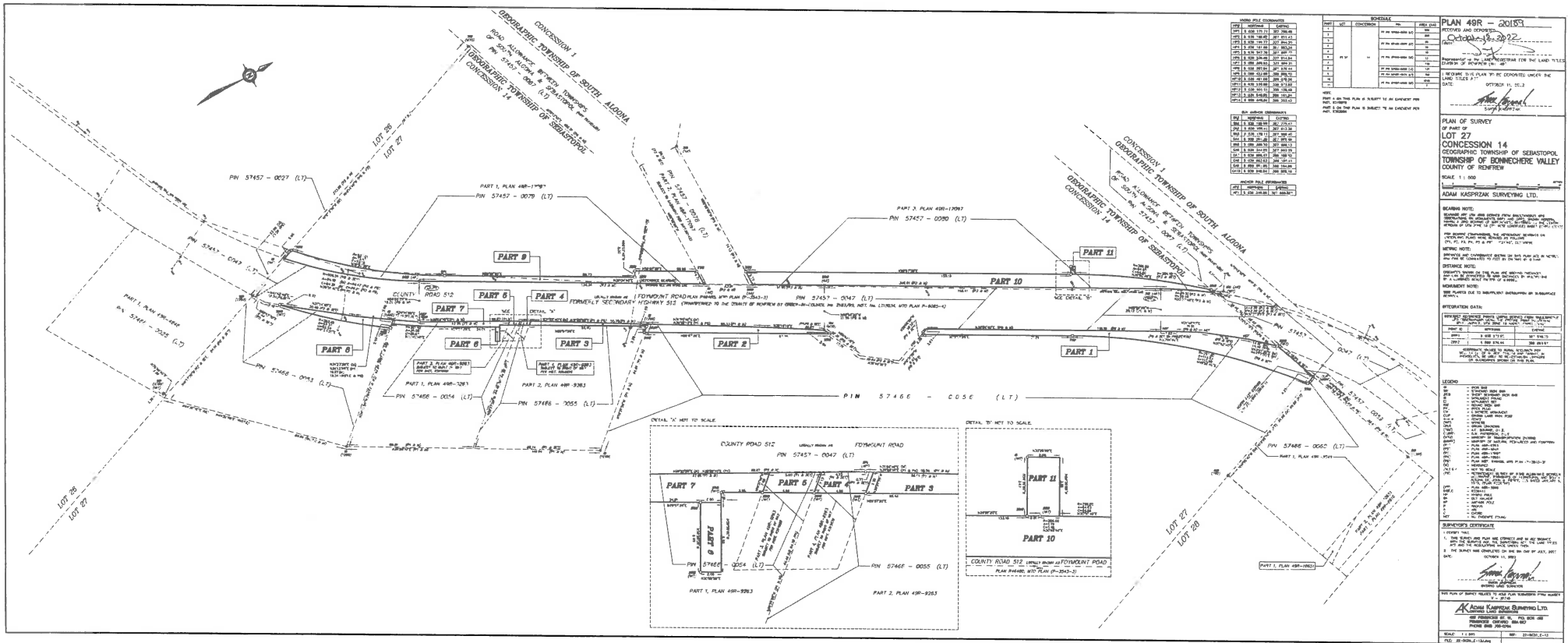
SURVEYOR'S CERTIFICATE

I CERTIFY THAT:  
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.  
2. THE SURVEY WAS COMPLETED ON JULY 19, 2022.  
DATE: OCTOBER 11, 2022

[Signature]  
ADAM KASPRZAK  
ONTARIO LAND SURVEYOR

THIS PLAN OF SURVEY RELATED TO ADLS PLAN SUBMISSION FORM NUMBER Y - 32748

AK ADAM KASPRZAK SURVEYING LTD.  
ONTARIO LAND SURVEYOR  
432 PEMBROKE ST. W., P.O. BOX 402  
PEMBROKE, ONTARIO K8A 6C7  
PHONE: (810) 780-0194  
SCALE: 1 : 500  
FILE: 22-5039-5-167.dwg



| NO. | DESCRIPTION   | AREA    |
|-----|---------------|---------|
| 1   | CONCESSION 14 | 10.0000 |
| 2   | CONCESSION 13 | 10.0000 |
| 3   | CONCESSION 12 | 10.0000 |
| 4   | CONCESSION 11 | 10.0000 |
| 5   | CONCESSION 10 | 10.0000 |
| 6   | CONCESSION 9  | 10.0000 |
| 7   | CONCESSION 8  | 10.0000 |
| 8   | CONCESSION 7  | 10.0000 |
| 9   | CONCESSION 6  | 10.0000 |
| 10  | CONCESSION 5  | 10.0000 |
| 11  | CONCESSION 4  | 10.0000 |
| 12  | CONCESSION 3  | 10.0000 |
| 13  | CONCESSION 2  | 10.0000 |
| 14  | CONCESSION 1  | 10.0000 |

| NO. | DESCRIPTION   | AREA    |
|-----|---------------|---------|
| 1   | CONCESSION 14 | 10.0000 |
| 2   | CONCESSION 13 | 10.0000 |
| 3   | CONCESSION 12 | 10.0000 |
| 4   | CONCESSION 11 | 10.0000 |
| 5   | CONCESSION 10 | 10.0000 |
| 6   | CONCESSION 9  | 10.0000 |
| 7   | CONCESSION 8  | 10.0000 |
| 8   | CONCESSION 7  | 10.0000 |
| 9   | CONCESSION 6  | 10.0000 |
| 10  | CONCESSION 5  | 10.0000 |
| 11  | CONCESSION 4  | 10.0000 |
| 12  | CONCESSION 3  | 10.0000 |
| 13  | CONCESSION 2  | 10.0000 |
| 14  | CONCESSION 1  | 10.0000 |

**PLAN 49R - 20183**  
 OCTOBER 11, 2018

**PLAN OF SURVEY**  
 OF PART OF  
**CONCESSION 14**  
 GEORGIAN TOWNSHIP OF SEBASTOPOL  
 TOWNSHIP OF BONNECHERE VALLEY  
 COUNTY OF SEBASTIEN

SCALE: 1:1000  
 ADAM KASPRZYK SURVEYING LTD.

**BEARING NOTE:**  
 BEARINGS AND DISTANCES FROM ALL POINTS AND LINES TO BE MEASURED TO THE POINTS AND LINES OF THIS PLAN SHALL BE TAKEN FROM THE POINTS AND LINES OF THIS PLAN.

**METRIC NOTE:**  
 ALL DIMENSIONS AND DISTANCES ARE IN METERS AND MILLIMETERS UNLESS OTHERWISE SPECIFIED.

**REFERENCE NOTE:**  
 THIS PLAN IS REFERRED TO BY THE SEBASTIEN COUNTY PLAN 49R-20183.

**MODIFICATION NOTE:**  
 THIS PLAN IS SUBJECT TO ANY MODIFICATIONS AS APPROVED BY THE SEBASTIEN COUNTY.

**PROFESSIONAL DATA:**  
 I, ADAM KASPRZYK, A PROFESSIONAL SURVEYOR, HEREBY CERTIFY THAT I AM A MEMBER OF THE PROFESSIONAL SURVEYORS ASSOCIATION OF QUEBEC AND THAT I AM A MEMBER OF THE SEBASTIEN COUNTY SURVEYORS ASSOCIATION.

**DATE:**  
 OCTOBER 11, 2018

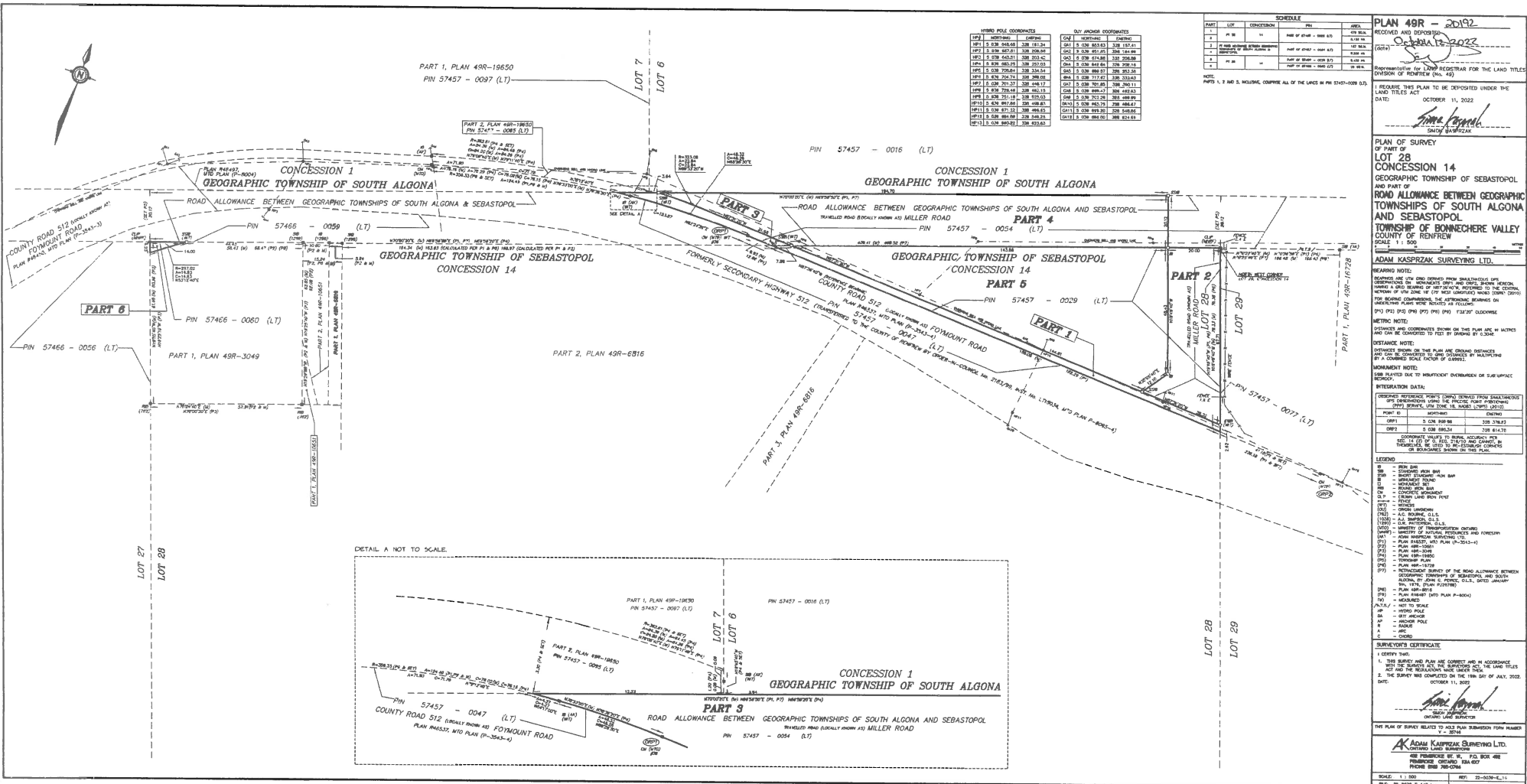
**SURVEYOR'S CERTIFICATE:**  
 I HEREBY CERTIFY THAT THIS PLAN IS A TRUE AND CORRECT COPY OF THE ORIGINAL PLAN AS APPROVED BY THE SEBASTIEN COUNTY SURVEYORS ASSOCIATION.

**ADAM KASPRZYK SURVEYING LTD.**  
 1000 RUE DE LA SEBASTIEN  
 SEBASTIEN, QUEBEC G5P 2K1  
 TEL: 418 333-1111  
 FAX: 418 333-1112









**SCHEDULE**

| LINE | CONCESSION | PIN               | AREA |
|------|------------|-------------------|------|
| 1    | 14         | 57457 - 0016 (LT) | 1.10 |
| 2    | 14         | 57457 - 0017 (LT) | 1.10 |
| 3    | 14         | 57457 - 0018 (LT) | 1.10 |
| 4    | 14         | 57457 - 0019 (LT) | 1.10 |
| 5    | 14         | 57457 - 0020 (LT) | 1.10 |
| 6    | 14         | 57457 - 0021 (LT) | 1.10 |
| 7    | 14         | 57457 - 0022 (LT) | 1.10 |
| 8    | 14         | 57457 - 0023 (LT) | 1.10 |
| 9    | 14         | 57457 - 0024 (LT) | 1.10 |
| 10   | 14         | 57457 - 0025 (LT) | 1.10 |
| 11   | 14         | 57457 - 0026 (LT) | 1.10 |
| 12   | 14         | 57457 - 0027 (LT) | 1.10 |
| 13   | 14         | 57457 - 0028 (LT) | 1.10 |
| 14   | 14         | 57457 - 0029 (LT) | 1.10 |
| 15   | 14         | 57457 - 0030 (LT) | 1.10 |
| 16   | 14         | 57457 - 0031 (LT) | 1.10 |
| 17   | 14         | 57457 - 0032 (LT) | 1.10 |
| 18   | 14         | 57457 - 0033 (LT) | 1.10 |
| 19   | 14         | 57457 - 0034 (LT) | 1.10 |
| 20   | 14         | 57457 - 0035 (LT) | 1.10 |
| 21   | 14         | 57457 - 0036 (LT) | 1.10 |
| 22   | 14         | 57457 - 0037 (LT) | 1.10 |
| 23   | 14         | 57457 - 0038 (LT) | 1.10 |
| 24   | 14         | 57457 - 0039 (LT) | 1.10 |
| 25   | 14         | 57457 - 0040 (LT) | 1.10 |
| 26   | 14         | 57457 - 0041 (LT) | 1.10 |
| 27   | 14         | 57457 - 0042 (LT) | 1.10 |
| 28   | 14         | 57457 - 0043 (LT) | 1.10 |
| 29   | 14         | 57457 - 0044 (LT) | 1.10 |
| 30   | 14         | 57457 - 0045 (LT) | 1.10 |
| 31   | 14         | 57457 - 0046 (LT) | 1.10 |
| 32   | 14         | 57457 - 0047 (LT) | 1.10 |
| 33   | 14         | 57457 - 0048 (LT) | 1.10 |
| 34   | 14         | 57457 - 0049 (LT) | 1.10 |
| 35   | 14         | 57457 - 0050 (LT) | 1.10 |
| 36   | 14         | 57457 - 0051 (LT) | 1.10 |
| 37   | 14         | 57457 - 0052 (LT) | 1.10 |
| 38   | 14         | 57457 - 0053 (LT) | 1.10 |
| 39   | 14         | 57457 - 0054 (LT) | 1.10 |
| 40   | 14         | 57457 - 0055 (LT) | 1.10 |
| 41   | 14         | 57457 - 0056 (LT) | 1.10 |
| 42   | 14         | 57457 - 0057 (LT) | 1.10 |
| 43   | 14         | 57457 - 0058 (LT) | 1.10 |
| 44   | 14         | 57457 - 0059 (LT) | 1.10 |
| 45   | 14         | 57457 - 0060 (LT) | 1.10 |
| 46   | 14         | 57457 - 0061 (LT) | 1.10 |
| 47   | 14         | 57457 - 0062 (LT) | 1.10 |
| 48   | 14         | 57457 - 0063 (LT) | 1.10 |
| 49   | 14         | 57457 - 0064 (LT) | 1.10 |
| 50   | 14         | 57457 - 0065 (LT) | 1.10 |
| 51   | 14         | 57457 - 0066 (LT) | 1.10 |
| 52   | 14         | 57457 - 0067 (LT) | 1.10 |
| 53   | 14         | 57457 - 0068 (LT) | 1.10 |
| 54   | 14         | 57457 - 0069 (LT) | 1.10 |
| 55   | 14         | 57457 - 0070 (LT) | 1.10 |
| 56   | 14         | 57457 - 0071 (LT) | 1.10 |
| 57   | 14         | 57457 - 0072 (LT) | 1.10 |
| 58   | 14         | 57457 - 0073 (LT) | 1.10 |
| 59   | 14         | 57457 - 0074 (LT) | 1.10 |
| 60   | 14         | 57457 - 0075 (LT) | 1.10 |
| 61   | 14         | 57457 - 0076 (LT) | 1.10 |
| 62   | 14         | 57457 - 0077 (LT) | 1.10 |
| 63   | 14         | 57457 - 0078 (LT) | 1.10 |
| 64   | 14         | 57457 - 0079 (LT) | 1.10 |
| 65   | 14         | 57457 - 0080 (LT) | 1.10 |
| 66   | 14         | 57457 - 0081 (LT) | 1.10 |
| 67   | 14         | 57457 - 0082 (LT) | 1.10 |
| 68   | 14         | 57457 - 0083 (LT) | 1.10 |
| 69   | 14         | 57457 - 0084 (LT) | 1.10 |
| 70   | 14         | 57457 - 0085 (LT) | 1.10 |
| 71   | 14         | 57457 - 0086 (LT) | 1.10 |
| 72   | 14         | 57457 - 0087 (LT) | 1.10 |
| 73   | 14         | 57457 - 0088 (LT) | 1.10 |
| 74   | 14         | 57457 - 0089 (LT) | 1.10 |
| 75   | 14         | 57457 - 0090 (LT) | 1.10 |
| 76   | 14         | 57457 - 0091 (LT) | 1.10 |
| 77   | 14         | 57457 - 0092 (LT) | 1.10 |
| 78   | 14         | 57457 - 0093 (LT) | 1.10 |
| 79   | 14         | 57457 - 0094 (LT) | 1.10 |
| 80   | 14         | 57457 - 0095 (LT) | 1.10 |
| 81   | 14         | 57457 - 0096 (LT) | 1.10 |
| 82   | 14         | 57457 - 0097 (LT) | 1.10 |
| 83   | 14         | 57457 - 0098 (LT) | 1.10 |
| 84   | 14         | 57457 - 0099 (LT) | 1.10 |
| 85   | 14         | 57457 - 0100 (LT) | 1.10 |

**PLAN 49R - 20192**  
 RECEIVED AND DEPOSITED  
 OCT 11 2022  
 REPRESENTATIVE FOR LAND REGISTRY FOR THE LAND TITLES DIVISION OF RENFREW (No. 45)  
 OCTOBER 11, 2022  
**Adam Kasprzak**  
 SURVEYOR

**PLAN OF SURVEY OF PART OF LOT 28 CONCESSION 14 GEOGRAPHIC TOWNSHIP OF SEBASTOPOL AND PART OF ROAD ALLOWANCE BETWEEN GEOGRAPHIC TOWNSHIPS OF SOUTH ALGONA AND SEBASTOPOL TOWNSHIPS OF SOUTH ALGONA AND SEBASTOPOL TOWNSHIP OF BONNECHERE VALLEY COUNTY OF RENFREW SCALE: 1:1,000**  
**ADAM KASPRZAK SURVEYING LTD.**

**REMARKS:**  
 CONVEYANCE FROM ONE PARTY TO ANOTHER WITH RESERVATION OF RIGHTS AND INTERESTS IN LAND AND PART OF ROAD ALLOWANCE BETWEEN GEOGRAPHIC TOWNSHIPS OF SOUTH ALGONA AND SEBASTOPOL TOWNSHIPS OF SOUTH ALGONA AND SEBASTOPOL TOWNSHIP OF BONNECHERE VALLEY COUNTY OF RENFREW. THE SURVEYOR HAS BEEN ADVISED THAT THE ROAD ALLOWANCE BETWEEN GEOGRAPHIC TOWNSHIPS OF SOUTH ALGONA AND SEBASTOPOL TOWNSHIPS OF SOUTH ALGONA AND SEBASTOPOL TOWNSHIP OF BONNECHERE VALLEY COUNTY OF RENFREW IS 10 METERS WIDE AND IS TO BE USED FOR THE PURPOSES OF A HIGHWAY.

**METRIC NOTE:**  
 CONVEYANCE DIMENSIONS SHOWN ON THIS PLAN ARE IN METERS AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

**DISTANCE NOTE:**  
 CONVEYANCE DIMENSIONS ON THIS PLAN ARE GIVEN IN METERS AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

**MONUMENT NOTE:**  
 DIMENSIONS ARE TO NEAREST CENTIMETER UNLESS OTHERWISE SPECIFIED.

**INTERPOLATION DATA**

| POINT NO. | EASTING      | NORTHING   |
|-----------|--------------|------------|
| 101       | 5 538 804.63 | 338 181.34 |
| 102       | 5 538 487.61 | 338 208.87 |

**LEGEND**

- BB - BOUNDARY
- BR - BOUNDARY
- BS - BOUNDARY
- CB - CONCRETE
- DB - DRAINAGE
- EB - EASEMENT
- FB - FENCE
- GB - GRASS
- HB - HIGHWAY
- IB - INTEREST
- JB - JUNCTION
- KB - KITCHEN
- LB - LAWN
- MB - MOUND
- NB - NOT TO SCALE
- OB - OTHER
- PB - POLE
- QB - QUARRY
- RB - ROAD
- SB - SIGN
- TB - TOWER
- UB - UTILITY
- VB - VALVE
- WB - WALL
- XB - XING
- YB - YARD
- ZB - ZONE

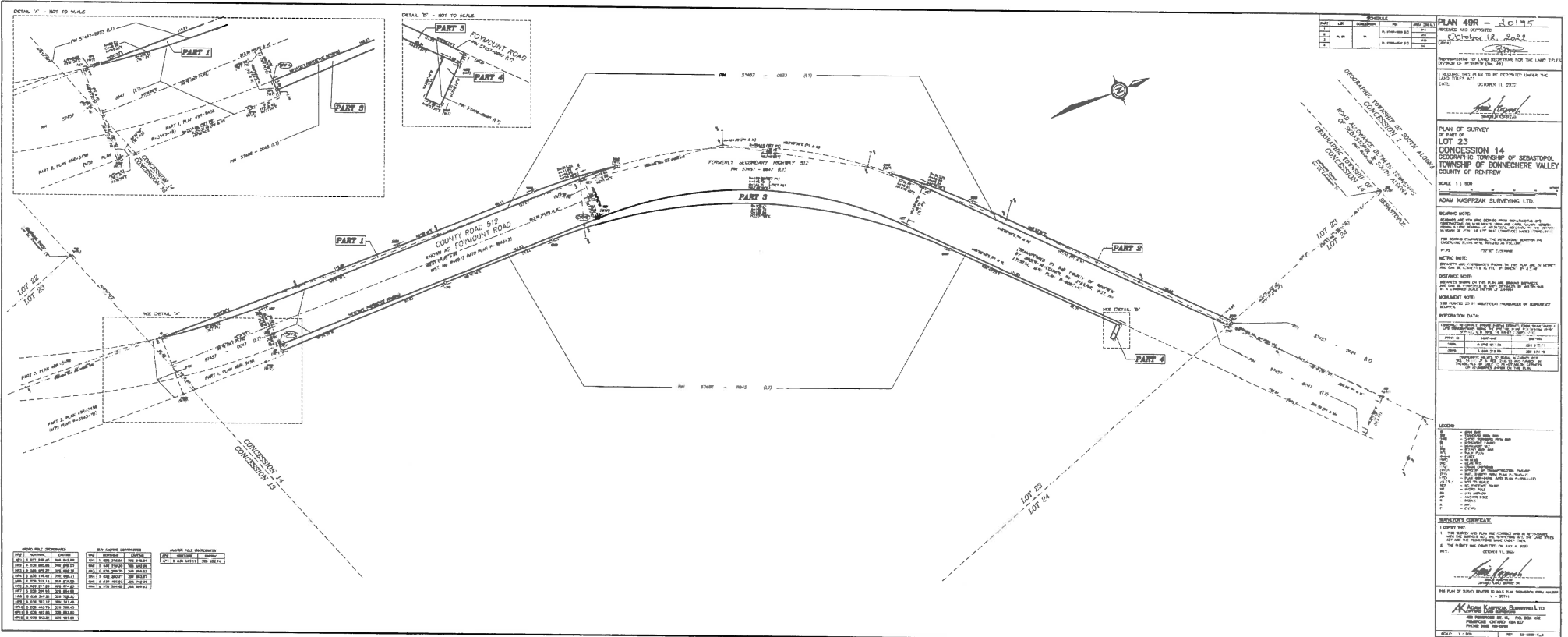
**SURVEYOR'S CERTIFICATE**  
 I CERTIFY THAT:  
 1. THIS SURVEY WAS MADE BY ME OR UNDER MY SUPERVISION AND IN ACCORDANCE WITH THE REGULATIONS UNDER THE LAND TITLES ACT.  
 2. THE SURVEY WAS COMPLETED ON THE 11th DAY OF OCTOBER, 2022.  
**Adam Kasprzak**  
 SURVEYOR

**THIS PLAN OF SURVEY RELATES TO THIS PLAN SUBMISSION FORM NUMBER 20-008-0-142 (REV. 2019)**  
**ADAM KASPRZAK SURVEYING LTD.**  
 1000 BROADVIEW AVE. #100  
 WILLOWDALE, ONTARIO M2H 3B7  
 PHONE: 416-491-1000

SCALE: 1:1,000 REF: 20-008-0-142





















## OPERATIONS DIVISION REPORT

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

Prepared for: Operations Committee

January 9, 2023

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### INFORMATION

#### 1. Winter Operations

##### a) Operational Status and Winter Readiness

Staff are prepared for the 2022/2023 winter season. In this regard, the Department is required to be 50% operational by November 1 and 100% operational by November 15. The Division achieved the 100% operational readiness level by November 1, 2022. Night Patrol shifts began on November 15, 2022 and will continue until April 1, 2023.

##### b) Winter Operations

The early portion of the 2022/2023 winter season has brought mild weather conditions including rain, freezing rain, light snow, and relatively mild temperatures. A summary of the winter events and precipitation amounts to date are provided in the table below. In viewing the data provided it must be noted that the precipitation recorded are the totals of a mixture of snow, rain and freezing rain, etc. The table also provides a summary of the type of events which were responded to, as well as the type and amount of material used during the response. Staff continues to be ready to respond to winter events as they occur. There were no Significant Weather Events declared in the month of November 2022.

| Month      | No. of Event Days |         | Type of Event (days) |              |               | Material Used (tonnes) |       | Precipitation   |             |
|------------|-------------------|---------|----------------------|--------------|---------------|------------------------|-------|-----------------|-------------|
|            | Weekday           | Weekend | Snow                 | Blowing Snow | Freezing Rain | Salt                   | Sand  | Weather Station | Amount (mm) |
| <b>Nov</b> | 8                 | 2       | 9                    | 0            | 5             | 1,128                  | 215.9 | Petawawa        | 31.8        |
|            |                   |         |                      |              |               |                        |       | Bancroft        | 62.1        |

## 2. Quotations and Tenders 2022

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

### a) PWO-2022-30 – Sweeper Attachment

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

The Sweeper Attachment quotation, awarded to Elliott Farm Equipment Ltd., Pembroke, was delivered on December 13, 2022 and placed into service.

### b) PWO-2022-36 – Enclosed Trailer

|                                     |             |
|-------------------------------------|-------------|
| 1. Huckabones Equipment, Cobden, ON | \$12,975.00 |
| 2. Trucks Plus, Pembroke, ON        | Rejected    |

The Enclosed Trailer quotation, awarded to Huckabones Equipment, Cobden, was delivered on October 31, 2022 and placed into service.

### c) PWO-2022-37 – Dual Axle Float

|   |             |
|---|-------------|
| 1. Huckabones Equipment, Cobden, ON               | \$9,475.00  |
| 2. R&M Truck & Trailer Repairs Ltd., Arnprior, ON | \$12,035.00 |
| 3. Trucks Plus, Pembroke, ON                      | Rejected    |

The Dual Axle Float quotation, awarded to Huckabones Equipment, Cobden, was delivered on October 31, 2022 and placed into service.

### d) PWO-2022-39 – Line Paint Machine

|   |             |
|---|-------------|
| 1. Preston Hardware Ltd., Ottawa, ON          | \$9,965.00  |
| 2. Road Services International, Brantford, ON | \$10,180.85 |
| 3. Core Equipment Inc., St. Catharines, ON    | \$11,631.35 |

The Line Paint Machine quotation, awarded to Preston Hardware Ltd., Ottawa, is scheduled to be delivered and will be placed into service in 2023.

e) PWO-2022-40 – Offset Roller

1. Cubex Ltd., Brantford, ON \$78,766.28

The Offset Roller quotation, awarded to Cubex Ltd, Brantford, has been partially delivered. The Department is still awaiting additional components.

f) PWO-2022-41 – Shoulder Spreader

1. Cubex Ltd., Brantford, ON \$93,789.02

The Shoulder Spreader quotation, awarded to Cubex Ltd., Brantford, has been partially delivered. The Department is still awaiting additional components.

g) PWO-2022-42 – Slide In U-Body Water Tank

1. Road Maintenance Equipment Services Inc., Cobourg, ON \$35,000.00

The Slide In U-Body Water Tank quotation, awarded to Road Maintenance Equipment Services Inc, Cobourg, is scheduled to be delivered and will be placed into service in the spring of 2023.

For all the above, the amounts exclude HST and the procurements followed the process set out in Corporate Policy GA-01 Procurement of Goods and Services.

**3. 2023 Municipal Supply and Service**

Staff are in the process of preparing tenders for a variety of procurements relative to the maintenance of the road system. A letter has been circulated to the local municipalities advising them of the planned tenders and providing them an opportunity to participate. Responses will be required from the municipalities no later than February 16, 2023.

#### 4. Fleet Management

##### a) Disposal of Surplus Vehicles/Equipment

The following items were offered to the local municipalities with no bids received; therefore, the items will now proceed to public auction as soon as practical.

- 2012 Dodge RAM, 1500 Crew Cab 4WD \$1,500
- 2007 Chevrolet Express, Motorized Cutaway Turbo Diesel \$1,000
- 1990 International F-2574, Conventional Cab Water Truck \$5,000
- 2002 Massey Ferguson Tractor \$15,000
- 2012 Diamond C Trailer \$8,000

##### b) Replacement Tandem Truck and Plow Unit

The Tandem Truck and Plow Unit tender awarded to Valley Truck and Spring Service, Pembroke, ON, (new legal name Rush Truck Centres of Canada Limited) was delivered on December 5, 2022 and placed into service for the current 2022/2023 winter season.