



## Operations Committee

Tuesday, November 26, 2024 at 1:30 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. **Public Works and Engineering Department Report**

#### Capital Works Division Report

- a. [Capital Works Division Report](#)  3 - 16  
[Letter of Notice - Candidate-Ready Status - Algonquin Trail](#)   
[By-law TCT Trail Registration Agreement - Algonquin Trail Renfrew Co \(ON\)](#)   
[By-law B145 Rehabilitation](#) 

**Recommendation:** THAT the Operations Committee recommends to County Council that the County of Renfrew section of the Ottawa Valley Recreational Trail, the Algonquin Trail, be approved as part of the Trans Canada Trail Network; AND THAT County Council adopt a By-law to execute the Registration Agreement with Trans Canada Trail.

**Recommendation:** THAT the Operations Committee recommends that County Council approve Contract PWC-2025-45, as submitted by KB Civil Constructors, North York,

Ontario, for the rehabilitation of County Structure B145 (Combermere Bridge), located on County Road 62 (Combermere Road), in the Township of Madawaska Valley, in the amount of \$3,488,764.87, plus applicable taxes; AND THAT County Council adopt a By-law to execute the Contract.

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

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

**7. New Business**

**8. Closed Meeting**

**Recommendation:** THAT pursuant to Section 239 (2) (b) of the Municipal Act, 2001, as amended the Operations Committee move to a Closed Session to discuss a proposed or pending acquisition or disposition of land by the municipality or local board (CN Rail Line).

**9. Open Meeting**

**Recommendation:** THAT the Operations Committee resume as an open meeting.

**10. 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.

## CAPITAL WORKS DIVISION REPORT

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

Prepared for: Operations Committee

November 26, 2024

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### BY-LAWS

#### 1. Trans Canada Trail Network

**Recommendation:** THAT the Operations Committee recommends to County Council that the County of Renfrew section of the Ottawa Valley Recreational Trail, the Algonquin Trail, be approved as part of the Trans Canada Trail Network; AND THAT County Council adopt a By-law to execute the Registration Agreement with Trans Canada Trail.

#### **Background**

Attached is the letter of notice from the Trans Canada Trail (TCT) informing the County of Renfrew that their application for the Algonquin Trail has been retained as a candidate to be registered as part of the TCT network. This status means that, once registered, the County of Renfrew will be eligible to apply for funding from Trans Canada Trail to construct the approved trail and apply for maintenance and major repair funding as well.

Trans Canada Trail has accepted the Algonquin Trail under two statuses, as described below:

- Registered Ready Status, the trail is open and available to all users. This status will apply from Arnprior to Wylie Road in Deep River.
- Candidate Ready Status, the trail is approved as part of the TCT, but is still under development and not open. This status will apply from Deep River to the County's northern border near Deux-Rivières.

The acceptance of the Algonquin Trail into the TCT network provides a large number of funding opportunities as well as greater overall promotion for the County's recreational trail.

The Algonquin Trail is the County of Renfrew's portion of the Ottawa Valley Recreational Trail (OVRT). The entirety of the OVRT, from Smith Falls to Mattawa, is being accepted into the TCT network. TCT is in contact with the other OVRT partners, County of Lanark and Township of Papineau-Cameron regarding their sections.

The County of Renfrew, and its partners along the Ottawa Valley Recreational Trail, have been working on this designation since 2017. We are extremely pleased and thankful for this consideration and look forward to working with trail

user groups, and our economic development team, to promote this opportunity well into the future.

**2. PWC-2025-45 – County Structure B145 (Combermere Bridge) Rehabilitation**

**Recommendation:** THAT the Operations Committee recommends that County Council approve Contract PWC-2025-45, as submitted by KB Civil Constructors, North York, Ontario, for the rehabilitation of County Structure B145 (Combermere Bridge), located on County Road 62 (Combermere Road), in the Township of Madawaska Valley, in the amount of \$3,488,764.87, plus applicable taxes; AND THAT County Council adopt a By-law to execute the Contract.

**Background**

A Request for Tenders (RFT) was issued for the rehabilitation of County Structure B145 (Combermere Bridge), located on County Road 62 (Combermere Road), approximately 0.5km south of County Road 515 (Palmer Road), in the Township Madawaska Valley, and the results of the submissions were as follows:

- |                                                      |                |
|------------------------------------------------------|----------------|
| 1. KB Civil Constructors, North York, Ontario        | \$3,488,764.87 |
| 2. Thomas Fuller Construction, Ottawa, Ontario       | 3,640,457.87   |
| 3. Louis W. Bray Construction Limited, Vars, Ontario | 3,879,700.00   |
| 4. Bonnechere Excavating Inc., Renfrew, Ontario      | 3,993,678.50   |
| 5. GIP Paving Inc., Kingston, Ontario                | 4,063,344.30   |
| 6. Clearwater Structures Inc., Bowmanville, Ontario  | 4,530,150.97   |
| 7. Dalcon Constructors Ltd., Ottawa, Ontario         | 4,973,535.00   |
- All amounts exclude applicable taxes.

**Financial Implications**

The pre-approved portion of the 2025 Capital Budget includes funds in the amount of \$2,500,000 for the rehabilitation of County Structure B145 (Combermere Bridge). A comparison of the 2025 pre-approved budget and projected costs is provided in the table below:

B145 (Combermere Bridge)	2025 Budget	Low Tender	
		Projected	Variance Over/(Under)
Construction	2,165,000.00	3,488,764.87	1,323,764.87
Engineering - Design/Tendering	-	-	-
Project Administration & Construction Supervision	100,000.00	100,000.00	-
Material Testing (Allowance)	10,000.00	10,000.00	-
Contingency	187,545.50	174,438.24	(13,107.26)
Applicable Taxes	37,454.50	60,355.63	22,901.13
Total	2,500,000.00	3,833,558.74	1,333,558.74
* Projected costs are based on Tender results, internal costs, and line painting			

The lowest tendered cost and the overall projected project cost are significantly over budget. However, there is no anticipation that cost savings could be realized if the project were to be deferred to a future year and re-tendered. Staff will monitor the overall 2025 Capital Program variance as projects continue to be tendered. If required, staff will present options for consideration to meet the overall 2025 Capital Budget in the future.

Nov 14th, 2024

Renfrew County  
9 International Drive  
Pembroke, Ontario  
K8A 6W5

To Whom It May Concern:

Trans Canada Trail (TCT) is pleased to inform you that your extension application, Algonquin Trail, has been retained as a candidate to be registered as part of the TCT network.

Currently your trail has been assessed to be achieving all six of the following principles:

- More Trail in More Places
- Focus on Safety and Comfort of Non-Motorized Users
- More and Stronger Partners
- Cooperative Trail Relationships
- Trail Experience Representative of the Best of Canadian Diversity
- Quality of Trails and Ease of Use

Following a meeting to further discuss the extension process, a Registration Agreement will be forwarded to your organization. You will be required to sign and return the agreement to TCT. In addition to the signed agreement, you must provide the following registration details for the trail section:

- Can you please confirm the following information is accurate:
  - Trail Surface: crusher dust
  - Trail Width: varies with 3m average
  - Permitted use: X Country Ski, all pedestrian, cycling, motorized
  - Manager: County of Renfrew
  - Confirmation of Routing (please provide KMZ)
- Please provide (as separate documents):
  - Brief Trail description to be shown on our map (e.g., This trail travels through a municipal nature park through. It is a wide 5 meter gravel surfaced trail through mixed forest, This trail groomed for cross country skiing in the winter months.)
  - Copy of insurance
  - Proof of Permission from the landowner to register this as TCT. (Motion of Council will work)

- Copy of maintenance plan for trail (this can be very brief and simply indicate the frequency of trail checks and the escalation plan for maintenance activities should they arise)
- Additionally, could you complete a TCT wayfinder signage order
  - Link: <https://form.jotform.com/210395652964261>
  - Note: You can reach out to Angela Morin ([amorin@tctrail.ca](mailto:amorin@tctrail.ca)) after the registration document is signed and returned

Please contact **Brenden Blotnicky** ([bblotnicky@tctrail.ca](mailto:bblotnicky@tctrail.ca)), Manager, Trail Development and Volunteers, with any questions, or for more further support with the registration process.

Regards,



Kristen Gabora  
Director, Trail Development and Volunteers  
Trans Canada Trail

**COUNTY OF RENFREW**

**BY-LAW NUMBER 157-24**

**A BY-LAW TO ENTER INTO A REGISTRATION AGREEMENT WITH TRANS CANADA TRAIL  
TO REGISTER THE ALGONQUIN TRAIL AS PART OF THE TRANS CANADA TRAIL NETWORK**

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WHEREAS Sections 8, 9 and 11 of the *Municipal Act, 2001, S.O. 2001, as amended*, authorizes Council to enter into agreements;

AND WHEREAS the County of Renfrew has applied and been accepted by the Trans Canada Trail to be part of the Trans Canada Trail Network effective December 1, 2024;

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

1. THAT the Warden and Clerk are hereby authorized to sign and seal all things, papers and documents necessary for the attached Registration Agreement for the Algonquin Trail as identified as Schedule 'I' with the Trans Canada Trail.
2. THAT this agreement become effective as of December 1, 2024 and remain in full force and effect unless otherwise terminated in accordance with the Agreement.
3. THAT the Agreement attached hereto and annotated as Schedule 'I' is hereby deemed to be a schedule to this By-law.
4. 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.

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PETER EMON, WARDEN

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GWEN DOMBROSKI, CLERK



## **Trans Canada Trail**

### **Registration Agreement**

### **Trail - Algonquin Trail**

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#### **BETWEEN**

Trans Canada Trail — Le Sentier Transcanadien

A company duly incorporated, with an office located at  
150 Elgin Street, 8th Fl, Suite 1053, Ottawa, ON, Canada, K2P 1L4  
(hereinafter referred to as “TCT”)

#### **AND**

Renfrew County

A Municipality, with an office located at  
9 International Drive  
Pembroke, ON, Canada  
K8A 6W5  
(hereinafter referred to as “Trail Operator”)

(individually, referred to as a “Party” and collectively referred to as the “Parties”)

#### **WHEREAS**

TCT seeks to promote and assist in the development and use of The Trans Canada Trail of Canada – created by Trans Canada Trail and our partners – by supporting success at the local level in the continued improvement and enhancement of this national network.

#### **THE PARTIES AGREE AS FOLLOWS**

#### **DEFINITIONS**

**TCT** - Is the organization managing The Trans Canada Trail network.

**The Trans Canada Trail Network** - consists of more than 29,000 kilometres of multi-use trails, linking Canada and Canadians.

# **Trans Canada Trail**

## **Registration Agreement**

### **Trail - Algonquin Trail**

**Trail Operator** - Is the individual, entity, trail organization or government organization that is leading the planning, design, construction, maintenance, trail experience and general operation of a Trail Section.

**Trail Section** - is a defined type of infrastructure that is designed and used to enable one or more trail-based recreation activities. To be recognized as a trail, the infrastructure must meet the following criteria:

- Be approved by the public and/or private land manager
- Be mapped
- Marked with proper signage, and
- Be actively managed and maintained by a trail operator, or combination of operators, that has accepted the responsibility for the management and maintenance of the trail and associated infrastructure.
- For this Agreement, Trail Section refers to those operated by the Trail Operator.

**Trail Code** - TCT number of reference to identify the trail section.

### **OBJECT**

Registration of the Trail Section, as set out and described in Appendix A, as part of The Trans Canada Trail Network. Appendix A is incorporated into and forms part of this Agreement.

### **DURATION OF AGREEMENT**

This Agreement is effective as of 2024/12/01. This Agreement has no term, and will remain in full force and effect unless otherwise terminated in accordance with this Agreement.

### **REQUIREMENT OF TRAIL OPERATOR**

In addition to the requirements contained elsewhere in this Agreement, the Trail Operator agrees to:

- Operate and maintain the Trail Section in accordance with federal and provincial legislation and regulations and, where applicable, municipal bylaws.
- Obtain and comply with all necessary approvals and permits as prescribed under federal and provincial legislation and regulation and municipal bylaws. Trail Operators must determine which, if any, approvals and permits are required for trail construction and associated infrastructure.
- Comply with and respect TCT's standards, guidelines and policies, including, trail quality, maintenance, connectivity, safety, signage and accessibility.
- Install and maintain TCT signage on the Trail Section, following an approved signage plan.
- The Trail Section only being used for lawfully permitted activities, otherwise allowed on the trail Category and Type for which it was built and registered with TCT. Prior to any change in the registered trail Category and Type, the Trail Operator must first notify and receive the written approval of TCT.
- Prepare, implement, and keep-up to date a Trail Management Objective (TMO) document. The TMO will be immediately provided to TCT upon request. A TMO synthesizes and documents, in a single form, the management intention for the Trail Section in a clear, consistent and

# Trans Canada Trail

## Registration Agreement

### Trail - Algonquin Trail

understandable way. A TMO guides all future trail planning, design, construction, maintenance and management decisions for the trail. A TMO is a critical piece of documentation and should be updated, as appropriate.

- The TMO must contain, at a minimum:
  - Trail name & segment
  - Trail length
  - Season(s) of operation
  - Trail user objectives (i.e. connectivity and active transportation, exercise, etc.)
  - Trail design / Technical features
  - Trail classification / Rating / Level of challenge
  - Permitted and prohibited uses
  - Design Parameters
  - Maintenance plan / Management / Inspection frequency
  - Risk management strategies
  - Comfort & convenience amenities
  - Trail significance & Trail programming
  - Other special considerations
  - Safety rules, trail etiquette and enforcement
- Keep the Trail Section conditions suitable for cyclists, paddlers or walkers/hikers to enjoy the best possible experience on the Trail.
- Where a Trail Section is defined as accessible or universally accessible, ensure an accessible or universally accessible standard is maintained, with appropriate signage, whenever the Trail Section and all related infrastructure is open to users.
- Meet TCT's insurance requirements and maintain sufficient liability insurance coverage, in accordance with TCT policy
- Inform TCT of any events, issues, conflicts, modifications or accidents, that could cause reputational damage or any other type of damage to either of the Parties.
- Inform TCT of any Trail programming, Trail investment, or Trail events happening on the Trail Section.

The Trail Operator's failure to comply with any of its obligations in the above section constitutes a named default under this Agreement.

### **DEFAULTS**

- Each of the following actions constitutes a default under this Agreement:
  - Any named default in this Agreement

# Trans Canada Trail

## Registration Agreement

### Trail - Algonquin Trail

- False statements to TCT by the Trail Operator
  - Failure of the Trail Operator to meet any conditions, requirements or obligations contained in this Agreement
  - TCT determines, in its sole discretion, that the Trail Operator is or will be unable to comply with this Agreement.
- For any default, TCT may deliver notice to the Trail Operator in writing (the “Default Notice”). Upon receipt of the Default Notice, the Trail Operator will have 30 days to fully remedy the default and otherwise comply with the conditions set out in the Default Notice. If the Trail Operator does not remedy the default, or otherwise comply with the conditions set out in the Default Notice, TCT may, in its sole discretion, take one or more of the following steps:
    - Suspend this Agreement, including removing the Trail Section from the Trans Canada Trail Network, for a period of time
    - Terminate this Agreement immediately
    - Remove the Trail Section from the Trans Canada Trail Network
    - Suspend or terminate any other agreements between the Trail Operator and TCT, including any payments under those agreements
    - Refuse to support or promote any projects of the Trail Operator
    - Recover some or all of TCT’s contribution for the Trail Section
    - Remove The Trans Canada Trail designation from any area associated with the Trail Operator
    - Any other action or remedy permitted under this Agreement or at law
  - The failure by TCT to take any action in response to a default under this Agreement does not constitute a waiver of TCT’s right to take future action with respect to said default.

### **INSURANCE REQUIREMENTS**

- The Trail Operator must provide TCT with proof that the Trail Section is covered by a minimum of \$2 million dollars of general liability insurance and that TCT is named as an additional insured, in a form acceptable to TCT.
- The Trail Operator must also provide proof of directors and officers (D&O) liability insurance, in a form acceptable to TCT. D&O coverage must remain in force for the entire term of this Agreement, and cover all claims that arise during the term of this Agreement.

### **CLAIMS, TRANSFER, TERMINATION AND RECOURSE**

- For any costs, claims, demands, expenses, actions, liabilities or damages, incurred by or made against TCT, as applicable, however caused, and which arise out of or relate to this Agreement, the Trail Operator’s conduct, trail which the Trail Operator constructed, maintains or is responsible for, in whole or in part, for which full insurance coverage is not available to TCT through the Trail Operator’s insurance coverage (collectively the "Claims"), the Trail Operator agrees to fully indemnify and hold harmless TCT, as well as its directors, officers, employees,

**Trans Canada Trail  
Registration Agreement  
Trail - Algonquin Trail**

agents, representatives and assigns, from and against any and all Claims, including but not limited to, actual legal fees incurred by TCT.

- TCT is not liable for any borrowings, leases or other obligations that the Trail Operator incurs with respect to the Trail Section.
- In addition to any other available remedies, this Agreement may be terminated immediately by TCT if the Trail Operator ceases operations, liquidates its business, is placed in receivership, becomes insolvent or declares bankruptcy.
- In the event of a dispute arising from or in connection with this Agreement, the parties agree to engage in good faith discussions for 30 days, or such further period as may be agreed by the parties in writing, in an attempt to resolve the dispute. If the dispute is not resolved within the aforesaid period, either party may refer the matter to arbitration.
- This Agreement is not transferable by the Trail Operator.
- This Agreement shall be governed solely by the laws of Ontario.

**INTELLECTUAL PROPERTY**

The Parties agree that this Agreement does not transfer or otherwise impact, in whole or in part, TCT's intellectual property, which is expressly and fully retained by TCT, including but not limited to, any and all trademarks and copyrights.

**AUTHORIZED SIGNATURES**

The undersigned hereby certify the following:

- I am duly authorized to bind our organization.
- The information included in this Agreement, including in the appendices, is accurate.

The parties agree to the terms of this Agreement, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

Peter Emon, Warden  
Name of signing authority for Trail

\_\_\_\_\_  
Name of signing authority for TCT

\_\_\_\_\_  
Signature (on behalf of Trail Operator)

\_\_\_\_\_  
Signature (on behalf of TCT)

Craig Kelley, Chief Administrative Officer  
Name of signing authority for Trail

\_\_\_\_\_  
Signature (on behalf of Trail Operator)

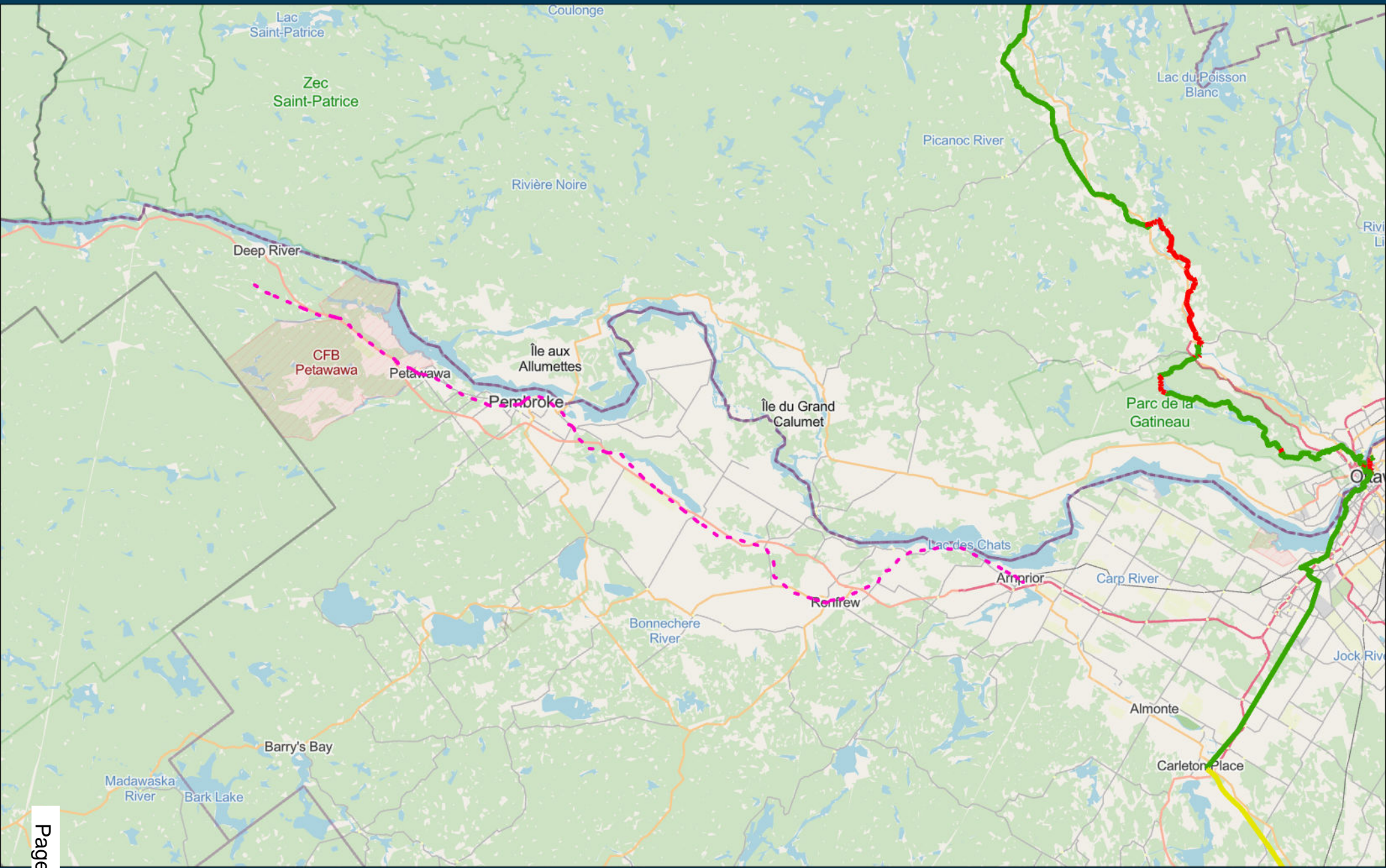
**Trans Canada Trail  
Registration Agreement  
Trail - Algonquin Trail**

**APPENDIX A**

**See attached map**

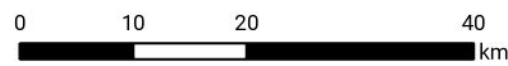
The Trail Section is located on a local trail system that is defined as **Trails and Paths** and **Mixed-Use Trail**, with permitted activities on this Trail Section as established by TCT's rail definitions and types at the time of signing this Agreement.

# TCT Registration Map - Algonquin Trail Phase 1 - Renfrew County



Page 15 of 16

Projection: Lambert Conformal Conic  
 Sources: TCT/STC, ESRI Canada.  
 Projection: Montréal, TCT/STC, 11/2024.



- - - Algonquin Trail Phase 1 - County Renfrew
- Water Route
- Roads
- Trails and Path - Greenway
- Trails and Path - Mixed-Use Trail

## Category - Registered

**COUNTY OF RENFREW**

**BY-LAW NUMBER 158-24**

**A BY-LAW FOR THE EXECUTION OF CONTRACT PWC-2025-45  
COUNTY STRUCTURE B145 (COMBERMERE BRIDGE)**

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

AND WHEREAS public tenders were requested for the rehabilitation of County of Renfrew Structure B145 (Combermere Bridge), located on County Road 62 (Combermere Road), in the Township of Madawaska Valley, in the amount of \$3,488,764.87, plus applicable taxes, under Contract PWC-2025-45 in accordance with County of Renfrew Corporate Policy GA-01, Procurement of Goods and Services;

AND WHEREAS the tender submitted by KB Civil Constructors Inc., North York, Ontario, was reviewed and accepted by the Operations Committee.

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

1. THAT the Council of the County of Renfrew approve of the awarding of Contract PWC-2025-45 for the rehabilitation of County of Renfrew Structure B145 (Combermere Bridge), located on County Road 62 (Combermere Road), in the Township of Madawaska Valley as submitted by KB Civil Constructors Inc., North York, Ontario, in the amount of \$3,488,764.87, plus applicable taxes.
2. THAT the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said contract.
3. THAT this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 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.

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PETER EMON, WARDEN

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GWEN DOMBROSKI, CLERK