



## OPERATIONS COMMITTEE

Monday, August 8, 2011

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A meeting of the Operations Committee was held on Monday, August 8, 2011 at 9:30 a.m., at the Township of Admaston/Bromley Municipal Office, 477 Stone Road, Renfrew, Ontario.

Present were:                    Bob Sweet, Warden  
   Walter Stack, Chair

Committee Members:        Donald Eady, Norm Lentz, Jennifer Murphy, David Shulist,  
   Harold Weckworth

Staff Present:                    W. James Hutton, Chief Administrative Officer/Clerk  
   David Darch, Director, Public Works & Engineering  
   Mike Pinet, Manager, Capital Works  
   Mark Behm, Corridor Control Technician/9-1-1 Coordinator  
   Shelley Kalucki, Administrative Assistant

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Chair Stack called the meeting to order at 9:37 a.m.

Admaston/Bromley Mayor Raye-Anne Briscoe welcomed the Operations Committee to the Township and introduced the staff and Council representatives from the Township that were in attendance.

The roll was called, and no pecuniary interests were disclosed.

### **RESOLUTION NO. OP-C-11-08-65**

Moved by: Mayor Weckworth  
Seconded by: Mayor Eady

THAT the minutes of June 14 and June 29, 2011 be adopted as printed and circulated.

CARRIED.

### **Public Works & Engineering**

Mr. Darch presented the Public Works & Engineering Department Report, which is attached as Appendix A.

### **OGRA Alert – Ontario 10-Year Infrastructure Plan**

Mr. Darch indicated that the Province has just released its 10-year investment framework entitled “Building Together: Jobs & Prosperity for Ontario”. He stated that this is the culmination of the public consultation process that started last year. Mr. Darch indicated that the framework does not specify specific projects but does identify provincial infrastructure priorities; those being:

- transportation
- health
- education.

The transportation portion of the document gives priority to:

- finishing major projects
- high-occupancy vehicle (HOV) lane expansion
- rehabilitation of highways, bridges & culverts
- addition of over 500 centerline-kilometres of highway work where warranted by growth and demand.

The framework also gives a priority to upgrading the Trans-Canada Highway in northern Ontario.

There is a heavy emphasis on the requirement to have multi-year asset management plans in order to secure provincial funding. As well, status quo remains in effect for federal-provincial gas tax allocations. It is unlikely, based on this framework, that the Province will introduce a gas tax program for all municipalities. It will continue to be used for transit system projects.

#### County Road 28 (Barron Canyon Road) – Request to Extend

Warden Sweet added that Mr. Lance Perkins had contacted him on his request to extend County Road 28 for assistance to clear the snow from his driveway in the winter. He requested staff to respond to Mr. Perkins regarding his request and provide him with options that may be available to him in this regard.

#### Limestone Road Bridge Repairs

Mayor Weckworth responded to the letter the County received from Solicitor Mary Shushack regarding the condition of Limestone Road and particularly the area at the two bridges. He advised that the Township has met with the lawyer and is in the process of securing an appraisal for the land in the area of the bridges. If feasible, a realignment of the road system could eliminate the need for the two bridge structures. The property owner is in agreement providing he receives fair market value.

Mayor Weckworth further inquired if the Township was able to construct a new road, eliminating the two bridges, would the County contribute its \$50,000 apportionment for each bridge (\$100,000) to the Township towards construction of the road. Chair Stack responded that the Operations Committee would look at this request. Mayor Weckworth anticipates the work to be carried out in 2012.

#### Gas Tax Resolution – City of Mississauga

Warden Sweet suggested that a copy of the County of Renfrew's resolution regarding revenue derived from HST on gasoline and diesel sales be sent to the City of Mississauga for their information.

Highway 17, Village of Cobden – Speed Zone Change

Committee was advised that the Department received a letter dated July 4, 2011 from the Ministry of Transportation requesting County Council support to the Ministry reducing the posted speed limit along Highway 17 from 90 km/hr to 70 km/hr for an approximate distance of 400 metres from the existing 50 km/hr speed zone, west of the Village of Cobden.

Staff supports the proposed speed zone change by the Ministry and believes it will provide improved speed transition for motorists leaving and entering Cobden.

Mr. Hutton inquired if the local municipality was consulted. Staff will investigate.

**RESOLUTION NO. OP-C-11-08-66**

Moved by: Mayor Weckworth

Seconded by: Mayor Eady

THAT this Committee recommend to County Council that the County of Renfrew endorse the reduction of the posted speed limit along Highway 17 from 90 km/hr to 70 km/hr for an approximate distance of 400 metres from the existing 50 km/hr speed zone, west of the Village of Cobden; AND THAT this resolution of support be forwarded to the Ministry of Transportation Traffic Section.

CARRIED.

AMO Conference – Delegation Request

Mr. Darch advised Committee that staff have requested a delegation at the AMO conference with the Minister of Transportation regarding the extension of Highway 417 to the Town of Renfrew.

Mayor Eady commented that traffic counts were taken on Highway 17 at the Philip Shrive Bridge in Renfrew four or five years ago and suggested that a current comparison count be obtained and used as part of the justification for four lanes. Mr. Darch has obtained current accident statistics and a video of coverage of a January 2011 accident that will be part of the presentation. It was also suggested that the impacts of the CP Rail abandonment be included in the brief.

**Capital Works Division**

Mr. Pinet overviewed the Capital Works Division Report, which is attached to the Public Works & Engineering Department Report.

Committee was provided with an overview of the major variances in the 2011 Capital Works program based on projected expenditures. Mr. Pinet explained that the projection to the end of August 2011 shows a surplus of approximately \$345,000. He commented that additional works could be carried out on County Roads 22 (Grattan Road), 34 (Norton Road) and 63 (Flat Rapids Road). He further noted that there have been some complications with the utility companies completing the relocations required on the County Road 66 project. Staff will proceed with as much of the project as can be done this year. It is possible, however, that the paving may have to be delayed until next year.

Mayor Sweet advised staff and Committee that the Town of Petawawa will see approximately 1,500 additional people in the Town over the next two years from expansion on the Base. He envisions major problems that will have to be dealt with from this expected growth. He added that the Base will not be contributing to any infrastructure works. Mayor Sweet commented that he is nervous that the Petawawa Bridge may not be rehabilitated next year. Mayor Briscoe, commented as Finance & Administration Chair, that it is her understanding that Council passed a policy in 2010 that would allow the County to debt finance certain projects, subject to the conditions contained in the policy.

Chair Stack acknowledged Mayor Sweet's concerns and reassured him the bridge project would be a priority in 2011.

Mr. Darch commented that this is a unique project. He stated that it is necessary to identify the scope of works involved. The project still has to be structured to include the Town of Petawawa's requirements for pedestrians and cyclists and as well, twinning of a watermain. Cost sharing principles must be established as well.

Mayor Sweet referred to the Traffic Study carried out in the Town that identified the requirement for a new/additional bridge crossing the river. He stated that until it is decided if a second bridge is required, he is not sure what scope of changes will be recommended for the existing bridge.

Mr. Darch advised that the consultant who carried out the traffic study has been contacted and requested to complete the environmental assessment project with a view to determining the best location for a future bridge crossing.

Chair Stack recognized that there are special circumstances involved with this project and suggested that staff review and report back to Committee with a recommendation at a special Committee meeting. A meeting immediately prior to the next County Council meeting would not allow enough time for the review. It was recommended the meeting be held on a separate day. Staff was also directed to recommend additional projects that could be implemented in 2011 based on the anticipated 2011 surplus.

Committee recessed at 11:04 a.m. Committee reconvened at 11:15 a.m. with the same persons present.

Chair Stack advised staff of his concern for the visibility at the intersection of Russett Drive and Flat Rapids Road. He inquired if staff could look at the area and determine if anything could be done for better viewing. Staff will investigate.

#### PW-2010-01 - County Road 28 (Barron Canyon Road) Rehabilitation

In accordance with Resolution No. OP-C-11-06-54 staff has been in negotiations with Eastway Contracting concerning the extension of their 2010 contract for the 2011 Phase II portion. Committee was advised that Eastway Contracting has agreed that seventeen items will have the same unit rate as the original contract and six lump sum items will be pro-rated to their base measurement (time, length, quantity).

The unit price for hot mix paving has been negotiated to \$90.50 per tonne. The contractor has asked to waive the AC index requirement of the original price. The current AC index would lower the hot mix price by \$3.62 per tonne from the \$91.50 per tonne tendered price. The scope of this work has however, changed in that the depth has been reduced from 60 mm to 50 mm, and the work will be performed in the shorter working hours in the fall. Staff agrees that a \$90.50 per tonne un-indexed price is fair and reasonable.

Three new items are also required for ditch clean-out, excavator rental and rock borrow as they were not required in the original tender. The submitted quotes from Eastway are fair and staff recommends their inclusion.

**RESOLUTION NO. OP-C-11-08-67**

Moved by: Mayor Murphy

Seconded by: Mayor Weckworth

THAT this Committee approve the extension of Contract PW-2010-01 for the rehabilitation of County Road 28 (Barron Canyon Road) to Eastway Contracting in the amount of \$642,313.89 including HST.

CARRIED.

**PWC-2011-20 - County Road 68 (Letterkenny Road) Reconstruction - Contract Amendment**

Mr. Pinet advised Committee that the existing culvert on County Road 66 at Coghlan's Meadow (Brennan's Creek) has failed and must be replaced. The Department has received a quotation from Eastway Contracting in the amount of \$96,662 to install the culvert at this location. This compares favourably to the Day Labour costs of \$90,000 to install the Paugh Lake Road Culvert in 2010. The total projected cost for the culvert installation would be approximately \$125,000 - \$130,000 which is consistent with the cost projections provided previously to Committee.

Staff has carefully reviewed the requirement for this work and is recommending that the existing contract with Eastway Contracting be amended to include the replacement of the Coghlan's Meadow culvert. This recommendation is consistent with Policy GA-01 – Corporate Purchasing, which allows the amendment of existing contracts with the endorsement of the Standing Committee.

**RESOLUTION NO. OP-C-11-08-68**

Moved by: Reeve Lentz

Seconded by: Mayor Eady

THAT this Committee approve the amendment to Contract PWC-2011-10 with Eastway Contracting for the reconstruction of County Road 68 to include the replacement of the Coghlan's Meadow culvert on County Road 66 (Opeongo Road) at a cost of \$96,662 plus HST.

CARRIED.

PWC-2011-36 - County Road 61 (Haley Road and Godfrey Road) Rehabilitation

Committee was advised that tenders for the rehabilitation of County Road 61 (Haley Road and Godfrey Road) from Trans-Canada Pipeline north easterly 1.68 km to Garden of Eden Road in the Township of Whitewater Region were received as follows:

	<u>Read Amount</u>	<u>Corrected Amount</u>
1. B.R. Fulton Construction Ltd., Renfrew, ON .....	\$359,810.08	
2. H&H Construction Inc., Petawawa, ON .....	371,589.58	
3. Walsh Contracting & Equipment Rental, Barry's Bay, ON .....	379,737.61	\$379,737.69
4. Eastway Contracting, Pembroke, ON .....	387,779.84	
5. Smiths Construction Company, Arnprior, ON .....	417,140.07	
6. Greenwood Paving Ltd., Pembroke, ON .....	450,666.32	
7. R.G.T. Clouthier Construction Ltd., Pembroke, ON .....	No Submission	
8. Cruickshank Construction Ltd., Morrisburg, ON .....	No Submission	
9. Thomas Cavanagh Construction Ltd., Ashton, ON .....	No Submission	

All amounts include 13% HST

Staff has reviewed the tenders submitted and determined that there is sufficient budget availability for this project to be awarded as tendered.

**RESOLUTION NO. OP-C-11-08-69**

Moved by: Mayor Eady

Seconded by: Mayor Weckworth

THAT tender PWC-2011-36 submitted by B.R. Fulton Construction Ltd., Renfrew, Ontario for the rehabilitation of County Road 61 (Haley Road and Godfrey Road), in the amount of \$359,810.08 including HST, be approved; AND FURTHER THAT this Committee recommend to County Council that a By-law to Authorize Execution of the Contract be passed.

CARRIED.

**Operations Division**

Mr. Darch introduced Mr. Mark Behm, Corridor Control Technician/9-1-1 Coordinator who is acting Operations Manager while Mr. Steve Boland is on vacation.

Mr. Behm overviewed the Operations Division Report, which is attached to the Public Works & Engineering Department Report.

**County Road 37 – Request for Speed Reduction and Additional Warning Signage**

Committee reviewed a petition received from a group of ratepayers, requesting the reduction of the current speed limit and the placement of 'Children Playing' signage along a section of County Road 37 (Murphy Road), running from Petawawa Boulevard to Doran Road. The current speed limit on this 950 metre section of County Road 37 is posted at 50 km/h. The ratepayers group is requesting a reduction to 40 km/h.

A traffic count was performed by the Town of Petawawa along this road section from June 6 – June 13, 2011. The average daily traffic during this period was 1,177. A speed survey was also conducted during this same period. Ninety percent of the traffic was recorded as travelling at a rate of speed not greater than 60 km/h. Staff recommended that police enforcement be increased along the roadway to ensure motorists are not exceeding the 50 km/h posted speed limit. Proposed additional speed limit signs will also add as a reminder to motorists. The alignment of the road through this section is relatively straight, but does have a significant down grade from Doran Road to Petawawa Boulevard. There are no commercial entrances along this section of the road. In recent years, two new subdivisions have been constructed in the area, which has resulted in increased pedestrian and cycling traffic along the County Road. The proposed installation of ‘Pedestrian Ahead’ signage will make drivers aware of the increased pedestrians in this area. Vehicle accident records from the past five years indicate five minor collisions in the general area.

It is proposed that the existing speed limit of 50 km/h remain in place, but that additional speed limit signs be installed along the roadway. It is also proposed that ‘Pedestrian Ahead’ signs be placed at each end of the road section.

#### **RESOLUTION NO. OP-C-11-08-70**

Moved by: Mayor Murphy  
Seconded by: Mayor Shulist

THAT the existing 50 kilometre per hour speed zone on County Road 37 from Petawawa Boulevard to Doran Road remain unchanged; AND FURTHER THAT this Committee recommend the installation of the additional 50 km/h and ‘Pedestrian Ahead’ signage along the road section.

CARRIED.

#### **PWO–2011-16 – Concrete Curb Replacements**

Tenders for concrete curb replacements in the Village of Killaloe and the Town of Arnprior have been requested and received as follows:

1. H&H Construction Inc., Petawawa, ON.....\$111,336.48
  2. Greenwood Paving Ltd., Pembroke, ON.....216,084.25
  3. Do-All Construction, Pembroke, ON.....No Submission
  4. Thomas Cavanagh Construction, Douglas, ON.....No Submission
- All prices include 13% HST.

The cost for this contract is \$111,336.48 including HST. The 2011 budget allocation for this purchase is \$115,000 plus HST. Sufficient funds are provided for in the 2011 Departmental budget.

**RESOLUTION NO. OP-C-11-08-71**

Moved by: Warden Sweet

Seconded by: Mayor Murphy

THAT tender PWO-2011-16 submitted by H&H Construction Inc., Petawawa, Ontario for Concrete Curb Replacement in the amount of \$111,336.48 including HST be approved.

CARRIED.

Mayor Sweet enquired when staff proposes to have the cycling lane pavement marking carried out along Petawawa Boulevard. Mr. Behm responded that the template has been ordered and he anticipates the painting to be complete by the end of August.

Mr. Behm responded to Mayor Murphy's inquiry regarding the variances in winter sand unit prices for the different patrol yards.

Chair Stack thanked staff and the elected from the Township of Admaston/Bromley for hosting the Operations Committee meeting.

**RESOLUTION NO. OP-C-11-08-72**

Moved by: Mayor Weckworth

Seconded by: Mayor Shulist

THAT the Public Works & Engineering Department Report attached as Appendix A be approved.

CARRIED.

**New Business**

Warden Sweet advised that he and representatives from Lanark County had an opportunity to recently tour the CP Rail line in a rail truck from Smiths Falls to Petawawa to observe the infrastructure along the line. He noted that the trestles looked solid but most do not have railings. CP has commenced operations to remove the assets from Smiths Falls to Mattawa, a distance of 185 miles. They anticipate the project to be complete in approximately two years.

Mr. Hutton advised that he had received a call from the Calgary CP Rail office requesting a contact person from the County of Renfrew who they could deal with during the abandonment of the line. Mr. Hutton and Warden Sweet discussed the situation and determined that the rail corridor should remain in the County and have appointed Mr. Paul Moreau, Director of Development & Property as the County lead in dealing with CP Rail. The Development & Property Department has significant experience in the trail management of the K&P trail near Renfrew. The Public Works & Engineering Department will be asked to assist when required.

Mr. Hutton commented that he proposes a joint effort with the County of Lanark in seeking funding opportunities to develop the trail system. It may be possible to access funding through Community Futures, a Provincial fund for trail development. Funding opportunities will be discussed with the Development & Property Committee. He added that this will be a massive project if approved by County Council. He is optimistic and noted that it is an opportunity that the County needs to investigate. The Development & Property Department has developed a map detailing the whole length of the line and it will be made available to councilors for their information.

**RESOLUTION NO. OP-C-11-08-73**

Moved by: Warden Sweet  
Seconded by: Mayor Murphy

THAT this meeting adjourn and that the next regular meeting be held on Monday, September 12, 2011 at the Township of North Algona Wilberforce municipal office. Time – 12:03 p.m.

CARRIED.

A notice for the special Committee meeting will be distributed.

**COUNTY OF RENFREW**

**PUBLIC WORKS & ENGINEERING DEPARTMENT REPORT**

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**TO:** Operations Committee

**FROM:** Dave Darch, P. Eng.,  
Director of Public Works & Engineering

**DATE:** August 8, 2011

**SUBJECT: Departmental Report**

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**CORRESPONDENCE**

1. The following correspondence items have been received and are attached for Committee's information and/or direction.
  - (a) Appendix I is an email dated July 14, 2011 received from Premier Dalton McGuinty in response to Council's resolution regarding the Harmonized Sales Tax and gasoline and diesel sales. Premier McGuinty noted that the Public Works & Engineering Department also copied the resolution to the Honourable Dwight Duncan, Minister of Finance and advises that this matter would fall under his responsibility. He further states that the Minister will consider the views of Council regarding this matter.

**Recommendation:** Receive as information.

- (b) Appendix II is a letter dated July 11, 2011 received from the Township of Admaston/Bromley expressing appreciation to the Department for a job well done for works carried out on the approaches to the Bonnechere Bridge.

**Recommendation:** Receive as information.

- (c) Attached as Appendix III is a Notice of Study Commencement of the detail design and environmental assessment study for the Highway 17/Snake River Bridge rehabilitation. The project will entail structural coating and repairs to the steel elements and may require traffic management to complete the project. Morrison Hershfield has been retained by the Ministry of Transportation for the project.

**Recommendation:** Receive as information.

- (d) Appendix IV is an OGRA Alert dated June 24, 2011 advising that the Government of Ontario recently released "Building Together: Jobs and Prosperity for Ontarians". The plan outlines the province's framework for infrastructure investment for the next ten years.

As noted in the Alert, the Province will be retaining the current funding parameters for the Ontario Gas Tax program. This allows more urban municipalities to access gas tax funds for transit works. This is unfair (as noted by OGRA) to rural municipalities when their road systems are, in fact, their transit systems. This was recently reinforced by the County's recent resolution to Premier McGuinty (refer to 1(a) above.)

**Recommendation:** Receive as information.

- (e) Attached as Appendix V is a letter dated July 7, 2011 received from McIntosh Perry Consulting Engineers Limited, advising of the anticipated completion dates for the Highway 17/417 expansion through Arnprior.

**Recommendation:** Receive as information.

- (f) Appendix VI is a letter received from the Ministry of Transportation dated May 27, 2011, in response to the Department's inquiry regarding the installation of traffic signals at Drive-In Road (County Road 29) and Highway 148. The Ministry's Traffic Operations Analyst advises that the warrants have been met for the installation of traffic controls and the intersection has been placed on the Regional Signal Installation List. The signals will be installed in accordance with MTO's priority on the list and as resources permit. Unfortunately, the Ministry is unable to provide a time frame for the signal installation. Staff will continue to monitor the Ministry's funding allocations for traffic control signals on an annual basis.

The Ministry also advises that (a) the entire lane configuration of the Highway 148 – Drive-In Road intersection will be reviewed when the traffic signal works are initiated and (b) they do not support a 'No Left Turn' prohibition from Drive-In Road onto the highway during peak periods. Their letter also notes that there have been very few accidents at this intersection in the last ten years.

The letter also addresses turning movements at the intersection as well as future planning for alternate routes around Pembroke.

**Recommendation:** Receive as information.

- (g) Attached as Appendix VII is a "Letter to the Editor" which was in the Eganville Leader on June 29, 2011. The individual who wrote the letter questions the quality control of works taking place on County Road 62, Combermere Road.

As noted in the Capital Works section of this agenda, the project has been done in accordance with OPS standards. The contract assigns the responsibility for quality control with the contractor. The County oversees this quality control. Our geotechnical consultant, Houle Chevrier Engineering conducted appropriate compaction/material testing and was present during the placement of the asphalt surface. All work was done in accordance with the contract specifications.

The initial material testing results indicate that the methods and materials used by the contractor meet or exceed the required standards.

With respect to the placement of pavement in rainy conditions, this does not present a problem if the asphalt is being placed on a gravel surface. This is a permitted operation under the County's contract specifications.

**Recommendation:** Receive as information.

- (h) Appendix VIII is a letter received from Mr. Lance Perkins dated July 21, 2011 requesting the County to extend the westerly limit of County Road 28 (Barron Canyon Road). Mr. Perkins' property is located approximately 580 feet west of the County Road 28 limit.

The road in front of Mr. Perkins' property was conveyed to the Province of Ontario in 1960 and remains in the ownership of the Province as a forest access road to Algonquin Provincial Park. A copy of County Road Plan No. 28-1 showing the limits of County Road 28 and the approximate location of the Perkins property is attached as Appendix IX.

In order for the County to accept responsibility for maintenance of this section of road, the road would need to be conveyed by the Province and a by-law accepting the conveyance and assuming the road into the County system would be required. The road is presently a gravel surface.

Staff does not support the request to have the County accept responsibility for this roadway and will correspond with Mr. Perkins accordingly.

**Recommendation:** Receive as information.

- (i) Appendix X is a letter dated July 26, 2011 addressed to the Township of North Algona Wilberforce and the County of Renfrew from the office of Solicitor Mary Shushack.

Ms. Shushack advises that she acts on behalf of Ambrose Blaskie who owns property on Limestone Road and who is inquiring as to when remedial works will be carried out on the road and particularly, in the area of the bridges.

As Committee is aware, the two bridges on this road are candidate bridges for the cost sharing program approved by County Council under the Department's General Bridge Repairs budget. The County would be responsible for 50% of the costs up to a maximum of \$50,000 for rehabilitation/replacement of the structures.

Cost estimates to replace the structures have been determined to be approximately \$170,000 for one and \$160,000 for the second structure. Recent discussions with the Township of North Algona Wilberforce indicate that it may be feasible to realign Limestone Road to eliminate the need for the two bridge structures. Staff is expecting to meet with Township staff in the very near future to pursue this alternative.

**Recommendation:** Receive as information.

- (j) Attached as Appendix XI is one of 18 similar letters dated July 15, 2011 received from residents and business owners of property along Bay Street and John Street (County Road 62) in the Village of Barry's Bay, regarding the condition of County Road 62. The letters request the rehabilitation of the road in 2012.

A review of the original 10-year Capital Works Forecast dated January 14, 2008 identified this section of road as being scheduled for construction in 2013. The method of construction proposed at the time was an urban resurfacing. During the preparation of the Capital Works program update for the years 2010 to 2014, it was necessary to shift the timing of the construction of this project to beyond 2014. The shift was necessary to balance the system needs based on available funding levels.

The Department proposes to recommend an update of the 10-year Capital Works program in 2012. If the update is approved this project will be considered as part of that review.

**Recommendation:** Receive as information.

- (k) Appendix XII is a letter dated March 31, 2011 and attached resolution received from the City of Mississauga. The resolution requests that the Government of Ontario consider directing a portion of the revenue derived from H.S.T. charged on gasoline and diesel sales to a new predictable funding mechanism that will allow the City of Mississauga and other Ontario municipalities to make the critical investments needed to be effective stewards of transportation infrastructure.

The resolution is similar in nature to the resolution that County Council passed at the May 25, 2011 session and which staff is awaiting a response from the Honourable Dwight Duncan, Minister of Finance.

**Recommendation:** Receive as information.

- (i) Appendix XIII is a letter dated July 4, 2011 received from the Ministry of Transportation requesting County Council support to the Ministry reducing the posted speed limit along Highway 17 from 90 km/hr to 70 km/hr for an approximate distance of 400 metres from the existing 50 km/hr speed zone, west of the Village of Cobden.

Staff supports the proposed speed zone change by the Ministry and believes it will provide improved speed transition for motorists leaving and entering Cobden.

**Recommendation:** THAT this Committee recommend to County Council that the County of Renfrew endorse the reduction of the posted speed limit along Highway 17 from 90 km/hr to 70 km/hr for an approximate distance of 400 metres from the existing 50 km/hr speed zone, west of the Village of Cobden; AND THAT this resolution of support be forwarded to the Ministry of Transportation Traffic Section.

## **INFORMATION**

### 2. AMO Conference – Delegation

Staff has requested a delegation at the AMO conference taking place August 21-24, 2011 with the Honorable Kathleen Wynne, Minister of Transportation, regarding the extension of Highway 417 to the Town of Renfrew.

Staff has reviewed the latest version of the Ministry's 5-year plan and note that Highway 17 is referenced as a project for "future study". We would like to pursue the intent of this wording with the Minister and stress the increasing number of fatal accidents along Highway 17. A copy of the Department's delegation request is attached as Appendix IVX.

3. Monthly Treasurer's Report

The June 30, 2011 Treasurer's Report is attached as Appendix XV for the information of Committee. Staff has reviewed this report and offers the following comments:

**Maintenance - Roadside Maintenance:** Grass cutting and brushing operations have occurred in June and July, additional mechanical brush cutting will occur in August and September and as such, expenditures will be reported in a subsequent Treasurer's Report. It is anticipated that roadside maintenance will be completed within approved budget levels.

**Maintenance - Hard Top Maintenance:** The scratch coat program and the shoulder gravel program were undertaken in late June and July – expenditures will be reflected in a subsequent report. As well, road shoulder grading was initiated in July. Staff is forecasting that the overall Hardtop Maintenance Program will be within the approved budget levels.

**Maintenance - Winter Control:** As reported previously, the Department is hopeful that the winter control program will be delivered within the approved budget. This will be largely dependent on the winter conditions experienced this November and December.

As of this date, staff is projecting that the Department's overall 2011 Operating Budget will be delivered within the approved allocation.

4. Capital Works Division

Attached as Appendix XVI to this report is the Capital Works Division Report, prepared by Mr. Michael Pinet, P. Eng., Manager of the Capital Works Division, providing an update on activities.

5. Operations Division

Attached as Appendix XVII to this report is the Operations Division Report, prepared by Mr. Mark Behm, Corridor Control Technician, providing an update on activities.

Return to Agenda

**From:** <dmcguinty@premier.gov.on.ca>  
**To:** <ddarch@countyofrenfrew.on.ca>  
**Date:** 7/14/2011 9:55 AM  
**Subject:** An e-mail from the Premier of Ontario

This e-mail account is not monitored. Please do not reply directly to this e-mail.  
For further inquiries, direct your online message through  
<http://www.premier.gov.on.ca/feedback/default.asp>.  
\*\*\*\*\*

Thank you for your letter of June 17, informing me of council's resolution regarding the Harmonized Sales Tax and gasoline and diesel sales. I appreciate your keeping me apprised of council's position.

I note that you have sent a copy of your correspondence to my colleague the Honourable Dwight Duncan, Minister of Finance. As this issue falls under his responsibility, I trust the minister will also take council's views into consideration.

Thank you again for the information. I welcome council's input on this or any other issue of provincial concern.

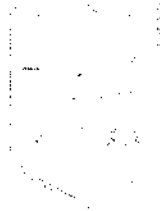
Dalton McGuinty  
Premier of Ontario

c: The Honourable Dwight Duncan

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Confidentiality Warning: This e-mail contains information intended only for the use of the individual named above. If you have received this e-mail in error, we would appreciate it if you could advise us through the Premier's website at <<http://www.premier.gov.on.ca/feedback/default.asp>> and destroy all copies of this message. Thank you.

Return to Report



477 Stone Road, RR 2  
Renfrew ON K7V 3Z5

July 11, 2011

Dave Darch  
Public Works & Engineering Director  
9 International Drive  
Pembroke ON K8A 6W5

Dear Dave,

On behalf of Mayor, Council, Ratepayers and our Road Crew, we would like to extend thanks and appreciation for a "job well done" on the approaches to the Bonnechere Bridge.

The co-operation between the County of Renfrew and our Municipality to provide residents and visitors to our area with safe and well maintained roadways has always been a priority. This partnership between the two layers of Government is beneficial and we sincerely hope that this continues in the future.

Sincerely,

A handwritten signature in black ink that reads "Chris Kunopaski".

Chris Kunopaski  
Road Superintendent  
Township of Admaston/Bromley

cc: Reeve Walter Stack  
Chair Operations Committee

RECD BY \_\_\_\_\_  
CIRC TO \_\_\_\_\_

JUL 24 2011

COPY TO \_\_\_\_\_  
FILE \_\_\_\_\_

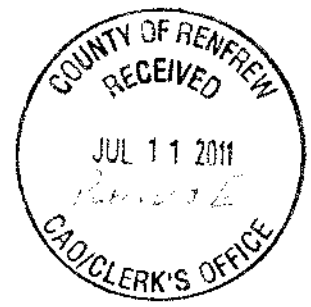
Return to Report



MORRISON HERSHFIELD

June 13, 2011

Mr. Jim Hutton  
Chief Administrative Officer/Clerk  
County of Renfrew  
9 International Drive  
Pembroke, Ontario K8A 6W5



**Re: Notice of Study Commencement - Detail Design and Environmental Assessment Study  
Highway 17 / Snake River Bridge Rehabilitation  
Work Project Number 4096-05-00**

Dear Mr. Hutton:

Morrison Hershfield Limited (MH) has been retained by the Ministry of Transportation (MTO) to conduct a Detail Design and Class Environmental Assessment Study for the rehabilitation of the Snake River Bridge along Highway 17, in Westmeath Township (Township of Whitewater Region), County of Renfrew. A key map showing the location of the Snake River Bridge has been attached with this correspondence.

The major work items will involve structural coating and repairs to the steel elements. The project may include traffic management measures to facilitate rehabilitation of the structure.

All projects will follow the planning process for a Group 'C' project in accordance with the Ministry of Transportation's *Class Environmental Assessment for Provincial Transportation Facilities* (2000). As such, an Environmental Screening Document will be prepared.

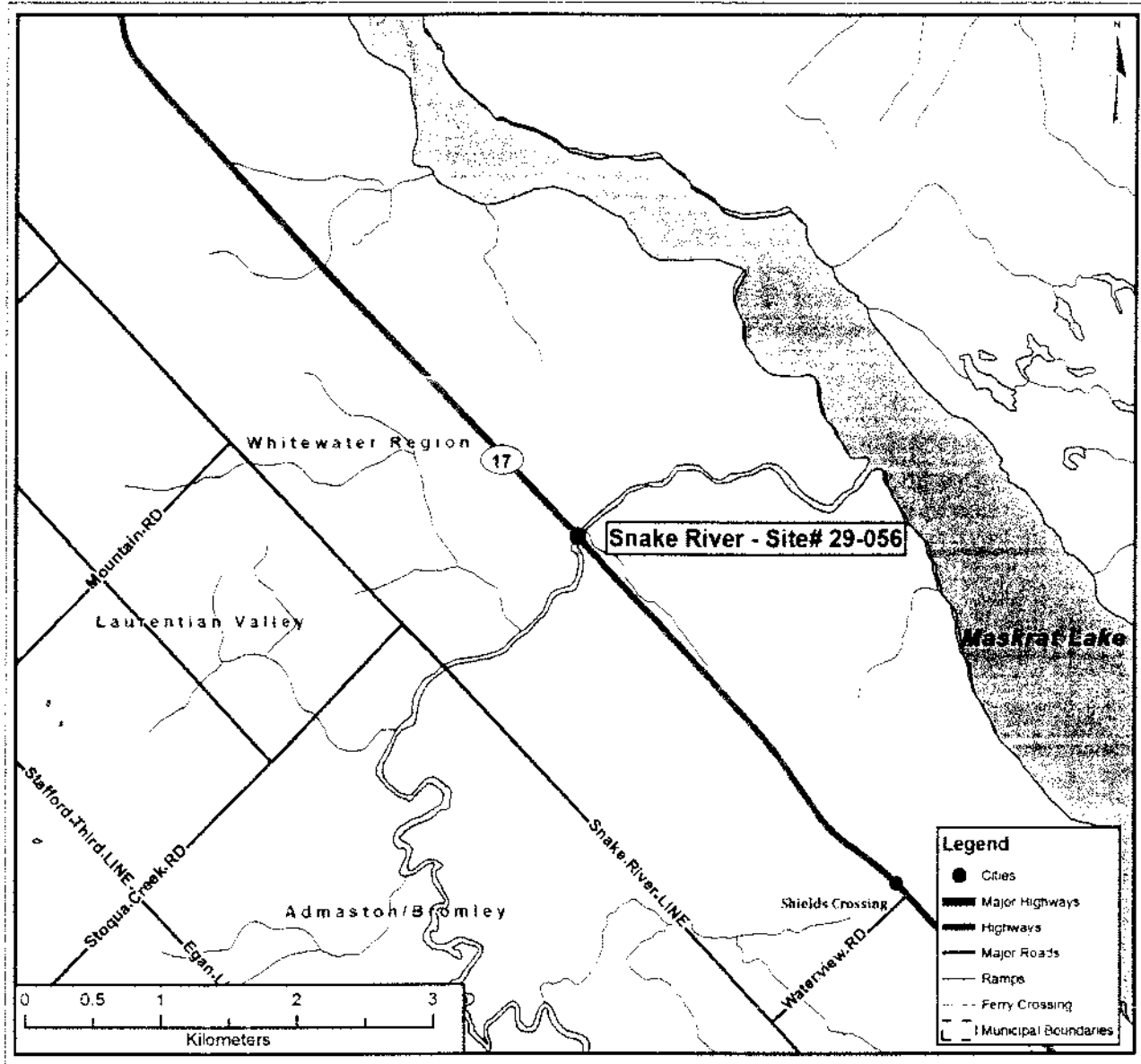
The purpose of this letter is to inform project stakeholders and agencies of the study. Project updates will be mailed out to agencies and individuals on the project mailing list. Should you require further information regarding this project or would like to provide comments, please feel free to contact us at the information listed below.

Yours truly,

Mr. Joseph Ostrowski, P. Eng.  
Project Manager  
Morrison Hershfield Limited  
235 Yorkland Boulevard  
Suite 600  
Toronto, Ontario M2J 1T1  
Phone: (416) 499-3110  
Fax: (416) 499-9658  
[jostrowski@morrisonhershfield.com](mailto:jostrowski@morrisonhershfield.com)

and Ms. Angela Stewart, P. Eng.  
Project Manager  
Ministry of Transportation  
1355 John Counter Boulevard  
Postal Bag 4000  
Kingston, Ontario K7L 5A3  
Phone: (613) 545-4733  
Fax: (613) 540-5106  
[angela.stewart@ontario.ca](mailto:angela.stewart@ontario.ca)

CC: John Hanna, MTO Environmental Planner  
Jennifer Bruin, Morrison Hershfield Environmental Planner



**KEY PLAN**

WP 4096-05-00; Snake River Bridge, Site 29-056,  
Westmeath Township, Township of Whitewater Region, County of Renfrew.

[Return to Report](#)



June 24, 2011

## Government of Ontario releases 10 Year Infrastructure Plan

Today the Government of Ontario, led by the Ministry of Infrastructure, released "Building Together: Jobs and Prosperity for Ontarians". This plan, for the first time, outlines the province's framework for infrastructure investment for the next ten years.

The plan is designed to respond to the projected long-term economic, demographic and environmental changes. These include a more global and service-oriented economy; a larger, older and more urbanized population; and the effects of climate change.

Most importantly for Ontario's municipalities, the plan specifically identifies municipalities as partners in addressing the challenges of the current infrastructure deficit and emerging needs.

OGRA is pleased that the Government of Ontario has recognized that asset management plans that detail a municipality's infrastructure portfolio will be required in order to seek provincial capital funding. This has long been an issue that OGRA has advanced with all levels of government. To this end, OGRA's Municipal DataWorks was acknowledged as an example of a solution that is helping Ontario's municipalities "make informed investment decisions and minimize lifecycle infrastructure costs by keeping assets in good repair."

"Although there are a number of positive commitments outlined in the Plan, we are disappointed that the Government of Ontario has decided to keep the current funding parameters for the Ontario Gas Tax program," said OGRA President John Curley. OGRA contends that this program, which allows municipalities to access funding for their transit systems, unfairly disadvantages those municipalities that rely on their local roadways for the transportation of people and goods. By expanding the pool of funds that are made available through the Gas Tax program, those municipalities without a transit system would be able to benefit from this funding stream. "We remain hopeful that the Road and Bridge review currently underway will result in a funding regime that meets the needs of all Ontario municipalities," said Joe Tiernay, OGRA Executive Director.

The mandate of the Ontario Good Roads Association is to represent the infrastructure interests of municipalities through advocacy, consultation, training and the delivery of identified services.

### ONTARIO GOOD ROADS ASSOCIATION

6355 KENNEDY ROAD, UNIT #2, MISSISSAUGA, ON L5T 2L5  
 TEL: 905-795-2555 FAX: 905-795-2660 EMAIL: info@ogra.org



Contract 2009-4009  
438 Division Street, Arnprior, ON  
Tel.: (613) 623-9000 Fax:(613) 623-9005

July 7, 2011

To Whom It May Concern:

**RE: Expansion of Highway 17 / 417 through Arnprior**

This letter is to advise you:

- As of mid to late **August 2011**, Highway 17 westbound lanes will open using the newly constructed White Lake Road Interchange. Westbound traffic will be restricted to one lane throughout the length of the project.
- Eastbound traffic will also be restricted to one lane throughout the length of the project. Lane shifts will be in place along the eastbound section as work is underway to upgrade the existing section of Highway 17.
- Temporary on and off-ramps for eastbound traffic will be in place at the White Lake Road Interchange during the reconstruction of the eastbound lanes. This will last for approximately 6 weeks.
- Access to and from Division Street and Pine Grove Road with existing Highway 17 will be permanently closed.
- Following the completion of construction, there will be a bridge for Division Street / Pine Grove Road to cross over Highway 17, with no direct access to the new highway.
- The anticipated completion date of construction on this section of Highway 17 is late 2012.

Should you have any inquires or concerns before or during the above noted work, please feel free to contact me at 613-623- 9000 between the hours of 7:00 a.m. to 5:00 p.m.

Regards,

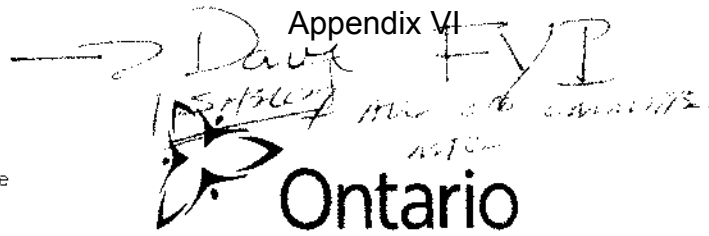
Andrew MacHardy, C.E.T, rcca

Ministry of Transportation

Ministère des Transports

Engineering Office  
Traffic Section  
Eastern Region  
1355 John Counter Blvd  
PO Bag 4000  
Kingston, Ontario K7L 5A3  
Tel: (613) 545-4896  
Fax: (613) 545-4873

Bureau d'ingénierie  
Section de la circulation routière  
Région de l'est  
1355 boulevard John Counter  
Case postale 4000  
Kingston, Ontario K7L 5A3  
Tél: (613) 545-4896  
Télé: (613) 545-4873



May 27, 2011

REC'D BY CH  
CIRC. TO SB

Mr. Duane MacDougall  
1231 Burns Drive  
Pembroke, Ontario  
K8A 7M9

JUN 15 2011

COPY TO \_\_\_\_\_  
FILE Dwy 148  
County Rd 29

Dear Mr. MacDougall:

Thank you for your letter dated April 24, 2011 to Norm Meyers, Head of Traffic, Eastern Region regarding the installation of traffic signals at Drive-In Road and future planning for alternate routes around Pembroke. I have been asked to respond on Norm's behalf.

The purpose of traffic control signals is to alternate the right-of-way between conflicting flows of traffic efficiently. They are used when the overall intersection volumes have reached a point where adequate gaps in traffic are not available. Primarily, traffic control signals are a control device rather than a safety device and rarely can be justified as a safety device alone. In order to ensure that traffic control signals were required, a detailed analysis of the intersection in question was undertaken.

When evaluating the necessity of traffic control signals, the ministry conducted a review of the traffic flows to determine the overall traffic volumes, signal justification, and movement of vehicles. We also reviewed the collision history, highway geometrics and the overall operation of the intersection.

Based on the latest traffic study, the minimum requirements for the installation of traffic control signals have been fulfilled, this intersection has been placed on our Regional Signal Installation List. Traffic signals will be installed in accordance with their priority on the list and as resources permit. At this time, we are unable to give a time frame for this location.

As to your comments regarding narrowing the lane on Drive-In Road onto Pembroke Street east, when a traffic signal design is initiated we will be evaluating the entire intersection for turning lane requirements related to the signal operation.

With regards to your request to designate NO LEFT TURN during high peak hour volumes, although some municipalities will implement this type of traffic control during peak hours, the ministry does not support time-of-day turning movement restrictions at traffic signals within our control.

Further, the collision history for this intersection identified that during the last 10 years there have been relatively few reported collisions. It should be noted that this intersection is not experiencing the frequency of collisions typically associated with significant delay on the minor road and few gaps in major road traffic. Our office also reviewed the times collisions were occurring, the data did not support your concerns that the majority of collisions occurred during peak hour volumes.

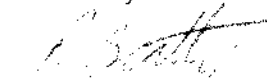
At such time as the signal installation moves forward we will continue to monitor this intersection to ensure timing parameters and coordination with existing signalized intersections provide a safe and efficient road network.

Regarding your concerns around the planning for alternate routes around the City of Pembroke, the ministry continually strives for ways to enhance the efficient movement of goods and people throughout the provincial road network. As part of our ongoing planning for this region, Highway 17 is planned as a staged freeway from Arnprior to Petawawa, the twinned alignment (ie: ultimate 4-lane configuration) has been designated since 1976. Future access from Highway 17/417 to the Pembroke area will be via freeway interchanges at Highway 41/Paul Martin Drive and County Road 40/Greenwood Road.

The timing for the construction of the ultimate freeway with interchanges near Pembroke is unknown at this time. The Ministry will continue to review and assess interim improvement needs (ie: traffic signals etc.) at various locations along Highway 17 on a case-by-case bases until such time as the freeway expansion construction is known.

We trust the above outlines our position on this matter.

Sincerely,



Rob Beatty  
Traffic Operations Analyst

rb/tc/pw/nm

cc: Steven P. Boland, County of Renfrew  
George Hodgkinson, Councillor, Laurentian Valley Township

[Return to Report](#)



## Weather for paving

**Dear Editor:**

As a former long-time employee with the Ontario Ministry of Transportation, one of my jobs was Geotechnical Engineering Head for some 15 years with responsibility for many aspects of pavement engineering on MTO projects. In this position, I learned and became knowledgeable on many "do's" and "don'ts" in pavement design, construction and rehabilitation.

Over the past few days, I've become alarmed and distraught with a certain construction practice I'm witnessing on the current pavement rehabilitation project on County Road 62, midpoint between Barry's Bay and Combermere.

It's extremely difficult for me to fathom why the contractor is working in deplorable weather conditions. For three consecutive days, I've witnessed Petawawa contractor H & H laying asphalt in the rain on a wet soupy grade. Surely the authority who tendered the project must be aware this is an unacceptable road construction practice.

Without me disclosing too much, I sense the contractor is not very pleased with what they are doing. Any contractor who has developed a reputation for doing good work likes to keep its reputation up. I have a distraught feeling for the contractor on this project.

Someone should be totally and completely ashamed of what has gone on but I wonder who this might be. Is it the road authority ... or the contract administrator ... some combination of both perhaps ... or some other party?

Whoever is in charge of this project, is it possible they would come forward and explain why certain pavement structure work on the project proceeds under such terrible conditions.

Is it also possible that whoever is in charge of "quality assurance" and "quality control" on this project, if they would come forward and give us some sense of what's going on from a QA/QC standpoint and test results?

Is there anyone who can let us know if Renfrew County has "best practices" in place for road construction and if so, would they highlight and explain those BPs specifically involving the road platform for any county public road?

Finally, is there a qualified person brave enough to come forward and inform we taxpayers on the expected "service life" of the pavement design being constructed?

Perhaps I should say a prayer -- for a road that is!

**Dennis Billings,  
Combermere**

174. Steve Beland and Dave Darch

July 20/11

Appendix VIII

County of Kenmore

Concerning Lot #1, Commission 16 of ...  
Fisher Township, County of Kenmore, the ...  
Barn Lane Rd. to the ...  
proper road maintenance of ...

LANEF

Thank you

RECD BY \_\_\_\_\_

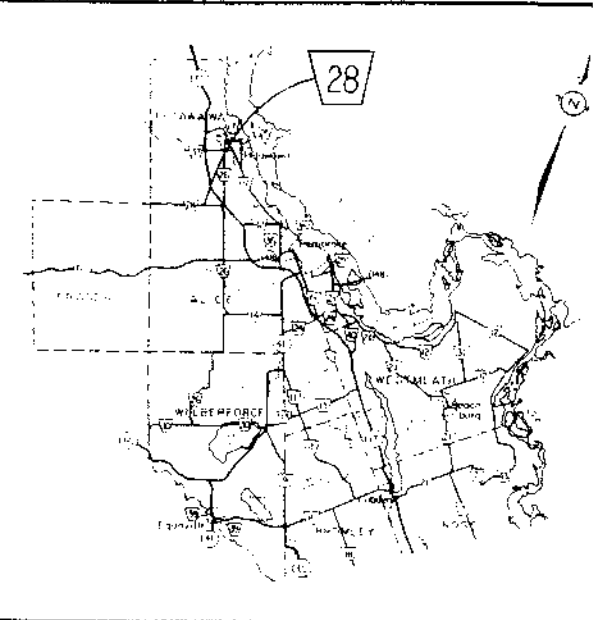
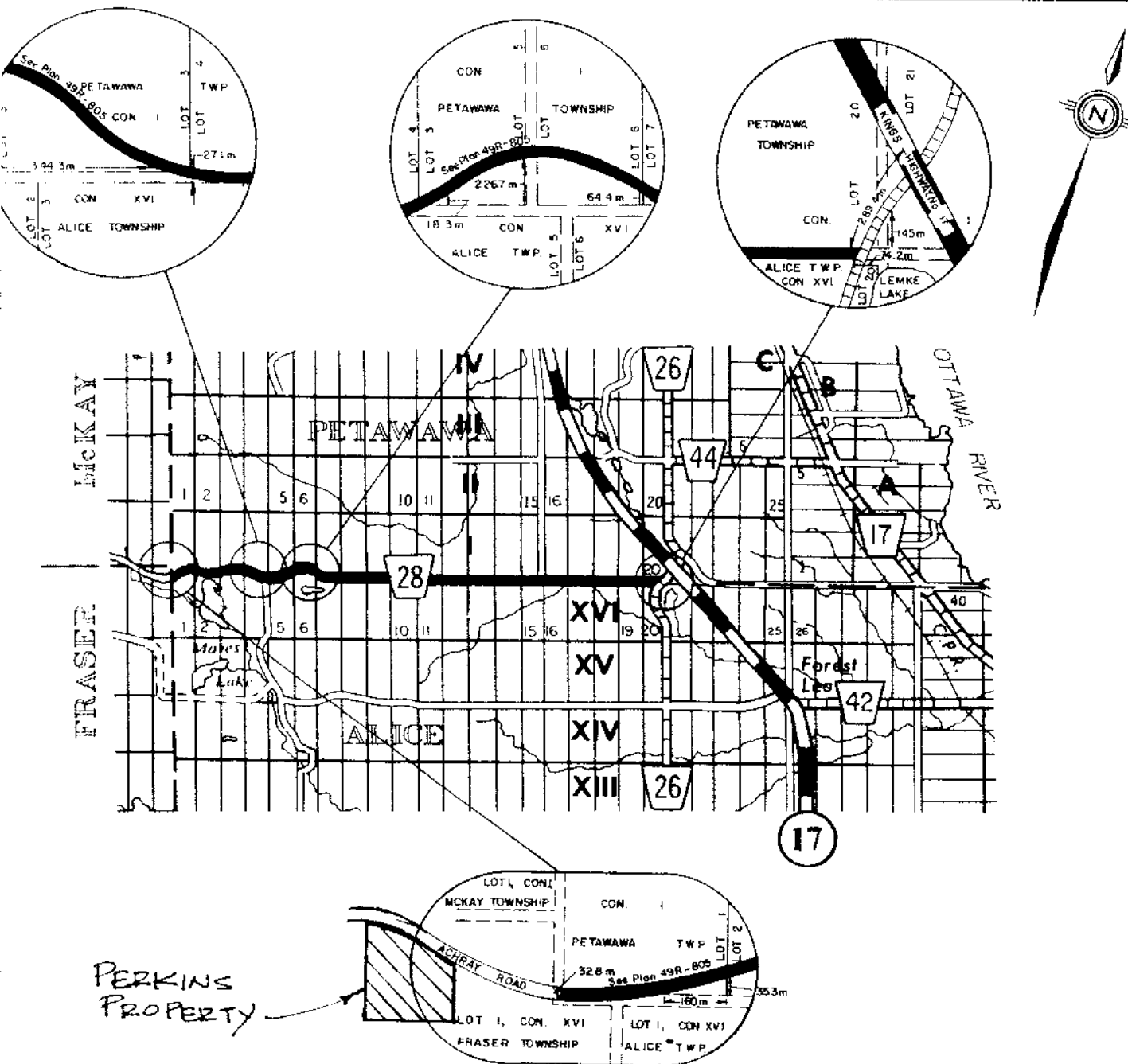
CIRC. TO \_\_\_\_\_

JUL 23 2011

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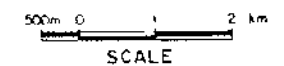
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Return to Report



PLAN SHOWING  
 BY A SOLID LINE  
 THAT PORTION OF ROAD  
 IN THE TOWNSHIPS OF  
 ALICE AND PETAWAWA  
 ADDED TO THE COUNTY ROAD SYSTEM  
 BY  
 BY - LAW NUMBER 31-89  
 OF THE  
**COUNTY OF RENFREW**  
 TO BE KNOWN AS  
**COUNTY ROAD NUMBER 28**  
 LENGTH OF ROAD ASSUMED - Approx. 8.3 kilometres

LEGEND	
URBAN MUNICIPALITIES	--- THE KINGS HIGHWAY
TOWNSHIP BOUNDARIES	- - - COUNTY ROAD NO.
COUNTY BOUNDARIES	- - - OTHER COUNTY ROADS
TOWNSHIP ROADS	==== UNOPENED ROAD ALLOWANCES



I hereby certify that this Plan forms part of Schedule 'A'  
 to By-law Number 31-89 of the County of Renfrew  
 1989 06 28  
 Date  
 Clerk, County of Renfrew

COUNTY ROAD PLAN No 28-1



**SHUSHACK & LA FRANCE - ASSOCIATES**  
BARRISTERS, SOLICITORS, NOTARIES PUBLIC

MARY F. A. SHUSHACK, B.Sc. (Hon.), LL.B.  
LOUISE L. LA FRANCE, B.A., LL.B.

180 MAPLE AVENUE, P.O. BOX 1235, PEMBROKE, ONTARIO, K8A 6Y6  
TEL.: (613) 735-6812 FAX: (613) 735-5884

REC'D BY \_\_\_\_\_  
CIRC. TO \_\_\_\_\_

JUL 26 2011

July 26<sup>th</sup>, 2011

COPY TO \_\_\_\_\_  
ANS'D \_\_\_\_\_  
FILE \_\_\_\_\_

By Fax - 613-628-3341

By Fax - 613-735-2000

North Algona Wilberforce Township  
R.R. #1  
1091 Shaw Woods Road  
Eganville, Ontario  
K0J 1T0

County of Renfrew  
9 International Drive  
Pembroke, Ontario  
Attention: Roads Dept.

Dear Sir/Madam :

RE: Ambrose Blaskie

I act for Ambrose Blaskie, who is a co-owner of property at Lot 21, Concession 20 and the sole owner of Lot 19, Concession 19, in the Township of Wilberforce.

Mr. Blaskie has informed me that he has spoken to you on several occasions about the condition of Limestone Road from Lake Dore Road to his properties.

He said that there is substantial work required to the road to be safe to travel particularly in the area of the bridges.

Would you please advise me what steps you are taking to remedy the problem and when you expect to do the work.

I look forward to hearing from you.

Yours very truly

MARY F. A. SHUSHACK

MFAS:kl  
p.c. Ambrose Blaskie

Return to Report

REC'D BY \_\_\_\_\_  
CIRC. TO \_\_\_\_\_

JUL 18 2011

59 Bay Street  
Barry's Bay, ON  
K0J 1B0COPY TO \_\_\_\_\_  
ANS'D \_\_\_\_\_  
FILE \_\_\_\_\_

15 July 2011

Mr. David Darch, Director of Public Works and Engineering  
County of Renfrew  
9 International Drive  
Pembroke, ON  
K8A 6W5

Dear Mr. Darch,

I am writing regarding the condition of a section of County Road 62 within the Township of Madawaska Valley in the village of Barry's Bay between Inglis and Stafford streets. North of Kitts Street this is known as Bay Street. South of Kitts Street it is called John Street.

I own a home at 59 Bay Street, across from the intersection of Kitts Street and right on the curve. This is a particularly busy piece of road which requires repair. The roadway is damaged by transverse cracks, map cracking, depressions in the wheel paths, and other surface distortions such as small pot holes. Some of these problems result from previous repairs involving utilities.

Every day transports, heavy trucks and other forms of traffic make use of this road. The vibrations from this traffic on such a rough surface generate a great deal of noise, but more importantly, cause my home to shake considerably. My neighbours report that their homes and businesses on both sides of the street, and along this section of road, also shake. They report noise, buildings shaking, window panes rattling, dishes rattling in the cupboards, and pictures moving on their walls. We are all concerned that the rough road and the consequent vibrations will damage our homes and businesses.

I have learned that the County of Renfrew plans to rehabilitate this section of County Road 62 in 2014. Considering the high level of traffic, and anticipating the effects of three more winters, there is no doubt further significant deterioration will occur. This will damage properties further and become a safety hazard for motorists.

Considering that this is a business and residential area, and that the pavement conditions are a "now need", please rehabilitate this section of County Road 62 in 2012. Some interim solutions for this calendar year might include reducing the speed limit to 30 km, erecting "rough road" signs, and putting a top coat on this section to level it out temporarily.

Please feel free to call me at 613-756-2445 if you would like to discuss this further, or to schedule a visit to see (and hear) this problem for yourself. I am including some photos. I look forward to hearing from you.

Sincerely,



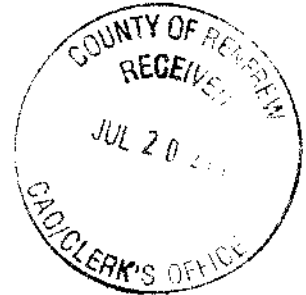
George Mark Woermke

cc. The Mayor and Councilors, Township of Madawaska Valley



OFFICE OF THE MAYOR

March 31, 2011



The Honourable Dalton McGuinty  
Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto, Ontario  
M7A 1A1

Dear Mr. Premier:

Re: Revenue from H.S.T. Charged on Gasoline and Diesel Sales  
Transportation Infrastructure Funding

The Council of the Corporation of the City of Mississauga at its meeting on March 30, 2011, adopted the enclosed Resolution 0081-2011 requesting that the Government of Ontario consider directing a portion of the revenue derived from H.S.T. charged on gasoline and diesel sales to a new predictable funding mechanism that will allow the City of Mississauga and other Ontario municipalities to make the critical investments needed to be effective stewards of transportation infrastructure.

On behalf of Mississauga Council, I believe that this initiative will close the significant funding gap between the Government of Ontario and the City of Mississauga and put the money in the appropriate place. This will assist the City in constructing and maintaining transportation infrastructure to sustain the demands of our local economy and the safety of our residents.

REC'D BY \_\_\_\_\_

CIRC. TO \_\_\_\_\_

JUL 23 2011

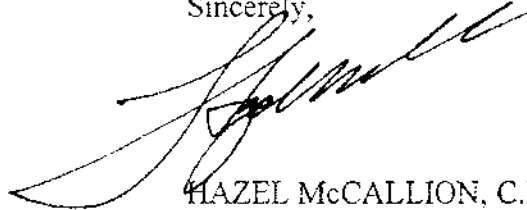
COPY TO \_\_\_\_\_

FILE \_\_\_\_\_



I urge you to take the appropriate steps to ensure municipalities benefit from this added revenue. I look forward to your favourable reply.

Sincerely,

A handwritten signature in black ink, appearing to read 'Hazel McCallion', written over a faint, larger version of the same signature.

HAZEL McCALLION, C.M., LL.D.  
MAYOR

cc: The Honourable Dwight Duncan, Minister of Finance  
The Honourable Kathleen Wynne, Minister of Transportation  
The Honourable Bob Chiarelli, Minister of Infrastructure  
Members of Council  
Association of Municipalities of Ontario  
Municipal Services Office, Ministry of Municipal Affairs and Housing, Central Region  
Martin Powell, Commissioner, Transportation and Works  
Scott R. Butler, Manager, Policy and Research, Ontario Good Roads Association  
John Ennis, Government Relations Specialist, CAA South Central Ontario  
✓ Ontario Municipalities

Enc.



RESOLUTION 0081-2011  
adopted by the Council of  
The Corporation of the City of Mississauga  
at its meeting on March 30, 2011

---

Moved by: Katie Mahoney

Seconded by: Nando Iannicca

WHEREAS the introduction of the harmonized Sales Tax (H.S.T.) on July 1, 2010, and its application to gasoline and diesel sales will result in new revenue for the Government of Ontario.

AND WHEREAS a lack of sufficient funding for essential transportation infrastructure construction, maintenance and rehabilitation has created a situation where the City of Mississauga, as well as many other municipalities in Ontario, do not have the financial capacity to construct new transportation infrastructure and conduct the maintenance and rehabilitation needed to sustain existing transportation infrastructure.

THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the City of Mississauga requests that the Government of Ontario consider directing a portion of the revenue derived from H.S.T. charged on gasoline and diesel sales to a new predictable funding mechanism that will allow the City of Mississauga and other Ontario municipalities to make the critical investments needed to be effective stewards of transportation infrastructure.

[Return to Report](#)

**Ministry of Transportation**

Engineering Office  
Traffic Section  
Eastern Region

1355 John Counter Boulevard  
PO Box 4000  
Kingston, Ontario K7L 5A3  
Tel: (613) 545-4896  
Fax: (613) 545-4873

**Ministère des Transports**

Bureau du génie  
Section de Trafic  
Région d'Est

1355 Boulevard John Counter  
Boite Postale 4000  
Kingston, Ontario K7L 5A3  
Tél.: (613) 545-4896  
Télééc.: (613) 545-4873



July 4, 2011

Mr. Jim Hutton  
CAO/Clerk  
County of Renfrew  
9 International Drive  
Pembroke, Ontario  
K8A 6W5

Dear Mr. Hutton:

This letter is to request your support as the Ministry of Transportation proposes to reduce the posted speed limit along Highway 17 at the western limit of the Town of Cobden and within the Township of Whitewater Region, in the County of Renfrew.

We are recommending a reduction from 90km/h to 70km/h for an approximate distance of 400 metres from the existing 50km/h speed zone, west of the Town of Cobden. This reduction will provide a buffer zone for motorists travelling to and from Cobden.

Attached is a sketch of the proposed 70 km/h speed zone.

We would appreciate your support of our intentions in the form of a resolution from Council. Due to the lengthy amount of time required to establish this speed reduction, we would appreciate hearing from you as soon as possible in hopes of expediting this procedure.

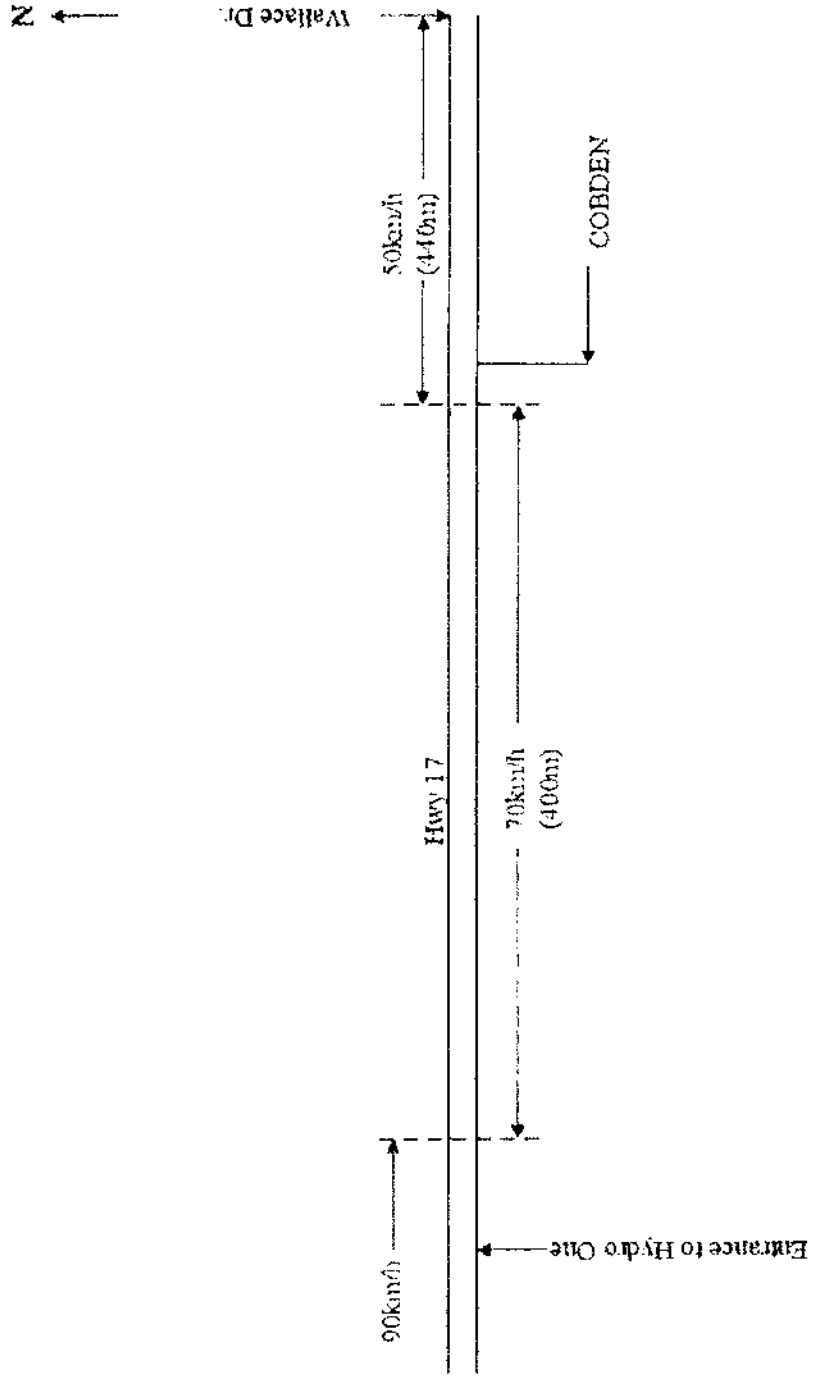
We look forward to hearing from you in the near future.

Yours truly,

L.D. Covell  
Supervisor, Traffic Operations

Attach.

**Proposed Speed Zone Change  
Highway 17 – Township of Whitewater Region, County of Renfrew**



N.T.S.

Return to Report

**Delegation Request Form****Preferred Date:** Tuesday, August 23, 2011**Minister:** Honorable Kathleen Wynne, Minister of Transportation**Issue Proposed for Discussion:** Continuation of Highway 417 Extension from Town of Arnprior to Town of Renfrew

**Description of Issue:** By 2012, the Province of Ontario will have completed the Arnprior by-pass portion of the Highway 417 program. This will provide a four-lane divided highway connecting the City of Ottawa to the Town of Arnprior. The County of Renfrew is extremely concerned that the continuation of the Highway 417 will cease once the Arnprior by-pass work is completed. It is our understanding that there is no funding reflected in the province's five-year capital works program (2010-2014) for Highway 417, although Highway 17 (Arnprior to Renfrew) has been identified as a "Planning for the Future" project.

Cessation of this highway program would be a critical decision that would adversely impact the numerous stakeholders (e.g. CFB Petawawa, Atomic Energy Canada Ltd, tourism operators, businesses, general public, etc) that rely on this vital roadway. As well, the apparent loss of the CP rail line operation within the County will place more transportation pressures on the highway corridor.

The incidence of serious accidents (many including fatalities) on Highway 17 is on the rise. It seems that at least every month, there is a report of another fatality on the highway network. Clearly, there is an urgent requirement to four-lane Highway 17.

In order to highlight the importance of the Highway 417 extension program, the County secured resolutions from every member municipality within the County of Renfrew supporting the continuation of the highway extension program.

Extending Highway 417 to the Town of Renfrew would ensure that the multimillion dollars in provincial funding that has been spent to date would be optimized. An extension of the highway to the Town of Renfrew would ensure that other provincial highways within the County have a direct linkage to the 417 corridor.

Previously, the County has had discussions with senior federal elected officials who have expressed an interest in the development of a funding partnership between the two levels of government for the extension of Highway 417.

We would like to discuss strategies to ensure the continuation of the Highway 417 extension program.

**Members of the Delegation:**

Bob Sweet, Warden  
 Jim Hutton, Chief Administrative Officer  
 Dave Darch, Director of Public Works & Engineering

**Contact:**

Dave Darch, P. Eng  
 Director of Public Works & Engineering  
 ddarch@countyofrenfrew.on.ca  
 Phone: 613-732-4353  
 Cell: 613-633-3436  
 Fax: 613-732-0087

COUNTY OF RENFREW  
 TREASURER'S REPORT - PUBLIC WORKS  
 As at June 30, 2011

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<b><u>CAPITAL WORKS</u></b>	<b><u>85,622</u></b>	<b><u>236,502</u></b>	<b><u>(150,880)</u></b>	<b><u>473,000</u></b>
Capital Projects - Repairs	0	0	0	0
Infrastructure Mgt & Misc	85,622	236,502	(150,880)	473,000
Recoveries	0	0	0	0
<b><u>ADMINISTRATION</u></b>	<b><u>633,429</u></b>	<b><u>623,001</u></b>	<b><u>10,428</u></b>	<b><u>1,029,600</u></b>
Salaries & Benefits	272,813	262,152	10,661	568,000
Office Expenses	67,028	73,739	(6,711)	126,200
Professional Services	254,725	246,000	8,725	261,000
Staff Training	17,890	17,810	80	36,000
Misc	21,023	23,300	(2,277)	36,400
Recoveries	(50)	0	(50)	0
<b><u>MAINTENANCE</u></b>	<b><u>2,799,563</u></b>	<b><u>2,921,705</u></b>	<b><u>(122,142)</u></b>	<b><u>5,801,000</u></b>
Bridges and Culverts	91,928	73,390	18,538	179,000
Roadside Maintenance	135,149	164,145	(28,996)	529,500
Hard Top Maintenance	297,725	387,190	(89,465)	1,249,000
Loose Top Maintenance	21,935	22,780	(845)	34,000
Winter Control	1,997,119	1,921,134	75,985	3,149,400
Safety Devices	261,625	338,260	(76,635)	650,500
Misc	68,823	71,808	(2,985)	163,200
Recoveries	(74,742)	(57,002)	(17,740)	(153,600)
<b><u>EQUIPMENT</u></b>	<b><u>(139,858)</u></b>	<b><u>(184,800)</u></b>	<b><u>44,942</u></b>	<b><u>(324,600)</u></b>
Equipment Replacements	0	0	0	0
Small Equipment, Misc	21,420	19,900	1,520	45,400
Vehicle Operating Costs	721,554	627,300	94,254	1,230,000
Vehicle Operating Revenue	(882,832)	(832,000)	(50,832)	(1,600,000)
Recoveries	0	0	0	0
<b><u>HOUSING</u></b>	<b><u>114,568</u></b>	<b><u>134,871</u></b>	<b><u>(20,304)</u></b>	<b><u>251,100</u></b>
Operating Expenses	114,568	134,871	(20,304)	221,100
Major Repairs	0	0	0	30,000
Misc	0	0	0	0
Recoveries	0	0	0	0
<b><u>OTHER</u></b>	<b><u>625,226</u></b>	<b><u>2,437,152</u></b>	<b><u>(1,811,926)</u></b>	<b><u>10,118,800</u></b>
Depreciation	3,973,747	3,907,950	65,797	7,815,900
Surplus Adjustment - Depreciation	(3,973,747)	(3,907,950)	(65,797)	(7,815,900)
Surplus Adjustment - Capital	625,226	2,437,152	(1,811,926)	9,794,200
Surplus Adjustment - TRF to Reserves	0	0	0	324,600
<b><u>CLEARING ACCOUNT</u></b>	<b><u>(105,621)</u></b>	<b><u>0</u></b>	<b><u>(105,621)</u></b>	<b><u>0</u></b>
<b>TOTAL EXPENDITURES</b>	<b><u>4,012,929</u></b>	<b><u>6,168,431</u></b>	<b><u>(2,155,502)</u></b>	<b><u>17,348,900</u></b>

**COUNTY OF RENFREW**  
**TREASURER'S REPORT - PUBLIC WORKS**  
 As at June 30, 2011

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<b><u>ROADS REVENUES</u></b>				
Municipal Contribution	3,998,911	6,149,283	(2,150,372)	13,267,899
Provincial Grants & Subsidies	0	0	0	200,000
<b>Surplus Adjustment - TRF from Reserves</b>	0	0	0	3,637,701
Federal Grants & Subsidies	0	0	0	200,000
Other Revenue - Capital Asset	0	0	0	0
Misc	14,019	19,148	(5,129)	43,300
<b>TOTAL REVENUES</b>	<b>4,012,929</b>	<b>6,168,431</b>	<b>(2,155,502)</b>	<b>17,348,900</b>
<b>Municipal Surplus / (Deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Return to Report

**CAPITAL WORKS DIVISION REPORT**

Prepared by: Michael Pinet, P. Eng., Manager, Capital Works

Prepared for: Operations Committee

August 8, 2011

**INFORMATION**1. Projected 2011 Capital Budget Expenditures & Funding

Staff will be providing a regular summary report at each Committee meeting, to update the Division's progress in tendering and implementing the 2011 construction program. The report also provides staff with an opportunity to update Committee on actual costs of projects including adjustments for fuel and asphalt cement price indices. The August 2011 report includes current tender results and updated costs for projects currently under construction.

Attached, as Appendix CW-I for Committee's review is a modified version of Schedule "B" from the Departmental budget, which sets out the Capital Program as approved in the 2011 budget. This schedule identifies the approved budget, projected project expenditures and the variance (between budget & projected expenditures). The analysis includes the most recent tenders received, as well as updated costs for works that have been completed to date.

The variances in the program may be summarized in Table 1 as follows:

**Table 1**

<b>2011 CAPITAL WORKS BUDGET Variances in Program (x \$1,000)</b>			
	<b>Budget</b>	<b>Projected Expenditure (May)</b>	<b>Variance</b>
TOTAL ROAD RECONSTRUCTION/REHABILITAION	6,465.0	6,388.0	(77.0)
TOTAL BRIDGE/CULVERT RECONSTRUCTION/REHABILITAION	1,730.0	1,507.0	(223.0)
TOTAL FUTURE ENGINEERING	287.4	287.4	0.0
TOTAL SAFETY DEVICES	280.0	235.0	(45.0)
TOTAL INFRASTRUCTURE & RIGHT-OF-WAY & STUDIES	473.0	473.0	0.0
<b>TOTAL 2011 CAPITAL WORKS BUDGET</b>	<b>9,235.4</b>	<b>8,890.4</b>	<b>(345.0)</b>

The following summarizes the major program variations:

i) **Gas Tax and Fuel Price Adjustments**

The Asphalt Cement Index adjustments and Fuel Price Index adjustments to date will show a marginal increase in contract values over award amounts. These adjustments have not been included in the summary.

ii) **Bridge Repairs General and unbudgeted Culvert Replacements**

In the 2010 Capital Works budget, a total expenditure of \$300,000 was provided for unexpected culvert replacements and for Bridge Repairs General. This was reduced to a total allocation of \$150,000 for this year. To date significant repairs have been completed at the Tramore Bridge and two large culverts had to be replaced which were not specifically included in the 2011 Capital Works budget. These repairs are included in the summary table.

In addition to the work completed to date, staff has also identified the need to replace the Lessard Bridge used at Constant Creek with a new 60 foot bridge (\$75,000) and to replace a failing culvert at Coghlan's Meadow (\$130,000 -150,000). Significant repairs have also been identified to correct damage to the expansion joints at the Claybank Bridge and to correct a significant slope stability problem at the Cameron Culvert on Osborne Street near Arnprior.

iii) **Petawawa River Bridge**

The repairs to the parapet walls on the Petawawa River Bridge have been deferred for 2011. The work will be considered as part of the 2012 work program; however it is necessary to review the proposed work program with the Town of Petawawa. County staff will be meeting with Town staff in the near future to review the scope of this project. Staff has allocated \$100,000 for design related activities in 2011. This results in a program reduction of approximately \$600,000.

It is the intention of the Department to re-budget at least \$600,000 of funding for the Petawawa River Bridge in the 2012 Capital Budget. Depending on agreement of the scope of works for the bridge project and determination of cost sharing arrangements, the total cost of this bridge project may increase beyond \$600,000. The proposed meetings with Town staff will clarify both of these issues.

The consultant of record has been advised that work on the project is suspended until the scope of the project is quantified.

iv) **County Road 61 (Haley Road and Godfrey Road)**

With the completion of the field investigations, design and tendering for the rehabilitation of County Road 61, Haley Road and Godfrey Road, the extent of the rehabilitation for the road has been reduced. It is anticipated that the budget for this project will be reduced by approximately \$290,000.

v) **County Road 63 (Flat Rapids Road)**

The budgeted costs for the reconstruction of County Road 63 (Flat Rapids Road) and the relocation of the Mill Ridge Road intersection have increased significantly due to the additional costs to undertake the relocation of the Bell and Hydro utilities, complete the property surveys, acquire property and to complete the design assignments for 2012.

vi) **County Road 28 (Barron Canyon Road)**

The approved budget for the Barron Canyon Road project included \$600,000 to complete the Build Canada funded project. The costs for this project have been adjusted based on the extension of the Eastway contract to Smith Lane, as discussed later in this report.

Staff is recommending proceeding with the program alterations as previously described in this report.

As there are a number of tenders and projects where the final costs have not yet been determined, there is a probability that the cost projections will be adjusted for the next Committee meeting in September. Staff will be providing a revised cost update for that meeting. Options for the use of the available surplus will be discussed at the Committee meeting.

2. Project Updates - Construction

- (a) Rehabilitation of County Road 64 (Opeongo Road) from Baptist Church Road southerly 1.4 km, including 235 m of road grade repairs in the vicinity of McGrath Road - Township of Bonnechere Valley. Design: County of Renfrew. Construction: County Day Labour Crew

This project included grading, drainage and surface treatment. All roadway construction was completed on June 29, 2011. Line painting was completed on July 28, 2011.

- (b) Rehabilitation of County Road 62 (Combermere Road) from 1.0 km north of Chippawa Road southerly 1.9 km - Township of Madawaska Valley. Design: County of Renfrew. - Contractor: H&H Construction Inc.

The rehabilitation of this section of road was completed on July 14, 2011. This project included drainage improvements, culvert replacements, spot repairs to the road base, safety improvements, partial depth asphalt removal (milling) and hot mix asphalt. As stated in the June Committee report, with the favourable unit prices submitted in the tender, the project was extended a further 750 m to Long Lake Road.

All work was carried out in accordance with Ontario Provincial Standard documents, specifications and procedures. The contract included specific provisions for Quality Control and Quality Assurance. The County has retained an independent geotechnical consultant to ensure that the work was carried out in accordance with the standards and to conduct the required materials testing, as the normal practice of the County. Although the final material test results are pending, all reports indicate that the methods and materials used by the contractor have met or exceeded the required standards.

- (c) Reconstruction of County Road 68 (Letterkenny Road) from 1.6 km north of Rockingham Road northerly 1.7 km, in the Township of Brudenell, Lyndoch & Raglan. Design: Robinson Consultants. Contractor: Eastway Contracting

The reconstruction of County Road 68 (Letterkenny Road) was awarded to Eastway Contracting at the June Committee meeting. The contract documents have been signed by both parties. The work commenced on July 18, 2011 and consists of grade and drainage improvements, rock excavation and culvert replacements. The project is expected to be complete by late August.

- (d) Rehabilitation of County Structure (B032) Calabogie Bridge on County Road 511 (Lanark Road), Township of Greater Madawaska. Design: McCormick Rankin Contractor: Corington Engineering Inc.

Work continues on the rehabilitation of the structure. The project involves the rehabilitation of the existing concrete deck, bearing replacement, repairs to the parapet walls, safety improvements, deck waterproofing and asphalt paving. The bridge remains open to one-way traffic and is controlled by traffic signals for the duration of the construction. The project is currently on schedule and on budget.

- (e) Frost Heave Repair on County Road 20 (Castleford Road) from 5.0 km north of Highway 17 – Township of Horton – Contractor: Day Labour Crew

A 90 metre section of roadway at a recurring bad frost heave was rehabilitated with the use of styrofoam insulating boards. The roadway was excavated down to sub grade level and had 50 millimetres (mm) of styrofoam boards placed, followed with 400 mm of granular A. The asphalt surface is to be placed by the first week of August. This method of repair was selected as the most cost effective solution from two options presented by the geotechnical consultant, Houle Chevrier Engineering.

- (f) Single Surface Treatment on County Road 69 (Siberia Road) – Three sections totalling 3.5 km, Township of Madawaska Valley – Contractor: Greenwood Paving

A single surface treatment was applied to three sections of County Road 69 (Siberia Road) that had cold mix asphalt placed several years ago. Cold mix asphalt does not have a durable surface and is designed to have an overlay of surface treatment or hot mix asphalt. The surface treatment was completed late June. The line painting was completed on July 28, 2011.

- (g) County Road 66 (Opeongo Road) Culvert Replacement at Coghlan's Meadow – Township of Brudenell, Lyndoch & Raglan – Contractor: To be determined

The culvert at Coghlan's Meadow continues to deteriorate rapidly and must be replaced in 2011. As a result of the rescheduling of the reconstruction of County Road 66 (Opeongo Road) and the need to avoid working in water between July 15 and September 30 due to fish habitat restrictions, the replacement of the culvert at Coghlan's Meadow has been removed from the County Road 66 tender package.

Staff considered including the project in the County Day Labour Program, however there is a need to co-ordinate with the ongoing granular trucking for the County Road 68 Contract which is being completed by Eastway Contracting. A quotation has been requested from Eastway to add the culvert installation to the nearby Eastway contract for the reconstruction of County Road 68. This will allow the County to benefit from the competitive prices for several items including asphalt and guiderail installation which were included in the County Road 66 tender. A report and recommendation for the consideration of Committee follows in this report.

The replacement of this deteriorating culvert is currently being scheduled to take place over a two-week period beginning August 22. The existing culvert will be replaced with a 2,700 mm polymer coated corrugated steel pipe which has been tendered by the County and is to be delivered by Armtec Limited, Peterborough, Ontario.

A “permit to take water” has been obtained by the County of Renfrew from the Ontario Ministry of the Environment, which will allow the diversion of Brennan’s Creek and allow the excavation area for the culvert to be dewatered for the culvert installation. This will result in the road being closed between Copp Road and Doyle Mountain Road for the duration of the culvert replacement. The local municipalities have been contacted and detours will be posted.

(h) Rehabilitation of County of Renfrew Administration Building East Parking Lot, 7 International Drive, Pembroke

R.G.T. Clouthier Construction Ltd., Pembroke, Ontario was awarded contract PWC-2011-29 through the Development & Property Department. The Public Works & Engineering Department has continued to assist with the execution of this contract and has overseen the construction phase. R.G.T. Clouthier Construction Ltd. began work on July 11, 2011 and completed the project on July 29, 2011. The construction works included drainage improvements, select base improvements, and a hot mix overlay to the entire parking lot.

(i) Structure B053 - Constant Creek Bridge Replacement; Municipal Class Environmental Assessment and Interim Deck Replacement Work - Consultant: Genivar : Contractor: Greyleith Construction

The successful contractor for this project, Greyleith Construction has provided all contract documents for the project. The bridge was closed to all traffic on August 2, 2011 to permit the contractor to remove the existing bridge and to rehabilitate the existing abutments. The bridge will be replaced with the 50-foot Lessard Bridge which is owned by the County and located at the Pembroke Patrol yard. The bridge replacement is to be completed before the September long weekend.

(j) Reconstruction of County Road 34 (Norton Road) from County Road 508 (Calabogie Road) to English Road, Townships of Admaston/Bromley and Greater Madawaska - In-House Design - Contractor: Day Labour Crew

This project involves the reconstruction of the roadway, including horizontal and vertical alignment, drainage and granular. The utility relocations were completed in mid-July. County of Renfrew Day Labour Crew started work in mid-July. The project is scheduled to be complete by late August.

### 3. Project Updates - Design

(a) Rehabilitation of County Road 61 (Haley Road) from 1.0 km south of Godfrey Road to Highway 17, Township of Whitewater Region – In-House Design

The cold-in-place recycling portion of the County Road 61 (Haley Road) project has been awarded to Cruickshank Construction, scheduled for the first week of August. A second contract for the rehabilitation of the road is listed in the Tenders & Quotations section of this report. The rehabilitation contract is scheduled to begin September 6, 2011.

(b) Reconstruction of County Road 63 (Flat Rapids Road) from 300 m east of Mill Ridge Road to 750 m west of Mill Ridge Road, Township of McNab/Braeside – Consultant: Genivar

Hydro One has completed the relocation of their utilities. Bell Canada is presently relocating their utilities and anticipates being complete by mid-August. The contract for the rehabilitation is scheduled to start on August 22, 2011. Genivar had their design assignment extended for the next phase and was also assigned the contract administration duties for this year's project. Both assignments were granted under the approval of the Director of Public Works & Engineering and CAO of the County of Renfrew.

(c) Reconstruction of County Road 22 (Grattan Road), from 1.6 km east of Highway 41 easterly 2.0 km - Consultant: Morrison Hershfield

This project is scheduled as the last Day Labour project for 2011. In the June Committee report, it was stated that due to the very poor roadway conditions the road would be returned to a gravel surface, as was discussed with the affected land owners and the Mayor, Bonnechere Valley Township. The conversion has now been completed from the 2010 construction limit to 600 metres west of Scotch Bush Road.

Depending on the progress of the capital program for 2011, staff will consider adjusting the limits of the 2011 work to suit the expected funds that are available in the capital program. This will be confirmed at the August Committee meeting.

The design for the balance of the road, from the 2011 limit of construction to Scotch Bush Road in Hyndford is nearing completion. The legal survey for the new right-of-way limits from 300 m east of Wren Road to Scotch Bush Road will be commencing shortly.

(d) Reconstruction of County Road 66 (Opeongo Road) from Wilno South Road easterly 1.5 km, Township of Madawaska Valley – Consultant: McIntosh Perry Consulting Engineers

The consultant has finalized the design plans and tender documents for this project. This contract will be the final phase of this multi-year project and will complete the reconstruction of County Road 66 between Wilno South Road and County Road 512 at Brudenell. The legal survey for the new right-of-way is complete and should be registered in the next couple of weeks.

Staff has met with the various utility companies to review the necessary utility relocations. There have been some complications with the utilities securing anchoring rights for a section of this project. We understand that this issue has now been resolved. The County will be proceeding with a tender for this project under the assumption that the Hydro and Bell relocations can be completed by early September. A further report will be provided in September which may include a recommendation regarding the award of the contract for the roadway construction.

(e) Reconstruction of County Road 68 (Letterkenny Road) from 1.9 km south of Opeongo Road to Opeongo Road, Township of Brudenell, Lyndoch & Raglan – Consultant: Robinson Consultants Inc.

The consultant is currently finalizing the design plans for the remainder of this section of the project which is to be constructed in 2012. Property negotiations are ongoing for the work to be completed in the 2012 construction season.

(f) Property

Staff members are continuing to work at property acquisitions related to several road projects.

Current property negotiations are summarized in the following table:

Road	Total # of Owners Contacted	Meetings Attended	Signed Options	Properties for which a By-law has been passed	Transactions Completed
22 (Grattan Road)	40	28	26	11	0
28 (Barron Canyon Road)	8	8	8	8	8
34 (Norton Road)	8	8	6	6	6
63 (Flat Rapids Road)	11	11	11	11	5
66 (Opeongo Road)	18	18	18	0	0
68 (Letterkenny Road)	14	13	13	10	0
71 (Matawatchan Road)	3	1	1	0	0
<b>Total</b>	<b>102</b>	<b>87</b>	<b>83</b>	<b>46</b>	<b>19</b>

4. Proposed Reconstruction of Matawatchan Road (County Road 71) – Public Open House No.2

An open house was held at the Denbigh-Griffith Lions Hall in Griffith, Ontario on June 28, 2011 from 5:00 p.m. to 9:00 p.m. Approximately 60 people attended the open house. Exhibits were on display showing; existing and proposed alignment; an explanation of the environmental assessment process; aerial photography; and a continuous slide show of photographs of the roadway.

Handouts were provided for the attendees and consisted of:

- A questionnaire;
- A proposed work plan for the completion of the roadwork; and
- A brief outline of the process.

Mr. David Darch started a formal presentation at 7:00 p.m. by introducing the staff and the local elected present. He then gave a brief overview of Public Work's mandate and explained the Department's capital works budget process.

A second presentation was given by Mr. Mike Pinet. The presentation began by documenting the numerous projects completed by the County in the Township of Greater Madawaska over the past five years and provided an overview of the anticipated construction program for the next several years. He then continued the presentation by explaining the environmental assessment process for the rehabilitation of County Road 71 (Matawatchan Road). The major points of the presentation were:

- Problem definition and needs;
- Geometric deficiencies (horizontal and vertical alignment, clear zone, (i.e. trees, rocks adjacent to road), shoulder width and type; lane width, etc);
- Alternative approaches to roadway design;
- Impacts to private property;
- Improvement costs;
- Potential Long Range Planning approach to improvements;
- Schedule; and
- To obtain comments on the material presented.

Mr. Peter Emon, Mayor of Greater Madawaska thanked staff for their presentation.

A petition containing 447 signatures was submitted to staff at the conclusion of the open house. The petition stated the following:

"Petition re the Deplorable Condition of Matawatchan Road, Renfrew County Road #71,

We the citizens, relative and friends of Griffith and Matawatchan in The Township of Greater Madawaska are tired of promises. It is several years since our last petition. A start was made at the worst end (Lackey Creek) of the road shortly after the last petition was sent only to be abandoned in about a week. Since then three sections of the best part of the road have been rebuilt. Unfortunately, these sections are already falling apart and the worst section just continues to **get worse**. It looks like a haphazard patch work quilt with many layers of patches and several heaves. We were better off with gravel roads that could be graded. We the undersigned have driven over unacceptable roads far too many years. We do pay taxes and get precious little in return. It is time to build the worst section or at the very least grind the pavement and patches up and resurface it. Get on with it!"

Seventeen comment sheets were submitted at the meeting. All comments were very specific in stating that the poor surface condition must be addressed as an immediate priority. Eleven of the comment sheets noted the need for other safety improvements or a preference that the roadway be improved. There was an overall consensus that the design and construction standards could be reduced from the 80 kph design and the roadway was considered to be unsafe. There was also a stated concern that the approval and consultation process was unnecessarily delaying the process of "fixing" the road.

The 2010 – 2014 Capital Works plan has identified the following multi-year funding program for the Matawatchan Road.

2011 - \$100,000	2012 - \$600,000	2013 - \$700,000
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After the open house, the exhibits, the presentation and the questionnaire were posted on the County of Renfrew Public Works & Engineering website.

Currently staff is preparing a preliminary design plan and meeting with the adjacent land owners to confirm the property requirements. Another public meeting will be held in October 2011 to update the community on the progress made and the scope and timing of the work.

5. Slope Stability Investigation at Cameron Culvert, Structure C-124, Usborne Street Township of McNab/Braeside

Cameron Creek Culvert is located on Usborne Road approximately 300 m north of the intersection of County Road 1 and Usborne Road. As a result of a recent slope failure on the north shoulder at the structure, staff coordinated a meeting at the site of the Cameron Creek Culvert on July 21<sup>st</sup> with representatives of the County of Renfrew, Houle Chevrier, McCormick Rankin and Enbridge Gas. A visual inspection of the culvert was performed concurrently with the site meeting. The purpose of the meeting and inspection was to assess the existing conditions of the culvert and to discuss the general scope of work required. There is a particular concern regarding the stability of a 100 mm dia. buried gas line located along the edge of the road. In addition, the width of the road surface has been reduced at the culvert, and the stability of the guide rail has been significantly reduced.

Cameron Creek Culvert is a 33.0 m long structural plate corrugated steel pipe arch (SPCSPA) with a rise of approximately 4.5 m and a span of approximately 6.5 m. The culvert is generally in good to fair condition with the floor of the barrel exhibiting moderate corrosion and light corrosion extending up to the spring line. The embankments over the culvert appear to be composed of rockfill, as indicated by the exposed fill visible at the ends of the culvert and at the slope failure. Large voids were noted in the rockfill at the ends of the culvert. The embankments at the structure are extremely steep but in most areas well vegetated.

The County with the assistance of the consultant team is investigating a number of options to address the immediate repair needs and to establish the longer term rehabilitation/replacement requirements at Cameron Creek Culvert. There is an immediate need to stabilize and prevent further washout of the embankment and shoulder that could result in additional damage to the roadway. Following temporary stabilization of the embankment, the County will review strategies to rehabilitate or replace the culvert, which will likely require that a consultant be selected to undertake the design and to secure the required approvals for the project. A further report will be provided to Committee on the extent of the work and the expected costs for the rehabilitation.

6. Tenders & Quotations

(a) Upcoming Tenders

Staff continues to prepare tenders for the approved 2011 construction program. All tenders will be advertised in the local newspapers and posted on the County of Renfrew web site in accordance with the County purchasing policy.

The following provides a list of pending tenders and quotations which staff expects will be advertised in the month of August 2011:

1. PWC-2011-19 – Reconstruction of County Road 66 (Opeongo Road)

(b) Tender and Quotation Results

PWC-2011-35 – 2700 mm Polymer Laminated CSP for the Replacement of a Culvert at Coghlan’s Meadow on County Road 66 (Opeongo Road) – Closing Date: July 11, 2011

Quotations were received until 2:00 p.m. on Tuesday July 11, 2011 for the supply and delivery of a 2700 mm Polymer Laminated Corrugated Steel Pipe and sheet piling to be used for the replacement of a deteriorating culvert at Coghlan’s Meadow on County Road 66 (Opeongo Road).

In accordance with Policy GA-01 for the Procurement of Goods & Services, three quotations were solicited for the supply of the culvert and sheet piling. The quotation from Armtec Limited represents the lowest quotation received. The results of the quotations are listed below. This tender was awarded under the authority of the Director of Public Works & Engineering.

1. Armtec Limited, Peterborough, ON.....\$23,273.12
  2. Canada Culvert, Orangeville, ON.....24,003.33
  3. Atlantic Industries, Carp, ON .....29,444.30
- \* Taxes Excluded- HST (13%)

**Recommendation:** Receive as information.

**RESOLUTIONS**

7. Rehabilitation of County Road 28 (Barron Canyon Road) from Priebe Road to Station Hill Road, Township of Laurentian Valley and Town of Petawawa. Consultant: Jp2g Consultants Inc. Contractor: Eastway Contracting. Build Canada Project Intake I

In accordance with Resolution No. OP-C-11-06-54 staff has been in negotiations with Eastway Contracting concerning the extension of their 2010 contract for the 2011 Phase II portion. Eastway Contracting has agreed that seventeen items will have the same unit rate as the original contract and six lump sum items will be pro-rated to their base measurement (time, length, quantity).

The unit price for hot mix paving has been negotiated to \$90.50 per tonne. The contractor has asked to waive the AC index requirement of the original price. The current AC index would lower the hot mix price by \$3.62 per tonne from the \$91.50 per tonne tendered price. The scope of this work has however; changed in that the depth has been reduced from 60 mm to 50 mm and the work will be performed in the shorter working hours in the fall. Staff agrees that a \$90.50 per tonne un-indexed price is fair and reasonable.

Three new items are also required for ditch clean-out, excavator rental and rock borrow as they were not required in the original tender. The submitted quotes from Eastway are fair and staff recommends their inclusion.

**Recommendation:** THAT this Committee approve the extension of Contract PW-2010-01 for the rehabilitation of County Road 28 (Barron Canyon Road) to Eastway Contracting in the amount of \$642,313.89 including HST.

8. Contract Amendment for PWC-2011-20 – Reconstruction of County Road 68 (Letterkenny Road) to include the Installation of a New Culvert at Coghlan’s Meadow on County Road 66

As stated earlier in this report, the existing culvert on County Road 66 at Coghlan’s Meadow (Brennan’s Creek) has failed and must be replaced. The Department has received a quotation from Eastway Contracting in the amount of \$96,662 to install the culvert at this location. This compares favourably to the Day Labour costs of \$90,000 to install the Paugh Lake Road Culvert in 2010. The total projected cost for the culvert installation would be approximately \$125,000 - \$130,000 which is consistent with the cost projections provided previously to Committee.

Staff has carefully reviewed the requirement for this work and is recommending that the existing contract with Eastway Contracting be amended to include the replacement of the Coghlan’s Meadow culvert. This recommendation is consistent with Policy GA-01 – Corporate Purchasing, which allows the amendment of existing contracts with the endorsement of the Standing Committee.

**Recommendation:** THAT this Committee approve the amendment to Contract PWC-2011-10 with Eastway Contracting for the reconstruction of County Road 68 to include the replacement of the Coghlan’s Meadow culvert on County Road 66 (Opeongo Road) at a cost of \$96,662 plus HST.

9. Contract No. PWC-2011-36 – Rehabilitation of County Road 61 (Haley Road and Godfrey Road) Closing Date: July 28, 2011

Tenders were received until 2:00 p.m. on July 28, 2011 for the rehabilitation of County Road 61 (Haley Road and Godfrey Road) from Trans-Canada Pipeline north easterly 1.68 km to Garden of Eden Road, Township of Whitewater Region.

In accordance with Policy GA-01 for the Procurement of Goods & Services, advertisements were placed in local newspapers, circulated throughout the County and posted on the County of Renfrew’s website. County staff has reviewed the tenders submitted and determined that there is sufficient budget availability for this project to be awarded as tendered.

The following contractors requested tenders for the aforementioned project. The results of their bids are summarized as follows:

	<u>Read Amount</u>	<u>Corrected Amount</u>
1. B.R. Fulton Construction Ltd., Renfrew, ON.....	\$359,810.08	
2. H&H Construction Inc., Petawawa, ON .....	371,589.58	
3. Walsh Contracting & Equipment Rental, Barry's Bay, ON.....	379,737.61	\$379,737.69
4. Eastway Contracting, Pembroke, ON.....	387,779.84	
5. Smiths Construction Company, Arnprior, ON .....	417,140.07	
6. Greenwood Paving Ltd., Pembroke, ON.....	450,666.32	
7. R.G.T. Clouthier Construction Ltd., Pembroke, ON .....	No Submission	
8. Cruickshank Construction Ltd., Morrisburg, ON.....	No Submission	
9. Thomas Cavanagh Construction Ltd., Ashton, ON.....	No Submission	
All amounts include 13% HST		

**Recommendation:** THAT tender PWC-2011-36 submitted by B.R. Fulton Construction Ltd., Renfrew, Ontario for the rehabilitation of County Road 61 (Haley Road and Godfrey Road), in the amount of \$359,810.08 including HST, be approved; AND FURTHER THAT this Committee recommend to County Council that a By-law to Authorize Execution of the Contract be passed.

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**CAPITAL WORKS VARIANCE REPORT - AUGUST 2011**  
(X \$1,000)

<b>Road Reconstruction/Rehabilitation</b>									
Road #	Location	From	To	Length (km)	2011 BUDGET	Projected Expenditure June 2011	Projected Expenditure August 2011	Variance	
22	Bonnechere Valley	2010 Limit	Easterly	2.00	900.0	890.00	915.00	15.0	
28	Laurentian Valley/Petawawa	2010 Limit	Smith Lane	3.00	800.0	600.00	700.00	-100.0	
34	Greater Madawaska/Admaston/Bromley	2010 Limit	Northerly	1.40	480.0	610.00	610.00	130.0	
61	Whitewater	2009 Limit	Hwy 17	1.90	750.0	550.00	460.00	-290.0	
62	Madawaska Valley	2009 Limit	Long Lake Road?	1.70	550.0	575.00	630.00	80.0	
63	McNab/Braeside	300m E of Mill Ridge Road	750m W of Mill Ridge Road	1.50	800.0	1,000.00	1,025.00	225.0	
64	Bonnechere Valley	Baptist Church Road	Easterly	3.30	350.0	350.00	350.00	0.0	
66	Madawaska Valley	Wilno Road South	Easterly	1.50	900.0	890.00	810.00	-90.0	
68	Brudenell, Lyndoch & Raglan	1.6km N of Rockingham	Northerly	2.00	800.0	832.00	749.00	-51.0	
69	Madawaska Valley	Sunny Hill Road	Southerly	2.00	43.0	43.00	45.00	2.0	
		Kartuzy Road	Westerly	1.50	32.0	32.00	33.00	1.0	
20	Horton	Frost Heave Repair			60.0	60.00	61.00	1.0	
<b>ROAD RECONSTRUCTION/REHABILITATION TOTALS</b>				<b>21.8</b>	<b>6,465.0</b>	<b>6,432.0</b>	<b>6,388.0</b>	<b>-77.0</b>	
<b>Bridge/Culvert Reconstruction/Rehabilitation</b>									
Structure #	Location	Structure Name		2011 BUDGET	2011 BUDGET		2011 BUDGET		
B-032	Greater Madawaska	Calabogie Bridge		620.0	675.00	685.00	65.0		
B-053	Greater Madawaska	Constant Creek Bridge		260.0	285.0	230.0	-30.0		
B-203	Petawawa	Petawawa River Bridge		700.0	100.00	100.00	-600.0		
		<b>Bridge Repairs - General</b>		150.0	0.00		-150.0		
		Tramore Bridge		0.0	35.00	35.00	35.0		
		Claybank Bridge		0.0	40.00	120.00	120.0		
		Replace Lessard Bridge (60 foot)		0.0	75.00	75.00	75.0		
		<b>Unspecified Culvert Replacements</b>		0.0			0.0		
		Coughlans Meadows		0.0	130.0	130.0	130.0		
		CR56 Culvert		0.0	45.0	52.0	52.0		
		CR58 Culvert			80.0	80.0	80.0		
<b>BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION TOTALS</b>				<b>1,730.0</b>	<b>1,465.0</b>	<b>1,507.0</b>	<b>-223.0</b>		
<b>Future Engineering</b>									
<b>A. Roads</b>									
Road #	Location	From	To	Length (km)	2011 BUDGET	2011 BUDGET		2011 BUDGET	
10	McNab/Braeside/ Arnprior	Elgin Street	County Road 15	1.20	30.4	30.40	30.40	0.0	
70	Bonnechere Valley	Gorman Road	Wolfe Road	3.30	30.0	30.00	30.00	0.0	
71	Greater Madawaska	County Road 65	Northerly	3.00	50.0	50.00	50.00	0.0	
<b>Road Future Engineering Totals</b>				<b>7.50</b>	<b>110.4</b>	<b>110.4</b>	<b>110.4</b>	<b>0.0</b>	
<b>B. Bridges/Culverts</b>									
Structure #	Location	Structure Name		2011 BUDGET	2011 BUDGET		2011 BUDGET		
C-030	Laurentian Valley	Hales Creek Culvert (Blinc Rd)		50.0	50	50	0.0		
B-067	Brudenell, Lyndoch & Raglan	Addington Bridge		50.0	50.00	50.00	0.0		
<b>Bridge/Culvert Future Engineering Totals</b>				<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>0.0</b>		
<b>C. Deck Condition Surveys/Structural Evaluations</b>									
Structure #	Location	Structure Name		2011 BUDGET	2011 BUDGET		2011 BUDGET		
B-055		Mountain Chute Bridge - DCS		20.0	20.00	20.00	0.0		
B-102		Brennens Creek Bridge - DCS		10.0	10.00	10.00	0.0		
C-227		Mink Creek Culvert - SE		15.0	15.00	15.00	0.0		
C-201		Broomes Creek Culvert - SE		25.0	25.00	25.00	0.0		
C-037		Bagot Creek Culvert - SE		7.0	7.00	7.00	0.0		
<b>Deck Condition Survey Totals</b>				<b>77.0</b>	<b>77.0</b>	<b>77.0</b>	<b>0.0</b>		
<b>FUTURE ENGINEERING TOTALS</b>				<b>287.4</b>	<b>287.4</b>	<b>287.4</b>	<b>0.0</b>		
<b>6) Safety Devices</b>									
Road #	Location			2011 BUDGET	2011 BUDGET		2011 BUDGET		
	Guide Rails - Various Locations			80.0	40.00	35.00	-45.0		
	Traffic Signals - Winner's Circle - Arnprior			200.0	200.0	200.0	0.0		
<b>SAFETY DEVICES TOTAL</b>				<b>280.0</b>	<b>240.0</b>	<b>235.0</b>	<b>-45.0</b>		
<b>7) Infrastructure, Right-ofway &amp; Studies</b>									
<b>A. Items</b>									
<b>Item Totals</b>				<b>298.0</b>	<b>298.0</b>	<b>298.0</b>	<b>0.0</b>		
<b>B. Studies</b>									
<b>Item Totals</b>				<b>175.0</b>	<b>175.0</b>	<b>175.0</b>	<b>0.0</b>		
<b>INFRASTRUCTURE, RIGHT-OF-WAY &amp; STUDIES TOTAL</b>				<b>473.0</b>	<b>473.0</b>	<b>473.0</b>	<b>0.0</b>		
<b>BUDGET TOTAL</b>				<b>9,235.4</b>	<b>8,897.4</b>	<b>8,890.4</b>	<b>-345.0</b>		

\*All figures in thousands

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**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW FOR THE EXECUTION OF CONTRACT NO. PWC-2011-36  
REHABILITATION OF COUNTY ROAD 61 (HALEY ROAD AND GODFREY ROAD)**

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WHEREAS under the revised Municipal Act, 2001, S.O. 2001, c.25, (2007 Edition) Section 11, the Municipal Corporation of the County of Renfrew has the authority to pass by-laws to enter into contracts to construct and maintain County Roads and Bridges;

AND WHEREAS public tenders were requested for the rehabilitation of County Road 61 (Haley Road and Godfrey Road) from Trans-Canada Pipeline north easterly 1.68 km to Garden of Eden Road in the Township of Whitewater Region, under Contract No. PWC-2011-36;

AND WHEREAS the tender submitted by B.R. Fulton Construction Ltd., Renfrew, Ontario was reviewed and accepted by the Operations Committee.

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

1. That the Council of the County of Renfrew approve of the awarding of Contract No. PWC-2011-36 for the rehabilitation of County Road 61, as submitted by B.R. Fulton Construction Ltd., Renfrew, Ontario in the amount of \$359,810.08 including HST.
2. That the Warden and Clerk be empowered to do and execute all things, papers and documents necessary to the execution of the said contract.
3. That this by-law shall come into force and take effect upon the passing thereof.

READ a first time this 31st day of August, 2011.

READ a second time this 31st day of August, 2011.

READ a third time and finally passed this 31st day of August, 2011.

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ROBERT SWEET, WARDEN

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W. JAMES HUTTON, CLERK

**OPERATIONS DIVISION REPORT**

Prepared by: Mark Behm, Corridor Control Technician/9-1-1 Coordinator

Prepared for: Operations Committee

August 8, 2011

**INFORMATION**1. Summer Operations(a) PWO-2011-10 Hot Mix Patching and Scratch Coat Paving – Contractor: Smiths Construction

The contractor has completed the majority of the scratch coat paving at all locations identified in the tender. The 2011 locations include the following:

- County Road 7 (Foresters Falls Road) from Kohlsmith Road to approximately 1.5 kilometres northerly
- County Road 13 (Mountain Road) from Micksburg Road to Highway 41, approximate length 1.5km
- County Road 14 (Witt Road) between Locksley Road and Woito Station Road, approximately 840 metres
- County Road 40 (Greenwood Road) various locations along the roadway, approximate length 1.6 kilometres
- County Road 65 (Centennial Lake Road) various locations between Chimo Road and Popkie Road. Approximate length 1.0 kilometres
- County Road 69 (Siberia Road) from Trader Lane to Kartuzu Road, approximate length 1.1 kilometres

Additional work under this contract will be completed throughout the year, in conjunction with culvert replacements and other similar repairs throughout the system.

(b) PWO-2011-09 Gravel Shouldering - Contractor: Eastway Contracting

The contractor has completed the placement of new gravel on the shoulders at the following locations:

- County Road 7 (Foresters Falls Road) from Foresters Falls to Kohlsmith Road
- County Road 7 (Foresters Falls Road) from Zion Line to Government Road
- County Road 13 (Mountain Road) from highway 41 northerly approximately 1.5 km
- County Road 26 (Doran Road) from County Road 58 (Round Lake Road) to Highway 17
- County Road 65 (Centennial Lake Road) from north of Chimo Road to 3.0 km northerly
- County Road 67 (Simpson Pit Road) approximately 2.0 km at various locations along the roadway, south of Beaver Road
- County Road 69 (Siberia Road) between Trader Lane and Kartuzu Road
- County Road 517 (Dafoe Road) south of Coulas Road to 1.0 km southerly

Placement of the new gravel along the shoulders replaces the material lost due to the routine maintenance activities and ensures that the edge of the pavement surface is protected and that a refuge for disabled vehicles is available.

(c) PWO-2011-04 Pavement Marking– Contractor: Trillium Pavement Marking (TPM)

The Contractor has started with the work required under Contract PWO-2011-04. They are expected to have all work completed with the exception of some of the local roads by late August.

Paint works performed by the patrol staff will soon be commencing with the painting of stop bars, and other miscellaneous pavement markings throughout the County Road system.

(d) July 17, 2011 Storm Damage

On July 17<sup>th</sup>, portions of the County were struck by a severe thunderstorm and heavy winds. Damage along County Roads was confined to downed trees and signs. Staff attended the various locations and ensured that the trees were removed, so that traffic was able to pass safely through the affected areas. Further cleanup was completed in the days following.

(e) Combermere Bridge Graffiti

It was reported to staff that harsh graffiti had been painting on the abutment walls and piers of the Combermere Bridge which was visible to persons using the waterway. Staff has since painted over the graffiti with concrete paint.

(f) Usborne Street Culvert – Structure C-124

This structure is a corrugated steel multi-plate arch on Usborne Street in the Township of McNab/Braeside. The culvert is approximately 6.6 m wide, 4.0 m high and 32.5 m in length. During a recent review the early stages of a slope failure on the downstream end of the culvert was identified. Due to the size of the culvert and the height of fill over the structure, the Capital Works Division has commenced an investigation into the issue in an effort to implement remedial measures to prevent further slope failures.

2. Fleet Management

(a) PWO-2011-11 Supply & Install Boom Mower

Quotations for the supply & installation of a tractor-mount boom mower were requested and received as follows:

1. Huckabone’s Garage, Cobden, ON.....\$22,029.35
2. Elliott Farm Equipment, Pembroke, ON.....28,532.50
3. John Burnett Ltd., Renfrew, ON.....29,267.00
4. G&S Farm Equipment, Cobden, ON.....No Bid
5. Nortrax, Pembroke, ON.....No Bid

All contract amounts include the applicable taxes.

The budget allocation for this purchase is \$20,000 plus HST. Purchase Order #11-OP36 has been issued to Huckabone's Garage.

3. Winter Operations

Tenders for the supply and delivery of winter sand for the 2011/12 winter operations, were received on July 26, 2011. Tenders were received as follows:

PWO-2011-12 – Supply & Delivery of Winter Sand – Pembroke Patrol Yard

1.	Eastway Contracting Inc., Pembroke, ON.....	\$7,200.36
2.	R.J. Selle Sand & Gravel Ltd., Douglas, ON.....	9,925.92
3.	R.G.T. Clouthier Construction Ltd., Pembroke, ON.....	10,088.64
4.	W.W. Siegel Sand & Gravel Ltd., Pembroke, ON.....	11,783.64
5.	Smiths Construction Company, Arnprior, ON.....	No Submission
6.	Thomas Cavanagh Construction Ltd., Douglas, ON.....	No Submission
7.	H&H Construction Inc., Petawawa, ON.....	No Submission

All amounts include 13% HST

Low bid price per tonne \$5.31 (1,200 tonnes) + HST

PWO-2011-13 – Supply & Delivery of Winter Sand – Calabogie Patrol Yard

1.	Thomas Cavanagh Construction Ltd., Douglas, ON.....	\$6,420.66
2.	Rocksand & Aggregates, Renfrew, ON.....	7,051.20
3.	R.J. Selle Sand & Gravel Ltd., Douglas, ON.....	7,322.40
4.	R.G.T. Clouthier Construction Ltd., Pembroke, ON.....	8,434.32
5.	Contracting Inc., Pembroke, ON.....	11,288.70
6.	W.W. Siegel Sand & Gravel Ltd., Pembroke, ON.....	No Submission
7.	H&H Construction Inc., Petawawa, ON.....	No Submission
8.	Smiths Construction Company, Arnprior, ON.....	No Submission
9.	B.R. Fulton Construction , Pembroke, ON.....	No Submission

All amounts include 13% HST

Low bid price per tonne \$9.47 (600 tonnes) + HST

PWO-2011-14 – Supply & Delivery of Winter Sand – Southwest Patrol Yard and First Nations

1.	R.J. Selle Sand & Gravel Ltd., Douglas, ON.....	\$25,342.51
2.	R.G.T. Clouthier Construction Ltd., Pembroke, ON.....	27,723.42
3.	W.W. Siegel Sand & Gravel Ltd., Pembroke, ON.....	28,330.23
4.	Eastway Contracting Inc., Pembroke, ON.....	30,443.33
5.	Smiths Construction Company, Arnprior, ON.....	No Submission
6.	H&H Construction Inc., Petawawa, ON.....	No Submission
7.	B.R. Fulton Construction , Pembroke, ON.....	No Submission
8.	Walsh Contracting & Equipment Rentals, Barry's Bay, ON.....	No Submission
9.	Kevin Marquardt, Palmer Rapids, ON.....	No Submission

All amounts include 13% HST.

South West Patrol - Low bid price per tonne \$10.24 (1,800 tonnes) + HST

First Nations, Algonquins of Pikwakanagan – Low bid price per tonne \$7.99 (500 tonnes) + HST

PWO-2011-15 – Supply & Delivery of Winter Sand – Cobden Patrol Yard

1.	R.G.T. Clouthier Construction Ltd., Pembroke, ON.....	\$6,330.83
2.	Eastway Contracting Inc., Pembroke, ON.....	6,551.18
3.	Barr’s Sand & Gravel Ltd., Douglas, ON.....	6,669.83
4.	R.J. Selle Sand & Gravel Ltd., Douglas, ON.....	6,932.55
5.	W.W. Siegel Sand & Gravel Ltd., Pembroke, ON.....	8,042.78
6.	Rocksand & Aggregates, Renfrew, ON.....	8,898.75
7.	Smiths Construction Company, Arnprior, ON.....	No Submission
8.	H&H Construction Inc., Petawawa, ON.....	No Submission
9.	B.R. Fulton Construction , Pembroke, ON.....	No Submission
10.	Walsh Contracting & Equipment Rentals, Barry’s Bay, ON.....	No Submission

All amounts include 13% HST.

Low bid price per tonne \$7.47 (750 tonnes) + HST

Tenders were awarded to the lowest bidders in each case under the authority of the Director of Public Works & Engineering accordingly.

4. Ministry of Transportation (MTO) Meeting – July 22, 2011

On July 22, 2011, Mr. Steve Boland, Manager of Operations, met with representatives of the MTO – Ottawa District to discuss a number of items of common interest. Of particular note are the following projects that are either planned or underway within the County in 2011 and 2012:

Traffic Signals – Highway 17 @ County Road 24

Highway 17 - CNR Bridge Rehabilitation east of Renfrew

Highway 17 - CPR Bridge Rehabilitation west of Petawawa

Highway 17 - Petawawa River Bridge Rehabilitation

Highway 17 - Snake River Bridge Rehabilitation west of Cobden

Highway 17 - Road Rehabilitation from Cobden to County Road 40 (Greenwood Road)

Highway 17 - Road Rehabilitation from County Road 4 (Storyland Road) to County Road 653(Chenau Road)

Highway 17 - Road Rehabilitation west of Deux Rivieres

Highway 28 - Road Rehabilitation from County Road 514 (Schutt Road) to Denbigh

Highway 41 - Snake River Bridge Rehabilitation at Lake Dore

Highway 60 - Bonnechere River Bridge Rehabilitation at Deacon

Highway 148 - Bridge Rehabilitations at the CPR crossing and Hazley Bay

The MTO staff advised that there is a proposed to shift the traffic on the Highway 417 project in the Arnprior area to the westbound lanes in late August in order to allow the contractor to complete the work required on the eastbound (existing highway) lanes. It is also proposed that the new interchange at County Road 2 (White Lake Road) be opened to traffic this fall.

Finally, the MTO staff advised that a Notice of Expropriation has been advertised for properties required for the future extension of Highway 417 between Division Street and Scheel Drive in McNab/Braeside Township. While this process does not confirm that construction of this section of the highway is imminent, it does signal the Ministry’s intention to move the project forward.

The Ministry also advised that the maintenance of Highway 148 will be included in the Area Maintenance Contract (AMC) along with Highway 17. This contract is to be tendered in 2011 and will become effective prior to the start of the 2012/13 winter season. Members of Committee will recall that the County has performed winter maintenance of Highway 148 under a contract with the Province for a number of years. With the start of the AMC the County will cease providing this contracted service after the winter of 2011/12.

## **RESOLUTIONS**

### 5. County Road 37 – Request for Speed Reduction and Additional Warning Signage

Attached as Appendix OP-I is a petition received from a group of ratepayers, requesting the reduction of the current speed limit and the placement of ‘Children Playing’ signage along a section of County Road 37 (Murphy Road), running from Petawawa Boulevard to Doran Road. The current speed limit on this 950 metre section of County Road 37 is posted at 50 km/h. The ratepayers group is requesting a reduction to 40 km/h.

A traffic count was performed by the Town of Petawawa along this road section from June 6 – June 13, 2011. The average daily traffic during this period was 1,177. A speed survey, attached as Appendix OP-II was also conducted during this same period. Ninety percent of the traffic was recorded as traveling at a rate of speed not greater than 60 km/h. It is recommended that police enforcement be increased along the roadway to ensure motorists are not exceeding the 50 km/h posted speed limit. Proposed additional speed limit signs will also add as a reminder to motorists. The alignment of the road through this section is relatively straight, but does have a significant down grade from Doran Road to Petawawa Boulevard. There are no commercial entrances along this section of the road. In recent years, two new subdivisions have been constructed in the area, which has resulted in increased pedestrian and cycling traffic along the County Road. The proposed installation of ‘Pedestrian Ahead’ signage will make drivers aware of the increased pedestrians in this area. Vehicle accident records from the past five years indicate five minor collisions in the general area.

Attached as Appendix OP-III is a map identifying the proposed changes for this section of County Road 37. It is proposed that the existing speed limit of 50 km/h remain in place, but that additional speed limit signs be installed along the roadway. It is also proposed that ‘Pedestrian Ahead’ signs be placed at each end of the road section.

The estimated cost to make the proposed changes to the signage is approximately \$500.

**Recommendation:** THAT the existing 50 kilometre per hour speed zone on County Road 37 from Petawawa Boulevard to Doran Road remain unchanged; AND FURTHER THAT this Committee recommend the installation of the additional 50 km/h and ‘Pedestrian Ahead’ signage along the road section.

### 6. PWO–2011-16 – Concrete Curb Replacements

Tenders for concrete curb replacements have been requested and received on August 2, 2011, as follows:

1. H&H Construction Inc., Petawawa, ON..... \$111,336.48
  2. Greenwood Paving Ltd., Pembroke, ON.....216,084.25
  3. Do-All Construction, Pembroke, ON..... No Submission
  4. Thomas Cavanagh Construction, Douglas, ON..... No Submission
- All prices include 13% HST.

The cost for this contract is \$111,336.48 including HST. The 2011 budget allocation for this purchase is \$115,000 plus HST. Sufficient funds are provided for in the 2011 Departmental budget.

Procurement of the services included in this tender, followed the requirements set out in Policy GA-01 – Procurement of Goods & Services.

**Recommendation:** THAT tender PWO-2011-16 submitted by H&H Construction Inc., Petawawa, Ontario for Concrete Curb Replacement in the amount of \$111,336.48 including HST be approved.

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Petition Received  
 Town of Petawawa  
 June 6 2011 1:45pm

**A Petition to Amend Traffic Rules on Murphy Rd Town of  
 MW Stubb Petawawa**

We the undersigned wish the following Traffic Amendments be made to Murphy Road from Petawawa Blvd to Doran Road

These amendments are requested due to the heavy volume of traffic presently using Murphy Rd and the anticipated HEAVIER volume of traffic in the future.

At present there is a high volume of pedestrian Traffic crossing the Road at the Major intersection of Murphy and Nuthatch/Roy St. At peak times the majority of this traffic is School Children, which will increase with the completion of the Subdivisions off of Murphy Rd.

1. We request the SPEED LIMIT be reduced from 50 KPH to 40 KPH on this stretch of road,
2. We request that traffic signs be erected making drivers aware of CHILDREN CROSSING and PLAYING along this stretch of road.
3. We request added Police Surveillance, particularly at the time when Children are going to and coming from School.

NAME	ADDRESS	SIGNATURE
1 - Francine Logan	131 Murphy Rd	F. Logan
2 - Judd Logan	131 Murphy Rd	J. Logan
1 - Margie Galway	31 Russell St	Margie Galway
1 - John Galway	31 Russell St	John Galway
5 - Robert Ellis	70 John St.	R. Ellis
6 - Dawn Nykorak	72 John St	D. Nykorak
7. Melissa McCafferty	137 Murphy Rd	Melissa McCafferty
7. Frank McCafferty	137 Murphy Rd.	F. McCafferty
9. Maxine Pomeroy	137 Murphy Rd	M. Pomeroy
0. Tara Snowden	531 Nuthatch	T. Snowden
1. Scott SNOWDON	531 NUTHATCH	S. Snowden
2. Gerald Hoffman	527 Nuthatch	G. Hoffman
3. SHANDA HOFFMAN	527 NUTHATCH DRIVE	S. Hoffman
4. MONIE HOFFMAN	534 NUTHATCH DRIVE	M. Hoffman
5. Tol Francis	613 Hummingbird Lane	T. Francis



NAME	ADDRESS	SIGNATURE
6. GAIL ASHWORTH	525 Nuthatch Dr	G Ashworth
7. Pascale Legault-Tailbot	606 Hummingbird Lane	Pascale Legault-Tailbot
8. PAT LEGAULT	606 Hummingbird Lane	Pat Legault
9. STEVE TAUBOT	606 Hummingbird Lane	Steve Taubot
20. Eric Demers	519 Nuthatch dr.	Eric Demers
21. Michelle Poff	513 Nuthatch Dr.	Michelle Poff
22. Julie Stevenson	516 Nuthatch Dr.	Julie Stevenson
23. Joe Milligan	518 Nuthatch Dr	Joe Milligan
24. TRACET WHITMAN	518 Nuthatch DR	Tracet Whitman
25. Marshall Doring	520 NUTHATCH DR	M Doring
26. Joyce Shu	524 Nuthatch Dr	Joyce Shu
27. Darlene Mitchell	532 Nuthatch	Darlene Mitchell
28. JUSTIN HOFFMAN	514 NUTHATCH DR	Justin Hoffman
29. Fabian Poirier	536 Nuthatch dr	Fabian Poirier
30. Kelly Poirier	536 Nuthatch Dr	Kelly Poirier
31. 31 Darvella Shaver	538 Nuthatch Dr	Darvella Shaver
32. 32 Roger Shaver	538 Nuthatch Dr.	Roger Shaver
33. HELENE GRENIER	209 Oriole Crescent	Helelene Grenier
34. Nicole Walters	211 Oriole Crescent	Nicole Walters
35. Shawna Harrison	213 Crescent	Shawna Harrison
36. KRIS BUTINDAR	218 ORIOLE	Kris Butindar
37. ADAM BUTINDAR	218 ORIOLE	Adam Butindar
38. JEN ROBICHAUD	218 ORIOLE	Jen Robichaud
39. Jaimee Penney	618 Hummingbird lane	Jaimee Penney
40. Jeff Francis	617 Hummingbird Lane	Jeff Francis
41. Ghazala Bentoumi	618 Hummingbird Lane	Ghazala Bentoumi

Name	Address	Signature
42. Roseanne Patterson	616 Hummingbird Lane	J. Patterson
43. Robert Robde	614 HUMMINGBIRD	Robert Robde
44. Francois Duchesne	612 HUMMINGBIRD	Francois Duchesne
45. Barb Duchesne	612 Hummingbird Lane	B. Duchesne
46. Cassandra Dockree	610 Hummingbird Lane	Cassandra Dockree
47. Heidi Faust	608 Hummingbird Lane	Heidi Faust
48. Karen + Tim Fowler	605 Hummingbird Lane	Karen
49. K. ← Fowler	605 Hummingbird Lane	K. Fowler
50. D & C HARRINGTON	604 Hummingbird Lane	D & C Harrington
51. P.K. SCOTT	603 Hummingbird Lane	P. K. Scott
52. Ernie Beattie	523 Nuthatch Dr	Ernie Beattie
53. Dana Beattie	523 Nuthatch Dr	Dana Beattie
54. Lisa Keetch	526 Nuthatch Dr	Lisa Keetch
55. Brent Keetch	526 Nuthatch Dr	Brent Keetch
56. Jerome Carrier	132 Murphy rd	Jerome Carrier
57. PATRIK SCHIESS	130 MURPHY ROAD	Patrick Schiess
58. Karim Samani	130 Murphy Rd	Karim Samani
59. Emma Pizzardi	130 Murphy Rd	Emma Pizzardi
60. Amber Hunt	36 Ray ST	Amber Hunt
61. DAVID ATKINSON	101 MURPHY Rd	David Atkinson
62. Andrew Bing	81 MURPHY Rd	Andrew Bing
63. LISA BING	81 Murphy Rd	Lisa Bing
64. Ercy Hoffman	75 Murphy Rd	Ercy Hoffman
65. Jeremiah Hoffman	75 Murphy Rd	Jeremiah Hoffman
66. A. T. National	55 Murphy Rd	A. T. National
67. NARVE FRANCE COTTON	49 Murphy Rd	Narve France Cotton
68. DEVEN STOYLES	49 MURPHY Rd	Deven Styles
69. BONNIE BIRD	540 Nuthatch Dr.	Bonnie Bird
70. CASSANDRA HARPE	130 MURPHY Rd	Cassandra Harpe
71. Kyle Marville	130 Murphy Rd	Kyle Marville
72. Craig Perry	137 Murphy Rd	Craig Perry
73. Steve Kasek	149 Murphy Rd	Steve Kasek

NAME:

ADDRESS

SIGNATURE

74. CHUCK ARNOLD

166 MURPHY ROAD

*Chuck Arnold*

75. R STRACHAN

170 MURPHY RD

*R Strachan*

76. Jamie Sanford

167 Murphy Rd

*Jamie Sanford*

77. Howard Saari

174 Murphy Rd

*Howard Saari*

78. MIKE WARREN

179 Murphy Rd

*Mike Warren*

79. Chamuk Faurie

162 Murphy Rd

*Chamuk Faurie*

80. REBECCA GREEN

162 MURPHY RD

*Rebecca Green*

81. Amanda Hattie.

53 Mary St.

*Amanda Hattie*

82. RALPH STOREY

140 MURPHY RD

*Ralph Storey*

83. Florence Storey

140 Murphy Rd

*Florence Storey*

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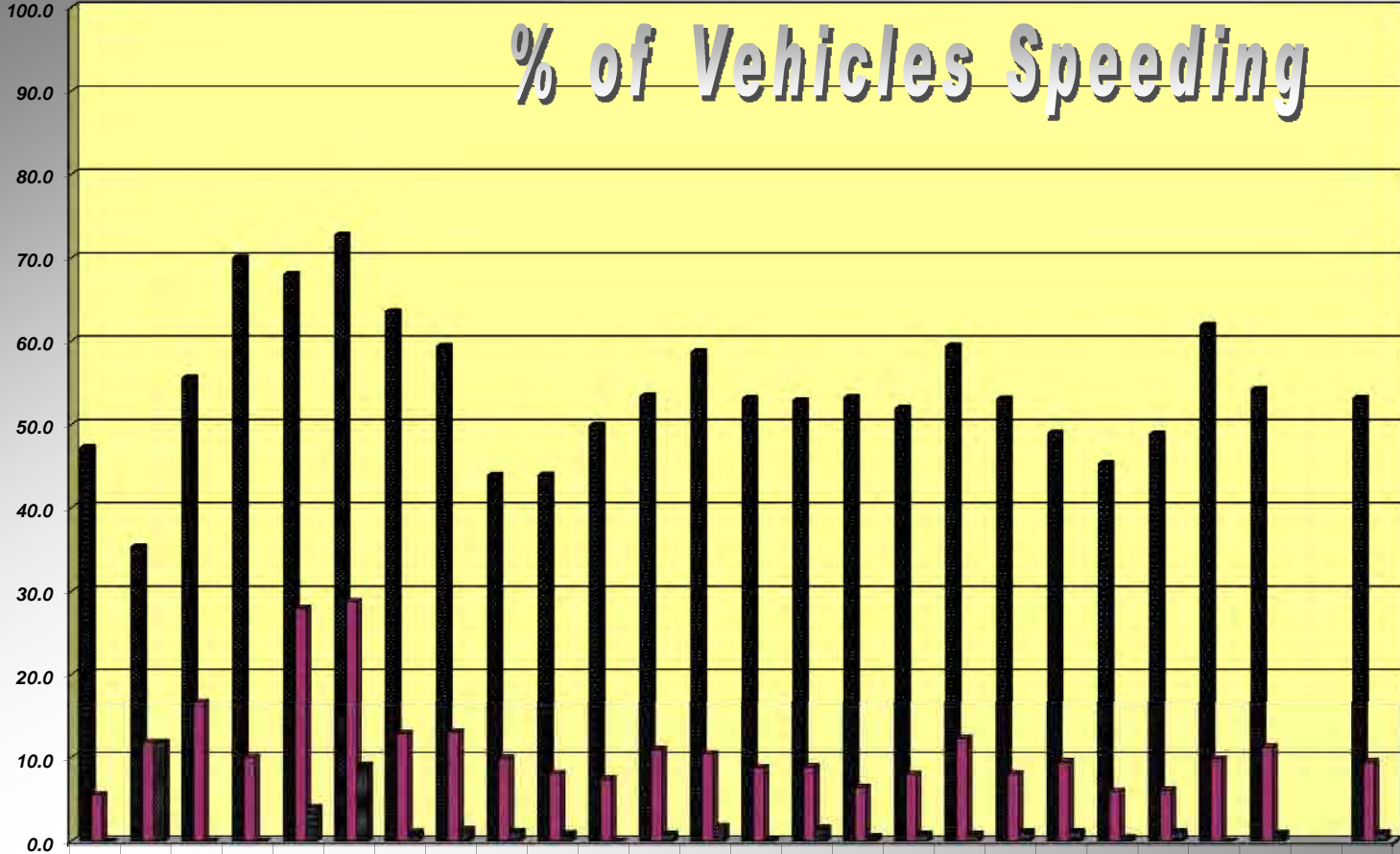
SD

Street ID: Murphy (facing Petawawa Blvd.)  
 From: 6/6/11 dd/mm/yy Time: 1:01 PM  
 To: 13/6/11 dd/mm/yy Time: 12:00 PM  
 SL: 50

% > SL % of vehicles that were over the speed limit  
 % > SL+10 % of vehicles that were over the speed limit by at least 10 km/h  
 % > SL+20 % of vehicles that were over the speed limit by at least 20 km/h

Time Start	Time End	1 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	101 to 110	111 to 120	120+	Total Vehid	% > SL	% > SL+10	% > SL+20
0:00	12:59 AM	3	16	15	2	0	0	0	0	0	0	36	47.2	5.6	0.0
1:00	1:59 AM	3	8	4	0	2	0	0	0	0	0	17	35.3	11.8	11.8
2:00	2:59 AM	0	8	7	3	0	0	0	0	0	0	18	55.6	16.7	0.0
3:00	3:59 AM	0	3	6	1	0	0	0	0	0	0	10	70.0	10.0	0.0
4:00	4:59 AM	3	5	10	6	1	0	0	0	0	0	25	68.0	28.0	4.0
5:00	5:59 AM	8	10	29	13	6	0	0	0	0	0	66	72.7	28.8	9.1
6:00	6:59 AM	34	102	189	44	4	0	0	0	0	0	373	63.5	12.9	1.1
7:00	7:59 AM	78	159	270	68	6	2	0	0	0	0	583	59.3	13.0	1.4
8:00	8:59 AM	81	157	144	37	4	1	0	0	0	0	424	43.9	9.9	1.2
9:00	9:59 AM	60	183	155	31	3	1	0	0	0	0	433	43.9	8.1	0.9
10:00	10:59 AM	61	147	176	31	0	0	0	0	0	0	415	49.9	7.5	0.0
11:00	11:59 AM	44	177	201	48	4	0	0	0	0	0	474	53.4	11.0	0.8
12:00	12:59 PM	46	164	245	44	8	1	0	0	0	0	508	58.7	10.4	1.8
13:00	1:59 PM	50	185	222	43	0	1	0	0	0	0	501	53.1	8.8	0.2
14:00	2:59 PM	47	192	223	37	6	0	1	1	0	0	507	52.9	8.9	1.6
15:00	3:59 PM	64	213	277	35	3	0	0	0	0	0	592	53.2	6.4	0.5
16:00	4:59 PM	49	277	298	48	6	0	0	0	0	0	678	51.9	8.0	0.9
17:00	5:59 PM	37	195	269	65	3	2	0	0	0	0	571	59.4	12.3	0.9
18:00	6:59 PM	35	204	229	35	5	1	0	0	0	0	509	53.0	8.1	1.2
19:00	7:59 PM	45	176	171	36	5	0	0	0	0	0	433	49.0	9.5	1.2
20:00	8:59 PM	47	193	173	24	1	1	0	0	0	0	439	45.3	5.9	0.5
21:00	9:59 PM	41	135	147	17	4	0	0	0	0	0	344	48.8	6.1	1.2
22:00	10:59 PM	7	59	90	17	0	0	0	0	0	0	173	61.8	9.8	0.0
23:00	11:59 PM	10	39	46	11	1	0	0	0	0	0	107	54.2	11.2	0.9
Totals		853	3007	3596	696	72	10	1	1	0	0	8236			
%		10.36	36.51	43.66	8.45	0.87	0.12	0.01	0.01	0.00	0.00	100.00	53.13	9.47	1.02

# % of Vehicles Speeding



	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00		
■ % Speeding	47.2	35.3	55.6	70.0	68.0	72.7	63.5	59.3	43.9	43.9	49.9	53.4	58.7	53.1	52.9	53.2	51.9	59.4	53.0	49.0	45.3	48.8	61.8	54.2		53.1
■ % > 10 km/h	5.6	11.8	16.7	10.0	28.0	28.8	12.9	13.0	9.9	8.1	7.5	11.0	10.4	8.8	8.9	6.4	8.0	12.3	8.1	9.5	5.9	6.1	9.8	11.2		9.47
■ % > 20 km/h	0.0	11.8	0.0	0.0	4.0	9.1	1.1	1.4	1.2	0.9	0.0	0.8	1.8	0.2	1.6	0.5	0.9	0.9	1.2	1.2	0.5	1.2	0.0	0.9		1.02

<b>2010 vs. (2009 in brackets) SAM Data</b>						
<b>Street ID</b>	<b>Speed Limit</b>	<b>% of cars &lt;= Speed Limit</b>	<b>% of Cars Between</b>			<b>% of cars &gt; 30 over</b>
			<b>1 and 10 over</b>	<b>11 and 20 over</b>	<b>21 and 30 over</b>	
Albert	50	<b>79.7 (88.1)</b>	<b>17.1 (10.1)</b>	<b>2.5 (1.4)</b>	<b>0.5 (0.4)</b>	<b>0.2</b>
Laurentian between Civic Center and Limes	60	<b>56.3 (55)</b>	<b>34.7 (33.8)</b>	<b>7.3 (9.5)</b>	<b>1.2 (1.8)</b>	<b>0.5</b>
Black Bay Rd. near church facing Doran.	50	<b>4.9 (11.4)</b>	<b>24 (37.1)</b>	<b>40.5 (35.1)</b>	<b>24.4 (16)</b>	<b>6.3</b>
286 Airport Rd	60	<b>28.2 (33)</b>	<b>35.7 (33.8)</b>	<b>25.1 (16.9)</b>	<b>8.7 (6.0)</b>	<b>2.4</b>
Doran (btw Steph & Derek)	60	<b>23.1 (31)</b>	<b>42.1 (37.3)</b>	<b>24.9 (23)</b>	<b>8.3 (7.9)</b>	<b>1.6</b>
Mohns @ Sorrows School 1	40	<b>20.1 (32.5)</b>	<b>53.8 (46.7)</b>	<b>23.4 (18.2)</b>	<b>2.5 (2.5)</b>	<b>0.3</b>
Civic Centre Rd.	50	<b>32.49 (38.6)</b>	<b>47.6 (40.5)</b>	<b>16.5 (18.7)</b>	<b>3.6 (3.2)</b>	<b>0.0</b>
Mohns @ Sorrows School 2	40	<b>24.3 (32.5)</b>	<b>54.4 (46.7)</b>	<b>19.3 (18.2)</b>	<b>1.8 (2.5)</b>	<b>0.2</b>

SD

Street ID: Some Street

From: 13/5/10 dd/mm/yy

Time: 11:22 AM

To: 20/5/10 dd/mm/yy

Time: 12:22 PM

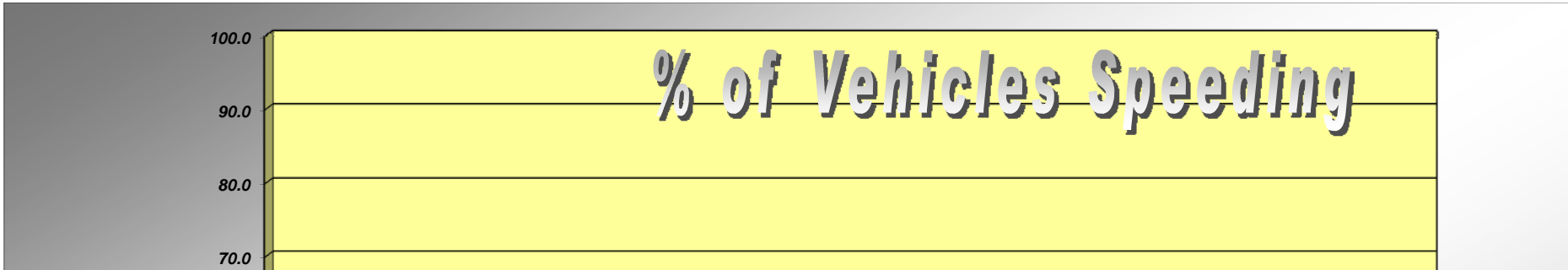
SL: 50

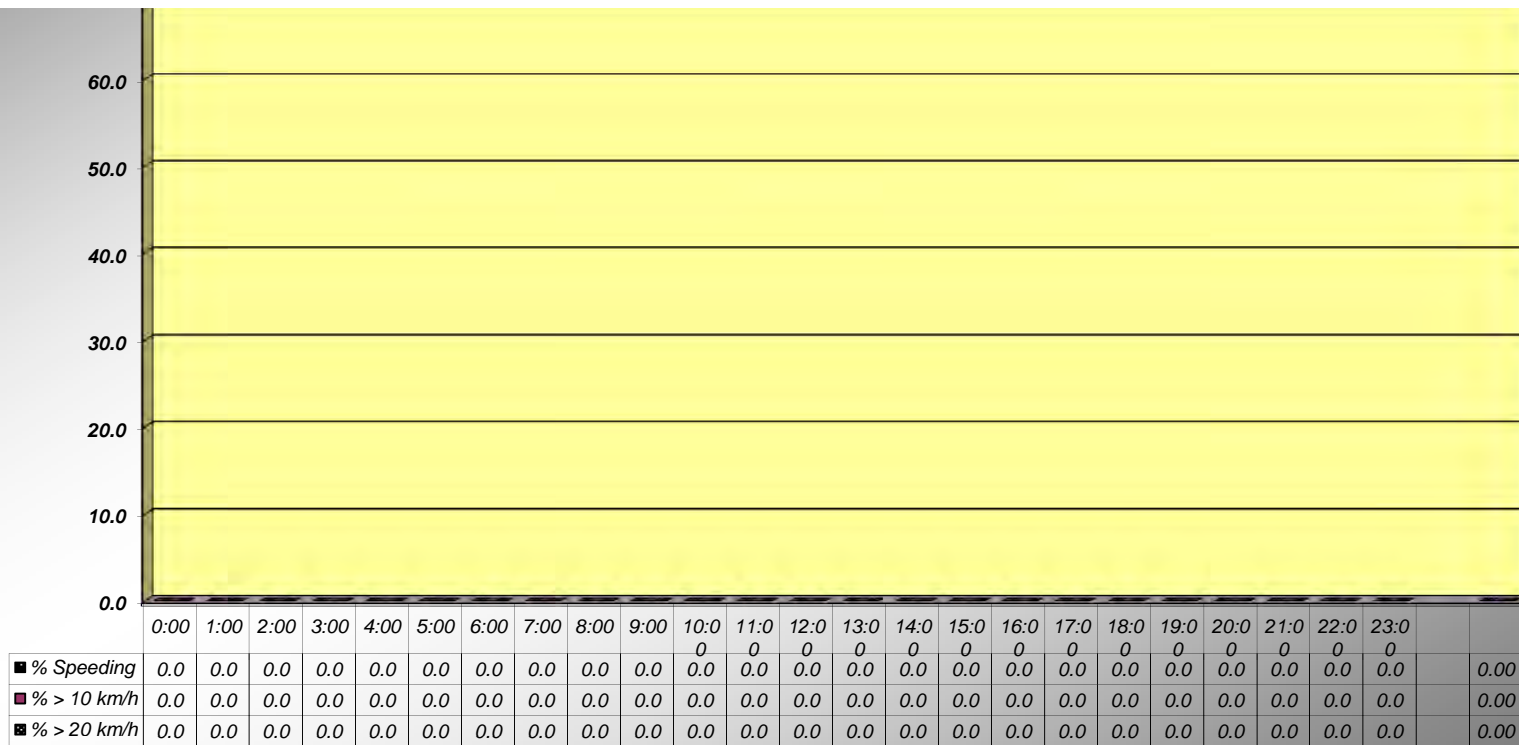
% > SL % of vehicles that were over the speed limit

% > SL+10 % of vehicles that were over the speed limit by at least 10 km/h

% > SL+20 % of vehicles that were over the speed limit by at least 20 km/h

Time Start	Time End	1 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	101 to 110	111 to 120	120+	Total Vehid	% > SL	% > SL+10	% > SL+20
0:00	12:59 AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
1:00	1:59 AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
2:00	2:59 AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
3:00	3:59 AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
4:00	4:59 AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
5:00	5:59 AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
6:00	6:59 AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
7:00	7:59 AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
8:00	8:59 AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
9:00	9:59 AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
10:00	10:59 AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
11:00	11:59 AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
12:00	12:59 PM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
13:00	1:59 PM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
14:00	2:59 PM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
15:00	3:59 PM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
16:00	4:59 PM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
17:00	5:59 PM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
18:00	6:59 PM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
19:00	7:59 PM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
20:00	8:59 PM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
21:00	9:59 PM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
22:00	10:59 PM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
23:00	11:59 PM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Totals		0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
%		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00





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# County Road 37 Murphy Road

