



**MINUTES
FIRST MEETING OF 2012
PUBLIC WORKS COMMITTEE OF THE WHOLE**

The Public Works Committee of the Whole met in regular session on Wednesday, January 11th, 2012 immediately following the Community Development Committee meeting at the Lanark County Municipal Office, 99 Christie Lake Road, Perth, Ontario.

Members Present: Chair, Warden J. Gemmell, Councillors P. McLaren, B. Stewart, J. Levi, V. Wilkinson, B. Dobson, P. Dolan, K. Kerr, S. Freeman, R. Kidd, S. Mousseau, W. LeBlanc, E. Sonnenburg, A. Churchill and G. Code

Staff/Others Present: C. Ritchie, Acting CAO
L. Drynan, Deputy Clerk
S. Allan, Director of Public Works
E. Patterson, Council & Clerk Services Assistant
K. Stewart, I.T. Support

Regrets: Councillor J. Fenik

PUBLIC WORKS

Chair: Councillor Susan Freeman

1. CALL TO ORDER

The meeting was called to order at 6:07 p.m.
A quorum was present.

2. DISCLOSURE OF PECUNIARY INTEREST

None at this time.

3. APPROVAL OF MINUTES

MOTION #PW-2012-001

MOVED BY: Ed Sonnenburg

SECONDED BY: Aubrey Churchill

“THAT, the minutes of the Public Works Committee meeting held on November 30th, 2011 be approved as circulated.”

ADOPTED

4. ADDITIONS AND APPROVAL OF AGENDA

Addition

Under New/Other Business

- iii) Update on fire at Perth Public Works garage

MOTION #PW-2012-002

MOVED BY: Pat Dolan

SECONDED BY: Peter McLaren

“**THAT**, the agenda be approved as amended.”

ADOPTED

5. NEW/OTHER BUSINESS

- iii) Update on Fire at Perth Public Works Garage

S. Allan reported that on December 27th, 2011 there was a small electrical fire in one of the trucks. S. Allan stated that at the time of the fire there were employees on site who tried to extinguish the fire but were unsuccessful. An employee backed the truck out of the building and called 911.

S. Allan informed council that there was no damage done to the building and the truck can be fixed.

6. DELEGATIONS & PRESENTATIONS

- i) Complete Streets Policy

Jeff Mills

Mr. Mills gave a PowerPoint Presentation – *attached page 7*

7. COMMUNICATIONS

- i) Resolution from the Municipality of Clarington: Request for Provincial Regulations Regarding Commercial Fill Operations
- ii) Riding in Mississippi Mills (RIMM): Toward a Bicycle Friendly Lanark – The Lanark County Cycling Plan

MOTION #PW-2012-003

MOVED BY: Pat Dolan

SECONDED BY: Wendy LeBlanc

“**THAT**, the communications for the January Public Works Committee meeting be received as information.”

ADOPTED

8. CONSENT REPORTS

- i) Report #PW-01-2012 Public Works Contract Status Report #1
- ii) Report #PW-03-2012 Ontario Good Roads Association Long-Service Awards Luncheon

MOTION #PW-2012-004

MOVED BY: Richard Kidd
SECONDED BY: Sharon Mousseau

“THAT, a Long-Service Awards Luncheon ticket be purchased for Councillors attending the OGRA/ROMA conference to attend and support the recognition of retiree Gerry Cole and his exemplary service to the County of Lanark.”

ADOPTED

MOTION #PW-2012-005

MOVED BY: Keith Kerr
SECONDED BY: Aubrey Churchill

“THAT, the following Consent Reports for the January Public Works Committee meeting be received as information:
Report #PW-01-2011 Public Works Contract Status Report #1
Report #PW-03-2012 Ontario Good roads Association Long-Service Awards Luncheon.”

ADOPTED

9. DISCUSSION REPORTS

- i) Report #PW-04-2012 County Cycling Working Group Terms of Reference
Director of Public Works, Steve Allan

The purpose of this report is to seek Council approval of the proposed Terms of Reference for the Lanark County Cycling Working Group.

MOTION #PW-2012-006

MOVED BY: Keith Kerr
SECONDED BY: Val Wilkinson

“THAT, the Public Works Committee approve the creation of a County Cycling Working Group;

AND THAT the proposed draft terms of reference for the County Cycling Working Group be referred to the Striking Committee for approval.”

ADOPTED

- ii) Report #PW-05-2012 Dixon Bridge Evaluation Results
Director of Public Works, Steve Allan

The purpose of this report is to recommend options for the repair and the future replacement of the Dixon Bridge.

MOTION #PW-2012-007

MOVED BY: Ed Sonnenburg

SECONDED BY: Aubrey Churchill

“THAT, County Council accepts the Keystone Bridge Management Report on the Dixon Bridge, for information;

AND THAT the Director of Public Works includes a project, in the 2013 Public Works Budget, for Council’s consideration, to extend the service life of the Dixon Bridge until 2030 (Option 2).”

ADOPTED

- iii) Report #PW-06-2012 Andrewsville Bridge: Options for the Future
Director of Public Works, Steve Allan

The purpose of this report is to recommend that Council renders a decision on the future of the Andrewsville Bridge.

MOTION #PW-2012-008

MOVED BY: Brian Stewart

SECONDED BY: John Levi

“THAT, contingent upon the agreement of the Council of the United Counties of Leeds and Grenville, County Council authorizes the Director of Public Works to retain McCormick Rankin Corporation to complete a Condition Assessment of the Andrewsville Bridge by May 21st, 2012, at a cost of \$2,500;

AND THAT the Clerk sends Report #PW-06-2012 to the Rideau Corridor Strategy Landscape Strategy and the Township of Montague Clerk, for information.”

ADOPTED

- iv) Report #PW-07-2012 Disposal of Surplus Property: Pat 1, Part Lot 3, Lot 27
Concession 2 Geographic Township of Bathurst
Director of Public Works, Steve Allan

The purpose of this report is to propose that the ½ acre “orphan” parcel, located on the South side of the Tay River, which comprises part of the 38 acres of land on which the County Municipal Buildings and Lanark Lodge are located, on the North side of the Tay River, is declared surplus, and conveyed to the abutting property owner.

MOTION #PW-2012-009

MOVED BY: Keith Kerr

SECONDED BY: Richard Kidd

“THAT, Lanark County Council declares Park Lot 3, Concession 2, in the Geographic Township of Bathurst, now in the Municipality of the Town of Perth, more particularly described as Part 1 on the Draft Plan (Drawing J10-119-6), prepared by McIntosh Perry, August 9th, 2011, as surplus to County’s needs. (Option 2);

THAT the value of consideration for the surplus lands is set at one dollar (\$1.00);

THAT the surplus lands are conveyed to 1778577 Ontario Limited (Perth Golf Course), at no cost to the County;

AND THAT the Clerk sends this Report to the Town of Perth Clerk, for information.”

ADOPTED

- v) Report #PW-08-2012 Proposed Lanark County Public Works Garages Steering Committee
Director of Public Works, Steve Allan

The purpose of this report is to seek Council approval of the proposed Terms of Reference for the Lanark County Public Works Garages Steering Committee.

MOTION #PW-2012-010

MOVED BY: Keith Kerr

SECONDED BY: Pat Dolan

“THAT, the Public Works Committee approve the creation of a Lanark County Public Works Steering Committee;

AND THAT the proposed draft terms of reference for the Lanark County Public Works Steering Committee be referred to the Striking Committee for approval.”

ADOPTED

10. VERBAL REPORTS

None

10. DEFERRED REPORTS

None

11. CONFIDENTIAL REPORTS

None

12. NEW/OTHER BUSINESS

i) Complete Streets Policy

Council agreed to forward the Complete Streets Policy to the County Cycling Working Group.

ii) OGRA/ROMA Ministers Meeting Requests **Director of Clerk's Services/Clerk, Cathie Ritchie**

C. Ritchie reviewed the draft appointments list.

S. Freeman briefed the committee on the proposal from Tay Valley.

The following ministers meetings were suggested:

Minister of Children and Youth Services: Support the Youth

Minister of Labour: Arbitration Process

Minister of Transportation: CP/OVR

Discussion was held on the hospitality suite. C. Ritchie is to forward Report #C-01-2011 OGRA/ROMA Hospitality Suite to Council.

iii) Meeting Schedule – *attached page 21* **Director of Clerk's Services/Clerk, Cathie Ritchie**

13. ADJOURNMENT

The Committee adjourned at 7:09 p.m. on motion by Councillors K. Kerr and E. Sonnenburg


Leslie Drynan,
Deputy Clerk

THE COUNTY OF LANARK

PUBLIC WORKS COMMITTEE

January 11th, 2012

Report #PW-06-2012 of the
Director of Public Works

ANDREWSVILLE BRIDGE: OPTIONS FOR THE FUTURE

1. STAFF RECOMMENDATIONS

“THAT,

- i) Contingent upon the agreement of the Council of the United Counties of Leeds and Grenville, County Council authorizes the Director of Public Works to retain McCormick Rankin Corporation to complete a Condition Assessment of the Andrewsville Bridge by May 21st, 2012, at a cost of \$5,000.
- ii) County Council advises the Council of the United Counties of Leeds and Grenville that when the Andrewsville Bridge reaches the end of its service life, it should be closed to vehicular traffic and remain open for pedestrians and cyclists (Option 5).
- iii) The Clerk sends Report #PW-06-2012 to the Township of Montague Clerk, for information.”

Recommended By:

Approved for Submission By:

Steve Allan, P. Eng.
Director of Public Works

Peter Wagland
Chief Administrative Officer

2. PURPOSE

The purpose of this Report is to recommend that Council renders a decision on the future of the Andrewsville Bridge.

3. BACKGROUND

Andrewsville lies midway between Merrickville and Burritts Rapids, on the North side of the Rideau River, in the Township of Montague. The Andrewsville Bridge crosses the Rideau River in the Hamlet of Andrewsville, providing access to the Parks Canada swing bridge (5 tonnes load limit), which crosses the Rideau Canal at the Nicholson's Locks. A Map of the area is at Appendix "A".

Between 1843 and the early 1900s, Andrewsville established itself as a thriving industrial village of 200 people with an abundant source of waterpower for its shingle, grist, carding and sawmills. It also had a general store, a cheese factory, a tavern and a blacksmith shop. Its population slowly declined when the railways bypassed the village and in 1912, the post office was closed. Today, all that remains of the bustling village is about 21 residential properties.

Bridges have spanned the Rideau River and Canal, at Andrewsville, since about 1864. The existing Andrewsville Bridge, which was constructed in the early 1900s, has two separate structures with 5 tonnes load limits. Our bridge maintenance records (which are incomplete) indicate that the structures were repaired in 1944, 1963, 1983 and 2008.

On the West approach, there is a 38 metre steel through-truss with timber deck bridge and on the East approach, a 10 metre timber deck, on a rolled steel girder bridge, with a 70 m dry stone wall on the approach. The width of the travelled lane is 4.4 metres. Therefore, both bridges can carry single-lane traffic only. Average Annual Daily Traffic (AADT) is about 200 and the posted speed is 10 kph. **Since they are designated as boundary bridges, they are jointly owned and maintained by the County of Lanark and the United Counties of Leeds and Grenville.** Photos of the Andrewsville Bridge are at Appendix "B".

In 2005, McCormick Rankin Corporation (MRC) was retained to evaluate rehabilitation options for the Andrewsville Bridge. The MRC (Report #PW-10-2007) concluded that the bridge was in poor condition and that repairs were required to the deck, wearing surface and deck structural steel. The Report also recommended that a structural analysis be completed as soon as practicable.

In May 2007 (Report #PW-39-2007), the Director presented the MRC Structural Evaluation Report, which confirmed the need for the current 5 tonnes load limit on the bridge, due to the poor condition of the stringers in the truss floor deck system. The MRC Report also noted that, in accordance with the Canadian Highway Bridge Design Code, without repair or rehabilitation, **consideration should be given to closing the structure in a few years, due to the diminished capacity of the stringers.**

MRC identified five (5) options (costs in 2007\$):

- Minor repairs to extend the service life for five years (\$100,000).
- Major repairs to extend the service life for ten years (\$430,000).
- Replace with new single lane bridge (\$910,000).
- Replace with new two-lane bridge (\$1,800,000).
- Close bridge to vehicular traffic (\$30,000.)

On May 17th, 2007, Lanark County and the United Counties of Leeds and Grenville hosted a joint Public Information Centre (PIC) at the Merrickville Municipal Office regarding the five options for the future of the Andrewsville Bridge. Thirty-six (36) members of the public registered at the PIC and thirty-three (33) written comments were received within two weeks of the event. The results of the PIC indicated that **the users of the Andrewsville Bridge were overwhelmingly in favour of repairing or replacing the structure and that they did not support the closure of the bridge to vehicular traffic.** Most of the attendees at the meeting were from the Hamlet of Andrewsville. Correspondence from the Merrickville-Wolford Heritage Committee, the Rideau Canal National Historic Site, Parks Canada and Township of Montague Council also supported the repair and the preservation of the bridge. While Parks Canada indicated that they had “no operational need for the bridge”, they considered the site to be part of the cultural heritage and tourism value of the Rideau Canal. Parks Canada also indicated that they could not provide funding to assist with any remedial work on the bridge. Lanark County emergency service providers did not register any concerns regarding the potential closure of the bridge to vehicular traffic.

To respond to the Parks Canada concerns and to set the stage for repairs, a Cultural and Heritage Evaluation Report was completed by MRC and submitted to the Ministry of Culture on July 9th, 2007. The MRC Report concluded that “the historical value of the bridge itself is minimal and that any historical value is associated with the nearby Rideau Canal”. The Ministry of Culture (MOC) response to the Report was that “sympathetic modifications” (minor repairs to ensure public safety) to the structure would be permitted if they did not alter the character of the structure. **The MOC also indicated that major modifications or the replacement or relocation of the structure could not proceed until a Heritage Impact Assessment was completed by a qualified heritage consultant** and approved by the MOC. The estimated cost of a Heritage Impact Assessment was \$20,000.

In October 2007 (Report #PW-78-2007), Lanark County Council and the Council of the United Counties of Leeds and Grenville agreed to **defer a decision on the rehabilitation/replacement of the structure and to complete the necessary repairs to the Andrewsville Bridge to extend its service life for five years.** The UNESCO designation of the Rideau Canal, as a World Heritage Site in 2007, was a factor in Council’s decision to forgo a long-term plan for the bridge. There was also an expectation that a future Federal/Provincial grant program could be used to offset the costs to rehabilitate or to replace the bridge.

During the Summer of 2008, under Contract #PW-09-2008, Andrewsville Bridge Repairs, Meyknecht-Lischer Limited removed and replaced the timber bridge deck and curbs, strengthened the steel stringers below deck and completed minor repairs to the abutment bearing seats and ballast walls at a cost of about \$100,000 (shared equally by the two Counties). The bridge was closed to traffic, for about 10 days, while the work was done. Since then the bridge continues to be monitored on a regular basis to ensure that it remains safe for traffic.

4. DISCUSSION

Three years have passed since the 2008 bridge repairs were completed. The aim of the repairs was to extend the bridge service life by five years. **Although the structure is still safe for reduced loads (5 tonnes), it is certain that without rehabilitation, it will eventually deteriorate to a point that it will need to be closed to vehicular traffic.** It should also be noted that although there are warning signs on the nearby County Roads and reduced load posting signs at the bridge, it is likely that these signs are ignored by some drivers with loads in excess of 5 tonnes. Over loading the bridge will accelerate the deterioration of the structures.

Without a long-term plan for the Andrewsville Bridge, the County of Lanark and the United Counties of Leeds and Grenville risk having to close the bridge in the future, with little or no notice to public and with no agreement on how to proceed thereafter. The Director suggests that a more deliberate and proactive approach is needed to decide the future of the bridge.

5. ANALYSIS AND OPTIONS

The five (5) options that were identified in 2005 are still open:

- i) Option 1. Do nothing.
- ii) Option 2. Rehabilitate the bridge.
- iii) Option 3. Replace the bridge.
- iv) Option 4. Close the bridge to vehicular traffic **now**.
- v) Option 5. Close the bridge to vehicular traffic when the bridge reaches the **end of its service life**.

Option 1 is not recommended as the only outcome is an unplanned closure of the bridge when it can no longer carry traffic safely. Also, Option 1 does not mitigate the County's exposure to risk. Such an unexpected closure would generate much concern with the residents of Andrewsville, public concern about the County's ability to manage its infrastructure and it could compel the two Counties to make a hasty decision on how to proceed. **Option 2** cannot proceed without the completion of a Heritage Impact Assessment (cost \$20,000) and the approval of the MOC to rehabilitate the bridge. If the MOC designates the bridge as a Heritage Structure, it is unlikely that they would allow it to be rehabilitated, unless the work could be done without changing the character of the structure. MRC has indicated that it is unlikely that the structure could be rehabilitated without altering its appearance. In any case, if Option 2 is feasible, it would be at least three years before the necessary approvals were in place and the total cost could range from \$500,000 to \$ 1 million. The cost/benefit of an

expenditure of this magnitude would be difficult to justify for a small increase in operating capacity on a single lane bridge. In addition, the bridge would be closed for 4 to 6 months for construction. **Option 3** would cost at least \$1 or \$2 million. Based on similar situations encountered by MRC, if the existing bridge is deemed a Heritage Structure it would have to remain in place and the new bridge would be built in another nearby location. The feasibility of constructing a new bridge would remain uncertain until an Environmental Assessment was completed and it is uncertain if the Counties would receive approval from Parks Canada, the Ministry of Environment etc. for such an undertaking. In any case, Option 3 would take three to five years and require expenditures in 2013 to get the project rolling. **Option 4** would provide the least financial risk and public safety risk. However, it may be premature. An assessment of the condition of the key elements of the bridge, in the Spring, would determine if it can remain operational for a few more years, with or without repairs. MRC has indicated that they could complete such an evaluation for \$5,000. **Option 5** would reduce the number of crossings of the Rideau River between Burritts Rapids and Merrickville from three to two. Although this would inconvenience some drivers, the historic nature of the Andrewsville Bridge could still be maintained by keeping the bridge open for pedestrians and cyclists. An expenditure of about \$30,000 would be needed to close the bridge to vehicular traffic. Additional expenditures, to beautify the bridge for continued use by pedestrians and cyclists, such as painting the trusses, repairing the existing safety barriers and perhaps adding flower boxes could be also contemplated.

In the short term, the Director recommends that the Counties retain MRC to complete an evaluation of the bridge by May 21st, 2012, to determine its remaining service life, at a cost of \$5,000 (County share \$2,500). The Director further recommends that when the bridge reaches the **end of its service life**, it is closed to vehicular traffic and remains open for pedestrians and cyclists (Option 5).

If Council accepts the Director's recommendation (Option 5), no Heritage Impact Assessment is required. If Council does not agree with the Director's recommendation and considers Options 2 or 3 to be viable, then the Counties should retain MRC to complete a Heritage Impact Assessment, at a cost of \$20,000 (County share \$10,000). This would start the process to determine if Options 2 or 3 are feasible. No funds have been included in the 2012 Public Works Budget for a Heritage Impact Assessment.

6. FINANCIAL IMPACT

Since 2008, the financial pressures on the County have grown substantially. If it is Council's intention to replace the Andrewsville Bridge, the capital costs for this project should be included in the draft Long-Term Capital Plan.

It is unlikely that any external sources of funding will be available to offset the costs to rehabilitate or to replace the Andrewsville Bridge. Can the Counties afford to make such large investments to rehabilitate or to replace a 100 year old structure that carries about 200 vehicles each day? In any case, since the Andrewsville Bridge is a Boundary Bridge, Lanark County Council and the Council of the United Counties of Leeds and Grenville must jointly agree on its future and share the costs.

7. LOCAL MUNICIPAL IMPACT

Public interest, in the future of the Andrewsville Bridge, is very high, particularly in the Andrewsville, Merrickville, and Burritts Rapids area. The recent designation of the Rideau Canal as a UNESCO World Heritage Site has also generated some interest in the long-term preservation of the structure.

8. CONCLUSIONS

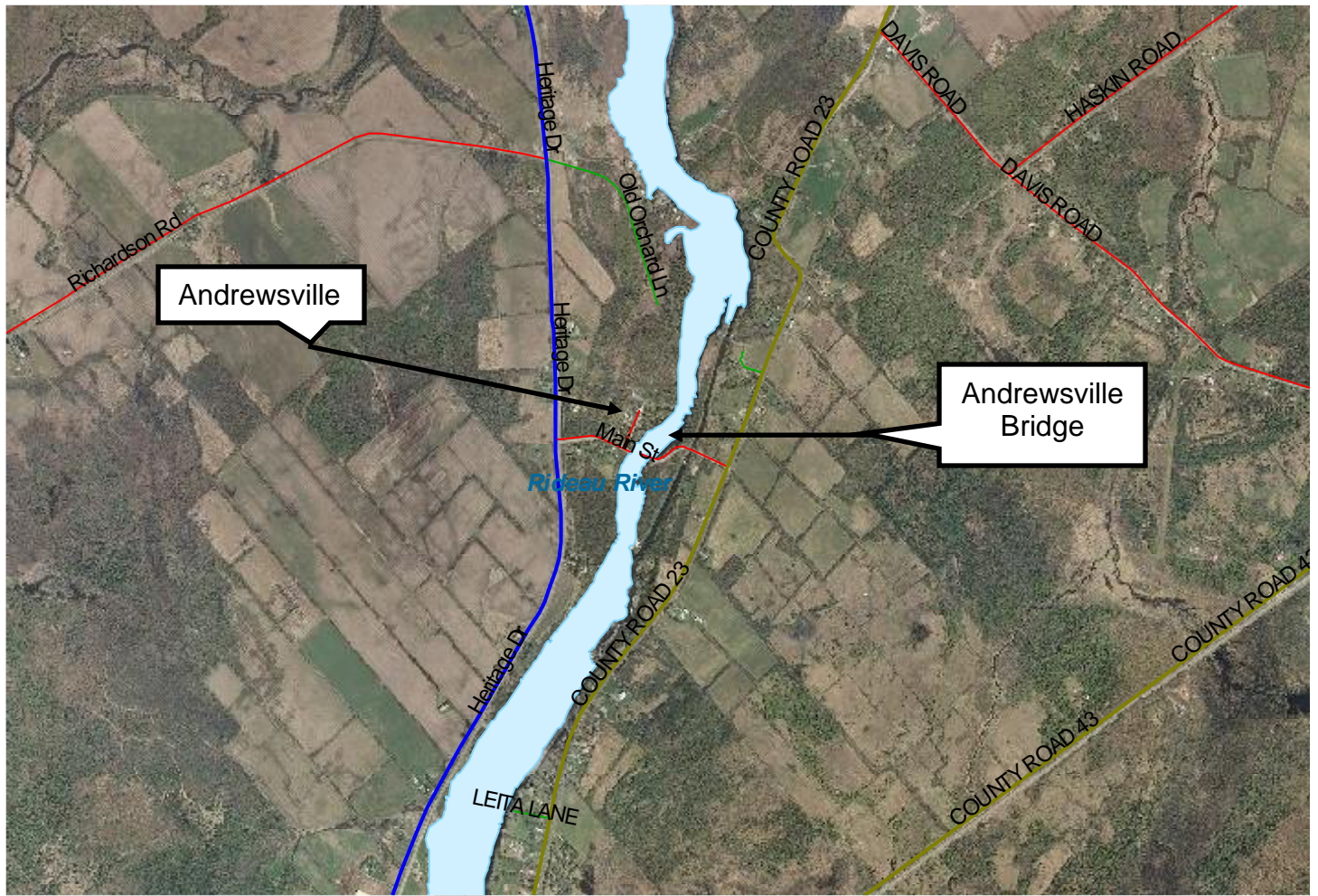
The Director recommends that Lanark County Council and the Council of the United Counties of Leeds and Grenville agree on a short and a long-term plan for the Andrewsville Bridge in 2012.

9. ATTACHMENTS

Appendix "A" - Andrewsville Bridge Area Map.

Appendix "B" - Andrewsville Bridge Photos.

ANDREWSVILLE BRIDGE AREA MAP



ANDREWSVILLE BRIDGE PHOTO



TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
KEY PLAN	ii
1. INTRODUCTION	1
2. STRUCTURE DESCRIPTION	2
3. SUMMARY OF SIGNIFICANT FINDINGS	3
4. STRUCTURAL EVALUATION	6
5. DISCUSSION AND RECOMMENDATIONS	7

EXECUTIVE SUMMARY

The Andrewsville Bridge, spanning the Rideau River in the hamlet of Andrewsville, was constructed in the late 1800's. The single lane bridge is comprised of a 38.5 m long steel truss and a 9.2 m long steel girder span. Both spans support a nail laminated timber deck with timber runners and curbs. In addition to the steel structures, the south approach is constructed on a dry stone rubble causeway approximately 70 m long.

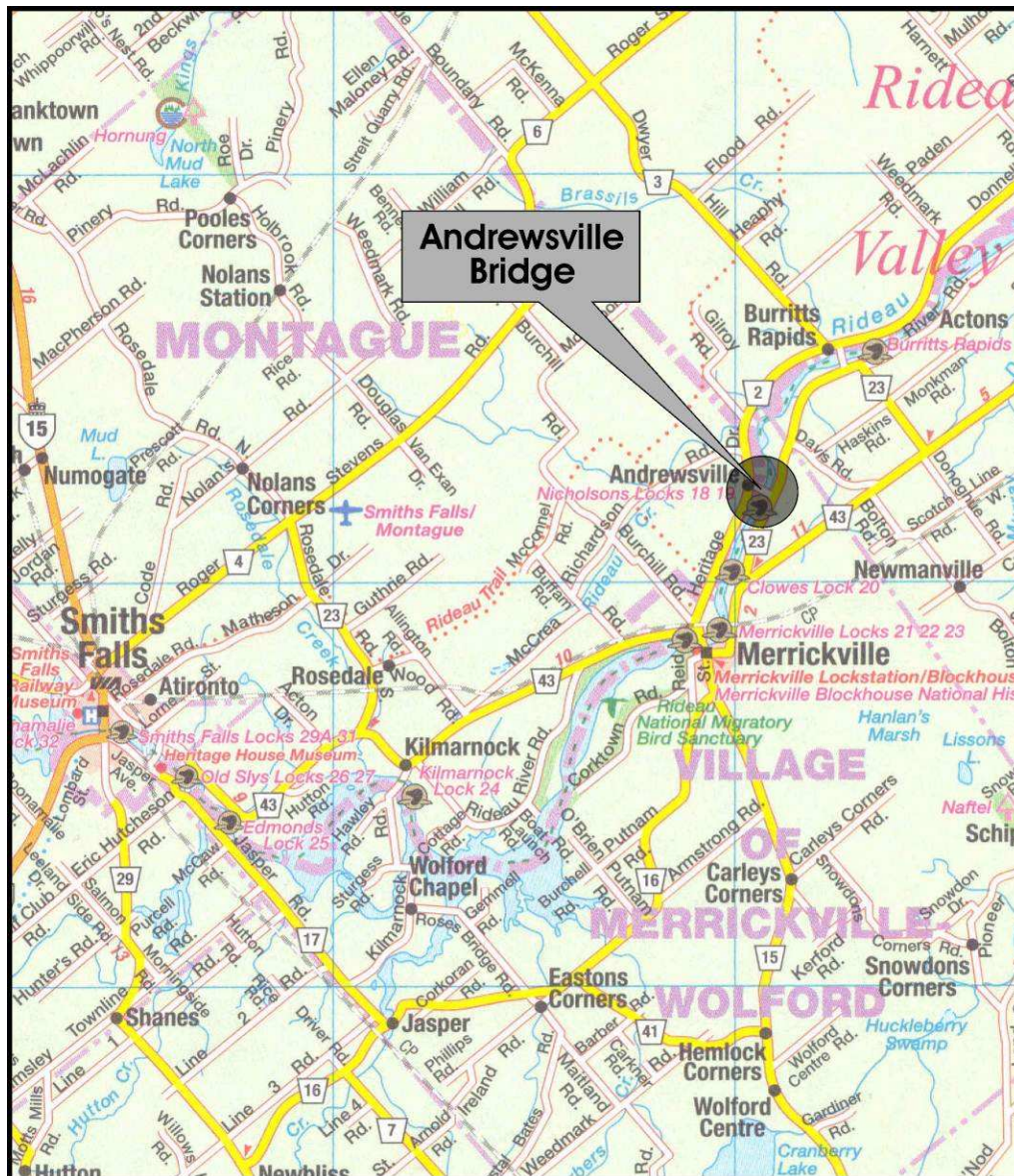
In 2007, an inspection and structural evaluation of the Andrewsville Bridge was undertaken. At that time it was recommended that the structure be load posted for a maximum of 5 tonnes. In 2009, the timber deck was replaced in kind and minor structural repairs were completed with the goal of maintaining the bridge in a serviceable condition for the 3 to 5 years until a long-term decision on the bridge was made.

In March of 2012, the bridge was inspected and the structural evaluation was updated to reflect the current condition of the bridge. This report summarizes the results of the inspection and updated evaluation. Corrosion and section loss of components is ongoing; however, it is recommended that the current load posting of 5 tonnes remain in place. In addition, it is recommended that the following repairs be undertaken in the summer of 2012 to maintain the current load posting:

- Restore timber blocking under stringer supports at the abutment and piers of the truss and girder spans, and,
- Local strengthening of the bottom chords LOL1 at the north end of the truss span.

It is estimated that the work will cost \$50,000 including engineering, construction, and supervision.

There is significant risk to the County by continuing to operate the Andrewsville Bridge. The structural capacity is currently governed by the stringers in the truss span. The Live Load Capacity Factor (F) of the stringers is 0.24. In accordance with the Canadian Highway Bridge Design Code (CHBDC), consideration shall be given to closing a structure with $F < 0.3$. The CHBDC also recommends maintaining a single load posting for a period of two years or less, which provides sufficient time to close or replace the bridge. The Andrewsville Bridge has had a single load posting for 5 years. As such, it is our recommendation that consideration be given to closing the Andrewsville Bridge to vehicular traffic.

KEY PLAN

1. INTRODUCTION

McCormick Rankin, a member of MMM Group Limited (MRC) was retained by the County of Lanark (County) to undertake a visual inspection of the Andrewsville Bridge (MTO Site No. 15-013) and to update the March 2007 structural evaluation.

The visual inspection was completed by Sascha Schreiber, P. Eng. and Joel Sam, EIT of MRC on March 7, 2012. The purpose of the inspection was twofold: to assess the overall condition of the superstructure; and to determine the degree of deterioration in components of the steel superstructure to be used in the updated structural evaluation. The visual inspection included a detailed hands-on inspection and section loss measurements of all superstructure elements that could be readily accessed by ladder from the deck or the pier and abutment footings. Interior below-deck floor system components were not inspected.

Upon completion of the visual inspection, the 2007 structural evaluation was updated reflect the inspection findings, the latest revisions to the Canadian Highway Bridge Design Code (CHBDC), and the 2009 rehabilitation.

This report summarizes the inspection findings and the results of the structural evaluation update, and includes cost estimates for several alternatives for structure replacement.

2. STRUCTURE DESCRIPTION

The Andrewsville Bridge spans the Rideau River in the hamlet of Andrewsville, located between Merrickville and Burritt's Rapids. Constructed in the late 1800's, it is comprised of two simply supported spans (Photograph 1): a 38.5 m long steel Pratt truss with eight bays at 4.8 m and a 9.2 m long steel girder span comprised of steel stringer and floorbeam system. The substructure consists of two concrete abutments and one concrete pier founded on spread footings on bedrock. In its current configuration, the bridge permits one lane of traffic with oncoming traffic yielding to vehicles on the bridge. Posted speed limit across the structure is 10 km/hr. The south approach is founded on a 70 m long dry stone causeway with rubble infill.

In 2007, the results of a structural evaluation recommended a single load posting on the bridge of 5 tonnes. In 2009, the existing timber deck was replaced with a nail laminated timber deck with timber runners and curbs, and minor structural repairs (primarily to the stringers at the North Abutment) were completed.



Photograph 1: East elevation, looking northwest.

3. SUMMARY OF SIGNIFICANT FINDINGS

The steel superstructure is in fair condition with widespread surface corrosion. The structural steel is generally in better condition above deck than below deck. The stringers in the end bays of the truss span have widespread surface corrosion with moderate section loss in the web and both flanges (Photograph 2). The section loss has been measured at several locations and was calculated to be up to 30% of the flange area. For the purposes of the inspection and structural evaluation, truss joints are numbered as shown in Figure 1 below.

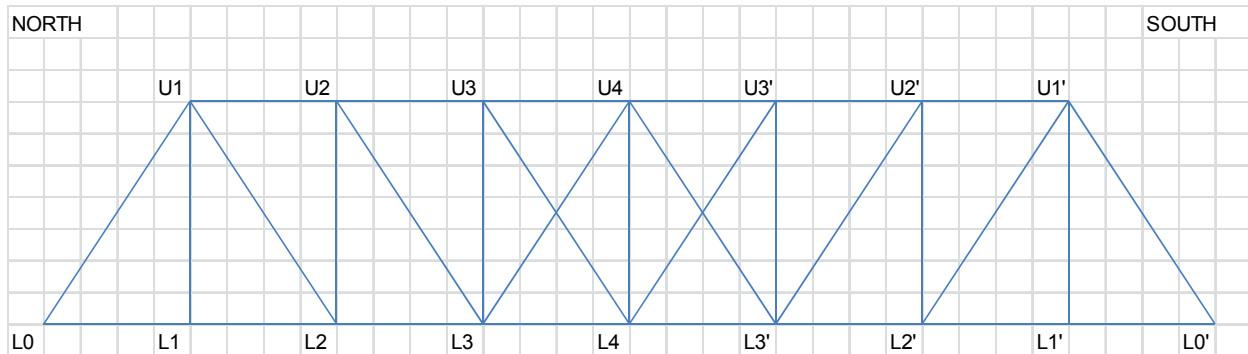


Figure 1: Truss Elevation with Joint Numbering

Severe section loss was observed in both the east and west bottom chords of the north end bay between L0L1 (see Figure 1 for truss joint numbering used in this report). The horizontal legs of the double angle section near the lateral bracing connection plate at L0 have near complete loss of section (Photograph 3). The vertical legs of the angles exhibit moderate pitting (Photograph 4). The corresponding section loss for the two members has been estimated at 60% (east) and 50% (west). The lateral bracing connection plates at these locations are also severely corroded with perforations (Photograph 5).



Photograph 2: Typical stringer corrosion in end bay of truss span.



Photograph 3: Severe pitting of horizontal leg of bottom chord L0L1.



Photograph 4: *Moderate pitting vertical leg of bottom chord L0L1*



Photograph 5: *Severely corroded bottom lateral connection plate at L0*

The truss diagonals U2L3 and U4L3' exhibit signs of buckling. The angle section U2L3 has twisted noticeably near L3, suggesting lateral torsional buckling has taken place (Photograph 6). At U4L3' the angles of the double angle section have bent and are nearly touching at mid-height, indicating global buckling (Photograph 7).



Photograph 6: *Twisting of U2L3 (east truss) near L3.*



Photograph 7: *Buckling of U4L3' (east truss) near mid-height.*

The bearings of the truss span are in poor condition and are unlikely to be functioning properly due to the advanced state of corrosion (Photograph 8). The timber blocking under the truss span stringer bearings is displaced at several locations causing excessive bending of the stringers due to lack of support (Photograph 9).



Photograph 8: Condition of truss bearing. Southeast bearing shown.



Photograph 9: Displace timber blocking at stringer bearing. Note stringer web repair from 2009 rehabilitation.

Previous inspection reports have noted significant deterioration in the west wall of the causeway, which has compromised the railing system over two sections of the railing. It is our understanding, through discussions with the County, that there are concerns with the integrity of sections of the east retaining wall. However, due to snow accumulations, this could not be confirmed as part of this inspection.

4. STRUCTURAL EVALUATION

The March 2007 structural evaluation of the truss and girder spans of the Andrewsville Bridge was updated as part of this assignment. The original evaluation was undertaken in accordance with Section 14 of the Canadian Highway Bridge Design Code S6-00 (CHBDC). The evaluation considered the dead load and live loads at the Ultimate Limit States (ULS) only. Details on the methodology of the original evaluation can be found in the March 2007 Structural Evaluation Report by MRC.

The update considered the dead loads of the new deck; any changes to pertinent clauses in the CHBDC and the measured section loss (refer to Section 3 of this report). The new timber deck has not been evaluated. Table 1 provides a comparison between the Live Load Capacity Factors (F) of the March 2007 evaluation and those obtained by the update. The values shown in Table 1 are for Evaluation Level 3 (single unit vehicles, i.e. small trucks). The results of the evaluation are summarized as follows:

- Overall, the continued deterioration has reduced the capacity of the bridge, most significantly in the bottom chord of the truss near the North Abutment;
- The capacity of several components increased due to a reduction in dead load (asphalt wearing surface was removed from the deck in 2009) and the improved load distribution characteristics of the new nail-laminated deck;
- Bridge posting is still governed by the truss span stringers and should remain at 5 tonnes (single posting).

Table 1: Live Load Capacity Factors and Posting

Span	Element	Response	2007 Evaluation		2012 Update	
			F	Posting (t)	F	Posting (t)
Truss Span	Stringers	Flexure	0.23	5	0.24	5
		Shear	0.53	12	0.72	17
	Floorbeams	Flexure	0.34	7	0.39	9
		Shear	0.85	21	0.90	22
	Bottom Chord	Tension	0.87	21	0.45	10
	Top Chord	Compression	0.60	14	0.73	18
	End Post	Compression	1.14		1.27	
	Hanger	Tension	1.75		1.79	
	Vertical	Compression	0.45	10	0.53	12
	Diagonal	Tension	0.55	13	0.51	12
Girder Span	Stringers	Flexure	0.36	8	0.28	6
		Shear	0.47	11	0.45	10
	Floorbeams	Flexure	0.42	9	0.38	8
		Shear	1.30		1.12	
	Girders	Flexure	0.30	6	0.35	8
		Shear	3.73		4.07	

5. DISCUSSION AND RECOMMENDATIONS

The structural evaluation update determined that the existing load posting of 5 tonnes should remain in place. While the structure is generally in fair condition, its design is functionally obsolete as it does not have sufficient capacity to support current highway loads. The governing elements are the truss and girder span stringers with Live Load Capacity Factors of less than 0.3 and the CHBDC recommends that consideration to closure of the bridge shall be given. The risk to the County associated with keeping the structure open to traffic lies in the difficulty of enforcing a 5 tonne weight limit.

Section loss due to corrosion has affected the stringers, particularly in the end bays of the truss span, and the bottom chords at the north end. The new nail laminated deck installed in 2009 has reduced the dead load and improved load distribution compensating the reduction in resistance due to section loss. However, additional section loss due to ongoing corrosion will result in further deterioration of the load capacity of the bridge. Cleaning and recoating of the stringers in the end bays of the truss span should be considered if the structure is to remain open.

Of particular concern are the bottom chords (L0L1) at the north end, where severe section loss was observed. While the bottom chords rate for 10 tonnes and are not the governing structural elements, their failure in tension would be catastrophic and cause the collapse of the entire structure. In addition to live and dead loads, the bottom chords are likely subjected to temperature loads, which were not considered in the evaluation, and are likely amplified by the poor condition of the truss bearings. In their current condition, the bearings may not allow the required expansion and contraction. Furthermore, overstress caused by the passage of over limit vehicles cannot be effectively prevented. As such, it is strongly recommended that the bottom chords be reinforced. It is further recommended that the severely corroded bottom lateral connection plates at L0 be replaced at the same time.

The observed twist in the diagonal U2L3 of the east truss is indicative of overstress in compression (lateral torsional buckling). While primarily a tension member, load reversal will occur under live load. The deformation will significantly lower the compressive resistance of this member. However, the 5 tonne live load as posted is not sufficient to cause the load reversal, so no further action is required provided the vehicles do not exceed the posted load. Buckling has also been observed in diagonal member U4L3' of the east truss. Since this member is redundant, overstress in compression will be redistributed and is not a concern at this time.

It is recommended that the timber blocking under the stringer supports at the piers and the abutments of both the truss and girder spans be replaced as required. It is further recommended that the above-noted work (bottom chord strengthening, connection plate replacement, stringer blocking) be completed in the summer of 2012.

As part of this assignment, repair and replacement alternatives and the associated costs were generated. The alternatives, including cost estimates are summarized in Table 2 on the next page. If it is the County's intention to maintain the crossing in the long-term, it is recommended that the structure and causeway be replaced in kind. Otherwise, it is recommended that consideration be given to closing the bridge and causeway to vehicular traffic.

Table 2: Structure Replacement Alternatives

Alt.	Description	Estimated Cost (\$2102)	Discussion
1	Do nothing.	0	Structure exhibits severe localized deterioration. CHBDC recommends bridge closure. County exposed to significant risk. Not recommended.
2	Maintain bridge in current condition through routine maintenance contracts.	\$50,000 (2012) \$50,000 every two years	Cost for 2012 based on estimate required to maintain structure in operating condition. Significant structural defects not addressed. Risk to County reduced, but not eliminated. Due to continuing deterioration of bridge, assume \$50k every two years for repairs works to maintain bridge in current condition. Not recommended.
3	Replace single lane bridge on existing substructure, reconstruct approach causeway.	\$1,750,000	Risk to County eliminated. Structure upgraded while maintaining aesthetics of bridge and causeway stone walls. Recommended if decision is made to maintain the crossing in the long-term.
4	Replace bridge and causeway with a single lane structure.	\$3,100,000	Risk to County eliminated. Not recommended due to cost.
5	Replace bridge with double lane structure, reconstruct causeway.	\$2,650,000	Risk to County eliminated. Not recommended due to cost.
6	Replace bridge and causeway with a double lane bridge.	\$4,450,000	Risk to County eliminated. Not recommended due to cost.
7	Close bridge to vehicular traffic, maintain bridge as pedestrian structure.	\$50,000	Risk to County eliminated; however, river crossing for vehicular traffic removed. Estimated cost includes bridge closure, public consultation, agency notification, etc. Recommended if monies not available for structure replacement.

Report Prepared By:

Sascha Schreiber, P.Eng.
(Structural Evaluation)

Joel Sam, EIT

Report Reviewed By:

Bill Bohne, P.Eng.

McCormick Rankin
1145 Hunt Club Road, Suite 300
Ottawa, ON Canada K1V 0Y3
t: 613.736.7200 | f: 613.736.8710
www.mrc.ca

May 9, 2012

The Corporation of the County of Lanark
Public Works Department
99 Christie Lake Road
Perth, ON K7H 3E2

Attention: Mr. Steve Allan, P.Eng.
Director of Public Works and Engineering

Dear Sir:

McCormick Rankin, a member of MMM Group Limited (MRC) was retained by the County of Lanark (County) to undertake an emergency visual inspection of the Andrewsville Bridge over the Rideau River following an incident on May 4, 2012. It is our understanding that a truck weighing in excess of 5 tonnes crossed the Andrewsville Bridge and the adjacent swing bridge over the Rideau Canal. The swing bridge was damaged, and Parks Canada closed both bridges to all traffic.

The inspection of the Andrewsville Bridge was undertaken by Sascha Schreiber, P. Eng. and Andrew Krisciunas, E.I.T. of MRC on May 9, 2012. The purpose of the inspection was to visually assess the condition of the accessible structural members and their connections of the bridge for signs of damage caused by the overload. Structural members that were not readily accessible by ladder from the deck and the pier or abutment footings, such as the interior bays of the floor system of both the truss and girder spans, were not inspected.

MRC had recently completed a detailed visual inspection of the same bridge in March 7, 2012 and presented the inspection results to the County of Lanark in the March 2012 Structural Inspection and Evaluation Report. The results of this inspection were used as a benchmark to assess whether any new damage was evident.

MRC noted that the buckling of the diagonal U4L3' of the east truss has progressed since the March 2012 inspection. The double angles are now overlapping as opposed to nearly touching in the previous inspection (Photograph 1). Additionally, a moderate deformation (twist) of the interior angle of the west truss diagonal U3L4 was observed near L4 (Photograph 2), which was not observed in the March 2012 inspection. While these members are primarily tension members, load reversal into compression will occur under certain live loading conditions. The deformation will significantly lower the compressive resistance of these members. However, MRC determined in the March 2012 Structural Inspection and Evaluation Report that the 5 load limit (as posted) is not large enough to cause the load reversal; accordingly, no further action is required provided the vehicles do not exceed the posted load limit.



March 2012



May 2012

Photograph 1: Diagonal U4L3', east truss. The horizontal legs of the double angles were nearly touching in March 2012 (left) but were overlapping in May 2012 (right).



Photograph 2: Deformation in interior angle of U3L4, west truss.

The stringers in the end bays of the truss span, which govern the load posting of the bridge, and those of the slab-on-girder, did not exhibit signs of yielding or distress. All other members which could be inspected showed no signs of damage. Consequently, the bridge can be safely reopened to vehicular traffic with the current load restrictions (single load posting of 5 tonnes). Notwithstanding the preceding, MRC strongly recommends that the recommendations presented in the March 2012 Structural Inspection and Evaluation Report be considered. Further, MRC recommends that the 10 tonne load posting for the adjacent bridge over the Rideau Canal be reduced to 5 tonnes to be consistent with the load posting of the Andrewsville Bridge. The width and configuration of the roadway between the two bridges is such that a larger vehicle approaching from the south and weighing less than 10 tonnes, but more than 5 tonnes, would not be able to turn around and therefore have no option other than crossing over the Andrewsville Bridge.

If you have any questions or concerns, or should you require additional information or clarification, please do not hesitate to contact the undersigned.

Yours very truly,

McCormick Rankin, a member of MMM Group Limited

Sascha Schreiber, P. Eng.
Senior Project Engineer
Transportation - Structures



**MINUTES
SEVENTH MEETING OF 2012
PUBLIC WORKS COMMITTEE OF THE WHOLE**

The Public Works Committee of the Whole met in regular session on Wednesday, June 6th, 2012 immediately following the Community Development Committee meeting at the Lanark County Municipal Office, 99 Christie Lake Road, Perth, Ontario.

Members Present: Chair S. Freeman, Warden J. Gemmell, Councillors P. McLaren, B. Stewart, J. Levi, V. Wilkinson, B. Dobson, P. Dolan, J. Fenik, K. Kerr, R. Kidd, W. LeBlanc, E. Sonnenburg, A. Churchill and G. Code

Staff/Others Present: P. Wagland, CAO
C. Ritchie, Director of Clerk's Services/Clerk
S. Allan, Director of Public Works
K. Greaves, Director of Finance/Treasurer (left meeting 10:12 p.m.)
E. Patterson, Council & Clerk Services Assistant
K. Stewart, I.T. Support

Regrets: Councillor S. Mousseau

PUBLIC WORKS

Chair: Councillor Susan Freeman

1. CALL TO ORDER

The meeting was called to order at 7:50 p.m.
A quorum was present.

2. DISCLOSURE OF PECUNIARY INTEREST

None at this time.

3. APPROVAL OF MINUTES

MOTION #PW-2012-047

MOVED BY: John Gemmell
SECONDED BY: Peter McLaren

"THAT, the minutes of the Public Works Committee meeting held on May 2nd, be approved as circulated."

ADOPTED

4. ADDITIONS AND APPROVAL OF AGENDA

MOTION #PW-2012-048

MOVED BY: Ed Sonnenburg

SECONDED BY: Aubrey Churchill

“THAT, the agenda be approved as presented.”

ADOPTED

5. DELEGATIONS & PRESENTATIONS

- i) Request to Waive Entrance Application Fee
Randy Cota

Mr. Cota addressed council on a request to waive an entrance application fee based on principle.

S. Allan informed the committee that the current policy does not have a provision for an exemption for a status Indian.

MOTION #PW-2012-049

MOVED BY: Keith Kerr

SECONDED BY: Pat Dolan

“THAT, the delegation request to waive an entrance application fee be deferred, to obtain further information, to the August 1st, 2012 Public Works Committee of the Whole.”

ADOPTED

6. COMMUNICATIONS

- i) Lanark County Public Information Centre for the Rehabilitation of the Mississippi River Bridge: Thursday, June 21st, 2012
- ii) Lanark County Public Notice: Roadway Line Painting Underway

MOTION #PW-2012-050

MOVED BY: Wendy LeBlanc

SECONDED BY: Ed Sonnenburg

“THAT, the communications for the June Public Works Committee meeting be received as information.”

ADOPTED

7. **CONSENT REPORTS**

- i) Report #PW-33-2012 Public Works Contract Status Report #6
- ii) Report #PW-36-2012 County Truck Rodeo Results
- iii) Report #PW-37-2012 2012 Public Works Goals Update

MOTION #PW-2012-051

MOVED BY: Brian Stewart
SECONDED BY: John Levi

“THAT, the following Consent Reports for the June Public Works Committee meeting be received as information:

Report #PW-33-2012 Public Works Contract Status Report #6

Report #PW-36-2012 County Truck Rodeo Results

Report #PW-37-2012 2012 Public Works Goals Update.”

ADOPTED

8. **DISCUSSION REPORTS**

- i) Report #PW-40-2012 Proposed Closure of Andrewsville Bridge
Director of Public Works, Steve Allan

The purpose of this Joint Report is to recommend that the Councils of Lanark County and the United Counties of Leeds and Grenville authorize Staff to begin the necessary process to permanently close the Andrewsville Bridge to vehicular traffic.

S. Allan gave a PowerPoint Presentation – *attached page 13*

Discussion was held on the following items:

- utilizing Algonquin College masonry students to repair the bridge
- neighbouring municipalities partnering in funding
- exploring all financial obligations prior to permanent closure
- emergency dispatch having no concerns with the closure

MOTION #PW-2012-052

MOVED BY: John Fenik
SECONDED BY: Bill Dobson

“THAT, the County of Lanark fund 50% of \$50,000 to execute the necessary repairs to attempt to extend the Andrewsville Bridge service life with the anticipation of exploring a full replacement with potential future funding opportunity from the government;

AND THAT the necessary repairs to the Andrewsville Bridge be undertaken subject to an agreement with the United Counties of Leeds and Grenville.

ADOPTED

- ii) Report #PW-39-2012 Proposal for the Assumption of a New County Road:
McNeely Avenue Extension

Director of Public Works, Steve Allan

The purpose of this Report is to recommend a joint, Cost-shared Project, with the Town of Carleton Place, for the construction of a new arterial road, between Highway 7 and Highway 15, known as the McNeely Avenue Extension.

S. Allan highlighted the main points of interest.

- iii) Report #PW-38-2012 Proposal for the Assumption of a New County Road:
Perth Arterial Road

Director of Public Works, Steve Allan

The purpose of this Report is to recommend a joint, cost-shared project, with the Town of Perth, for the construction of a new arterial road, between Highway 7 and County Road 43.

S. Allan highlighted the main points of interest.

- iv) Report #FIN-17-2012 Financial Analysis of McNeely Ave & Perth Arterial Road
Director of Finance/Treasurer, Kurt Greaves

To provide council with a detailed financial analysis of the extension of McNeely Avenue and the Perth Arterial Road projects.

K. Greaves gave a PowerPoint Presentation – *attached page 15*

MOTION #PW-2012-053

MOVED BY: Richard Kidd

SECONDED BY: Keith Kerr

"WHEREAS, in December, 2009, in accordance with the Municipal Engineers Association Class Environmental Assessment Process, the Town of Carleton Place completed and received the Ministry of Environment's approval for an Environmental Study Report, for the southerly extension of McNeely Avenue, with a four-lane arterial road, between Highway 7 and Highway 15, in the Town of Carleton Place;

AND WHEREAS, the McNeely Avenue Extension shall be constructed in two phases: Phase 1: A two-lane arterial road, from Highway 7 to Highway 15, and Phase 2: Widening the platform, to four-lanes, from Highway 7 to Highway 15;

AND WHEREAS, on May 2nd, 2012, Town of Carleton Place Staff presented a Proposal to the Public Works Committee for a joint project with the County to construct the McNeely Avenue Extension (Phase 1) between 2013 and 2015;

AND WHEREAS, in accordance with the Policy for the "Assumption of Local Roads by the County of Lanark", County Council resolves that the McNeely Avenue Extension meets the criteria to be designated as a County Road and to be accepted into the County Road System, when it has been constructed;

AND WHEREAS, the County of Lanark and the Town of Carleton Place have agreed to a cost-sharing framework, for the design and the construction of the McNeely Avenue Extension.

NOW BE IT RESOLVED:

THAT, upon the issuing of the Certificate of Substantial Completion for Phase 1 construction, the County of Lanark shall enact the necessary By-Law to accept the newly constructed McNeely Avenue Extension into the County Road System;

THAT, the County of Lanark shall be responsible for the widening of the McNeely Avenue Extension to four-lanes, in the future, when warranted by the traffic volumes.

THAT, the County shall fund its portion of the McNeely Avenue Extension Project Costs as stipulated in the Treasurer's Report #FIN-17-2012;

AND THAT County Council authorizes the Warden and Treasurer to execute an Agreement with the Town of Carleton Place, which stipulates the arrangements, as described in Report #PW-39-2012, for the McNeely Avenue Extension Project."

ADOPTED

MOTION #PW-2012-054

MOVED BY: Ed Sonnenburg

SECONDED BY: Aubrey Churchill

"WHEREAS, in June, 2008, in accordance with the Municipal Engineers Association Class Environmental Assessment Process, the Town of Perth completed and received the Ministry of Environment approval for an Environmental Study Report for the construction of a two-lane arterial road between the intersection of Highway 7 and County Road 43 in the Town of Perth;

AND WHEREAS, on May 2nd, 2012, Town of Perth Staff presented a proposal to the Public Works Committee for a joint project, with the County, to construct the proposed Arterial Road between 2025 and 2030, contingent upon the further expansion of the Perthmore Subdivision;

AND WHEREAS, the Perth Arterial Road shall be constructed in two phases: Phase 1, from Highway 7 to County Road 10, and Phase 2, from County Road 10 to County Road 43;

AND WHEREAS, in accordance with the Policy for the "Assumption of Local Roads by the County of Lanark", County Council resolves that the Perth Arterial Road meets the criteria to be designated as a County Road and to be accepted into the County Road System, when it has been constructed;

AND WHEREAS, the County of Lanark and the Town of Perth have agreed to a cost-sharing framework for the design and the construction of the Perth Arterial Road.

NOW BE IT RESOLVED:

THAT, effective January 1st, 2013, the County of Lanark and the Town of Perth shall enact the necessary By-Laws to transfer the ownership of County Road 1 (Gore Street), County Road 6 (Sunset Boulevard), and County Road 10 (North Street), within the current limits of the Town of Perth, from the County to the Town of Perth;

THAT, upon the issuing of the Certificate of Substantial Completion for Phase 1 Construction, the County of Lanark shall enact the necessary By-Law to accept the newly constructed Perth Arterial Road into the County Road System;

THAT, the County and the Town of Perth shall collaborate for the future construction and acceptance into the County Road System of an extension of the Arterial Road, from County Road 10 to County Road 43 (Phase 2);

THAT, the Town of Perth shall be prepared to act, as the County's Agent, to facilitate the potential disposal of the Perth Garage Property, including the remediation, marketing and redevelopment of the site, at no cost to the County;

THAT, the County shall fund its portion of the Perth Arterial Road Project Costs, as stipulated in the Treasurer's Report #FIN-17-2012;

AND THAT County Council authorizes the Warden and Treasurer to execute an Agreement with the Town of Perth, which stipulates the arrangements, as described in Report #PW-38-2012, for the Perth Arterial Road Project."

ADOPTED

MOTION #PW-2012-0

MOVED BY: Wendy LeBlanc

SECONDED BY: John Gemmell

"That, County Council enter into an agreement to cost share the McNeely Avenue extension with the Town of Carleton Place;

And that, Lanark County Council commit to funding 50% of the cost of the necessary planning and 50% of the cost of building the required intersections;

And that, the total cost of the County 50% share be limited to \$1,400,000 (estimate of \$1,277,000 plus 10%);

And that, County Council authorize the County share of the McNeely Avenue extension related to growth be funded by Development Charges;

And that, County Council enter into an agreement with the Town of Perth to cost share the Perth Arterial Road;

And that, County council commit to funding up to \$680,000 (estimate of \$620,000 plus 10%) for the preliminary work on the project;

And that, once Perth has a developer agreement that includes contributions to the Arterial Road that County Council enter into negotiations on a formal cost sharing agreement with the Town of Perth for the balance of the road construction cost;

And that, County Council authorize the County share of the Perth Arterial Road related to growth be funded by Development Charges."

ADOPTED

MOTION #PW-2012-055

MOVED BY: Richard Kidd

SECONDED BY: Bill Dobson

"THAT, the Development Charges by-law be amended to include the Perth Arterial Road Project and the McNeely Ave. Project."

ADOPTED

- v) Report #PW-27-2012 Proposed Property Conveyance: Part Lot 22, Concession 2 County Road 9

Director of Public Works, Steve Allan

The purpose of this Report is to finalize an exchange of property between the County of Lanark and Gemmill's General Store Inc. (known as The Clayton General Store Inc.) which requires that a portion of the former County Road 9, Lot 22, Concession 2, Geographic Township of Ramsay, within the Municipality of the Town of Mississippi Mills, more particularly described as Part 4, Registered Plan 27R10040, be declared surplus, stopped-up, closed and conveyed to the abutting property owners.

MOTION #PW-2012-056

MOVED BY: Keith Kerr

SECONDED BY: Ed Sonnenburg

“THAT, Lanark County Council declare the portion of the former County Road 9, in Lot 22, Concession 2, Geographic Township of Ramsay, Municipality of Town of Mississippi Mills, more particularly described as Part 4, Registered Plan 27R10040, as surplus to County needs and that Staff be authorized to commence the process to stop-up, close and sell the subject lands;

THAT the value of consideration for the surplus lands is set at one dollar (\$1.00);

THAT a Public Hearing, regarding the subject road closing, is held at the Lanark County Council Chambers on August 1, 2012, immediately prior to the Public Works Committee Meeting;

THAT the Director of Public Works provides a Report and recommendations to the Public Works Committee, as soon as practicable, after the Public Hearing;

THAT the Warden and Clerk, on behalf of the Corporation of the County of Lanark, be authorized to enter into an Agreement of Purchase and Sale (attached) with Gemmill's General Store Inc. (also known as The Clayton General Store) for:

- a. The purchase of property, abutting County Road 9, being Part of Lot 22, Concession 2, more particularly described as Part 2 on Plan 27R-10040, in the Geographic Township of Ramsay, Municipality of Town of Mississippi Mills, for the purpose of road construction
- b. The sale of property, abutting County Road 9, being Part of Lot 22, Concession 2, more particularly described as Part 4 on Plan 27R-10040, in the Geographic Township of Ramsay, Municipality of Town of Mississippi Mills, for the purpose of road construction

AND THAT the Clerk sends Report #PW-27-2012 to the Town of Mississippi Mills Clerk, for information.”

ADOPTED

- vi) Report #PW-34-2012 Proposed County Road 9 Jurisdiction Change: Part Lot 22, Concession 2

Director of Public Works, Steve Allan

The purpose of this Report is to finalize a transfer of property between the County of Lanark and the Town of Mississippi which requires that a portion of the former County Road 9, Lot 22, Concession 2, Geographic Township of Ramsay, within the Municipality of the Town of Mississippi Mills, more particularly described as Parts 3 and 5, Registered Plan 27R10040, be removed from the County Road System.

MOTION #PW-2012-057

MOVED BY: Val Wilkinson

SECONDED BY: Bill Dobson

“THAT, Lanark County Council declare the portion of the former County Road 9, in Lot 22, Concession 2, Geographic Township of Ramsay, Municipality of Town of Mississippi Mills, more particularly described as Parts 3 and 5, Registered Plan 27R10040, as surplus to County needs and that a By-law be prepared to remove these lands from the County Road System;

AND THAT the Clerk sends Report #PW-34-2012 to the Town of Mississippi Mills Clerk, for information.”

ADOPTED

K. Greaves left the meeting at 10:12 p.m.

- vii) Report #PW-35-2012 2011 Weed Inspector's Report and Appointment of the County Weed Inspector for 2012
Director of Public Works, Steve Allan

The purpose of this Report is to inform the Committee of the activities of the County Weed Inspector.

MOTION #PW-2012-058

MOVED BY: Aubrey Churchill

SECONDED BY: Gail Code

“THAT, County Council accepts the 2011 Annual Weed Report for information;

THAT County Council authorize the payment of an honorarium of \$500 to Mr. Tom Guindon for his services as County Weed Inspector in 2011;

AND THAT the Clerk prepares the necessary By-Law to appoint Mr. Tom Guindon as the County Weed Inspector for 2012.”

ADOPTED

- viii) Report #PW-41-2012 Property Conveyance Part of Lot 24 Concession 10 Geographic Township of Ramsay: County Road 17
Director of Public Works, Steve Allan

The purpose of this Report is to recommend the purchase of property, from landowners on County Road 17 (Blakeney Road), to enable road improvements at the intersection of Ridge Road and Blakeney Road in the Village of Blakeney.

MOTION #PW-2012-059

MOVED BY: John Gemmell

SECONDED BY: John Levi

“THAT, the Warden and Clerk, on behalf of the Corporation of the County of Lanark, be authorized to enter into an Agreement of Purchase and Sale (attached) with Ralph William Henry for the purchase of property, abutting County Road 17, being Part of Lot 24, Concession 10, in the Geographic Township of Ramsay, Municipality of the Town of Mississippi Mills, and more particularly described as Part 1 on Registered Plan 27R-10023 dated December 22nd, 2011, for the purpose of road construction;

AND THAT the Clerk sends Report #PW-41-2012 to the Town of Mississippi Mills Clerk, for information.”

ADOPTED

9. VERBAL REPORTS

- i) Report #PW-42-2012 Perth Golf Course Property Conveyance
Director of Public Works, Steve Allan

A PowerPoint slide was projected – *attached page 21*

MOTION #PW-2012-060

MOVED BY: Ed Sonnenburg

SECONDED BY: Pat Dolan

“THAT, the Clerk rescinds By-Law 2012-01 and presents a corrected by-law at the June Meeting of County Council.”

ADOPTED

10. DEFERRED REPORTS

None

11. CONFIDENTIAL REPORTS

None

12. NEW/OTHER BUSINESS

- i) Meeting Schedule – *attached page*
Director of Clerk's Services/Clerk, Cathie Ritchie

The following change to the meeting schedule was noted:

- June 25th Lanark County Tourism Association in Lanark Highlands Council Chambers

13. ADJOURNMENT

The Committee adjourned at 10:15 p.m. on motion by Councillors B. Dobson and P. Dolan



**Cathie Ritchie,
Clerk**

DISCUSSION REPORTS

ANDREWSVILLE BRIDGE



ANDREWSVILLE BRIDGE History

- Five PW reports since 2007
 - Condition of structure
 - Short-term repairs
 - Long-term plan for structure ?
- 2009 Councils decide to repair to extend life 5 years
- March 2012 Structural Evaluation
- May 2012 Emergency Closure

ANDREWSVILLE BRIDGE Consultant's Recommendations

- Service life over
- Does not meet CHBDC
 - Stringer capacity insufficient
 - 5 Tonnes load posting > 2 years
- May 4th Incident: Emergency Inspection
 - Truss deformation
 - Risk non-compliance with load posting

ANDREWSVILLE BRIDGE Options

- Option 1. Reopen
- Option 2. Continue closure until repaired/replaced
- **Option 3. Continue closure and begin process for permanent closure to vehicles**

**THE COUNTY OF LANARK
AND
THE UNITED COUNTIES
OF LEEDS AND GRENVILLE**

PUBLIC WORKS COMMITTEE

June 6th, 2012

Lanark County Report #PW-40-2012
United Counties of Leeds and Grenville Report #PW-36-2012

PROPOSED CLOSURE OF ANDREWSVILLE BRIDGE

1. STAFF RECOMMENDATIONS

WHEREAS, on March 7th, 2012, our Consulting Engineers completed a Structural Evaluation of the Andrewsville Bridge, recommending that the existing five (5) tonnes load posting was warranted. In order to mitigate the risk of continuing to use the structure beyond its service life, consideration is being given to its closure, rehabilitation or replacement;

AND WHEREAS, at the request of Parks Canada, the Andrewsville Bridge was closed to vehicular traffic on May 4th, 2012, when an loaded transport truck illegally used the crossing, damaging the adjacent Parks Canada swing bridge at Nicholson's Lock, and necessitating the closure of both bridges, to effect repairs;

AND WHEREAS an Engineer's Emergency Inspection of the Andrewsville Bridge on May 9th, 2012, identified evidence of distress in some of the truss members, which was not there in March, 2012, rendering the structure unsafe for vehicular traffic;

AND WHEREAS, at a joint meeting on May 22nd, 2012, with representatives from the Councils of Lanark County and the United Counties of Leeds and Grenville, our Consulting Engineers recommended the permanent closure of the Andrewsville Bridge to vehicular traffic;

AND WHEREAS, the Counties agree that it is not fiscally responsible to rehabilitate or replace the Andrewsville Bridge, since less than 200 vehicles per day use the structure, alternative crossings are available only four (4) km away, at Burritts Rapids and Merrickville, and the estimated costs would be at least \$1,750,000.

NOW THEREFORE BE IT RESOLVED,

THAT, in the interests of public safety and fiscal prudence, the Councils of Lanark County and the United Counties of Leeds and Grenville, accept the advice of our Consulting Engineers to close the Andrewsville Bridge to vehicular traffic;

AND THAT, Staff is directed to take the necessary steps, in accordance with the Municipal Engineers Association Class Environmental Assessment Process, to permanently close the Andrewsville Bridge, with a view to scheduling a Public Meeting in August, 2012;

AND THAT, the Clerk sends Report this Report to our Provincial and Federal Members of Parliament, Parks Canada, Montague Township and the Town of Merrickville-Wolford for information.

Recommended By:

**Steve Allan, P. Eng.
Director of Public Works**

Recommended By:

**Les Shepherd, P. Eng.
Public Works, Planning Services
and Asset Management**

Approved for Submission By:

**Peter Wagland
Chief Administrative Officer**

2. PURPOSE

The purpose of this Joint Report is to recommend that the Councils of Lanark County and the United Counties of Leeds and Grenville authorize Staff to begin the necessary process to permanently close the Andrewsville Bridge to vehicular traffic.

3. BACKGROUND

The Andrewsville Bridge is one of three crossings of the Rideau River on the eight (8) km shoreline between Merrickville and Burritts Rapids. It is jointly owned by the County of Lanark and the United Counties of Leeds and Grenville. The Bridge crosses the Rideau River, in the Hamlet of Andrewsville, providing access to the Parks Canada swing bridge, which crosses the Rideau Canal at the Nicholson's Locks.

The future of the 100 year old Andrewsville Bridge has been debated since 2005, when our Consulting Engineers identified a number of significant structural deficiencies and noted that the Bridge had reached the end of its service life. In October, 2007 (Report #PW-78-2007), Lanark County Council and the Council of the United Counties of Leeds and Grenville agreed to defer a decision on the rehabilitation/replacement of the structure and to complete the necessary repairs to the Andrewsville Bridge to attempt to extend its service life for five years. To that end, about \$150,000 of repairs were completed between 2007 and 2009 to keep the Bridge open to vehicular traffic, with a load posting of five (5) tonnes.

At their January 25th, 2012, Meeting (Report #PW-06-2012), Lanark County Council authorized the Director of Public Works to retain McCormick Rankin Corporation to complete an Inspection and Structural Evaluation of the Andrewsville Bridge at a cost of \$5,000. The purpose of the Inspection was to update previous evaluations, to determine the remaining service life of the structure, and to provide options for the future. The United Counties of Leeds and Grenville also agreed to proceed with the assessment.

The March, 2012, Inspection and Structural Evaluation Report is attached at Appendix "A". The Report recommended \$50,000 of repairs during the summer of 2012 and noted "that there is significant risk to the County continuing to operate the Andrewsville Bridge".

On May 4th, 2012, at the request of Parks Canada, the Andrewsville Bridge was closed to vehicular traffic when a loaded transport truck illegally used the crossing, damaging the adjacent Parks Canada swing bridge at Nicholson's Lock, and necessitating the closure of both bridges, to effect repairs. Although there was no visible damage to the Andrewsville Bridge, the Director immediately asked our Consulting Engineers to inspect the bridge. The Engineer's Emergency Inspection of the Andrewsville Bridge on May 9th, 2012, identified evidence of distress in some of the truss members, which was not there in March, 2012, rendering the structure unsafe for vehicular traffic. The May 9th, 2012, Report is attached at Appendix "B" for information.

4. DISCUSSION

In light of these events, the Wardens, the Chairs of the Public Works Committees, the CAOs and the Engineers for the two Counties met in Merrickville on May 22nd, 2012, to review the Consultant's recommendations. In the interests of public safety and fiscal prudence, the Meeting Participants agreed that a Joint Report, recommending the closure of the Andrewsville Bridge, to vehicular traffic, should be presented to both Councils as soon as possible. The Participants also agreed that notwithstanding the anticipated reopening of the Parks Canada swing bridge, at Nicholson's Lock, that the Andrewsville Bridge should remain closed to vehicular traffic, pending the completion of the required Environmental Assessment Process and Public Consultation. The Participants further agreed that a Public Meeting should be held, in August, at the Montague Township Municipal Office.

5. ANALYSIS AND OPTIONS

After the repairs have been completed to the Nicholson's Lock swing bridge, three (3) options are open

- i) Option 1. Reopen the Andrewsville Bridge to vehicular traffic.
- ii) Option 2. Continue with the closure of the Andrewsville Bridge to vehicular traffic until it has been repaired or replaced.
- iii) Option 3. Continue with the closure of the Andrewsville Bridge, indefinitely, and begin the process to effect a permanent closure of the structure to vehicular traffic.

Option 1 is not recommended, as it would compromise public safety and it would be contrary to the Consultant's recommendations. Option 2 is not recommended, as the structure has reached the end of its service life and expenditures to repair the bridge are not fiscally responsible, given the low traffic volumes and the proximity to alternative crossings. Also, replacing the bridge, at a cost of at least \$1,750,000, is not fiscally responsible. Therefore, the Directors recommend Option 3, continue with the closure of the Andrewsville Bridge, indefinitely, and begin the process to effect a permanent closure of the structure to vehicular traffic.

6. FINANCIAL IMPACT

The estimated cost to complete the process to permanently close the structure to vehicular traffic is \$50,000. This cost will be shared, equally, by Lanark County and the United Counties of Leeds and Grenville. In the longer term and if funding permits, additional expenditures, to beautify the Bridge for continued use by pedestrians and cyclists, could be considered by the two County Councils, with input from the local residents.

7. LOCAL MUNICIPAL IMPACT

Public interest, in the Andrewsville Bridge, is very high, particularly in the Andrewsville, Merrickville, and Burritts Rapids areas. On June 1st, 2012, after this Report was distributed to Council, the Lanark County Director of Public Works provided the County Website Link to the Report to 40 members of the public. The link was sent to local ratepayers who had asked to be kept up to date on the status of the Andrewsville Bridge.

8. CONCLUSIONS

The Directors recommend that the Andrewsville Bridge remains closed to vehicular traffic and the two Counties begin the process to effect a permanent closure of the structure to vehicular traffic.

9. ATTACHMENTS

Appendix "A" - McCormick Rankin Corporation's Andrewsville Bridge Inspection and Structural Evaluation Report dated March 7th, 2012.

Appendix "B" - McCormick Rankin Corporation's Andrewsville Bridge Emergency Inspection Report dated May 9th, 2012.

MCCORMICK RANKIN CORPORATION’S ANDREWSVILLE BRIDGE INSPECTION
AND STRUCTURAL EVALUATION REPORT DATED MARCH 7TH, 2012

TABLE OF CONTENTS

EXECUTIVE SUMMARY i

KEY PLAN ii

1. INTRODUCTION 1

2. STRUCTURE DESCRIPTION 2

3. SUMMARY OF SIGNIFICANT FINDINGS 3

4. STRUCTURAL EVALUATION..... 6

5. DISCUSSION AND RECOMMENDATIONS 7

EXECUTIVE SUMMARY

The Andrewsville Bridge, spanning the Rideau River in the hamlet of Andrewsville, was constructed in the late 1800's. The single lane bridge is comprised of a 38.5 m long steel truss and a 9.2 m long steel girder span. Both spans support a nail laminated timber deck with timber runners and curbs. In addition to the steel structures, the south approach is constructed on a dry stone rubble causeway approximately 70 m long.

In 2007, an inspection and structural evaluation of the Andrewsville Bridge was undertaken. At that time it was recommended that the structure be load posted for a maximum of 5 tonnes. In 2009, the timber deck was replaced in kind and minor structural repairs were completed with the goal of maintaining the bridge in a serviceable condition for the 3 to 5 years until a long-term decision on the bridge was made.

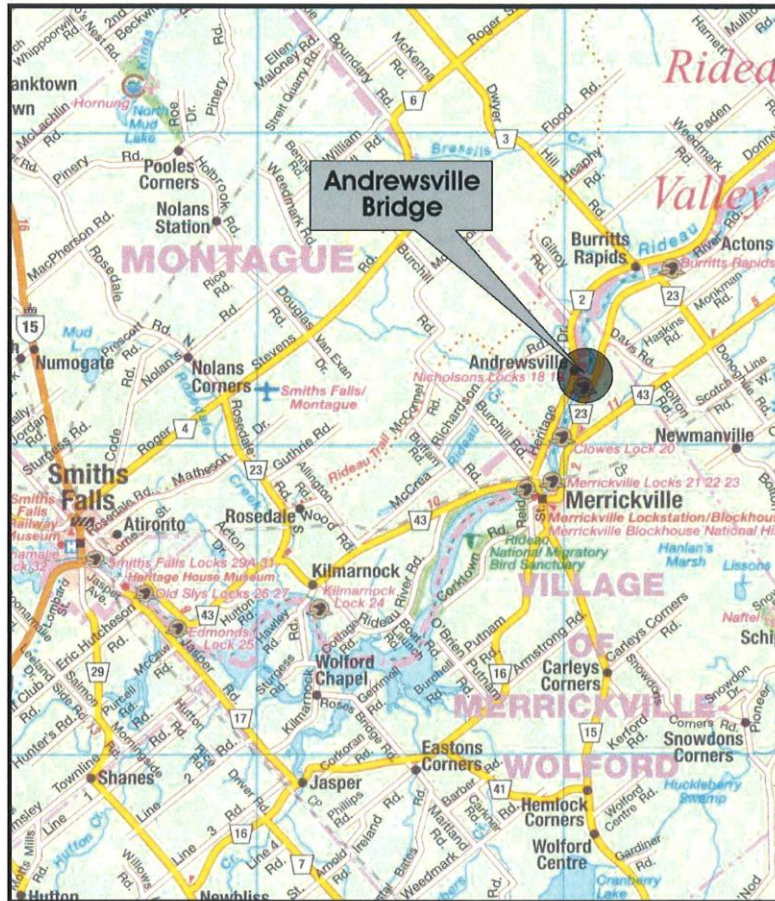
In March of 2012, the bridge was inspected and the structural evaluation was updated to reflect the current condition of the bridge. This report summarizes the results of the inspection and updated evaluation. Corrosion and section loss of components is ongoing; however, it is recommended that the current load posting of 5 tonnes remain in place. In addition, it is recommended that the following repairs be undertaken in the summer of 2012 to maintain the current load posting:

- Restore timber blocking under stringer supports at the abutment and piers of the truss and girder spans, and,
- Local strengthening of the bottom chords L0L1 at the north end of the truss span.

It is estimated that the work will cost \$50,000 including engineering, construction, and supervision.

There is significant risk to the County by continuing to operate the Andrewsville Bridge. The structural capacity is currently governed by the stringers in the truss span. The Live Load Capacity Factor (F) of the stringers is 0.24. In accordance with the Canadian Highway Bridge Design Code (CHBDC), consideration shall be given to closing a structure with $F < 0.3$. The CHBDC also recommends maintaining a single load posting for a period of two years or less, which provides sufficient time to close or replace the bridge. The Andrewsville Bridge has had a single load posting for 5 years. As such, it is our recommendation that consideration be given to closing the Andrewsville Bridge to vehicular traffic.

KEY PLAN



1. INTRODUCTION

McCormick Rankin, a member of MMM Group Limited (MRC) was retained by the County of Lanark (County) to undertake a visual inspection of the Andrewsville Bridge (MTO Site No. 15-013) and to update the March 2007 structural evaluation.

The visual inspection was completed by Sascha Schreiber, P. Eng. and Joel Sam, EIT of MRC on March 7, 2012. The purpose of the inspection was twofold: to assess the overall condition of the superstructure; and to determine the degree of deterioration in components of the steel superstructure to be used in the updated structural evaluation. The visual inspection included a detailed hands-on inspection and section loss measurements of all superstructure elements that could be readily accessed by ladder from the deck or the pier and abutment footings. Interior below-deck floor system components were not inspected.

Upon completion of the visual inspection, the 2007 structural evaluation was updated reflect the inspection findings, the latest revisions to the Canadian Highway Bridge Design Code (CHBDC), and the 2009 rehabilitation.

This report summarizes the inspection findings and the results of the structural evaluation update, and includes cost estimates for several alternatives for structure replacement.

2. STRUCTURE DESCRIPTION

The Andrewsville Bridge spans the Rideau River in the hamlet of Andrewsville, located between Merrickville and Burritt's Rapids. Constructed in the late 1800's, it is comprised of two simply supported spans (Photograph 1): a 38.5 m long steel Pratt truss with eight bays at 4.8 m and a 9.2 m long steel girder span comprised of steel stringer and floorbeam system. The substructure consists of two concrete abutments and one concrete pier founded on spread footings on bedrock. In its current configuration, the bridge permits one lane of traffic with oncoming traffic yielding to vehicles on the bridge. Posted speed limit across the structure is 10 km/hr. The south approach is founded on a 70 m long dry stone causeway with rubble infill.

In 2007, the results of a structural evaluation recommended a single load posting on the bridge of 5 tonnes. In 2009, the existing timber deck was replaced with a nail laminated timber deck with timber runners and curbs, and minor structural repairs (primarily to the stringers at the North Abutment) were completed.



Photograph 1: East elevation, looking northwest.

3. SUMMARY OF SIGNIFICANT FINDINGS

The steel superstructure is in fair condition with widespread surface corrosion. The structural steel is generally in better condition above deck than below deck. The stringers in the end bays of the truss span have widespread surface corrosion with moderate section loss in the web and both flanges (Photograph 2). The section loss has been measured at several locations and was calculated to be up to 30% of the flange area. For the purposes of the inspection and structural evaluation, truss joints are numbered as shown in Figure 1 below.

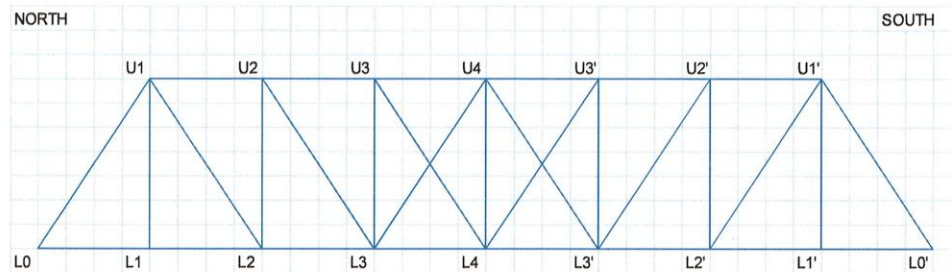


Figure 1: Truss Elevation with Joint Numbering

Severe section loss was observed in both the east and west bottom chords of the north end bay between L0L1 (see Figure 1 for truss joint numbering used in this report). The horizontal legs of the double angle section near the lateral bracing connection plate at L0 have near complete loss of section (Photograph 3). The vertical legs of the angles exhibit moderate pitting (Photograph 4). The corresponding section loss for the two members has been estimated at 60% (east) and 50% (west). The lateral bracing connection plates at these locations are also severely corroded with perforations (Photograph 5).



Photograph 2: Typical stringer corrosion in end bay of truss span.



Photograph 3: Severe pitting of horizontal leg of bottom chord L0L1.



Photograph 4: Moderate pitting vertical leg of bottom chord L0L1



Photograph 5: Severely corroded bottom lateral connection plate at L0

The truss diagonals U2L3 and U4L3' exhibit signs of buckling. The angle section U2L3 has twisted noticeably near L3, suggesting lateral torsional buckling has taken place (Photograph 6). At U4L3' the angles of the double angle section have bent and are nearly touching at mid-height, indicating global buckling (Photograph 7).

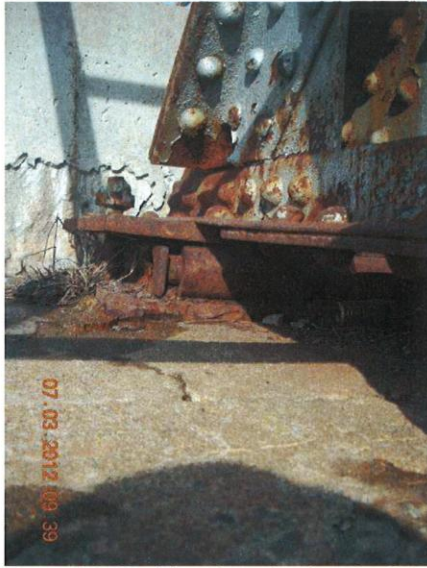


Photograph 6: Twisting of U2L3 (east truss) near L3.



Photograph 7: Buckling of U4L3' (east truss) near mid-height.

The bearings of the truss span are in poor condition and are unlikely to be functioning properly due to the advanced state of corrosion (Photograph 8). The timber blocking under the truss span stringer bearings is displaced at several locations causing excessive bending of the stringers due to lack of support (Photograph 9).



Photograph 8: Condition of truss bearing. Southeast bearing shown.



Photograph 9: Displace timber blocking at stringer bearing. Note stringer web repair from 2009 rehabilitation.

Previous inspection reports have noted significant deterioration in the west wall of the causeway, which has compromised the railing system over two sections of the railing. It is our understanding, through discussions with the County, that there are concerns with the integrity of sections of the east retaining wall. However, due to snow accumulations, this could not be confirmed as part of this inspection.

4. STRUCTURAL EVALUATION

The March 2007 structural evaluation of the truss and girder spans of the Andrewsville Bridge was updated as part of this assignment. The original evaluation was undertaken in accordance with Section 14 of the Canadian Highway Bridge Design Code S6-00 (CHBDC). The evaluation considered the dead load and live loads at the Ultimate Limit States (ULS) only. Details on the methodology of the original evaluation can be found in the March 2007 Structural Evaluation Report by MRC.

The update considered the dead loads of the new deck; any changes to pertinent clauses in the CHBDC and the measured section loss (refer to Section 3 of this report). The new timber deck has not been evaluated. Table 1 provides a comparison between the Live Load Capacity Factors (F) of the March 2007 evaluation and those obtained by the update. The values shown in Table 1 are for Evaluation Level 3 (single unit vehicles, i.e. small trucks). The results of the evaluation are summarized as follows:

- Overall, the continued deterioration has reduced the capacity of the bridge, most significantly in the bottom chord of the truss near the North Abutment;
- The capacity of several components increased due to a reduction in dead load (asphalt wearing surface was removed from the deck in 2009) and the improved load distribution characteristics of the new nail-laminated deck;
- Bridge posting is still governed by the truss span stringers and should remain at 5 tonnes (single posting).

Table 1: Live Load Capacity Factors and Posting

Span	Element	Response	2007 Evaluation		2012 Update	
			F	Posting (t)	F	Posting (t)
Truss Span	Stringers	Flexure	0.23	5	0.24	5
		Shear	0.53	12	0.72	17
	Floorbeams	Flexure	0.34	7	0.39	9
		Shear	0.85	21	0.90	22
	Bottom Chord	Tension	0.87	21	0.45	10
	Top Chord	Compression	0.60	14	0.73	18
	End Post	Compression	1.14		1.27	
	Hanger	Tension	1.75		1.79	
	Vertical	Compression	0.45	10	0.53	12
	Diagonal	Tension	0.55	13	0.51	12
Girder Span	Stringers	Flexure	0.36	8	0.28	6
		Shear	0.47	11	0.45	10
	Floorbeams	Flexure	0.42	9	0.38	8
		Shear	1.30		1.12	
	Girders	Flexure	0.30	6	0.35	8
		Shear	3.73		4.07	

5. DISCUSSION AND RECOMMENDATIONS

The structural evaluation update determined that the existing load posting of 5 tonnes should remain in place. While the structure is generally in fair condition, its design is functionally obsolete as it does not have sufficient capacity to support current highway loads. The governing elements are the truss and girder span stringers with Live Load Capacity Factors of less than 0.3 and the CHBDC recommends that consideration to closure of the bridge shall be given. The risk to the County associated with keeping the structure open to traffic lies in the difficulty of enforcing a 5 tonne weight limit.

Section loss due to corrosion has affected the stringers, particularly in the end bays of the truss span, and the bottom chords at the north end. The new nail laminated deck installed in 2009 has reduced the dead load and improved load distribution compensating the reduction in resistance due to section loss. However, additional section loss due to ongoing corrosion will result in further deterioration of the load capacity of the bridge. Cleaning and recoating of the stringers in the end bays of the truss span should be considered if the structure is to remain open.

Of particular concern are the bottom chords (L0L1) at the north end, where severe section loss was observed. While the bottom chords rate for 10 tonnes and are not the governing structural elements, their failure in tension would be catastrophic and cause the collapse of the entire structure. In addition to live and dead loads, the bottom chords are likely subjected to temperature loads, which were not considered in the evaluation, and are likely amplified by the poor condition of the truss bearings. In their current condition, the bearings may not allow the required expansion and contraction. Furthermore, overstress caused by the passage of over limit vehicles cannot be effectively prevented. As such, it is strongly recommended that the bottom chords be reinforced. It is further recommended that the severely corroded bottom lateral connection plates at L0 be replaced at the same time.

The observed twist in the diagonal U2L3 of the east truss is indicative of overstress in compression (lateral torsional buckling). While primarily a tension member, load reversal will occur under live load. The deformation will significantly lower the compressive resistance of this member. However, the 5 tonne live load as posted is not sufficient to cause the load reversal, so no further action is required provided the vehicles do not exceed the posted load. Buckling has also been observed in diagonal member U4L3' of the east truss. Since this member is redundant, overstress in compression will be redistributed and is not a concern at this time.

It is recommended that the timber blocking under the stringer supports at the piers and the abutments of both the truss and girder spans be replaced as required. It is further recommended that the above-noted work (bottom chord strengthening, connection plate replacement, stringer blocking) be completed in the summer of 2012.

As part of this assignment, repair and replacement alternatives and the associated costs were generated. The alternatives, including cost estimates are summarized in Table 2 on the next page. If it is the County's intention to maintain the crossing in the long-term, it is recommended that the structure and causeway be replaced in kind. Otherwise, it is recommended that consideration be given to closing the bridge and causeway to vehicular traffic.

Table 2: Structure Replacement Alternatives

Alt.	Description	Estimated Cost (\$2102)	Discussion
1	Do nothing.	0	Structure exhibits severe localized deterioration. CHBDC recommends bridge closure. County exposed to significant risk. Not recommended.
2	Maintain bridge in current condition through routine maintenance contracts.	\$50,000 (2012) \$50,000 every two years	Cost for 2012 based on estimate required to maintain structure in operating condition. Significant structural defects not addressed. Risk to County reduced, but not eliminated. Due to continuing deterioration of bridge, assume \$50k every two years for repairs works to maintain bridge in current condition. Not recommended.
3	Replace single lane bridge on existing substructure, reconstruct approach causeway.	\$1,750,000	Risk to County eliminated. Structure upgraded while maintaining aesthetics of bridge and causeway stone walls. Recommended if decision is made to maintain the crossing in the long-term.
4	Replace bridge and causeway with a single lane structure.	\$3,100,000	Risk to County eliminated. Not recommended due to cost.
5	Replace bridge with double lane structure, reconstruct causeway.	\$2,650,000	Risk to County eliminated. Not recommended due to cost.
6	Replace bridge and causeway with a double lane bridge.	\$4,450,000	Risk to County eliminated. Not recommended due to cost.
7	Close bridge to vehicular traffic, maintain bridge as pedestrian structure.	\$50,000	Risk to County eliminated; however, river crossing for vehicular traffic removed. Estimated cost includes bridge closure, public consultation, agency notification, etc. Recommended if monies not available for structure replacement.

Report Prepared By:

Sascha Schreiber, P.Eng.
(Structural Evaluation)

Joel Sam, EIT

Report Reviewed By:

Bill Bohne, P.Eng.

MCCORMICK RANKIN CORPORATION'S ANDREWSVILLE BRIDGE EMERGENCY INSPECTION REPORT DATED MAY 9TH, 2012



McCormick Rankin
1145 Hunt Club Road, Suite 300
Ottawa, ON Canada K1V 0Y3
t: 613.736.7200 | f: 613.736.8710

www.mrc.ca

May 31, 2012

The Corporation of the County of Lanark
Public Works Department
99 Christie Lake Road
Perth, ON K7H 3E2

Attention: Mr. Steve Allan, P.Eng.
Director of Public Works and Engineering

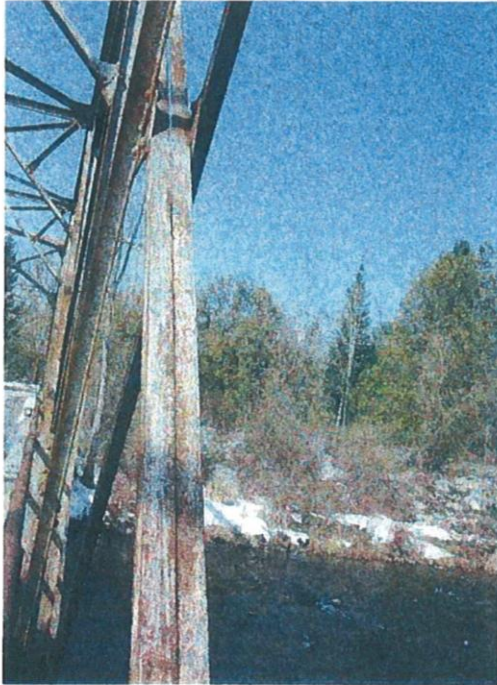
Dear Sir:

McCormick Rankin, a member of MMM Group Limited (MRC) was retained by the County of Lanark (County) to undertake an emergency visual inspection of the Andrewsville Bridge over the Rideau River following an incident on May 4, 2012. It is our understanding that a truck weighing in excess of 5 tonnes crossed the Andrewsville Bridge and the adjacent swing bridge over the Rideau Canal. The swing bridge was damaged, and Parks Canada closed both bridges to all traffic.

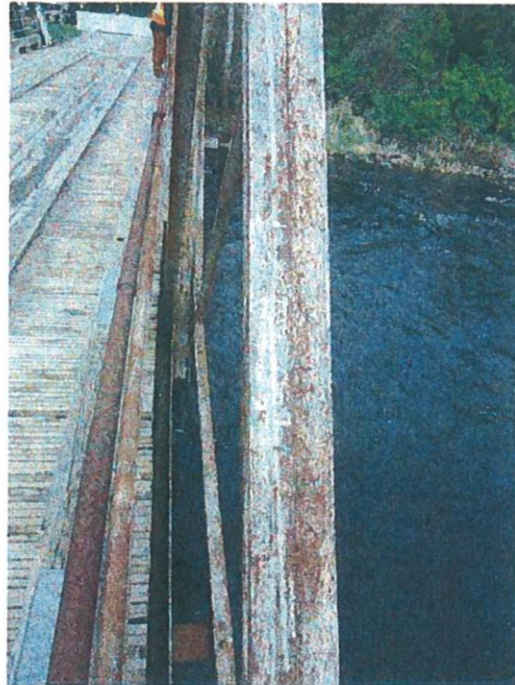
The inspection of the Andrewsville Bridge was undertaken by Sascha Schreiber, P. Eng. and Andrew Krisciunas, E.I.T. of MRC on May 9, 2012. The purpose of the inspection was to visually assess the condition of the accessible structural members and their connections of the bridge for signs of damage caused by the overload. Structural members that were not readily accessible by ladder from the deck and the pier or abutment footings, such as the interior bays of the floor system of both the truss and girder spans, were not inspected.

MRC had recently completed a detailed visual inspection of the same bridge in March 7, 2012 and presented the inspection results to the County of Lanark in the March 2012 Structural Inspection and Evaluation Report. The results of this inspection were used as a benchmark to assess whether any new damage was evident.

MRC noted that the buckling of the diagonal U4L3' of the east truss has progressed since the March 2012 inspection. The double angles are now overlapping as opposed to nearly touching in the previous inspection (Photograph 1). Additionally, a moderate deformation (twist) of the interior angle of the west truss diagonal U3L4 was observed near L4 (Photograph 2), which was not observed in the March 2012 inspection. While these members are primarily tension members, load reversal into compression will occur under certain live loading conditions. The deformation will significantly lower the compressive resistance of these members. However, MRC determined in the March 2012 Structural Inspection and Evaluation Report that the 5 load limit (as posted) is not large enough to cause the load reversal; accordingly, no further action is required provided the vehicles do not exceed the posted load limit. It is recommended that measures to ensure compliance with the posted load limit be implemented prior to reopening the bridge to vehicular traffic.



March 2012



May 2012

Photograph 1: Diagonal U4L3', east truss. The horizontal legs of the double angles were nearly touching in March 2012 (left) but were overlapping in May 2012 (right).



Photograph 2: Deformation in interior angle of U3L4, west truss.

The stringers in the end bays of the truss span, which govern the load posting of the bridge, and those of the slab-on-girder, did not exhibit signs of yielding or distress. All other members which could be inspected showed no signs of damage. However, the Live Load Capacity Factor (F) of the stringers = 0.24, and in accordance with the Canadian Highway Bridge Design Code (CHBDC), consideration should be given to closing a bridge with $F < 0.3$. The CHBDC further recommends maintaining a single load posting for two years or less to provide sufficient time to close or replace the bridge. Therefore, it is recommended that consideration be given to closing the Andrews ville Bridge to vehicular traffic. It is further recommended that the 10 tonne load posting for the adjacent bridge over the Rideau Canal be reduced to 5 tonnes to be consistent with the load posting of the Andrews ville Bridge. The width and configuration of the roadway between the two bridges is such that a larger vehicle approaching from the south and weighing less than 10 tonnes, but more than 5 tonnes, would not be able to turn around and therefore have no option other than crossing over the Andrews ville Bridge.

If you have any questions or concerns, or should you require additional information or clarification, please do not hesitate to contact the undersigned.

Yours very truly,

McCormick Rankin, a member of MMM Group Limited



Bill Bohne, P. Eng., Associate
Senior Project Engineer
Transportation - Structures

L:\W.O. # Directories\3412012 Andrews ville Bridge Structural Evaluation\Emergency Inspection\3412012 sks Andrews ville Incident Inspection.docx

LANARK COUNTY

JUNE SESSION 2012

MINUTES – REPORTS

BYLAWS – MOTIONS

Leslie Drynan
Deputy Clerk

John Gemmell
Warden



COUNTY COUNCIL
Council Chambers
Municipal Office
Perth, Ontario

Pursuant to adjournment the Council of the Corporation of the County of Lanark met in regular session on Wednesday, June 27th, 2012 at 7:00 p.m.

Chair: Warden John Gemmell

1. CALL TO ORDER

The meeting was called to order at 7:02 p.m.

2. MOMENT OF SILENT MEDITATION

Council rose and observed a moment of silent meditation.

3. ROLL CALL

All members present.
A quorum was present.

4. DISCLOSURE OF PECUNIARY INTEREST

None at this time.

5. APPROVAL OF COUNCIL MINUTES

MOTION #CC-2012-097

MOVED BY: Gail Code
SECONDED BY: Aubrey Churchill

"**THAT**, the minutes of the Lanark County Council Meeting held on May 23rd, 2012 be approved as circulated."

ADOPTED

6. ADDITIONS AND APPROVAL OF AGENDA

ADDITIONS

Under Reports

ii) Official Plan Update

Consultant, Pierre Mercier

Under By-laws

- xi) By-law No. 2012-25: Adoption of SCOP
Chief Administrative Officer, Peter Wagland

Under New/Other Business

- iii) Lanark Village 150th Anniversary Celebration
Councillor, Peter McLaren

MOTION #CC-2012-098

MOVED BY: Peter McLaren
SECONDED BY: Brian Stewart

“**THAT**, the agenda be adopted as amended.”

ADOPTED

7. DELEGATIONS & PRESENTATIONS

- i) United Way County/Employee Recognition
Executive Director, Sarah Bridson
Fund Development Officer, Fraser Scantlebury

Mr. Scantlebury and Ms. Bridson presented three plaques recognizing the County for their contributions to Lanark County United Way:

- Warden Gemmell and Sharon Mousseau for the 2011 Wardens Golf Tournament
- Peter Wagland on behalf of Lanark County Staff
- Deborah Pigeon on behalf of Lanark Lodge

8. COMMUNICATIONS

None

9. REPORTS

- i) Community Development: June 6th, 2012 – *attached, page 16*
Chair, Councillor Richard Kidd

Discussion was held on the funding for the Perth Golf Course Project.

MOTION #CC-2012-099

MOVED BY: Richard Kidd
SECONDED BY: Sharon Mousseau

“**THAT**, the Seventh Report of the Community Development Committee of the Whole, be adopted as presented.”

ADOPTED

ii) Official Plan Update
Consultant, Pierre Mercier

Mr. Mercier reported that further to the public meeting additional comments have been received.

John Fenik arrived at 7:22 p.m.

a) SCOP Comments - John M.A. McKay

Mr. McKay's comments regarding the SCOP document – *attached page 21*

MOTION #CC-2012-100

MOVED BY: Aubrey Churchill

SECONDED BY: Wendy LeBlanc

"THAT, the comments received from John M.A. McKay regarding the County SCOP be received as information and included in the final package being submitted to the Ministry of Municipal Affairs and Housing for review and response."

ADOPTED

b) Town of Carleton Place - Comments on County SCOP

The Town of Carleton Place's comments on the County SCOP – *attached page 24*

MOTION #CC-2012-101

MOVED BY: Susan Freeman

SECONDED BY: Bill Dobson

"THAT, the comments received from the Town of Carleton Place regarding the County SCOP be incorporated into the Final Draft of the Sustainable Community Official Plan (SCOP) dated May 28th, 2012."

ADOPTED

- ii) Community Development: June 20th, 2012 – *attached, page 25*
Chair, Councillor Richard Kidd

MOTION #CC-2012-102

MOVED BY: Richard Kidd
SECONDED BY: Sharon Mousseau

"THAT, the Eighth Report of the Community Development Committee of the Whole, be adopted as amended."

ADOPTED

R. Kidd thanked and wished Peter Wagland all the best.

MOTION #CC-2012-103

MOVED BY: Richard Kidd
SECONDED BY: Sharon Mousseau

"THAT, Peter Wagland be recognized and thanked for initiating and promoting the phrase "wearing your County hat" during his term as Lanark County CAO, 2003-2012."

ADOPTED

- iii) Andrewsville Bridge Update

- i) Correspondence/Resolution from Leeds & Grenville
- ii) DRAFT Council Meeting Minutes - Leeds & Grenville
- iii) Submission/presentation by the Friends of the Andrewsville Bridge

MOTION #CC-2012-104

MOVED BY: Keith Kerr
SECONDED BY: Bill Dobson

"THAT, discussions on the Andrewsville Bridge be referred to the August 1st, 2012 Public Works Committee meeting;

AND THAT, Lanark County Council defer the decision on the future of the Andrewsville Bridge until Lanark County and the United Counties of Leeds and Grenville have hosted a joint Public Consultation meeting currently scheduled for August 30, 2012 at the Rosedale Hall in Montague Township;

AND THAT, the Bridge remains temporarily closed to vehicular traffic until a final decision is made."

ADOPTED

- iv) Public Works: June 6th, 2012 – *attached, page 27*
Chair, Councillor Susan Freeman

Councillor Kerr requested that item "B" 4 be removed and referred to the August 1st, 2012 Public Works Committee of the Whole.

MOTION #CC-2012-105

MOVED BY: Susan Freeman
SECONDED BY: Keith Kerr

"THAT, the Sixth Report of the Public Works Committee of the Whole, excluding item "B" 4, be adopted as amended."

ADOPTED

Councillor Freeman thanked and wished Peter Wagland all the best.

- v) Community Services: June 13th, 2012 – *attached, page 35*
Chair, Councillor John Levi

MOTION #CC-2012-106

MOVED BY: John Levi
SECONDED BY: Brian Stewart

"THAT, the Sixth Report of the Community Services Committee of the Whole, be adopted as presented."

ADOPTED

- vi) Corporate Services: June 13th, 2012 – *attached, page 38*
Chair, Councillor Sharon Mousseau

Councillor Kidd requested that item "B" 13 be pulled and voted on separately.

MOTION #CC-2012-107

MOVED BY: Richard Kidd
SECONDED BY: Susan Freeman

"THAT, County Council appoint Jennie Bingley as interim Director of Finance/Treasurer;

AND THAT the Clerk be authorized to prepare the necessary by-law."

ADOPTED

MOTION #CC-2012-108

MOVED BY: Keith Kerr
SECONDED BY: Aubrey Churchill

"THAT, County Council authorize staff to conduct a review on the future organization of the Finance Department."

ADOPTED

MOTION #CC-2012-109

MOVED BY: Sharon Mousseau
SECONDED BY: Pat Dolan

"THAT, the Sixth Report of the Corporate Services Committee of the Whole, excluding item "B" 13, be adopted as amended."

ADOPTED

Councillor Mousseau thanked and wished Peter Wagland all the best.

10. CONFIDENTIAL REPORTS

None

11. BY-LAWS AND MOTIONS

- i) By-law No. 2012-14: Appoint Chief Administrative Officer – *attached page 44*

MOTION #CC-2012-110

MOVED BY: Susan Freeman
SECONDED BY: Keith Kerr

"THAT, By-Law 2012-14, being a by-law to appoint a Chief Administrative Officer be read a first and second time."

ADOPTED

MOTION #CC-2012-111

MOVED BY: Susan Freeman
SECONDED BY: Keith Kerr

"THAT, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk."

ADOPTED

- ii) By-Law No. 2012-16: Appoint Interim Director of Finance/Treasurer – *attached page 46*

MOTION #CC-2012-112

MOVED BY: Brian Stewart
SECONDED BY: Peter McLaren

"THAT, By-Law 2012-16, being a by-law to appoint an interim Director of Finance/Treasurer be read a first and second time."

ADOPTED

MOTION #CC-2012-113

MOVED BY: Brian Stewart
SECONDED BY: Peter McLaren

"THAT, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk."

ADOPTED

- iii) By-Law No. 2012-17: Appoint County Weed Inspector for 2012 – *attached page 47*

MOTION #CC-2012-114

MOVED BY: Ed Sonnenburg
SECONDED BY: Wendy LeBlanc

"THAT, By-Law 2012-17, being a by-law to appoint a County Weed Inspector for 2012 be read a first and second time."

ADOPTED

MOTION #CC-2012-115

MOVED BY: Ed Sonnenburg
SECONDED BY: Wendy LeBlanc

"THAT, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk."

ADOPTED

- iv) By-Law No. 2012-18: Rescind By-Law 2012-01 Disposal of Surplus Property: Part of Park Lot 3, Con. 2 Geographic Township of Bathurst – *attached page 48*

MOTION #CC-2012-116

MOVED BY: Bill Dobson
SECONDED BY: Val Wilkinson

“THAT, By-Law 2012-18, being a by-law to rescind By-Law No. 2012-01: Disposal of Surplus Property - Part of Park Lot 3, Con. 2 Geographic Township of Bathurst be read a first and second time.”

ADOPTED

MOTION #CC-2012-117

MOVED BY: Bill Dobson
SECONDED BY: Val Wilkinson

“THAT, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

- v) By-Law No. 2012-19: Property Conveyance : Part Lot 22, Concession 2 County Road 9 - Gemmill's General Store Inc. – *attached page 50*

MOTION #CC-2012-118

MOVED BY: Pat Dolan
SECONDED BY: Bill Dobson

“THAT, By-Law 2012-19 being a by-law to authorize the execution of a property purchase agreement between the Corporation of the County of Lanark and Gemmill's General Store Inc., O/A The Clayton General Store Inc., be read a first and second time.”

ADOPTED

MOTION #CC-2012-119

MOVED BY: Pat Dolan
SECONDED BY: Bill Dobson

“THAT, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

- vi) By-Law No. 2012-20: County Road 9 Jurisdiction Change: Boundary Adjustment with Town of Mississippi Mills – *attached page 52*

MOTION #CC-2012-120

MOVED BY: Val Wilkinson
SECONDED BY: Bill Dobson

“THAT, By-Law 2012-20, being a by-law to amend By-law No. 81-23 which adopted a plan of County Road improvement and establishing a County Road system, be read a first and second time.”

ADOPTED

MOTION #CC-2012-121

MOVED BY: Val Wilkinson
SECONDED BY: Bill Dobson

“THAT, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

- vii) By-Law No. 2012-21: Agreement of Purchase and Sale - Ralph William Henry – *attached page 55*

MOTION #CC-2012-122

MOVED BY: Richard Kidd
SECONDED BY: Sharon Mousseau

“THAT, By-Law 2012-21, being a by-law to authorize execution of a property purchase agreement between the Corporation of the County of Lanark and Ralph William Henry, be read a first and second time.”

ADOPTED

MOTION #CC-2012-123

MOVED BY: Richard Kidd
SECONDED BY: Sharon Mousseau

“THAT, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

- viii) By-Law No. 2012-22: Procedural By-Law Amendment – *attached page 57*

MOTION #CC-2012-124

MOVED BY: Bill Dobson
SECONDED BY: Pat Dolan

"**THAT**, By-Law 2012-22, being a by-law to amend By-law No. 2006-43, a by-law to establish rules governing the order and proceedings of Council and Committees of the Corporation of the County of Lanark, be read a first and second time."

MOTION #CC-2012-125

MOVED BY: Bill Dobson
SECONDED BY: Pat Dolan

"**THAT**, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk."

ADOPTED

- ix) By-law No. 2012-23: Rescind By-law No. 1998-17 - Non-Union Employment By-law – *attached page 59*

MOTION #CC-2012-126

MOVED BY: Susan Freeman
SECONDED BY: Keith Kerr

"**THAT**, By-law No. 2012-23, being a by-law to rescind by-law 1998-17 which authorized a non-union employment by-law for the Corporation of the County of Lanark be read a first and second time."

ADOPTED

MOTION #CC-2012-127

MOVED BY: Susan Freeman
SECONDED BY: Keith Kerr

"**THAT**, the By-law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk."

ADOPTED

MOTION #CC-2012-128

MOVED BY: Pat Dolan

SECONDED BY: Richard Kidd

"THAT, the non-union employee policies be brought forward, for further review, to the August 8th, 2012 Corporate Services agenda."

WITHDRAWN

- x) By-Law No. 2012-24: Provincial Gas Tax Agreement – *attached page 61*

MOTION #CC-2012-129

MOVED BY: Aubrey Churchill

SECONDED BY: Gail Code

"THAT, By-law No. 2012-24, being a by-law to authorize execution of a letter of agreement between the Corporation of the County of Lanark and the Province of Ontario for funding under the dedicated gas tax funds for public transportation program, be read a first and second time."

ADOPTED

MOTION #CC-2012-130

MOVED BY: Aubrey Churchill

SECONDED BY: Gail Code

"THAT, the By-law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk."

ADOPTED

- xi) By-Law No. 2012-25: Adoption of Official Plan – *attached page 63*

K. Kerr requested a recorded vote.

MOTION #CC-2012-131

MOVED BY: Sharon Mousseau

SECONDED BY: Richard Kidd

"THAT, By-law No. 2012-25, being a by-law to authorize adoption of the Official Plan for the County of Lanark, be read a first and second time."

**ADOPTED
FOR – 72
AGAINST – 34**

Recorded vote – *attached page 64*

MOTION #CC-2012-132

MOVED BY: Sharon Mousseau

SECONDED BY: Richard Kidd

"**THAT**, the By-law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk."

ADOPTED

12. NEW BUSINESS

- i) 2012 AMO Conference - Delegation Requests
Deputy Clerk, Leslie Drynan

MOTION #CC-2012-133

MOVED BY: Keith Kerr

SECONDED BY: Bill Dobson

"**THAT**, staff be directed to request the following delegations at the AMO Conference:

- Minister of Health & Long Term Care regarding long term care issues case;
- Minister of Natural Resources & Aboriginal Affairs regarding support for continuation of the Stewardship Council and potential relocation of the MNR Offices."

ADOPTED

- ii) AMO Nomination - Request for Financial Support from Local Municipalities
Councillor, Ed Sonnenburg

E. Sonnenburg reported that request for financial support for Susan Freeman's AMO campaign is no longer required as sufficient funds are available.

- iii) Lanark Village 150th Celebration
Councillor Peter McLaren

P. McLaren informed Council that Lanark Village will be celebrating its 150th anniversary on the long weekend in August.

13. NOTICE OF COMMITTEE MEETINGS

- i) Meeting Schedule – *attached page 67*
Deputy Clerk, Leslie Drynan

14. CONFIRM COUNCIL PROCEEDINGS

- i) By-Law No. 2012-26: Confirming By-Law – *attached, page 65*

MOTION #CC-2012-134

MOVED BY: Brian Stewart
SECONDED BY: John Levi

“**THAT**, By-Law 2012-26, being a by-law to confirm the proceedings of the Council meeting held on June 27th, 2012, be read a first and second time.”

ADOPTED

MOTION #CC-2012-135

MOVED BY: Brian Stewart
SECONDED BY: John Levi

“**THAT**, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

15. REQUESTS FOR INTERVIEWS

Lake 88 requested interviews with CAO, Peter Wagland and Councillor Susan Freeman.

16. ADJOURNMENT – O’CANADA

Council adjourned at 8:50 p.m. on motion by Councillors K. Kerr and G. Code.


Leslie Drynan,
Deputy Clerk

To the Members of Lanark County Council.

We, the Members of your Public Works Committee of the Whole beg leave to report Section "A" to be received as information and Section "B" as follows:

"A" 1. Request to Waive Entrance Application Fee

"B" 1. MOTION #PW-2012-049

"THAT, the delegation request to waive an entrance application fee be deferred, to obtain further information, to the August 1st, 2012 Public Works Committee of the Whole."

"A" 2. Communications

MOTION #PW-2012-050

"THAT, the communications for the June Public Works Committee meeting be received as information."

"A" 3. Consent Reports

MOTION #PW-2012-051

"THAT, the following Consent Reports for the June Public Works Committee meeting be received as information:
Report #PW-33-2012 Public Works Contract Status Report #6
Report #PW-36-2012 County Truck Roadeo Results
Report #PW-37-2012 2012 Public Works Goals Update."

"A" 4. Report #PW-40-2012 Proposed Closure of Andrews ville Bridge

The purpose of this Joint Report is to recommend that the Councils of Lanark County and the United Counties of Leeds and Grenville authorize Staff to begin the necessary process to permanently close the Andrews ville Bridge to vehicular traffic.

"B" 4. MOTION #PW-2012-052

REFERRED

"THAT the County of Lanark fund 50% of \$50,000 to execute the necessary repairs to attempt to extend the Andrewsville Bridge service life with the anticipation of exploring a full replacement with potential future funding opportunity from the government;

AND THAT the necessary repairs to the Andrewsville Bridge be undertaken subject to an agreement with the United Counties of Leeds and Grenville."

"A" 5. Report #PW-39-2012 Proposal for the Assumption of a New County Road: McNeely Avenue Extension

The purpose of this Report is to recommend a joint, Cost-shared Project, with the Town of Carleton Place, for the construction of a new arterial road, between Highway 7 and Highway 15, known as the McNeely Avenue Extension.

"A" 6. Report #PW-38-2012 Proposal for the Assumption of a New County Road: Perth Arterial Road

The purpose of this Report is to recommend a joint, cost-shared project, with the Town of Perth, for the construction of a new arterial road, between Highway 7 and County Road 43.

"A" 7. Report #FIN-17-2012 Financial Analysis of McNeely Ave & Perth Arterial Road

To provide council with a detailed financial analysis of the extension of McNeely Avenue and the Perth Arterial Road projects.

"B" 7. MOTION #PW-2012-053

"WHEREAS, in December, 2009, in accordance with the Municipal Engineers Association Class Environmental Assessment Process, the Town of Carleton Place completed and received the Ministry of Environment's approval for an Environmental Study Report, for the southerly extension of McNeely Avenue, with a four-lane arterial road, between Highway 7 and Highway 15, in the Town of Carleton Place;

AND WHEREAS, the McNeely Avenue Extension shall be constructed in two phases: Phase 1: A two-lane arterial road, from Highway 7 to Highway 15, and Phase 2: Widening the platform, to four-lanes, from Highway 7 to Highway 15;

AND WHEREAS, on May 2nd, 2012, Town of Carleton Place Staff presented a Proposal to the Public Works Committee for a joint project with the County to construct the McNeely Avenue Extension (Phase 1) between 2013 and 2015;

AND WHEREAS, in accordance with the Policy for the "Assumption of Local Roads by the County of Lanark", County Council resolves that the McNeely Avenue Extension meets the criteria to be designated as a County Road and to be accepted into the County Road System, when it has been constructed;

AND WHEREAS, the County of Lanark and the Town of Carleton Place have agreed to a cost-sharing framework, for the design and the construction of the McNeely Avenue Extension.

NOW BE IT RESOLVED:

THAT, upon the issuing of the Certificate of Substantial Completion for Phase 1 construction, the County of Lanark shall enact the necessary By-Law to accept the newly constructed McNeely Avenue Extension into the County Road System;

THAT, the County of Lanark shall be responsible for the widening of the McNeely Avenue Extension to four-lanes, in the future, when warranted by the traffic volumes.

THAT, the County shall fund its portion of the McNeely Avenue Extension Project Costs as stipulated in the Treasurer's Report #FIN-17-2012;

AND THAT County Council authorizes the Warden and Treasurer to execute an Agreement with the Town of Carleton Place, which stipulates the arrangements, as described in Report #PW-39-2012, for the McNeely Avenue Extension Project."

"B" 8. MOTION #PW-2012-054

"WHEREAS, in June, 2008, in accordance with the Municipal Engineers Association Class Environmental Assessment Process, the Town of Perth completed and received the Ministry of Environment approval for an Environmental Study Report for the construction of a two-lane arterial road between the intersection of Highway 7 and County Road 43 in the Town of Perth;

AND WHEREAS, on May 2nd, 2012, Town of Perth Staff presented a proposal to the Public Works Committee for a joint project, with the County, to construct the proposed Arterial Road between 2025 and 2030, contingent upon the further expansion of the Perthmore Subdivision;

AND WHEREAS, the Perth Arterial Road shall be constructed in two phases: Phase 1, from Highway 7 to County Road 10, and Phase 2, from County Road 10 to County Road 43;

AND WHEREAS, in accordance with the Policy for the "Assumption of Local Roads by the County of Lanark", County Council resolves that the Perth Arterial Road meets the criteria to be designated as a County Road and to be accepted into the County Road System, when it has been constructed;

AND WHEREAS, the County of Lanark and the Town of Perth have agreed to a cost-sharing framework for the design and the construction of the Perth Arterial Road.

NOW BE IT RESOLVED:

THAT, effective January 1st, 2013, the County of Lanark and the Town of Perth shall enact the necessary By-Laws to transfer the ownership of County Road 1 (Gore Street), County Road 6 (Sunset Boulevard), and County Road 10 (North Street), within the current limits of the Town of Perth, from the County to the Town of Perth;

THAT, upon the issuing of the Certificate of Substantial Completion for Phase 1 Construction, the County of Lanark shall enact the necessary By-Law to accept the newly constructed Perth Arterial Road into the County Road System;

THAT, the County and the Town of Perth shall collaborate for the future construction and acceptance into the County Road System of an extension of the Arterial Road, from County Road 10 to County Road 43 (Phase 2);

THAT, the Town of Perth shall be prepared to act, as the County's Agent, to facilitate the potential disposal of the Perth Garage Property, including the remediation, marketing and redevelopment of the site, at no cost to the County;

THAT, the County shall fund its portion of the Perth Arterial Road Project Costs, as stipulated in the Treasurer's Report #FIN-17-2012;

AND THAT County Council authorizes the Warden and Treasurer to execute an Agreement with the Town of Perth, which stipulates the arrangements, as described in Report #PW-38-2012, for the Perth Arterial Road Project."

"B" 9. MOTION #PW-2012-0

"That, County Council enter into an agreement to cost share the McNeely Avenue extension with the Town of Carleton Place;

And that, Lanark County Council commit to funding 50% of the cost of the necessary planning and 50% of the cost of building the required intersections;

And that, the total cost of the County 50% share be limited to \$1,400,000 (estimate of \$1,277,000 plus 10%);

And that, County Council authorize the County share of the McNeely Avenue extension related to growth be funded by Development Charges;

And that, County Council enter into an agreement with the Town of Perth to cost share the Perth Arterial Road;

And that, County council commit to funding up to \$680,000 (estimate of \$620,000 plus 10%) for the preliminary work on the project;

And that, once Perth has a developer agreement that includes contributions to the Arterial Road that County Council enter into negotiations on a formal cost sharing agreement with the Town of Perth for the balance of the road construction cost;

And that, County Council authorize the County share of the Perth Arterial Road related to growth be funded by Development Charges."

"B" 10. MOTION #PW-2012-055

"THAT, the Development Charges by-law be amended to include the Perth Arterial Road Project and the McNeely Ave. Project."

"A" 11. Report #PW-27-2012 Proposed Property Conveyance: Part Lot 22, Concession 2 County Road 9

The purpose of this Report is to finalize an exchange of property between the County of Lanark and Gemmill's General Store Inc. (known as The Clayton General Store Inc.) which requires that a portion of the former County Road 9, Lot 22, Concession 2, Geographic Township of Ramsay, within the Municipality of the Town of Mississippi Mills, more particularly described as Part 4, Registered Plan 27R10040, be declared surplus, stopped-up, closed and conveyed to the abutting property owners.

"B" 11. MOTION #PW-2012-056

"THAT, Lanark County Council declare the portion of the former County Road 9, in Lot 22, Concession 2, Geographic Township of Ramsay, Municipality of Town of Mississippi Mills, more particularly described as Part 4, Registered Plan 27R10040, as surplus to County needs and that Staff be authorized to commence the process to stop-up, close and sell the subject lands;

THAT the value of consideration for the surplus lands is set at one dollar (\$1.00);

THAT a Public Hearing, regarding the subject road closing, is held at the Lanark County Council Chambers on August 1, 2012, immediately prior to the Public Works Committee Meeting;

THAT the Director of Public Works provides a Report and recommendations to the Public Works Committee, as soon as practicable, after the Public Hearing;

THAT the Warden and Clerk, on behalf of the Corporation of the County of Lanark, be authorized to enter into an Agreement of Purchase and Sale (attached) with Gemmill's General Store Inc. (also known as The Clayton General Store) for:

- a. The purchase of property, abutting County Road 9, being Part of Lot 22, Concession 2, more particularly described as Part 2 on Plan 27R-10040, in the Geographic Township of Ramsay, Municipality of Town of Mississippi Mills, for the purpose of road construction
- b. The sale of property, abutting County Road 9, being Part of Lot 22, Concession 2, more particularly described as Part 4 on Plan 27R-10040, in the Geographic Township of Ramsay, Municipality of Town of Mississippi Mills, for the purpose of road construction

AND THAT the Clerk sends Report #PW-27-2012 to the Town of Mississippi Mills Clerk, for information."

- "A" 12.** Report #PW-34-2012 Proposed County Road 9 Jurisdiction Change: Part Lot 22, Concession 2

The purpose of this Report is to finalize a transfer of property between the County of Lanark and the Town of Mississippi which requires that a portion of the former County Road 9, Lot 22, Concession 2, Geographic Township of Ramsay, within the Municipality of the Town of Mississippi Mills, more particularly described as Parts 3 and 5, Registered Plan 27R10040, be removed from the County Road System.

- "B" 12.** **MOTION #PW-2012-057**

"THAT, Lanark County Council declare the portion of the former County Road 9, in Lot 22, Concession 2, Geographic Township of Ramsay, Municipality of Town of Mississippi Mills, more particularly described as Parts 3 and 5, Registered Plan 27R10040, as surplus to County needs and that a By-law be prepared to remove these lands from the County Road System;

AND THAT the Clerk sends Report #PW-34-2012 to the Town of Mississippi Mills Clerk, for information."

- "A" 13.** Report #PW-35-2012 2011 Weed Inspector's Report and Appointment of the County Weed Inspector for 2012

The purpose of this Report is to inform the Committee of the activities of the County Weed Inspector.

"B" 13. MOTION #PW-2012-058

"THAT, County Council accepts the 2011 Annual Weed Report for information;

THAT County Council authorize the payment of an honorarium of \$500 to Mr. Tom Guindon for his services as County Weed Inspector in 2011;

AND THAT the Clerk prepares the necessary By-Law to appoint Mr. Tom Guindon as the County Weed Inspector for 2012."

"A" 14. Report #PW-41-2012 Property Conveyance Part of Lot 24 Concession 10 Geographic Township of Ramsay: County Road 17

The purpose of this Report is to recommend the purchase of property, from landowners on County Road 17 (Blakeney Road), to enable road improvements at the intersection of Ridge Road and Blakeney Road in the Village of Blakeney.

"B" 14. MOTION #PW-2012-059

"THAT, the Warden and Clerk, on behalf of the Corporation of the County of Lanark, be authorized to enter into an Agreement of Purchase and Sale (attached) with Ralph William Henry for the purchase of property, abutting County Road 17, being Part of Lot 24, Concession 10, in the Geographic Township of Ramsay, Municipality of the Town of Mississippi Mills, and more particularly described as Part 1 on Registered Plan 27R-10023 dated December 22nd, 2011, for the purpose of road construction;


AND THAT the Clerk sends Report #PW-41-2012 to the Town of Mississippi Mills Clerk, for information."

"A" 15. Report #PW-42-2012 Perth Golf Course Property Conveyance

"B" 15. MOTION #PW-2012-060

"THAT, the Clerk rescinds By-Law 2012-01 and presents a corrected by-law at the June Meeting of County Council."

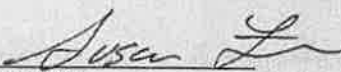
All of which is respectfully submitted by:


Susan Freeman, Chair

Direction by the Warden:

Council may remove items in Section "B" to be voted on separately prior to introducing a motion to accept the report in its entirety.

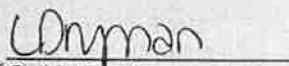
Moved and Seconded by:


Moved By


Seconded By

Adopted this 27th, day of June, 2012


John Gemmell
Warden

for 
Cathie Ritchie
Director of Clerk's Service/Clerk

Andrewsville Bridge



**Public Information Centre
August 30, 2012**

Presentation will focus on the following:

- Background Information of the Crossing
 - Condition of existing structures
 - Summary of inspections/studies/repairs done to date
- Rehabilitation Alternatives
 - Crossing closure
 - Short-term repairs
 - Long-term rehabilitation or replacement
- Summary

Background Information

Crossing is comprised of 3 main components:



Single span steel truss



Single span slab-on-girder



UngROUTED stone retaining walls

Background Information

Age of Crossing

- Exact date of construction is unknown.
- Based on historical records, bridge was built circa 1890.

Heritage Status

- Bridge structures and causeway have not been formally designated as heritage structures, nor are under consideration for heritage designation.
- Given the age of the Crossing, a heritage assessment would be undertaken prior to major rehabilitation of the structure to determine a formal designation.
- Designation as a heritage structure will impact the type and scope of rehabilitation.

June 2005: Detailed Inspection

- Crossing was generally in poor condition.
- Asphalt had numerous wide cracks and potholes, timber deck below exhibited signs of rot and had detached from stringers.



Steel had widespread light corrosion with areas of severe corrosion and perforated steel below-deck.

Background Information

- Roller bearings were seized and do not adequately permit movements due to thermal expansion and contraction

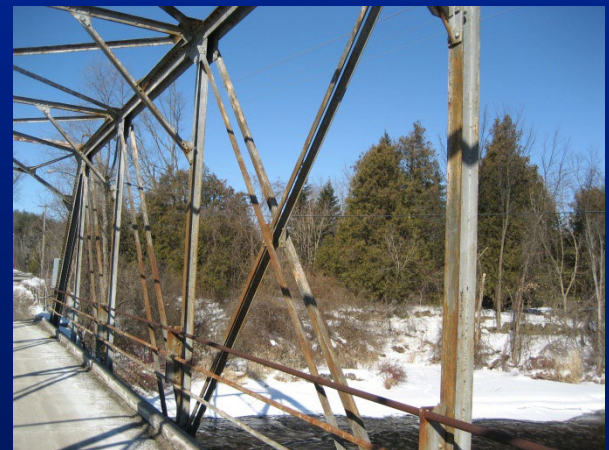


- Concrete in pier and abutments was severely deteriorated



Background Information

- Retaining walls on causeway had subsided and had undermined approach approach railing
 - During spring runoff, water flows through the walls above the storm pipe
- Existing bridge railings were attached directly to truss and had been damaged by vehicular impact in several locations.



Background Information

In 2006, several stringers at the West Abutment were repaired to keep the bridge open to traffic.



Condition of stringer, June 2005



Repaired stringer, February 2006

February 2007: Structural Evaluation

- Capacity of both bridges, based on existing deteriorated condition of bridge, is 5 tonnes.
- Bridges are currently posted at 5 tonnes, so no further reduction in load posting was required.



Undermining of south pier bearing

Canadian Highway Bridge Design Code (CHBDC)

- Used for calculating the capacity of existing bridges.
- Live Load Capacity Factor (F) < 1.0 may require load posting.
- Andrewsville Bridges
 - Stringers $F = 0.23$
 - Girders $F = 0.30$
 - Floorbeams $F = 0.34$
 - Truss Chords $F = 0.60$
- CHBDC recommends that for $F < 0.3$
 - Consideration should be given to closing the bridge.
 - Posting should be maintained for a maximum of two years to provide bridge owner with sufficient time to replace or close the bridge.

May 2007: Public Information Centre

- Public Information Centre (PIC) was held to obtain feedback from general public
 - Crossing is in poor condition and repair is required
 - Industry standards suggest replacement or closure
 - Bridge is load posted, but there is currently no method of restricting overloaded vehicles from using the bridge.
- Six rehabilitation alternatives were forwarded
 - Do Nothing (rejected as concerns with safety were not addressed)
 - Repair timber deck, upgrade bridge railing, repair concrete substructure
 - Repair timber deck, upgrade bridge railing, repair concrete substructure, upgrade approach railings
 - New single lane bridge
 - New two lane bridge (rejected, not warranted in this location)
 - Close bridge to vehicular traffic.

May 2007 PIC (cont'd)

- Public response was generally in favour of keeping the Crossing open.
- Both Councils determined a short-term rehabilitation strategy was best suited until the long-term future of the Crossing could be determined.

Summer 2008: Deck Rehabilitation

- Repairs intended to keep the Crossing open for 3 to 5 years
- Work included replacement of the timber deck in kind and minor concrete repairs to the substructure
- Concrete, structural steel, causeway, and approach deficiencies not addressed



March 2012: Inspection and Structural Evaluation

- Structural steel continues to deteriorate
- Deck replacement actually increased the capacity of some of the truss members
- Evidence of distortion of truss members not witnessed in previous inspections



- 5t load posting still in effect based on capacity of stringers in both bridges

May 2012: Emergency Inspection

- Vehicle in excess of 5t used the Crossing
- Evidence of damage to the truss bridge and the swing bridge over the Rideau Canal
- Crossing was closed to effect repairs to the swing bridge
- 5t load posting to remain; however, it was recommended that the Crossing remain closed until repairs to deteriorated members could be completed and load limit could be strictly enforced



4 Rehabilitation Alternatives

- Close Crossing to vehicular traffic
- Implement minor repairs to Crossing and reopen to traffic with current load posting
 - Short term strategy to maintain the Crossing for 3-5 years
- Implement a major rehabilitation and upgrade load posting to 10t
 - Medium to long term strategy to maintain the Crossing for 15-20 years
- Replace the Crossing
 - Long term strategy to address all current and foreseeable deficiencies

Closing the Crossing to Vehicular Traffic

- Least costly alternative
- Immediate risk to Counties is eliminated
- Current configuration and visual appearance of Crossing would remain unchanged
- Repair costs estimated to be \$50k every 10 years
- Alternative is least preferable to public and to Parks Canada
- Major rehabilitation will eventually be required
 - Steel and concrete will continue to deteriorate
 - Scope of work will be less than for rehab of vehicular crossing

Minor Repairs to Crossing with 5t Load Posting

- Least costly intervention to reopen Crossing
- Work could likely be completed in the fall of 2012
 - Pending immediate decisions from Councils
- \$50k to \$100k rehabilitation contract
 - Concrete repairs to substructure
 - Minor structural steel strengthening
 - Upgrades to approach railing systems
 - 'Sympathetic modifications' that will not significantly alter the appearance of the Crossing

Minor Repairs to Crossing (cont'd)

- 'Band-Aid' solution
 - Future of Crossing not addressed, just postponed for 3-5 years
 - Major rehabilitation will be required in near future
 - Approach railing upgrades would likely result in narrower road width on causeway
 - Moderate exposure to risk: uncertainty of rate of deterioration of concrete and masonry
- Method of enforcing load posting must be addressed
 - Solutions may negatively affect the visual appearance of Crossing
 - Parks Canada to agree on methods and location of solution
- Availability of funds

Major Rehabilitation with 10t Load Posting

- Structural and safety deficiencies addressed
- Load rating increased to match swing bridge
- \$2M cost
 - Major rehabilitation of concrete substructure and masonry causeway (in-water works)
 - Significant strengthening of structural steel; however, repairs likely to be sympathetic modifications
 - Replacement of bearings
 - Repairs to timber deck
 - Upgrading of approach railings
 - Exposure to risk significantly reduced

Major Rehabilitation (cont'd)

- Environmental Assessment required
 - In-water works likely will be a 'HADD' (hazardous alteration, disruption, or destruction)
 - Heritage status to be determined
 - Archaeological and environmental studies to be undertaken
 - Ownership of causeway to be decided
- EA in 2013, construction in 2014 if funding available
 - 3rd party funding likely to be needed
 - Availability of funds may delay construction
 - Process can be time-consuming and if selected, should start immediately

Structure Replacement

- EA process is similar to that for a major rehabilitation
- Heritage designation may determine replacement is not permissible
- \$3M to \$3.5M cost
- EA in 2013, construction in 2014 if funding available
 - 3rd party funding likely to be needed
 - Availability of funds may delay construction

Closing the Crossing

- Preferable based on financial and structural perspective

Reopening the Crossing in the short term

- Repairs are required prior to reopening
- Steps must be taken to restrict oversized vehicles
- Not a one-time expenditure, anticipate 3-5 years, then repeat the close/repair/replace process

Maintaining the Crossing in the long term

Replacing the Crossing

- Environmental assessment to be started asap
- Funding to be secured

Questions?

THE COUNTY OF LANARK

SPECIAL PUBLIC WORKS COMMITTEE

September 19th, 2012

Report #PW-65-2012 of the
Director of Public Works

ANDREWSVILLE BRIDGE: PUBLIC INFORMATION CENTRE AUGUST 30TH, 2012

1. STAFF RECOMMENDATIONS

“THAT,

- i) Report #PW-65-2012 “Andrewsville Bridge: Public Information Centre August 30th, 2012”, is accepted, for information.
- ii) The Director of Public Works is authorized to provide the Friends of the Andrewsville Bridge the written responses to their questions, as amended, at Appendix “C” to Report #PW-65-2012.
- ii) The Clerk sends Report #PW-65-2012 to the United Counties of Leeds and Grenville Clerk, the Montague Township Clerk, Parks Canada and the Friends of the Andrewsville Bridge, for information.”

Recommended By:

Approved for Submission By:

**Steve Allan, P. Eng.
Director of Public Works**

**Kurt Greaves
Chief Administrative Officer**

2. PURPOSE

The purpose of this Report is to provide a summary of the discussion at the August 30th, 2012, Andrewsville Bridge Public Information Centre.

3. BACKGROUND

The Andrewsville Bridge has been closed to vehicular traffic since May 4th, 2012. The closure occurred after a structural inspection of the Bridge on May 9th, 2012, concluded that it was unsafe for vehicular traffic due to the recent deformation of several truss members. The May 9th, 2012, inspection was initiated after an overloaded transport truck illegally crossed the Andrewsville Bridge and subsequently severely damaged the Parks Canada swing bridge at Nicholson's Lock. The Parks Canada swing bridge has been repaired, but remains closed to vehicular traffic, pending a decision regarding the future of the Andrewsville Bridge. The Councils of Lanark County and the United Counties of Leeds and Grenville deferred such a decision until public consultation was completed.

About 130 members of the public attended the Andrewsville Bridge Public Consultation Session, which was held at the Rosedale Hall, in Montague Township, from 5 to 7 pm, on August 30th, 2012. A number of Councillors from Lanark County, the United Counties of Leeds and Grenville and Montague Township also attended.

Notice of the Meeting was advertised in the EMC Record News, on the County's Website and posted on a roadside message board located at the intersection of County Road 2 (Heritage Drive) and Andrewsville Main Road. The Meeting Notice was also sent, by e-mail and regular mail, to over 100 persons on our project Mailing List and to the Friends of the Andrewsville Bridge.

The Public Consultation began with a 30 minute Presentation by Bill Bohne, the Consulting Engineer from McCormick Rankin Corporation, who has been assigned to this Project since 2005. A copy of the Presentation (attached at Appendix "A") was provided to the Meeting Participants when they arrived. The Presentation was followed by an one hour Question and Answer Period. Verbal responses to questions from the public and Montague Township Councillors were provided by Bill Bohne, Steve Allan (Lanark County, Director of Public Works) and Les Sheppard (United Counties of Leeds and Grenville, Director of Works, Planning Services and Asset Management). At the end of the Meeting, The Friends of the Andrewsville Bridge provided a written summary of their questions (attached at Appendix "B") to the Directors and requested a written response. A real-time, written record of the questions and answers, from the Meeting, was created by Bill Bohne's Assistant.

4. DISCUSSION

A summary of the questions that were asked and the responses that were given is attached at Appendix "C." Members of the public were overwhelmingly in favour of reopening the Bridge, as soon as it was safe to do so, and maintaining the crossing, at Andrewsville, in the future.

5. ANALYSIS AND OPTIONS

A summary of the Motions, regarding the future of the Andrewsville Bridge that have been considered by the two Counties, since June 2012, is at Appendix “D”.

6. FINANCIAL IMPACT

The Andrewsville Bridge is jointly owned by Lanark County and the United Counties of Leeds and Grenville. Therefore, the Councils of both Counties must jointly agree on any action to be taken and equally share the costs. Since none of the options has been pre-engineered, the estimated costs provided by the Consultant are not precise and they range from:

- \$50,000 every ten years if the bridge is closed to vehicular traffic.
- \$50,000 - 100,000 for minor repairs to reopen the bridge, with additional expenditures of the same amount every 3 to 5 years.
- \$2 million for a major rehabilitation, including strengthening the structure to accommodate 10 tonne loads. The feasibility, scope and cost of the rehabilitation could change if the structure receives a “Heritage” Designation.
- \$3 to \$3.5 million to replace the bridge. The feasibility, scope and cost of the replacement could change if the structure receives a “Heritage” Designation.

7. LOCAL MUNICIPAL IMPACT

Representatives of the Friends of the Andrewsville Bridge, appeared as a Delegation, at the August 8th, 2012, Meeting of the Public Works Committee and provided a Petition with 1,027 signatures by persons “who are opposed to closing the Andrewsville Bridge to vehicular traffic”.

8. CONCLUSIONS

The previously presented Engineering Reports and the recently completed Public Consultation should facilitate a decision by the Councils of Lanark County and the United Counties of Leeds and Grenville regarding the future of the Andrewsville Bridge.

9. ATTACHMENTS

Appendix “A” - Public Information Centre Presentation August 30th, 2012.
Appendix “B” - Written Questions from the Friends of the Andrewsville Bridge.
Appendix “C” - Responses to Public Information Centre Questions.
Appendix “D” - Andrewsville Bridge: Summary of Motions.

PUBLIC INFORMATION CENTRE PRESENTATION AUGUST 30TH, 2012

**LANARK
COUNTY**



Andrewsville Bridge



**Public Information Centre
August 30, 2012**

MRC

Presentation will focus on the following:

- Background Information of the Crossing
 - Condition of existing structures
 - Summary of inspections/studies/repairs done to date
- Rehabilitation Alternatives
 - Crossing closure
 - Short-term repairs
 - Long-term rehabilitation or replacement
- Summary

Background Information

Crossing is comprised of 3 main components:



Single span steel truss

Single span slab-on-girder



UngROUTED stone retaining walls

Background Information

Age of Crossing

- Exact date of construction is unknown.
- Based on historical records, bridge was built circa 1890.

Heritage Status

- Bridge structures and causeway have not been formally designated as heritage structures, nor are under consideration for heritage designation.
- Given the age of the Crossing, a heritage assessment would be undertaken prior to major rehabilitation of the structure to determine a formal designation.
- Designation as a heritage structure will impact the type and scope of rehabilitation.

June 2005: Detailed Inspection

- Crossing was generally in poor condition.
- Asphalt had numerous wide cracks and potholes, timber deck below exhibited signs of rot and had detached from stringers.



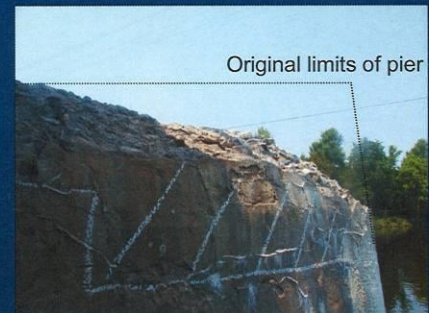
Steel had widespread light corrosion with areas of severe corrosion and perforated steel below-deck.

Background Information

- Roller bearings were seized and do not adequately permit movements due to thermal expansion and contraction



- Concrete in pier and abutments was severely deteriorated



MRC

Background Information

- Retaining walls on causeway had subsided and had undermined approach approach railing
 - During spring runoff, water flows through the walls above the storm pipe
- Existing bridge railings were attached directly to truss and had been damaged by vehicular impact in several locations.



Background Information

In 2006, several stringers at the West Abutment were repaired to keep the bridge open to traffic.



Condition of stringer, June 2005



Repaired stringer, February 2006

February 2007: Structural Evaluation

- Capacity of both bridges, based on existing deteriorated condition of bridge, is 5 tonnes.
- Bridges are currently posted at 5 tonnes, so no further reduction in load posting was required.



Undermining of south pier bearing

Canadian Highway Bridge Design Code (CHBDC)

- Used for calculating the capacity of existing bridges.
- Live Load Capacity Factor (F) < 1.0 may require load posting.
- Andrews ville Bridges
 - Stringers F = 0.23
 - Girders F = 0.30
 - Floorbeams F = 0.34
 - Truss Chords F = 0.60
- CHBDC recommends that for $F < 0.3$
 - Consideration should be given to closing the bridge.
 - Posting should be maintained for a maximum of two years to provide bridge owner with sufficient time to replace or close the bridge.

May 2007: Public Information Centre

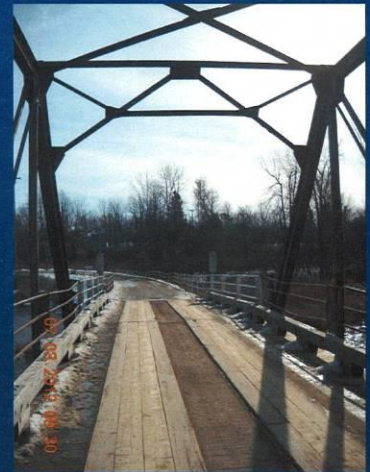
- Public Information Centre (PIC) was held to obtain feedback from general public
 - Crossing is in poor condition and repair is required
 - Industry standards suggest replacement or closure
 - Bridge is load posted, but there is currently no method of restricting overloaded vehicles from using the bridge.
- Six rehabilitation alternatives were forwarded
 - Do Nothing (rejected as concerns with safety were not addressed)
 - Repair timber deck, upgrade bridge railing, repair concrete substructure
 - Repair timber deck, upgrade bridge railing, repair concrete substructure, upgrade approach railings
 - New single lane bridge
 - New two lane bridge (rejected, not warranted in this location)
 - Close bridge to vehicular traffic.

May 2007 PIC (cont'd)

- Public response was generally in favour of keeping the Crossing open.
- Both Councils determined a short-term rehabilitation strategy was best suited until the long-term future of the Crossing could be determined.

Summer 2008: Deck Rehabilitation

- Repairs intended to keep the Crossing open for 3 to 5 years
- Work included replacement of the timber deck in kind and minor concrete repairs to the substructure
- Concrete, structural steel, causeway, and approach deficiencies not addressed



March 2012: Inspection and Structural Evaluation

- Structural steel continues to deteriorate
- Deck replacement actually increased the capacity of some of the truss members
- Evidence of distortion of truss members not witnessed in previous inspections



- 5t load posting still in effect based on capacity of stringers in both bridges

May 2012: Emergency Inspection

- Vehicle in excess of 5t used the Crossing
- Evidence of damage to the truss bridge and the swing bridge over the Rideau Canal
- Crossing was closed to effect repairs to the swing bridge
- 5t load posting to remain; however, it was recommended that the Crossing remain closed until repairs to deteriorated members could be completed and load limit could be strictly enforced



4 Rehabilitation Alternatives

- Close Crossing to vehicular traffic
- Implement minor repairs to Crossing and reopen to traffic with current load posting
 - Short term strategy to maintain the Crossing for 3-5 years
- Implement a major rehabilitation and upgrade load posting to 10t
 - Medium to long term strategy to maintain the Crossing for 15-20 years
- Replace the Crossing
 - Long term strategy to address all current and foreseeable deficiencies

Closing the Crossing to Vehicular Traffic

- Least costly alternative
- Immediate risk to Counties is eliminated
- Current configuration and visual appearance of Crossing would remain unchanged
- Repair costs estimated to be \$50k every 10 years
- Alternative is least preferable to public and to Parks Canada
- Major rehabilitation will eventually be required
 - Steel and concrete will continue to deteriorate
 - Scope of work will be less than for rehab of vehicular crossing

Minor Repairs to Crossing with 5t Load Posting

- Least costly intervention to reopen Crossing
- Work could likely be completed in the fall of 2012
 - Pending immediate decisions from Councils
- \$50k to \$100k rehabilitation contract
 - Concrete repairs to substructure
 - Minor structural steel strengthening
 - Upgrades to approach railing systems
 - 'Sympathetic modifications' that will not significantly alter the appearance of the Crossing

Minor Repairs to Crossing (cont'd)

- 'Band-Aid' solution
 - Future of Crossing not addressed, just postponed for 3-5 years
 - Major rehabilitation will be required in near future
 - Approach railing upgrades would likely result in narrower road width on causeway
 - Moderate exposure to risk: uncertainty of rate of deterioration of concrete and masonry
- Method of enforcing load posting must be addressed
 - Solutions may negatively affect the visual appearance of Crossing
 - Parks Canada to agree on methods and location of solution
- Availability of funds

Major Rehabilitation with 10t Load Posting

- Structural and safety deficiencies addressed
- Load rating increased to match swing bridge
- \$2M cost
 - Major rehabilitation of concrete substructure and masonry causeway (in-water works)
 - Significant strengthening of structural steel; however, repairs likely to be sympathetic modifications
 - Replacement of bearings
 - Repairs to timber deck
 - Upgrading of approach railings
 - Exposure to risk significantly reduced

Major Rehabilitation (cont'd)

- Environmental Assessment required
 - In-water works likely will be a 'HADD' (hazardous alteration, disruption, or destruction)
 - Heritage status to be determined
 - Archaeological and environmental studies to be undertaken
 - Ownership of causeway to be decided
- EA in 2013, construction in 2014 if funding available
 - 3rd party funding likely to be needed
 - Availability of funds may delay construction
 - Process can be time-consuming and if selected, should start immediately

Structure Replacement

- EA process is similar to that for a major rehabilitation
- Heritage designation may determine replacement is not permissible
- \$3M to \$3.5M cost
- EA in 2013, construction in 2014 if funding available
 - 3rd party funding likely to be needed
 - Availability of funds may delay construction

Closing the Crossing

- Preferable based on financial and structural perspective

Reopening the Crossing in the short term

- Repairs are required prior to reopening
- Steps must be taken to restrict oversized vehicles
- Not a one-time expenditure, anticipate 3-5 years, then repeat the close/repair/replace process

Maintaining the Crossing in the long term

Replacing the Crossing

- Environmental assessment to be started asap
- Funding to be secured

LANARK
COUNTY



Questions?

MRC

WRITTEN QUESTIONS FROM THE FRIENDS OF THE ANDREWSVILLE BRIDGE

August 30, 2012

Mr. A Brown, CAO
United Counties of Leeds and Grenville
and
Mr. K Greaves, CAO
Lanark County

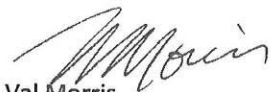
Dear Sirs:

RE: ANDREWSVILLE BRIDGE

Thank you for hosting the public meeting regarding Andrewsville Bridge. We anticipate that we will not have sufficient time to ask all of the attached questions; therefore, we have provided you with a list of the pertinent question that we would like answered in writing.

This process is vital to the lives, economy and heritage of our area and I am sure you will assist us as we gather information. Our aim is to work with our respective Counties in a supportive and cooperative way to ensure we maintain the quality of life in our communities and the heritage we value.

Yours truly



Val Morris



Tom Beach

On behalf of the Friends of Andrewsville Bridge

UCLG & LANARK COUNTY PUBLIC MEETING

ANDREWSVILLE BRIDGE

QUESTION	RESPONSE
1. The repairs carried out in 2008 were a stop-gap to allow time to seek funds to cover a more complete renovation. What was the result of this search, what renovations took place and what sources were approached for funds?	
2. What kind of maintenance costs are budgeted for a bridge the size of Andrewsville (i.e. 48 metres plus 70 metres causeway)?	
3. In the interest of public safety why was there not regular maintenance conducted on the bridge?	
4. If both parties agree to contribute a minimum of \$25,000 each will that allow for the bridge to be re-opened immediately?	
5. Why did UCLG state in the resolution (Aug 23) that funding should be sought 'outside the levy'? Does this mean that UCLG will not consider any more funds over the \$50,000 over 4 years for the Andrewsville Bridge?	
6. In the Lanark County Agenda, Public Works Committee, Aug 01, 2012, a detailed report from the Steering Committee for the Provincial-Municipal Roads and Bridges Review was presented. This review states, "Municipal bridges should be considered a public safety priority regardless of the road classification and their criticality should be determined through municipal asset management plans." Given the urgency of the need for a long term plan to preserve bridges, can the Andrewsville Bridge be considered as a 'pilot project' for this new innovative review process?	
7. The Municipality of North Grenville just released information re: their application to the CIIF (Community Infrastructure Improvement Fund.) They requested \$570,000 for a Pedestrian bridge over the South Branch of the Rideau as part of their community pathways project. If this figure is the 'norm' for a foot bridge, why is the sum of \$50,000 or even \$100,000 to repair Andrewsville Bridge deemed to be a large sum?	
8. Why hasn't the county provided an option to refurbish the Andrewsville Bridge using sufficient funds to do a proper job, one with long range planning to keep the bridge maintained for the next 20 years or more?	
9. As taxpayers we have few demands on the UCLG (and Lanark) which receive a large % of our tax dollars. Our taxes have paid for and will continue to pay for assets throughout the UCLG (and Lanark.) It is now our time for need to provide funds to repair and protect a functional community asset. Will UCLG (and Lanark) accept their responsibility for Andrewsville Bridge and include it in their asset management plans?	

RESPONSES TO PUBLIC INFORMATION CENTRE QUESTIONS

PIC Meeting – Andrewsville Bridge: Lanark County, United Counties of Leeds & Grenville

August 30, 2012

QUESTION & RESPONSE SESSION

Q: The repairs carried out in 2008 were a stop-gap to allow time to seek funds to cover a more complete renovation. What was the result of this search, what renovations took place and what sources were approached for funds?

A: *There were no Federal/Provincial funding programs between 2008 and 2012. This is not to say that there will not be an appropriate program in the future. However, when there are Federal or Provincial infrastructure programs, factors such as economic impacts and the number of vehicles using a bridge play an important role in securing the funds. Bridges with higher traffic volumes are more likely to get funding.*

Q: We have known of maintenance required since 1991. What annual maintenance costs should have been allocated during this time? Where did money go from 1991 – 2005?

A: *The exact amount of money spent on this bridge is not readily available without researching into past expenditures. It is known that the bridge underwent major rehabilitations in the mid-1960's, mid-1980's, and in 2005. What needs to be determined now is the long-term requirement for a crossing in this location. Is a crossing required? If not, then consideration should be made to turning the bridge into a pedestrian bridge.*

Q: In the interest of public safety, why was there not regular maintenance conducted on the bridge?

Bridges must legally be inspected every two years, and the results of the inspections serve as the basis for maintenance and rehabilitation programs. Infrastructure repair programs have been developed based on the necessity of repairs and the available monies for all County assets (roads, bridges, buildings). There is only so much money to go around, and the condition of the bridge is not due to neglect. Focus should be on what is required now for the future. The bridge is at the end of its life – something needs to be done.

Based on the Consultant's experience with many municipalities in Ontario, it appears that when infrastructure assets were downloaded from the province, insufficient funds were transferred to maintain the assets, or the assets transferred were not in adequate condition. A shortage of infrastructure funding is common in many Ontario municipalities.

Q: If both parties agree to contribute a minimum of \$25,000 each will that allow for the bridge to be re-opened immediately?

A: *No. However, as stated in the presentation, if the bridge is strengthened, and measures are introduced to ensure the load posting on the bridge is met, it may be possible to reopen the bridge by Christmas. However, this will not resolve the long-term issues with the bridge. At some point in the near future, even if it is maintained as a pedestrian bridge, a major rehabilitation will be required.*

Q: Why did UCLG state in the August 23 resolution that funding should be sought “outside the levy”? Does this mean that UCLG will not consider any more funds over the \$50,000 over 4 years for the Andrewsville Bridge?

August 30, 2012

A: *The Andrewsville Bridge is 120 years old and requires a major rehabilitation which will be costly. Funding would be required from other sources (federal, provincial). As previously stated, until the future of the bridge has been decided, long-term funding requirements cannot be determined.*

Q: In the Lanark County Agenda, Public Works Committee, August 1/12, a detailed report from the Steering Committee for the Provincial-Municipal Roads and Bridges Review was presented. This review states "Municipal bridges should be considered a public safety priority regardless of the road classification and their criticality should be determined through municipal asset management plans. Given the urgency of the need for a long term plan to preserve bridges, can the Andrewsville Bridge be considered as a 'pilot project' for this new innovative review process?"

A: *The Lanark County Engineer was part of the Steering Committee. The report represents a long-term plan in the event that provincial funding is increased; however, at this time, there are insufficient funds available from the province to implement the proposal.*

Q: The Municipality of North Grenville just released information re their application to CIIF (Community Infrastructure Improvement Fund). They requested \$570,000 for a pedestrian bridge over the south branch of the Rideau River as part of their community pathways project. If this figure is the norm for a footbridge, why is the sum of \$50,000 or even \$100,000 to repair the Andrewsville Bridge deemed to be a large sum?

A: *A lot of spending is required around the Counties, and this brings us back to our earlier discussion. The Counties must prioritize funding for infrastructure based on usage, economic requirement, needs, etc. It is not the amount of money; rather, it is spending the money if the bridge is going to be closed in the near future, and the justifiable allocation of funds. Concerning infrastructure funding, the Consultant stated that he has completed numerous applications on behalf of municipal clients, and based on the economic impacts, traffic volumes, and nearby crossings, it would be unlikely that the Andrewsville Bridge would be successful in obtaining federal or provincial funding.*

Q: Why haven't the Counties provided an option to refurbish the Andrewsville Bridge using sufficient funds to do a proper job, one with long range planning to keep the bridge maintained for the next 20 years or more?

A: *As stated in the presentation, 3 options have been recommended: close it, fix it, or replace it. The option selected will be based on the decision concerning the future of the bridge. The final decision will be made by County Councils.*

Q: As taxpayers we have few demands on the Counties, which receive a large percentage of our tax dollars. Our taxes have paid for and will continue to pay for assets in the Counties. It is now our time for need to provide funds and protect a functional community asset. Will the Counties accept their responsibility for Andrewsville Bridge and include it in their asset management plans?

A: *The Andrewsville Bridge is included in the asset plans. Three alternatives, as previously stated, have been considered for the bridge. Based strictly on structural adequacy and financial viability, it has been*

August 30, 2012

recommended to Councils to close the bridge. It is the panel's job to provide the Councils with recommendations.

Q: Since both counties have joint responsibility, why have both Counties not worked together to develop a joint strategy and asset management plan for saving or maintaining the bridge and, will both Counties work jointly or will UCLG give Lanark County the mandate to make decisions and support them in this lead?

A: *Lanark is lead on the Andrews ville Bridge; however, all decisions concerning the bridge and costs for maintenance and repair are shared equally.*

Q: Had it not been necessary to close the bridge in order to repair the Swing Bridge at Upper Nicholson's Locks, would Andrews ville Bridge still be open to vehicles?

A: *If the bridge had not been damaged by the overweight vehicle, it would still be open for traffic.*

Q: Is there any way of recuperating money for repairs from the overweight vehicle that crossed the bridge in May 2012?

A: *In the case of the Swing Bridge, it was obvious, as the truck still had part of the railing stuck in the truck. As for Andrews ville Bridge, there is no way of proving that the damage was solely the responsibility of this truck.*

Q: There seem to be differing risk factors regarding the safety of the Andrews ville Bridge. What will happen if we continue to use it? Lawyers don't seem to see a significant risk.

A: *Structurally, there are concerns with the bridge, and it is an issue of public safety. In the Consultant's opinion, until the repairs are made and traffic restrictions are in place, it is recommended that the bridge remain closed.*

Q: It seems that the fate of the Andrews ville Bridge was decided in 2005 when the short-term decision was made for repairs. Was there any money put away during this time? It is a poor timing.

A: *In 2005, upon completion of an inspection of the bridge, the same 3 options (close it, fix it, replace it) were presented to the Councils and a decision was made to implement short-term repairs and postpone the final decision concerning the future of the bridge for 3 to 5 years. Had the heavy load not gone over the bridge in May, the bridge would still be open.*

Q: Have any other Bridges been closed before under these circumstances?

A: *Recently a city in Northern Ontario was faced with the same decision. Based on the economic and traffic requirements of both bridges, one was closed, and one was replaced.*

Q: What is the plan for EMS vehicles if one or both of the remaining bridges are closed for repairs?

August 30, 2012

A: *Dave LaLiberte, EMS – We never use the Andrewsville bridge, and we take calls on both side of the bridge. Instead, we cross in Merrickville or Kemptville. Kingston covers Iroquois to Trenton. If the bridges are closed, the proper ambulance will be dispatched.*

COMMENT: I believe the EMS comments are untrue. I spoke with an officer after an accident today and was informed that have crossed over the Andrewsville Bridge. When the drowning occurred in 2007, the EMS used the Andrewsville Bridge.

Q: It appears that there are very few dollars being spent in the Andrewsville Hamlet. Given that Andrewsville is a designated settlement growth area, why is this?

A: *If you don't have sufficient available funds to go to all maintenance required, you need to decide what you will do first, and what you'll wait to maintain. What is justification when there is alternate maintenance required that is more populated and economically friendly. Money spent must be justified. Consider the Mississippi River Bridge: 5,000 cars a day, essential for industry, and it is a strategic bridge in the County. It also needs a major rehabilitation. Monies are spent where they have the most impact.*

Q: The Counties' vision for the future is based on maintaining the distinct character and heritage of our villages, towns, and hamlets, rural and waterfront areas will be maintained. How will this vision be realized if the Andrewsville Bridge is closed? A petition has been circulated and signed, and people are passionate about keeping the bridge.

A: *Again, one must consider – is the crossing required? Money goes towards priorities. How does the structure fit into priorities, activity, and economic requirements? Since the Bridge was closed on May 4th, there have been no calls received from Tourism, EMS, or citizens requiring the bridge. The panel agrees that the bridge increases the aesthetic appeal of the area, and for that reason, it is our recommendation to maintain the bridge, but as a pedestrian crossing. On another note, it is important to realize that the bridge has not been designated as a heritage structure.*

COMMENT: We have concerns with the bridge closure for neighbourhood safety. Since the closure there have been increased incidents of vandalism and partying on and around the bridge. The daily flow of traffic across the bridge acts as an informal neighbourhood watch.

Q: Once you close the Andrewsville Bridge, you won't get it back. If you want to be able to use it, we need to consider short-term repairs. Think of our options – can we build the bridge with local infrastructure? We need to think outside the box. Is there room for a separate bridge organization, help for funding? We all want to move forward and have bridge opened ASAP.

A: *Based on our experience, it is unlikely that the Andrewsville Bridge would receive funding from a grant as there would likely be another bridge that would be better suited for the grant considering the prior factors discussed that are taken into consideration. As for other sources of funding, this was researched last year prior to the current work being done on the Five Arches Bridge in Pakenham. It has been designated a heritage bridge; however, no funds from heritage organizations were available. In fact, OHT (Ontario Heritage Trust) has requested monies from the Province to stay solvent.*

August 30, 2012

Q: I endorse all that was previously said. My concern is that minds are already made up – once the bridge is closed, it's closed forever. What is potential for the Rideau River? What about Traffic in Merrickville? What is the vision for road transportation cross the Rideau River?

A: *We've already given our recommendations; it's now the County Council's choice. There is no need for 3 bridges according to both calculations and traffic assessments.*

There is the perception that the Counties are intent on closing the bridge regardless of public reaction. This is not true. In accordance with the Municipal Class Environmental Act (MCEA), the Counties have the authority to close the bridge without public consultation. However, both Counties were of the opinion that a public presentation was justified based on public opinion received to date.

Q: We feel that the Counties' assessment of traffic flows is incorrect (200 to 400 vehicles per day, based on 2010 traffic counts), and does not accurately reflect the recent increase in traffic volumes across the bridge.

A: *We have no reason to believe that the 2010 counts have changed substantially.*

Q: Can Parks Canada fund repairs? What about the Rideau Corridor. Group? All townships?

A: *As previously discussed, infrastructure funding is an issue at all levels of government. In our previous discussions with Parks Canada, it is unlikely that they would have funds available, and this is further compounded by recent budget cutbacks at Parks Canada.*

Q: The quote for the \$2M repairs seems much higher than the numbers used for the same repair in 2007. Why has the cost increased so significantly?

A: *The 2007 numbers were very general costs designed to give the Counties some idea of what a variation of options would cost for comparison purposes, and were developed in general accordance with the limited environmental assessment done at that time. Alternatives ranging from bridge closure to replacement with a new two lane structure were reviewed, and some of the alternatives were immediately rejected. The latest estimated costs are a more realistic estimation of costs for the remaining alternatives (close it, fix it, replace it). The costs are also used for comparison purposes – for instance, to show that a major rehabilitation costs 10x a minor rehabilitation, and a replacement is 2x a major rehabilitation, etc.*

Q: In the past Lanark approved a \$25,000 sum. Grenville turned it down. However, Grenville recently approved \$25,000. How can this help?

A: *The motion was considered by Lanark County Council – but a decision was deferred pending public consultation. That is why we are having this meeting tonight. There is a Public Works meeting on September 19/12 where the Grenville motion will be considered. That being said, in order for Lanark County to approve the \$25,000 it would need to go first through the Public Works Committee, and then through the Council. .*

Q: is it feasible to do minor repairs now, to extend the life of the bridge by 3-5 years, and then seek additional funding for long-term repairs?

August 30, 2012

A: *Yes. If the Councils decide to maintain the bridge in the long-term, this approach would permit the bridge to be opened in the near future while the long-term future of the bridge is determined. However, if this approach is selected, it is recommended that the environmental assessment for the major rehabilitation start as soon as possible, as there are significant approvals to obtain, and it may take years to complete the process.*

Q: How are we able to get any other questions to people?

A: *There are comment sheets available, as well as business cards. Please have all comments in by September 15th, as it is decision making time at the meeting on September 19th.*

Q: Following this meeting, what will be the next steps in this process and who will make the decisions regarding opening the bridge?

A: *Recommendations have been made to the Councils based on technical and financial information. It is now a decision for the Councils. Concerning the long-term future of the bridge, this meeting is one of the first steps. As part of the EA for a major rehabilitation, public input is required.*

Q: Who would be best for searching for funds for repair? Will there be annual report to review so we know work is being done if we opt for minor repairs for now and then seek funds for long-term repairs?

A: *Both Councils consider their priorities when submitting grant applications. There are other bridges in both Counties that are higher priorities than the Andrews ville Bridge. In the end, it comes down to funding – there is only so much available and it must be spent where it impacts the most people. Based on all factors, it is a political decision in the end.*

COMMENT: I understand that the decision must now be made by the politicians. We feel that you will do the right thing for us and the Andrews ville Bridge.

SUPPLEMENTAL QUESTIONS

Many of the questions posed by the Friends of the Andrewsville Bridge, at Appendix “B”, were answered during the August 30th, 2012, Public Meeting Question Period. Responses to questions that were not addressed, at the Public Meeting, are below:

QUESTION	RESPONSE
The counties vision for the Future is based on maintaining the distinct character and heritage of our villages, towns, and hamlets, rural and waterfront areas will be maintained. How will this vision be realized if the Andrewsville Bridge is closed?	To realize the vision, the Counties must also be fiscally prudent and consider the Andrewsville Bridge, in the larger context, of the significant responsibilities to maintain large road systems with competing priorities.
Both counties have been negligent in their maintenance of the bridge and have contributed to the current situation. Who will take the lead in any future planning for the bridge and maintain a working relationship with the Friends of Andrewsville?	The Counties have not been negligent. Regardless of the Council decision, regarding the future of the Andrewsville Bridge, we will continue to work with the Friends of the Andrewsville Bridge.
There have been 22 new homes built on both sides of the river neighbouring the Andrewsville County Rd 23 area. All of these homes contribute significantly to the tax base somewhere in the neighbourhood of \$300,000 what are the residents of this area receiving for such high taxes? And, what do current residents receive?	At the County level, your taxes provide funding for the County Road System, Ambulance Service, our Long-Term Care Facility and a number of Social Services Programs.
The engineering firm, McCormick Rankin's own information states that they are leaders in restoring historic bridges, were they asked to provide an opinion on the historic impact of this bridge and its value?	The Consulting Engineer's opinion is that the bridge is not a heritage structure. However, the final determination must be made by the Provincial Ministry of Heritage and Tourism. If the Counties proceed with the rehabilitation or the replacement of the bridge, a Heritage Assessment Study must be completed and submitted to the Province for their consideration. The Province, not the Counties, is responsible for determining if the bridge is a heritage structure.
Had it not been necessary to close the bridge in order to repair the Swing Bridge at Upper Nicholson's Lock, would Andrewsville Bridge still be open to vehicles?	Andrewsville Bridge was closed on May 4 th as it was deemed unsafe for vehicular traffic. It remains closed as the necessary repairs to ensure public safety have not been completed.
Following this meeting what will be the next steps in this process and who will make the decisions regarding opening the bridge?	The Councils of Lanark County and the United Counties of Leeds and Grenville will make that decision in due course.

<p>The Provincial Government Official Plan shows the area as a “Settlement Area” which allows for growth as stated 22 new houses in the area does this not necessitate roads and bridges in good repair?</p>	<p>There are existing bridges in Merrickville and Burritts Rapids that provide access to the Andrewsville Area Settlement Area.</p>
<p>In the event that the counties cannot come to a mutual agreement on how to restore the bridge in the interim and in the longer term, how will this impact Parks Canada?</p>	<p>Parks Canada is well aware of the Counties’ options for the future of the Andrewsville Bridge. They have expressed a desire to keep the Andrewsville Bridge open to vehicular traffic, but are not able to contribute financially to the repair, rehabilitation or replacement of the structure. Parks Canada has not informed the Counties about any long term impacts.</p>
<p>There has been x \$ spent on bridge in Lanark and Leeds and Grenville in the last xx years why was Andrewsville not a priority? For example, in North Grenville, in 2001, over \$359,000 was spent on two small bridges (Bishop’s Mills and McKenney) why wasn’t an equivalent ever spent on Andrewsville given its size, historic importance and the fact that it goes over the Rideau?</p>	<p>Public Works expenditures are approved by County Council. Road and Bridge Projects must be prioritized as there is insufficient funds to address all of the infrastructure needs. The Andrewsville Bridge has not been designated a historic structure.</p>
<p>Given that neither UCLG or Lanark erected proper signage (in accordance with MTO) following the repairs to Andrewsville Bridge in 2008, why should we have any confidence that the counties will work together to seek funding for full repairs to the bridge let alone erect adequate signage now?</p>	<p>Warning signage was installed on County Road 2. A Regulatory Sign, clearly indicating that the bridge is restricted to 5 Tonnes loads, is posted at the site.</p>

ANDREWSVILLE BRIDGE: SUMMARY OF MOTIONS

Andrewsville Bridge
Summary of Staff
Recommendations and Motions

As of August 29th, 2012

Joint Staff Recommendation

June 6th, 2012

WHEREAS, on March 7th, 2012, our Consulting Engineers completed a Structural Evaluation of the Andrewsville Bridge, recommending that the existing five (5) tonnes load posting was warranted. In order to mitigate the risk of continuing to use the structure beyond its service life, consideration is being given to its closure, rehabilitation or replacement;

AND WHEREAS, at the request of Parks Canada, the Andrewsville Bridge was closed to vehicular traffic on May 4th, 2012, when an loaded transport truck illegally used the crossing, damaging the adjacent Parks Canada swing bridge at Nicholson's Lock, and necessitating the closure of both bridges, to effect repairs;

AND WHEREAS an Engineer's Emergency Inspection of the Andrewsville Bridge on May 9th, 2012, identified evidence of distress in some of the truss members, which was not there in March, 2012, rendering the structure unsafe for vehicular traffic;

AND WHEREAS, at a joint meeting on May 22nd, 2012, with representatives from the Councils of Lanark County and the United Counties of Leeds and Grenville, our Consulting Engineers recommended the permanent closure of the Andrewsville Bridge to vehicular traffic;

AND WHEREAS, the Counties agree that it is not fiscally responsible to rehabilitate or replace the Andrewsville Bridge, since less than 200 vehicles per day use the structure, alternative crossings are available only four (4) km away, at Burritts Rapids and Merrickville, and the estimated costs would be at least \$1,750,000.

Joint Staff Recommendation Cont'd

June 6th, 2012

NOW THEREFORE BE IT RESOLVED,

THAT, in the interests of public safety and fiscal prudence, the Councils of Lanark County and the United Counties of Leeds and Grenville, accept the advice of our Consulting Engineers to close the Andrewsville Bridge to vehicular traffic;

AND THAT, Staff is directed to take the necessary steps, in accordance with the Municipal Engineers Association Class Environmental Assessment Process, to permanently close the Andrewsville Bridge, with a view to scheduling a Public Meeting in August, 2012;

AND THAT, the Clerk sends Report this Report to our Provincial and Federal Members of Parliament, Parks Canada, Montague Township and the Town of Merrickville-Wolford for information.

Public Works Committee Meeting

June 6th, 2012

Motion #PW -2012-052

“THAT, the County of Lanark fund 50 % of \$50,000 to execute the necessary repairs to attempt to extend the Andrewsville Bridge service life with the anticipation of exploring a full replacement with potential funding future funding opportunity from the government.

AND THAT, the necessary repairs to the Andrewsville Bridge be undertaken subject to an agreement with the United Counties of Leeds and Grenville.”

Moved By: John Fenik

Seconded By: Bill Dobson

ADOPTED

United Counties of Leeds and
Grenville County Council Meeting
June 21st, 2012

Resolution # CC-086-2012

“THAT, County Council defer the final decision on the closure of the Andrewsville Bridge until after the Public Information session;

AND FURTHER THAT the Bridge remains temporarily closed until a final decision is made.”

Lanark County Council Meeting

June 27th, 2012

Motion #CC-2012-105

THAT, the Sixth Report of the Public Works Committee of the Whole, excluding Item #B4, be adopted as amended.”

Moved By: Susan Freeman

Seconded By: Keith Kerr

ADOPTED

Note: #B4 was the June 6th, 2012 Motion

Lanark County Council Meeting

June 27th, 2012

Motion #CC-2012-104

THAT, discussions on the Andrewsville Bridge be referred to the August, 1st 2012 Public Works Committee Meeting;

AND THAT, Lanark County Council defer the decision on the future of the Andrewsville Bridge until Lanark County and the United Counties of Leeds and Grenville have hosted a joint Public Consultation meeting currently scheduled for August 30th, 2012 at the Rosedale Hall in Montague Township;

AND THAT, the Bridge remains temporarily closed to vehicular traffic until a final decision is made.”

Moved By: Keith Kerr

Seconded By: Bill Dobson

ADOPTED

Public Works Committee Meeting

August 1st, 2012

Motion #PW-2012-066

“That, Motion #PW-052-2012 passed at the June 6th, 2012 Public Works Meeting be deferred to County Council for reconsideration”

Moved By: Richard Kidd

Seconded By: Pat Dolan

ADOPTED

Lanark County Council Meeting

August 29th, 2012

Motion #CC-2012-144

“THAT, Item “B” 2 regarding the Andrewsville Bridge be deferred to September.

Moved By: Keith Kerr

Seconded By: Peter McLaren

ADOPTED

Note: B2 was the June 6th, 2012 Motion

LANARK COUNTY

SEPTEMBER SESSION 2012

MINUTES – REPORTS

BYLAWS – MOTIONS

Cathie Ritchie
Director of Clerk's Services/Clerk

John Gemmell
Warden

Pursuant to adjournment the Council of the Corporation of the County of Lanark met in regular session on Wednesday, September 26th, 2012 at 7:00 p.m.

Chair: Warden John Gemmell

1. CALL TO ORDER

The meeting was called to order at 7:01 p.m.

2. MOMENT OF SILENT MEDITATION

Council rose and observed a moment of silent meditation.

3. ROLL CALL

All members present.
A quorum was present.

4. DISCLOSURE OF PECUNIARY INTEREST

None at this time.

5. APPROVAL OF COUNCIL MINUTES

MOTION #CC-2012-164

MOVED BY: Gail Code

SECONDED BY: Aubrey Churchill

"**THAT**, the minutes of the Lanark County Council Meeting held on August 29th, 2012 be approved as circulated."

ADOPTED

6. ADDITIONS AND APPROVAL OF AGENDA

MOTION #CC-2012-165

MOVED BY: Brian Stewart

SECONDED BY: Peter McLaren

"**THAT**, the agenda be adopted as presented."

ADOPTED

7. DELEGATIONS & PRESENTATIONS

- i) Presentation of Funds from Lanark County Warden's Golf Tournament to Perth & District Memorial Hospital
Warden John Gemmell

Warden Gemmell presented Great War Memorial Hospital Foundation representative with a cheque, in the amount of \$2,000.00 from funds raised at the annual tournament.

- ii) Presentation of Funds from Lanark County Warden's Golf Tournament to Carleton Place & District Memorial Hospital
Warden John Gemmell

Warden Gemmell presented Carleton Place & District Hospital representative with a cheque, in the amount of \$2,000.00 from funds raised at the annual tournament.

- iii) Presentation of Funds from Lanark County Warden's Golf Tournament to Almonte General Hospital
Warden John Gemmell

Warden Gemmell presented Almonte General Hospital representatives with a cheque, in the amount of \$2,000.00 from funds raised at the annual tournament.

- iv) Presentation of Funds from Lanark County Warden's Golf Tournament to United Way
Warden John Gemmell

Warden Gemmell presented United Way representative with a cheque, in the amount of \$2,000.00 from funds raised at the annual tournament.

8. COMMUNICATIONS

- i) L-SAA Steering Committee| LHIN Collaborative: Communique #2
- ii) South East LHIN: Advance Notice of Long-Term Care Home Accountability Planning Submission

MOTION #CC-2012-166

MOVED BY: Wendy LeBlanc

SECONDED BY: Ed Sonnenburg

"**THAT**, the communications for the September County Council meeting be received as information."

ADOPTED

9. REPORTS

- i) Community Development: September 5th, 2012 – *attached, page 11*
Chair, Councillor Richard Kidd

MOTION #CC-2012-167

MOVED BY: Richard Kidd

SECONDED BY: Sharon Mousseau

"THAT, the Eleventh Report of the Community Development Committee of the Whole be adopted as presented."

ADOPTED

- ii) Public Works: September 5th, 2012 – *attached, page 15*
Chair, Councillor Susan Freeman

MOTION #CC-2012-168

MOVED BY: Susan Freeman

SECONDED BY: Keith Kerr

"THAT, the Ninth Report of the Public Works Committee of the Whole be adopted as presented."

ADOPTED

- iv) Special Public Works: September 19th, 2012 – *attached, page 18*
Chair, Councillor Susan Freeman

J. Fenik requested that item "B" 3 be pulled and voted on separately.

MOTION #CC-2012-169

MOVED BY: Susan Freeman

SECONDED BY: Keith Kerr

"THAT, the Tenth Report of the Public Works Committee of the Whole, excluding item "B" 3, be adopted as amended."

ADOPTED

Councillor Fenik stated that County Council should agree to provide the 50% of the \$50,000 and that in collaboration with the Friends of Andrewsville Bridge, Federal and Provincial funding be sought, in addition to fundraising efforts to open and maintain the bridge, and further that a moratorium be declared for a certain period of time to attempt to achieve funding. If the funding is not found, notice will be provided, and the bridge will be closed.

J. Fenik requested a recorded vote.

MOTION #CC-2012-170

MOVED BY: John Fenik

SECONDED BY: Bill Dobson

“THAT, the County of Lanark fund 50% of \$50,000 to execute the necessary repairs to attempt to extend the Andrewsville Bridge service life with the anticipation of exploring a full replacement with potential future funding opportunity from the government;

AND THAT the necessary repairs to the Andrewsville Bridge be undertaken subject to an agreement with the United Counties of Leeds and Grenville.”

DEFEATED

FOR – 61

AGAINST – 45

ABSENT – 0

Recorded vote – *attached page 21*

- v) Community Services: September 19th, 2012 – *attached, page 22*
Chair, Councillor John Levi

B. Stewart requested that item “B” 3 be pulled and voted on separately.

MOTION #CC-2012-171

MOVED BY: John Levi

SECONDED BY: Val Wilkinson

“THAT, the Eighth Report of the Community Services Committee of the Whole, excluding item “B” 3 be adopted as amended.”

ADOPTED

B. Stewart questioned whether the message that is being conveyed to the community is that Lanark County is out of the community grant process and believes that if that is not the case, then the community should still have the option to bring forward funding requests.

L. Drynan gave a PowerPoint Presentation – *attached page 24*

Discussion was held on providing County property with the stipulation that the request meets County requirements and at no cost.

J. Fenik requested a recorded vote.

MOTION #CC-2012-172

MOVED BY: John Fenik
SECONDED BY: Pat Dolan

“THAT, the request for the Development of a Monument for Murdered Women be deferred to the 2013 budget deliberations.”

DEFEATED
FOR – 37
AGAINST – 69
ABSENT – 0

Recorded vote – *attached page 26*

MOTION #CC-2012-173

MOVED BY: John Fenik
SECONDED BY: Pat Dolan

“THAT, staff provide a report, to a future Corporate Services Committee of the Whole, outlining non-monetary options for the development of a monument for murdered women.”

ADOPTED

- vi) Corporate Services: September 19th, 2012 – *attached, page 27*
Chair, Councillor Sharon Mousseau

MOTION #CC-2012-174

MOVED BY: Sharon Mousseau
SECONDED BY: Richard Kidd

“THAT, the Ninth Report of the Corporate Services Committee of the Whole be adopted as presented.”

ADOPTED

- vii) **CONFIDENTIAL REPORTS**

None

10. BY-LAWS AND MOTIONS

- i) By-Law No. 2012-33: Rescind By-Law No. 2012-32 – *attached, page 31*

MOTION #CC-2012-175

MOVED BY: Keith Kerr

SECONDED BY: Susan Freeman

“**THAT**, By-Law 2012-33, being a by-law to rescind By-Law No. 2012-32 which authorized the disposal and sale of surplus County owned property, be read a first and second time.”

ADOPTED

MOTION #CC-2012-176

MOVED BY: Keith Kerr

SECONDED BY: Susan Freeman

“**THAT**, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

- ii) By-Law No. 2012-34: Stop Up, Close and Authorize the Sale of Part of County Road 9 – *attached, page 33*

MOTION #CC-2012-177

MOVED BY: Pat Dolan

SECONDED BY: Bill Dobson

“**THAT**, By-Law 2012-34, being a by-law to stop up, close and authorize the sale of part of County Road 9, be read a first and second time.”

ADOPTED

MOTION #CC-2012-178

MOVED BY: Pat Dolan

SECONDED BY: Bill Dobson

“**THAT**, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

- iii) By-Law No. 2012-35: Property Conveyance – Former County Road 1 to Twp. of Drummond/North Elmsley – *attached, page 36*

MOTION #CC-2012-179

MOVED BY: Bill Dobson

SECONDED BY: Pat Dolan

“THAT, By-Law 2012-35, being a by-law to adopt a plan of County Road Improvement and Establishing a County Road System (County Road 1, Rideau Ferry Road), be read a first and second time.”

ADOPTED

MOTION #CC-2012-180

MOVED BY: Bill Dobson

SECONDED BY: Pat Dolan

“THAT, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

12. NEW BUSINESS

None

13. NOTICE OF COMMITTEE MEETINGS

- i) Meeting Schedule – *attached page 40*

14. CONFIRM COUNCIL PROCEEDINGS

- i) By-Law No. 2012-36: Confirming By-Law – *attached, page 39*

MOTION #CC-2012-181

MOVED BY: Ed Sonnenburg

SECONDED BY: Aubrey Churchill

“THAT, By-Law 2012-36, being a by-law to confirm the proceedings of the Council meetings held on September 26th, 2012, be read a first and second time.”

ADOPTED

MOTION #CC-2012-182

MOVED BY: Ed Sonnenburg

SECONDED BY: Aubrey Churchill

“THAT, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

15. REQUESTS FOR INTERVIEWS

None

16. ADJOURNMENT – O’CANADA

Council adjourned at 8:09 p.m. on motion by Councillors K. Kerr and B. Stewart


Leslie Drynan,
Deputy Clerk

REPORTS



NINTH
REPORT OF THE PUBLIC WORKS
COMMITTEE OF THE WHOLE
September 5th, 2012

To the Members of Lanark County Council.

We, the Members of your Public Works Committee of the Whole beg leave to report Section "A" to be received as information and Section "B" as follows:

"A" 1. Consent Reports

MOTION #PW-2012-086

"THAT, the following Consent Reports for the September Public Works Committee meeting be received as information:
Report #PW-54-2012 Public Works Contracts Status Report #8
Report #PW-55-2012 Road Tour - October 3, 2012: Proposed Itinerary
Report #PW-58-2012 Public Works Garage Condition Assessment Reports
Report #PW-60-2012 Bolton Creek Bridge Condition Survey Report."

"A" 2. Report #PW-44-2012 Proposed Conveyance: Former County Road 1 to Twp. of Drummond/North Elmsley

The purpose of this Report is to recommend the conveyance of County property, to the Township of Drummond/North Elmsley, to facilitate the proposed future construction of a public dock at Rideau Ferry.

"B" 2. MOTION #PW-2012-087

"THAT, County Council authorizes the Director of Public Works to proceed with the necessary By-Law to convey a portion of the former County Road 1, near the Rideau Ferry Bridge, more particularly described as Parts 1, 2, 3, 4 and 11 on Registered Plan 27R-10129, to the Township of Drummond/North Elmsley (Option 1);

AND THAT, the Clerk prepares the necessary By-Law to remove the portion of the former County Road 1, shown as Parts 1, 2, 3, 4, and 11 on Registered Plan 27R-10129, in Report #PW-44R-2012, from the County Road System, effective October 1st, 2012;

AND THAT, the Clerk sends Report #PW-44R-2012 to the Drummond/North Elmsley Township Clerk for information."

- "A"** 3. Report #PW-57-2012 Extension of Traffic Signals, Flashing Beacon and Street Light Maintenance Contract

The purpose of this report is to recommend the renewal of a Contract with Partham Engineering Limited.

- "B"** 3. **MOTION #PW-2012-088**

"THAT, the Public Works Committee recommends that Contract #PW-34-2007-09-E0-X3, with Partham Engineering Limited, for the provision of routine and emergency maintenance services on traffic signals, overhead flashing beacons and street lights, be renewed for a period of three years."

- "A"** 4. Report #PW-59-2012 County Subsidy for Local Municipal Sidewalk Winter Maintenance

The purpose of this report is to recommend ending the ongoing subsidy to some local municipalities for sidewalk winter maintenance on County Roads.

- "B"** 4. **MOTION #PW-2012-089**

"THAT, the County subsidy for local municipal sidewalk winter maintenance as described in Report #PW-59-2012 be referred until budget deliberations."

- "A"** 5. Report #PW-61-2012: Municipal Jurisdiction of Bridges

The purpose of this report is to respond to Council's direction to identify joint jurisdiction bridges in the County.

MOTION #PW-2012-090

"THAT, Report PW-61-2012, Municipal Jurisdiction of Bridges be accepted, for information."

- "A"** 6. Report #PW-62-2012: Proposed 2012-2014 Roads/Bridges Capital Plan

The purpose of this Report is to propose the Road and Bridge Capital Program for 2013 and 2014.

- "B"** 6. **MOTION #PW-2012-091**

"THAT, the 2013 and 2014 proposed Road and Bridge Capital Program is referred to the Budget Process;


AND THAT, the Clerk sends Report #PW-62-2012 to all local municipal Clerks, for information."

"A" 7. Report #PW-63-2012: Fuel & Asphalt Index Financial Impacts as of July 31st, 2012

MOTION #PW-2012-092


"THAT; Report #PW-63-2012: Fuel & Asphalt Index Financial Impacts as of July 31st, 2012 be received as information."

All of which is respectfully submitted by:


Susan Freeman, Chair

**Direction by the Warden:
Council may remove items in Section "B" to be voted on separately prior to
introducing a motion to accept the report in its entirety.**

Moved and Seconded by:


Moved By


Seconded By


John Gemmell
Warden

Adopted this 26th, day of September, 2012

for 
Cathie Ritchie
Director of Clerk's Service/Clerk



TENTH
REPORT OF THE SPECIAL PUBLIC WORKS
COMMITTEE OF THE WHOLE
September 19th, 2012

To the Members of Lanark County Council.

We, the Members of your Public Works Committee of the Whole beg leave to report Section "A" to be received as information and Section "B" as follows:

- "A" 1. Resolution from United Counties of Leeds and Grenville: Andrewsville Bridge

MOTION #PW-2012-094

"THAT, the resolution from United Counties of Leeds and Grenville regarding the Andrewsville Bridge be received as information."

- "A" 2. Report #PW-65-2012 Andrewsville Bridge: Public Information Centre August 30, 2012

The purpose of this Report is to provide a summary of the discussion at the August 30th, 2012, Andrewsville Bridge Public Information Centre.

- "B" 2. **MOTION #PW-2012-095**

"THAT, Report #PW-65-2012 "Andrewsville Bridge: Public Information Centre August 30th, 2012", is accepted, for information;

THAT the Director of Public Works is authorized to provide the Friends of the Andrewsville Bridge the written responses to their questions, as amended, at Appendix "C" to Report #PW-65-2012;

AND THAT the Clerk sends Report #PW-65-2012 to the United Counties of Leeds and Grenville Clerk, the Montague Township Clerk, Parks Canada and the Friends of the Andrewsville Bridge, for information."

"A" 3. Motion #PW-2012-052 (Referred from June 6th meeting)

"B" 3. **MOTION #PW-2012-052**

"THAT, the County of Lanark fund 50% of \$50,000 to execute the necessary repairs to attempt to extend the Andrewsville Bridge service life with the anticipation g of exploring a full replacement with potential future funding opportunity from the government;

AND THAT the necessary repairs to the Andrewsville Bridge be undertaken subject to an agreement with the United Counties of Leeds and Grenville.

DEFEATED

"B" 4. **MOTION #PW-2012-096**


"THAT, the Andrewsville Bridge be open for pedestrians and bicycles only, and that County staff work with the Friends of Andrewsville Bridge with respect to the beautification of the bridge to an upset limit of \$_____."

DEFERRED

"B" 5. **MOTION #PW-2012-097**

THAT, MOTION #PW-2012-096 be deferred, pending a staff report on the implications and anticipated costs of opening the bridge for recreational purposes (pedestrians and cyclists) at the October 3rd Public Works Committee meeting.

All of which is respectfully submitted by:



Susan Freeman, Chair

Direction by the Warden:

Council may remove items in Section "B" to be voted on separately prior to introducing a motion to accept the report in its entirety.

Moved and Seconded by:


Moved By


Seconded By

Adopted this 26th, day of September, 2012


John Gemmell
Warden

for 
Cathie Ritchie
Director of Clerk's Service/Clerk

MINUTES THIRTEENTH MEETING OF 2012 PUBLIC WORKS COMMITTEE OF THE WHOLE

The Public Works Committee of the Whole met in regular session on Wednesday, November 7th, 2012 immediately following the Community Development Committee meeting at the Lanark County Municipal Office, 99 Christie Lake Road, Perth, Ontario.

Members Present: Chair S. Freeman, Councillors P. McLaren, J. Levi, V. Wilkinson, B. Dobson, P. Dolan, J. Fenik, K. Kerr, R. Kidd, E. Sonnenburg and A. Churchill

Staff/Others Present: K. Greaves, CAO
C. Ritchie, Director of Clerk's Services/Clerk
L. Drynan, Deputy Clerk
S. Allan, Director of Public Works
S. Law, Director of Information Technology
M. White, Tourism Manager
P. McLaren, I.T. Support

Regrets: Warden J. Gemmell, Councillors B. Stewart, S. Mousseau, W. LeBlanc and G. Code

PUBLIC WORKS

Chair: Councillor Susan Freeman

1. CALL TO ORDER

The meeting was called to order at 7:19 p.m.
A quorum was present.

2. DISCLOSURE OF PECUNIARY INTEREST

None at this time.

3. APPROVAL OF MINUTES

MOTION #PW-2012-098

MOVED BY: Keith Kerr
SECONDED BY: Peter McLaren

"**THAT**, the minutes of the Public Works Committee meeting held on October 3, 2012 be approved as circulated."

ADOPTED

4. **ADDITIONS AND APPROVAL OF AGENDA**

ADDITION – Verbal Update on McLean's Article

MOTION #PW-2012-099

MOVED BY: Aubrey Churchill
SECONDED BY: Bill Dobson

"THAT, the agenda be approved as amended."

ADOPTED

5. **CONFIDENTIAL REPORTS**

None.

6. **DELEGATIONS & PRESENTATIONS**

- i) Mississippi Mills Cycling Update
Jeff Mills

J. Mills gave a PowerPoint presentation – *attached, page 10*

B. Dobson suggested that the cycling plan be presented to Valley Heartland as a collaborated effort for funding opportunities.

- ii) Share the Road
Eleanor McMahon

E. McMahon gave a PowerPoint presentation – *attached, page 24*

7. **COMMUNICATIONS**

- i) Township of Beckwith - Request to Transfer Boundary Bridges
ii) OGRA Heads Up Alert: Five Year Extension Granted on the Use of Handheld Devices for Municipal Employees

R. Kidd requested that item i. be pulled and discussed separately.

MOTION #PW-2012-100

MOVED BY: Peter McLaren
SECONDED BY: Val Wilkinson

"THAT, the communications for the November Public Works Committee meeting, except item i. be received as information."

ADOPTED

R. Kidd spoke to the Township of Beckwith's resolution regarding a request to Transfer Boundary Bridges. Discussion took place regarding identification of bridges, options and costs.

MOTION #PW-2012-101

MOVED BY: John Levi

SECONDED BY: Keith Kerr

"**THAT**, a detailed report regarding the transfer of Boundary Bridges be brought forward to the December Public Works Committee meeting, including a categorized list of all bridges, length of time under County ownership and the cost of uploading and/or downloading the bridges."

ADOPTED

8. CONSENT REPORTS

- i) Report #PW-70-2012 Public Works Contracts Status Report #10
- ii) Report #PW-74-2012 All-Terrain Vehicles on County Roads
- iii) Report #PW-76-2012: Andrews ville Bridge: Process for Conversion to Pedestrian and Cycling Use Only

A request was made to pull items ii and iii to be discussed separately.

MOTION #PW-2012-102

MOVED BY:

SECONDED BY:

"**THAT**, the following Consent Report for the November Public Works Committee meeting be received as information:

Report #PW-70-2012: Public Works Contracts Status Report #10"

ADOPTED

- ii) Report #PW-74-2012 All-Terrain Vehicles on County Roads

Discussion took place regarding permitting ATV's on County roads, possible implications of increased policing costs and the manner in which a consultation process with the local municipalities could be undertaken.

MOTION #PW-2012-103

MOVED BY: Pat Dolan

SECONDED BY: Aubrey Churchill

"THAT, a draft ATV by-law be brought forward to a future Public Works Committee meeting which permits the lawful use of ATV's on County roads;

AND THAT, staff be directed to work in partnership with the local municipalities to distinguish specific roads within the rural and urban areas."

ADOPTED

It was agreed that once a draft by-law is presented to the Public Works Committee for review, it will be shared with the local municipalities for their input and support.

- iii) Report #PW-76-2012: Andrewsville Bridge: Process for Conversion to Pedestrian and Cycling Use Only

K. Kerr explained that the 'Friends of Andrewsville Bridge' Community group is willing to fundraise over the next few years in an attempt to save their bridge, and suggested that Council not deny them this opportunity and suggested that Committee mirror the resolution from United Counties of Leeds and Grenville.

MOTION #PW-2012-104

MOVED BY: Keith Kerr

SECONDED BY: John Fenik

"THAT, the Council of Lanark County agree to the following position in regards to the Andrewsville Bridge;

1. **THAT**, Lanark County agrees to provide a maximum of \$50,000, to be matched by funding from the United Counties of Leeds and Grenville over four years to allow traffic under five tonnes in weight on the Andrewsville Bridge; and
2. **THAT**, funding be sought outside the levy for replacement of the Andrewsville Bridge including Provincial and Federal Governments, Parks Canada and other agencies as well as community fundraising; and
3. **THAT**, in the event of a lack of non-levy funding to support the bridge, that further deterioration beyond Lanark County's contribution of \$50,000 over four years for a total of \$100,000 invested by the two countires, that Lanark County shall recommend reconsideration of options by Lanark County and the United Counties of Leeds and Grenville."

ADOPTED

MOTION #PW-2012-105

MOVED BY: Keith Kerr

SECONDED BY: John Fenik

"THAT, if adequate funding for the Andrewsville Bridge is not obtained over the five years, that the bridge be closed."

ADOPTED

A question was raised with respect to Lanark County involvement in fundraising for the Andrewsville Bridge. Direction was provided to staff that United Counties of Leeds and Grenville take the lead on fundraising efforts.

9. DISCUSSION REPORTS

- i) Report #PW-72-2012 Rehabilitation Options: George Street Bridge - County Road 511
Director of Public Works, Steve Allan

The purpose of this Report is to recommend the preferred rehabilitation option for the George Street Bridge, on County Road 511, in the Village of Lanark.

MOTION #PW-2012-106

MOVED BY: Keith Kerr

SECONDED BY: Peter McLaren

"THAT, Contingent upon satisfactory results from semi-annual mandatory bridge inspections, a Deck Replacement Project, for the George Street Bridge, on County Road 511, in the Village of Lanark, is deferred until about 2033 (Option 3);

AND THAT within the next five years, the Director of Public Works budgets and schedules minor repairs to the George Street Bridge, as described in Report #PW-72-2012."

ADOPTED

- ii) Report #PW-73-2012 Public Information Centre Results and Design Options: Rehabilitation of County Road 16A Project
Director of Public Works, Steve Allan

The purpose of this Report is to inform Council of the results of the Public Consultation, for the proposed rehabilitation of County Road 16A, in Almonte Ward, in 2013, and to recommend next steps.

A suggestion was made to obtain the report from Essex County regarding their County Wide Active Transportation Study Master Plan (CWATS).

MOTION #PW-2012-107

MOVED BY: Keith Kerr
SECONDED BY: Pat Dolan

"**THAT**, County Council accepts the Public Information Centre Results and Design Options: County Road 16A Rehabilitation Project Report #PW 73 2012, for information;

AND THAT, The Clerk sends Report #PW-73-2012 to the Town of Mississippi Mills Council for their review and comment;

AND THAT, by January 31st, 2013, the Council of the Town of Mississippi Mills recommends their preferred design option, for the proposed rehabilitation of County Road 16A, to County Council."

ADOPTED

- iii) Report #PW-75-2012 Rehabilitation Options: Kilmarnock Bridge
Director of Public Works, Steve Allan

The purpose of this Report is to recommend the preferred rehabilitation option, for the Kilmarnock Bridge, and to refer the Project to the 2013 Budget Process.

MOTION #PW-2012-108

MOVED BY: Aubrey Churchill
SECONDED BY: Pat Dolan

"**THAT**, the proposed Project, to Rehabilitate the Kilmarnock Bridge, in 2013, as described in Report #PW-75-2012, is referred to the 2013 Budget Process (Option 4);

AND THAT, the Clerk sends Report #PW-75-2012 to the Clerk of the United Counties of Leeds and Grenville and the Montague Township Clerk, for information."

ADOPTED

- iv) Report #PW-77-2012: Public Works Tender Results for October/November 2012
Director of Public Works, Steve Allan

The purpose of this Report is to seek Council approval of five Public Works Tenders that were closed during the months of October and November.

S. Allan reviewed the the RFQ results for snow plow blades – *attached*,
page 46

MOTION #PW-2012-109

MOVED BY: Keith Kerr
SECONDED BY: Bill Dobson

"THAT, Contracts be awarded, to the below listed Contractors, at the indicated prices plus applicable taxes:

i) PW-M-46-2012-13-E1 Combination Tandem Plow Truck and Operator for Winter Maintenance, County Road #16, Route #10 (South Lavant Road), Crains' Construction Limited, \$66,000.

ii) PW-M-47-2012-13-E1 Grit/Stone Dust (Union Hall, Almonte Garage and McDonalds Corners Pit), Crains' Construction Limited, \$18,780.

iii) PW-E-53-2012-15-E1 Request for Standing Offer (RFSO) for the Provision of Tires for Public Works Fleet, RDB Tire Sales, \$85,010.23.

iv) PW-E-54-2012-14-E2 Request for Quotation (RFQ) for Plow Blades, three year contract be awarded to Creighton Rock Drill with an upset limit of \$33,489.05.

v) PW-M-55-2012-12-E0 Culvert Replacement (County Roads #17, #20 and #29), Crains' Construction Limited, \$57,040."

ADOPTED

10. VERBAL REPORTS

- i) Report #PW-78-2012 Development Charges: March Road Improvements 2018-2023
Director of Public Works, Steve Allan

S. Allan reviewed page 116 of the Transportation Master Plan – *attached*,
page 47

MOTION #PW-2012-110

MOVED BY: Keith Kerr
SECONDED BY: John Fenik

"THAT, Report #PW-78-2012 Development Charges: March Road Improvements 2018-2023 be received as information."

ADOPTED

11. DEFERRED REPORTS

None

12. NEW/OTHER BUSINESS

- i) Update on McLean's Article
Director of Public Works, Steve Allan

S. Allan provided a brief overview of an incident which occurred on County Road 10 in September 2011 between a motor vehicle and a cow. The County and the local municipality were named as claimants to the case. In October 2012 the judge ruled that neither the County or the local municipality were liable.

- ii) Share the Road - Discussion and/or Staff Direction

MOTION #PW-2012-111

MOVED BY: Keith Kerr

SECONDED BY: Val Wilkinson

"THAT, the Community Development Committee recommend that Lanark County Council support the Ontario Coroner's Review regarding cycling deaths;

AND THAT, staff be directed to prepare a resolution for the November Council meeting;

AND FURTHER THAT, Lanark County request (letter from Warden and delegation request at OGRA/ROMA Conference) that that Ministry of Transportation support funding for paved shoulders."

ADOPTED

- iii) Meeting Schedule – *attached, page 48*
Director of Clerk's Service/Clerk, Cathie Ritchie

A brief discussion took place regarding the length of delegations, timeframe permitted in accordance with the Procedural By-law with direction provided to staff to consult with the Chair of the respective Committee if/when there is potential for a delegation to be longer than ten minutes.

13. ADJOURNMENT

The Committee adjourned at 9:40 p.m. on motion by Councillors E. Sonnenburg and Aubrey Churchill.

THE COUNTY OF LANARK

PUBLIC WORKS COMMITTEE

November 7th, 2012

Report #PW-76-2012 of the
Director of Public Works

ANDREWSVILLE BRIDGE: PROCESS FOR CONVERSION TO PEDESTRIAN AND CYCLING USE ONLY

1. STAFF RECOMMENDATIONS

“THAT,

- i) County Council accepts Report #PW-76-2012 “Andrewsville Bridge: Process for Conversion to Pedestrian and Cycling Use Only”, for information.
- ii) The Clerk sends Report #PW-76-2012 to the Montague Township Clerk, the United Counties of Leeds and Grenville Clerk and the Lanark County Accessibility Committee, for information.”

Recommended By:

Approved for Submission By:

**Steve Allan, P. Eng.
Director of Public Works**

**Kurt Greaves
Chief Administrative Officer**

2. PURPOSE

The purpose of this Report is to respond to Council's questions about the potential conversion of the Andrewsville Bridge for use by pedestrians and cyclists only.

3. BACKGROUND

At their October 24th, 2012, Meeting, Lanark County Council tasked the Director to determine the process to close the Andrewsville Bridge to vehicular traffic and to respond to questions regarding the implications of Accessibility Regulations.

4. DISCUSSION

Process. Legal counsel, retained by the Director, has advised that to prohibit vehicular traffic on the Andrewsville Bridge, "A By-Law to Restrict the Common Law Right of Passage over the Andrewsville Bridge", must be enacted by Lanark County and the United Counties of Leeds and Grenville. A Draft By-Law is attached as Appendix "A".

Accessibility. In 2005, the Government of Ontario passed the Accessibility for Ontarians with Disabilities Act (AODA), which requires that Ontario be an accessible province by 2025. To help public, private and non-profit organizations identify, prevent and remove barriers to accessibility, the AODA contains accessibility standards in areas, including:

- Customer Service.
- Information and Communications.
- Employment.
- Transportation.
- The Built Environment.

The accessibility standard for customer service came into force in 2008. The next three standards, information and communications, employment and transportation have been combined into the Integrated Accessibility Standards Regulation (IASR). The IASR is now law and the requirements will be phased in over time. The standard for the built environment for facilities and outdoor spaces is still in development.

The Design of Public Spaces (Accessibility Standards for the Built Environment) portion of the new draft standard will **only apply to newly constructed facilities and projects that involve extensive renovations**. Since there will be no new construction nor extensive renovation to the structure, **compliance with these standards is not required if the Andrewsville Bridge is closed to vehicular traffic**. However, to meet the intent of the AODA, any modifications that are made to the Andrewsville Bridge should not create barriers to accessibility.

The Exterior Paths of Travel portion of the proposed new standard applies to outdoor sidewalks or walkways designed for pedestrian travel that serve a functional purpose and are not intended to provide a recreational experience. Paragraph 80.22 (8) of the

proposed Integrated Accessibility Standard states that “a minimum clear opening of 850 mm is required for gates, bollards and other entrance designs”. Therefore, this spacing requirement should be included in the design of the vehicular access barrier on the Andrewsville Bridge.

5. ANALYSIS AND OPTIONS

None.

6. FINANCIAL IMPACT

At their October 24th, 2012, Meeting, the Director provided Council (Report #PW-69-2012) with the estimated costs to close the Andrewsville Bridge, to vehicular traffic, and to convert it for use by pedestrians and cyclists. The County's costs would include one-time costs of \$13,500 and annual costs (a contingency for future repairs) of \$5,000. The one-time costs included the installation of bollards to prohibit vehicle access to the Bridge. As per the discussion in this Report, the bollards must be spaced a minimum of 850 mm apart to permit wheelchair access. This requirement can be met within the \$13,500 estimated one-time costs that were previously provided.

The Lanark County Accessibility Coordinator and the United Counties of Leeds and Grenville Engineer have reviewed and concur with this Report.

7. LOCAL MUNICIPAL IMPACT

None.

8. CONCLUSIONS

To close the Andrewsville Bridge, to vehicular access, both Counties must pass a By-Law to Restrict the Common Law Right of Passage. No special accessibility measures need to be taken if the Andrewsville Bridge is closed, to vehicular traffic, as accessibility standards only apply to newly constructed facilities and projects that involve extensive renovations. However, bollards that could be installed to prohibit vehicular access to the Bridge, should be spaced a minimum of 850 mm apart to permit wheelchair access.

9. ATTACHMENTS

Appendix “A”- Draft By-Law to Restrict the Common Law Right of Passage over the Andrewsville Bridge.

**DRAFT BY-LAW TO RESTRICT THE COMMON LAW RIGHT OF
PASSAGE OVER THE ANDREWSVILLE BRIDGE**

DRAFT

THE CORPORATION OF THE COUNTY OF LANARK

BY-LAW NO. _____

**A BY-LAW TO RESTRICT THE COMMON LAW RIGHT OF PASSAGE OVER THE
ANDREWSVILLE BRIDGE**

WHEREAS the Municipal Act, 2001, S.O. 2001, c. 25, s. 5 provides that the powers of a municipal corporation shall be exercised by its Council;

AND WHEREAS the Municipal Act, 2001, S.O. 2001, c. 25, s. 5 (3), provides that except where otherwise provided the powers of any Council shall be exercised by By-Law;

AND WHEREAS under the Municipal Act, 2001, S.O. 2001, c. 25, s. 1 (1), the term “highway” means a common and public highway and includes any bridge and, except as otherwise provided, includes a portion of a highway;

AND WHEREAS under the Municipal Act, 2001, S.O. 2001, c. 25, s. 35, except as otherwise provided in the Municipal Act, 2001, a municipality may pass By-Laws removing or restricting the common law right of passage by the public over a highway;

AND WHEREAS Section 54 of the Municipal Act, 2001, S.O. 2001, c. 25, provides that an upper-tier municipality that had jurisdiction over a bridge on a lower-tier highway on the day this section came into force continues to have jurisdiction over the approaches to it for 30 metres at each end of the bridge or any other distance agreed upon by the upper-tier municipality and the lower-tier municipality;

AND WHEREAS The Corporation of the County of Lanark has had joint ownership of the Andrewsville Bridge with the Corporation of the United Counties of Leeds and Grenville since it was constructed in 1904;

AND WHEREAS the Municipal Act, 2001, S.O. 2001, c. 25, s. 425 (1) authorizes municipalities to pass By-Laws providing that any person who contravenes any By-Law of the municipality is guilty of an offence;

AND WHEREAS by the adoption of Resolution #_____, Lanark County Council deems it expedient to enact a By-Law to restrict the common law right of passage over The Andrewsville Bridge.

NOW THEREFORE the Council of The Corporation of the County of Lanark enacts as follows:

DEFINITIONS

In this By-Law "Bridge" includes the actual bridge structure, the land or water below the bridge and the 30 metres leading to the bridge on either side of same.

SCOPE

This By-Law shall apply to the Bridges, spanning the Rideau River, located at Lot 2, Concession A, in the Township of Montague, and Lot 2, Concession B, Township of Merrickville-Wolford, Geographic Township of Wolford, more commonly called the Andrewsville Bridge. The bridges are jointly owned by The Corporation of the County of Lanark and the Corporation of the United Counties of Leeds and Grenville.

RESTRICTIONS

1. The right to passage over the Bridges by vehicular traffic is prohibited.
2. Without limiting the generality of the foregoing, no person shall loiter on the Bridges.

EFFECTIVE DATE

This By-Law takes effect when the United Counties of Leeds and Grenville enacts a By-Law to Restrict the Common Law Right of Passage over the Andrewsville Bridge.

PENALTY

Every person who contravenes any provision of the By-Law is guilty of an offence, and upon conviction, is liable to a fine as provided in the *Provincial Offences Act*.

SEVERABILITY

The invalidity or unenforceability of any section of this By-Law shall not affect the validity or enforceability of any other provision hereof and any such invalid or unenforceable section shall be deemed to be severable.

By-Law read a first, second and third time and finally enacted this ____ day of _____, 2012.

Warden - John Gemmell

Clerk – Cathie Ritchie



**MINUTES
FOURTEENTH MEETING OF 2012
PUBLIC WORKS COMMITTEE OF THE WHOLE**

The Public Works Committee of the Whole met in regular session on Wednesday, December 5th, 2012 immediately following the Community Development Committee meeting at the Lanark County Municipal Office, 99 Christie Lake Road, Perth, Ontario.

Members Present: Chair S. Freeman, Warden J. Gemmell, Councillors P. McLaren, B. Stewart, J. Levi, V. Wilkinson, B. Dobson, P. Dolan, K. Kerr, R. Kidd, S. Mousseau, W. LeBlanc, E. Sonnenburg, A. Churchill and G. Code

Staff/Others Present: K. Greaves, CAO/Treasurer
L. Drynan, Deputy Clerk
E. Patterson, Council and Clerk Services Assistant
S. Allan, Director of Public Works
M. Bothwell, I.T. Support

Regrets: Councillor J. Fenik

PUBLIC WORKS

Chair: Councillor Susan Freeman

1. CALL TO ORDER

The meeting was called to order at 6:40 p.m.
A quorum was present.

2. DISCLOSURE OF PECUNIARY INTEREST

None at this time.

3. APPROVAL OF MINUTES

MOTION #PW-2012-112

MOVED BY: John Gemmell
SECONDED BY: Keith Kerr

"THAT, the minutes of the Public Works Committee meeting held on November 7th, 2012 be approved as circulated."

ADOPTED

4. ADDITIONS AND APPROVAL OF AGENDA

ADDITION

Under New/Other Business

- i) White Lines on Edge of Road

MOTION #PW-2012-113

MOVED BY: Peter McLaren

SECONDED BY: Pat Dolan

“THAT, the agenda be approved as amended.”

ADOPTED

5. DELEGATIONS & PRESENTATIONS

- i) Recognition of Associate Certified Road Superintendent Certification Achievement – Tim Millar

Warden John Gemmell/Chair, Councillor Susan Freeman

Warden Gemmell and Chair Councillor S. Freeman presented Mr. Millar with a certificate of achievement.

6. COMMUNICATIONS

- i) OGRA: Constitutional Amendment
- ii) Public Works Department Winter Road Maintenance Operations Notice
- iii) Letter from Morrison Hershfield: Detail Design and Environmental Assessment Study, Highway 7/Fall River Bridge Rehabilitation
- iv) OGRA Heads UP Alert: Ontario Introduces Next Step to Strengthen Municipal Infrastructure

MOTION #PW-2012-114

MOVED BY: Pat Dolan

SECONDED BY: John Gemmell

“THAT, the communications for the December Public Works Committee meeting be received as information.”

ADOPTED

7. CONSENT REPORTS

- i) Report #PW-79-2012 Public Works Contracts Status Report #11
- ii) Report #PW-82-2012 OGRA Long-Service Awards Luncheon Royal York Hotel February 26th, 2013

MOTION #PW-2012-115

MOVED BY: Brian Stewart

SECONDED BY: John Gemmell

"**THAT**, the following Consent Report for the December Public Works Committee meeting be received as information:

Report #PW-79-2012 Public Works Contracts Status Report #11
Report #PW-83-2012 OGRA Long-Service Awards Luncheon Royal York Hotel
February 26th, 2013."

ADOPTED

MOTION #PW-2012-116

MOVED BY: Bill Dobson

SECONDED BY: Pat Dolan

"**THAT**, the Verbal Reports be brought forward."

ADOPTED

10. VERBAL REPORTS

- i) Report #PW-84-2012 Andrewsville Bridge Repairs Schedule
Director of Public Works, Steve Allan

S. Allan gave a PowerPoint Presentation – *attached page 8*

MOTION #PW-2012-117

MOVED BY: Keith Kerr

SECONDED BY: Pat Dolan

"**THAT**, Article 20.8.9 of the County Purchasing Policy is waived and the CAO is authorized to award the Andrewsville Bridge Repairs Contract to the lowest compliant Bidder, contingent upon the award being less than or equal to \$100,000."

MOTION #PW-2012-118

MOVED BY: Richard Kidd
SECONDED BY: John Levi

"**THAT**, Article 20.8.9 of the County Purchasing Policy is waived and the CAO is authorized to award the Andrewsville Bridge Repairs Contract to the lowest compliant Bidder, contingent upon the award being less than or equal to \$80,000."

DEFEATED

MOTION #PW-2012-119

MOVED BY: Sharon Mousseau
SECONDED BY: Gail Code

"**THAT**, Article 20.8.9 of the County Purchasing Policy is waived and the CAO is authorized to award the Andrewsville Bridge Repairs Contract to the lowest compliant Bidder, contingent upon the award being less than or equal to \$100,000 inclusive of the signage and overhead."

ADOPTED

8. DISCUSSION REPORTS

- i) Report #PW-80-2012 Municipal Infrastructure Investment Initiative (MIII) Capital Program Expression of Interest
Director of Public Works, Steve Allan

The purpose of this Report is to seek Council approval to submit an Expression of Interest for funding under the Municipal Infrastructure Investment Initiative (MIII) Capital Program.

MOTION #PW-2012-120

MOVED BY: Pat Dolan
SECONDED BY: Wendy LeBlanc

"**WHEREAS**, by December 31st, 2013, the Corporation of the County of Lanark is committed to developing a comprehensive Asset Management Plan that includes all of the information and analysis described in the Province of Ontario document, "Building Together; Guide for Municipal Asset Management Plans;

AND WHEREAS, Lanark County Council has identified the Replacement of the Mississippi River Bridge as its highest priority capital project;

NOW THEREFORE BE IT RESOLVED THAT the Director of Public Works is authorized to submit a Municipal Infrastructure Investment Capital Program Expression of Interest to request \$2 million of provincial funding for a \$3 million project to replace the Mississippi River Bridge by December 31st, 2014 (Option 2)".

ADOPTED

- ii) Report #PW-81-2012 Draft By-Law to Regulate All-Terrain Vehicles on County Roads
Director of Public Works, Steve Allan

The purpose of this Report is to provide a Draft By-Law for the Regulation of All Terrain Vehicles (ATV) on County Roads.

MOTION #PW-2012-121

MOVED BY: Aubrey Churchill

SECONDED BY: Sharon Mousseau

"**THAT**, Report #PW-81-2012 "Draft By-Law to Regulate All-Terrain Vehicles on County Roads", as amended, be circulated to all local Municipalities, for their consideration, and comment, by April 1st, 2013."

ADOPTED

MOTION #PW-2012-122

MOVED BY: Richard Kidd

SECONDED BY: Bill Dobson

"**THAT**, the Director of Public Works, include in the proposed draft, establishment of an ATV speed limit standard, as stipulated in the Highway Traffic Act."

ADOPTED

9. CONFIDENTIAL REPORTS

None

11. DEFERRED REPORTS

None

12. NEW/OTHER BUSINESS

- i) White Lines on the Edge of Road
Councillor Peter McLaren

P. McLaren reported that he received a call regarding issues with visibility concerns when no white lines are present to indicate the edge of the road.

MOTION #PW-2012-123

MOVED BY: Peter McLaren

SECONDED BY: Ed Sonnenburg

“THAT, the Director of Public works provide a report with a cost analysis providing white lines all County road edges.”

ADOPTED

- ii) Meeting Schedule – *attached, page 10*
Deputy Clerk, Leslie Drynan

L. Drynan noted that a Special County Council meeting has been scheduled on December 12th, 2012 following the Corporate Services meeting.

13. ADJOURNMENT

The Committee adjourned at 7:27 p.m. on motion by Councillors K. Kerr and G. Code


Leslie Drynan,
Deputy Clerk

VERBAL REPORTS

ANDREWSVILLE BRIDGE REPAIRS

Report #PW-84-2012
Public Works Committee
December 5th, 2012

ANDREWSVILLE BRIDGE WORKS SUMMARY

TENDER

- Structural repairs to permit 5 Tonne load
- Limit overhead clearance to 2 metres

COUNTY PW Departments

- Warning signs

SUGGESTED MOTION

THAT Article 20.8.9 of the County Purchasing Policy is waived and the CAO is authorized to award the Andrews ville Bridge Repairs Contract to the lowest compliant Bidder, contingent upon the award being less than or equal to \$100,000.

ANDREWSVILLE BRIDGE REPAIR SCHEDULE

3 Jan	Distribute Tender
17 Jan	Open Bids
18 Jan	Award Contract
25 Jan	Start Repair Work
14 Feb	Bridge Open

MEETING SCHEDULE – As at December 5th, 2012

Meeting	Location	Time	Date
Tourism Steering Committee	Montague Room	3:00 p.m.	Wed. Dec. 12 th
Community Services Committee Corporate Services Committee Special County Council	Council Chambers	5:00 p.m.	Wed. Dec. 12 th
LCMTC	D/NE Boardroom	8:30 a.m.	Mon. Dec. 17 th
Land Division	Council Chambers	10:00 a.m.	Mon. Dec. 17 th
Forestry Working Group	Carleton Place Boardroom	2:00 p.m.	Mon. Dec. 17 th
Inaugural Meeting Striking Committee	Council Chambers D/NE Boardroom	11:00 a.m. 1:00 p.m.	Tue. Dec. 18 th
County Council	Council Chambers	7:00 p.m.	Wed. Dec. 19 th
Community Development Committee Public Works Committee	Council Chambers	5:00 p.m.	Wed. Jan. 9 th
Community Services Committee Corporate Services Committee	Council Chambers	5:00 p.m.	Wed. Jan. 16 th
LCMTC	D/NE Boardroom	8:30 a.m.	Mon. Jan. 21 st
Forestry Working Group	Carleton Place Boardroom	2:00 p.m.	Mon. Jan. 21 st
Land Division	Council Chambers	9:00 a.m.	Mon. Jan. 28 th
County Council	Council Chambers	7:00 p.m.	Wed. Jan. 30 th

LANARK COUNTY



NOVEMBER SESSION 2012

MINUTES – REPORTS

BYLAWS – MOTIONS

Cathie Ritchie
Director of Clerk's Services/Clerk

John Gemmell
Warden



COUNTY COUNCIL
Council Chambers
Municipal Office
Perth, Ontario

Pursuant to adjournment the Council of the Corporation of the County of Lanark met in regular session on Wednesday, November 28th, 2012 at 7:00 p.m.

Chair: Warden John Gemmell

1. CALL TO ORDER

The meeting was called to order at 7:02 p.m.

2. MOMENT OF SILENT MEDITATION

Council rose and observed a moment of silent meditation.

3. ROLL CALL

All members present except Councillor S. Freeman.
A quorum was present.

4. DISCLOSURE OF PECUNIARY INTEREST

None at this time.

5. APPROVAL OF COUNCIL MINUTES

MOTION #CC-2012-208

MOVED BY: Keith Kerr

SECONDED BY: Brian Stewart

"**THAT**, the minutes of the Lanark County Council Meeting held on October 24th, 2012 be approved as amended."

ADOPTED

6. ADDITIONS AND APPROVAL OF AGENDA

DEFERRAL

Under By-Laws and Motions

iv) By-Law No. 2012-43: Adopting a Plan of County Road

MOTION #CC-2012-209

MOVED BY: Pat Dolan

SECONDED BY: John Fenik

"**THAT**, the agenda be adopted as amended."

ADOPTED

7. DELEGATIONS & PRESENTATIONS

None

8. COMMUNICATIONS

- i) Community Meeting on Housing & Homelessness
- ii) Letter from Minister Bob Chiarelli: Ontario's Municipal Infrastructure Strategy
- iii) Thank You Letter from the Heart & Stroke

MOTION #CC-2012-210

MOVED BY: Bill Dobson

SECONDED BY: Pat Dolan

"**THAT**, the communications for the November County Council meeting be received as information."

ADOPTED

9. REPORTS

- i) Community Development: November 7th, 2012 – *attached, page 15*
Chair, Councillor Richard Kidd

S. Mousseau requested that item "B" 4 be pulled and voted on separately and "B" 7 be pulled for a notation.

V. Wilkinson requested that item "B" 6 be pulled and voted on separately.

MOTION #CC-2012-211

MOVED BY: Sharon Mousseau

SECONDED BY: Keith Kerr

“THAT, the Clerk prepare a By-law to amend By-law No. 2000-17 to delegate the authority to approve ‘minor’ revisions to plans of subdivision or condominium plans appointing the Planning Administrator, the Chief Administrator, and the Chair of the Community Development Committee for the Corporation, in accordance with the Planning Act Section 51.2 (1).”

ADOPTED

S. Mousseau requested that item “B” 7, the Text2 Visit application be revisited in the future.

MOTION #CC-2012-212

MOVED BY: Val Wilkinson

SECONDED BY: Gail Code

“THAT, the Request for Proposal #PD-001-2012 Development / Landscape Master Plan, located at 99 Christie Lake Road, Lot 27 Concession 2 geographic Township of Bathurst know in Tay Valley Township, be awarded to Tocher Heyblom Design Inc. (thinc) in the amount of \$13,900.00 which included disbursements, plus applicable taxes;

AND THAT, staff be directed to budget for an additional \$3,260.00 for the optional provisional public meeting, plus applicable taxes.”

ADOPTED

Discussion was held regarding the optional provisional public meeting.

MOTION #CC-2012-213

MOVED BY: Richard Kidd

SECONDED BY: Sharon Mousseau

“THAT, the Thirteenth Report of the Community Development Committee of the Whole, excluding items “B” 4 and “B” 6, be adopted as presented.”

ADOPTED

- ii) Public Works: November 7th, 2012 – *attached, page 20*
Past Chair, Councillor Aubrey Churchill

K. Kerr requested clarification on items “B” 5 and “B” 6.

MOTION #CC-2012-214

MOVED BY: Aubrey Churchill

SECONDED BY: Gail Code

“**THAT**, the Twelfth Report of the Public Works Committee of the Whole be adopted as presented.”

ADOPTED

- iii) Community Services: November 14th, 2012 – *attached, page 25*
Chair, Councillor John Levi

MOTION #CC-2012-215

MOVED BY: John Levi

SECONDED BY: Brian Stewart

“**THAT**, the Tenth Report of the Community Services Committee of the Whole, be adopted as presented.”

ADOPTED

J. Fenik requested that staff notify the organizers of the Memorial for Victims of Violence, of the passing of Motion #CS-2012-077.

- iv) Special Corporate Services: November 2nd, 2012 – *attached page 28*
Chair, Councillor Sharon Mousseau

MOTION #CC-2012-216

MOVED BY: Sharon Mousseau

SECONDED BY: Richard Kidd

“**THAT**, the Eleventh Report of the Corporate Services Committee of the Whole be adopted as presented.”

ADOPTED

- v) Corporate Services: November 14th, 2012 – *attached, page 30*
Chair, Councillor Sharon Mousseau

MOTION #CC-2012-217

MOVED BY: Sharon Mousseau
SECONDED BY: Richard Kidd

“THAT, the Twelfth Report of the Corporate Services Committee of the Whole be adopted as presented.”

ADOPTED

- vi) Special Corporate Services: November 21st, 2012 – *attached page 35*
Chair, Councillor Sharon Mousseau

K. Kerr requested clarification on item “B” 2.

MOTION #CC-2012-218

MOVED BY: Richard Kidd
SECONDED BY: Keith Kerr

“THAT, item “B” 2 Motion #CP-2012-0175 be withdrawn from the Thirteenth Report of the Corporate Services Committee of the Whole, November 21st, 2012.

ADOPTED

MOTION #CC-2012-219

MOVED BY: Sharon Mousseau
SECONDED BY: Richard Kidd

“THAT, the Thirteenth Report of the Corporate Services Committee, excluding item “B” 2, be adopted as presented.”

ADOPTED

- vii) Striking Committee: November 7th, 2012 – *attached page 38*
Chair, Councillor Bill Dobson

MOTION #CC-2012-220

MOVED BY: Bill Dobson

SECONDED BY: Pat Dolan

“THAT, the Sixth Report of the Striking Committee be adopted as presented.”

ADOPTED

10. CONFIDENTIAL REPORTS

None

11. BY-LAWS AND MOTIONS

- i) By-Law No. 2012-38 Appoint Chief Administrative Officer/Treasurer – *attached page 40*

MOTION #CC-2012-221

MOVED BY: Gail Code

SECONDED BY: Aubrey Churchill

“THAT, By-Law 2012-38, being a by-law to appoint a Chief Administrative Officer/Treasurer for the Corporation of the County of Lanark, be read a first and second time.”

ADOPTED

MOTION #CC-2012-222

MOVED BY: Gail Code

SECONDED BY: Aubrey Churchill

“THAT, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

- ii) By-Law No. 2012-39: Appoint Financial Services Supervisor/Deputy Treasurer – *attached page 42*

MOTION #CC-2012-223

MOVED BY: Brian Stewart

SECONDED BY: Peter McLaren

“**THAT**, By-Law 2012-39, being a by-law to appoint a Financial Services Supervisor/Deputy Treasurer for the Corporation of the County of Lanark, be read a first and second time.”

ADOPTED

MOTION #CC-2012-224

MOVED BY: Brian Stewart

SECONDED BY: Peter McLaren

“**THAT**, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

- iii) By-Law No. 2012-40: Amend By-Law No. 2000-17 – Delegation of Authority (Minor Changes to Subdivisions/Condos) – *attached page 44*

MOTION #CC-2012-225

MOVED BY: Aubrey Churchill

SECONDED BY: Gail Code

“**THAT**, By-Law 2012-40, being a by-law regarding approval for minor revisions for matters related to the approval process for plans of subdivision and condominium, amending By-Law 2000-17, be read a first and second time.”

ADOPTED

MOTION #CC-2012-226

MOVED BY: Aubrey Churchill

SECONDED BY: Gail Code

“**THAT**, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

- iv) By-Law No. 2012-41: Domiciliary Hostel Services Agreements – *attached page 46*

MOTION #CC-2012-227

MOVED BY: John Fenik

SECONDED BY: Sharon Mousseau

“**THAT**, By-Law 2012-41, being a by-law to authorize the execution of agreements between domiciliary hostels and the Corporation of the County of Lanark, be read a first and second time.”

ADOPTED

MOTION #CC-2012-228

MOVED BY: John Fenik

SECONDED BY: Sharon Mousseau

“**THAT**, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

- v) By-Law No. 2012-42: Incorporate Acquired Land Into the County Road System – *attached page 48*

MOTION #CC-2012-229

MOVED BY: Wendy LeBlanc

SECONDED BY: Ed Sonnenburg

“**THAT**, By-Law 2012-42, being a by-law to incorporate acquired land in the County Road System be read a first and second time.”

ADOPTED

MOTION #CC-2012-230

MOVED BY: Wendy LeBlanc

SECONDED BY: Ed Sonnenburg

“**THAT**, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

- vi) By-Law No. 2012-43: Adopting a Plan of County Road

Deferred until an agreement has been established.

- vii) By-Law No. 2012-44: Adopt Estimates for the Sums Required During 2013 –
attached page 50

MOTION #CC-2012-231

MOVED BY: Ed Sonnenburg

SECONDED BY: Aubrey Churchill

“THAT, By-Law 2012-44, being a by-law to adopt the Estimates for the sums required during the year 2013 for general purposes of the Corporation of the County of Lanark, be read a first and second time.”

ADOPTED

MOTION #CC-2012-232

MOVED BY: Ed Sonnenburg

SECONDED BY: Aubrey Churchill

“THAT, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

- viii) Long-Term Care: CMI Freeze

MOTION #CC-2012-233

MOVED BY: Keith Kerr

SECONDED BY: Ed Sonnenburg

“THAT, Lanark County Council write a letter to Deb Mathews, Minister of Health and Long-Term Care, outlining their continued concerns related to their decision to “CAP” homes at prior years funding given the negative consequences that it has for Lanark Lodge as an operator in Phase 8 of the MDS project.”

ADOPTED

- ix) Support for Coroner's Report Recommendations – "Cycling Death Review: A Review of All Accidental Deaths in Ontario from January 1st, 2006 to December 31st, 2010"

MOTION #CC-2012-234

MOVED BY: Sharon Mousseau

SECONDED BY: Aubrey Churchill

"WHEREAS, the Council of Lanark County has adopted a Transportation Master Plan and is committed to creating safer roads for both cyclists and motorists within our communities;

AND WHEREAS, the Council of Lanark County supports vibrant, safe, connected communities and encourages the enhancement and overall health and quality of life created through cycling;

AND WHEREAS, the Office of the Chief Coroner of Ontario recently released a report entitled "Cycling Death Review: A Review of All Accidental Deaths in Ontario from January 1st, 2006 to December 31st, 2010" which contained 14 recommendations in the area of public safety and death prevention;

NOW THEREFORE BE IT RESOLVED, that the Council of the Corporation of the County of Lanark endorse the recommendations contained in the Cycling Death Review report from the Office of the Chief Coroner for Ontario;

AND THAT, correspondence be sent to the Province of Ontario requesting action on the report's recommendations, particularly the development of an Ontario Cycling Plan to guide the development of policy, legislation and regulations and the commitment of infrastructure funding to support cycling in Ontario."

ADOPTED

- x) Heart and Stroke Foundation – Support for "How to Save a Life Campaign"

MOTION #CC-2012-235

MOVED BY: Keith Kerr

SECONDED BY: Pat Dolan

"WHEREAS, every year in Ontario, 7,000 cardiac arrests occur with the majority occurring in public places or homes;

AND WHEREAS, the survival rate, for out-of-hospital cardiac arrests in Ontario is only 5-6%;

AND WHEREAS, cardiac safety in Lanark County is of a high importance;

NOW THEREFORE BE IT RESOLVED THAT, Lanark County Council:

1. To commit to implementing a broad public education campaign raising the awareness around issues such as the ease of CPR training and use of AED in the municipality;
2. To ensure that AEDs are placed in all sport and recreation facilities and schools through the Ontario Defibrillator Access Initiative;
3. To support the Heart and Stroke Foundation's request to have the script for emergency medical dispatchers be revised to provide the most compelling, clear and mandatory CPR direction in all cases of cardiac arrest. That this resolution be circulated to the Premier of Ontario, the Association of Municipalities of Ontario and the Heart and Stroke Foundation.

AND THAT, the Clerk is directed to distribute this Lanark County motion to the Clerk of the Local Municipalities;

AND THAT, the Warden and Chief Administrative Officer are directed to bring forth this resolution to the Eastern Ontario Warden Caucus;

AND THAT, the Warden is authorized to write the Minister of Health and Long Term Care advising that Lanark County Council supports the Heart and Stroke Foundation to amend the script for emergency medical dispatchers."

ADOPTED

12. NEW BUSINESS

None

13. NOTICE OF COMMITTEE MEETINGS

- i) Meeting Schedule – *attached page 54*

Councillor Kidd requested that a striking committee meeting be held to review the 2013 Board/Committee/Working Group appointments terms and number of meetings prior to the inaugural meeting. A meeting has been scheduled for December 5th, 2012 at 3:30 p.m.

14. CONFIRM COUNCIL PROCEEDINGS

- i) By-Law No. 2012-45: Confirming By-Law – *attached, page 53*

MOTION #CC-2012-236

MOVED BY: Peter McLaren

SECONDED BY: Brian Stewart

“**THAT**, By-Law 2012-45, being a by-law to confirm the proceedings of the Council meetings held on November 28th, 2012, be read a first and second time.”

ADOPTED

MOTION #CC-2012-237

MOVED BY: Peter McLaren

SECONDED BY: Brian Stewart

“**THAT**, the By-Law just now read a second time, be forth with read a third time short and passed and signed by the Warden and Clerk.”

ADOPTED

15. REQUESTS FOR INTERVIEWS

Lake 88 requested interviews with Councillor Mousseau and Dobson.

16. ADJOURNMENT – O’CANADA

Council adjourned at 8:06 p.m. on motion by Councillors K. Kerr and B. Stewart.



**Cathie Ritchie,
Clerk**

REPORTS



**TWELFTH
REPORT OF THE PUBLIC WORKS
COMMITTEE OF THE WHOLE
November 7th, 2012**

To the Members of Lanark County Council.

We, the Members of your Public Works Committee of the Whole beg leave to report Section "A" to be received as information and Section "B" as follows:

"A" 1. Communication

MOTION #PW-2012-100

"THAT, the communications for the November Public Works Committee meeting, except item i. be received as information."

"A" 2. Township of Beckwith - Request to Transfer Boundary Bridges

"B" 2. MOTION #PW-2012-101

"THAT, a detailed report regarding the transfer of Boundary Bridges be brought forward to the December Public Works Committee meeting, including a categorized list of all bridges, length of time under County ownership and the cost of uploading and/or downloading the bridges."

"A" 3. Consent Reports

MOTION #PW-2012-102

"THAT, the following Consent Report for the November Public Works Committee meeting be received as information:

Report #PW-70-2012: Public Works Contracts Status Report #10"

“A” 4. Report #PW-74-2012 All-Terrain Vehicles on County Roads

“B” 4. MOTION #PW-2012-103

“THAT, a draft ATV by-law be brought forward to a future Public Works Committee meeting which permits the lawful use of ATV’s on County roads;

AND THAT, staff be directed to work in partnership with the local municipalities to distinguish specific roads within the rural and urban areas.”

“A” 5. Report #PW-76-2012: Andrewsville Bridge: Process for Conversion to Pedestrian and Cycling Use Only

“B” 5. MOTION #PW-2012-104

“THAT, the Council of Lanark County agree to the following position in regards to the Andrewsville Bridge;

1. **THAT**, Lanark County agrees to provide a maximum of \$50,000, to be matched by funding from the United Counties of Leeds and Grenville over four years to allow traffic under five tonnes in weight on the Andrewsville Bridge; and
2. **THAT**, funding be sought outside the levy for replacement of the Andrewsville Bridge including Provincial and Federal Governments, Parks Canada and other agencies as well as community fundraising; and
3. **THAT**, in the event of a lack of non-levy funding to support the bridge, that further deterioration beyond Lanark County’s contribution of \$50,000 over four years for a total of \$100,000 invested by the two counties, that Lanark County shall recommend reconsideration of options by Lanark County and the United Counties of Leeds and Grenville.”

“B” 6. MOTION #PW-2012-105

“THAT, if adequate funding for the Andrewsville Bridge is not obtained over the five years, that the bridge be closed.”

“A” 7. Report #PW-72-2012 Rehabilitation Options: George Street Bridge - County Road 511

The purpose of this Report is to recommend the preferred rehabilitation option for the George Street Bridge, on County Road 511, in the Village of Lanark.

“B” 7. MOTION #PW-2012-106

"THAT, Contingent upon satisfactory results from semi-annual mandatory bridge inspections, a Deck Replacement Project, for the George Street Bridge, on County Road 511, in the Village of Lanark, is deferred until about 2033 (Option 3);

AND THAT within the next five years, the Director of Public Works budgets and schedules minor repairs to the George Street Bridge, as described in Report #PW-72-2012."

“A” 8. Report #PW-73-2012 Public Information Centre Results and Design Options: Rehabilitation of County Road 16A Project

The purpose of this Report is to inform Council of the results of the Public Consultation, for the proposed rehabilitation of County Road 16A, in Almonte Ward, in 2013, and to recommend next steps.

“B” 8. MOTION #PW-2012-107

"THAT, County Council accepts the Public Information Centre Results and Design Options: County Road 16A Rehabilitation Project Report #PW 73 2012, for information;

AND THAT, The Clerk sends Report #PW-73-2012 to the Town of Mississippi Mills Council for their review and comment;

AND THAT, by January 31st, 2013, the Council of the Town of Mississippi Mills recommends their preferred design option, for the proposed rehabilitation of County Road 16A, to County Council."

“A” 9. Report #PW-75-2012 Rehabilitation Options: Kilmarnock Bridge

The purpose of this Report is to recommend the preferred rehabilitation option, for the Kilmarnock Bridge, and to refer the Project to the 2013 Budget Process.

“B” 9. MOTION #PW-2012-108

"THAT, the proposed Project, to Rehabilitate the Kilmarnock Bridge, in 2013, as described in Report #PW-75-2012, is referred to the 2013 Budget Process (Option 4);

AND THAT, the Clerk sends Report #PW-75-2012 to the Clerk of the United Counties of Leeds and Grenville and the Montague Township Clerk, for information."

- “A” 10.** Report #PW-77-2012: Public Works Tender Results for October/November 2012

The purpose of this Report is to seek Council approval of five Public Works Tenders that were closed during the months of October and November.

- “B” 10. MOTION #PW-2012-109**

“THAT, Contracts be awarded, to the below listed Contractors, at the indicated prices plus applicable taxes:

i) PW-M-46-2012-13-E1 Combination Tandem Plow Truck and Operator for Winter Maintenance, County Road #16, Route #10 (South Lavant Road), Crains’ Construction Limited, \$66,000.

ii) PW-M-47-2012-13-E1 Grit/Stone Dust (Union Hall, Almonte Garage and McDonalds Corners Pit), Crains’ Construction Limited, \$18,780.

iii) PW-E-53-2012-15-E1 Request for Standing Offer (RFSO) for the Provision of Tires for Public Works Fleet, RDB Tire Sales, \$85,010.23.

iv) PW-E-54-2012-14-E2 Request for Quotation (RFQ) for Plow Blades, three year contract be awarded to Creighton Rock Drill with an upset limit of \$33,489.05.

v) PW-M-55-2012-12-E0 Culvert Replacement (County Roads #17, #20 and #29), Crains’ Construction Limited, \$57,040.”

- “A” 11.** Report #PW-78-2012 Development Charges: March Road Improvements 2018-2023

- “B” 11. MOTION #PW-2012-110**

“THAT, Report #PW-78-2012 Development Charges: March Road Improvements 2018-2023 be received as information.”

- “A” 12.** Share the Road - Discussion and/or Staff Direction


- “B” 12. MOTION #PW-2012-111**

“THAT, the Community Development Committee recommend that Lanark County Council support the Ontario Coroner’s Review regarding cycling deaths;

AND THAT, staff be directed to prepare a resolution for the November Council meeting;

AND FURTHER THAT, Lanark County request (letter from Warden and delegation request at OGRA/ROMA Conference) that that Ministry of Transportation support funding for paved shoulders.”


All of which is respectfully submitted by:



Susan Freeman, Chair

Direction by the Warden:

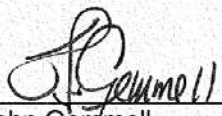
Council may remove items in Section “B” to be voted on separately prior to introducing a motion to accept the report in its entirety.

Moved and Seconded by:


Moved By


Seconded By

Adopted this 28th day of November, 2012


John Gemmell
Warden


Cathie Ritchie
Director of Clerk's Service/Clerk