



## **OPERATIONS COMMITTEE**

**Tuesday, October 10, 2023**

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A meeting of the Operations Committee was held on Tuesday, October 10, 2023, at 1:00 p.m., at the Town of Deep River Municipal Office, 100 Deep River Road, Deep River, Ontario.

Present were:       Chair Glenn Doncaster  
                          Warden Peter Emon  
                          Councillor Daniel Lynch  
                          Councillor Mark MacKenzie  
                          Councillor Keith Watt

Regrets:             Vice-Chair David Bennett  
                          Councillor Mark Willmer

Staff Present:       Craig Kelley, Chief Administrative Officer/Clerk  
                          Lee Perkins, Director of Public Works and Engineering  
                          Jason Davis, Director of Development and Property  
                          Richard Bolduc, Manager of Operations  
                          Taylor Hanrath, Manager of Capital Works  
                          Gwen Dombroski, Deputy Clerk  
                          Tina Peplinskie, Media Relations and Social Media Coordinator  
                          Evelyn VanStarkenbourg, Administrative Assistant

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Chair Doncaster called the meeting to order at 1:23 p.m. The land acknowledgement identifying that the meeting was being held on the traditional territory of the Algonquin People was recited. The roll was called, and no pecuniary interests were disclosed.

Chair Doncaster, on behalf of the Deep River Council and Municipal staff, welcomed everyone to the Town of Deep River Municipal Office.

### **RESOLUTION NO. OP-C-23-10-111**

Moved by Councillor Watt

Seconded by Warden Emon

THAT the minutes of the September 12, 2023, meeting be approved. CARRIED.

**Public Works and Engineering**

The Director of Public Works and Engineering overviewed the Public Works and Engineering Department Report, which is attached as Appendix A.

Councillor MacKenzie advised that the Township of McNab/Braeside has been in contact with the Ministry of Transportation to initiate discussions to have the section of roads from the Quebec Provincial Highway 301 to the Ontario Provincial Highway 17, which would include Campbell Drive, Stevenson Drive, River Road, and Chenaux Road to the Quebec Bridge, considered for the Connecting Links Program, a funding program that helps municipalities pay for the construction and repair costs for municipal roads and bridges that connect two ends of a provincial highway through a community or to a border crossing.

**RESOLUTION NO. OP-C-23-10-112**

Moved by Warden Emon

Seconded by Councillor MacKenzie

THAT the Operations Committee recommends to County Council that a letter be sent under the Warden's signature to the Honourable Prabmeet Singh Sarkaria, Minister of Transportation, in support of the resolutions from Cramahe Township and the City of Cambridge in regards to amending s.205.1 of the Highway Traffic Act to allow Automated Speed Enforcement (ASE) systems permanently or temporarily on any roadway under the jurisdiction of the municipality. CARRIED.

**RESOLUTION NO. OP-C-23-10-113**

Moved by Councillor Watt

Seconded by Councillor Lynch

THAT the Operations Committee recommends to County Council that a letter be sent under the Warden's signature to the Honourable Prabmeet Singh Sarkaria, Minister of Transportation, requesting updated traffic counts for specific sections of Highway 17, including the current Highway 417, Arnprior to Renfrew Twinning, Storyland Road to Greenwood Road, Meath Hill to Deep River, and west of Deep River. CARRIED.

**RESOLUTION NO. OP-C-23-10-114**

Moved by Warden Emon

Seconded by Councillor Lynch

THAT the Operations Committee recommends that County Council reassign the sum of \$60,000 originally designated in the 2023 budget for architectural design and review of the Southwest Patrol and White Water Road Patrol buildings towards the purchase of new pods/workstations for the Public Works and Engineering Department office located at the County Administration Building in Pembroke at a cost of \$17,802.47. CARRIED.

**RESOLUTION NO. OP-C-23-10-115**

Moved by Councillor MacKenzie

Seconded by Councillor Watt

THAT the Operations Committee recommends that County Council approve delegation requests at the 2024 Rural Ontario Municipal Association (ROMA) Annual Conference with the Minister of Infrastructure to discuss implementation of a consistent Provincial mandated Pavement Condition Index (PCI) process and with the Minister of Transportation to discuss additional funding opportunities with regards to an interim solution for Highway 17/417 widening and traffic calming beyond Renfrew; AND FURTHER THAT the Chair of the Standing Committee, along with the Warden, be designated to attend the delegations. CARRIED.

**RESOLUTION NO. OP-C-23-10-116**

Moved by Councillor Lynch

Seconded by Councillor MacKenzie

THAT the Operations Committee recommends that County Council adopt a By-law to authorize the designation of a Community Safety Zone (CSZ) along Queen Street (County Road 512) between 87 Queen Street and Boland Street, Township of Killaloe, Hagarty and Richards. CARRIED.

**Capital Works Division**

The Manager of Capital Works overviewed the Capital Works Division Report, which is part of the Public Works and Engineering Department Report.

**RESOLUTION NO. OP-C-23-10-117**

Moved by Warden Emon

Seconded by Councillor MacKenzie

THAT the Operations Committee recommends to County Council that the posted speed limit remain unchanged at this time for County Road 2 (White Lake Road) between Robertson Line and Green Meadow Road. CARRIED.

**RESOLUTION NO. OP-C-23-10-118**

Moved by Councillor Watt

Seconded by Councillor MacKenzie

THAT the Operations Committee recommends to County Council that the assumption of Lynch Road Culvert, on Lynch Road, 0.1km west of Dragonfly Way, in the Township of Admaston/Bromley be approved; AND FURTHER THAT the costs for design and construction of Lynch Road Culvert be shared equally between the County of Renfrew and the Township of Admaston/Bromley; AND FURTHER THAT staff be directed to complete the design for the replacement of Lynch Road Culvert and plan for replacement in 2024. CARRIED.

**Operations Division**

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

**RESOLUTION NO. OP-C-23-10-119**

Moved by Councillor MacKenzie

Seconded by Councillor Lynch

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

**RESOLUTION NO. OP-C-23-10-120**

Moved by Councillor Watt

Seconded by Councillor MacKenzie

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

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

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**TO:** Operations Committee

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

**DATE:** October 10, 2023

**SUBJECT:** Department Report

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**INFORMATION****1. Monthly Project Status Report**

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

**2. Capital Program Variance Report**

Attached as Appendix II is the Capital Program Variance Report.

**3. Association of Ontario Road Supervisors (AORS) Provincial Truck Safety Roadeo**

Congratulations to the winner of the John Gloor Memorial Trophy and the 2023 Driver of the Year, Len Phillippi from the Township of Arran-Elderslie at this year's AORS Provincial Truck Safety Roadeo. Second place, also hailing from the Township of Arran-Elderslie, is Casey Hillier. Second runner-up is Lonnie Liedtke from the County of Renfrew.

Congratulations to all 38 drivers who earned their spots and competed at the 2023 AORS Provincial Truck Safety Roadeo. Each driver represented their communities extremely well, and the talent and commitment to their positions was evident.

Honorable mention goes to Ryan Fraser for finishing first in the Renfrew County Road Supervisors Association Roadeo in Petawawa. Ryan also represented the County of Renfrew at the Provincial Truck Safety Roadeo.

**4. County Road 61 (Haley Road) – Speed Limit Review and Four-way Stop**

Attached as Appendix III is a resolution from the Township of Whitewater Region requesting that the County of Renfrew review whether it is warranted to have the speed limit reduced on County Road 61 (Haley Road) on approach to the Hamlet. Additionally,

it seeks an evaluation of whether a four-way stop is justified at the intersection of County Road 61, Godfrey Road and Haley Road. A staff recommendation on these matters is anticipated to be presented during an upcoming meeting.

## 5. **Road Rationalization**

In May 2022, a resolution was received from the Township of McNab/Braeside requesting the inclusion of Campbell Drive in the County Road System. Furthermore, in August 2023, the Township of North Algona Wilberforce submitted a resolution requesting consideration of Letts Cemetery Road to be integrated into the County Road System. Our staff is currently in the process of assessing both applications, and anticipates providing recommendations once the Transportation Master Plan is completed, which is expected to be in early 2025.

## **RESOLUTIONS**

### 6. **Automated Speed Enforcement Systems**

**Recommendation:** THAT the Operations Committee recommends to County Council that a letter be sent under the Warden's signature to the Honourable Prabmeet Singh Sarkaria, Minister of Transportation, in support of the resolutions from Cramahe Township and the City of Cambridge in regards to amending s.205.1 of the Highway Traffic Act to allow Automated Speed Enforcement (ASE) systems permanently or temporarily on any roadway under the jurisdiction of the municipality.

#### **Background**

Attached as Appendix IV is a resolution from the Cramahe Township in support of the Corporation of the City of Cambridge correspondence to former Minister of Transportation, the Honourable Caroline Mulroney, requesting a change to the Highway Traffic Act as it pertains to the use of Automated Speed Enforcement (ASE) systems. The municipalities would like the opportunity to locate ASE's on any road under their jurisdiction and not be limited to only community and school safety zones.

### 7. **Highway 17 Extension Advisory Committee**

**Recommendation:** THAT the Operations Committee recommends to County Council that a letter be sent under the Warden's signature to the Honourable Prabmeet Singh Sarkaria, Minister of Transportation, requesting updated traffic counts for specific sections of Highway 17, including the current Highway 417, Arnprior to Renfrew Twinning, Storyland Road to Greenwood Road, Meath Hill to Deep River, and west of Deep River.

#### **Background**

A meeting of the Highway 17 Extension Advisory Committee was held on September 20, 2023, to review the Highway 17 expansion and next steps. The Committee was advised that the Ontario Ministry of Transportation had informed staff that the annual daily

traffic (AADT) counts on Highway 17 are up to date as of 2019 and are available to the public on the [MTO technical publications page](#). The Advisory Committee is requesting the Warden, on behalf of County Council, to request from the Minister of Transportation updated data for the following locations: the current Highway 417, Arnprior to Renfrew Twinning, Storyland Road to Greenwood Road, Meath Hill to Deep River and west of Deep River.

## 8. **Reallocation of 2023 Budget Funds**

**Recommendation:** THAT the Operations Committee recommends that County Council reassign the sum of \$60,000 originally designated in the 2023 budget for architectural design and review of the Southwest Patrol and White Water Road Patrol buildings towards the purchase of new pods/workstations for the Public Works and Engineering Department office located at the County Administration Building in Pembroke at a cost of \$17,802.47.

### **Background**

The County of Renfrew's patrol garages typically have one washroom facility each with the exception of Cobden Patrol. In the 2023 budget, an allocation of \$60,000 was set aside to explore the possibility of expanding the washroom facilities at two patrol garages. However, upon initial review, it has become evident that the scope of this project would be financially impractical, as it would necessitate an increase in the building's footprint. It is important to note that the existing washrooms have been designated as unisex with locking doors.

The 2023 Budget approved a restructuring of the Public Works and Engineering Department to include the addition of a Civil Designer, an Engineering Technician, an Operations Coordinator, and the conversion of a part-time Administrative Assistant II to a full-time position. These changes have been fully implemented as of the third quarter of 2023. With these additions to the Department, there is now a need for appropriate workspaces to accommodate the additional personnel. The cost of creating two new pods is \$17,802.47 including taxes, freight, and installation, as per the estimate attached as Appendix V. Therefore, staff are proposing to reallocate the \$60,000 initially earmarked for the architectural design review of the patrol facilities to fund these new workstations.

## 9. **Rural Ontario Municipal Association (ROMA) Conference**

**Recommendation:** THAT the Operations Committee recommends that County Council approve delegation requests at the 2024 Rural Ontario Municipal Association (ROMA) Annual Conference with the Minister of Infrastructure to discuss implementation of a consistent Provincial mandated Pavement Condition Index (PCI) process and with the Minister of Transportation to discuss additional funding opportunities with regards to an interim solution with regards to Highway 17/417 widening and traffic calming beyond Renfrew; AND FURTHER THAT the Chair of the Standing Committee, along with the Warden, be designated to attend the delegation.

### **Background**

The Rural Ontario Municipal Association Conference is scheduled for Sunday, January 21 - Tuesday, January 23, 2024, to be held at the Sheraton Centre Hotel - 123 Queen Street West, Toronto.

The 2024 Conference, themed, Closer to Home, will provide rural municipal leaders the opportunity to address policy issues, funding concerns, and to meet directly with Provincial Ministers on local issues. Over 1,500 municipal colleagues, provincial and federal elected officials and senior staff are anticipated to be in attendance at this much anticipated event. As in the past, it is expected that the Conference will have all of the critical rural municipal issues front and centre, with excellent opportunities to be engaged, learn, network and bring innovative solutions back to our community.

Staff are looking to lobby the Ministry of Infrastructure (Minister Kinga Surma) to discuss implementation of a consistent Provincial mandated Pavement Condition Index (PCI) process. We further would like an opportunity to present and discuss with the Ministry of Transportation (Minister Prabmeet Singh Sarkaria) for additional funding opportunities with regards to a proposal and interim solution with regards to Highway 17 widening and traffic calming beyond Renfrew.

### **BY-LAWS**

#### **10. County Road 512 (Queen Street) Community Safety Zone – Village of Killaloe**

**Recommendation:** THAT the Operations Committee recommends that County Council adopt a By-law to authorize the designation of a Community Safety Zone (CSZ) along Queen Street (County Road 512) between 87 Queen Street and Boland Street, Township of Killaloe, Hagarty and Richards.

### **Background**

Attached as Appendix VI is a resolution from the Township of Killaloe, Hagarty and Richards requesting the designation of a Community Safety Zone (CSZ) for a section of County Road 512 (Queen Street and Brudenell Road), County Road 67 (Simpson Pit Road) and County Road 58 (Round Lake Road).

Section 214 of the Highway Traffic Act, R.S.O. 1990 contains provisions whereby a municipality may pass a By-law designating a part of a highway as a CSZ if in the Council's opinion, public safety is of a special concern on that part of the highway. The effect of the CSZ designation is to increase the penalties imposed for highway infractions. The usual increase is to double the fines. The area designated must be appropriately signed in accordance with the Ontario Traffic Manual (OTM).

The OTM provides the following information regarding Community Safety Zones: "These are sections of roadway where public safety is of special concern. Community Safety Zones may include roadways near schools, day care centres, playgrounds, parks,



hospitals, senior citizen residences and may also be used for collision-prone areas within a community.”

Upon reviewing the areas contained within the Township resolution, County of Renfrew Public Works and Engineering staff is in support of implementing a CSZ along County Road 512 (Queen Street) between 87 Queen Street and Boland Street as this area contains two elementary schools. The other areas identified within the resolution do not meet the purpose of a CSZ in accordance with the OTM.

In order to have a CSZ implemented, special signage must be installed and a Municipal By-law must be passed designating the zone.

Attached as Appendix VII is a map identifying the aforementioned changes for this section of County Road 512.

**11. Capital Works Division**

Attached as Appendix VIII is the Capital Works Division Report, prepared by Taylor Hanrath, Manager of Capital Works, providing an update on activities.

**12. Operations Division**

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

**Department of Public Works & Engineering**  
**Infrastructure Capital Monthly Project Status Report - September 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.             | Galvin Street  | Edey Street                     | 0.20        | Intersection Realignment    | 100%   | 100%   | 100%       | April    | May          | June       | October   | In cooperation with Arnprior; Design by Jp2g                           |
|  | Arnprior                     |  |                                 |             |                             |        |        |            |          |              |            |           |  |
| 30   | Lake Dore Road               | Highway 60   | Sperberg Road                   | 3.26        | Reconstruction              | 100%   | 100%   | 99%        | May      | June         | July       | October   | Design by Tatham   |
|  | North Algona/Wilberforce     |  |                                 |             |                             |        |        |            |          |              |            |           |  |
| 37   | 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                           |
|  | Petawawa                     |  |                                 |             |                             |        |        |            |          |              |            |           |  |
| 512  | Foymount Road                | B257 (Harrington Creek Bridge)                         | Miller Road                     | 6.57        | Reconstruction              | 100%   | 100%   | 100%       | May      | June         | July       | November  | Design by BTE; Utility relocation ongoing;                             |
|  | Bonnechere Valley            |  |                                 |             |                             |        |        |            |          |              |            |           |  |
| 635  | 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 - September 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          | June         | July       |          |
|                                    | Horton & McNab/Braeside                       |                                |                                    |         |                     |            |              |              |            |          |
| 4                                  | Storyland Road                                | County Road 653 (Chenaux Road) | Alex Lane                          | 2.80    | Rehabilitation      | May        | June         | September    | October    |          |
|                                    | Horton  |                                |                                    |         |                     |            |              |              |            |          |
| 20                                 | Bruce Street                                  | Highway 60                     | Highway 17                         | 3.11    | Rehabilitation      | May        | May          | July         | September  |          |
|                                    | Renfrew & Horton                              |                                |                                    |         |                     |            |              |              |            |          |
| 24                                 | White Water Road                              | Highway 17                     | County Road 40 (Greenwood Road)    | 2.45    | Rehabilitation      | 2022       | 2022         | June         | June       |          |
|                                    | Laurentian Valley                             |                                |                                    |         |                     |            |              |              |            |          |
| 37                                 | Murphy Road                                   | Highway 17                     | County Road 26 (Doran Road)        | 2.16    | Rehabilitation      | March      | April        | June         | June       |          |
|                                    | Petawawa                                      |                                |                                    |         |                     |            |              |              |            |          |
| 42                                 | Forest Lea Road                               | Highway 17                     | County Road 51 (Pembroke Street W) | 4.22    | Rehabilitation      | May        | May          | July         | September  |          |
|                                    | Laurentian Valley                             |                                |                                    |         |                     |            |              |              |            |          |
| 58                                 | Road Lake Road                                | Deer Trail Road                | B101(Bonnechere River Bridge)      | 2.52    | Rehabilitation      | May        | May          | June         | July       |          |
|                                    | Killaloe, Hagarty and Richards                |                                |                                    |         |                     |            |              |              |            |          |
| 65                                 | Centennial Lake Road                          | 2872 Centennial Lake Rd.       | Black Donald Access Point          | 1.63    | Rehabilitation      | May        | June         | July         | August     |          |
|                                    | Greater Madawaska                             |                                |                                    |         |                     |            |              |              |            |          |
| 508                                | Calabogie Road                                | County Road 34 (Norton Road)   | Mill Street                        | 1.84    | Rehabilitation      | May        | June         | July         | October    |          |
|                                    | Greater Madawaska                             |                                |                                    |         |                     |            |              |              |            |          |
| 508                                | Calabogie Road                                | Goshen Road                    | Highway 17                         | 4.36    | Rehabilitation      | May        | June         | July         | October    |          |
|                                    | McNab/Braeside                                |                                |                                    |         |                     |            |              |              |            |          |
| 515                                | Palmer Road                                   | Finch Road                     | County Road 514 (Schutt Road)      | 6.50    | Rehabilitation      | April      | May          | June         | July       |          |
|                                    | Madawaska Valley & Brudenell Lyndoch & Raglan |                                |                                    |         |                     |            |              |              |            |          |
| 517                                | Dafoe Road                                    | Radcliffe Twp Line (Coulas Rd) | Serran Road                        | 2.73    | Rehabilitation      | May        | June         | July         | September  |          |
|                                    | Madawaska Valley                              |                                |                                    |         |                     |            |              |              |            |          |
| 517                                | Dafoe Road                                    | Serran Road                    | County Road 62 (Combermere Road)   | 3.22    | Rehabilitation      | 2022       | 2022         | June         | June       |          |
|                                    | Madawaska Valley                              |                                |                                    |         |                     |            |              |              |            |          |
| Various                            | Scratchcoat                                   | Various Locations              | Various Locations                  |         | Scratch Coat Paving | May        | June         | July         | August     |          |
|                                    | Various Locations                             |                                |                                    |         |                     |            |              |              |            |          |
|                                    |   |                                |                                    |         |                     |            |              |              |            |          |

| OPERATIONS PROGRAMS                             |                                   |                                   |           |                                 |          |           |                 |                |                 |          |
|---|-----------------------------------|-----------------------------------|-----------|---------------------------------|----------|-----------|-----------------|----------------|-----------------|----------|
| 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            | October         | Complete |
| 2   | Street Sweeping                   | Winter/Debris Removal             | 1         | Equipment                       | March    | March     | April           | April          | June            | Complete |
| 3   | Manhole and Catch Basin Cleaning  | Winter/Debris Removal             | 1         | Equipment                       | March    | March     | April           | April          | July            | Complete |
| 4   | Roadside Brushing                 | Tree/Brush Removal                | 1         | Equipment                       | May      | June      | June            | July           | November        | Ongoing  |
| 5   | Steel Sign Post Quotation         | Sign Installation Hardware        | 1         | Material                        | March    | April     | April           | April          | July            | Complete |
| 6   | Weed Control                      | Wild Parsnip/Poison Ivy           | 5         | Equipment/Material              | April    | April     | May             | June           | August          | Complete |
| 7   | Signs & Traffic Control Equipment | Road Signage                      | 1         | Material                        | March    | March     | April           | April          | September       | Complete |
| 8   | Winter Sand                       | Winter Abrasives                  | 1         | Supply/Delivery/Process         | May      | August    | August          | September      | October         | Ongoing  |
| 9   | Loader Rental                     | Winter Operations                 | 1         | Equipment                       | July     | September | October         | November       | April 1, 2024   | 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           | Internal | Internal  | Internal        | June           | October         | Ongoing  |
| 12  | Calcium Chloride                  | Pre-wet Sodium Chloride           | 1         | Material                        | August   | September | October         | October        | October         | Ongoing  |
| 13  | Crack Sealing                     | Pavement Preservation             | 1         | Material/Installation           | May      | July      | July            | August         | September       | Complete |
| 14  | Curb Repair                       | Replace/Repair                    | 1         | Material/Repair                 | May      | August    | September       | September      | October         | Ongoing  |
| EQUIPMENT TENDERS                               |                                   |                                   |           |                                 |          |           |                 |                |                 |          |
| Tender  | Description                       | Quantity                          | Type      | Specification                   | Tender   | Canoe     | Award           | Delivery       | Status/Comments |          |
| 1   | HDT (Heavy Duty Truck)            | Combination Plow/Spreader         | 3         | Replace                         | April    | -         | September       | October        | 2024            | Ongoing  |
| 2   | LDT (Light Duty Truck(s))         | (1/2 ton 4WD)                     | 1         | Replace                         | April    | September | -               | October        | 2023            | Ongoing  |
| 3   | Wheeled Excavator                 | Wheeled Excavator and Attachments | 1         | New                             | April    | -         | October         | November       | 2023            | Ongoing  |
| 4   | Tractor                           | Tractor                           | 1         | Replace                         | April    | -         | October         | November       | 2023            | Ongoing  |
| 5   | Roller 3'                         | Shoulder Compaction               | 1         | New                             | April    | -         | October         | October        | 2023            | Ongoing  |
| 6   | U-Body Water Tank                 | PW Operations -CP                 | 1         | New                             | April    | September | -               | October        | 2023            | Ongoing  |
| 7   | Enclosed Cargo Trailer 20'        | Construction Section              | 1         | Replace                         | April    | April     | -               | June           | October         | Complete |
| 8   | Equipment Refurbishment(s)        | As per Spring Inspection          | Varies    | Existing                        | April    | April     | -               | May - November | September       | Complete |
| 9   | Brusher Head                      | 1 new / 1 replacement             | 2         | 1 Replace/1 New                 | April    | -         | October         | October        | 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                             | July     | July      | August          | September      | October         | Ongoing  |
| 2   | Waste Oil Storage Systems         | WWRP/SWP/GP/CP                    | Construct | Replace                         | April    | June/July | July/August     | September      | October         | 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              |                |                 | Ongoing  |
| 2   | Town of Deep River                | County Road 72, County Road 73    | 2020      | Winter Road Maintenance         | 2020     | 2030      | 10              |                |                 | Complete |
| 3   | Town of Renfrew                   | County Road 20, County Road 52    | 2019      | Winter Road Maintenance         | 2019     | 2029      | 10              |                |                 | Complete |
| 4   | Township of Carlo Mayo            | County Road 517                   | 2022      | Winter Road Maintenance         | 2022     | 2023      | Annual          |                |                 | Complete |
| 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               |                |                 | Complete |
| 7   | Bonnechere Valley                 | Foymount                          | 2022      | Use of facilities and materials | 2022     | 2027      | 5               |                |                 | Complete |

## 2023 CAPITAL PROGRAM VARIANCE - ROADS/BRIDGES

|   | Road #  | Location   | From                           | To                                 | Budgeted Length (km) | Actual Length (km) | 2023 BUDGET | September 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<br><i>McNab/Braeside &amp; Horton</i>                             | Lochwinnoch Road               | Algonquin Trail                    | 2.27                 | 1.88               | 1,137,007   | 879,000             | -258,007  | 0          |
|   | 2   | Daniel Street S.<br><i>Arnprior</i>  | Galvin Street                  | Edey Street                        | 0.20                 | 0.20               | 680,000     | 680,000             | 0         | 0          |
|   | 4   | Storyland Road<br><i>Horton</i>  | Alex Lane                      | County Road 653 (Cheneux Road)     | 2.84                 | 2.80               | 1,309,911   | 1,357,000           | 47,089    | 0          |
|   | 20  | Bruce Street<br><i>Renfrew &amp; Horton</i>                                  | Highway 60                     | Highway 17                         | 3.11                 | 2.61               | 539,559     | 562,000             | 22,441    | 0          |
|   | 24  | White Water Road<br><i>Laurentian Valley</i>                                 | Highway 17                     | County Road 40 (Greenwood Road)    | 2.45                 | 2.40               | 388,000     | 388,000             | 0         | 0          |
|   | 24  | White Water Road<br><i>Laurentian Valley</i>                                 | Stafford Third Line            | Highway 17                         | 2.57                 |                    | 0           | 0                   | 0         | 0          |
|   | 30  | Lake Dore Road<br><i>North Algona/Wilberforce</i>                            | Highway 60                     | Sperberg Road                      | 3.26                 | 3.26               | 2,529,548   | 3,324,347           | 794,799   | 0          |
|   | 37  | Murphy Road<br><i>Petawawa</i>   | Highway 17                     | County Road 26 (Doran Road)        | 2.16                 | 1.20               | 1,077,840   | 782,000             | -295,840  | 0          |
|   | 37  | Murphy Road<br><i>Petawawa</i>   | County Road 26 (Doran Road)    | County Road 51 (Petawawa Blvd.)    | 0.93                 | 0.00               | 490,588     | 100,000             | -390,588  | 0          |
|   | 42  | Forest Lea Road<br><i>Laurentian Valley</i>                                  | Highway 17                     | County Road 51 (Pembroke Street W) | 4.22                 | 4.25               | 759,352     | 735,000             | -24,352   | 0          |
|   | 58  | Round Lake Road<br><i>Killaloe, Hagarty and Richards</i>                     | Deer Trail Road                | B101 (Bonnechere River Bridge)     | 2.52                 | 2.53               | 1,257,480   | 1,175,195           | -82,285   | 0          |
|   | 65  | Centennial Lake Road<br><i>Greater Madawaska</i>                             | 2872 Centennial Lake Rd        | Black Donald Access Point          | 1.63                 | 1.76               | 686,230     | 614,144             | -72,086   | 0          |
|   | 508   | Calabogie Road<br><i>Greater Madawaska</i>                                   | County Road 34 (Norton Road)   | Mill Street                        | 1.84                 | 1.97               | 918,160     | 1,031,965           | 113,805   | 0          |
|   | 508   | Calabogie Road<br><i>McNab/Braeside</i>                                      | Goshen Road                    | Highway 17                         | 4.36                 | 3.70               | 1,251,345   | 1,178,625           | -72,720   | 0          |
|   | 512   | Foymount Road<br><i>Bonnechere Valley</i>                                    | B257 (Harrington Creek Bridge) | Miller Road                        | 6.57                 | 6.57               | 4,490,190   | 8,250,000           | 3,759,810 | 0          |
|   | 515   | Palmer Road<br><i>Madawaska Valley &amp; Brudenell, Lyndoch &amp; Raglan</i> | Finch Road                     | County Road 514 (Schutt Road)      | 6.50                 | 2.55               | 2,080,870   | 1,487,747           | -593,123  | 0          |
|   | 517   | Dafoe Road<br><i>Madawaska Valley</i>  | Radcliffe Twp Line (Coulas Rd) | Serran Road                        | 2.73                 | 2.65               | 1,274,410   | 1,176,000           | -98,410   | 0          |
|   | 517   | Dafoe Road<br><i>Madawaska Valley</i>  | Serran Road                    | County Road 62 (Combermere Road)   | 3.22                 | 3.30               | 70,000      | 70,000              | 0         | 0          |
|   | 635   | Swisha Road<br><i>Laurentian Hills</i>                                       | Highway 17                     | Interprovincial Bridge             | 0.30                 | 0.30               | 300,000     | 340,000             | 40,000    | 0          |
|   |   | Scratch Coat Paving  | Various Locations              |                                    |                      |                    | 750,000     | 723,000             | -27,000   | 0          |
| ROAD RECONSTRUCTION/REHABILITATION TOTALS |   |  |                                |                                    | 53.68                |                    | 21,990,490  | 24,854,022          | 2,863,532 | 0          |

| Bridge/Culvert Reconstruction/Rehabilitation        |      |                              |  |  |  |  |                |                        |            |            |
|---|------|------------------------------|--|--|--|--|----------------|------------------------|------------|------------|
| Structure #   |      | Structure Name               | Location                                   |  |  |  | 2023<br>BUDGET | September<br>Projected | Variance   | Carry Over |
|   | B044 | Douglas Bridge               | Admaston/Bromley (CR5 Stone Road)          |  |  |  | 1,800,000      | 1,100,000              | -700,000   | 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        | 600,000                | -200,000   | 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        | 775,000                | -25,000    | 0          |
|   | C115 | Dunlop Crescent Dual Culvert | Head, Clara and Maria (Dunlop Crescent)    |  |  |  | 415,000        | 250,000                | -165,000   | 0          |
|   | C137 | Hanson Creek Culverts        | McNab/Braeside (Robertson Line)            |  |  |  | 600,000        | 576,000                | -24,000    | 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      | 6,690,000              | -1,355,000 | 0          |

| Roads/Bridge/Culvert Future Engineering |      |                             |  |  |  |                |                        |          |            |
|---|------|-----------------------------|--|--|--|----------------|------------------------|----------|------------|
|   | ID   | Name                        | Location   |  |  | 2023<br>BUDGET | September<br>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         | 34,000                 | 7,500    | 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        | 105,000                | -75,000  | 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         | 20,000                 | -25,000  | 0          |
|   | C130 | Lochiel Creek Culvert North | McNab/Braeside (CR63 Miller Road)                      |  |  | 40,000         | 40,000                 | 0        | 0          |
|   | C136 | Robertson Twin Pipes        | McNab/Braeside (Robertson Line)                        |  |  | 61,000         | 61,000                 | 0        | 0          |
|   | C201 | Broomes Creek Culvert       | Whitewater Region (CR7 Foresters Falls Road)           |  |  | 200,000        | 200,000                | 0        | 0          |
|   | C204 | Bellows Creek Culvert       | Whitewater Region (CR12 Westmeath Road)                |  |  | 30,000         | 30,000                 | 13       | 0          |
|   | C215 | Elm Creek Culverts          | Whitewater Region (Snake River Line)                   |  |  | 36,000         | 36,000                 | 0        | 0          |

| 2023 CAPITAL PROGRAM VARIANCE - ROADS/BRIDGES |        |                           |  |    |                      |                    |                              |                     |           |            |   |
|---|--------|---------------------------|--|----|----------------------|--------------------|------------------------------|---------------------|-----------|------------|---|
|   | Road # | Location                  | From                                     | To | Budgeted Length (km) | Actual Length (km) | <u>2023</u><br><u>BUDGET</u> | September Projected | Variance  | Carry Over |   |
|   | 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                    | 1,024,000           | -92,500   | 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                   | 32,768,022          | 1,416,032 | 0          |   |



**Council Members**

**Mayor Neil Nicholson**

**Deputy Mayor Cathy Regier**

**Councillors:**

Mark Bell

Michael Moore

Chris Olmstead

Connie Tabbert

Joey Trimm

## **Certified True Copy**

County of Renfrew  
9 international Drive  
Pembroke, ON, K8A 6W5

Wednesday, September 20, 2023

**Re: Resolution - Haley/Godfrey Road Concern - Taylor Gannon**

Dear Mr. Perkins,

At its meeting of September 20, 2023, the Council of the Township of Whitewater Region adopted the following resolution:

**That Council of the Township of Whitewater Region recommend that County investigate an all way stop at the County Road 61 from Godfrey and Haley Road and investigate with County a lower transition limit in the hamlet on approach.**

Carried as amended - Resolution #2023-4957

(613) 646-2282

P.O. Box 40,  
44 Main Street  
Cobden, ON  
K0J 1K0

Sincerely,

A handwritten signature in blue ink that reads "C Miller".

Carmen Miller  
Clerk/CEMC



whitewaterregion.ca



## Cramahe Township Council Resolution

**June 29, 2023**

**Sent via Email**

Hon. Caroline Mulroney, Minister of Transportation and Francophone Affairs  
Hon. Steve Clark, Minister of Municipal Affairs and Housing  
Hon. David Piccini, Minister of Environment, Conservation and Parks & MPP for  
Northumberland - Peterborough South  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities

### **RE: Amendments to the Highway Traffic Act**

---

Please be advised that the Council of the Township of Cramahe passed the following resolution at their regular meeting held June 20, 2023 regarding the Highway Traffic Act Amendments.

#### **Resolution No. 2023-213**

**Moved By: COUNCILLOR HAMILTON**

**Seconded By: DEPUTY MAYOR ARTHUR**

**BE IT RESOLVED THAT** Council support the City of Cambridge resolution; and  
**THAT** speeding on our roads is a major concern in our community; and  
**THAT** speeding can occur in all areas of our community; and  
**THAT** barriers and delays to enforcement pose a danger to our community; and  
**THAT** our municipality has limited resources to implement speed mitigation road design and re-design; and  
**THAT** our local police service has limited resources to undertake speed enforcement; and  
**THAT** s.205.1 of the Highway Traffic Act (HTA) provides that Automated Speed Enforcement systems (ASE) may only be placed in designated community safety zones and school safety zones; and

**THAT**, the Township of Cramahe request that the Ontario Government amend s.205.1 of the HTA to permit municipalities to locate an ASE system permanently or temporarily on any roadway under the jurisdiction of municipalities and as

**The Corporation of the Township of Cramahe**

1 Toronto Street, P.O. Box 357, ON K0K 1S0 •Tel 905-355-2821•[www.cramahe.ca](http://www.cramahe.ca)



determined by municipalities and not be restricted to only community safety zones and school safety zones; and

**THAT** a copy of this resolution be forwarded to the Ontario Minister of Transportation, the Ontario Minister of Municipal Affairs and Housing, local area MPPs, the Association of Municipalities of Ontario (AMO) and all Ontario Municipalities.

**CARRIED**

Attached please find a copy of the City of Cambridge Council Resolution, dated May 10, 2023.

If you have any questions regarding the above resolution, please do not hesitate to contact me at [nhamilton@cramahe.ca](mailto:nhamilton@cramahe.ca)

Sincerely,

Nicole Hamilton  
Municipal Deputy Clerk  
Township of Cramahe

**The Corporation of the City of Cambridge**  
**Corporate Services Department**  
**Clerk's Division**  
**The City of Cambridge**  
**50 Dickson Street, P.O. Box 669**  
**Cambridge ON N1R 5W8**  
**Tel: (519) 740-4680 ext. 4585**  
**[mantond@cambridge.ca](mailto:mantond@cambridge.ca)**

May 10, 2023

**Re: Highway Traffic Act Amendments**

Dear Ms. Mulroney,

At the Council Meeting of May 9, 2023, the Council of the Corporation of the City of Cambridge passed the following Motion:

**WHEREAS** speeding on our roads is a major concern in our community,

**AND WHEREAS** speeding can occur in all areas of our community,

**AND WHEREAS** barriers and delays to enforcement pose a danger to our community,

**AND WHEREAS** our municipality has limited resources to implement speed mitigation road design and re-design,

**AND WHEREAS** our local police service has limited resources to undertake speed enforcement,

**AND WHEREAS** s.205.1 of the Highway Traffic Act (HTA) provides that Automated Speed Enforcement systems (ASE) may only be placed in designated community safety zones and school safety zones,

**THEREFORE BE IT RESOLVED THAT**, the City of Cambridge request that the Ontario Government amend s.205.1 of the HTA to permit municipalities to locate an ASE system permanently or temporarily on any roadway under the jurisdiction of municipalities and as determined by municipalities and not be restricted to only community safety zones and school safety zones;

**AND THAT** a copy of this resolution be forwarded to the Ontario Minister of Transportation, the Ontario Minister of Municipal Affairs and Housing, local area MPPs, the Association of Municipalities of Ontario (AMO) and all Ontario Municipalities.

Should you have any questions related to the approved resolution, please contact me.

Yours Truly,

Danielle Manton  
City Clerk

Cc: (via email)  
Steve Clark, Ontario Minister of Municipal Affairs and Housing  
Local Area MPPs  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities

4452101 Canada Inc.  
c.o.b.

## Venture Interiors

146 Elgin Ave W  
Renfrew Ontario  
K7V 3V1

September 22, 2023

County of Renfrew  
Development and Property  
9 International Drive  
Pembroke On  
K8A 6W5

Attention: Kevin Radditz  
Quote: 23-691301-VI

Kevin,

Thank you for the opportunity and please forgive me for how long it took me to get this back to you. It has been a crazy summer.

Regardless, take a look at this, so you will see that I have added 2 each 84" x 18" surfaces on the back on the first 2 workstations that can be used as a landing space with a multitude potential use. Also, I have added 2 more complete workstations one is slightly smaller due to the location of the pillar. They both have mobile storage. Now with these 2 units your aisle way in the front of these units is down to 41 1/4".

Let me know what you think of this layout.

|              |                   |
|--------------|-------------------|
| Sub total    | Net: \$ 12,632.40 |
| Freight      | \$ 150.00         |
| HPL Upcharge | \$ 825.00         |
| Installation | \$ 2,147.00       |
| Sub Total    | \$ 15,754.44      |
| HST          | \$ 2,048.07       |
| Total        | \$ 17,802.47      |

Thank you for this opportunity and please let me know if you need anything else. Let me know if you wish to proceed!

Take care, and have a great day.

Yours truly,

  
Arlene Jamieson

Phone: 613 433 3342

Cell: 613.433.0900 Email: [arlene@venture-interiors.com](mailto:arlene@venture-interiors.com)

14452101 Canada Inc.

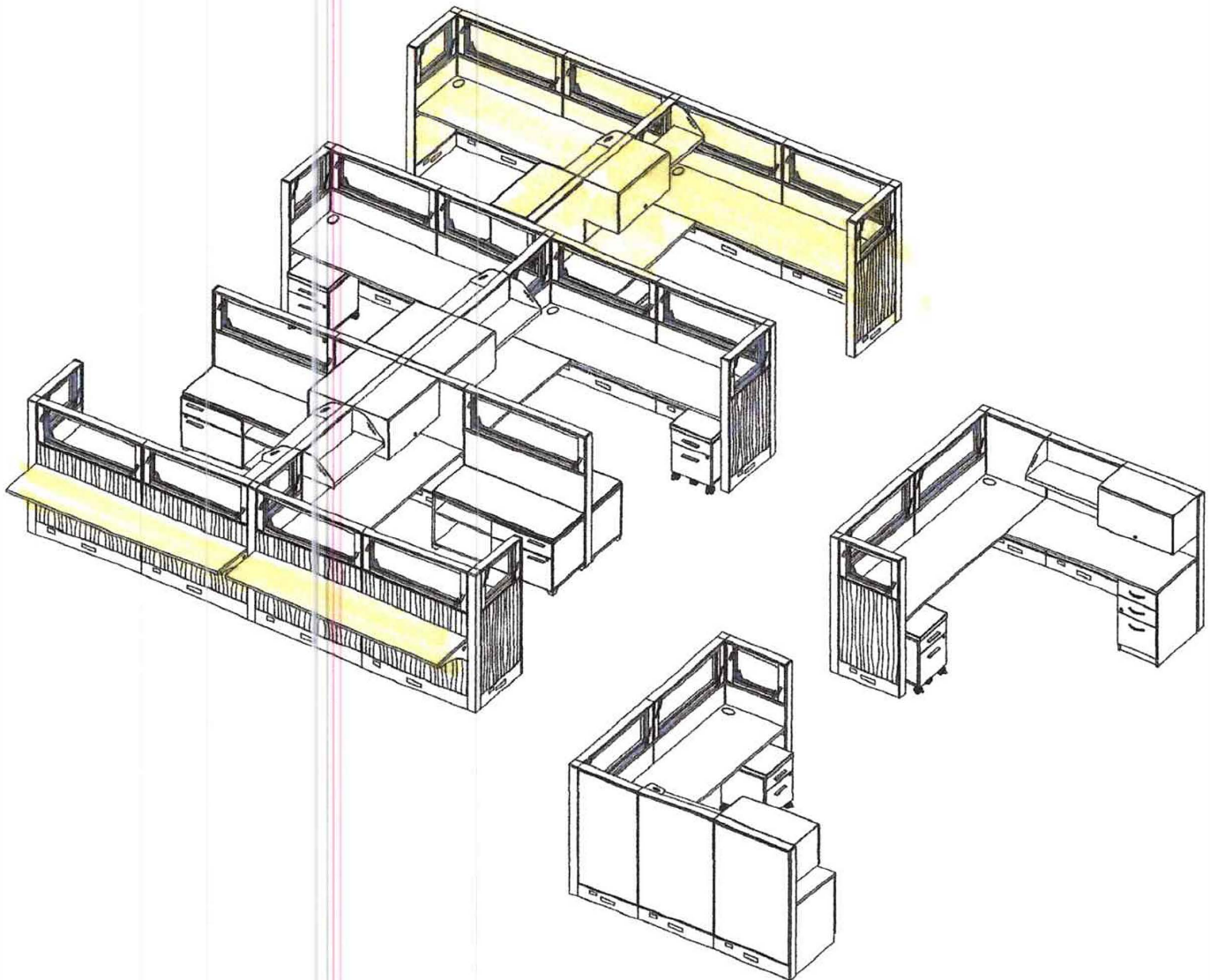
c.o.b. **Venture Interiors**

146 Elgin Ave. Renfrew ON K7V 3V1

O: 613 433 3842

C: 613 433 0900

[arlene@venture-interiors.com](mailto:arlene@venture-interiors.com)



14452101 Canada Inc.

c.o.b. **Venture Interiors**

146 Elgin Ave. Renfrew ON K7V 3V1

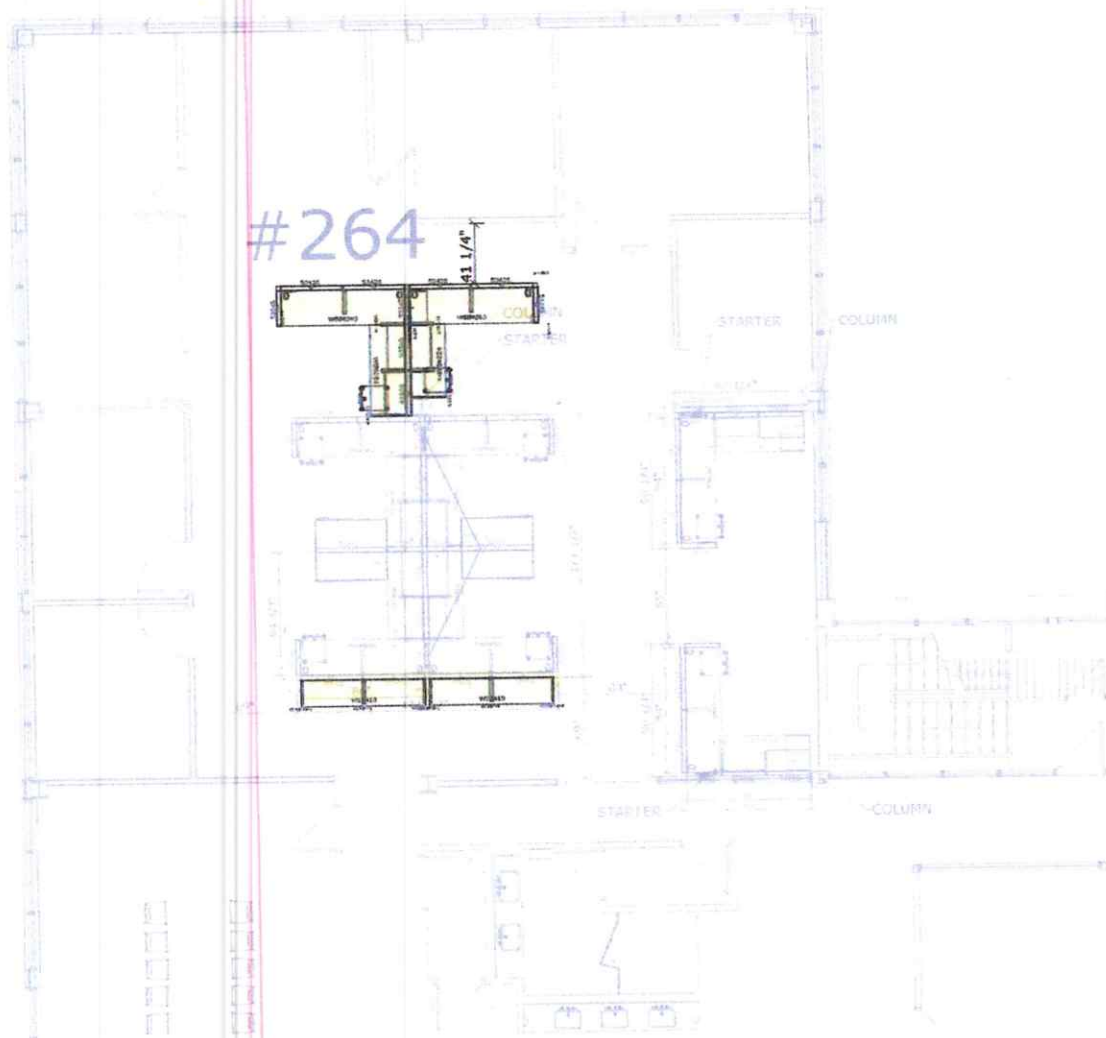
O: 613 433 3842

C: 613 433 0900

arlene@venture-interiors.com

tayco

Quote No. 624019  
Project / Customer Renfrew County - Phase 1 ACO ON  
Dealer: VENTURE INTERIORS  
Drawn by: S.A.N.  
Date: 02/28/2023



**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW TO AUTHORIZE THE DESIGNATION OF A COMMUNITY SAFETY ZONE**

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WHEREAS pursuant to Section 214.1(1) of the Highway Traffic Act, R.S.O. 1990, Chapter H.8, as amended, the Council of a municipality may by by-law designate a part of a highway under its jurisdiction as a community safety zone, if in the opinion of Council, public safety is of special concern on that part of the highway.

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

1. THAT the following portion of a highway in the geographic Township of Hagarty, Township of Killaloe, Hagarty and Richards, be designated as a Community Safety Zone:

| <b>Designated Highway Name</b>    | <b>Between</b>                       | <b>Time Period</b>      |
|-----------------------------------|--------------------------------------|-------------------------|
| County Road 512<br>(Queen Street) | 87 Queen Street and<br>Boland Street | 12:00 a.m. – 11:59 p.m. |

2. THAT the penalties provided in the Highway Traffic Act shall apply to offences against this By-law.
3. THAT this By-law shall come into force and take effect on the date of final passage hereof and the installation of Community Safety Zone signage.

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

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

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

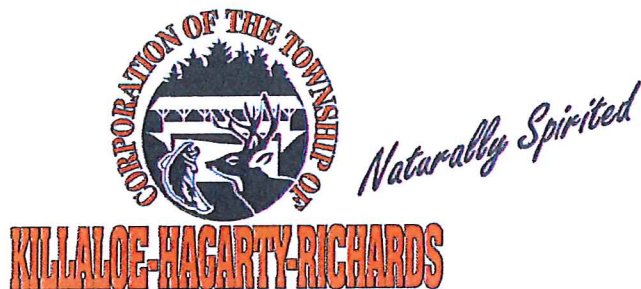
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PETER EMON, WARDEN

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CRAIG KELLEY, CLERK





# **TOWNSHIP OF KILLALOE, HAGARTY AND RICHARDS**

**Date: July 4, 2023**

**Resolution No.:** 10

Moved by Margen MacMillan

Seconded by Harold Surpin

WHEREAS the Council for the Township of Killaloe, Hagarty and Richards supports the installation of "Community Safety Zone" signage by the County of Renfrew, at the County of Renfrew's discretion within the following boundaries and at no cost to the Township of Killaloe, Hagarty and Richards;

From Rochefort Road to Highway 60, from Highway 60 at Simpson Pit Road to County Road 58 (St. Casimir's Church) and from Highway 60 to Foy Park Corridor.

Carried: ✓

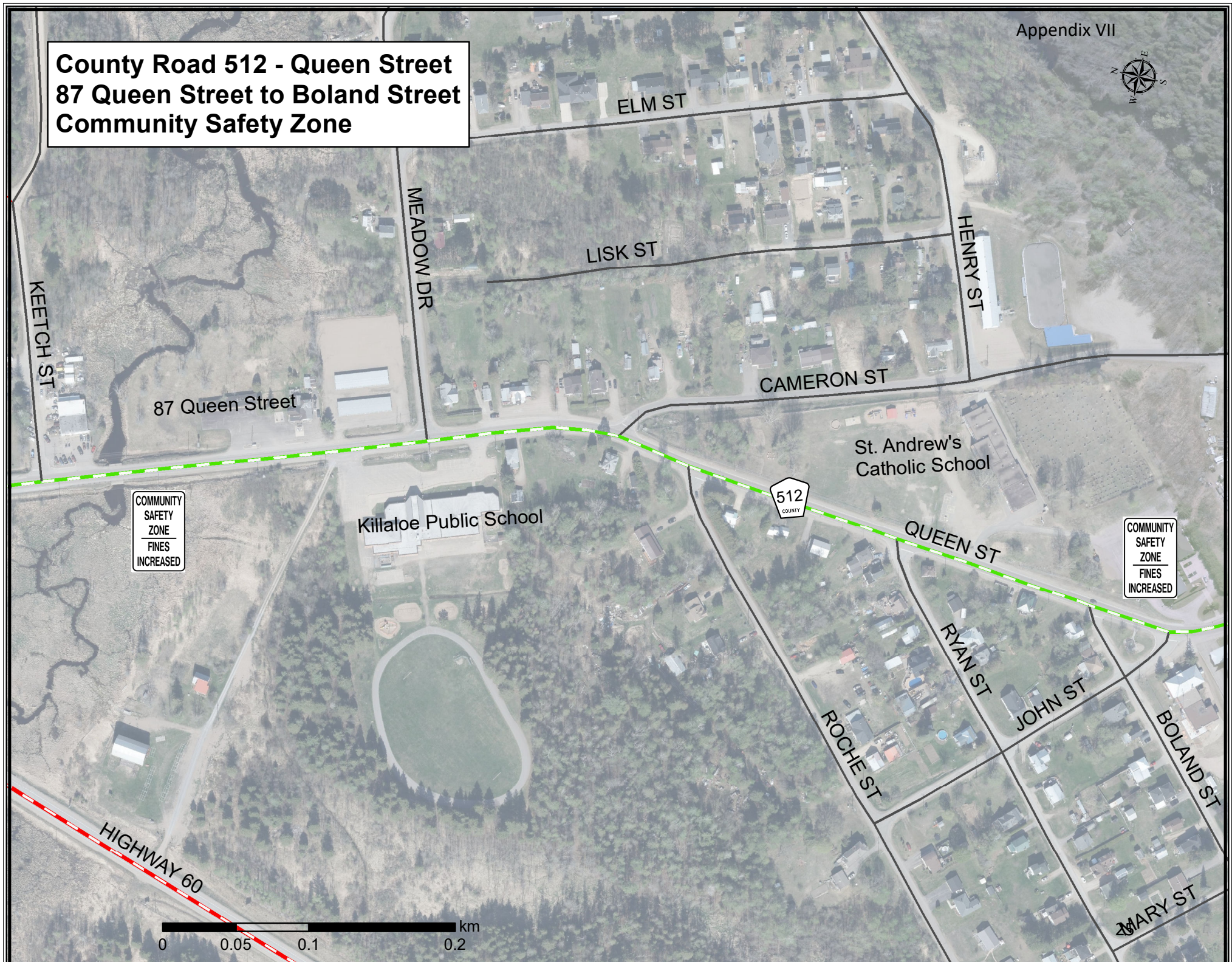
Not Carried: \_\_\_\_\_

|   |
|---|
| <p><b>Certified a true copy</b></p> <p><u>Tammy Gorgarat</u></p> <p>Tammy Gorgarat, CAO/Clerk-Treasurer</p> <p>Township of Killaloe, Hagarty and Richards</p> |
|---|



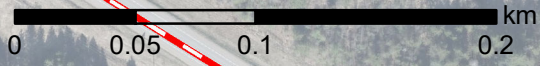


**County Road 512 - Queen Street  
87 Queen Street to Boland Street  
Community Safety Zone**



COMMUNITY  
SAFETY  
ZONE  
FINES  
INCREASED

COMMUNITY  
SAFETY  
ZONE  
FINES  
INCREASED





**CAPITAL WORKS DIVISION REPORT**

Prepared By: Taylor Hanrath, Manager of Capital Works

Prepared for: Operations Committee

October 10, 2023

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**RESOLUTIONS****1. County Road 2 (White Lake Road) Speed Study**

**Recommendation:** THAT the Operations Committee recommends to County Council that the posted speed limit remain unchanged at this time for County Road 2 (White Lake Road) between Robertson Line and Green Meadow Road.

**Background**

At the May 16, 2023, meeting of the Operations Committee, Resolution No. OP-C-23-05-63 was passed with the recommendation that no speed limit adjustment be required for White Lake Road (County Road 2) between Robertson Line and Kippen Road.

At the same meeting, Committee was advised that a new speed limit reduction request, attached as Appendix IN-I, was received from the Township of McNab/Braeside for the section of White Lake Road (County Road 2) between Highland Road (County Road 23) and Green Meadow Road and that staff would be conducting a review and reporting back at a later date.

Attached as Appendix IN-II is an operational speed study at four locations identified on the map that was completed by staff. The transportation industry widely uses the 85th percentile operating speeds as an indication of the public's comfortable travelling speed as it represents 85% of traffic travelling at or under the specified speed. The resulting 85th percentile speeds from the study are as follows:

- Site 1 (Near 2630 White Lake Road): 85km/h
- Site 2 (Near Robertson Line): 96km/h
- Site 3 (Near 1511 White Lake Road): 87km/h
- Site 4 (Near Green Meadow Road): 82km/h (posted speed limit of 60km/h)

The operational speeds are within an expected range for this type of roadway, although there is a noted outlier in the area just north of Robertson Line. The higher operating speeds at this location are likely due in part to this being a straight stretch of road without any visual obstructions and a painted passing opportunity. The study location was near the bottom of a hill which also explains in part the higher operating speeds from the southern direction.

The data for the Site 4 location near Green Meadow Road was taken from an existing flashing radar speed sign that has been in place for a few years. This sign flashes vehicles

operating speeds as they approach in an attempt to remind drivers to slow down to the posted speed limit of 60km/h. The data downloaded represents a two year timeframe and although the posted speed limit is 60km/h, the 85th percentile speed is 82km/h. This is indicative that drivers will travel at the speed for which the road has been designed and at which they feel most comfortable.

A ball bank review of the curves between Green Meadow Road and Robertson Line confirms that all meet the requirements for an 80km/h posted speed limit and that none of them require reduction warning tabs. The curves that required speed reduction warning tabs between Robertson Line and Highland Road were identified as part of an earlier review.

County Road 2 (White Lake Road) provides an important connection between the Village of White Lake and the surrounding area to the Town of Arnprior and Highway 417. Its purpose is both for land access and commuter traffic travelling to work as well as for essential services within urban areas and it should be protected as an efficient, free flowing roadway. It is therefore the view of staff that the posted speed limits on White Lake Road (County Road 2) should remain as they are. Where specific areas of concern with regards to obeying the speed limits are present, the OPP should be contacted to request enforcement. Where there are locations that are believed to be unsafe due to roadway obstructions, geometry etc., those areas should be identified and forwarded to the Public Works and Engineering Department for further review.

## **2. Lynch Road Culvert County Structure Assumption Request**

**Recommendation:** THAT the Operations Committee recommends to County Council that the assumption of Lynch Road Culvert, on Lynch Road, 0.1km west of Dragonfly Way, in the Township of Admaston/Bromley be approved; AND FURTHER THAT the costs for design and construction of Lynch Road Culvert be shared equally between the County of Renfrew and the Township of Admaston/Bromley; AND FURTHER THAT staff be directed to complete the design for the replacement of Lynch Culvert and plan for replacement in 2024.

### **Background**

In early June, County staff were made aware of a culvert on Lynch Road that may meet the criteria to be a County Structure and that should be replaced in the near future. The culvert is 0.1km west of Dragonfly Way, in the Township of Admaston/Bromley. The culvert is not a County Structure; however, it does have a span of 3m. Attached as Appendix IN-III is a resolution from the Township of Admaston/Bromley requesting that the County of Renfrew review the Lynch Road Culvert as it has met the requirements of County Policy PW-02, Bridges, and predeceasing applicable Bridge Policies from the time it was installed.

County of Renfrew Policy PW-02 states that the following criteria must be met for a bridge to qualify as a County Structure:

- Be located within the municipal boundaries of the County of Renfrew;

- Be located within a public right-of-way; and
- Have a cumulative span of 3.0 metres or greater.

The existing culvert meets all of the above criteria. Additionally, County staff have completed an initial hydraulic review of the culvert and found that at minimum a 3m span should be maintained. Policy PW-02 Subsection 2.2, Requests for Assumption as County Structure, stipulates that where a crossing that is not considered a County Structure requires replacement and it is confirmed through hydraulic design that the replacement crossing will meet criteria to be a County Structure, and is subsequently approved for assumption as a County Structure, the cost for the design and construction of the replacement structure shall be shared equally between the County of Renfrew and the local Municipality.

Given that this crossing is nearing the end of its service life, replacement is required during the 2024 construction season. The County is capable of undertaking a design such as this with internal staff. As such, in order to save costs, County staff could undertake the design for this crossing replacement and share in the costs with the Township of Admaston/Bromley.



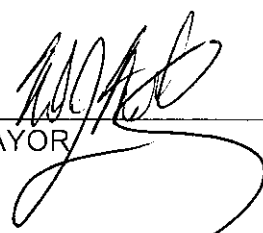
## Regular Council Meeting Resolution Form

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

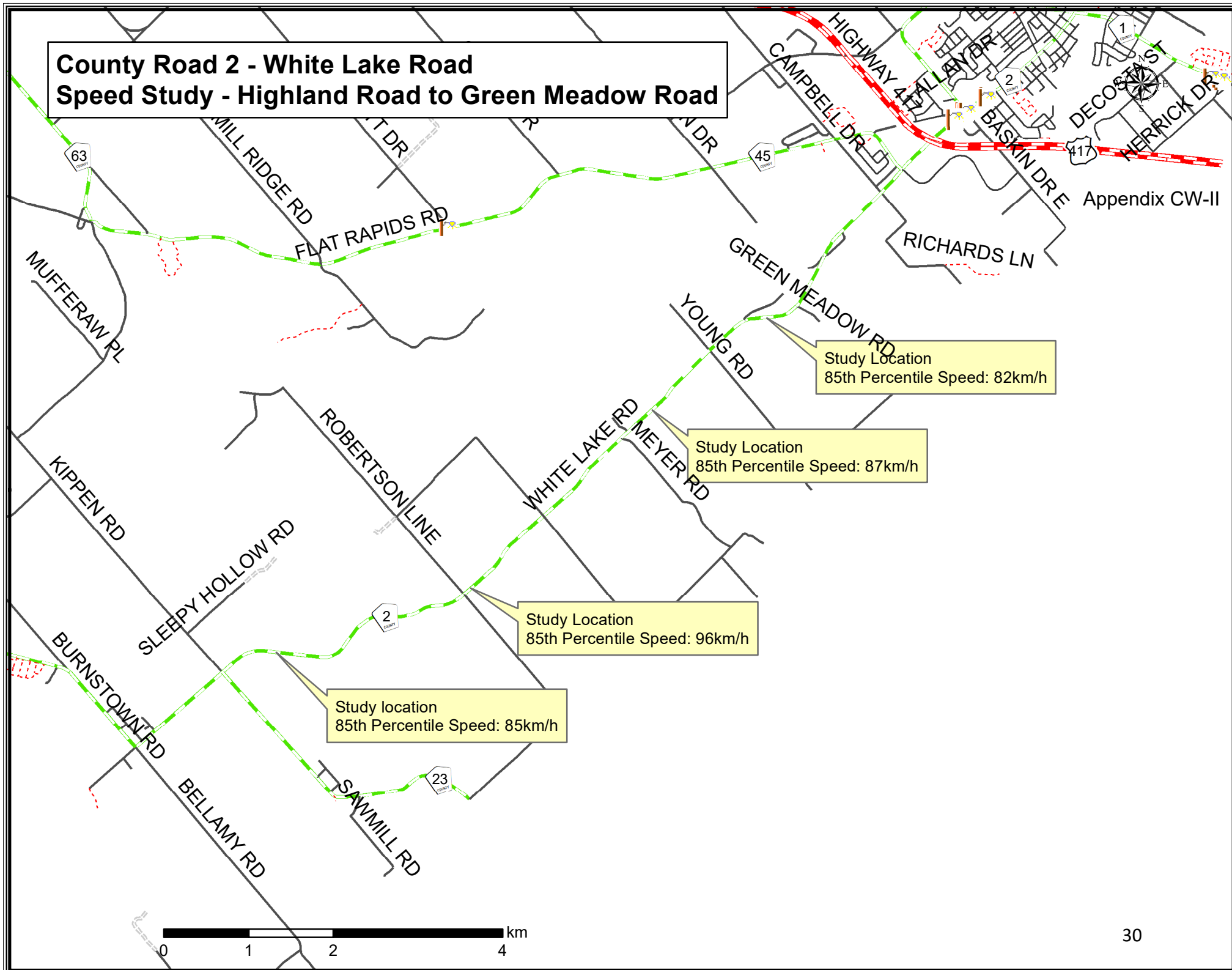
Recorded Vote Requested by:

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 Road 2 - White Lake Road Speed Study - Highland Road to Green Meadow Road



# County of Renfrew

## Public Works and Engineering

Page 1

### White Lake Road (County Road 2)

Location: At Civic Address 2630 White Lake Road

Site Code:  
Station ID:

Latitude: 0' 0.0000 Undefined

#### Direction 1, Direction 2

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | 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        | 0        | 0        | 0        | 9        | 27       | 53       | 17       | 3        | 0         | 0          | 0          | 0           | 109   |
| 12 PM      | 0       | 0        | 0        | 0        | 0        | 6        | 38       | 27       | 24       | 4        | 0         | 0          | 0          | 0           | 99    |
| 13:00      | 0       | 0        | 0        | 0        | 2        | 3        | 23       | 37       | 26       | 9        | 1         | 0          | 0          | 0           | 101   |
| 14:00      | 0       | 0        | 0        | 0        | 1        | 7        | 26       | 58       | 23       | 4        | 1         | 0          | 0          | 0           | 120   |
| 15:00      | 0       | 0        | 0        | 0        | 2        | 9        | 34       | 36       | 15       | 6        | 1         | 0          | 0          | 0           | 103   |
| 16:00      | 0       | 0        | 0        | 0        | 6        | 5        | 34       | 58       | 27       | 5        | 1         | 0          | 0          | 0           | 136   |
| 17:00      | 0       | 0        | 0        | 0        | 0        | 2        | 19       | 52       | 35       | 9        | 3         | 0          | 0          | 0           | 120   |
| 18:00      | 0       | 0        | 0        | 0        | 2        | 3        | 11       | 24       | 22       | 4        | 1         | 0          | 0          | 0           | 67    |
| 19:00      | 0       | 0        | 0        | 0        | 1        | 6        | 7        | 19       | 19       | 4        | 2         | 0          | 0          | 0           | 58    |
| 20:00      | 0       | 0        | 0        | 0        | 1        | 6        | 12       | 9        | 3        | 0        | 0         | 0          | 0          | 0           | 31    |
| 21:00      | 0       | 0        | 0        | 0        | 0        | 0        | 9        | 11       | 4        | 2        | 1         | 0          | 0          | 0           | 27    |
| 22:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 8        | 4        | 2        | 1         | 1          | 0          | 0           | 16    |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 0        | 0         | 0          | 0          | 0           | 2     |
| Total      | 0       | 0        | 0        | 0        | 15       | 57       | 240      | 392      | 220      | 52       | 12        | 1          | 0          | 0           | 989   |

Daily

15th Percentile : 66 KPH  
50th Percentile : 75 KPH  
85th Percentile : 84 KPH  
95th Percentile : 90 KPH

Mean Speed(Average) : 76 KPH  
15 KPH Pace Speed : 66-80 KPH  
Number in Pace : 602  
Percent in Pace : 60.9%  
Number of Vehicles > 80 KPH : 285  
Percent of Vehicles > 80 KPH : 28.8%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

Location: At Civic Address 2630 White Lake Road

Site Code:  
Station ID:

Latitude: 0' 0.0000 Undefined

#### Direction 1, Direction 2

| Start    | 1  | 25 | 33 | 41 | 49 | 57 | 65  | 73  | 81  | 89 | 97  | 105 | 113 | 121  |       |
|----------|----|----|----|----|----|----|-----|-----|-----|----|-----|-----|-----|------|-------|
| Time     | 24 | 32 | 40 | 48 | 56 | 64 | 72  | 80  | 88  | 96 | 104 | 112 | 120 | 9999 | Total |
| 09-01-21 | 0  | 0  | 0  | 0  | 1  | 1  | 0   | 1   | 0   | 0  | 0   | 0   | 0   | 0    | 3     |
| 01:00    | 0  | 0  | 0  | 0  | 0  | 0  | 1   | 0   | 0   | 0  | 0   | 0   | 0   | 0    | 1     |
| 02:00    | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1   | 0   | 0  | 0   | 0   | 0   | 0    | 1     |
| 03:00    | 0  | 0  | 0  | 0  | 0  | 0  | 1   | 1   | 0   | 0  | 0   | 0   | 0   | 0    | 2     |
| 04:00    | 0  | 0  | 0  | 0  | 0  | 1  | 3   | 2   | 1   | 0  | 0   | 0   | 0   | 0    | 7     |
| 05:00    | 0  | 0  | 0  | 0  | 0  | 1  | 3   | 7   | 9   | 2  | 0   | 0   | 0   | 0    | 22    |
| 06:00    | 0  | 0  | 0  | 0  | 0  | 3  | 5   | 17  | 10  | 4  | 3   | 2   | 0   | 0    | 44    |
| 07:00    | 0  | 0  | 0  | 2  | 4  | 8  | 16  | 18  | 14  | 4  | 3   | 0   | 0   | 0    | 69    |
| 08:00    | 0  | 0  | 0  | 0  | 0  | 5  | 25  | 38  | 11  | 3  | 0   | 0   | 0   | 0    | 82    |
| 09:00    | 0  | 0  | 0  | 0  | 0  | 5  | 26  | 39  | 11  | 3  | 1   | 0   | 0   | 0    | 85    |
| 10:00    | 0  | 0  | 0  | 0  | 0  | 9  | 32  | 43  | 15  | 4  | 0   | 1   | 0   | 0    | 104   |
| 11:00    | 0  | 0  | 0  | 0  | 0  | 7  | 40  | 46  | 10  | 4  | 0   | 0   | 0   | 0    | 107   |
| 12 PM    | 0  | 3  | 1  | 1  | 0  | 6  | 24  | 44  | 18  | 4  | 3   | 0   | 0   | 0    | 104   |
| 13:00    | 0  | 0  | 0  | 0  | 5  | 5  | 22  | 50  | 20  | 6  | 1   | 0   | 0   | 0    | 109   |
| 14:00    | 0  | 0  | 0  | 0  | 2  | 6  | 33  | 39  | 13  | 4  | 0   | 0   | 0   | 0    | 97    |
| 15:00    | 0  | 0  | 0  | 0  | 0  | 5  | 28  | 42  | 24  | 6  | 1   | 0   | 0   | 0    | 106   |
| 16:00    | 0  | 0  | 0  | 1  | 2  | 6  | 30  | 64  | 30  | 7  | 5   | 0   | 1   | 0    | 146   |
| 17:00    | 0  | 0  | 0  | 0  | 2  | 4  | 18  | 47  | 29  | 6  | 2   | 2   | 1   | 0    | 111   |
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| 19:00    | 0  | 0  | 2  | 0  | 1  | 1  | 7   | 24  | 6   | 2  | 2   | 0   | 0   | 0    | 45    |
| 20:00    | 0  | 0  | 0  | 0  | 0  | 2  | 12  | 17  | 13  | 3  | 2   | 0   | 0   | 0    | 49    |
| 21:00    | 0  | 0  | 0  | 0  | 0  | 0  | 11  | 13  | 11  | 1  | 2   | 2   | 0   | 0    | 40    |
| 22:00    | 0  | 0  | 0  | 0  | 0  | 0  | 3   | 6   | 6   | 1  | 1   | 0   | 0   | 0    | 17    |
| 23:00    | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2   | 1   | 2  | 0   | 0   | 0   | 0    | 5     |
| Total    | 0  | 3  | 3  | 4  | 19 | 76 | 349 | 585 | 269 | 71 | 29  | 7   | 2   | 0    | 1417  |

Daily

15th Percentile : 66 KPH  
 50th Percentile : 75 KPH  
 85th Percentile : 84 KPH  
 95th Percentile : 92 KPH

Mean Speed(Average) : 76 KPH  
 15 KPH Pace Speed : 66-80 KPH  
 Number in Pace : 890  
 Percent in Pace : 62.8%  
 Number of Vehicles > 80 KPH : 378  
 Percent of Vehicles > 80 KPH : 26.7%



**County of Renfrew**  
Public Works and Engineering

Page 3

**White Lake Road (County Road 2)**  
Location: At Civic Address 2630 White Lake Road

Site Code:  
Station ID:

Latitude: 0' 0.0000 Undefined

Direction 1, Direction 2

| Start    | 1  | 25 | 33 | 41 | 49 | 57 | 65  | 73  | 81  | 89 | 97  | 105 | 113 | 121  |       |
|----------|----|----|----|----|----|----|-----|-----|-----|----|-----|-----|-----|------|-------|
| Time     | 24 | 32 | 40 | 48 | 56 | 64 | 72  | 80  | 88  | 96 | 104 | 112 | 120 | 9999 | Total |
| 09-02-21 | 0  | 0  | 0  | 0  | 0  | 1  | 2   | 1   | 0   | 0  | 0   | 0   | 0   | 0    | 4     |
| 01:00    | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1   | 0   | 0  | 0   | 0   | 0   | 0    | 1     |
| 02:00    | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0    | 0     |
| 03:00    | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 1   | 0  | 0   | 0   | 0   | 0    | 1     |
| 04:00    | 0  | 0  | 0  | 0  | 0  | 1  | 1   | 0   | 1   | 0  | 0   | 0   | 0   | 0    | 3     |
| 05:00    | 0  | 0  | 0  | 0  | 1  | 2  | 3   | 4   | 5   | 3  | 0   | 0   | 0   | 0    | 18    |
| 06:00    | 0  | 0  | 0  | 0  | 0  | 1  | 5   | 7   | 14  | 5  | 1   | 1   | 0   | 0    | 34    |
| 07:00    | 0  | 0  | 0  | 2  | 3  | 3  | 7   | 18  | 11  | 7  | 1   | 0   | 0   | 0    | 52    |
| 08:00    | 0  | 0  | 0  | 0  | 1  | 8  | 11  | 28  | 15  | 3  | 1   | 0   | 0   | 0    | 67    |
| 09:00    | 0  | 0  | 0  | 0  | 2  | 3  | 31  | 31  | 12  | 2  | 0   | 0   | 0   | 0    | 81    |
| 10:00    | 0  | 0  | 0  | 0  | 3  | 5  | 39  | 39  | 11  | 3  | 0   | 0   | 1   | 0    | 101   |
| 11:00    | 0  | 0  | 0  | 0  | 0  | 9  | 33  | 64  | 20  | 3  | 0   | 0   | 0   | 0    | 129   |
| 12 PM    | 0  | 0  | 0  | 2  | 3  | 5  | 40  | 43  | 17  | 4  | 0   | 0   | 0   | 0    | 114   |
| 13:00    | 0  | 0  | 0  | 1  | 1  | 7  | 42  | 32  | 14  | 5  | 0   | 0   | 0   | 0    | 102   |
| 14:00    | 0  | 0  | 0  | 0  | 1  | 4  | 23  | 53  | 15  | 5  | 1   | 0   | 0   | 0    | 102   |
| 15:00    | 0  | 0  | 0  | 0  | 2  | 10 | 31  | 57  | 14  | 7  | 1   | 1   | 0   | 0    | 123   |
| 16:00    | 0  | 0  | 0  | 0  | 2  | 6  | 26  | 58  | 37  | 9  | 2   | 0   | 0   | 0    | 140   |
| 17:00    | 0  | 0  | 0  | 0  | 0  | 1  | 9   | 49  | 26  | 10 | 2   | 0   | 0   | 0    | 97    |
| 18:00    | 0  | 0  | 0  | 0  | 1  | 1  | 9   | 32  | 24  | 8  | 1   | 0   | 1   | 0    | 77    |
| 19:00    | 0  | 0  | 0  | 0  | 1  | 5  | 11  | 26  | 18  | 8  | 1   | 0   | 0   | 0    | 70    |
| 20:00    | 0  | 0  | 0  | 0  | 1  | 5  | 7   | 11  | 4   | 1  | 2   | 0   | 0   | 0    | 31    |
| 21:00    | 0  | 0  | 0  | 2  | 0  | 2  | 6   | 8   | 10  | 3  | 0   | 1   | 0   | 0    | 32    |
| 22:00    | 0  | 0  | 0  | 0  | 0  | 0  | 3   | 1   | 3   | 2  | 0   | 0   | 0   | 0    | 9     |
| 23:00    | 0  | 0  | 0  | 0  | 0  | 2  | 3   | 3   | 1   | 1  | 0   | 1   | 0   | 0    | 11    |
| Total    | 0  | 0  | 0  | 7  | 22 | 81 | 342 | 566 | 273 | 89 | 13  | 4   | 2   | 0    | 1399  |

Daily

15th Percentile : 66 KPH  
50th Percentile : 75 KPH  
85th Percentile : 85 KPH  
95th Percentile : 91 KPH

Mean Speed(Average) : 76 KPH  
15 KPH Pace Speed : 66-80 KPH  
Number in Pace : 865  
Percent in Pace : 61.8%  
Number of Vehicles > 80 KPH : 381  
Percent of Vehicles > 80 KPH : 27.2%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

Location: At Civic Address 2630 White Lake Road

Site Code:  
Station ID:

Latitude: 0' 0.0000 Undefined

#### Direction 1, Direction 2

| Start    | 1  | 25 | 33 | 41 | 49 | 57 | 65  | 73  | 81  | 89 | 97  | 105 | 113 | 121  |       |
|----------|----|----|----|----|----|----|-----|-----|-----|----|-----|-----|-----|------|-------|
| Time     | 24 | 32 | 40 | 48 | 56 | 64 | 72  | 80  | 88  | 96 | 104 | 112 | 120 | 9999 | Total |
| 09-03-21 | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 1  | 0   | 0   | 0   | 0    | 1     |
| 01:00    | 0  | 0  | 0  | 0  | 0  | 0  | 2   | 0   | 0   | 0  | 0   | 0   | 1   | 0    | 3     |
| 02:00    | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1   | 0   | 0  | 0   | 0   | 0   | 0    | 1     |
| 03:00    | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0    | 0     |
| 04:00    | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4   | 1   | 1  | 0   | 1   | 0   | 0    | 7     |
| 05:00    | 0  | 0  | 0  | 0  | 0  | 1  | 1   | 10  | 7   | 1  | 0   | 0   | 0   | 0    | 20    |
| 06:00    | 0  | 0  | 0  | 0  | 0  | 0  | 7   | 14  | 12  | 3  | 2   | 1   | 0   | 0    | 39    |
| 07:00    | 0  | 0  | 0  | 0  | 2  | 3  | 18  | 26  | 11  | 2  | 2   | 0   | 0   | 0    | 64    |
| 08:00    | 0  | 0  | 0  | 1  | 0  | 3  | 31  | 29  | 7   | 5  | 4   | 0   | 0   | 0    | 80    |
| 09:00    | 0  | 0  | 0  | 0  | 4  | 2  | 27  | 36  | 18  | 4  | 2   | 1   | 0   | 0    | 94    |
| 10:00    | 0  | 0  | 0  | 0  | 1  | 6  | 37  | 40  | 9   | 5  | 0   | 0   | 0   | 0    | 98    |
| 11:00    | 0  | 0  | 1  | 1  | 1  | 17 | 44  | 49  | 17  | 4  | 3   | 0   | 0   | 0    | 137   |
| 12 PM    | 0  | 0  | 0  | 0  | 3  | 3  | 28  | 60  | 24  | 7  | 2   | 0   | 0   | 0    | 127   |
| 13:00    | 0  | 0  | 0  | 0  | 0  | 5  | 33  | 62  | 32  | 9  | 0   | 0   | 0   | 0    | 141   |
| 14:00    | 0  | 0  | 0  | 0  | 0  | 0  | 36  | 62  | 34  | 6  | 1   | 0   | 0   | 0    | 139   |
| 15:00    | 0  | 0  | 0  | 0  | 0  | 6  | 35  | 54  | 39  | 2  | 1   | 0   | 0   | 0    | 137   |
| 16:00    | 0  | 0  | 0  | 0  | 2  | 3  | 35  | 51  | 39  | 16 | 1   | 0   | 0   | 0    | 147   |
| 17:00    | 0  | 0  | 0  | 0  | 0  | 6  | 20  | 54  | 45  | 7  | 1   | 0   | 0   | 0    | 133   |
| 18:00    | 0  | 0  | 1  | 0  | 0  | 5  | 23  | 34  | 28  | 9  | 8   | 1   | 0   | 0    | 109   |
| 19:00    | 0  | 0  | 0  | 0  | 1  | 3  | 15  | 38  | 14  | 3  | 3   | 0   | 0   | 0    | 77    |
| 20:00    | 0  | 0  | 0  | 2  | 0  | 2  | 10  | 11  | 14  | 6  | 7   | 0   | 0   | 0    | 52    |
| 21:00    | 0  | 0  | 0  | 0  | 0  | 0  | 5   | 7   | 9   | 0  | 2   | 0   | 0   | 0    | 23    |
| 22:00    | 0  | 0  | 0  | 0  | 0  | 3  | 0   | 2   | 2   | 4  | 0   | 0   | 1   | 0    | 12    |
| 23:00    | 0  | 0  | 0  | 0  | 0  | 1  | 1   | 3   | 2   | 1  | 0   | 0   | 0   | 0    | 8     |
| Total    | 0  | 0  | 2  | 4  | 14 | 69 | 408 | 647 | 364 | 96 | 39  | 4   | 2   | 0    | 1649  |

#### Daily

15th Percentile : 67 KPH  
50th Percentile : 76 KPH  
85th Percentile : 85 KPH  
95th Percentile : 92 KPH

Mean Speed(Average) : 77 KPH  
15 KPH Pace Speed : 66-80 KPH  
Number in Pace : 1004  
Percent in Pace : 60.9%  
Number of Vehicles > 80 KPH : 505  
Percent of Vehicles > 80 KPH : 30.6%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

Location: At Civic Address 2630 White Lake Road

Site Code:  
Station ID:

Latitude: 0' 0.0000 Undefined

#### Direction 1, Direction 2

| Start    | 1  | 25 | 33 | 41 | 49 | 57 | 65  | 73  | 81  | 89 | 97  | 105 | 113 | 121  |       |
|----------|----|----|----|----|----|----|-----|-----|-----|----|-----|-----|-----|------|-------|
| Time     | 24 | 32 | 40 | 48 | 56 | 64 | 72  | 80  | 88  | 96 | 104 | 112 | 120 | 9999 | Total |
| 09-04-21 | 0  | 0  | 0  | 0  | 0  | 0  | 3   | 2   | 0   | 1  | 0   | 0   | 0   | 0    | 6     |
| 01:00    | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0    | 0     |
| 02:00    | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1   | 0   | 0  | 0   | 0   | 0   | 0    | 1     |
| 03:00    | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 1   | 0  | 0   | 0   | 0   | 0    | 1     |
| 04:00    | 0  | 0  | 0  | 0  | 0  | 1  | 0   | 1   | 0   | 0  | 0   | 0   | 0   | 0    | 2     |
| 05:00    | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1   | 1   | 1  | 0   | 0   | 0   | 0    | 3     |
| 06:00    | 0  | 0  | 0  | 0  | 0  | 0  | 1   | 1   | 2   | 0  | 0   | 0   | 0   | 0    | 4     |
| 07:00    | 0  | 0  | 0  | 0  | 0  | 2  | 7   | 11  | 1   | 1  | 1   | 0   | 0   | 0    | 23    |
| 08:00    | 0  | 0  | 0  | 0  | 0  | 2  | 9   | 27  | 12  | 8  | 0   | 0   | 0   | 0    | 58    |
| 09:00    | 0  | 1  | 2  | 0  | 0  | 4  | 17  | 31  | 28  | 4  | 0   | 0   | 0   | 0    | 87    |
| 10:00    | 0  | 0  | 0  | 0  | 2  | 2  | 41  | 48  | 36  | 7  | 1   | 1   | 0   | 0    | 138   |
| 11:00    | 0  | 0  | 0  | 0  | 2  | 7  | 24  | 68  | 31  | 6  | 5   | 1   | 0   | 0    | 144   |
| 12 PM    | 0  | 0  | 0  | 0  | 0  | 6  | 34  | 42  | 30  | 3  | 1   | 0   | 0   | 0    | 116   |
| 13:00    | 0  | 0  | 0  | 0  | 2  | 7  | 37  | 59  | 25  | 3  | 0   | 0   | 0   | 0    | 133   |
| 14:00    | 0  | 0  | 0  | 0  | 0  | 9  | 41  | 49  | 31  | 4  | 2   | 1   | 0   | 0    | 137   |
| 15:00    | 0  | 0  | 0  | 0  | 0  | 7  | 32  | 38  | 20  | 8  | 1   | 0   | 0   | 0    | 106   |
| 16:00    | 0  | 0  | 0  | 0  | 0  | 8  | 17  | 47  | 25  | 3  | 1   | 0   | 0   | 0    | 101   |
| 17:00    | 0  | 0  | 0  | 0  | 2  | 5  | 15  | 37  | 17  | 2  | 2   | 0   | 0   | 0    | 80    |
| 18:00    | 0  | 0  | 0  | 0  | 0  | 5  | 17  | 28  | 13  | 3  | 1   | 0   | 0   | 0    | 67    |
| 19:00    | 0  | 0  | 0  | 0  | 1  | 8  | 21  | 21  | 11  | 2  | 0   | 0   | 0   | 0    | 64    |
| 20:00    | 0  | 0  | 0  | 0  | 1  | 6  | 12  | 10  | 4   | 0  | 0   | 0   | 0   | 0    | 33    |
| 21:00    | 0  | 0  | 0  | 0  | 0  | 5  | 4   | 7   | 4   | 3  | 0   | 0   | 0   | 0    | 23    |
| 22:00    | 0  | 0  | 0  | 0  | 0  | 1  | 5   | 3   | 3   | 0  | 2   | 0   | 0   | 0    | 14    |
| 23:00    | 0  | 0  | 0  | 0  | 1  | 0  | 5   | 0   | 0   | 1  | 0   | 0   | 0   | 0    | 7     |
| Total    | 0  | 1  | 2  | 0  | 11 | 85 | 342 | 532 | 295 | 60 | 17  | 3   | 0   | 0    | 1348  |

Daily

15th Percentile : 66 KPH  
 50th Percentile : 75 KPH  
 85th Percentile : 84 KPH  
 95th Percentile : 89 KPH

Mean Speed(Average) : 76 KPH  
 15 KPH Pace Speed : 66-80 KPH  
 Number in Pace : 831  
 Percent in Pace : 61.6%  
 Number of Vehicles > 80 KPH : 375  
 Percent of Vehicles > 80 KPH : 27.8%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

#### Location: At Civic Address 2630 White Lake Road

Site Code:  
Station ID:

Latitude: 0' 0.0000 Undefined

#### Direction 1, Direction 2

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 09-05-21   | 0       | 0        | 0        | 0        | 0        | 0        | 5        | 3        | 1        | 1        | 0         | 0          | 0          | 0           | 10    |
| 01:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 1         | 0          | 0          | 0           | 2     |
| 02:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 03:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0         | 0          | 0          | 0           | 1     |
| 04:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 2     |
| 05:00      | 0       | 0        | 0        | 0        | 0        | 1        | 8        | 6        | 2        | 0        | 1         | 0          | 0          | 0           | 18    |
| 06:00      | 0       | 0        | 0        | 0        | 0        | 3        | 2        | 11       | 1        | 0        | 0         | 0          | 0          | 0           | 17    |
| 07:00      | 0       | 0        | 0        | 1        | 1        | 0        | 5        | 7        | 0        | 0        | 0         | 0          | 0          | 0           | 14    |
| 08:00      | 0       | 0        | 0        | 0        | 0        | 2        | 7        | 10       | 4        | 0        | 0         | 0          | 0          | 0           | 23    |
| 09:00      | 0       | 0        | 0        | 0        | 0        | 1        | 15       | 29       | 19       | 4        | 2         | 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       | 0        | 0        | 1        | 1        | 7        | 45       | 66       | 28       | 5        | 4         | 0          | 0          | 0           | 157   |

#### Daily

15th Percentile : 66 KPH  
50th Percentile : 74 KPH  
85th Percentile : 83 KPH  
95th Percentile : 89 KPH

Mean Speed(Average) : 76 KPH  
15 KPH Pace Speed : 66-80 KPH  
Number in Pace : 105  
Percent in Pace : 66.9%  
Number of Vehicles > 80 KPH : 37  
Percent of Vehicles > 80 KPH : 23.6%

|             |   |   |   |    |    |     |      |      |      |     |     |    |   |   |      |
|-------------|---|---|---|----|----|-----|------|------|------|-----|-----|----|---|---|------|
| Grand Total | 0 | 4 | 7 | 16 | 82 | 375 | 1726 | 2788 | 1449 | 373 | 114 | 19 | 6 | 0 | 6959 |
|-------------|---|---|---|----|----|-----|------|------|------|-----|-----|----|---|---|------|

#### Overall

15th Percentile : 66 KPH  
50th Percentile : 75 KPH  
85th Percentile : 85 KPH  
95th Percentile : 91 KPH

Mean Speed(Average) : 76 KPH  
15 KPH Pace Speed : 66-80 KPH  
Number in Pace : 4298  
Percent in Pace : 61.8%  
Number of Vehicles > 80 KPH : 1961  
Percent of Vehicles > 80 KPH : 28.2%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

#### Location: 50m North of Robertson Line

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 06-15-23   | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 01:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 02:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 03:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 04:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 05:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 06:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 07:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 08:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 09:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 10:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 11:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 12 PM      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 13:00      | 0       | 0        | 0        | 0        | 0        | 1        | 7        | 19       | 41       | 30       | 11        | 2          | 0          | 0           | 111   |
| 14:00      | 0       | 0        | 0        | 0        | 0        | 2        | 5        | 25       | 42       | 16       | 6         | 5          | 1          | 1           | 103   |
| 15:00      | 0       | 0        | 0        | 0        | 0        | 0        | 4        | 25       | 30       | 28       | 13        | 2          | 0          | 0           | 102   |
| 16:00      | 0       | 0        | 0        | 0        | 1        | 0        | 2        | 21       | 35       | 18       | 14        | 0          | 0          | 0           | 91    |
| 17:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 26       | 31       | 21       | 14        | 3          | 2          | 1           | 100   |
| 18:00      | 0       | 0        | 0        | 0        | 0        | 0        | 4        | 5        | 16       | 9        | 9         | 5          | 0          | 0           | 48    |
| 19:00      | 0       | 0        | 0        | 0        | 0        | 1        | 2        | 7        | 19       | 9        | 4         | 1          | 0          | 0           | 43    |
| 20:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 11       | 16       | 4        | 9         | 1          | 0          | 0           | 41    |
| 21:00      | 0       | 0        | 0        | 0        | 0        | 2        | 7        | 5        | 6        | 3        | 1         | 0          | 1          | 0           | 25    |
| 22:00      | 0       | 0        | 0        | 0        | 1        | 0        | 0        | 5        | 0        | 2        | 0         | 1          | 0          | 0           | 9     |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 1        | 0        | 0         | 1          | 0          | 0           | 3     |
| Total      | 0       | 0        | 0        | 0        | 2        | 6        | 34       | 149      | 237      | 140      | 81        | 21         | 4          | 2           | 676   |

Daily

15th Percentile : 75 KPH  
50th Percentile : 84 KPH  
85th Percentile : 96 KPH  
95th Percentile : 103 KPH

Mean Speed(Average) : 86 KPH  
15 KPH Pace Speed : 74-88 KPH  
Number in Pace : 367  
Percent in Pace : 54.3%  
Number of Vehicles > 80 KPH : 485  
Percent of Vehicles > 80 KPH : 71.7%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

#### Location: 50m North of Robertson Line

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 06-16-23   | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0         | 0          | 0          | 0           | 1     |
| 01:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0         | 0          | 0          | 0           | 1     |
| 02:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 03:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0         | 0          | 0          | 0           | 1     |
| 04:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 1        | 0        | 1        | 0         | 0          | 0          | 0           | 3     |
| 05:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 3        | 7        | 7        | 8         | 2          | 1          | 0           | 30    |
| 06:00      | 1       | 1        | 0        | 0        | 0        | 1        | 1        | 13       | 16       | 13       | 8         | 3          | 1          | 1           | 59    |
| 07:00      | 0       | 0        | 0        | 0        | 0        | 3        | 3        | 13       | 16       | 14       | 6         | 0          | 0          | 0           | 55    |
| 08:00      | 0       | 0        | 0        | 0        | 0        | 0        | 4        | 28       | 29       | 15       | 8         | 2          | 0          | 0           | 86    |
| 09:00      | 0       | 0        | 0        | 1        | 0        | 0        | 4        | 14       | 20       | 13       | 14        | 5          | 0          | 0           | 71    |
| 10:00      | 0       | 0        | 0        | 0        | 0        | 2        | 3        | 28       | 25       | 21       | 10        | 2          | 0          | 0           | 91    |
| 11:00      | 0       | 0        | 0        | 0        | 0        | 0        | 7        | 21       | 27       | 22       | 14        | 2          | 1          | 0           | 94    |
| 12 PM      | 0       | 0        | 0        | 0        | 0        | 1        | 4        | 16       | 28       | 15       | 13        | 2          | 0          | 2           | 81    |
| 13:00      | 0       | 0        | 0        | 0        | 0        | 3        | 10       | 24       | 41       | 15       | 6         | 0          | 1          | 0           | 100   |
| 14:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 16       | 26       | 27       | 12        | 2          | 0          | 1           | 86    |
| 15:00      | 0       | 0        | 0        | 0        | 0        | 2        | 1        | 16       | 33       | 24       | 8         | 2          | 2          | 0           | 88    |
| 16:00      | 0       | 0        | 0        | 0        | 0        | 0        | 10       | 23       | 28       | 33       | 17        | 4          | 1          | 2           | 118   |
| 17:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 13       | 24       | 19       | 11        | 3          | 2          | 1           | 75    |
| 18:00      | 0       | 0        | 0        | 0        | 0        | 0        | 3        | 15       | 21       | 17       | 4         | 1          | 0          | 1           | 62    |
| 19:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 13       | 17       | 8        | 10        | 1          | 1          | 0           | 51    |
| 20:00      | 0       | 0        | 0        | 0        | 0        | 0        | 3        | 8        | 13       | 8        | 2         | 2          | 0          | 0           | 36    |
| 21:00      | 0       | 0        | 0        | 0        | 0        | 1        | 3        | 5        | 1        | 3        | 1         | 1          | 0          | 0           | 15    |
| 22:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 3        | 5        | 2        | 1         | 0          | 0          | 0           | 13    |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 1        | 2        | 2        | 1        | 2        | 0         | 0          | 0          | 0           | 8     |
| Total      | 1       | 1        | 0        | 1        | 0        | 14       | 68       | 276      | 378      | 281      | 153       | 34         | 10         | 8           | 1225  |

Daily

15th Percentile : 74 KPH  
50th Percentile : 85 KPH  
85th Percentile : 96 KPH  
95th Percentile : 103 KPH

Mean Speed(Average) : 86 KPH  
15 KPH Pace Speed : 81-95 KPH  
Number in Pace : 624  
Percent in Pace : 50.9%  
Number of Vehicles > 80 KPH : 864  
Percent of Vehicles > 80 KPH : 70.5%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2) Location: 50m North of Robertson Line

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 06-17-23   | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 0        | 0        | 0        | 0         | 0          | 0          | 1           | 3     |
| 01:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2         | 0          | 0          | 0           | 2     |
| 02:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 1        | 1         | 0          | 0          | 0           | 3     |
| 03:00      | 0       | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 1        | 0        | 0         | 0          | 0          | 0           | 2     |
| 04:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 0        | 0        | 1        | 0         | 0          | 0          | 0           | 3     |
| 05:00      | 0       | 0        | 0        | 0        | 0        | 0        | 5        | 0        | 4        | 4        | 0         | 1          | 0          | 0           | 14    |
| 06:00      | 0       | 0        | 0        | 0        | 0        | 1        | 3        | 5        | 8        | 7        | 3         | 0          | 0          | 1           | 28    |
| 07:00      | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 6        | 6        | 8        | 2         | 0          | 2          | 0           | 26    |
| 08:00      | 0       | 0        | 0        | 0        | 0        | 1        | 3        | 15       | 16       | 12       | 6         | 4          | 2          | 0           | 59    |
| 09:00      | 0       | 0        | 0        | 0        | 0        | 0        | 7        | 23       | 33       | 21       | 7         | 1          | 0          | 1           | 93    |
| 10:00      | 0       | 0        | 0        | 0        | 0        | 1        | 4        | 18       | 42       | 18       | 8         | 1          | 0          | 0           | 92    |
| 11:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 25       | 36       | 14       | 8         | 1          | 2          | 1           | 89    |
| 12 PM      | 0       | 0        | 0        | 0        | 0        | 0        | 5        | 26       | 37       | 31       | 14        | 3          | 0          | 0           | 116   |
| 13:00      | 0       | 0        | 0        | 0        | 0        | 0        | 5        | 14       | 44       | 20       | 8         | 2          | 1          | 0           | 94    |
| 14:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 21       | 27       | 22       | 12        | 2          | 0          | 1           | 87    |
| 15:00      | 1       | 0        | 1        | 0        | 0        | 0        | 2        | 22       | 19       | 11       | 8         | 2          | 0          | 0           | 66    |
| 16:00      | 0       | 0        | 3        | 0        | 0        | 2        | 8        | 15       | 22       | 17       | 8         | 3          | 0          | 0           | 78    |
| 17:00      | 1       | 0        | 0        | 0        | 0        | 2        | 5        | 14       | 27       | 15       | 12        | 3          | 0          | 1           | 80    |
| 18:00      | 0       | 0        | 0        | 0        | 0        | 4        | 2        | 8        | 16       | 4        | 2         | 1          | 0          | 0           | 37    |
| 19:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 5        | 16       | 15       | 3         | 2          | 0          | 0           | 43    |
| 20:00      | 0       | 0        | 0        | 0        | 0        | 0        | 4        | 9        | 16       | 9        | 7         | 1          | 0          | 0           | 46    |
| 21:00      | 0       | 0        | 0        | 0        | 0        | 1        | 4        | 2        | 6        | 9        | 2         | 3          | 0          | 0           | 27    |
| 22:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 2        | 3        | 3        | 4         | 0          | 0          | 0           | 13    |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 2        | 1        | 0        | 3         | 1          | 0          | 0           | 9     |
| Total      | 2       | 0        | 4        | 0        | 1        | 15       | 69       | 232      | 381      | 242      | 120       | 31         | 7          | 6           | 1110  |

Daily

15th Percentile : 74 KPH  
50th Percentile : 84 KPH  
85th Percentile : 95 KPH  
95th Percentile : 102 KPH

Mean Speed(Average) : 86 KPH  
15 KPH Pace Speed : 81-95 KPH  
Number in Pace : 593  
Percent in Pace : 53.4%  
Number of Vehicles > 80 KPH : 787  
Percent of Vehicles > 80 KPH : 70.9%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

#### Location: 50m North of Robertson Line

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 06-18-23   | 0       | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 1           | 2     |
| 01:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0         | 0          | 0          | 0           | 1     |
| 02:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0         | 0          | 0          | 0           | 1     |
| 03:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0         | 0          | 0          | 0           | 1     |
| 04:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 1        | 0        | 1         | 0          | 0          | 0           | 3     |
| 05:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 2        | 3        | 1         | 0          | 0          | 0           | 7     |
| 06:00      | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 4        | 5        | 3        | 0         | 1          | 0          | 0           | 15    |
| 07:00      | 2       | 0        | 0        | 0        | 0        | 1        | 0        | 7        | 8        | 4        | 0         | 0          | 0          | 0           | 22    |
| 08:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 12       | 11       | 11       | 13        | 3          | 1          | 0           | 53    |
| 09:00      | 0       | 0        | 0        | 0        | 0        | 2        | 3        | 13       | 26       | 12       | 9         | 1          | 0          | 0           | 66    |
| 10:00      | 0       | 0        | 0        | 0        | 0        | 1        | 5        | 23       | 27       | 23       | 10        | 2          | 0          | 0           | 91    |
| 11:00      | 0       | 0        | 0        | 0        | 0        | 0        | 3        | 22       | 38       | 17       | 4         | 1          | 1          | 1           | 87    |
| 12 PM      | 0       | 1        | 0        | 0        | 0        | 1        | 3        | 19       | 38       | 24       | 7         | 4          | 1          | 0           | 98    |
| 13:00      | 0       | 0        | 0        | 0        | 0        | 1        | 11       | 21       | 29       | 11       | 8         | 2          | 0          | 0           | 83    |
| 14:00      | 0       | 0        | 0        | 0        | 1        | 0        | 4        | 23       | 31       | 17       | 12        | 0          | 0          | 0           | 88    |
| 15:00      | 1       | 0        | 0        | 0        | 0        | 0        | 7        | 19       | 41       | 32       | 16        | 3          | 0          | 0           | 119   |
| 16:00      | 0       | 0        | 0        | 0        | 0        | 0        | 3        | 19       | 27       | 18       | 13        | 3          | 0          | 0           | 83    |
| 17:00      | 0       | 0        | 0        | 0        | 1        | 2        | 1        | 8        | 21       | 10       | 11        | 2          | 0          | 0           | 56    |
| 18:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 5        | 17       | 9        | 9         | 3          | 1          | 1           | 46    |
| 19:00      | 2       | 0        | 0        | 0        | 0        | 2        | 0        | 13       | 17       | 9        | 9         | 5          | 0          | 0           | 57    |
| 20:00      | 0       | 0        | 0        | 0        | 0        | 0        | 6        | 7        | 12       | 7        | 5         | 1          | 0          | 0           | 38    |
| 21:00      | 0       | 0        | 0        | 0        | 1        | 0        | 3        | 5        | 8        | 1        | 1         | 0          | 0          | 0           | 19    |
| 22:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 2        | 1        | 1        | 0         | 2          | 1          | 0           | 8     |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| Total      | 5       | 1        | 0        | 0        | 3        | 12       | 55       | 223      | 361      | 214      | 129       | 33         | 5          | 3           | 1044  |

Daily

15th Percentile : 74 KPH  
50th Percentile : 84 KPH  
85th Percentile : 96 KPH  
95th Percentile : 103 KPH

Mean Speed(Average) : 86 KPH  
15 KPH Pace Speed : 74-88 KPH  
Number in Pace : 556  
Percent in Pace : 53.3%  
Number of Vehicles > 80 KPH : 745  
Percent of Vehicles > 80 KPH : 71.4%



# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

#### Location: 50m North of Robertson Line

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 06-19-23   | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0         | 0          | 0          | 0           | 1     |
| 01:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 02:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 03:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0         | 0          | 0          | 0           | 1     |
| 04:00      | 0       | 0        | 0        | 0        | 1        | 0        | 1        | 4        | 0        | 2        | 0         | 0          | 1          | 0           | 9     |
| 05:00      | 0       | 0        | 0        | 0        | 0        | 0        | 3        | 8        | 14       | 9        | 6         | 2          | 1          | 0           | 43    |
| 06:00      | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 10       | 16       | 10       | 4         | 2          | 0          | 0           | 44    |
| 07:00      | 0       | 1        | 0        | 0        | 0        | 1        | 7        | 10       | 25       | 18       | 9         | 2          | 2          | 1           | 76    |
| 08:00      | 0       | 0        | 0        | 0        | 0        | 0        | 4        | 19       | 28       | 20       | 8         | 0          | 0          | 0           | 79    |
| 09:00      | 0       | 1        | 0        | 0        | 0        | 0        | 8        | 20       | 20       | 10       | 6         | 2          | 0          | 0           | 67    |
| 10:00      | 0       | 0        | 0        | 0        | 0        | 0        | 3        | 18       | 19       | 19       | 6         | 1          | 0          | 1           | 67    |
| 11:00      | 0       | 0        | 0        | 0        | 0        | 0        | 4        | 22       | 21       | 12       | 3         | 2          | 0          | 0           | 64    |
| 12 PM      | 0       | 0        | 0        | 0        | 2        | 2        | 7        | 18       | 39       | 17       | 8         | 0          | 0          | 0           | 93    |
| 13:00      | 0       | 0        | 0        | 1        | 2        | 2        | 5        | 17       | 28       | 16       | 14        | 2          | 0          | 1           | 88    |
| 14:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 19       | 34       | 10       | 3         | 0          | 0          | 0           | 68    |
| 15:00      | 0       | 0        | 0        | 0        | 0        | 0        | 5        | 20       | 29       | 11       | 3         | 5          | 1          | 0           | 74    |
| 16:00      | 0       | 0        | 0        | 0        | 0        | 0        | 5        | 24       | 33       | 20       | 6         | 2          | 1          | 0           | 91    |
| 17:00      | 0       | 0        | 0        | 0        | 0        | 0        | 3        | 23       | 19       | 13       | 7         | 1          | 0          | 0           | 66    |
| 18:00      | 0       | 0        | 0        | 0        | 0        | 0        | 4        | 11       | 22       | 13       | 8         | 3          | 0          | 1           | 62    |
| 19:00      | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 15       | 16       | 6        | 5         | 4          | 1          | 0           | 49    |
| 20:00      | 0       | 0        | 0        | 0        | 0        | 1        | 4        | 5        | 9        | 5        | 1         | 0          | 0          | 1           | 26    |
| 21:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 4        | 12       | 2        | 2         | 0          | 1          | 0           | 22    |
| 22:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 1        | 2        | 0        | 2         | 0          | 1          | 0           | 7     |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 1        | 0         | 0          | 0          | 1           | 3     |
| Total      | 0       | 2        | 0        | 1        | 5        | 8        | 69       | 270      | 387      | 214      | 101       | 28         | 9          | 6           | 1100  |

Daily

15th Percentile : 74 KPH  
50th Percentile : 83 KPH  
85th Percentile : 95 KPH  
95th Percentile : 102 KPH

Mean Speed(Average) : 85 KPH  
15 KPH Pace Speed : 74-88 KPH  
Number in Pace : 623  
Percent in Pace : 56.6%  
Number of Vehicles > 80 KPH : 745  
Percent of Vehicles > 80 KPH : 67.7%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2) Location: 50m North of Robertson Line

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 06-20-23   | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 01:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0         | 0          | 0          | 0           | 1     |
| 02:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 03:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 04:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 2        | 2        | 4        | 1         | 1          | 0          | 0           | 10    |
| 05:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 7        | 8        | 8        | 5         | 3          | 2          | 0           | 35    |
| 06:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 10       | 12       | 17       | 19        | 2          | 0          | 1           | 63    |
| 07:00      | 0       | 0        | 0        | 0        | 1        | 2        | 1        | 19       | 28       | 19       | 17        | 4          | 0          | 0           | 91    |
| 08:00      | 0       | 0        | 0        | 5        | 0        | 0        | 7        | 22       | 29       | 13       | 5         | 2          | 0          | 0           | 83    |
| 09:00      | 0       | 0        | 0        | 0        | 0        | 0        | 4        | 27       | 24       | 9        | 5         | 3          | 0          | 0           | 72    |
| 10:00      | 0       | 0        | 0        | 0        | 0        | 0        | 6        | 16       | 21       | 17       | 7         | 1          | 0          | 0           | 68    |
| 11:00      | 0       | 0        | 0        | 0        | 0        | 3        | 5        | 14       | 28       | 19       | 6         | 2          | 0          | 0           | 77    |
| 12 PM      | 0       | 0        | 0        | 0        | 0        | 3        | 2        | 16       | 29       | 17       | 5         | 1          | 0          | 0           | 73    |
| 13:00      | 0       | 0        | 0        | 0        | 0        | 0        | 6        | 24       | 21       | 16       | 6         | 1          | 0          | 0           | 74    |
| 14:00      | 0       | 0        | 0        | 0        | 0        | 1        | 2        | 17       | 23       | 24       | 12        | 1          | 1          | 1           | 82    |
| 15:00      | 0       | 0        | 0        | 1        | 0        | 1        | 3        | 24       | 20       | 17       | 14        | 2          | 0          | 0           | 82    |
| 16:00      | 0       | 0        | 0        | 1        | 2        | 0        | 11       | 17       | 28       | 18       | 10        | 1          | 0          | 0           | 88    |
| 17:00      | 0       | 0        | 0        | 0        | 0        | 0        | 7        | 17       | 31       | 20       | 10        | 1          | 0          | 0           | 86    |
| 18:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 10       | 11       | 12       | 8         | 2          | 2          | 0           | 47    |
| 19:00      | 0       | 0        | 0        | 0        | 0        | 3        | 3        | 8        | 7        | 9        | 4         | 2          | 0          | 0           | 36    |
| 20:00      | 0       | 0        | 0        | 0        | 0        | 0        | 5        | 9        | 13       | 8        | 4         | 0          | 1          | 0           | 40    |
| 21:00      | 0       | 0        | 0        | 0        | 0        | 0        | 3        | 6        | 8        | 1        | 0         | 1          | 0          | 0           | 19    |
| 22:00      | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 4        | 2        | 2        | 2         | 1          | 0          | 0           | 13    |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 2        | 0        | 0        | 1         | 0          | 0          | 0           | 3     |
| Total      | 0       | 0        | 0        | 7        | 3        | 14       | 72       | 272      | 345      | 250      | 141       | 31         | 6          | 2           | 1143  |

Daily

15th Percentile : 74 KPH  
50th Percentile : 84 KPH  
85th Percentile : 96 KPH  
95th Percentile : 102 KPH

Mean Speed(Average) : 86 KPH  
15 KPH Pace Speed : 74-88 KPH  
Number in Pace : 583  
Percent in Pace : 51.0%  
Number of Vehicles > 80 KPH : 775  
Percent of Vehicles > 80 KPH : 67.8%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2) Location: 50m North of Robertson Line

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 06-21-23   | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 01:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0         | 0          | 1          | 0           | 2     |
| 02:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 03:00      | 0       | 0        | 0        | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 2     |
| 04:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 3        | 1        | 0        | 0         | 0          | 0          | 0           | 5     |
| 05:00      | 0       | 0        | 1        | 0        | 0        | 0        | 1        | 5        | 10       | 13       | 9         | 2          | 0          | 0           | 41    |
| 06:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 7        | 21       | 15       | 13        | 5          | 1          | 1           | 64    |
| 07:00      | 0       | 0        | 0        | 0        | 1        | 3        | 0        | 8        | 27       | 23       | 10        | 4          | 1          | 1           | 78    |
| 08:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 26       | 19       | 16       | 5         | 1          | 1          | 0           | 70    |
| 09:00      | 0       | 0        | 0        | 0        | 0        | 1        | 2        | 16       | 24       | 8        | 6         | 3          | 0          | 0           | 60    |
| 10:00      | 0       | 0        | 0        | 0        | 0        | 0        | 3        | 17       | 19       | 12       | 9         | 3          | 1          | 0           | 64    |
| 11:00      | 0       | 0        | 0        | 0        | 0        | 2        | 6        | 17       | 20       | 17       | 4         | 2          | 1          | 0           | 69    |
| 12 PM      | 0       | 0        | 0        | 0        | 0        | 1        | 7        | 21       | 39       | 12       | 4         | 0          | 0          | 0           | 84    |
| 13:00      | 1       | 0        | 1        | 0        | 0        | 1        | 5        | 18       | 35       | 11       | 7         | 0          | 1          | 0           | 80    |
| 14:00      | 0       | 0        | 1        | 0        | 0        | 1        | 5        | 17       | 25       | 14       | 7         | 1          | 1          | 1           | 73    |
| 15:00      | 0       | 0        | 0        | 0        | 0        | 1        | 5        | 23       | 31       | 24       | 10        | 0          | 2          | 0           | 96    |
| 16:00      | 0       | 0        | 0        | 0        | 0        | 0        | 3        | 15       | 27       | 24       | 14        | 2          | 0          | 0           | 85    |
| 17:00      | 0       | 0        | 0        | 0        | 0        | 1        | 9        | 11       | 18       | 18       | 14        | 2          | 0          | 0           | 73    |
| 18:00      | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 10       | 20       | 14       | 6         | 1          | 0          | 0           | 52    |
| 19:00      | 0       | 0        | 4        | 2        | 0        | 0        | 8        | 5        | 14       | 12       | 8         | 4          | 1          | 0           | 58    |
| 20:00      | 0       | 0        | 0        | 0        | 0        | 2        | 4        | 4        | 11       | 4        | 5         | 1          | 0          | 1           | 32    |
| 21:00      | 0       | 0        | 0        | 0        | 0        | 1        | 3        | 10       | 7        | 5        | 5         | 0          | 0          | 0           | 31    |
| 22:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 3        | 2        | 1         | 0          | 0          | 0           | 7     |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 2         | 1          | 0          | 0           | 4     |
| Total      | 1       | 0        | 8        | 2        | 1        | 16       | 65       | 234      | 372      | 245      | 139       | 32         | 11         | 4           | 1130  |

Daily

15th Percentile : 74 KPH  
50th Percentile : 85 KPH  
85th Percentile : 96 KPH  
95th Percentile : 103 KPH

Mean Speed(Average) : 86 KPH  
15 KPH Pace Speed : 81-95 KPH  
Number in Pace : 586  
Percent in Pace : 51.9%  
Number of Vehicles > 80 KPH : 803  
Percent of Vehicles > 80 KPH : 71.1%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2) Location: 50m North of Robertson Line

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 06-22-23   | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1         | 0          | 0          | 0           | 1     |
| 01:00      | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 1           | 2     |
| 02:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 03:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1          | 0          | 0           | 1     |
| 04:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 2        | 1        | 0        | 3         | 0          | 0          | 0           | 6     |
| 05:00      | 0       | 0        | 0        | 0        | 0        | 1        | 2        | 4        | 9        | 5        | 6         | 1          | 0          | 0           | 28    |
| 06:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 8        | 16       | 15       | 10        | 4          | 1          | 1           | 57    |
| 07:00      | 0       | 1        | 0        | 0        | 0        | 1        | 3        | 9        | 28       | 22       | 13        | 3          | 0          | 0           | 80    |
| 08:00      | 0       | 0        | 0        | 0        | 0        | 0        | 4        | 21       | 28       | 18       | 16        | 1          | 1          | 0           | 89    |
| 09:00      | 0       | 0        | 0        | 0        | 1        | 5        | 5        | 19       | 25       | 16       | 7         | 1          | 1          | 0           | 80    |
| 10:00      | 0       | 2        | 0        | 0        | 0        | 2        | 7        | 30       | 22       | 20       | 4         | 5          | 2          | 0           | 94    |
| 11:00      | 0       | 0        | 0        | 0        | 0        | 1        | 3        | 24       | 31       | 17       | 16        | 3          | 0          | 1           | 96    |
| 12 PM      | 0       | 0        | 0        | 0        | 0        | 3        | 9        | 21       | 20       | 14       | 15        | 2          | 0          | 0           | 84    |
| 13:00      | 0       | 0        | 0        | 0        | 0        | 0        | 10       | 13       | 20       | 12       | 9         | 4          | 0          | 1           | 69    |
| 14:00      | 0       | 0        | 0        | 0        | 0        | 2        | 4        | 17       | 23       | 20       | 4         | 5          | 1          | 0           | 76    |
| 15:00      | 0       | 2        | 0        | 0        | 0        | 1        | 5        | 13       | 27       | 21       | 10        | 2          | 0          | 0           | 81    |
| 16:00      | 0       | 0        | 0        | 0        | 0        | 1        | 6        | 19       | 32       | 39       | 11        | 0          | 0          | 0           | 108   |
| 17:00      | 0       | 1        | 1        | 0        | 0        | 0        | 5        | 27       | 40       | 18       | 12        | 0          | 0          | 1           | 105   |
| 18:00      | 0       | 1        | 0        | 0        | 0        | 0        | 1        | 12       | 21       | 11       | 19        | 2          | 0          | 1           | 68    |
| 19:00      | 0       | 1        | 0        | 0        | 0        | 1        | 2        | 13       | 21       | 14       | 4         | 4          | 0          | 0           | 60    |
| 20:00      | 0       | 0        | 0        | 0        | 0        | 0        | 3        | 6        | 13       | 3        | 5         | 1          | 0          | 0           | 31    |
| 21:00      | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 7        | 7        | 4        | 3         | 0          | 0          | 0           | 23    |
| 22:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 1         | 0          | 0          | 1           | 4     |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 1        | 0        | 0         | 0          | 0          | 0           | 2     |
| Total      | 1       | 8        | 1        | 0        | 1        | 19       | 73       | 266      | 385      | 270      | 169       | 39         | 6          | 7           | 1245  |

Daily

15th Percentile : 74 KPH  
50th Percentile : 85 KPH  
85th Percentile : 97 KPH  
95th Percentile : 103 KPH

Mean Speed(Average) : 86 KPH  
15 KPH Pace Speed : 81-95 KPH  
Number in Pace : 621  
Percent in Pace : 49.9%  
Number of Vehicles > 80 KPH : 876  
Percent of Vehicles > 80 KPH : 70.4%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2) Location: 50m North of Robertson Line

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 06-23-23   | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2        | 1         | 0          | 0          | 0           | 3     |
| 01:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 1     |
| 02:00      | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 1        | 0         | 0          | 0          | 0           | 2     |
| 03:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0         | 0          | 0          | 0           | 1     |
| 04:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 1        | 1        | 1         | 0          | 0          | 0           | 4     |
| 05:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 2        | 6        | 11       | 9         | 2          | 0          | 0           | 31    |
| 06:00      | 0       | 0        | 0        | 0        | 0        | 0        | 4        | 10       | 15       | 9        | 14        | 2          | 1          | 0           | 55    |
| 07:00      | 0       | 0        | 0        | 0        | 0        | 0        | 7        | 12       | 20       | 25       | 12        | 2          | 0          | 0           | 78    |
| 08:00      | 0       | 0        | 0        | 0        | 1        | 5        | 14       | 21       | 30       | 11       | 6         | 2          | 1          | 0           | 91    |
| 09:00      | 0       | 0        | 0        | 0        | 0        | 6        | 8        | 24       | 37       | 18       | 5         | 2          | 0          | 0           | 100   |
| 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       | 0        | 0        | 1        | 1        | 11       | 35       | 71       | 109      | 78       | 48        | 10         | 2          | 0           | 366   |

Daily

15th Percentile : 72 KPH  
50th Percentile : 84 KPH  
85th Percentile : 96 KPH  
95th Percentile : 102 KPH

Mean Speed(Average) : 85 KPH  
15 KPH Pace Speed : 81-95 KPH  
Number in Pace : 177  
Percent in Pace : 48.4%  
Number of Vehicles > 80 KPH : 247  
Percent of Vehicles > 80 KPH : 67.5%

|             |    |    |    |    |    |     |     |      |      |      |      |     |    |    |      |
|-------------|----|----|----|----|----|-----|-----|------|------|------|------|-----|----|----|------|
| Grand Total | 10 | 12 | 13 | 12 | 17 | 115 | 540 | 1993 | 2955 | 1934 | 1081 | 259 | 60 | 38 | 9039 |
|-------------|----|----|----|----|----|-----|-----|------|------|------|------|-----|----|----|------|

Overall

15th Percentile : 74 KPH  
50th Percentile : 84 KPH  
85th Percentile : 96 KPH  
95th Percentile : 103 KPH

Mean Speed(Average) : 86 KPH  
15 KPH Pace Speed : 74-88 KPH  
Number in Pace : 4699  
Percent in Pace : 52.0%  
Number of Vehicles > 80 KPH : 6327  
Percent of Vehicles > 80 KPH : 70.0%

# County of Renfrew

## Public Works and Engineering

Page 1

### White Lake Road (County Road 2)

#### Location: 100m North of Civic Address 1511

Site Code: 002002  
Station ID:

Latitude: 0' 0.0000 Undefined

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 09-07-23   | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 01:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 02:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 03:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 04:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 05:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 06:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 07:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 08:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 09:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 10:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 11:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 12 PM      | 0       | 0        | 0        | 0        | 4        | 18       | 30       | 33       | 31       | 3        | 1         | 0          | 0          | 0           | 120   |
| 13:00      | 0       | 0        | 0        | 0        | 2        | 9        | 25       | 27       | 23       | 4        | 0         | 1          | 0          | 0           | 91    |
| 14:00      | 0       | 0        | 0        | 0        | 1        | 14       | 24       | 39       | 27       | 11       | 4         | 0          | 0          | 0           | 120   |
| 15:00      | 0       | 0        | 0        | 0        | 4        | 10       | 26       | 39       | 25       | 10       | 4         | 2          | 1          | 0           | 121   |
| 16:00      | 0       | 0        | 1        | 0        | 2        | 10       | 23       | 35       | 23       | 4        | 8         | 0          | 0          | 0           | 106   |
| 17:00      | 0       | 0        | 0        | 2        | 2        | 9        | 21       | 27       | 23       | 16       | 8         | 0          | 0          | 0           | 108   |
| 18:00      | 0       | 0        | 0        | 1        | 1        | 5        | 18       | 16       | 20       | 6        | 2         | 1          | 0          | 0           | 70    |
| 19:00      | 0       | 0        | 2        | 0        | 3        | 7        | 21       | 17       | 13       | 10       | 2         | 0          | 0          | 0           | 75    |
| 20:00      | 0       | 0        | 4        | 7        | 7        | 4        | 8        | 9        | 2        | 0        | 0         | 0          | 0          | 0           | 41    |
| 21:00      | 0       | 0        | 2        | 1        | 4        | 5        | 4        | 3        | 1        | 1        | 2         | 0          | 0          | 0           | 23    |
| 22:00      | 0       | 0        | 0        | 0        | 0        | 3        | 2        | 1        | 2        | 2        | 1         | 0          | 0          | 0           | 11    |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 0        | 0        | 1        | 0         | 0          | 0          | 0           | 3     |
| Total      | 0       | 0        | 9        | 11       | 30       | 94       | 204      | 246      | 190      | 68       | 32        | 4          | 1          | 0           | 889   |

Daily

15th Percentile : 63 KPH  
50th Percentile : 75 KPH  
85th Percentile : 86 KPH  
95th Percentile : 95 KPH

Mean Speed(Average) : 75 KPH  
15 KPH Pace Speed : 66-80 KPH  
Number in Pace : 424  
Percent in Pace : 47.7%  
Number of Vehicles > 80 KPH : 295  
Percent of Vehicles > 80 KPH : 33.2%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

Location: 100m North of Civic Address 1511

Site Code: 002002  
Station ID:

Latitude: 0' 0.0000 Undefined

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 09-08-23   | 0       | 0        | 0        | 0        | 0        | 2        | 0        | 1        | 0        | 1        | 0         | 0          | 0          | 0           | 4     |
| 01:00      | 0       | 0        | 0        | 1        | 0        | 4        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 5     |
| 02:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 1     |
| 03:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 04:00      | 0       | 0        | 0        | 0        | 0        | 2        | 1        | 3        | 4        | 0        | 0         | 1          | 0          | 0           | 11    |
| 05:00      | 0       | 0        | 0        | 0        | 2        | 3        | 11       | 13       | 8        | 4        | 2         | 1          | 1          | 0           | 45    |
| 06:00      | 0       | 0        | 0        | 0        | 0        | 4        | 23       | 26       | 9        | 7        | 5         | 1          | 0          | 0           | 75    |
| 07:00      | 0       | 0        | 0        | 1        | 13       | 12       | 27       | 33       | 26       | 9        | 6         | 2          | 0          | 0           | 129   |
| 08:00      | 0       | 0        | 0        | 2        | 1        | 17       | 33       | 24       | 24       | 8        | 3         | 0          | 0          | 0           | 112   |
| 09:00      | 1       | 0        | 0        | 1        | 3        | 15       | 25       | 29       | 22       | 8        | 1         | 1          | 0          | 0           | 106   |
| 10:00      | 0       | 0        | 0        | 0        | 1        | 11       | 34       | 36       | 24       | 7        | 7         | 0          | 0          | 0           | 120   |
| 11:00      | 0       | 0        | 0        | 0        | 3        | 7        | 25       | 35       | 15       | 4        | 4         | 4          | 0          | 0           | 97    |
| 12 PM      | 0       | 0        | 0        | 0        | 0        | 12       | 37       | 48       | 29       | 13       | 5         | 2          | 0          | 0           | 146   |
| 13:00      | 0       | 0        | 0        | 0        | 1        | 9        | 26       | 39       | 26       | 10       | 8         | 0          | 0          | 0           | 119   |
| 14:00      | 0       | 0        | 0        | 1        | 1        | 9        | 21       | 29       | 28       | 13       | 6         | 1          | 0          | 1           | 110   |
| 15:00      | 0       | 0        | 0        | 0        | 2        | 14       | 34       | 47       | 41       | 11       | 6         | 1          | 0          | 0           | 156   |
| 16:00      | 0       | 0        | 0        | 2        | 5        | 11       | 29       | 52       | 41       | 20       | 3         | 0          | 1          | 0           | 164   |
| 17:00      | 0       | 0        | 0        | 0        | 2        | 3        | 21       | 42       | 33       | 10       | 7         | 2          | 0          | 1           | 121   |
| 18:00      | 0       | 0        | 0        | 1        | 5        | 6        | 13       | 30       | 22       | 6        | 2         | 0          | 0          | 0           | 85    |
| 19:00      | 0       | 1        | 0        | 0        | 1        | 5        | 29       | 22       | 12       | 5        | 0         | 0          | 0          | 0           | 75    |
| 20:00      | 0       | 0        | 0        | 1        | 0        | 8        | 4        | 13       | 8        | 2        | 1         | 0          | 0          | 0           | 37    |
| 21:00      | 0       | 0        | 0        | 0        | 0        | 6        | 5        | 11       | 4        | 3        | 1         | 0          | 0          | 0           | 30    |
| 22:00      | 0       | 0        | 0        | 0        | 2        | 5        | 1        | 1        | 5        | 0        | 0         | 1          | 0          | 1           | 16    |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 3        | 0        | 0        | 1         | 0          | 0          | 0           | 5     |
| Total      | 1       | 1        | 0        | 10       | 42       | 165      | 401      | 537      | 381      | 141      | 68        | 17         | 2          | 3           | 1769  |

Daily

15th Percentile : 64 KPH  
50th Percentile : 75 KPH  
85th Percentile : 87 KPH  
95th Percentile : 95 KPH

Mean Speed(Average) : 77 KPH  
15 KPH Pace Speed : 66-80 KPH  
Number in Pace : 888  
Percent in Pace : 50.2%  
Number of Vehicles > 80 KPH : 612  
Percent of Vehicles > 80 KPH : 34.6%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

Location: 100m North of Civic Address 1511

Site Code: 002002  
Station ID:

Latitude: 0' 0.0000 Undefined

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 09-09-23   | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 2     |
| 01:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0         | 0          | 0          | 1           | 2     |
| 02:00      | 0       | 0        | 0        | 1        | 0        | 0        | 1        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 2     |
| 03:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1         | 0          | 0          | 0           | 1     |
| 04:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 1         | 0          | 0          | 0           | 2     |
| 05:00      | 0       | 0        | 0        | 0        | 0        | 3        | 2        | 3        | 0        | 3        | 1         | 0          | 0          | 0           | 12    |
| 06:00      | 0       | 0        | 0        | 0        | 1        | 2        | 5        | 4        | 6        | 1        | 1         | 0          | 0          | 0           | 20    |
| 07:00      | 0       | 0        | 0        | 0        | 5        | 3        | 5        | 10       | 7        | 4        | 0         | 1          | 3          | 0           | 38    |
| 08:00      | 0       | 0        | 0        | 0        | 3        | 10       | 23       | 29       | 22       | 7        | 2         | 0          | 0          | 0           | 96    |
| 09:00      | 0       | 0        | 0        | 0        | 1        | 11       | 31       | 37       | 26       | 18       | 4         | 1          | 0          | 0           | 129   |
| 10:00      | 0       | 0        | 0        | 0        | 1        | 15       | 21       | 32       | 33       | 8        | 4         | 1          | 0          | 0           | 115   |
| 11:00      | 0       | 0        | 0        | 1        | 3        | 10       | 28       | 39       | 27       | 19       | 7         | 1          | 0          | 0           | 135   |
| 12 PM      | 0       | 0        | 1        | 0        | 6        | 17       | 28       | 51       | 17       | 10       | 5         | 1          | 0          | 0           | 136   |
| 13:00      | 0       | 0        | 0        | 0        | 1        | 9        | 29       | 47       | 29       | 16       | 5         | 1          | 0          | 0           | 137   |
| 14:00      | 0       | 0        | 0        | 3        | 2        | 8        | 25       | 30       | 26       | 8        | 5         | 2          | 0          | 0           | 109   |
| 15:00      | 0       | 0        | 1        | 2        | 2        | 10       | 28       | 39       | 21       | 8        | 7         | 1          | 0          | 0           | 119   |
| 16:00      | 0       | 0        | 2        | 1        | 4        | 7        | 34       | 26       | 25       | 13       | 5         | 2          | 0          | 0           | 119   |
| 17:00      | 0       | 0        | 0        | 2        | 3        | 7        | 27       | 22       | 26       | 8        | 3         | 0          | 0          | 0           | 98    |
| 18:00      | 0       | 0        | 0        | 1        | 1        | 9        | 22       | 31       | 13       | 10       | 0         | 1          | 0          | 0           | 88    |
| 19:00      | 0       | 0        | 0        | 1        | 0        | 10       | 13       | 19       | 11       | 2        | 1         | 3          | 0          | 0           | 60    |
| 20:00      | 0       | 0        | 0        | 0        | 2        | 7        | 10       | 17       | 8        | 3        | 2         | 1          | 0          | 0           | 50    |
| 21:00      | 0       | 0        | 0        | 0        | 1        | 3        | 5        | 7        | 8        | 2        | 0         | 1          | 0          | 0           | 27    |
| 22:00      | 0       | 0        | 0        | 0        | 0        | 0        | 4        | 2        | 3        | 1        | 1         | 0          | 0          | 0           | 11    |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 0        | 4        | 6        | 4        | 0        | 0         | 0          | 0          | 1           | 15    |
| Total      | 0       | 0        | 4        | 12       | 36       | 142      | 346      | 452      | 312      | 142      | 55        | 17         | 3          | 2           | 1523  |

Daily

15th Percentile : 64 KPH  
50th Percentile : 75 KPH  
85th Percentile : 87 KPH  
95th Percentile : 95 KPH

Mean Speed(Average) : 77 KPH  
15 KPH Pace Speed : 66-80 KPH  
Number in Pace : 755  
Percent in Pace : 49.6%  
Number of Vehicles > 80 KPH : 531  
Percent of Vehicles > 80 KPH : 34.9%



# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2) Location: 100m North of Civic Address 1511

Site Code: 002002  
Station ID:

Latitude: 0' 0.0000 Undefined

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 09-10-23   | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 3        | 1        | 0        | 3         | 0          | 0          | 1           | 8     |
| 01:00      | 0       | 0        | 0        | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 2     |
| 02:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 0        | 3        | 2        | 0         | 0          | 0          | 0           | 7     |
| 03:00      | 0       | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 1        | 1         | 0          | 0          | 0           | 3     |
| 04:00      | 0       | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 1     |
| 05:00      | 0       | 0        | 0        | 1        | 3        | 5        | 1        | 2        | 3        | 0        | 2         | 0          | 0          | 0           | 17    |
| 06:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 6        | 3        | 0        | 0         | 1          | 0          | 1           | 13    |
| 07:00      | 0       | 1        | 0        | 0        | 3        | 4        | 5        | 8        | 1        | 3        | 2         | 0          | 0          | 0           | 27    |
| 08:00      | 0       | 1        | 0        | 1        | 1        | 5        | 13       | 10       | 14       | 8        | 5         | 0          | 0          | 0           | 58    |
| 09:00      | 0       | 0        | 0        | 0        | 6        | 17       | 30       | 28       | 25       | 7        | 2         | 0          | 0          | 0           | 115   |
| 10:00      | 0       | 0        | 0        | 0        | 2        | 8        | 29       | 46       | 20       | 8        | 3         | 0          | 0          | 0           | 116   |
| 11:00      | 0       | 1        | 0        | 1        | 2        | 15       | 39       | 45       | 22       | 17       | 8         | 1          | 0          | 0           | 151   |
| 12 PM      | 0       | 0        | 0        | 0        | 2        | 14       | 38       | 37       | 35       | 11       | 2         | 3          | 0          | 0           | 142   |
| 13:00      | 0       | 1        | 0        | 2        | 3        | 14       | 38       | 43       | 29       | 11       | 10        | 0          | 0          | 0           | 151   |
| 14:00      | 0       | 0        | 0        | 1        | 1        | 23       | 34       | 40       | 32       | 11       | 6         | 1          | 0          | 1           | 150   |
| 15:00      | 0       | 0        | 1        | 3        | 3        | 17       | 35       | 30       | 15       | 9        | 2         | 1          | 1          | 1           | 118   |
| 16:00      | 1       | 0        | 0        | 1        | 4        | 9        | 30       | 40       | 23       | 7        | 9         | 0          | 1          | 0           | 125   |
| 17:00      | 0       | 0        | 0        | 0        | 2        | 5        | 23       | 34       | 22       | 13       | 3         | 1          | 0          | 0           | 103   |
| 18:00      | 0       | 0        | 0        | 1        | 3        | 5        | 14       | 28       | 14       | 11       | 1         | 0          | 0          | 0           | 77    |
| 19:00      | 0       | 0        | 0        | 2        | 3        | 14       | 18       | 18       | 16       | 4        | 0         | 0          | 0          | 0           | 75    |
| 20:00      | 0       | 0        | 0        | 0        | 2        | 5        | 10       | 10       | 12       | 2        | 1         | 0          | 0          | 0           | 42    |
| 21:00      | 0       | 0        | 0        | 0        | 0        | 1        | 5        | 10       | 2        | 1        | 0         | 1          | 0          | 0           | 20    |
| 22:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 2        | 0        | 1        | 3         | 0          | 0          | 0           | 6     |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 2        | 1        | 0        | 0         | 0          | 0          | 0           | 5     |
| Total      | 1       | 4        | 1        | 13       | 42       | 163      | 368      | 442      | 293      | 127      | 63        | 9          | 2          | 4           | 1532  |

Daily

15th Percentile : 64 KPH  
50th Percentile : 75 KPH  
85th Percentile : 87 KPH  
95th Percentile : 95 KPH

Mean Speed(Average) : 76 KPH  
15 KPH Pace Speed : 66-80 KPH  
Number in Pace : 764  
Percent in Pace : 49.9%  
Number of Vehicles > 80 KPH : 498  
Percent of Vehicles > 80 KPH : 32.5%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

Location: 100m North of Civic Address 1511

Site Code: 002002  
Station ID:

Latitude: 0' 0.0000 Undefined

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 09-11-23   | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 0         | 0          | 0          | 0           | 2     |
| 01:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 02:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0         | 0          | 0          | 0           | 1     |
| 03:00      | 0       | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 1     |
| 04:00      | 0       | 0        | 0        | 0        | 1        | 0        | 4        | 4        | 5        | 0        | 0         | 0          | 0          | 2           | 16    |
| 05:00      | 0       | 0        | 0        | 3        | 5        | 15       | 12       | 16       | 3        | 2        | 1         | 1          | 0          | 0           | 58    |
| 06:00      | 0       | 0        | 0        | 0        | 6        | 14       | 26       | 27       | 15       | 3        | 7         | 1          | 0          | 1           | 100   |
| 07:00      | 0       | 0        | 0        | 3        | 3        | 21       | 37       | 31       | 15       | 11       | 3         | 2          | 0          | 0           | 126   |
| 08:00      | 1       | 0        | 0        | 0        | 2        | 6        | 27       | 26       | 17       | 7        | 3         | 1          | 0          | 1           | 91    |
| 09:00      | 0       | 0        | 0        | 1        | 4        | 12       | 26       | 37       | 20       | 11       | 3         | 1          | 0          | 0           | 115   |
| 10:00      | 0       | 0        | 0        | 0        | 1        | 10       | 18       | 34       | 22       | 7        | 6         | 2          | 0          | 0           | 100   |
| 11:00      | 0       | 1        | 0        | 0        | 2        | 10       | 30       | 33       | 21       | 12       | 5         | 1          | 1          | 0           | 116   |
| 12 PM      | 0       | 0        | 0        | 1        | 2        | 9        | 27       | 40       | 31       | 20       | 1         | 1          | 0          | 0           | 132   |
| 13:00      | 0       | 0        | 0        | 0        | 1        | 17       | 32       | 26       | 14       | 13       | 5         | 0          | 0          | 0           | 108   |
| 14:00      | 0       | 0        | 0        | 0        | 7        | 12       | 23       | 49       | 28       | 9        | 4         | 0          | 0          | 0           | 132   |
| 15:00      | 0       | 0        | 0        | 0        | 3        | 15       | 27       | 34       | 21       | 12       | 7         | 0          | 0          | 0           | 119   |
| 16:00      | 0       | 0        | 1        | 1        | 2        | 8        | 31       | 36       | 33       | 11       | 4         | 2          | 0          | 0           | 129   |
| 17:00      | 0       | 0        | 0        | 1        | 1        | 6        | 23       | 24       | 23       | 17       | 5         | 2          | 0          | 0           | 102   |
| 18:00      | 0       | 0        | 0        | 0        | 1        | 7        | 6        | 29       | 15       | 8        | 2         | 2          | 0          | 0           | 70    |
| 19:00      | 0       | 0        | 0        | 0        | 1        | 11       | 15       | 20       | 19       | 1        | 4         | 0          | 0          | 1           | 72    |
| 20:00      | 0       | 1        | 1        | 1        | 0        | 2        | 3        | 5        | 6        | 2        | 1         | 1          | 0          | 0           | 23    |
| 21:00      | 0       | 0        | 1        | 0        | 0        | 1        | 8        | 1        | 5        | 1        | 0         | 0          | 0          | 0           | 17    |
| 22:00      | 0       | 0        | 0        | 0        | 1        | 1        | 0        | 1        | 2        | 1        | 0         | 0          | 0          | 0           | 6     |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 1        | 1        | 1        | 0         | 0          | 1          | 0           | 5     |
| Total      | 1       | 2        | 3        | 11       | 43       | 178      | 377      | 475      | 316      | 150      | 61        | 17         | 2          | 5           | 1641  |

Daily

15th Percentile : 64 KPH  
50th Percentile : 75 KPH  
85th Percentile : 87 KPH  
95th Percentile : 95 KPH

Mean Speed(Average) : 76 KPH  
15 KPH Pace Speed : 66-80 KPH  
Number in Pace : 805  
Percent in Pace : 49.1%  
Number of Vehicles > 80 KPH : 551  
Percent of Vehicles > 80 KPH : 33.6%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

Location: 100m North of Civic Address 1511

Site Code: 002002  
Station ID:

Latitude: 0' 0.0000 Undefined

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 09-12-23   | 0       | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 0        | 0        | 0         | 0          | 0          | 0           | 2     |
| 01:00      | 0       | 0        | 0        | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 2     |
| 02:00      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 1     |
| 03:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0         | 1          | 0          | 0           | 2     |
| 04:00      | 0       | 0        | 0        | 0        | 1        | 0        | 3        | 6        | 1        | 1        | 2         | 1          | 0          | 0           | 15    |
| 05:00      | 0       | 0        | 0        | 0        | 0        | 1        | 11       | 17       | 10       | 4        | 7         | 1          | 0          | 0           | 51    |
| 06:00      | 0       | 0        | 0        | 1        | 1        | 9        | 22       | 23       | 24       | 4        | 5         | 0          | 0          | 1           | 90    |
| 07:00      | 0       | 0        | 0        | 0        | 0        | 15       | 24       | 36       | 28       | 6        | 5         | 3          | 0          | 1           | 118   |
| 08:00      | 0       | 0        | 0        | 3        | 1        | 10       | 37       | 35       | 20       | 6        | 3         | 1          | 0          | 0           | 116   |
| 09:00      | 0       | 0        | 0        | 0        | 4        | 19       | 39       | 32       | 25       | 5        | 0         | 2          | 0          | 0           | 126   |
| 10:00      | 0       | 0        | 0        | 0        | 1        | 7        | 42       | 39       | 22       | 6        | 3         | 0          | 0          | 0           | 120   |
| 11:00      | 0       | 0        | 0        | 0        | 5        | 11       | 26       | 26       | 23       | 6        | 2         | 0          | 0          | 0           | 99    |
| 12 PM      | 0       | 1        | 0        | 1        | 5        | 8        | 26       | 45       | 13       | 12       | 3         | 0          | 0          | 0           | 114   |
| 13:00      | 0       | 0        | 0        | 0        | 2        | 12       | 22       | 31       | 21       | 12       | 1         | 0          | 0          | 0           | 101   |
| 14:00      | 0       | 0        | 0        | 1        | 1        | 12       | 26       | 32       | 25       | 13       | 5         | 1          | 0          | 0           | 116   |
| 15:00      | 0       | 0        | 0        | 0        | 3        | 13       | 32       | 30       | 26       | 10       | 12        | 3          | 0          | 0           | 129   |
| 16:00      | 0       | 0        | 0        | 0        | 3        | 8        | 26       | 40       | 27       | 18       | 7         | 0          | 2          | 0           | 131   |
| 17:00      | 0       | 0        | 0        | 0        | 3        | 8        | 27       | 43       | 29       | 12       | 6         | 0          | 0          | 0           | 128   |
| 18:00      | 0       | 0        | 0        | 0        | 5        | 11       | 25       | 22       | 13       | 12       | 1         | 2          | 0          | 1           | 92    |
| 19:00      | 0       | 0        | 0        | 0        | 1        | 3        | 12       | 9        | 10       | 4        | 1         | 0          | 0          | 1           | 41    |
| 20:00      | 0       | 0        | 0        | 0        | 3        | 1        | 3        | 10       | 2        | 7        | 1         | 0          | 0          | 0           | 27    |
| 21:00      | 0       | 0        | 0        | 0        | 1        | 0        | 6        | 1        | 6        | 1        | 0         | 0          | 0          | 0           | 15    |
| 22:00      | 0       | 0        | 0        | 0        | 2        | 4        | 1        | 1        | 0        | 1        | 0         | 0          | 0          | 1           | 10    |
| 23:00      | 0       | 0        | 0        | 0        | 1        | 1        | 1        | 0        | 2        | 0        | 0         | 0          | 0          | 0           | 5     |
| Total      | 0       | 1        | 0        | 6        | 45       | 154      | 412      | 479      | 328      | 140      | 64        | 15         | 2          | 5           | 1651  |

Daily

15th Percentile : 64 KPH  
50th Percentile : 75 KPH  
85th Percentile : 87 KPH  
95th Percentile : 95 KPH

Mean Speed(Average) : 76 KPH  
15 KPH Pace Speed : 66-80 KPH  
Number in Pace : 840  
Percent in Pace : 50.9%  
Number of Vehicles > 80 KPH : 554  
Percent of Vehicles > 80 KPH : 33.6%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

#### Location: 100m North of Civic Address 1511

Site Code: 002002  
Station ID:

Latitude: 0' 0.0000 Undefined

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 09-13-23   | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0         | 0          | 0          | 0           | 1     |
| 01:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 02:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 03:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| 04:00      | 0       | 0        | 0        | 0        | 0        | 3        | 0        | 7        | 0        | 1        | 1         | 0          | 0          | 0           | 12    |
| 05:00      | 0       | 0        | 0        | 0        | 2        | 1        | 10       | 22       | 10       | 5        | 5         | 2          | 0          | 0           | 57    |
| 06:00      | 0       | 0        | 0        | 2        | 2        | 6        | 20       | 31       | 14       | 6        | 5         | 4          | 2          | 0           | 92    |
| 07:00      | 0       | 0        | 0        | 0        | 3        | 9        | 29       | 37       | 29       | 11       | 3         | 1          | 0          | 0           | 122   |
| 08:00      | 0       | 0        | 1        | 1        | 2        | 11       | 30       | 41       | 29       | 10       | 4         | 0          | 0          | 0           | 129   |
| 09:00      | 0       | 0        | 0        | 1        | 0        | 7        | 29       | 35       | 32       | 16       | 9         | 0          | 0          | 0           | 129   |
| 10:00      | 0       | 0        | 0        | 3        | 4        | 11       | 21       | 36       | 26       | 8        | 2         | 0          | 0          | 0           | 111   |
| 11:00      | 0       | 0        | 0        | 1        | 0        | 9        | 28       | 38       | 32       | 9        | 1         | 2          | 0          | 1           | 121   |
| 12 PM      | 0       | 0        | 0        | 0        | 3        | 5        | 25       | 47       | 27       | 8        | 8         | 0          | 0          | 0           | 123   |
| 13:00      | 0       | 0        | 1        | 0        | 2        | 12       | 17       | 31       | 21       | 13       | 2         | 0          | 0          | 0           | 99    |
| 14:00      | 0       | 0        | 0        | 0        | 1        | 8        | 29       | 37       | 25       | 9        | 5         | 0          | 0          | 1           | 115   |
| 15:00      | 0       | 0        | 0        | 0        | 3        | 15       | 19       | 50       | 36       | 17       | 6         | 3          | 0          | 0           | 149   |
| 16:00      | 0       | 0        | 1        | 2        | 3        | 11       | 20       | 32       | 37       | 19       | 11        | 0          | 0          | 0           | 136   |
| 17:00      | 0       | 0        | 0        | 0        | 0        | 3        | 15       | 34       | 26       | 18       | 8         | 1          | 1          | 1           | 107   |
| 18:00      | 0       | 0        | 0        | 0        | 0        | 4        | 15       | 22       | 18       | 14       | 8         | 1          | 0          | 0           | 82    |
| 19:00      | 0       | 0        | 2        | 0        | 2        | 4        | 17       | 17       | 7        | 3        | 2         | 0          | 0          | 0           | 54    |
| 20:00      | 0       | 0        | 0        | 0        | 1        | 2        | 8        | 6        | 6        | 3        | 6         | 1          | 0          | 0           | 33    |
| 21:00      | 0       | 0        | 0        | 0        | 0        | 1        | 2        | 4        | 2        | 1        | 0         | 0          | 0          | 0           | 10    |
| 22:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 4        | 2        | 2        | 4         | 0          | 0          | 1           | 13    |
| 23:00      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0          | 0          | 0           | 0     |
| Total      | 0       | 0        | 5        | 10       | 28       | 122      | 334      | 532      | 379      | 173      | 90        | 15         | 3          | 4           | 1695  |

Daily

15th Percentile : 66 KPH  
50th Percentile : 77 KPH  
85th Percentile : 89 KPH  
95th Percentile : 98 KPH

Mean Speed(Average) : 78 KPH  
15 KPH Pace Speed : 73-87 KPH  
Number in Pace : 864  
Percent in Pace : 51.0%  
Number of Vehicles > 80 KPH : 664  
Percent of Vehicles > 80 KPH : 39.2%

# County of Renfrew

## Public Works and Engineering

### White Lake Road (County Road 2)

#### Location: 100m North of Civic Address 1511

Site Code: 002002  
Station ID:

Latitude: 0' 0.0000 Undefined

NB, SB

| Start Time | 1<br>24 | 25<br>32 | 33<br>40 | 41<br>48 | 49<br>56 | 57<br>64 | 65<br>72 | 73<br>80 | 81<br>88 | 89<br>96 | 97<br>104 | 105<br>112 | 113<br>120 | 121<br>9999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|------------|-------------|-------|
| 09-14-23   | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0         | 1          | 0          | 0           | 2     |
| 01:00      | 0       | 0        | 0        | 0        | 1        | 0        | 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           | 0     |
| 03:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 04:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 05:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 06:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 07:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 08:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 09:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 10:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 11:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 12 PM      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 13:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 14:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 15:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 16:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 17:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 18:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 19:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 20:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 21:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 22:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| 23:00      | *       | *        | *        | *        | *        | *        | *        | *        | *        | *        | *         | *          | *          | *           | *     |
| Total      | 0       | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 1        | 0        | 0         | 1          | 0          | 0           | 3     |

Daily

15th Percentile : 51 KPH  
50th Percentile : 84 KPH  
85th Percentile : 108 KPH  
95th Percentile : 110 KPH

Mean Speed(Average) : 82 KPH  
15 KPH Pace Speed : 39-53 KPH  
Number in Pace : 1  
Percent in Pace : 33.3%  
Number of Vehicles > 80 KPH : 2  
Percent of Vehicles > 80 KPH : 66.7%

|             |   |   |    |    |     |      |      |      |      |     |     |    |    |    |       |
|-------------|---|---|----|----|-----|------|------|------|------|-----|-----|----|----|----|-------|
| Grand Total | 3 | 8 | 22 | 73 | 267 | 1018 | 2442 | 3163 | 2200 | 941 | 433 | 95 | 15 | 23 | 10703 |
|-------------|---|---|----|----|-----|------|------|------|------|-----|-----|----|----|----|-------|

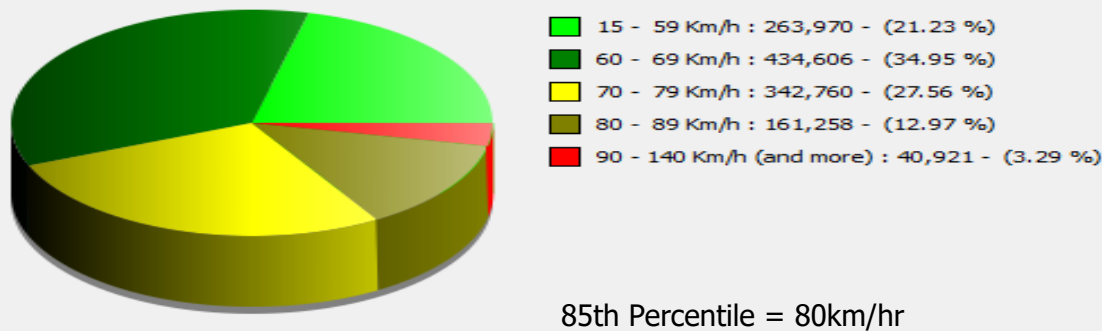
Overall

15th Percentile : 64 KPH  
50th Percentile : 75 KPH  
85th Percentile : 87 KPH  
95th Percentile : 96 KPH

Mean Speed(Average) : 77 KPH  
15 KPH Pace Speed : 66-80 KPH  
Number in Pace : 5300  
Percent in Pace : 49.5%  
Number of Vehicles > 80 KPH : 3707  
Percent of Vehicles > 80 KPH : 34.6%

NORTH BOUND TRAFFIC

Incoming vehicles



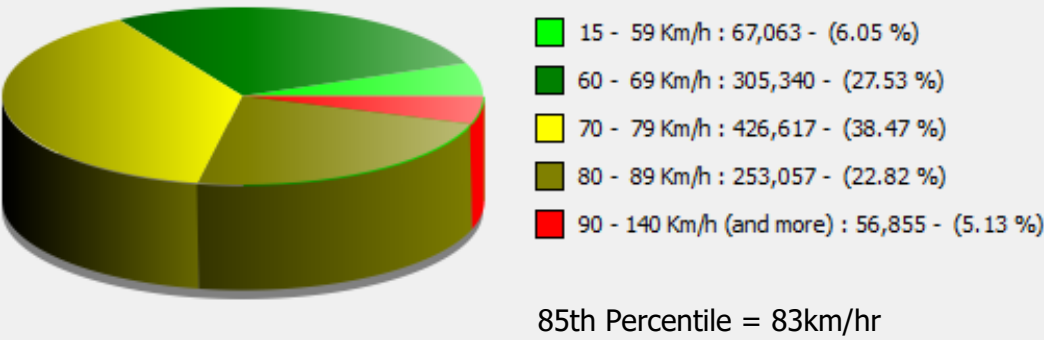
**Start date:** Thursday, May 27, 2021 10:30 AM  
**End date:** Friday, August 18, 2023 10:00 AM

**Location:**

**Comments:**

SOUTH BOUND TRAFFIC

Outgoing vehicles



**Start date:** Thursday, May 27, 2021 10:30 AM  
**End date:** Friday, August 18, 2023 10:00 AM

**Location:**

**Comments:**

## TOWNSHIP OF ADMASTON/BROMLEY

Appendix CW-III



477 Stone Road, RR2  
Renfrew ON K7V 3Z5

DATE: September 21, 2023

RESOLUTION NO. 18-09-23

MOVED BY:

SECONDED BY:

BE IT RESOLVED THAT Council authorize the County of Renfrew to complete the design of the Lynch Road culverts in 2023;

AND BE IT FURTHER RESOLVED THAT Council approves the work for the Lynch Road to be completed by the County of Renfrew In 2024, with the costs being shared equally between the County of Renfrew and the Township of Admaston/Bromley;

AND BE IT FURTHER RESOLVED THAT Council requests that the County of Renfrew takes over jurisdiction of the Lynch Road Culverts as per County of Renfrew's policy PW-02.

|   |                 |
|---|-----------------|
| X | <b>CARRIED</b>  |
|   | <b>DEFEATED</b> |
|   | <b>DEFERRED</b> |

Deputy Mayor

## RECORDED VOTE:

| POSITION     | NAME            | FOR | AGAINST |
|--------------|-----------------|-----|---------|
| Councillor   | Angela Field    |     |         |
| Councillor   | Keith Gourley   |     |         |
| Councillor   | Brian Hamilton  |     |         |
| Deputy Mayor | Kevin LeGris    |     |         |
| Mayor        | Michael Donohue |     |         |

Declaration of Pecuniary Interest

CERTIFIED A TRUE COPY

JENNIFER CHARKAVI

Clerk

Declared their interest, abstained from discussion and did not vote on the resolution.



## **OPERATIONS DIVISION REPORT**

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

Prepared for: Operations Committee

October 10, 2023

### **INFORMATION**

#### **1. Operational Status and Winter Readiness**

Staff are preparing for the coming winter season and the Public Works and Engineering Department is required to be 50% operational by November 1, 2023 and 100% operational by November 15, 2023. Night Patrol shifts are scheduled to commence on November 15, 2023 and will continue until April 1, 2024.

#### **2. Winter Maintenance Agreements**

- a) The following are the current statuses of all winter maintenance agreements:
  - Township of Carlow/Mayo – For services on a portion of County Road 517 (Dafoe Road) – Term 2023-2024 – Finalized
  - Pat Stewart Trucking Inc. – For services on County Road 635 (Swisha Road) – Term 2023-2024 – Under Review
  - Town of Arnprior – Term 2023-2024 – Under Review
  - Town of Renfrew – Term 2019-2029
  - Town of Deep River – Term 2020-2030
- b) The following multi-year facility rental agreements for County of Renfrew winter operations equipment are complete and are valid until the 2026/2027 winter season:
  - Township of Bonnechere Valley for the use of one bay of the garage at Foymount during the winter season.
  - Algonquins of Pikwakanagan for the use of one bay of the garage at Golden Lake during the winter season.

#### **3. Disposal of Surplus Goods**

Staff was requested to bring back a list of surplus items that were sold through public auction. Below is a list of items and the amount they were sold for:

- 1990 International Water Truck - \$6,600
- 1996 Caterpillar Backhoe 436B - \$20,100
- 2007 Chevrolet Express - \$1,175
- 2009 International 7600 Tandem - \$7,800
- 2012 RAM 1500 - \$1,775
- 2012 Diamond C Trailer - \$8,600
- 2015 Chevrolet Silverado 1500 - \$6,600