



OPERATIONS COMMITTEE
Tuesday, May 16, 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 meetings held on April 11 and April 26, 2023 (attached).
6. Delegations: None at time of mailing.
7. Public Works and Engineering Department Page
 - a) Department Report 2
 - b) Infrastructure Division Report 48
 - c) Operations Division Report 62
8. New Business.
9. Closed Meeting: None at time of mailing.
10. Date of next meeting (Tuesday, June 13, 2023) and adjournment.

NOTE: a) **County Council: Wednesday, May 31, 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: May 16, 2023

SUBJECT: Department Report

INFORMATION

1. Treasurer's Report

Attached as Appendix I is a copy of the March 2023 Treasurer's Report for the Public Works and Engineering Department.

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. County Council 2023 Road/Bridge Construction Tour

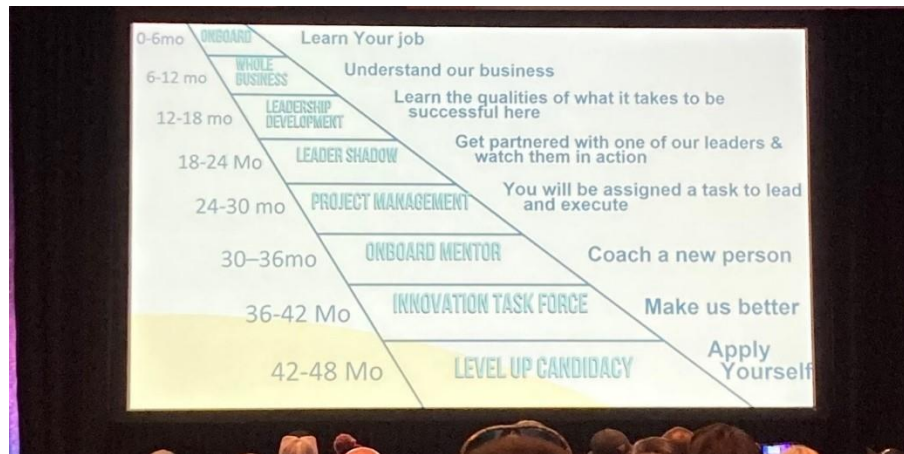
Mark your calendars for a full day 'Road Tour' with County Council on August 10, 2023 to review this years' road and bridge construction projects. This Road Tour will provide an opportunity for Council to witness the wide expanse of projects undertaken annually on roads, bridges, and structure culverts. With the guidance of the Asset Management Plan, approximately \$25 million of improvements will be completed in 2023. Further details will be forthcoming.

5. North American Snow Conference

The Director of Public Works and Engineering had the pleasure of attending the American Public Works Association (APWA) North American Snow Conference in Omaha, Nebraska from April 15-19, 2023. Touted as the "Show 4 Snow" it provided a first-class multi-modal learning experience designed for professionals at all levels and across the entire spectrum of snow and ice control. During the conference and

exhibition, the Director of Public Works and Engineering attended a number interesting educational sessions as follows:

- Opening General Session and Keynote: Phil Gwoke is a proud Gen X'er and a firm believer that with the proper motivation, training and support system members of any generation are capable of remarkable accomplishments. The slide below was very apropos for Mr. Gwoke's presentation and how to motivate and attract a new younger generation people to the chosen profession.



- “In the Know for Sidewalk Snow” related to the Americans with Disabilities Act (ADA) and how to tackle sidewalk plowing operations.
- “Liquids in a Small Community” focussed on beginning a liquid snow and ice control program to a community of 20,000. Liquid de-icers are an alternative to the application of rock salt, but has certain criterion for placement on roadways.
- “The Science and Experiences of Helping You Select the Right Liquid De-icer Products for Your Agency” provided snow and ice professionals with proven and tested empirical data of market products available for de-icing liquids.
- “New Product Showcase Theatre: Vue Robotics – ARC-1” was a product pitch about their equipment, in particular integrated sensors for surface measurement as it relates to road weather forecasts.
- “Successful Supervision” an interactive presentation where five essential functions were identified for supervision: Model the Way, Inspire a Vision, Challenge the Process, Enable others to Act and Encourage the Heart.
- “Icemedgeddon – Christmas 2021 Extreme Weather Storms” a storm in Fairbanks, Alaska touted as the worst possible scenario for a snow and ice control manager, plus temperatures with rain followed immediately by -40°C for weeks after.
- “Talk Show: An Industry Update – Panel Discussion on Fleet Management” including Supply Chain, Manufacturing, Artificial Intelligence, and the Future of Fleet Operations. Municipal Industry Experts shared their current experience with having fleet acquisitions post COVID-19.

6. **County Road 2 (White Lake Road) Speed Reduction Request**

Attached as Appendix IV is a resolution from the Township of McNab/Braeside requesting that the County of Renfrew reduce the posted speed limit from 80 kph to 70 kph from Green Meadow Road to Highland Road. Staff will review and provide a recommendation at a future meeting.

RESOLUTIONS

7. **Hardened Shoulders on County of Renfrew Roads**

Recommendation: THAT the Operations Committee recommends that County Council approve a one (1.0) metre hardened shoulder be placed on all eligible County Roads as part of the annual Capital Program Road Rehabilitation projects.

Background

At the 2023 Budget Workshop meeting in February, staff presented updated Benchmark Costs for road rehabilitation projects. One of the updates to the Benchmark Costs, is the application of a 1m hardened shoulder on all road rehabilitation projects; at cost of approximately \$31,200 per kilometre. This equated to hardened shoulders being \$1,326,312 of the \$21,310,490, or 6% of the total value, budgeted for road projects in 2023. Council approved the budget, but requested staff develop a Policy for hardened shoulders going forward.

The County's Active Transportation Strategy (ATS) was originally adopted in May 2012, which provided staff direction to work with local municipalities to develop strategies for implementation. The Strategic Plan, for 2013 – 2018, identified Active Transportation as one of seven priorities. At the 2014 Budget Workshop, the Public Works and Engineering Department highlighted the benefits of active transportation, identified the need for active transportation being integrated with asset management, and provided the total capital costs on road projects from inclusion of active transportation from 2010 to 2013 as follows: 2010 - \$45,000; 2011 - \$43,500; 2012 - \$365,440; and 2013 - \$606,020. The estimated cost for inclusion of hardened shoulders in this time period is provided in the table below:

Shoulder Width (m)	Cost/kilometre Combined with Project	Cost/kilometre Retrofit Program
.5	\$15,000	\$40,000
1.0	\$25,000	\$60,000
1.5	\$40,000	\$80,000

In November 2014, the County adopted the Corporate Asset Management Plan (AMP); which provided the corporately planned capital works from 2015 to 2024. The Asset Management Plan underwent annual reviews with some revisions taking plan as needed

each year; however, the AMP for County Roads consistently allocated \$150,000 each year for Active Transportation. Based on a cost of \$25,000/km (presented in 2014), this would fund a 1m paved shoulder on approximately 6km of road from the Capital Plan each year. Based on recent costs of \$31,200/km, this would fund 4.81km of 1m hardened shoulders each year.

The ATS was revised in September 2017, and the revised document is included as Appendix V. The revised ATS notes that from the program's implementation in 2010, to 2016, 172km of County Roads had hardened shoulders applied, an average of 28.7km per year. This is notably higher than the annual allocation \$150,000 would have funded. The ATS also identifies the continuation of the hardened shoulder program each year where appropriate as a priority.

Since 2017, hardened shoulders have continued to be incorporated into the roads capital program where the existing platform permits. An additional 179km of hardened shoulders have been applied from 2017 to 2022, an average of 29.8km per year over the 6-year period, with 36.4km applied in 2017 alone.

Given the benefits of hardened shoulders, and that they have been continually included in the capital program for roads year-over-year, at the end of 2022 staff updated the benchmark costs use for budgeting and the AMP for roads to include 1m hardened shoulders. Though 1m hardened shoulders would be budgeted for in all road projects, they would continue to only be applied where the existing road platform is already wide enough to facilitate it. Where the existing road platform is not wide enough to facilitate 1m hardening, a narrower hardened shoulder would be considered.

8. Fire Radio System

Recommendation: THAT the Operations Committee recommends that County Council approve a new console and radio system be purchased from BearCom in the amount of \$318,710 plus applicable taxes; AND FURTHER THAT the cost be shared between the following 17 user agencies: Towns of Deep River, Laurentian Hills, Petawawa, Renfrew, the Townships of Admaston/Bromley, Bonnechere Valley, Brudenell, Lyndoch and Raglan, Greater Madawaska, Horton, Killaloe, Hagarty and Richards, Laurentian Valley, Madawaska Valley, McNab/Braeside, North Algona Wilberforce, Whitewater Region, the City of Pembroke, and the Algonquins of Pikwakanagan First Nation; AND FURTHER THAT the system be placed in the County of Renfrew Asset Management Plan.

Background

At the April 11, 2023 Operations Committee meeting, staff were directed to research potential funding sources for the replacement of the Fire Dispatch System. Currently, there are no grants for such a system. Staff have a number of options for Committee to consider.

Option 1 – Status quo/Do nothing/Wait for failure.

Option 2 – Purchase the system with funds from potential savings in the 2023 Engineering Capital Budget year.

Option 3 – Purchase the system with funds from County of Renfrew Reserves.

Option 4 – Defer purchase of system and place in 2024 Budget for consideration.

Option 5 – Purchase the system with the cost being split between the 17 user agencies.

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). The participating agencies are the Towns of Deep River, Laurentian Hills, Petawawa, Renfrew, the Townships of Admaston/Bromley, Bonnechere Valley, Brudenell, Lyndoch and Raglan, Greater Madawaska, Horton, Killaloe, Hagarty and Richards, Laurentian Valley, Madawaska Valley, McNab/Braeside, North Algona Wilberforce, Whitewater Region, the City of Pembroke, and the Algonquins of Pikwakanagan First Nation.

The County of Renfrew received a quote from the current radio supplier for an updated system for use in the Central Ambulance Communications Centre (CACC) with a total of the system including taxes as \$360,142.30 or \$21,184.84 per participating agency. This amount is unbudgeted for in 2023.

The equipment for fire dispatch was purchased by the County of Renfrew to support the municipal partners' 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.

9. **Association of Municipalities Ontario Conference Delegation Request**

Recommendation: THAT the Operations Committee recommends that County Council approve the submission of delegation request for the Association of Municipalities Ontario (AMO) Conference with the Ministry of Infrastructure to discuss funding opportunities for County Road 51 (Petawawa Boulevard).

Background

The County of Renfrew has a "shovel ready", Class 'A' estimate project for a roundabout on County Road 51 (Petawawa Boulevard) in the Town of Petawawa. This project has

been added to the County of Renfrew's Asset Management Plan as an unfunded project. The opportunity to discuss this important transportation infrastructure improvement with Ministry officials would be advantageous.

BY-LAWS

10. Public Works Policies

Recommendation: THAT the Operations Committee recommends to County Council that a By-law be passed approving Corporate Policies PW-01 Roadway Classification and Design and PW-10 Road Occupancy Permits.

Background

a) PW-01 Roadway Classification and Design

Following the February meeting of Committee, staff provided the draft Policy PW-01 Roadway Classification and Design to the local municipalities for comment as part of the final Policy for consideration. No comments or concerns were received with regards to the proposed policy.

b) Policy PW-10 Road Occupancy Permits

The County of Renfrew requires that a Road Occupancy Permit be obtained by all persons, companies, utilities, agencies and municipalities prior to commencing any work within the County's Road Allowances. Policy PW-10 Road Occupancy Permits was developed in 2006; however, was never adopted as a Corporate Policy by By-law.

11. Infrastructure Division

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

12. Operations Division

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

COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
March 2023

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<u>CAPITAL PROGRAM - EXPENSES</u>	<u>98,053.42</u>	<u>132,155.00</u>	<u>(34,101.58)</u>	<u>695,266.00</u>
Salaries	72,238.18	79,758.00	(7,519.82)	296,246.00
Benefits	24,368.68	22,082.00	2,286.68	82,020.00
Capital Projects - Under Threshold	0.00	0.00	0.00	0.00
COVID	0.00	0.00	0.00	0.00
Infrastructure Management	(2,334.62)	21,816.00	(24,150.62)	283,000.00
Misc	79.10	1,500.00	(1,420.90)	6,000.00
Supplies	3,702.08	6,999.00	(3,296.92)	28,000.00
<u>ADMINISTRATION</u>	<u>407,086.98</u>	<u>425,616.00</u>	<u>(18,529.02)</u>	<u>1,221,535.00</u>
Salaries	129,654.40	152,205.00	(22,550.60)	565,331.00
Benefits	38,589.18	42,507.00	(3,917.82)	157,884.00
Advertising	71.43	2,499.00	(2,427.57)	10,000.00
Answering Service	1,555.65	1,149.00	406.65	4,600.00
Cell Telephone/Pager	2,720.28	3,300.00	(579.72)	13,200.00
Communications(Radio System)	18,819.43	18,000.00	819.43	72,000.00
Computer Hrdwr/Sftwr	22,056.99	15,000.00	7,056.99	60,000.00
Conferences & Conventions	3,850.32	2,500.00	1,350.32	7,500.00
Courier	172.85	192.00	(19.15)	770.00
COVID	0.00	0.00	0.00	0.00
Health & Safety (Protection)	1,559.77	0.00	1,559.77	42,000.00
Insurance	155,948.17	159,500.00	(3,551.83)	159,500.00
Insurance Claims Expense	13,291.00	8,751.00	4,540.00	35,000.00
Internet	565.45	1,275.00	(709.55)	5,100.00
Legal Fees	600.00	0.00	600.00	20,500.00
Membership Fees	4,611.44	4,950.00	(338.56)	9,000.00
Office Equipment Replacement	0.00	0.00	0.00	4,000.00
Office Supplies/Publications/Awards	1,182.07	2,499.00	(1,316.93)	10,000.00
Photocopier Supplies/Maint	727.07	1,050.00	(322.93)	4,200.00
Postage	0.00	114.00	(114.00)	450.00
Provincial Grants & Subsidies - COVID	0.00	0.00	0.00	0.00
Recruitment	76.32	0.00	76.32	0.00
Staff Training	7,059.94	5,001.00	2,058.94	20,000.00
Surplus Adjustment - Capital	0.00	0.00	0.00	0.00
Surplus Adjustment - From Reserves	0.00	0.00	0.00	0.00
Telephone	2,818.58	2,799.00	19.58	11,200.00
Travel	1,156.64	2,325.00	(1,168.36)	9,300.00
<u>TRAILS</u>	<u>7,986.91</u>	<u>986,794.00</u>	<u>(978,807.09)</u>	<u>321,635.00</u>
Salaries / Benefits	320.06	0.00	320.06	0.00
Salary Allocations	0.00	25,020.00	(25,020.00)	100,077.00
Algonquin - Rental Recoveries	(921.70)	(17,000.00)	16,078.30	(30,000.00)
Algonquin Trail Development	8,106.01	1,037,073.00	(1,028,966.99)	4,148,295.00
Algonquin Trail Donations	0.00	0.00	0.00	(3,500,000.00)
Algonquin Trail Federal Recoveries	0.00	0.00	0.00	(1,470,000.00)
Algonquin Trail Other Recoveries	0.00	0.00	0.00	0.00
Algonquin Trail Prov Recoveries	0.00	(63,924.00)	63,924.00	(255,699.00)
Bad Debt Expense	0.00	0.00	0.00	0.00
K&P Rail Line Development	482.54	5,499.00	(5,016.46)	22,000.00
K&P Rail Recoveries - Provincial	0.00	0.00	0.00	(2,000.00)
Office Expense	0.00	126.00	(126.00)	500.00

COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
March 2023

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
Recruitment	0.00	0.00	0.00	0.00
Recovery - Provincial	0.00	0.00	0.00	0.00
Surplus Adj - Capital	0.00	0.00	0.00	3,534,000.00
Surplus Adj - Trf From Reserve	0.00	0.00	0.00	(2,225,538.00)
Surplus Adj - Trf to Reserve	0.00	0.00	0.00	0.00
Travel	0.00	0.00	0.00	0.00
<u>MAINTENANCE</u>	<u>2,394,593.26</u>	<u>1,965,600.00</u>	<u>428,993.26</u>	<u>6,512,490.00</u>
Salaries	659,971.84	616,223.00	43,748.84	2,288,842.00
Benefits	182,314.39	177,868.00	4,446.39	660,648.00
Bridges and Culverts	17.29	0.00	17.29	40,000.00
Hard Top Maintenance	60,669.68	0.00	60,669.68	385,000.00
Recoveries	(3,472.00)	(24,999.00)	21,527.00	(100,000.00)
Roadside Maintenance	60.72	0.00	60.72	150,000.00
Safety Devices	13,113.21	51,498.00	(38,384.79)	798,000.00
Winter Control	1,481,918.13	1,145,010.00	336,908.13	2,290,000.00
<u>EQUIPMENT</u>	<u>499,359.35</u>	<u>373,926.00</u>	<u>125,433.35</u>	<u>1,487,328.00</u>
Salaries	61,575.61	63,305.00	(1,729.39)	235,137.00
Benefits	20,196.42	21,081.00	(884.58)	78,300.00
Salary Allocations	(27,760.95)	(27,762.00)	1.05	(103,112.00)
COVID	0.00	0.00	0.00	0.00
Provincial Grants & Subsidies - COVID	0.00	0.00	0.00	0.00
Recoveries	0.00	0.00	0.00	(15,000.00)
Small Equipment, Misc	1,599.97	13,899.00	(12,299.03)	55,600.00
Surplus Adjustment - Capital Equipment	542,724.72	0.00	542,724.72	2,753,073.00
Surplus Adjustment - Trf From Reserves	(542,724.72)	0.00	(542,724.72)	(2,753,073.00)
Surplus Adjustment - Trf To Reserves	0.00	0.00	0.00	0.00
Vehicle Operating Costs - Fuel	245,070.56	162,000.00	83,070.56	635,000.00
Vehicle Operating Costs - Insurance	47,027.63	51,403.00	(4,375.37)	51,403.00
Vehicle Operating Costs - Licence	0.00	0.00	0.00	65,000.00
Vehicle Operating Costs - Repairs & Supplies	152,050.11	90,000.00	62,050.11	500,000.00
Vehicle Operating Revenue	(400.00)	0.00	(400.00)	(15,000.00)
<u>HOUSING</u>	<u>74,255.95</u>	<u>69,009.00</u>	<u>5,246.95</u>	<u>162,000.00</u>
COVID	0.00	0.00	0.00	0.00
Major Repairs	0.00	0.00	0.00	0.00
Operating Expenses	61,220.49	69,009.00	(7,788.51)	162,000.00
Surplus Adjustment - Capital	13,035.46	0.00	13,035.46	317,000.00
Surplus Adjustment - Trf From Reserves	0.00	0.00	0.00	(317,000.00)
<u>OTHER</u>	<u>1,765,142.87</u>	<u>1,200,000.00</u>	<u>565,142.87</u>	<u>31,007,756.00</u>
Depreciation	2,672,038.15	2,450,001.00	222,037.15	9,800,000.00
Surplus Adjustment - Capital Construction	1,765,142.87	1,200,000.00	565,142.87	31,007,756.00
Surplus Adjustment - Depreciation	(2,672,038.15)	(2,450,001.00)	(222,037.15)	(9,800,000.00)
Surplus Adjustment - TRF to Reserves	0.00	0.00	0.00	0.00

COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
March 2023

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<u>CONSTRUCTION - LABOUR CLEARING ACCOUNT</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
Salaries	111,072.26	139,699.00	(28,626.74)	518,886.00
Benefits	28,255.24	37,712.00	(9,456.76)	140,070.00
Charge to Capital Construction above	(139,327.50)	(177,411.00)	38,083.50	(658,956.00)
TOTAL EXPENDITURES	5,246,478.74	5,153,100.00	93,378.74	41,408,010.00
<u>ROADS REVENUES</u>				
Municipal Contribution	3,475,685.87	3,947,699.00	(472,013.13)	10,216,019.00
Misc	5,650.00	5,401.00	249.00	75,000.00
Provincial Grants & Subsidies	704,002.00	0.00	704,002.00	2,815,973.00
Surplus Adjustment - Temp Loan	0.00	0.00	0.00	4,490,190.00
Surplus Adjustment - TRF from Reserves	1,061,140.87	1,200,000.00	(138,859.13)	23,810,828.00
TOTAL REVENUES	5,246,478.74	5,153,100.00	93,378.74	41,408,010.00
MUNICIPAL SURPLUS / (DEFICIT)	0.00	0.00	0.00	0.00

Department of Public Works & Engineering
 Infrastructure Capital Monthly Project Status Report - May 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. Arnprior	Galvin Street	Edey Street	0.20	Intersection Realignment	100%	100%	100%	April	May	June	October	In cooperation with Arnprior; Design by Jp2g
30	Lake Dore Road	Highway 60	Sperberg Road	3.26	Reconstruction	100%	100%	99%	May	June	July	October	Design by Tatham
37	North Algona/Wilberforce Murphy Road	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	Petawawa Foymount Road	B257 (Harrington Creek Bridge)	Miller Road	6.57	Reconstruction	100%	100%	100%	May	June	July	November	Design by BTE; Utility relocation ongoing;
635	Bonnechere Valley Swisha Road	Highway 17	Interprovincial Bridge	2.58	Cross Drain Replacement	100%	100%	100%	February	March	April	May	Internal design and construction
	Laurentian Hills												
	Traffic Signal Upgrades	Various Locations											
BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION													
B044	Douglas Bridge	Admaston/Bromley (CR5 Stone Road)			Rehabilitation	100%	100%	100%	April	April	June	October	Design by Stantec; Construction by BEI
B064	Pilgrim Road Bridge	Brudenell, Lyndoch & Raglan (Pilgrim Road)			Rehabilitation	100%	100%	100%	January	February	May	July	Design by JLR; Construction by BEI;
B257	Harrington Creek Bridge	Bonnechere Valley (CR512 Foymount Road)			Replacement	100%	100%	100%	May	June	July	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; Construction by BEI
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	Design by WSP; Internal Construction; In cooperation w/ McNab/Braeside
C168	Lake Clear Tri Culverts	Bonnechere Valley (Lake Clear Road)			Rehab or Replace	100%	30%	30%	June	June	September	October	Internal design and construction
C191	Dicks Road Culvert	Laurentian Valley (Dicks Road)			Rehabilitation w/ Liner	100%	100%	90%	April	May	August	August	Design by Stantec; Internal Construction
C197	Etmanskie 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)			Liner	100%	100%	90%	April				Design by Stantec; Construction deferred
	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		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		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		RFP needed for design
B232	Cochrane Creek Bridge	North Algona Wilberforce (Cement Bridge Road)			Design for Rehabilitation	30%	30%	10%	2022	2022	TBD		Design by HP
C001	Berlanquet Creek Culvert	Admaston/Bromley (CR5 Stone Road)			Design for Replacement	30%	50%	10%	2022	2022	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		Design by Stantec
C136	Robertson Twin Pipes	McNab/Braeside (Robertson Line)			Design for Replacement	10%	10%	0%	July	August	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	Bellows 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		RFP needed for design
C221	Kenny's Culvert	Whitewater Region (Pleasant Valley Road)			Design for Replacement	10%	10%	0%	July	August	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 Division - Capital Monthly Project Status Report - May 2023
Department of Public Works & Engineering

Project Name/Municipality		Location		Lengths	Description	RFP/Tender	Const. Award	Const. Start	Const. End	Comments
		From	To							
ROAD RECONSTRUCTION/REHABILITATION										
1	River Road	Lochwinnoch Road	Algonquin Trail	2.27	Rehabilitation	April	May	May	June	
	<i>Horton & McNab/Braeside</i>									
4	Storyland Road	County Road 653 (Chenaux Road)	Alex Lane	2.80	Rehabilitation	May	June	August	September	
	<i>Horton</i>									
20	Bruce Street	Highway 60	Highway 17	3.11	Rehabilitation	May	May	July	July	
	<i>Renfrew & Horton</i>									
24	White Water Road	Highway 17	County Road 40 (Greenwood Road)	2.45	Rehabilitation	2022	2022	June	June	
	<i>Laurentian Valley</i>									
37	Murphy Road	Highway 17	County Road 26 (Doran Road)	2.16	Rehabilitation	March	April	May	June	
	<i>Petawawa</i>									
42	Forest Lea Road	Highway 17	County Road 51 (Pembroke Street W)	4.22	Rehabilitation	May	May	July	July	
	<i>Laurentian Valley</i>									
58	Road Lake Road	Deer Trail Road	B101(Bonnechere River Bridge)	2.52	Rehabilitation	May	May	June	July	
	<i>Killaloe, Hagarty and Richards</i>									
65	Centennial Lake Road	2872 Centennial Lake Rd.	Black Donal Access Point	1.63	Rehabilitation	May	June	July	August	
	<i>Greater Madawaska</i>									
508	Calabogie Road	County Road 34 (Norton Road)	Mill Street	1.84	Rehabilitation	May	June	July	October	
	<i>Greater Madawaska</i>									
508	Calabogie Road	Goshen Road	Highway 17	4.36	Rehabilitation	May	June	July	October	
	<i>McNab/Braeside</i>									
515	Palmer Road	Finch Road	County Road 514 (Schutt Road)	6.50	Rehabilitation	April	May	June	July	
	<i>Madawaska Valley & Brudenell Lyndoch & Raglan</i>									
517	Dafoe Road	Radcliffe Twp Line (Coulas Rd)	Serran Road	2.73	Rehabilitation	May	June	July	August	
	<i>Madawaska Valley</i>									
517	Dafoe Road	Serran Road	County Road 62 (Combermere Road)	3.22	Rehabilitation	2022	2022	May	June	
	<i>Madawaska Valley</i>									
Various	Scratchcoat	Various Locations	Various Locations		Scratch Coat Paving	May	June	July	August	
	<i>Various Locations</i>									

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	June	July	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	February	June	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	June	May	2023		Ongoing
4	Tractor	Tractor	1	Replace	April	June	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	May	April	2023		Ongoing
8	Equipment Refurbishment(s)	As per Spring Inspection	Varies	Existing	April	May	May - November	2023		Ongoing
9	Brusher Head	1 new / 1 replacement	2	1 Replace/1 New	April	June	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
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 Pikwakanagan	Golden Lake	2022	Use of facilities and materials	2022	2027	5			Ongoing
7	Bonnechere Valley	Foymount	2022	Use of facilities and materials	2022	2027	5			Ongoing

2023 CAPITAL PROGRAM VARIANCE - ROADS/BRIDGES

	Road #	Location	From	To	Length (km)	2023 BUDGET	May 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	Lochwinnoch Road	Algonquin Trail	2.27	1,137,007	879,000	-258,007	0
		McNab/Braeside & Horton							
	2	Daniel Street S.	Galvin Street	Edey Street	0.20	680,000	680,000	0	0
		Arnprior							
	4	Storyland Road	Alex Lane	County Road 653 (Cheneux Road)	2.84	1,309,911	1,309,911	0	0
		Horton							
	20	Bruce Street	Highway 60	Highway 17	3.11	539,559	539,559	0	0
		Renfrew & Horton							
	24	White Water Road	Highway 17	County Road 40 (Greenwood Road)	2.45	388,000	388,000	0	0
		Laurentian Valley							
	24	White Water Road	Stafford Third Line	Highway 17	2.57	0	0	0	0
		Laurentian Valley							
	30	Lake Dore Road	Highway 60	Sperberg Road	3.26	2,529,548	2,529,548	0	0
		North Algona/Wilberforce							
	37	Murphy Road	Highway 17	County Road 26 (Doran Road)	2.16	1,077,840	782,000	-295,840	0
		Petawawa							
	37	Murphy Road	County Road 26 (Doran Road)	County Road 51 (Petawawa Blvd.)	0.93	490,588	490,588	0	0
		Petawawa							
	42	Forest Lea Road	Highway 17	County Road 51 (Pembroke Street W)	4.22	759,352	759,352	0	0
		Laurentian Valley							
	58	Round Lake Road	Deer Trail Road	B101 (Bonnechere River Bridge)	2.52	1,257,480	1,257,480	0	0
		Killaloe, Hagarty and Richards							
	65	Centennial Lake Road	2872 Centennial Lake Rd	Black Donald Access Point	1.63	686,230	686,230	0	0
		Greater Madawaska							
	508	Calabogie Road	County Road 34 (Norton Road)	Mill Street	1.84	918,160	918,160	0	0
		Greater Madawaska							
	508	Calabogie Road	Goshen Road	Highway 17	4.36	1,251,345	1,251,345	0	0
		McNab/Braeside							
	512	Foymount Road	B257 (Harrington Creek Bridge)	Miller Road	6.57	4,490,190	4,490,190	0	0
		Bonnechere Valley							
	515	Palmer Road	Finch Road	County Road 514 (Schutt Road)	6.50	2,080,870	2,080,870	0	0
		Madawaska Valley & Brudenell, Lyndoch & Raglan							
	517	Dafoe Road	Radcliffe Twp Line (Coulas Rd)	Serran Road	2.73	1,274,410	1,274,410	0	0
		Madawaska Valley							
	517	Dafoe Road	Serran Road	County Road 62 (Combermere Road)	3.22	70,000	70,000	0	0
		Madawaska Valley							
	635	Swisha Road	Highway 17	Interprovincial Bridge	2.58	300,000	300,000	0	0
		Laurentian Hills							
		Scratch Coat Paving	Various Locations			750,000	750,000	0	0
ROAD RECONSTRUCTION/REHABILITATION TOTALS					55.96	21,990,490	21,436,643	-553,847	0

Bridge/Culvert Reconstruction/Rehabilitation

Structure #	Structure Name	Location		2023 BUDGET	May Projected	Variance	Carry Over
B044	Douglas Bridge	Admaston/Bromley (CR5 Stone Road)		1,800,000	987,000	-813,000	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	1,069,000	-131,000	0
C025	Borne Road Culvert	Laurentian Valley (Borne Road)		800,000	725,000	-75,000	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
C168	Lake Clear Tri Culverts	Bonnechere Valley (Lake Clear Road)		419,000	419,000	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	1,100,000	-200,000	0
C325	Neilson Creek Culvert	Bonnechere Valley (Lake Clear Road)		31,000	31,000	0	0
	General Bridge Repairs	Various Locations		100,000	100,000	0	0
BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION TOTALS				8,045,000	6,916,000	-1,129,000	0

Roads/Bridge/Culvert Future Engineering

ID	Name	Location		2023 BUDGET	May 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

2023 CAPITAL PROGRAM VARIANCE - ROADS/BRIDGES									
	Road #	Location	From	To	Length (km)	2023 BUDGET	May Projected	Variance	Carry Over
	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	Bellowes Creek Culvert	Whitewater Region (CR12 Westmeath Road)			30,000	30,000	0	0
	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	29,669,143	-1,682,847	0



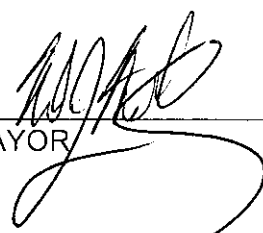
Regular Council Meeting Resolution Form

Date: April 4, 2023 No: RESOLUTION - 140-2023
 Moved by Deputy Mayor Lori Hoddinott Disposition: CARRIED
 Seconded by Councillor Scott Brum Item No: 8.2

Description: Speed Concerns on White Lake Road

RESOLUTION:

THAT Council direct staff to send a recommendation to County Council requesting that they lower the speed on White Lake Road from Green Meadow Road to Highland Road to a 70 km/hr zone.


 MAYOR

Recorded Vote Requested by:

Declaration of Pecuniary Interest:

	Yea	Nay
M. MacKenzie	_____	_____
L. Hoddinott	_____	_____
K. Rosien	_____	_____
S. Brum	_____	_____
R. Campbell	_____	_____

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



COUNTY OF RENFREW Active Transportation Strategy

(Adopted May 2012; Revised September 27, 2017)

1.0 RATIONALE FOR AN ACTIVE TRANSPORTATION STRATEGY

As the largest geographical county in Ontario, roads and trails in Renfrew County connect our natural and built environments, thereby providing an opportunity for collaborative action that improves our health, well being and overall quality of life through the transportation, land use and planning sectors.

An increasing base of evidence links our health, community health, economic growth, social well-being and environmental benefits to regions that support active transportation. Infrastructure that promotes increased opportunities for physical activity such as bicycling and walking are clearly in the public interest.

1.1 WHAT IS AN ACTIVE TRANSPORTATION STRATEGY?

An Active Transportation Strategy is a documented strategy that provides a long-term vision for active transportation infrastructure and policies. It contributes to the physical, social, economic and health of a community where motorists, pedestrians, cyclists and community leaders share a common vision.

An Active Transportation Strategy identifies links to, and extensions of, existing bikeways, trails, sidewalks and roads. It also creates new walking and cycling connections throughout and between communities. It includes plans for prioritizing network projects, determining appropriate levels of operation and maintenance/capital funding levels, reviewing current standards, by-laws and identifies public promotion and education.¹

Active Transportation is defined as any human powered (i.e., non-motorized) mode of transportation for **commuter** (purposeful) and **recreational** purposes. It involves movement from one destination to another for work, childcare, school, the store, community or neighbourhood destinations and recreation. It includes walking, running, cycling, in-line skating, skateboarding, non-motorized wheel chairing, skating, skiing, and canoeing/kayaking. Walking and cycling are the most common forms and can be combined with other modes.

Active Transportation traditionally takes place in two environment settings:

Built Environment refers to all human-made surroundings—the spaces where we live, work and play. The built environment includes tangible infrastructures, such as road systems, transportation networks, streets, parks, trails, businesses, schools, buildings and other infrastructure.

Natural Environment is made up of open natural spaces/land, waterways, parks, recreation areas, green spaces.² Natural spaces connect and include built environments that are essential for human and community health.³

1.2 BENEFITS OF THE RENFREW COUNTY ACTIVE TRANSPORTATION STRATEGY

- Contributes to a higher quality of life for Renfrew County residents.
- Increases opportunities for improved health and well being for everyone.
- Contributes to healthier and more active communities.
- Decreases pressure on our health care system.
- Improves public education and knowledge of the links between active transportation, health, community well-being and improved quality of life.
- Increases community partnerships, engagement and social connections.
- Improves safety on and around roads and community spaces (decreases transport injuries and falls).
- Defines routes and possibilities for non-motorized commuting options.
- Contributes to economic development and a stronger economy (cycle tourism, trails, local business use, enhanced commuter and recreational use by residents and style of living appealing to many prospective new residents, productivity).
- Supports the provision of accessible infrastructure.
- Contributes positively to and connects us with the natural environment.
- Contributes to a reduction in greenhouse gas (GHG) emissions and to Canada's commitment to the Paris Accord.
- Integrates and links community and government initiatives such as walking and cycling routes to schools and trails investments.
- Establishes linkages with local heritage and cultural destinations.
- Improves recreational and commuter accessibility to people of all ages, abilities and income levels.
- Enhances intergovernmental collaboration around active transportation.
- Coordinates Renfrew County initiatives with the appropriate provincial strategies (i.e., CycleON- Ontario's Cycling Strategy).

1.3 INTEGRATION OF THE ACTIVE TRANSPORTATION STRATEGY WITH COUNTY PROGRAMS

The following identifies integration opportunities of an Active Transportation Strategy with existing County initiatives across four departments.

DEVELOPMENT AND PROPERTY

Forestry & GIS

- There are 240 km of trails currently under the County's jurisdiction. This infrastructure is designed and constructed to provide linkages to various trails and communities within the County.
- In response to increasing public demand for trail use, the County recognized an opportunity to optimize the use of the county's trail network by developing a Master Trail Strategy. There are currently 3,800 km of trails which fall under the jurisdiction of organizations other than the County of Renfrew.
- The County's GIS division plays an integral part in the mapping and displaying the trail information, and maintaining a current inventory of the linkages.

Ottawa Valley Economic Development

- Business opportunities for new investment (outfitters, bike repair, accommodations, special events and competitions, etc.).
- In-fill/downtown housing (Renfrew, Pembroke, Arnprior, and other).
- Commute-to-work options (livable/workable communities).
- Some "backroad" assistance to our smaller areas and very rural hamlets.
- Farm gate sales opportunities.
- Trail/Route construction and maintenance jobs.
- Improvements in employer/employee health due to access to outdoor facilities/opportunities.
- Enhanced style of living for prospective new residents and investors on par with or beyond urban centres.
- Desirable travel and recreation pathways to attract and retain residents.
- New product for tourism operators to utilize in marketing and to increase visitor satisfaction.
- A necessary component of a modern culture and community which will enhance attraction of new and young residents and investors.

- Commitment to this Active Transportation Strategy will demonstrate that there is a forward-looking and creative culture active in the County.
- This Active Transportation Strategy represents the most significant aspect of a healthy community.
- Provides a concrete manner in which to reduce the cost and burden on the County and municipalities of maintaining roads and transportation services.

Planning and Land Development

Policies promoting active transportation are included in the following sections of the County of Renfrew Official Plan through the five-year review process:

- » Section 2, General Development Policies;
- » Section 13, Transportation;
- » Section 14.4, Plans of Subdivision/Condominium; and
- » Section 16.5, Site Plan Control.

PUBLIC WORKS & ENGINEERING

- 820 km of arterial and collector roads currently under the County's jurisdiction. This infrastructure is designed and constructed to provide critical linkages to various communities within the County.
- Responding to increasing public demand for active transportation, there is an opportunity to optimize the use of the County's road network by developing and implementing a proactive Active Transportation Strategy that integrates with the department's 10 year capital program.
- The Active Transportation Strategy, in concert with other management plans, will develop policies and standards for active transportation needs in the County's multi-year capital works programs. This will include design standards and signage for designated active transportation infrastructure as well as policies for maintenance requirements and financial sustainability.
- The approved Asset Management Plan will serve as a foundation document to develop priority implementation strategies.
- Reduce congestion on roads and bridges.

EMERGENCY SERVICES

- Recognizing the ever-present pressures within the health care system and increased demand for Emergency Services, the County of Renfrew Paramedic Service is responding through their Community Paramedic Program.

- Community and industry partnerships are having a positive impact on morbidity and mortality rates.
- Aging at Home, Wellness Clinics, Heart Wise Exercise Program, defibrillation-CPR and Paramedic and Community Care Team programs represent innovative and valuable health promotion and illness prevention work.
- Transportation contributes to placing the Paramedic Service in the position of supporting the health needs of every local community in Renfrew County by encouraging exercise, promoting health resilience and creating a safer environment.
- In emergency situations, Paramedic Services will provide Patrol & Response Service to the trail network.

SOCIAL SERVICES

- Active transportation provides a viable alternative to more expensive proximity transportation for improved access between social housing and community services.
- Improves access to housing, community destinations and Ontario Works sites.
- Increases opportunities for health equity by improving access to physical activity, recreation, essential services and community destinations.
- Improved active transportation infrastructure supports increased physical activity and community engagement opportunities for children ages 0 to 6 in childcare settings.

2.0 GOALS AND OBJECTIVES

Renfrew County Active Transportation Strategy effects:

1. Develop County policy and a coordinated approach to Active Transportation.

- Development of land use (to be included in the Official Plan), transportation and other relevant public policies.
- Coordination of policy development with existing Operational Plans.
- Support economic development as a key component of an Active Transportation Strategy.
- Support and integrate with the County of Renfrew's Trail Strategy, and be complementary to associated trails management plans (K&P Trail, Algonquin Trail).
- Development of departmental policies and community programs that mirror approved active transportation objectives and implementation.

- Support willing partnerships with local level municipal leaders to enhance and build municipal capacity for active transportation planning, consultation and implementation.
 - Adoption and adaptation of detailed design guidelines for safe active transportation infrastructure.
 - Development of design guidelines for land use planning and site planning practices that encourage active transportation in Renfrew County. Integrate guidelines into the Operational Plan.
 - Promotion of Active Transportation components--including active transportation policies, programs and infrastructure at county events, buildings and facilities.
 - Research liabilities/legal requirements associated with the implementation of active transportation infrastructure.
 - Include liability and risk management education and knowledge sharing to ensure that stakeholders and elected officials share a common understanding of the real risks, the risk benefits and liability issues associated with active transportation.
- 2. Set measurable goals to guide the development of a safe, sustainable and coordinated active transportation network in Renfrew County.**
 - Promote and enhance an inventory of trails, infrastructure and roads suitable for active transportation based on existing reports, community input and GIS mapping.
 - Commit to measurable, achievable targets and goals on the status of active transportation and infrastructure development (eg: hardened shoulders, hardened trailways, connected pathways, signs, etc.).
 - 3. Promote and build safe and connected active transportation networks for all residents and visitors to Renfrew County.**
 - Review County's multi-year road and trails program to determine feasibility/impacts of providing for active transportation infrastructure. Emphasis will be given to the Algonquin Trail and to priority road networks.
 - Support policy that requires active transportation infrastructure to be considered in all future Renfrew County projects.
 - Develop benchmark costs for active transportation infrastructure.
 - Develop an active transportation tourism policy and plan in collaboration with Economic Development and the Ottawa Valley Tourist Association.
 - Maximize the use of Provincial and Federal funding opportunities.
 - 4. Explore opportunities to raise awareness and support knowledge sharing and events that help County of Renfrew residents to choose safe active transportation options more often.**

- Allocate resources for improvements to active transportation infrastructure.
 - Actively partner and collaborate with the Physical Activity Network, Healthy Community Partnership, private businesses, school boards, Renfrew County social service organizations and schools to coordinate the Active Transportation Strategy with existing trail, cycling and walking initiatives.
 - Support the existing initiative on school travel planning to include all student travel requirements and to include active modes of transportation.
 - Work with local stakeholders, networks and provincial organizations to introduce and improve cycling and road sharing educational opportunities in Renfrew County.
- 5. Establish a framework to sustain the Active Transportation Strategy in Renfrew County.**
- Continue to collaborate with the existing Physical Activity Network and the Ottawa Valley Cycling and Active Transportation Alliance as the champions for Active Transportation.
 - Integrate active transportation opportunities into multiple sectors, programs and levels of government.
 - Explore and actively pursue all relevant funding opportunities, through various levels of government and community partnerships.
 - Identify current, or other, organizations whose mandate addresses or contributes to active transportation.

3.0 STRATEGY FRAMEWORK

The following visual framework outlines the flow and process that will be followed for the development of the Active Transportation Strategic process. It is consistent with standard, evidence based models that are being implemented across Ontario and Canada in both rural and urban regions.

framework



4.0 STRATEGY LINKAGES

The Renfrew County Active Transportation Strategy will link with several other County strategies (as amended) including, but not limited to: County of Renfrew Strategic Plan, County of Renfrew Trails Strategy, Ottawa Valley Economic Development Strategic Plan, County of Renfrew Asset Management Plan, CycleON- Ontario Cycling Strategy, Voyageur Discovery Routes Strategic Plan, and the County of Renfrew Official Plan.

5.0 PROMOTION AND EDUCATION PROGRAM

Building on existing initiatives and ongoing community engagement, promotion, education and awareness of the County's commitment to the benefits of Active Transportation provides a foundation for the successful implementation of the strategy. Education and promotions will be integrated with existing department initiatives and coordinated with community lead programs that support active and safe routes to school, active commuting, road safety, and public health initiatives. Education and knowledge sharing will address benefits of liability and risk issues associated with upper and lower tier municipal involvement in active transportation initiatives and infrastructure enhancement.

6.0 COMMUNITY ENGAGEMENT AND CONSULTATION

The Renfrew County Active Transportation Strategy was originally developed in consultation with the expertise and community input of the Physical Activity Network and the Active Transportation working group. The consultation process included more than 150 multi sector community stakeholders committed to building opportunities for more active and healthy residents and visitors in Renfrew County. The working committee of 25+ active users of our road, trail and waterway systems represent a wide and geographically balanced group of stakeholders.

The Strategy was presented and adopted by County Council in May 30, 2012.

7.0 MONITORING PROGRAM

An Active Transportation Strategy monitoring program will be identified and achieved in coordination with standardized health indicators, traffic, connectivity, road safety and injury prevention statistics. Local data will be collected and integrated into an approved evaluative method.

Connectivity is the measure of the efficiency of a transportation network. It refers to the directness of transportation links and the number of connections in the path or road network. Linkages between communities is a priority and will be a strong indicator for monitoring of the Active Transportation Strategy.

8.0 HARDENED SHOULDERS/HARDENED TRAILWAYS

Since 2010, the County of Renfrew has embarked on a program of hardening shoulders on County Roads, in conjunction with the annual road rehabilitation program. This program has added a minimum of one (1) metre to the road surface width, allowing for movement that is potentially removed from the main flow of traffic. At the same time, it has lessened deterioration from edge breaking. In every situation, this effort has proven popular with local residents for walking and cycling. By the end of 2016, the County's road network includes approximately 172 km on which hardened shoulders have been provided.

The K&P Trail, an abandoned 21 km former rail corridor that stretches from Calabogie to Renfrew, currently enjoys 14 km of hardened trailway. The application of limestone dust has created an environment that allows cycling, walking and non-motorized activities to co-exist with motorized summer and winter recreational activities. Enhancements to the K&P Trail will continue as the link to the Algonquin Trail will be made at the intersecting point in Renfrew, in 2017.

Beginning in 2017, the abandoned CP Rail corridor that was purchased by the County of Renfrew, now named the Algonquin Trail and forms the County portion of the Ottawa Valley Recreation Trail that stretches from Smiths Falls to near Mattawa, will begin to see improvements made. Surface improvements are planned for 2017 that would involve the application of limestone dust, similar to the practice along the K&P Trail, in the more urban centres of the County. Upgrades to sections of the trail will continue annually as funding allows. Paved trailways and/or twinned trailways will be considered where and when appropriate and funding allows.

9.0 PRIORITIES

The County of Renfrew will endeavour to focus on the following main priorities for active transportation, and will pursue as funding is available and allocated:

- Hardened shoulder program continuation each year where appropriate;
- Upgrades and hardened surface application to the Algonquin Trail in urban centres (2017-2018);

- Surface improvements to the Algonquin Trail (2018-2027), which may include paved sections to facilitate commuter cycling, rollerblading, wheelchair accessibility;
- Hardened surface improvements to the K&P Trail (2017-2021).

All of these improvements will help facilitate active transportation. These improvements, along with local municipal active transportation projects, will continue to showcase the County of Renfrew as a leader in active transportation.

10.0 WORKPLAN

Appendix #1 (MAP OF COMPLETED AND CONTEMPLATED WORKS)

REFERENCES

1. Bergeron, K. and Cragg, S. (2009). *Making the Case for Active Transportation: Bulletin #8—Role for Municipal Decision Makers*. Canadian Fitness and Lifestyle Research Institute, Ottawa, Canada.
2. Bergeron, K. (2009), *Bridging the Terminology Gap in Support of Active Communities: Land Use Planners and Public Health Professionals*.
3. Kuo, F. (2010) *Parks And Other Green Environments: Essential Components of a Healthy Human Habitat*.
4. *Healthy, Equitable Transportation Policy, Recommendations and Research*. (2011) PolicyLink, Prevention Institute, Convergence Partnership.
5. Bergeron, K. & Cragg, S. (2009). *Making the Case for Active Transportation: Bulletin #3—Economic Benefits*. Canadian Fitness and Lifestyle Research Institute, Ottawa, Ontario.
6. Evernson, Satinsky, Rodriguez & Aytur. (2011). *Exploring a Public Health Perspective on Pedestrian Planning*. Health Promotion Practice, December.
7. Transport Canada (2006). *Sustainable transportation in small and rural communities*. Issue Paper 61. 8. *Healthy, Equitable Transportation Policy, Recommendations and Research*. (2011) Policy Link, Prevention Institute, Convergence Partnership.
8. *2012 Benchmarking Report—Alliance for Biking and Walking*. 10. *Active Transportation in Canada—a Resource and Planning Guide*, Ministry of Transport, Public Works and Government Services Canada. (2010) Retrieved from https://www.fcm.ca/Documents/tools/GMF/Transport_Canada/ActiveTranspoGuide_EN.pdf.
9. Communities in Motion, Federation of Canadian Municipalities. (2008). Retrieved from https://fcm.ca/Documents/tools/GMF/Communities_in_motion_en.pdf

APPENDICES

Map of Active Transportation Identified Routes

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW TO ESTABLISH PUBLIC WORKS AND ENGINEERING POLICIES PW-01 – ROADWAY
CLASSIFICATION AND DESIGN AND PW-10 ROAD OCCUPANCY PERMITS 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 Municipal Corporation of the County of Renfrew desires to implement Policies regarding the roadway classification and design and road occupancy permits within the jurisdiction of the Corporation.

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

1. THAT Public Works and Engineering Department Policies PW-01 Roadway Classification and Design and PW-10 Road Occupancy Permits, as outlined in Schedules “I” and “II” attached to and made part of this By-law, shall form part of the Public Works and Engineering Department Policies and Procedures for 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 31st day of May 2023.

READ a second time this 31st day of May 2023.

READ a third time and finally passed this 31st day of May 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

Schedule I

Corporate Policies and Procedures				
DEPARTMENT: Public Works and Engineering				POLICY #: PW-01
POLICY: Roadway Classification and Design				
DATE CREATED: April 2001	REVIEW DATE: February 2023	REVISION DATE: May 2023	COVERAGE: All County Roads	PAGE #: 1 of 11

POLICY STATEMENT

The County of Renfrew (County) believes that a roadway network performs most efficiently and effectively when the roads comprising that network are designed, built and operated to serve their intended purposes.

A classification system designates roads into different groups according to the type of service each group is intended to provide. By grouping roads with similar function and adopting a consistent set of standards, the County of Renfrew can improve transportation planning, road design, road maintenance, and road operations.

Therefore, this Policy dictates hierarchical systems of roadway classification, which shall apply to all roadways in the County Road system for maintenance and design.

POLICY DEFINITIONS

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

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

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

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

Rural Roads: Roads passing through largely undeveloped areas and having an open drainage system.

Seasonal Roads: Roads typically of the rural variety which are not maintained during the winter months. In the months during which the roads are accessible they serve the same function as a local road.

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Semi-Urban Roads: Roads passing through areas where the degree of development is approaching full development along a substantial portion of its length and may include those portions within an urban municipality or settlement. Such roads generally have an open drainage system but may be approaching or meeting warrants for drainage by closed (piped) systems. For Design Classification purposes, these roads are grouped with Rural Roads.

Significant Weather Event: An approaching or occurring weather hazard with the potential to pose a significant danger to users of the roads within a municipality.

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

POLICY CONTENT

1.0 MAINTENANCE CLASSIFICATIONS

Ontario Regulation 239/02, Minimum Maintenance Standards for Municipal Highways, under the Municipal Act provides a classification system for roads which must be used in establishing the minimum maintenance standards for all municipal roads.

The County shall annually review the classifications of County Road sections based on Regulation 239/02 and ensure the 'maintenance classification' for each section of road is up to date. The County also has approved 'Roadway Service Standards' which were developed to meet or exceed the requirements of Regulation 239/02. The County shall adhere to the requirements of the County Roadway Service Standards, as amended.

2.0 DESIGN CLASSIFICATIONS

For design and asset management planning purposes, all roads in the County's Road system shall be classified according to their roadside environment and function within the system. In establishing the design classification of County Road sections, the characteristics provided in Table 1 and Table 2 shall be used for rural roadways and urban roadways respectively.

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The characteristics for design classifications of County Roads dictated in Table 1 and Table 2 have been adapted from the Transportation Association of Canada (TAC) Geometric Design Manual. Table 1 and Table 2 of this Policy are for establishing the design classification for County Roads only. When undertaking design for County Roads or considering requests which would result in changes to County Roads, the additional restrictions recommended by the TAC Geometric Design Manual for each road classification shall be taken into consideration.

The Design Classifications shall be used to establish consistent minimum design criteria and target lifecycle Best Practices for County Roads.

The Director of Public Works and Engineering, or designate, shall maintain the roadway ongoingly. Major review and updates to this Policy shall be undertaken in conjunction with each rationalization update, which is to be conducted every five years, or as directed by County Council.

Table 1
RURAL ROAD DESIGN CLASSIFICATIONS

TAC Classification (County Design Class)	Freeway (R4)	Arterial (R3)	Collector (R2)	Local (R1)
AADT	≥12,000	<12,000	<5,000	<1,000
Posted Speed (km/h)	50 – 120	50 – 90	40 – 80	40 – 80
Connections	freeways, arterials	freeways, arterials, collectors	arterials, collectors, locals	collectors, locals

Table 2
URBAN ROAD DESIGN CLASSIFICATIONS

TAC Classification (County Design Class)	Freeway / Expressway (U4)	Major Arterial (U4)	Minor Arterial (U3)	Collector (U2)	Local (U1)	Lane (U1)
AADT	>12,000	12,000 – 30,000	<12,000	<5000	<3,000	<500
Posted Speed (km/h)	80 – 110	50 – 80	40 – 80	40 – 80	≤50	≤30

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TAC Classification (County Design Class)	Freeway / Expressway (U4)	Major Arterial (U4)	Minor Arterial (U3)	Collector (U2)	Local (U1)	Lane (U1)
Connections	freeways, arterials	freeways, arterials, collectors	freeways, arterials, collectors	arterials, collectors, locals	collectors, locals	locals, lanes

3.0 DESIGN STANDARDS

Design standards for roads relate to safety and the longevity of the road in its current and future uses. The design standards for County Roads have been developed to ensure consistency across all sections in the system and that the design and construction of County Roads is becoming of their purpose, improving safety for all users.

3.1 Minimum and Desired Standards

The design standards for County Roads are based on the design classification of the individual road sections and have been developed incorporating MTO Design Manuals, the TAC Geometric Design Guide for Canadian Roads, and AASHTO Guide to Design of Pavement Structures. The minimum and desired standards considered in the design of County Road sections shall be as per Table 3.

Table 3
Minimum and Desired Design Standards

Standard	Rural		Urban	
	Minimum	Desired	Minimum	Desired
Design Speed (km/h)	R1 – 60 R2-R4 – 80	90	50	60
Lane Width (m)	3.25	3.5	3.25	3.5
Hardened Shoulder / Clearance Width (m)	0.5	R1 and R2 – 1.0 R3 and R4 – 1.5	0.1	1.0
Overall Shoulder Width (m)	1.5	2.0	N/A	N/A
Alignment Adequacy	Fair with Warning Signs	Good	Fair with Warning Signs	Good

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Standard	Rural		Urban	
	Minimum	Desired	Minimum	Desired
Right of Way (ROW) Width (m)	20	26	20	26
Surface Composition (mm of HMA)	R1 – 30 R2 – 80 R3 – 120 R4 – 130	R1 – 50 R2 – 100 R3 – 130 R4 – 140	U1 – 50 U2 – 80 U3 – 120 U4 – 130	U1 – 80 U2 – 100 U3 – 130 U4 – 140
Base Composition	150mm Granular 'A' over 350mm Granular 'B' or equivalent sub-base			

*Unless identified otherwise, values apply to all Design Classifications

*HMA = Hot Mix Asphalt

The County's Asset Management Plan does not incorporate growth and typically project costs are based on rehabilitation to similar geometry. As such, though capacity is evaluated during road section evaluations, it is not considered during design of a road section. Where minimum design standards are determined to not being met on a road section, efforts shall be made to have this corrected during design and construction on that road section and budgeted for accordingly.

When determining the design standard to be utilized, the County shall consider a twenty (20) year forecast of growth in traffic based on historical data. A typical value to be utilized is a growth rate of 1.5% unless determined otherwise based on increased growth in certain areas of the County.

3.2 Desired Road Cross-Sections

Included as Appendix A is a drawing illustrating the desired typical cross-sections for each design class. Circumstances may arise where the dimensions shown in the desired cross-sections may not be met; however, the proposed altered cross-section shall provide equivalent or greater strength of the corresponding desired typical cross-section and meet all other minimum design standards for the design classification of the road.

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4.0 BEST PRACTICES

Best Practices should be structured with the goal that the right treatment takes place during the correct conditions for the lifecycle of a road in order to ensure that the return on investments in the County Road system is maximized. Achieving the recommended Best Practices outlined in this section may be limited due to the availability of funding or the prioritization of safety improvements. However, these Best Practices shall be used as a guideline when updating the County's Capital Asset Management Plan for Roads.

4.1 Road Improvement Methods

There are various types of improvement methods available in order to improve the condition of roads, and others continue to be developed. County of Renfrew staff shall continue to monitor new improvement methods which come available in the market and may present opportunities for Council consideration to pilot methods which may be considered viable economically and of benefit to County Roads.

The typical improvement methods currently considered on County Roads are provided in Table 4.

Table 4
Available Road Improvement Strategies

Improvement Type	Typical Improvements	General Description
Maintenance	- Crack Sealing; - Patching	Operational maintenance to seal cracks and patch potholes.
Preventative Maintenance	- Microsurfacing; - Surface Treatment Overlay; - Slurry Seal	Capital 'maintenance' to seal the roadway and prolong the service life of asphalt.
Minor Rehabilitation	- HMA Overlay; - Mill and Pave	Capital resurfacing to prolong service life of road overall. Will include drainage improvements.
Major Rehabilitation	- Pulverize and Pave; - Base and Surface	Capital replacement of surface with base rehabilitation and/or

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Improvement Type	Typical Improvements	General Description
		stabilization. Will include drainage improvements.
Reconstruction	- Full Reconstruction; - Partial Reconstruction	Replacement of surface, unsuitable base material, and drainage infrastructure.

Each improvement type provides certain benefits when applied at the appropriate time in the lifecycle of a roadway; however, there are also certain restrictions which must be considered when planning road improvements as provided below.

Maintenance improvements are typically relatively the lowest cost improvement type and provide the greatest return on investment (ROI) if undertaken as soon as necessary. Maintenance improvements, early in the lifecycle of the road surface, will prevent accelerated deterioration of the surface from water infiltration and freeze-thaw action. However, undertaking maintenance later in the lifecycle of the road, when the Pavement Condition Index (PCI) has fallen below 85, should only be considered as a holding pattern as it would no longer provide the increased service life it would if done sooner. Maintenance improvements should be planned to occur throughout the life of a road as needed but prioritized 4 – 5 years after a new surface is applied via minor rehabilitation, major rehabilitation, or reconstruction.

Preventative maintenance improvements are typically the lowest cost Capital improvement which can be undertaken on roads. Preventative maintenance treatments will seal all cracks in the surface of the roadway to prevent water infiltration and significantly decrease deterioration from freeze-thaw action. However, undertaking preventative maintenance on a roadway with a PCI below 70, poor drainage, evident base issues, or poor alignment should only be considered as a holding pattern as it would not substantially improve the roadway or extend its service life. In order to maximize ROI, preventative maintenance should be planned to occur 8 – 10 years after a new surface is applied via minor rehabilitation, major rehabilitation, or reconstruction, when the PCI is 70 – 85.

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Minor rehabilitation improvements typically come at a mid-range cost but can substantially prolong the service life of a road if completed at the right time in its lifecycle. Minor rehabilitation will provide a new surface and added strength to the roadway. However, undertaking minor rehabilitation on a roadway where there is evident base issues or where the PCI has fallen below 50 should only be considered as a holding pattern as it would only temporarily improve the road condition and relatively low service life extension for the expense. In order to maximize ROI, minor rehabilitation should be planned to occur 18 – 22 years after a new surface is applied via major rehabilitation, or reconstruction (8 – 14 years after preventative maintenance), when the PCI of the road is 50 – 65.

Major rehabilitation improvements typically come at a higher-range cost but will completely replace the road surface and substantially prolong the service life of a road so long as the base granular of the road are structurally sound. However, a greater treatment than major rehabilitation should be considered if there are poor alignments, a large amount of urban drainage infrastructure in poor condition, or substantial base issues over a large section of the road. In order to maximize ROI, major rehabilitation should be planned take place after the PCI has fallen below 45.

Reconstruction is the highest relative cost road improvement type on any road class. It will require complete removal and replacement of the existing surface, a substantial amount of base granular, and most if not all drainage infrastructure. Reconstruction should only be considered on roads with poor alignment, completely deteriorated/poor base structure, poor drainage infrastructure, and/or where minimum design standards cannot be achieved using another method. In order to maximize ROI, reconstruction (if required) should be planned to occur after the PCI has fallen below 40.

4.2 Lifecycle Management

Managing the lifecycle of a roadway involves following Best Practices, to ensure that the treatment being applied for a particular section of road is appropriate for the condition and design standard for the road, and that it is the most cost-efficient treatment at that stage in the road's lifecycle.

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Figure 1 below, provides a graphical comparison of three different lifecycle scenarios, comparing the age of a road with its condition. The three different scenarios are as follows:

- “Do Nothing” – lifecycle of a newly constructed road where no improvement takes place at any point throughout its design life;
- “No Major or REC” – lifecycle of a newly constructed road where no large capital costs are incurred through Major Rehabilitation or Reconstruction and only Preventative Maintenance or Minor Rehabilitation takes place throughout the design life of the road; and
- “Best Practices” – lifecycle of a newly constructed road where the ‘return on investment’ is prioritized and the most beneficial improvement type takes place at the correct moment in the design life of the road.

It should be noted that reconstruction should still be considered where a roadway has significant base issues, unsafe alignment, or other issues which cause the road section to not meet minimum design standards. Following reconstruction, the lifecycle could then be managed to target the Best Practices scenario.

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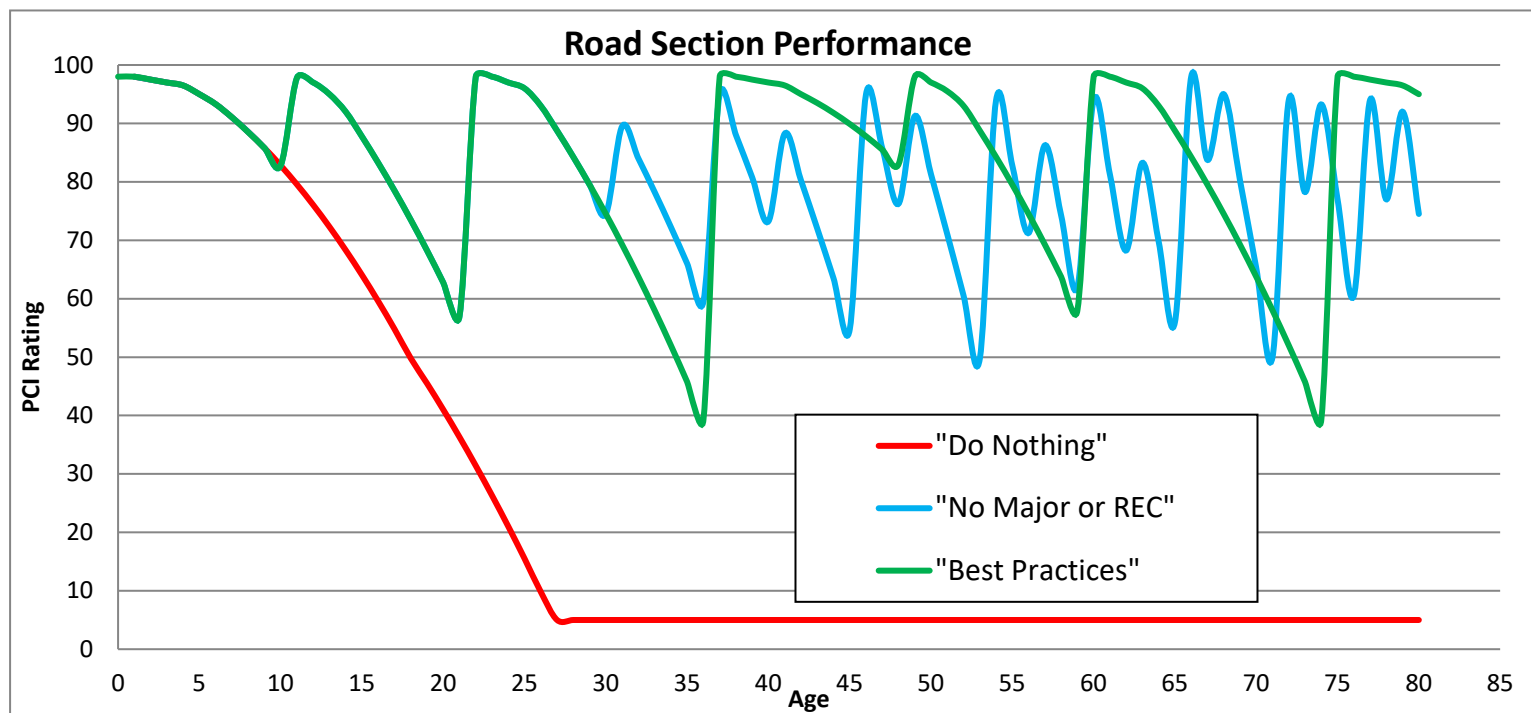
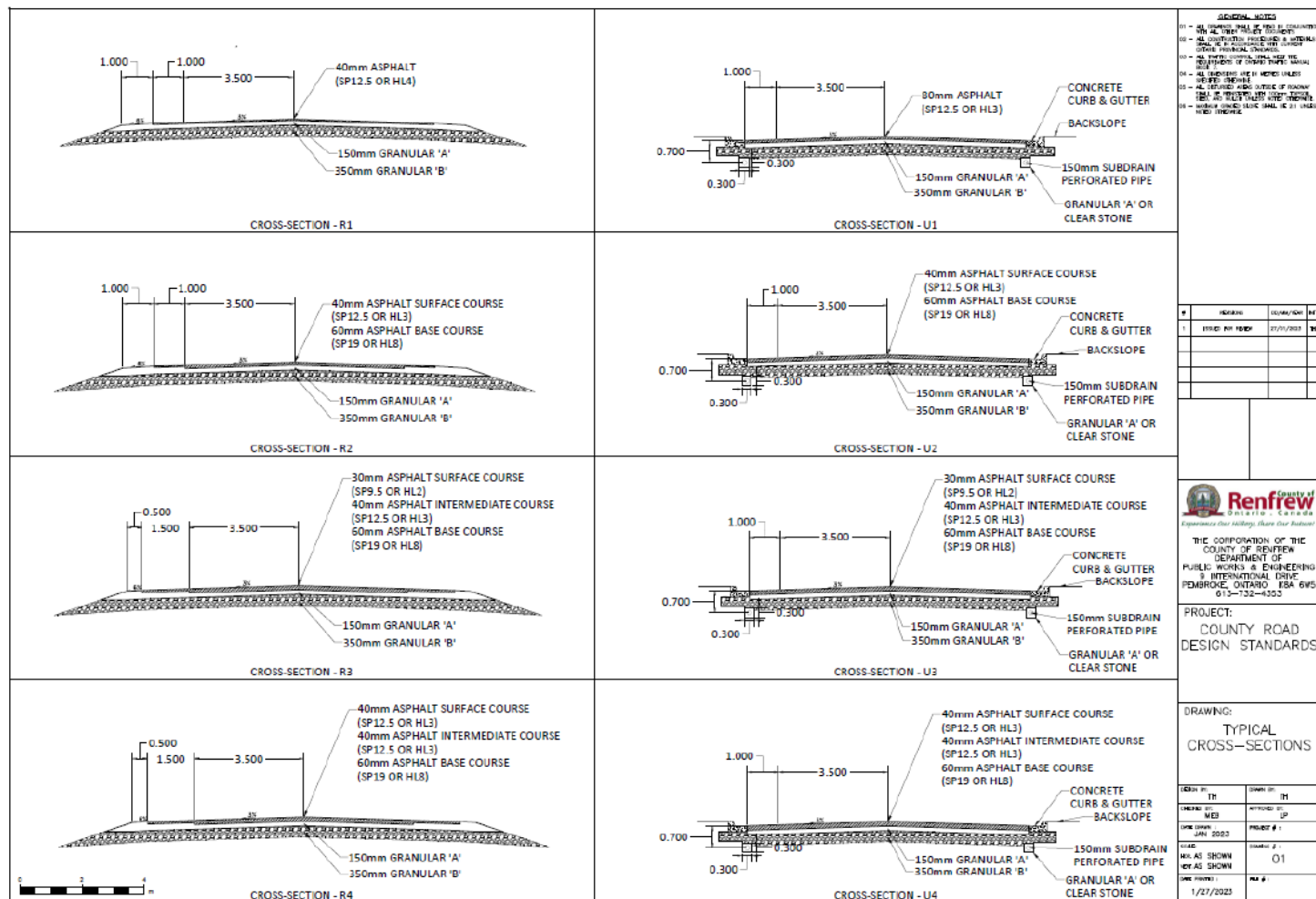


Figure 1 - Graphical comparison of road deterioration based on different Lifecycle Scenarios

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Appendix A



Corporate Policies and Procedures				
DEPARTMENT: Public Works and Engineering				POLICY #: PW-10
POLICY: Road Occupancy Permits				
DATE CREATED: March 2006	REVIEW DATE: March 2023	REVISION DATE:	COVERAGE: All County Roads	PAGE #: 1 of 6

POLICY STATEMENT:

The County of Renfrew requires that a Road Occupancy Permit be obtained by all persons, companies, utilities, agencies and municipalities prior to commencing any work within the County's Road Allowances.

DEFINITIONS:

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

"County Staff" means an employee of the County of Renfrew Public Works and Engineering Department.

"Local municipalities" means all lower-tier municipalities within the County of Renfrew.

BACKGROUND:

As a municipal road authority, the County has a duty and responsibility to be an informed owner and to ensure that the roads under its jurisdiction are kept in a reasonable state of repair. The Municipal Act, 2001, S.O. 2001, Chapter 25, as amended, states the following in regards to the County's obligations and liabilities:

"Maintenance

44. (1) The municipality that has jurisdiction over a highway or bridge shall keep it in a state of repair that is reasonable in the circumstances, including the character and location of the highway or bridge. 2001, c. 25, s. 44(1).

Liability

(2) A municipality that defaults in complying with subsection (1) is, subject to the Negligence Act, liable for all damages any person sustains because of the default. 2001, c. 25 s. 44(2).

Defence

(3) Despite subsection (2), a municipality is not liable for failing to keep a highway or bridge in a reasonable state of repair if,

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- (a) it did not know and could not reasonably have been expected to have known about the state of repair of the highway or bridge;
- (b) it took reasonable steps to prevent the default from arising; or
- (c) at the time the cause of action arose, minimum standards established under subsection (4) applied to the highway or bridge and to the alleged default and those standards have been met. 2001, c. 25, s.44(3)."

In order to ensure that the County of Renfrew is adequately informed and exercising due diligence, a formal process is necessary for the approval of works within the County's Road Allowances. Of particular concern is any work which may occur within the travelled portion of the highway. It is also important to ensure that adequate and appropriate measures are implemented to ensure the safety of both road users and those carrying out the work.

PROCEDURES:

The following are the procedures to be followed to acquire a Road Occupancy Permit to undertake work within the County's Road Allowances:

Emergency Work

Emergency work is considered as those types of repairs to existing infrastructure, required to restore essential services provided to the public. This work is normally performed by or on behalf of local municipalities or utility companies. The work often involves repairs to broken or damaged water systems, sewer systems or utility lines. The urgent and timely repair of these facilities is often key to minimizing possible further damage and the subsequent increased repair costs.

All emergency work is subject to the following submission and approval process:

1. As soon as possible after becoming aware of an emergency situation, the municipality or utility shall inform the Director of Public Works and Engineering or designate of the nature and extent of the work required.
2. As soon as possible after becoming aware of the need for urgent work or repairs to its infrastructure, the municipality or utility responsible shall submit an "Emergency" Road Occupancy Application to the Public Works and Engineering Department. Faxed or electronic submission of the application is acceptable.

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3. The submitted application shall include a brief description of the location, nature and extent of the emergency situation, repair work needed and the measures to be taken to protect the safety of the public and the workers on site.
4. The application shall be signed by the applicant, which acknowledges that the applicant is responsible for notifying all affected emergency services and utility companies, and that the applicant is responsible for all damages and liabilities which may occur as a result of the work.
5. The applicant shall be responsible for completing all restoration work to the County's satisfaction at the earliest possible date and for the condition of the repair for a period of one (1) year from the completion date.
6. After the County has been notified and the completed application has been received by the Public Works and Engineering Department, the applicant may proceed with the emergency repairs.
7. An "Approved" copy of the "Emergency" Road Occupancy Application will be returned to the applicant within two (2) business days. The approval shall indicate any additional issues or conditions that may be deemed necessary by the Director of Public Works and Engineering or designate.

Planned Work

Planned work is those activities that can be planned and scheduled in advance of construction. Planned work would include new infrastructure projects as well as the expansion, reconstruction and rehabilitation of existing infrastructure. Work in this category may be performed by a variety of agencies or organizations, including local municipalities, utility companies, developers and private contractors.

Work that can be planned or scheduled in advance will be subject to a more detailed and formal review process as follows:

1. All applications must be submitted in writing and accompanied by a "Planned" Road Occupancy Application.
2. The application must be supported by plans and specifications that sufficiently detail the proposed work and how it is to be completed.

Corporate Policies and Procedures				
DEPARTMENT: Public Works and Engineering				POLICY #: PW-10
POLICY: Road Occupancy Permits				
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3. The applicant will be required to provide a detailed Traffic Management Plan and a Traffic Protection Plan, which identifies the measures to be implemented to protect the health and safety of the road users and the workers on site.
4. The applicant will be required to provide liability insurance, indemnifying the County from all liabilities arising out of the work, in the amount of \$5,000,000. A Certificate of Liability Insurance in which the County of Renfrew is named a co-insured is required.
5. Applications will be reviewed for conflicts with existing and future County infrastructure, as well as compliance with County Standards and Policies. Applicants are encouraged to pre-consult with County Staff in an effort to confirm the requirements, prior to submitting an application.
6. The applicant will be required to post a Performance Security to ensure that all work, including surface restoration, is completed to the County's satisfaction. The security will be in the form of a letter of credit and be valid for a minimum period of one (1) year after the work is completed. Provided no problems are encountered within the one (1) year period, the securities will be returned to the applicant. Local municipalities are exempted from this requirement.
7. Once all of the application requirements have been satisfied, a "Planned" Road Occupancy Permit will be issued and the applicant will be permitted to proceed with the work, subject to the terms and conditions listed in the permit.
8. Upon completion of the work, County Staff will inspect the work zone to ensure that all conditions of approval, including surface restoration, have been complied with.

Entrances

Applications for entrances to County Roads are subject to the conditions and process outlined in the County's Entrance Policy and By-law 32-98 being a By-law to Regulate the Construction or Alteration of any Entranceways, Private Roads or Access to a County Road as amended.

General Conditions

1. All subsurface road crossings are to be completed using trenchless technology techniques wherever possible. Open cut excavations across County Roads will only be permitted when specifically approved by the Director of Public Works and Engineering, or designate.

Corporate Policies and Procedures				
DEPARTMENT: Public Works and Engineering				POLICY #: PW-10
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2. The applicant is responsible for notifying all emergency services, school boards, transportation companies and the general public of the proposed work, in advance of commencing any work.
3. Permits will be honoured for a period of one (1) year from the date of approval. It is the responsibility of the applicant to notify the County when the work is completed and ready for final inspection. If a final inspection has not been requested by the applicant and one (1) year's time has passed from the date of approval, the bond will be forfeited to the County. If a final inspection has been requested and the work has been completed but not to the satisfaction of the County, under the conditions of this application, the County may elect to finish or restore the works with the applicant's bond and without any prior notice.
4. Under any permit application the County may elect to exceed the minimum requirements and conditions as specified in this document. The County may request additional insurance coverage, restoration, amount of cash bond or any other work deemed necessary to accommodate the application.
5. County Roads will not be closed. A minimum of one (1) driving lane will always be open to traffic. All excavations within four (4) metres of any driving lane will be backfilled at each day's end. The applicant shall maintain pedestrian access and vehicle access to all public and private properties.
6. Roads will not be open cut without express written permission; therefore, all road crossings shall be bored or directionally drilled. All plant being located under the road surface shall be placed at a minimum of 1.2 metres under the road surface (that is 1.2 metres under the elevation of the shoulder rounding). If written permission has been granted to open excavate a road, restoration methods will be specified and a cash bond in the amount of the cost of restoration shall be submitted and retained for up to 12 months after the completion of the specified works. No planned excavations will be permitted within the roadway between November 1st and May 1st.
7. If, to carry out the work, it is necessary to alter, break or disturb any existing pavement, sidewalk or curb and gutter, the applicant will be responsible for temporarily and permanently restoring the site to its original condition. Material specifications shall be determined by County Public Works and Engineering Staff. If weather dictates the permanent restoration cannot be accomplished, the applicant shall temporarily repair any disturbed asphalt or concrete surfaces with a 50 millimetre thickness of hot mix

Corporate Policies and Procedures				
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asphalt. Temporary and/or final repairs shall be to the satisfaction of the County and at the expense of the applicant.

8. When required, a security deposit shall be given to the County representing 100% of the cost to perform the necessary restoration. The County shall set this deposit amount. The applicant will be responsible for any temporary and/or final restoration costs. The restoration shall be completed as per the direction of the County. Upon completion of the final restoration the site will be inspected by County Staff and if satisfied (interim acceptance) the security deposit will be returned within a 12 month period from the date of final inspection.
9. When conditions or unforeseen difficulties require a longer period of completion than is indicated on the permit, the applicant shall notify the County of the additional time required and the reason thereof.
10. All barricades, signs and signals required to direct or guide motorists and/or pedestrians, shall be erected and maintained by the applicant in accordance with the "Ontario Traffic Manual, Book 7 – Temporary Conditions", most current edition. All detour signing and materials when required, shall be supplied, erected and maintained by the applicant.
11. Prior to the approval of the Road Occupancy Application, the applicant shall supply proof of liability insurance in the minimum amount of \$5,000,000.00.
12. It is the responsibility of the applicant not to damage any existing plant, survey markers of infrastructure, including drainage works. The applicant will assume all costs and liabilities from such damage. Utility locates are the responsibility of the applicant and this document will release the County of Renfrew from all claims arising from the damage of any plant.
13. Excavated material shall not be piled in such a manner as to obstruct vehicular and/or pedestrian traffic at a minimum of four (4) metres from edge of pavement. All construction equipment and vehicles shall also maintain this "clear zone" when not in use.

INFRASTRUCTURE DIVISION REPORT

Prepared By: Taylor Hanrath, Manager of Infrastructure

Prepared for: Operations Committee

May 16, 2023

RESOLUTIONS

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

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

Background

Staff presented a recommendation at the March 7, 2023 meeting of Operations Committee that no adjustment in speed is required for County Road 2 (White Lake Road) or County Road 23 (Highland Road) which was deferred for a period of two months to provide time for the Township of McNab/Braeside to thoroughly review the recommendation and the background information provided. No further input regarding the current recommendation has been received.

In August 2022, two requests were received from the Township of McNab/Braeside; one for speed reduction along County Road 2 (White Lake Road), between Robertson Line and Kippen Road, and a second for a traffic study to be completed for County Road 2 (White Lake Road) and County Road 23 (Highland Road).

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

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

- 4,998 (71.9%) vehicles travelling at 80 kph or less;
- 1,604 (23.0%) vehicles travelling at 81 – 90 kph;
- 312 (4.5%) vehicles travelling at 91 – 100 kph;

- 38 (0.5%) vehicles travelling at 101 – 110 kph;
- 7 (0.1%) vehicles travelling at 111 – 120 kph;
- 0 (0.0%) vehicles travelling greater than 120 kph;
- 85th Percentile = 85 kph.

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

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

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

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

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

Table 1: Collision Type by Year

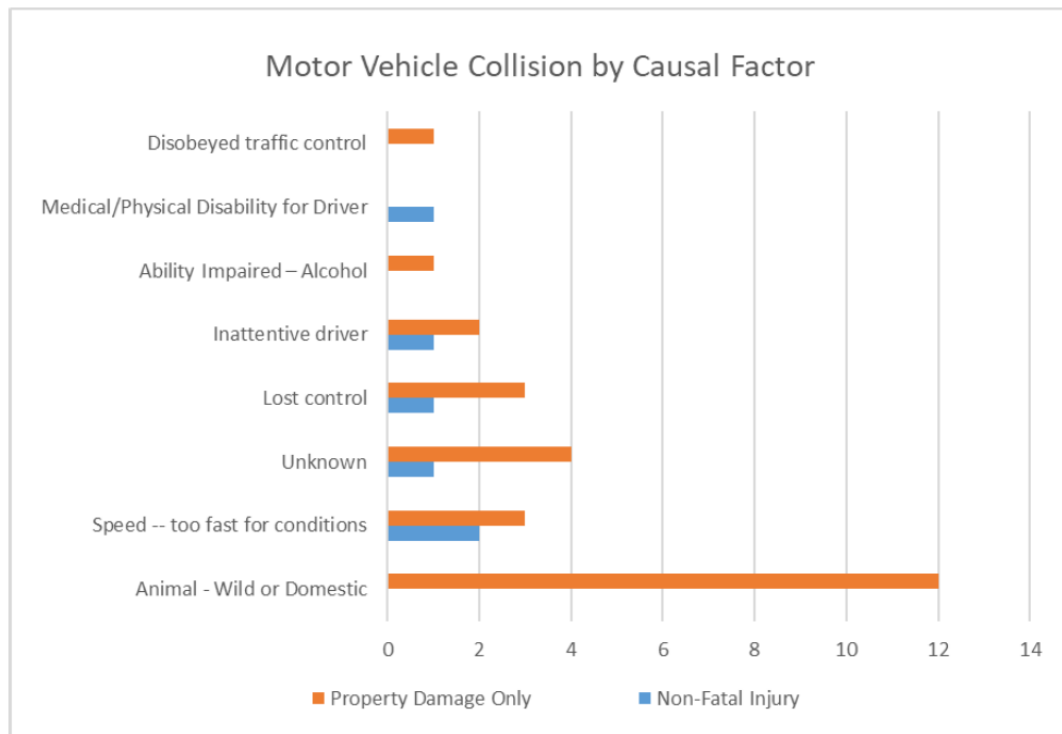


Figure 2: Primary Cause of Collision by Collision Type

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

2. **Amendments for Contract Administration and Construction Supervision Services for County Structures B044 (Douglas Bridge) and B310 (Ski Hill Bridge)**

Recommendation: THAT the Operations Committee recommends that the proposal as submitted by Stantec Consulting Limited for Contract Administration and Construction Supervision Services for the rehabilitation of County of Renfrew Structure B044 (Douglas Bridge) in the amount of \$116,652.22 plus applicable taxes be approved; AND FURTHER THAT an amendment to the current Professional Services Agreement be executed; AND FURTHER THAT a Purchase Order to authorize the services be issued.

Recommendation: THAT the Operations Committee recommends that the proposal as submitted by Stantec Consulting Limited for Contract Administration and Construction Supervision Services for the rehabilitation of B310 (Ski Hill Bridge) in the amount of \$129,083.97 plus applicable taxes be approved; AND FURTHER THAT an amendment to the current Professional Services Agreement be executed; AND FURTHER THAT a Purchase Order to authorize the services be issued.

Background

Stantec Consulting Limited (Stantec) has completed the design for the rehabilitation of County Structures B044 (Douglas Bridge) under contract PWC-2022-44 and B310 (Ski Hill Bridge) under contract PW-2022-38. The initial Request for Proposal for these services identified that Contract Administration and Construction Supervision Services may be included as a follow-on contract following design. The contracts for construction on both bridges were awarded at the May meeting of County Council. As design is completed, and construction is confirmed to be moving forward, County staff requested that Stantec submit brief proposals for Contract Administration and Construction Supervision Services for both structures.

Stantec has submitted proposals, with upset limit costs of \$116,652.22 for the Douglas Bridge and \$129,083.97 for the Ski Hill Bridge. These costs are considered competitive and, as Stantec is the designer for these projects, they are most familiar with their requirements and would be most cost effective should design changes be proposed or requests for clarification be received. As such, a non-competitive award is recommended for both bridges. Staff confirm that there are sufficient funds in the 2023 Capital Budget to complete these projects as proposed.

County of Renfrew
Public Works and Engineering

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

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

Radar Operational Speed Study

Direction 1, Direction 2

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

County of Renfrew
Public Works and Engineering

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

Site Code:
Station ID:

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

Radar Operational Speed Study

Direction 1, Direction 2

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

County of Renfrew
Public Works and Engineering

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

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

Radar Operational Speed Study

Direction 1, Direction 2

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

County of Renfrew
Public Works and Engineering

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

Site Code:
Station ID:

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

Radar Operational Speed Study

Direction 1, Direction 2

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

County of Renfrew
Public Works and Engineering

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

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

Radar Operational Speed Study

Direction 1, Direction 2

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

County of Renfrew
Public Works and Engineering

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

Site Code:
Station ID:

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

Radar Operational Speed Study

Direction 1, Direction 2

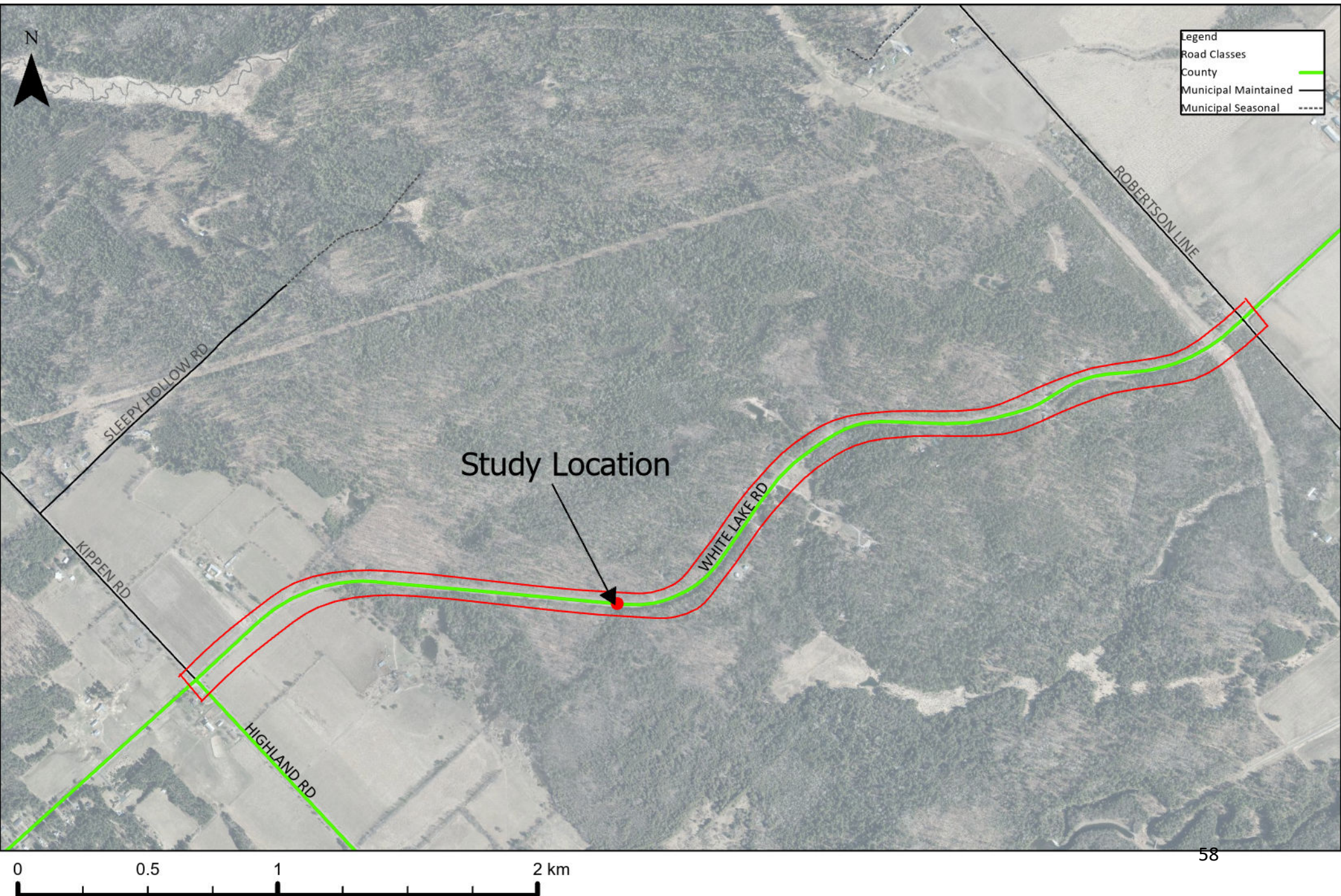
Start	1	41	51	61	71	81	91	101	111	121	131	141	151	
Time	40	50	60	70	80	90	100	110	120	130	140	150	999	Total
09-05-21	0	0	0	3	5	1	1	0	0	0	0	0	0	10
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
05:00	0	0	0	6	9	2	1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

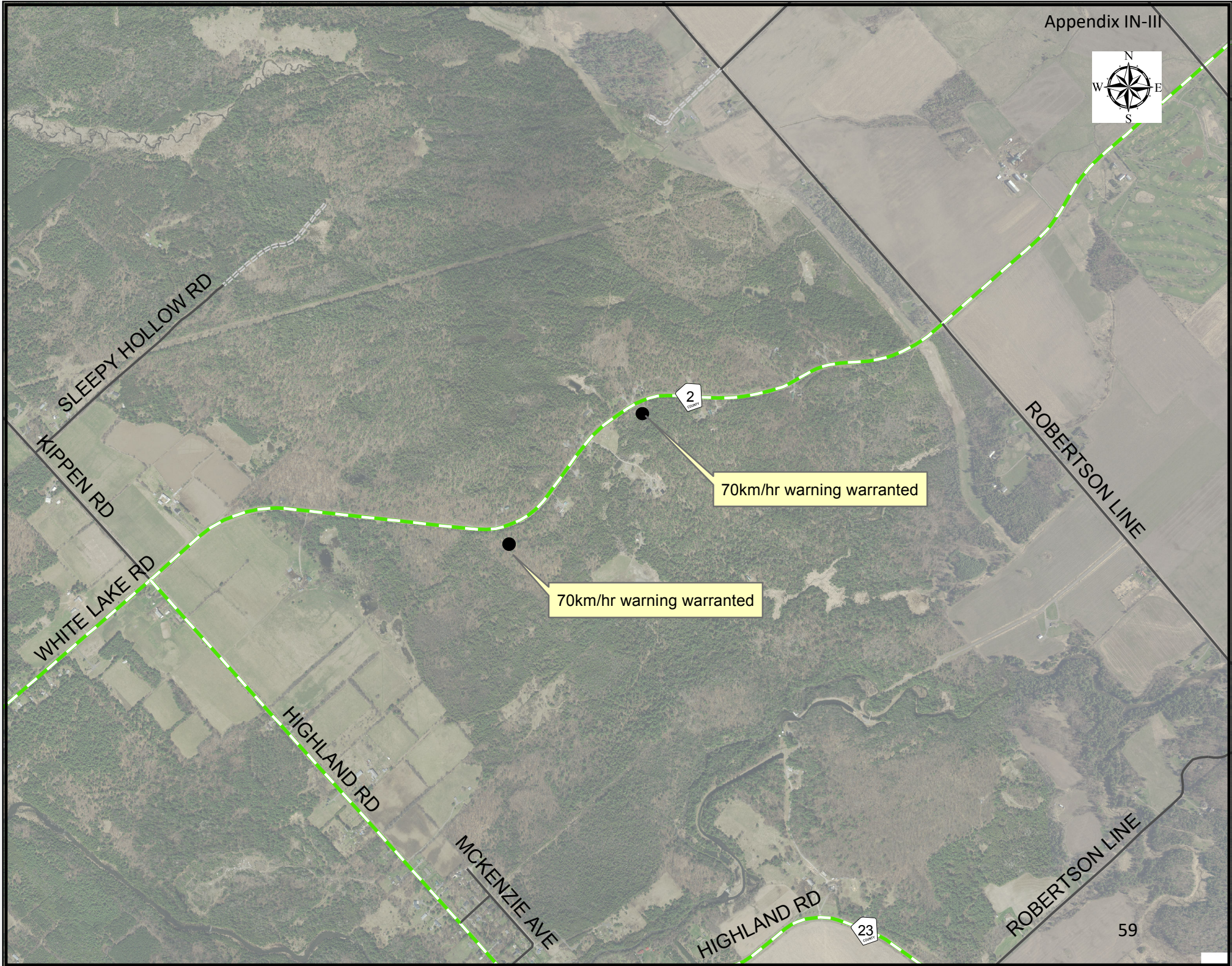
15th Percentile : 68 KPH
50th Percentile : 76 KPH
85th Percentile : 85 KPH
95th Percentile : 90 KPH

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

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

Appendix IN-II







Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

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

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

Total Risk Score:

20

Recommended Posted
Speed Limit (km/h):

As determined by road characteristics

**Recalculate Total Risk
Score**

As determined by policy

80

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

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

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

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

Total Risk Score:

20

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

70

As determined by policy

80

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

Comments:

OPERATIONS DIVISION REPORT

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

Prepared for: Operations Committee

May 16, 2023

INFORMATION

1. Winter Operations

Table 1 provides a summary of winter events, material usage and precipitation amount for the months of November through April. Table 2 outlines the Significant Weather Events declared to date for the 2022/2023 winter season.

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	1,127.5	215.9	Petawawa	31.8
								Bancroft	62.1
Dec	16	7	20	4	2	4,792.0	998.9	Petawawa	29.6
								Bancroft	35.2
Jan	21	6	24	5	7	6,455.5	3,972.2	Petawawa	15.8
								Bancroft	26.2
Feb	16	4	20	7	3	5,358.3	1,677.5	Petawawa	11.4
								Bancroft	13.6
Mar	10	6	12	8	3	2,309.0	591.0	Petawawa	63.4
								Bancroft	74.2
Apr	2	1	3	0	2	1,109.3	165.5	Petawawa	156.6
								Bancroft	139.8
Totals	73	26	88	24	22	21,151.6	7,621.0	Petawawa	308.6
								Bancroft	351.1

Table 2

Declaration			Declaration			Reason
Start			End			
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
Apr	4	9:10 AM	Apr	6	11:45 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**

The cessation of the spring load restrictions program was effective May 8, 2023. Notices have been sent to the local newspapers and the County of Renfrew public website has been updated. Direct notifications have also been sent to the local municipalities.

3. **Fleet Management – Replacement Pickup Trucks**

Seven light duty pickup trucks were tendered and awarded to Surgenor Chevrolet Buick GMC Cadillac in May 2022. Of these seven, five have been delivered and placed into service. The sixth pickup truck was delivered April 20, 2023 and will be placed into service shortly. The anticipated delivery date for the last pickup truck is May 2023.

4. **PWO-2023-05 Steel Signposts**

A request for quotation was issued and received for steel signposts as follows:

1. UCC Industries International, Pickering, Ontario	\$42,688.01
2. Metals, Machines and Things Inc., Surrey, British Columbia	110,085.00
3. Scorpion Metal & Materials Supply Co. Inc., Bath, Ontario	Retracted
All amounts exclude applicable taxes	

This quotation has been awarded to UCC Industries International in the amount of \$42,688.01 plus applicable taxes under the authority of the Director of Public Works and Engineering. Procurement followed the process set out in Corporate Policy GA-01 Procurement of Goods and Services and staff confirm there are sufficient funds to complete the purchase as tendered.

The Townships of Bonnechere Valley, Horton, Madawaska Valley and McNab/Braeside were participants on this request for quotation. The awarded amount includes the cost of the four participating municipalities and the County will invoice each municipality for their portions.

BY-LAWS

5. **PWC-2023-01 – County Road 1 (River Road) Rehabilitation**

Recommendation: THAT the Operations Committee recommends that Contract PWC-2023-01 as submitted by McCrea Excavation Ltd., Pembroke, Ontario for the rehabilitation of County Road 1 (River Road), from Lochwinnoch Road to the Algonquin Trail, Townships of

McNab/Braeside and Horton, in the amount of \$804,530.75 plus applicable taxes be approved;
AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested and received for the rehabilitation of County Road 1 (River Road), from Lochwinnoch Road to the Algonquin Trail, Townships of McNab/Braeside and Horton, for a distance of 1.88km. Included in the tender were provisional items for grading and application of stone dust on the Algonquin Trail between Early Road and Henry Crescent. The tender results are as follows:

1. McCrea Excavation Ltd., Pembroke, Ontario	\$804,530.75
2. R.G.T. Clouthier Construction Ltd., Pembroke, Ontario	1,158,685.00
3. Thomas Cavanagh Construction Limited, Ashton, Ontario	1,197,000.00
4. Bonnechere Excavating Inc., Renfrew, Ontario	1,270,735.98
5. Greenwood Paving (Pembroke) Ltd., Pembroke, Ontario	1,358,015.70
All amounts exclude applicable taxes	

Financial Implications

The 2023 Capital Budget allocation for County Road 1 (River Road) is \$1,137,007 and for the Algonquin Trail Maintenance Budget is \$80,000. A comparison of the 2023 budget and projected costs is provided in the following table:

	2023 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction – County Road 1	995,477.99	771,710.75	(223,767.24)
Construction – Algonquin Trail	80,000.00	30,750.00	(49,250.00)
Engineering – Design/Tendering	5,000.00	5,000.00	-
Project Administration and Construction Supervision	15,000.00	15,000.00	-
Material Testing (Allowance)	3,000.00	3,000.00	-
Contingency	99,547.80	38,585.54	(60,962.26)
Applicable Taxes	18,981.21	14,176.11	(4,805.10)
Total	\$1,217,007.00	878,222.40	(338,784.60)
*Projected costs are based on Tender results, internal costs, and line painting			

Staff confirm that there are sufficient funds in both the 2023 Capital Budget and the Algonquin Trail Maintenance Budget for the completion of this project as tendered. Staff has completed a detailed review including meeting with the contractor and are satisfied with the rates provided for the scope of work.

6. PWC-2023-15 County Road 515 (Palmer Road) Rehabilitation

Recommendation: THAT the Operations Committee recommends that Contract PWC-2023-15 as submitted by Bonnechere Excavating Incorporated (BEI), Renfrew, Ontario for the rehabilitation of County Road 515 (Palmer Road), from 200m West of Southwest Patrol Yard to County Road 514 (Schutt Road), Township of Brudenell, Lyndoch and Raglan, in the amount of \$1,536,287.76 plus applicable taxes be approved; AND FURTHER THAT County Council pass a By-law to Authorize Execution of the Contract.

Background

Tenders were requested and received for the rehabilitation of County Road 515 (Palmer Road), from 200m west of Southwest Patrol Yard to County Road 514 (Schutt Road), Township of Brudenell, Lyndoch and Raglan, for a distance of 2.55km as follows:

- | | |
|--|----------------|
| 1. Bonnechere Excavating Inc., Renfrew, Ontario | \$1,536,287.76 |
| 2. Greenwood Paving (Pembroke) Ltd., Pembroke, Ontario | 1,848,258.68 |
- All amounts exclude applicable taxes

Financial Implications

The 2023 Capital Budget allocation for County Road 515 (Palmer Road) is \$2,080,870. A comparison of the 2023 budget and projected costs is provided in the following table:

County Road 515 (Palmer Road)			
	2023 Budget	Low Tender Projected	Variance Over/(Under)
Construction	1,831,439.87	1,361,646.69	(469,793.18)
Engineering - Design/Tendering	10,000.00	10,000.00	-
Project Administration and Construction Supervision	21,000.00	21,000.00	-
Material Testing (Allowance)	3,000.00	3,000.00	-
Contingency	183,143.99	68,082.33	(115,061.66)
Applicable Taxes	32,286.14	24,017.78	(8,268.36)
Total	2,080,870.00	1,487,746.80	(593,123.20)
*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 the completion of this project as tendered.

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
2023	Apr	2	1	3	0	2	1,109.3	165.5	156.6	139.8
2022	Apr	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2021	Apr	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2020	Apr	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2019	Apr	3	4	4	0	1	556.0	33.0	130.0	143.0

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2023-01
REHABILITATION OF COUNTY ROAD 1 (RIVER ROAD)**

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 Road 1 (River Road) from Lochwinnoch Road to the Algonquin Trail, Townships of McNab/Braeside and Horton, under Contract PWC-2023-01 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by McCrea Excavation Ltd., Pembroke, Ontario, for rehabilitation was reviewed and accepted by the Operations Committee.

NOW THEREFORE the Council for 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-2023-01 for the rehabilitation of County Road 1 (River Road) from Lochwinnoch Road to the Algonquin Trail as submitted by McCrea Excavation Ltd., Pembroke, Ontario in the amount of \$804,530.75 plus applicable taxes.
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 31st day of May 2023.

READ a second time this 31st day of May 2023.

READ a third time and finally passed this 31st day of May 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2023-15
REHABILITATION OF COUNTY ROAD 515 (PALMER ROAD)**

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 Road 515 (Palmer Road) from 200m west of Southwest Patrol Yard to County Road 514 (Schutt Road), Township of Brudenell, Lyndoch and Raglan under Contract PWC-2023-15 in accordance with County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services;

AND WHEREAS the tender submitted by Bonnechere Excavating Inc., Renfrew, Ontario, for rehabilitation was reviewed and accepted by the Operations Committee.

NOW THEREFORE the Council for 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-2023-15 for the rehabilitation of County Road 515 (Palmer Road) from 200m west of Southwest Patrol Yard to County Road 514 (Schutt Road) as submitted by Bonnechere Excavating Inc., Renfrew, Ontario in the amount of \$1,536,287.76 plus applicable taxes.
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 31st day of May 2023.

READ a second time this 31st day of May 2023.

READ a third time and finally passed this 31st day of May 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK