



OPERATIONS COMMITTEE
Tuesday, April 11, 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 March 7, 2023 (attached).
6. Delegations:
 - a) 1:00 p.m. – Hardening Shoulders – County Road 58 (Round Lake Road) – Rob Norris, President and Angela Roach, Round Lake Property Owners Association
7. Public Works and Engineering Department Page
 - a) Department Report 2
 - b) Infrastructure Division Report 50
 - c) Operations Division Report 83
8. New Business.
9. Closed Meeting: None at time of mailing.
10. Date of next meeting (Tuesday, May 16, 2023) and adjournment.

NOTE: a) **County Council: Wednesday, April 26, 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: April 11, 2023
SUBJECT: Department Report

INFORMATION

1. 2022 Unaudited Financial Statements

Attached as Appendix I is a copy of the 2022 Unaudited Financial Statements for the Public Works and Engineering Department as at December 31, 2022. Mr. Jeffrey Foss, Director of Corporate Services will provide an overview at our meeting.

2. Monthly Project Status Report

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

3. Capital Program Variance Report

Attached as Appendix III is the Capital Program Variance Report.

4. Meeting with the Town of Petawawa

The County of Renfrew Public Works and Engineering Department consisting of myself and Taylor Hanrath, Manager of Infrastructure attended a meeting with Mayor Gary Serviss, Chief Administrative Officer Daniel Scissons, John Felix, the new Director of Public Works, Chris Mantha, Public Works Manager and Peter Lapointe, Public Works Lead Hand from the Town of Petawawa to discuss the following items:

- The current plan for County Road 51 (Petawawa Boulevard). County of Renfrew staff advised that the expansion to County Road 51 which would include four-laning and the addition of a new bridge, has been identified on our list of “growth related projects” which will form the basis for our current Development Charges Study and funding options. Current direction to staff is to complete a Class ‘A’ estimate and design for two roundabouts, one at the intersection of County Roads 51 (Petawawa Boulevard) and 55 (Paquette Road), Menin Road and Festubert Road (Garrison Entrance) and a second one at the intersection of County Roads 51 (Petawawa Boulevard) and 26 (Doran Road), Mohns Avenue and Hilda Street (**RESOLUTION NO.**

OP-CC-21-03-37). This has been completed and the County now has a shovel ready project for both roundabouts. Funding sources are being researched.

- The intersection at County Roads 51 (Petawawa Boulevard) and 16 (Victoria Street) and Portage Road which continues to be an issue. Staff committed to investigating if an expansion to that intersection is possible, either by the addition of slip lanes or other means.
- The urbanization of County Road 35 (Murphy Road) from County Road 51 (Petawawa Boulevard) to Woodland Crescent (approximately 1.4 km) and County Road 26 (Doran Road) from County Road 35 (Murphy Road) to Black Bay Road (approximately 2.0 km). Staff advised that the County of Renfrew Public Works and Engineering Department is currently working with Town staff on the County Road 35 (Murphy Road) project as it was slated for rehabilitation this year. The County will defer the requested section along County Road 35 (Murphy Road) until a future date. Staff committed to reviewing the request to urbanize County Road 35 (Murphy Road).

5. **Ottawa Valley Cycling and Active Transportation Alliance (OVCATA)**

Attached as Appendix IV a request from Ish Theilheimer, Director at Large for OVCATA for consideration to have the speed limit along County Road 68 (Letterkenny Road and Rockingham Road) reduced due to increased heavy truck traffic. Staff has advised that a resolution from both the Townships of Brudenell, Lyndoch and Raglan and Madawaska Valley are required to undertake a speed study. Staff will as part of their regular traffic counts in the summer of 2023 determine heavy truck traffic along the roadway. A map of the location is attached as Appendix V.

6. **Round Lake Property Owners Association (RLPOA)**

Attached as Appendix VI is a letter from Angeline Roach, Road Safety Committee Chair for the RLPOA requesting hardened shoulders be installed during roadworks along County Road 58 (Road Lake Road) going forward.

7. **Enhanced Traffic Warning Devices**

Attached as Appendix VII is a resolution from the Township of Killaloe, Hagarty and Richards requesting a 50/50 cost share for the permanent painting of 40 km/hr on County Road 512 (Queen Street). This resolution is in accordance with Corporate Policy PW-17 Enhanced Traffic Warning Devices. Once painting commences later in the season, the requested two areas will be completed, and the Township billed accordingly.

8. Fire Dispatch System

The Fire Dispatch System for the County of Renfrew located at the Central Ambulance Communications Centre (CACC) in the Town of Renfrew is at its end of life and requires upgrading. The system is used to dispatch 17 Fire Departments within the County of Renfrew (with the exception of Arnprior) and includes the City of Pembroke. Attached as Appendix VIII is a quote from the County of Renfrew's current radio supplier for an updated system for use in the CACC. As the cost of \$318,710 plus taxes is unbudgeted for in 2023, staff are seeking direction on how to proceed.

The equipment for fire dispatch was purchased by the County of Renfrew to support the municipal partner's fire services. Originally, the equipment was the County of Renfrew consoles (Roads Department) and was supported on the Ministry of Health's (MOH) radio network inclusive of UHF and VHF repeaters located in Foymount. In 2009, the radio, tower and equipment were all switched over to the County of Renfrew and they had the full contract with Christie and Walther, now BearCom to maintain the equipment. A service contract for equipment was supported through the County of Renfrew and CACC was the operator only. A Break and Fix contract was supported by CACC in reporting the issues directly to the vendor and ensuring the County of Renfrew was informed of any repairs for their equipment. Reprogramming of paging functions for the fire departments or changings in operational protocols would be billed back to the CACC/MOH.

RESOLUTIONS

9. June Operations Committee Meeting Location

Recommendation: THAT the June 2023 meeting of the Operations Committee be held in the Township of McNab/Braeside.

Background

In January 2023, the Operations Committee was advised that staff will provide the option for local municipalities to host one of its regular meetings at the offices of local municipalities. In response to this, the Township of McNab/Braeside has requested to host both the Operations and Development and Property Committees in June in their municipal Council Chambers. The objective with hosting in the local municipality is to enable the staff and local municipal Council to meet with the Operations Committee to discuss any matters of common interest or concern.

10. County Road 51 Roundabout – Garrison Petawawa

Recommendation: THAT the Operations Committee recommends that County Council send a letter of endorsement to Garrison Petawawa under the Warden's signature for the construction of a roundabout on County Road 51 (Petawawa Boulevard) at the gate leading into Garrison Petawawa; AND FURTHER THAT a second letter be sent advising that the County of Renfrew will be responsible for the asset once completed, however is not in a position to provide financial contributions to this project.

Background

The County of Renfrew Public Works and Engineering Department consisting of myself, and Taylor Hanrath, Manager of Infrastructure attended a meeting on March 6, 2023 with Garrison Petawawa Real Property Operations Detachment staff Jennifer Courville, Joan Behnke, Jesse Wiseman and Randy Wiseman, Capital Assistance Program Director, Directorate of Municipal Transfers and Project Development.

The discussion of the roundabout at the Garrison Gate was the topic of this meeting. The County has completed a design and estimate for the proposed roundabout at the intersection of County Roads 51 (Petawawa Boulevard) and 55 (Paquette Road), and Menin and Festubert Roads. Garrison staff would now like to proceed with obtaining funding for this project and require a letter of endorsement from the County of Renfrew. A second letter that indicates that the County is unable to contribute financially to this project is also required. It was understood that if funding is provided, the County will manage and deliver the project which potentially would proceed during 2026 – 2027 construction seasons.

Garrison staff are continuing to pursue the development of a new entrance/exit to the base from Highway 17 located at Brindle Crossing and anticipates this to be completed before works begins at the main gate.

BY-LAWS

11. Renfrew County Weed Inspector

Recommendation: THAT the Operations Committee recommends that County Council pass a By-law appointing Mr. Richard Bolduc as Weed Inspector for the County of Renfrew; AND FURTHER THAT By-law 66-14 is hereby rescinded.

Background

The County of Renfrew is obligated under the Weed Control Act, R.S.O. 1990, Chapter W.5, as amended to appoint a Weed Inspector. With the restructuring of the Development and Property Department, this role has now been transferred to the Public Works and Engineering Department.

12. Infrastructure Division

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

13. Operations Division

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

2023-04-04

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

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>
<u>CAPITAL PROGRAM - EXPENSES</u>	<u>712,260.43</u>	<u>546,055.00</u>	<u>166,205.43</u>
Benefits	81,098.86	74,653.00	6,445.86
Capital Projects - Under Threshold	137,145.64	0.00	137,145.64
COVID	2,501.96	0.00	2,501.96
Infrastructure Management	173,544.38	142,400.00	31,144.38
Misc	3,603.32	6,000.00	(2,396.68)
Salaries	302,232.24	291,947.00	10,285.24
Supplies	12,134.03	31,055.00	(18,920.97)
<u>ADMINISTRATION</u>	<u>1,166,984.94</u>	<u>1,124,616.00</u>	<u>42,368.94</u>
Advertising	30,549.70	22,000.00	8,549.70
Answering Service	3,827.19	4,600.00	(772.81)
Benefits	143,260.70	130,816.00	12,444.70
Cell Telephone/Pager	13,139.42	13,200.00	(60.58)
Communications(Radio System)	76,493.88	71,750.00	4,743.88
Computer Hrdwr/Sftwr	74,846.54	58,200.00	16,646.54
Conferences & Conventions	8,724.42	7,200.00	1,524.42
Courier	395.71	770.00	(374.29)
COVID	0.00	0.00	0.00
Health & Safety (Protection)	42,511.69	42,000.00	511.69
Insurance	145,451.93	141,156.00	4,295.93
Insurance Claims Expense	53,832.20	35,000.00	18,832.20
Internet	2,989.26	5,100.00	(2,110.74)
Legal Fees	10,313.64	20,500.00	(10,186.36)
Membership Fees	9,146.38	9,000.00	146.38
Office Equipment Replacement	0.00	4,100.00	(4,100.00)
Office Supplies/Publications/Awards	10,814.60	10,000.00	814.60
Photocopier Supplies/Maint	6,350.38	4,200.00	2,150.38
Postage	56.04	450.00	(393.96)
Provincial Grants & Subsidies - COVID	(25,728.86)	0.00	(25,728.86)
Recruitment	13,929.12	10,000.00	3,929.12
Salaries	505,774.70	494,074.00	11,700.70
Staff Training	23,663.21	20,000.00	3,663.21
Surplus Adjustment - Capital	0.00	0.00	0.00
Surplus Adjustment - From Reserves	0.00	0.00	0.00
Telephone	10,198.33	11,200.00	(1,001.67)
Travel	6,444.76	9,300.00	(2,855.24)
<u>MAINTENANCE</u>	<u>6,257,978.11</u>	<u>6,079,901.00</u>	<u>178,077.11</u>
Benefits	586,335.51	525,001.00	61,334.51
Bridges and Culverts	7,707.50	40,000.00	(32,292.50)
Hard Top Maintenance	203,171.51	360,000.00	(156,828.49)
Recoveries	(81,634.91)	(100,000.00)	18,365.09
Roadside Maintenance	127,105.99	180,000.00	(52,894.01)
Safety Devices	792,058.97	798,000.00	(5,941.03)
Salaries	2,095,026.98	1,961,627.00	133,399.98
Winter Control	2,528,206.56	2,315,273.00	212,933.56
<u>EQUIPMENT</u>	<u>1,429,703.24</u>	<u>1,266,900.00</u>	<u>162,803.24</u>
Benefits	68,563.52	67,244.00	1,319.52
COVID	0.00	0.00	0.00
Provincial Grants & Subsidies - COVID	0.00	0.00	0.00
Recoveries	(24,959.20)	(10,000.00)	(14,959.20)
Salaries	221,856.74	215,202.00	6,654.74

Salary Allocations	(92,061.06)	(92,876.00)	814.94
Small Equipment, Misc	49,117.62	65,600.00	(16,482.38)
Surplus Adjustment - Capital Equipment	819,106.09	1,895,000.00	(1,075,893.91)
Surplus Adjustment - Trf From Reserves	(819,106.09)	(1,895,000.00)	1,075,893.91
Surplus Adjustment - Trf To Reserves	0.00	0.00	0.00
Vehicle Operating Costs - Fuel	633,818.35	435,000.00	198,818.35
Vehicle Operating Costs - Insurance	47,075.96	46,730.00	345.96
Vehicle Operating Costs - Licence	57,523.59	60,000.00	(2,476.41)
Vehicle Operating Costs - Repairs & Supplies	480,627.72	500,000.00	(19,372.28)
Vehicle Operating Revenue	(11,860.00)	(20,000.00)	8,140.00

HOUSING	177,196.54	186,550.00	(9,353.46)
COVID	687.98	0.00	687.98
Major Repairs	0.00	24,550.00	(24,550.00)
Operating Expenses	176,508.56	162,000.00	14,508.56
Surplus Adjustment - Capital	122,443.64	317,000.00	(194,556.36)
Surplus Adjustment - Trf From Reserves	(122,443.64)	(317,000.00)	194,556.36
OTHER	23,056,679.17	24,280,939.00	(1,224,259.83)
Depreciation	9,786,456.34	9,700,000.00	86,456.34
Surplus Adjustment - Capital Construction	23,056,679.17	24,280,939.00	(1,224,259.83)
Surplus Adjustment - Depreciation	(9,786,456.34)	(9,700,000.00)	(86,456.34)
Surplus Adjustment - TRF to Reserves	0.00	0.00	0.00
CONSTRUCTION - LABOUR CLEARING ACCOUNT	0.00	0.00	0.00
Benefits	91,533.47	71,844.00	19,689.47
Charge to Capital Construction above	(659,697.43)	(450,273.00)	(209,424.43)
Salaries	568,163.96	378,429.00	189,734.96
TOTAL EXPENDITURES	32,800,802.43	33,484,961.00	(684,158.57)
ROADS REVENUES			
Municipal Contribution	9,621,254.99	9,129,022.00	492,232.99
Misc	122,868.27	75,000.00	47,868.27
Provincial Grants & Subsidies	2,739,384.00	2,739,384.00	0.00
Surplus Adjustment - TRF from Reserves	20,317,295.17	21,541,555.00	(1,224,259.83)
TOTAL REVENUES	32,800,802.43	33,484,961.00	(684,158.57)
MUNICIPAL SURPLUS / (DEFICIT)	0.00	0.00	0.00



Department of Public Works & Engineering
Infrastructure Capital Monthly Project Status Report - April 2023

Project Name/Municipality	Location		Lengths	Description	Status/Schedule						Comments		
	From	To			EA	Survey	Design	Tender/RFP	Award	Const. Start		Const. End	
ROAD RECONSTRUCTION/REHABILITATION													
2	Daniel Street S. <i>Arnprior</i>	Galvin Street	Edey Street	0.20	Intersection Realignment	100%	100%	95%	April	May	June	October	In cooperation with Arnprior. Design by Jp2g
30	Lake Dore Road <i>North Algona/Wilberforce</i>	Highway 60	Sperberg Road	3.26	Reconstruction	100%	100%	95%	April	May	July	October	Design by Tatham
37	Murphy Road <i>Petawawa</i>	County Road 26 (Doran Road)	County Road 51 (Petawawa Blvd.)	0.93	Design for Reconstruction	30%	10%	10%	2024	2024	2024	2024	In cooperation with Petawawa; Design by Jp2g
512	Foymount Road <i>Bonnechere Valley</i>	B257 (Harrington Creek Bridge)	Miller Road	6.57	Reconstruction	100%	100%	99%	April	May	June	November	Design by BTE; Utility relocation ongoing;
635	Swisha Road <i>Laurentian Hills</i>	Highway 17	Interprovincial Bridge	2.58	Cross Drain Replacement	100%	100%	100%	February	March	April	May	Internal design and construction
	Traffic Signal Upgrades	Various Locations											
BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION													
B044	Douglas Bridge	Admaston/Bromley (CR5 Stone Road)			Rehabilitation	100%	100%	99%	April	April	July	October	Design by Stantec
B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)			Rehabilitation	100%	100%	100%	January	February	June	August	Design by JLR; Construction by BEI;
B257	Harrington Creek Bridge	Bonnechere Valley (CR512 Foymount Road)			Replacement	100%	100%	100%	April	May	June	November	Included in 512 reconstruction project
B310	Ski Hill Bridge	Laurentian Valley (CR58 Round Lake Road)			Rehabilitation	100%	100%	100%	March	April	June	October	Design by Stantec
C025	Borne Road Culvert	Laurentian Valley (Borne Road)			Rehabilitation	100%	100%	100%	January	February	June	October	Design by WSP; Construction by JWK;
C115	Dunlop Crescent Dual Culvert	Head, Clara and Maria (Dunlop Crescent)			Replacement	100%	100%	100%	January	February	March	April	Internal design and construction
C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)			Replacement	100%	100%	90%	February	March	July	July	Internal design; WSP; Internal Construction; In cooperation w/ McNab/Braeside
C191	Dicks Road Culvert	Laurentian Valley (Dicks Road)			Rehabilitation w/ Liner	100%	100%	90%	April	May	August	August	Design by Stantec; Internal Construction
C197	Etmanskiew Swamp Culvert	Madawaska Valley (CR62 John Street)			Rehabilitation w/ Liner	100%	100%	100%	April	April	August	September	Design by JLR; Internal Construction
C325	Neilson Creek Culvert	Bonnechere Valley (Lake Clear Road)			Replacement	80%	100%	60%	April	May	September	October	Design by Stantec; Internal Construction
	General Bridge Repairs	Various Locations											
FUTURE ENGINEERING													
B007	Butler Bridge	Admaston/Bromley (Butler Road)			Design for Rehabilitation	100%	100%	90%	2022	2022	2024	2024	Design by Stantec
B102	Brennans Creek Bridge	Killaloe, Hagarty & Richards (CR512 Queen Street)			Design for Rehabilitation	100%	100%	60%	2022	2022	2024	2024	Design by Stantec
B103	O'Grady Bridge	Killaloe, Hagarty & Richards (O'Grady Settlement Road)			Design for Rehabilitation	10%	10%	0%	May	June	TBD	TBD	RFP needed for design
B108	Tramore Bridge	Killaloe, Hagarty & Richards (Tramore Road)			Design for Rehabilitation	60%	100%	30%	2022	2022	2024	2024	Design by HP
B145	Combermere Bridge	Madawaska Valley (CR62 Combermere Road)			Design for Rehabilitation	10%	10%	0%	July	August	TBD	TBD	RFP needed for design
B156	Burnt Bridge	Brudenell, Lyndoch & Raglan (Burnt Bridge Road)			Design for Replacement	30%	30%	10%	2022	2022	2024	2024	Design by JLR
B181	Peter Black Bridge	Laurentian Valley (CR24 White Water Road)			Design for Rehabilitation	10%	10%	0%	April	May	TBD	TBD	RFP needed for design
B232	Cochrane Creek Bridge	North Algona Wilberforce (Cement Bridge Road)			Design for Rehabilitation	30%	30%	10%	2022	2022	TBD	TBD	Design by HP
C001	Berlanquet Creek Culvert	Admaston/Bromley (CR5 Stone Road)			Design for Replacement	30%	50%	10%	2022	2022	TBD	TBD	Design by HP
C040	Snake River Culvert	Admaston/Bromley (CR8 Cobden Road)			Design for Rehab or Replace	30%	10%	10%	June	July	2024	2024	RFP needed for design
C051	Harris Creek Culvert	Admaston/Bromley (Proven Line)			Design for Replacement	10%	10%	10%	May	June	2024	2024	Internal design, RFP needed for Geotech
C062	John Watson Culvert 2	Brudenell, Lyndoch & Raglan (John Watson Road)			Design for Replacement	20%	10%	20%	May	June	2024	2024	Internal design, RFP needed for Geotech
C130	Lochiel Creek Culvert North	McNab/Braeside (CR63 Miller Road)			Design for Replacement	80%	70%	60%	2022	2022	TBD	TBD	Design by Stantec
C136	Robertson Twin Pipes	McNab/Braeside (Robertson Line)			Design for Replacement	10%	10%	0%	July	August	TBD	TBD	RFP needed for design
C201	Broomes Creek Culvert	Whitewater Region (CR7 Foresters Falls Road)			Design for Replacement	90%	90%	50%	2022	2022	2024	2024	Design by JLR; Includes dam
C204	Bellowes Creek Culvert	Whitewater Region (CR12 Westmeath Road)			Design for Rehabilitation	100%	100%	90%	2022	2022	2024	2024	Design by WSP
C215	Elm Creek Culverts	Whitewater Region (Snake River Line)			Design for Replacement	10%	10%	0%	July	August	TBD	TBD	RFP needed for design
C221	Kenny's Culvert	Whitewater Region (Pleasant Valley Road)			Design for Replacement	10%	10%	0%	July	August	TBD	TBD	RFP needed for design
C268	St. Columbkille's Culvert	Laurentian Valley (CR58 Round Lake Road)			Design for Replacement	80%	100%	30%	2022	2022	2024	2024	Design by Stantec

OPERATIONS TENDERS										
Type	Description	Term (Years)	Type	Specification	Tender	Award	Start	Complete	Status/Comments	
1	Pavement Marking	Paint/Glass Beads/Lines/Symbols	1	Equipment/Material	February	March	April	May	August	Ongoing
2	Street Sweeping	Winter/Debris Removal	1	Equipment	March	March	April	April	May	Ongoing
3	Manhole and Catch Basin Cleaning	Winter/Debris Removal	1	Equipment	March	March	April	April	June	Ongoing
4	Roadside Brushing	Tree/Brush Removal	1	Equipment	May	June	June	July	November	Ongoing
5	Steel Sign Post Quotation	Sign Installation Hardware	1	Material	March	April	April	April	May	Ongoing
6	Weed Control	Wild Parsnip/Poison Ivy	5	Equipment/Material	April	April	May	June	July	Ongoing
7	Signs &Traffic Control Equipment	Road Signage	1	Material	March	March	April	April	May	Ongoing
8	Winter Sand	Winter Abrasives	1	Supply/Delivery/Process	May	May	June	July	September	Ongoing
9	Loader Rental	Winter Operations	1	Equipment	July	September	October	November	April	Ongoing
10	AVL Service Renewal	Automatic Vehicle Location	10	Application/Network/Data	May	2020	2020	June	2030	Ongoing
11	Shouldering	Granular/Sealing	1	Material/Installation	June	July	August	September	September	Ongoing
12	Calcium Chloride	Winter Operations	1	Material	September	September	October	October	April	Ongoing
13	Crack Sealing	Pavement Preservation	1	Material/Installation	May	May	June	July	September	Ongoing
14	Curb Repair	Preservation	1	Material/Repair	May	May	June	July	September	Ongoing
EQUIPMENT TENDERS										
Tender	Description	Quantity	Type	Specification	Tender	Award	Delivery	Status/Comments		
1	HDT (Heavy Duty Truck)	Combination Plow/Spreader	3	Replace	April	April	May	2024		Retendering
2	LDT (Light Duty Truck(s))	(1/2 ton 4WD)	1	Replace	April	June	July	2023		Ongoing
3	Wheeled Excavator	Wheeled Excavator and Attachments	1	New	April	April	May	2023		Ongoing
4	Tractor	Tractor	1	Replace	April	May	June	2023		Ongoing
5	Roller 3'	Shoulder Compaction	1	New	April	June	July	2023		Ongoing
6	U-Body Water Tank	PW Operations -CP	1	New	April	June	July	2023		Ongoing
7	Enclosed Cargo Trailer 20'	Construction Section	1	Replace	April	April	April	2023		Ongoing
8	Equipment Refurbishment(s)	As per Spring Inspection	Varies	Existing	April	April	May - November	2023		Ongoing
9	Brusher Head	1 new / 1 replacement	2	1 Replace/1 New	April	April	May	2023		Ongoing
HOUSING										
Tender	Location(s)	Type	Type	Design	Tender	Award	Start	Complete	Status/Comments	
1	Fuel Inventory and Access Systems	WWRP/CP/GP/SWP/CalP	Systems	New	April	May	June	July	November	Ongoing
2	Waste Oil Containment and Enclosure	WWRP/SWP/GP/CP/CalP	Construct	Replace	April	May	June	July	November	Ongoing
3	Washroom Facilities	WWRP/SWP/GP/CP	Project	Replace/New	June	July	July	July	December	Ongoing
ROAD MAINTENANCE AGREEMENTS/FACILITY AGREEMENTS										
Service Provider	Location	Year	Type	Start	Complete	Term	Status/Comments			
1	Town of Arnprior	County Road 1, County Road 2	2022	Winter Road Maintenance	2023	2033	10			Under Review
2	Town of Deep River	County Road 72, County Road 73	2020	Winter Road Maintenance	2020	2030	10			Ongoing
3	Town of Renfrew	County Road 20, County Road 52	2019	Winter Road Maintenance	2019	2029	10			Ongoing
4	Township of Carlo Mayo	County Road 517	2022	Winter Road Maintenance	2022	2023	Annual			Ongoing
5	Contractor	County Road 635	2022	Winter Road Maintenance	2022	2023	Annual			Ongoing
6	Algonquins of Pikwanaganan	Golden Lake	2022	Use of facilities and materials	2022	2027	5			Ongoing
7	Bonnechere Valley	Foymount	2022	Use of facilities and materials	2022	2027	5			Ongoing

2023 CAPITAL PROGRAM VARIANCE - ROADS/BRIDGES

Road #	Location	From	To	Length (km)	2023 BUDGET	April Projected	Variance	Carry Over	
Road Reconstruction/Rehabilitation									
Note: Limits and Length of projects are approximate and subject to revision based on final design and budgets									
1	River Road <i>McNab/Braeside & Horton</i>	Lochwinnoch Road	Algonquin Trail	2.27	1,137,007	1,137,007	0	0	
2	Daniel Street S. <i>Arnprior</i>	Galvin Street	Edey Street	0.20	680,000	680,000	0	0	
20	Bruce Street <i>Renfrew & Horton</i>	Highway 60	Highway 17	3.11	539,559	539,559	0	0	
24	White Water Road <i>Laurentian Valley</i>	Highway 17	County Road 40 (Greenwood Road)	2.45	388,000	388,000	0	0	
24	White Water Road <i>Laurentian Valley</i>	Stafford Third Line	Highway 17	2.57	1,309,911	1,309,911	0	0	
30	Lake Dore Road <i>North Algona/Wilberforce</i>	Highway 60	Sperberg Road	3.26	2,529,548	2,529,548	0	0	
37	Murphy Road <i>Petawawa</i>	Highway 17	County Road 26 (Doran Road)	2.16	1,077,840	1,077,840	0	0	
37	Murphy Road <i>Petawawa</i>	County Road 26 (Doran Road)	County Road 51 (Petawawa Blvd.)	0.93	490,588	490,588	0	0	
42	Forest Lea Road <i>Laurentian Valley</i>	Highway 17	County Road 51 (Pembroke Street W)	4.22	759,352	759,352	0	0	
58	Round Lake Road <i>Killaloe, Hagarty and Richards</i>	Deer Trail Road	B101 (Bonnechere River Bridge)	2.52	1,257,480	1,257,480	0	0	
65	Centennial Lake Road <i>Greater Madawaska</i>	2872 Centennial Lake Rd	Black Donald Access Point	1.63	686,230	686,230	0	0	
508	Calabogie Road <i>Greater Madawaska</i>	County Road 34 (Norton Road)	Mill Street	1.84	918,160	918,160	0	0	
508	Calabogie Road <i>McNab/Braeside</i>	Goshen Road	Highway 17	4.36	1,251,345	1,251,345	0	0	
512	Foymount Road <i>Bonnechere Valley</i>	B257 (Harrington Creek Bridge)	Miller Road	6.57	4,490,190	4,490,190	0	0	
515	Palmer Road <i>Madawaska Valley & Brudenell, Lyndoch & Raglan</i>	Finch Road	County Road 514 (Schutt Road)	6.50	2,080,870	2,080,870	0	0	
517	Dafoe Road <i>Madawaska Valley</i>	Radcliffe Twp Line (Coulas Rd)	Serran Road	2.73	1,274,410	1,274,410	0	0	
517	Dafoe Road <i>Madawaska Valley</i>	Serran Road	County Road 62 (Combermere Road)	3.22	70,000	70,000	0	0	
635	Swisha Road <i>Laurentian Hills</i>	Highway 17	Interprovincial Bridge	2.58	300,000	300,000	0	0	
	Scratch Coat Paving	Various Locations				750,000	750,000	0	0
ROAD RECONSTRUCTION/REHABILITATION TOTALS				53.12	21,990,490	21,990,490	0	0	
Bridge/Culvert Reconstruction/Rehabilitation									
Structure #	Structure Name	Location			2023 BUDGET	April Projected	Variance	Carry Over	
B044	Douglas Bridge	Admaston/Bromley (CR5 Stone Road)			1,800,000	1,800,000	0	0	
B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)			380,000	470,000	90,000	0	
B257	Harrington Creek Bridge	Bonnechere Valley (CR512 Foymount Road)			800,000	800,000	0	0	
B310	Ski Hill Bridge	Laurentian Valley (CR58 Round Lake Road)			1,200,000	1,050,000	-150,000	0	
C025	Borne Road Culvert	Laurentian Valley (Borne Road)			800,000	760,000	-40,000	0	
C115	Dunlop Crescent Dual Culvert	Head, Clara and Maria (Dunlop Crescent)			415,000	415,000	0	0	
C137	Hanson Creek Culverts	McNab/Braeside (Robertson Line)			600,000	600,000	0	0	
C191	Dicks Road Culvert	Laurentian Valley (Dicks Road)			200,000	200,000	0	0	
C197	Etmanskie Swamp Culvert	Madawaska Valley (CR62 John Street)			1,300,000	1,300,000	0	0	
C325	Neilson Creek Culvert	Bonnechere Valley (Lake Clear Road)			450,000	450,000	0	0	
	General Bridge Repairs	Various Locations			100,000	100,000	0	0	
BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION TOTALS					8,045,000	7,945,000	-100,000	0	
Roads/Bridge/Culvert Future Engineering									
ID	Name	Location			2023 BUDGET	April Projected	Variance	Carry Over	
B007	Butler Bridge	Admaston/Bromley (Butler Road)			20,000	20,000	0	0	
B102	Brennans Creek Bridge	Killaloe, Hagarty & Richards (CR512 Queen Street)			10,000	10,000	0	0	
B103	O'Grady Bridge	Killaloe, Hagarty & Richards (O'Grady Settlement Road)			26,500	26,500	0	0	
B108	Tramore Bridge	Killaloe, Hagarty & Richards (Tramore Road)			20,000	20,000	0	0	
B145	Combermere Bridge	Madawaska Valley (CR62 Combermere Road)			150,000	150,000	0	0	
B156	Burnt Bridge	Brudenell, Lyndoch & Raglan (Burnt Bridge Road)			53,000	53,000	0	0	
B181	Peter Black Bridge	Laurentian Valley (CR24 White Water Road)			180,000	180,000	0	0	
B232	Cochrane Creek Bridge	North Algona Wilberforce (Cement Bridge Road)			50,000	50,000	0	0	
C001	Berlanquet Creek Culvert	Admaston/Bromley (CR5 Stone Road)			40,000	40,000	0	0	
C040	Snake River Culvert	Admaston/Bromley (CR8 Cobden Road)			25,000	25,000	0	0	
C051	Harris Creek Culvert	Admaston/Bromley (Proven Line)			20,000	20,000	0	0	
C062	John Watson Culvert 2	Brudenell, Lyndoch & Raglan (John Watson Road)			45,000	45,000	0	0	
C130	Lochiel Creek Culvert North	McNab/Braeside (CR63 Miller Road)			40,000	40,000	0	0	
C136	Robertson Twin Pipes	McNab/Braeside (Robertson Line)			61,000	61,000	0	0	
C201	Broomes Creek Culvert	Whitewater Region (CR7 Foresters Falls Road)			200,000	200,000	0	0	
C204	Bellows Creek Culvert	Whitewater Region (CR12 Westmeath Road)			30,000	30,000	0	0	

2023 CAPITAL PROGRAM VARIANCE - ROADS/BRIDGES

Road #	Location	From	To	Length (km)	2023 BUDGET	April Projected	Variance	Carry Over
C215	Elm Creek Culverts	Whitewater Region (Snake River Line)			36,000	36,000	0	0
C221	Kenny's Culvert	Whitewater Region (Pleasant Valley Road)			20,000	20,000	0	0
C268	St. Columbkille's Culvert	Laurentian Valley (CR58 Round Lake Road)			90,000	90,000	0	0
FUTURE ENGINEERING TOTALS					1,116,500	1,116,500	0	0
Traffic Signals - Upgrades		Various Locations			200,000	200,000	0	0
SAFETY DEVICES TOTALS					200,000	200,000	0	0
CAPITAL PROGRAM TOTAL:					31,351,990	31,251,990	-100,000	0



8 Ridge Drive - Pembroke, ON K8A 6W2 - 613 638 3881 - info@ovcata.ca

March 11, 2023

Lee Perkins, Director of Operations, County of Renfrew LPerkins@countyofrenfrew.on.ca

cc: Peter Emon, Warden, County of Renfrew pemon@renfrew.ca

Glenn Doncaster, Operations Committee Chair gdoncaster@deepriver.ca

Craig Kelly, CAO, County of Renfrew ckelley@countyofrenfrew.on.ca

Ron Moss and Bob Peltzer, OVCATA co-chairs

Dear Mr. Perkins:

I'm writing out of a concern spurred by residents of the Rockingham area that has been echoed in other parts of the County. Residents tell us that tractor trailer transport trucks are now routinely travelling along the Rockingham and Letterkenney Roads (County Road 68) in much greater numbers than in the past. These are narrow, winding, hilly rural roads not intended for highway traffic, but trucks are being routed to them by GPS services such as Google because they have default 80 km/hour speed and the GPS's calculate that at that speed, they are quicker routes than travelling on the highway.

Having this amount of truck traffic on these roads is dangerous for other road users as well as the truckers themselves, especially in winter conditions. It is also expensive for the County because these roads will deteriorate more quickly. Residents in other parts of the County have voiced similar concerns to us.

We believe the only way to rectify the problem is to lower the speed limit on at least some portions of the roads in question. If this is done, Google and other GPS services will be notified and the volume of through traffic will be greatly reduced. Therefore, we are requesting that County study these and other roads in areas where the similar problems are being reported and introduce lower speed limits as appropriate.

Thank you for your concern and consideration.

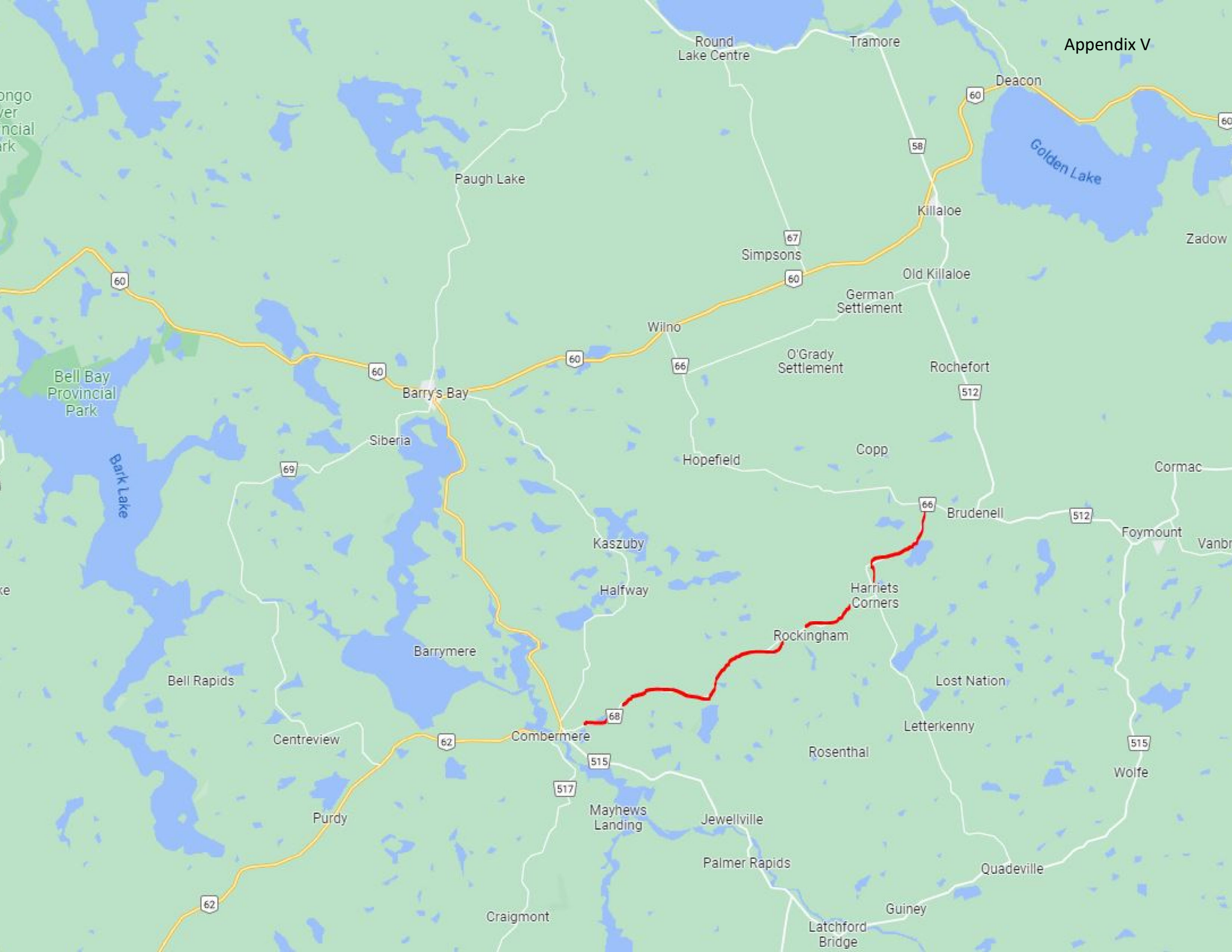
Ish Theilheimer

Director at large

Ottawa Valley Cycling and Active Transportation Alliance

Pat Krose Co-Chair

Ottawa Valley Cycling and Active Transportation Alliance



Hi Lee

Our association is working closely with the KHR Township Council regarding road safety concerns for all users of Highway 58 as we are seeing significant deterioration in the road and shoulders of Highway 58 specifically between Tramore Road and Foy Corridor. This stretch of @ 20 km serves as the main transportation route for residents of KHR, logging trucks and tourists travelling to the provincial park and between Barrys Bay and Pembroke.

Highway 58 is not only used for vehicle traffic, as the number of full time residents living around Highway 58 is increasing, and the population base of the township off, on and around Round Lake is growing, Highway 58 is also used by walkers, runners, and cyclists. One of the key activities to attract tourists and keep residents active is the “Round the Round” challenge which started in 2020 and encourages people to walk, run or cycle around Round Lake, which includes approximately 20 km of Highway 58. As such, in addition to repaving the road, the paving of the shoulders is equally important. With Highway 58 being only 2 lanes wide and having unpaved shoulders for significant stretches between Tramore Road and Foy Corridor, it is increasingly dangerous for pedestrians and cyclists to use Highway 58.

A May 25 2022 article in the Eganville Leader addressed these same concerns with respect to paved shoulders:

Ron Moss of the Ottawa Valley Cycling and Active Transportation Alliance is quoted as saying “paved shoulders not only encourage lots more people to get out safely on bikes but they also make roads safer for drivers and reduce road maintenance costs”.

County Warden Debbie Robinson stated “the County of Renfrew is committed to safer roads for everyone and encourages active transportation and cycle tourism”.

In fact, the RLPOA and KHR Township have been working with Steve Boland of Renfrew County on improvements to Highway 58 for many years (since at least 2014). In addition to having the support of the KHR Township Council, we have the support of Bonnechere Park and the Ottawa Valley Cycling and Active Transportation Alliance (OVCATA) (see attached letters as reference from 2018).

KHR Township council has advised us that a small section of Highway 58 is scheduled for repaving in 2023 (@ 2.5 km from Deer Trail Road to Bonnechere River Bridge) and other improvements to Highway 58 are postponed until at least 2026.

The repaving of the 2.5km is appreciated and beneficial to all users. We understand Renfrew County is in the process of road design for this section of Highway 58, therefore we are requesting that the paving of the shoulders on this same 2.5km stretch of Highway 58 be prioritized for 2023.

Thank you for your time and consideration. We look forward to hearing from you.

Sincerely

Angeline Roach, RLPOA Road Safety Committee Chair

c: Mayor and Councillors KHR Township, Rob Norris President RLPOA

Hi Lee:

My name is Mary Atkinson, and I have been asking for paved/hardened shoulders on Round Lake Road between Deer Trail Road and the Bonnechere River bridge for several years now. It is a high traffic area for cyclists and pedestrians due to the Provincial Park, and the softened shoulders do not allow for safe travel. In addition, the two curves in the road, one just above and one just below the Park make it difficult to safely cross Round Lake Road as oncoming traffic cannot be seen. For the safety of cyclists and pedestrians, it is essential that the shoulders be widened and paved.

Below please find some of my previous correspondence with Taylor Hanrath about this issue.

Thanks,

Mary Atkinson

Mr. Perkins

I would like to add my voice to those of the Round Lake Property Owners Association members who will present at the April 11th meeting of the County of Renfrew Operations Committee.

I am aligned with RLPOA's position that the shoulders should be hardened when repaving of County Road 58 takes place this year. (The repaving is to run 2.5 km from Bonnechere to the bridge over the Bonnechere River.)

Hardened shoulders put in place in past years on the same road, running from Round Lake Centre to Tramore have made use by pedestrians and cyclists safer and more pleasurable. They have also allowed safer travel for motorists on this stretch.

I hope you will be able to allocate sufficient funds to make the to-be-paved portion of the road safer for all.

Sincerely yours
Dan Stringer

RESOLUTION

Appendix VII

Date
March 21/2003

Name of Organization
Regular Council Mtg

Resolution Number
03

Moved by:
Maureen MacMillan

Seconded by: B11

Motion of Council of KHR to support the painting
of the speed limits on Queen St w/ KHR paying
50% of the cost. CARRIED

Certified a true copy
Tammy Gergerat
Tammy Gergerat, CAO/Clerk-Treasurer
Township of Killaloe, Hagarty and Richards



RENFREW COUNTY

CENTRAL AMBULANCE COMMUNICATIONS CENTER

CONSOLE RECOMMENDATION

March 9, 2023

Table of Contents

CURRENT DESIGN	1
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RECOMMENDED DESIGN	3
FIRE SYSTEM OPTIONS	4
PRICING PROPOSAL.....	5

CURRENT DESIGN

Currently, the Renfrew County Central Ambulance Communications Center (CACC), is supported by a four-console position.

The current console positions are the discontinued MIP5000 Motorola solution. Calls are received and paged out from the CACC via a UHF signal to a tower at Foymount. From there, the signal is dispatched to a base radio at the relevant Fire Department's base stations which, in turn, decodes the UHF signal into VHF and pages go out to Fire Fighters within range of the signal.

Towers at Arnprior and Bissett Creek, along with the tower at Foymount, act as communications links to the CACC where fighter fighters can monitor voice as they respond to the incident. This also allows for incident command to communicate with CACC once ground tactical operations have been established.

There is no formal back up position, but rather a phone patch that exists in case of failure which allows for pages to be sent out.

Currently, the system records two radio audio channels and phone is recorded on a different system.

Current System Limitations:

1) Paging limitations

The paging signals being sent out are through simplex radio receivers at the Fire Halls which limits the paging signal coverage. On-call fire fighters out of range of the paging base radio will not receive the pages.

2) Incident coverage

Once pages are received, radio updates can be heard through which ever of the Foymount, Bissett Creek or Arnprior towers are used by the system to support incident command. Again, if the responding fire fighter is out of range of those towers, they will not hear the radio updates.

This is also a simplex configuration with limited reach which causes departments to use other methods such as the "Who is responding?" app.

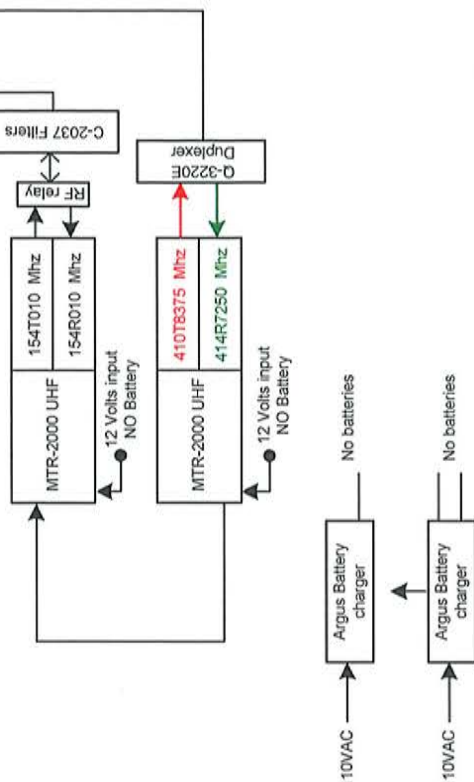
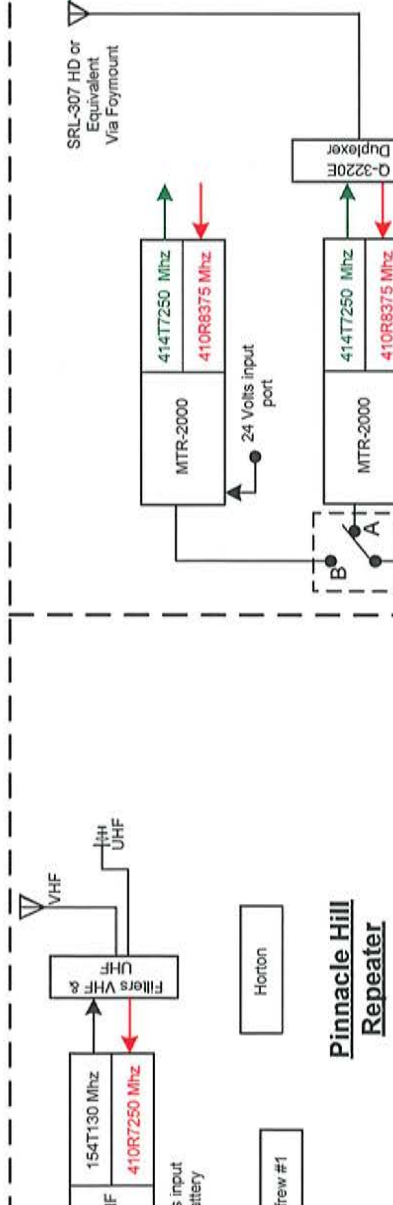
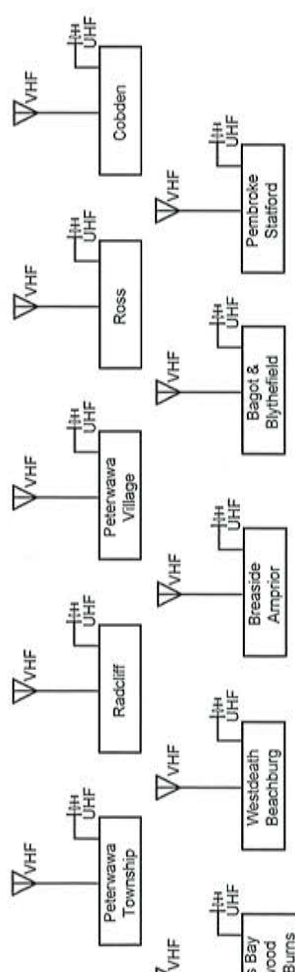
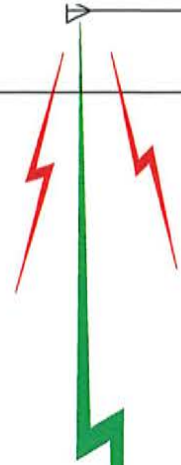
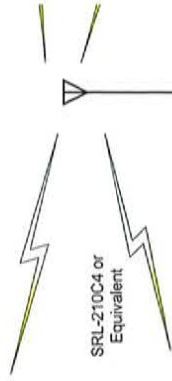
3) Lack of Redundant Back-Up

The primary function of CACC is to dispatch Ambulance incidents and, in addition, they support Fire Department dispatch as well. The four-console position solution does not have a back-up console position independent of the main consoles in the event of failure or natural disaster.

There is a phone patch used in the event of failure. However, console functionality is lost in those cases.

Please refer to the attached diagram which provides an outline of the current console solution.

Foymont Lower (C&W Site)



Admaston (Douglas)
Eganville

CUSTOMER:
Renfrew County Fire dispatch

TITLE: Paging Channel

PROJECT: Actual Paging system

Sebastopol

Hagard & Richard

Brudenelle & Lyndock

North Altona

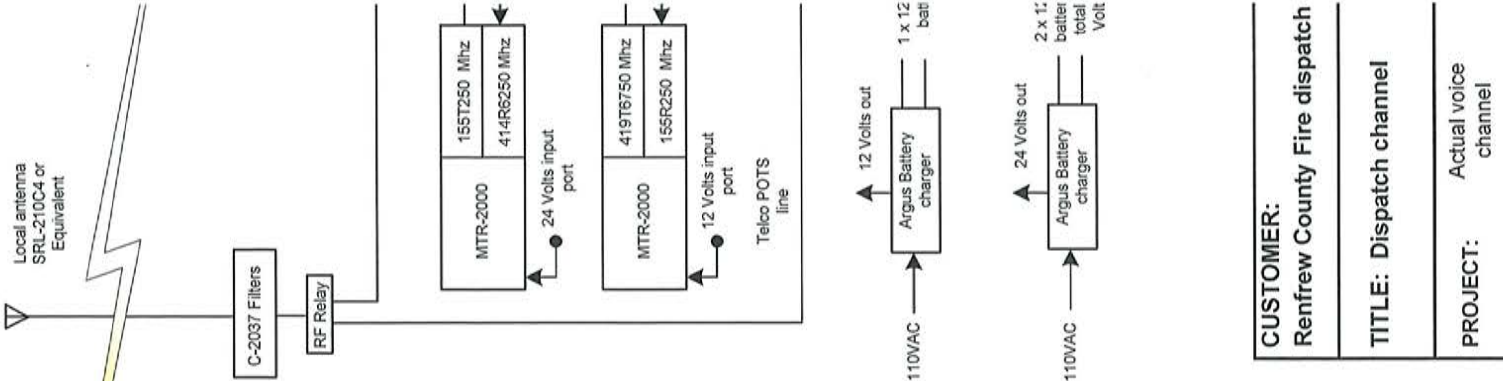
Motorola MIP-5000 Gateway

Manual A/B switch in rear cabinet



Motorola MIP-5000 consoles

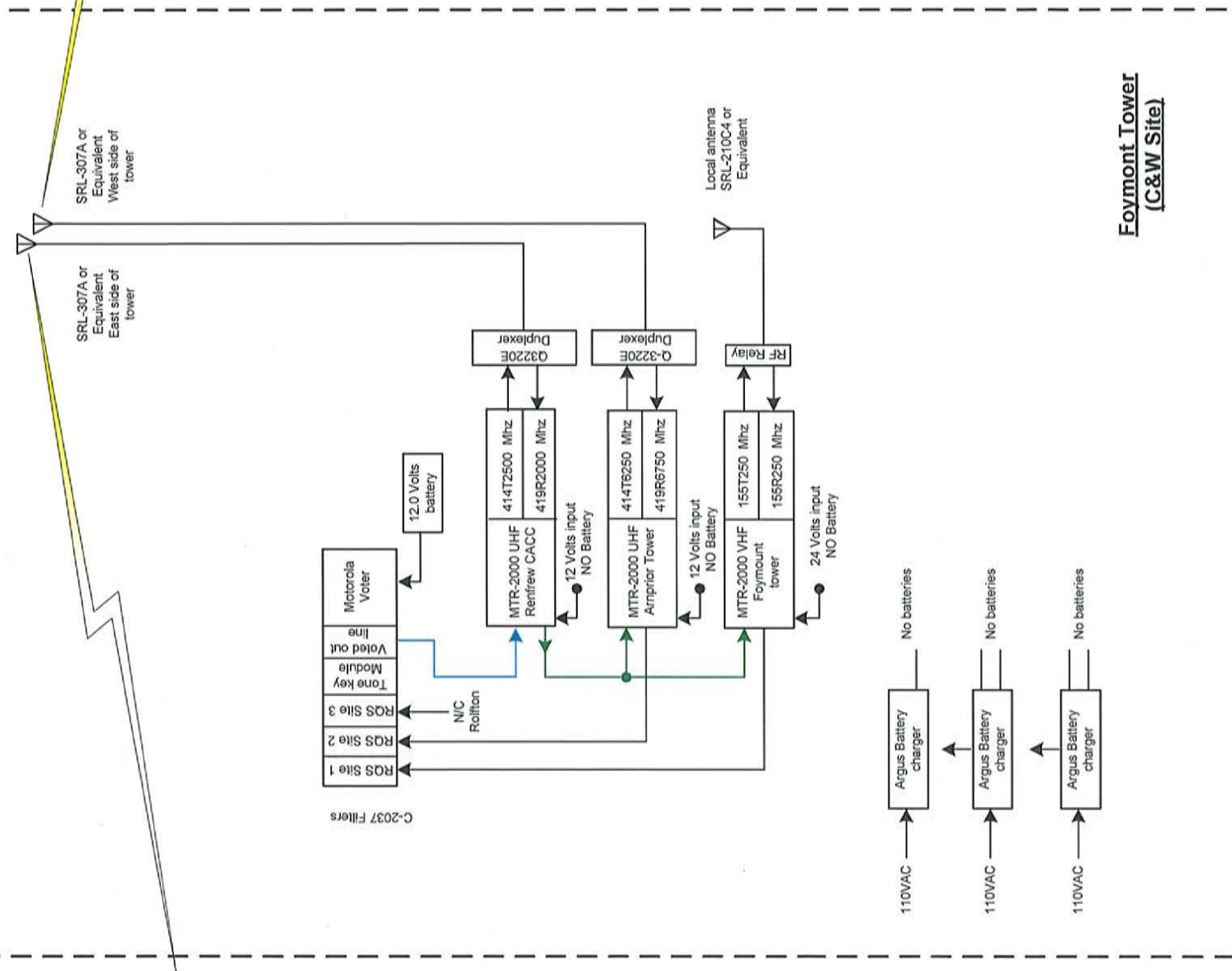
Renfrew CACC



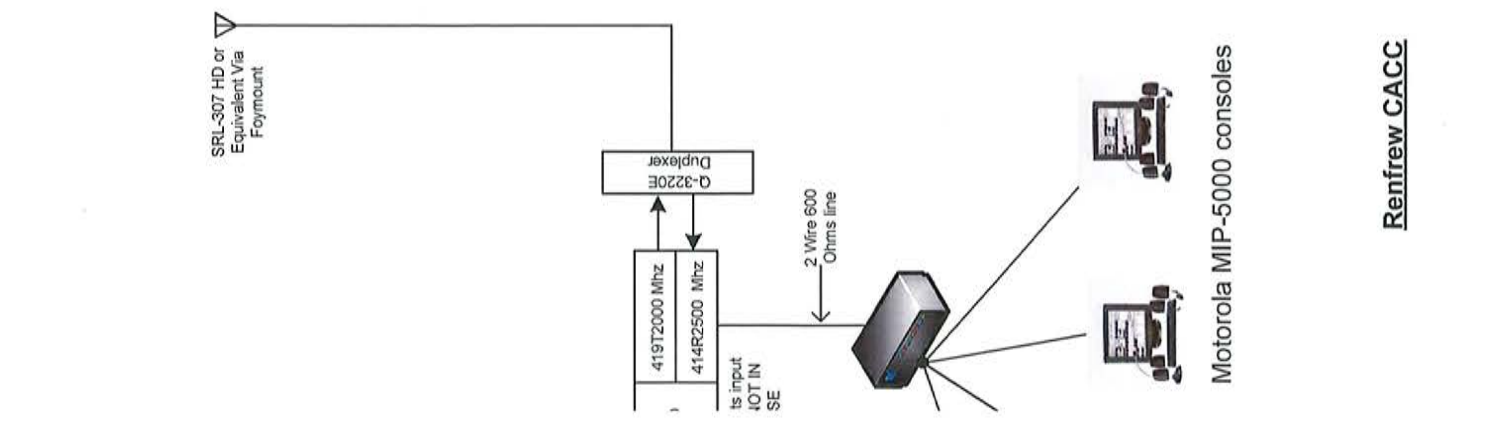
CUSTOMER:
Renfrew County Fire dispatch

TITLE: Dispatch channel

PROJECT: Actual voice channel

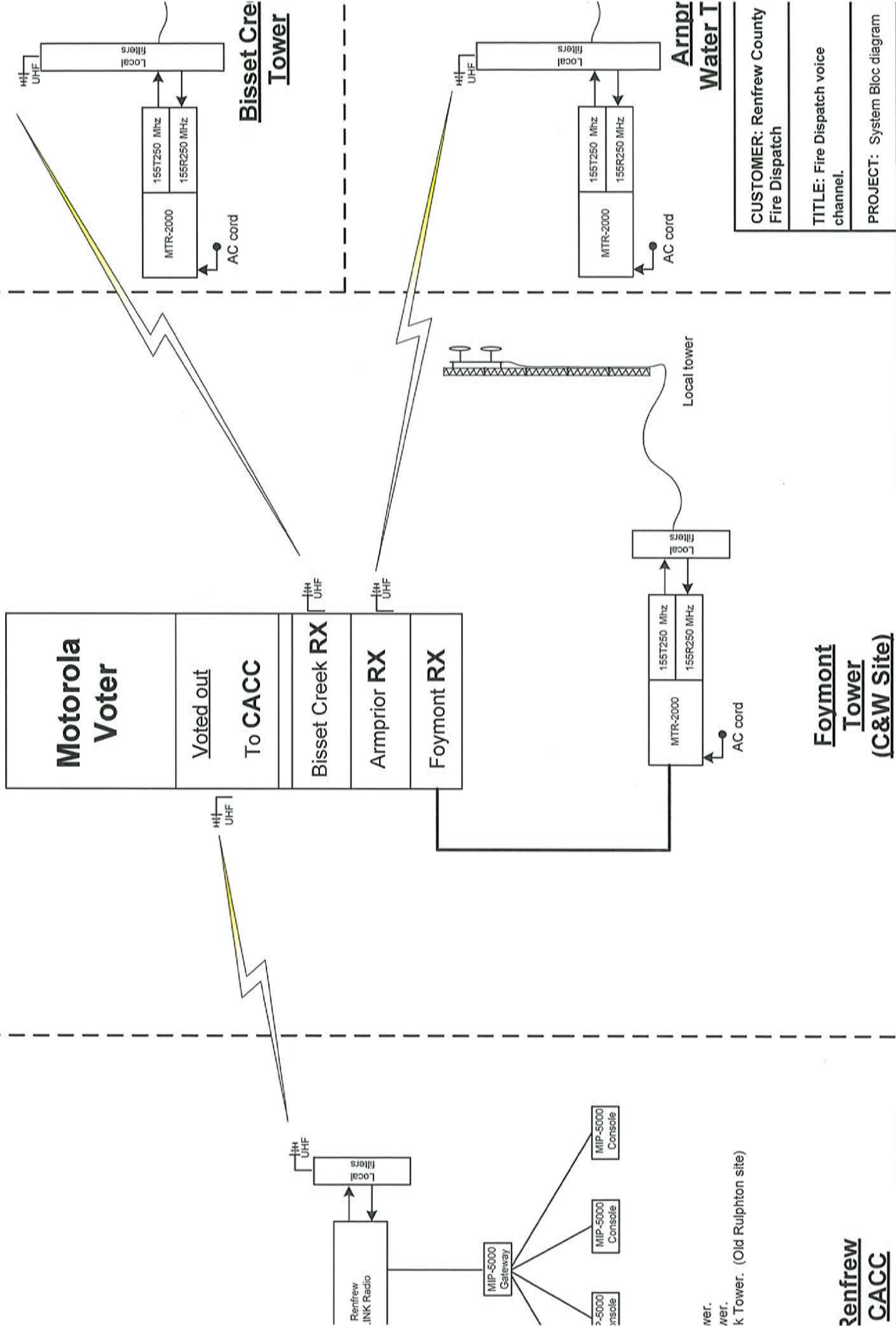


Foymont Tower
(C&W Site)



Renfrew CACC

Motorola MIP-5000 consoles



CUSTOMER: Renfrew County Fire Dispatch
TITLE: Fire Dispatch voice channel.
PROJECT: System Bloc diagram

Foymont Tower (C&W Site)

wer.
 wer.
 k Tower. (Old Rulphiton site)

Renfrew CACC

AVTEC CONSOLE SOLUTION

AVTEC Inc. is a Motorola Solutions company which specializes in Voice Over IP (VoIP) Dispatch communications solutions.

They have more than 40 years of experience dealing with First Responders and Mission Critical operations where reliable, effective and scalable communications solutions are needed.

Given that the current MIP5000 is a Motorola based product, the migration to the AVTEC portfolio is a natural evolution in the County's infrastructure.

In the case of the CACC, it is BearCom Canada's recommendation that the AVTEC Scout E4 console solution with redundant back up.

This solution will not address the current system limitations as they relate to paging and coverage issues. It will, however, ensure that normal operations can continue in the event of failure.

It will also provide numerous benefits currently not enjoyed through the MIP5000 solution. The most important being the AVTEC Scout Care program which is unparalleled in the industry.

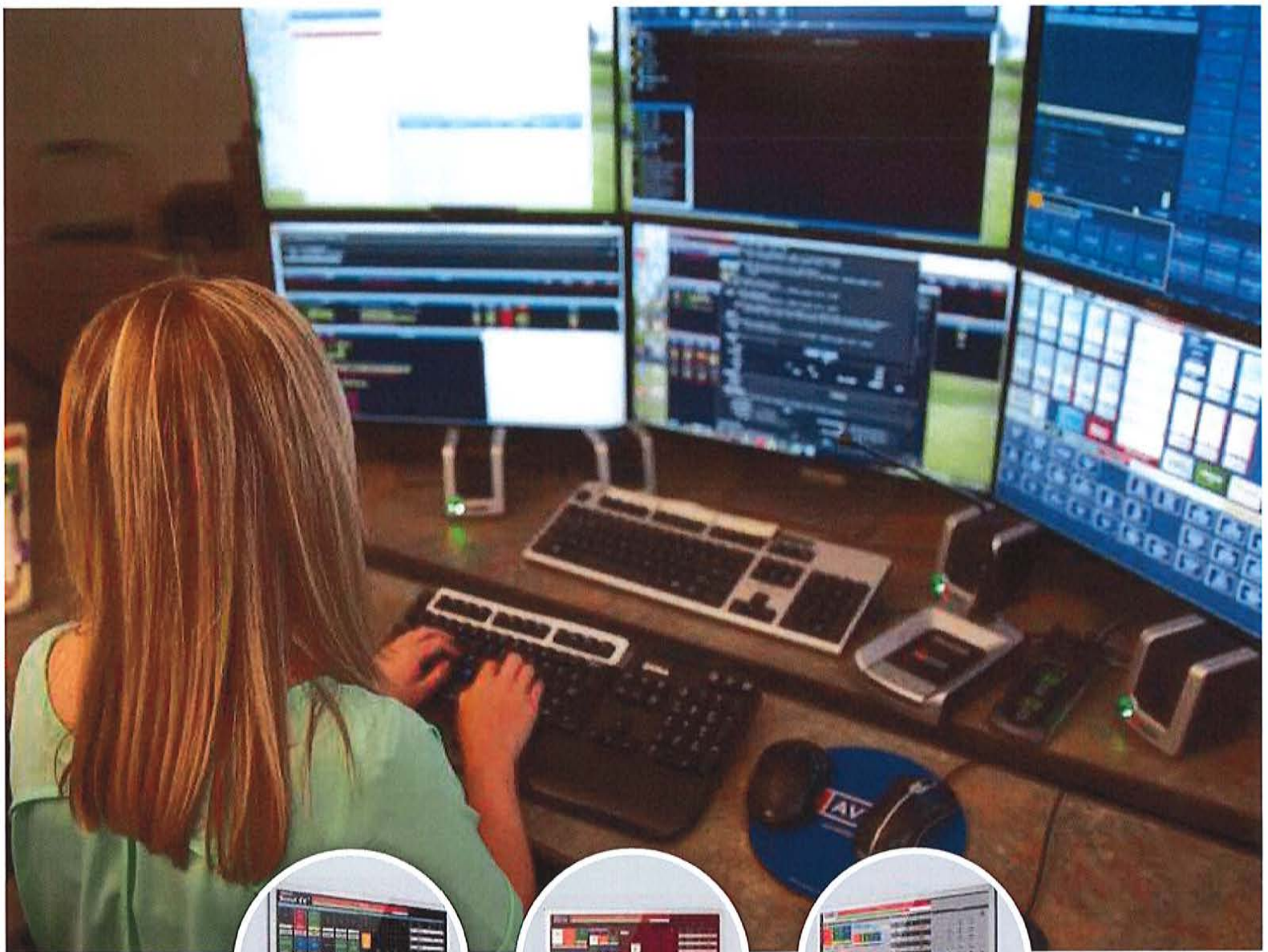
This will provide the CACC with the most comprehensive post-sales care program available. Through the on-going maintenance program in place with BearCom Canada, the County of Renfrew will enjoy a minimum of three software upgrades per annum which will ensure that new functionality is available upon release.

The County will also enjoy the benefits of 24/7/365 toll free support and on-line learning and training portals for on-going guidance.

Finally, though the issues of paging coverage and radio coverage are not addressed in this proposal, this solution will easily scale to whichever platform that the County chooses to adopt as its next radio system.

BearCom Canada has chosen not to address the paging and radio coverage issues in this submission as the choice of platform will ultimately dictate how to best address those items.

We would invite the County to review the attached documentation which further outlines the numerous benefits of the AVTEC Scout E4 console solution.



AVTEC'S SCOUT

Dispatch Communications Platform



WHEN MINUTES MATTER

You need to know that your communications system can handle whatever challenges it will face in today's complex world. At the center of the most demanding communications environments, you'll find an Avtec Scout™ dispatch console—protecting people, assets, and livelihoods. When a call comes in, you can feel confident that you've selected a reliable and efficient communications system from a company that understands what is important to you.

PROVEN

When you choose Avtec to be your communications partner, you're joining more than 75 utilities, six major U.S. airlines, hundreds of public safety agencies and dozens of Fortune 500 companies that have deployed a Scout dispatch console for their mission-critical communications.

SCALABLE

Build for now, but be prepared for later—your investment is always safe with Avtec, since Scout enterprise systems can grow in both capacity and capabilities as your needs dictate. And, as your requirements change over time, systems can be consolidated to one location, redistributed to many locations, or augmented to accommodate growth.

RELIABLE

Avtec Scout console systems are built on open standards and integrate seamlessly with the leading radio, telephony, push-to-talk over cellular (PoC), and broadband technologies. And since they are fully redundant, you can trust Avtec systems to deliver exceptional audio quality during standard operations, or during mutual aid situations such as natural or man-made disasters.



Avtec Scout EX Dispatch Console

WHY AVTEC SCOUT?

When your dispatchers are called into action, you want the best tools at their fingertips. Avtec's Scout consoles can handle a broad range of business and mission-critical communications needs—consolidating your radio, telephony, and broadband/LTE technologies into a best-in-class communications solution that offers exceptional audio quality, protection from cybersecurity threats, and virtually endless configurability.

Count on Avtec Scout for:

MISSION-CRITICAL RELIABILITY

Whether your dispatchers are dealing with a life-saving emergency or coordinating business-critical resources for your enterprise, you can count on Avtec to provide:

- Dispatch consoles with built-in redundancies for high availability and stability.
- Communications solutions with exceptional audio quality.
- ScoutCare™ licensed, post-warranty software maintenance and U.S.-based support 24/7/365 to protect against unforeseen issues and to deploy regular system enhancements.

A COMMITMENT TO CYBERSECURITY

Today's hackers target third-party applications as a pathway to gain access to your primary control systems. Avtec's Scout dispatch consoles are rigorously tested for vulnerabilities prior to each software release.

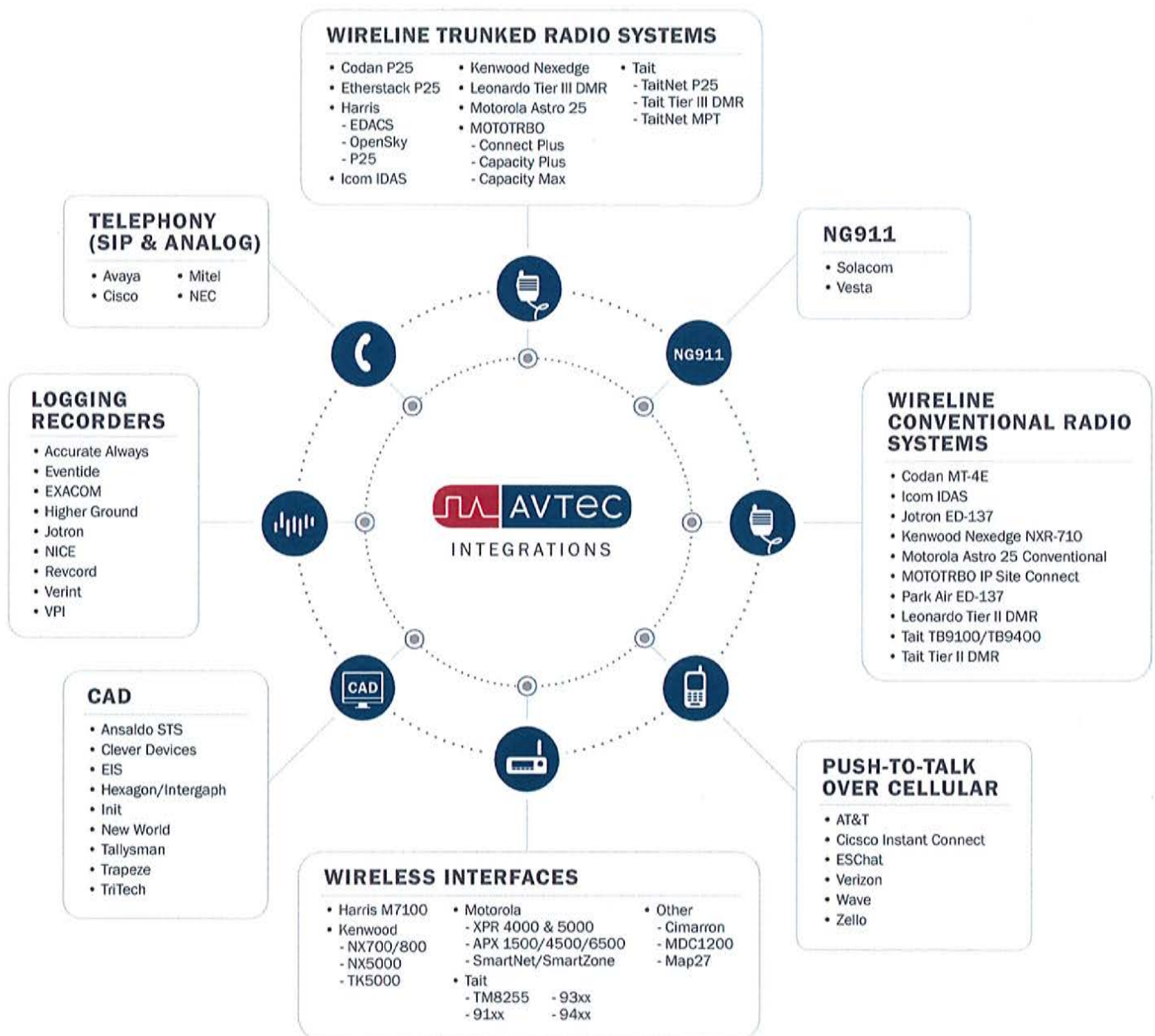
EASE OF USE

You need technology to bend and flex to meet your changing requirements. Avtec Scout's Enterprise Management Tools enable you to configure your console to your unique business needs, including:

- Customizable screens for role-specific preferences or to mirror legacy systems.
- Quick and intuitive connectivity to all voice resources.

INTEGRATION FLEXIBILITY

You need the freedom to select the right communication tools for the job based on what is most efficient and effective for your team. Avtec Scout's single-source code platform allows you to integrate legacy and next generation radio, telephony and PoC technologies in both fixed and mobile dispatch environments.



MEET THE SCOUT ENTERPRISE FAMILY



SCOUT EX

Avtec Scout EX is our most robust solution for conventional and trunked radio systems, telephony and broadband/LTE technologies. If you are a “power user” who manages hundreds of resources on a daily basis and need a secure, scalable and redundant console solution, you can depend on Scout EX. It enables dispatchers to monitor up to 50 audio streams and 2,000 channels from fixed or mobile command centers, and is compatible with Avtec Scout E1, E4 and E8 consoles for flexibility.



SCOUT E8

Avtec Scout E8 gives your command center maximum value for a minimal investment. Scout E8 integrates with leading radio, telephony and broadband/LTE technologies. And because it is compatible with all Scout Enterprise products, you can easily expand your system as your operations center grows. It is ideal for managing up to eight audio streams and eight channels at a time.



SCOUT E4

The Avtec Scout E4 console provides a cost-effective solution that is compatible with Scout EX and E8 consoles so you can add additional software licenses as needed. It manages up to four audio streams and eight channels at a time. Like the entire Scout Enterprise family, Scout E4 dispatch consoles integrate with leading proprietary and standards-based radio, telephony and broadband/LTE technologies.



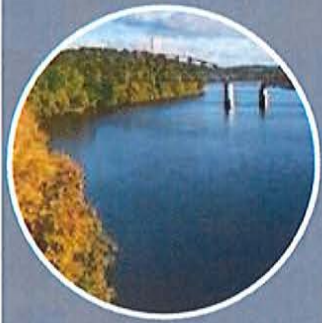
SCOUT E1

Avtec Scout E1 is a purpose-built hardware device that delivers a compact, reliable and affordable dispatching solution for up to four radio or LTE endpoints. These devices can stand alone, or work together in their own system. Since Scout E1 is compatible with all Scout Enterprise products, it can be easily upgraded.

FEATURES	SCOUT EX	SCOUT E8	SCOUT E4	SCOUT E1
MOTOTRBO™ Integration	✓	✓	✓	✓
SMARTNET® / SmartZone™ Trunked Integration	✓	✓	✓	✓
P25 Trunk & Conventional Ph 1 & 2 (Includes ASTRO)	✓	✓	✓	✓
DMR / NXDN / MPT-IP / IDAS / ED-137	✓	✓	✓	✓
Harris EDACS® / OpenSky® Systems	✓	✓	✓	✓
Enhanced Telephony	✓	✓	✓	X
AT&T Enhanced PTT	✓	✓	✓	✓
Verizon Push to Talk Plus	✓	✓	✓	✓
Cisco Instant Connect	✓	✓	✓	✓
Wave / ESChat	✓	✓	✓	✓
NENA Support (Headset Sharing)	✓	✓	✓	X
Dispatch Positions	800	800	800	800
Channels	2000	8	4	4
Audio Streams (Receive)	50	8	4	4
Audio Streams (Transmit)	20	8	4	1
Upgradable to Higher Capacity	N/A	✓	✓	✓
Permanent Patch	✓	✓	✓	✓
Instant Recall Recorders (IRR) / Logging Recorders / Mobility	✓	✓	✓	X

SCOUTCARE

Avtec offers ScoutCare™, a licensed post-warranty software maintenance and remote support services program that protects your investment and ensures your system always has the latest security updates, new features and integrations, and ongoing product enhancements. With your subscription, you can count on 24/7/365 support from Avtec's staff of trained technical specialists and authorized channel partners so you can focus on your core business and on managing your operations. If you prefer to maintain your own system, your ScoutCare license includes administrator training to provide you with the skills to do so. This comprehensive approach to customer engagement provides you with a reliable system and access to a support team you can trust.



“Being able to reliably share information in a timely fashion is absolutely critical...Avtec custom-built the new system using screen configurations we sent. Our dispatchers were using the system comfortably within 10 minutes.”

—JENNIFER WHITE
E-911 DIRECTOR
LOUDON COUNTY, TENNESSEE

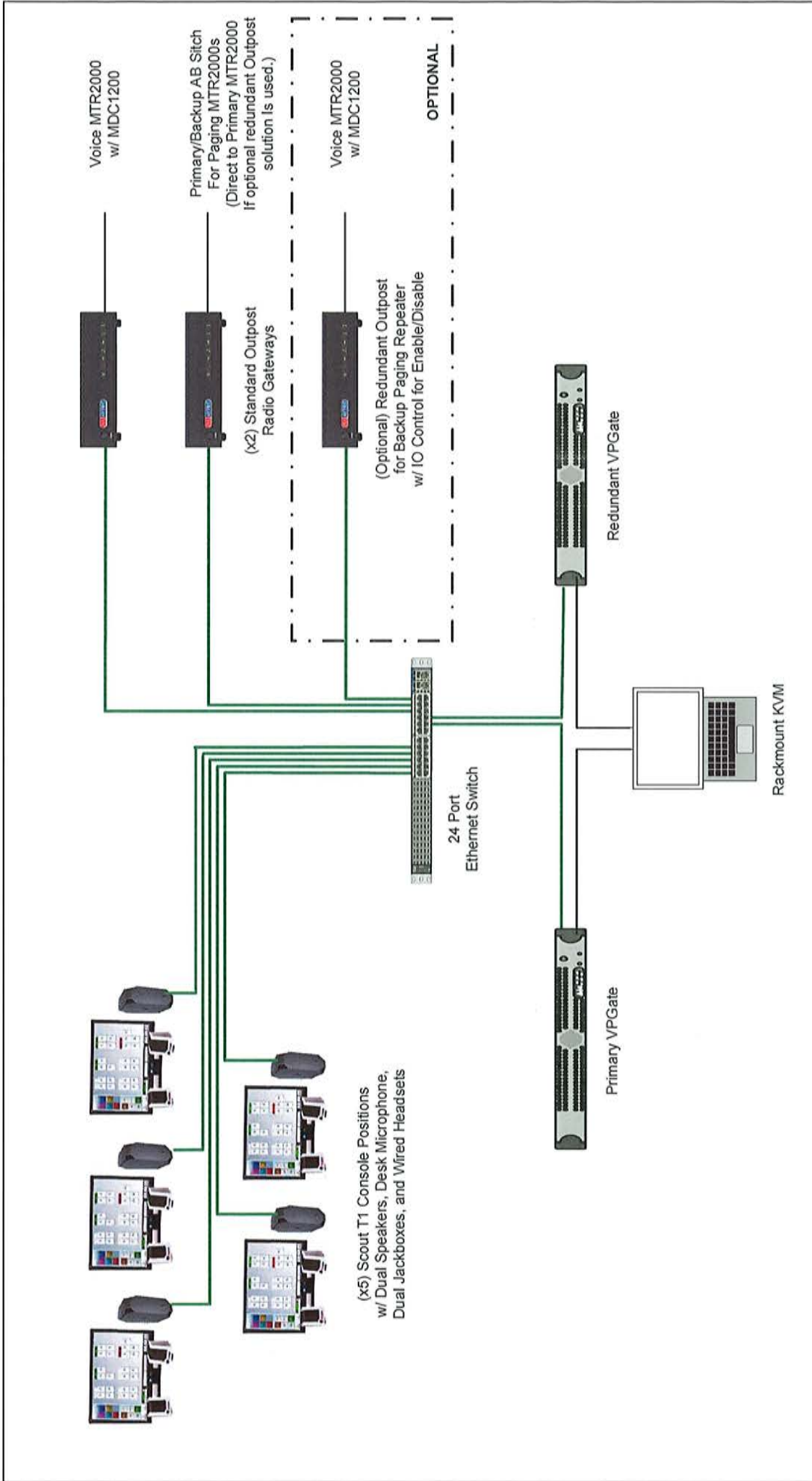


1.800.310.7045
1.803.358.3620
www.avtecinc.com/demo

sales@avtecinc.com
100 Innovation Place
Lexington, SC 29072 USA

RECOMMENDED DESIGN

Please refer to the attached system design which outlines the AVTEC Scout E4 solution with redundant back up. The proposed design also includes a new recording system for radio transmissions to scene and at incident command.



<p>PROJECT MANAGER/ONLINE TRAINING MANAGER</p> <p>AVTEC PROJECT BRINGER</p> <p>SYSTEMS FOR YOUR BUSINESS</p>	<p>DESIGNED BY: _____</p> <p>DATE DRAWN: _____</p> <p>CHECKED BY: _____</p> <p>APPROVED BY: _____</p> <p>DATE APPROVED: _____</p>	<p>REVIEW COUNTY</p>	<p>AVTEC SCOUT CONSOLE SYSTEM</p> <p>Preliminary System Overview</p> <p>SYSTEM DESIGN DRAWING</p> <p>NO. 18</p> <p>DATE: 09-20-2018</p> <p>REV: AVTEC-</p>
<p>Design assumes the following is supplied: Display, adequate network switch, rack for mounting hardware and shelves.</p>	<p>SHEET 1</p> <p>DRAWING NUMBER</p>	<p>100 Innovation Place, Lexington SC 29072</p> <p>AVTEC</p>	

FIRE SYSTEM OPTIONS

Further to the RFI that was submitted in 2017 by then, Turriss Communications Ltd, there are three options available to the County to improve upon their current Fire Dispatch solution.

1) Additional Towers to Current Configuration

Currently, there are three towers supporting the communications between local fire departments and the CACC. One option that will help improve the incident response coverage issues between CACC, responding fire fighters to scene and incident command is to add additional towers to the configuration and update the equipment at the existing towers.

This will not improve the paging coverage/receipt issues that some fire departments are dealing with. Fire Fighters out of range of the paging radio will continue to not receive pages.

It will, however, improve coverage for those who have received pages and are responding to scene. It will also improve the system performance once incident command has been established.

This option was not discussed in the RFI as new system options were solicited. It would be the least expensive option of the three.

2) Simulcast System

As discussed in the 2017 RFI, simulcast with 8 towers could be established similar to clients of BearCom Canada such as the Corporation of the County of Lanark (analog) and the United Counties of Prescott and Russell (digital).

One of our recommendations to the County was to adopt a simulcast system which would allow for all townships and municipalities within the County to participate in the new system without changing their current equipment.

This option would address all of the current limitations and integrate easily into the new AVTEC Scout E4 Dispatch console.

Pages could be received anywhere within the footprint of the network rather than just within range of the dispatch fire hall radio. A dedicated tactical channel could be established for incident command that could talk to the CACC directly without interfering with the incidents in other areas. Fire fighters would also be able to respond to scene and receive radio updates via voice.

This option would represent the most expensive outlay to the County at minimal cost to the townships.

3) Capacity Max - Digital

At the time of the response to the RFI in 2017, the Connect Plus platform did not yet have a successor. Connect Plus has now given way to Capacity Max technology which is the next step in its evolution. Currently, the County Public Works Department operates on a 6 site mobile/portable system which provides 95% mobile coverage. This network is public safety grade ready and could be converted to Capacity Max in digital format and simply add additional towers to provide the necessary portable coverage.

This would require all municipalities and townships wishing to operate on the new system to adopt Motorola MOTOTRBO technology. However, this would also be the quickest and least expensive option to the county and most expensive to the townships. Perhaps those savings could be used to support township equipment transition.

To replicate voice/data paging, full digital paging would need to be adopted. Analog paging would be data only.

Analog Simulcast over IP: Integrated Voice & Paging Solution



TaitNet AS-IP analog simulcast networks are IP-based analog systems that are specifically designed to provide conventional simulcast analog communications over wide geographic areas.

AS-IP networks can stand-alone, or an analog simulcast overlay can be added to new or existing Tait P25 networks, for analog voice and paging applications.

TaitNet AS-IP networks deliver a lower total cost of ownership by providing advanced functionality with less equipment, better coverage on a single frequency and investment protection for your future needs.

Advanced Functionality

The TaitNet AS-IP system architecture is composed of a master base station with multiple satellites to form a channel. A console gateway can be added to connect to a dispatch solution. This system can be improved with the Tait Enable suite applications or other standard 3rd party analog equipment.

Integrated Equipment

Using significantly less equipment than a typical analog simulcast network, TaitNet AS-IP incorporates voting and site control into the cleverly designed TB9400 base station for efficiency and increased resiliency.

Better Coverage

Simulcast transmission provides a means of achieving wide-area coverage with multiple transmitters utilizing a single frequency for voice and paging solutions.

Investment Protection

The Tait AS-IP network portfolio is based on the latest 9400 Tait products, providing a compact solution that can grow with your customer's needs for both Analog and P25 solutions.

Easy Migration Path

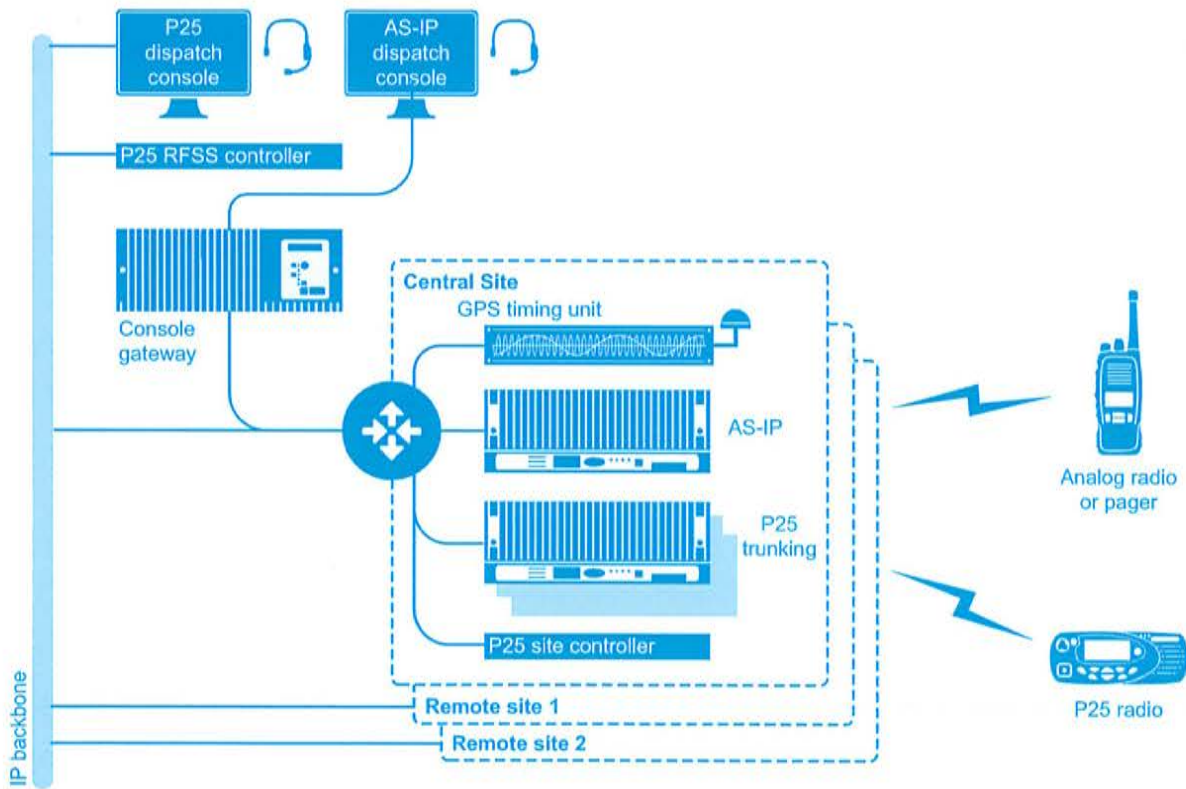
The TaitNet AS-IP network utilizes the latest Tait 9400 products that are also utilized in Tait P25 networks for Phase 1 and Phase 2 operation. This allows for full re-use of our AS-IP hardware platform and licences when customers are ready to migrate to a P25 solution.





TaitNet AS-IP Analog Simulcast overlay on P25 trunking networks.

AS-IP trunking can complement a P25 network by adding an analog simulcast overlay to a P25 trunking solution, allowing analog voice and paging applications or legacy analog radio users such as mutual aid channels.



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MOTOTRBO™ CAPACITY MAX











HIGH CAPACITY, COVERAGE AND CONTROL

The next generation of trunking has arrived. MOTOTRBO Capacity Max blends real-world experience with technological innovation to deliver a communications solution that's tailor-made for your organization.

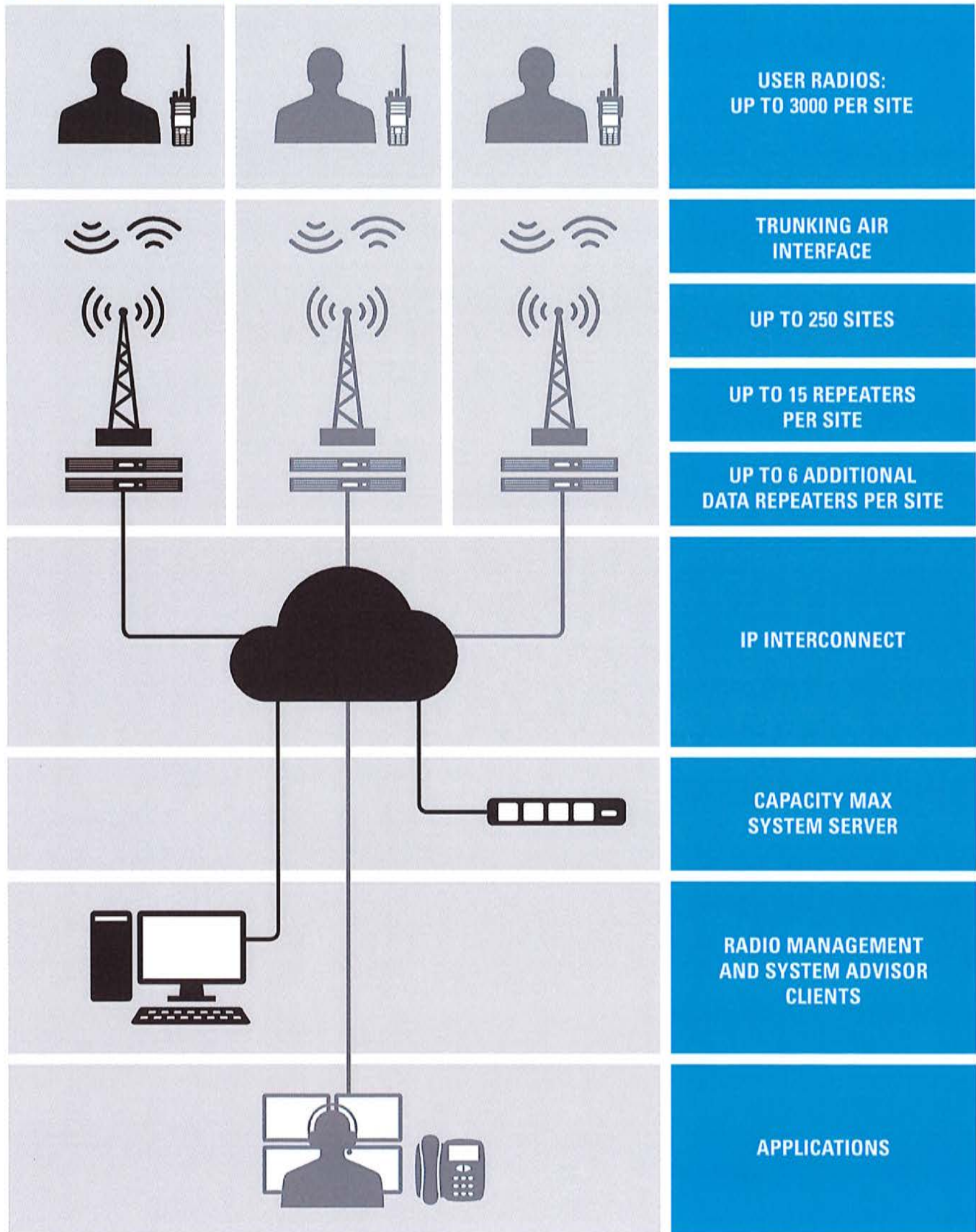
Your communications system is at the heart of your organization: keeping your workers productive and maintaining safety at all times. So when you're a large organization with sophisticated requirements and the highest standards, you should choose the best technology and the most comprehensive solution: MOTOTRBO Capacity Max.

Capacity Max is a trunked radio system with a dedicated control channel at every site. The centralized architecture reduces deployment complexity and operational cost, while increasing flexibility and scalability. The system offers a crisp, responsive user experience, with high security and reliability. And a suite of built-in tools and applications gives you complete control and visibility of your system's operation.

MOTOTRBO SYSTEM TYPES

CONVENTIONAL	IP SITE CONNECT	CAPACITY PLUS	CONNECT PLUS	CAPACITY MAX
NON - TRUNKING		TRUNKING		
BASELINE CAPACITY AND COVERAGE	ENHANCED COVERAGE	COST-EFFECTIVE COVERAGE AND CAPACITY	COVERAGE AND CAPACITY	CAPACITY, COVERAGE AND CONTROL
 SINGLE SITE	 UP TO 15 SITES	 UP TO 15 SITES	 UP TO 250 SITES	 UP TO 250 SITES
 UP TO 200 USERS	 UP TO 200 USERS	 UP TO 1600 USERS PER SITE	 UP TO 3000 USERS PER SITE	 UP TO 3000 USERS PER SITE

SYSTEM ARCHITECTURE



**USER RADIOS:
UP TO 3000 PER SITE**

**TRUNKING AIR
INTERFACE**

UP TO 250 SITES

**UP TO 15 REPEATERS
PER SITE**

**UP TO 6 ADDITIONAL
DATA REPEATERS PER SITE**

IP INTERCONNECT

**CAPACITY MAX
SYSTEM SERVER**

**RADIO MANAGEMENT
AND SYSTEM ADVISOR
CLIENTS**

APPLICATIONS

HIGH CAPACITY, COVERAGE AND CONTROL

HIGH PERFORMANCE

Capacity Max has a fast, responsive user experience, with robust performance under load and rapid, smooth roaming across sites. Security is a high priority, with options for authentication, access control and encryption. And to ensure optimum operation, Capacity Max incorporates sophisticated fault management and call monitoring tools.

EFFICIENT

The system is built around a standardized IP network: there is no requirement for specialized interconnections. Signaling and traffic flow has been optimized to make the most efficient use of network bandwidth. The Capacity Max System Server (CMSS) centralizes control and management functions, as well as hosting voice applications gateways.

SCALABLE

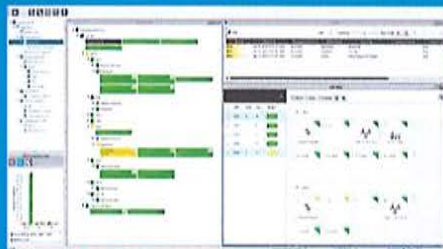
Capacity Max is scalable to 250 sites, with up to 15 voice and data repeaters and up to 6 additional data-only repeaters per site, giving high-quality connectivity to up to 3,000 users at each location. The system uses standardized infrastructure, so you can migrate to Capacity Max from a MOTOTRBO IP Site Connect, Capacity Plus or Connect Plus system and reuse your earlier investment.



RADIO MANAGEMENT



SYSTEM ADVISOR



RADIO COMPATIBILITY



XPR 7000 and XPR 7000e Series



SL 7000 and SL 7000e Series



XPR 5000 and XPR 5000e Series

APPLICATIONS



Capacity Max supports a broad ecosystem of voice and data applications from the MOTOTRBO Application Developer Program. For Control Room Solutions, Capacity Max supports the Motorola Sold and Supported **SmartPTT PLUS**, **TRBOnet PLUS** and **AVTEC Scout**.

To find out more about Capacity Max, please go to motorolasolutions.com/mototrbo

Motorola Solutions, Inc. 500 West Monroe Street, Chicago, IL 60661 U.S.A. motorolasolutions.com

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MOTOTRBO
DIGITAL
REMASTERED.

PROPOSED PRICING

Please see the attached pricing proposal which is valid until December 31, 2023

Proposal

Quote Number: 566601
 Quote Date: 2023-01-18
 Branch: 40520

Printed On: 2023-03-13
 10:37:28
 Page: 1

Customer/Prospect Number - 1976675	Ship To - 1976675
RENFREW, COUNTY OF 9 INTERNATIONAL DR PUBLIC WORK DEPT. PEMBROKE ON -K8A 6W5	RENFREW, COUNTY OF 9 INTERNATIONAL DR PUBLIC WORK DEPT. PEMBROKE ON -K8A 6W5

Customer Contact:	LEE PERKINS	Customer Email:	lperkins@countyofrenfrew.on.ca
Phone Number:	(613) 735-7288	Delivery Instr:	

Quantity	Part Number	Unit Price	Extended Price
5	DSSFWSCOUTE4T1SK AVTEC SCOUT E4 TIER 1 CONSOLE SOFTWARE AUDIO PKG, INCL IRR	9,750.00	48,750.00
5	DSACCCPUTWIN10 AVTEC PC W/DUAL NIC, WIN 10 PR FOR SCOUT CONSOLE PACKAGES	3,375.00	16,875.00
5	DSACCLED22WS AVTEC LED DISPLAY 22" WIDESCRN HDMI INPUT NON-TOUCH	325.00	1,625.00
10	DSACCSBHJB AVTEC USB JACK BOX FOR CONSOLE	1,350.00	13,500.00
5	DSACCSBMIC AVTEC USB PTT DESK MIC FOR SOFTWARE CONSOLE	1,050.00	5,250.00
5	DSACCSBRELY AVTEC USB RELAY MODULE FOR SOFTWARE MEDIA WORKSTATION	650.00	3,250.00
5	DSACCSBSPK2 AVTEC USB DUAL SPEAKER KIT	1,550.00	7,750.00
5	DSUSBHUB10 AVTEC 10 PORT USB HUB, USB 3.0	225.00	1,125.00
5	DSACCHED6WNC AVTEC 6W HEADSET, PLANTRONICS SUPRA H251 W/ PLUG-PRONG BASE	500.00	2,500.00
1	DSSFWVPL0SK AVTEC REDUNDANT VPGATE SOFTWR MAX 24 ENDPOINTS, UP TO 12 "B"	11,750.00	11,750.00
2	DSACCCPUSTD2019 AVTEC INDUSTRIAL 1U COMPUTER SS HD WINDOWS 2019 SERVER	15,750.00	31,500.00
2	DSOUTPOST-2R AVTEC OUTPOSTPLUS RADIO GATEWY VOIP 2PORT POE P/S NOT INCL	4,700.00	9,400.00
2	DSOUTPOST-AC-ADAPT 120 VAC TO 12 VDC POWER SUPPLY (1 PER OUTPOST)	130.00	260.00
4	DSOUTPOST-RJ-CONN AVTEC ETHERNET SWITCH MANAGED 24 PORT	75.00	300.00
1	DSSFWMDC1 LICENSE TO ADD MDC1200 ANI capability to an OUTPOST-2R	720.00	720.00
1	DSACCNWTK24PSFP AVTEC MOUNT KIT ACC-CPU-RM-201 WIN7 OR -XP IN 19 RELAY RACK	5,100.00	5,100.00
2	DSACC-MTG-1U-RR AVTEC OUTPOSTPLUS POWER SUPPLY NORTH AMERICA VERSION	350.00	700.00

Quantity	Part Number	Unit Price	Extended Price
1	DSOUTPOST-RACKMNT AVTEC OUTPOSTPLUS RACK SHELF RACKMOUNT - HOLDS 2 UNITS	250.00	250.00
4	DSSCOUTCARE1 AVTEC SCOUTCARE 1 ADDITIONAL YEAR 2- 5	9,150.00	36,600.00
4	DSHARDWARE AVTEC ANNUAL HARDWARE MAINT YEAR 2- 5	4,100.00	16,400.00
1	NEXLOG740DX-SMFD NEXLOG 740 DX-SERIES BASE SYST RECORDER	18,750.00	18,750.00
1	2402-003 SECURESYNC 2400 TIME & FREQUEN with 2 expansion slots for opt	9,380.00	9,380.00
1	CA08R-D500-0001 SECURESYNC 2400 INPUT/OUTPUT B	465.00	465.00
1	1204-0F SECURESYNC OPTION CARD 3X DRY	820.00	820.00
1	SFP-COPPER SFP MODULE FOR COPPER INTERFAC	470.00	470.00
1	8230 GPS/GNSS OUTDOOR ANTENNA	700.00	700.00
1	8226 GPS SURGE PROTECTOR, HIGHLY RE	720.00	720.00
1	ANT-KT RUGGED POST MOUNT KIT COMPATIB	320.00	320.00
1	8235 1" SCHEDULE 40 PVC PIPE FOR MO	200.00	200.00
1	CA01-0N0N-3050 GPS 50 FT. COAX ANTENNA CABLE	650.00	650.00
5	9SX1000 EATON 9XS PF UPS 1000VA 900W 5-15P INPUT 120VAC	1,975.00	9,875.00
5	9PX3000RT EATON 9PX RT UPS 3000VA 2700W 120V	6,365.00	31,825.00
3	RL10-38 38 RMU SPACE RELAY RACK, 72IN MIDDLE ATLANTIC	450.00	1,350.00
1	MISC	630.00	630.00
80	INSTALL CONSOLE STAGING	115.00	9,200.00
56	INSTALL CONSOLE INSTALLATION	115.00	6,440.00
8	INSTALL CONSOLE COMMISSIONING	115.00	920.00
24	INSTALL TRAINING PACKAGE	115.00	2,760.00
30	INSTALL PROJECT DESIGN	115.00	3,450.00
12	INSTALL PROJECT DOCUMENTATION	115.00	1,380.00
1	DSDISP-KVM-FF-RR AVTEC 1U LCD FOLDING DISPLAY	4,300.00	4,300.00
1	MISC	500.00	500.00

Quote valid until:	2023-12-31	Confidential and Proprietary	Sub Total	318,710.00	
X _____ Customer Signature			Shipping and Handling	TBD	Estimate
			Tax	42,166.80	Tax Estimate
			Total	360,876.80	

PATRICK MAGUIRE
Account Executive
Pat.Maguire@BearCom.com

OTTAWA Branch Office: 613-739-3636

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW TO APPOINT A WEED INSPECTOR FOR THE
CORPORATION OF THE COUNTY OF RENFREW**

WHEREAS the Weed Control Act, R.S.O. 1990, c. W.5, as amended, empowers the Council of every upper-tier and single tier municipality to appoint by by-law one or more persons as area weed inspectors to enforce this Act in the area within the council's jurisdiction.

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

1. THAT Mr. Richard Bolduc be appointed as the County of Renfrew Weed Inspector under the provisions of the Weed Inspector Act.
2. THAT By-law 66-14 is hereby rescinded.
3. THAT this By-law shall come into force and effect upon the passing thereof.

READ a first time this 26th day of April 2023.

READ a second time this 26th day of April 2023.

READ a third time and finally passed this 26th day of April 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

INFRASTRUCTURE DIVISION REPORT

Prepared By: Taylor Hanrath, Manager of Infrastructure

Prepared for: Operations Committee

April 11, 2023

INFORMATION**1. Trails Update**

During the 2023 Budget Workshop meetings in February, a Business Case was presented which included the transfer of responsibility for trails from the Development and Property Department to the Public Works and Engineering Department. Attached as Appendix IN-I is a copy of the Business Case for reference.

The first meeting for 2023 of the Trails Advisory Committee was held on March 22, 2023. The meeting included a delegation by Mr. Duane McDougall, who provided an update on concerns regarding excessive speed, loud snow machines, failure to adhere to signage, and failure to adhere to time restrictions. The report for the Trails Advisory Committee included a summary of complaints received in 2023, direction to staff for review and to revise the Terms of Reference for the Advisory Committee (to reflect Public Works' involvement), and a recommendation to approve the 2023 Algonquin Trail Work Plan at the next meeting of Development and Property Committee.

The first meeting for 2023 of the K & P Recreational Management Advisory Committee was held on April 6, 2023. The report for the K & P Recreational Management Advisory Committee included an update on Trillium Funding received in 2022, direction to staff for review and to revise the Terms of Reference for the K & P Recreational Management Advisory Committee (to reflect Public Works' involvement), discussion on the possible acquisition of 6.7km of former K & P Rail corridor from Mississippi Valley Conservation Authority (MVCA), and a recommendation to approve the 2023 K & P Recreational Trail Work Plan at the next meeting of Development and Property Committee.

2. County Road 512 (Foymount Road) Reconstruction Update

County staff received a call from Hydro One on March 28, 2023 providing an update of the progression of the utility relocations as follows:

- Hydro One anticipated completion of their portion of Part 1 by April 3, 2023;
- Bell anticipated to complete their portion of Part 1 by end of May;
- Class A estimate for Part 2 near completion, undergoing review; and
- Given the amount of works, Part 2 is not anticipated to be completed by June as was originally planned.

The map included as Appendix IN-II illustrates the locations for Parts 1 and 2. Part 1 is from Harrington Creek (B257) to Buelow Road (2.88km long), and Part 2 is from Buelow Road to Miller Road (3.96km long).

Given the delay in timeline, staff requested the Design Consultant review the potential of completing road works in Part 2 prior to utilities being relocated. Unfortunately, some utility poles would be in direct conflict with the realigned sections of the road. As such, the Consultant has recommended that the tender for the road works in 2023 include both Part 1 and Part 2, but specify a completion date in 2024. The tender would note the operational constraints as follows:

- Utility relocations for Part 2 will not be complete until October 1, 2023 (this is a conservative date to make sure utilities will be done);
- No section of roadway shall be left without base course asphalt over any winter shutdown period;
- All paving shall be completed prior to November 15, 2023.

Staff has requested that the Consultant proceed with tender preparation on this basis; but are continuing discussions with Hydro One and Bell to attempt to move up the October 1 utility date to complete as much road works as possible in 2023.

RESOLUTIONS

3. **Addition of County Road 4 (Storyland Road) in 2023 Capital Plan**

Recommendation: THAT the Operations Committee recommends that the rehabilitation of County Road 24 (White Water Road) from Stafford Third Line to Highway 17 at a budget of \$1,309,911 be removed from the 2023 Capital Budget; AND FURTHER THAT County Road 4 (Storyland Road) from County Road 653 (Chenau Road) to Alex Lane be added to the 2023 Capital Budget in the amount of \$1,309,911.

Background

Operations staff has noted that the section of County Road 4 (Storyland Road) from County Road 653 (Chenau Road) to Alex Lane in the Township of Horton has required a significant amount of patching this spring. Staff has further reviewed the issue and found that deterioration of the road has accelerated in this area due to the freeze thaw action and apparent poor base structure. This section of County Road 4 was planned for rehabilitation in 2025 in the County of Renfrew Asset Management Plan; however, would require excessive maintenance in order to reach that milestone.

The section of County Road 24 (White Water Road) from Stafford Third Line to Highway 17 in the Township of Laurentian Valley was scheduled for 2023; however, the Ontario Ministry of Transportation (MTO) has rehabilitated the worst condition stretches of this section of road and the remainder is anticipated to be in adequate condition to defer. It is proposed that this section of County Road 24 be deferred to 2025 in order to limit the impact on the 10-year plan from moving County Road 4 to 2023.

4. **Addition of County Structure C168 (Lake Clear Tri Culverts) in 2023 Capital Plan**

Recommendation: THAT the Operations Committee recommends that the 2023 Capital Budget allocation for County Structure C325 (Neilson Creek Culvert) be reduced from \$450,000 to \$31,000; AND FURTHER THAT County Structure C168 (Lake Clear Tri Culverts) be added to the 2023 Capital Budget in the amount of \$419,000.

Background

County Structure C168 (Lake Clear Tri Culverts) is located on Lake Clear Road approximately 1.7km south of County Road 512 (Foymount Road) in the Township of Bonnechere Valley. Operations staff has noted that sinkholes began appearing in the roadway over the structure. As sinkholes over culverts are an indication that the culvert has become perforated, and the flowing water is washing away fine granular materials around the pipes, the replacement of this structure must be prioritized and completed in 2023 before further degradation or failure occurs. Design and construction for the replacement of C168 can be completed by County staff in order to reduce costs and hasten completion. In order to ensure there is no negative impact on the overall Capital Plan, \$419,000 should be allocated to the project.

County Structure C325 (Neilson Creek Culverts) is located near C168 on Lake Clear Road approximately 2.2km south of County Road 512 (Foymount Road) in the Township of Bonnechere Valley. The design for the replacement of C325 is being undertaken by Stantec and is nearing completion; design should still be completed in 2023 so that the replacement is shovel ready in a future year. The replacement for C325 was planned for 2023 due to the age of the structure; similar to C168, there is limited access to inspect the interior of the culvert structure and therefore it is difficult to confirm condition. As it is suspected that C325 is nearing the end of its service life, deferral of its replacement should only be for one year. As no indications of failure are apparent, staff believe a one-year deferral will not be detrimental to the structure. To complete the design in 2023, \$31,000 should remain allocated to C325.

The effect on the Asset Management Plan (AMP) of moving C168 into 2023 and C325 to 2024 will be evaluated further by staff during the annual AMP review.

5. **County of Renfrew Sign Fee Structure**

Recommendation: THAT the Operations Committee recommends to County Council that the fees associated with signage permits be altered from their existing values to Four Hundred and Fifty Dollars (\$450) for a three (3) year permit.

Background

At the March 31, 2023 meeting of County Council, members of Council adopted By-law 39-23 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. This Policy pertains to existing and future private advertising signage placed within a County Road allowance.

The County of Renfrew Corporate Services Department has requested that proposed changes to the User Fee By-law be brought forward to the April meeting of Committees and County Council.

Currently, the fees associated with placing private advertising signage within a County Road allowance are Two Hundred Dollars (\$200) annually for County Roads located in “resort areas” and One Hundred and Fifty Dollars (\$150) annually for all other County Roads.

Staff is proposing that the fee structure for private advertising signage within a County Road allowance be altered to Four Hundred and Fifty Dollars (\$450) for a three-year permit for all County Roads. The change would require a greater level of commitment from businesses when considering placing signage within a County Road allowance, however, would also reduce the level of burden placed on staff in administering the program. The level of effort required in administering the program is the same for all County Roads and therefore it is proposed that all roads have the same fee structure.

BY-LAWS

6. PWC-2023-31 – Rehabilitation of County Structure B310 (Ski Hill Bridge)

Recommendation: THAT the Operations Committee recommends that Contract PWC-2023-31 as submitted by Bonnechere Excavating Inc. (BEI), Renfrew, Ontario for rehabilitation of County Structure B310 (Ski Hill Bridge) located on County Road 58 (Round Lake Road) in the Township of Laurentian Valley in the amount of \$847,082 plus HST be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

County Structure B310 (Ski Hill Bridge) is located on County Road 58 (Round Lake Road) approximately 3.2km west of Stencells Road in the Township of Laurentian Valley. A Request for Tender was issued for its rehabilitation. Tenders were received until 2:00 p.m., March 30, 2023 and the results of the submissions were as follows:

1. Bonnechere Excavating Inc., Renfrew, Ontario	\$847,082.00
2. GIP Paving Inc., Kingston, Ontario	1,012,107.30

All amounts exclude applicable taxes

Financial Implications

The 2023 Capital Budget allocation for B310 (Ski Hill Bridge) is \$1,200,000. A comparison of the 2023 budget and projected costs is provided in the following table:

B310 (Ski Hill Bridge)			
	2023 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction	970,000.00	847,082.00	(122,918.00)
Engineering - Design/Tendering	20,000.00	20,000.00	-
Project Administration and Construction Supervision	85,000.00	90,000.00	5,000.00
Material Testing (Allowance)	15,000.00	15,000.00	-
Contingency	93,219.00	42,354.10	(50,864.90)
Applicable Taxes	16,781.00	14,654.52	(2,126.48)
Total	1,200,000.00	1,029,090.62	(170,909.38)
*Projected costs are based on Tender results, internal costs, and line painting			

Staff confirm that there are sufficient funds in the 2023 Capital Budget for B310 (Ski Hill Bridge) to complete this project as tendered.

7. **Bridge Load Posting By-law**

Recommendation: THAT the Operations Committee recommends that County Council pass a By-law Restricting the Weight of Vehicles Passing Over Bridges in the County of Renfrew; AND FURTHER THAT By-law 12-21 be repealed.

Background

In 2020, the County of Renfrew solicited the services of an Engineering Consultant to inspect and perform structural analysis on several structures to check and confirm required load postings. By-law 12-21 was passed following the recommendations stemming from these inspections and analysis.

A number of the structures included under By-law 12-21 have since had major rehabilitation or reconstruction completed. The works completed on these structures have brought the structures into compliance with the Canadian Highway Bridge Design Code and negated the need for load posting. Additionally, the County solicited the services of J.L. Richards and Associates to inspect a number of County structures and perform structural analysis to check or confirm required load postings in 2022.

A summary table of the load restrictions currently required on County of Renfrew bridges is included in Schedule "I" attached to the new By-law.

8. **PW-02 Bridge Policy**

Recommendation: THAT the Operations Committee recommends to County Council that a By-law be passed approving Corporate Policy PW-02 Bridges outlining the criteria for new, existing or replaced bridges to be considered County of Renfrew structures.

Background

At the February meeting of Operations Committee a draft copy of the updated Policy PW-02 Bridges, was provided for consideration and input. Staff requested comments be returned by February 28, 2023 and have incorporated all received comments into the amended Policy PW-02. Amendments from the draft provided in February include the removal of the requirement for County Structures to be located on maintained roads; a stipulation that the design for County Structures on Seasonal Roads include a review of potential removal for Council's consideration; and greater description of design, construction, and maintenance responsibilities on County Structures.

9. **County Road 56 (Woito Station Road) Road Access Agreement**

Recommendation: THAT the Operations Committee recommends that a Road Access Agreement to County Road 56 (Woito Station Road) in the Township of North Algona Wilberforce between Tera Dojczman and Jacob Dojczman and the County of Renfrew be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Road Access Agreement.

Background

The owners of property adjacent to County Road 56 (Woito Station Road) in the geographic Township of Wilberforce, in the Township of North Algona Wilberforce have made application for the severance of two new lots fronting onto Woito Station Road (County Road 56). The creation of the new lots have been granted on the condition that the applicant enters into an agreement with the County regarding access to County Road 56 due to restrictions in entrance spacing requirements. The new lots are described as Part of Lot 6, Concession 25, in the geographic Township of Wilberforce, shown as Parts 1, 2, 3 and 4 on the enclosed Draft Survey Plan. The mutual access will serve as the access point for both severed lots.


The new lots could not meet the County's requirements for entrance spacing. It is therefore necessary to have a Road Access Agreement identifying the entrance for the lots described above and shown on the Draft Survey Plan and Map are attached as Appendix IN-III. 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.

10. **Off-Road Vehicles on County of Renfrew Roads**

Recommendation: THAT the Operations Committee recommends that County Council pass a By-law to Amend By-law No. 7-21, being a by-law to Regulate the Operation of Off-Road Vehicles on County of Renfrew Roads to remove restrictions for Off-Road Vehicles from County Road 72 (Ridge Road) and County Road 73 (Deep River Road).

Background

The County of Renfrew has received a request from the Town of Deep River to remove County Road 72 (Ridge Road) and County Road 73 (Deep River Road) from County of Renfrew By-law No. 7-21, being a By-law to Regulate the Operation of Off-Road Vehicles on County of Renfrew Roads. The effect of the amendment would permit Off-Road Vehicles on Ridge Road and Deep River Road within the Town of Deep River. The Town of Deep River is requesting that the proposal be approved on a Pilot Project trial basis for a period of three years in accordance with Town of Deep River Resolution No. 2023-75 which has been included as Appendix IN-IV. Staff has reviewed the request and are in support of the proposal.

	<p>BUSINESS CASE - STAFFING REPORT</p> <p>Date: <u>February 14, 2023</u></p> <p>Department: <u>Development and Property</u></p> <p>Report Prepared by: <u>Jason Davis</u></p>
<p>PROPOSAL</p>	<p>To restructure Forestry and GIS Division and reallocate existing staff within the Development and Property and Public Works Departments as follows:</p> <ul style="list-style-type: none"> • Remove the Manager of Forestry and GIS position • Change existing GIS Technician position to GIS Coordinator • Add one (1) full time GIS/Planning Technician position • GIS staff reporting to Planning Division • County Forester reports directly to the Director of Development and Property • Add one (1) full time Forestry Technician position • Change the existing Forestry and Trails Technician position to Trails Coordinator • Remove existing annual 4-month contract position (Trails Maintenance) • Public Works will have the responsibility of the County Trails and the Area Weed Inspector that is currently held by the Director of Development and Property
<p>POSITIONS Non-Union X</p>	<p>This change will impact a number of positions and reporting structures. The change to the department's structure is illustrated on the organizational chart attached as Appendix A.</p> <p><u>Background</u></p> <p>The 2020 Service Delivery Review by Strategy Corp. provided a number of recommendations regarding the Development and Property Department that included the following:</p> <ul style="list-style-type: none"> • Reduce the number of Managers from four (4) to three (3) • Place the County Forester in a more strategic role within the Department • Transfer the trail maintenance and trail build to Public Works and Engineering Department <p>Recent staffing changes have necessitated a review of the Department and how the County delivers the Forestry, Trails, GIS and Weed Inspection programs which would align with the recommendations of the Service Delivery Report. The proposed structure would ensure that the key forestry, GIS and Trails deliverables are achieved or enhanced.</p>

SUMMARY

- Background
- Discussion

Discussion:

GIS

Currently the GIS Division consists of one GIS Technician providing GIS expertise and support to the County of Renfrew. GIS is being used by more County and Municipal staff than ever before. With the newly signed Enterprise Licence agreement (ELA) with esri this has allowed for many more County and Municipal staff access to GIS. With the new ELA there is more municipal and county GIS support required such as in setting up new users, assigning and maintaining GIS software licenses, technical support, maintaining datasets both on internal servers and on the ArcGIS Online platform, ArcGIS Online support for web mapping and web mapping applications, and ArcGIS Online field collections. There is also more GIS work coming with the recently approved 5-year County Official Plan review, all of the lower tiers will be requiring new zoning by-laws and there is increasing pressure to get more zoning by-laws completed and in two formats, official paper map schedules and Online Web Mapping Application versions. Even with some municipalities using consultants to complete their zoning by-laws, the County GIS staff is often still responsible for consolidation updates and in the future creating zoning web mapping applications. In the next few years Next Generation 911 GIS requirements for roads and address points will need to be ready to be implemented into the national 911 GIS system. Our civic addressing datasets will need to be created and verified to ensure that they are accurate and integrate with next generation 911 data standards. The GIS staff also must continue to support data analysis to help provide answers and solution to questions that are proposed from County and Municipal staff. GIS staff are continually being pulled into interesting new projects that require more time, such as grants, flood mapping, supporting Eastern Ontario Wardens' Caucus initiatives, new County websites supports.

Forestry

The Renfrew County Forest (RCF) landbase is made up of 53 different parcels of land and undergoes forest management activities annually, in accordance to a long-term forest management plan. In addition to managing the forest landbase, the forestry division also provides support to the local forestry industry through advocacy activities, policy review and comment, public education and outreach, and advice/contribution to various committees, groups and lower-tier municipalities upon request. For the most part, the program has been traditionally run by two staff since the County took over responsibility for managing the RCF in 2000 from the Ministry of Natural Resources. Since the acquisition of the Algonquin Trail, most of the time of the Forestry/Trails Technician has been occupied by trails work and as a result, the County forestry program has had to focus on core business only, and contract out tree marking from time to time.

	<p>Hiring a Forestry Technician would allow tasks that have been backlogged for the past four years to be carried out such as property boundaries, updating the forest inventory and monitoring properties for issues. It would also enable the forestry program to explore up and coming topics like a climate change impact and monitoring program, carbon credit potential and supporting the County’s discussion in the Algonquin Land Claim. It would allow proactive measures to be taken against the growing problems of invasive species and human impacts on the forest. There are also pragmatic reasons for two staff, such as improved safety in certain situations, logistical challenges with overlapping operations, and continuation of corporate knowledge of the program.</p> <p><u>Trails</u></p> <p>In 2001, the County purchased a 21-kilometre section of the K&P Rail line from Canadian Pacific. This section runs from the Town of Renfrew to the Village of Calabogie. The County completed the rail trail conversion and has been maintaining the trail with a budget of \$22,000 annually. The County partnered with Lanark County and the Township of Papineau-Cameron to purchase 300 kilometres of the CP rail line from Smiths Falls to the Town of Mattawa in 2016. Staff has completed 110 kilometres of the 219 kilometers in Renfrew County from the Town of Arnprior to the Town of Petawawa with great support from the local municipalities, snowmobile clubs, the ATV Club and the local cycling group along with our provincial and federal partners. 100 kilometres still remain to be built into a multi-use trail to get to the Township of Papineau-Cameron. The annual maintenance budget for the 110 kms of the completed trail is approximately \$255,000 with a large portion of funds dedicated to contractual work such as brushing and trailside mowing. Since the latest CP purchase in 2016, the Forestry/Trails Technician time has been limited in forestry activities because of the demands of the Trails.</p> <p>The Service Delivery Review recommended that the County should formalize the relationship between Development and Property and Public Works for trails maintenance and trail build as there is synergies in skill set, equipment, and type of work exist between Development and Property and Public Works. The Development and Property staff will continue with the promotion, marketing and funding opportunities. Also, the Development and Property staff will retain the responsibilities of the final purchases with CP and Ministry of Transportation projects, and the Mississippi Valley Conservation Authority land.</p>
<p>RECOMMENDATION</p>	<p>THAT the Development and Property Committee recommends that County Council approve the proposed restructuring to the Development and Property Department as follows:</p> <ol style="list-style-type: none"> 1. The removal of the Manager, Forestry & GIS (Group 9, 1,820 hours); 2. The reallocation of the existing GIS Technician position to a new GIS Coordinator position (Group 6, 1,820 hours) within the GIS Division;

3. The addition of one full-time GIS Technician/Planning Technician (Group 6, 1,820 hours) within the GIS Division; and

4. The reallocation of the existing one full-time Forestry/Trails Technician within the Forestry Division to a new Trails Coordinator position (Group 6, 1,820 hours);

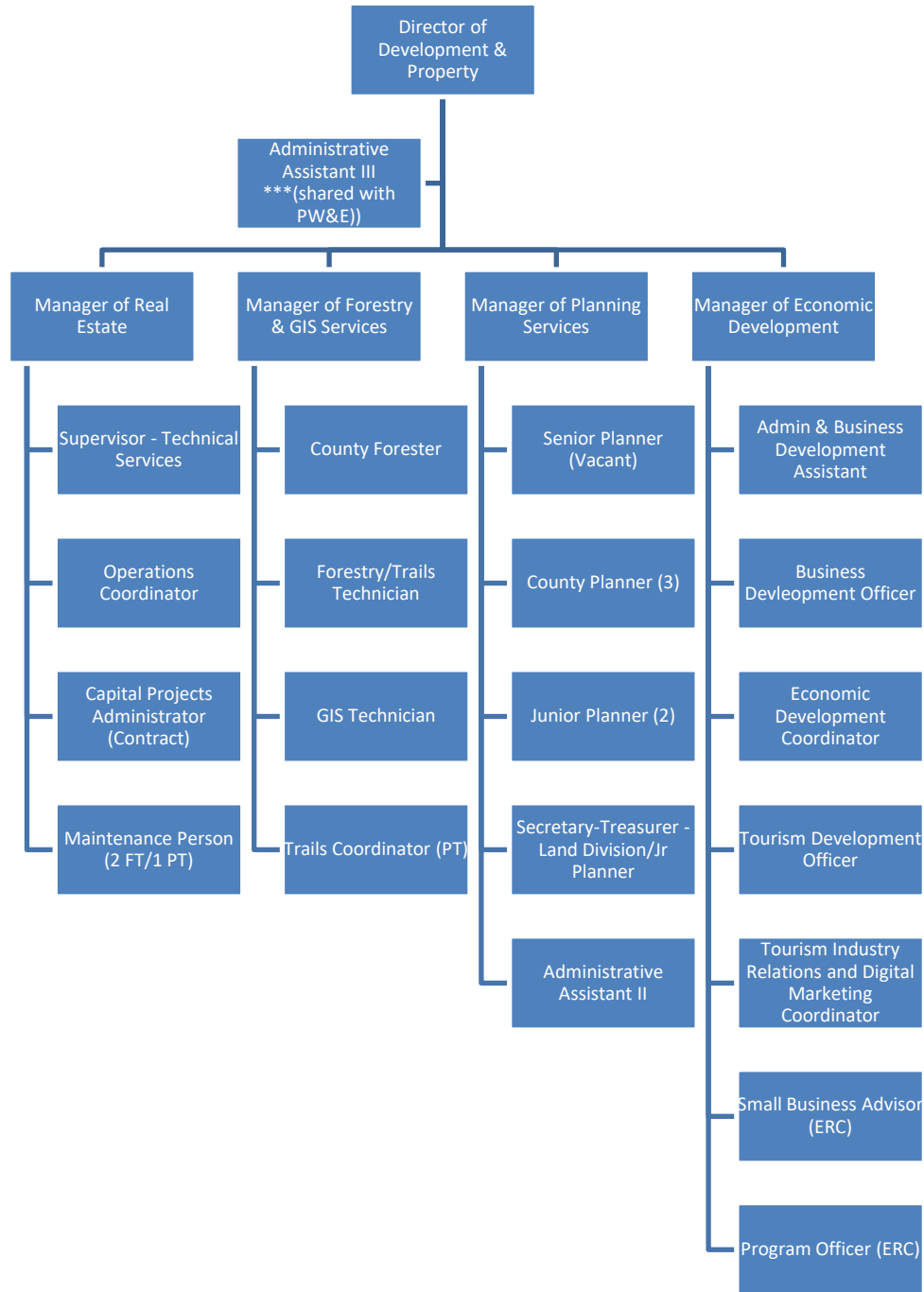
5. The addition of one full-time Forestry Technician (Group 5, 1,820 hours) within the Forestry Division; and

6. The Trails Division will report to the Public Works and Engineering Department;

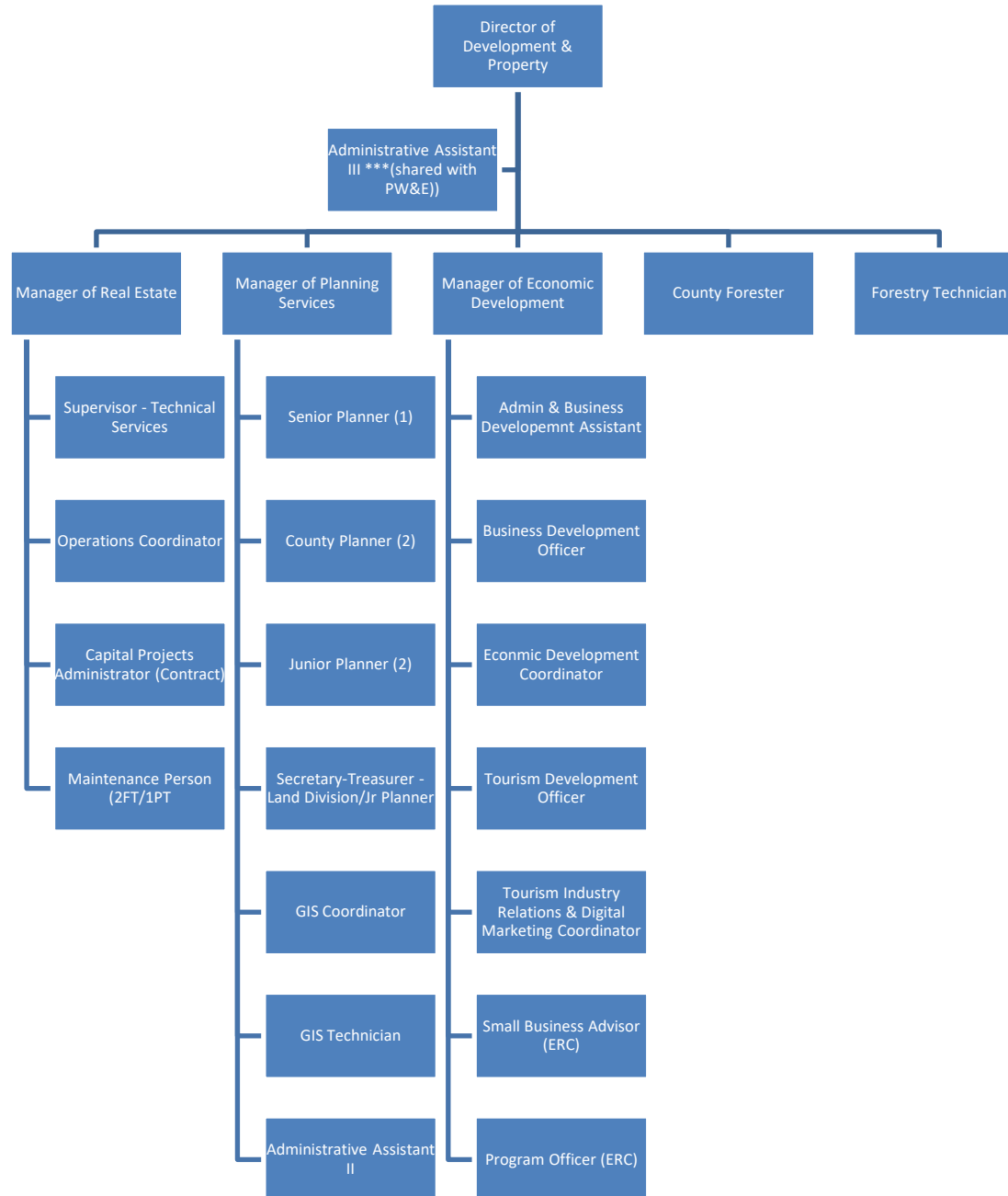
AND FURTHER THAT this be brought forward to the February 22, 2023 County Council Budget Workshop for approval.

FINANCIAL CONSIDERATIONS	<u>HRS</u>	<u>Salary/Benefits</u>
<u>Geographic Information Systems (GIS)</u>		
Manager, Forestry & GIS	(1,820)	(\$140,000)
Existing GIS Technician to GIS Coordinator	0	\$9,000
GIS Technician (New staff)	1,820	\$83,585
Computer Supplies etc.	<u> </u>	<u>\$3,000</u>
Sub-Total Enhancement in GIS	0	(\$44,415)
<u>Forestry</u>		
Existing Forestry Technician to Trails Coordinator	0	\$9,000
Forestry Technician (New staff)	1,820	\$86,760
Professional Development		\$1,000
Allocation to Trails		(\$47,880)
Savings on in-house tree marking		<u>(\$4,000)</u>
Sub-total Enhancements in Forestry	1,820	\$44,880
<u>Trails</u>		
Trails Coordinator (New position) Salary Transfer from Forestry		\$47,880
Remove PT Contract	(600)	(\$18,383)
Savings from In-house Trails maintenance		<u>(\$29,497)</u>
Sub-total Enhancements in Trails	(600)	\$0
Total Development & Property Budget Enhancements	1,220	\$465

Appendix A – Current Department Structure



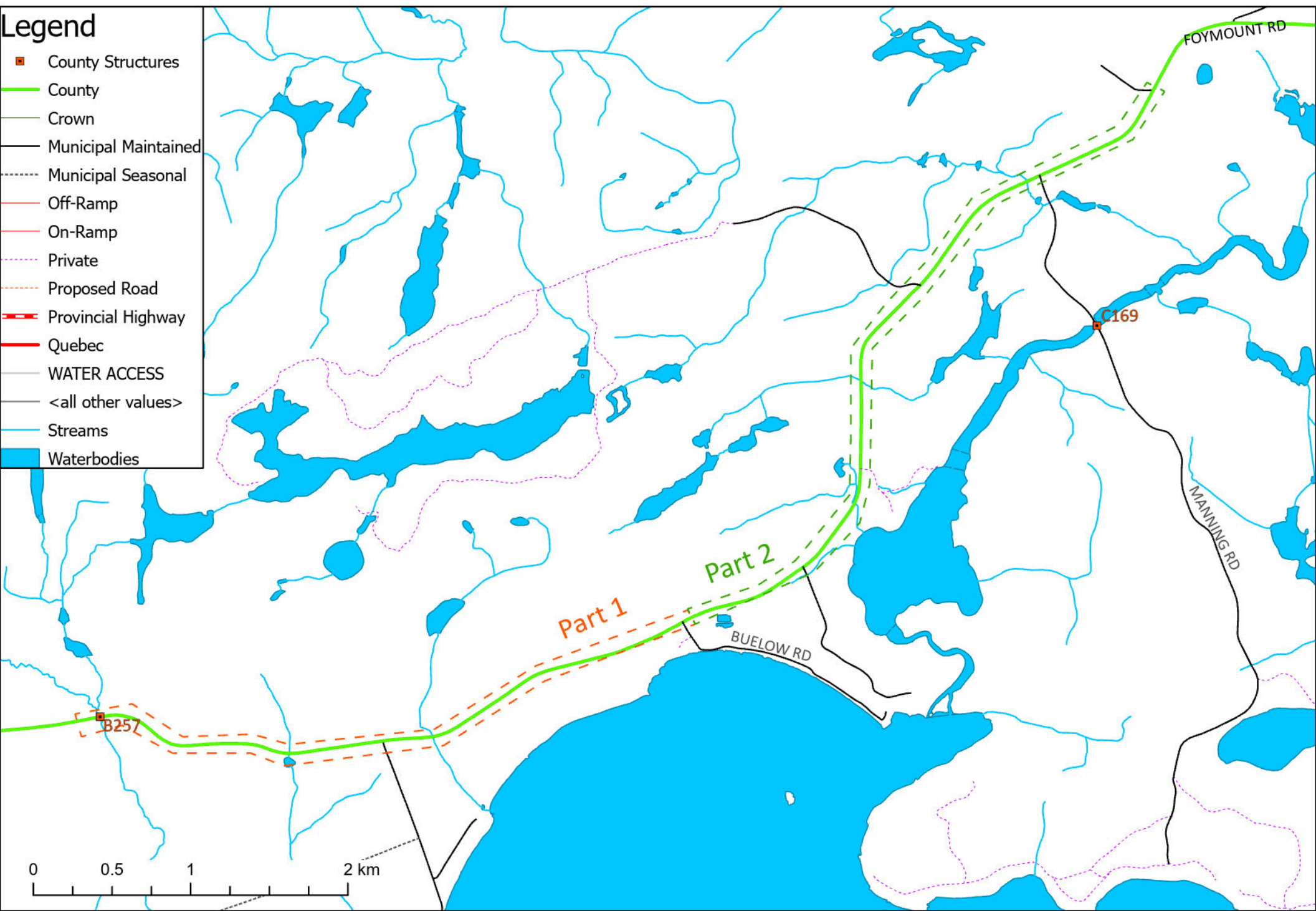
Appendix B – Proposed Department Structure



County Road 512 (Foymount Road) Utility Relocation and Contract Phasing



- Legend**
- County Structures
 - County
 - Crown
 - Municipal Maintained
 - Municipal Seasonal
 - Off-Ramp
 - On-Ramp
 - Private
 - Proposed Road
 - Provincial Highway
 - Quebec
 - WATER ACCESS
 - <all other values>
 - Streams
 - Waterbodies



COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2023-31
REHABILITATION OF COUNTY STRUCTURE B310 (SKI HILL BRIDGE)**

WHEREAS under Section 11 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the Municipal 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 public tenders were requested for the rehabilitation of County Structure B310 (Ski Hill Bridge) under Contract PWC-2023-31 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Bonnechere Excavating Incorporated, Renfrew, 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 County of Renfrew approve of the awarding of Contract PWC-2023-31 for the rehabilitation of County Structure B310 (Ski Hill Bridge) as submitted by Bonnechere Excavating Incorporated, Renfrew, Ontario in the amount of \$847,082 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 26th day of April 2023.

READ a second time this 26th day of April 2023.

READ a third time and finally passed this 26th day of April 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW TO RESTRICT THE WEIGHT OF VEHICLES PASSING OVER BRIDGES
IN THE COUNTY OF RENFREW**

WHEREAS Subsection 2 of Section 123 of the Highway Traffic Act, R.S.O. 1990, as amended, provides that the municipal corporation of other authority having jurisdiction over a bridge may, by by-law, limit the gross vehicle weight of any vehicle, or any class thereof, passing over such bridges, and the requirements of subsection 1 with respect to the posting of notice apply thereto;

AND WHEREAS it is deemed expedient to limit the weight of vehicles passing over a bridge in the Corporation of the County of Renfrew.

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

1. THAT no vehicle, or combination of vehicles, or any class thereof, whether empty or loaded, shall be operated over the bridges listed on Schedule 'I' with weights in excess of the limits listed in Schedule 'I'.
2. THAT any person violating the provisions of this By-law shall be subject to the penalties provided under Section 125 of the Highway Traffic Act, R.S.O. 1990, as amended.
3. THAT this requirement shall become effective when notice of the limit of weight permitted in compliance with the regulations under the Highway Traffic Act has been posted in a conspicuous place at each end of the bridge.
4. THAT By-law 12-21 is hereby repealed.
5. THAT this By-law shall come into force and take effect immediately upon the passing thereof.

READ a first time this 26th day of April, 2023.

READ a second time this 26th day of April, 2023.

READ a third time and finally passed this 26th day of April, 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

Schedule I

Bridge No.	Name of Bridge	Road Name	Geographic Location	Level	Gross Vehicle Weight Limit
B091	Danny Constant Bridge	Constant Lake Road	Lot 23, Concession 7 Grattan Township	Level III Level II Level I	10 tonnes 20 tonnes 30 tonnes
B103	Coslews Bridge	O'Grady Settlement Road	Lot 20 and 21, Concession A Hagarty Township	Level III Level II Level I	16 tonnes 28 tonnes 38 tonnes
B108	Tramore Bridge	Tramore Road	Lot 5 and 6, Concession 13 Hagarty Township	Level III Level II Level I	16 tonnes 30 tonnes 42 tonnes
B156	Burnt Bridge	Burnt Bridge Road	Lot 5, Concession 11 Raglan Township	Level III Level II Level I	15 tonnes 28 tonnes 40 tonnes
B176	Paugh Lake Road Bridge	Paugh Lake Road	Lot 7, Concession 9 Burns Township	Level III Level II Level I	15 tonnes 27 tonnes 40 tonnes
B188	Turcotte Bridge	Code Road	Lot 9 and 10, Concession 3 Stafford Township	Level III Level II Level I	11 tonnes 20 tonnes 27 tonnes
B232	Cochrane Creek Bridge	Cement Bridge Road	Lot 1, Concession 6 North Algona Township	Level III	11 tonnes

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO ESTABLISH POLICY PW-02 – BRIDGES 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-02 Bridges, 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 26th day of April 2023.

READ a second time this 26th day of April 2023.

READ a third time and finally passed this 26th day of April 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

Corporate Policies and Procedures				
DEPARTMENT: Public Work and Engineering				POLICY #: PW-02
POLICY: Bridges				
DATE CREATED: April 2001	REVIEW DATE: February 2023	REVISION DATE: April 2023	COVERAGE: County Structures and Bridges on Municipal Roads	PAGE #: 1 of 5

POLICY STATEMENT:

The County of Renfrew (County), as the upper tier Municipality, has responsibility for all bridges located on either local Municipal roads or County roads within the boundaries of the County of Renfrew. This Policy outlines the criteria that must be met for new, existing, or replaced bridges to be considered County Structures. This Policy also outlines the standard to which County Structures must be designed and the procedure to be followed should a replaced bridge no longer meet the criteria to be a County Structure.

1.0 DEFINITIONS

Approach: The portion of a roadway or pathway leading to a bridge, and all appurtenances belonging thereto. The portion under jurisdiction of the County of Renfrew, for County Structures, shall be 30m as measured from the outer most extreme of the structure.

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

Low Volume Road: Roadway supporting an Average Annual Daily Traffic (AADT) of less than 400.

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

Return Period: The average period in years between occurrences of a discharge (flow) equalling or exceeding a given value, also referred to as the 'Design Flood Event Period'.

2.0 COUNTY STRUCTURE CRITERIA

Bridges, to qualify as a County Structure, must meet the following criteria:

- Be located within the municipal boundaries of the County of Renfrew;
- Be located within a public right-of-way; and
- Have a cumulative span of 3 metres, or greater.

Corporate Policies and Procedures				
DEPARTMENT: Public Work and Engineering				POLICY #: PW-02
POLICY: Bridges				
DATE CREATED: April 2001	REVIEW DATE: February 2023	REVISION DATE: April 2023	COVERAGE: County Structures and Bridges on Municipal Roads	PAGE #: 2 of 5

2.1 Criteria No Longer Being Met

All crossings, designed in accordance with this Policy, which cease to meet the criteria of a County Structure after reconstruction, shall return to the jurisdiction of the local roadway authority.

During preliminary design for the crossing, the County of Renfrew shall maintain discussions with the local Municipality. Should it be identified during preliminary design that the subject bridge does not meet the criteria of a County Structure, County staff shall ensure reasonable alternatives to either remove the crossing while maintaining adequate access to each site or maintain the structure in its current status are explored. These alternatives shall be presented to County of Renfrew Operations Committee and the local Municipality for consideration and input prior to commencing with detailed design of a preferred alternative.

Following construction, transfer to the local roadway authority shall commence upon acceptance of the finished works by representatives of the County of Renfrew and the local road authority. An amending By-law shall be passed by County Council to finalize the transfer to the local road authority.

2.2 Requests for Assumption as County Structure

Where a crossing, that is not considered a County Structure, requires replacement and it is anticipated that the replacement crossing will meet criteria of a County Structure, a hydraulic design meeting the provisions of this Policy shall be completed. The cost of the hydraulic design shall be the responsibility of the local municipality. Where the proposed replacement crossing is confirmed to meet the criteria of a County Structure, the local municipality may request the structure be assumed by the County of Renfrew.

All requests for assumption as a County Structure shall be submitted, with hydraulic design, for review by the County Director of Public Works and Engineering, or designate. Following review, a recommendation regarding assumption as a County Structure shall be presented to the County of Renfrew Operations Committee by the Director of Public Works and Engineering, or designate. The recommendation of the Operations Committee shall be subsequently presented to County Council for approval. The County of Renfrew shall be the ultimate authority in determining whether or not a proposed replacement structure will qualify as a County Structure.

Corporate Policies and Procedures				
DEPARTMENT: Public Work and Engineering				POLICY #: PW-02
POLICY: Bridges				
DATE CREATED: April 2001	REVIEW DATE: February 2023	REVISION DATE: April 2023	COVERAGE: County Structures and Bridges on Municipal Roads	PAGE #: 3 of 5

Following approval of the assumption of a proposed replacement crossing as a County Structure, the cost of the design and construction of the replacement structure shall be shared equally between the County of Renfrew and the local Municipality. The structure shall be replaced subject to availability of funding and other priorities within the Asset Management Plan of both the local Municipality and the County of Renfrew. Maintenance and monitoring of the condition of the crossing shall remain the responsibility of the local Municipality until such time that construction for replacement of the crossing commences. However, except where an emergent need for replacement should arise, coordination of design, supervision of construction, and overall project management shall be responsibility of the County of Renfrew.

Following replacement, an amending By-law shall be passed by County Council to finalize the transfer to the County of Renfrew. Until such time as the structure is transferred to the County of Renfrew, it shall remain under the jurisdiction of the local road authority.

3.0 DESIGN OF COUNTY STRUCTURES

As per Ontario Regulation 104/97, Standards for Bridges, as amended, of the Public Transportation and Highway Improvement Act (PTHIA), all bridges shall be designed in accordance with the most current version of the Canadian Highway Bridge Design Code (CHBDC) as amended by the MTO Structural Manual.

All bridge crossings over water shall have a hydraulic design completed in accordance with the provisions of this Policy. Bridges shall be designed to convey flows having a design return period as defined in Table 1 below, with the proper design soffit clearance and freeboard as stipulated in the MTO Highway Drainage Design Standards, as amended.

Table 1 – Design Return Periods	Design Return Period (Years)	
	Rural Roads	Urban Roads
Arterials	50	100
Collector	25	50
Locals	10	25
Seasonal/Alley	5	10

A 100-year return period shall be used as a check-flow for the design of all new or reconstructed County Structures to ensure that the travelled road over the bridge is not overtopped during such an event.

Corporate Policies and Procedures				
DEPARTMENT: Public Work and Engineering				POLICY #: PW-02
POLICY: Bridges				
DATE CREATED: April 2001	REVIEW DATE: February 2023	REVISION DATE: April 2023	COVERAGE: County Structures and Bridges on Municipal Roads	PAGE #: 4 of 5

3.1 County Structures on Low Volume Roads

MTO Structural Manual Guidelines for the Design of Bridges on Low Volume Roads, as amended, shall be taken into consideration for all County Structures where the current and the 10-year projected AADT does not exceed 400.

3.2 County Structures on Seasonally Maintained Roads

County Structures located on seasonally maintained municipal roads shall be maintained to the same regulatory standard as other County Structures. When rehabilitated or replaced, County Structures on seasonally maintained roads shall be designed to the same standard as County Structures on Low Volume Roads. However, during the preliminary design phase, staff shall explore alternatives for removal of the structure, reviewing its necessity to maintain access on either side. The Preliminary Design Report, exploring all design alternatives, shall be shared with the local Municipality in which the structure is located for their input. If removal of the County Structure is recommended by staff to proceed, approval from County Council shall be required prior to commencing past Preliminary Design. The requirements of a Municipal Class Environmental Assessment must be met if proceeding with removal of a County Structure.

4.0 RESPONSIBILITIES

4.1 Design

Design of and construction on a County Structure, or a new crossing anticipated to meet criteria to be a County Structure, shall be prepared under the supervision of, and approved by, a Professional Engineer licensed in the Province of Ontario. The Director of Public Works and Engineering, or designate, shall oversee and approve design and construction on all County Structures, or on new crossings anticipated to meet criteria to be a County Structure.

4.2 Construction

In reconstructing or rehabilitating a County Structure, the County of Renfrew shall carry out the construction of the approaches so as to meet the design standards in force at that time. Should the work be required to extend beyond the 30m statutory limit of authority to meet these design standards, the County of Renfrew shall be responsible for all costs associated with the works.

Corporate Policies and Procedures				
DEPARTMENT: Public Work and Engineering				POLICY #: PW-02
POLICY: Bridges				
DATE CREATED: April 2001	REVIEW DATE: February 2023	REVISION DATE: April 2023	COVERAGE: County Structures and Bridges on Municipal Roads	PAGE #: 5 of 5

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

4.3 Maintenance

The County of Renfrew shall be responsible for maintenance activities on all County Structures and the 30m statutory limit of authority for the approaches to the structures. However, if local Municipal staff should note minor road maintenance needs within the 30m statutory limit of authority to the structures, they may undertake that maintenance. If local Municipal staff should note significant maintenance needs on a County Structure located on their local Municipal Road, they shall notify County Public Works and Engineering staff at their earliest opportunity.

5.0 REFERENCES

- Municipal Act, 2001, c. 25, as amended
- Bridges Act Chapter B12-RSO 1990, as amended
- Public Transportation and Highway Improvement Act Chapter P50-RSO 1990, as amended
- Canadian Highway Bridge Design Code, as amended
- MTO Structural Manual
- MTO Drainage Manual

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO ENTER INTO A ROAD ACCESS AGREEMENT ON COUNTY ROAD 56 (WOITO STATION ROAD) WITH TERA DOJCZMAN AND JACOB DOJCZMAN

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 56 (Woito Station 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 Lot 6, Concession 25, being Parts 1, 2, 3 & 4 on Reference Plan 49R-XXXX, in the geographic Township of Wilberforce in the Township of North Algona Wilberforce in the County of Renfrew;

AND WHEREAS the above described lands are currently held under the title of Tera Dojczman and Jacob Dojczman;

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 Tera Dojczman and Jacob Dojczman, as described in Schedule 'I' attached to this By-law for the purpose of controlling access to County Road 56 (Woito Station 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 26th day of April 2023.

READ a second time this 26th day of April 2023.

READ a third time and finally passed this 26th day of April 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

SCHEDULE I

ROAD ACCESS AGREEMENT

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

BETWEEN: TERA DOJCZMAN and JACOB DOJCZMAN
40864 Highway 41,
Pembroke, ON K8A 6W5
(hereinafter collectively called the “Owner”)

OF THE FIRST PART

- and -

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

OF THE SECOND PART

WITNESSES THAT WHEREAS:

1. Under its File Nos. B115/22(1) and B116/22(2) the County of Renfrew Land Division Committee granted provisional consents to the creation of (two) new lots from the Owner’s land more particularly described in Schedule “A” annexed hereto (hereinafter called the “Owner’s” Land), in the case of the said lots together with a right-of-way in, over, along and upon Parts (1) and (2), Plan 49R-XXXXX for purposes of ingress and egress to and from the said lots; and
2. It is a condition of the said provisional consents that the parties enter into this Road Access Agreement; and
3. Tera Dojczman and Jacob Dojczman are owners of Parts (1) and (2), Plan 49R- XXXXX. The owner(s) intend(s) 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 Lots; 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 (56) (Woito Station 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 (56) 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 Lots and shall run with the title to the Lots.
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)
)
)
_____)
Witness)

_____)
Tera Dojczman)
)
_____)
Jacob Dojczman)

THE CORPORATION OF THE
COUNTY OF RENFREW

Per: _____
Name: Peter Emon
Title: Warden

Per: _____
Name: Craig Kelley
Title: Clerk

SCHEDULE "A"

**Owners' Land: Part of Lot 6, Concession 25, Geographic Township of Wilberforce,
Township of North Altona Wilberforce, County of Renfrew; PIN 57427-0029(LT)**

SCHEDULE "B"

Lots: Parts 1-4, Plan 49R-XXXXX

SCHEDULE "C"

Access Point: Parts 1-2, Plan 49R-XXXXX

County Road 56 - Woito Station Road Road Access Agreement



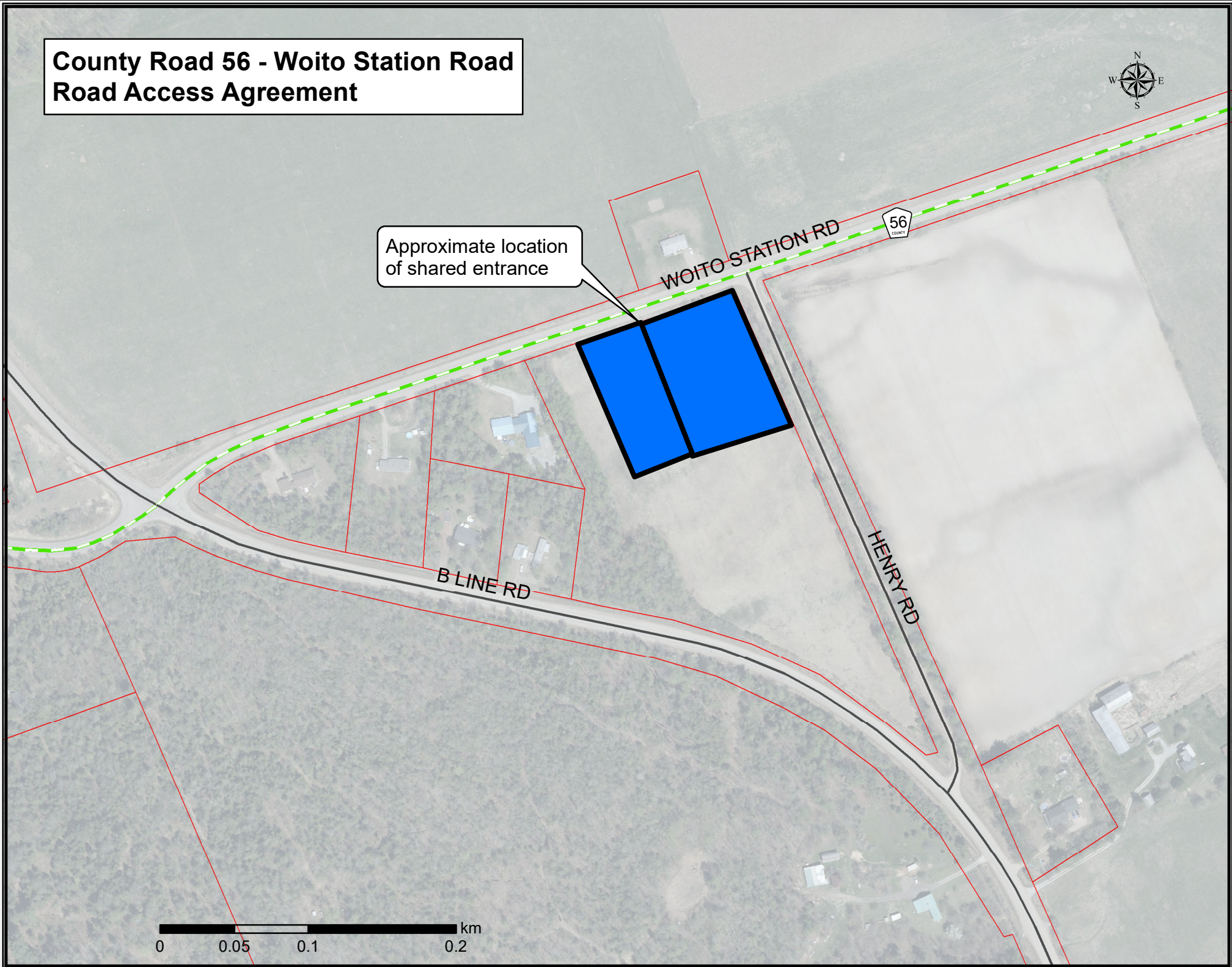
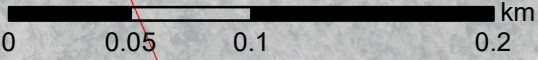
Approximate location
of shared entrance

WOITO STATION RD



B LINE RD

HENRY RD



COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO AMEND BY-LAW 7-21, BEING A BY-LAW TO REGULATE THE OPERATION OF OFF-ROAD VEHICLES ON COUNTY OF RENFREW ROADS

WHEREAS on January 27, 2021 the Corporation of the County of Renfrew enacted By-law No. 721, a By-law to Regulate the Operation of Off-Road Vehicles on County of Renfrew Roads;

AND WHEREAS it is now deemed desirable and expedient to amend the said By-law by removing County Road 72 (Ridge Road) and County Road 73 (Deep River Road) in the Town of Deep River from Schedule 'I' in order to permit Off-Road Vehicles.

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

1. THAT Schedule 'I' of By-law 7-21 be updated with the removal of County Road 72 (Ridge Road) and County Road 73 (Deep River Road) permitting Off-Road Vehicles in the Town of Deep River.
2. THAT this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 26th day of April 2023.

READ a second time this 26th day of April 2023.

READ a third time and finally passed this 26th day of April 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

RESOLUTION 2023 75

MOVED BY: Councillor Hughes

SECONDED BY: Councillor Fitton

BE IT RESOLVED THAT Report Number 2023-PW-001, “Off-Road Vehicle Pilot Project” be received,

THAT Council approves a three-year Pilot Project for the use of Off-Road Vehicles, consistent with the attached DRAFT By-Law (Attachment 1), on all highways (including County Roads 72 and 73) in the Town of Deep River,

THAT staff be directed to present a By-Law after the County of Renfrew Off-Road Vehicle By-Law is amended to include County Roads 72 and 73,

THAT Council approve the pre-budget allocation in the amount of \$2,000 as part of the 2023 Operating Budget to purchase the required signage for the pilot project, and

THAT staff be directed to work with the Deep River Police Service and the Renfrew County ATV Club to promote a Roadway Safety Campaign as it relates to off-road vehicles.

Thank you,

OPERATIONS DIVISION REPORT

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

Prepared for: Operations Committee

April 11, 2023

INFORMATION**1. Winter Operations**

The month of March 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 March. 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
Mar	10	6	12	8	3	2,309	591	Petawawa	63.4
								Bancroft	74.2
Totals	71	25	85	24	20	20,043	7,456	Petawawa	88.6
								Bancroft	137.1

Table 2

Declaration Start			Declaration 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
Mar	3	9:00 PM	Mar	4	3:00 PM	Snow
Mar	22	8:00 AM	Mar	23	11:50 AM	Ice
Mar	31	12:14 PM	Apr	1	10:25 AM	Ice

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

Spring load restrictions commenced on March 20, 2023. Staff will be monitoring the progress of the spring breakup to determine the earliest possible time to lift the load restrictions prior to May 31. The signs indicating the restrictions will be adjusted to reflect any changes to the period of the restrictions.

3. 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 truck was picked up on February 22, 2023 and was returned to the County on March 22, 2023 for County use. The truck was again loaned to the Township on March 29, 2023 and will be returned when the Township truck is repaired or the winter ends.

4. Fleet Management

a) Backhoe

The Backhoe from the 2022 tender, awarded to J.R. Brisson Equipment Ltd, Vars, Ontario, has been delivered and was placed into service on March 28, 2023.

b) Slide in U-Body Water Tank

The slide in U-Body Water Tank from the 2022 tender, awarded to Road Maintenance Equipment and Services Inc., Cobourg, Ontario, is scheduled to be installed in May 2023.

5. **Quotations and Tenders**

The following tenders have been awarded under the authority of the Director of Public Works and Engineering or the Chief Administrative Officer. In all cases the procurements have followed the processes set out in Corporate Policy GA-01 Procurement of Goods and Services and staff confirm that there are sufficient funds to complete the purchases as tendered. All amounts exclude applicable taxes.

a) PWO-2023-04 Traffic Signs, Decals and Blanks

1. Stinson Equipment Limited O/A Stinson Owl-Lite, Concord, Ontario	\$47,233.44
2. Maximum Signs, Pontypool, Ontario	67,200.87
3. Strada Sign Supply Inc., Markham, Ontario	77,004.43
4. Beacon Lite (Ottawa) Ltd., Ottawa, Ontario	86,655.26
5. BMR Manufacturing Inc., Campbellford, Ontario	90,148.90

This contract has been awarded to Stinson Equipment Limited, O/A Stinson Owl-Lite, Concord, Ontario. The total cost for this contract is \$47,233.44 plus taxes. The County of Renfrew share of the contract is \$39,984.09 plus taxes.

The Town of Arnprior and the Townships of Bonnechere Valley, Greater Madawaska, Laurentian Valley, and Madawaska Valley were participants on this tender. The awarded amount includes the cost of the five municipalities participating, which the County will invoice for each of their portions.

b) PWO-2023-06 Street Sweeping

1. Alan McCoy Contracting, Carp, Ontario	\$47,660
2. The Hughson Group, Glenburnie, Ontario	56,100
3. Eastway Contracting Inc., Pembroke, Ontario	66,750
4. B.R. Fulton Construction Ltd., Renfrew, Ontario	141,000

This contract has been awarded to Alan McCoy Contracting, Carp, Ontario. The total cost for this contract is \$47,660 plus taxes. The County of Renfrew share of the contract is \$36,300 plus taxes.

The Township of Laurentian Valley was a participant on this tender. In alignment with previous years, staff will provide the municipality with the results for their portion of the tender to award as per their procurement policy.

c) PWO-2023-07 Maintenance Hole and Catch Basin Cleaning	
1. Clean Water Works, Ottawa, Ontario	\$37,210.75
2. SAFA Builders and Contractors, Markham, Ontario	119,225.00
3. Eastway Contracting Inc., Pembroke, Ontario	126,575.00
4. Hughson Fencing and Guiderail, Glenburnie, Ontario	219,625.00
5. Aqua Drain Sewer Services, Ottawa, Ontario	Rejected
6. 1125579 Canada Inc., Mississauga, Ontario	Rejected

This contract has been awarded to Clean Water Works, Ottawa, Ontario. The total cost for this contract is \$37,210.75 plus taxes. The County of Renfrew’s share of the contract is \$35,164.90 plus taxes.

The Township of Horton was a participant on this tender. In alignment with previous years, staff will provide the municipality with the results for their portion of the tender to award as per their procurement policy.

BY-LAWS

6. PWO-2023-03 – Pavement Marking

Recommendation: THAT the Operations Committee recommends that Contract PWO-2023-03 for Pavement Marking as submitted by Trillium Pavement Marking, Carleton Place, Ontario in the amount of \$650,117.40 plus HST be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested and received for Pavement Marking of various County Roads as follows:

1. Trillium Pavement Marking, Carleton Place, Ontario	\$650,117.40
2. Provincial Road Markings Inc., Guelph, Ontario	776,300.25
3. Upper Canada Road Services Inc., Markham, Ontario	1,450,341.92
4. Almon Equipment Ltd., Toronto, Ontario	Rejected

All amounts exclude applicable taxes.

The cost for this contract is \$650,117.40 plus applicable taxes. Staff has reviewed the tender results for the purchase and has confirmed that there are sufficient funds to complete the purchase as tendered. This tender was processed in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

The Townships of Bonnechere Valley, Greater Madawaska, Laurentian Valley, Madawaska Valley, and McNab/Braeside were participants on this tender. In alignment with previous years, staff will provide the municipalities with the results for their portion of the tender to award as per their procurement policy.

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	10	6	12	8	3	2,309	591.4	63.4	74.2
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