



Operations Committee

Tuesday, November 12, 2024 at 1:00 PM

Council Chambers

Agenda

Page

1. Call to Order

2. Land Acknowledgement

3. Roll Call

4. Disclosure of Pecuniary Interest and General Nature Thereof

5. Adoption of the Open Minutes - October 15, 2024

- a. Minutes - October 15, 2024

5 - 11

[Operations Committee - Oct 15 2024 - Minutes](#) 

Recommendation: THAT the minutes of the October 15, 2024, meeting be approved.

6. Delegations

- a. 1:00 p.m. - Robert Norris, Past President, Round Lake Property Owners Association

7. Public Works and Engineering Department Report

Director's Report

- a. [Director Report](#) 
[Treasurer's Report - Public Works - September](#) 
[Monthly Project Status Report](#) 

12 - 24

[2024 Capital Variance Report](#) 

[Good Roads Email](#) 

[Good Roads Rural Road Safety Program Support](#) 

Shared Services - Winter Maintenance

Recommendation: THAT the Operations Committee direct staffs to explore the options of shared Winter Road Maintenance services; AND THAT staff return with a complete analysis of potential opportunities.

Establishment of an Ontario Rural Road Safety Program

Recommendation: THAT the Operations Committee recommends that County Council support the attached Good Roads resolution.

Rural Ontario Municipal Association (ROMA) Conference

Recommendation: THAT the Operations Committee recommends to County Council that delegation requests be submitted for the 2025 Rural Ontario Municipal Association (ROMA) Annual Conference to:

1. the Ministry of Infrastructure regarding the ongoing reductions to the Ontario Community Infrastructure Fund (OCIF);
2. the Ministry of Transportation to address a commitment to complete the promised 22.5 kilometres of divided highway on Highway 17; and
3. the Ministry of Transportation regarding potential partnership(s) to expand and improve the Algonquin Trail;

AND THAT the Chair of the Standing Committee, along with the Warden, be designated to attend the delegation.

Capital Works Division Report

b. [Capital Works Division Report](#) 

25 - 80

[County of Renfrew TMP - Road Rationalization Assessment](#) 

[Amend By-law10-15 - Culvert C339 Assumption](#) 

Recommendation: THAT the Operations Committee recommends that County Council adopt a By-law to amend Schedule 'B' of By-law 10-15, being a By-law to Consolidate all By-laws with respect to Roads and Bridges included in the County Road System, to add County Structure C339 (Lynch Road Culvert) to the County Road system effective December

1, 2024.

Operations Division Report

- c. [Operations Division Report](#) 
[By-law 3-Ton Truck-Plow](#) 

81 - 84

PWO-2024-06 – One 3-Ton Truck and Plow

Recommendation: THAT the Operations Committee recommends that County Council approve Contract PWO-2024-06 for one 3-Ton Truck and Plow as submitted by Everest Equipment, Ayer's Cliff, Québec, in the amount of \$240,156, plus applicable taxes; AND THAT County Council adopt a By-law to execute the contract.

Supply and Deliver of Winter Salt

Recommendation 1: THAT the Operations Committee directs staff to proceed with tendering for the supply and delivery of winter salt for a two-year contract with the addition to extend for three additional one-year periods, subject to satisfactory service, price, terms and conditions effective June 1, 2025 through May 31, 2027.

or,

Recommendation 2: THAT the Operations Committee recommends that County Council approve the extension of an amending agreement to Contract PWO-2016-01 for the supply and delivery of bulk coarse highway salt for winter operations for five years from 2025-2030 with Windsor Salt Limited, Mississauga, Ontario; AND THAT County Council adopt a By-law to formalize and authorize execution of an amended agreement; AND THAT By-laws 28-16 and 10-20 be hereby repealed.

8. Approval of the Public Works and Engineering Report as a Whole

Recommendation: THAT the Public Works and Engineering Report be approved as presented.

9. New Business

10. Closed Meeting - None at time of mailing

11. Adjournment

Recommendation: THAT this meeting adjourn.

NOTE:

- County Council: Wednesday, November 27, 2024.
- Submissions received from the public either orally or in writing, may become part of the public record.



Operations Committee

Tuesday, October 15, 2024 at 1:00 PM

Council Chambers

Minutes

Present: Chair Glenn Doncaster, Warden Peter Emon, Councillor Daniel Lynch, Councillor Mark MacKenzie, Councillor Daina Proctor, Councillor Keith Watt, Councillor Mark Willmer

Also Present: Craig Kelley, Chief Administrative Officer/Deputy Clerk, Lee Perkins, Director of Public Works and Engineering, Jason Davis, Director of Development and Property, Daniel Burke, Manager of Finance/Treasurer, Taylor Hanrath, Manager of Capital Works, Gwen Dombroski, Clerk, Tina Peplinskie, Media Relations and Social Media Coordinator, Evelyn VanStarkenburg, Administrative Assistant

1. Call to Order

Chair Doncaster called the meeting to order at 1:00 p.m.

2. Land Acknowledgement

The land acknowledgement identifying that the meeting was being held on the traditional territory of the Omàmiwininì People was recited.

3. Roll Call

The roll was called.

4. Disclosure of Pecuniary Interest and General Nature Thereof

No pecuniary interests were disclosed.


5. Adoption of the Open Minutes

RESOLUTION NO. OP-C-24-10-105

THAT the minutes of the September 9, 2024, meeting be approved.

Moved by: Daniel Lynch
Seconded by: Keith Watt

CARRIED

- a. Minutes - September 9, 2024
[Operations Committee - Sep 09 2024 - Minutes](#) 

6. **Public Works and Engineering Department Report**

The Director of Public Works and Engineering provided a staffing update that recently occurred as follows:

1. Richard Bolduc, Manager of Operations announced his retirement on October 4, 2024. At this time the position will remain unfilled and will be reviewed prior to any future posting of the position.
2. Justin Schauer, Civil Designer has announced that he has accepted a position with the Renfrew County Joint Transportation Consortium, effective October 23, 2024.
3. Melissa Tourangeau, Administrative Assistant-Operations Division has accepted the position of Administrative Assistant within the Paramedic Service/Emergency Services Department effective October 15, 2024.

Committee extended their well wishes to all three.

Director's Report

The Director of Public Works and Engineering overviewed the Director's Report.

- a. [Director's Report](#) 
[Capital Works Monthly Project Status Report](#) 
[Capital Variance Report](#) 
[Transportation Master Plan - Laurentian Valley/City of Pembroke](#) 
[American Public Works Association PWX 2024](#) 
[Good Roads Resolution](#) 

RESOLUTION NO. OP-C-24-10-106

THAT the Operations Committee directs staff to explore the options of a Dual Purpose Transit Solution, including convening a meeting amongst all local and regional suppliers

of transit options; AND THAT staff be directed to contact the appropriate Ministries to determine funding that may be available; AND THAT a Transit Solution Ad-Hoc Committee be developed, with the appropriate terms of reference.

Moved by: Warden Peter Emon

Seconded by: Mark MacKenzie

CARRIED

RESOLUTION NO. OP-C-24-10-107

THAT the Operations Committee recommends that County Council endorse the resolution initiated by Good Roads for the establishment of an Ontario Rural Road Safety Program as follows:

WHEREAS, official statistics from the Government of Ontario confirm that rural roads are inherently more dangerous than other roads; and

WHEREAS, despite only having 17% of the population, 55% of the road fatalities occur on rural roads; and

WHEREAS, rural, northern, and remote municipalities are fiscally strained by maintaining extensive road networks on a smaller tax base; and

WHEREAS, preventing crashes reduces the burden on Ontario's already strained rural health care system; and

WHEREAS, roadway collisions and associated lawsuits are significant factors in runaway municipal insurance premiums. Preventing crashes can have a significant impact in improving municipal risk profiles;

THEREFORE, BE IT RESOLVED THAT the County of Renfrew requests that the Government of Ontario take action to implement the rural road safety program that Good Roads has committed to lead. It will allow Ontario's rural municipalities to make the critical investments needed to reduce the high number of people being killed and seriously injured on Ontario's rural roads; and

FURTHER THAT a copy of this resolution be forwarded to Premier Doug Ford, Hon. Prabmeet Sarkaria, Minister of Transportation, Hon. Kinga Surma, Minister of Infrastructure, Hon. Rob Flack, Minister of Agriculture, Food and

Agribusiness, Hon. Lisa Thompson, Minister of Rural Affairs, Hon. Trevor Jones, Associate Minister of Emergency Preparedness and Response, and Hon. Sylvia Jones, Minister of Health, and Good Roads; and

FURTHER THAT this resolution be circulated to all municipalities in Ontario requesting their support.












Moved by: Keith Watt

Seconded by: Daniel Lynch

CARRIED

Capital Works Division Report

The Manager of Capital Works overviewed the Capital Works Division Report.

- b. [PW - Capital Works Division Report](#) 
- [Draft 2025 Capital Program](#) 
- [By-law 137-24 D - PWC-2024-17 Algonquin Trail Granular](#)  
- 
- [Bissett Creek/Hwy 17 Map](#) 
- [Trails Asset Management Plan 2025-2034](#) 
- [Infrastructure Expansion Projects](#) 
- [Govern the Use of County Recreational Trails DRAFT Revised](#) 
- 
- [By-law Authorize Speed Limits](#) 

RESOLUTION NO. OP-C-24-10-108

THAT the Operations Committee recommends that County Council incorporate the development of Recreational Trails into the Capital Asset Management Plan going forward; AND THAT the annual Capital Budget be developed based on an approved Asset Management Plan for Recreational Trails.

Moved by: Daniel Lynch

Seconded by: Mark MacKenzie

CARRIED

RESOLUTION NO. OP-C-24-10-109

THAT the Operations Committee recommends that County Council table discussion on Development Charges, and

continue to utilize Corporate Policy GA-14, Infrastructure Expansion, and the Growth Reserve resolution approved by County Council on May 16, 2024, to address growth related infrastructure pressures.

Moved by: Mark MacKenzie

Seconded by: Warden Peter Emon

CARRIED

RESOLUTION NO. OP-C-24-10-110

THAT the Operations Committee recommends that County Council adopt a By-law to govern the use of the County of Renfrew Recreational Trails; AND THAT By-law 81-24 be hereby repealed.

Moved by: Daniel Lynch

Seconded by: Keith Watt

CARRIED

RESOLUTION NO. OP-C-24-10-111

THAT the Operations Committee recommends that County Council adopt a By-law to authorize speed limits; AND THAT By-law 8-24 be hereby repealed.

Moved by: Warden Peter Emon

Seconded by: Mark MacKenzie

CARRIED

Operations Division Report

The Director of Public Works and Engineering overviewed the Operations Division Report.

- c. [Operations Division Report](#) 
[PWO-2024-17- Concrete Gutter and Grates - White Water Road Patrol](#) 
[PWO-2024-25 - Concrete Gutter and Grates - South West Patrol](#) 
[PWO-2024-26 - Concrete Gutter and Grates - Cobden Patrol](#) 
[By-law - Tandem Truck](#) 

[By-law - Supply and Delivery Winter Salt](#) 

RESOLUTION NO. OP-C-24-10-112

THAT the Operations Committee approves Contract PWO-2024-30 as submitted by JJ Trailers, Toronto, Ontario for the supply and delivery of one 30-Ton Tag Along Float in the amount of \$79,653.40, plus applicable taxes.

Moved by: Daniel Lynch

Seconded by: Warden Peter Emon

CARRIED

RESOLUTION NO. OP-C-24-10-113

THAT the Operations Committee approves Contract PWO-2024-12 as submitted by Clark-Kavanagh Inc., Bancroft, Ontario, for the supply and delivery of four Propane Steamers in the amount of \$96,050, plus applicable taxes.

Moved by: Keith Watt

Seconded by: Mark MacKenzie

CARRIED

RESOLUTION NO. OP-C-24-10-114

THAT the Operations Committee recommends that County Council approve Contract PWO-2024-05 as submitted by Viking Cives Ltd., Mount Forest, Ontario, in the amount of \$451,130, plus applicable taxes; AND THAT County Council adopt a By-law to execute the contract.

Moved by: Mark MacKenzie

Seconded by: Mark Willmer

CARRIED

RESOLUTION NO. OP-C-24-10-115

THAT the Operations Committee recommends that County Council approve the extension of Contract PWO-2016-01 for the supply and delivery of bulk coarse highway salt for winter operations for five years from 2025-2030 with Windsor Salt Limited, Mississauga, Ontario; AND THAT County Council adopt a By-law to formalize and authorize execution of an amended agreement; AND THAT By-laws 28-16 and 10-20 be

hereby repealed.

Moved by: Mark Willmer

Seconded by: Keith Watt

CARRIED

7. Approval of the Public Works and Engineering Report as a Whole

RESOLUTION NO. OP-C-24-10-116

THAT the Public Works and Engineering Report be approved as presented.

Moved by: Mark MacKenzie

Seconded by: Daniel Lynch

CARRIED

Committee requested that staff provide a report on their overall experience using Canoe Procurement and whether there has been any savings to the Corporation.

8. Date of next meeting (Tuesday, November 12, 2024) and adjournment

RESOLUTION NO. OP-C-24-10-117

THAT this meeting adjourn and the next regular meeting be held on Tuesday, November 12, 2024. Time: 1:55 p.m.

Moved by: Mark Willmer

Seconded by: Mark MacKenzie

CARRIED

Glenn Doncaster, Chair

Gwen Dombroski, Clerk

COUNTY OF RENFREW

PUBLIC WORKS AND ENGINEERING DEPARTMENT REPORT

TO: Operations Committee

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

DATE: November 12, 2024

SUBJECT: Department Report

INFORMATION

1. Treasurer's Report

Attached as information is a copy of the Treasurer's Report for the Public Works and Engineering Department as of September 30, 2024.

2. Monthly Project Status Report

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

3. Capital Program Variance Report

Attached as information is the Capital Program Variance Report.

4. Rural Transit within the County of Renfrew

Staff are currently applying for a grant from Infrastructure Canada to fund a Transit Demand and Feasibility Study. The [Rural Transit Solutions Fund](#) offers grants for Planning Project Submissions, with the application deadline set for November 28, 2024. Staff will update the Committee once a decision is received from Infrastructure Canada. Preliminary discussions have begun with a local service provider regarding a potential pilot project in a small geographical area. Should an agreement in principle be reached, staff will return to Committee for further direction prior to any funds being spent. County staff have also been recently made aware of an active Request for Proposal (RFP) for a transit system operator in the City of Pembroke, as well as a presentation to several municipalities by a private transportation operator. We will be monitoring the progress of both proposals to determine partnership abilities.

5. **Canoe Procurement**

Committee requested that staff provide a brief overview of the new Canoe procurement process that the County of Renfrew is currently employing in an effort to find potential efficiencies and cost savings. Currently, the Operations Division utilizes two tendering methods for purchasing goods: Canoe and Electronic Bids and Tenders. A summary of items purchased in 2023 and 2024 is provided below for the Operations Division.

Canoe:

1. Wheeled Excavator & Attachments – received 2 bids, purchased for \$533,424 from Toromont CAT
2. Tandem Truck & Plow Units (3) – received 1 bid, purchased for \$418,325 (each) from Gincor Industries
3. Drum Vibratory Roller – received 1 bid, purchased for \$57,215 from Toromont CAT
4. Single Drum Vibratory Roller – received 3 bids, purchased for \$151,962 from J.R. Brisson Equipment Ltd. (Terapro Construction)
5. 3 Ton Truck & Plow Unit – received 1 bid, purchased for \$240,156.00 from Everest Equipment
6. Tandem Truck & Plow Unit (1) – received 1 bid for \$451,130 from Viking Cives Ltd.

Bids & Tenders:

1. Light Duty Pickup Trucks (1) – received 8 bids, purchased for \$55,899 from Surgenor Chev Buick
2. Light Duty Pickup Trucks (7) – received 8 bids, purchased for \$392,065 from Surgenor Chev Buick
3. Tractors (2) – received 5 bids, purchased for \$240,000 from Huckabones
4. Reversible Vibratory Diesel Plate – received 4 bids, purchased for \$18,425 from Eastrock Equipment Inc.
5. Steamers (4) – received 1 bid, purchased for \$96,050 from Clark-Kavanagh Inc.
6. 20 Ton Tag-A-Long Float – received 5 bids, purchased for \$52,235.00 from 9233067 Canada Inc.
7. 30 Ton Tag-A-Long Float – received 4 bids, purchased for \$79,653.40 from JJ Trailers

Both programs have significantly improved the procurement process.

Using Electronic Bids and Tenders greatly enhances efficiency for a public works department. It automates much of the procurement process, cutting down the time needed for tender preparation, distribution, and response collection, allowing staff to focus more on core project tasks. By centralizing documents, communication, and submissions, electronic bidding keeps the entire process organized and minimizes the need for manual tracking or filing. It also enables a broader vendor reach, increasing competition and often leading to more competitive pricing, which can yield cost savings.

The system reduces errors and improves accuracy in bid evaluations and document handling, ensuring that bids are processed efficiently and without the common issues found in manual systems. Electronic Bids and Tenders also enhance transparency, as they track all actions and communications, supporting compliance with regulatory requirements and making audits simpler. Real-time updates allow vendors and department staff to track bid status, communicate quickly, and respond to inquiries promptly, keeping projects on schedule and expediting decision-making. Overall, electronic bidding systems save time, increase accuracy, and ensure compliance, allowing public works departments to manage resources more effectively and focus on high-priority projects.

The Canoe procurement program provides several benefits for the County. It enables cost savings by leveraging group purchasing power, securing bulk discounts, and offering lower prices on commonly needed items and services. Additionally, the program enhances efficiency and saves time by simplifying the procurement process through pre-negotiated contracts that comply with local purchasing regulations, reducing the need for lengthy bidding processes and easing staff workloads. Canoe also grants access to quality suppliers by connecting members with reputable vendors that meet high standards, ensuring reliable products and services.

Another significant advantage is increased transparency, as Canoe's contracts are pre-vetted to adhere to government standards, ensuring accountability throughout the procurement process. The program also provides flexibility by covering a wide range of products and services—from vehicles and equipment to office supplies—allowing municipalities to meet diverse needs across various projects. Enhanced compliance is a further benefit, as Canoe's adherence to procurement policies ensures alignment with legal and regulatory requirements, reducing potential procurement risks.

In terms of cost savings, using Canoe has allowed for the replacement of units at earlier intervals, thereby reducing maintenance costs on older vehicles and equipment that would otherwise still be in service.

RESOLUTIONS

6. Shared Services – Winter Road Maintenance

Recommendation: THAT the Operations Committee direct staffs to explore the options of shared Winter Road Maintenance services; AND THAT staff return with a complete analysis of potential opportunities.

Background

The County of Renfrew, being an upper-tier municipality, is responsible for maintaining approximately 812 km of roads and managing 251 bridges and culverts. The County Public Works and Engineering Operations staff clear and maintain roads to the O. Reg

239/02 Minimum Maintenance Standards for Municipal Highways effectively and efficiently. There are a number of routes that cross provincial and local municipal roads. Snow removal is not only critical for road safety during the winter months but also vital for ensuring uninterrupted access for emergency services and daily commuters. Thus, the opportunity to review a shared services model may create efficiencies and cost savings.

7. **Establishment of an Ontario Rural Road Safety Program**

Recommendation: THAT the Operations Committee recommends that County Council support the attached Good Roads resolution.

Background

County Council directed staff to review and contact Good Roads for clarification of the proposed resolution. Staff sought clarity on the wording, specifically as it applied to safety on rural roads, and received the attached e-mail from Mr. Scott Butler, Executive Director of Good Roads. All supporting documentation was gathered from the Ontario Road Safety Annual Report 2021, specifically, the County of Renfrew statistics located on page 57, 58. A review of Table 3.11 Road Jurisdiction by Class of Collision, 2021 p.43, one can deduce that given the majority of collisions 121,219 (86,741 + 6,973 + 7,384 + 20,069 + 52) of a total 153,751 or 79% of accidents occur on roadways maintained by municipalities, townships, counties or districts, regional municipalities or other that rural roads are more susceptible to vehicle collisions.

8. **Rural Ontario Municipal Association (ROMA) Conference**

Recommendation: THAT the Operations Committee recommends to County Council that delegation requests be submitted for the 2025 Rural Ontario Municipal Association (ROMA) Annual Conference to:

1. the Ministry of Infrastructure regarding the ongoing reductions to the Ontario Community Infrastructure Fund (OCIF);
2. the Ministry of Transportation to address a commitment to complete the promised 22.5 kilometres of divided highway on Highway 17; and
3. the Ministry of Transportation regarding potential partnership(s) to expand and improve the Algonquin Trail;

AND THAT the Chair of the Standing Committee, along with the Warden, be designated to attend the delegation.

Background

Discussions with the Minister of Infrastructure will focus on the ongoing reductions to the Ontario Community Infrastructure Fund (OCIF).

Additionally, meetings with the Minister of Transportation will address the completion of the promised 22.5 kilometres of divided highway on Highway 17, from the new

County Road 508 (Calabogie Road) interchange to County Road 20 (Bruce Street) in the Town of Renfrew. The delegation will advocate for a phased approach to finishing this crucial section of highway in the County of Renfrew.

There will also be discussions regarding the trail crossing at Bissett Creek, specifically the former rail bridge over Highway 17, and the completion of the trail to the County of Renfrew boundary.

COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
SEPTEMBER 2024

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<u>CAPITAL PROGRAM - EXPENSES</u>	<u>635,494.40</u>	<u>644,192.00</u>	<u>(8,697.60)</u>	<u>844,431.00</u>
Salaries	314,188.69	338,222.00	(24,033.31)	439,691.00
Benefits	80,955.30	96,720.00	(15,764.70)	125,740.00
Capital Projects - Under Threshold	0.00	0.00	0.00	0.00
COVID	0.00	0.00	0.00	0.00
Infrastructure Management	294,860.77	180,000.00	114,860.77	240,000.00
Misc	3,587.58	4,500.00	(912.42)	6,000.00
Recoveries	(101,998.80)	0.00	(101,998.80)	0.00
Supplies	43,900.86	24,750.00	19,150.86	33,000.00
<u>ADMINISTRATION</u>	<u>983,792.82</u>	<u>975,038.00</u>	<u>8,754.82</u>	<u>1,212,146.00</u>
Salaries	395,888.94	423,151.00	(27,262.06)	550,098.00
Benefits	127,706.77	124,771.00	2,935.77	162,205.00
Advertising	10,005.99	7,497.00	2,508.99	10,000.00
Answering Service	3,901.08	3,753.00	148.08	5,000.00
Bank Charges	954.16	0.00	954.16	0.00
Cell Telephone/Pager	13,415.67	9,900.00	3,515.67	13,200.00
Communications(Radio System)	50,586.57	58,500.00	(7,913.43)	78,000.00
Computer Hrdwr/Sftwr	54,901.81	45,000.00	9,901.81	60,000.00
Conferences & Conventions	10,275.76	5,000.00	5,275.76	7,500.00
Courier	55.69	747.00	(691.31)	1,000.00
Health & Safety (Protection)	55,573.78	45,000.00	10,573.78	50,000.00
Insurance	160,530.31	171,543.00	(11,012.69)	171,543.00
Insurance Claims Expense	10,103.32	26,253.00	(16,149.68)	35,000.00
Internet	7,324.87	3,825.00	3,499.87	5,100.00
Legal Fees	508.80	0.00	508.80	32,000.00
Membership Fees	11,966.82	9,875.00	2,091.82	11,000.00
Office Equipment	18,342.21	0.00	18,342.21	10,000.00
Office Supplies/Publications/Awards	9,013.19	4,095.00	4,918.19	12,000.00
Photocopier Supplies/Maint	4,521.01	3,375.00	1,146.01	4,500.00
Postage	0.00	378.00	(378.00)	500.00
Provincial Grants & Subsidies - COVID	0.00	0.00	0.00	0.00
Recoveries - Muncipal	(889.87)	0.00	(889.87)	(50,000.00)
Recruitment	1,472.99	2,000.00	(527.01)	3,000.00
Staff Training	22,929.14	15,003.00	7,926.14	20,000.00
Surplus Adjustment - Capital	0.00	0.00	0.00	0.00
Surplus Adjustment - From Reserves	0.00	0.00	0.00	0.00
Telephone	10,022.53	8,397.00	1,625.53	11,200.00
Travel	4,681.28	6,975.00	(2,293.72)	9,300.00
<u>TRAILS</u>	<u>801,881.64</u>	<u>1,574,051.00</u>	<u>(772,169.36)</u>	<u>302,483.00</u>
Salaries / Benefits	84,553.78	84,051.00	502.78	109,273.00
Salary Allocations	0.00	0.00	0.00	0.00
Algonquin - Rental Recoveries	(39,826.71)	0.00	(39,826.71)	0.00
Algonquin Trail Development	701,705.45	1,490,000.00	(788,294.55)	4,029,538.00
Algonquin Trail Donations	(418.58)	0.00	(418.58)	(3,500,000.00)
Algonquin Trail Federal Recoveries	0.00	0.00	0.00	(1,470,000.00)
Algonquin Trail Other Recoveries	(29,622.18)	0.00	(29,622.18)	(30,000.00)
Algonquin Trail Prov Recoveries	0.00	0.00	0.00	(200,000.00)
Purchased Service	3,008.53	0.00	3,008.53	0.00
Donations	0.00	0.00	0.00	0.00

COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
SEPTEMBER 2024

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
K&P Rail Line Development	75,671.75	0.00	75,671.75	23,210.00
K&P Rail Recoveries - Provincial	0.00	0.00	0.00	0.00
Office Expense	948.02	0.00	948.02	0.00
Equipment Expense	3,846.73	0.00	3,846.73	0.00
Recruitment	0.00	0.00	0.00	0.00
Recovery - Provincial	0.00	0.00	0.00	0.00
Surplus Adj - Capital	2,014.85	0.00	2,014.85	3,534,000.00
Surplus Adj - Trf From Reserve	0.00	0.00	0.00	(2,193,538.00)
Surplus Adj - Trf to Reserve	0.00	0.00	0.00	0.00
Travel	0.00	0.00	0.00	0.00
<u>MAINTENANCE</u>	<u>3,659,086.05</u>	<u>4,964,273.00</u>	<u>(1,305,186.95)</u>	<u>6,981,293.00</u>
Salaries	1,675,717.16	1,888,362.00	(212,644.84)	2,454,880.00
Benefits	470,140.18	564,164.00	(94,023.82)	733,413.00
Bridges and Culverts	551.94	33,340.00	(32,788.06)	40,000.00
Hard Top Maintenance	92,017.37	320,840.00	(228,822.63)	385,000.00
Recoveries	(57,831.79)	(74,997.00)	17,165.21	(100,000.00)
Roadside Maintenance	68,054.56	125,020.00	(56,965.44)	150,000.00
Safety Devices	304,268.71	427,544.00	(123,275.29)	798,000.00
Winter Control	1,106,167.92	1,680,000.00	(573,832.08)	2,520,000.00
<u>EQUIPMENT</u>	<u>3,033,954.65</u>	<u>1,036,396.00</u>	<u>1,997,558.65</u>	<u>1,567,942.00</u>
Salaries	191,861.20	195,189.00	(3,327.80)	253,744.00
Benefits	58,334.44	64,600.00	(6,265.56)	83,980.00
Salary Allocations	(88,156.20)	(79,320.00)	(8,836.20)	(103,112.00)
Provincial Grants & Subsidies - COVID	0.00	0.00	0.00	0.00
Recoveries	(25,835.72)	(7,500.00)	(18,335.72)	(15,000.00)
Small Equipment, Misc	16,926.16	41,697.00	(24,770.84)	55,600.00
Surplus Adjustment - Capital Equipment	2,054,171.43	0.00	2,054,171.43	4,401,000.00
Surplus Adjustment - Trf From Reserves	0.00	0.00	0.00	(4,401,000.00)
Surplus Adjustment - Trf To Reserves	0.00	0.00	0.00	0.00
Vehicle Operating Costs - Fuel	352,505.23	460,000.00	(107,494.77)	666,750.00
Vehicle Operating Costs - Insurance	31,494.98	51,730.00	(20,235.02)	51,730.00
Vehicle Operating Costs - Licence	1,426.13	0.00	1,426.13	65,000.00
Vehicle Operating Costs - Repairs & Supplies	453,587.00	320,000.00	133,587.00	525,000.00
Vehicle Operating Revenue	(12,360.00)	(10,000.00)	(2,360.00)	(15,750.00)
<u>HOUSING</u>	<u>160,143.40</u>	<u>129,997.00</u>	<u>30,146.40</u>	<u>180,750.00</u>
Major Repairs	20,894.87	0.00	20,894.87	0.00
Operating Expenses	139,248.53	129,997.00	9,251.53	180,750.00
Surplus Adjustment - Capital	0.00	0.00	0.00	285,000.00
Surplus Adjustment - Trf From Reserves	0.00	0.00	0.00	(285,000.00)
<u>OTHER</u>	<u>19,186,116.98</u>	<u>15,200,000.00</u>	<u>3,986,116.98</u>	<u>36,595,744.00</u>
Depreciation	8,279,814.86	8,025,003.00	254,811.86	10,700,000.00
Surplus Adjustment - Capital Construction	19,186,116.98	15,200,000.00	3,986,116.98	36,595,744.00
Surplus Adjustment - Depreciation	(8,279,814.86)	(8,025,003.00)	(254,811.86)	(10,700,000.00)
Surplus Adjustment - TRF to Reserves	0.00	0.00	0.00	0.00

**COUNTY OF RENFREW
TREASURER'S REPORT - Operations Committee
SEPTEMBER 2024**

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<u>CONSTRUCTION - LABOUR CLEARING ACCOUNT</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
Salaries	595,336.92	489,520.00	105,816.92	636,375.00
Benefits	133,444.00	130,920.00	2,524.00	170,195.00
Charge to Capital Construction above	(728,780.92)	(620,440.00)	(108,340.92)	(806,570.00)
TOTAL EXPENDITURES	28,460,469.94	24,523,947.00	3,936,522.94	47,684,789.00
<u>REVENUES</u>				
Municipal Contribution	20,177,219.26	21,830,995.00	(1,653,775.74)	10,989,045.00
Misc	108,346.68	89,050.00	19,296.68	100,000.00
Provincial Grants & Subsidies	1,798,904.00	1,798,902.00	2.00	2,398,538.00
Surplus Adjustment - Temp Loan	6,376,000.00	805,000.00	5,571,000.00	1,832,960.00
Surplus Adjustment - TRF from Reserves	0.00	0.00	0.00	32,364,246.00
TOTAL REVENUES	28,460,469.94	24,523,947.00	3,936,522.94	47,684,789.00
MUNICIPAL SURPLUS / (DEFICIT)	0.00	0.00	0.00	0.00

Department of Public Works & Engineering
Capital Works Monthly Project Status Report - October 2024

Project Name/Municipality	Location		Lengths	General Description		EA	Survey		Design	Status/Schedule			Comments
	From	To		Tender/RFP	Award		Const. Start	Const. End					
ROAD RECONSTRUCTION/REHABILITATION													
1 River Road	Moore Street	Dochbart Street	2.03	Pulverize & Pave	100%	100%	100%	100%	March	May	late-July	late-August	Completed. Construction by Bonnechere Excavating Inc.
1 River Road	County CP Trail	Castledorf Bridge S EXP Joint	2.16	SAMI & Asphalt Overlay	100%	100%	100%	100%	March	May	early-July	late-August	Completed. Construction by Bonnechere Excavating Inc.
5 Stone Road	Mhusk Road	Highway 60	5.13	Pulverize & Pave	100%	100%	100%	100%	March	April	late-May	late-July	Completed. Construction by Thomas Cavanaugh
8 Cobden Road	Highway 60/County Road 9	Cobden Urban Beginning	14.46	SAMI & Single Surface Treat	100%	100%	100%	100%	March	April	early-August	early-September	Completed. Construction by Walker
13 Mountain Road	Stafford Third Line	Highway 17	4.10	Pulverize & Pave	100%	100%	100%	100%	March	April	late-May	mid-July	Completed. Construction completed by Greenwood Paving
19 Laurentian Valley	County Road 24	Pembroke South Limit	4.75	SAMI & Single Surface Treat	100%	100%	100%	100%	March	May	early-July	early-August	Completed. Construction by Walker
30 Lake Dore Road	Sperberg Road	Trailblazers Road	2.28	Pulverize & Pave	100%	100%	100%	100%	April	May	late-July	mid-September	Completed. Construction by BEI
37 North Algonia/Wilberforce	Woodland Crescent	County Road 51 (Petawawa Blvd.)	1.39	Urbanization / Reconstruction	100%	100%	100%	100%	May	June	July	November	Partnership w/ Petawawa; Design by JP2g; Construction by BEI
64 Opawongo Road	Wieland Shore Road	Highway 41	13.46	Asphalt Overlay	100%	100%	100%	100%	February	March	mid-May	late-August	Completed. Construction by Greenwood; Project extended
65 Centennial Lake Road	Marawatchan/Brougham Twp Line	2872 Centennial Lake Road	2.26	Pulverize & Pave w/ Base	100%	100%	100%	100%	April	May	early-July	early-August	Completed. Clearing by Grains; Construction by JWK
Greater Madawaska	County Road 512	Gorman Road	4.28	Asphalt Overlay	100%	100%	100%	100%	May	May	early-September	early-November	Completed. Construction by JWK
Killaloe, Hagarly and Richards	Champlain Street	Deep River Road	0.17	Reconstruction	30%	10%	20%	20%					Project being deferred to align with Deep River CIP
Deep River	Huron Street/Algonquin Street	Champlain Street	0.35	Reconstruction	100%	100%	100%	100%	June	July	late-August	mid-October	Partnership w/ Deep River; JP2g Design; McCreas Construction
Deep River Road	County Road 52	Goshen Road	4.28	SAMI & Asphalt Overlay	100%	100%	100%	100%	April	May	early-September	late-October	Completed. Construction by McCreas Excavating
508 Calabogie Road	Hubers Road	County Road 515	3.27	Pulverize & Pave	100%	100%	100%	100%	April	May	early-September	early-November	Completed. Construction by Greenwood Paving
Brudenell/Lyndoch/Raglan	B257	Lake Clear Road	1.28	Reconstruction	100%	100%	100%	100%	2023	2023	early-June	October	Completed. Design by BTE; Construction by BEI;
Bonnechere Valley	County Road 62	Finch Road	6.54	Pulverize & Pave	100%	100%	100%	100%	April	May	early-August	mid-September	Completed. Construction by BEI
Madawaska Valley	Various Locations	Various Locations		Thin Lift Asphalt Overlay/Patch Upgrades to AODA	100%	100%	100%	100%	May	June	late-July	late-August	Completed. Construction by Greenwood Paving
Scratch Coat Paving	Various Locations	Various Locations			100%	100%	100%	100%	March	April	May	early-September	Completed. Design and construction by Partham Engineering
BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION													
8007 Butler Bridge	Admaston/Bromley (Butler Road)	Admaston/Bromley (Proven Line)		Major Rehabilitation	100%	100%	100%	100%	December	January	early-June	late-October	Design by Stantes; Construction by BEI
B102 Brennan's Creek Bridge	Killaloe, Hagarly & Richards (CR512 Queen Street)	Killaloe, Hagarly & Richards (O Grady Settlement Road)		Minor Rehabilitation	100%	100%	100%	100%	January	February	early-July	late-August	Completed. Design by Stantes; Construction by KB Civil
B103 O Grady Bridge	Killaloe, Hagarly & Richards (Tramore Road)	Brudenell, Lyndoch & Raglan (Burnt Bridge Road)		Engineering for Replacement	100%	100%	50%	50%	2025	2025	2025	2025	Project deferred; Design by HP Engineering
B108 Tramore Bridge	Brudenell, Lyndoch & Raglan (Burnt Bridge Road)	Laurentian Valley (CR24 White Water Road)		Engineering for Major Rehab	100%	100%	100%	100%	April	May	early-July	early-September	Completed. Design by HP; Construction by DW Building Restoration
B156 Burnt Bridge	Laurentian Valley (CR24 White Water Road)	North Algonia/Wilberforce (Cement Bridge Road)		Major Rehabilitation	100%	100%	100%	100%	March	April	early-June	mid-October	Completed. Design by WSP; Construction by BEI
B181 Peter Black Bridge	North Algonia/Wilberforce (Cement Bridge Road)	Admaston/Bromley (CR5 Stone Road)		EA & Engineering for Closure	50%	50%	30%	30%	2023	2023	early-June	October	Construction deferred; CHER & Arch Study being prepared
B232 Cochrane Creek Bridge	Admaston/Bromley (CR5 Stone Road)	Admaston/Bromley (S. McNaughton Road)		Concrete Invert Liner	100%	100%	100%	100%	February	March	late-July	late-September	Completed. Design by HP; Construction by Clearwater
B257 Harrington Creek Bridge	Admaston/Bromley (S. McNaughton Road)	Admaston/Bromley (Proven Line)		Replacement	100%	100%	100%	100%	March	April	late-July	late-September	Construction deferred;
C001 Berlanquet Creek Culvert	Admaston/Bromley (Proven Line)	McNab/Braeside (Campbell Drive)		Replacement	100%	100%	100%	100%	April	May	late-June	late-July	Completed. Internal design & construction
C012 Farquharson's Culvert	McNab/Braeside (Campbell Drive)	Whitewater Region (CR12 Westmeath Road)		Concrete Invert Liner	100%	100%	100%	100%	May	June	mid-August	late-August	Completed. Internal design & construction
C051 John Watson Culvert 2	Whitewater Region (Snake River Line)	Whitewater Region (Pleasant Valley Road)		Major Rehabilitation	100%	100%	100%	100%	February	March	mid-July	late-September	Completed. Design by HP; Construction by Clearwater
C134 Campbell Drive Culvert	Whitewater Region (Snake River Line)	Laurentian Valley (Lake Clear Road)		Replacement	100%	100%	100%	100%	March	April	late-July	early-August	Design by WSP; Construction by Premier North
C204 Bellows Creek Culvert	Laurentian Valley (Lake Clear Road)	Bonnechere Valley (Sandy Beach Road)		Replacement	100%	100%	100%	100%	May	June	late-August	late-September	Completed. Internal design & construction
C215 Elm Creek Culverts	Bonnechere Valley (Sandy Beach Road)	Admaston/Bromley (Lynch Road)		Replacement	100%	100%	100%	100%	April	May	early-August	late-September	Completed. Internal design & construction
C221 Kenny's Culvert	Admaston/Bromley (Lynch Road)	Various Locations		Minor Rehabilitation	100%	100%	100%	100%	April	May	mid-September	late-September	Completed. Design by Stantes; Construction by Dalcon
C268 St. Columbkille's Culvert	Various Locations	Various Locations		Replacement	100%	100%	100%	100%	April	May	mid-July	late-July	Completed. Internal design & construction
C339* Lynch Road Culvert	Various Locations	Various Locations		Replacement	100%	100%	100%	100%	April	May	mid-July	late-July	Completed. Partner w/ Admaston/Bromley; Internal D & C
General Bridge Repairs	Various Locations	Various Locations			100%	100%	100%	100%	April	May	mid-July	late-July	Completed. Partner w/ Admaston/Bromley; Internal D & C
FUTURE ENGINEERING													
B053 Constant Creek Bridge	Greater Madawaska (Ferguson Lake Road)	Greater Madawaska (Ferguson Lake Road)		Engineering for Replacement	60%	30%	10%	10%	July	September	2026	2026	Design by Paradigm; MCEA done in 2012
B1** ***ba Creek Culvert	McNab/Braeside (CR52 Burnstown Road)	McNab/Braeside (CR52 Burnstown Road)		Engineering for Rehabilitation	20%	20%	10%	10%	May	August	2025	2025	Design by HP;
B1* mberme Bridge	Madawaska Valley (CR62 Camborne Road)	Madawaska Valley (CR62 Camborne Road)		Engineering for Rehabilitation	100%	100%	100%	100%	2023	2023	2025	2025	Design by Jacobs Engineering, ongoing;
C0 bombard Culvert	Admaston/Bromley (Chris Rudy Road)	Admaston/Bromley (Chris Rudy Road)		Engineering for Replacement	90%	100%	20%	20%	May	June	2025	2025	Internal design
C0 the Culvert	Laurentian Valley (Sandy Beach Road)	Laurentian Valley (Sandy Beach Road)		Engineering for Replacement	90%	100%	20%	20%	-	-	2025	2025	Internal design
C0 lake Culvert	Admaston/Bromley (CR6 Cobden Road)	Admaston/Bromley (CR6 Cobden Road)		Engineering for Replacement	90%	50%	20%	20%	-	-	2025	2025	Internal design
C1 ertson Twin Pipes	McNab/Braeside (Robertson Line)	McNab/Braeside (Robertson Line)		Engineering for Replacement	100%	100%	90%	90%	2023	2023	2025	2025	Design by JP2g, ongoing;
C2X omes Creek Culvert	Whitewater Region (CR7 Foresters Falls Road) - 2025	Whitewater Region (CR7 Foresters Falls Road) - 2025		Engineering for Replacement	100%	100%	100%	100%	2023	2023	2025	2025	Includes dam replacement; Design by J.L. Richards, ongoing;
nt Bridge	North Algonia/Wilberforce (Burnt Bridge Road)	North Algonia/Wilberforce (Burnt Bridge Road)		Engineering for Replacement	40%	100%	20%	20%	2023	2023	2025	2025	Internal design
C3: ilds Culvert	McNab/Braeside (CR52 Burnstown Road)	McNab/Braeside (CR52 Burnstown Road)		Engineering for Replacement	100%	100%	60%	60%	2025	2025	2025	2025	Internal design

2024 CAPITAL PROGRAM VARIANCE - ROADS/STRUCTURES

No.	Location	From	To	Budgetted Length (km)	Actual Length (km)	2024 BUDGET	November Projected	Variance	Carry Over
County Road Reconstruction/Rehabilitation									
1	River Road <i>McNab/Braeside</i>	Moore Street	Dochart Street	2.03	2.03	1,138,830	1,074,357	-64,473	
1	River Road <i>Horton</i>	County CP Trail	Castleford Bridge S EXP Joint	2.16	2.16	922,351	685,530	-236,821	
5	Stone Road <i>Admaston Bromley</i>	Mhusk Road	Highway 60	5.13	5.13	1,931,070	1,557,000	-374,070	
8	Cobden Road <i>Admaston Bromley</i>	Highway 60/County Road 9	Cobden Urban Beginning	14.46	14.46	1,920,471	1,534,967	-385,504	
13	Mountain Road <i>Laurentian Valley</i>	Stafford Third Line	Highway 17	4.10	4.10	1,471,900	1,221,818	-250,082	
19	Mud Lake Road <i>Laurentian Valley</i>	County Road 24	Pembroke South Limit	4.75	4.75	891,039	825,038	-66,001	
30	Lake Dore Road <i>North Algona/Wilberforce</i>	Sperberg Road	Trailblazers Road	2.28	2.28	1,137,221	1,538,650	401,429	
37	Murphy Road <i>Petawawa</i>	County Road 26 (Doran Road)	County Road 51 (Petawawa Blvd.)	0.93	0.93	1,537,635	2,460,000	922,365	
64	Opeongo Road <i>Bonnechere Valley</i>	Wieland Shore Road	Highway 41	8.19	13.46	2,599,214	3,135,248	536,034	
65	Centennial Lake Road <i>Greater Madawaska</i>	Matawatchan/Brougham Twp Line	2872 Centennial Lake Road	2.26	2.26	951,460	1,049,856	98,396	
70	Ruby Road <i>Killaloe, Hagarty and Richards</i>	County Road 512	Gorman Road	4.28	4.28	1,472,166	1,436,826	-35,340	
72	Ridge Road <i>Deep River</i>	Champlain Street	Deep River Road	0.17	0.00	315,258	5,000	-310,258	310,258
73	Deep River Road <i>Deep River</i>	Huron Street/Algonquin Street	Champlain Street	0.35	0.35	668,610	665,567	-3,043	
508	Calabogie Road <i>McNab/Braeside</i>	County Road 52	Goshen Road	4.28	4.28	2,191,180	1,685,841	-505,339	
512	Foymount Road <i>Brudenell Lyndoch Raglan</i>	Hubers Road	County Road 515	3.27	3.27	1,173,930	1,568,101	394,171	
512	Foymount Road <i>Bonnechere Valley</i>	B257	Lake Clear Road	1.23	1.23	1,032,960	1,053,000	20,040	
515	Palmer Road <i>Madawaska Valley</i>	County Road 62	Finch Road	6.54	6.54	1,911,949	1,940,344	28,395	
	Scratch Coat Paving	Various Locations				750,000	745,000	-5,000	
				66.41	71.51	24,017,244	24,182,144	164,900	310,258
County Structure Reconstruction/Rehabilitation									
No.	Structure Name	Location				2024 BUDGET	November Projected	Variance	Carry Over
B007	Butler Bridge	Admaston/Bromley (Butler Road)				1,400,000	1,845,000	445,000	
B102	Brennans Creek Bridge	Killaloe, Hagarty & Richards (CR512 Queen Street)				600,000	489,371	-110,629	
B103	O'Grady Bridge	Killaloe, Hagarty & Richards (O'Grady Settlement Road)				238,500	40,000	-198,500	198,500
B108	Tramore Bridge	Killaloe, Hagarty & Richards (Tramore Road)				400,000	570,512	170,512	
B156	Burnt Bridge	Brudenell, Lyndoch & Raglan (Burnt Bridge Road)				477,000	50,000	-427,000	427,000
B181	Peter Black Bridge	Laurentian Valley (CR24 White Water Road)				1,800,000	1,557,168	-242,832	
B232	Cochrane Creek Bridge	North Algona Wilberforce (Cement Bridge Road)				450,000	5,000	-445,000	445,000
B257	Harrington Creek Bridge	Bonnechere Valley (CR512 Foymount Road)				800,000	800,000	0	
C001	Berlanquet Creek Culvert	Admaston/Bromley (CR5 Stone Road)				750,000	566,561	-183,439	
C012	Farquharson's Culvert	Admaston/Bromley (S. McNaughton Road)				200,000	40,000	-160,000	160,000
C051	Harris Creek Culvert	Admaston/Bromley (Proven Line)				160,000	120,000	-40,000	
C062	John Watson Culvert 2	Brudenell, Lyndoch & Raglan (John Watson Road)				600,000	250,000	-350,000	
C134	Campbell Drive Culvert	McNab/Braeside (Campbell Drive)				600,000	691,633	91,633	
C204	Bellows Creek Culvert	Whitewater Region (CR12 Westmeath Road)				1,200,000	1,155,310	-44,690	
C215	Elm Creek Culverts	Whitewater Region (Snake River Line)				360,000	160,000	-200,000	
C221	Kenny's Culvert	Whitewater Region (Pleasant Valley Road)				200,000	110,000	-90,000	
C268	St. Columbkille's Culvert	Laurentian Valley (CR58 Round Lake Road)				900,000	371,879	-528,121	
C325	Neilson Creek Culvert	Bonnechere Valley (Lake Clear Road)				500,000	424,276	-75,724	
C339	Lynch Road Culvert	Admaston/Bromley (Lynch Road)				120,000	70,000	-50,000	
	General Bridge Repairs	Various Locations				150,000	100,000	-50,000	
						11,905,500	9,416,709	-2,488,791	1,230,500
Engineering for Future Works									
No.	Name	Location				2024 BUDGET	November Projected	Variance	Carry Over
B053	Constant Creek Bridge	Greater Madawaska (Ferguson Lake Road)				140,000	100,000	-40,000	40,000
B122	Waba Creek Bridge	McNab/Braeside (CR52 Burnstown Road)				45,000	45,000	0	
B145	Combermere Bridge	Madawaska Valley (CR62 Combermere Road)				40,000	40,000	0	
C014	Labombard Culvert	Admaston/Bromley (Chris Ruddy Road)				18,000	18,000	0	
C024	Cliché Culvert	Laurentian Valley (Sandy Beach Road)				18,000	18,000	0	
C040	Snake River Culvert	Admaston/Bromley (CR8 Cobden Road)				25,000	25,000	0	
C136	Robertson Twin Pipes	McNab/Braeside (Robertson Line)				31,000	31,000	0	
C201	Broomes Creek Culvert	Whitewater Region (CR7 Foresters Falls Road)				70,000	90,000	20,000	
C229	Burnt Bridge	North Algona/Wilberforce (Burnt Bridge Road)				18,000	18,000	0	
C330	McLeads Culvert	McNab/Braeside (CR52 Burnstown Road)				18,000	18,000	0	
						423,000	403,000	-20,000	40,000
Traffic Signals - Upgrades		Various Locations				250,000	232,500	-17,500	
						250,000	232,500	-17,500	0
						36,595,744	34,234,353	-2,361,391	1,580,758
CCBF Funded Project		OCIF Funded Project							

Good morning Lee,

My colleague Thomas Barakat forwarded your note along to me. Thanks for reaching out. Happy to provide the following clarification.

The official statistics are contained in the Ministry of Transportation's Ontario Road Safety Annual Report (ORSAR). The last complete report was for 2021 and was published in August of this year. You can find the full report here: <https://www.ontario.ca/files/2024-07/mto-orsar2021-en.pdf>. Section 4, which starts on page 52, breaks down the geographic analysis of collisions in Ontario. The County of Renfrew's table is found on page 57.

When we look at the scale of deaths and injuries on the roadways, we are doing so in a way that does not assign cause to any particular incident. There are almost as many causes as there are collisions. Our main concern is directly addressing the risk and the fiscal impact that risk has on the road authority.

The program we have proposed to the province has a first step involving an audit of existing problematic sections of a municipality's network to diagnose solutions. It is based on similar programs in place in the US, Europe, and Australia. As far as we can tell, we are the only OECD nation that does not have a program to address this issue.

One other thing to consider: we have cross-referenced the ORSAR data with the road and bridge data contained in municipal asset management plans and demographic stats. There is a clear trend indicating that rural municipalities are managing, on a proportional basis, far more extensive road networks on a much smaller tax base. This approach would allow those municipalities to continue that work while also providing funding to apply a safety lens. We have also requested a funding envelope that would make this an entitlement program rather than the usual competitive funding program.

Happy to jump on a call and discuss further if it would be helpful.

Regards,

Scott Butler
Executive Director
Good Roads

Good Roads

Wednesday, October 09, 2024

To: County of Renfrew Head of Council and Council Members

Sent via email to: info@countyofrenfrew.on.ca

Subject: Establishment of an Ontario Rural Road Safety Program

Too many Ontarians are being seriously injured or killed on our roads.

In 2023, there were 616 people killed and 36,090 people injured. The number of fatalities is up nearly 20% in the last ten years.

In 2021, the most recent year of complete data from MTO's *Ontario Road Safety Annual Report* (ORSAR), there were 561 fatalities – 426 of which occurred on municipal roads. While rural Ontario only represents 17% of the province's population, 55% of these deaths occurred on rural roads. By any measure, Ontario's rural roads are disproportionately more dangerous.

At the same time, municipal insurance premiums continue to increase. With no plausible reform being considered for joint and several liability, municipalities need to find innovative means for managing risk, particularly on their roadways,

To deal with this crisis, Good Roads has designed a multifaceted rural road safety program and have been in discussions with the Ministry of Transportation to fund it. The program would target a municipality's most dangerous roads, perform road safety audits, and install modern safety infrastructure that prevents serious injuries and save lives. This program is designed to be cost effective while also providing rural municipalities with a direct means for addressing risk associated with their roadways.

Good Roads has proposed leading a five-year \$183 million program that leverages our 131 years of municipal road expertise and our industry partnerships to quickly put in place the solutions that will address some of Ontario's most dangerous roads.

Good Roads is seeking support to address these preventable tragedies.

If the County of Renfrew would be interested in pursuing this, a Council resolution similar to the example below should be adopted and sent to the Premier and the Minister of Transportation:

WHEREAS official statistics from the Government of Ontario confirm that rural roads are inherently more dangerous than other roads;

AND WHEREAS, despite only having 17% of the population, 55% of the road fatalities occur on rural roads;

AND WHEREAS, rural, northern, and remote municipalities are fiscally strained by maintaining extensive road networks on a smaller tax base;

AND WHEREAS, preventing crashes reduces the burden on Ontario's already strained rural strained health care system;

AND WHEREAS, roadway collisions and associated lawsuits are significant factors in runaway municipal insurance premiums. Preventing crashes can have a significant impact in improving municipal risk profiles;

THEREFORE, BE IT RESOLVED THAT the County of Renfrew requests that the Government of Ontario take action to implement the rural road safety program that Good Roads has committed to lead. It will allow Ontario's rural municipalities to make the critical investments needed to reduce the high number of people being killed and seriously injured on Ontario's rural roads; and

FURTHER THAT a copy of this resolution be forwarded to Premier Doug Ford, Hon. Prabmeet Sarkaria, Minister of Transportation, Hon. King Surma, Minister of Infrastructure, Hon. Rob Flack, Minister of Agriculture, Hon. Lisa Thompson, Minister of Rural Affairs, Hon. Trevor Jones, Associate Minister of Emergency Preparedness and Response, and Hon. Sylvia Jones, Minister of Health, and Good Roads; and

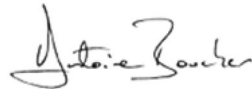
FURTHER THAT this resolution be circulated to all municipalities in Ontario requesting their support.

If you have any questions regarding this initiative please contact Thomas Barakat, Good Roads' Manager of Public Policy & Government Relations, at thomas@goodroads.ca at your convenience.

Sincerely,



Scott R. Butler
Executive Director



Antoine Boucher
President
Good Roads Board of Directors

CAPITAL WORKS DIVISION REPORT

Prepared By: Taylor Hanrath, P.Eng., Manager of Capital Works

Prepared for: Operations Committee

November 12, 2024

INFORMATION

1. Road Rationalization Criteria

As part of the ongoing development of a Transportation Master Plan (TMP) for the County of Renfrew, the Consultant, Egis, completed a review of the County's Road Rationalization Criteria, made recommendations and enhancements to the criteria, and completed a Road Rationalization Study based on the recommended criteria. The attached memorandum by Egis provides details on the development of the recommendations. At this time, staff is presenting the memorandum for input from Committee as it is planned to be presented publicly as part the next Public Information Centre planned for the TMP near the end of November.

The proposed criterion for road rationalization is somewhat similar to the County of Renfrew's current policy; however, some adjustments are recommended to make them more measurable and remove redundancy. Similar to the County's current criterion, a rationalization score of at least six must be achieved to be considered a County Road. A summary of the criterion recommended for use going forward is provided below:

Criterion 1- Urban Centre Connector

- Score of 0 to 4 dependent on the connections of the road being evaluated:
 - 4 - Urban Community (per Official Plan (OP)) to another Urban Community or Urban Community to Provincial Highway;
 - 3 - Urban Community to Village Community (per OP);
 - 2 - Village Community to Village Community or to Provincial Highway;
 - 1 - Rural Area Community to Village Community, Urban Community, or to Provincial; else,
 - 0.

Criterion 2- Heavy Industrial Use

- Score of 0 to 2 dependent on the volume of daily truck traffic:
 - 2 - greater than 750 trucks per day;
 - 1.5 - 500 to 600 trucks per day;
 - 1 - 250 to 499 trucks per day;
 - 0.5 - 100 to 249 trucks per day; else,
 - 0.

Criterion 3 - Barrier Service

- Score of 0 or 2 dependent on whether yes (2) or no (0) the road provides service/access around barriers in the absence of alternative or parallel routes.

Criterion 4 - Resort/Recreation Service

- Score of 0 or 2 dependent on whether yes (2) or no (0) the road provides access/is close to major seasonal attractions.

Criterion 5 - Traffic Speed

- Score of 0 or 1 dependent on whether yes (1) or no (0) the posted speed limit is 80km/h or more.

Criterion 6 - Traffic Volume

- Score of 0 to 6 dependent on the Average Annual Daily Traffic (AADT):
 - 6 - greater than 12,000 vehicles per day;
 - 4 - 8,000 to 12,000 vehicles per day;
 - 3 - 5,000 to 8,000 vehicles per day;
 - 2 - 3,000 to 5,000 vehicles per day;
 - 1 - 1,000 to 3,000 vehicles per day; else,
 - 0.

Criterion 7 - Connects Neighbouring County Road

- Score of 0 or 2 dependent on whether yes (2) or no (0) the road connects to a neighbouring County Road.

Criterion 8 - Continuity within the County

- Score of 0 or 2 dependent on whether yes (2) or no (0) the road provides continuity of travel through the County of Renfrew via County Roads (without paralleling a similar route).

Criterion 9 - Provides Urban Congestion Relief

- Score of 0 or 2 dependent on whether yes (2) or no (0) the road provides by-pass around urban areas/communities.

Criterion 10 - Emergency Detour Routes (EDR)

- Score of 0, 2, or 6 dependent on the roads use as an Emergency Detour Route (EDR), per below
 - 6 - designated as an EDR by MTO;
 - 2 - commonly used as Highway detour route, but not designated EDR; else,
 - 0.

Criterion 11 - Existing Road Jurisdiction

- Score of 0 or 1 dependent on whether yes (1) or no (0) the road is already designated as a County Road.

Please note that the numbering above is based on the criteria being approved (1 to 11) and doesn't match the memorandum, as the memorandum references criteria as it was numbered by Ontario Good Roads Association (OGRA) or added to the end.

Egis has completed a rationalization study using this criteria on all existing County Roads, as well some additional local municipal roads of interest, and determined that approximately 125km of existing County Roads do not meet rationalization threshold to remain as County Roads; while, approximately 18km of local municipal roads do meet rationalization to become County Roads.

BY-LAWS

2. Structure Assumption - C339 (Lynch Road Culvert)

Recommendation: THAT the Operations Committee recommends that County Council adopt a By-law to amend Schedule 'B' of By-law 10-15, being a By-law to Consolidate all By-laws with respect to Roads and Bridges included in the County Road System, to add County Structure C339 (Lynch Road Culvert) to the County Road system effective December 1, 2024.

Background

On October 10, 2023, County Council passed Resolution OP-CC-23-10-118 as follows:

"THAT County Council approve 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."

The new culvert on Lynch Road, in the Township of Admaston/Bromley, was designed and constructed by County of Renfrew staff. The culvert was designed to meet the requirements of the Canadian Highway Bridge Design Code (CHBDC), Ontario Ministry of Transportation (MTO) Highway Drainage Design Standards, and County Policy PW-02, Bridges. The final design was reviewed and stamped/approved by a Professional Engineer. As per Policy PW-02, "Following replacement, an amending By-law shall be passed by County Council to finalize the transfer to the County of Renfrew."

Staff have all design drawings, calculations, and specifications on file; additionally, they have reviewed the replaced culvert and found no deficiencies.

MEMORANDUM

To: Taylor Hanrath, Manager of Capital Works, County of Renfrew
From: Mitchell Patenaude, P.Eng., Egis Canada Ltd.
Date: November 1, 2024
Re: County of Renfrew TMP – Road Rationalization Assessment (CCO-22-3038)

1.0 INTRODUCTION

The primary objective of the County of Renfrew (the County) road network is to provide connectivity within the County as well as connecting the County to its neighbours, supporting efficient flow of traffic to, from, and through the County.

Rationalization of a road network can be a sensitive process given the financial, administrative, and land use implications to stakeholders. However, rationalization is critical in ensuring the County road network is serving its intended purpose as efficiently as possible. The economic reality facing many municipalities is that available resources are finite. Because of this, it is essential that resources are focused as efficiently as possible. Capital that is invested on a County road that does not serve a County purpose is capital that could be invested to greater affect elsewhere.

As part of the County Transportation Master Plan (TMP) process, an assessment of the County's road rationalization policy (PW-19, March 2023) and its application has been completed. This memorandum is intended to provide the County staff with an opportunity to provide input on the completed road assessment. In doing so, County staff experience and local knowledge can be leveraged to shape the outcome of the assessment to better align their expectations and desired outcome.

2.0 CURRENT POLICY (PW-19)

The County's road rationalization criteria outlined in Policy PW-19 follows the framework developed by the Ontario Good Roads Association (OGRA) in 1998. The criteria outlined in the OGRA framework were developed in consideration of the revised Ministry of Transportation Ontario (MTO) Criteria for Upper Tier Roads. The framework established 12 rationalization

criteria and weights with a minimum threshold of 6 points (of a possible 15) for a road to be considered for County road jurisdiction.

While the OGRA framework is widely used today by upper-tier municipalities, the criteria are relatively broad and are typically considered as a starting point rather than an all-encompassing rigid framework. The OGRA framework in its generality can lack consideration to the County's specific goals and objectives envisioned in its planning and policy documents. There is currently opportunity to improve definitions, criteria, and weightings to better reflect the realities of the County.

3.0 RATIONALIZATION REVIEW

3.1 Comparable Review

As part of this study rationalization criteria from the following municipalities were reviewed in addition to those provided by the OGRA framework and the County itself:

- Simcoe County (2008).
- Oxford County (2009).
- Lanark County (2008).
- Grey County (2014).
- Dufferin County (2015).

The intent of this comparable review is to identify potential improvements and or modifications which could be applied to the County's criteria to better reflect the nature of the County and to improve clarity of specific criterion.

Through the review of the road rationalization policies referenced above, a number of additional criteria were identified which were established to better reflect the planning context of the respective municipality. The additional criteria are described as follows:

- **Criterion 13: Connects to a County Road in a Neighbouring Jurisdiction**

Identifies roads that provide continuity through municipal boundaries. These include roads which may share a boundary with another jurisdiction with a similar County designation.

- **Criterion 14: Provides a Continuous Route Through the County**

Identifies those road sections that provide continuous travel service through the County and thus have the potential to serve a higher function.

- **Criterion 15: Provides Urban Congestion Relief / By-Pass**

Considers roads that can be effective in providing relief to urban congestion and act as a local by-pass route.

- **Criterion 16: Emergency Detour Routes**

Acknowledges roads that serve as designated emergency detour routes for major provincial highways. Roads within a designated emergency detour route must be able to effectively accommodate diverted traffic.

- **Criterion 17: Peak Seasonal / Monthly Volumes**

Considers roadways which have significant seasonal traffic volume variations, seeing substantial increases during particular months of the year.

A summary of the criteria and weights used by the various municipalities, OGRA and the County, is provided in **Table 1**.

Table 1: Rationalization Criteria Comparison Summary

Criteria	Criterion Weighting						
	OGRA	County of Renfrew	Simcoe County (2008)	Oxford County (2009)	Lanark County (2008)	Grey County (2014)	Dufferin County (2015)
1. Urban Centre Connector	3	3	2	3	3	0 to 4	0 to 4
2. Kings Highway / Upper Tier Connector	2	2		3	2		
3. Heavy Industry Service	2	2	1 to 5	2	2	0 to 2	0 to 2
4. Barrier Service	1	1	-	1	1	1	0.5
5. Resort / Recreation Service	1	1	1 or 2	1	-	-	-
6. Urban Cell Service	0	0	-	-	3	-	-
7. Urban Arterial Extension	3	3	1 or 3	3	-	-	-
8. Rural Cell Service	0	0	-	-	1	-	-
9. Traffic Speed	1	1	-	1	-	1	1
10. Road Surface	0.5	0.5	-	0.5	1 to 3	-	-
11. Traffic Volume	0.5	0.5	1 to 6	0.5	-	0 to 4	0 to 4
12. Road Right-of-Way	1	1	-	1	-	-	-
13. Connects Neighbouring County Road	-	-	1	-	-	2	2
14. Continuity within County	-	-	-	-	-	2	2
15. Provides Urban Congestion Relief / By-Pass	-	-	2	-	-	2	2
16. Emergency Detour Routes	-	-	6	-	-	-	-
17. Peak Seasonal / Monthly Volumes	-	-	-	-	1 to 3	-	-
Total Criterion	10	10	8	10	8	8	8
Possible Score	15	15	27	16	18	18	17.5
Threshold Score	6	6	6	6.5	6	6	6

3.2 Recommended Criteria Updates

Based on the review of comparable policies and in consideration to the specific needs of the County, there is opportunity for improvements to the current road rationalization policy. The following recommendations are provided which describe the applicability/changes to specific criterion and revised weights. These recommended changes are intended to better reflect the importance that the respective attribute plays within the County road network.

Criterion 1: Urban Centre Connector

The intent of Criterion 1 is to identify roads that connect urban centres or built-up areas to one another or to the provincial highway system. For the purposes of scoring this criterion, the County of Renfrew Official Plan should be referred to which identifies Urban Communities, and Village Communities.

The Renfrew County Official Plan also includes the Rural designation. This designation includes small communities consisting of single-detached residences and small-scale commercial and institutional uses and includes areas such as Burnstown, Combermere and Douglas. The Rural designation applies to a large number of communities, many of which are relatively small consisting of only a few residential / commercial properties. Generally, it is expected that these areas do have sufficient density to warrant special consideration for connectivity in the same way as Urban or Village Communities do. It is instead expected that the local road network can accommodate traffic to/from these areas. It is anticipated that should these locations be required to serve higher density residential or commercial uses; Official Plan amendments would be granted, changing the land use designation to either Urban or Village Community.

While as described above, the Rural designation applies to a large number of small residential built-up areas that may not warrant County Road connectivity, there are some roadway segments through Rural designated areas with urban/semi-urban cross-sections. These currently include, but may not be limited to the following:

- Westmeath (White Water Region)
- Forester Falls (White Water Region)
- Burnstown (McNab Braeside)
- White Lake (McNab Braeside)
- Douglas (Admaston / Bromley)

- Round Lake Centre (Killaloe, Hagarty and Richards)

These areas are expected to be relatively built-up warranting consideration towards County road connectivity, however, not to the same extent as Village Communities.

To recognize the significance of these Official Plan land use designations and the commercial activity associated with each, the following weights are recommended.

4 points	road connecting an Urban Community to another Urban Community
	road connecting an Urban Community to a provincial highway
3 points	road connecting an Urban Community to a Village Community
2 points	road connecting a Village Community to another Village Community
	road connecting a Village Community to a Provincial Highway
1 point	road connecting a Rural* area to a Village Community or Urban Community
	road connecting a Rural* area to a Provincial Highway
0	road connecting any other area not designated Urban Community or Village Community

**Rural designated areas with Urban / Semi-Urban designated cross-sections only.*

While the City of Pembroke, is a single tier municipality and as such outside the County of Renfrew jurisdiction, is considered an Urban Community for the purposes of scoring this criterion.

Criterion 2: Kings Highway / Upper Tier Connector

This Criterion is considered a redundancy as traffic volumes generated by major institutional / commercial / industrial complexes would be captured through the various other criterion (Criterion 1, 3, and 5) that assess the traffic volumes associated with such usage.

Criterion 3: Heavy Industry Service

The current criterion is relatively vague in terms of identifying “Consistent major attractor or generator” and is open to interpretation. Heavy vehicle traffic volume is a clear indicator of the degree in which a road is used to support industrial land use.

This criterion recognizes existing truck traffic and its impacts on the road network. Points are awarded on the following sliding scale based on the daily truck volumes for a given section of road:

2 Points	≥ 750 (daily truck volume)
1.5	500 to 746
1	250 to 499
0.5	100 to 249
0	< 100

While all effort should be made to include truck traffic in traffic volume counts, In the absence of daily truck traffic data, a reduced weight of 1 is recommended for roads “close” to “consistent major attractor or generators” of heavy vehicles, consistent with the current criteria.

Criterion 4: Barrier Service

Barrier service is a significant factor within the County given the abundance of lakes, rivers, and wetlands which serve as barriers to the provision of a continuous road network. In addition to the description provided in PW-19, this criterion may also extend to cases whereby, no alternative roadway serves the same nominal (east, west, north, south) route of travel. In these cases, the absence of alternative parallel routes can be considered a barrier. A weight of 2 is recommended for roads that provide service across, around, or parallel a barrier.

Criterion 5: Resort/Recreation Connection

The intent of this Criterion is to provide upper tier service close to resort / recreational areas or to a lower tier road system that distributes the traffic. The current criteria specifies resort / recreational areas generating 700 vehicle trips per day during normal season of operation.



However, this is quite difficult to assess with the necessary data and likely would not apply to most resort areas within the County. Application of this criterion is recommended to be revised to include wording similar to that of Criterion 3. I.e., to be 'Close' to "Seasonal major attractor or generators".

Given the importance of recreational activity within the County, an increased weight of 2 is recommended for roads meeting this criterion.

Criterion 6: Urban Cell Service

The urban areas in the County are generally limited in number and size and the local networks within these areas provide adequate service. It is also noted the intent of this Criterion is to provide rationale for filling gaps in the County road network within urban areas. Therefore, this criterion is not considered applicable.

Criterion 7: Urban Arterial Extension

This Criterion is considered a redundancy to Criterion 1. All roads serving the function of an Urban arterial extension will also receive points for connecting an urban area or a built-up area. It is recommended that this criterion not be considered.

Criterion 8: Rural Cell Service

Similar to Criterion 6, the intent of this criterion is to provide rationale for filling in gaps in the County road network. However, this criterion is not considered applicable to Renfrew County.

Criterion 9: Traffic Speed

This criterion is intended to identify roads which have a speed limit of 80 km/h which signifies the role of a higher tier road to provide efficient flow of traffic through the County. The predominant speed should be considered as the speed limit applicable to the majority of the length of any given roadway. A weight of 1 is appropriate for this criterion, consistent with current weighting.

Criterion 10 Road Surface

The type of surface a road has, or its conditions is not considered an important factor with respect to road classification. Roads considered candidates for County jurisdiction should be upgraded to appropriate standards. This criterion should not be applied.

Criterion 11: Traffic Volumes

Traffic volumes are a significant indicator of road function. Points are recommended to be awarded on the following sliding scale based on Average Annual Daily Traffic (AADT). The scale has been developed to better reflect the role and function of the road within the overall network and in reference to the AADT ranges for various road classifications outline in the Transportation Association of Canada (TAC) Geometric Design Guidelines for Canadian Roads.

6 Points	≥ 12,000 AADT
4	8,000 to 12,000
3	5,000 to 8,000
2	3,000 to 5,000
1	1,000 to 3,000
0	< 1,000

Criterion 12: Road Right-of-Way

The available right-of-way is not considered an important factor in determining jurisdiction. Similar to Criterion 10, roads considered for the County road network should be upgraded to the appropriate standards and provision made to acquire any additional property as necessary. Therefore, this criterion should not be considered.

Criterion 13: Connects to a District / County Road in a Neighbouring Jurisdiction

This Criterion is intended to place emphasis on the importance of continuity and connectivity between the County and its neighbours (other counties / province of Quebec) by allowing for better movement of people and goods across boundaries. Adoption of this criterion with a weight of 2 points is suggested for roads providing this connection and continuity.

Criterion 14: Provides Continuity through Renfrew County

This Criterion is an important consideration with respect to the overall objective of the County road network. Continuity through Renfrew improves connectivity both within it and to destinations and opportunities beyond its borders which are vital to the economic health of the County and its residents.

Adoption of this criterion with a weight of 2 points is suggested for roads providing this connection and continuity.

Criterion 15: Provides a By-Pass Function for Urban Areas

The County road network currently does not have many roads fulfilling this function. However, the few that do, play a critical role in the network by reducing congestion and allowing for greater efficiency of traffic flow. Roads serving this function should be assigned a weight of 2.

Criterion 16: Emergency Detour Routes

Emergency detour routes are signed routes typically designated to provide relief to the provincial freeway system in the event of an emergency whereby a section of highway is closed. With existing emergency detour routes and MTO plans to widen Highway 17, this is an important criterion for consideration. A weight of 6 is recommended for all roads designated as EDR routes by the MTO. Unofficial detour routes not serving a freeway typically accommodate lower volumes of traffic during a closure and as such warrant a lower score. A reduced weight of 2 is recommended for detour routes commonly used but not officially designated as EDR routes.

Criterion 17: Peak Season / Monthly Volumes

While the context of the County and the high recreational activity lend itself to higher than typical seasonal traffic variations, significant deviations from the average are typically associated with major recreational destinations. This criterion is considered redundant with other criteria and therefore should not be considered.

Criterion 18: Existing Road Jurisdiction

Unique to all policies reviewed, this criterion recognizes the role existing County roads play within the overall County network. Existing County roads while assigned prior to adoption of

the current road rationalization policy, were likely assigned in response to a need for the road to serve within the County network. Existing County roads should be assigned a weight of 1.

3.2.1 Recommended Criteria Update Summary

A summary of the recommended criteria and weighting for the County of Renfrew Road network is provided in **Table 2**. While the overall number of criteria has increased, a threshold of 6 is still considered appropriate. The increase in scoring criteria simply represents the different ways in which a roadway can serve a County road function.

Table 2: Renfrew County Recommended Criteria and Weights

Criteria	Weight
1. Urban Centre Connector	0, 1, 2, 3, or 4
3. Heavy Industry Service	0 to 2 / 0 or 1
4. Barrier Service	0 or 2
5. Resort / Recreation Service	0 or 2
9. Traffic Speed	0 or 1
11. Traffic Volume	0 to 6
13. Connects Neighbouring County Road	0 or 2
14. Continuity within County	0 or 2
15. Provides Urban Congestion Relief / By-Pass	0 or 2
16. Emergency Detour Routes	0, 2 or 6
18. Existing Road Jurisdiction	0 or 1
Total Criterion	10
Possible Score	30
Threshold Score	6

3.2.2 Recommended Special Considerations

The County road rationalization policy, in addition to the specified criteria and weights could allow for consideration to special circumstances. This would allow for some degree of flexibility and avoid potentially overly stringent application of the rationalization process. In addition to the application of the above noted criteria, consideration should be given to special circumstances. These are factors that may result in the desire for a road that doesn't meet the minimum threshold to still fall within the County road network. These special circumstances include but are not limited to the following:

- Geography / topography constraints or limitations.
- Road maintenance needs and resulting programming / scheduling.
- Presence of existing bridges or structures.
- Access density and management concerns.
- Planned / proposed future development.
- Continuity of jurisdiction (to avoid jurisdictional changes between consecutive road segments).

Consideration for these factors may be partially captured through the criteria but may not be sufficient to ensure the most appropriate road jurisdiction is realized. A broader review of the overall road system should be undertaken as part of any road rationalization review and in doing so employ best judgement and usage of engineering and planning principles.

3.2.3 Hwy 17 Widening Implications

As mentioned previously, the MTO has indicated plans to continue widening Highway 17 to just west of the Town of Renfrew. As part of the TMP process, MTO provided its proposed alignment for the highway, illustrated in **Figure 1**. Of particular note, are the proposed connections to County and local roads. Interchanges are expected at Highway 60, County Road 20, County Road 6, and County Road 54/508 (completed). The Goshen Road connection is expected to be an overpass (no access to the highway). Of significant consideration to this study is the proposed treatment of the County Road 63 (Miller Road / Anderson Road) connection. Anderson Road is expected to be come a dead-end just south of the highway, while a new service road north of Highway 417 is expected to connect Miller Road to the new interchange at County Road 508 (Calabogie Road). In consideration of this future configuration, County Road 6 north of Hwy 17, County Road 63, and County Road 45 do meet

the minimum thresholds. In consideration of County Road 63 (Anderson Road) becoming a dead-end south of Highway 17, the service the road would be expected to provide is much more closely aligned as a collector or local roadway. This is consistent with the reasoning provided by MTO in that the intent of the dead-end was to alleviate public concerns relating to traffic and specifically truck traffic. Similarly, the need for the segments of County Road 63 (Miller Road) and County Road 6 (Lochwinnoch Road) to Highway 17/Gillan Road to provide upper-tier service is also significantly diminished as this entire segment essentially serves as a parallel route to Highway 17.

However, as will be discussed within the Draft TMP, MTO designates Emergency Detour Routes (EDRs) for motorists when an emergency closure of a major road or highway occurs. The EDR directs motorists away from the closed highway to a parallel route, and ultimately to a point where motorists can rejoin the facility.

Through their design and implementation, EDRs minimize the disruption to the local road network and are essential tools for first responders to manage emergency situations. Each EDR is demarcated with a series of signs denoting the highway number and, in some instances, directional arrow(s) to inform motorists where to turn. Currently, within the County only a single EDR exists for Highway 417 between Ottawa Road 29 (City of Ottawa) to Renfrew County Road 2 (White Lake Road) along County Road 1 (Madawaska Boulevard) and County Road 2 (Daniel Street). In response to the proposed continued widening of Highway 17, a review of new potential EDRs was completed and recommendations for consideration by the County and MTO for new EDRs was provided and illustrated in **Figure 2**.

EDRs are typically provided by MTO on freeway segments such as Highway 417, Highway 416, Highway 11, etc. As such recommendations for future EDRs were limited to the future widening limits of Highway 417. The recommended EDRs serve to provide designated detour routes in the event of a closure on Highway 417 anywhere between the County limits and just west of the Town of Renfrew. The EDRs consist of the following road segments:

- Campbell Drive (Township of McNab / Braeside) from County Road 1 (White Lake Road) to County Road 2 (Usborne Street).
- County Road 54 (McLean Drive) from County Road 1 (White Lake Road) to County Road 63 (Miller Road) via the proposed future service road.

- County Road 63 (Miller Road) to Highway 132 via County Road 6 (Lochwinnoch Road) / Gillan Road, and O'Brien Road (Town of Renfrew, Highway 60 Connecting Link).
- Highway 60 (Town of Renfrew, Highway 60 Connecting Link) from Highway 17 to County Road 20 (Bruce Street).
- County Road 20 (Bruce Street) to Highway 17.
- Garden of Eden Road (Horton Township) from County Road 20 (Bruce Street) to Pinnacle Road (Horton Township).
- Pinnacle Road (Horton Township) to Highway 17 / County Road 4 (Storyland Road).

These roadways have been considered as EDRs for the purposes of scoring criterion 16. However, it is recommended that no provisions be made for their transfer (upgrade/downgrade) until further consultation with MTO is undertaken and their inclusion in the transportation network as EDRs is confirmed as part of the overall widening project.

Additionally, while not located within a freeway segment, consultation with County staff indicated a number of County Roads which are frequently used as detour routes. Roadways encompassing these routes are awarded 2 points under Criterion 16. The following detour routes were identified:

- County Road 4 (Storyland Road) to County Road 7 (Foresters Falls Road).
- County Road 40 (Greenwood Road) from Highway 17 to Highway 40.
- County Road 24 (White Water Road) from Highway 17 to County Road 40 (Greenwood Road).

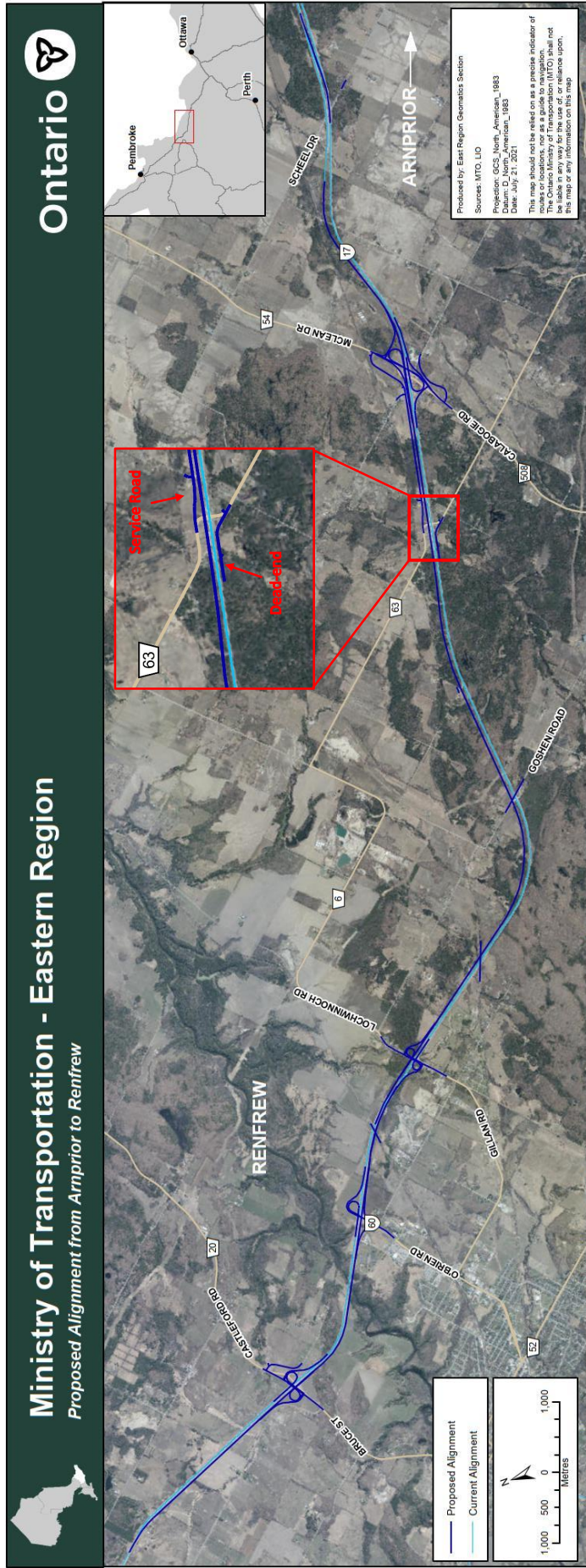


Figure 1: Proposed Highway 17 Alignment

115 Walgreen Road, R.R.3, Carp, ON K0A 1L0 | T. 613-836-2184 | F. 613-836-3742
info.north-america@egis-group.com | www.egis-group.com



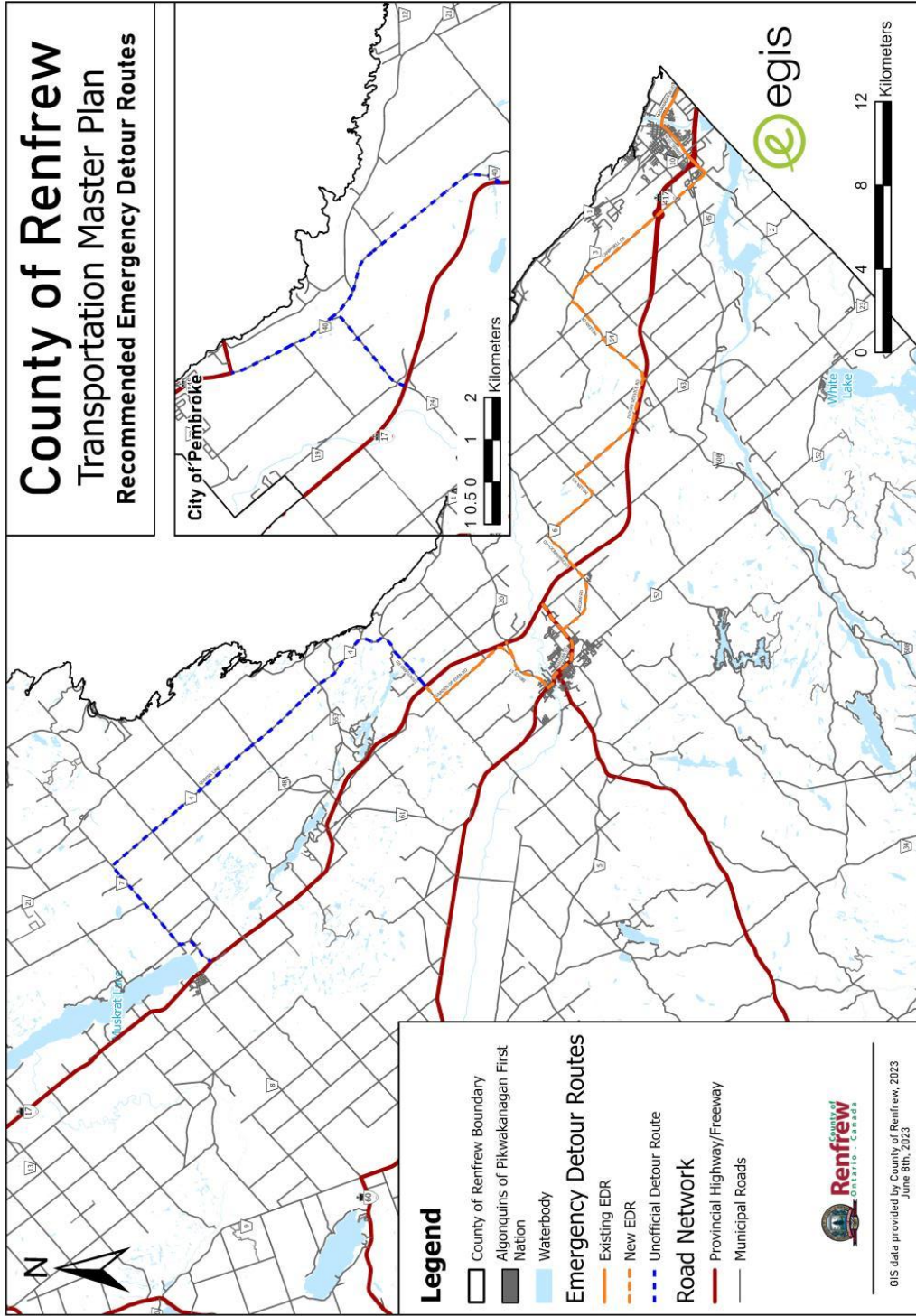


Figure 2: Future Recommended Emergency Detours

115 Walgreen Road, R.R.3, Carp, ON K0A 1L0 | T: 613-836-2184 | F: 613-836-3742
info.north-america@egis-group.com | www.egis-group.com



3.2.4 Connecting Link Program

While some road sections travelling through built-up areas warrant being included in the County road network, they also serve a local function given their role in providing access to businesses and amenities. Often these roads are targeted for streetscaping or “beautification” projects as a means of attracting economic growth in the downtown areas. As such, balance must be given to competing needs (i.e., pedestrian versus car, local versus county).

This balance could be achieved through consideration of implementing a ‘Connecting Link’ program for County roads through urban areas. The primary objective of adopting a connecting link program would be to ensure that the interests of both the County and local municipalities are reconciled in relation to the role and function of County roads through urban areas. Through a connecting link program, the municipality would assume jurisdiction of the urban road sections and through their own corridor development policy, would be able to modify the road to suit their local needs. This would transfer responsibility of speed limits, pedestrian facilities, access management, development approval, etc. to the local municipality. The local municipality, however, would not have authority to alter the connecting link in a way that could disrupt or negate the interests or objectives of the County road network. This would also be to the benefit of the County who would no longer be burdened with administrative details of such requests.

Once a road or road section is designated as a connecting link, the County and respective municipality may enter into an agreement whereby the role and responsibilities of each party are clearly identified. The agreement would typically specify the jurisdictional rights, cost sharing specifics (including eligible costs) and approval rights with respect to construction plans.

3.2.4.1 Connecting Link - Cost Sharing Model

Any connecting link program must clearly identify the cost sharing responsibilities of each party. The MTO connecting link program (2022), provides funding for up to 90% of total eligible costs which can be used for the following projects:

- Environmental Assessment costs.
- Design / Engineering costs.
- Project Management / Contract Administration costs.
- Materials.
- Construction.

Funds cannot be used for:

- Costs incurred before project approval or after committed project completion date.
- Land acquisition.
- Leasing land, equipment, buildings, and other facilities.
- Financing fees.

The County of Renfrew recently developed its Infrastructure Expansion Policy (Ga-14 / May 2024) which generally provides the cost sharing framework required for a connecting links type program. The policy provides the scope of applicable works, and the cost sharing measures should any municipality request a scope of work greater than is planned, and or would fall under the County responsibility as per the Municipal act.

4.0 PROPOSED ROAD NETWORK

An assessment of the County road network was completed in consideration of the recommended criteria (provided in **Attachment 1**) and weighting, outlined in **Table 2**.

Map 1 and **Map 2**, illustrates the roads recommended to be maintained within the County road network, transferred to local municipalities, transferred to the County road network, or be considered as connecting links.

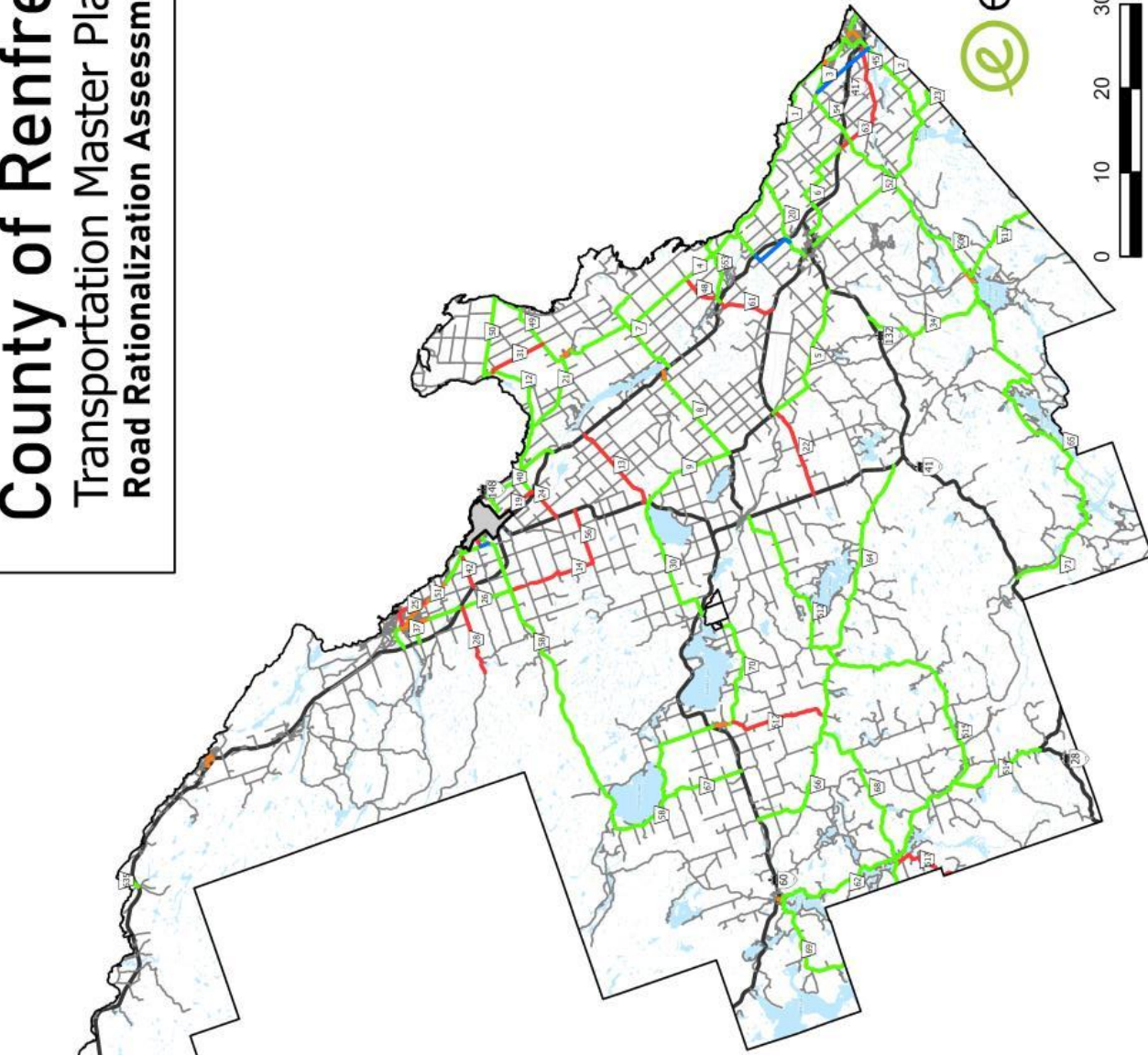
Table 3 provides a high-level summary of the assessment. Based on the recommended criteria and weighting, a total of 125 km of the approximately 820 km of County road is recommended for transfer to the local road network. An additional 25 km of roadway is recommended for the connecting link program.

Table 3: Road Rationalization Summary

	Sections	Length (km)
Currently Designated County Road	512	820
Existing County road recommended for transfer to local municipality	79	122
Existing County road to remain in County network	403	673
Existing local road recommended for transfer to County	5	18
Existing County road recommended for Connecting Link program	30	25



County of Renfrew Transportation Master Plan Road Rationalization Assessment



Legend

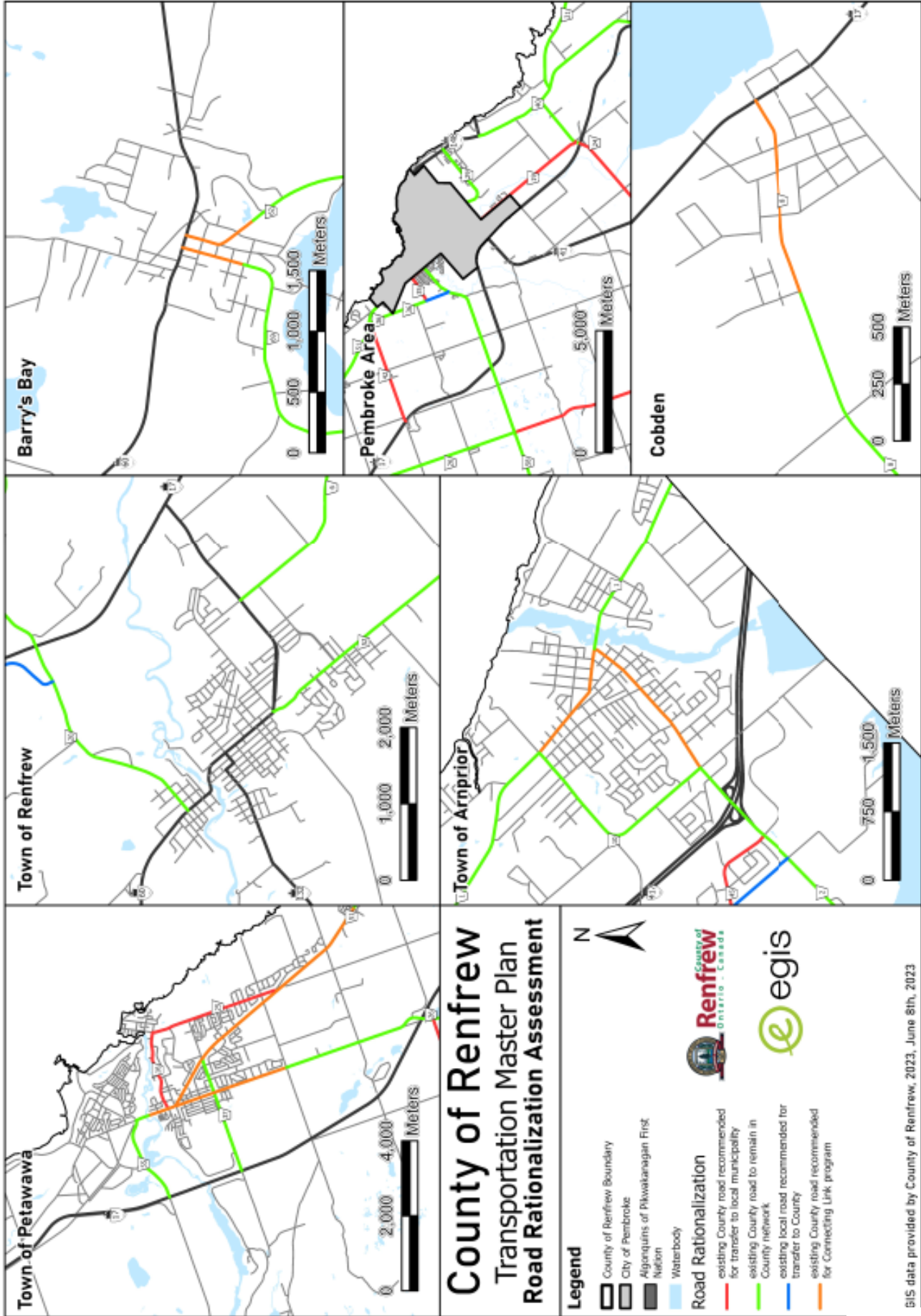
- County of Renfrew Boundary
- City of Pembroke
- Algonquins of Pikwakanagan First Nation
- Waterbody

Road Rationalization

- existing County road recommended for transfer to local municipality
- existing County road to remain in County network
- existing local road recommended for transfer to County
- existing County road recommended for Connecting Link program



GIS data provided by County of Renfrew, 2023
June 8th, 2023



4.1 Roads to Consider for Transfer to Local Municipalities

A total of 125 km of roadway is recommended for transfer to local municipalities, as summarized in **Table 4**. These roads did not meet the minimum threshold nor warrant special considerations. Many of the identified roadways provide connections from one highway to another highway or another County road. However, this service does not in itself indicate the need for the road to provide upper-tier service.

Additionally, some roads could be argued to receive points under Criterion 1 for connecting a provincial highway to an Urban Community or Rural Village. However, some of the roads recommended for transfer connect the provincial highway system to an Urban Community or Village but do so in a manner whereby the roadway serves as a direct parallel route to a highway. For example, County Road 19 near Pembroke runs directly parallel to Highway 17 and connects back to the highway outside of the urban area boundary, and as such is not considered to achieve the intent of Criterion 1.

As discussed in **Section 3.2.3**, the roads recommended as future EDRs were given 6 points under Criterion 16, which would include them in the County road network. However, it is worth noting that a number of the existing County roadways did not meet the minimum threshold for inclusion in the County Roadway without the consideration as an EDR. This included the following roadways:

- County Road 6 (Lochwinnoch Road) from Highway 17 to County Road 63 (Miller Road) and County Road 63 (Miller Road) to Highway 17 – With Highway 17 widened and the connection provided, this roadway would not meet the minimum threshold.
- County Road 4 (Queens Line) from County Road 653 (Chenau Road) to County Road 7 (Foresters Falls Road) – Does not meet minimum threshold, however, based on conversation with County staff, is currently used as an unofficial detour route for closures on Highway 17.
- County Road 24 (White Water Road) from Highway 17 to County Road 40 (Greenwood Road) - Does not meet minimum threshold, however, based on conversation with County staff, is currently used as an unofficial detour route for closures on Highway 17.

Table 4: Roads Recommended for Transfer to Local Municipalities

Road	Section	Length (km)	Municipality
Cty Rd 45 (Vanjumar Rd)	From Cty Rd 2 (Whitewater Rd) to Russet Dr	0.5	Town of Arnprior
Cty Rd 28 (Barron Canyon Rd)	McKay Township Line to Cty Rd 26 (Doran Rd)	8.4	Town of Petawawa
Cty Rd 16 (Victoria St)	Cty Rd 51 (Petawawa Blvd) to Cty 25 (Laurentian Dr)	2.1	Town of Petawawa
Cty Rd 25 (Laurentian Dr)	Cty Rd 16 (Victoria St) to Cty Rd 51 (Petawawa Blvd)	3.5	Town of Petawawa
Cty Rd 61 (Haley Road)	Cty Rd 61 (Godfrey Rd) / Orin Rd to Hwy 60	2.1	Township of Admonston / Bromley
Cty Rd 22 (Hyndford Rd)	Cty Rd 5 (Stone Rd) to Bromley/Grattan Township Line	3.1	Township of Admonston / Bromley
Cty Rd 22 (Hyndford Rd)	Bromley/Grattan Township Line to Hwy 41	8.1	Township of Bonnechere Valley
Cty 512 (Brudenell Rd)	Cty Rd 70 (Ruby Rd) to Cty 66 (Opeongo Rd)	8.8	Township of Brudenell, Lyndoch and Raglan
Cty Rd 517 (Dafoe Rd)	Raglan Township Boundary West to Raglan Township Boundary North	1.1	Township of Brudenell, Lyndoch, and Raglan
Cty Rd 67 (Simpson Pit Rd)	Cty Rd 58 (Round Lake Rd) to Hwy 60	10.2	Township of Killaloe, Hagarty, and Richards
Cty Rd 13 (Mountain Rd)	Snake River Line to North Algona Wilberforce Township Line	7.2	Township of Laurentian Valley

County of Renfrew TMP – Road Rationalization Assessment (CCO-22-3038)

Road	Section	Length (km)	Municipality
Cty Rd 19 (Mud Lake Rd)	Cty Rd 24 (White Water Rd) to City of Pembroke South Limit	4.9	Township of Laurentian Valley
Cty Rd 35 (Jean Ave)	Cty Rd 36 (TV Tower Rd) to Boundary Rd E	1.1	Township of Laurentian Valley
Cty Rd 26 (Doran Rd)	Cty Rd 58 (Round Lake Rd) to Cty Rd 56 (Woito Station Rd)	10.7	Township of Laurentian Valley
Cty Rd 35 (Boundary Rd E)	Cty Rd 35 (Jean Ave) to Trafalgar Rd	0.6	Township of Laurentian Valley / City of Pembroke
Cty Rd 517 (Dafoe Rd)	Cty Rd (62 (Combermere Rd) to Radcliff Township (Coulas Rd)	5.7	Township of Madawaska Valley
Cty Rd 45 (Russett Dr)	From Cty Rd 45 (Vanjumar Rd to Cty Rd 63 (Flat Rapids Rd)	5.3	Township of McNab/Braeside
Cty Rd 63 (Flat Rapids Rd)	Cty Rd 45 (Russett Dr) to Cty Rd 6 (Lochwinnoch Rd)	13.0	Township of McNab/Braeside
Cty Rd 13 (Mountain Rd)	North Algona Wilberforce Township Line to Hwy 41	2.6	Township of North Algona Wilberforce
Cty Road 31 (Lookout Rd)	Cty Rd 12 (Westmeath Rd) to Cty Rd 49 (Lapasse Rd)	7.0	Township of Whitewater Region
Cty Rd 48 (Magnesium Rd)	Cty Rd 4 (Queens Ln) to Cty Rd 653 (Chenau Rd)	4.7	Township of Whitewater Region
Cty Rd 61 (Godfrey Rd)	Hwy 17 to Orin Rd / Cty Rd 61 (Haley Rd)	4.8	Township of Whitewater Region
Cty Rd 13 (Mountain Rd)	Hwy 17 to Snake River Ln	1.5	Township of Whitewater Region

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4.2 Existing Local Road Considerations

As part of this study, and through consultation with County staff, a number of local municipal roads were assessed.

While local traffic data for nonparticipating municipalities was not available as part of this study, the following roadway segments were identified as potential candidates for transfer to the County road network based on the application of ‘special considerations’.

- Tv Tower Road – County Road 36 currently consists of a section of TV Tower Road extending from County Road 51 to County Road 35. South of County Road 35, TV Tower Road falls under local jurisdiction. County Road 36, however, is recommended to remain a County road under the assumption it provides urban congestion relief (Criterion 15) by relieving traffic congestion along Pembroke Street W. However, this service would only be provided through the continuity of TV Tower Road. As such, for the purposes of continuity and urban congestion relief, the entirety of Tv Tower road is recommended as a County road (County Road 36).
- Opeongo Road – Based on the latest information provided in the Town of Renfrew TMP, the town has highlighted a need for the realignment of Opeongo Road and conversion to an Arterial Road. However, it is noted, that additional information is required to determine the needs and alternatives of this proposed project, should it be undertaken, there could be potential justification for the road to be transferred to the County road network, however, at this time is not considered for transfer.

As discussed in **Section 3.2.3**, a number of local roads are recommended as part of the future EDR network and as such consideration within the County road network. However, as previously discussed additional consultation with MTO would be required prior to considering transfer of the following local roads:

- Campbell Drive (Township of McNab / Braeside) from County Road 1 (White Lake Road) to County Road 2 (Usborne Street).
- Garden of Eden Road (Horton Township) from County Road 20 (Bruce Street) to Pinnacle Road (Horton Township).
- Pinnacle Road (Horton Township) to Highway 17 / County Road 4 (Storyland Road).

The following roads were also considered within this study but were not found to meet the minimum threshold:

- Lime Kiln Road.
- Pinnacle Road from Garden of Eden Road to Highway 60.
- B-Line Road.
- Zion Line.
- Grants Settlement Road.
- Letts Cemetery Road.

It is noted, that while these roads did not meet the minimum threshold, they likely do merit special local attention but rather in a capacity as collector roadways and not a County road. Additionally, it should be noted, that traffic data was not available for all roads including B-Line Road, Grants Settlement Road, Campbell Drive and Letts Cemetery Road. Local road scoring has also been provided in **Attachment #1**.

4.3 Roads to Consider for Connecting Link Program

Based on the connecting link definition, the results of the road rationalization assessment, and the County OP, the following road segments have been identified for consideration as connecting links:

- County Road 2 (Daniel Street) from County Road 10 (Baskin Drive W) to County Road 1 (Madawaska Boulevard)
- County Road 1 (Madawaska Boulevard) from County Road 2 (Daniel Street) to County Road 10 (Division Street)
- County Road 508 (Calabogie Road) from County Road 511 (Lanark Road) to Mill Street
- County Road 1 (River Road) from Dochart Street to County Road 2 (Usborne Street)
- County Road 8 (Main Street) from Ross Street to Highway 17
- County Road 21 (Beachburg Road) from Jamieson Crescent to County Road 49 (Lapasse Road)
- County Road 69 (Dunn Street) from Wilno Street to Highway 60
- County Road 62 (Bay Street) from Barry's Bay south limits to Highway 60
- County Road 26 (Doran Road) from County Road 51 (Petawawa Boulevard) to Black Bay Road.

- County Road 51 (Petawawa Boulevard) from south of Petawawa River Bridge to Petawawa south limits.
- County Road 72 (Ridge Road) from Highway 17 to County Road 73 (Deep River Road)
- County Road 73 (Deep River Road) from County Road 72 (Ridge Road) to Highway 17.

5.0 NEXT STEPS

To complete this road rationalization process, the following additional steps should be taken to ensure an acceptable solution for all stakeholders is achieved:

- County staff to provide comment/input on the above recommendations and study findings. The study will then be finalized and included in the TMP.
- County Staff to prepare report to Committee / Council to seek direction with respect to the road rationalization recommendations identified in the TMP and consult with local municipalities.
- Develop an agreed upon County road network in consultation with local municipalities and other stakeholders.

Once endorsement is received, a road transfer plan can be developed. The road transfer plan should include specific timelines for the phasing of road transfers and associated costs. It is recognized that cost will be a significant concern for local municipalities. As such, the implementation plan should include a funding model which outlines potential compensation for the transfer.

Overall, the road transfer plan options should include:

- Alternative 1: Do-nothing (maintain the current road system as is).
- Alternative 2: Transfer roads in their current state.
- Alternative 3: Transfer roads in an improved state.
- Alternative 4: Transfer roads with financial concessions.

The County's AMP will be beneficial in developing the road transfer plan. The AMP generally sets level of service policies to determine how pavement management should be carried out in order to ensure that pavement is maintained at a satisfactory level. This includes setting standards for pavement performance and determining acceptable conditions. The AMP, however, is only a single component of the broader pavement management hierarchy. The hierarchy also requires a Road Needs Study (RNS) and budget before treatment selections can be completed. The RNS is a network level planning document which sets the 10-year strategy for managing road assets. The study would analyze the current state of the road network, identify areas that need improvement, and identify the most cost-effective ways to address those needs. As such, it is recommended the County undertake a RNS prior to developing the road transfer plan. This would allow for a comprehensive assessment of the needs and costs associated with each roadway and the identified transfers.

Attachment #1 – Road Rationalization Results

10 Year Capital Plan 2023-2032
Road Sections

Information & Classification		Road Sections																	
Asset ID	Split Road ID No.	Road Name	Section Description	Criterion 1 - Urban Centre Connector	Criterion 3 - Heavy Industrial Use	Criterion 4 - Barrier Service	Criterion 5 - Report /Recreation Service	Criterion 13 - Connects Neighbouring County Road	Criterion 14 - Continuity Within County	Criterion 15 - Provides Urban Congestion Relief	Criterion 16 - Emergency Detour Routes	Criterion 18 - Existing Road Jurisdiction	Criterion 9 - Traffic Speed	Criterion 11 - Traffic Volume	Rationalization Total	Rationalization Total >=6 (YES/ NO)	Municipality	2023 AADT	Posted Speed km/h
10000	1	Madawaska Blvd	Comifer Lane-to-Herrick Drive Limit	3		2		2			6	1	1	3	18	YES	Amnrior	7639	80
10010	1	Madawaska Blvd	Herrick Drive-to-Arnrior Town Limit (d James Begin)	3		2		2			6	1	1	3	18	YES	Amnrior	6617	80
10048	1	Madawaska Blvd	Arnrior Town Line-to-B238 E Exp Jnt	3		2					6	1	0	4	18	YES	Amnrior	11928	50
10177	1	B238	B238 E Exp Jnt-to-B238 W Exp Jnt	3		2		2			6	1	0	4	18	YES	Amnrior	11928	50
10197	1	Madawaska Blvd	B238 W Exp Jnt-to-Daniel St	3		2		2			6	1	0	4	18	YES	Amnrior	11928	50
10213	1	Madawaska Blvd	Daniel St-to-Elim St	3		2					6	1	0	3	7	YES	Amnrior	5346	50
10262	1	Elgin Street West	Madawaska & Elgin-to-City Rd 10 (Division St)	3		2		2			6	1	0	3	15	YES	Amnrior	5346	40
10347	1	River Road	City Rd 10 (Division St)-to-Usborne St	3		2		2			6	1	0	2	8	YES	McNab/Braeside	3881	50
10396	1	River Road	Usborne St-to-Moore St	3		2		2			6	1	1	2	9	YES	McNab/Braeside	3881	80
10459	1	River Road	Moore St-to-Dochart St	3		2		2			6	1	1	2	9	YES	McNab/Braeside	4536	80
10674	1	River Road	Dochart St-to-City Rd 3 (Usborne St)	3		2		2			6	1	0	1	7	YES	McNab/Braeside	2717	50
10797	1	River Road	City Rd 3 (Usborne St)-to-Braeside West Limit	3		2		2			6	1	0	1	6	YES	McNab/Braeside	1531	50
10859	1	River Road	Braeside West Limit-to-Toner Road	3		2		2			6	1	0	1	6	YES	McNab/Braeside	1531	60
11124	1	River Road	Toner Road-to-Sand Point East Limit	3		2		2			6	1	0	1	6	YES	McNab/Braeside	1294	60
11124	2	River Road	Sand Point East Limit-to-Mast Rd	3		2		2			6	1	0	1	6	YES	McNab/Braeside	1294	50
11330	1	River Road	Mast Rd-to-Henry Crescent	3		2		2			6	1	0	1	6	YES	McNab/Braeside	1294	60
11512	1	River Road	Henry Crescent-to-tochwinnoch Rd	3		2		2			6	1	1	1	7	YES	McNab/Braeside	1294	80
11748	1	River Road	Lochwinnoch Rd-to-Storie Rd	3		2		2			6	1	1	1	7	YES	McNab/Braeside	1432	80
11871	1	River Road	Storie Rd-to-Country CP Trail	3		2		2			6	1	1	1	7	YES	Horton	1432	80
11981	1	River Road	Country CP Trail-to-Castleford Bages Exp Jnt	3		2		2			6	1	1	1	7	YES	Horton	1432	80
12201	1	B110	Castleford Bages Exp Jnt-to-Castleford Bages N Exp Jnt	3		2		2			6	1	1	1	7	YES	Horton	1432	80
12210	1	River Road	Castleford Bages N Exp Jnt-to-City Rd 20 (Castleford Rd)	3		2		2			6	1	1	1	7	YES	Horton	1432	80
12464	1	River Road	County Road 20-to-Graham Road	3		2		2			6	1	0	5	NO		Horton	796	60
12464	A	River Road	Graham Road-to-Mullins Road	3		2		2			6	1	1	0	6	YES	Horton	796	80
12884	1	River Road	Mullins Rd-to-Rex Lane	3		2		2			6	1	1	0	6	YES	Horton	757	80
13135	1	River Road	Rex Lane-to-City Rd 4 (Storjland Rd)	3		2		2			6	1	1	0	6	YES	Horton	757	80
20000	2	Daniel St. North	Madawaska St-to-Michael St (left)	4		2		6			6	1	0	4	15	YES	Amnrior	8551	40
20051	1	Daniel St. North	Michael St-to-Acthur Street	4		2		6			6	1	0	6	17	YES	Amnrior	14593	40
20051	2	Daniel St. North	Arthur Street-to-City Rd 45 (Vanjumar Hwy 17-to-City Rd 45 (Vanjumar Dr))	4		2		6			6	1	0	6	17	YES	Amnrior	14593	40
20171	2	White Lake Road	Basin Dr-to-Acthur Street	4		2		6			6	1	0	6	17	YES	Amnrior	13007	50
20275	2	White Lake Road	City Rd 45 (Vanjumar Dr)-to-Campbell Dr	4		2		6			6	1	0	4	10	YES	Amnrior	9079	60
20312	2	White Lake Road	Campbell Dr-to-Clybank Bidge E Exp Jnt	4		2		6			6	1	1	2	9	YES	McNab/Braeside	4089	80
20437	2	B120	Clybank Bidge E Exp Jnt-to-Clybank Bages W Exp Jnt	4		2		6			6	1	1	2	9	YES	McNab/Braeside	4089	80
20472	2	White Lake Road	Clybank Bages W Exp Jnt-to-Young Rd	4		2		6			6	1	1	2	9	YES	McNab/Braeside	3598	80
20601	2	White Lake Road	Young Rd-to-Mountain View Rd	4		2		6			6	1	1	2	9	YES	McNab/Braeside	3122	80
20880	2	White Lake Road	Mountain View Rd-to-Robertson Line	4		2		6			6	1	1	2	9	YES	McNab/Braeside	3122	80
21013	2	White Lake Road	Robertson Line-to-City Rd 23	4		2		6			6	1	1	2	9	YES	McNab/Braeside	3122	80
21334	2	White Lake Road	City Rd 23 (Highland Rd)-to-Walbs Creek Bidge E Exp Jnt	4		2		6			6	1	0	1	7	YES	McNab/Braeside	2309	60
21431	2	White Lake Road	Walbs Creek E Exp Jnt-to-City Rd 52 (Burnstown Rd)	4		2		6			6	1	0	1	7	YES	McNab/Braeside	2309	50
30000	3	Usborne Street	City Rd 1 (River Rd)-to-Braeside West Limits	2		2		6			6	1	0	6	6	YES	McNab/Braeside	791	50
30038	3	Usborne Street	Braeside West Limits-to-Carlea Rd	2		2		6			6	1	0	6	6	YES	McNab/Braeside	791	60
30084	3	Usborne Street	Carlea Rd-to-Carmichael Sidersad	2		2		6			6	1	1	0	7	YES	McNab/Braeside	791	80
30292	3	Usborne Street	Carmichael Sidersad-to-City Rd 54 (McLennan Dr)	2		2		6			6	1	1	0	7	YES	McNab/Braeside	791	80
40000	4	Storjland Road	City Rd 54 (McLennan Dr)-to-Hwy 17-to-Edy Rd	2		2		6			6	1	1	1	11	YES	Horton	3613	80

Information & Classification										Road Sections									
Asset ID	Split Road ID No.	Road Name	Section Description	Criterion 1 - Urban Centre Connector	Criterion 3 - Heavy Industrial Use	Criterion 4 - Barrier Service	Criterion 5 - Report /Recreation Service	Criterion 13 - Connects Neighbouring County Road	Criterion 14 - Continuity Within County	Criterion 15 - Provides Urban Congestion Relief	Criterion 16 - Emergency Detour Routes	Criterion 18 - Existing Road Jurisdiction	Criterion 9 - Traffic Speed	Criterion 11 - Traffic Volume	Rationalisation Total	Rationalization Total >=6 (YES/ NO)	Municipality	2023 AADT	Posted Speed km/h
40177	4	Stonyland Road	Edy Rd to Cty Rd 1 (River Rd)		1	2			2		2	1	1	2	11	YES	Horton	3619	80
40320	1	Stonyland Road	Cty Rd 1 (River Rd) to Alex Lane						2		2	1	1	2	8	YES	Horton	4109	80
40320	2	Stonyland Road	Alex Lane to Bingham Road						2		2	1	1	2	8	YES	Horton	4109	80
40320	3	Stonyland Road	Bingham Road to CR 653 (Chenaux Rd)						2		2	1	1	2	8	YES	Horton	4109	80
40752	1	Queens Line	Cty Rd 653 (Chenaux Rd) to CA						2		2	1	1	1	7	YES	Whitewater Region	1341	80
40752	2	Queens Line	1890 Queens Line to Magnesium Rd (CR 48)						2		2	1	1	7	YES	Whitewater Region	1341	80	
41184	4	Queens Line	Cty Rd 48 (Magnesium Rd) to Acres Rd						2		2	1	1	7	YES	Whitewater Region	1325	80	
41314	4	Queens Line	Acres Rd to Kilmith Rd						2		2	1	1	7	YES	Whitewater Region	1325	80	
41824	4	Queens Line	Kilmith Rd to Cty Rd 7 (Foresters Falls Rd)						2		2	1	1	7	YES	Whitewater Region	1325	80	
5000	1	Stone Road	Hwy 17 to Red Rd	1		2			1		1	1	1	6	YES	Admaston/Bromley	1505	80	
5000	2	Stone Road	Hwy 17 to Red Rd	1		2			1		1	1	1	6	YES	Admaston/Bromley	1505	80	
50231	1	Stone Road	Four Rd to Red Rd	1		2			1		1	1	1	6	YES	Admaston/Bromley	1182	80	
50231	2	Stone Road	Four Rd to Red Rd	1		2			1		1	1	1	6	YES	Admaston/Bromley	1182	80	
50436	1	Stone Road	Berlaquet Rd to Cullane Rd	1		2			1		1	1	1	5	NO	Admaston/Bromley	486	80	
50436	2	Stone Road	Cullane Rd to 1574 Stone Rd	1		2			1		1	1	1	5	NO	Admaston/Bromley	486	80	
50636	1	Stone Road	1574 Stone Rd to Fullon Rd	1		2			1		1	1	1	5	NO	Admaston/Bromley	486	80	
50636	2	Stone Road	1574 Stone Rd to Fullon Rd	1		2			1		1	1	1	5	NO	Admaston/Bromley	486	80	
50860	1	Stone Road	Fullon Rd to Kermilly Rd	1		2			1		1	1	1	5	NO	Admaston/Bromley	486	80	
51114	1	Stone Road	Kermilly Rd to Muck Rd	1		2			1		1	1	1	5	NO	Admaston/Bromley	486	80	
51257	1	Stone Road	Muck Rd to Collogher Rd	1		2			1		1	1	1	5	NO	Admaston/Bromley	351	80	
51557	1	Stone Road	Collogher Rd to Red 22 (Hyndford Rd)	1		2			1		1	1	1	5	NO	Admaston/Bromley	351	80	
51735	1	Stone Road	Cty Rd 22 (Hyndford Rd) to Hwy 60	1		2			1		1	1	1	5	NO	Admaston/Bromley	1261	50	
60000	6	Gillan Rd	Hwy 60 (Green Rd) to Jameson Lane	4	1						6	1	0	2	14	YES	Reinfrew	3594	60
60060	6	Gillan Rd	Jameson Lane to Line Kih Rd	4	1						6	1	0	2	14	YES	Horton	3594	60
60390	6	Gillan Rd	Line Kih Rd to Hwy 17	4	1						6	1	0	2	14	YES	Horton	3594	60
60376	6	Lechwinnoch Rd	Hwy 17 to Bannock Rd	1					1		1	1	1	9	YES	Horton	980	80	
60588	6	Lechwinnoch Rd	Thomson Rd to Yanba Rd	1					1		1	1	1	9	YES	Horton	980	80	
60668	6	Lechwinnoch Rd	Yanba Rd to Miller Rd	1					1		1	1	1	9	YES	McNabb/Braeside	980	80	
70000	7	Foresters Falls Rd	Hwy 17 to Gypsy Lane	2					2		2	1	1	8	YES	Whitewater Region	2530	80	
70108	7	Foresters Falls Rd	Gypsy Lane to Marjorie Rd	2					2		2	1	1	9	YES	Whitewater Region	2530	80	
70288	7	Foresters Falls Rd	Marjorie Rd to Zion Line	2					2		2	1	1	9	YES	Whitewater Region	956	80	
70474	7	Foresters Falls Rd	Zion Line to Cty Rd 4 (Queens Line)	2	1				2		2	1	1	9	YES	Whitewater Region	956	80	
70506	7	Foresters Falls Rd	Cty Rd 4 (Queens Line) to Cty Rd 21 (Bachburg Rd)	2	1				2		2	1	1	7	YES	Whitewater Region	956	80	
70538	7	Foresters Falls Rd	Cty Rd 21 (Bachburg Rd) to Government Rd	1	1				2		2	1	1	6	YES	Whitewater Region	399	80	
70752	7	Foresters Falls Rd	Government Rd to Harriet Street (urban begins)	1					2		2	1	0	4	NO	Whitewater Region	399	60	
70788	7	Foresters Falls Rd	Harriet Street (urban begins) to Beginning of semitization	1					2		2	1	0	4	NO	Whitewater Region	399	50	
70847	7	Foresters Falls Rd	Beginning of semitization to Beginning of urban	2					2		2	1	0	5	NO	Whitewater Region	399	50	
70878	7	Foresters Falls Rd	Beginning of urban to Grants Settlement Rd	1					2		2	1	1	5	NO	Whitewater Region	399	80	
80000	8	Cobden Rd	Hwy 60/Cty Rd 9 (Bulger Rd) to Pine Valley Rd	2		2						1	1	7	YES	Admaston/Bromley	1694	80	
80301	8	Cobden Rd	Pine Valley Rd to Barr Line	2		2						1	1	7	YES	Admaston/Bromley	1943	80	
80567	8	Cobden Rd	Barr Line to Oldhall Line	2		2						1	1	7	YES	Admaston/Bromley	2113	80	
80837	8	Cobden Rd	Oldhall Line to Cobden Line	2		2						1	1	7	YES	Admaston/Bromley	2344	80	
81124	8	Cobden Rd	Reim Line to Cobden Line	2		2						1	0	7	YES	Whitewater Region	4129	50	
81206	8	Cobden Rd	Cobden Urban Beginning to Hwy 17	2		2						1	0	7	YES	Whitewater Region	4129	50	
90000	9	Bulger Rd	Hwy 60/Cty Rd 8 (Cobden Rd) to Agnew Rd			2						1	1	6	YES	Admaston/Bromley	972	80	
90203	9	Bulger Rd	Agnew Rd to McCaghran Rd			2						1	1	6	YES	Admaston/Bromley	972	80	
90472	9	Bulger Rd	McCaghran Rd to Stone Hedges			2						1	1	6	YES	North Algonia Wilberforce	871	80	
90728	9	Bulger Rd	Stone Hedges Rd to Hwy 41			2						1	1	6	YES	North Algonia Wilberforce	871	80	
10000	A	Baskin Drive West	CR 2 (Daniel Street) to Division Street			2						1	0	6	YES	Amptior	5425	50	
100000	10	Division St	Baskin Drive West to Alexandra Street			2						1	0	6	YES	McNabb/Braeside	5425	50	
100077	10	Division St	Alexandra Street to Cty Rd 1 (River/Eglin)			2						1	0	6	YES	McNabb/Braeside	5425	50	
120000	12	Westmeath Rd	Cty Rd 1 (River/Eglin) Rd to Moores Beach Rd			2			2			1	1	9	YES	Whitewater Region	1339	80	
120153	12	Westmeath Rd	Moores Beach Rd to Sand Point Rd			2			2			1	1	9	YES	Whitewater Region	1339	80	
130283	12	Westmeath Rd	Sand Point Rd to Old Mill Bridge Rd			2			2			1	1	9	YES	Whitewater Region	1339	80	

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Information & Classification		Section Description	Criterion 1 - Urban Centre Connector	Criterion 3 - Heavy Industrial Use	Criterion 4 - Barrier Service	Criterion 5 - Report /Recreation Service	Criterion 13 - Connects Neighbouring County Road	Criterion 14 - Continuity Within County	Criterion 15 - Provides Urban Congestion Relief	Criterion 16 - Emergency Detour Routes	Criterion 18 - Existing Road Jurisdiction	Criterion 9 - Traffic Speed	Criterion 11 - Traffic Volume	Rationalisation Total	Rationalisation Total >=6 (YES/ NO)	Municipality	2023 AADT	Posted Speed km/h
120471	12	Westmeath Rd	04 Mill Bridge Rd to Westmeath Lane		2	2		2			1	1	1	9	YES	Whitewater Region	1339	80
120807	12	Westmeath Rd	Westmeath Top Dump to Lovers Lane		2	2		2			1	1	1	9	YES	Whitewater Region	1339	80
120807	12	Westmeath Rd	Lovers Lane to Urban Beginning		2	2		2			1	1	1	9	YES	Whitewater Region	1557	80
121012	12	Westmeath Rd	Urban Beginning to City Rd 50 (Gore Line)		2	2		2			1	0	1	8	YES	Whitewater Region	1557	50
130000	13	Mountain Rd	Hwy 41 to Waterford/Stafford Line		2	2		2			1	1	0	4	NO	North Algonia Whiteforce	344	80
130264	13	Mountain Rd	Whiteforce/Stafford Line to Micksburg Rd		2	2		2			1	1	1	5	NO	Laurentian Valley	1199	80
130427	13	Mountain Rd	Micksburg Rd to Soike Rd		2	2		2			1	0	1	4	NO	Laurentian Valley	501	80
130567	13	Mountain Rd	Soike Rd to Stafford Third Line		2	2		2			1	0	1	4	NO	Laurentian Valley	501	80
130706	13	Mountain Rd	Stafford Third Line to Stafford Second Line		2	2		2			1	0	1	4	NO	Laurentian Valley	501	80
130846	13	Mountain Rd	Stafford Second Line to Snake River Line		2	2		2			1	1	0	4	NO	Laurentian Valley	501	80
130984	13	Mountain Rd	Snake River Line to Hwy 17		2	2		2			1	1	0	4	NO	Whitewater Region	400	80
140000	14	Witt Rd	City Rd 56 (Wolfe Station Rd) to Locksley Rd		2	2		2			1	1	0	5	NO	Laurentian Valley	347	80
140222	14	Witt Rd	Locksley Rd to City Rd 26 (Doran Rd)		2	2		2			1	1	0	5	NO	Laurentian Valley	347	80
160000	16	Victoria St	City Rd 51 (Petawawa Blvd) to Wolfe Ave to Armstrong Rd		2	2		2			1	0	2	5	NO	Petawawa	3801	50
160088	16	Victoria St	Wolfe Ave to Armstrong Rd		2	2		2			1	0	1	4	NO	Petawawa	2335	50
160088	2	Victoria St	Armstrong Rd to City Rd 26 (Laurentian Drive)		2	2		2			1	0	1	4	NO	Petawawa	2335	50
190000	19	Mud Lake Rd	City Rd 24 (White Water Rd) to Robinson Rd		2	2		2			1	1	0	4	NO	Laurentian Valley	786	80
190130	19	Mud Lake Rd	Robinson Rd to McDonnell Bdge S Exp Jct		2	2		2			1	1	1	5	NO	Laurentian Valley	1596	80
190223	19	B143	McDonnell Bdge S Exp Jct to McDonnell Bdge N Exp Jct to Sawmill Rd		2	2		2			1	0	1	4	NO	Laurentian Valley	1596	60
190231	19	Mud Lake Rd	Sawmill Rd to City of Pembroke South Limit		2	2		2			1	0	1	4	NO	Laurentian Valley	1900	60
190346	19	Mud Lake Rd	Hwy 60 to Urban Limit		4	1		4			1	0	3	15	YES	Renfrew	7443	50
200000	20	Bruce St	Urban Limit to Cobur Rd		4	1		4			1	0	3	15	YES	Renfrew	6138	60
200047	20	Bruce St	Cobur Rd to Hwy 17		4	1		4			1	0	3	15	YES	Horizon	6138	80
200189	20	Castleford Rd	Collins Rd to Early Rd		0	2		0			1	1	0	5	NO	Horizon	1645	80
200446	20	Castleford Rd	Collins Rd to Early Rd		0	2		0			1	1	0	5	NO	Horizon	1645	80
200564	20	Castleford Rd	Early Rd to Ferguson Rd		0	2		0			1	1	0	5	NO	Horizon	1645	80
200786	20	Castleford Rd	Ferguson Rd to Humphries Rd		0	2		0			1	1	0	5	NO	Horizon	1645	80
200944	20	Castleford Rd	Humphries Rd to City Rd 1 (River Rd)		0	2		0			1	1	0	5	NO	Horizon	1645	80
210000	21	Beachburg Rd	City Rd 7 (Foresters Falls Rd to Frecher Rd to Bowman's Pt Entrance (1046)		2	1		2			1	1	1	7	YES	Whitewater Region	1246	80
210311	21	Beachburg Rd	Frecher Rd to Bowman's Pt Entrance (1046)		2	1		2			1	1	1	8	YES	Whitewater Region	1169	80
210506	21	Beachburg Rd	Buchanan's Pt Entrance (1046) to Pappin Rd		2	1		2			1	0	1	7	YES	Whitewater Region	1169	70
210535	21	Beachburg Rd	Pappin Rd to Watchorn Dr		2	1		2			1	0	1	7	YES	Whitewater Region	1169	70
210746	21	Beachburg Rd	Watchorn Dr to Urban Beginning		2	1		2			1	0	1	7	YES	Whitewater Region	1730	50
210782	21	Beachburg Rd	Urban Beginning to Little St		2	1		2			1	0	1	7	YES	Whitewater Region	1730	50
210873	21	Beachburg Rd	Little St to City Rd 49 (Lapasse Rd)		2	1		2			1	0	1	7	YES	Whitewater Region	1730	50
210883	21	Beachburg Rd	City Rd 49 (Lapasse Rd) to Davidson Rd		2	1		2			1	1	1	8	YES	Whitewater Region	2795	80
211099	21	Beachburg Rd	Davidson Rd to Zion Line		2	1		2			1	1	1	8	YES	Whitewater Region	2795	80
211303	21	Beachburg Rd	Zion Line to Valleyview Rd		2	1		2			1	1	1	8	YES	Whitewater Region	2795	80
211522	21	Beachburg Rd	Valleyview Rd to Hills Rd		2	1		2			1	1	1	8	YES	Whitewater Region	2795	80
211762	21	Beachburg Rd	Hills Rd to City Rd 12 (Westmeath Rd)		2	1		2			1	1	1	8	YES	Whitewater Region	2795	80
211935	21	Beachburg Rd	City Rd 12 (Westmeath Rd) to Finchley Rd		2	1		2			1	1	2	9	YES	Whitewater Region	4022	80
212189	21	Beachburg Rd	Finchley Rd to Cemetery Rd (Greenwood Rd)		2	1		2			1	1	2	9	YES	Whitewater Region	4022	80
212323	21	Beachburg Rd	Cemetery Rd to City Rd 40		2	1		2			1	1	2	9	YES	Whitewater Region	4022	80
220000	22	Grattan Rd	Hwy 41 to Perrault Rd		1	2		1			1	1	0	5	NO	Bonnechere Valley	424	80
220205	2	Grattan Rd	Renault Rd to Wren Rd		1	2		1			1	1	0	5	NO	Bonnechere Valley	424	80
220205	2	Grattan Rd	Wren Rd to Wren Rd		1	2		1			1	1	0	5	NO	Bonnechere Valley	424	80
220594	22	Grattan Rd	Scotch Bush Rd to Bromley/Grattan Two Line		1	2		1			1	0	0	4	NO	Bonnechere Valley	825	60
220784	22	Grattan Rd	Bromley/Grattan Two Line to Gallagher Rd		1	2		1			1	1	0	5	NO	Admaston/Bromley	825	80
220876	22	Grattan Rd	Gallagher Rd to City Rd 5 (Stone Rd)		1	2		1			1	1	0	5	NO	Admaston/Bromley	825	80
220900	1	Highland Rd	Renfrew/Lanark Line to Sawmill		2	2		2			1	1	0	6	YES	McNab/Breaside	854	80

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Road Sections

Information & Classification		Road Sections																	
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230000	2	Highland Rd	Sawmill Rd-to-Frank St			2		2				1	0	0	5	NO	Michab/Braeside	854	50
230205	23	Highland Rd	Frank St-to-City Rd 2 (White Lake Rd)			2		2				1	1	0	6	YES	Michab/Braeside	854	80
240000	24	White Water Rd	Hwy 41-to-Stafford Third Line			2					2	1	1	1	7	YES	Laurentian Valley	2814	80
240146	24	White Water Rd	Stafford Third Line-to-Hwy 17			2					2	1	1	1	7	YES	Laurentian Valley	2814	80
240408	24	White Water Rd	Hwy 17-to-City Rd 40 (Greenwood Rd)			2					2	1	1	2	8	YES	Laurentian Valley	3083	80
250000	25	Laurentian Dr	City Rd 51 (Pawnee Blvd)-to-Silke Dr			2				2		1	0	1	4	NO	Petawawa	2570	50
250141	25	Laurentian Dr	Silke Dr-to-Civic Centre Rd			2				2		1	0	1	4	NO	Petawawa	2570	60
250248	1	Laurentian Dr	Civic Centre Rd-to-Dundonald Dr			2				2		1	0	2	5	NO	Petawawa	3080	50
250248	2	Laurentian Dr	Dundonald Dr-to-CR 16 (Victoria St)			2				2		1	0	2	5	NO	Petawawa	3080	50
260000	26	Doran Rd	City Rd 34 (Witt Rd)-to-Zanders Rd		1				2			1	1	0	5	NO	Laurentian Valley	674	80
260209	26	Doran Rd	Zanders Rd-to-Sandy Beach Rd		1				2			1	1	0	5	NO	Laurentian Valley	674	80
260415	26	Doran Rd	Sandy Beach Rd-to-City Rd 38 (Round Lake Rd)		1				2			1	1	0	5	NO	Laurentian Valley	674	80
260638	26	Doran Rd	City Rd 38 (Round Lake Rd)-to-Lubitz Rd		1				2			1	1	1	6	YES	Laurentian Valley	2117	80
260820	26	Doran Rd	Lubitz Rd-to-Forest Lea Rd		1				2			1	1	1	6	YES	Laurentian Valley	2117	80
261022	26	Doran Rd	Forest Lea Rd-to-City Rd 28 (Hwy 17)		1				2			1	1	1	6	YES	Laurentian Valley	2117	80
261227	26	Doran Rd	City Rd 28 (Barren Canyon Rd)-to-Hwy 17	4								1	1	1	7	YES	Laurentian Valley	2117	80
261257	26	Doran Rd	Hwy 17-to-Airport Rd	4								1	1	2	8	YES	Petawawa	3290	80
261441	26	Doran Rd	Airport Rd-to-Black Bay Rd	4								1	1	2	8	YES	Petawawa	3461	80
261645	26	Doran Rd	Black Bay Rd-to-City Rd 37 (Murphy Rd)	4								1	0	2	7	YES	Petawawa	3539	60
261848	26	Doran Rd	City Rd 37 (Murphy Rd)-to-Hermain St	4								1	0	2	7	YES	Petawawa	3612	50
261888	26	Doran Rd	Hermain St-to-City Rd 51 (Petawawa Blvd)	4								1	0	2	7	YES	Petawawa	3612	50
280000	28	Barren Canyon Rd	McKay/Petawawa Township Line-to-Smith Lane				2					1	1	0	4	NO	Petawawa	393	80
280167	28	Barren Canyon Rd	Smith Lane-to-Prince Rd				2					1	1	0	4	NO	Petawawa	393	80
280631	28	Barren Canyon Rd	Prince Rd-to-City Rd 26 (Doran Rd)				2					1	1	0	4	NO	Petawawa	772	80
290000	29	Drive-In Rd	City of Pembroke (South Limits)-to-Whitson Rd	4								1	0	2	7	YES	Laurentian Valley	3514	60
290112	29	Drive-In Rd	Wilson Rd-to-Clearview Crescent	4								1	0	2	7	YES	Laurentian Valley	3278	60
290234	29	Drive-In Rd	Clearview Crescent-to-Spruce St East	4								1	0	6	YES	Laurentian Valley	2892	50	
290257	29	Drive-In Rd	Elm St-to-Hwy 148	4								1	0	1	6	YES	Laurentian Valley	2892	50
300000	30	Lake Dore Rd	Hwy 60-to-St. John's Church St		1	2			2			1	0	1	7	YES	North Algona Wilberforce	1797	50
300035	30	Lake Dore Rd	St. John's Church St-to-Lovers Steps		1				2			1	0	1	7	YES	North Algona Wilberforce	1797	60
300154	30	Lake Dore Rd	Lovers Steps-to-Sperberg Rd		1				2			1	1	1	8	YES	North Algona Wilberforce	1797	80
300309	30	Lake Dore Rd	Sperberg Rd-to-Trail Blazers Rd		1				2			1	1	1	8	YES	North Algona Wilberforce	1797	80
300544	30	Lake Dore Rd	Trail Blazers Rd-to-Black Creek Rd		1				2			1	1	1	8	YES	North Algona Wilberforce	2374	80
300757	30	Lake Dore Rd	Black Creek Rd-to-Limestone Rd		1				2			1	1	1	8	YES	North Algona Wilberforce	2374	80
300964	30	Lake Dore Rd	Limestone Rd-to-Blederman Rd		1				2			1	1	1	8	YES	North Algona Wilberforce	2374	80
301064	30	Lake Dore Rd	Blederman Rd-to-Scheueman Rd		1				2			1	1	1	8	YES	North Algona Wilberforce	2374	80
301430	30	Lake Dore Rd	Scheueman Rd-to-Hwy 41		1				2			1	1	1	8	YES	North Algona Wilberforce	2374	80
310000	31	Lookout Rd	City Rd 49 (Lapasse Rd)-to-Blederman Rd	1					2			1	1	1	8	YES	Whitewater Region	411	80
310336	31	Lookout Rd	Blederman Rd-to-Lovers Lane	1					2			1	1	0	4	NO	Whitewater Region	411	80
310632	31	Lookout Rd	Lovers Lane-to-City Rd 12 (Whitson Rd)	1					2			1	1	0	4	NO	Whitewater Region	411	80
340000	34	Norton Road	City Rd 508 (Galarbage Rd)-to-60				2		2			1	0	0	5	NO	Greater Madawaska	411	60
340028	34	Norton Road	60 km/h Ends-to-977 Whelan Rd				2		2			1	1	0	6	YES	Greater Madawaska	411	80
340048	34	Norton Road	977 Whelan Rd-to-Pucker St				2		2			1	1	0	6	YES	Greater Madawaska	411	80
340748	34	Norton Road	Pucker St-to-English Rd				2		2			1	1	0	6	YES	Admaston/Bromley	396	80
340952	34	Whelan Rd	English Rd-to-Kenopic Rd				2		2			1	1	0	6	YES	Admaston/Bromley	396	80
341083	1	Whelan Rd	Kenopic Rd-to-1053 Whelan Rd				2		2			1	1	0	6	YES	Admaston/Bromley	396	80
341083	2	Whelan Rd	1053 Whelan Rd-to-Hwy 132				2		2			1	1	0	6	YES	Admaston/Bromley	396	80
350000	35	Beau Av	City Rd 36 (TV Tower Rd)-to-Beginning of Urban				2		2			1	0	2	5	NO	Laurentian Valley	3480	60
350086	35	Beau Av	Beginning of Urban-to-boundary Rd E				2		2			1	0	2	5	NO	Laurentian Valley	3480	60

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350112	35	Boundary Rd East							2		1	0	3	6	YES	Laurentian Valley	5829	50
360000	36	TV Tower Road		1					2		1	1	2	7	YES	Laurentian Valley	3804	80
360138	36	TV Tower Road		1					2		1	1	2	7	YES	Laurentian Valley	3791	80
370000	37	Murphy Rd							2		1	1	9	9	YES	Petawawa	2526	80
370220	37	Murphy Rd							2		1	0	2	9	YES	Petawawa	4945	50
400000	40	Greenwood Rd						2			1	1	11	11	YES	Whitewater Region	2774	80
400083	40	Greenwood Rd						2			1	1	11	11	YES	Whitewater Region	2774	80
400335	40	Greenwood Rd						2			1	1	11	11	YES	Whitewater Region	2774	80
400468	40	Greenwood Rd						2			1	1	11	11	YES	Whitewater Region	2774	80
400554	1	40 Greenwood Rd						2			1	1	9	9	YES	Laurentian Valley	7419	80
400554	2	40 Greenwood Rd						2			1	1	4	10	YES	Laurentian Valley	8041	80
420000	42	Forest Lea Rd						2			1	0	4	10	YES	Laurentian Valley	8041	80
420000	42	Forest Lea Rd						2			1	0	4	10	YES	Laurentian Valley	2432	70
420220	42	Forest Lea Rd						2			1	0	4	10	NO	Laurentian Valley	2694	70
420385	42	Forest Lea Rd									1	0	2	2	NO	Laurentian Valley	2994	70
450000	45	Vanumar Rd			2						1	0	2	5	NO	McNab/Braeside	4619	60
450057	45	Russell Dr			2						1	1	1	5	NO	McNab/Braeside	2291	80
450256	45	Russell Dr			2						1	1	1	5	NO	McNab/Braeside	1993	80
450439	45	Russell Dr			2						1	1	1	5	NO	McNab/Braeside	1781	80
480000	48	Magnesium Rd									1	1	0	2	NO	Whitewater Region	766	80
480200	48	Magnesium Rd									1	0	0	1	NO	Whitewater Region	335	60
490000	49	Lapasse Rd			2						1	0	0	3	NO	Whitewater Region	971	60
490072	49	Lapasse Rd			2						1	1	0	5	NO	Whitewater Region	971	80
490340	49	Lapasse Rd			2						1	1	0	5	NO	Whitewater Region	503	80
490481	49	Lapasse Rd			2						1	1	0	5	NO	Whitewater Region	503	80
490619	49	Lapasse Rd			2						1	1	0	5	NO	Whitewater Region	503	80
490835	49	Lapasse Rd			2						1	1	0	5	NO	Whitewater Region	504	80
500000	50	Gore Line			2						1	1	1	5	NO	Whitewater Region	1827	80
500143	50	Gore Line			2						1	1	1	5	NO	Whitewater Region	413	80
500344	50	Gore Line			2						1	1	0	5	NO	Whitewater Region	360	80
500512	50	Gore Line			2						1	1	0	5	NO	Whitewater Region	360	80
500748	50	Gore Line			2						1	1	0	5	NO	Whitewater Region	360	80
510000	51	Pembroke West			2						1	0	6	11	YES	Laurentian Valley	14927	60
510089	51	Pembroke West			2						1	0	6	11	YES	Laurentian Valley	12141	60
510151	51	Pembroke West			2						1	0	6	12	YES	Laurentian Valley	12141	80
510371	1	51 Petawawa Bv			2						1	1	4	10	YES	Petawawa	11634	80
510371	2	51 Petawawa Bv			2						1	1	4	10	YES	Petawawa	11654	80
510630	51	Petawawa Bv			2						1	1	4	10	YES	Petawawa	11028	80
510803	51	Petawawa Bv			2						1	1	4	10	YES	Petawawa	10606	80
510946	51	Petawawa Bv			2						1	0	4	9	YES	Petawawa	10606	60
511071	51	Petawawa Bv			2						1	0	4	9	YES	Petawawa	11802	50
511211	51	Petawawa Bv			2						1	0	6	11	YES	Petawawa	12478	50
511233	51	Petawawa Bv			2						1	0	6	11	YES	Petawawa	12478	50
511291	51	B203			2						1	0	6	7	YES	Petawawa	12478	50
511328	51	Petawawa Bv			2						1	0	6	7	YES	Petawawa	12478	50

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Road Sections

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520000	52	Burnstown Rd	City Rd 1 (North Lake Rd)-to- Waba Cr Bidge W Exp Jnt	1	1	2			2			1	0	1	8	YES	McNab/Braeside	1261	50
520074	52	Burnstown Rd	Waba Cr Bidge W Exp Jnt-to- McLaughlan Rd	1	1	2			2			1	0	1	8	YES	McNab/Braeside	1261	50
520118	52	Burnstown Rd	McLaughlan Rd-to-McLeod Rd	1	1	2			2			1	1	1	9	YES	McNab/Braeside	1261	80
520270	52	Burnstown Rd	McLeod Rd-to-Burnstown Bidge S Exp Jnt	1	1	2			2			1	0	1	8	YES	McNab/Braeside	1261	50
520797	52	B123	Burnstown Bidge S Exp Jnt-to- Burnstown Bidge N Exp Jnt-to-City Rd	1	1	2			2			1	0	1	8	YES	McNab/Braeside	1261	50
520817	52	Burnstown Rd	Burnstown Bidge N Exp Jnt-to-City Rd 508 (Cahabogie Rd)	1	1	2			2			1	0	1	8	YES	McNab/Braeside	1261	50
520840	52	Burnstown Rd	City Rd 508 (Cahabogie Rd)-to- Picket Hill Lane S Jct	1	1	2			2			1	0	1	8	YES	McNab/Braeside	2372	50
520867	52	Burnstown Rd	Picket Hill Lane S Jct-to-Picket Hill Lane N Jct	1	1	2			2			1	0	1	8	YES	McNab/Braeside	2372	50
520944	1	Burnstown Rd	Picket Hill Lane N Jct-to-2148 Burnstown Rd	1	1	2			2			1	0	1	8	YES	McNab/Braeside	2372	50
520944	2	Burnstown Rd	2148 Burnstown Rd-to-2349 Burnstown Rd	1	1	2			2			1	1	1	9	YES	McNab/Braeside	2372	80
520944	3	Burnstown Rd	2349 Burnstown Rd-to-Canaan Rd	1	1	2			2			1	1	1	9	YES	McNab/Braeside	2372	80
521040	52	Burnstown Rd	Canaan Rd-to-Fraser Rd (McNab/Horton Line)	1	1	2			2			1	1	1	9	YES	McNab/Braeside	2372	80
521136	1	Burnstown Rd	Fraser Rd (McNab/Horton) Wp)-to-1.8km N of Fraser	1	1	2			2			1	1	2	10	YES	Horton	3110	80
521136	2	Burnstown Rd	1.8km N of Fraser-to-Line (Lin Rd)	1	1	2			2			1	1	2	10	YES	Horton	3110	80
521442	52	Burnstown Rd	Line (Lin Rd)-to-Pucker St	1	1	2			2			1	1	3	11	YES	Horton	6155	80
521563	52	Burnstown Rd	Pucker St-to-Graham Ave	1	1	2			2			1	0	3	10	YES	Horton	5196	60
521626	52	Raglan St S	Graham Ave-to-Hwy 60 (Countryside S)	1	1	2			2			1	0	3	10	YES	Reinfrew	5196	60
520000	1	McElen Dr	Hwy 17-to-1887 McElen Dr	2	1	2			2			1	1	0	12	YES	McNab/Braeside	861	80
520000	2	McElen Dr	1887 McElen Dr	2	1	2			2			1	1	0	12	YES	McNab/Braeside	861	80
520141	2	McElen Dr	Libby Dr	2	1	2			2			1	1	0	12	YES	McNab/Braeside	861	80
520282	54	McElen Dr	Scheid Dr-to-City Rd 3 (Usborne St)	2	2	2			2			1	1	0	12	YES	McNab/Braeside	861	80
520000	55	Paquette Rd	City Rd 51 (Petawawa Blvd)-to- Hwy 417	4	2	2			2			1	1	3	13	YES	Petawawa	5005	80
520000	56	Wolfe Station Rd	City Rd 14 (Witt Rd)-to-Alice Twp Dump (Gate 3)	2	1	2			2			1	1	0	5	NO	Laurentian Valley	548	80
520127	56	Wolfe Station Rd	Alice Twp Dump (Gate 3)-to-B	2	1	2			2			1	1	0	5	NO	Laurentian Valley	548	80
520405	56	Wolfe Station Rd	B Line Rd-to-Hwy 41	2	1	2			2			1	1	0	5	NO	Laurentian Valley	378	80
520000	58	Round Lake Rd	Hwy 60-to-Max Rd	2	1	2			2			1	1	1	10	YES	Killaloe Hagarty and Richards	1194	80
520244	58	Round Lake Rd	800 Round Lake Road Sign-to- Sign	2	1	2			2			1	1	1	10	YES	Killaloe Hagarty and Richards	1194	80
520393	58	Round Lake Rd	Round Lake Rd-to-800 Round Lake Road Long Meadows Rd	2	1	2			2			1	1	1	10	YES	Killaloe Hagarty and Richards	1194	80
520543	58	Round Lake Rd	Long Meadows Rd-to-Tranmore Rd	2	1	2			2			1	1	1	10	YES	Killaloe Hagarty and Richards	1194	80
520645	58	Round Lake Rd	Tranmore Rd-to-1922 Round Lake Rd	2	1	2			2			1	1	0	9	YES	Killaloe Hagarty and Richards	809	80
520939	58	Round Lake Rd	1922 Round Lake Rd-to-John St North	2	1	2			2			1	1	0	9	YES	Killaloe Hagarty and Richards	809	80
521046	58	Round Lake Rd	John St North-to-Byers Creek Bidge N Exp Jnt	2	1	2			2			1	1	0	9	YES	Killaloe Hagarty and Richards	809	80
521164	58	B173	Byers Creek Bidge N Exp Jnt-to-Byers Creek Bidge S Exp Jnt	2	1	2			2			1	1	0	9	YES	Killaloe Hagarty and Richards	809	80
521165	58	Round Lake Rd	Byers Creek Bidge S Exp Jnt-to-Round Lake Center/Oran Begins	2	1	2			2			1	1	0	9	YES	Killaloe Hagarty and Richards	809	80
521243	58	Round Lake Rd	Round Lake Center S Boundary-to-City Rd 67 (Simpson Pt Rd)	2	1	2			2			1	0	0	8	YES	Killaloe Hagarty and Richards	809	50
521299	58	Round Lake Rd	City Rd 67 (Simpson Pt Rd)-to-Round Lake Center N Boundary	2	1	2			2			1	0	1	9	YES	Killaloe Hagarty and Richards	1674	50
521415	58	Round Lake Rd	Round Lake Center N Boundary-to-Lakeview Dr West End	2	1	2			2			1	0	1	9	YES	Killaloe Hagarty and Richards	1674	60
521568	58	Round Lake Rd	Lakeview Dr-West End-to-Sherwood River Bidge W Exp Jnt	2	1	2			2			1	1	1	10	YES	Killaloe Hagarty and Richards	1674	80
521694	58	B100	Sherwood River Bidge W Exp Jnt-to-Sherwood River Bidge E Exp Jnt	2	1	2			2			1	1	1	3	NO	Killaloe Hagarty and Richards	1674	80
521699	58	Round Lake Rd	Sherwood River Bidge E Exp Jnt-to-Deer Trail Rd	2	1	2			2			1	1	1	8	YES	Killaloe Hagarty and Richards	1674	80
521834	58	Round Lake Rd	Deer Trail Rd-to-Turners Rd	2	1	2			2			1	1	1	8	YES	Killaloe Hagarty and Richards	1674	80

10 Year Capital Plan 2023-2032
Road Sections

Information & Classification																			
Asset ID	Split Road ID No.	Road Name	Section Description	Criterion 1 - Urban Centre Connector	Criterion 3 - Heavy Industrial Use	Criterion 4 - Barrier Service	Criterion 5 - Report /Recreation Service	Criterion 13 - Connects Neighbouring County Road	Criterion 14 - Continuity Within County	Criterion 15 - Provides Urban Congestion Relief	Criterion 16 - Emergency Detour Routes	Criterion 18 - Existing Road Jurisdiction	Criterion 9 - Traffic Speed	Criterion 11 - Traffic Volume	Rationalization Total	Rationalization Total >=6 (YES/ NO)	Municipality	2023 AADT	Posted Speed km/h
581990	58	Round Lake Rd	Turners Rd to Bonnechere R Bdge W Exp Jnt to Bonnechere R Bdge E Exp Jnt	1	2							1	1	1	8	YES	Killaloe Hagarty and Richards	1264	80
582088	58	B101	Bonnechere R Bdge E Exp Jnt to Bonnechere R Bdge E Exp Jnt									1	1	1	3	NO	Killaloe Hagarty and Richards	1264	80
582092	58	Round Lake Rd	Bonnechere R Bdge E Exp Jnt to Dumnes Bay Lane	1	2				2			1	1	1	10	YES	Killaloe Hagarty and Richards	1264	80
582206	58	Round Lake Rd	Dumnes Bay Lane to Red Rock Rd	1	2				2			1	1	1	10	YES	Killaloe Hagarty and Richards	1264	80
582593	58	Round Lake Rd	Red Rock Rd to Foy Park Corridor	1	2				2			1	1	1	10	YES	Killaloe Hagarty and Richards	1264	80
582748	58	Round Lake Rd	Foy Park Corridor to Laurentian Valley Boundary	1	2				2			1	1	1	10	YES	Killaloe Hagarty and Richards	1631	80
583101	58	Round Lake Rd	Laurentian Valley Bdry to C309 (Garspey Creek Culvert)	1	2				2			1	1	1	10	YES	Laurentian Valley	1631	80
583697	58	Round Lake Rd	Pakelmine Rd to Round Lake Rd	1	2				2			1	1	1	10	YES	Laurentian Valley	1631	80
583917	58	Round Lake Rd	Pakelmine Rd to Round Lake Rd	1	2				2			1	1	1	10	YES	Laurentian Valley	1631	80
584062	58	Round Lake Rd	8266 Round Lake Rd to Kelly Lake Rd	1	2				2			1	1	1	10	YES	Laurentian Valley	1631	80
584253	58	Round Lake Rd	Kelly Lake Rd to Long Lake Rd	1	2				2			1	1	1	10	YES	Laurentian Valley	1631	80
584491	58	Round Lake Rd	Long Lake Rd to Dabers Rd	1	2				2			1	1	1	10	YES	Laurentian Valley	1994	80
584695	58	Round Lake Rd	Dabers Rd to Bucholz Rd	1	2				2			1	1	1	10	YES	Laurentian Valley	1994	80
584927	58	Round Lake Rd	Bucholz Rd to Dabers Rd	1	2				2			1	1	1	10	YES	Laurentian Valley	1994	80
585134	58	Round Lake Rd	Rains Rd to Cy Rd 26 (Doran Rd)	1	2				2			1	1	1	10	YES	Laurentian Valley	2428	80
585342	58	Round Lake Rd	Cy Rd 26 (Doran Rd) to Henan Road	1	2				2			1	1	1	10	YES	Laurentian Valley	2615	80
585344	58	Round Lake Rd	Henan Road to Hwy 17	1	2				2			1	1	1	10	YES	Laurentian Valley	2700	80
585627	58	Round Lake Rd	Hwy 17 to B Line Rd	4	2				2			1	1	1	9	YES	Laurentian Valley	2457	80
585756	58	Round Lake Rd	B Line Rd to TV Tower Rd	4	2				2			1	1	1	9	YES	Laurentian Valley	3603	70
586008	58	Round Lake Rd	TV Tower Rd to Lorne St East	4	2				2			1	1	1	9	YES	Laurentian Valley	3677	50
586009	58	Round Lake Rd	Lorne St East to Lorne St West	4	2				2			1	1	1	9	YES	Laurentian Valley	3677	50
60000	60	Round Lake Rd	Lorne St West to Cliff Rd	4	2				2			1	1	1	5	NO	Adirondack Biosci	1526	80
600211	61	Hwy 67	Grim Rd to Coffey Rd	2	2				2			1	1	1	9	YES	Whitewater Region	1526	80
600614	61	Garspey Rd	Hwy 67 to Hwy 17	2	2				2			1	1	1	8	YES	Whitewater Region	634	80
600800	62	Combermere Rd	Hastings County Line to Combermere South Urban Lt	2	2				2			1	0	1	8	YES	Madawaska Valley	2761	60
620071	62	Combermere Rd	Combermere S Urban Lt to Combermere N Urban Lt	2	2				2			1	0	1	8	YES	Madawaska Valley	2761	50
620122	62	Combermere Rd	Combermere North Urban Limit to Cy Rd 517 (Dolbe Rd)	2	2				2			1	0	1	8	YES	Madawaska Valley	2761	50
620248	62	Combermere Rd	Cy Rd 517 (Dolbe Rd) to Combermere Bdge S Exp Jnt	2	2				2			1	0	1	8	YES	Madawaska Valley	2761	50
620259	62	B145	Combermere Bdge S Exp Jnt to Combermere Bdge N Exp Jnt	2	2				2			1	0	1	8	YES	Madawaska Valley	2761	50
620266	62	Combermere Rd	Combermere Bdge S Exp Jnt to Combermere Bdge N Exp Jnt	2	2				2			1	0	1	8	YES	Madawaska Valley	2761	60
620310	62	Combermere Rd	Cy Rd 515 (Palmer Rd) to Pine Cliff Rd	2	2				2			1	1	1	9	YES	Madawaska Valley	2667	80
620520	62	Combermere Rd	Pine Cliff Rd to Long Lake Rd	2	2				2			1	1	1	9	YES	Madawaska Valley	2667	80
620725	62	Combermere Rd	Long Lake Rd to Chipewau Rd	2	2				2			1	1	1	9	YES	Madawaska Valley	2746	80
620890	62	Combermere Rd	Chipewau Rd to Chapeau Rd	2	2				2			1	1	1	9	YES	Madawaska Valley	2746	80
621183	62	Combermere Rd	Chapeau Rd to Kingdom Hall Rd	2	2				2			1	1	1	9	YES	Madawaska Valley	2746	80
621530	62	Combermere Rd	Kingdom Hall Rd to County Picnic Area Rd	2	2				2			1	1	1	9	YES	Madawaska Valley	2746	80
621744	62	John St	County Picnic Area Rd to Barry's Bay South Limit	2	2				2			1	0	1	8	YES	Madawaska Valley	2779	60
621985	62	Bay St	Barry's Bay South Limit to Hwy 60	2	2				2			1	0	2	9	YES	Madawaska Valley	4475	50
630000	63	Flat Rapids Rd	Cy Rd 45 (Husset Rd) to Mill Bdge Rd	2	2				2			1	1	1	5	NO	McNab/Braeside	1227	80
630164	1	Flat Rapids Rd	Mill Bdge Rd to Burns Line	2	2				2			1	0	1	4	NO	McNab/Braeside	1227	60
630164	2	Flat Rapids Rd	Wells Line to Stewartville Urban Begins	2	2				2			1	0	1	4	NO	McNab/Braeside	1227	50
630164	3	Flat Rapids Rd	Stewartville Urban Begins to Stewartville Urban Ends	2	2				2			1	0	1	4	NO	McNab/Braeside	1227	50
630449	63	Stewartville Rd	Flat Rapids Rd to Maple Bend Rd	2	2				2			1	0	0	5	NO	McNab/Braeside	685	60
630583	63	Stewartville Rd	Maple Bend Rd to Cy Rd 508	2	2				2			1	0	0	5	NO	McNab/Braeside	685	60
630765	63	Anderson Rd	Cy Rd 508 (Chapelle Rd) to Hwy 17	2	2				2			1	1	1	4	NO	McNab/Braeside	453	80
630921	63	Miller Rd	Hwy 17 to Clifford Sideroad	2	2				2			1	1	1	4	NO	McNab/Braeside	316	80
632123	63	Miller Rd	Clifford Sideroad to Cy Rd 6 (Lochwinnoch Rd)	2	2				2			1	1	1	4	NO	McNab/Braeside	316	80

10 Year Capital Plan 2023-2032
Road Sections

Information & Classification		Road Name	Section Description	Criterion 1 - Urban Centre Connector	Criterion 3 - Heavy Industrial Use	Criterion 4 - Barrier Service	Criterion 5 - Report /Recreation Service	Criterion 13 - Connects Neighbouring County Road	Criterion 14 - Continuity Within County	Criterion 15 - Provides Urban Congestion Relief	Criterion 16 - Emergency Detour Routes	Criterion 18 - Existing Road Jurisdiction	Criteria 9 - Traffic Speed	Criterion 11 - Traffic Volume	Rationalization Total	Rationalization Total >=6 (YES/ NO)	Municipality	2023 AADT	Proposed Speed km/h
Asset ID	Split Road ID No.																		
640000	64	Opeongo Rd	Cty Rd 512 (Fremont) Rd-to-Balditz Rd		2	2						1	1	0	6	YES	Bonnechere Valley	339	80
640368	64	Opeongo Rd	Balditz Rd-to-Lake Clear Rd		2	2						1	1	0	6	YES	Bonnechere Valley	339	80
640679	64	Opeongo Rd	Lake Clear Rd-to-Baptist Church Rd		2	2						1	1	0	6	YES	Bonnechere Valley	339	80
640839	64	Opeongo Rd	Baptist Church Rd-to-Wieland Shore Rd		2	2						1	1	0	6	YES	Bonnechere Valley	339	80
641086	64	Opeongo Rd	Wieland Shore Rd-to-Gierman Rd		2	2						1	1	0	6	YES	Bonnechere Valley	418	80
641340	64	Opeongo Rd	Gierman Rd-to-Sebastopol/Gratton Township Line		2	2						1	1	0	6	YES	Bonnechere Valley	418	80
641500	64	Opeongo Rd	Sebastopol/Gratton Township Line-to-Constant Lake Rd		2	2						1	1	0	6	YES	Bonnechere Valley	418	80
641890	64	Opeongo Rd	Constant Lake Rd-to-Hwy 41		2	2						1	1	0	6	YES	Bonnechere Valley	418	80
650000	1	Centennial Lake Rd	Matawatchan Rd-to-Doyle Drive		2	2						1	1	0	6	YES	Greater Madawaska	302	80
650000	2	Centennial Lake Rd	Doyle Drive-to-Centennial Lake Biggs N Exp Jnt		2	2						1	1	0	6	YES	Greater Madawaska	302	80
650351	65	8096	Centennial Lake Biggs N Exp Jnt-to-Centennial Lake Biggs S Exp Jnt		2	2						1	1	0	6	YES	Greater Madawaska	302	80
650363	65	Centennial Lake Rd	Centennial Lake Biggs S Exp Jnt-to-Morrow Lake Rd		2	2						1	1	0	6	YES	Greater Madawaska	302	80
650528	65	Centennial Lake Rd	Morrow Lake Rd-to-Centennial Lake Rd		2	2						1	1	0	6	YES	Greater Madawaska	302	80
650694	65	Centennial Lake Rd	4126 Centennial Lake Rd-to-Matawatchan/Brougham Twp Line		2	2						1	1	0	6	YES	Greater Madawaska	302	80
651074	1	Centennial Lake Rd	Matawatchan/Brougham Twp Line-to-2872 Centennial Lake Rd		2	2						1	1	0	6	YES	Greater Madawaska	346	80
651074	2	Centennial Lake Rd	2872 Centennial Lake Rd-to-Black Donald Access Point		2	2						1	1	0	6	YES	Greater Madawaska	346	80
651456	65	Centennial Lake Rd	Black Donald Access Point-to-Deer Mountain Rd		2	2						1	1	0	6	YES	Greater Madawaska	346	80
651874	65	Centennial Lake Rd	Deer Mountain Rd-to-Chimo Rd North		2	2						1	1	0	6	YES	Greater Madawaska	346	80
652353	65	Centennial Lake Rd	Chimo Rd North-to-Black Donald Rd		2	2						1	1	0	6	YES	Greater Madawaska	346	80
660000	1	Wilno South Rd	Hwy 60-to-Mountain View Rd		2	2						1	0	0	5	NO	Killaloe Hagarty and Richards	422	60
660000	2	Wilno South Rd	Mountain View Rd-to-Hukshuk Rd		2	2						1	1	0	6	YES	Killaloe Hagarty and Richards	422	80
660300	66	Wilno South Rd	Hukshuk Rd-to-Opeongo Rd N		2	2						1	1	0	6	YES	Madawaska Valley	422	80
660611	66	Opeongo Rd	Opeongo Rd N-to-Hopfield Rd		2	2						1	1	0	6	YES	Madawaska Valley	573	80
660611	66	Opeongo Rd	Hopfield Rd-to-Doyle Mountain Rd		2	2						1	1	0	6	YES	Madawaska Valley	573	80
660791	1	Opeongo Rd	Doyle Mountain Rd-to-Renfrew County Forest Entrance		2	2						1	1	0	6	YES	Brudenell Lyndoch & Raglan	573	80
660791	2	Opeongo Rd	Renfrew County Forest Entrance-to-Copp Rd		2	2						1	1	0	6	YES	Brudenell Lyndoch & Raglan	573	80
661306	66	Opeongo Rd	Copp Rd-to-Cty Rd 68 (Letterkenmy Rd)		2	2						1	1	0	6	YES	Brudenell Lyndoch & Raglan	573	80
661531	66	Opeongo Rd	Cty Rd 68 (Letterkenmy Rd)-to-Cty Rd 512 (Fremont Rd)		2	2						1	1	0	6	YES	Brudenell Lyndoch & Raglan	573	80
670000	67	Simpson Pt Rd	Hwy 60-to-Scenic Rd		2	2						1	1	1	8	YES	Killaloe Hagarty and Richards	1162	80
670283	67	Simpson Pt Rd	Scenic Rd-to-Mask Rd		2	2						1	1	1	8	YES	Killaloe Hagarty and Richards	1162	80
670407	67	Simpson Pt Rd	Mask Rd-to-Byers Creek Rd		2	2						1	1	1	8	YES	Killaloe Hagarty and Richards	1162	80
670617	67	Simpson Pt Rd	Byers Creek Rd-to-Buck Hill Rd		2	2						1	1	1	8	YES	Killaloe Hagarty and Richards	1162	80
670867	67	Simpson Pt Rd	Buck Hill Rd-to-Cty Rd 518 (Round Lake Rd)		2	2						1	1	1	8	YES	Killaloe Hagarty and Richards	1162	80
680000	68	Rockingham Rd	Cty Rd 515 (Palmer Rd)-to-2356 Rockingham Rd		2	2						1	1	0	6	YES	Madawaska Valley	555	80
680350	68	Rockingham Rd	2356 Rockingham-to-Diamond Lake Rd		2	2						1	1	0	6	YES	Madawaska Valley	555	80
680652	68	Rockingham Rd	Diamond Lake Rd-to-Dovetail Rd		2	2						1	1	0	6	YES	Madawaska Valley	555	80
681012	68	Rockingham Rd	Dovetail Rd-to-Guiney Rd		2	2						1	1	0	6	YES	Madawaska Valley	555	80
681207	68	Rockingham Rd	Guiney Rd-to-Letterkenmy Rd		2	2						1	0	0	5	NO	Brudenell Lyndoch & Raglan	555	60
681461	68	Letterkenmy Rd	Rockingham Rd-to-Cty Rd 66 (Opeongo Rd N)		2	2						1	1	0	6	YES	Brudenell Lyndoch & Raglan	444	80
690000	1	59	River Rd-to-End of HMA		2	2						1	1	0	6	YES	Madawaska Valley	266	80

10 Year Capital Plan 2023-2032
Road Sections

Information & Classification		Road Sections										Municipality	2023 AADT	Proposed Speed km/h					
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690000	2	Siberia Rd	End of HMA-to-Bark Lake Dam Rd			2		2				1	1	0	6	YES	Midawaska Valley	266	80
690191	69	Siberia Rd	Bark Lake Dam Rd-to-Sunny Hill Rd			2		2				1	1	0	6	YES	Midawaska Valley	266	80
690433	69	Siberia Rd	Sunny Hill Rd-to-Babinski Rd			2		2				1	1	0	4	NO	Midawaska Valley	266	80
690603	69	Siberia Rd	Babinski Rd-to-Pipestream Lane			2		2				1	1	0	6	YES	Midawaska Valley	266	80
690787	69	Siberia Rd	Pipestream Lane-to-Yakabusk Rd			2		2				1	1	0	6	YES	Midawaska Valley	266	80
690942	69	Siberia Rd	Yakabusk Rd-to-710 Siberia Rd			2		2				1	1	0	7	YES	Midawaska Valley	1260	80
691057	69	Siberia Rd	710 Siberia Rd-to-Kurtz Rd			2		2				1	1	0	7	YES	Midawaska Valley	1260	80
691157	69	Siberia Rd	Kurtz Rd-to-Trader Lane			2		2				1	0	6	YES	Midawaska Valley	1260	60	
691301	69	Siberia Rd	Trader Lane-to-Biernacki St			2		2				1	0	6	YES	Midawaska Valley	2383	50	
691371	69	Dunn St	Biernacki St-to-Wilfong St			2		2				1	0	6	YES	Midawaska Valley	2383	40	
691458	69	Dunn St	Wilfong St-to-Hwy 60			2		2				1	0	6	YES	Midawaska Valley	2705	50	
700000	70	Ruby Rd	Cty Rd 512 (Bridgeway Rd)-to-Ruby Rd		1	2		2				1	1	0	7	YES	Bonnechere Valley	428	80
700430	70	Ruby Rd	Gorman Rd-to-Wolfe Rd		1	2		2				1	1	0	7	YES	Bonnechere Valley	428	80
700759	70	Ruby Rd	Wolfe Rd-to-Hoffman Road		1	2		2				1	1	0	7	YES	Bonnechere Valley	428	80
700983	70	Ruby Rd	Hoffman Rd-to-Zadow Rd		1	2		2				1	1	0	7	YES	Bonnechere Valley	428	80
701194	70	Ruby Rd	Zadow Rd-to-Hoffman Road		1	2		2				1	1	0	7	YES	Bonnechere Valley	428	80
701419	70	Ruby Rd	Hoffman Rd-to-Shingwak Inamo (Reserve Boundary)		1	2		2				1	0	6	YES	Bonnechere Valley	428	60	
701496	70	Algonquin Reserve	Shingwak Inamo (Reserve Boundary)-to-Golden Lake Bldge S Exp Jnt		1	2		2				1	0	6	YES	Bonnechere Valley	428	60	
701682	70	B179	Golden Lake Bldge S Exp Jnt-to-Golden Lake Bldge N Exp Jnt		1	2		2				1	0	8	YES	Bonnechere Valley	4133	50	
701685	70	Ruby Rd	Golden Lake Bldge N Exp Jnt-to-Hwy 60		1	2		2				1	1	2	9	YES	Bonnechere Valley	4133	80
710000	71	Matawatchan Rd	Hwy 41-to-5655 Matawatchan Rd			2		2				1	1	0	6	YES	Greater Madawaska	567	80
710290	71	Matawatchan Rd	5655 Matawatchan Rd-to-5266 Matawatchan Rd			2		2				1	1	0	6	YES	Greater Madawaska	567	80
710825	71	Matawatchan Rd	5266 Matawatchan Rd-to-4877 Matawatchan Rd			2		2				1	1	0	6	YES	Greater Madawaska	512	80
710930	71	Matawatchan Rd	4877 Matawatchan Rd-to-Cty Rd 65			2		2				1	1	0	6	YES	Greater Madawaska	349	80
720000	72	Ridge Road	Hwy 17-to-Avon Road	4								1	0	1	6	YES	Deep River	2144	40
720288	72	Ridge Road	Avon Road-to-Dunham St	4								1	0	1	6	YES	Deep River	2895	40
720790	72	Ridge Road	Dunham St-to-Deep River Road	4								1	0	8	YES	Deep River	3890	40	
721382	72	Ridge Road	Champion St-to-Deep River Road	4								1	0	3	8	YES	Deep River	5437	40
730000	73	Deep River Road	Hwy 17-to-Huron/Algonquin St	4								1	0	2	7	YES	Deep River	4047	40
730167	73	Deep River Road	Huron St/Algonquin St-to-Champion St	4								1	0	3	8	YES	Deep River	5972	40
730512	73	Deep River Road	Champion St/Oldcastle Ave-to-Ridge Road/Interest Ave	4								1	0	3	8	YES	Deep River	5972	40
5080000	508	Black Donald Rd	Cty Rd 65 (Centennial Lake Rd)-to-Cty Rd 508 (Cahabogie Rd)	1		2						1	0	0	6	YES	Greater Madawaska	443	60
5080074	508	Cahabogie Rd	Cty Rd 508 (Black Donald Rd)-to-Ferguson's Trailer Park	2		2						1	1	0	6	YES	Greater Madawaska	443	80
5080547	1	508	Ferguson's Trailer Park-to-6761 Cahabogie Road	2		2						1	1	0	6	YES	Greater Madawaska	443	80
5080547	2	508	6761 Cahabogie Rd-to-Barrett Chase Road	2		2						1	1	0	6	YES	Greater Madawaska	443	80
5080982	508	Cahabogie Rd	Barrett Chase Rd-to-Cty Rd 34 (Norton Rd)	2		2						1	1	0	6	YES	Greater Madawaska	443	80
5081255	508	Cahabogie Rd	Cty Rd 34 (Norton Rd)-to-Mill St	2		2						1	0	6	YES	Greater Madawaska	1629	60	
5081430	508	Cahabogie Rd	Mill St-to-Cty Rd 511 (Lanark Rd)	2		2						1	0	6	YES	Greater Madawaska	1629	60	
5081619	508	Cahabogie Rd	Cty Rd 511 (Lanark Rd)-to-Mill St	1		2						1	1	1	8	YES	Greater Madawaska	2425	80
5081760	508	Cahabogie Rd	Mill St-to-Public Picnic Area N. Ent. (CA 4099)	1		2						1	1	1	8	YES	Greater Madawaska	2425	80
5081904	508	Cahabogie Rd	Public Picnic Area N. Entrance-to-Norway Lake Rd	1		2						1	1	1	8	YES	Greater Madawaska	2425	80
5082334	508	Cahabogie Rd	Norway Lake Rd-to-Bridge Rd	1		2						1	1	1	8	YES	Greater Madawaska	2425	80
5082426	508	Cahabogie Rd	Bridges Rd-to-Fleming Rd	1		2						1	1	1	8	YES	Greater Madawaska	2425	80
5082501	508	Cahabogie Rd	Fleming Rd-to-Ferguson Rd	1		2						1	1	1	8	YES	Greater Madawaska	2630	80
5082527	508	Cahabogie Rd	Ferguson Rd-to-City Rd 52	1		2						1	1	1	8	YES	Greater Madawaska	2630	80
5082923	508	Cahabogie Rd	Rogelle Rd-to-Cty Rd 52 (Burnstown Rd)	1		2						1	0	1	7	YES	McNab/Breaside	2630	60
5082955	508	Cahabogie Rd	Cty Rd 52 (Burnstown Rd)-to-Dickson Rd	1		2						1	1	1	8	YES	McNab/Breaside	2119	80
5083209	508	Cahabogie Rd	Dickson Rd-to-Harson Rd	1		2						1	1	1	8	YES	McNab/Breaside	2119	80

Road Sections

Information & Classification																			
Asset ID	Split Road ID No.	Road Name	Section Description	Criterion 1 - Urban Centre Connector	Criterion 3 - Heavy Industrial Use	Criterion 4 - Barrier Service	Criterion 5 - Report /Recreation Service	Criterion 13 - Connects Neighbouring County Road	Criterion 14 - Continuity Within County	Criterion 15 - Provides Urban Congestion Relief	Criterion 16 - Emergency Detour Routes	Criterion 18 - Existing Road Jurisdiction	Criterion 9 - Traffic Speed	Criterion 11 - Traffic Volume	Rationalization Total	Rationalization Total >=6 (YES/ NO)	Municipality	2023 AADT	Proposed Speed km/h
508341	508	Calabogie Rd	Madawaska River Bridge S Jnt-to-Madawaska River Bridge N Jnt	1		2			2			1	1	1	8	YES	Michal/Braeside	2119	80
5083481	508	Calabogie Rd	Madawaska River Bridge N Jnt-to-Madawaska River Bridge S Jnt	1		2			2			1	1	1	8	YES	Michal/Braeside	2107	80
5083629	508	Calabogie Rd	Calabogie Bridge S Exp Jnt	1		2			2			1	1	1	8	YES	Michal/Braeside	2107	80
5083772	508	Calabogie Rd	Calabogie Bridge N Exp Jnt-to-K&P Trail	1		2			2			1	1	1	8	YES	Michal/Braeside	2107	80
5110000	511	Lanark Road	Hwy 60 (Killaloe Beginning)-to-Killaloe North Urban Limit			2			2			1	1	0	6	YES	Greater Madawaska	613	80
5110140	511	Lanark Road	Killaloe North Urban Limit-to-Killaloe South Town Limit			2			2			1	1	0	6	YES	Greater Madawaska	613	80
5110268	511	Lanark Road	Killaloe South Town Limit-to-Killaloe South Urban Limit			2			2			1	1	0	6	YES	Greater Madawaska	613	80
5110567	511	Lanark Road	Mountain View Rd-to-Stack Rd			2			2			1	1	0	6	YES	Greater Madawaska	613	80
5110671	511	Lanark Road	Stack Rd-to-Rochefort Rd			2			2			1	1	0	6	YES	Greater Madawaska	613	80
5110778	511	Lanark Road	Rochefort Rd-to-Bruddnell Waste Disposal Site			2			2			1	1	0	6	YES	Greater Madawaska	846	80
5111002	511	Lanark Road	Bruddnell Waste Disposal Site-to-Bruddnell Village North Limit			2			2			1	1	0	5	NO	Greater Madawaska	846	60
5111104	511	B031	Bruddnell Village North Limit-to-Bruddnell Village East			2			2			1	1	0	5	NO	Greater Madawaska	846	60
5111109	511	Lanark Road	Bruddnell Village East Limit-to-Lorwell Lake Drive			2			2			1	1	0	5	NO	Greater Madawaska	846	50
5111113	511	B032	Lorwell Lake Drive-to-Hubers Rd			2			2			1	1	0	5	NO	Greater Madawaska	846	50
5111132	511	Lanark Road	Hubers Rd-to-McCauley Mountain Rd			2			2			1	1	0	5	NO	Greater Madawaska	846	50
5111135	511	Lanark Road	McCauley Mountain Rd-to-City Rd			2			2			1	1	0	6	YES	Greater Madawaska	1165	60
5120000	512	Queens St	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd	2		2			2			1	0	6	YES	Killaloe Hagarty and Richards	1535	40	
5120000	A 512	Queens St	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd	2		2			2			1	0	6	YES	Killaloe Hagarty and Richards	1535	40	
5120199	512	Queens St	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd	2		2			2			1	0	3	NO	Killaloe Hagarty and Richards	907	40	
5120245	512	Bruddnell Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Killaloe Hagarty and Richards	907	60
5120450	512	Bruddnell Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Killaloe Hagarty and Richards	907	80
5120540	512	Bruddnell Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Killaloe Hagarty and Richards	516	80
5120813	512	Bruddnell Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Brudnell Lyndoch & Raglan	424	80
5121155	512	Bruddnell Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Brudnell Lyndoch & Raglan	798	80
5121399	512	Bruddnell Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	3	NO	Brudnell Lyndoch & Raglan	798	60
5121399	A 512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	0	3	NO	Brudnell Lyndoch & Raglan	798	60	
5121485	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Brudnell Lyndoch & Raglan	798	80
5121739	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Brudnell Lyndoch & Raglan	798	80
5121815	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Brudnell Lyndoch & Raglan	798	80
5122070	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Bonnechere Valley	798	80
5122145	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Bonnechere Valley	798	80
5122243	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Bonnechere Valley	798	80
5122322	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	1	7	YES	Bonnechere Valley	1211	80
5122376	1 512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	1	7	YES	Bonnechere Valley	1211	80
5122376	2 512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	1	7	YES	Bonnechere Valley	1211	80
5122945	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	1	7	YES	Bonnechere Valley	1211	80
5123091	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	1	7	YES	Bonnechere Valley	1211	80
5123489	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	1	7	YES	Bonnechere Valley	1216	80
5123730	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	1	7	YES	Bonnechere Valley	1216	80
5123975	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	1	7	YES	Bonnechere Valley	1216	80
5124105	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	1	7	YES	Bonnechere Valley	1216	80
5124355	512	Foymount Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Bonnechere Valley	1784	60
5140000	514	Shuter Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Brudnell Lyndoch & Raglan	803	80
240001	241	Shuter Rd	City Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd			2			2			1	1	0	6	YES	Brudnell Lyndoch & Raglan	803	80

10 Year Capital Plan 2023-2032
Road Sections

Information & Classification		Criteria										2023 AADT	Proposed Speed km/h						
Asset ID	Split Road ID No.	Road Name	Section Description	Criterion 1 - Urban Centre Connector	Criterion 3 - Heavy Industrial Use	Criterion 4 - Barrier Service	Criterion 5 - Report /Recreation Service	Criterion 13 - Connects Neighbouring County Road	Criterion 14 - Continuity Within County	Criterion 15 - Provides Urban Congestion Relief	Criterion 16 - Emergency Detour Routes	Criterion 18 - Existing Road Jurisdiction	Criterion 9 - Traffic Speed	Criterion 11 - Traffic Volume	Rationalization Total	Rationalization Total >=6 (YES/ NO)	Municipality	2023 AADT	Proposed Speed km/h
5140356	514	Schurt Rd	Walters Rd-to-Moccasin Lake Rd			2		2				1	1	0	6	YES	Brudenell Lyndoch & Raglan	803	80
5140489	514	Schurt Rd	Moccasin Lake Rd-to-Cedar Grove Rd			2		2				1	0	0	5	NO	Brudenell Lyndoch & Raglan	703	60
5140625	514	Schurt Rd	Cedar Grove Rd-to-Raglan White Lake Rd			2		2				1	1	0	6	YES	Brudenell Lyndoch & Raglan	703	80
5140924	514	Schurt Rd	Raglan White Lake Rd-to-Raglan White Lake Rd			2		2				1	1	0	6	YES	Brudenell Lyndoch & Raglan	703	80
5141129	514	Schurt Rd	Raglan White Lake Rd-to-Raglan White Lake Rd			2		2				1	1	0	6	YES	Brudenell Lyndoch & Raglan	703	80
5150000	515	Palmer Rd	City Rd 62 (Combermere Rd)-to-Riverside Dr		1	2		2	2			1	1	1	8	YES	Madawaska Valley	1220	80
5150220	515	Palmer Rd	Riverside Dr-to-McPhee Bay Rd		1	2		2	2			1	1	1	8	YES	Madawaska Valley	1220	80
5150443	515	Palmer Rd	McPhee Bay Rd-to-Finch Rd		1	2		2	2			1	1	1	8	YES	Madawaska Valley	1220	80
5150652	515	Palmer Rd	Finch Rd-to-Palmer Rapids Dam		1	2		2	2			1	1	0	7	YES	Madawaska Valley	939	80
5150833	515	Palmer Rd	Palmer Rapids Dam Rd-to-Jewellville Bidge S Exp Jnt		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	929	80
5150960	515	B153	Jewellville Bidge S Exp Jnt-to-Jewellville Bidge N Exp Jnt		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	929	80
5150969	515	Palmer Rd	Jewellville Bidge N Exp Jnt-to-Palmer Rapids S Urban Lmt		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	929	80
5151130	515	Palmer Rd	Palmer Rapids S Urban Lmt-to-Palmer Rapids N Urban Lmt		1	2		2	2			1	0	0	6	YES	Brudenell Lyndoch & Raglan	929	50
5151248	515	Palmer Rd	Palmer Rapids N Urban Lmt-to-Philly Rd (Schurt Rd)		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	929	80
5151309	515	Palmer Rd	City Rd 514 (Schurt Rd)-to-Wingale Rd		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	705	80
5151554	515	Palmer Rd	Wingale Rd-to-Larchford Bidge S Exp Jnt		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	705	80
5151594	515	B233	Larchford Bidge S Exp Jnt-to-Larchford Bidge N Exp Jnt		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	705	80
5151602	515	Palmer Rd	Larchford Bidge N Exp Jnt-to-Gulway Rd-to-Eneas Creek Rd		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	689	80
5151830	515	Palmer Rd	Gulway Rd-to-Eneas Creek Rd		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	689	80
5152000	515	Palmer Rd	Eneas Creek Rd-to-Quadeville W Urban Lmt		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	689	80
5152312	515	Quadeville Rd	Quadeville W Urban Lmt-to-Quadeville E Urban Lmt		1	2		2	2			1	0	0	6	YES	Brudenell Lyndoch & Raglan	679	50
5152432	515	Quadeville Rd	Quadeville E Urban Lmt-to-Quadeville S Urban Lmt		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	679	80
5152580	515	Quadeville Rd	Quadeville S Urban Lmt-to-Quadeville W Urban Lmt		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	679	80
5152817	515	Quadeville Rd	Quadeville W Urban Lmt-to-Quadeville E Urban Lmt		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	444	80
5153079	1	515	Sacred Heart Rd-to-1400 Quadeville Rd		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	444	80
5153079	2	515	Quadeville Rd		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	444	80
5153611	515	Quadeville Rd	1400 Quadeville Rd-to-Yukies Dr. (Frymount Rd)		1	2		2	2			1	1	0	7	YES	Brudenell Lyndoch & Raglan	444	80
5170000	517	Dafoe Rd	Raglan Twp Boundary West-to-Raglan Twp Boundary North		2			2				1	0	0	5	NO	Brudenell Lyndoch & Raglan	142	60
5170106	517	Hastings County	Raglan Twp Boundary North-to-Radcliffe Twp (Coules Rd)		2			2				1	0	0	5	NO	Madawaska Valley	142	60
5170219	1	517	Radcliffe Twp (Coules Rd) to CA 2049		2			2				1	0	0	5	NO	Madawaska Valley	142	60
5170219	2	517	Dafoe Rd		2			2				1	0	0	5	NO	Madawaska Valley	142	60
5170288	1	517	CA 2049-to-Pepinville Rd		2			2				1	0	0	5	NO	Madawaska Valley	773	60
5170288	2	517	Pepinville Rd-to-Serran Rd		2			2				1	0	0	5	NO	Madawaska Valley	773	60
5170288	3	517	Dafoe Rd		2			2				1	0	0	5	NO	Madawaska Valley	773	60
5170288	4	517	Dafoe Rd		2			2				1	0	0	5	NO	Madawaska Valley	773	60
5170288	5	517	Dafoe Rd		2			2				1	0	0	5	NO	Madawaska Valley	773	60
5170504	1	517	CA 2532-to-CA 2647		2			2				1	0	0	5	NO	Madawaska Valley	773	60
5170504	2	517	Dafoe Rd		2			2				1	0	0	5	NO	Madawaska Valley	773	60
5170664	517	Dafoe Rd	CA 2647-to-Lower Craigmont Rd		2			2				1	0	0	5	NO	Madawaska Valley	773	50
6350000	635	Swisha Rd	Lower Craigmont Rd-to-Cy Rd 62 (Combermere Rd)		2			2				1	0	0	6	YES	Laurentian Hills	484	80
6530000	653	Chenau Rd	Hwy 17-to-Interprovincial Bidge S Exp Jnt		2			2				1	1	1	8	YES	Whitewater Region	2075	80
6530054	653	Chenau Rd	Hwy 17-to-Cy Rd 48 (Magnesium Camp Galliee Lane)		2			2				1	1	1	8	YES	Whitewater Region	2075	80
6530124	653	Chenau Rd	Chenau Rd		1	2		2				1	1	1	7	YES	Whitewater Region	992	80
6530304	653	Chenau Rd	Camp Galliee Lane-to-Service Rd		1	2		2				1	1	0	7	YES	Whitewater Region	992	80
6530358	653	Chenau Rd	Service Rd-to-Berts Rd		1	2		2				1	1	0	7	YES	Whitewater Region	992	80
6530358	1	653	Berts Rd-to-Queens Lane		1	2		2				1	1	0	9	YES	Whitewater Region	3214	80
6530358	2	653	Queens Lane-to-Serran Line Rd		1	2		2				1	1	0	9	YES	Whitewater Region	3214	80
6530707	653	Chenau Rd	Ken Urd to-Whitewater/Quebec Boundary		1	2		2				1	0	2	8	YES	Horton	3214	70

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO AMEND BY-LAW 10-15, BEING A BY-LAW TO CONSOLIDATE ALL BY-LAWS WITH RESPECT TO ROADS AND BRIDGES INCLUDED IN THE COUNTY ROAD SYSTEM

WHEREAS By-law 10-15 was passed in February 2015 establishing the County Road System and designating the roads and bridges in the municipality that formed the County Road System;

AND WHEREAS under Section 52(4) of the *Municipal Act, 2001, S.O. 2001, c.25, as amended*, an upper-tier municipality may add a highway, which includes a bridge, to its system.

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

1. THAT Schedule 'B' of By-law 10-15 be amended by the addition of County Structure C339 (Lynch Road Culvert) to the County Road System and be designated as a County Bridge effective December 1, 2024.
2. THAT this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 27th day of November, 2024.

READ a second time this 27th day of November, 2024.

READ a third time and finally passed this 27th day of November, 2024.

PETER EMON, WARDEN

GWEN DOMBROSKI, CLERK

**Schedule 'B' to By-law 10-15
County of Renfrew Structures**

Plan No.	Geographic Town/Township	Inventory No.	Structure	Road	Watercourse
Admaston/Bromley					
B-1	Admaston	C001	Berlanquet Creek Culvert	Stone Road-Cty Rd 5	Berlanquet Creek
B-1	Admaston	B002	Bonnechere River Bridge	Bonnechere Road	Bonnechere River
B-1	Admaston	C003	Moores Creek Culvert	Stone Road-Cty Rd 5	Moores Creek
B-1	Admaston	C004	Perrault Creek Culvert	Norton Road-Cty Rd 34	Perrault Creek
B-1	Admaston	C006	Cheese Factory Culvert	Cheese Factory Road	Harris Creek
B-1	Admaston	B007	Butler Bridge	Butler Road	Bonnechere River
B-1	Admaston	B008	Sylvester/Power's Bridge	Kennelly Road	Lambs Creek
B-1	Admaston	C009	Riopelle's Culvert	Ferguslea Road	McGee's Creek
B-1	Admaston	C010	Rath's Culvert	South McNaughton Road	McGee's Creek
B-1	Admaston	C011	Mick's Culvert	South McNaughton Road	Pettigrew Creek
B-1	Admaston	C012	Farquharson's Culvert	South McNaughton Road	McGee's Creek
B-1	Admaston	C013	Bromley Culvert	Foy Road	Foy Creek
B-1	Admaston	C014	Labombard Culvert	Chris Ruddy Road	Lamb Creek
B-1	Admaston	C016	Harold's Culvert	English Road	Halliday Creek
B-1	Admaston	C246	Culhane Culvert	Culhane Road	Cherry's Creek
B-1	Admaston	C337	Berlanquet Creek Culvert	Culhane Road	Berlanquet Creek
B-1	Admaston	C338	McMahon Road Culvert	McMahon Road	
B-1	Admaston	C339	Lynch Road Culvert	Lynch Road	
B-2	Bromley	C038	Mink Creek Culvert	Cobden Road-Cty Rd 8	Mink Creek
B-2	Bromley	C040	Snake River Culvert	Cobden Road-Cty Rd 8	Snake River
B-2	Bromley	C041	Osceola Culvert	Micksburg Road	Bellows Creek
B-2	Bromley	C042	Mink Creek Box Culvert	Cobden Road-Cty Rd 8	Mink Creek
B-2	Bromley	C043	Dunmore Bridge	Barr Line	Harris Creek

**Schedule 'B' to By-law 10-15
County of Renfrew Structures**

Plan No.	Geographic Town/Township	Inventory No.	Structure	Road	Watercourse
B-2	Bromley	B044	Douglas Bridge	Stone Road-Cty Rd 5	Bonnechere River
B-2	Bromley	C045	Agnew Culvert (South Fork)	Agnew Road	Mink Creek
B-2	Bromley	C046	O'Neil Culvert (South Fork)	Pine Valley Road	Mink Creek
B-2	Bromley	C047	Ott Culvert	McGaghran Road	Snake River
B-2	Bromley	C048	Egan Culvert	Egan Line Road	Stoqua Creek
B-2	Bromley	C049	Rook Culvert	Burwell Road	Snake River
B-2	Bromley	C051	Harris Creek Culvert	Proven Line	Harris Creek Drain
B-2	Bromley	C052	Peever Culvert	McGuinty Road	Eady Creek
B-2	Bromley	C076	Wren Drain Box Culvert	Grattan Road-Cty Rd 22	Wren Drain
Arnprior					
B-3	Arnprior	B258	Madawaska River Bridge	Madawaska Boulevard-Cty Rd 1	Madawaska River
Bonnechere Valley					
B-4	Grattan	C081	Esmond Culvert	Opeongo Road South-Cty Rd 64	Esmond Creek
B-4	Grattan	C082	Raycroft Culvert	Opeongo Road South-Cty Rd 64	Schweigerts Creek
B-4	Grattan	C083	Sand Road Twin Pipes	Sand Road	Hurd's Creek
B-4	Grattan	C084	Augsburg Road Twin Pipes	Augsburg Road	Hurd's Creek
B-4	Grattan	C085	Hyndford-Caldwell Culvert	Scotch Bush Road	
B-4	Grattan	C087	Dellaires Culvert	Constant Lake Road	Constant Creek
B-4	Grattan	C089	Crutch Creek Culvert	Opeongo Road South-Cty Rd 64	Crutch Creek
B-4	Grattan	C090	Bradley East Culvert	Opeongo Road South-Cty Rd 64	Bradley Creek East
B-4	Grattan	B091	Danny Constant Bridge	Constant Lake Road	Perrault Creek
B-4	Grattan	B092	Balaclava Bridge	Scotch Bush Road	Constant Creek
B-4	Grattan	C093	Bradley West Culvert	Opeongo Road South-Cty Rd 64	Bradley Creek
B-4	Sebastopol	C168	Lake Clear Tri Culverts	Lake Clear Road	Rodden Creek

**Schedule 'B' to By-law 10-15
County of Renfrew Structures**

Plan No.	Geographic Town/Township	Inventory No.	Structure	Road	Watercourse
B-4	Sebastopol	C169	Manning Road Creek Culvert	Manning Road	Hurd's Creek
B-4	Sebastopol	C170	Hurd's Creek Culverts	Wittkie Road	Hurd's Creek
B-4	Grattan	B180	Hurd's Creek Bridge	South Algona/Grattan Line	Hurd's Creek
B-4	Grattan	B200	Bonnechere River Lower Br	John Street	Bonnechere River
B-4	Sebastopol	C238	Townline Culvert	Foymount Road-Cty Rd 512	Hurd's Creek
B-4	Sebastopol	B257	Harrington Creek Bridge	Foymount Road-Cty Rd 512	Harrington Creek
B-4	South Algona	C299	Silver Creek Culverts	Silver Lake Road	Silver Creek
B-4	South Algona	C300	Wolfe Road Twin Pipes	Wolfe Road	Silver Creek
B-4	Sebastopol	C325	Neilson Creek Culvert	Lake Clear Road	Neilson Creek
Brudenell, Lyndoch & Raglan					
B-5	Lyndoch	C059	Eneas Creek Culvert	Palmer Road-Cty Rd 515	Eneas Creek
B-5	Brudenell	C060	John Watson Culvert 1	John Watson Road	Rockingham Creek
B-5	Brudenell	C061	John Watson Culvert 3	John Watson Road	Rockingham Creek
B-5	Brudenell	C062	John Watson Culvert 2	John Watson Road	Rockingham Creek
B-5	Lyndoch	C063	Guiney Road Culvert	Guiney Road	Smallpiece Creek
B-5	Brudenell	B064	Pilgrim Road Bridge	Pilgrim Road	Pilgrim Creek
B-5	Brudenell	C065	Rockingham Creek Culvert	Rockingham Road-Cty Rd 68	Rockingham Creek
B-5	Brudenell	C066	Voldeeks Culvert	Letterkenny Road	Rockingham Creek
B-5	Lyndoch	C067	Addington Road Culvert	Addington Road	Eneas Creek
B-5	Brudenell	B068	Schimmens Creek Bridge	Welk Road	Schimmens Creek
B-5	Lyndoch	C069	Eneas Road Culvert	Eneas Creek Road	Eneas Creek
B-5	Lyndoch	C070	Homestead Creek Culvert	Homestead Road	Homestead Creek
B-5	Lyndoch	B071	Bruceton Bridge	Keller Road	Snake Creek

**Schedule 'B' to By-law 10-15
County of Renfrew Structures**

Plan No.	Geographic Town/Township	Inventory No.	Structure	Road	Watercourse
B-5	Lyndoch	B073	Kargus Creek Bridge	Kargus Road	Little Eneas Creek
B-5	Lyndoch	B074	Fire Tower Creek Bridge	Fire Tower Road	Little Eneas Creek
B-5	Raglan	B153	Jewellville Bridge	Palmer Road-Cty Rd 515	Madawaska River
B-5	Raglan	B156	Burnt Bridge	Burnt Bridge Road	Little Mississippi River
B-5	Raglan	B233	Latchford Bridge	Palmer Road-Cty Rd 515	Madawaska River
B-5	Brudenell	C235	Devines Creek Culvert	Foymount Road-Cty Rd 512	Devines Creek
B-5	Lyndoch	C261	Kauffeldt's Culvert	Palmer Road-Cty Rd 515	Dupuis Creek
B-5	Raglan	C263	Neumans Culvert	Palmer Road-Cty Rd 515	Hochberg's Creek
B-5	Brudenell	C303	Mally's Culvert	Cormac Road	Devines Creek
B-5	Raglan	C305	Latchford Church Pipes	Palmer Road-Cty Rd 515	Madawaska River
B-5	Brudenell	C328	Devine Creek Tri Pipes	Foymount Road-Cty Rd 512	Devines Creek
Deep River					
B-6	Deep River	C192	Banting Culvert	Banting Road	Kennedy Creek
B-6	Deep River	C193	Balmers Bay Twin Pipes	Balmer Bay Road	Kennedy Creek
Greater Madawaska					
B-7	Bagot	B005	Scollard Bridge	Pucker Street	Perrault Creek
B-7	Bagot	B031	Madawaska River Bridge	Lanark Road-Cty Rd 511	Madawaska River
B-7	Bagot	B032	Calabogie Bridge	Lanark Road-Cty Rd 511	Madawaska River
B-7	Bagot	B033	Springtown Bridge	Springtown Bridge Road	Madawaska River
B-7	Bagot	B034	Constant Creek Bridge	Calabogie Road-Cty Rd 508	Constant Creek
B-7	Bagot	C036	Halliday Creek Culvert	Halliday Creek Road	Halliday Creek
B-7	Bagot	C037	Bagot Creek Culvert	Lower Spruce Hedge Road	Bagot Creek
B-7	Bagot	C126	Madawaska River Culvert	Calabogie Road-Cty Rd 508	Madawaska River
B-8	Brougham	B053	Constant Creek Bridge	Ferguson Lake Road	Constant Creek

**Schedule 'B' to By-law 10-15
County of Renfrew Structures**

Plan No.	Geographic Town/Township	Inventory No.	Structure	Road	Watercourse
B-8	Brougham	C054	Big Black Donald Creek Culvert	Centennial Lake Road-Cty Rd 65	Big Black Donald
B-8	Brougham	B055	Mountain Chute Bridge	Hydro Dam Road	Madawaska River
B-8	Brougham	B056	Colterman Bridge	Colterman Road	Constant Creek
B-8	Brougham	B057	Mount St Patrick Bridge	Mount St Patrick Road	Constant Creek
B-8	Brougham	C058	Constant Creek Culverts	Ferguson Lake Road	Constant Creek
B-8	Griffith	C094	Godin Creek Culvert	Flying Club Road	Godin Creek
B-8	Griffith	B095	Hyland Creek Bridge	Hyland Creek Road	Hyland Creek
B-8	Matawatchan	B096	Centennial Lake Bridge	Centennial Lake Road-Cty Rd 65	Centennial Lake
B-8	Matawatchan	C097	Wilson Lake Culvert	Centennial Lake Road-Cty Rd 65	Wilson Lake
B-8	Matawatchan	C098	Colton Creek Culvert	Frontenac/ Government Road	Colton Creek
B-8	Matawatchan	C099	Colton Creek Bridge	Matawatchan Road-Cty Rd 71	Colton Creek
B-8	Matawatchan	B259	Glenfield Creek Bridge	Matawatchan Road-Cty Rd 71	Glenfield Creek
Head, Clara & Maria					
B-9	Clara	C115	Dunlop Crescent Dual Culverts	Dunlop Crescent	Deux Rivieres Creek
B-9	Clara	C116	Dunlop Crescent Culvert	Dunlop Crescent	Deux Rivieres Creek
B-9	Head	B117	Mackey Creek Bridge	Mackey Creek Road	Mackey Creek
Horton					
B-10	Horton	C077	Castleford Culvert	River Road-Cty Rd 1	Loche Creek
B-10	Horton	C109	Thompson Hill Culvert	Burnstown Road-Cty Rd 52	Smiths Creeks
B-10	Horton	B110	Captain Christopher Bell Bridge	River Road-Cty Rd 1	Bonnechere River
B-10	Horton	C243	Worms Culvert	Castleford Road-Cty Rd 20	Little Halliday Creek
B-10	Horton	C334	Thompson Road Culvert	Thompson Road	

**Schedule 'B' to By-law 10-15
County of Renfrew Structures**

Plan No.	Geographic Town/Township	Inventory No.	Structure	Road	Watercourse
Killaloe, Hagarty & Richards					
B-11	Hagarty	B102	Brennans Creek Bridge	Foymount Road-Cty Rd 512	Brennans Creek
B-11	Hagarty	B103	Coslews Bridge	O'Grady Settlement Road	Brennans Creek
B-11	Hagarty	C104	Byers Creek Culverts	Simpson Pit Road-Cty Rd 67	Byers Creek
B-11	Hagarty	B108	Tramore Bridge	Tramore Road	Bonnechere River
B-11	Hagarty	B173	Byers Creek Bridge	Round Lake Road-Cty Rd 58	Byers Creek
B-11	Hagarty	B202	Cameron Street Bridge	Cameron Street	Brennans Creek
B-11	Hagarty	B234	Coles Creek Bridge	Foymount Road-Cty Rd 512	Coles Creek
B-11	Hagarty	C236	Brennans Creek Culvert	Foymount Road-Cty Rd 512	Brennans Creek
B-11	Hagarty	C237	Sicards Creek Culvert	Foymount Road-Cty Rd 512	Brennans Creek
B-11	Hagarty	C301	Funnucane Creek Culverts	O'Connor Road	Funnucane Creek
B-11	Hagarty	C302	Wingle Creek Twin Culverts	Rochfort Road	Wingle Creek
B-12	Richards	B100	Sherwood River Bridge	Round Lake Road-Cty Rd 58	Sherwood River
B-12	Richards	B101	Bonnechere River Bridge	Round Lake Road-Cty Rd 58	Bonnechere River
B-12	Richards	B105	Coulas Bay's Bridge	Bear Trail Road	
B-12	Richards	B106	Turners Bridge	Turners Road	Bonnechere River
B-12	Richards	C255	Red Rock Tri Pipes	Red Rock Road	Jack's Creek
B-12	Richards	C269	Jacks Lake Culverts	Round Lake Road-Cty Rd 58	Runnoff
B-12	Richards	C307	Turners Creek Culvert	Round Lake Road-Cty Rd 58	Turners Creek
B-12	Richards	C308	Tomasini's Culvert	Round Lake Road-Cty Rd 58	Reserve Creek
Laurentian Hills					
B-13	Rolph	B158	Meilleurs Bridge	Meilleurs Road	Huey Creek
Laurentian Valley					
B-14	Alice	B018	Davis Mills Bridge	Doran Road-Cty Rd 26	Indian River

**Schedule 'B' to By-law 10-15
County of Renfrew Structures**

Plan No.	Geographic Town/Township	Inventory No.	Structure	Road	Watercourse
B-14	Alice	B019	CPR Overhead-Pembroke	Forest Lea Road-Cty Rd 42	Indian River
B-14	Alice	B021	B-Line Bridge	B-Line Road	Indian River
B-14	Alice	B022	Indian River Bridge	Sandy Beach Road	Indian River
B-14	Alice	B023	Zanders Bridge	Zanders Road	Indian River
B-14	Alice	C024	Cliche Culvert	Sandy Beach Road	Indian River
B-14	Alice	C025	Borne Road Culvert	Borne Road	Maves Creek
B-14	Alice	B026	Old Highway 62 Bridge	Borne Road	Indian River
B-14	Alice	C027	Stencells Bridge	Stencells Road	Indian River
B-14	Alice	C028	Alice-Wilberforce Muni. Drain	Locksley Road	Hennessys Creek
B-14	Alice	C029	B-Line Culvert	B-Line Road	Hales Creek
B-14	Alice	C030	Hales Creek Culvert	B-Line Road	Hales Creek
B-14	Alice	C242	Hales Creek Culvert	Petawawa Boulevard-Cty Rd 51	Hales Creek
B-14	Alice	C248	Forest Lea Culvert	Forest Lea Road-Cty Rd 42	Hales Creek
B-14	Alice	C249	Drive In Theatre Culvert	Forest Lea Road-Cty Rd 42	Hales Creek
B-14	Alice	C268	St. Columbkille's Cemetary Culvert	Round Lake Road-Cty Rd 58	Hales Creek
B-14	Alice	C312	O'Meara's Creek Box Culvert	Round Lake Road-Cty Rd 58	O'Meara's Creek
B-14	Alice	B319	Bucholtz Bridge	Round Lake Road-Cty Rd 58	Indian River
B-14	Alice	C323	Hoffmans Box Culvert	Round Lake Road-Cty Rd 58	Crooked Lake Creek
B-15	Fraser	C309	Gariepy Creek Culvert	Round Lake Road-Cty Rd 58	Gariepy Creek
B-15	Fraser	B310	Ski Hill Bridge	Round Lake Road-Cty Rd 58	Indian River
B-15	Fraser	B311	Indian River Bridge	Round Lake Road-Cty Rd 58	Indian River
B-16	Stafford	B143	McDonnells Bridge	Mud Lake Road-Cty Rd 19	Muskrat River
B-16	Stafford	B144	Johnston Bridge	Mud Lake Road-Cty Rd 19	Muskrat River

**Schedule 'B' to By-law 10-15
County of Renfrew Structures**

Plan No.	Geographic Town/Township	Inventory No.	Structure	Road	Watercourse
B-16	Stafford	B181	Peter Black Bridge	White Water Road-Cty Rd 24	Muskrat River
B-16	Pembroke	B184	Hales Creek Bridge	Golf Course Road	Hales Creek
B-16	Stafford	B185	Canal Bridge	Forest Park Road	Ottawa River
B-16	Stafford	B186	Third Line Bridge	Stafford Third Line	Mud Creek
B-16	Stafford	C187	Mud Creek Culvert	Stafford Second Line	Mud Creek
B-16	Stafford	B188	Turcotte Bridge	Code Road	
B-16	Stafford	C189	Ross Road Triple Cell	Ross Road	Mud Creek
B-16	Stafford	C190	Bucholtz Culvert	Stafford Third Line	Henessys Creek
B-16	Stafford	C191	Dicks Road Culvert	Dicks Road	Municipal Drain
B-16	Stafford	C247	De Haans Culvert	Greenwood Road-Cty Rd 40	Creek
B-16	Stafford	C265	Peter Black Culvert	White Water Road-Cty Rd 24	Henessys Creek
B-16	Stafford	C315	Ross Road Double Cell	Ross Road	Mud Creek
B-16	Stafford	C316	Kenny's Culvert	Stafford Third Line	
Madawaska Valley					
B-17	Sherwood	C174	Sherwood River Culvert	Paugh Lake Road	Sherwood River
B-17	Sherwood	C175	Paugh Lake Road Culvert	Paugh Lake Road	Paugh Lake Creek
B-17	Burns	B176	Paugh Lake Road Bridge	Paugh Lake Road	Bonnechere River
B-17	Sherwood	C177	Peplinski Homestead Culvert	Peplinski Homestead Road	Sherwood River
B-17	Sherwood	C178	Wilno Road Culvert	Wilna Road North	Sherwood River
B-17	Sherwood	C197	Etmanskie Swamp Culvert	Combermere Road-Cty Rd 62	Etmanskie Swamp
B-17	Sherwood	C327	Siberia Twin Pipes	Siberia Road-Cty Rd 69	Carson Creek
B-17	Sherwood	C332	Chapeski Culvert	Chapeski Mill Drive	Sherwood River
B-18	Radcliffe	B145	Combermere Bridge	Combermere Road-Cty Rd 62	Madawaska River
B-18	Radcliffe	C146	McPhee Road Culvert	McPhees Bay Road	Diamond Lake Creek

**Schedule 'B' to By-law 10-15
County of Renfrew Structures**

Plan No.	Geographic Town/Township	Inventory No.	Structure	Road	Watercourse
B-18	Radcliffe	C147	Turtle Culverts (aka Callaghan Cr Culverts)	Rockingham Road-Cty Rd 68	Callaghan Creek
B-18	Radcliffe	C148	Halfway Creek Culvert	Old Barrys Bay Road	Rockingham Creek
B-18	Radcliffe	C149	Olsheskie Creek Culvert	Stan Olsheskie Road	Rockingham Creek
B-18	Radcliffe	B150	Dam Lake Bridge	Martin Recoskie Road	Rockingham Creek
B-18	Radcliffe	C151	Wadsworth Creek Culvert	Vistula Road	Wadsworth Creek
B-18	Radcliffe	C152	Wadsworth Lake Culvert	Old Barry's Bay Road	Wadsworth Lake
B-18	Radcliffe	C266	Drohan Creek Culvert	Combermere Road-Cty Rd 62	Drohan Creek
B-18	Radcliffe	C267	Beanpot Creek Culvert	Combermere Road-Cty Rd 62	Beanpot Creek
B-18	Radcliffe	C304	Johnson's Creek Culvert	Combermere Road-Cty Rd 62	Johnson's Creek
B-18	Radcliffe	C331	Rockingham Creek Box Culvert	Combermere Road-Cty Rd 62	Rockingham Creek
B-18	Radcliffe	C335	Hopefield Culvert	Wilno S .Rd & Opeongo Rd N-Cty Rd 66	
McNab/Braeside					
B-19	McNab	B118	Arnprior CPR Overhead	River Road-Cty Rd 1	CPR
B-19	McNab	C119	Dochart Creek Culvert	River Road-Cty Rd 1	Dochart Creek
B-19	McNab	B120	Clay Bank Bridge	White Lake Road-Cty Rd 2	Madawaska River
B-19	McNab	B121	Waba Creek Bridge	White Lake Road-Cty Rd 2	Waba Creek
B-19	McNab	B122	Waba Creek Bridge	Burnstown Road-Cty Rd 52	Waba Creek
B-19	McNab	B123	Burnstown Bridge	Burnstown Road-Cty Rd 52	Madawaska River
B-19	McNab	C124	Cameron Culvert	Usborne Road	Dochart Creek
B-19	McNab	C125	McGregor Culvert	Lochwinnoch Road	Loche Creek
B-19	McNab	B127	Stewartville Bridge	Stewartville Road	Madawaska River
B-19	McNab	C128	Dochart Creek Culvert	Stevenson Drive	Dochart Creek

**Schedule 'B' to By-law 10-15
County of Renfrew Structures**

Plan No.	Geographic Town/Township	Inventory No.	Structure	Road	Watercourse
B-19	McNab	C130	Lochiel Creek Culvert North	Stewartville Road-Cty Rd 63	Lochiel Creek
B-19	McNab	C131	Lochiel Creek Box Culvert	Brae-Loch Road	Lochiel Creek
B-19	McNab	C133	Scheel Twin Pipes	Scheel Drive	Dochart Creek
B-19	McNab	C134	Campbell Drive Culvert	Campbell Drive	Dochart Creek
B-19	McNab	C135	Ryan Creek Culvert	Campbell Drive	Ryan Creek
B-19	McNab	C136	Robertson Twin Pipes	Robertson Line	Waba Creek
B-19	McNab	C137	Hanson Creek Culverts	Robertson Line	Hanson Creek
B-19	McNab	C139	Lochiel Creek Culvert	Milton Stewart Avenue	Lochiel Creek
B-19	McNab	C241	Tims Waba Creek Bridge	Highland Road-Cty Rd 23	Waba Creek
B-19	McNab	C251	Armstrongs Culvert	Russett Drive	Dochart Creek
B-19	McNab	C252	Vanderploegs Culvert	Russett Drive	Dochart Creek
B-19	McNab	C330	McLeods Culvert	Burnstown Road-Cty Rd 52	
North Algona Wilberforce					
B-20	North Algona	C140	Mundt's Culvert	Roesler Road	Quades Creek
B-20	North Algona	C141	Zienans Culvert	Roesler Road	Quades Creek
B-20	North Algona	C142	Quade Creek Culvert	Burchat Road	Cochrane Creek
B-20	North Algona	B179	Golden Lake Bridge	Kokomis Road-Cty Rd 70	Bonnechere River
B-20	Wilberforce	C225	Black Creek Culvert	Lake Dore Road-Cty Rd 30	Black Creek
B-20	Wilberforce	B226	Black Creek Bridge	Black Creek Road	Black Creek
B-20	Wilberforce	C227	Mink Creek Culvert	Bulger Road-Cty Rd 9	Mink Creek
B-20	Wilberforce	C229	Burnt Bridge	Burnt Bridge Road	Snake River
B-20	North Algona	B232	Cochrane Creek Bridge	Cement Bridge Road	Cochrane Creek
B-20	Wilberforce	B240	Fourth Chute Bridge	Fourth Chute Road	Bonnechere River
B-20	Wilberforce	C314	Royal Pines Culvert	Royal Pines Road	Spring Creek

**Schedule 'B' to By-law 10-15
County of Renfrew Structures**

Plan No.	Geographic Town/Township	Inventory No.	Structure	Road	Watercourse
Petawawa					
B-21	Petawawa	C194	Eichstaedt Culvert	Eichstaedt Road	Eichstaedt Creek
B-21	Petawawa	C195	Black Bay Culvert	Black Bay Road	Black Bay Creek
B-21	Petawawa	B203	Petawawa River Bridge	Petawawa Boulevard-Cty Rd 51	Petawawa River
B-21	Petawawa	C322	Black Bay Creek Culvert	Black Bay Road	Black Bay Creek
Whitewater Region					
B-22	Ross	C159	Gutz Culvert	Forester Falls Road-Cty Rd 7	Broomes Creek
B-22	Ross	C160	Broomes Creek Culvert	Grant's Settlement Road	Broomes Creek
B-22	Ross	C161	Stoppas Culvert	Stoppa Road	Muskrat River
B-22	Ross	C162	Kohlsmith Culvert	Kohlsmith Road	
B-22	Ross	C163	Bulmers Culvert	Kohlsmith Road	Tributary to Broomes
B-22	Ross	C164	Wilderness Arch	Rafting Road	
B-22	Ross	C165	Millars Culvert	Kerr Line Road	
B-22	Ross	C201	Broomes Creek Culvert	Forester Falls Road-Cty Rd 7	Broomes Creek
B-22	Ross	C254	Alan James Culvert	Queens Line-Cty Rd 4	Broomes Creek
B-22	Ross	C270	Bennetts Culvert	Kerr Line Road	
B-22	Ross	C317	Cobden Lake Culvert	Forester Falls Road-Cty Rd 7	Buttermilk Creek
B-22	Ross	C324	Rox Siding Culvert	Rox Siding Road	Muskrat River
B-23	Westmeath	C050	Eady Culvert	Snake River Line	Eady Creek
B-23	Westmeath	B198	Mill Creek Bridge	Beachburg Road-Cty Rd 21	Mill Creek
B-23	Westmeath	C204	Bellowes Creek Culvert	Westmeath Road-Cty Rd 12	Bellowes Creek
B-23	Westmeath	C205	Westmeath Culvert	Westmeath Road-Cty Rd 12	
B-23	Westmeath	C206	Gervais Creek Culvert	Lapasse Road-Cty Rd 49	Gervais Creek
B-23	Westmeath	C215	Elm Creek Culverts	Snake River Line	Elm Creek

**Schedule 'B' to By-law 10-15
County of Renfrew Structures**

Plan No.	Geographic Town/Township	Inventory No.	Structure	Road	Watercourse
B-23	Westmeath	C216	Elm Creek Tri Pipes	Waterview Road	Elm Creek
B-23	Westmeath	C217	Hila Road Culvert	Hila Road	
B-23	Westmeath	C218	Mill Creek Pipes	Zion Line	Mill Creek
B-23	Westmeath	C219	Pleasant Valley Twin Pipes	Pleasant Valley Road	Pleasant Valley Creek
B-23	Westmeath	C220	Pleasant Valley Culvert	Pleasant Valley Road	Pleasant Valley Creek
B-23	Westmeath	C221	Kenny's Culvert	Pleasant Valley Road	Pleasant Valley Creek
B-23	Westmeath	C222	Pleasant Valley Steel Arch	Pleasant Valley Road	Pleasant Valley Creek
B-23	Westmeath	C223	Randy's Culvert	Pleasant Valley Road	Pleasant Valley Creek
B-23	Westmeath	B224	Snake River Bridge	Snake River Line	Snake River
B-23	Westmeath	C244	Mackays Culvert	Beachburg Road-Cty Rd 21	
B-23	Westmeath	C245	Indian Road Culvert	Beachburg Road-Cty Rd 21	
B-23	Westmeath	C250	Pleasant Valley Culvert	Grants Settlement Road	Pleasant Valley Creek
B-23	Westmeath	C313	Nagels Culverts	Lapasse Road-Cty Rd 49	Pleasant Valley Creek

OPERATIONS DIVISION REPORT

Prepared By: Lee Perkins, Director of Public Works and Engineering

Prepared for: Operations Committee

November 12, 2024

INFORMATION

1. Operational Status and Winter Readiness

Staff are prepared for the upcoming winter season, and as per the Winter Maintenance Operations Guidelines, the Department reached 100% fleet readiness on October 31, 2024.

BY-LAWS

2. PWO-2024-06 – One 3-Ton Truck and Plow

Recommendation: THAT the Operations Committee recommends that County Council approve Contract PWO-2024-06 for one 3-Ton Truck and Plow as submitted by Everest Equipment, Ayer's Cliff, Québec, in the amount of \$240,156, plus applicable taxes; AND THAT County Council adopt a By-law to execute the contract.

Background

Submissions were requested through the Canoe Procurement Program for the supply and delivery of one 3-ton truck and plow and one submission was received as follows:

- | | |
|--|--------------|
| 1. Everest Equipment, Ayer's Cliff, Québec | \$240,156.00 |
| Amount excludes applicable taxes. | |

Financial Implications

The current 2024 Departmental Budget includes funds in the amount of \$200,000 for one 3-ton truck and plow unit. Staff have reviewed the submission and recommend that the balance of the required funds be obtained from savings incurred from previous 2024 approved equipment purchases and that the contract be awarded and a purchase order be issued. This procurement was processed in accordance with the County of Renfrew Corporate Policy GA-01, Procurement of Goods and Services.

3. PWO-2016-01 – Supply and Delivery of Winter Salt

Recommendation 1: THAT the Operations Committee directs staff to proceed with tendering for the supply and delivery of winter salt for a two-year contract with the addition to extend for three additional one-year periods, subject to satisfactory service, price, terms and conditions effective June 1, 2025 through May 31, 2027.

or,

Recommendation 2: THAT the Operations Committee recommends that County Council approve the extension of an amending agreement to Contract PWO-2016-01 for the supply and delivery of bulk coarse highway salt for winter operations for five years from 2025-2030 with Windsor Salt Limited, Mississauga, Ontario; AND THAT County Council adopt a By-law to formalize and authorize execution of an amended agreement; AND THAT By-laws 28-16 and 10-20 be hereby repealed.

Background

In January 2016, the County entered into a contract with Windsor Salt Limited, formerly known as The Canadian Salt Company for the supply and delivery of bulk coarse highway salt for winter operations. The period of the original contract covered the 2016/17 and 2017/18 winter season and was extended until 2019/20 and continued to be extended until the upcoming 2024/25 winter season.

Clause TC-18 Successful Tenderer – Period of Contract reads as follows:

18.1 Contract covers the period from June 1, 2016 until May 31, 2018 (two years) and may be extended for three additional one-year periods, subject to satisfactory service, price terms and conditions. Extensions are to be mutually acceptable and subject to a continued requirement by the County and budget approval. Should a mutual agreement not be reached, it will be the prerogative of the County to call new tenders.

Staff has been very pleased with the product and the service provided by Windsor Salt Limited in the execution of this contract. Based on the satisfactory performance of the contract, staff has discussed a contract amendment with the supplier. Based on the discussions with the supplier, the County of Renfrew and the supplier have negotiated to utilize the existing contract conditions with contract amendments as follows:

- Five-year period 2025-2030
- A minimum call amount of 24,000 tonnes
- Guarantee call amount 115%
- Approximately 3% increase per year as follows:
 - 2025-2026 - \$116.49
 - 2026-2027 - \$119.98
 - 2027-2028 - \$123.58
 - 2028-2029 - \$127.29
 - 2029-2030 - \$131.11

Financial Implications

The table below details the history, current status and proposed approach for the winter salt contract.

Year	Price Per Tonne	Percent Increase	Authorization
2016/2017	91.84	3.00	Contract
2017/2018	94.59	3.00	Contract

2018/2019	96.01	1.50	Extension
2019/2020	97.45	1.50	Extension
2020/2021	100.50	3.13	Extension
2021/2022	103.50	3.00	Extension
2022/2023	106.65	3.04	Extension
2023/2024	109.80	2.95	Extension
2024/2025	113.10	3.00	Extension
2025/2026	116.49	3.00	Proposed Contract Amendment
2026/2027	119.98	3.00	Proposed Contract Amendment
2027/2028	123.58	3.00	Proposed Contract Amendment
2028/2029	127.29	3.00	Proposed Contract Amendment
2029/2030	131.11	3.00	Proposed Contract Amendment

Based on the trend that increases are higher at the time of tendering versus at contract extensions, it is being recommended to extend the contract for another five years.

The average price increase for other regions in Ontario for the first year of their contract is as follows:

- City of Thunder Bay - 15.0%
- Haldimand County - 22.0%
- City of Mississauga - 22.0%

In accordance with Policy GA-01, Procurement of Goods and Services, the approval of contract amendments in amounts greater than \$150,000 is required from Standing Committee and Council. Below are clauses that cover Non-Competitive Purchase in Policy GA-01.

NON-COMPETITIVE PURCHASES

22.1 The requirement for competitive Bid Solicitation for Goods and/or Services may be waived under joint authority of the appropriate Director and the CAO, under one or more of the following circumstances:

22.7 Awards emanating from a non-competitive purchase that are greater than \$100,000 in excess of the Council approved estimate require approval from County Council.

29.2 It shall be the responsibility of a Director to determine if it is in the best interest of the County to establish a Formal Agreement with the Vendor.

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWO-2024-06
SUPPLY AND DELIVERY OF ONE 3-TON TRUCK AND PLOW UNIT**

WHEREAS the *Municipal Act, 2001, S.O. 2001, c.25, as amended*, requires a municipality to adopt policies with respect to the procurement of goods and services;

AND WHEREAS public tenders were requested for the supply and delivery of one 3-ton truck and plow unit, under Contract PWO-2024-06 in accordance with County of Renfrew Corporate Policy GA-01, Procurement of Goods and Services;

AND WHEREAS the tender submitted by Everest Equipment, Ayer's Cliff, Québec, was reviewed and accepted by the Operations Committee.

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

1. THAT the Council of the County of Renfrew approve the awarding of Contract PWO-2024-06 for the supply and delivery of one 3-ton truck and plow unit as submitted by Everest Equipment, Ayer's Cliff, Québec, in the amount of \$240,156, plus applicable taxes.
2. THAT the Warden and Clerk be empowered to do and execute all things, papers and documents necessary for the execution of the said contract.
3. THAT this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 27th day of November, 2024.

READ a second time this 27th day of November, 2024.

READ a third time and finally passed this 27th day of November, 2024.

PETER EMON, WARDEN

GWEN DOMBROSKI, CLERK