



OPERATIONS COMMITTEE
Tuesday, March 7, 2023 – 1:00 p.m.
County of Renfrew Administration Building
AGENDA

1. Call to order.
2. Land acknowledgement.
3. Roll call.
4. Disclosure of pecuniary interest and general nature thereof.
5. Adoption of minutes of previous meeting held on February 14, 2023 (attached).
6. Delegations:
 - a) Councillor Mark MacKenzie and Ryan Frew, Director of Public Works – Township of McNab/Braeside – Road Rationalization
7. Public Works and Engineering Department Page
 - a) Department Report 2
 - b) Infrastructure Division Report 42
 - c) Operations Division Report 69
8. New Business.
9. Closed Meeting: None at time of mailing.
10. Date of next meeting (Tuesday, April 11, 2023) and adjournment.

NOTE: a) **County Council: Wednesday, March 29, 2023.**
b) Submissions received from the public, either orally or in writing may become part of the public record.

COUNTY OF RENFREW

PUBLIC WORKS AND ENGINEERING DEPARTMENT REPORT

TO: Operations Committee
FROM: Lee Perkins, C.E.T., MBA, Director of Public Works and Engineering
DATE: March 7, 2023
SUBJECT: Department Report

INFORMATION

1. **Policy PW-20 – Snowmobile Trails Along County Road Right-of-Way – DRAFT**

At the January meeting of the Operations Committee, a request from Snow Country Snowmobile Region was received and approved for use of a trail along County Road 58 (Round Lake Road). Committee requested that staff develop a Policy as it relates to future requests. Attached as Appendix I is a draft copy of Policy PW-20 Snowmobile Trails Along County Road Right-of-Way. Staff are requesting the elected to review and any questions be submitted to the Director of Public Works and Engineering prior to March 31, 2023 in order to be considered as part of the final Policy to be presented to the Operations Committee and County Council. Staff will also circulate this Policy to the local snowmobile groups for their input.

RESOLUTIONS

2. **Hardened Shoulder Policy**

Recommendation: THAT the Operations Committee directs that a hardened shoulder policy for County Roads be developed and presented to a future meeting of the Operations Committee for consideration.

Background

During the 2023 Budget Workshop, Council was informed of the current practice the Public Works and Engineering Department has employed to include hardened shoulders on identified County Roads. The current Asset Management Plan has been revised to include this addition to the County Road System. Given this is a change in Level of Service, staff are requesting direction to draft a policy as it relates to the inclusion of hardened shoulders on identified County Roads.

BY-LAWS

3. Policy PW-04 – Regulating Advertising Signs and Devices within the County Road Allowance

Recommendation: THAT the Operations Committee recommends to County Council that a By-law be passed approving Policy PW-04 Regulating Advertising Signs and Devices within the County Road Allowance as amended; AND FURTHER THAT By-law 56-01 being a By-law to Regulate the Placing, Erecting or Altering of Signs upon or adjacent to a County Road and associated Policy PW-04 Signage be rescinded.

Background

The County of Renfrew Public Works and Engineering Department continuously reviews the Departmental Policies and Procedures with respect to Corridor Control of County rights-of-way in order to create safe, efficient road allowances that meet the needs of travellers and residents of Renfrew County.

The existing County Signage Policy PW-04, attached as Appendix II, was passed in November of 2001 and has not been updated since that time. The Policy was drafted with the intention of being very restrictive, in essence not allowing any private advertising signage to be placed within a County Road allowance. At the time, some private advertising signage was already in place along County Roads, particularly along roadways that were downloaded from the Ontario Ministry of Transportation (MTO) to the County of Renfrew. Those existing signs were grandfathered and allowed to remain within the road allowance.

Since that time, many small advertising signs have been erected within the road allowance, most often being placed on trees and utility poles. There have also been some additional billboard signs installed under the approval of the Public Works and Engineering Department.

Periodically, staff does remove signage that has been placed within the road allowance, particularly in cases where it may create a safety hazard. The enforcement of a zero tolerance approach to private advertising within County Road allowances has been time intensive and the subject of much displeasure among Renfrew County businesses.

Public Works staff receive many inquiries each year from small businesses around the County wishing to advertise their business in a County Road allowance. At this time, they are instructed that no further signage is being permitted within County Road allowances.

Since the implementation of the current Sign Policy, County Road allowances have become wider, as staff continues to purchase property for road widening to meet the County's standard of 26 metre road allowance widths. Annual brushing and periodic tree clearing from the road allowance has created more opportunity to safely place signage near the property lines.

In view of these changes, staff is of the opinion that allowing signage within the County Road allowance under clear guidelines would be a benefit to County businesses and the Public Works and Engineering Department. A fee structure would be developed which would provide a source of revenue to the County.

Attached as Appendix III is a draft copy of the updated County of Renfrew Policy PW-04 Regulating Advertising Signs and Devices within the County Road Allowance for consideration.

4. **Policy PW-19 – Road Rationalization**

Recommendation: THAT the Operations Committee recommends that County Council pass a By-law approving Policy PW-19 Road Rationalization, outlining the criteria for lower-tier municipal roads being integrated into the County of Renfrew Road system.

Background

Policy PW-19 Road Rationalization has been developed based on the Ontario Good Roads Association, February 1998 Road Rationalization Guidelines. Specific requirements that are to be met and are included in the “Terms of Reference” are:

- Consider road condition and compensation throughout the discussion of road transfers. A municipality may upgrade the roadway or provide the estimated amount of money for rehabilitation to the County of Renfrew.
- Pavement must meet or exceed the current County of Renfrew Pavement Condition Index (PCI) of 70 using the Ministry of Transportation Ontario’s SP-024 to determine the deterioration and ride condition to calculate the PCI.
- Road Structure must meet or exceed the current County of Renfrew standard specification as outlined in Policy PW-01 – Roadway Classification and Design. The County of Renfrew may request geotechnical testing from the municipality to confirm roadway structure.
- Involve the local municipalities in the decision-making process by encouraging feedback and comments.

Following the February meeting of Committee, staff provided the draft Policy PW-19 Road Rationalization to the local municipalities for comment for consideration as part of the final Policy for consideration. Staff reviewed the comments received and updated the Policy, attached as Appendix IV, accordingly.

5. **Infrastructure Division**

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

6. **Operations Division**

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

CORPORATE POLICIES AND PROCEDURES				
SECTION: Public Works and Engineering				POLICY #: PW-20
POLICY: Snowmobile Trails Along the County Road Right-of-Way				
DATE: March 2023	REVISION DATE:	REVIEW DATE: March 2028	COVERAGE: All County Roads	PAGE #: 1 of 7

POLICY STATEMENT

The County of Renfrew will consider proposals from Snowmobile Trail User Organizations to locate snowmobile trails along the County's right-of-way (ROW) subject to the following policies and criteria.

DEFINITIONS

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

"County" means the Municipal Corporation of the County of Renfrew.

"County Road" means a highway that falls under the jurisdiction of the County of Renfrew.

"Debris" includes anything that is not natural to the Property.

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

"Right-of-Way" (ROW) means the land occupied by the highway.

"Snowmobile/Motorized Snow Vehicle" means a motorized snow vehicle, within the meaning of the Motorized Snow Vehicles Act, R.S.O. 1990, c.M. 44, as amended.

"Snowmobile Trail User Organization" means Snow Country Snowmobile Region - OFSC District 6.

"Sponsor" means the Ontario Federation of Snowmobile Clubs.

BACKGROUND

All proposed snowmobile trail locations along the County of Renfrew's ROW are subject to the approval of the Director of Public Works and Engineering.

Snowmobile trails will only be permitted along the County's ROW where there is no reasonable alternative location.

Snowmobile trails will be considered on Class III, IV and V highways. Classifications are as follows: Class III – Special Controlled Highway, Class IV – Major Highway, Class V – Minor Highway.

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All snowmobile trails along County of Renfrew’s right-of-way will be subject to an environmental impact screening.

Snowmobile trails will only be permitted beyond roadside ditches as close to the edge of the highway right-of-way (property line) as possible.

The Snowmobile Trail User Organization shall obtain a Sponsor such as the Ontario Federation of Snowmobile Clubs (OFSC), a municipality, conservation authority, or other government ministry/agency.

The Snowmobile Trail User Organization/Sponsor will assume responsibility for all costs associated with the planning, grooming, designing, developing, operating, maintaining and relocating the snowmobile trail.

The Snowmobile Trail User Organization/Sponsor shall obtain an Encroachment Permit and enter into a legal agreement with the County of Renfrew.

The Sponsor shall ensure that the Snowmobile Trail User Organization complies with the terms and conditions of the legal agreement (i.e. costs, fees, renewals, damages, liability, insurance, funding, enforcement, and maintenance).

A 10 (ten) year legal agreement is appropriate unless disputed by one of the parties.

Failure by the Snowmobile Trail User Organization/Sponsor to fulfill the requirements of the Encroachment Permit and associated legal agreement will constitute grounds for revocation of the encroachment permit by the County of Renfrew. The Snowmobile User Organization will be responsible for the removal of the trail and reinstatement of the highway ROW to the satisfaction of the County of Renfrew.

The County of Renfrew will consider its long-term plan for the County Road corridor when a request for a snowmobile trail is proposed. Plans for future up-grading of a highway corridor may preclude a snowmobile trail location along that highway ROW.

The County of Renfrew will endeavour to accommodate an existing snowmobile trail operating under the authority of a County of Renfrew permit should it be affected by future highway improvements or other highway works; the County of Renfrew is not obligated however to do so if other factors make it unfeasible.

The use of the snowmobile trail is restricted to snowmobiles only; all other uses are prohibited.

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The County of Renfrew may assist the Snowmobile Trail User Organization proposing a new snowmobile trail along the ROW by providing technical information and advice to help them to evaluate alternatives and develop mutually acceptable details.

The County of Renfrew’s review of requests for trail crossings of a County Road will be guided by Ministry of Transportation of Ontario Recreational Trail Crossing of Provincial Highways Policy.

PROCEDURE

Requirements of the Snowmobile Trail User Organization Prior to the Review of the Snowmobile Trail Request

Before a decision to proceed with a request for a snowmobile trail along the highway ROW is considered by the County, the Snowmobile Trail User Organization shall address the following to the satisfaction of the County:

1. **Demonstration of Need:** All proposed snowmobile trails shall be supported by a demonstration of the need, provided in writing, with supporting documentation including mapping for the snowmobile trail to be located along the highway ROW. The Snowmobile Trail User Organization shall clearly demonstrate to the County there is a legitimate reason to locate along the highway ROW. Such examples of the demonstration of need could include:
 - 1.1. the proposed snowmobile trail location is supported by a local municipal plan as part of a municipal, regional or provincial snowmobile trail system,
 - 1.2. the proposed location will serve to tie into an existing snowmobile trail system,
 - 1.3. the new snowmobile trail will serve as a connection between two destinations.
2. **Alternative Locations to be considered before allowing Snowmobile Trails along the Highway ROW:** The Snowmobile Trail User Organization/Sponsor shall demonstrate to the County that all possible alternative locations were thoroughly considered and were not feasible. Such alternative locations may include a municipal road, a parallel utility corridor, unopened road allowances, abandoned railway lines, forestry or mining roads or an easement over private lands. Provided there is no suitable alternative location for the proposed snowmobile trail along the highway ROW, consideration may be given to locating the snowmobile trail along the highway ROW provided all County of Renfrew criteria can be met.
3. **Preliminary Environmental Screening:** The Snowmobile Trail User Organization/Sponsor shall demonstrate to the County that the following parties have been notified:

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- Adjacent landowners and businesses,
- Government agencies responsible for environmental protection,
- Indigenous communities that may have Aboriginal and/or treaty rights, or interests, in the area of the proposed snowmobile trail.

4. **Responsibilities of the County and the Snowmobile Trail User Organization:** The County and the Snowmobile Trail User Organization/Sponsor will enter into a legal agreement to outline the responsibilities of the parties as follows:

4.1. **Design and Construction**

The Snowmobile Trail User Organization/Sponsor shall design and construct the snowmobile trail and bridges to standards acceptable to the County of Renfrew and include consideration for potential future development of a multimodal active transportation or recreational trail network.

The snowmobile trail design will consider, but not be limited to, environmental mitigation measures, the impact of headlight glare from snowmobiles with on-coming highway traffic, use of fencing, where appropriate, sight lines, speed limit on snowmobile trails, potential future use by other modes and safety at crossings, intersections, interchanges and bridges.

Trail heads, parking and stopping areas for snowmobiles within the highway ROW shall not be allowed.

The snowmobile trail design shall accommodate all existing utilities, drainage and vegetation requirements within the highway ROW.

The Snowmobile Trail User Organization/Sponsor shall contact all utility companies to verify location of plant/utilities and confirm requirements for working around utilities and will be responsible for all damages to any existing utilities and/or encroachments during the work. The Snowmobile Trail User Organization will be responsible for the timely removal of any material tracked onto the highway as a result of trail construction and use.

4.2. **Maintenance and Operation**

The Snowmobile Trail User Organization/Sponsor shall carry out all maintenance required to standards acceptable to the County to ensure the safe operation and use of the snowmobile trail including without limitation:

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- ensure continued effectiveness of environmental protection measures,
- the removal of debris, garbage, vegetation and snow and snowmobile trail grooming along the highway ROW excluding the roadway and the shoulders,
- installation, removal and maintenance of required trail signs within the highway ROW,
- inspection of bridges (governed by the Public Transportation Highway Improvement Act (PTHIA) regulation 104/97) as required once every 2 calendar years.

The Snowmobile Trail User Organization shall first obtain the County of Renfrew’s permission prior to adding, removing or relocating any portion of the snowmobile trail system along the highway ROW.

In the situation where a snowmobile trail needs to be relocated to accommodate utility work and/or County Road maintenance/highway improvements, the proponent shall be responsible for all costs related to relocating the snowmobile trail.

4.3. Safety

The Snowmobile Trail User Organization/Sponsor shall ensure that all persons using the snowmobile trail are notified that they are to do so in accordance with safe operating practices and procedures, the County of Renfrew’s policies and the requirements of applicable legislation, including but not limited to, the provisions of the Motorized Snow Vehicles Act, as amended.

It will be the responsibility of the Snowmobile Trail User Organization/Sponsor to ensure that the crossing of any public and private entrances to the highway be undertaken in a safe manner.

The Snowmobile Trail User Organization/Sponsor will be responsible for providing any policing necessary to protect the public and adjacent property owners from vandalism and other criminal acts.

4.4. Liability

The Snowmobile Trail User Organization/Sponsor shall accept all legal liability for trails and associated crossings, grade separations and approaches located within the highway ROW.

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4.5. Insurance

The Snowmobile Trail User Organization/Sponsor shall obtain and keep in force a policy or policies of comprehensive general insurance which will respond to claims arising from or attributable to the establishment, operation and use of a snowmobile trail. The Snowmobile Trail User Organization/Sponsor shall, on request, promptly provide a Certificate of Insurance coverage that names the County as additional insured and contains a cross liability endorsement. A minimum coverage of \$5,000,000 is required by County of Renfrew. The Snowmobile Trail User Organization shall provide the County with a certified copy of the insurance policy on an annual basis.

4.6. Environmental Impacts

The Snowmobile Trail User Organization/Sponsor shall plan and design the snowmobile trail to avoid environmental impacts. If avoidance is not possible, the Snowmobile Trail User Organization/Sponsor shall mitigate environmental impacts to the satisfaction of all the applicable government regulatory agencies.

4.7. Access for Maintenance Work

The Snowmobile Trail User Organization/Sponsor shall obtain written approval in the form of an encroachment permit for non-County personnel to undertake work (i.e. installation of a culvert/bridge/structure) on a snowmobile trail along the highway ROW other than annual/periodic maintenance (i.e. grooming, garbage collection).

4.8. Snowmobile Trail Signing

The Snowmobile Trail User Organization/Sponsor shall be responsible for signing and markers on their trail. Signs cannot be placed adjacent to the highway right-of-way without prior written consent of the County. The County of Renfrew may remove and dispose of any signs placed without the required approval.

The Snowmobile Trail User Organization/Sponsor will ensure the snowmobile trail route is properly delineated with trail blazers (way finders) and safety signs so snowmobiles remain along groomed routes and are able to operate in a safe manner.

The Snowmobile User Organization/Sponsor shall erect signs at the appropriate locations indicating the trail shall be used by snowmobiles only; no other uses shall be permitted.

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4.9. Accommodation of Emergency Vehicles

The Snowmobile Trail User Organization/Sponsor shall submit an emergency management plan to the County indicating how snowmobile accidents along the trail would be handled.

4.10. Snowmobile Trail Retirement or Abandonment

The Snowmobile Trail User Organization/Sponsor shall be responsible for the retirement and abandonment of the snowmobile trail. The work required to retire a snowmobile trail shall include appropriate measures to prevent the further use of the site as a snowmobile trail (i.e. removal of culverts/bridges/structures). Any built infrastructure shall be removed by the proponent upon retirement of the trail unless otherwise agreed upon by the County of Renfrew.

The Snowmobile Trail User Organization shall return the landscape to its original condition or other condition acceptable to the County upon the retirement or abandonment of the snowmobile trail.

4.11. County of Renfrew Contracts

All construction/maintenance work on a trail that is within the limits of an active County of Renfrew Contract requires co-ordination of the work with the County and/or the County’s contractor prior to any work commencing.

4.12. Handling of Complaints

The Snowmobile Trail User Organization/Sponsor will be responsible for the handling of any complaints received by the County related to the use of the snowmobile trail.

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO AMEND CORPORATE POLICY PW-04 REGULATING ADVERTISING SIGNS AND DEVICES WITHIN THE COUNTY ROAD ALLOWANCE WITHIN THE JURISDICTION OF THE CORPORATION OF THE COUNTY OF RENFREW

WHEREAS authority is given to the County of Renfrew, hereinafter referred to as the Corporation, being a municipality authorized by Section 11(3) of the Municipal Act. S.O. 2001, c. 25, as amended, may pass by-laws regarding highways under the jurisdiction of the Corporation;

AND WHEREAS the Corporation desires to amend Corporate Policy PW-04 Regulating Advertising Signs and Devices within the County Road Allowance within the jurisdiction of the Corporation.

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

1. THAT Policy PW-04 Regulating Advertising Signs and Devices within the County Road Allowance, as outlined in Schedule "I" attached to and made part of this By-law, shall form part of the Public Works and Engineering Department Policies and Procedures of the Corporation of the County of Renfrew.
2. THAT this By-law shall not be interpreted to contradict or violate any statute or regulation of the Province of Ontario.
3. THAT By-law No. 56-01 is hereby rescinded.
4. THAT this By-law shall come into force and take effect immediately upon the passing thereof.

READ a first time this 29th day of March 2023.

READ a second time this 29th day of March 2023.

READ a third time and finally passed this 29th day of March 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

Corporate Policies & Procedures			
SECTION: Public Works & Engineering		POLICY #: PW-04	
POLICY: Signage			
DATE: Nov. 2001	REV. DATE:	COVERAGE: All County Roads	PAGE #: 1 of 10

POLICY STATEMENT:

No person shall place, erect, display, use or alter a sign on a road allowance or visible from a road allowance for a distance of up to 400 m except in accordance with this policy.

DEFINITIONS:

The following terms shall for the purpose of this By-law have the meanings stated below:

1. Alterations are changes to the structure of the sign and includes repairs or replacement of the primary components of the structure. Changing the sign message does not constitute an alteration for the purposes of this policy or by-law.
2. Classification is the categorization of signs according to their location and the need for a permit. In general, the placement and need for a permit is defined as follows:

	Allowed in ROW	Permit Required
Class I	Yes	No
Class II	Yes	Yes
Class III	No	No
Class IV	No	Yes

3. Class I signs are those required for roadway operation and user assistance. They are usually erected by the road authority or other governmental authorities. They include directional, property address, street name and traffic signs.
4. Class II signs are those signs, which are community-oriented signs. They are generally erected by or with the assistance of the road authority within the right of way subject to the issuance of a permit.

Class II signs include commemorative tablets, public service club trees, special/community event signage of short duration such as banners, etc. and tourism-oriented destination signage. In resort areas some field advertising signs may fall into this category where there is no location available to place the sign on private land.

5. Class III signs are those signs, which are generally of a private advertising nature and are not allowed within the right of way. Provided the signs comply with the provision of this policy, they may be erected without a permit from the County. The requirements for such signs may be regulated by the local municipalities if they so desire, within the overall requirements of this policy.

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6. Class IV signs are those of such a size and nature that they may have a significant impact to safe roadway operations if improperly placed or constructed. Roadside billboard style signs generally fall into this category.
7. County Engineer means the officer of the corporation duly appointed in accordance with Section 46(1) of the Public Transportation and Highway Improvement Act.
8. County, County Council, Road Authority shall mean the Corporation of the County of Renfrew.
9. Erect means attach, display, alter, build, construct, reconstruct, enlarge or move but does not include any change in the message displayed on the sign or any act performed in the maintenance of the sign.
10. Maintain means to permit a sign or sign structure to continue, or to refurbish a sign or sign structure.
11. Portable sign or relocatable sign means a sign that is intended to be used for advertising purposes and designed to be readily moved from one location to another. Such signs do not have any fixed foundation. Typically such signs fall into the Class III category.
12. Resort areas are areas of the County of Renfrew in which tourism-oriented business is a significant component of the economic activity. County roads in resort areas are as specified in Appendix "A" attached hereto.
13. Sign means any identification, description, illustration or device illuminated or non-illuminated including any supporting structure that is visible from any public place or located on private property and exposed to the public, which directs attention to a product, service, place, activity, person, institution, business or solicitation.

Without limiting the generality of the foregoing, a sign includes any banner, pennant, placard or temporary sign designed to advertise, identify or convey information or any portable or relocatable sign but sign does not include window displays and flags or emblems of patriotic, civic, educational, religious organizations or private clubs.

PROCEDURE:

1.0 Sign Placement

- 1.1 No sign shall be erected in such a way that it interferes with the safe movement of traffic onto, along, or off of the County roadway.

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- 1.2 No sign shall be placed in such a way that it interferes with the maintenance of the County roadway and road allowance.
- 1.3 Except as provided for elsewhere in this document, no Class III or IV sign or portion thereof oriented generally perpendicular to the roadway shall be placed within one (1.0) metre of the edge of a county road allowance.
- 1.4 The placement of tourism-oriented destination signage shall be determined by the County Engineer.
- 1.5 Class III signs may be erected at the edge of the right of way provided they are oriented parallel to the right of way.
- 1.6 Class III or IV field advertising signs where permitted by the local municipal by-laws shall conform to the more stringent conditions in the event of a contradiction between the local municipal requirements and those of this policy.
- 1.7 Class II field advertising signs in resort areas may be permitted in the right of way if there is no suitable location on private land within reasonable proximity of the intended location. Roads in resort areas are as defined in Appendix "A" attached hereto.
- 1.8 No Class II or IV field advertising sign where permitted, shall be erected closer to an intersection or major change in roadway alignment than specified below.

Posted Speed (kph)	Distance (metres)
50	65
60	85
70	110
80	135

- 1.9 Spacing between Class II or IV field advertising signs shall conform to the following.

Posted Speed (kph)	Distance (metres)
50	130
60	170
70	220
80	270

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2.0 Design and Construction

- 2.1 The size of signs shall conform to the requirements of the local municipality in which they are situate and/or any act or statute, which may apply.
- 2.2 Foundations of signs shall be designed and constructed to support the sign including uplift and overturning forces. Temporary and relocatable signs shall be firmly affixed to the ground for the duration of their placement at any location.
- 2.3 Supporting structures shall be designed in accordance with Part 4 of the Ontario Building Code except as provided herein. In particular supporting structures shall be capable of resisting the 1:10 year hourly wind pressures. Signs having a surface area greater than 6.0 m shall be designed by a licensed professional engineer competent to undertake such work.
- 2.4 Class III signs may be erected at the limit of the right of way provided they are oriented parallel to the right of way. Such signs may be attached to trees and fence lines provided their size does not exceed 1.5 square metres.
- 2.5 Signs may be illuminated with the permission of the County Engineer in the form of a sign permit. The illumination shall be designed so as to illuminate only the sign and avoid the blinding of drivers. In general the use of spotlights and floodlights will not be permitted.
- 2.6 Signs containing moving, swinging, revolving or flashing components will not be permitted.

3.0 Sign Permit

- 3.1 All persons seeking a permit shall submit a written application (as attached hereto) in the form specified in Schedule II to By-Law, for such permit to the County of Renfrew Public Works Department together with:
 - a) plans of the sign or signs to be erected depicting:
 - (i) the dimensions and height of the sign; and
 - (ii) the colours used on the sign; and
 - (iii) the message or wording displayed; and
 - (iv) the method and extent of illumination of the sign; and
 - (v) the structure upon which the sign is to be affixed and the method by which the sign is to be affixed to such structure or the mobile conveyance, which is to support a portable sign.

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- b) a plan depicting:
 - (i) the shape and dimensions of the lands on which the sign is to be erected;
 - (ii) the location of the sign relative to the property line and any buildings or structures situated on said lands;
 - (iii) the position, height and dimensions of all existing signs on the said premises and the proposed sign.
 - c) an agreement executed by the applicant, by the owner of the sign and by the owner of the lands on which the sign will be situated stating that all such persons shall hold harmless and indemnify the Corporation of the County of Renfrew from any and all claims arising from negligence in or nuisance caused by the erection or maintenance of the sign;
 - d) the applicable fee as set out in the by-law. The fees apply to one face of a sign only.
- 3.2 Where a proposed sign conforms in all respects with the provisions of this By-law, the Ontario Building Code and all other applicable By-laws and legislation, the County Engineer shall issue a permit in a form as set out in Schedule II to the By-Law.
- Note: The sign message shall be in good taste. Permits may be withheld by the County Engineer where the proposed sign is deemed to be offensive.
- 3.3 An annual permit fee, if applicable, as set out in the by-law, shall be effective for one year from the date of issuance. The fee applies to one sign face only. The annual permit shall become renewable on the anniversary of the issuance of the permit.
- 3.4 If, upon inspection, it is apparent that a person:
- a) has erected, displayed or used a sign without first having obtained a permit to do so; or
 - b) has erected, displayed or used a sign that does not conform in all respects with the application and supporting material furnished in order to obtain a permit for the sign; or
 - c) has erected, displayed or used a sign that constitutes a danger to the public or that interferes with vehicular traffic; or

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- d) has erected, displayed or used a sign that fails to conform to the provisions of this policy, the Ontario Building Code and all other applicable By-laws and legislation,

the County Engineer may:

- (i) require such person to make such alterations to the sign or to it's supporting structure as are required to bring the sign into conformity with the sign application, applicable By-laws and applicable legislation; or
- (ii) give written notice to such person requiring such person to remove such sign within a period of ten (10) business days; or
- (iii) authorize the sign to be dismantled and removed at such person's expense.

The cost of such removal may be recovered by action as a debt or may be collected in the same manner as municipal taxes on real property.

- 3.5 Where the County Engineer believes the sign for which a permit is being applied is sufficiently unique that some or all of the provisions of this policy don't apply, the County Engineer may waive the requirements as he deems appropriate.

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APPENDIX "A"
COUNTY ROADS IN RESORT AREAS

County Road	Name	Description
58	Round Lake Road	Highway 17 to Highway 60
62	Combermere Road	County Boundary to Highway 60
64	Opeongo Roads S.	Highway 41 to County Road 512
65	Centennial Lake Road	County Road 508 to County Road 71
66	Opeongo Road N/ Wilno Road S	County Road 512 to Highway 60
67	Simpson Pit Road	Highway 60 to County Road 58
68	Rockingham Road	County Road 515 to County Road 66
69	Siberia Road	County Boundary to Highway 60
70	Ruby Road	County Road 512 to Golden Lake Indian Reserve
71	Matawatchan Road	Highway 41 to County Road 65
508	Calabogie Road	Highway 17 to County Road 65
511	Lanark Road	County Boundary to County Road 508
512	Brudenell, Foymount Roads	Highway 41 to Highway 60
514	Schutt Road	Highway 28 to County Road 515

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County Road	Name	Description
515	Palmer, Quadeville Road	County Road 62 to County Road 512
517	Dafoe Road	County Boundary to County Road 62
635	Swisha Road	Highway 17 to Provincial Boundary

SCHEDULE III

SIGN PERMIT FEES

The sign permit fees are set out in the current By-law “To Establish and Require Payment of User Fees and Charges”.

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POLICY STATEMENT:

No person shall place, erect, display, use or alter a sign on a road allowance or visible from a road allowance for a distance of 400 metres except of a County Road allowance, except in accordance with this policy.

BACKGROUND:

No sign shall be erected or changed within or adjacent to the County of Renfrew (County) road allowance by any person, or entity, without meeting the requirements of this Policy. The County's legal authority to regulate signage upon or adjacent to a County Road derives from Sections 34 and 38 of the Public Transportation and Highway Improvement Act (PTHIA), as amended.

Where a sign for a home occupation, commercial business, shopping centre or other sign is located on private property, a permit will not be required from the County of Renfrew. Signage located on private property shall be subject to the Policies and Procedures of the local Municipality in which the property is situated.

PROCEDURES**1.0 Sign Permit Applications and Requirements**

Sign classifications, and permit requirements, are defined in Appendix A of this Policy.

1.1 Permit Required for New Sign

Where a sign is proposed within a County Road allowance, and is not defined as a 'Temporary Sign' under this Policy, the proponent must first obtain a sign permit through the County of Renfrew Public Works and Engineering Department and pay the applicable fee. All signage placed within a County Road allowance must be completed in accordance with the terms and conditions of the permit. The County of Renfrew retains the right to cancel a permit at any time.

Multiple Applications

No one advertiser/sign operator can hold more than two permits per every five consecutive sites, per County Road.

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1.2 Permit Required for Sign Alteration

Where a major alteration (change in size or location) of a sign is proposed, the applicant shall submit a completed application form indicating the proposed changes. When necessary, as determined by the County, the applicant must submit a detailed sketch and letter.

When a sign that is to be altered or replaced is covered by a permit, the number of the current permit must be shown on the application form.

When an application to alter or replace a sign has been approved, any existing permit shall be cancelled, and a new permit issued. An application to alter or replace a sign may be approved or refused at the discretion of the County. If a sign is changed in a manner that changes the classification, etc. to a different classification or to a size, etc. that requires payment of a fee or of a higher fee, the difference between the previous amount paid and the fee for the new permit shall be payable before a permit is issued.

An application to change a sign already erected may be approved or refused at the discretion of the County. Any change must meet the current requirements of the County.

1.3 Permit Fees

The County may prescribe a fee to be paid for any permit issued under the provisions of the PTHIA.

Where the fee for a permit is based on the area of the sign, it shall be the actual physical area of all sign faces that are visible from the highway. Permit fees, including renewals, shall be in accordance with the annual schedule of fees.

1.3.1 Dual Sided Signs

Where a sign conveys a message, identifies a business/property, or advertises a business, product, real estate, or service on more than one side, each side of the sign shall be counted as one sign for the purpose of this Policy. Cylindrical and spherical shaped signs shall be counted as two signs when visible from two or more directions.

Official signs on the right-of-way of a highway shall only be counted as one sign, regardless of whether the message is on one or both sides.

1.4 Permit Renewal and Expiry

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When a permit issued for a sign installation is subject to annual renewal, the expiry date shall be the last day of the calendar year to which the permit pertains.

1.4.1 Sign Permit Renewal Notice

A notice for sign permit renewal will be mailed or emailed from the County of Renfrew to the sign owner(s) using the contact information provided on the initial Permit Application.

1.5 Signage Installed without a Permit

Where a sign has been installed within a County Road allowance without first securing a permit, the County of Renfrew will review the location to determine its suitability for a sign in accordance with this Policy. If the sign location otherwise meets the requirements in the Policy, the sign owner will be instructed to apply for a permit and submit the required fee within 10 business days or remove the sign.

If the sign location does not meet the requirements of the Policy, the owner of the sign will be instructed to remove the sign within 10 business days.

Where a sign owner does not comply with the instructions provided within the given time frame, the County of Renfrew Public Works staff will remove the sign and store it at the nearest Patrol Yard for an additional 10 business days, after which the sign will be disposed of. The sign owner will be invoiced for the time and material required to remove the sign.

2.0 General Restrictions

The following restrictions regarding signs shall apply within the County Road allowance.

2.1 Approval

Each sign placed, erected, maintained, or altered within a County Road allowance shall be subject to the approval of the County.

2.2 Permit before Sign Placement

Installation of a sign within a County Road allowance must not begin unless a permit has been issued by the County. Failure to adhere to the conditions of a sign permit may result in cancellation of the permit and removal of the associated signage.

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2.3 Sign Placement Timeframe

When a sign permit has been issued, the sign(s) to which the permit applies must be placed or erected within six (6) months of the date of issue of the permit, otherwise the permit shall be void and cancelled. When a permit is cancelled in accordance with this procedure, the fee shall not be refunded.

2.4 Location of Signs

A sign placed within a County Road allowance, must not be:

- affixed to, or mounted upon a tree, public utility pole, guide rail, or utility standard,
- painted or pasted upon rock, surface, or other signboard or structure except if approved by the County,
- placed in, or allowed to overhang, a daylighting area, or
- placed in a position in which the sign, or any part thereof, overhangs the travelled portion of the highway.

The owner of each sign attached to, or forming part of, an awning, canopy, marquee or other structure that overhangs the right-of-way of a County Road shall be responsible for any damage that may be caused thereby or result thereupon the sign(s).

2.5 Sign Structure

Each sign (other than temporary signs or portable signs) shall be of permanent construction and shall be fixed in a permanent location. The foundation or base of a sign shall be part of the sign for the purposes of this Policy but shall not be included in the measurement when determining the area of a sign.

2.6 Satisfactory Condition of Signs

Each sign placed or retained in a County Road allowance must be kept in good condition. When the County considers the condition of a sign to be unsatisfactory, the owner shall be notified in writing and advised to improve or remove the sign within a specified time period.

2.7 Lighting

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Lighting on or around signs shall be subject to the approval of the County. A sign may be luminous, or illuminated, provided the lighting:

- does not cause direct or indirect glare that may interfere with traffic safety, and
- is not to be used to illuminate a building, sign, structure, or premises etc. either directly or indirectly, in a manner that causes direct or indirect glare that may interfere with traffic safety.

2.8 Prohibited Items

The following shall be prohibited:

- A message or language which promotes violence, hatred, or contempt against any identifiable group. An “identifiable group” may be any members of the public distinguished by colour, race, ancestry, religion, ethnic origin, sexual orientation, or disability.
- Flashing lights or intermittent or activated lighting of any kind, including searchlights which are used solely as a means of attracting attention.
- The use of a sign or other device that purports to be, is an imitation of, or resembles an official traffic sign, signal, or other traffic regulating device.
- Use of certain words, phrases, symbols - relating to directions.
- A sign may carry directions for reaching an establishment providing such directions, in the opinion of the Delegated Authority, do not interfere with the normal flow of traffic or create a traffic hazard.
- Indications of distance, other than on an official sign, to a city, town, township, or village. However, a sign may indicate the distance to a place of business provided the distance shown is reasonably accurate.
- Interference with the view of business establishments or other signs. A permit must not be issued for a sign that would interfere with or block the view of either a commercial establishment or a sign already approved by the County, when the sign or commercial establishment is owned or operated by a person other than the applicant for the permit. The decision in these cases shall be made by the County.
- Removal, cutting, or trimming of trees and shrubs located within the right-of-way of a County Road for the sole purpose of improving the view of a sign or other advertising matter. However, brush may be cleared subject to the approval of the County in accordance with an approved Road Occupancy Permit application.

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2.9 Enforcement

The placing of a sign which contravenes this Policy or contravenes the conditions of a permit for that sign, may result in the prosecution of the owner, and/or in the cancellation of the permit.

When, in the opinion of the County, the use of lights, lighting, advertising devices, the design, or location of a sign may create a traffic hazard, or endangers the public, the County shall notify the appropriate police authority.

3.0 Temporary Signs

Temporary signs shall be subject to the approval of the County. The general restrictions regarding signs shall apply to each temporary sign. The location of temporary signs shall be restricted as specified in this Policy. Each request for temporary sign(s) must state the maximum number of signs the applicant proposes to place.

A Road Occupancy Permit, meeting the requirements of Policy PW-10 – Road Occupancy Permits, shall be required for certain types of temporary signs as specified herein. A fee shall not be required for a Road Occupancy Permit. Only one (1) Road Occupancy Permit shall be required to cover all temporary signs placed by one (1) person or organization to advertise one (1) event etc. Each Road Occupancy Permit shall stipulate the maximum number of temporary signs which may be placed under the conditions of that Permit.

Approval may be Withdrawn if Sign Placed in Contravention of Instructions

A Permit for temporary signs may be cancelled if the person or organization to whom the approval was issued (or their agent) places a sign(s) in a manner that is contrary to the conditions approved by the County.

3.1 Types of Temporary Signs

Temporary signs may include:

- Agricultural society signs, Plowmen’s Association signs, plowing match, exhibition and fall fair signs, and the signs placed by recognized organizations of a similar nature to advertise a particular event. Certain approved signs may be placed by the County to direct persons to temporary events, e.g., a plowing match, etc.
- Signs of recognized service clubs and religious and charitable organizations

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and of other recognized public service organizations, where signs are placed to advertise a particular event.

- Private auction sale signs.
- Election signs, Canadian Forces Convoy Route markers, snowmobile crossing signs, real estate/development signs, and mobile signs.

3.2 Temporary Sign Restrictions

A temporary sign shall not:

- Exceed 3.0m² (32 sq. ft.) in size.
- Be affixed to another sign or to a guide rail or other highway facility or structure.
- Be placed where it may interfere with an official sign, traffic signal or safety device.
- Be in place for longer than a four-week period.
- Remain in place more than three days after the event has concluded;
- Exceed one sign facing in each direction of travel on any 2.0 km section of a County Road.
- Be further than 8.0 km from the site of the event being advertised.
- Be located on the left-hand side facing motorists.

3.3 Election Signs

Election signs up to 0.7m² (8 sq. ft.) in size may be placed within a County Road allowance provided they are placed a minimum of 4m (12 ft.) from edge of pavement. Signs over 0.7m² (8 sq. ft.) and up to 3.7m² (40 sq. ft.) must be placed at the outer limit of the County's right-of-way.

An election sign must not be affixed to a permanent sign, an official sign, or to the guide rail or other highway structure/facility. It must not be placed where it may interfere with visibility of an official sign, traffic signal, or other safety device.

Portable read-o-graph sign trailers are prohibited on the right-of-way of a County Road.

Permits or Letters of Approval for any election signs erected under this Policy are not required.

Candidate committees or workers shall be allowed three (3) working days after

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election day to remove candidate advertising (election signs) from the County Road allowance.

Signs not retrieved by this time will be picked up by County staff and stored in a safe place (patrol yard, etc.) for a period of two (2) weeks. After this time they will be disposed of.

4.0 Billboard Signs

A billboard sign is a sign which contains a message that is not related to the property where the sign is located.

Billboard signs shall be permitted within County Road allowance only where the right-of-way is wide enough to permit it as determined by the County of Renfrew Department of Public Works and Engineering.

4.1 Billboard Requirements in Rural Areas

A billboard sign located within the County Road allowance of a rural area shall not:

- exceed 8 m (25 ft.) in height above the ground;
- exceed 11.9 m² (128 sq. ft.) in area;
- be placed in, or be allowed to overhang, a daylighting area;
- be placed within 300 m of another billboard sign per direction, provided there are no left hand billboard signs facing the motorist;
- be affixed to or mounted upon or be made to form part of a fence;
- be placed within 75 m of the limit of a road, street, or railway that intersects a highway at grade;
- be placed adjacent to a curve where the radius is less than 1165 m radius (1.0 degree 30 minutes);
- be located on County Road allowance where the billboard sign is visible to an adjacent residential dwelling unit;
- as a blank poster panel, advertise “for rent” or contain the name/number of the advertiser/sign operator in lieu of an advertisement on County road allowance for more than six months;
- contravene federal/provincial legislation; or
- advertise restricted products (e.g. tobacco).

4.2 Billboard Requirements in a Built-Up or Urban Area

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A billboard sign located within the County Road allowance of a built-up or urban area shall not:

- exceed 8 m (25 ft.) in height above the ground;
- exceed 11.9 m² (128 sq. ft.) in area;
- be placed in, or be allowed to overhang, a daylighting area;
- be placed within 75 m of another billboard sign per direction, provided there are no left hand billboard signs facing the motorist;
- be placed within 50 m of the limit of a road, street, or railway that intersects a highway at grade;
- contravene federal/provincial legislation; or
- advertise restricted products (e.g. tobacco).

4.3 Billboard Sign Location and Placement

4.3.1 Placement Related to Direction of Travel of Vehicles

In situations where billboard signs have been placed to be viewed on the left hand side of the highway, no additional billboard signs will be permitted within the spacing requirements on the opposite side of the roadway.

4.3.2 Angle in Relation to Highway

The angle of a billboard sign, as it relates to the centreline of a highway, shall be equal to or greater than 45 degrees, whether or not the sign is affixed to a building. That is, if the plane forming the face of the sign was extended in a straight line to intersect the centreline of the highway, the angle formed would be at a minimum of 45 degrees.

4.3.3 Setback Distances

All billboard signs shall be placed as near to the property line as possible, but in no case closer to the edge of the shoulder of a roadway than 4.0 metres.

4.4 Altering Billboard Messaging

The message on a billboard for which a permit has been issued may be changed from time to time (poster panels). A new permit is only required when the size or setback has been changed.

5.0 Location Signs

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Location signs are signs located along the property frontage of a place where the goods and services advertised are available on the property.

Location signs should be placed on private property whenever the right of way widths and sightlines allow it. If the sign would be obscured due to brush and other obstructions, then a sign may be placed within a County Road allowance under a permit from the County meeting the requirements of this Policy.

Appendix A – Sign Classifications

Type of Sign	Permit Required	Fee Required
Roadway/Information	No	No
Temporary Signs	Yes	No
Location Signs	Yes	Yes
Billboard Signs	Yes	Yes

Fee Schedule

Refer to “By-law to Establish and Require Payment of User Fees and Charges” for fee information.

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW TO ESTABLISH POLICY PW-19 – ROAD RATIONALIZATION WITHIN THE
JURISDICTION OF THE CORPORATION OF THE COUNTY OF RENFREW**

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

AND WHEREAS the Corporation desires to implement a Policy regarding the road rationalization within the jurisdiction of the Corporation.

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

1. THAT Public Works and Engineering Department Policy PW-19 Road Rationalization, as outlined in Schedule 'I' attached to and made part of this By-law, shall form part of the Public Works and Engineering Department Policies and Procedures of the Corporation of the County of Renfrew.
2. THAT this By-law shall not be interpreted to contradict or violate any statute or regulation of the Province of Ontario.
3. THAT this By-law shall come into force and take effect immediately upon the passing thereof.

READ a first time this 29th day of March 2023.

READ a second time this 29th day of March 2023.

READ a third time and finally passed this 29th day of March 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

CORPORATE POLICIES AND PROCEDURES				
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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.

When first established the “Kings Highway System” provided a major inter-centre connector. The County Road system provides this same service on a reduced scale, connecting smaller centres of population and providing a “farm to market” road link. The local road acts as the final link in the system providing access to the abutting properties. These roles have changed very little over time. However, in many areas of the province significant changes in settlement patterns, population and employment have left some areas with designation of roads that is no longer appropriate.

The efficient and effective delivery of road services is a priority of municipal customers (the road user and taxpayer). One step in demonstrating accountability is in rationalizing road jurisdiction between a county and local municipalities. This rationalization policy will ensure that local roads serve primarily a local function and County roads serve a through traffic function. Another benefit to the transferring of roads is that County Road that is a low priority to the upper tier, once transferred, may become a high priority for the local municipality and see significant improvements over time.

The road rationalizing method as shown in this Policy permits a review of the road system within the County. The outcome of the review is a determination of the appropriate jurisdiction of a road or road section. Likewise a high-volume local road carrying primarily through traffic may receive higher levels of service than the local municipality was able to provide.

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

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

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POLICY CONTENT

PRINCIPLES OF ROAD RATIONALIZATION

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

TERMS OF REFERENCE

- Evaluating criteria as outlined in the Application Guidelines.
- The request for Road Rationalization must be made as a Resolution of the lower tier municipality to the County of Renfrew to begin the process.
- The review will focus on the efficient and effective delivery of all road services within the County of Renfrew.
- Transfer roads to the local municipalities which serve primarily a local function.
- Transfer roads to the County of Renfrew which primarily serve a through traffic function.
- Consider road condition and compensation throughout the discussion of road transfers. A municipality may upgrade the roadway or provide the estimated amount of money for rehabilitation to the County of Renfrew.
- Pavement must meet or exceed the current County of Renfrew Pavement Condition Index (PCI) of 70 using the Ministry of Transportation of Ontario’s SP-024 to determine the deterioration and ride condition to calculate the PCI.
- Road Structure must meet or exceed the current County of Renfrew standard specification as outlined in Policy PW-01, Roadway Classification and Design. The County of Renfrew may request geotechnical testing from the municipality to confirm roadway structure.

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- Involve the local municipalities in the decision-making process by encouraging feedback and comments.

METHODOLOGY

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

- Review the criteria as shown in CRITERION AND THE WEIGHTS APPLIED and modify to meet specific municipal requirements.
- Apply the criteria to all existing County of Renfrew roads and roads identified by the local municipalities as candidates for upper tier road classification.
- Weight the criteria as shown in this document.
- Determine “cut-off” weight for inclusion of individual road sections in the County system.
- Determine the needs to be addressed (i.e. surface condition) prior to the transfer of roads to the local municipality or the acceptance of roads by the county.
- Determine impact on local municipalities as well as County of Renfrew.
- Present findings to Operations Committee and County Council.

CRITERIA AND THE WEIGHTS APPLIED

Criterion 1 Urban Center Connector

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

Weighting Applied = 3

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Criterion 2 Kings Highway/Upper Tier Connector

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

Weighting Applied = 2

Criterion 3 Heavy Industry Service

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

Weighting Applied = 2

Criterion 4 Barrier Service

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

Weighting Applied = 1

Criterion 5 Resort Criterion

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

Weighting Applied = 1

Criterion 6 Urban Cell Service

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

Weighting Applied = 0

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Criterion 7 Urban Arterial Extension

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

Weighting Applied = 3

Criterion 8 Rural Cell Service

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

Weighting Applied = 0

Criterion 9 Traffic Speed

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

Weighting Applied = 1

Criterion 10 Road Surface

Provide service on roads with an asphalt surface.

Weighting Applied = 0.5

Criterion 11 Traffic Volume

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

Weighting Applied = 0.5

Criterion 12 Road Right of Way

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

Weighting Applied = 1

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APPLICATION PROCEDURE

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

Criterion 1 Urban Centre Connector

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

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

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

Criterion 2 Kings Highway/Upper Tier Road Connector

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

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

Criterion 3 Heavy Industry Service

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

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

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

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

CORPORATE POLICIES AND PROCEDURES				
SECTION: Public Works and Engineering				POLICY #: PW-19
POLICY: Road Rationalization				
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Criterion 4 Barrier Service

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

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

Criterion 5 Resort Criterion

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

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

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

Criterion 6 Urban Cell Service

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

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

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

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

CORPORATE POLICIES AND PROCEDURES
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SECTION: Public Works and Engineering	POLICY #: PW-19
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POLICY: Road Rationalization
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Criterion 7 Urban Arterial Extension

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

Criterion 8 Rural Cell Service

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

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

Population Density	Additional service Required when spacing of roads is greater than
--------------------	--

less than 1 person/km ²	no additional service
1 person/ km ²	25 km
between 1 and 4 persons/km ²	20 km
between 4 and 8 persons/km ²	15 km
between 8 and 16 persons/km ²	10 km
greater than 16 persons/km ²	6 km

Criterion 9 Traffic Speeds

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

Criterion 10 Road Surfaces

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

CORPORATE POLICIES AND PROCEDURES				
SECTION: Public Works and Engineering				POLICY #: PW-19
POLICY: Road Rationalization				
DATE: March 2023	REV. DATE:	REVIEW DATE: March 2028	COVERAGE: All County Roads	PAGE #: 9 of 9

Criterion 11 Traffic Volumes

This criterion was intended to identify roads with current traffic volumes greater than 1,000 vehicles per day.

Criterion 12 Road Right of Way

The intent of this criterion is to identify roads with a right of way width of 20.1 metres (66 feet). It is appropriate to be considered for an upper tier road designation that the road have at least a standard right of way.

Apply each of the criteria in this section to the existing upper tier road system and to local roads identified by each municipality as a provider of through traffic service. Criterion 6 and 8 are not included in the original application of criteria but could be used as a rationale for including additional roads or road sections to complete the road network. C The reasoning behind excluding this criterion in the original application is due to the good condition of most local roads and the fact the majority of population has access to a motor vehicle or alternate transportation services (i.e. transit).

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

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

INFRASTRUCTURE DIVISION REPORT

Prepared By: Taylor Hanrath, Manager of Infrastructure

Prepared for: Operations Committee

March 7, 2023

INFORMATION

1. County Road 635 (Swisha Road) Culvert Supply

The Public Works and Engineering Department issued a Request for Proposal (RFP) for a 50m long, 1200mm interior diameter, culvert meeting one of two options: CSP Culvert (Aluminized or Polymer Coated), or HDPE/Plastic Culvert to 20 companies. Proposals were received until 2:00 p.m., February 2, 2023; and the results were as follows:

	CSP Aluminized	CSP Polymer	HDPE/Plastic
1. Armtec Inc., Cambridge, ON	\$29,022.50	\$42,470.00	N/A
2. Atlantic Industries Ltd., Ayr, ON	30,064.00	64,214.00	N/A
3. Devron Sales Ltd., Welland, ON	37,323.00	79,617.00	\$26,517.50
4. Iconix Waterworks, Gloucester, ON	68,787.50	N/A	28,700.80
5. Emco Waterworks, Ottawa, ON	N/A	N/A	32,452.10

All amounts exclude applicable taxes

The drainage system being replaced with this culvert is located on County Road 635 (Swisha Road), 0.2km north of Highway 17, in the Town of Laurentian Hills. The existing drainage system is unique in that a catch basin is present on the inlet side with a culvert outlet that is approximately 16m below the elevation of the centerline. The drainage system began showing signs of failure in 2020, and was originally planned for replacement in 2021. Given the unique nature of the drainage crossing, a Design-Build RFP was issued for the replacement or rehabilitation of the drainage crossing to allow for potential unique or creative solutions to be proposed from the market.

Unfortunately, only a single submission was received in 2021 at a proposed cost of \$769,990 and, though the solution was considered innovative, this cost far exceeded budget and expected costs. Public Works and Engineering staff have deliberated over the potential requirements and scope to replace this drainage crossing and have developed a plan to do so, which is generally laid out below:

- Maintain a single alternating lane of traffic,
- Excavate to elevation of manhole inlet and install cross culvert at that elevation (in stages),
- Install erosion protection down slope from outlet of new cross-culvert,
- Abandon and grout existing drainage crossing.

The new cross-culvert would still have a significant amount of cover over it (approximately 10m) which had to be taken into consideration when recommending the

option to be selected above. The RFP document required that suppliers include in their submission the maximum design cover of the product included in their proposal. The HDPE/Plastic Option proposals do not allow for the required cover at this location. Additional consideration must be given to design life when reviewing the CSP options proposed – an aluminized CSP has an anticipated design life of 25 – 30 years; while a polymer coated CSP has an anticipated design life of 75 – 100 years. Given the complexity and cost of replacing a culvert with this much cover, it was recommended to move forward with a polymer coated CSP culvert at this location. Given this, the supply of a Polymer Coated CSP from Armtec Inc., Cambridge, Ontario, in the amount of \$42,470 plus HST, was considered the best combination of all factors.

Procurement of the services included in this RFP followed the requirements set out in Corporate Policy GA-01 – Procurement of Goods and Services. In accordance with the Policy, purchases resulting from Request for Proposals with results less than \$50,000 require approval from the Director. As such, this Contract was awarded under the signing authority of the Director of Public Works and Engineering.

The construction for this project will be undertaken by the County's Day Labour Construction staff.

2. **B044 (Douglas Bridge) Construction Traffic Management**

The County of Renfrew has budgeted for the rehabilitation of County Structure B044 (Douglas Bridge) in 2023. Douglas Bridge is located on County Road 5 (Stone Road), 0.2km south of Highway 60, in the Township of Admaston/Bromley. The design for the rehabilitation is nearing completion and the Consultant had identified the most cost effective means of traffic management during construction as full closure of the bridge with a 15.7km detour. However, upon consultation with the Township of Admaston/Bromley Public Works staff, they have identified that this should be reconsidered, as a detour would have a significant impact on the response time of their Fire Department to any fires south of the bridge. As such, County staff have worked with the Design Consultant in order to review the perceivable options for traffic management at Douglas Bridge during construction and summarize them as follows:

Option 1 – Full Closure, with detour

- Estimated cost of \$700,000 plus HST,
- Shorter construction duration by 6 – 10 weeks,
- Requires 15.7km detour, which impacts all traffic, but most significantly the local Fire Department, truck traffic accessing Highway 60 (there is a nearby quarry), and the local Mennonite community.

Option 2 – Staged Construction, with no detour

- Estimated cost of \$1,200,000 plus HST,
- Highest cost, as requires:

- Full signalization of nearby intersection of County Road 5 (Stone Road) with County Road 22 (Hyndford Road) and South McNaughton Road (\$250,000 for signals alone) required to permit alternating traffic; and
- Additional labour time, mobilizations, and materials for staging.
- No detour, least impact on traffic, no significant impact on Fire Department response as emergency medical services provided priority through alternating lane of traffic.

Option 3 – Staged Construction, close and detour Hyndford Road and South McNaughton Road

- Estimated cost of \$895,000 plus HST,
- Increased cost from Option 1 as requires:
 - Additional labour time, mobilizations, and materials for staging.
- Requires two detours:
 - 7.5km detour for Hyndford Road closure, only impacts Fire Department if responding west/southwest, but much less than with Option 1; and
 - 11.4km detour for South McNaughton Road closure, only impacts Fire Department if responding in the section of South McNaughton Road, from Stone Road to Kennelly Road; also impacts truck traffic from quarry attempting to reach Highway 60.

Option 4 – Staged Construction, close and detour Hyndford Rd.

- Estimated cost of \$875,000 plus HST,
- Increased cost from Option 1 as requires:
 - Additional labour time, mobilizations, and materials for staging.
- 7.5km detour for Hyndford Road closure, only impacts Fire Department if responding west/southwest, but much less impact than Option 1; less significant impact on other traffic.

Staff have requested the Design Consultant to proceed with Option 4 managing traffic during the rehabilitation of County Structure B044 (Douglas Bridge) as it has far less impact on traffic than Option 1, moderately less impact than Option 3, and is much less costly than Option 2.

RESOLUTIONS

3. County Road 2 (White Lake Road) and 23 (Highland Road) Speed Study Follow-Up

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 were received from the Township of McNab/Braeside: one for speed reduction along County Road 2 (White Lake Road), between Robertson Line and Kippen Road, and a second for a traffic study to be completed for County Road 2 (White Lake Road) and County Road 23 (Highland Road).

At the January 9, 2023 meeting of Operations Committee, the results of the speed study and a recommendation of no reduction in speed along County Road 2 (White Lake Road) were presented by staff. However, through Resolution No. OP-C-23-01-03, staff were directed to provide further information with regards to speed counts, clarification on the road geometry, current speed tabs, speed sign locations, and acceptable road standards and barrier requirements for the section of County Road 2 (White Lake Road), between Robertson Line and Kippen Road.

Attached as Appendix IN-I is copy of the report from the speed study completed from August 31 to September 5 of 2021 on County Road 2 (White Lake Road). The location of the speed count was approximately 100m west of Civic Address 2493 White Lake Road. The map attached as Appendix IN-II illustrates the speed reduction area request and the location of the speed study. The current posted speed on this section of road is 80km/h. The speed study counted a total of 6,959 vehicles, with findings as described below:

- 4,998 (71.9%) vehicles travelling at 80km/h or less,
- 1,604 (23.0%) vehicles travelling at 81 – 90km/h,
- 312 (4.5%) vehicles travelling at 91 – 100km/h,
- 38 (0.5%) vehicles travelling at 101 – 110km/h,
- 7 (0.1%) vehicles travelling at 111 – 120km/h,
- 0 (0.0%) vehicles travelling greater than 120km/h,
- 85th Percentile = 85km/h.

The horizontal geometry of the roadway in this section is relatively straight with some slight to moderate curves. In 2017 a ball bank indicator test, per the requirements of Ontario Traffic Manual (OTM) Book 6 – Warning Signs, was completed on County Road 2 (White Lake Road) in order to evaluate the horizontal curves and identify any which may require warning signage. The ball bank indicator test identified two curves, as shown in the map attached as Appendix IN-III, as in need of curve warning signs; however, County staff also included 70km/h tabs which were noted for the curve from the evaluation but not a requirement of OTM Book 6 for an 80km/h posted road.

The vertical geometry of the roadway in this section is a relative downward grade from west to east, averaging at a grade of 2.2%, but reaching a grade as high as 8%. Per the requirements of OTM Book 6, grades of 8% require a minimum length of grade of 250m in order to warrant warning signage. The 8% grade on this section of County Road 2 (White Lake Road) is only sustained for 50m, outside of which the grade lessens and would still not meet warning signage warrants.

The County of Renfrew uses the Transportation Association of Canada (TAC) ‘Automated Speed Limit Guidelines’ when evaluating speed limits for sections of County of Renfrew Roads. Two versions of the evaluation sheet for this section of County Road 2, with only the road classification changed between Collector and Arterial on each copy are attached as Appendix IN-IV. Two versions are provided in order to demonstrate that the evaluated road geometry does not warrant a reduction in posted speed and TAC only recommends a posted speed limit of 70 as the road is considered a Collector Classification (based on AADT<4,000). However, in situations with similar evaluations on all other Collector Class County Roads, the posted speed recommendation under the Arterial Classification has been followed.

The County of Renfrew also requested accident data from the Ontario Provincial Police (OPP) for the section of White Lake Road from Mountain View Road to Kippen Road, which includes the section under review. The OPP provided the below table and graph depicting all motor vehicle accidents from January 1, 2018 to December 31, 2022 and identified that no fatal accidents had occurred in that timeline.

Collision Type	2018	2019	2020	2021	2022	Total
Non-Fatal Injury	2	2	2			6
Property Damage	4	10	4	5	3	26
Total	6	12	6	5	3	32

Table 1: Collision Type by Year

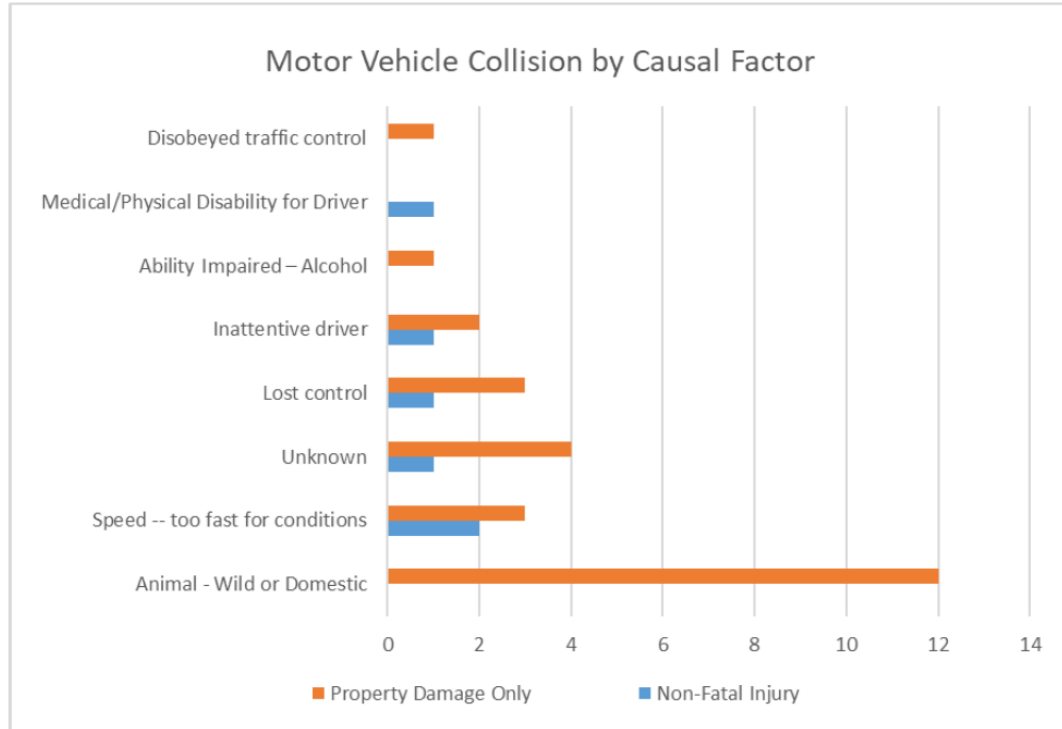


Figure 2: Primary Cause of Collision by Collision Type

Based on the above, the section of County Road 2 (White Lake Road), from Robertson Line to Kippen Road, does not meet warrants to justify a reduction in posted speed.

BY-LAWS

4. PWC-2022-25 – Transportation Master Plan

Recommendation: THAT the Operations Committee recommends that the County of Renfrew portion of the Request for Proposal PWC-2022-25 as submitted by McIntosh Perry Consulting Engineering Limited, Carp, Ontario for Professional Services for a Transportation Master Plan in the amount of \$151,787 plus HST be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of a Professional Services Agreement.

Background

A Request for Proposals (RFP), including terms of reference, was issued by the County of Renfrew to solicit the services of a Consultant to complete a Transportation Master Plan (TMP) for the County of Renfrew, the Town of Arnprior and the Townships of Bonnechere Valley, Horton, Laurentian Valley, Madawaska Valley, and Whitewater Region. The County reached out to all Local Municipalities prior to issuing the RFP to gauge interest in participating and all those identified agreed.

The TMP will provide a ‘roadmap’ for transportation planning needs over a ten year period, from 2025 to 2034 in order to optimize the performance of existing infrastructure, identify areas where capacity is anticipated to be exceeded, and identify a sustainable approach to accommodating further development moving forward. The TMP will review the transportation needs of all participating municipalities, including road networks, active transportation networks, local municipality sidewalks, and County Structures. Included in the assignment is the completion of a Road Rationalization Study, a review of the potential for transit within the County, consultation with the public, development of common standards, and a complete TMP.

The RFP for this assignment was provided publicly through the County of Renfrew Bid Opportunities Website and six proposals were received as follows:

1. McIntosh Perry Consulting Engineering Ltd., Carp, ON	\$151,787.00
2. EXP Services Inc., Markham, ON	146,906.00
3. WSP Canada Inc., Ottawa, ON	239,201.00
4. Parsons Inc., Markham, ON	153,270.00
5. Paradigm Transportation Solutions Ltd., Cambridge, ON	196,000.00
6. BT Engineering Inc., Ottawa, ON	153,269.13

All amounts exclude applicable taxes

The proposals were evaluated by all Participating Municipalities on a range of criteria, including understanding of the assignment; capabilities of the project team; previous experience on similar assignments; strategy, methodology, and innovativeness of approach; schedule; and cost. The proposal submitted by McIntosh Perry was evaluated as the best combination of all criteria.

The overall assignment cost proposed by McIntosh Perry Consulting Engineering Limited is \$425,129 plus HST; however, the County of Renfrew amount for the assignment would be \$151,787 plus HST. The 2023 Infrastructure Management budget allocated \$100,000 for the completion of a Transportation Master Plan. As the assignment will be completed over a two year period, staff confirm that there are sufficient funds allocated to complete the 2023 portion of the assignment as proposed.

5. **County Road 64 (Opeongo Road) Road Access Agreement**

Recommendation: THAT the Operations Committee recommends that County Council pass a By-law to execute a Road Access Agreement along County Road 64 (Opeongo Road), in the Township of Bonnechere Valley, between Arturo Patague Micu, Belen De Lumban Micu, Vincent Arthur Micu and Jabelle Micah Micu and the County of Renfrew.

Background

The owners of property adjacent to County Road 64 (Opeongo Road) in the geographic Township of Sebastopol, in the Township of Bonnechere Valley have submitted a severance application for a new lot fronting onto County Road 64. The creation of the new lot has been granted on the condition that the applicant enters into an agreement with the County regarding access to County Road 64 due to restrictions in entrance spacing and sight line requirements. The new lot is described as Part of Lots 15 and 16, Range C South, in the geographic Township of Sebastopol, shown as Parts 1 and 3 on Registered Plan 49R-20259. The mutual access will serve as the access point for both the severed lot and the retained lands.

The new lot could not meet the County's requirements for entrance spacing or sight lines. It is therefore necessary to have a Road Access Agreement identifying the entrance for the lot described above and shown on the Registered Plan 49R-20259 attached as Appendix IN-V. A map showing the property is attached to this report as Appendix IN-VI. The Road Access Agreement is to be registered and run with the title to the lands so that future owners are aware of the Road Access Agreement.

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	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	Total
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%	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 40	41 50	51 60	61 70	71 80	81 90	91 100	101 110	111 120	121 130	131 140	141 150	151 999	Total
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 40	41 50	51 60	61 70	71 80	81 90	91 100	101 110	111 120	121 130	131 140	141 150	151 999	Total
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
Total	0	10	28	215	765	307	67	4	3	0	0	0	0	1399
Percent	0.0%	0.7%	2.0%	15.4%	54.7%	21.9%	4.8%	0.3%	0.2%	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 40	41 50	51 60	61 70	71 80	81 90	91 100	101 110	111 120	121 130	131 140	141 150	151 999	Total
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 40	41 50	51 60	61 70	71 80	81 90	91 100	101 110	111 120	121 130	131 140	141 150	151 999	Total
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%	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

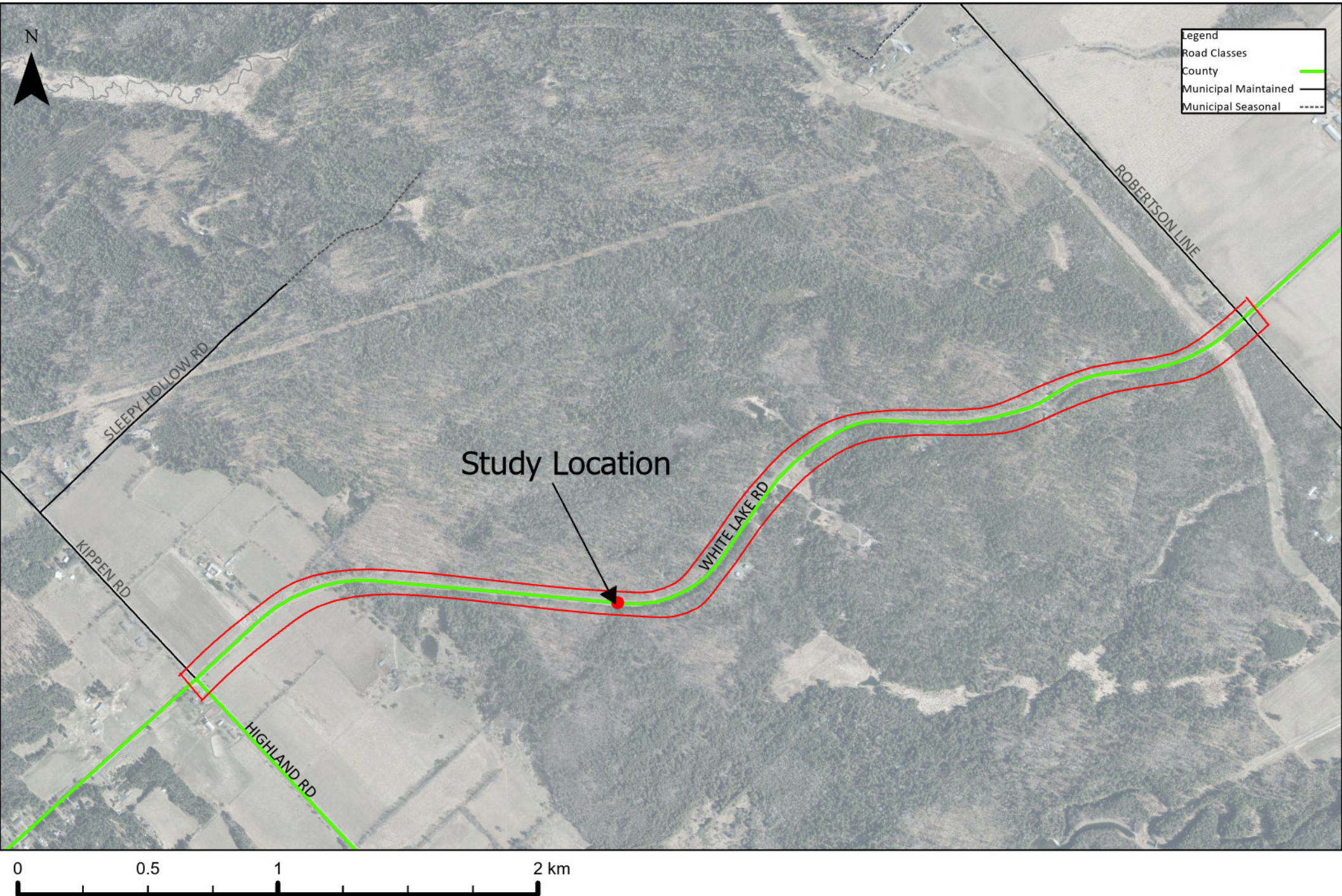
Direction 1, Direction 2

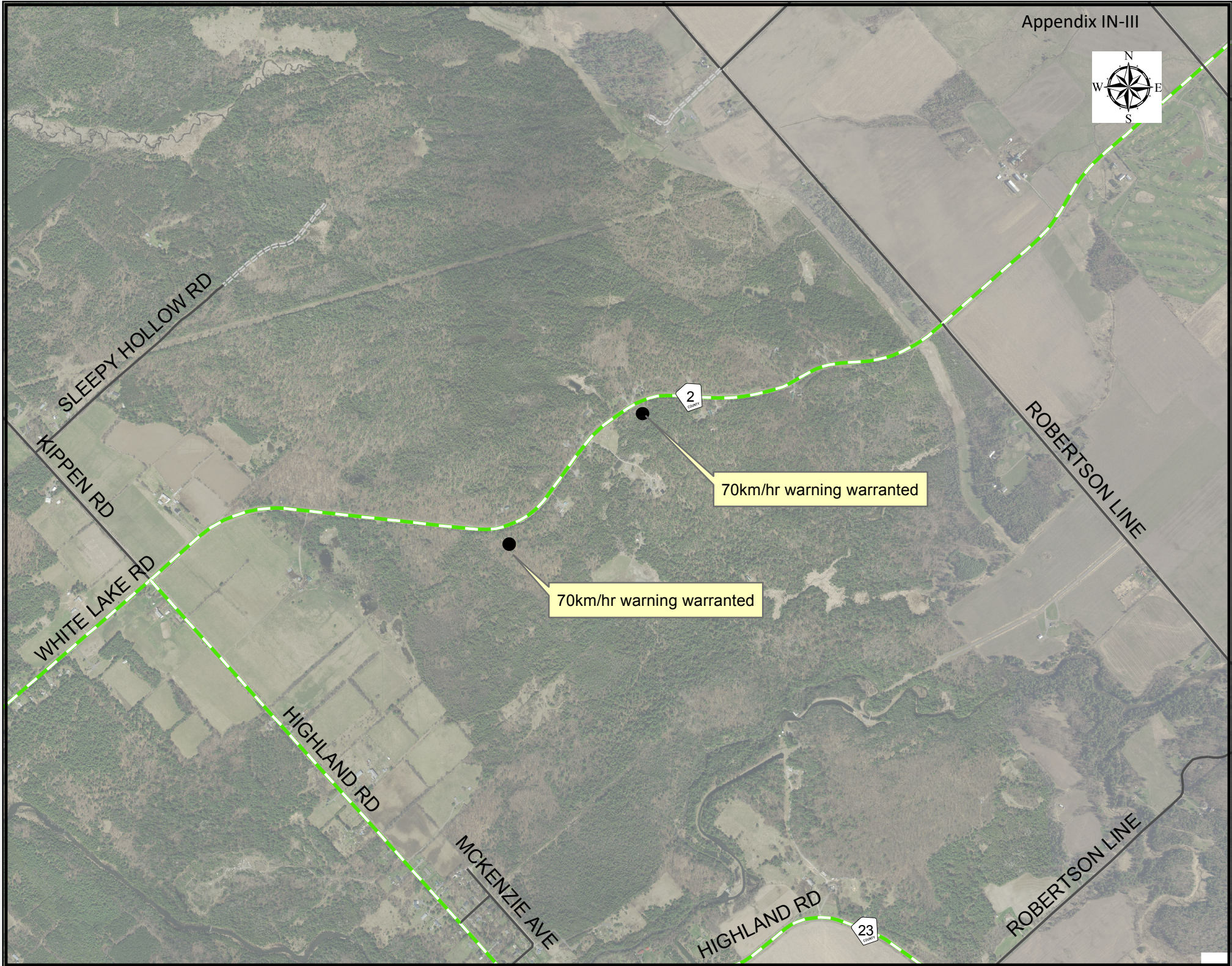
Start Time	1	41	51	61	71	81	91	101	111	121	131	141	151	Total
Time	40	50	60	70	80	90	100	110	120	130	140	150	999	Total
09-05-21	0	0	0	3	5	1	1	0	0	0	0	0	0	10
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
05:00	0	0	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%

County Road 2 (White Lake Road) Speed Reduction Request Area & Speed Study Location







Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	County Road 2 (White Lake Road)		
Segment Evaluated:	Robertson Road	to	Kippen Road
Geographic Region:	McNab		
Road Agency:	County of Renfrew		
Road Classification:	Arterial	Length of Corridor:	3,200 m
Urban / Rural:	Rural	Design Speed: (Required for Freeway, Expressway, Highway)	90 km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	80 km/h
Major / Minor:	Major	Prevailing Speed: (85th Percentile - for information only)	85 km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	80 km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	3
A2	GEOMETRY (Vertical)	Lower	3
A3	AVERAGE LANE WIDTH	Lower	3
B	ROADSIDE HAZARDS	Medium	6
C1	PEDESTRIAN EXPOSURE	Lower	2
C2	CYCLIST EXPOSURE	Medium	6
D	PAVEMENT SURFACE	Lower	3
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	<i>Number of Occurrences</i>	1
	STOP controlled intersection	0	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	<i>Number of Occurrences</i>	2
	Left turn movements permitted	8	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	<i>Number of Occurrences</i>	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Lower	1

Total Risk Score:

20

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

Recalculate Total Risk Score

As determined by policy

80

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	County Road 2 (White Lake Road)		
Segment Evaluated:	Robertson Road	to	Kippen Road
Geographic Region:	McNab		
Road Agency:	County of Renfrew		
Road Classification:	Collector	Length of Corridor:	3,200 m
Urban / Rural:	Rural	Design Speed: (Required for Freeway, Expressway, Highway)	90 km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	80 km/h
Major / Minor:	Major	Prevailing Speed: (85th Percentile - for information only)	85 km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	80 km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	2
A2	GEOMETRY (Vertical)	Lower	2
A3	AVERAGE LANE WIDTH	Lower	1
B	ROADSIDE HAZARDS	Medium	6
C1	PEDESTRIAN EXPOSURE	Lower	1
C2	CYCLIST EXPOSURE	Medium	2
D	PAVEMENT SURFACE	Lower	3
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	<i>Number of Occurrences</i>	1
	STOP controlled intersection	0	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	<i>Number of Occurrences</i>	1
	Left turn movements permitted	8	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	<i>Number of Occurrences</i>	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Lower	1

Total Risk Score:
20

Recommended Posted Speed Limit (km/h):
As determined by road characteristics
70
As determined by policy
80

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2022-25
TRANSPORTATION MASTER PLAN**

WHEREAS under Section 11 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the Council of the Corporation of the County of Renfrew has the authority to pass by-laws to enter into contracts to construct and maintain County Roads and Bridges;

AND WHEREAS Request for Proposals were requested for the development of a Transportation Master Plan for the County of Renfrew under Contract PWC-2022-25 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the proposal submitted by McIntosh Perry Consulting Engineering Limited, Carp, Ontario was reviewed and accepted by the Operations Committee.

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

1. THAT the Council of the Corporation of the County of Renfrew approve of the awarding of Contract PWC-2022-25 for the development of a Transportation Master Plan for the County of Renfrew as submitted by McIntosh Perry Consulting Engineering Limited, Carp, Ontario in the amount of \$151,787 plus HST.
2. THAT the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said contract.
3. THAT this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 29th day of March 2023.

READ a second time this 29th day of March 2023.

READ a third time and finally passed this 29th day of March 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO ENTER INTO A ROAD ACCESS AGREEMENT ON COUNTY ROAD 64 (OPEONGO ROAD) WITH ARTURO PATAGUE MICU, BELEN DE LUMBAN MICU, VINCENT ARTHUR MICU AND JABELLE MICAH MICU

WHEREAS under Section 11(3) of the Municipal Act, 2001, S.O. 2001, as amended, a municipality may pass by-laws respecting highways under its jurisdiction;

AND WHEREAS under Section 35 of the Act, a municipality may pass by-laws restricting access to a highway under its jurisdiction by an owner of land abutting that highway;

AND WHEREAS Renfrew County Road 64 (Opeongo Road) is under the jurisdiction of the Council of the Corporation of the County of Renfrew;

AND WHEREAS it is necessary to control access to lands described as Part of Lots 15 and 16, Range C South, being Parts 1, 3 and 4 on Reference Plan 49R-20259, in the geographic Township of Sebastopol, in the Township of Bonnechere Valley in the County of Renfrew;

AND WHEREAS the above described lands are currently held under the title of Arturo Patague Micu, Belen De Lumban Micu, Vincent Arthur Micu and Jabelle Micah Micu;

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

1. THAT the Council of the Corporation of the County of Renfrew enter into a Road Access Agreement with Arturo Patague Micu, Belen De Lumban Micu, Vincent Arthur Micu and Jabelle Micah Micu, as described in Schedule 'I' attached to this By-law for the purpose of controlling access to County Road 64 (Opeongo Road).
2. THAT the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said contract.
3. THAT this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 29th day of March 2023.

READ a second time this 29th day of March 2023.

READ a third time and finally passed this 29th day of March 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

Schedule I

ROAD ACCESS AGREEMENT

THIS ROAD ACCESS AGREEMENT made as of the _____ day of _____, 2023.

BETWEEN:

ARTURO PATAGUE MICU, BELEN DE LUMBAN MICU, VINCENT ARTHUR MICU and JABELLE MICAH MICU
(hereinafter collectively called the "Owners")

OF THE FIRST PART

- and -

THE CORPORATION OF THE COUNTY OF RENFREW
County Administration Building
9 International Drive
Pembroke, ON, K8A 6W5
(hereinafter collective called the "County")

OF THE SECOND PART

WITNESSES THAT WHEREAS:

1. Under its File Number B143/21(1), the County of Renfrew Land Division Committee granted provisional consents to the creation of a new lot from the Owners' land more particularly described in Schedule "A" annexed hereto (hereinafter called the "Owners' Land"), in the case of the said lot together with a right-of-way in, over, along and upon Part I, Plan 49R- 20259, for purposes of ingress and egress to and from the said lot.
2. It is a condition of the said provisional consents that the parties enter into this Road Access Agreement.
3. Arturo Patague Micu, Belen De Lumban Micu, Vincent Arthur Micu and Jabelle Micah Micu are the owners of Part I, Plan 49R-20259. The owners intend that this agreement satisfy the requirement.
4. Section 53(2) of the Planning Act, R.S.O. 1990, c. P. 13 as amended, affords to the council of a municipality the same powers with respect to a consent with respect to the approval of a plan of subdivision under Section 51(25) of the said Act; and
5. The County deems it expedient and in the public interest that this Road Access Agreement be entered into.

NOW THEREFORE in consideration of the sum of One Dollar (\$ 1.00) of lawful money of Canada now paid by each party to the other, the receipt and sufficiency whereof is hereby by each of them respectively acknowledged, and further in consideration of the covenants hereinafter set forth, the parties hereto agree as follows:

1. The following Schedules are annexed hereto and form part of this Agreement:
 - “A” - Legal Description of the Owner’s Land;
 - “B” - Legal Description of the New Lot; and
 - “C” - Description of Access Point (as hereinafter defined).
2. The parties acknowledge that the County of Renfrew Land Division Committee has granted provisional consents to the severance from the Owner’s Land of two lots, each having a frontage on County Road 64 (Opeongo Road), which lots are more particularly described in Schedule “B” annexed hereto (hereinafter referred to as the “Lots”).
3. (a) The Owners acknowledge that the consents were granted only on the condition that road access to the Lots from County Road 64 be via a single entrance located along the frontage on that part of the Owner’s land more particularly described in Schedule “C” to this Agreement (hereinafter referred to as the “Access Point”).

(b) The Owners undertake and agree to apply in the prescribed form and to pay the prescribed fee and to obtain from the County an entrance in accordance with the permit, and the County hereby undertakes and agrees to issue an entrance permit allowing access to the lots by means of the entrance located at the Access Point upon presentation of the Owners’ application in prescribed form and payment of the prescribed fee.
4. The Owners acknowledge that the County does not now and will not or in the future ever agree to allow access to either of the Lots or issue an entrance permit with respect to either of the Lots except for the common entrance at the Access Point provided for in paragraph 3 of this Agreement.
5. The Owners hereby release and agree to indemnify and save harmless the County, its elected officials, its agents and employees, from any and all claims, costs, expenses and damages arising from the existence of the entrance at the Access Point, or as a result of the use of the said entrance extending from the said entrance to the Lots by the Owners, the survivor of them, their successors in title to any of the Lots or any other person, whether due to the inability of emergency vehicles to access any of the Lots or otherwise.
6. The Owners agree to pay to the County that amount which is equivalent to the total of all legal and planning fees and disbursements incurred by the County in connection with the review, authorization and execution of this Agreement.
7. This Agreement shall be registered at the expense of the Owners against the title to the Lot and shall run with the title to the Lot.

8. This Agreement shall enure to the benefit of the County and its successors and shall be binding upon the Owners, the survivors of the Owners, and their respective personal representatives, heirs, successors and assigns, including in particular their successors in title to the Lots.

IN WITNESS WHEREOF this Agreement has been executed by the Owners and by the County, which has affixed its seal attested by the signatures of the Warden or his designate and the Chief Administrative Officer/Clerk or his designate, pursuant to an authorizing by-law.

SIGNED and DELIVERED)	
in the presence of:)	
)	
_____)	_____
Witness)	Arturo Patague Micu
)	
_____)	_____
Witness)	Belen De Lumban Micu
)	
_____)	_____
Witness)	Vincent Arthur Micu
)	
_____)	_____
Witness)	Jabelle Micah Micu
)	

THE CORPORATION OF THE COUNTY OF RENFREW

PER: _____
Name: Peter Emon
Title: Warden

PER: _____
Name: Craig Kelly
Title: Clerk

SCHEDULE "A"

OWNERS' LAND:

LOT 15, RANGE C SOUTH SEBASTOPOL; LOT 16, RANGE C SOUTH SEBASTOPOL, EXCEPT PTS 2 & 4, 49R9274 & PART 11, 49R8255, & LOON LAKE; TOWNSHIP OF BONNECHERE VALLEY, COUNTY OF RENFREW, BEING ALL OF PIN 57464-0245(LT).

SCHEDULE "B"

LOTS

- (1) PART OF LOTS 15 & 16, RANGE C SOUTH, DESIGNATED AS PART 1 ON REFERENCE PLAN 49R-20259, SEBASTOPOL, TOWNSHIP OF BONNECHERE VALLEY, COUNTY OF RENFREW.

SCHEDULE "C"

ACCESS POINT

PART OF LOTS 15 & 16, RANGE C SOUTH, DESIGNATED AS PART 3 ON REFERENCE PLAN 49R- 20259, SEBASTOPOL, TOWNSHIP OF BONNECHERE VALLEY, COUNTY OF RENFREW.

SCHEDULE			
NO.	DATE	REVISED	BY
1	18.11.22		
2	18.11.22		
3	18.11.22		

PLAN 49R - 2025R
 RECORDED AND DEPOSITED
 JANUARY 12, 2023
 (SPP)

Representative for LAND REGISTRAR FOR THE LAND TITLES ACT
 I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT
 DATE: JANUARY 10, 2023
 ADAM KASPRZAK

PLAN OF SURVEY
 OF PART OF
LOTS 15 & 16
RANGE C SOUTH
 GEOGRAPHIC TOWNSHIP OF SEBASTOPOL
 TOWNSHIP OF BONNECHERE VALLEY
 COUNTY OF RENFREW
 SCALE 1 : 1000
 ADAM KASPRZAK SURVEYING LTD.

WARNING NOTE:
 BEARINGS ARE TRUE AND DERIVED FROM GPS OBSERVATIONS OF SPP1 AND SPP2 USING A RELATIVE BEARING OF NORTH TO THE TRUE ZONE 18 (UT) MEAN LONGITUDE AND 83 (2011) (1993).
 DISTANCE NOTE:
 DISTANCES SHOWN ON THIS PLAN ARE GROUND DISTANCES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

INFORMATION DATA:

POINT ID	NORTHING	EASTING
SPP1	5 633 236.85	221 713.07
SPP2	5 633 238.38	222 261.81

COORDINATE VALUES ARE TO SUBAL ACCURACY PER STANDARD OF S. 2011, 2167(12) AND CHAPTER 16, REGULATION 16.01 (2) OF THE GEODETIC SURVEYING ACT OR OTHERWISE SHOWN ON THE PLAN.

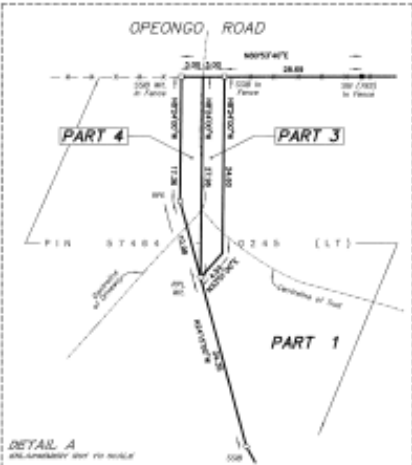
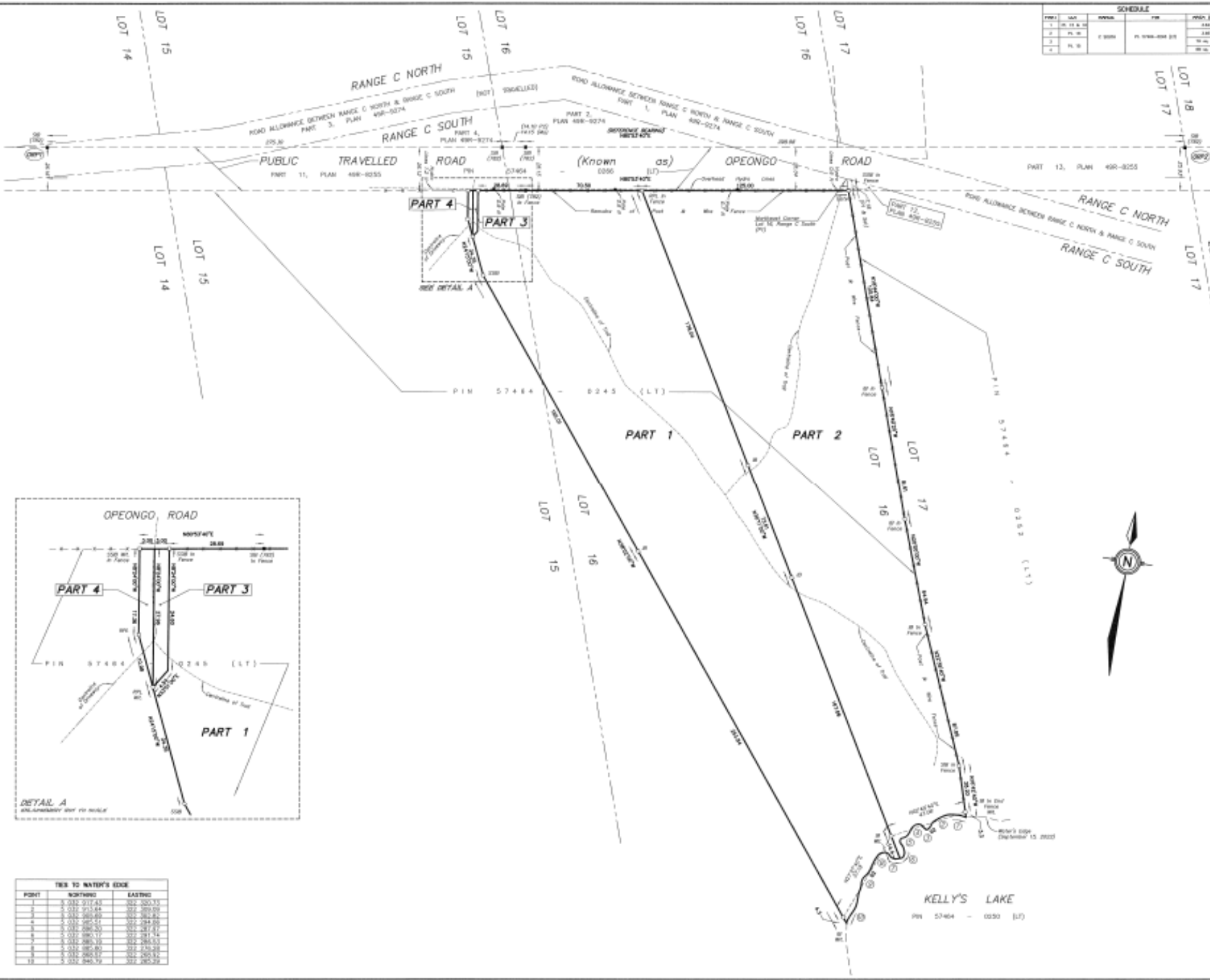
LEGEND (if applicable)

- SB - STAKE/SPK POB BAR
- SP - SURVEY POINT WITH BAR
- MB - MONUMENT FOUND
- NS - NAIL SIGN
- CP - CONCRETE PIN
- SB - STAKE BAR
- OC - ORIGIN MARKER
- MS - MEASURED
- APL - APPROXIMATE POINT LOCATION
- PL - PLAN
- PL - PLAN

SURVEYOR'S CERTIFICATE
 I CERTIFY THAT:
 1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE ACT AND THE REGULATIONS MADE UNDER THE ACT.
 2. THE SURVEY WAS COMPLETED ON JANUARY 09, 2023.
 DATE: JANUARY 10, 2023
 ADAM KASPRZAK
 CHIEF LAND SURVEYOR

ADLS PLAN SUBMISSION FORM
 THIS PLAN OF SURVEY RELATES TO ADLS PLAN SUBMISSION FORM NUMBER 9-2002.

ADAM KASPRZAK SURVEYING LTD.
 CHIEF LAND SURVEYOR
 432 FRANKS ST. W. P.O. BOX 462
 FRANKS, ONTARIO, CANADA
 PHONE 505 736-0794
 SCALE: 1 : 1000
 NET: 21-5130 F
 FILE NO.:



TIES TO WATER'S EDGE

POINT	NORTHING	EASTING
1	5 012 511.45	322 320.13
2	5 012 511.44	322 320.09
3	5 012 509.69	322 321.86
4	5 012 505.51	322 324.06
5	5 012 506.53	322 324.01
6	5 012 505.19	322 324.53
7	5 012 505.19	322 324.53
8	5 012 505.80	322 324.74
9	5 012 505.97	322 325.32
10	5 012 505.79	322 325.32



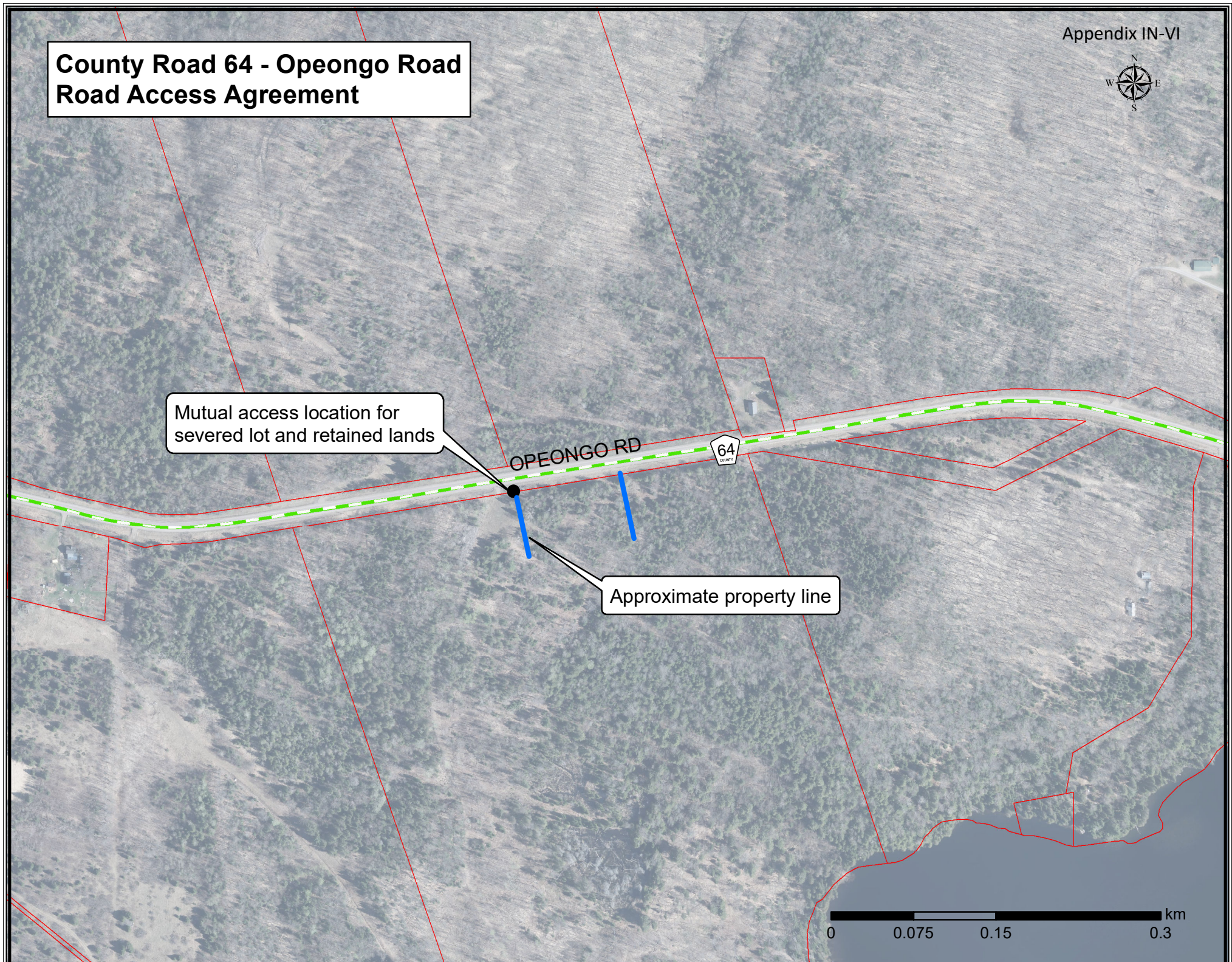
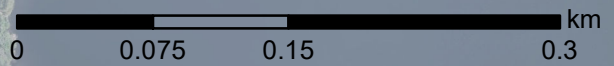
County Road 64 - Opeongo Road Road Access Agreement

Mutual access location for
severed lot and retained lands

OPEONGO RD



Approximate property line



OPERATIONS DIVISION REPORT

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

Prepared for: Operations Committee

March 7, 2023

INFORMATION

1. Winter Operations

This winter season has provided a variety of winter weather conditions that required staff responses. Table 1 provides a summary of winter events, material usage and precipitation amount for the months of November through February. Table 2 outlines the Significant Weather Events declared to date for the 2022/2023 winter season. Staff continues to be ready to respond to winter events as they occur.

Table 1

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)
Nov	8	2	9	0	5	1,128	215.9	Petawawa	31.8
								Bancroft	62.1
Dec	16	7	20	4	2	4,792	999	Petawawa	29.6
								Bancroft	35.2
Jan	21	6	24	5	7	6,456	3,972	Petawawa	15.8
								Bancroft	26.2
Feb	16	4	20	7	3	5,358	1,678	Petawawa	11.4
								Bancroft	13.6
Totals	61	19	73	16	17	17,733	6,865	Petawawa	88.6
								Bancroft	137.1

Table 2

Declaration			Declaration			Reason
Start		End		Reason		
Month	Day	Time	Month		Day	Time
Dec	22	10:22 AM	Dec	25	12:13 PM	Snow
Jan	4	11:19 AM	Jan	5	1:47 PM	Ice/Snow
Jan	12	7:51 AM	Jan	14	8:43 AM	Snow
Jan	25	12:39 PM	Jan	26	1:27 PM	Snow
Feb	2	3:39 PM	Feb	3	1:46 PM	Snow
Feb	9	7:41 AM	Feb	10	1:51 PM	Ice
Feb	22	7:59 AM	Feb	23	3:24 PM	Snow

Appendix OP-I is a summary of the winter events and precipitation amounts since the 2018/2019 winter season. 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.

2. **Spring Load Restrictions**

In keeping with the County's By-law to Designate a Reduced Load Period on County Roads which pertains to spring load restrictions, such restrictions may be imposed commencing March 1 and extend to May 31. Over the coming weeks, staff will be monitoring the spring weather conditions to determine the optimum time to impose the spring load restrictions. At the time of writing this report, no restrictions have been implemented or scheduled. The County will be placing advertisements in the local newspapers and on the County website to advise haulers of the spring load restrictions.

3. **Quotations and Tenders**

a) PWO-2023-01 – One Tandem Truck Plow and Spreader Unit

Tenders were requested and received for the Tandem Truck and Spreader Unit and the results received are as follows:

1. Rush Truck Centres of Canada Limited, Pembroke, Ontario \$429,964.09
All amounts exclude applicable taxes

In order to determine award, Public Works staff are reviewing the bid for conformance to the Tender and compliance with Corporate Policy GA-01 Procurement of Goods and Services.

b) Municipal Supply Tender

A letter was circulated to the local municipal staff advising of the planned tenders and requesting that if they would like to participate to provide a response to the questionnaire included as part of the letter by February 3, 2023. The tenders included in the circulation and balance of the tenders that form part of the approved budget will be released from the Operations Division starting in early March. A total of seven local municipalities responded requesting participation. Participating municipalities include the Town of Arnprior and the Townships of Bonnechere Valley, Greater Madawaska, Horton, Laurentian Valley, Madawaska Valley and McNab/Braeside.

The municipalities are selectively participating in the following tenders:

- PWO-2023-03 Pavement Marking
- PWO-2023-04 Traffic Signs, Decals and Blanks
- PWO-2023-05 Steel Sign Posts
- PWO-2023-06 Street Sweeping, and
- PWO-2023-07 Manhole and Catch Basin Cleaning

4. **Municipal Cooperation**

The Township of Bonnechere Valley required the use of one of the two backup combination plow/spreader tandem trucks for winter operations. The use of this backup truck is permitted until March 22, 2023.

Winter Operations Monthly Summary 5-Year Comparison for Committee

Year	Month	No. of Event Days		Type of Event (days)			Material Used (tonnes)		Precipitation (mm)	
		Weekday	Weekend	Snow	Blowing Snow	Freezing Rain	Salt	Sand	Petawawa Station	Bancroft Station
2022	Nov	8	2	9	0	5	1,127.5	215.9	31.8	62.1
2021	Nov	7	2	7	0	7	65.6	588.7	41.0	62.2
2020	Nov	8	3	9	0	3	1,749.0	312.0	39.0	86.8
2019	Nov	13	0	9	0	4	1,770.0	49.0	23.5	48.8
2018	Nov	15	4	17	1	3	4,060.0	229.0	63.0	105.0
2022	Dec	16	7	20	4	2	4,792.0	998.9	29.6	35.2
2021	Dec	18	8	19	1	8	5,565.4	1,679.9	55.0	78.9
2020	Dec	18	11	19	0	6	5,227.0	1,359.0	56.0	94.9
2019	Dec	18	8	20	3	7	5,101.0	1,616.0	43.5	68.5
2018	Dec	19	9	20	6	6	5,633.0	1,659.0	53.0	64.0
2023	Jan	21	6	24	5	7	6,455.5	3,972.2	15.8	26.2
2022	Jan	16	3	17	2	2	4,354.2	2,186.4	33.2	52.2
2021	Jan	15	6	17	2	5	3,322.3	2,121.6	5.0	34.8
2020	Jan	16	6	19	8	7	5,089.0	2,146.0	57.5	127.1
2019	Jan	22	5	26	12	17	5,264.0	6,015.0	49.0	72.0
2023	Feb	16	4	20	7	3	5,358.3	1,677.5	11.4	13.6
2022	Feb	16	7	14	12	4	5,803.3	1,724.4	57.4	100.8
2021	Feb	14	6	19	8	3	4,279.3	1,464.2	38.0	58.0
2020	Feb	13	5	15	9	1	3,754.0	1,165.0	52.0	53.8
2019	Feb	23	5	13	4	7	5,772.0	1,275.0	71.0	91.0
2023	Mar	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2022	Mar	11	5	12	5	6	3,022.4	1,205.1	15.4	10.6
2021	Mar	8	1	9	3	3	554.8	703.0	35.0	54.9
2020	Mar	7	0	7	3	0	987.3	325.0	23.4	23.5
2019	Mar	8	7	15	7	3	2,185.0	336.0	46.0	66.0