



OPERATIONS COMMITTEE

Monday, May 9, 2011

A meeting of the Operations Committee was held on Monday, May 9, 2011 at 9:30 a.m., at the Town of Arnprior Fire Hall, 67 Meehan St., Arnprior, 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
Steve Boland, Manager, Operations
Mike Pinet, Manager, Capital Works
Shelley Kalucki, Administrative Assistant

Reeve Stack welcomed the Operations Committee to the Town of Arnprior and introduced the staff and Council representatives in attendance from the Town.

Chair Stack called the meeting to order at 9:30 a.m. The roll was called, and no pecuniary interests were disclosed.

RESOLUTION NO. OP-C-11-05-40

Moved by: Mayor Weckworth
Seconded by: Mayor Murphy

THAT the minutes of April 11, 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.

Mr. Darch explained the 2010 year-end surplus of approximately \$305,000 which was identified and presented at the April Committee meeting. Warden Sweet commented that under-expenditures in 2010 for all Committees would be in excess of \$2,000,000. Finance Committee directed that a corporate review of the process be undertaken to determine if a policy is required to deal with surpluses. The issue of addressing surplus funding will be addressed at the annual budget workshops.

Mr. Pinet responded to Mayor Weckworth's inquiry into the extra expenses incurred on Barron Canyon Road to satisfy the requirements of the Ministry of Natural Resources.

In referencing the recent wind storm, Mayor Murphy inquired if there should be a reserve created to cover expenses incurred resulting from the changing weather conditions being experienced over recent years. Depending on the severity of the emergency, Mr. Hutton noted that funds are accessible in such circumstances.

Harmonized Sales Tax (HST) Revenues - Regional Municipality of Halton Resolution

Committee overviewed a resolution dated March 31, 2011 received from Halton Region regarding Harmonized Sales Tax (HST) revenues. As noted in Halton's resolution, the municipality is proposing that the Government of Ontario give favorable consideration to "directing a portion of the revenue derived from HST charged on gasoline and diesel sales to a new predictable funding mechanism that will allow Ontario's municipalities to make the critical investments needed to be effective stewards of transportation infrastructure..."

Warden Sweet requested that the resolution reflect that "all" municipalities should benefit from the revenue derived from HST charged on gasoline and diesel sales. Mayor Weckworth also recommended that the resolution be altered to state that "all" of this revenue be directed to Ontario's municipalities to sustain transportation infrastructure. It was suggested, and staff was directed to develop a new County of Renfrew resolution incorporating these directives.

RESOLUTION NO. OP-C-11-05-41

Moved by: Warden Sweet

Seconded by: Mayor Weckworth

THAT this Committee recommend to County Council that the County of Renfrew support the following resolution:

WHEREAS the Province of Ontario introduced a Harmonized Sales Tax (HST) effective July 1, 2010;

AND WHEREAS the HST applies to gasoline and diesel sales which results in additional revenues to the Province of Ontario;

AND WHEREAS, based on 2009 average fuel consumption levels in Ontario, the projected new HST revenue to the Province is estimated to be approximately \$1.5 billion annually;

AND WHEREAS, the Provincial-Municipal Fiscal and Service Delivery Review has identified an infrastructure funding gap of approximately \$3.8 billion between the Government of Ontario and Ontario's municipalities;

AND WHEREAS sustainable funding mechanisms are critical to enable Ontario's municipalities to plan and implement timely programs for infrastructure maintenance and rehabilitation.

THEREFORE BE IT RESOLVED THAT the Council of the County of Renfrew hereby requests that the Government of Ontario direct all revenue derived from the HST portion of gasoline and diesel sales to a predictable funding mechanism for municipalities that will allow all of Ontario's municipalities to make vital and timely investments in their infrastructure.

BE IT FURTHER RESOLVED THAT a copy of this resolution be forwarded to Premier Dalton McGuinty; the Honorable Dwight Duncan, Minister of Finance; the Honorable Kathleen Wynne, Minister of Transportation; the Honorable Bob Chiarelli, Minister of Infrastructure; MPP John Yakabuski and the Ontario Good Roads Association.

CARRIED.

Delegated Authority

Mr. Darch overviewed the use of delegated authority for the last two years. He stated that the Department received a delegated authority to award contracts, consulting appointments, etc. during the month of July when there were no Committee or Council meetings. This has proved to be beneficial since the Department does not incur any significant time delays in advancing its projects in the summer months.

In order to facilitate early construction starts for the Department's capital programs, Mr. Darch stated that the Department is again seeking approval from Operations Committee, Finance & Administration Committee and Council to secure delegated authority for the Chief Administrative Officer to approve, where necessary, any consultant appointments and contract awards that cannot be addressed at regular scheduled Committee/Council meetings. It is understood that this delegated authority will be used for consultant appointments and contract awards that; (a) are within approved funding authority, and (b) where there are no irregularities associated with the appointment/award.

Mr. Darch said that every effort will be made by the Department to secure the required consultant appointments and contract awards at regular scheduled meetings; however, where this is not possible, staff would utilize the delegated authority process if approved.

RESOLUTION NO. OP-C-11-05-42

Moved by: Reeve Lentz

Seconded by: Mayor Weckworth

THAT this Committee requests the Finance & Administration Committee to endorse the position that the Chief Administrative Officer be given the delegated authority to approve consultant appointments and contract awards that would normally require Committee and/or Council approval for the month of July 2011. This approval is given on the understanding that the appointments/contract awards are within the total approved 2011 funding allocation for each project under consideration and that there are no irregularities associated with the procurement process. FURTHER THAT the Finance & Administration Committee recommend to County Council that this change in delegated authority be approved.

CARRIED.

Staff may investigate a policy issue change in this regard so that delegated authority does not require approval on a yearly basis.

Committee recessed at 10:25 a.m. Committee reconvened at 10:30 a.m. with the same persons present.

Capital Works Division

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

Mr. Pinet overviewed the recent rehabilitation of the Tramore Bridge and briefed Committee on the history of works performed over the years. Mayor Weckworth commented that the recent project was well done but expressed some concern for the substantial costs incurred to repair the bridge over the years.

Structure B053 - Constant Creek Bridge Replacement; Municipal Class Environmental Assessment

Mr. Pinet overviewed the status of the Constant Creek Bridge. He referenced the April 2011 meeting when a report was presented by staff pertaining to the Municipal Class Environmental Assessment for the replacement of the Constant Creek Bridge. The report provided an update on the project and described how the process was being amended to consider alternative alignments and structures which better accommodated the existing residents. Mr. Pinet stated that the consultant team is continuing to evaluate these options and is soliciting input from the necessary regulatory authorities.

The consultant has identified an interim solution which is intended to be implemented in 2011. It will involve the replacement of the existing deck structure with a Lessard type bridge deck. This is considered as a repair of the existing structure that will address the concerns related to load carrying capacity of the bridge, but will not address concerns that are related to the roadway approach alignment, including the replacement of the existing narrow structure with a new two-lane bridge or culvert structure. The replacement cost for the new two-lane structure varies from \$1 million to \$4 million, depending on the final alignment alternative which are currently being considered under the Environmental Assessment (EA) process.

Mr. Pinet indicated that the Township of Greater Madawaska has stated a preference to proceed immediately with the construction of the two-lane bridge on an alignment that would be suitable to a roadway to facilitate traffic moving at a speed of 80 km/hr. The Township considers this road to be an important link in the Township road system from both a commercial and a residential perspective. The Township suggests that the County should consider the use of the culverts or other solutions which would mitigate the effects on the local property owners, while providing the necessary level of service for the roadway. The Township has also stated that they will be proceeding on a multi-year program to develop this roadway corridor over the next several years.

At a recent meeting with Mayor Emon, staff confirmed the County's intent to address the load capacity of the existing bridge by replacing the existing deck with a modular bridge deck during the 2011 construction season. The replacement of the existing bridge with a new two-lane structure and the realignment of the roadway have yet to be resolved through the EA. The EA is currently underway and the County has committed to completing this process so that the appropriate road corridor can be preserved. It was noted however, that the cost of any new structure was likely to be in excess of \$1 million and as such, could not be undertaken on an immediate basis due to budget restrictions. The anticipated cost for the replacement of the deck with a Lessard structure is currently estimated at \$200,000 to \$250,000. It was noted however, that the Lessard Bridge would be salvageable and returned to inventory to be used elsewhere when the two-lane bridge is installed.

Mayor Eady questioned the rationale for spending \$250,000 now with it only being an interim solution, still requiring replacement in the future. Staff responded that there is some sense of urgency to stabilize the structure and as well to allow emergency services vehicles to cross the bridge. Mr. Darch added that the Lessard Bridge is recoverable for future capital works requirements so the initial investment is not wasteful.

RESOLUTION NO. OP-C-11-05-43

Moved by: Mayor Weckworth

Seconded by: Mayor Murphy

THAT this Committee endorse the replacement of the existing deck superstructure on the Constant Creek Bridge with a modular type of deck, similar to a Lessard structure in 2011, in order to address immediate concerns related to the load carrying capacity of the bridge; AND FURTHER THAT County staff be directed to complete the environmental assessment process to determine the suitable location for a future two-lane bridge.

CARRIED.

PWC-2011-16 - Granular A&B – County Road 34 (Norton Road)

Committee was advised that tenders for the Granular A&B contract for County Road 34 (Norton Road) from 2.8 km north of County Road 508 (Calabogie Road) northerly 1.2 km, Township of Greater Madawaska, were received as follows:

1. Thomas Cavanagh Construction Ltd., Ashton, ON	\$170,065.00
2. B.R. Fulton Construction Ltd., Renfrew, ON	209,626.30
3. R.G.T. Clouthier Construction Ltd., Pembroke, ON	257,676.16
4. H&H Construction Inc., Petawawa, ON	267,468.74
5. Smiths Construction Company, Arnprior, ON	271,115.25
6. Eastway Contracting, Pembroke, ON	No Submission
7. Greenwood Paving Ltd., Pembroke, ON	No Submission
8. Leveques Bros., Bancroft, ON	No Submission
9. Cruickshank Construction Ltd., Morrisburg, ON	No Submission

All amounts include 13% HST

RESOLUTION NO. OP-C-11-05-44

Moved by: Mayor Murphy

Seconded by: Reeve Lentz

THAT Tender PWC-2011-16 submitted by Thomas Cavanagh Construction Ltd., Ashton, Ontario for Granular A&B on County Road 34 (Norton Road) in the amount of \$170,065.00 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.

Mr. Pinet added that the Department performs regular sieve and hardness testing of granulars prior to use on projects.

PWC-2011-18 - Rehabilitation of County Road 62 (Combermere Road)

Tenders were received for the rehabilitation of County Road 62 (Combermere Road) 1.0 km north of Chippawa Road southerly 1.9 km, Township of Madawaska Valley, as follows:

1. H&H Construction Inc., Petawawa, ON	\$475,428.26
2. Walsh Contracting & Equipment Rental, Barry's Bay, ON	501,129.74
3. Eastway Contracting, Pembroke, ON	525,441.24
4. B.R. Fulton Construction Ltd., Renfrew, ON	525,990.93
5. Greenwood Paving Ltd., Pembroke, ON	539,623.31
6. Bonnechere Excavating Inc., Renfrew, ON	545,479.60
7. Smiths Construction Company, Arnprior, ON	549,312.00
8. Leveques Bros., Bancroft, ON	589,892.44
9. R.G.T. Clouthier Construction Ltd., Pembroke, ON	596,474.00
10. Cruickshank Construction Ltd., Morrisburg, ON	677,927.51
11. Thomas Cavanagh Construction Ltd., Ashton, ON	No Submission
12. Roto-Mill Inc., Orangeville, ON	No Submission
13. Seeley and Arnill Construction, Durham, ON	No Submission
14. R.W. Tomlinson, Ottawa, ON	No Submission
15. Total Fence, Ottawa, ON	No Submission

All amounts include 13% HST

RESOLUTION NO. OP-C-11-05-45

Moved by: Warden Sweet

Seconded by: Mayor Weckworth

THAT Tender PWC-2011-18 submitted by H&H Construction Inc., Petawawa, Ontario for the rehabilitation of County Road 62 (Combermere Road), in the amount of \$475,428.26 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.

PWC-2011-08 - Rehabilitation of County Structure B032 (Calabogie Bridge)

Committee was advised that the Calabogie Bridge has been identified by the County of Renfrew to the Association of Municipalities of Ontario (AMO) as an eligible project for 'Gas Tax' funding. Tenders were received for the rehabilitation of the bridge in the Township of Greater Madawaska, as follows.

1. Corington Engineering Inc. (ARNCO), Arnprior, ON	\$604,861.32
2. Dalcon Enterprises Inc., Ottawa, ON	618,110.00
3. Clearwater Structures Inc., Ajax, ON	634,321.55
4. Beam Construction, Toronto, ON	640,887.24
5. Greyleith Engineering & Construction, Carleton Place, ON	641,614.00
6. Meyknecht-Lischer Contractors Ltd., Carp, ON	664,032.07
7. Carlington Construction, Stoney Creek, ON	697,858.06
8. David S. Laflamme Construction Inc., Stittsville, ON	709,685.20

9. Cruickshank Construction Ltd., Morrisburg, ON	812,475.99
10. Concreate USL (GP) Inc., Bolton, ON	825,880.84
11. Greenwood Paving Ltd., Pembroke, ON	No Submission
12. H&H Construction Inc., Petawawa, ON	No Submission
13. Thomas Cavanagh Construction Ltd., Ashton, ON	No Submission
14. Rideau Valley Constructors Ltd., Stratford, ON	No Submission
15. Looby Builders (Dublin) Ltd., Dublin, ON	No Submission
16. Roto-Mill Inc., Orangeville, ON	No Submission
17. JDCMI (Jacques Daoust Coatings Mgmt. Inc.) Cambridge, ON	No Submission
18. R.G.T. Clouthier Construction Ltd., Pembroke, ON	No Submission
19. Galvin Coating & Refinishing, Zurich, ON	No Submission
20. A.J. Braun Mfg. Ltd., Kitchener, ON	No Submission
21. Rescom Coatings Inc., Cayuga, ON	No Submission
22. Watson Bowman Acme Corp., St. Catherines, ON	No Submission

All tender amounts include 13% HST

McCormick Rankin Corporation has been retained by the County of Renfrew to provide design engineering services for the Calabogie Bridge. A quotation has been received from McCormick Rankin Corporation to provide construction administration services for this contract in the amount of \$54,365 plus HST.

Staff noted that subsequent to the budget being approved, the final tender package included additional work at the approach to the bridge to improve road drainage as well as additional modifications to the structural steel components.

Mr. Pinet confirmed that the current 2011 Capital Works Budget includes funds in the amount of \$620,000 for the rehabilitation of Calabogie Bridge, which provides insufficient funds to complete the project as tendered. Staff has carefully reviewed the tender results and the potential effect on the overall Capital Works budget. As it is early in the construction season, staff is confident that the additional costs can be offset through savings from other capital projects. As it is not feasible to modify the work program for the project, the contract should be awarded as tendered.

RESOLUTION NO. OP-C-11-05-46

Moved by: Mayor Murphy

Seconded by: Reeve Lentz

THAT Tender PWC-2011-08 submitted by Corington Engineering Inc. (ARNCO), Arnprior, Ontario for the rehabilitation of County Structure No. B032 – Calabogie Bridge, Township of Greater Madawaska, in the amount of \$604,861.32 including HST be approved; FURTHER THAT the quotation submitted by McCormick Rankin Corporation, Ottawa, Ontario for construction administration services, 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. Boland overviewed the Operations Division Report, which is attached to the Public Works & Engineering Department Report.

Warden Sweet extended appreciation to the Town of Arnprior for hosting the Committee meeting, advising that it is part of the initiative of the County to get out and hear the concerns of the local municipalities.

Chair Stack thanked the Operations Committee and staff for attending the meeting at Arnprior and as well the representatives of the Town, for taking the time to participate in the meeting.

RESOLUTION NO. OP-C-11-05-47

Moved by: Mayor Murphy

Seconded by: Reeve Lentz

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

CARRIED.

RESOLUTION NO. OP-C-11-05-48

Moved by: Mayor Murphy

Seconded by: Mayor Weckworth

THAT this meeting adjourn and that the next regular meeting be held on Tuesday, June 14, 2011 at 1:00 p.m. Time – 11:50 a.m.

CARRIED.

COUNTY OF RENFREW

PUBLIC WORKS & ENGINEERING DEPARTMENT REPORT

TO: Operations Committee

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

DATE: May 9, 2011

SUBJECT: Departmental Report

CORRESPONDENCE

1. The following correspondence items have been received and are attached for Committee's information and/or direction.
 - (a) Appendix I - Is a Municipal Finance Officers' Association of Ontario (MFOA) bulletin regarding the establishment of a new Crown Agency, PPP Canada Inc., to promote the use of public-private partnerships for provincial, municipal and First Nations projects as noted in the bulletin. PPP Canada will be issuing a call for funding applications later this spring. Accordingly, they will be holding workshops on P3's and PPP Canada funding availability.

Recommendation: Receive as information.

INFORMATION

2. Monthly Treasurer's Report

The March 31, 2011 Treasurer's Report is attached as Appendix II for the information of Committee. Due to the limited number of months of financial data, staff is unable to report on any significant variances as of the writing of this report.

With respect to Winter Control, the Department historically incurs about 60% of its annual winter expenditures in the first four months of the year. Actual winter control expenditures to the end of March are in line with this historical trend.

3. 2010 Year-End Financial Report - Transfer to Reserves

As Committee members will recall, the Treasurer's Report presented at the April Committee meeting identified a Departmental surplus of \$305,625. This surplus amount was as a result of savings and modifications to the 2010 Capital Works and Operations programs.

With respect to the Capital program, the project totals were in line with the projections provided to Committee at the October and November meetings. The recommendation to allocate the net surplus from the Department's 2010 capital program to the Capital Works portion of the accumulated surplus was confirmed in the January 2011 Committee report.

Overall, the Capital portion of the Capital Works Division exceeded budget by \$605,984. This was offset by an additional \$529,036 in unbudgeted revenues recovered from Build Canada for the Barron Canyon Road project. In addition, the operating budget for the Capital Works program (includes studies and asset management related activities) was under budget by \$250,262. These variances resulted in a net surplus of \$196,176 to the overall Capital Works program. This amount was subsequently allocated to the Capital Works portion of the accumulated surplus for 2010. The remainder (\$109,449) was allocated to the Winter Control portion of the accumulated surplus in accordance with Committee's January resolution.

4. Staffing

(a) Truck/Equipment Operator

We are pleased to advise that Mr. Philip Daber was the successful candidate to fill the vacant Truck/Equipment Operator position at the Pembroke Patrol Garage. Mr. Daber commenced employment with the Department on May 2, 2011.

(b) Contract Engineering Technician

Mr. Don Peplinskie has returned this year as a seasonal Engineering Technician to assist with the Department's construction program. Mr. Peplinskie's work term commenced on April 11, 2011 and will be complete on or before November 30, 2011.

(c) Junior Engineering Technicians

Committee is advised that effective May 2, 2011, Mr. Bradley Johnson, Mr. Justin Schauer and Mr. Taylor Hanrath have returned this summer, providing technical assistance to the Department as Junior Engineering Technicians.

(d) Seasonal Construction Labourer

The one remaining seasonal construction labourer position has been filled by Mr. Nick Zadow commencing mid May to end on or before November 26, 2011. Mr. Zadow has worked for the Department as a student employee for three work terms.

Recommendation: Receive as information.

RESOLUTIONS

5. Regional Municipality of Halton - Resolution

Attached as Appendix III is a letter dated March 31, 2011 from Halton Region regarding Harmonized Sales Tax (HST) revenues. As noted in Halton's correspondence, the municipality is proposing that the Government of Ontario give favorable consideration to "directing a portion of the revenue derived from HST charged on gasoline and diesel sales to a new predictable funding mechanism that will allow Ontario's municipalities to make the critical investments needed to be effective stewards of transportation infrastructure..."

As members of the Committee are aware, the issue of sustainable funding (to address the County's infrastructure needs) continues to be an ongoing challenge since rehabilitation expenditures substantially exceed funding availability. As indicated by staff on previous occasions, the recent federal-provincial funding programs have enabled the County to initiate some of its infrastructure needs; however, these funding programs represent "one time" financial assistance and precludes the ability of the County to develop and plan future infrastructure needs.

Currently, the Department receives federal gas tax funding on an annual basis and represents a key component in planning the Department's multiyear capital programs. Staff supports Halton Region's resolution that there be a similar gas tax funding mechanism at the provincial level. There is certainly logic to the utilization of a portion of the fuel component of the HST.

Recommendation: THAT this Committee recommend to County Council that the County of Renfrew endorse the Halton Region resolution, and; FURTHER THAT a copy of the County's resolution be forwarded to Premier Dalton McGuinty, the Honorable Dwight Duncan, Minister of Finance, the Honorable Kathleen Wynne, Minister of Transportation, the Honorable Bob Chiarelli, Minister of Infrastructure, the Ontario Good Roads Association and to the CAA South Central Ontario.

6. Delegated Authority

In the last two years, the Department has received a delegated authority to award contracts, consulting appointments, etc. during the month of July when there are no Committee or Council meetings. This has proved to be beneficial since the Department does not incur any significant time delays in advancing its projects in the summer months.

In order to facilitate early construction starts for our capital programs, the Department is again seeking approval from Operations Committee, Finance & Administration Committee and Council to secure delegated authority for the Chief Administrative Officer to approve, where necessary, any consultant appointments and contract awards that cannot be addressed at regular scheduled Committee/Council meetings. It is understood that this delegated authority will be used for consultant appointments and contract awards that; (a) are within approved funding authority, and (b) where there are no irregularities associated with the appointment/award.

The Department will make every effort to make the required consultant appointments and contract awards at regular scheduled meetings; however, where this is not possible, staff would utilize the delegated authority process if approved.

Recommendation: THAT this Committee requests the Finance & Administration Committee to endorse the position that the Chief Administrative Officer be given the delegated authority to approve consultant appointments and contract awards that would normally require Committee and/or Council approval for the month of July 2011. This approval is given on the understanding that the appointments/contract awards are within the total approved 2011 funding allocation for each project under consideration and that there are no irregularities associated with the procurement process. FURTHER THAT the Finance & Administration Committee recommend to County Council that this change in delegated authority be approved.

7. Capital Works Division

Attached as Appendix IV 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.

8. Operations Division

Attached as Appendix V to this report is the Operations Division Report, prepared by Mr. Steve Boland, Manager of the Operations Division, providing an update on activities.

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PROGRAM HIGHLIGHTS

In 2008, the Government of Canada established a new Crown Agency, PPP Canada Inc., to promote the use of public-private partnerships (P3) for the development of public infrastructure projects and to administer the \$1.25 billion PPP Canada Fund. The purpose of the PPP Canada Fund is to provide financial support to provincial, municipal and First Nations projects that will be delivered using the P3 methodology. A number of municipalities from across Canada have explored P3 project delivery and applied for funding from PPP Canada funding.

PPP Canada will be issuing a new call for funding applications later this Spring and to assist municipalities in assessing the suitability of a P3 and PPP Canada funding for their projects, MFOA will be holding a full day workshop on P3s and PPP Canada. This workshop will provide a high-level overview of P3 concepts, the role PPP Canada is playing in supporting P3 projects, and PPP Canada funding requirements.

The workshop will be led by Deloitte & Touche's Infrastructure Advisory & Project Finance practice. Deloitte is a market leader in advising the public sector on P3s and is currently leading several initiatives with PPP Canada Inc. Deloitte's insights into P3 projects and PPP Canada will be invaluable to you and your municipality in assessing whether a P3 and PPP Canada funding is right for your municipality.

Representatives from PPP Canada will also present at the session and explain the mandate of the Corporation, their role in stimulating Canada's P3 marketplace, and answer questions on project eligibility for the P3 Canada Fund.

SPEAKERS

Gianni Ciuffo

Partner and Americas Leader
Infrastructure Advisory & Project
Finance

David Chemla

Vice President & Director
Infrastructure Advisory & Project
Finance

Chris Loreto

Vice President & Director
Infrastructure Advisory & Project
Finance

John Arseneau

Vice President, Business Development
PPP Canada Inc.

LOCATION

This session will be held Tuesday, May 31, 2011 at:
Hilton Suites Toronto Conference Centre & Spa
Primrose Room
8500 Warden Avenue, Markham

The session will run from 9:00 until 4:00, with registration starting at 8:00 a.m. A continental breakfast and lunch will be provided.

REGISTRATION

Registration Fee is members \$265.00 plus HST and non-members \$395.00 plus HST. Please see Registration Form for details, terms and conditions.

CONTACT US

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COUNTY OF RENFREW
 TREASURER'S REPORT - PUBLIC WORKS
 As at March 31, 2011

Appendix II

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<u>CAPITAL WORKS</u>	<u>35,643</u>	<u>118,251</u>	<u>(82,608)</u>	<u>473,000</u>
Capital Projects - Repairs	0	0	0	0
Infrastructure Mgt & Misc	35,643	118,251	(82,608)	473,000
Recoveries	0	0	0	0
<u>ADMINISTRATION</u>	<u>444,307</u>	<u>434,560</u>	<u>9,747</u>	<u>1,029,600</u>
Salaries & Benefits	136,554	131,076	5,478	568,000
Office Expenses	42,444	42,584	(140)	128,200
Professional Services	253,469	246,000	7,469	261,000
Staff Training	6,182	8,400	(2,218)	36,000
Misc	5,659	6,500	(841)	36,400
Recoveries	0	0	0	0
<u>MAINTENANCE</u>	<u>2,012,339</u>	<u>2,069,013</u>	<u>(56,674)</u>	<u>5,801,000</u>
Bridges and Culverts	8,594	5,370	3,224	179,000
Roadside Maintenance	9,294	26,475	(17,181)	529,500
Hard Top Maintenance	69,412	74,940	(5,528)	1,249,000
Loose Top Maintenance	1,339	5,440	(4,101)	34,000
Winter Control	1,880,124	1,889,640	(9,516)	3,149,400
Safety Devices	47,786	84,565	(36,779)	650,500
Misc	24,623	19,584	5,039	163,200
Recoveries	(28,832)	(37,001)	8,169	(153,600)
<u>EQUIPMENT</u>	<u>(162,112)</u>	<u>(183,850)</u>	<u>21,738</u>	<u>(324,600)</u>
Equipment Replacements	0	0	0	0
Small Equipment, Misc	1,253	2,250	(997)	45,400
Vehicle Operating Costs	480,974	405,900	75,074	1,230,000
Vehicle Operating Revenue	(644,339)	(592,000)	(52,339)	(1,600,000)
Recoveries	0	0	0	0
<u>HOUSING</u>	<u>81,841</u>	<u>95,418</u>	<u>(13,577)</u>	<u>251,100</u>
Operating Expenses	81,841	95,418	(13,577)	251,100
Major Repairs	0	0	0	0
Misc	0	0	0	0
Recoveries	0	0	0	0
<u>OTHER</u>	<u>317,601</u>	<u>468,672</u>	<u>(151,071)</u>	<u>10,118,800</u>
Depreciation	1,986,434	1,953,975	32,459	7,815,900
Surplus Adjustment - Depreciation	(1,986,434)	(1,953,975)	(32,459)	(7,815,900)
Surplus Adjustment - Capital	317,601	468,672	(151,071)	9,794,200
Surplus Adjustment - TRF to Reserves	0	0	0	324,600
<u>CLEARING ACCOUNT</u>	<u>(106,389)</u>	<u>0</u>	<u>(106,389)</u>	<u>0</u>
TOTAL EXPENDITURES	2,623,231	3,002,064	(378,833)	17,348,900

COUNTY OF RENFREW
 TREASURER'S REPORT - PUBLIC WORKS
 As at March 31, 2011

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<u>ROADS REVENUES</u>				
Municipal Contribution	2,618,437	2,993,740	(375,303)	13,267,899
Provincial Grants & Subsidies	0	0	0	200,000
Surplus Adjustment - TRF from Reserves	0	0	0	3,637,701
Federal Grants & Subsidies	0	0	0	200,000
Other Revenue - Capital Asset	0	0	0	0
Misc	4,794	8,324	(3,530)	43,300
TOTAL REVENUES	2,623,231	3,002,064	(378,833)	17,348,900
Municipal Surplus / (Deficit)	0	0	0	0

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March 31, 2011



Legislative & Planning Services
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

To the Head and Members of Council:

RE: Harmonized Sales Tax (H.S.T.) Revenue and a New Funding Mechanism for Transportation Infrastructure

This will confirm that the Council of the Regional Municipality of Halton, at its meeting held Wednesday, March 30, 2011, adopted the following resolution:

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 based on 2010 average price levels of gasoline and diesel, and 2009 average consumption levels in Ontario, the Government of Ontario's projected new revenue will be approximately \$1.53 billion annually; and

WHEREAS the Provincial-Municipal Fiscal and Service Delivery Review identified a transportation infrastructure investment gap between the Government of Ontario and Ontario's municipalities of approximately \$3.8 billion; and

WHEREAS a lack of sufficient funding for essential transportation infrastructure construction, maintenance and rehabilitation has created a situation where many of Ontario's municipalities do not have the financial capacity to construct new transportation infrastructure and conduct the maintenance and rehabilitation needed to sustain existing transportation infrastructure; and

THEREFORE BE IT RESOLVED THAT the Council of the Regional Municipality of Halton requests that the Government of Ontario consider directing a portion of the revenue derived from HST charged on gasoline and diesel sales to a new predictable funding mechanism that will allow Ontario's municipalities to make the critical investments needed to be effective stewards of transportation infrastructure; and

FURTHER THAT a copy of this resolution be forwarded to Premier Dalton McGuinty, Hon. Dwight Duncan, Minister of Finance, Hon. Kathleen Wynne, Minister of Transportation, Hon. Bob Chiarelli, Minister of Infrastructure, the Ontario Good Roads Association and to CAA South Central Ontario; and

REC'D BY
CIRC. TO

APR 03 2011

COPY TO _____

FILE _____

The Regional Municipality of Halton

9

Page 2

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

Sincerely,

A handwritten signature in black ink that reads "Kathy Kielt". The signature is written in a cursive, flowing style.

Kathy Kielt
Acting Deputy Clerk and Supervisor of
Council & Committee Services

- c. John Ennis, Government Relations Specialist, CAA South Central Ontario
Scott R. Butler, Manager, Policy and Research, Ontario Good Roads Association

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CAPITAL WORKS DIVISION REPORT

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

Prepared for: Operations Committee

May 9, 2011

INFORMATION1. 2010 Year End Capital Expenditures Overview

Committee is aware that the 2010 Capital Works division program resulted in a surplus of \$196,176. This surplus is as a result of a variety of changes and modifications to the 2010 program. For Committee's benefit, a table is attached as Appendix CW-I which provides an overview of the reported expenditures for the various projects as compared to the original 2010 budgeted expenditures. A column is included in the table which provides a brief description of the related program changes that have resulted in the variance. Committee should note that there was year-end reconciliation from the amounts reported in this table.

In 2011, staff anticipates that similar situations will occur throughout the year which will result in changes in project scope and project budgets. Accordingly, staff will report on a regular basis on the various project budgets and the cumulative effect to the overall capital budget. As in 2010, approval for the program and scope changes will be endorsed or approved in accordance with the County Purchasing Policy GA-01 for the Procurement of Goods & Services.

2. Construction Update(a) Reconstruction of County Road 22 (Grattan Road), from 1.6 km east of Highway 41 easterly 2.0 km - Consultant: Morrison Hershfield

The close cut clearing contract, PWC-2011-10 was completed on April 15, 2011 by Felhaber Brothers (limit was from Perrault Road to 300 metres east of Wren Road). The Species at Risk (SAR) fencing will be installed in May where it is required in the 2011 construction area.

The consultant is finalizing the design plans for the entire project from the 2010 limit of construction to Scotch Bush Road in Hyndford. The legal survey for the new right-of-way limit is currently underway from Perrault Road to 300 metres east of Wren Road. Staff is working on property negotiations for 2012 construction.

(b) 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 clearing contract PWC-2011-13 was completed April 27, 2011 by Briscoe Construction.

The consultant is finalizing the design plans for the remainder of this project. Staff has met with utility companies to review the necessary locations. A legal survey of the new right-of-way will be taking place during the month of May 2011. This project will be the final phase of this multi-year project.

- (c) Reconstruction of County Road 68 (Letterkenny Road) from 1.6 km north of Rockingham Road northerly 2.0 km, Township of Brudenell, Lyndoch & Raglan – Consultant: Robinson Consultants Inc.

The clearing contract PWC-2011-14, issued to Briscoe Construction has commenced with an anticipated completion of May 20, 2011.

The consultant is finalizing the design plans for the remainder of this project. The legal survey of the new right-of-way will be taking place in May 2011. Staff is working on property negotiations for 2012 construction.

3. 2011 Capital Program Project Updates

- (a) 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.

Staff has met the consultant to review the status of the design for the remainder of the road. The application for MNR Stewardship funding is currently being reviewed by the MNR evaluation Committee. Once a decision has been made, the limits of this year's construction can be set, and the tenders completed. The work will be scheduled for fall construction to minimize the disruption to the summer tourism season.

- (b) 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

A tentative start date has been established during the week of June 20th. This project will be undertaken by the County of Renfrew Day Labour Crew. The County is currently obtaining quotations from two or three rock subcontractors for the drilling and blasting work involved in the project. A tender for granular A and B closes on Tuesday, May 3, 2011. Staff has also issued a request for quotations to supply and install 2,570 m of farm fencing to four companies. The quotations will close on Tuesday, May 17, 2011.

Purchase orders have been issued to Hydro One and Bell Aliant for the relocation of utility lines within the project limits. Holes will be dug for the new pole locations by April 29th. Hydro One scheduling office anticipates starting their work mid to late May. Once Hydro has transferred their plant, Bell Alliant will move their overhead wires to the new poles.

(c) 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 tentative start date for this project is after the long weekend in September. County staff is currently preparing the detailed design and has forwarded drawings to utility companies for their review. A letter has been sent to TransCanada Pipelines notifying them of the construction in the vicinity of their pipeline crossing. In addition, a 200 mm extreme high pressure gas pipeline follows the entire length of the construction, thereby interfering with a proposed installation of a cross culvert in the vicinity of the railway corridor. Staff also hopes to address a problem area in the vicinity of the CPR crossing on Godfrey Road. Hopefully by the end of June, CPR will have a decision on the track removal at Haley's Station which will help correct the problem. Catchbasin and storm sewer cleaning will be performed the week of May 2nd to determine the existing condition of the storm sewer system at the intersection of Godfrey Road and Haley Road.

Drainage improvements are required throughout the length of the project, including selective culvert replacements and ditch cleanout. For the surface works, staff are currently considering cold in place recycling complete with resurfacing for the first 1.0 km of construction from 2009 limit of construction northerly to Godfrey Road. This will allow a minor widening of the surface along this stretch, and reduce the amount of reflection cracking. The remainder of the work on Godfrey Road includes padding, resurfacing and pulverizing with a minimal grade raise with 60 mm thickness of HL4 asphalt.

(d) 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

Staff has met with the consultant team on May 3, 2011 to review the final design submission prior to preparing the tender package. A tentative tender closing date will allow for a contract award before the July Committee recess. The consultant has also been requested to review the 2010 project and to identify any deficiencies in the work that require correction.

Purchase orders have been issued to Bell Aliant and Hydro One for the relocation of overhead utility services. Although the relocation work has begun, staff is aware that Hydro and Bell crews have been redirected to other emergency system repair work, which may result in some delays to the project. Staff are hopeful that the relocations will be completed by August 2011 to allow for fall road construction.

(e) 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 – In-House Design, Day Labour Crew

The week of May 16th has been established as the tentative start date for this project. This project will be completed by the County of Renfrew Day Labour forces. The work includes widening the platform, ditching improvements, pulverizing the road, brushing, placement of new granular, road grade repairs and the placement of triple surface treatment.

The triple surface treatment will be supplied by Greenwood Paving from Pembroke, and the granular materials will be supplied by R.G.T. Clouthier Construction from Pembroke. Both tenders were opened Thursday, April 7, 2011 and reported at the April Committee meeting.

(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)	30	22	22	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

4. County of Renfrew Administration Parking Lot – 7 International Drive

The Development & Property Department has included \$175,000 in their 2011 budget for the rehabilitation of the parking lot at 7 International Drive. County Public Works & Engineering staff is assisting with the design of this project, which is expected to be tendered in late May, with construction commencing in July 2011. Rehabilitation of the parking lot is to include drainage improvements, widening of the parking lot in select areas and new hot mix asphalt with overall improvement of surface drainage.

5. Structure B108 - Tramore Bridge Deck Replacement

The County Day Labour crew completed the replacement of the wood deck on the Tramore Bridge during the week of April 26th. The bridge was closed to through traffic for the duration of the construction. Notices were posted in the local newspapers, and advertised throughout the local media outlets. In addition signs were erected at the bridge for one week in advance of the closure. Notices were also hand delivered to all residents in the area.

At the April 2011 Committee meeting, the scheduled deck replacement for the Tramore Bridge was discussed. Committee requested that staff provide a summary of the recent repairs to the bridge and the costs incurred relative to the replacement of the wooden deck structure.

The Tramore Bridge is a Bailey bridge which came under the authority of the County of Renfrew prior to 1999. Although the Tramore Bridge has been in place for many years, bailey bridges are most often installed on a temporary or emergency basis.

A bailey bridge is a modular structure which is designed to be erected easily and quickly using minimal equipment. The Bailey bridge system consists of a series of truss and deck components which can be readily assembled to form a single lane bridge structure. The components are of standard dimension and size which allows considerable flexibility when installing a bridge on short notice and in emergency situations. Until 2005, the County maintained an inventory of spare components for this type of structure.

In reviewing the County records regarding the Tramore Bridge beginning in 1999, staff has noted numerous occasions where repairs were required to the wooden deck. In 2004, as a result of the biannual inspection of the structure, the need for a more extensive rehabilitation of the deck and steel components was identified as a priority. This work was assigned as a day labour project for the next year and planning for the replacement work and sourcing of the materials began in the winter. This included obtaining quotations for the supply of the wood decking, and locating, acquiring and refurbishing the structural steel components needed for the work.

In the spring of 2005, the County Day Labour crew undertook to rehabilitate the Tramore Bridge. The work included the removal of the existing badly deteriorated timber deck, the replacement of rusted and deteriorated deck pans, transoms, stringers and other steel components, painting and recoating of various sections of the deck and the replacement of the wooden deck with a similarly herringbone configured deck using Hemlock in lieu of pressure treated timber. The work included the use of all spare bridge and deck components; using the best materials and sections of the bridge system which were in inventory at that time. The cost of the work was \$50,000, which did not include the cost of numerous replacement steel components of the Bailey Bridge structure which were in storage at the County garage.

The deck performed satisfactorily until 2010. In the spring of 2010, staff noted that some of the timber running boards used in the replacement of the deck were deteriorating and portions of the underlying timber decks were exhibiting signs of rot and deterioration beneath the running boards. The County Day labour crew undertook to replace the running boards on the top of the deck with new hemlock planks, similar to that installed in 2005. When undertaking these repairs, a significant amount of rot was observed beneath the running boards. As a result, approximately 15% of the timber decking was replaced in addition to the running boards. The material and labour costs for these repairs were approximately \$15,000.

Through the summer, additional problems were experienced when attempting to maintain the decking. Several calls were received from the Township of Killaloe Hagarty & Richards and from bridge users regarding the deteriorating deck. The deck repairs were carried out on a weekly and at times, a daily basis by the Southwest Patrol in order to maintain the structure in a safe condition.

As part of the annual structural review of load posted bridges undertaken by Genivar (Harmer Podolak), the structure was reviewed. The steel components were found to be in generally good condition. The deck was confirmed to be deteriorating at an accelerated rate, although the deterioration was not significant enough to reduce the posting for the bridge, or to necessitate the deck replacement. There was a concern however that the level of maintenance was excessive.

In the fall of 2010, the firm of Genivar (Harmer Podolak) was asked to review the condition of the deck, provide an estimate of the costs to replace the bridge deck, and to consider alternate materials and installation techniques. The brief report provided two options. The first was to replace the deck with a new open grated steel deck at a cost of approximately \$135,000, with an expected life of 50 years. This would likely exceed the expected life of the Bailey bridge components which were rehabilitated in 2005. This project would require some modification of the structure to accommodate the steel decking and would require a longer closure of the bridge.

The second option was to replace the existing herringbone style decking with a new pressure treated laminated timber deck, at an estimated cost of \$55,000-60,000. This method of installation is recommended by the MTO Bailey Bridge Manual which states that laminated timber decks should be used in lieu of the plank type (herring bone), that is currently in place, as they are stronger and more durable.

A decision to proceed with the new wood deck was made based on cost, given the anticipated life cycle of 10-15 years for the deck materials and considering that the work could be quickly carried out with minimal disruption to the public by prefabricating the new deck in sections and transporting them to the site. Approximately \$35,000 was spent in the fall of 2010 to purchase and fabricate the deck sections, which were stored at the Pembroke garage for the winter and installed in April of this year.

Staff has also discussed the work done on the project with Mr. Muzzi, County of Renfrew Manager of Forestry Services. Mr. Muzzi has commented that hemlock is often the material of choice for bridge decks on forestry roads and the usual life expectancy is 10-15 years. There are often concerns with the availability of good hemlock, as it is a rare commodity, particularly if the lumber is not graded. He also confirmed that the lumber is subject to rotting in areas where the deck is not cleaned regularly and where the decking remains moist, such as under the wear boards. This is consistent with the observations of this structure.

6. Tenders & Quotations

(a) Upcoming Tenders

Staff continues to prepare for the 2011 construction season and are preparing several tenders for the approved 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 expect will be advertised in the month of May 2011:

1. PWC-2011-21 – Fencing of County Road 34 (Norton Road)
2. PWC-2011-23 – Installation of Guiderail at various locations
County Staff is currently preparing a guiderail tender similarly as to what has been done in previous years. This tender will include the installation of guiderail on various County Day Labour projects as well as some replacements. This tender is expected to be awarded on May 12, 2011
3. PWC-2011-23 – Pulverize and Process Bituminous Pavement – County Road 64 (Opeongo Road)
4. PWC-2011-24 – Reconstruction of County Road 63 (Flat Rapids Road)

(b) Tender Results

Contract No. PWC-2011-15 – Single Surface Treatment – County Road 69 (Siberia Road) Closing Date: May 3, 2011

Quotations were received until 2:00 p.m. on May 3, 2011 for the Single Surface Treatment contract for County Road 69 (Siberia Road) from Sunny Hill Road to Kartuzy Road, approximately 3.0 kilometres, Township of Madawaska Valley. County Road 69 (Siberia Road) has been identified by the County of Renfrew to the Association of Municipalities of Ontario (AMO) as an eligible project for ‘Gas Tax’ funding.

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.

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

1. Greenwood Paving Ltd., Pembroke, ON.....\$78,676.20
 2. Smith’s Construction Company, Arnprior, ON..... 80,115.19
 3. Eastway Contracting, Pembroke, ON.....No Submission
 4. R.G.T. Clouthier Construction, Pembroke, ON.....No Submission
 5. Leveques Bros., Bancroft, ON.....No Submission
- All amounts include 13% HST

A contract in the amount of \$78,676.20 will be awarded to Greenwood Paving Ltd., Pembroke, Ontario under the authority of the Chief Administrative Officer.

Recommendation: Receive as information.

RESOLUTIONS

7. Structure B053 - Constant Creek Bridge Replacement; Municipal Class Environmental Assessment - Consultant: Genivar

Committee will recall that the April 2011 Committee meeting included a report pertaining to the Municipal Class Environmental Assessment for the replacement of the Constant Creek Bridge. The report provided an update on the project and described how the process was being amended to consider alternative alignments and structures which better accommodated the existing residents. Staff and the consultant team are continuing to evaluate these options and are soliciting input from the necessary regulatory authorities.

In addition, a copy of the letter from the Township of Greater Madawaska was also distributed to Committee which provided comments from the Township of Greater Madawaska relating to the proposed bridge replacement.

Committee will recall that staff and the consultants have identified an interim solution which is intended to be implemented in 2011. It will involve the replacement of the existing deck structure with a Lessard type bridge deck. This is considered as a repair of the existing structure that will address the concerns related to load carrying capacity of the bridge, but will not address concerns that are related to the roadway approach alignment, including the replacement of the existing narrow structure with a new two-lane bridge or culvert structure. The replacement cost for the new two-lane structure varies from \$1 million to \$4 million, depending on the final alignment alternative which are currently being considered under the Environmental Assessment (EA) process.

In the Township's letter, a clear preference is stated to proceed immediately with the construction of the two-lane bridge on an alignment that would be suitable to a roadway to facilitate traffic moving at a speed of 80 km/hr. The Township considers this road to be an important link in the Township road system from both a commercial and a residential perspective. The letter also suggests that the County should consider the use of the culverts or other solutions which would mitigate the effects on the local property owners, while providing the necessary level of service for the roadway. The Township has also stated that they will be proceeding on a multi-year program to develop this roadway corridor over the next several years.

On Monday, May 2, 2011, Mr. Dave Darch and Mr. Mike Pinet met with Mayor Emon to discuss the comments contained in the Township's letter. At the meeting, Mr. Darch confirmed the County's intent to address the load capacity of the existing bridge by replacing the existing deck with a modular bridge deck during the 2011 construction season. The replacement of the existing bridge with a new two-lane structure and the realignment of the roadway has yet to be resolved through the EA. The EA is currently underway and the County has committed to completing this process so that the appropriate road corridor can be preserved. It was noted however, that the cost of any new structure was likely to be in excess of \$1 million and as such, could not be undertaken on an immediate basis due to budget restrictions. The anticipated cost for the replacement of the deck with a Lessard structure is currently estimated at \$200,000 to \$250,000. It was noted however, that the Lessard bridge would be salvageable and returned to inventory to be used elsewhere when the two-lane bridge is installed.

In the discussions with Mayor Emon, he recommended that County staff attend a meeting with the Township's Public Works Committee to seek their input on this project and to provide some assurances as to how this project will move forward. A Township meeting has been scheduled for May 11, 2011 to discuss this project.

In order to advance this project staff has the following recommendations:

Recommendation: THAT this Committee endorse the replacement of the existing deck superstructure on the Constant Creek Bridge with a modular type of deck, similar to a Lessard structure in 2011, in order to address immediate concerns related to the load carrying capacity of the bridge, and; FURTHER THAT County staff be directed to complete the environmental assessment process to determine the suitable location for a future two-lane bridge.

8. Contract No. PWC-2011-16 –Granular A&B – County Road 34 (Norton Road)
Closing Date: May 3, 2011

Tenders were received until 2:00 p.m. on May 3, 2011 for the Granular A&B contract for County Road 34 (Norton Road) from 2.8 km north of County Road 508 (Calabogie Road) northerly 1.2 km, Township of Greater Madawaska.

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 projects. The results of their bids are summarized as follows:

1. Thomas Cavanagh Construction Ltd., Ashton, ON.....\$170,065.00
 2. B.R. Fulton Construction Ltd., Renfrew, ON.....209,626.30
 3. R.G.T. Clouthier Construction Ltd, Pembroke, ON.....257,676.16
 4. H&H Construction Inc., Petawawa, ON.....267,468.74
 5. Smiths Construction Company, Arnprior, ON.....271,115.25
 6. Eastway Contracting, Pembroke, ON.....No Submission
 7. Greenwood Paving Ltd., Pembroke, ON.....No Submission
 8. Leveques Bros., Bancroft, ON.....No Submission
 9. Cruickshank Construction Ltd, Morrisburg, ON.....No Submission
- All amounts include 13% HST

Recommendation: THAT tender PWC-2011-16 submitted by Thomas Cavanagh Construction Ltd., Ashton, Ontario for Granular A&B on County Road 34 (Norton Road) in the amount of \$170,065.00 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.

9. Contract No. PWC-2011-18 - Rehabilitation of County Road 62 (Combermere Road)
Closing Date: May 3, 2011

Tenders were received until 2:00 p.m. on May 3, 2011 for the rehabilitation of County Road 62 (Combermere Road) 1.0 km north of Chippawa Road southerly 1.9 km, Township of Madawaska Valley.

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 projects. The results of their bids are summarized as follows:

	<u>Read Amount</u>	<u>Corrected Amount</u>
1. H&H Construction Inc., Petawawa, ON	\$475,428.26	
2. Walsh Contracting & Equipment Rental, Barry's Bay, ON.....	501,068.30	\$501,129.74
3. Eastway Contracting, Pembroke, ON.....	525,441.24	
4. B.R. Fulton Construction Ltd., Renfrew, ON.....	525,990.93	
5. Greenwood Paving Ltd., Pembroke, ON.....	539,623.31	
6. Bonnechere Excavating Inc., Renfrew, ON	545,479.60	
7. Smiths Construction Company, Arnprior, ON	549,312.00	
8. Leveques Bros., Bancroft, ON	589,892.44	
9. R.G.T. Clouthier Construction Ltd, Pembroke, ON.....	596,474.00	
10. Cruickshank Construction Ltd, Morrisburg, ON.....	677,927.51	
11. Thomas Cavanagh Construction Ltd., Ashton, ON.....	No Submission	
12. Roto-Mill Inc., Orangeville, ON	No Submission	
13. Seeley and Arnill Construction, Durham, ON.....	No Submission	
14. R.W. Tomlinson, Ottawa, ON	No Submission	
15. Total Fence, Ottawa, ON.....	No Submission	

All amounts include 13% HST

Recommendation: THAT tender PWC-2011-18 submitted by H&H Construction Inc, Petawawa, Ontario for the rehabilitation of County Road 62 (Combermere Road), in the amount of \$475,428.26 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 - December 31, 2010

(x \$1,000)

	Road #	Location	From	To	2010 BUDGET	YEAR END 2010	VARIANCE	Comments
1)	Road Reconstruction/Rehabilitation							
	22	Bonnechere Valley	Hwy 41	Scotch Bush Road	600.0	735.1	135.1	Funds re-allocated from other project savings to extend limits of work
	28	Laurentian Valley/Petawawa	Priebe Road	Westerly	1,350.0	1,750.0	400.0	Funds re-allocated from other project savings to complete 2011 work in 2010
	34	Greater Madawaska/Admaston/Bromley	County Road 508	English Road	500.0	513.8	13.8	Project limits set based on available budget. Multi-year project
	58	Killaloe, Hagarty & Richards	500 m S. of Tramore Road	County Road 67	1,500.0	1,625.3	125.3	Project savings re-allocated to extend to original project limits. Building Canada project completed
	63	McNab/Braeside	Russett Drive	Stewartville Road	850.0	1,017.0	167.0	Funds re-allocated to extend
	64	Bonnechere Valley	County Road 512	5 km from Hwy 41	575.0	548.0	(27.0)	Project limits set based on available budget. Good tender pricing and a shorter tie-in location results in savings
	66	Brudenell, Lyndoch & Raglan/Madawaska	John Watson Road	Wilno Road South	800.0	642.6	(157.4)	Very good pricing (Walsh Contracting). Multi year project.
	68	Brudenell, Lyndoch & Raglan	Rockingham Road	County Road 66	750.0	838.2	88.2	Project limits set based on available budget. Multi year project.
	71	Greater Madawaska	Hwy 41	County Road 65	650.0	460.0	(190.0)	Alternative design results in savings by re-use of materials, and competitive pricing
	512	Killaloe, Hagarty & Richards	S. of Stack Road	Killaloe	650.0	579.5	(70.5)	Good/favourable pricing
	29	Laurentian Valley	Various Locations - Culverts		80.0	80.0	0.0	
	42	Laurentian Valey	Drainage Improvements - Meadowbrook Road to County Road 51		150.0	10.0	(140.0)	Project not feasible. Project deferred
	65	Greater Madawaska	Rock Cut Stabilization		0.0	258.0	258.0	Unexpected- Emergency funded from other project savings
ROAD RECONSTRUCTION/REHABILITATION TOTALS					8,455.0	9,057.5	602.5	
2)	Bridge/Culvert Reconstruction/Rehabilitation							
	Structure	Location	Structure Name					
	B-100	Killaloe, Hagarty & Richards	Sherwood River Bridge		900.0	850.0	(50.0)	Favourable pricing results in savings
	B-153	Brudenell, Lyndoch & Raglan	Jewellville Bridge		1,050.0	915.0	(135.0)	Favourable pricing results in savings
	B-173	Killaloe, Hagarty & Richards	Byers Creek Bridge		400.0	347.0	(53.0)	Savings by allocating portion of work to Build Canada project and Less extensive Rehab required than originally expected.
	C-125	McNab/Braeside	McGregor Culvert		150.0	192.5	42.5	More extensive work required than originally expected
	C-175	Madawaska Valley	Paugh Lake Road Culvert		250.0	125.0	(125.0)	Original to be designed by consultant and contractor. Savings result from in house design and day labour
			Unspecified Culvert Replacement		100.0	0.0	(100.0)	Budget allocation
	C-245	Whitewater	Repair to Indian Road Culvert - CR21		0.0	40.3	40.3	Paid from unspecified culvert
			Bridge Repairs General		150.0	0.0	(150.0)	Budget allocation
	B-105	Killaloe, Hagarty & Richards	Coulas Bay Bridge		0.0	40.0	40.0	Paid from Bridge repairs General
	B-150	Madawaska Valley	Dam Lake Bridge		0.0	10.0	10.0	Paid from Bridge repairs General
	B-108	Killaloe, Hagarty & Richards	Tramore Road Bridge Repair		0.0	33.0	33.0	Paid from Bridge repairs General
	B-233	Brudenell, Lyndoch & Raglan	Latchford Bridge Asphalt Repair		0.0	10.0	10.0	Paid from Bridge repairs General

	Road #	Location	From	To	2010 BUDGET	YEAR END 2010	VARIANCE	Comments
BRIDGE/CULVERT RECONSTRUCTION/REHABILITATION TOTALS					3,000.0	2,562.8	(437.2)	
3)	Future Engineering							
	A. Roads							
	Road #	Location	From	To				
	61	Whitewater	2009 Limit	Hwy 17	50.0	5.0	(45.0)	Initially was to be consultant design, changed to in-house design
	20	Castleford Road			0.0	7.5	7.5	
	Road Future Engineering Totals				50.0	12.5	(37.5)	
	B. Bridges/Culverts							
	Bridge/Culvert Future Engineering Totals				175.0	50.0	(125.0)	Projects deferred due to staff not available (Asset Technician)
	C. Deck Condition Surveys/Structural Evaluations							
	Deck Condition Survey Totals				75.0	10.0	(65.0)	Projects deferred due to staff not available (Asset Technician)
	FUTURE ENGINEERING TOTALS				300.0	72.5	(227.5)	
4)	Safety Devices							
	Road #	Location						
		Guide Rails - Various Locations			70.0	45.0	(25.0)	Reduced work plan
		Traffic Signals - County Road 42/County Road 51			160.0	122.5	(37.5)	
		Solar Powered Flashing Light - Intersection of CR58/CR26			0.0	25.0	25.0	
	SAFETY DEVICES TOTAL				230.0	192.5	(37.5)	
5)	Infrastructure, Right-of-Way & Studies							
	A. Items							
	Item Totals				260.8	180.0	(80.8)	
	B. Studies							
		Petawawa				40.0		
		Sand Point				35.0		
	Studies Totals				220.0	75.0	(145.0)	Projects deferred due to staff not available (Asset Technician)
	INFRASTRUCTURE, RIGHT-OF-WAY & STUDIES TOTAL				480.8	255.0	(225.8)	
	BUDGET TOTAL				12,465.8	12,140.3	(325.5)	

(325.50)

(196,176.00) Actual Year End

*All figures in thousands

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COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT NO. PWC-2011-16
GRANULAR 'A' & 'B' ON COUNTY ROAD 34 (NORTON ROAD)**

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 Granular 'A' & 'B' on County Road 34 (Norton Road) from 2.8 km north of County Road 508 (Calabogie Road) northerly 1.2 km, in the Township of Greater Madawaska, under Contract No. PWC-2011-16;

AND WHEREAS the tender submitted by Thomas Cavanagh Construction Limited, Ashton, 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-2011-16 for Granular 'A' & 'B' on County Road 34, as submitted by Thomas Cavanagh Construction Limited, Ashton, Ontario, in the amount of \$170,065.00 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 25th day of May, 2011.

READ a second time this 25th day of May, 2011.

READ a third time and finally passed this 25th day of May, 2011.

ROBERT SWEET, WARDEN

W. JAMES HUTTON, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW FOR THE EXECUTION OF CONTRACT NO. PWC-2011-18
REHABILITATION OF COUNTY ROAD 62 (COMBERMERE ROAD)**

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 62 (Combermere Road) 1.0 km north of Chippawa Road southerly 1.9 km in the Township of Madawaska Valley, under Contract No. PWC-2011-18;

AND WHEREAS the tender submitted by H&H Construction Inc., Petawawa, 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-2011-18 for the rehabilitation of County Road 62, as submitted by H&H Construction Inc., Petawawa, Ontario, in the amount of \$475,428.26 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 25th day of May, 2011.

READ a second time this 25th day of May, 2011.

READ a third time and finally passed this 25th day of May, 2011.

ROBERT SWEET, WARDEN

W. JAMES HUTTON, CLERK

OPERATIONS DIVISION REPORT

Prepared by: Steven P. Boland, C.E.T., LEL, Manager of Operations

Prepared for: Operations Committee

May 9, 2011

INFORMATION1. Summer Operations(a) Spring Load Restrictions

Spring load restrictions are currently in place and may remain in place until May 31st. Staff is monitoring the spring break-up in order to determine when the spring load restrictions should be removed without placing the roads in jeopardy of damage from loaded vehicles. In light of the wet spring conditions that have been experienced thus far, it may not be possible to remove the restrictions prior to May 31st.

(b) Street Sweeping - Urban Areas

The contractor, John's Sweeping Inc., commenced work on May 2, 2011. All work is to be completed by May 20, 2011.

(c) Manhole & Catch basin Cleaning

The contractor, Clean Water Works Inc., commenced work on April 26, 2011. All work is to be completed by May 20, 2011.

(d) Pavement Marking Contract

The contractor, TPM (Trillium Pavement Marking) Ont. Ltd., expects to commence work in late May with the pavement marking program. All work is anticipated to be completed by the end of July 2011.

(e) Spring Flooding Update

As reported, during the April 11, 2011 meeting, a severe rainfall event was experienced throughout the County during the night of April 10/11, 2011. Flooding and roadway damage occurred at a number of locations. Since the April 11th event, additional instances have occurred that have resulted in damage to the County road network. The following areas are the most severely impacted:

County Road 1 (River Road) Sand Point Area

Damage was primarily to the intersection of River Road and Golf Club Road and consisted of shoulder washouts and pavement damage. Much of the damage was the result of gravel and other debris washing down the Golf Club Road hill and blocking the inlet to the drainage system under County Road 1. Once the system was blocked, the water backed up and flowed across the road washing out the shoulders and a portion of the pavement surface. As a result of the flooding and damage to the road, it

was necessary to close the road until repairs could be made to restore the roadway to a safe condition. The gravel areas have been restored and the road was reopened to traffic late in the day on April 11th. Pavement repairs will be completed as a part of the pavement patching contract.

County Road 58 (Round Lake Road)-Approximately 14 km south of Highway 17

County Road 58 in the vicinity of the Alice Ski Hill was flooded where the road crosses the Indian River. As a result of the flooding, it was necessary to close the road from Monday night (April 11, 2011) until the flood waters receded late in the day on Wednesday, April 13th. Damage in this area was relatively minor and consisted of primarily eroded roadway shoulders.

County Road 56 (Woito Station Road) -Approximately 3.5 km south of B-Line Road

During the night of Wednesday April 13, 2011, staff responded to a report of a road embankment failure on County Road 56, south of the Ottawa Valley Waste Recovery Centre site. Upon further investigation it was determined that the embankment had partially failed as a result of high flows and flood conditions immediately upstream of the roadway culvert. Damage included a washout of the roadway shoulder and the guiderails. The roadway was reduced to a single lane until the morning of Friday, April 15th when the embankment slope was stabilized. Once the spring freshet is over, further inspection of the culvert is required to determine if the culvert requires replacement.

County Road 58 (Round Lake Road)-Approximately 21 km south of Highway 17

On Sunday April 24th, staff responded to reports of a washed out culvert on County Road 58 where the road crosses the Gariepy Creek. The site is the location of a CSP culvert that is approximately 2.0 metres in diameter. It is suspected that a beaver dam failure upstream of the site resulted in a sudden heavy flow that exceeded the capacity of the pipe. Damage consisted of the inlet end of the pipe being heaved and the upstream side of the roadway embankment collapsing due to erosion. The damaged portion of the culvert has been removed and the embankment has been stabilized until permanent repairs can be completed. A follow up inspection of the culvert reveals that the culvert has been damaged to the extent that it requires complete replacement. The Capital Works Division is presently obtaining pricing for the culvert and the various approvals needed to replace the culvert. The work is proposed to be completed by the Day Labour Construction Crew.

(f) April 28, 2011 Windstorm

On April 28, 2011, much of Eastern Ontario was impacted by a significant windstorm. Numerous locations throughout the County Road system were affected by trees blown down as a result of the wind. Staff attended the various locations to remove fallen trees in order to permit safe passage of vehicles on the roadways. Additional cleanup of the trees and residual debris is underway at the time of writing of this report. In addition, it was necessary to close County Road 31 (Lookout Road) between County Road 49 (Lapasse Road) and Desjardins Road from Thursday afternoon until Friday afternoon while damaged hydro lines were repaired by Hydro One.

2. Highway 17/County Road 508 Intersection

On April 14, 2011 a meeting was held with representatives from the Ministry of Transportation - Ontario at the Township of McNab/Braeside Municipal Office to discuss the need for traffic signals at the intersection of Highway 17 with County Roads 54 and 508. The meeting was arranged by the County at the request of the municipality. During the meeting, Ministry staff advised that they have retained the firm of CIMA Engineering to conduct an operational review of the intersection. The review is to identify traffic operational issues being experienced as well as possible solutions to mitigate the problems being experienced. The current assignment includes a review of the warrants for the installation of traffic signals at the intersection. It is anticipated that the review will be completed and submitted to the Ministry by the end of April 2011, after which the County will be advised of the results.

The consultant's assignment also includes operational reviews of the intersections of Highway 17 with Highway 60 (O'Brien Road) and Highway 17 with County Road 20 (Bruce Street). Staff has requested that the Ministry review the sightlines at the intersection of Bruce Street and Garden of Eden Road as part of the operational review.

3. Sand Point Drainage

On April 18, 2011 staff attended a meeting at the Township of McNab/Braeside to discuss the most recent drainage problems in the Sand Point Area. This area was subjected to flooding in July of 2009 after which a review was conducted by Stantec Consulting Ltd., to identify improvements required to the drainage systems in the area. The improvements, which were implemented in 2010, included reconstruction of the Golf Club Road hill and replacement of the existing 500 mm CSP across County Road 1 with a new 750 mm pipe.

During the meeting, the issue of the level of service to be provided in the drainage system and whether or not it is reasonable to expect that all storm events, regardless of the severity, should be accommodated in the design was discussed. It was determined that there is a need for the Township and the County to review additional options and solutions to the drainage issues being experienced in the Sand Point area. In this regard, Stantec has been requested to develop a work plan that would identify various alternatives to resolving the drainage concerns, the estimated costs associated with the various options, and the implications of implementing the alternatives. The alternatives to be considered will include the full range of solutions from maintaining the status quo arrangement through to accommodating all storm drainage events. The requested work plan will form the basis for further discussions between the County and the Township pertaining to the responsibility for drainage in the area as well as cost sharing of future drainage reviews and drainage system improvements.

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