

Council Agenda December 4, 2023 – 9:00 AM

Meeting Details

In-Person Meeting Location: Mulmur Township Offices, located at 758070 2nd Line East

Phone Connection: 1 647 374 4685 Canada / 1 647 558 0588 Canada

Video Connection: https://us02web.zoom.us/j/84829988171

Meeting ID: 848 2998 8171

Accessibility Accommodations: If you require access to information in an alternate format, please contact the Clerk's department by phone at 705-466-3341 extension 223 or via email at clerk@mulmur.ca

<u>PAGE</u>	1.0	Call to Order
	2.0	Land Acknowledgement
	3.0	Approval of the Agenda
		Recommendation: That Council approve the agenda.
4	4.0	Minutes of the Previous Meeting
		Recommendation: That the minutes of November 6, 2024 are approved.
	5.0	Discussion Arising out of the Minutes
	6.0	Disclosure of Pecuniary Interests
	7.0	Public Question Period
	8.0	Deputations and Presentations
12	8.1	R.J. Burnside - 2024 Bridge Inspection Report (9:00 am)
	9.0	Public Meetings
391	9.1	2025 Draft Budget (9:30 am)
	10.0	Reports for Decision
416	10.1	Winter Operation Plan

Recommendation: THAT Council adopt the 2024-2025 Winter Operations Plan for the Township of Mulmur.

481 10.2 NVCA Memorandum of Understanding

Recommendation: That Council provide direction on their desire to enter into a Memorandum of Understanding with the Nottawasaga Valley Conservation Authority for 2025.

494 10.3 Shelburne & District Fire Board 2025 Budget

Recommendation: That Council approve the Shelburne & District Fire Board 2025 Operating Budget in the amount of \$1,036,670.00 and Capital Budget of \$530,000.00 as presented.

10.4 Rosemont & District Fire Board 2025 Budget

Recommendation: That Council approve the Rosemont District Fire Board 2025 Operating Budget in the amount of \$372,543.63 and Capital Budget of \$183,000 as presented.

11.0 Committee Minutes and Reports

505	11.1	Shelburne & District Fire Board Minutes: October 1, 2024
513	11.2	Dufferin County Council Minutes: October 29, 2024
515	11.3	Dufferin County Council Minutes: November 7, 2024
518	11.4	Rosemont & District Fire Board Minutes: November 12, 2024
521	11.5	Dufferin County Council Minutes: November 14, 2024
546	11.6	Campaign Cabinet Update, Nov 19, 2024
547	11.7	NVCA Minutes & Highlights: November 22, 2024

Recommendation: That Council receives the committee minutes and reports.

12.0 Information Items

554 585 601 603	12.3 12.4	Summary of Dufferin County Fire Service Delivery Review Motions 2023 Rosemont & District Fire Department Year End Report Notice of Public Meeting: Mansfield Water System EA and Parks Survey NVCA TD Tree Days Media Release
605	12.4 12.5	NVCA TD Tree Days Media Release Ministry of Natural Resources: Geologic Carbon Storage
607 609	12.6	Dufferin County Motion: Mulmur Roads
009	12.7	Provincial News Release: OPP Costing
611	12.8	Town of Midland: OPP Billing Model
612	129	Township of Melancthon: Temporary Traffic Calming Measures

614 616 618 630 633	 12.10 Town of Orangeville: Redistribution of LTT and GST 12.11 Town of Mono: Solve the Crisis Campaign 12.12 Town of Mono: POA Set Fines 12.13 Township of Puslinch: Protection of Agricultural Lands and Sustainable Development 12.14 Township of Papineau-Cameron: Ontario Building Code Recommendation: That Council receives the information items. 		
		And that the following items be endorsed:	
	13.0	Closed Session	
	13.1	NDCC Agreement	
	14.0	Items for Future Meetings	
	14.1 14.2 14.3 14.4	Honeywood Traffic Calming Options (February)	
	15.0	Passing of By-Laws	
634 636 638	15.1 15.2 15.3	Interim Tax Rate By-law Appointment of Auditors By-law Confirmatory By-law	
		Recommendation: That By-laws 15.1 to 15.3 be approved.	
	16.0	<u>Adjournment</u>	
		Recommendation: That Council adjourns the meeting at to meet again on January 8, 2025, or at the call of the Chair.	



Council Minutes November 6, 2024 – 9:00 AM

Council Present: Mayor Horner, Deputy Mayor Hawkins, Councillors Clark,

Cunningham, and Lyon

Staff Present: Tracey Atkinson, Heather Boston, Roseann Knechtel, Chris Wolnik

1.0 Call to Order

The Mayor called the meeting to order at 9:02 a.m.

2.0 Land Acknowledgement

Council began the meeting by recognizing the recent passing of former Senator Murray Sinclair. Council acknowledged that we are meeting upon the traditional Indigenous lands of the Tionontati (Petun) and Treaty 18 territory of the Anishinaabe peoples. We recognize and deeply appreciate their historic connection to this place and we also recognize the contributions Indigenous peoples have made, both in shaping and strengthening our community, province and country as a whole.

3.0 Approval of the Agenda

Moved by Cunningham and Seconded by Hawkins

That Council approve the agenda.

Carried.

4.0 Minutes of the Previous Meeting

Moved by Lyon and Seconded by Clark

That the minutes of October 2, 2024 are approved.

Carried.

5.0 <u>Discussion Arising out of the Minutes</u> - None

6.0 <u>Disclosure of Pecuniary Interests</u>

Councillor Cunningham declared pecuniary interest to item 9.4 Fire Service Delivery Review.

7.0 Public Question Period

Cheryl Russel noted the increase in traffic collisions for item 11.3 OPP Q3 Report.

On behalf of residents on River Road, Marilyn Wright expressed concerns with excessive speeds and noise on River Road. Residents are requesting Council revisit traffic concerns on River Road and look into a larger action plan to deal with traffic concerns in Mulmur.

Greg Lloyd requested greater OPP enforcement and speeding blitzes.

Horst Wendland suggested daylighting at the intersection Prince of Wales / County Road 17 to address visibility.

Council thanked the residents for attending and speaking to their concerns.

8.0 Presentations and Deputations

8.1 Honeywood Arena Donation: Hill n' Dale & Authors in the Hills

Council welcomed Rose Dotten of Authors in the Hills, who presented the Township of Mulmur with a \$300 donation to the North Dufferin Community Centre.

Council welcomed James Godbold and the team of Hill n' Dale Landscaping, who presented a \$5,000 cheque to support the North Dufferin Community Centre. The funds were raised from the proceeds of the Donald Cooper Accelerate Your Business event.

Council thanked Hill n' Dale Landscaping and Authors in the Hills for their hard work and dedication to the community.

8.2 Fire Chief David Pratt, Shelburne & District Fire Department

Council welcomed Fire Chief David Pratt, Shelburne & District Fire Department, who spoke to mandatory certifications and expressed a desire to move forward together. Chief Pratt noted the implementation of NFPA standards to protect both the workers and the municipality, costs to train speciality rescue, recruitment of volunteers and increased financial pressures facing the fire service.

8.3 Nottawasaga Valley Conservation Authority: 2025 Budget

Council welcomed Sheryl Flannagan and Gail Little from the Nottawasaga Valley Conservation Authority (NVCA), who presented a 12.6% total increase to the 2025 NVCA budget. Flannagan noted Mulmur's share of the total NVCA levy as 1.59%.

Council sought clarification on funding for capital projects, and fulfillment of the 2024 MOU condition for educational programming in Mulmur.

Council directed staff to bring a report forward at the next meeting with NVCA budgetary options.

9.0 Reports for Decision

9.1 606437 River Road – Demolition Notice

Roseann Knechtel, Clerk, presented the notice received to demolish and reconstruct an accessory garage at the Kilgorie School property located at 606437 River Road.

Moved by Lyon and Seconded by Clark

That Council receive the report as notice of intention to demolish and reconstruct the accessory garage structure at 606437 River Road, under Section 27(9) of the Ontario Heritage Act.

Carried.

9.2 Advertising and Sponsorship Policy

Roseann Knechtel, Clerk, presented the proposed Advertising and Sponsorship Policy. Council discussion ensued on section 6.2 of the policy.

A recorded vote was requested by Mayor Horner.

Moved by Clark and Seconded by Lyon

That Council approve the Advertising and Sponsorship Policy as presented.

	<u>Yay</u>	<u>Nay</u>
Councillor Clark	Yay	
Councillor Cunningham	-	Nay
Councillor Lyon		Nay
Deputy Mayor Hawkins		Nay
Mayor Horner	Yay	•

Not Carried.

A recorded vote was requested by Councillor Lyon.

Moved by Clark and Seconded by Lyon

That Council approve the Advertising and Sponsorship Policy as amended to read:

- 6.2 The Township will not solicit or accept Sponsorships from Sponsors whose main business is derived from the sale, production, promotion or distribution of:
 - a) Tobacco;
 - b) Illegal substances;
 - c) Violence, terrorism and/or other life threatening products; or
 - d) Pornography

	<u>Yay</u>	<u>Nay</u>
Councillor Clark	Yay	
Councillor Cunningham	Yay	
Councillor Lyon	Yay	
Deputy Mayor Hawkins	Yay	
Mayor Horner	Yay	

Carried.

Council recessed at 10:25 a.m. and returned at 10:37 a.m.

9.3 2025 Draft Budget

Heather Boston, Treasurer, presented the first draft of the 2025 Budget where pressures including inflation, OPP costing, 2024 deferred tax rate increase and interest rates were identified.

Council discussed various capital projects and additional requests for consideration.

Direction was given to staff to increase the proposed budget by \$20,000 for traffic calming measures and bring back a report on options for various traffic calming measures.

9.4 Fire Service Delivery Review

Tracey Atkinson, CAO, provided an update of the discussions to date with participating municipalities. Atkinson discussed possible options for a North Dufferin Fire Service Area including fire area boundaries, advisory committees, agreements and governance structures. Atkinson sought direction from Council on what Council wishes to see in Mulmur in terms of oversight and governance.

Councillor Cunningham declared pecuniary interest and left the Council Chambers at 11:36 a.m.

Council continued discussions and expressed their desire to further the exploration of a North Dufferin Fire Service Area to bring greater consistency and equity in the services being offered.

Moved by Lyon and Seconded by Clark

That the Council of the Township of Mulmur support in principle, the dissolution of the Fire Boards servicing the Township of Mulmur;

And that Council support the further exploration of a *North Dufferin Fire Service Area* that would include the approximate geographic area currently served by Shelburne & District, Mulmur-Melancthon and Rosemont & District Fire Boards;

And further that this report and motion be forwarded to the County of Dufferin and participating municipalities, with a request that the municipalities provide an indication of Council's interest in further exploring a North Dufferin Fire Service Area.

Carried.

Councillor Cunningham returned to the Council Chambers at 11:52 a.m.

10.0 Committee Minutes and Reports

- 10.1 Shelburne Public Library Minutes: June 18, 2024
- 10.2 NVCA Board Meeting Highlights: September 2024
- 10.3 Shelburne & District Fire Board Minutes: September 3, 2024
- 10.4 Shelburne Public Library Minutes: September 17, 2024
- 10.5 Dufferin County Council Minutes & Highlights: October 10, 2024
- 10.6 NVCA Board Minutes & Highlights: October 25, 2024
- 10.7 Ontario Climate Caucus Meeting Notes: October 2024
- 10.8 Campaign Cabinet Update

Moved by Hawkins and Seconded by Lyon

That Council receives the committee minutes and reports.

Carried.

11.0 <u>Information Items</u>

- 11.1 3rd Quarter Planning Report
- 11.2 3rd Quarter Grants
- 11.3 OPP 3rd Quarter Report
- 11.4 Dufferin County Economic Development Strategy and Action Plan
- 11.5 Upper Grand District School Board: Planning Department Memo
- 11.6 Mansfield Women's Institute Correspondence

- 11.7 Request for Proclamation: International Day for the Elimination of Violence Against Women
- 11.8 Western Ontario Wardens Caucus: Roadside Zoos
- 11.9 Township of Melancthon: County Road Traffic Enforcement
- 11.10 Good Roads Board of Directors: Ontario Rural Road Safety Program
- 11.11 Township of Nairn and Hyman/Township of Baldwin: Transportation and Deposition of NORM and Mine Tailings
- 11.12 Regional Municipality of Waterloo: Solve the Humanitarian Crisis
- 11.13 Municipality of East Ferris: Re-establish a Combined OGRA/ROMA Conference

Moved by Lyon and Seconded by Cunningham

That Council receives the information items.

And that the following items be endorsed: 11.7, 11.8, 11.9, 11.10, 11.11, 11.12 and 11.13.

Carried.

Moved by Clark and Seconded by Lyon

Whereas November is Woman Abuse Prevention Month and November 25th is the International Day for the Elimination of Violence Against Women; and

Whereas violence is the greatest gender inequality rights issue for women, girls and gender-diverse individuals. Our community is committed to ending femicide and all forms of gender-based violence; and

Whereas Femicide rates are on the rise in Ontario, with over 49 femicides in Ontario since November 26th, 2023; and

Whereas last year in Ontario, on average every 6 days a woman or child lost their lives due to men's violence; and

Whereas Indigenous, Black, South Asian and Southeast Asian women and girls continue to experience high rates of violence, including femicide, on the 2022-2023 Ontario Femicide List; and

Whereas this month and throughout the 16 Days of Activism Against Gender-Based Violence, we acknowledge our community's support of the Wrapped in Courage campaign and commitment to ending gender-based violence; and

Whereas there is an urgent need for greater investment and action to end genderbased violence in our community and throughout Ontario by all three levels of Government; and Now, therefore, the Council of the Township of Mulmur proclaim and declare that November 25th, 2024, shall be known as "The International Day for the Elimination of Violence Against Women" and urge all citizens to recognize this day by taking action to support survivors and becoming part of Ontario wide efforts to end gender-based violence.

Carried.

Council recessed at 12:00 p.m. and returned at 12:09 p.m.

12.0 Closed Session

- 12.1 NDCC Agreement
- 12.2 By-law Enforcement
- 12.3 CAO Performance Review

Moved by Lyon Seconded by Cunningham

That Council adjourn to closed session at 12:09 p.m. pursuant to Section 239 of the Municipal Act, 2001 as amended for one (1) matters relating to a position, plan, procedure, criteria or instruction to be applied to any negotiations and two (2) matters related to personal matters about an identifiable individual, including a municipal or local board employee under section 239(2)(b)(k).

Carried.

Moved by Cunningham and Seconded by Lyon

That Council do rise out of closed session into open session at 12:40 p.m. with the following motion:

That Council direct staff to proceed as discussed in closed session.

Carried.

Council recessed at 12:41 p.m. and returned at 1:20 p.m.

13.0 <u>Items for Future Meetings</u>

- 13.1 2025 Budget: Public Meeting
- 13.2 Fire Service Delivery Review
- 13.3 County of Dufferin Traffic Review, Uploading/Downloading
- 13.4 Traffic Calming Options
- 13.5 Street Art Impacts / Results (Q3 2025)

14.0 Passing of By-laws

14.1 14.2 14.3	Alternative Voting – 2026 Election By-law User Fees and Charges By-law Confirmatory By-Law
	Council discussed item 14.2 to amended Schedule A to remove the words "sponsored ice"
	Moved by Hawkins and Seconded by Clark
	That by-law 14.2 be approved as amended;
	And that by-laws 14.1 and 14.3 be approved
	Carried.
15.0	<u>Adjournment</u>
	Cyber training is scheduled for November 20 th
	Moved by Cunningham and Seconded by Lyon
	That Council adjourns the meeting at 2:29 p.m. to meet again on December 4, 2024 or at the call of the Chair.
	Carried.
	Mayor Clerk



2024 OSIM Bridge Inspections Report

Township of Mulmur 758070 2nd Line East Mulmur, ON L9V 0G8

R.J. Burnside & Associates Limited 15 Townline Orangeville ON L9W 3R4 CANADA

November 2024 300042581.2024

Distribution List

No. of Hard Copies	PDF	Email	Organization Name
-	Yes	Yes	Township of Mulmur

Record of Revisions

Revision	Date	Description
-	November 2024	Draft Report
1	November 2024	Final Report

R.J. Burnside & Associates Limited

Report Prepared By:

Mark August

Engineering Assistant

mul aught

MA:ao

Report Reviewed By:

Chris Knechtel, P.Eng.

Senior Vice President, Municipal Services and Structures

042581, 2024

Executive Summary

R.J. Burnside & Associates Limited (Burnside) was engaged by the Township of Mulmur to undertake the inspection of 44 bridge and culvert structures. The visual inspections were carried out on an element-by-element basis in accordance with the Ministry of Transportation - Ontario Structure Inspection Manual (OSIM). The inspections were completed under the direction of a Professional Engineer to assess their condition and identify any material defects, performance deficiencies, maintenance needs, additional studies and/or repairs/rehabilitation work required on a structure-by-structure basis.

Following the field inspections, recommendations were made based on the data collected and the review of the previous inspection reports. Depending on the condition of each structure, the remedial needs have been provided in three classifications; routine maintenance, additional investigations and repairs and rehabilitations (Capital Works).

The routine maintenance work often requires a minimal scope of work, and in most cases can be carried out by Township staff. The items included in the maintenance needs include recurring items that should be completed each year, i.e., cleaning winter sand/salt off bridge decks, and one-time costs such as placing rip-rap in washouts on slopes adjacent to bridge wingwalls. The total estimated value of the work to be completed by the Township is \$81,500.00. We recommend that the Township review the identified maintenance needs and consider including a general allowance in their annual maintenance budget.

Additional studies, investigations and monitoring programs, as summarized in the table below, are recommended to structures currently demonstrating severe material defects or performance deficiencies which may necessitate an inspector to require more detailed information. The total estimated cost to complete the additional investigations is \$30,000.00. These investigations have been identified based on a "normal" or "urgent" priority and are also summarized in Appendix B.

The Capital Works needs include any repair, rehabilitation or replacement work which would typically be completed by a Township hired Contractor, to assist in extending the service life of a structure and increasing the Bridge Condition Index (BCI). In accordance with the OSIM, the capital works required are based on a priority of six to ten years, one to five years, within one year, and urgent and have been estimated as follows:

Capital Works Costs and Timeframes

Time Frame	Capital Cost
< 1 year	\$7,850,000.00
1 – 5 years	\$2,302,000.00
6 – 10 years	\$4,832,500.00
TOTAL	\$14,984,500.00

Taking into consideration the structures calculated BCl's, several structures have been identified for replacement or rehabilitation. Within the next year, one (1) structure has been identified as requiring repair, three (3) structures have been identified as requiring rehabilitation and eight (8) structures have been identified for replacement. Within the next 1 to 5 years, one (1) structure has been identified for replacement.

The roadside safety needs include a general allowance for guide rail and/or end treatments at all bridge locations as required. The total estimated cost for roadside safety is \$611,000.00.

It should be noted that all of the aforementioned estimated costs throughout this summary and the report do not include property acquisition costs, utility relocation costs or engineering fees associated with road work beyond the wingwalls, unless specifically identified within the individual OSIM forms. All costs are also exclusive of HST.

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Disclaimer

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1.0 Introduction

R.J. Burnside & Associates Limited (Burnside) has been engaged by the Township of Mulmur to undertake the inspection of 44 road bridge and culvert structures over the span of 3.0 m. The inspections have been completed in accordance with the Ministry of Transportation - Ontario Structure Inspection Manual (OSIM). Inspection of the Township's bridges and culverts are required every two years as per Ontario Regulation 104/97 which states:

"The structural integrity, safety and condition of every bridge shall be determined through the performance of at least one inspection in every second calendar year under the direction of a professional engineer and in accordance with the Ontario Structure Inspection Manual."

These inspections assess the condition of the structure and identify any additional studies or repairs required. A map showing the location of all structures has been provided in Appendix C.

Burnside staff conducted a detailed element by element visual assessment of each bridge/culvert in order to identify any material defects, performance deficiencies and maintenance needs on a structure-by-structure basis. All data collected has been documented on the OSIM forms and provided in digital format in Appendix E. In addition, a brief written overview has been provided to clarify the OSIM data.

2.0 Inspection Observations and Recommendations

The following observations and recommendations were made during our recent inspection of the Township's structures. These inspections, along with a review of the previous reports, have contributed to the recommendations provided.

The Township of Mulmur has an inventory of 44 structures, which is comprised of a variety of structure types. Figure 1 below summarizes the number and types of structures within the inventory.

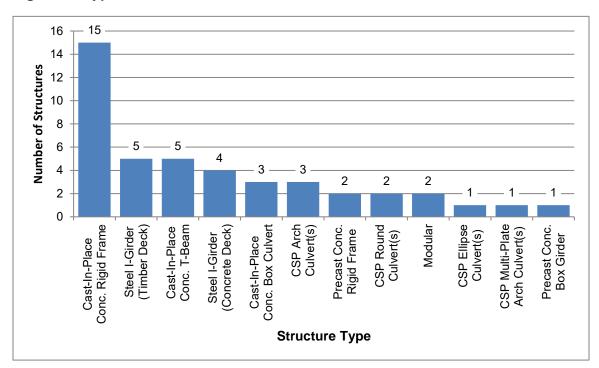


Figure 1: Types of Structures

Depending on the condition of each structure, some level of remedial action is usually required. The recommendations for remedial work are provided in three classifications: routine maintenance, additional investigations, and repair, rehabilitation or replacement.

2.1 Routine Maintenance

Routine maintenance needs often require minimal effort to extend the service life of the structure. In most cases, routine maintenance can be undertaken by Township staff or locally contracted out. It is desirable to ensure that all maintenance needs identified at each structure be completed within the calendar year of receiving this Report.

Common structure defects were noted, to varying degrees, at most of the structures inspected. These common defects include:

- Minor erosion of slopes on culvert embankments and adjacent to bridge wingwalls.
- Excessive sand/granular material on deck surface due to winter maintenance or vehicle tracking.
- Clogged deck drains or lack of drainage.
- Erosion of stream banks at the water level.
- Debris collection and heavy vegetation at culvert and bridge openings.
- Lack of damaged or non code-conforming guide rail.
- Minor asphalt defects (potholes, cracking).
- Lack of or missing hazard warning signs.

These general defects can be addressed within the Township's routine maintenance program and these issues can be added to the Township's in-house road and structure inspection routine.

Routine bridge sweeping, washing of decks, drains, joints, bearing seat areas and girders will improve a structures service life. Removal or trimming of vegetation and addressing minor erosion concerns regularly will preempt more serious issues.

The total estimated value of the work to be completed by the Township is approximately **\$81,500.00**. We recommend that a general allowance to complete the works described above be included in the Township's annual road maintenance budget.

A summary of maintenance needs is provided in Appendix B, along with estimated costs to complete the work.

2.2 Additional Studies/Investigations

As per the OSIM, additional investigations or surveys may be required to further assess the condition of certain elements that may not be fully determined by a visual inspection. In many cases, where a major rehabilitation of a structure is required or planned, the completion of additional studies or investigations will assist in developing appropriate rehabilitation programs. Studies or investigations may also be required where performance deficiencies are suspected. Typical investigations that may be required include:

- Deck condition surveys.
- Structure evaluations (Load Capacity).
- Monitoring of deformations, settlements and movement.
- Monitoring crack widths.

A summary of the additional investigations recommended for the Township are summarized in Table 1 below:

Table 1: Additional Investigations

Structure No./Name	Additional Investigation	Reasoning	Estimated Cost
Bridge 8	Monitoring of Deformations, Settlements & Movements	Monitoring the corroded beams and lack of bearing area is recommended until replacement is an option.	\$0.00
Bridge 15	Monitoring of Deformations, Settlements & Movements	Monitor the potential abutment rotation during future biennial inspections.	\$0.00
Bridge 18	Hydraulic Investigation	Consultation w/ NVCA to re-direct flow back to main reach of river.	\$12,500.00
Bridge 19	Monitoring of Deformations, Settlements & Movements	Monitor uneven bearing load distribution during biennial inspections.	\$0.00
Bridge 20	Monitoring of Deformations, Settlements &Movements	Monitor outward rotation of gabion basket retaining wall to determine if actively progressing.	\$0.00
Bridge 25	Monitoring of Deformations, Settlements & Movements	Monitor abutment movement during future biennial inspections to determine if actively progressing.	\$0.00
Bridge 26	Monitoring of Deformations, Settlements & Movements	Monitor abutments during future biennial inspections to determine stability.	\$0.00
Bridge 35	Monitoring of Deformations, Settlements & Movements	Monitor rotation of abutments during future biennial inspections to determine stability.	\$0.00
Culvert A	Monitoring of Deformations, Settlements & Movements	Additional monitoring is recommended to ensure the structure remains stable until replacement.	\$5,000.00
Culvert C	Monitoring of Deformations, Settlements & Movements	Monitor movement during future biennial inspections to ensure not actively progressing.	\$0
Culvert L	Hydraulic Investigation	Consultation w/ NVCA to re-direct flow back to main reach of river.	\$12,500.00

Culvert V	Monitoring of Deformations, Settlements & Movements	Monitor reverse curvature and deformations during future biennial inspections to ensure not actively progressing.	\$0
Culvert W	Monitoring of Deformations, Settlements & Movements	Monitor sags, deformations, and joint separation during future biennial inspections to ensure stability.	\$0
Culvert X	Monitoring of Deformations, Settlements & Movements	Monitor cusping during future biennial inspections to ensure not actively progressing.	\$0
Culvert Y	Monitoring of Deformations, Settlements & Monitor improper bolting pattern for cracks during future biennial inspections.		\$0
	\$30,000.00		

It is noted that some of the monitoring investigations recommended have no costs associates with them, indicating that the monitoring can be completed as part of future biennial OSIM inspections. A summary of recommended studies and costs is also included in Appendix B.

2.3 Roadside Safety

During our inspections, Burnside makes note of the condition and effectiveness of roadside safety measures on the approaches to the structures. Where no roadside safety systems are present, Burnside has a responsibility to identify that there should be consideration given to installing roadside safety systems, i.e., guide rail and end treatments.

Roadside safety system requirements are outlined in the MTO - Roadside Safety Manual which is a guideline provided to be used as a risk assessment tool in establishing the need, type and extent of roadside safety measures.

As is discussed in more detail in the Manual, risk management is critical in assessing the need for roadside safety systems. At some structures, and on some roadways, the installation of guide rail systems may be seen as more of a hazard than not having a system. This may be a result of a reduction in road platform width, the ability to remove snow effectively, and the space available to place and anchor end treatments. Section 4.2.2.1 from the MTO - Roadside Design Manual states that guide rail systems must be offset a minimum of 4.25 m from the roadway centerline, to provide clearance to snowplowing operations. In addition, local use of roadways by farm equipment and the location of driveway and field entrances around structures should also be considered in determining the need and effectiveness of guide rail systems.

In consideration of the above, costs to install guide rail on narrow Township roads with a platform width of 8.0 m or narrower have not been included in this report under the rehabilitation plan, unless bridge/road widening to 8.5 m or wider has been recommended as part of the rehabilitation plan. Installation of steel beam guide rail for replacement options is included within the replacement cost estimate.

For the purpose of this Report, where a high level review indicated that guide rail or guide rail components would be required (apparent substandard length of need, substandard end treatments, rigid barriers on the structure, small clear zone between the edge of road and edge of structure, etc.) a general allowance for a typical guide rail system installation has been provided, however, site specific and detailed assessments of need at each structure is not included in this Report. Where the need for a guide rail system was not evident based on high level review, an allowance for an investigation into the need for guide rail was provided. The total estimated cost relating to guide rail installation or investigation is \$611,000.00.

Where recommendations have been made for installation or corrective measures, Burnside has identified that the work is to be completed within 1-5 years. However, as each site has unique characteristics relating to the requirements of guide rail, Burnside also recommends that a further investigation and risk analysis of each of the identified sites be completed by the Township within one year to classify the structures as high, medium, or low priority for guide rail installation or improvements. The study may also outline a timeline for guide rail upgrades based on annual guide rail budget.

2.3.1 Pedestrian and Inspector Safety

During inspections, Burnside makes note of the condition and effectiveness of the pedestrian barricades installed at bridges and culverts. MTO Bulletin, BO2020-03 Guards on Structures, was issued on April 7, 2020, and provides recommendations for the installation of guards on culvert ends and retaining walls for the safety of the public and inspectors.

The bulletin recommends that where an area is accessible to the public and an exposed height of greater than 0.6 m is present, a guard meeting the Ontario Building Code requirements shall be installed to protect the public from fall hazards. Additionally, in areas not accessible to the public and where exposed heights greater than 2.4 m are present, a guard shall be installed on culvert ends, or on top of retaining walls to protect inspectors from fall hazards.

It is further noted in the bulletin that a fall hazard risk assessment is to be completed and the need for guards determined by the MTO, or the Owner as appropriate. Installation of guards is recommended to be included as part of any major capital program, and in unique situations may be completed as a standalone installation if warranted.

Burnside has identified locations that could be considered high risk for pedestrians where the lack of guards, or poor condition of existing guards exist. Costs for replacement / installation of guards have been included in the recommended work programs.

2.4 Repair, Rehabilitation or Replacement

Recommended repair, rehabilitation or replacement work is provided on the OSIM form for each bridge and culvert. The recommended work is indicated for each element and outlines the priority and estimated construction cost. The priorities for the specified rehabilitation or replacement plans are typically identified on the OSIM forms as six to ten years, one to five years, within one year, and urgent.

The costs associated with the recommended work are based on the measured quantities of fair and poor element conditions and unit costs for similar and recent works. In many instances, where only minor works are required, the costs for mobilization, site access and or waterway control items (as required) are difficult to assess and may skew the costs of small-scale works. This work is often best completed by grouping similar efforts together.

For repair programs that require a number of prolonged on-site activities, we have assigned a variable general cost that may range from \$40,000.00 to \$125,000.00, to address some of the mobilization, insurance, bonding and related costs of being on-site.

Where the recommended work is the replacement of the structure, these general costs are assumed to be included in the overall replacement cost.

Construction cost estimates do not include property acquisition, utilities relocation or support, or engineering fees associated for the works beyond the structure limits, unless specifically identified within the individual OSIM forms.

The total estimated cost for the capital works for all 44 structures within the Township, (including rehabilitation/repair and replacement costs) has been estimated as follows:

Table 2: Capital Works Costs and Timeframes

Time Frame	Capital Cost
< 1 year	\$7,850,000.00
1 – 5 years	\$2,302,000.00
6 – 10 years	\$4,832,500.00
TOTAL	\$14,984,500.00

The total 10-year estimated capital costs, which include the above as well as all other associated costs including maintenance, additional investigations, and roadside protection costs, is \$15,707,000.00. It should be noted that all costs are based on 2024 prices and do not account for inflation. A summary of the capital works needs can be found in Appendix B.

2.5 Load Postings and Recommendations

Load postings may be recommended for structures based on age, condition, noted performance deficiencies or based on the findings of a structural evaluation. A summary of the current, and proposed load postings for the Township's inventory, as well as the reasoning for the posting, is provided in Table 3 below.

Table 3: Load Postings and Recommendations

Bridge Name	Load Posting (tonnes)		Reasoning	
	Current	Proposed		
15	15	15	Limitations of the timber decking	
25	15	15	Limitations of the timber decking	
26	15	15	Limitations of the timber decking	
Α	15	15	Limitations of the timber decking	

Note: Bridge 8 load limit recommendations have been excluded from the above recommendations with the understanding that Bridge 8 is planned for reconstruction in 2025. If this construction does not take place or is postponed, it is recommended that further investigation to determine a suitable load limit for Bridge 8 be undertaken and a load limit placed on this structure by the Township until the bridge can be replaced.

The four (4) steel girder bridges with timber decks listed in Table 3 are unlikely to support the full CL-625-ONT loading required under the Bridge Design Code and have been load posted based on limitations of the timber decking. All of these structures are located on low-volume roads. No change to the load postings is required at this time.

In accordance with Section 123(2) of the Highway Traffic Act and Regulation 103/97 made under the Act, we recommend that the Township enact an appropriate by-law for the maximum gross weight crossing over the structures identified in the table above.

Further, we recommend that any such by-law established shall be considered valid for a period of two years, or until the completion of the next bridge inspection report.

3.0 Bridge Condition Index

The Bridge Condition Index (BCI) for each structure has been determined based on the Ministry of Transportation Ontario (MTO) methodology followed in the MTO Document, MTO Bridge Condition index and Overall Measure of Bridge Condition, July 2009.

A new structure would have a BCI value of 100 and the value will decline over time. Monitoring the rate of decline in the BCI and comparing this with an anticipated rate of decline will provide the Township with valuable, long-term planning and asset management information. The reduction in BCI, in theory, is a function of many factors, including traffic volume, truck use, use of de-icing chemicals, exposure to the elements and the type of structure. Each bridge will decline at its own rate, but it is reasonable to expect that the decline begins slowly and accelerates as the structure gets older.

In addition, determining an individual BCI value at any point in time will allow the Township to make estimates of expected remaining service life and or establish target BCI criteria for major rehabilitations or replacements.

The Canadian Highway Bridge Design Code has a target service life of approximately 75 years, but it is recognized that maintenance, repair, and rehabilitations will be required along the way to reach or exceed this target.

As indicated, the BCI for a structure can range from 0 to 100 and municipal bridge and culvert infrastructure can be organized into several ranges.

Good – BCI Range 70 to 100

A bridge with a BCI greater than 70 is generally considered to be in good to excellent condition, and repair or rehabilitation work is not usually required within the next five years. Routine maintenance, such as sweeping, cleaning and washing are still recommended.

Fair – BCI Range 50 to 70

A bridge with a BCI between 50 and 70 is generally considered to be in good to fair condition. Repair or rehabilitation work recommended is ideally scheduled to be completed within the next five years. This is the ideal time to schedule major bridge repairs for larger and/or critical structures from an economic perspective. The most effective improvement in a structure's service life can be achieved by completing repairs while in this range.

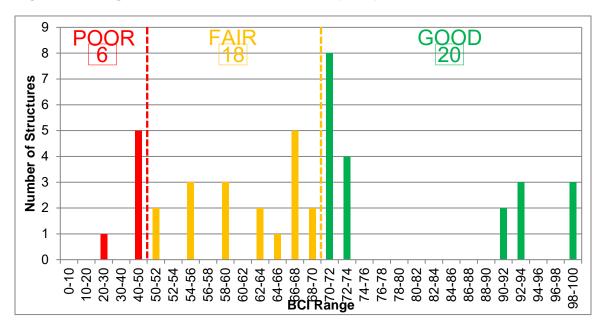
Poor - BCI Less than 50

A bridge with a BCI rating of less than 50 is generally considered poor with lower numbers representing structures nearing the end of their service life. The repair or rehabilitation of these structures is ideally best scheduled to be completed within approximately one year. However, if it is determined that the replacement of the structure would be a more viable, practical or economical solution than repairing the structure, the structure can be identified for continued monitoring and scheduled for replacement within a one-to-ten-year range. The lower the BCI the more of a priority, within the one-to-ten-year range, the replacement becomes.

4.0 Structure Inventory Trends

Based on the biennial inspection of each structure, the Bridge Condition Index (BCI) is calculated for each structure. The Bridge Condition Index Distribution graph, shown in Figure 2 below, provides a summary of the current state of the Township's structures, and Figure 3 shows the historical trend of the state of the structures over past inspections where BCI information was available.





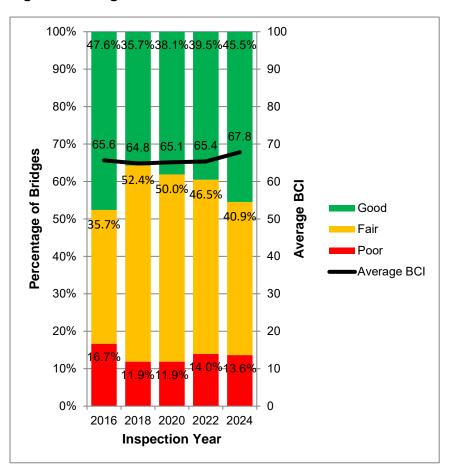


Figure 3: Bridge Condition Index Historical Trend

Currently, only approximately 45.5% of the Township's structures are within the "good" range, with 40.9% of the structures classified as "fair" and 13.6% classified as "poor", as illustrated in Figure 3 above. Of interest, the MTO has established a goal of maintaining 85% of their structures in "good" condition (BCl ≥ 70) by addressing rehabilitations and replacements as necessary. Burnside recognizes that the above goal was not established by the Township, but it is noted that, based on the current state of the inspected structures, the Township is underperforming on the management of their bridge assets when compared to the MTO's established goal.

The trend in Figure 3 identifies that the overall average BCI of the Township's inventory has generally remained constant over the last 8 years, but is beginning to increase, due to recently completed capital works projects completed since the 2016 inspections, which include the following:

- Bridge 20 (Sideroad 17) Replacement (2017)
- Bridge 8 (River Road) Temporary Repair Work (2019)
- Bridge 7 (River Road) Rehabilitated (2020)
- Bridge 9 (River Road) Rehabilitated (2020)

- Culvert Z (3rd Line EHS) Emergency Replacement (2021)
- Bridge 15 (3rd Line EHS) Timber Decking Repairs (2021)
- Bridge 21 (7th Line EHS) Replacement (2023)
- Bridge 12 (Centre Road) Replacement (2024)
- Bridge 25 (2nd Line EHS) Timber Decking Repairs (2024)

Projects currently in preliminary stages of design include:

- Culvert M (1st Line EHS) Replacement
- Culvert N (1st Line EHS) Replacement
- Culvert P (1st Line EHS) Replacement
- Bridge 10 (1st Line EHS) Replacement
- Bridge 8 (River Road) Reconstruction

Continued maintenance and completion of rehabilitative or replacement works as recommended in this report will help to continue this trend of overall improvement of the Township's bridge assets.

The MTO has also developed theoretical deterioration curves which can be used as a backdrop to estimate the remaining service life of a structure before replacement, or to establish a time frame for future rehabilitations. Burnside has adjusted the MTO theoretical deterioration curve to more accurately reflect the deterioration curve of the structures that are being inspected. It has been observed after inspecting structures for over 10 years, that the structures are deteriorating slower than anticipated compared to the MTO theoretical deterioration curves, and therefore the timeline for the rehabilitation/replacement of the structures have been adjusted to reflect this slower deterioration rate.

For the purposes of this report, culverts and bridges less than 4.5 m in span are assumed not to have a rehabilitation cycle. These structures will be monitored and planned for replacement when their BCI drops below a lower limit of 40. However, even though our recommendation is to replace a structure, the costs to repair identified defects are included on the OSIM forms should the Township wish to repair these structures.

For structures with spans greater than 4.5 m, it has been assumed that a structure will be rehabilitated once during its lifetime. The rehabilitations are scheduled when the structures reach a target BCI of 60. However, for certain larger, more significant bridges, rehabilitation options may still be viable for BCI's lower than 60, but these will be considered on a site-by-site basis.

The estimated time until replacement or rehabilitation is required has been provided and the costs for all works required in the next ten years are identified.

5.0 Prioritization and Recommended Work

As an initial measure for prioritizing any required work, the structures have been ranked using their BCI values. A summary of the structures, in ascending order of BCI, along with their associated preliminary construction costs has been included in Appendix B. Two separate summary tables have been created to identify replacement and rehabilitation priority structures.

It should be noted that although the BCI is a good measure of the overall condition of the bridge, and therefore relative construction need, other factors are often considered when programming and prioritizing bridge work. Other factors that may be considered include:

- Traffic volume and number of trucks that regularly use the road.
- Load capacity restrictions at the site.
- Geometric restrictions (alignment or width).
- Pedestrian or cycling requirements.
- History of accidents or traffic conflicts.
- History of flooding or ice problems.
- Area growth and development.
- In conjunction with already planned road improvements.

The prioritized capital works plan and associated construction costs can be used for estimating future capital budgets. The budgets and rehabilitation work plans have been provided for the Township's highest priority structures. The structures provided below have been identified as requiring rehabilitation work or replacement in the next five years. The structures have been identified for rehabilitation or replacement based on their condition during the latest completed inspection.

Table 4: Top Priority Structures Based on Condition Rating (BCI) Within 5 Years

Structure Name	Road Name	Recommended Work	Estimated Cost
**Culvert A	Mulmur-Melancthon Townline	Replace	\$679,000.00
*Bridge 8	River Road	Rehabilitate	\$946,500.00
Culvert K	Mulmur-Tosorontio Townline	Replace	\$852,000.00
**Bridge 26	2 nd Line WHS (south bridge)	Replace	\$727,000.00
Culvert M	Culvert M 1st Line EHS		\$789,000.00
**Culvert Y	**Culvert Y Centre Road		\$664,000.00
**Bridge 28 Mono-Mulmur Townline		Replace	\$664,000.00
Bridge 22 7 th Line EHS		Rehabilitate	\$492,500.00
Culvert N	Culvert N 1st Line EHS		\$789,000.00
Bridge 16 4 th Line EHS		Rehabilitate	\$670,500.00

Bridge 10	1 st Line EHS	Replace	\$1,102,000.00
Culvert W	5 th Line EHS	Repair	\$20,000.00
Culvert P	1 st Line EHS	Replace	\$789,000.00
		Total	\$9,184,500.00

^{*}Structure replacement in design phase and scheduled for construction in 2025 pending budget approval.

Burnside recognizes that it is likely not feasible to complete all of the Capital Works requirements noted in the above table within the recommended timeframes. The Township of Mulmur may investigate deferring some of the rehabilitation work and plan for replacement based on the structure type and location. On low volume roads with less than 200 vehicles per day, the Township could explore alternative replacement options, such as single lane prefabricated structure options noted above, removing the structure, and closing the road, or replacing the structures under their own forces.

^{**}Low traffic volume structure. Replacement costs are based on a single lane prefabricated structures with the exception of Culvert Y which is assumed to be replaced with CSP culverts.

6.0 Ten Year Capital Plan

The structures in the 10-year Capital Plan shown below in Table 5, have been ordered for rehabilitation of replacement based on their condition during the latest completed inspection, but also take into account additional factors through recent discussions with Township staff, such as low traffic volume roads, schedule reconstruction projects, close proximity of priority structures, etc. and the Township's estimated \$500,000 +/- annual capital works budget for bridges and culverts.

Costing breakdown for planning and engineering design has been provided for the 10-year capital plan provided below. It should be noted that the priorities listed beyond the 5-year mark may change and will need to be re-assessed during each OSIM inspection cycle.

Where possible, Burnside recommends tendering two Capital Works projects under one contract to allow the Township to save on mobilization/demobilization costs and take advantage of the economy of scale. The Capital Plan will be subject to review and may potentially change following future Bridge Inspections and confirmation of Township budgets.

The Township has requested that a number of the low volume structures be omitted from the Capital Works plan, however a few of the top priority low volume structures have been included in the plan. The long-term planning of these structures should be reviewed to compare options for replacement, major and minor rehabilitations, structure removal/road closure and do nothing.

Table 5: 10-Year Capital Plan

Year	Structure Name	Road Name	Recommended Work	Estimated Cost	Total Annual Budget	
2025	Bridge 8	River Road	Reconstruction	\$886,500	\$996,500	
			Engineering Construction	\$60,000		
	Bridge 28	Mono-Mulmur Townline	Engineering Design	\$50,000		
	*Bridge 10	- 1 st Line EHS	Replacement	\$946,000		
	Bridge 10		Engineering Construction	\$39,000		
	*Culvert M		Replacement	\$671,000		
	Culvert IVI		Engineering Construction	\$26,000	\$3,227,000	
2026	*Culvert N		Replacement	\$671,000	φ5,227,000	
	Culvert IV		Engineering Construction	\$26,000		
	*Culvert P		Replacement	\$671,000		
	Culvert		Engineering Construction	\$26,000		
	Bridge 16	4 th Line EHS	Engineering Design	\$151,000		
2027	Bridge 28	dge 28 Mono-Mulmur Townline	Replacement	\$561,000	\$581,000	
2027			Engineering Construction	\$21,000		
	Culvert A	Mulmur-Melancthon Townline	Engineering Design	\$47,000	¢1 506 000	
	Culvert K	Mulmur-Tosorontio Townline	Engineering Design	\$62,000	\$1,596,000	
2028	Bridge 16	e 16 4 th Line EHS	Replacement	\$1,426,000		
			Engineering Construction	\$61,000		
	Culvert A	Culvert A Mulmur-Melancthon Townline	Replacement	\$561,000	\$1,337,000	
2029			Engineering Construction	\$21,000		
	Culvert K	Culvert K Mulmur-Tosorontio Townline	Replacement	\$726,000	φ1,337,000	
	Cuivertit		Engineering Construction	\$29,000		

2030	Bridge 22	7 th Line EHS	Engineering Design	\$36,500	\$36,500	
	D : 1 00	7th L: FLIO	Rehabilitation	\$425,000		
2031	Bridge 22	7 th Line EHS	Engineering Construction	\$31,000	\$533,000	
	Culvert X	5 th Line EHS	Engineering Design	\$77,000		
	0 1 1 1 1	Eth I : ELIO	Replacement	\$506,000		
2032	Culvert X	5 th Line EHS	Engineering Construction	\$20,000	\$554,500	
	Bridge 13	20 th Sideroad	Engineering Design	\$28,500		
	D.: 10	ooth Oi I	Rehabilitation	\$338,000	Ф000 000	
2033	Bridge 13	13 20 th Sideroad	Engineering Construction	\$25,000	\$363,000	
2034	Bridge 5	River Road	Engineering Design	\$34,500	\$34,500	
_	Total				\$9,259,000	

^{*}Structure replacement in design phase and scheduled for construction in 2026 is pending budget approval, costs for Bridge 10, Culvert M, N and P have been lumped together assuming the construction will be completed under one tender.

Note: Township to review other 'low volume' structure priorities and adjust the 10-year capital plan as required.

7.0 Summary

The 2024 OSIM inspections were carried out by Burnside on behalf of the Township of Mulmur to identify the current condition of all the structures within the Township's inventory. The Summary Reports provided in Appendix A summarize the maintenance needs, additional investigations and capital works requirements for each structure. The capital works for each structure has been given a priority of six to ten years, one to five years, within one year and urgent, based on the current BCI.

We trust the summary report provides all the information that you require at this time. If you have any questions or comments, please do not hesitate to contact us.



Appendix A

Summary Reports



1.1 Bridge 2

Structure Name: Bridge 2 2024 BCI =67.06

Road Name: 2nd Line WHS
Location: North of Highway 89

Structure Type: Cast-In-Place Concrete T-Beam

Number of Spans:1Span Lengths:6.15 mOverall Structure Width:7.45 mRoadway Width:4 mYear of Construction:1965Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	7.1	17.1

	Recommendation:	Major Rehabilitation is recommended within 7 years.
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Justification:

Structure 2 is generally in good to fair condition but is demonstrating signs of concrete deterioration specifically on the northwest wingwall. Based on the current BCI, a rehabilitation should be considered as the BCI approaches 60. However, given the low traffic volume at this site, the recommended rehabilitation work may not be considered a priority for the Township, and you may wish to forgo the rehabilitation and replace the structure in approximately 17 years. Please note that the replacement cost provided assumes a single lane prefabricated bridge. If the structure is widened during rehabilitation or replacement, installation of a barrier and approach guide rail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Clean Deck top, Flush deck drains,	\$1,000.00
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
Other	Fill potholes on approaches	\$500.00
	Maintenance Needs Total	\$2,500.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to deck top	6 to 10 years	\$8,000.00
Type B concrete repairs to Girders, soffit,	6 to 10 years	\$8,000.00
Type C concrete repairs to abutment walls, wingwalls, wall,	6 to 10 years	\$30,000.00
Widen deck platform (Cantilever)	6 to 10 years	\$40,000.00
Replace deck drains	6 to 10 years	\$5,000.00
Waterproof and pave	6 to 10 years	\$20,000.00
General Items - Insurance, Mobilization, Access etc.	6 to 10 years	\$125,000.00
Rehabilitation Cost Subtotal		\$236,000.00

Estimate Value of Replacement Structure \$500,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$15,000.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$15,000.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		\$251,000.00	\$515,000.00
Roadside Protection:		\$95,000.00	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		\$35,000.00	\$61,000.00
Environmental Assessment:		\$2,500.00	\$15,000.00
Engineering Design:		\$30,000.00	\$57,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		\$28,000.00	\$26,000.00
To	otal Capital Work Cost	\$441,500.00	\$789,000.00



1.2 Bridge 3

Structure Name: Bridge 3 2024 BCI =71.71

Road Name: 5th Sideroad

<u>Location</u>: West of Mulmur-Melancthon Townline <u>Structure Type</u>: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:6.19 mOverall Structure Width:10.26 mRoadway Width:6.5 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	11.7	21.7

No Capital Works estimated to be required within 10 years. Future
structure rehabilitation should be considered.

Justification:

Structure 3 is generally in good condition with only minor maintenance work and roadside safety upgrades recommended at this time. Consideration should be given to replacing the steel beam guide rail system, and end treatments, on the north side of the bridge, to help protect oncoming traffic.

Bridge 3 (Continued)				2024 BCI = 71.71
Maintenance Need	Estimated Cost			
Bridge Cleaning	Element and Comments Remove overgrown vegetation			\$1,000.00
Dridge Oleaning		anc	e Needs Total	\$1,000.00
	Walltell	anc	e Needs Total	\$1,000.00
Additional Investigation	ns			Estimated Cost
				\$0.00
Current Roadside Prote				Estimated Cost
Replace guide rail and e	nd treatments (north)			\$20,000.00
Rehabilitation/Repair Required Priority			Estimated Cost	
Waterproof and pave		N/A		\$25,000.00
General Items - Insurance, Mobilization, Access etc.		N/A		\$25,000.00
Rehabilitation Cost Subtotal		\$50,000.00		
Estimate Value of Replacement Structure			\$600,000.00	
Associated Work		Re	habilitation	Replacement
Approaches -			\$0.00	\$0.00
Detours -			\$0.00	\$0.00
Traffic Control -			\$15,000.00	\$15,000.00
Utilities -	es - \$0.00		\$0.00	
Right of Way -			\$0.00	\$0.00
Environmental -			\$0.00	\$0.00
Other -			\$0.00	\$0.00
	Total Associated Work Cost		\$15,000.00	\$15,000.00

Total Capital Works Costs			
Cost	Rehabilitation	Replacement	
Rehab / Replacement Works:	\$65,000.00	\$615,000.00	
Roadside Protection:	\$20,000.00	\$95,000.00	
Staging Costs:	N/A	N/A	
Construction Contingencies:	\$9,000.00	\$71,000.00	
Environmental Assessment:	\$2,500.00	\$15,000.00	
Engineering Design:	\$20,000.00	\$67,000.00	
Geotechnical Investigation:	N/A	\$20,000.00	
Contract Administration:	\$20,000.00	\$31,000.00	
Total Capital Work	Cost \$136,500.00	\$914,000.00	



1.3 **Bridge 4**

Structure Name: Bridge 4 2024 BCI =72.77

Road Name: River Road

<u>Location</u>: 2.0 km west of 1st Line/Prince of Wales Road

<u>Structure Type</u>: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:6.4 mOverall Structure Width:7.32 mRoadway Width:6.7 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	12.8	22.8

Recommendation:	No Capital Works estimated to be required within 10 years. Future
	structure rehabilitation should be considered.

Justification:

Structure 4 is generally in good condition, with general concrete deficiencies in the exterior soffit noted. If the structure is widened during rehabilitation or replacement, installation of a barrier and approach guiderail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
		\$0.00
		\$0.00
	Maintenance Needs Total	\$0.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
Widen deck platform	N/A	\$50,000.00
Waterproof and pave	N/A	\$25,000.00
Add slope stabilization	N/A	\$8,000.00
General Items - Insurance, Mobilization, Access etc.	N/A	\$125,000.00
Rehabilitat	ion Cost Subtota	\$208,000.00

Estimate Value of Replacement Structure \$600,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$15,000.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$15,000.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		\$223,000.00	\$615,000.00
Roadside Protection:		\$95,000.00	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		\$32,000.00	\$71,000.00
Environmental Assessment:		\$2,500.00	\$15,000.00
Engineering Design:		\$28,000.00	\$67,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		\$26,000.00	\$31,000.00
Tot	al Capital Work Cost	\$406.500.00	\$914.000.00



1.4 **Bridge 5**

Structure Name: Bridge 5 2024 BCI =66.36

Road Name: River Road

<u>Location</u>: 1.7 km west of 1st Line/Prince of Wales Road

Structure Type: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:10.67 mOverall Structure Width:9.8 mRoadway Width:6.5 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	6.4	16.4

Recommendation: Major Rehabilitation is recommended within 6 years.

Justification:

Structure 5 is generally in good to fair condition but is demonstrating signs of concrete deterioration and moisture penetration. Based on the current BCI, a rehabilitation should be considered within approximately 6 years. The Township may consider a side mounted barrier or widening the structure slightly to increase the driving platform width. Consideration should also be given to installing a steel beam guide rail system, end treatments and structure connections to help protect oncoming traffic.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Remove overgrown vegetation	\$1,000.00
Erosion Control	Repairs required to SE Embankment	\$1,000.00
Rout and Seal	Rout and seal cracks in wearing surface	\$1,000.00
Hazard Signs	Replace hazard warning signs at structure	\$1,000.00
	Maintenance Needs Total	\$4,000.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Install Guide Rail, end treatments and structure connections	\$95,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type B concrete repairs to soffit,	6 to 10 years	\$15,000.00
Type C concrete repairs to abutment walls, wingwalls,	6 to 10 years	\$6,000.00
Replace Barrier system	6 to 10 years	\$60,000.00
Replace deck drains	6 to 10 years	\$8,000.00
Waterproof and pave	6 to 10 years	\$30,000.00
Add slope stabilization	6 to 10 years	\$8,000.00
General Items - Insurance, Mobilization, Access etc.	6 to 10 years	\$125,000.00
Rehabilitation Cost Subtotal		\$252,000.00

Estimate Value of Replacement Structure \$900,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$15,000.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$15,000.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		\$267,000.00	\$915,000.00
Roadside Protection:		\$95,000.00	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		\$37,000.00	\$101,000.00
Environmental Assessment:		\$2,500.00	\$15,000.00
Engineering Design:		\$32,000.00	\$97,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		\$29,000.00	\$46,000.00
-	Total Capital Work Cost	\$462,500.00	\$1,289,000.00



1.5 Bridge 7

Structure Name: Bridge 7 2024 BCI =71.42

Road Name: River Road

Location: North of 1st Line/Prince of Wales Road

Structure Type: Cast-In-Place Concrete T-Beam

Number of Spans:1Span Lengths:11 mOverall Structure Width:9.57 mRoadway Width:6.5 mYear of Construction:1935Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	28.8

Recommendation:	No Capital Works is estimated to be required within the next 10
	years.

Justification:

Structure 7 is a cast-in-place concrete t-beam, that had a major rehabilitation completed in 2020 and is in good condition.

Maintenance Need	Element and Comments	Estimated Cost
		\$0.00
		\$0.00
	Maintenance Needs Total	\$0.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitation	n Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$900,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$0.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$0.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Rehab / Replacement Works:	N/A	\$900,000.00
Roadside Protection:	N/A	\$95,000.00
Staging Costs:	N/A	N/A
Construction Contingencies:	N/A	\$100,000.00
Environmental Assessment:	N/A	\$15,000.00
Engineering Design:	N/A	\$95,000.00
Geotechnical Investigation:	N/A	\$20,000.00
Contract Administration:	N/A	\$45,000.00
Total Capital Work Cost	N/A	\$1,270,000,00



1.6 Bridge 8

Structure Name: Bridge 8 2024 BCI =40.2

Road Name: River Road

<u>Location</u>: North of the 15th Sideroad <u>Structure Type</u>: Steel I-Girder (Concrete Deck)

Number of Spans:1Span Lengths:9.1 mOverall Structure Width:9.92 mRoadway Width:6.5 mYear of Construction:1945Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	0.0	0.0

Recommendation:	Major Rehabilitation is recommended as soon as possible.
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Justification:

Structure 8, which was rehabilitated in 2013, is generally in poor condition. Two new exterior girders were installed in 2013 to replace the severely corroded exterior girders and therefore the severely corroded exterior girders do not contribute to the BCI. However, the load capacity of the structure appears to be reduced due to the amount of section loss/perforations noted on all interior girders as well as lack of bearing area. Specifically, the center girder and 2nd from west girder appear to have severely deformed/buckled due to possible lateral torsional buckling although modifications to the deck end/abutment appear to have stiffened the deck end and no further rotation has been observed. Until the structure can be rehabilitated, it is recommended that the Township consider placing a load limit on the bridge. The Township should also consider establishing a monitoring program to ensure the bridge remains stable and the deformations/corrosion does not accelerate until the structure can be rehabilitated.

Maintenance Need	Element and Comments	Estimated Cost
		\$0.00
		\$0.00
	Maintenance Needs Total	\$0.00

Additional Investigations	Estimated Cost
Monitoring of Deformations, Settlements and Movements;	\$0.00

Current Roadside Protection Needs	Estimated Cost
Install Guide Rail, end treatments and structure connections	\$95,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Replace superstructure	Within 1 year	\$350,000.00
Repair substructure	Within 1 year	\$100,000.00
Waterproof and pave	Within 1 year	\$35,000.00
Add slope stabilization	Within 1 year	\$20,000.00
General Items - Insurance, Mobilization, Access etc.	Within 1 year	\$125,000.00
Rehabilitation Cost Subtotal		\$630,000.00

Estimate Value of Replacement Structure \$1,000,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$15,000.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$15,000.00	\$15,000.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Rehab / Replacement Works:	\$645,000.00	\$1,015,000.00
Roadside Protection:	\$95,000.00	\$95,000.00
Staging Costs:	N/A	N/A
Construction Contingencies:	\$74,000.00	\$106,000.00
Environmental Assessment:	\$2,500.00	\$15,000.00
Engineering Design:	\$70,000.00	\$106,000.00
Geotechnical Investigation:	N/A	\$20,000.00
Contract Administration:	\$60,000.00	\$51,000.00
Total Capital Work Cost	\$946,500,00	\$1,408,000,00



1.7 Bridge 9

Structure Name: Bridge 9 2024 BCI =72.11

Road Name: River Road

<u>Location</u>: North of the 15th Sideroad

<u>Structure Type</u>: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:9.2 mOverall Structure Width:9.51 mRoadway Width:7 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	29.2

Recommendation:	No Capital Works is estimated to be required within the next 10
	years.

Justification:

Structure 9 is a cast-in-place concrete rigid frame, that was rehabilitated in 2020 and is in good condition.

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Rehab / Replacement Works:	N/A	\$915,000.00
Roadside Protection:	N/A	\$95,000.00
Staging Costs:	N/A	N/A
Construction Contingencies:	N/A	\$101,000.00
Environmental Assessment:	N/A	\$15,000.00
Engineering Design:	N/A	\$97,000.00
Geotechnical Investigation:	N/A	\$20,000.00
Contract Administration:	N/A	\$46,000.00
Total Capital Work Cost	N/A	\$1,289,000.00



1.8 Bridge 10

Structure Name: Bridge 10 2024 BCI =59.75

Road Name: 1st Line EHS

<u>Location</u>: North of Highway 89 (First bridge in from the south in a set of four

bridges)

Structure Type: Cast-In-Place Concrete T-Beam

Number of Spans:1Span Lengths:7.62 mOverall Structure Width:7.32 mRoadway Width:6 mYear of Construction:1940Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	0.0	0.0

Recommendation: Structure replacement is recommended as soon as possible.

Justification:

Structure 10 is generally in fair condition and is demonstrating signs of moderate to severe concrete deterioration, and moisture penetration through the deck top. Replacement of the structure is recommended as soon as possible, given the condition of the key structural elements, narrow sub-standard driving platform width, and potential shear cracks in the beams. It is recommended that the diagonal cracking (potential shear) cracks be monitored during future biennial inspections until the structure can be replaced. The Township has planned to replace this structure as soon as budget permits.

Maintenance Need	Element and Comments	Estimated Cost
		\$0.00
		\$0.00
	Maintenance Needs Total	\$0.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitation	n Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$750,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Rehab / Replacement Works:	N/A	\$765,000.00
Roadside Protection:	N/A	\$95,000.00
Staging Costs:	N/A	N/A
Construction Contingencies:	N/A	\$86,000.00
Environmental Assessment:	N/A	\$15,000.00
Engineering Design:	N/A	\$82,000.00
Geotechnical Investigation:	N/A	\$20,000.00
Contract Administration:	N/A	\$39,000.00
Total Capital Work Cost	N/A	\$1,102,000,00



1.9 Bridge 11

Structure Name: Bridge 11 2024 BCI =69.26

Road Name: 1st Line EHS

Location: North of River Road

<u>Structure Type</u>: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:6.1 mOverall Structure Width:8.63 mRoadway Width:5.5 mYear of Construction:1960Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	9.3	19.3

Recommendation: Major Rehabilitation is recommended within 9 years.

Justification:

Structure 11 is generally in good to fair condition but is demonstrating signs of moisture penetration. If the structure is widened during rehabilitation or replacement, installation of a barrier and approach guide rail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Remove overgrown vegetation within close	\$1,000.00
	proximity to the structure	
	Maintenance Needs Total	\$1,000.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to deck top,	6 to 10 years	\$20,000.00
Type B concrete repairs to soffit,	6 to 10 years	\$5,000.00
Type C concrete repairs to wingwalls,	6 to 10 years	\$5,000.00
Widen deck platform (cantilever)	6 to 10 years	\$60,000.00
Replace barriers	6 to 10 years	\$50,000.00
Add slope stabilization	6 to 10 years	\$8,000.00
Waterproof and pave	6 to 10 years	\$30,000.00
General Items - Insurance, Mobilization, Access etc.	6 to 10 years	\$125,000.00
Rehabilitation Cost Subtotal		\$303,000.00

Estimate Value of Replacement Structure \$750,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$15,000.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$15,000.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		\$318,000.00	\$765,000.00
Roadside Protection:		\$95,000.00	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		\$42,000.00	\$86,000.00
Environmental Assessment:		\$2,500.00	\$15,000.00
Engineering Design:		\$37,000.00	\$82,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		\$34,000.00	\$39,000.00
	Total Capital Work Cost	\$528,500.00	\$1,102,000.00



1.10 Bridge 12

Structure Name: Bridge 12 2024 BCI =100

Road Name: Centre Road

<u>Location</u>: South of River Road

Structure Type: Modular

Number of Spans:1Span Lengths:9.9 mOverall Structure Width:6.48 mRoadway Width:6.3 mYear of Construction:2024Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	35.0	45.0

Recommendation: No Capital Works estimated to be required within 10 years. Future structure rehabilitation should be considered.

Justification:

Structure No. 12 was replaced in 2024 and is in excellent condition.

Maintenance Need	Element and Comments	Estimated Cost
		\$0.00
		\$0.00
	Maintenance Needs Total	\$0.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitation	n Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$700,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Rehab / Replacement Works:	N/A	\$715,000.00
Roadside Protection:	N/A	\$95,000.00
Staging Costs:	N/A	N/A
Construction Contingencies:	N/A	\$81,000.00
Environmental Assessment:	N/A	\$15,000.00
Engineering Design:	N/A	\$77,000.00
Geotechnical Investigation:	N/A	\$20,000.00
Contract Administration:	N/A	\$36,000.00
Total Capital Work Cost	N/A	\$1,039,000.00



1.11 Bridge 13

Structure Name: Bridge 13 2024 BCI =67.73

Road Name: 20th Sideroad

Location: West of the 2nd Line East

<u>Structure Type</u>: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:6.68 mOverall Structure Width:9.8 mRoadway Width:8 mYear of Construction:1960Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	7.7	17.7

Recommendation: Minor Rehabilitation is recommended within 8 years.

Justification:

Structure 13 is generally in good to fair condition but is demonstrating signs of moisture penetration. Consideration should be given into rehabilitating this structure within approximately 8 years.

Current Roadside Protection Needs	Estimated Cost
Install Guide Rail, end treatments and structure connections	\$95,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to end post, posts, deck top, curbs,	6 to 10 years	\$7,000.00
Type B concrete repairs to soffit,	6 to 10 years	\$10,000.00
Type C concrete repairs to abutment walls, wingwalls,	6 to 10 years	\$12,000.00
Waterproof and pave	6 to 10 years	\$30,000.00
Replace deck drains	6 to 10 years	\$5,000.00
Add slope protection	6 to 10 years	\$8,000.00
General Items - Insurance, Mobilization, Access etc.	6 to 10 years	\$125,000.00
Rehabilitation Cost Subtotal		\$197,000.00

Estimate Value of Replacement Structure \$600,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$15,000.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$15,000.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		\$212,000.00	\$615,000.00
Roadside Protection:		\$95,000.00	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		\$31,000.00	\$71,000.00
Environmental Assessment:		\$2,500.00	\$15,000.00
Engineering Design:		\$26,000.00	\$67,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		\$25,000.00	\$31,000.00
-	Total Capital Work Cost	\$391,500.00	\$914,000.00



1.12 Bridge 14

Structure Name: Bridge 14 2024 BCI =70.65

Road Name: 2nd Line EHS
Location: South of Terra Nova

Structure Type: Cast-In-Place Concrete T-Beam

Number of Spans:1Span Lengths:11.56 mOverall Structure Width:8.6 mRoadway Width:7 mYear of Construction:1950Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	10.0	20.7

Recommendation: Minor Rehabilitation is recommended within 10 years.

Justification:

Structure 14 is generally in good condition but is demonstrating signs of severe deterioration of the concrete barriers. Concrete repairs, waterproofing and paving, and barrier replacement should be included in the rehabilitation project within approximately 10 years. Consideration should also be given to installing a steel beam guide rail system, end treatments and structure connections to help protect oncoming traffic.

Maintenance Need	Element and Comments	Estimated Cost
Rout and Seal	Repairs required to Approach Wearing Surface,	\$500.00
	Maintenance Needs Total	\$500.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Install Guide Rail, end treatments and structure connections	\$95,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type B concrete repairs to Girders, soffit,	6 to 10 years	\$6,000.00
Type C concrete repairs to abutment walls, wingwalls,	6 to 10 years	\$7,500.00
Replace barriers and curbs	6 to 10 years	\$70,000.00
Waterproof and pave	6 to 10 years	\$30,000.00
General Items - Insurance, Mobilization, Access etc.	6 to 10 years	\$125,000.00
Rehabilitation Cost Subtotal		\$238,500.00

Estimate Value of Replacement Structure \$1,100,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$15,000.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$15,000.00	\$15,000.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Rehab / Replacement Works:	\$253,500.00	\$1,115,000.00
Roadside Protection:	\$95,000.00	\$95,000.00
Staging Costs:	N/A	N/A
Construction Contingencies:	\$35,000.00	\$111,000.00
Environmental Assessment:	\$2,500.00	\$15,000.00
Engineering Design:	\$31,000.00	\$111,000.00
Geotechnical Investigation:	N/A	\$20,000.00
Contract Administration:	\$28,000.00	\$56,000.00
Total Capital Work Cost	\$445,000,00	\$1,523,000,00



1.13 Bridge 15

Structure Name: Bridge 15 2024 BCI =70.67

Road Name: 3rd Line EHS

<u>Location</u>: South of the 20th sideroad <u>Structure Type</u>: Steel I-Girder (Timber Deck)

Number of Spans:1Span Lengths:22.72 mOverall Structure Width:4.29 mRoadway Width:3.7 mYear of Construction:UnknownCurrent Load Limit:15



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	8.2	19.1

Recommendation: Major Rehabilitation is recommended within 8 years.

Justification:

Structure 15, which was rehabilitated in 2007, is generally in good condition; however, it is recommended that the potential movement in the timber abutments should be monitored closely during future biennial inspections. Based on the current BCI, and the size of the structure, an additional rehabilitation should be considered as the BCI approaches 60 within approximately 8 years. However, given the narrow, sub-standard driving platform width, and given that the structure is located on a low traffic volume road, consideration may be given to forgoing the rehabilitation and scheduling the replacement of the structure within 19 years. If the structure is widened during rehabilitation or replacement, installation of a barrier and approach guide rail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Clean A. Bearings,	\$1,000.00
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
	Maintenance Needs Total	\$2,000.00

Additional Investigations	Estimated Cost
Monitoring of Deformations, Settlements and Movements;	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
Painting required to Structural Steel (Full length),	6 to 10 years	\$125,000.00
Steel repairs to girders - middle,	6 to 10 years	\$20,000.00
Replace timber deck	6 to 10 years	\$65,000.00
Install barrier system	6 to 10 years	\$40,000.00
Add slope stabilization	6 to 10 years	\$8,000.00
General Items - Insurance, Mobilization, Access etc.	6 to 10 years	\$125,000.00
Rehabilitation Cost Subtotal		\$383,000.00

Estimate Value of Replacement Structure \$1,200,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$15,000.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$15,000.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		\$398,000.00	\$1,215,000.00
Roadside Protection:		\$95,000.00	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		\$50,000.00	\$116,000.00
Environmental Assessment:		\$2,500.00	\$15,000.00
Engineering Design:		\$45,000.00	\$116,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		\$40,000.00	\$61,000.00
То	tal Capital Work Cost	\$630,500.00	\$1,638,000.00



1.14 Bridge 16

Structure Name: Bridge 16 2024 BCI =55.55

Road Name: 4th Line EHS

<u>Location</u>: South of the 10th Sideroad <u>Structure Type</u>: Cast-In-Place Concrete T-Beam

Number of Spans:1Span Lengths:12 mOverall Structure Width:6.4 mRoadway Width:5 mYear of Construction:1930Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	0.0	3.0

Recommendation:	Forgo rehabilitation and replace structure within 3 years.
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Justification:

Structure 16 is generally in fair to poor condition and is demonstrating signs of severe deterioration and moisture penetration. The replacement timelines have been accelerated due to the condition of the superstructure elements, such as the girders and deck top.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Flush deck drains	\$500.00
Erosion Control	Repair erosion on NE embankment	\$1,000.00
	Maintenance Needs Total	\$1,500.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
Prefabricated superstructure	N/A	\$200,000.00
Substructure repairs	N/A	\$60,000.00
Waterproof and pave	N/A	\$30,000.00
General Items - Insurance, Mobilization, Access etc.	N/A	\$125,000.00
Rehabilitation Cost Subtotal		I \$415,000.00

Estimate Value of Replacement Structure \$1,200,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$15,000.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$15,000.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		\$430,000.00	\$1,215,000.00
Roadside Protection:		\$95,000.00	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		\$53,000.00	\$116,000.00
Environmental Assessment:		\$2,500.00	\$15,000.00
Engineering Design:		\$48,000.00	\$116,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		\$42,000.00	\$61,000.00
	Total Capital Work Cost	\$670,500,00	\$1,638,000,00



1.15 Bridge 17

Structure Name: Bridge 17 2024 BCI =91.11

Road Name: 4th Line EHS

Location: South of 20th Sideroad

Structure Type: Steel I-Girder (Concrete Deck)

Number of Spans: 2 Span Lengths: Total = 20.4 m, (1) = 10 m,

pier = 0.4 m, (2) = 10 m

<u>Overall Structure Width</u>: 5.2 m <u>Roadway Width</u>: 4.2 m <u>Year of Construction</u>: 2009 <u>Current Load Limit</u>: N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	28.6	38.6

Recommendation:	No Capital Works estimated to be required within 10 years. Future
	structure rehabilitation should be considered.

Justification:

Structure 17 is generally in excellent condition. It is recommended that the Township investigate the need for a longer steel beam guide rail system as well as replacement of the existing end treatments with a current code conforming system.

Maintenance Need	Element and Comments	Estimated Cost
Handrail Maintenance	Replace damage portion of handrail	\$2,500.00
Erosion Control	Install scour protection at pier	\$6,000.00
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
	Maintenance Needs Total	\$9,500.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Investigate Need for Replacing with Longer Guide Rail	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitation	Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$1,600,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$1,615,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$136,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$136,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$81,000.00
-	Total Capital Work Cost	N/A	\$2,098,000.00



1.16 Bridge 18

Structure Name: Bridge 18 2024 BCI =92.68

Road Name: 5th Line EHS

<u>Location</u>: South of 9th Sideroad (First North bridge in a set)

Structure Type: Steel I-Girder (Concrete Deck)

Number of Spans:1Span Lengths:13.5 mOverall Structure Width:5.2 mRoadway Width:4.2 mYear of Construction:2009Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	30.2	40.2

Recommendation:	No Capital Works estimated to be required within 10 years. Future
	structure rehabilitation should be considered.

Justification:

Structure 18 is generally in excellent condition; however, annual flooding washes out the roadway between Bridge 18 and Culvert L due to what appears to be the altered natural flow of the watercourse. A larger portion of the flow appears to travel through Culvert L. The Township may consider reviewing/investigating the natural channel flow and removing any downstream obstructions in consultation with the NVCA. Maintenance work should be completed to help extend the lifespan of the structure and improve public safety.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Sweep bridge deck	\$500.00
Handrail Maintenance	Replace missing bolts	\$500.00
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
	Maintenance Needs Total	\$2,000.00

Additional Investigations	Estimated Cost
Other: Hydraulic/Channel Investigation;	\$12,500.00

Current Roadside Protection Needs	Estimated Cost
	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitation	Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$950,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$965,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$103,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$102,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$49,000.00
	Total Capital Work Cost	N/A	\$1,349,000.00



1.17 Bridge 19

Structure Name: Bridge 19 2024 BCI =90

Road Name: 5th Line EHS

<u>Location</u>: South of the 20th Sideroad <u>Structure Type</u>: Precast Concrete Box Girder

Number of Spans:1Span Lengths:22.85 mOverall Structure Width:9.1 mRoadway Width:6.5 mYear of Construction:2007Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	28.5	38.5

Recommendation:	No Capital Works estimated to be required within 10 years. Future
	structure rehabilitation should be considered.

Justification:

Structure 19 is generally in good to excellent condition; however, it was noted that the girders are unevenly loaded on the bearing pads which has caused cracking of the girder end. It is recommended that the bearing load distribution be monitored during future biennial inspections. It is also recommended to replace the damaged steel beam guide rail end treatment.

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
R	ehabilitation Cost Subtotal	\$0.00

Estimated Cost

\$10,000.00

Current Roadside Protection Needs

Repair Guide Rail

Estimate Value of Replacement Structure \$1,800,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$1,815,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$146,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$146,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$91,000.00
To	tal Capital Work Cost	N/A	\$2,328,000.00



1.18 Bridge 20

Structure Name: Bridge 20 2024 BCI =93.69

Road Name: 17th Sideroad

<u>Location</u>: 450 m West of Airport Road/County Road 10

Structure Type: Steel I-Girder (Timber Deck)

Number of Spans:1Span Lengths:15.2 mOverall Structure Width:8.5 mRoadway Width:8 mYear of Construction:2017Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	28.7	38.7

Recommendation:	No Capital Works estimated to be required within 10 years. Future
	structure rehabilitation should be considered.

Justification:

Structure 20 was replaced in 2017 and utilizes a fiberglass composite superstructure placed on the existing concrete substructure and the superstructure is generally in excellent to good condition. However, the gabion basket retaining wall appears to be rotating outwards and the deck ends appear to be settling and therefore it is recommended that the retaining wall and the deck ends be monitored during future biennial inspections to ensure there are no further movements.

Estimate Value of Replacement Structure	\$1,300,000.00
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Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$1,315,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$121,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$121,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$66,000.00
	Total Capital Work Cost	N/A	\$1,753,000.00



1.19 Bridge 21

Structure Name: Bridge 21 2024 BCI =99.95

Road Name: 7th Line EHS

Location: North of County Road 17

Structure Type: Modular

Number of Spans:1Span Lengths:14.95 mOverall Structure Width:6.48 mRoadway Width:8 mYear of Construction:2023Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	35.0	45.0

Recommendation: No Capital Works estimated to be required within 10 years. Future structure rehabilitation should be considered.

Justification:

Structure No. 21 was replaced in 2023 and is in excellent condition.

Maintenance Need	Element and Comments	Estimated Cost
		\$0.00
		\$0.00
	Maintenance Needs Total	\$0.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitation	n Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$700,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$715,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$81,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$77,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$36,000.00
	Total Capital Work Cost	N/A	\$1,039,000.00



1.20 Bridge 22

Structure Name: Bridge 22 2024 BCI =53.95

Road Name: 7th Line EHS

<u>Location</u>: North of County Road 21

Structure Type: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:7.92 mOverall Structure Width:6.5 mRoadway Width:5.6 mYear of Construction:1940Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	0.0	7.0

Recommendation: Major Rehabilitation is recommended as soon as possible.

Justification:

Structure 22 is generally in fair to poor condition and is demonstrating signs of moderate to severe deterioration, and moisture penetration. A study into the economical feasibility of repairing the structure versus replacing it may be completed to determine the best course of action. However, it should be noted that clearance limits may restrict the soffit repairs at the site. If the structure is widened during replacement, installation of a barrier and approach guide rail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
Hazard Signs	Raise hazard warning signs	\$500.00
Other	Remove silt build up in waterway	\$2,000.00
	Maintenance Needs Total	\$2,500.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to deck top,	Within 1 year	\$20,000.00
Type B concrete repairs to soffit,	Within 1 year	\$25,000.00
Type C concrete repairs to abutment walls, wingwalls,	Within 1 year	\$10,000.00
Replace deck drains	Within 1 year	\$8,000.00
Widen deck platform	Within 1 year	\$60,000.00
Waterproof and pave	Within 1 year	\$20,000.00
Add slope stabilization	Within 1 year	\$8,000.00
General Items - Insurance, Mobilization, Access, etc.	Within 1 year	\$125,000.00
Rehabilitation	Cost Subtotal	\$276,000.00

Estimate Value of Replacement Structure \$750,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$15,000.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$15,000.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		\$291,000.00	\$765,000.00
Roadside Protection:		\$95,000.00	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		\$39,000.00	\$86,000.00
Environmental Assessment:		\$2,500.00	\$15,000.00
Engineering Design:		\$34,000.00	\$82,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		\$31,000.00	\$39,000.00
Total Capita	l Work Cost	\$492,500.00	\$1,102,000.00



1.21 Bridge 25

Structure Name: Bridge 25 2024 BCI =70.80

Road Name: 2nd Line WHS (south bridge)

Location: South of River Road

Structure Type: Steel I-Girder (Timber Deck)

Number of Spans:1Span Lengths:4.95 mOverall Structure Width:4.31 mRoadway Width:3 mYear of Construction:UnknownCurrent Load Limit:15



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	10.8	20.8

Recommendation: No capital works estimated to be required within 10 years. Future structure rehabilitation should be considered.)
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Justification:

Structure 25 is generally in good to fair condition but is demonstrating signs of minor to moderate corrosion on the steel girders. Based on the size and low clearance, a typical rehabilitation is not recommended, and the Township should plan to replace the superstructure and repair the substructure in approximately 9 years or when the deterioration reaches a point where the girders should be replaced. It is recommended that the abutments be monitored for movement during future biennial inspections. If the structure is widened during rehabilitation or replacement, installation of a barrier and approach guide rail should be included in the scope of work. Deck boards under the wheel paths were replaced in 2024.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Clean Deck Top,	\$500.00
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
	Maintenance Needs Total	\$1,500.00

Additional Investigations	Estimated Cost
Monitoring of Deformations, Settlements and Movements;	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
Type C concrete repairs to abutment walls,	N/A	\$10,000.00
Replace superstructure	N/A	\$125,000.00
Add slope stabilization	N/A	\$8,000.00
General Items - Insurance, Mobilization, Access etc.	N/A	\$125,000.00
Rehabilitati	on Cost Subtotal	\$268,000.00

Estimate Value of Replacement Structure \$450,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$15,000.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$15,000.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		\$283,000.00	\$465,000.00
Roadside Protection:		\$0.00	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		\$29,000.00	\$56,000.00
Environmental Assessment:		\$2,500.00	\$15,000.00
Engineering Design:		\$29,000.00	\$52,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		\$23,000.00	\$24,000.00
	Total Capital Work Cost	\$366,500,00	\$727,000,00



1.22 Bridge 26

Structure Name: Bridge 26 2024 BCI =47.94

Road Name: 2nd Line WHS (north bridge)

Location: South of River Road

Structure Type: Steel I-Girder (Timber Deck)

Number of Spans:1Span Lengths:4.2 mOverall Structure Width:4.89 mRoadway Width:2.8 mYear of Construction:UnknownCurrent Load Limit:15



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	0.0

Recommendation: Structure replacement is recommended as soon as possible.

Justification:

Structure 26 is generally in fair to poor condition and is demonstrating signs of moderate to severe corrosion on the steel girders with perforations and section loss noted. The abutments and foundation (timber on rock) appear to be unstable and should be monitored for further movement/settlement during future biennial inspections. Based on the condition of the substructure, full structure replacement is recommended to be completed as soon as possible despite the overall condition of the structure. It should be noted that the replacement cost is for a single lane prefabricated bridge. If the structure is widened during replacement, installation of a barrier and approach guide rail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
Bridge Cleaning	Remove overgrown vegetation around structure	\$1,000.00
	Maintenance Needs Total	\$2,000.00

Additional Investigations	Estimated Cost
Monitoring of Deformations, Settlements and Movements;	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during replacement	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehal	bilitation Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$450,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Rehab / Replacement Works:	N/A	\$465,000.00
Roadside Protection:	N/A	\$95,000.00
Staging Costs:	N/A	N/A
Construction Contingencies:	N/A	\$56,000.00
Environmental Assessment:	N/A	\$15,000.00
Engineering Design:	N/A	\$52,000.00
Geotechnical Investigation:	N/A	\$20,000.00
Contract Administration:	N/A	\$24,000.00
Total Capital Work Cost	N/A	\$727,000,00



1.23 Bridge 27

Structure Name: Bridge 27 2024 BCI =71.76

Road Name: River Road

<u>Location</u>: East of Centre Road

Structure Type: Cast-In-Place Conc. Box Culvert

Number of Spans:1Span Lengths:3.8 mOverall Structure Width:19 mRoadway Width:7.23 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	16.8

Recommendation:	No Capital Works is estimated to be required within the next 10
	years.

Justification:

Structure 27 is generally in good condition but is demonstrating signs of concrete deterioration on the culvert barrel. Consideration should be given to investigating the need for steel beam guide rail system and end treatments.

Current Roadside Protection Needs	Estimated Cost
Investigate need for Guide Rail	\$1,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilita	ation Cost Subtota	\$0.00

Estimate Value of Replacement Structure \$450,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Rehab / Replacement Works:	N/A	\$465,000.00
Roadside Protection:	N/A	\$95,000.00
Staging Costs:	N/A	N/A
Construction Contingencies:	N/A	\$56,000.00
Environmental Assessment:	N/A	\$15,000.00
Engineering Design:	N/A	\$52,000.00
Geotechnical Investigation:	N/A	\$20,000.00
Contract Administration:	N/A	\$24,000.00
Total Capital Work Cost	N/A	\$727.000.00



1.24 Bridge 28

Structure Name: Bridge 28 2024 BCI =50.09

Road Name: Mono-Mulmur Townline Location: North of Highway 89

Structure Type: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:3.7 mOverall Structure Width:5.5 mRoadway Width:4.4 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	0.0

Recommendation: Structure replacement is recommended as soon as possible.

Justification:

Structure 28 is generally in fair to poor condition and is demonstrating signs of severe deterioration on the deck top, soffit, abutments and wingwalls. Based on the current condition of the Abutment Walls (BCI < 40), full structure replacement is recommended to be completed as soon as possible; however, if the structure cannot be replaced in the immediate future, we recommend the Township close this structure. If the structure is widened during a rehabilitation or replacement, installation of a barrier and approach guide rail should be included in the scope of work. It should be noted that the replacement cost provided is for a single lane prefabricated bridge.

Maintenance Need	Element and Comments	Estimated Cost
		\$0.00
		\$0.00
	Maintenance Needs Total	\$0.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitation	Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$400,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$415,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$51,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$47,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$21,000.00
	Total Capital Work Cost	N/A	\$664,000.00



1.25 Bridge 29

Structure Name: Bridge 29 2024 BCI =58.48

Road Name: 7th Line EHS

Location: North of Highway 89

Structure Type: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:3.1 mOverall Structure Width:7.8 mRoadway Width:5.05 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	9.2

Recommendation: Structure replacement is recommended within 9 years.

Justification:

Structure 29 is generally in fair to poor condition and is demonstrating signs of moderate to severe deterioration on the soffit, abutments, and wingwalls. Given the condition of the structure, as well as the low clearance to the soffit making interior repairs very difficult, a rehabilitation is not recommended and replacement of the structure is recommended once the BCI reaches 40, in approximately 9 years. If the structure is widened during rehabilitation or replacement, installation of a barrier and approach guide rail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
	Maintenance Needs Total	\$1,000.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Reha	bilitation Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$350,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$365,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$46,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$42,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$20,000.00
	Total Capital Work Cost	N/A	\$603,000,00



1.26 Bridge 30

Structure Name: Bridge 30 2024 BCI =71.52

Road Name: 7th Line EHS

Location: South of the 5th Sideroad

Structure Type: Cast-In-Place Conc. Box Culvert

Number of Spans:1Span Lengths:4.85 mOverall Structure Width:9.55 mRoadway Width:5.9 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	16.5

Recommendation:	No Capital Works estimated to be required within 10 years. Future
	structure rehabilitation should be considered.

Justification:

Structure 30 is generally in good condition with signs of minor concrete deterioration throughout. If the structure is widened during rehabilitation or replacement, installation of a barrier and approach guide rail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
Bridge Cleaning	Remove overgrown vegetation around wingwalls	\$1,000.00
	Maintenance Needs Total	\$2,000.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitat	tion Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$450,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$465,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$56,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$52,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$24,000.00
	Total Capital Work Cost	N/A	\$727,000.00



1.27 Bridge 34

Structure Name: Bridge 34 2024 BCI =70.23

Road Name: 5th Line EHS

Location: South of County Road 21

Structure Type: Cast-In-Place Conc. Box Culvert

Number of Spans:1Span Lengths:3 mOverall Structure Width:7 mRoadway Width:5.5 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	20.2

Recommendation:	No Capital Works is estimated to be required within the next 10
	years.

Justification:

Structure 34 is generally in good condition with signs of minor concrete deterioration on the abutments and soffit. It is recommended, that the Township remove the fence at the inlet causing a restricted flow due to large debris accumulating in the waterway.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Remove overgrown vegetation and large debris	\$1,000.00
	in waterway	
Erosion Control	Repair SE embankment washout and install rock	\$2,000.00
	protection	
	Maintenance Needs Total	\$3,000.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rel	habilitation Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$450,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$465,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$56,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$52,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$24,000.00
To	otal Capital Work Cost	N/A	\$727,000.00



1.28 Bridge 35

Structure Name: Bridge 35 2024 BCI =59.35

Road Name: 5th Line EHS

<u>Location</u>: North of 30th Sideroad

Structure Type: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:3.67 mOverall Structure Width:7.3 mRoadway Width:5.4 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	9.7

Recommendation: Structure replacement is recommended within 10 years.

Justification:

Structure 35 is generally in fair condition and is demonstrating signs of severe concrete deterioration, and moisture penetration throughout the culvert barrel. Movement/rotation of the abutment legs should be monitored during future biennial inspections to ensure the structures stability. If the structure is widened during rehabilitation or replacement, installation of guide rail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
Bridge Cleaning	Remove large debris in waterway	\$1,000.00
	Maintenance Needs Total	\$2,000.00

Additional Investigations	Estimated Cost
Monitoring of Deformations, Settlements and Movements;	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitat	tion Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$450,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$465,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$56,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$52,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$24,000.00
	Total Capital Work Cost	N/A	\$727,000.00



1.29 Culvert A

Structure Name: Culvert A 2024 BCI = 26.36

Road Name: Mulmur-Melancthon Townline

Location: South of River Road

<u>Structure Type</u>: Steel I-Girder (Timber Deck)

Number of Spans:1Span Lengths:7.87 mOverall Structure Width:4.9 mRoadway Width:3 mYear of Construction:1930Current Load Limit:15



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	0.0	0.0

Recommendation:	Structure replacement is recommended as soon as possible.
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Justification:

Culvert A appears to be in poor condition and is demonstrating signs of severe deterioration. The steel I-beams appear to be bearing on the native soil and the two external beams appear to be rotating outwards indicating potential lateral torsional buckling or loss of bearing material below girder. It is recommended the structure be closely monitored for structure stability until replacement is an option. Replacement is recommended as soon as possible however; it is acknowledged that Culvert A is located on a very low traffic volume section of the Mulmur-Melancthon Townline and therefore the Township may have higher priority structures and choose to continue monitoring the structure and the noted performance deficiencies. It should be noted that the replacement cost provided is for a single lane prefabricated bridge. If the structure is widened during replacement, installation of a barrier and approach guide rail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Clean Deck Top	\$500.00
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
	Maintenance Needs Total	\$1,500.00

Additional Investigations	Estimated Cost
Monitoring of Deformations, Settlements and Movements;	\$5,000.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
Stabilize existing girders	Urgent	\$15,000.00
	Rehabilitation Cost Subtotal	\$15,000.00

Estimate Value of Replacement Structure \$400,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		\$15,000.00	\$415,000.00
Roadside Protection:		\$0.00	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		\$2,000.00	\$51,000.00
Environmental Assessment:		\$2,500.00	\$15,000.00
Engineering Design:		\$20,000.00	\$47,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		\$20,000.00	\$21,000.00
	Total Capital Work Cost	\$59,500.00	\$664,000.00



1.30 Culvert C

Structure Name: Culvert C 2024 BCI =67.28

Road Name: 4th Line EHS

<u>Location</u>: North of the 10th Sideroad <u>Structure Type</u>: CSP Ellipse Culvert(s)

Number of Spans: 1 Span Lengths: West = 3.25 m, Centre =

2.4 m, East = 3.25 m

<u>Overall Structure Width</u>: 44 m <u>Roadway Width</u>: 7 m <u>Year of Construction</u>: 2008 <u>Current Load Limit</u>: N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	13.6

Recommendation:	No Capital Works is estimated to be required within the next 10
	years.

Justification:

Culvert C was rehabilitated in 2009 and is generally in good to fair condition, however cusping, and reverse curvature were noted throughout the culvert barrel. Culvert C has previously demonstrated signs of movement but appears to be stabilizing It should continue to be monitored during future biennial inspections to ensure the deficiencies do not progress. Consideration should also be given to repairing the steel beam guide rail system to help protect oncoming traffic.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Remove overgrown vegetation at inlet/outlet,	\$1,000.00
Erosion Control	Repair washouts and install rock protection	\$5,000.00
Hazard Signs	Replace hazard warning signs and install missing sign in NE	\$1,000.00
	Maintenance Needs Total	\$7,000.00

Additional Investigations	Estimated Cost
Monitoring of Deformations, Settlements and Movements;	\$0.00

Current Roadside Protection Needs	Estimated Cost
Repair Guide Rail	\$7,500.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilit	tation Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$1,000,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$1,015,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$106,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$106,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$51,000.00
	Total Capital Work Cost	N/A	\$1,408,000.00



1.31 Culvert D

Structure Name: Culvert D 2024 BCI =73.79

Road Name: 10th Sideroad

<u>Location</u>: 0.05 km West of 5th Sideroad <u>Structure Type</u>: Precast Concrete Rigid Frame

Number of Spans:1Span Lengths:6.2 mOverall Structure Width:12.3 mRoadway Width:8 mYear of Construction:1985Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	13.8	23.8

Recommendation:	No Capital Works estimated to be required within 10 years. Future
	structure rehabilitation should be considered.

Justification:

Culvert D is generally in good condition with only maintenance and roadside safety work recommended at this time. Consideration should be given to replacing the steel beam guide rail system, end treatments to help protect oncoming traffic.

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$715,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$81,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$77,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$36,000.00
	Total Capital Work Cost	N/A	\$1,039,000.00



1.32 Culvert E

Structure Name: Culvert E 2024 BCI =72.95

Road Name: 10th Sideroad

<u>Location</u>: East of 5th Line EHS

Structure Type: Precast Concrete Rigid Frame

Number of Spans:1Span Lengths:6.1 mOverall Structure Width:14.65 mRoadway Width:7.7 mYear of Construction:1985Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	13.0	23.0

Recommendation:	No Capital Works estimated to be required within 10 years. Future
	structure rehabilitation should be considered.

Justification:

Culvert E is generally in good condition but is demonstrating signs of moisture penetration through the joints. Consideration should be given to replacing the steel beam guide rail system, end treatments to help protect oncoming traffic.

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Rehab / Replacement Works:	N/A	\$615,000.00
Roadside Protection:	N/A	\$95,000.00
Staging Costs:	N/A	N/A
Construction Contingencies:	N/A	\$71,000.00
Environmental Assessment:	N/A	\$15,000.00
Engineering Design:	N/A	\$67,000.00
Geotechnical Investigation:	N/A	\$20,000.00
Contract Administration:	N/A	\$31,000.00
Total Capital Work Cost	N/A	\$914,000.00



1.33 Culvert K

Structure Name: Culvert K 2024 BCI =43.33

Road Name: Mulmur - Tosorontio Townline
Location: North of County Road 21

<u>Structure Type</u>: Cast-In-Place Conc. Rigid Frame

Number of Spans:Span Lengths:4.27 mOverall Structure Width:7.92 mRoadway Width:6 mYear of Construction:1950Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	0.0	0.0

Recommendation:	Structure replacement is recommended as soon as possible.

Justification:

Culvert K is generally in poor condition with severe concrete deterioration throughout. It appears there has been upwards of 1 m of additional fill added to the structure that may not have been accounted for in the original design. The wide cracks/separation at the bottom of the curbs indicate this fill is overstressing the structure. Due to the severe defects to the key structural elements structure replacement is recommended as soon as possible.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Clear overgrown vegetation	\$500.00
	Maintenance Needs Total	\$500.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehak	oilitation Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$550,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Rehab / Replacement Works:	N/A	\$565,000.00
Roadside Protection:	N/A	\$95,000.00
Staging Costs:	N/A	N/A
Construction Contingencies:	N/A	\$66,000.00
Environmental Assessment:	N/A	\$15,000.00
Engineering Design:	N/A	\$62,000.00
Geotechnical Investigation:	N/A	\$20,000.00
Contract Administration:	N/A	\$29,000.00
Total Capital Work Cost	N/A	\$852,000,00



1.34 Culvert L

Structure Name: Culvert L 2024 BCI =92.17

Road Name: 5th Line EHS

<u>Location</u>: Approx. 0.6 km South of 9th Sideroad

Structure Type: Steel I-Girder (Concrete Deck)

Number of Spans:1Span Lengths:9 mOverall Structure Width:5.7 mRoadway Width:4.2 mYear of Construction:2009Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	29.7	39.7

Recommendation:	No Capital Works estimated to be required within 10 years. Future
	structure rehabilitation should be considered.

Justification:

Culvert L is generally in good to excellent condition; however, it has been noted since design/construction that the average water level at Culvert L appears to have risen significantly. Annual flooding washes out the roadway between Bridge 18 and Culvert L due to what appears to be the altered natural flow of the watercourse. A larger portion of the flow appears to travel through Culvert L. The Township may consider reviewing/investigating the natural channel flow and removing any downstream obstructions in consultation with the NVCA. Maintenance work should be completed to help extend the lifespan of the structure and improve public safety.

Maintenance Need	Element and Comments	Estimated Cost
Hazard Signs	Raise hazard warning signs at structure & install	\$750.00
	two signs on south	
	Maintenance Needs Total	\$750.00

Additional Investigations	Estimated Cost
Other: Hydraulic/Channel Investigation;	\$12,500.00

Current Roadside Protection Needs	Estimated Cost
Repair Guide Rail	\$2,500.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
R	ehabilitation Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$1,100,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$1,115,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$111,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$111,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$56,000.00
	Total Capital Work Cost	N/A	\$1,523,000,00



1.35 Culvert M

Structure Name: Culvert M 2024 BCI =48.38

Road Name: 1st Line EHS

<u>Location</u>: North of Highway 89 (Second Structure from North)

<u>Structure Type</u>: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:3.7 mOverall Structure Width:7.38 mRoadway Width:6 mYear of Construction:1975Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	0.0

Recommendation: Structure replacement is recommended as soon as possible.

Justification:

Culvert M is generally in poor condition and is demonstrating signs of severe concrete deterioration, and moisture penetration through the deck top. Given the small size and high rehabilitation costs it is recommended that the structure be replaced. It is recognized that the Township has scheduled to replace this structure once funding is received. If the structure is widened during replacement, installation of a barrier and approach guide rail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
		\$0.00
		\$0.00
	Maintenance Needs Total	\$0.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during replacement	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitation	n Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$500,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost	Rehabilitation	Replacement	
Rehab / Replacement Works:	N/A	\$515,000.00	
Roadside Protection:	N/A	\$95,000.00	
Staging Costs:	N/A	N/A	
Construction Contingencies:	N/A	\$61,000.00	
Environmental Assessment:	N/A	\$15,000.00	
Engineering Design:	N/A	\$57,000.00	
Geotechnical Investigation:	N/A	\$20,000.00	
Contract Administration:	N/A	\$26,000.00	
Total Capital Work Cost	N/A	\$789,000,00	



1.36 Culvert N

Structure Name: Culvert N 2024 BCI =54.6

Road Name: 1st Line EHS

<u>Location</u>: North of Highway 89 (Second Bridge in from the south in a set of four

bridges)

<u>Structure Type</u>: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:3.7 mOverall Structure Width:7.38 mRoadway Width:6 mYear of Construction:1975Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	0.0

Recommendation:	Structure replacement is recommended as soon as possible.
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Justification:

Culvert N is generally in fair to poor condition and is demonstrating signs of severe concrete deterioration, and moisture penetration through the deck top. Based on the current BCI, structure size, and high rehabilitation costs, replacement of the structure is recommended. It is recognized that the Township has scheduled to replace this structure once funding is received. If the structure is widened during replacement, installation of a barrier and approach guide rail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
		\$0.00
		\$0.00
	Maintenance Needs Total	\$0.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during replacement	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
R	ehabilitation Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$500,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Rehab / Replacement Works:	N/A	\$515,000.00
Roadside Protection:	N/A	\$95,000.00
Staging Costs:	N/A	N/A
Construction Contingencies:	N/A	\$61,000.00
Environmental Assessment:	N/A	\$15,000.00
Engineering Design:	N/A	\$57,000.00
Geotechnical Investigation:	N/A	\$20,000.00
Contract Administration:	N/A	\$26,000.00
Total Capital Work Cost	N/A	\$789,000,00



1.37 Culvert P

Structure Name: Culvert P 2024 BCI =63.52

Road Name: 1st Line EHS

<u>Location</u>: North of Highway 89 (First bridge in from the north in a set of four

bridges)

<u>Structure Type</u>: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:3.7 mOverall Structure Width:7.38 mRoadway Width:6 mYear of Construction:1975Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	0.0

Recommendation:	Structure replacement is recommended as soon as possible.
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Justification:

Culvert P is generally in fair condition and is demonstrating signs of concrete deterioration, and moisture penetration through the deck top. Based on the current BCI, span of 3.7 m, and high rehabilitation costs, replacement of the structure is recommended. It is recognized that the Township has tentatively scheduled to replace this structure once funding is received. If the structure is widened during replacement, installation of a barrier and approach guide rail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
		\$0.00
		\$0.00
	Maintenance Needs Total	\$0.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during replacement	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitation	n Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$500,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Rehab / Replacement Works:	N/A	\$515,000.00
Roadside Protection:	N/A	\$95,000.00
Staging Costs:	N/A	N/A
Construction Contingencies:	N/A	\$61,000.00
Environmental Assessment:	N/A	\$15,000.00
Engineering Design:	N/A	\$57,000.00
Geotechnical Investigation:	N/A	\$20,000.00
Contract Administration:	N/A	\$26,000.00
Total Capital Work Cost	N/A	\$789,000,00



1.38 Culvert R

Structure Name: Culvert R 2024 BCI =68.78

Road Name: 2nd Line EHS

Location: South of County Road 21

<u>Structure Type</u>: Cast-In-Place Conc. Rigid Frame

Number of Spans:1Span Lengths:3.68 mOverall Structure Width:8.6 mRoadway Width:7 mYear of Construction:1950Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	18.8

Recommendation:	No Capital Works is estimated to be required within the next 10
	years.

Justification:

Culvert R is generally in good condition but is demonstrating signs of moisture penetration through the deck top. If the structure is widened during rehabilitation or replacement, installation of a barrier and approach guide rail should be included in the scope of work.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Remove overgrown vegetation within close	\$500.00
	proximity to the structure	
Rout and Seal	Rout and seal cracks in Approach Wearing	\$1,000.00
	Surface, Deck Wearing Surface	
	Maintenance Needs Total	\$1,500.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
Narrow Structure - Install guide rail if structure widened during rehabilitation	\$0.00
/ replacement	

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitati	ion Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$450,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$465,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$56,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$52,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$24,000.00
To	otal Capital Work Cost	N/A	\$727,000.00



1.39 Culvert S

Structure Name: Culvert S 2024 BCI =67.72

Road Name: 2nd Line WHS

<u>Location</u>: Approximately 0.6 km South of the 5th Sideroad

Structure Type: CSP Round Culvert(s)

Number of Spans: 2 Span Lengths: Total = 3.2 m,

(N) = 1.15 m, Fill = 0.9 m,

(S) = 1.15 m

Overall Structure Width:7.4 mRoadway Width:3 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	13.9

Recommendation:	No Capital Works is estimated to be required within the next 10	
	years.	

Justification:

Culvert S is generally in good to fair condition with light corrosion in the south culvert barrel and moderate to severe corrosion with >10% section loss, in localized areas, in the north barrel.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Remove debris/vegetation around inlet/outlet	\$500.00
Erosion Control	Repair washouts around culverts	\$2,000.00
Hazard Signs	Install hazard warning signs	\$1,000.00
	Maintenance Needs Total	\$3,500.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitation	Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$350,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$365,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$46,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$42,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$20,000.00
Т	otal Capital Work Cost	N/A	\$603,000.00



1.40 Culvert V

Structure Name: Culvert V 2024 BCI =64.53

Road Name: 4th Line EHS

<u>Location</u>: South of County Road 21
Structure Type: CSP Arch Culvert(s)

Number of Spans: 2 Span Lengths: Total = 4.8 m,

(1) = 2.0 m, Fill = 0.8 m,

(2) = 2.0 m

Overall Structure Width:10.5 mRoadway Width:5.5 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	12.3

Recommendation:	No Capital Works is estimated to be required within the next 10
	years.

Justification:

Culvert V is generally in fair condition and is demonstrating signs of reverse curvature and deformations throughout both culvert barrels. If the deformations become greater then 10% of the culvert diameter, consideration should be given to establishing a monitoring program. In the interim, the reverse curvature and deformations should be monitored during future biennial inspections.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Remove timber debris from waterway	\$1,000.00
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
	Maintenance Needs Total	\$2,000.00

Additional Investigations	Estimated Cost
Monitoring of Deformations, Settlements and Movements;	\$0.00

Current Roadside Protection Needs	Estimated Cost
	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitation	n Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$450,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works C	osts	
Cost	Rehabilitation	Replacement
Rehab / Replacement Works:	N/A	\$465,000.00
Roadside Protection:	N/A	\$95,000.00
Staging Costs:	N/A	N/A
Construction Contingencies:	N/A	\$56,000.00
Environmental Assessment:	N/A	\$15,000.00
Engineering Design:	N/A	\$52,000.00
Geotechnical Investigation:	N/A	\$20,000.00
Contract Administration:	N/A	\$24,000.00
Total Capital Work Cost	N/A	\$727,000,00



1.41 Culvert W

Structure Name: Culvert W 2024 BCI =63.41

Road Name: 5th Line EHS

Location: South of 30th Sideroad Structure Type: CSP Arch Culvert(s)

Number of Spans: 2 Span Lengths: Total = 4.35 m,

(1) = 1.90 m, Fill = 0.65 m,

(2) = 1.90 m

Overall Structure Width:18 mRoadway Width:5.4 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	11.7

Recommendation:	No Capital Works is estimated to be required within the next 10
	years.

Justification:

Culvert W is generally in good to fair condition. However, sags, deformations and separation at the joints were noted in both culvert barrels and should be monitored during future biennial inspections to ensure the culverts remain stable. If the deformations progress, then it is recommended that a monitoring program be established. The concrete headwall at the culvert inlet has been crushed and should be replaced as soon as possible to ensure the stability of the embankments as well as prevent blockage and restricted flow.

Tota	al Capital Works C	osts	
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		\$20,000.00	\$465,000.00
Roadside Protection:		\$0.00	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		\$2,000.00	\$56,000.00
Environmental Assessment:		\$2,500.00	\$15,000.00
Engineering Design:		\$20,000.00	\$52,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		\$20,000.00	\$24,000.00
Total C	apital Work Cost	\$64,500.00	\$727,000.00

Total Associated Work Cost

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$15,000.00

Environmental -

Other -



1.42 Culvert X

Structure Name: Culvert X 2024 BCI =51.51

Road Name: 5th Line EHS

<u>Location</u>: South of Mulmur-Nottawasaga Townline

Structure Type: CSP Multi-Plate Arch Culvert(s)

Number of Spans:1Span Lengths:3.35 mOverall Structure Width:18.5 mRoadway Width:5.5 mYear of Construction:UnknownCurrent Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	5.8

Recommendation: Structure replacement is recommended within 6 years.

Justification:

Culvert X is generally in fair condition and is demonstrating signs of reverse curvature and cusping greater than 15 mm throughout the culvert barrel. The reverse curvature and cusping should be monitored closely during future biennial inspections, as these deficiencies affect the structural capacity of the culvert. If the deformations progress, then consideration should be given to establishing a monitoring program.

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

	Total Capital Works C	osts	
Cost		Rehabilitation	Replacement
Rehab / Replacement Works:		N/A	\$365,000.00
Roadside Protection:		N/A	\$95,000.00
Staging Costs:		N/A	N/A
Construction Contingencies:		N/A	\$46,000.00
Environmental Assessment:		N/A	\$15,000.00
Engineering Design:		N/A	\$42,000.00
Geotechnical Investigation:		N/A	\$20,000.00
Contract Administration:		N/A	\$20,000.00
Т	otal Capital Work Cost	N/A	\$603,000.00



1.43 Culvert Y

Structure Name: Culvert Y 2024 BCI =49.53

Road Name: Centre Road

<u>Location</u>: South of Mulmur-Nottawasaga Townline

Structure Type: CSP Arch Culvert(s)

Number of Spans: 3 Span Lengths: Total = 5.9 m, A = 3.5 m,

B = 1.2 m, C = 1.2 m

<u>Overall Structure Width</u>: 9.2 m <u>Roadway Width</u>: 5 m <u>Year of Construction</u>: Unknown <u>Current Load Limit</u>: N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	4.8

Recommendation: Structure replacement is recommended within 5 years.

Justification:

Culvert Y consists of three separate CSP culverts with various spans and lengths and are generally in poor condition. The northern culvert has a severe deformation along the entire length and an improper bolting pattern throughout. A limited inspection was carried out for the central culvert; however, it was noted that the culvert exhibits minor sag throughout the barrel and plate separation at midspan. Similar to the central culvert, a limited inspection was conducted for the southern culvert, and it was noted that the culvert has a minor sag profile with light to moderate corrosion specifically at the rivet locations. The severe deformation in the northern culvert should be monitored closely until replacement is an option.

Monitoring of Deformations, Settlements and Movements;

Current Roadside Protection Needs	Estimated Cost
	\$0.00

\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
R	ehabilitation Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$400,000.00
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Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

	Total Capital Works Costs										
Cost		Rehabilitation	Replacement								
Rehab / Replacement Works:		N/A	\$415,000.00								
Roadside Protection:		N/A	\$95,000.00								
Staging Costs:		N/A	N/A								
Construction Contingencies:		N/A	\$51,000.00								
Environmental Assessment:		N/A	\$15,000.00								
Engineering Design:		N/A	\$47,000.00								
Geotechnical Investigation:		N/A	\$20,000.00								
Contract Administration:		N/A	\$21,000.00								
Т	otal Capital Work Cost	N/A	\$664,000.00								



1.44 Culvert Z

Structure Name: Culvert Z 2024 BCI =99.72

Road Name: 3rd Line E

<u>Location</u>: North of 30th Sideroad <u>Structure Type</u>: CSP Round Culvert(s)

Number of Spans:1Span Lengths:2.4 mOverall Structure Width:2.4 mRoadway Width:8 mYear of Construction:2021Current Load Limit:N/A



	Rehabilitation	Replacement
Estimated Capital Works Timelines (Years):	N/A	31.5

Recommendation:	No Capital Works is estimated to be required within the next 10
	years.

Justification:

Culvert Z was constructed in 2021 and is in excellent condition.

Maintenance Need	Element and Comments	Estimated Cost
		\$0.00
		\$0.00
	Maintenance Needs Total	\$0.00

Additional Investigations	Estimated Cost
	\$0.00

Current Roadside Protection Needs	Estimated Cost
	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
	N/A	\$0.00
Rehabilitation	n Cost Subtotal	\$0.00

Estimate Value of Replacement Structure \$350,000.00

Associated Work	Rehabilitation	Replacement
Approaches -	\$0.00	\$0.00
Detours -	\$0.00	\$0.00
Traffic Control -	\$0.00	\$15,000.00
Utilities -	\$0.00	\$0.00
Right of Way -	\$0.00	\$0.00
Environmental -	\$0.00	\$0.00
Other -	\$0.00	\$0.00
Total Associated Work Cost	\$0.00	\$15,000.00

Total Capital Works Costs										
Cost	Rehabilitation	Replacement								
Rehab / Replacement Works:	N/A	\$365,000.00								
Roadside Protection:	N/A	\$95,000.00								
Staging Costs:	N/A	N/A								
Construction Contingencies:	N/A	\$46,000.00								
Environmental Assessment:	N/A	\$15,000.00								
Engineering Design:	N/A	\$42,000.00								
Geotechnical Investigation:	N/A	\$20,000.00								
Contract Administration:	N/A	\$20,000.00								
Total Capital Work Cost	N/A	\$603,000.00								



Appendix B

Structure Inventory and Cost Summaries

TOWNSHIP OF MULMUR - STRUCTURE INVENTORY

Structure Inspect.	Road Name	Location	Structure Type	Span(s) (m)	Width (m)	Deck Area (m2)	Deterioration Curve	BCI
Bridge 2 2024	2nd Line WHS	North of Highway 89	Cast-In-Place Concrete T-Beam	6.15	7.45	50.6	BR-1	67.06
Bridge 3 2024	5th Sideroad	West of Mulmur-Melancthon Townline	Cast-In-Place Conc. Rigid Frame	6.19	10.26	70.79	BR-1	71.71
Bridge 4 2024	River Road	2.0 km west of 1st Line/Prince of Wales Road	Cast-In-Place Conc. Rigid Frame	6.4	7.32	56.3	BR-1	72.77
Bridge 5 2024	River Road	1.7 km west of 1st Line/Prince of Wales Road	Cast-In-Place Conc. Rigid Frame	10.67	9.8	116.6	BR-1	66.36
Bridge 7 2024	River Road	North of 1st Line/Prince of Wales Road	Cast-In-Place Concrete T-Beam	11	9.57	112.9	BR-1	71.42
Bridge 8 2024	River Road	North of the 15th Sideroad	Steel I-Girder (Concrete Deck)	9.1	9.92	100.69	BR-1	40.20
Bridge 9 2024	River Road	North of the 15th Sideroad	Cast-In-Place Conc. Rigid Frame	9.2	9.51	103.6	BR-1	72.11
Bridge 10 2024	1st Line EHS	North of Highway 89 (First bridge in from the south in a set of four bridges)	Cast-In-Place Concrete T-Beam	7.62	7.32	64.4	BR-1	59.75
Bridge 11 2024	1st Line EHS	North of River Road	Cast-In-Place Conc. Rigid Frame	6.1	8.63	60.4	BR-1	69.26
Bridge 12 2024	Centre Road	South of River Road	Modular	9.9	6.48	71.89	BR-1	100.00
Bridge 13 2024	20th Sideroad	West of the 2nd Line East	Cast-In-Place Conc. Rigid Frame	6.68	9.8	73.5	BR-1	67.73
Bridge 14 2024	2nd Line EHS	South of Terra Nova	Cast-In-Place Concrete T-Beam	11.56	8.6	110	BR-1	70.65
Bridge 15 2024	3rd Line EHS	South of the 20th sideroad	Steel I-Girder (Timber Deck)	22.72	4.29	98.67	BR-2	70.67
Bridge 16 2024	4th Line EHS	South of the 10th Sideroad	Cast-In-Place Concrete T-Beam	12	6.4	83.2	BR-1	55.55
Bridge 17 2024	4th Line EHS	South of 20th Sideroad	Steel I-Girder (Concrete Deck)	Total=20.4, (1)=10, pier=0.4, (2)=10	5.2	125	BR-2	91.11
Bridge 18 2024	5th Line EHS	South of 9th Sideroad (First North bridge in a set)	Steel I-Girder (Concrete Deck)	13.5	5.2	77.48	BR-1	92.68
Bridge 19 2024	5th Line EHS	South of the 20th Sideroad	Precast Concrete Box Girder	22.85	9.1	226.59	BR-2	90.00
Bridge 20 2024	17th Sideroad	450m West of Airport Road/County Road 10	Steel I-Girder (Timber Deck)	15.2	8.5	154.7	BR-1	93.69
Bridge 21 2024	7th Line EHS	North of County Road 17	Modular	14.95	6.48	71.89	BR-1	99.54
Bridge 22 2024	7th Line EHS	North of County Road 21	Cast-In-Place Conc. Rigid Frame	7.92	6.5	60.4	BR-1	53.95
Bridge 25 2024	2nd Line WHS (south bridge)	South of River Road	Steel I-Girder (Timber Deck)	4.95	4.31	26.5	BR-1	70.80
Bridge 26 2024	2nd Line WHS (north bridge)	South of River Road	Steel I-Girder (Timber Deck)	4.2	4.89	24.94	BR	47.94
Bridge 27 2024	River Road	East of Centre Road	Cast-In-Place Conc. Box Culvert	3.8	19	84.55	CC	71.76
Bridge 28 2024	Mono-Mulmur Townline	North of Highway 89	Cast-In-Place Conc. Rigid Frame	3.7	5.5	30.25	BR	50.09
Bridge 29 2024	7th Line EHS	North of Highway 89	Cast-In-Place Conc. Rigid Frame	3.1	7.8	31.98	BR	58.48
Bridge 30 2024	7th Line EHS	South of the 5th Sideroad	Cast-In-Place Conc. Box Culvert	4.85	9.55	52.05	CC	71.52
Bridge 34 2024	5th Line EHS	South of County Road 21	Cast-In-Place Conc. Box Culvert	3	7	28	BR	70.23
Bridge 35 2024	5th Line EHS	North of 30th Sideroad	Cast-In-Place Conc. Rigid Frame	3.67	7.3	32.12	BR	59.35
Culvert A 2024	Mulmur-Melancthon Townline	South of River Road	Steel I-Girder (Timber Deck)	7.87	4.9	38.56	BR-1	26.36
Culvert C 2024	4th Line EHS	North of the 10th Sideroad	CSP Ellipse Culvert(s)	West End = 3.25 , Centre = 2.4, East End = 3.25	44	224.4	CS	67.28
Culvert D 2024	10th Sideroad	0.05km West of 5th Sideroad	Precast Concrete Rigid Frame	6.2	12.3	81.8	BR-1	73.79
Culvert E 2024	10th Sideroad	East of 5th Line EHS	Precast Concrete Rigid Frame	6.1	14.65	96.69	BR-1	72.95
Culvert K 2024	Mulmur - Tosorontio Townline	North of County Road 21	Cast-In-Place Conc. Rigid Frame	4.27	7.92	41.1	BR-1	43.33
Culvert L 2024	5th Line EHS	Approx. 0.6km South of 9th Sideroad	Steel I-Girder (Concrete Deck)	9	5.7	58.43	BR-1	92.17
Culvert M 2024	1st Line EHS	North of Highway 89 (Second Structure From North)	Cast-In-Place Conc. Rigid Frame	3.7	7.38	31.73	BR	48.38
Culvert N 2024	1st Line EHS	North of Highway 89 (Second Bridge in from the south in a set of four bridges)	Cast-In-Place Conc. Rigid Frame	3.7	7.38	31.73	BR	54.60
Culvert P 2024	1st Line EHS	North of Highway 89 (First bridge in from the north in a set of four bridges)	Cast-In-Place Conc. Rigid Frame	3.7	7.38	31.73	BR	63.52
Culvert R 2024	2nd Line EHS	South of County Road 21	Cast-In-Place Conc. Rigid Frame	3.68	8.6	43	BR	68.78
Culvert S 2024	2nd Line WHS	Approximately 0.6 km South of the 5th Sideroad	CSP Round Culvert(s)	Total=3.2, (N)=1.15, Fill=0.9, (S)=1.15	7.4	23.68	CS	67.72
Culvert V 2024	4th Line EHS	South of County Road 21	CSP Arch Culvert(s)	Total=4.8, (1)=2.0, Fill=0.8, (2)=2.0	10.5	50.4	CS	64.53
Culvert W 2024	5th Line EHS	South of 30th Sideroad	CSP Arch Culvert(s)	Total=4.35, (1)=1.90, Fill Between=0.65, (2)=1.90	18	78.3	CS	63.41
Culvert X 2024	5th Line EHS	South of Mulmur-Nottawasaga Townline	CSP Multi-Plate Arch Culvert(s)	3.35	18.5	61.98	CS	51.51
Culvert Y 2024	Centre Road	South of Mulmur-Nottawasaga Townline	CSP Arch Culvert(s)	Total = 5.9m, span A = 3.5m, span B = 1.2m, span C = 1.2m	9.2	240	CS	49.53
Culvert Z 2024	3rd Line E	North of 30th Sideroad	CSP Round Culvert(s)	2.4	2.4	52.8	CS	99.72

TOWNSHIP OF MULMUR - CAPITAL WORKS BY BCI

TOWNSHIP OF MULMUR - CAPITAL WORKS BY BCI																		
Structure No.	Inspect. Year	Road Name	Deterioration Curve	ВСІ	Years to Rehab	Years to Replace	Total Cost of Rehabilitation	Total Cost of Replacement	Recommended Work	Maintenand Needs	e	Additional Investigations	Current Roadside Protection Needs	Capital Works Within 1 year	Capital Works 1 - 5 Years	Capital Works 6 - 10 Years	10-Yea	r Capital Works Cost
Culvert A	2024	Mulmur-Melancthon Townline	BR-1	26.36	0.00	0.00	\$ 59,500.00	\$ 664,000.00	Replace	\$ 1,500	.00	\$ 5,000.00	\$ -	\$ 679,000.00	\$ -	\$ -	\$	679,000.00
Bridge 8	2024	River Road	BR-1	40.20	0.00	0.00	\$ 946,500.00	\$ 1,408,000.00	Rehabilitate	\$	-	\$ -	\$ 95,000.00	\$ 946,500.00	\$ -	\$ -	\$	946,500.00
Culvert K	2024	Mulmur - Tosorontio Townline	BR-1	43.33	0.00	0.00	N/A	\$ 852,000.00	Replace	\$ 500	.00	\$ -	\$ -	\$ 852,000.00	\$ -	\$ -	\$	852,000.00
Bridge 26	2024	2nd Line WHS (north bridge)	BR	47.94	N/A	0.00	N/A	\$ 727,000.00	Replace	\$ 2,000	.00	\$ -	\$ -	\$ 727,000.00	\$ -	\$ -	\$	727,000.00
Culvert M	2024	1st Line EHS	BR	48.38	N/A	0.00	N/A	\$ 789,000.00	Replace	\$	-	\$ -	\$ -	\$ 789,000.00	\$ -	\$ -	\$	789,000.00
Culvert Y	2024	Centre Road	CS	49.53	N/A	4.76	N/A	\$ 664,000.00	Replace	\$ 4,000	.00	\$ -	\$ -	\$ -	\$ 664,000.00	\$ -	\$	664,000.00
Bridge 28	2024	Mono-Mulmur Townline	BR	50.09	N/A	0.00	N/A	\$ 664,000.00	Replace	\$	-	\$ -	\$ -	\$ 664,000.00	\$ -	\$ -	\$	664,000.00
Culvert X	2024	5th Line EHS	CS	51.51	N/A	5.75	N/A	\$ 603,000.00	Replace	\$ 2,000	.00	\$ -	\$ -	\$ -	\$ -	\$ 603,000.00	\$	603,000.00
Bridge 22	2024	7th Line EHS	BR-1	53.95	0.00	6.98	\$ 492,500.00	\$ 1,102,000.00	Rehabilitate	\$ 2,500	.00	\$ -	\$ -	\$ 492,500.00	\$ -	\$ -	\$	492,500.00
Culvert N	2024	1st Line EHS	BR	54.60	N/A	0.00	N/A	\$ 789,000.00	Replace	\$	-	\$ -	\$ -	\$ 789,000.00	\$ -	\$ -	\$	789,000.00
Bridge 16	2024	4th Line EHS	BR-1	55.55	0.00	3.00	\$ 670,500.00	\$ 1,638,000.00	Replace	\$ 1,500	.00	\$ -	\$ -	\$ -	\$ 1,638,000.00	\$ -	\$	1,638,000.00
Bridge 29	2024	7th Line EHS	BR	58.48	N/A	9.24	N/A	\$ 603,000.00	Replace	\$ 1,000	.00	\$ -	\$ -	\$ -	\$ -	\$ 603,000.00	\$	603,000.00
Bridge 35	2024	5th Line EHS	BR	59.35	N/A	9.68	N/A	\$ 727,000.00	Replace	\$ 2,000	.00	\$ -	\$ -	\$ -	\$ -	\$ 727,000.00	\$	727,000.00
Bridge 10	2024	1st Line EHS	BR-1	59.75	0.00	0.00	N/A	\$ 1,102,000.00	Replace	\$	-	\$ -	\$ -	\$ 1,102,000.00	\$ -	\$ -	\$	1,102,000.00
Culvert W	2024	5th Line EHS	cs	63.41	N/A	11.70	\$ 64,500.00	\$ 727,000.00	Replace	\$ 8,500	.00	\$ -	\$ -	\$ 20,000.00	\$ -	\$ -	\$	20,000.00
Culvert P	2024	1st Line EHS	BR	63.52	N/A	0.00	N/A	\$ 789,000.00	Replace	\$	-	\$ -	\$ -	\$ 789,000.00	\$ -	\$ -	\$	789,000.00
Culvert V	2024	4th Line EHS	cs	64.53	N/A	12.26	N/A	\$ 727,000.00	Replace	\$ 2,000	.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Bridge 5	2024	River Road	BR-1	66.36	6.36	16.36	\$ 462,500.00	\$ 1,289,000.00	Rehabilitate	\$ 4,000	.00	\$ -	\$ 95,000.00	\$ -	\$ -	\$ 462,500.00	\$	462,500.00
Bridge 2	2024	2nd Line WHS	BR-1	67.06	7.06	17.06	\$ 441,500.00	\$ 789,000.00	Rehabilitate	\$ 2,500	.00	\$ -	\$ -	\$ -	\$ -	\$ 441,500.00	\$	441,500.00
Culvert C	2024	4th Line EHS	cs	67.28	N/A	13.64	N/A	\$ 1,408,000.00	Replace	\$ 7,000	.00	\$ -	\$ 7,500.00	\$ -	\$ -	\$ -	\$	-
Culvert S	2024	2nd Line WHS	cs	67.72	N/A	13.86	N/A	\$ 603,000.00	Replace	\$ 3,500	.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Bridge 13	2024	20th Sideroad	BR-1	67.73	7.73	17.73	\$ 391,500.00	\$ 914,000.00	Rehabilitate	\$ 1,250	.00	\$ -	\$ 95,000.00	\$ -	\$ -	\$ 391,500.00	\$	391,500.00
Bridge 25	2024	2nd Line WHS (south bridge)	BR-1	70.80	10.80	20.80	\$ 366,500.00	\$ 727,000.00	Rehabilitate	\$ 1,500	.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Culvert R	2024	2nd Line EHS	BR	68.78	N/A	18.78	N/A	\$ 727,000.00	Replace	\$ 1,500	.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Bridge 11	2024	1st Line EHS	BR-1	69.26	9.26	19.26	\$ 528,500.00	\$ 1,102,000.00	Rehabilitate	\$ 1,000	.00	\$ -	\$ -	\$ -	\$ -	\$ 528,500.00	\$	528,500.00
Bridge 34	2024	5th Line EHS	BR	70.23	N/A	20.23	N/A	\$ 727,000.00	Replace	\$ 3,000	.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Bridge 14	2024	2nd Line EHS	BR-1	70.65	10.00	20.65	\$ 445,000.00	\$ 1,523,000.00	Rehabilitate	\$ 500	.00	\$ -	\$ 95,000.00	\$ -	\$ -	\$ 445,000.00	\$	445,000.00
Bridge 15	2024	3rd Line EHS	BR-2	70.67	8.17	19.14	\$ 630,500.00	\$ 1,638,000.00	Rehabilitate	\$ 2,000	.00	\$ -	\$ -	\$ -	\$ -	\$ 630,500.00	\$	630,500.00
Bridge 7	2024	River Road	BR-1	71.42	N/A	28.81	N/A	\$ 1,270,000.00	Replace	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Bridge 30	2024	7th Line EHS	СС	71.52	N/A	16.52	N/A	\$ 727,000.00	Rehabilitate	\$ 2,000	.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Bridge 3	2024	5th Sideroad	BR-1	71.71	11.71	21.71	\$ 136,500.00	\$ 914,000.00	Rehabilitate	\$ 1,000	.00	\$ -	\$ 20,000.00	\$ -	\$ -	\$ -	\$	-
Bridge 27	2024	River Road	cc	71.76	N/A	16.76	N/A	\$ 727,000.00	Replace	\$ 3,000	.00	\$ -	\$ 1,000.00	\$ -	\$ -	\$ -	\$	-
Bridge 9	2024	River Road	BR-1	72.11	N/A	29.15	N/A	\$ 1,289,000.00	Replace			\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Bridge 4	2024	River Road	BR-1	72.77	12.77	22.77	\$ 406,500.00		Rehabilitate	7	\rightarrow	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Culvert E	2024	10th Sideroad	BR-1	72.95	12.95	22.95	N/A	\$ 914,000.00	Rehabilitate	\$ 1,000		\$ -	\$ 95,000.00	\$ -	\$ -	\$ -	\$	-
Culvert D	2024	10th Sideroad	BR-1	73.79	13.79	23.79	N/A	\$ 1,039,000.00	Rehabilitate	\$ 2,000		\$ -	\$ 95,000.00	\$ -	\$ -	\$ -	\$	-
Bridge 19	2024	5th Line EHS	BR-2	90.00	28.50	38.50	N/A	\$ 2,328,000.00	Rehabilitate	\$ 2,500	-	\$ -	\$ 10,000.00	\$ -	\$ -	\$ -	\$	-
Bridge 17	2024	4th Line EHS	BR-2	91.11	28.61	38.61	N/A	\$ 2,098,000.00	Rehabilitate	\$ 9,500	.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Culvert L	2024	5th Line EHS	BR-1	92.17	29.67	39.67	N/A	\$ 1,523,000.00	Rehabilitate	\$ 750		\$ 12,500.00	\$ 2,500.00	\$ -	\$ -	\$ -	\$	
Bridge 18	2024	5th Line EHS	BR-1	92.68	30.18	40.18	N/A	\$ 1,349,000.00	Rehabilitate	\$ 2,000	.00	\$ 12,500.00	\$ -	\$ -	\$ -	\$ -	\$	-
Bridge 20	2024	17th Sideroad	BR-1	93.69	28.69	38.69	N/A	\$ 1,753,000.00	Rehabilitate	\$ 2,000	.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Bridge 21	2024	7th Line EHS	BR-1	99.54	34.54	44.54	N/A	\$ 1,039,000.00	Replace	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Culvert Z	2024	3rd Line E	cs	99.72	N/A	31.51	N/A	\$ 603,000.00	Replace	Y		\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Bridge 12	2024	Centre Road	BR-1	100.00	35.00	45.00	N/A	\$ 1,039,000.00	Rehabilitate	\$	- [\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Sub Totals										\$ 81.500	on I	\$ 30.000.00	\$ 611.000.00	\$ 7.850.000.00	\$ 2.302.000.00	\$ 4.832.500.00	l ċ	14.984.500.00

Sub Totals	Ś	81.500.00 S	30.000.00 S	611.000.00 \$	7.850.000.00 \$	2.302.000.00 \$	4.832.500.00 S	14.984.500.00

TOWNSHIP OF MULMUR - REHABILITATION CAPITAL WORKS

Structure No.	Inspect. Year	Road Name	BCI	Years to Rehab	Years to Replace	Recommended Work	struction Cost - habilitation ⁽¹⁾	ntingency - habilitation	Re	E.A habilitation	gineering - habilitation	Geotechnical Rehabilitation	ontract Admin. Rehabilitation	apital Works Vithin 1 year	1	pital Works I - 5 Years	pital Works - 10 Years	_	-Year Capital Works Cost
Bridge 8	2024	River Road	40.20	0.00	0.00	Rehabilitate	\$ 740,000.00	\$ 74,000.00	\$	2,500.00	\$ 70,000.00	\$ -	\$ 60,000.00	\$ 946,500.00	\$	-	\$ -	\$	946,500.00
Bridge 22	2024	7th Line EHS	53.95	0.00	6.98	Rehabilitate	\$ 386,000.00	\$ 39,000.00	\$	2,500.00	\$ 34,000.00	\$ -	\$ 31,000.00	\$ 492,500.00	\$	-	\$ -	\$	492,500.00
Bridge 5	2024	River Road	66.36	6.36	16.36	Rehabilitate	\$ 362,000.00	\$ 37,000.00	\$	2,500.00	\$ 32,000.00	\$ -	\$ 29,000.00	\$ -	\$	-	\$ 462,500.00	\$	462,500.00
Bridge 2	2024	2nd Line WHS	67.06	7.06	17.06	Rehabilitate	\$ 346,000.00	\$ 35,000.00	\$	2,500.00	\$ 30,000.00	\$ -	\$ 28,000.00	\$ -	\$	-	\$ 441,500.00	\$	441,500.00
Bridge 13	2024	20th Sideroad	67.73	7.73	17.73	Rehabilitate	\$ 307,000.00	\$ 31,000.00	\$	2,500.00	\$ 26,000.00	\$ -	\$ 25,000.00	\$ -	\$	-	\$ 391,500.00	\$	391,500.00
Bridge 15	2024	3rd Line EHS	70.67	8.17	19.14	Rehabilitate	\$ 493,000.00	\$ 50,000.00	\$	2,500.00	\$ 45,000.00	\$ -	\$ 40,000.00	\$ -	\$	-	\$ 630,500.00	\$	630,500.00
Bridge 11	2024	1st Line EHS	69.26	9.26	19.26	Rehabilitate	\$ 413,000.00	\$ 42,000.00	\$	2,500.00	\$ 37,000.00	\$ -	\$ 34,000.00	\$ -	\$	-	\$ 528,500.00	\$	528,500.00
Bridge 14	2024	2nd Line EHS	70.65	10.00	20.65	Rehabilitate	\$ 348,500.00	\$ 35,000.00	\$	2,500.00	\$ 31,000.00	\$ -	\$ 28,000.00	\$ -	\$	-	\$ 445,000.00	\$	445,000.00
Bridge 25	2024	2nd Line WHS (south bridge)	70.80	10.80	20.80	Rehabilitate	\$ 283,000.00	\$ 29,000.00	\$	2,500.00	\$ 29,000.00	\$ -	\$ 23,000.00	\$ -	\$	-	\$ -	\$	-
Bridge 3	2024	5th Sideroad	71.71	11.71	21.71	Rehabilitate	\$ 85,000.00	\$ 9,000.00	\$	2,500.00	\$ 20,000.00	\$ -	\$ 20,000.00	\$ -	\$	-	\$ -	\$	-
Bridge 4	2024	River Road	72.77	12.77	22.77	Rehabilitate	\$ 318,000.00	\$ 32,000.00	\$	2,500.00	\$ 28,000.00	\$ -	\$ 26,000.00	\$ -	\$	-	\$ -	\$	-
Culvert E	2024	10th Sideroad	72.95	12.95	22.95	Rehabilitate	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$	-	\$ -	\$	-
Culvert D	2024	10th Sideroad	73.79	13.79	23.79	Rehabilitate	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$	-	\$ -	\$	-
Bridge 19	2024	5th Line EHS	90.00	28.50	38.50	Rehabilitate	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$	-	\$ -	\$	-
Bridge 17	2024	4th Line EHS	91.11	28.61	38.61	Rehabilitate	\$ -	\$ -	\$	-	\$ -	\$ -	\$ =	\$ -	\$	-	\$ -	\$	-
Bridge 20	2024	17th Sideroad	93.69	28.69	38.69	Rehabilitate	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$	-	\$ -	\$	-
Culvert L	2024	5th Line EHS	92.17	29.67	39.67	Rehabilitate	\$ -	\$ -	\$	-	\$ -	\$ -	\$ =	\$ -	\$	-	\$ -	\$	-
Bridge 18	2024	5th Line EHS	92.68	30.18	40.18	Rehabilitate	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$	-	\$ -	\$	-
Bridge 12	2024	Centre Road	100.00	35.00	45.00	Rehabilitate	\$ -	\$ -	\$	-	\$ -	\$ -	\$ 	\$ -	\$	-	\$ -	\$	-
Bridge 30	2024	7th Line EHS	71.52	N/A	16.52	Rehabilitate	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -	\$ -	\$	-	\$ -	\$	-
Sub Totals							\$ 4,081,500.00	\$ 413,000.00	\$	27,500.00	\$ 382,000.00	\$ -	\$ 344,000.00	\$ 1,439,000.00	\$	-	\$ 2,899,500.00	\$	4,338,500.00

TOWNSHIP OF MULMUR - REPLACEMENT CAPITAL WORKS

Structure No.	Inspect. Year	Road Name	BCI	Years to Rehab	Years to Replace	Recommended Work	Construction Cost - Replacement ⁽¹⁾		ontingency - eplacement		E.A placement		gineering - eplacement		otechnical - placement		ract Admin placement		pital Works ithin 1 year	Capital 1 - 5	Works Years		oital Works 10 Years		-Year Capital Vorks Cost
Culvert A	2024	Mulmur-Melancthon Townline	26.36	0.00	0.00	Replace	\$ 510,000.00	\$	51,000.00	\$	15,000.00	\$	47,000.00	\$	20,000.00	\$	21,000.00	\$	679,000.00	\$	-	\$	-	\$	679,000.00
Culvert K	2024	Mulmur - Tosorontio Townline	43.33	0.00	0.00	Replace	\$ 660,000.00	\$	66,000.00	\$	15,000.00	\$	62,000.00	\$	20,000.00	\$	29,000.00	\$	852,000.00	\$	-	\$	-	\$	852,000.00
Bridge 26	2024	2nd Line WHS (north bridge)	47.94	N/A	0.00	Replace	\$ 560,000.00	\$	56,000.00	\$	15,000.00	\$	52,000.00	\$	20,000.00	\$	24,000.00	\$	727,000.00	\$	-	\$	-	\$	727,000.00
Culvert M	2024	1st Line EHS	48.38	N/A	0.00	Replace	\$ 610,000.00	\$	61,000.00	\$	15,000.00	\$	57,000.00	\$	20,000.00	\$	26,000.00	\$	789,000.00	\$	-	\$	-	\$	789,000.00
Culvert Y	2024	Centre Road	49.53	N/A	4.76	Replace	\$ 510,000.00	\$	51,000.00	\$	15,000.00	\$	47,000.00	\$	20,000.00	\$	21,000.00	\$	-	\$ 66	4,000.00	\$	-	\$	664,000.00
Bridge 28	2024	Mono-Mulmur Townline	50.09	N/A	0.00	Replace	\$ 510,000.00	\$	51,000.00	\$	15,000.00	\$	47,000.00	\$	20,000.00	\$	21,000.00	\$	664,000.00	\$	-	\$	-	\$	664,000.00
Culvert X	2024	5th Line EHS	51.51	N/A	5.75	Replace	\$ 460,000.00	\$	46,000.00	\$	15,000.00	\$	42,000.00	\$	20,000.00	\$	20,000.00	\$	-	\$	-	\$	603,000.00	\$	603,000.00
Culvert N	2024	1st Line EHS	54.60	N/A	0.00	Replace	\$ 610,000.00	\$	61,000.00	\$	15,000.00	\$	57,000.00	\$	20,000.00	\$	26,000.00	\$	789,000.00	\$	-	\$	-	\$	789,000.00
Bridge 16	2024	4th Line EHS	55.55	0.00	3.00	Replace	\$ 1,310,000.00	\$	116,000.00	\$	15,000.00	\$	116,000.00	\$	20,000.00	\$	61,000.00	\$	-	\$ 1,63	8,000.00	\$	-	\$	1,638,000.00
Bridge 29	2024	7th Line EHS	58.48	N/A	9.24	Replace	\$ 460,000.00	\$	46,000.00	\$	15,000.00	\$	42,000.00	\$	20,000.00	\$	20,000.00	\$	-	\$	-	\$	603,000.00	\$	603,000.00
Bridge 35	2024	5th Line EHS	59.35	N/A	9.68	Replace	\$ 560,000.00	\$	56,000.00	\$	15,000.00	\$	52,000.00	\$	20,000.00	\$	24,000.00	\$	-	\$	-	\$	727,000.00	\$	727,000.00
Bridge 10	2024	1st Line EHS	59.75	0.00	0.00	Replace	\$ 860,000.00	\$	86,000.00	\$	15,000.00	\$	82,000.00	\$	20,000.00	\$	39,000.00	\$	1,102,000.00	\$	-	\$	-	\$	1,102,000.00
Culvert W	2024	5th Line EHS	63.41	N/A	11.70	Replace	\$ 560,000.00	\$	56,000.00	\$	15,000.00	\$	52,000.00	\$	20,000.00	\$	24,000.00	\$	20,000.00	\$	-	\$	-	\$	20,000.00
Culvert P	2024	1st Line EHS	63.52	N/A	0.00	Replace	\$ 610,000.00	\$	61,000.00	\$	15,000.00	\$	57,000.00	\$	20,000.00	\$	26,000.00	\$	789,000.00	\$	-	\$	-	\$	789,000.00
Culvert V	2024	4th Line EHS	64.53	N/A	12.26	Replace	\$ 560,000.00	\$	56,000.00	\$	15,000.00	\$	52,000.00	\$	20,000.00	\$	24,000.00	\$	-	\$	-	\$	-	\$	-
Culvert C	2024	4th Line EHS	67.28	N/A	13.64	Replace	\$ 1,110,000.00	\$	106,000.00	\$	15,000.00	\$	106,000.00	\$	20,000.00	\$	51,000.00	\$	-	\$	-	\$	-	\$	-
Culvert S	2024	2nd Line WHS	67.72	N/A	13.86	Replace	\$ 460,000.00	\$	46,000.00	\$	15,000.00	\$	42,000.00	\$	20,000.00	\$	20,000.00	\$	-	\$	-	\$	-	\$	-
Culvert R	2024	2nd Line EHS	68.78	N/A	18.78	Replace	\$ 560,000.00	\$	56,000.00	\$	15,000.00	\$	52,000.00	\$	20,000.00	\$	24,000.00	\$	-	\$	-	\$	-	\$	-
Bridge 34	2024	5th Line EHS	70.23	N/A	20.23	Replace	\$ 560,000.00	\$	56,000.00	\$	15,000.00	\$	52,000.00	\$	20,000.00	\$	24,000.00	\$	-	\$	-	\$	-	\$	-
Bridge 7	2024	River Road	71.42	N/A	28.81	Replace	\$ 995,000.00	\$	100,000.00	\$	15,000.00	\$	95,000.00	\$	20,000.00	\$	45,000.00	\$	-	\$	-	\$	-	\$	-
Bridge 27	2024	River Road	71.76	N/A	16.76	Replace	\$ 560,000.00	\$	56,000.00	\$	15,000.00	\$	52,000.00	\$	20,000.00	\$	24,000.00	\$	-	\$	-	\$	-	\$	-
Bridge 9	2024	River Road	72.11	N/A	29.15	Replace	\$ 1,010,000.00	\$	101,000.00	\$	15,000.00	\$	97,000.00	\$	20,000.00	\$	46,000.00	\$	-	\$	-	\$	-	\$	-
Bridge 21	2024	7th Line EHS	99.54	34.54	44.54	Replace	\$ 810,000.00	\$	81,000.00	\$	15,000.00	\$	77,000.00	\$	20,000.00	\$	36,000.00	\$	-	\$	-	\$	-	\$	-
Culvert Z	2024	3rd Line E	99.72	N/A	31.51	Replace	\$ 460,000.00	\$	46,000.00	\$	15,000.00	\$	42,000.00	\$	20,000.00	\$	20,000.00	\$	-	\$	-	\$	-	\$	-
Sub Totals							\$ 15,875,000.00	Ś	1,568,000.00	Ś	360,000.00	Ś	1,479,000.00	Ś	480,000.00	Ś	696,000.00	Ś	6,411,000.00	\$ 2.30	2,000.00	Š 1	,933,000.00	\$ 1	10.646.000.00

TOWNSHIP OF MULMUR - MAINTENANCE NEEDS

Structure Name	Road Name	Maintenance Need	Estimated Maintenance Costs
Bridge 2	2nd Line WHS	Clean Deck top, Flush deck drains; Install hazard warning signs at structure; Fill potholes on approaches	\$2,500.00
Bridge 3	5th Sideroad	Remove overgrown vegetation	\$1,000.00
Bridge 5	River Road	Remove overgrown vegetation; Repairs required to SE Embankment; Rout and seal cracks in wearing surface; Replace hazard warning signs at structure	\$4,000.00
Bridge 9	River Road	Sweep deck wearing surface and curbs	\$500.00
Bridge 11	1st Line EHS	Remove overgrown vegetation within close proximity to the structure	\$1,000.00
Bridge 13	20th Sideroad	Clear overgrown vegetation within close proximity to structure. Remove gravel from top of curbs	\$1,250.00
Bridge 14	2nd Line EHS	Repairs required to Approach Wearing Surface	\$500.00
Bridge 15	3rd Line EHS	Clean A. Bearings; Install hazard warning signs at structure	\$2,000.00
Bridge 16	4th Line EHS	Flush deck drains; Repair erosion on NE embankment	\$1,500.00
Bridge 17	4th Line EHS	Replace damage portion of handrail; Install scour protection at pier; Install hazard warning signs at structure	\$9,500.00
Bridge 18	5th Line EHS	Sweep bridge deck; Replace missing bolts; Install hazard warning signs at structure	\$2,000.00
Bridge 19	5th Line EHS	Replace missing bolts on handrail; Rout and seal settlement crack on wearing surface; Install hazard warning signs on steel posts	\$2,500.00
Bridge 20	17th Sideroad	Clean Approach Wearing Surface, Deck Wearing Surface; Rout and seal cracks at deck ends	\$2,000.00
Bridge 22	7th Line EHS	Raise hazard warning signs; Remove silt build up in waterway	\$2,500.00
Bridge 25	2nd Line WHS (south bridge)	Clean Deck Top; Install hazard warning signs at structure	\$1,500.00
Bridge 26	2nd Line WHS (north bridge)	Install hazard warning signs at structure; Remove overgrown vegetation around structure	\$2,000.00
Bridge 27	River Road	Remove overgrown vegetation; Repairs required to Embankments; Install hazard warning signs at structure	\$3,000.00
Bridge 29	7th Line EHS	Install hazard warning signs at structure	\$1,000.00
Bridge 30	7th Line EHS	Install hazard warning signs at structure; Remove overgrown vegetation around wingwalls	\$2,000.00
Bridge 34	5th Line EHS	Remove overgrown vegetation and large debris in waterway; Repair SE embankment washout and install rock protection	\$3,000.00
Bridge 35	5th Line EHS	Install hazard warning signs at structure; Remove large debris in waterway	\$2,000.00
Culvert A	Mulmur-Melancthon Townline	Clean Deck Top; Install hazard warning signs at structure	\$1,500.00
Culvert C	4th Line EHS	Remove overgrown vegetation at inlet/outlet; Repair washouts and install rock protection; Replace hazard warning signs and install missing sign in NE	\$7,000.00
Culvert D	10th Sideroad	Remove overgrown vegetation within close proximity to the structure; Install hazard warning signs at structure	\$2,000.00
Culvert E	10th Sideroad	Install hazard warning signs at structure	\$1,000.00
Culvert K	Mulmur - Tosorontio Townline	Clear overgrown vegetation	\$500.00
Culvert L	5th Line EHS	Raise hazard warning signs at structure & Install two signs on south	\$750.00
Culvert R	2nd Line EHS	Remove overgrown vegetation within close proximity to the structure; Rout and seal cracks in Approach Wearing Surface, Deck Wearing Surface	\$1,500.00
Culvert S	2nd Line WHS	Remove debris/vegetation around inlet/outlet; Repair washouts around culverts; Install hazard warning signs	\$3,500.00
Culvert V	4th Line EHS	Remove timber debris from waterway; Install hazard warning signs at structure	\$2,000.00
Culvert W	5th Line EHS	Remove debris from watercourse; Install rock protection; Install hazard warning signs at structure	\$8,500.00
Culvert X	5th Line EHS	Clear overgrown vegetation within close proximity to structure; Install hazard warning signs at structure	\$2,000.00
Culvert Y	Centre Road	Install slope protection on embankments	\$4,000.00

Total	\$81,500.00
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TOWNSHIP OF MULMUR - ADDITIONAL INVESTIGATIONS REQUIRED

Priority	Structure Name	Road Name	Additional Investigations Required	Estimated Cost
Normal	Bridge 8	River Road	Monitoring of Deformations, Settlements and Movements;	\$0
Normal	Bridge 15	3rd Line EHS	Monitoring of Deformations, Settlements and Movements;	\$0
Normal	Bridge 18	5th Line EHS	Other: Hydraulic/Channel Investigation;	\$12,500
Normal	Bridge 19	5th Line EHS	Monitoring of Deformations, Settlements and Movements;	\$0
Normal	Bridge 20	17th Sideroad	Monitoring of Deformations, Settlements and Movements;	\$0
Normal	Bridge 25	2nd Line WHS (south bridge)	Monitoring of Deformations, Settlements and Movements;	\$0
Normal	Bridge 26	2nd Line WHS (north bridge)	Monitoring of Deformations, Settlements and Movements;	\$0
Normal	Bridge 35	5th Line EHS	Monitoring of Deformations, Settlements and Movements;	\$0
Normal	Culvert A	Mulmur-Melancthon Townline	Monitoring of Deformations, Settlements and Movements;	\$5,000
Normal	Culvert C	4th Line EHS	Monitoring of Deformations, Settlements and Movements;	\$0
Normal	Culvert L	5th Line EHS	Other: Hydraulic/Channel Investigation;	\$12,500
Normal	Culvert V	4th Line EHS	Monitoring of Deformations, Settlements and Movements;	\$0
Normal	Culvert W	5th Line EHS	Monitoring of Deformations, Settlements and Movements;	\$0
Normal	Culvert X	5th Line EHS	Monitoring of Deformations, Settlements and Movements;	\$0
Normal	Culvert Y	Centre Road	Monitoring of Deformations, Settlements and Movements;	\$0

Total	\$30,000.00

TOWNSHIP OF MULMUR - CURRENT ROADSIDE SAFETY NEEDS

Structure Name	Road Name	CURRENT Roadside Safety Need	Estimated Cost
Bridge 2	2nd Line WHS	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00
Bridge 3	5th Sideroad	Replace guide rail and end treatments (north)	\$20,000.00
Bridge 4	River Road	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00
Bridge 5	River Road	Install Guide Rail, end treatments and structure connections	\$95,000.00
Bridge 8	River Road	Install Guide Rail, end treatments and structure connections	\$95,000.00
Bridge 11	1st Line EHS	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00
Bridge 13	20th Sideroad	Install Guide Rail, end treatments and structure connections	\$95,000.00
Bridge 14	2nd Line EHS	Install Guide Rail, end treatments and structure connections	\$95,000.00
Bridge 15	3rd Line EHS	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00
Bridge 16	4th Line EHS	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00
Bridge 17	4th Line EHS	Investigate Need for Replacing with Longer Guide Rail	\$0.00
Bridge 19	5th Line EHS	Repair Guide Rail	\$10,000.00
Bridge 22	7th Line EHS	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00
Bridge 25	2nd Line WHS (south bridge)	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00
Bridge 26	2nd Line WHS (north bridge)	Narrow Structure - Install guide rail if structure widened during replacement	\$0.00
Bridge 27	River Road	Investigate need for Guide Rail	\$1,000.00
Bridge 28	Mono-Mulmur Townline	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00
Bridge 29	7th Line EHS	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00
Bridge 30	7th Line EHS	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00
Bridge 34	5th Line EHS	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00
Bridge 35	5th Line EHS	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00
Culvert A	Mulmur-Melancthon Townline	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00
Culvert C	4th Line EHS	Repair Guide Rail	\$7,500.00
Culvert D	10th Sideroad	Replace Guide Rail, end treatments	\$95,000.00
Culvert E	10th Sideroad	Replace Guide Rail, end treatments	\$95,000.00
Culvert L	5th Line EHS	Repair Guide Rail	\$2,500.00
Culvert M	1st Line EHS	Narrow Structure - Install guide rail if structure widened during replacement	\$0.00
Culvert N	1st Line EHS	Narrow Structure - Install guide rail if structure widened during replacement	\$0.00
Culvert P	1st Line EHS	Narrow Structure - Install guide rail if structure widened during replacement	\$0.00
Culvert R	2nd Line EHS	Narrow Structure - Install guide rail if structure widened during rehabilitation / replacement	\$0.00

Total	\$611,000.00

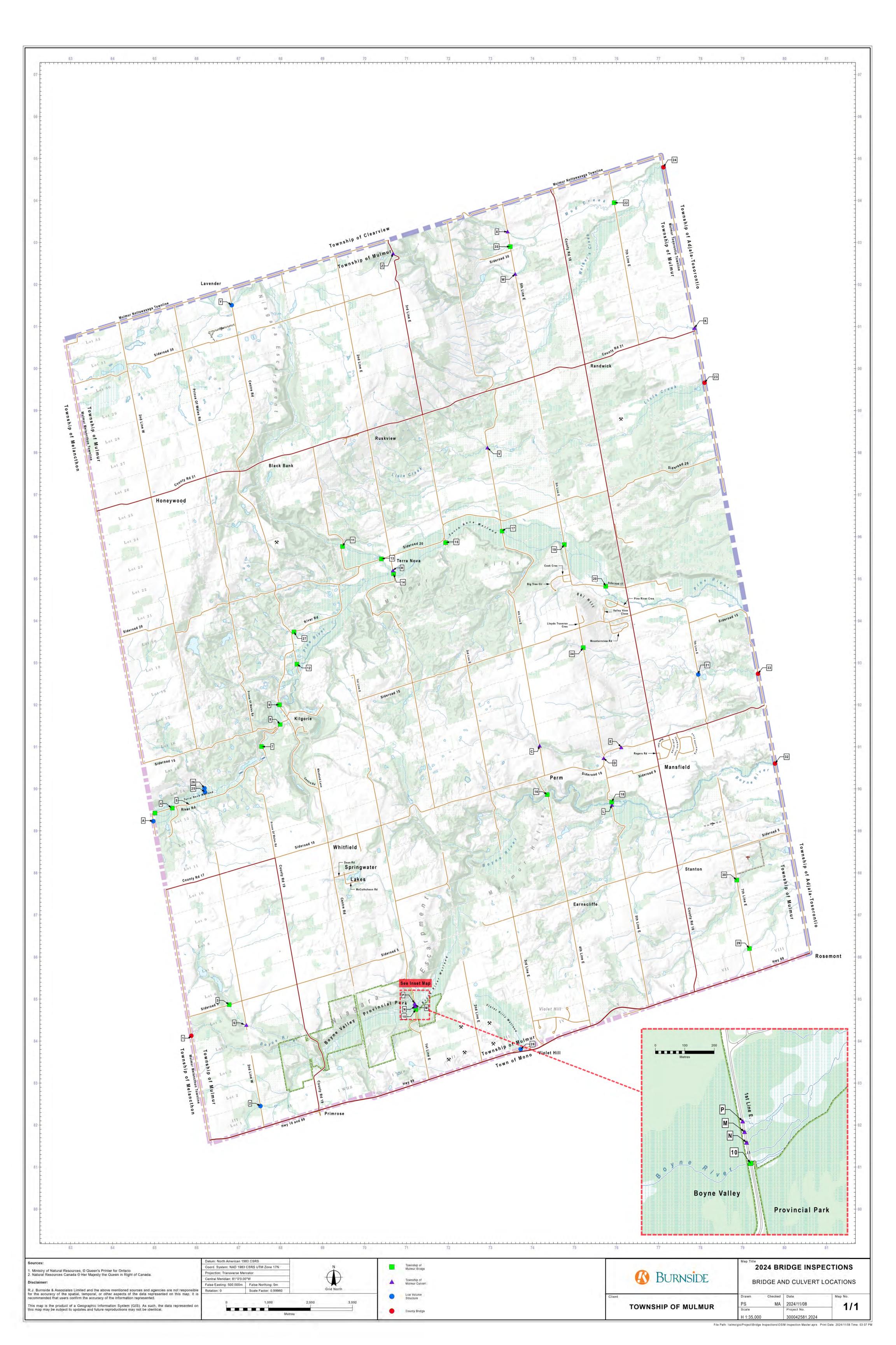
TOWNSHIP OF MULMUR - STRUCTURE LOAD LIMITS

Structure Name	Year Inspected	Road Name	Existing Load Limit (Tonnes)	Recommendation
Bridge 15	2024	3rd Line EHS	15	N/A
Bridge 25	2024	2nd Line WHS (south bridge)	15	N/A
Bridge 26	2024	2nd Line WHS (north bridge)	15	N/A
Culvert A	2024	Mulmur-Melancthon Townline	15	N/A



Appendix C

Structure Location Map





Appendix D

Photo Summary





Elevation View



Approach Wearing Surface - Potholes



Deck Top – Light Abrasions & Medium Spalls





Curbs - Hairline Cracking & Staining



Retaining Wall - Disintegration, Delamination's, Spalling





Wingwalls - Disintegration, Delamination's, Cracking with Efflorescence



Abutments - Narrow Vertical Stained Cracks,





Soffit Interior - Narrow Cracking



Soffit Interior - Exposed Corroded Rebar, Delamination's





Girders Middle - Honeycombing, Hairline Cracking, Water Staining





Elevation View



Deck Wearing Surface - Vegetation on Shoulder



Approach Guide Rail - Impact Damage, Low Rail Height, Damaged Offset Blocks





Wingwalls - Light Scaling, Hairline Cracking, Scouring



Soffit Exterior - Water Staining & Honeycombing





Soffit Interior - Water Staining on Ends, Light Honeycombing



Abutment Walls - Hairline Cracking with Staining, Bug Holes, Light Scouring





Abutment Walls - Honeycombing





Elevation View



Approach Wearing Surface - Raveling



Deck Wearing Surface - Transverse & Longitudinal Cracking, Unfilled Cores





Curbs – Spalling & Disintegration, Narrow Cracking



Wingwalls - Vegetation Growth, Staining





Soffit Interior - Small Popouts, Staining



Soffit Interior – Spalls with Exposed Corroded Rebar





Abutment Walls - Bug Holes, Staining



Abutment Walls – Honeycombing





Abutment Walls – Vertical Cracking with Efflorescence



Embankments – Vegetation Growth Restricting Inlet Flow, Minor Washouts at Curb Corners



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Elevation View



Approach Wearing Surface - Light Raveling



Approach Wearing Surface - Wide Transverse Cracking





Deck Wearing Surface – Wide Longitudinal Cracking



Curbs – Disintegration & Spalling





Barriers - Severe Disintegration, Exposed Corroded Rebar, Delaminations



Barrier Exterior - Severe Disintegration, Exposed Corroded Rebar, Delaminations





Soffit Exterior - Spalling with Exposed Corroded Rebar, Delaminations, Staining



Soffit Interior - Narrow Cracking, Light Scaling & Moisture Staining





Wingwalls - Scaling, Staining



Abutment Walls - Bugholes. Spalls with Exposed Corroded Rebar, Delaminations





Deck Drains - Severely Corroded Downspouts, Paved Over, Not Functional



Signs - Leaning, Low Reflectivity







Elevation View



Approach Wearing Surface



Approach Guide Rail





Curbs - Covered in Granular, Light Abrasion



Deck Wearing Surface





Barrier System



Wingwalls - Spalling, Disintegration, Scaling & Staining





Soffit Exterior



Soffit Interior - Scaling





Soffit Interior - Concrete Patches

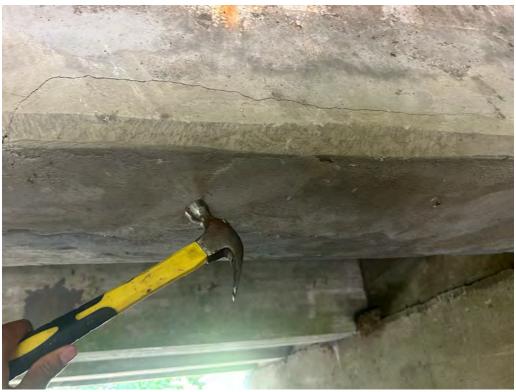


Abutments - Wide Vertical Cracking, Delaminations, Erosion at Waterline





Girders Middle - Concrete Patches



Girders Middle - Delaminations



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Elevation View



Approach Wearing Surface



Deck Wearing Surface





Barrier System – Disintegration, Spalling



Curbs - Severe Disintegration, Large Spalling & Cracking Throughout





Signs – Bent & Leaning



Wingwalls - Cracking & Staining Throughout





Soffit Exterior – Severe Disintegration, Delaminations & Spalling with Exposed Corroded Rebar



Soffit Interior – Scaling, Deck Drains Corroded & Not Functional



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Mulmur 2024 OSIM Inspections 300042581.2024



Girders Middle - Severe Rusting & Corrosion



Girders Middle - Severe Rusting & Corrosion





Diaphragms - Corroded Sections



Abutments - Scaling, Water Staining, Spalling





Abutments - Cold Joints with Moisture Penetration



Abutments - Spalling at Girder Ends





Bearings - Lack of Bearing Area, Bulging, Unevenly Loaded





Elevation View



Approach Wearing Surface



Approach Guide Rail - Loose End Treatment Cables





Curbs - Covered in Granular, Light Spalling



Deck Wearing Surface





Barrier System – Light Abrasion Throughout



Wingwalls - Stained Map Cracking





Soffit Exterior – Moisture Penetration Through Concrete Patches



Soffit Interior





Soffit Interior - Concrete Patches, Stained Cracks with Efflorescence



Abutments - Vertical Cracking, Water Staining







Elevation View



Approach Wearing Surface - Settlement



Deck Wearing Surface - Alligator cracking





Curb – Severe disintegration



Soffit (Exterior) - Efflorescence Staining



Project Name Project No.

Mulmur 2024 OSIM Inspections 300042581.2024



Wingwall - Erosion



Girder (Exterior)





Girder Ends - Medium Cracks, Efflorescence, Spalls



Abutment Wall - Erosion and Scouring



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Mulmur 2024 OSIM Inspections 300042581.2024



Soffit (Interior)



Soffit (Exterior) - Disintegration and Spalling





Wingwall - Spalling



Embankment







Elevation View



Approach Wearing Surface



Barrier Wall





Curb - Severe Spalling



Soffit (Exterior) - Narrow Cracking with Delaminations





Soffit (Interior) - Medium Cracks, Dampness



Abutment Wall - Hairline Cracks, Erosion





Waterway





Elevation View



Approach Wearing Surface



Deck Wearing Surface





Approach Guide Rail



Deck Barrier System





Truss (Exterior)



Truss (Exterior)





Floor Beams



Soffit (Interior)



Project Name Project No. Mulmur 2024 OSIM Inspections 300042581.2024



Ballast Wall



Bearing Seat for Bottom Chord





Embankment



Waterway







Elevation View



Approach Wearing Surface



Deck Wearing Surface





Barrier Wall (Interior) - Light Abrasion



Soffit (Exterior)





Abutment Wall – Staining at Waterline



Abutment Wall - Erosion, Dampness





Soffit (Interior) - Staining, Dampness



Wingwall





Wingwall



Waterway







Elevation View



Approach Wearing Surface – Settlement



Deck Wearing Surface





Barrier Wall - Disintegration, Spalling and Scaling



Soffit (Exterior)





Wingwall - Small Spall, Disintegration



Girders/Soffit (Interior) - Hairline Cracks, Small Spalls, Efflorescence Staining





Abutment Wall - Minor Scaling and Abrasion



Abutment Wall/Girder End - Minor Scaling and Abrasion





Curb - Severe Spalling



Embankment







Elevation View



Approach Wearing Surface



Deck Top - Moderate Rotting, Water Ponding





Curb - Splitting, Checks



Soffit (Exterior) - Rot, Moisture Penetration





Girders - Surface Corrosion, Flaking



Abutment Wall





Girder Ends



Gusset Plate - Hairline Cracking of Plate





Waterway



Waterway







Elevation View



Wearing Surface – Wheel Rutting



Deck Wearing Surface





Soffit (Exterior)



Soffit/Curb (Exterior) – Severe Disintegration of Concrete with Exposed Corroded Rebar





Girders – Exposed Corroded Rebar



Abutment Wall - Minor Erosion and Delaminations





Wingwall – Severe Scaling, Disintegration



Wingwall – Minor Erosion





Girder – Exposed Corroded Rebar



Waterway







Elevation View



Approach Wearing Surface - Settlement



Deck Wearing Surface - Abrasion





Deck Guide Rail - Minor Impact Damage



Soffit (Exterior)





Soffit (Exterior) - Hairline Stained Cracks



Soffit (Exterior) - Formwork Present Throughout





Abutment Wall - Hairline Vertical Cracks



Wingwall - Hairline Stained Cracks





Wingwall - Hairline Stained Cracks



Waterway





Waterway - Sediment Buildup & Overgrown Vegetation





Elevation View



Approach Wearing Surface



Deck Wearing Surface





Approach Guide Rail



Deck Guide Rail - Minor Impact Damage





Deck Guide Rail (Exterior)



Soffit (Exterior) - Narrow Stained Cracking





Girders – Good Condition



Abutment Wall - Hairline Cracking



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Wingwall - Vertical Cracks with Efflorescence Staining



Wingwall – Vertical Cracks with Efflorescence Staining





Waterway





Elevation View



Approach Wearing Surface



Deck Wearing Surface – Transverse Crack





Approach Guide Rail



Parapet Wall – Shrinkage Cracking, Spalling with Water Penetration





Parapet Wall (Exterior)



Soffit (Exterior) - Hairline to Narrow Cracking





Girders



Girders - Small Delaminations



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Abutment Wall



Waterway







Elevation View



Approach Wearing Surface



Deck Wearing Surface





Approach Guide Rail



Soffit (Exterior)





Girders/Soffit (Interior)



Abutment Wall – Spalling and Disintegration



Project Name Project No. Mulmur 2024 OSIM Inspections 300042581.2024



Abutment Wall – Stained Vertical Cracks



Retaining Wall – Rotation and Bulging





Retaining Wall - Rotation and Bulging



Girders





Waterway





Elevation View



Approach Wearing Surface - Medium Potholes



Deck Top





Approach Guide Rail



Deck Barrier System





Truss (Exterior)



Stringers





Diaphragms & Stringers



Ballast Wall/Bearing Seat



Project Name Project No.

Mulmur 2024 OSIM Inspections 300042581.2024



Abutment Wall



Floor Beams





Waterway



Embankment





Abutment Wall



Waterway







Elevation View



Approach Wearing Surface - Light Wheel Track Rutting



Signs - Impact Damage, Low Reflectivity





Curbs - Covered in Granular



Deck Wearing Surface - Light Wheel Track Rutting





Barrier System – Spalling with Exposed Corroded Rebar



Barrier System - Severe Impact Damage





Barrier System - Spalling with Exposed Corroded Rebar



Wingwalls - Spalling, Hairline Cracking with Efflorescence





Soffit Exterior – Stained Cracking Throughout



Soffit Exterior – Spalls with Exposed Corroded Rebar, Deck Drains not Functional





Soffit Interior – Spalling with Delaminations



Soffit Interior – Efflorescence, Dampness, Delaminations





Abutments - Stained Hairline Cracking Throughout, Dampness





Elevation View



Approach Wearing Surface – Loose Gravel



Curbs - Splitting





Deck Top - Portions replaced in 2024



Soffit Exterior - Dampness Noted





Soffit Interior – Dampness Noted



Girders Middle - Light Corrosion





Abutments - Bug Holes, Dampness





Elevation View



Deck Wearing Surface – Loose Gravel, Vegetation Growth



Curbs – Splitting, Rotting Throughout





Soffit Exterior



Girders Middle - Corrosion & Flaking





Girders Middle - Corrosion & Perforation



Abutments - Settlement Noted





Abutments - Rotting & Deterioration



Abutments - Undermining







Elevation View



Approach Wearing Surface



Deck Wearing Surface





Inlet - Overgrown Vegetation



Inlet - Deterioration, Spalling, Cracks with Efflorescence, Delaminations





Barrel - Deterioration at Waterline



Barrel - Delamination





Barrel – Honeycombing, Exposed Corroded Rebar



Outlet – Light Scaling, Overgrown Vegetation







Elevation View



Approach Wearing Surface - Light Wheel Track Rutting



Deck Wearing Surface - Light Wheel Track Rutting, Loose Gravel on Shoulders





Wingwalls - Severe Spalling with Disintegration



Soffit Exterior – Severe Spalling with Disintegration





Soffit Interior - Narrow Cracking with Efflorescence, Dampness



Abutments - Efflorescence Staining, Dampness, Scouring Along Waterline







Elevation View



Approach Wearing Surface



Deck Wearing Surface - Light Wheel Track Rutting





Wingwalls - Light Scouring



Soffit Exterior





Soffit Interior – Water Staining & Honeycombing Throughout



Soffit Interior - Spalls & Delaminations





Abutments - Cold Joint with Water Staining



Abutments - Spalls with Exposed Corroded Rebar





Waterway - Sediment Build-Up Against South Abutment





Elevation View



Approach Wearing Surface – Lose Gravel Along Shoulder



Deck Wearing Surface – Loose Gravel Along Shoulder



Project Name Project No.

Mulmur 2024 OSIM Inspections 300042581.2024



Wingwalls - Cold Joint



Soffit Exterior - Light Honeycombing





Soffit Interior



Soffit Interior - Honeycombing



Project Name Project No. Mulmur 2024 OSIM Inspections 300042581.2024



Abutments – Light Honeycombing & Water Staining Throughout





Elevation View



Approach Wearing Surface - Light Wheel Track Rutting



Deck Wearing Surface - Light Wheel Track Rutting





Wingwalls

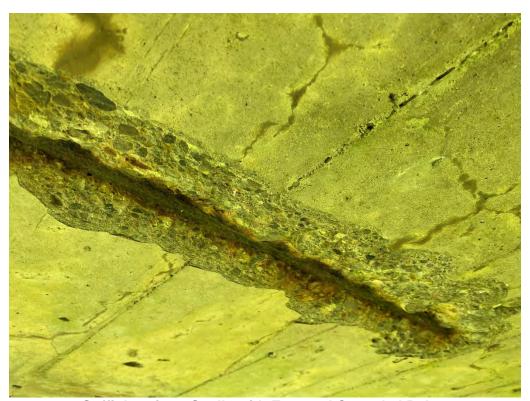


Soffit Exterior - Hairline Stained Cracks





Soffit Interior - Spalls & Delamination



Soffit Interior – Spalls with Exposed Corroded Rebar





Abutments - Honeycombing, Efflorescence



Abutments – Hairline Stained Map Cracking & Delaminations





Retaining Wall





Elevation View



Approach Wearing Surface - Light Wheel Track Rutting



Deck Wearing Surface - Light Wheel Track Rutting





Inlet - Overgrown with Vegetation & Debris



Inlet - Cold Joints





Barrel - Debris Obstructing Waterway



Barrel - Delaminations & Spalls with Exposed Corroded Rebar





Barrel - Severe Scour at Waterline, Abutment Walls Appear to be Rotating



Outlet - Overgrown with Vegetation & Debris





Outlet - Large Spall & Disintegration



Embankments - Steep Slopes







Elevation View



Approach Wearing Surface - Light Vegetation, Potholes at Deck Ends



Deck Top - Light Abrasion, Debris on Shoulders





Curbs - Light Abrasion, Splitting & Light Rotting



Soffit Interior - Minor Deterioration Throughout, Water Penetration Noted





Soffit Interior - Deck Not Fastened to Girders



Abutments – Mass Concrete Poured on Slopes, Undermined & Wide Cracks Through Middle



Project Name Project No. Mulmur 2024 OSIM Inspections 300042581.2024



Girders Middle - Corrosion & Flaking



Girders Middle - Medium to Severe Pitting





Girders Middle - Exterior Girders Rotated



Girders Middle – Deck Separation from Girder Rotation







Elevation View



Deck Wearing Surface - Wheel Track Rutting, Loose Gravel on Shoulder



Approach Guide Rail - Impact Damage, Loose End Treatment Cables





Retaining Walls - Gabion Baskets



Retaining Walls - Bent & Detached Wires, Rotation in Wall





Retaining Walls - Bulging & Settlement



Inlet - Sheet Piling Rotating Outwards, Corrosion at Waterline





Barrel – Minor Corrosion at Waterline



Barrel - Bulging in Panels





Outlet - Corrosion, Vegetation Growth



Photo Page Structure No. D



Elevation View



Approach Wearing Surface - Alligator Cracking, Light Abrasions



Approach Guide Rail





Approach Guide Rail - Impact Damage



Deck Wearing Surface - Transverse Cracking, Light Raveling





Inlet - Light Honeycombing, Staining



Barrel - Moisture Penetration at Joints, Aggregation Build-Up





Outlet - Severe Vegetation Overgrowth





Elevation View



Approach Wearing Surface



Approach Wearing Surface - Alligator & Transverse Cracking





Approach Guide Rail – Buried End Treatments



Approach Guide Rail - Impact Damage Throughout





Deck Wearing Surface - Transverse & Longitudinal Cracking



Inlet - Pattern Hairline Cracking with Staining





Inlet - Spalling with Exposed Corroded Rebar



Barrel – Water Penetration at Joints, Staining at Waterline, Spalling at Joints





Outlet - Pattern Hairline Cracking & Staining Throughout





Elevation View



Approach Wearing Surface



Deck Wearing Surface





Curbs - Stained Cracking Throughout, Spalls



Wingwalls - Overgrown in Vegetation, Delaminations, Stained Cracking, Scaling





Soffit Exterior – Severe Disintegration, Delaminations, Stained Cracking Throughout



Abutments - Disintegration, Scouring, Staining





Soffit Interior - Spalls, Delaminations, Staining





Elevation View



Approach Wearing Surface



Approach Guide Rail





Approach Guide Rail – Missing Panels



Deck Wearing Surface – Gravel Tracked on Deck





Barrier System



Barrier System - Impact Damage to Railing





Wingwalls



Soffit Exterior





Girders Middle



Abutments – Staining at Waterline



Project Name Project No. Mulmur 2024 OSIM Inspections 300042581.2024





Elevation View



Approach Wearing Surface - Light Settlement Noted



Signs – Impact Damage





Curbs - Disintegration, Delamination



Deck Wearing Surface - Light Transverse Cracking





Wingwalls - Disintegration, Delamination & Spalling



Soffit Exterior – Cracking with Efflorescence, Delaminations





Soffit Exterior – Moisture Penetration & Stalactites



Soffit Interior - Cracking with Moisture Penetration, Stalactites





Abutments – Wide Vertical Cracks with Efflorescence



Photo Page Structure No. N



Elevation View



Approach Wearing Surface - Minor Settlement & Ravelling



Signs – Impact Damage





Curbs - Hairline Pattern Stained Cracking



Deck Wearing Surface - Light Transverse & Alligator Cracks





Wingwalls - Disintegration, Delaminations, Cracking with Efflorescence



Soffit Exterior - Cracking with Moisture Penetration, Delaminations, Stalactites





Soffit Interior - Cracking with Moisture Penetration, Stalactites, Light Scaling



Abutments - Wide Vertical Cracks with Efflorescence





Photo Page Structure No. P



Elevation View



Deck Wearing Surface – Light Ravelling



Deck Wearing Surface - Minor Settlement, Light Transverse Cracking





Curbs – Disintegration & Stained Cracking Throughout



Wingwalls – Severe Disintegration with Exposed Corroded Rebar





Soffit Exterior – Severe Disintegration with Exposed Corroded Rebar, Efflorescence



Soffit Interior - Moderate Scaling, Dampness, Cracking with Efflorescence





Abutments - Narrow Vertical Stained Cracks, Staining at Waterline





Elevation View



Approach Wearing Surface



Approach Wearing Surface - Settlement at Deck Ends, Alligator Cracking





Curbs - Narrow Cracking & Staining Throughout



Curbs – Impact Damage at Curb Ends





Deck Wearing Surface - Transverse Cracking, Light Ravelling, Settlement



Wingwalls - Hairline Cracking Throughout, Water Staining, Scouring





Soffit Exterior – Spall With Exposed Corroded Rebar



Soffit Interior - Narrow Cracks with Efflorescence, Dampness Noted





Abutments – Scouring & Spalls



Photo Page Structure No. S



Elevation View



Approach Wearing Surface - Loose Gravel, Medium Potholes



Deck Wearing Surface – Washouts Between Culverts on Shoulder, Loose Gravel, Light Wheel Track Rutting





Inlet - Moderate Surface Corrosion, Several Vertical Grate Bars Cut



Barrels – Moderate to Severe Corrosion Along North Section





Barrels - Corrosion at Bolts & Waterline



Photo Page Structure No. V



Elevation View



Approach Wearing Surface - Light Wheel Track Rutting



Barrels – Light Corrosion at Bolts & Water Level





Barrels - Bulge in Centre of Barrel



Outlet - Tree & Debris Fallen on Culvert Outlet





Photo Page Structure No. W



Elevation View



Approach Wearing Surface



Inlet – Headwall Crushed by Trees & Debris, Severe Erosion & Undermining Behind Headwall



Project Name Project No.

Mulmur 2024 OSIM Inspections 300042581.2024



Barrels - Sag in Profile, Corrosion at Water Level, Separation at Joints



Embankments - Inlet Blocked by Large Debris & Vegetation





Photo Page Structure No. X



Elevation View



Approach Wearing Surface



Inlet - Overgrown with Vegetation





Barrels - Plate Deformations, Cusping, Corrosion at Water Line



Outlet - Overgrown with Vegetation







Elevation View



Deck Wearing Surface - Light Wheel Rutting, Washouts at Structure Corners



Barrels – Light Corrosion Throughout





Barrels - Plate Damage/Deformation



Barrels - Bulge in Culvert Profile, Moisture Penetration Through Bolt Holes





Barrels - Incorrect Bolting Pattern, Rust Staining at Waterline



Inlets/Outlets - Heavy Vegetation Growth





Signs – Impact Damage, Rotated, Reflectivity Weathered



Photo Page Structure No. Z



Elevation View



Approach Wearing Surface



Approach Guide Rail - Missing Plough Markers, Washouts at Posts





Approach Guide Rail - Impact Damage



Inlet





Culvert Barrel



Appendix E

OSIM Forms and Photos

Provided Digitally and on USB



Staff Report

To: Council

From: Heather Boston, Treasurer

Date: December 4, 2024 Subject: 2025 budget draft #2

Purpose:

The purpose of this report is to highlight the changes incorporated into the second draft of the 2025 budget.

Analysis:

Changes Made to the Draft Budget:

- Added \$20,000 for traffic calming measures
- Increased the OMPF funding by \$10,000 as per the allocation notice

Strategic Plan Alignment:

<u>It's in our Nature: Live</u> - We commit to providing a balanced community and providing quality services. We will encourage increased community building and respectful social interactions to enrich the lives of Mulmur residents. We will provide a range of communications and facilities to promote play, growth, connection, active living and recognize the changing demographics of Mulmur.

<u>It's in our Nature: Work</u> - We commit to fostering a prosperous local economy that serves Mulmur's community and provides for local employment. We will proactively attract new investment opportunities, and work with Mulmur businesses, industries and institutions to retain, expand and enable local opportunities.

It's in our Nature: Grow - We commit to developing a framework to shape our Township in a manner that protects our agriculture, natural resources and our rural character. We will embrace technology, support energy conservation, climate change mitigation and assess environmental impacts in our decision-making process to grow the Township in a sustainable manner.

Financial Impact:

The overall change to the tax levy is \$10,000 increase.

Recommendation:

Council received public comments on the first draft of the budget at the November 6th Council meeting. It is recommended that Council receive public comments on the 2nd draft of the budget and provide direction as necessary to amend the budget to reflect public comments.

Submitted by: Heather Boston, CPA, CA, CGA, BComm, Treasurer **Approved by:** Tracey Atkinson, BES MCIP RPP Dipl M.M., CAO



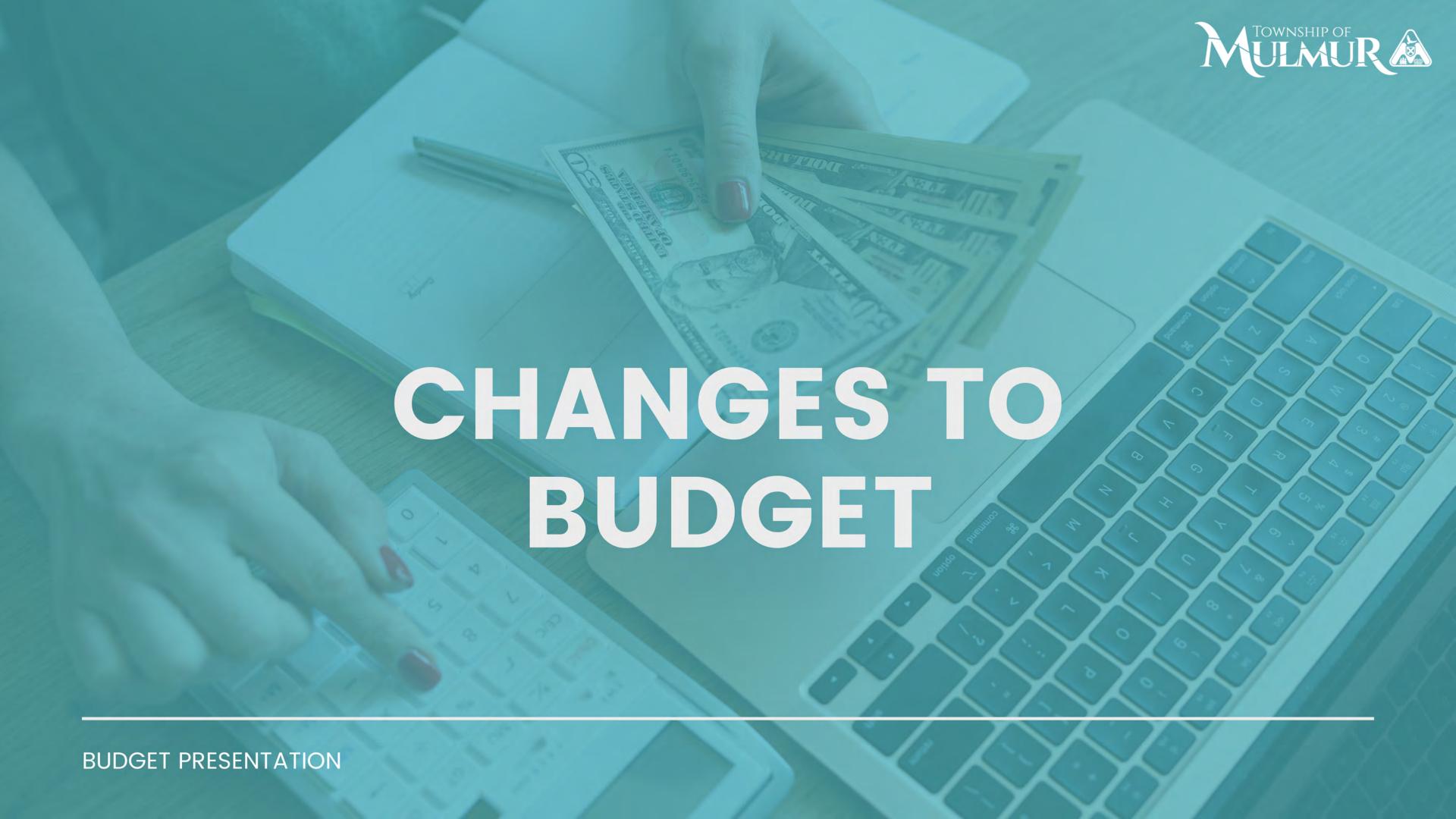
2025 PUBLIC MEETING BUDGET PRESENTATION

DRAFT #2

PRESENTED ON: DECEMBER 4, 2024

Presented By

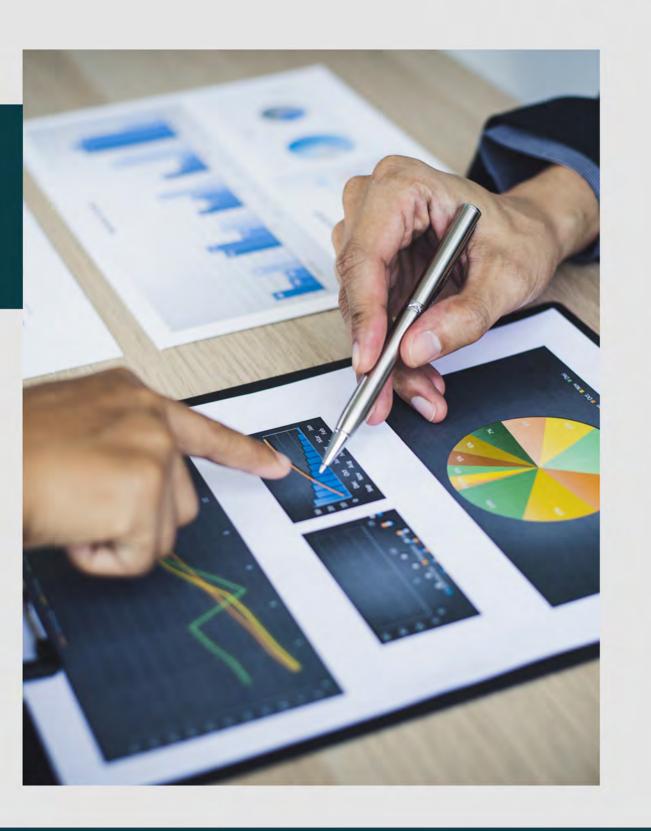
Heather Boston Treasurer

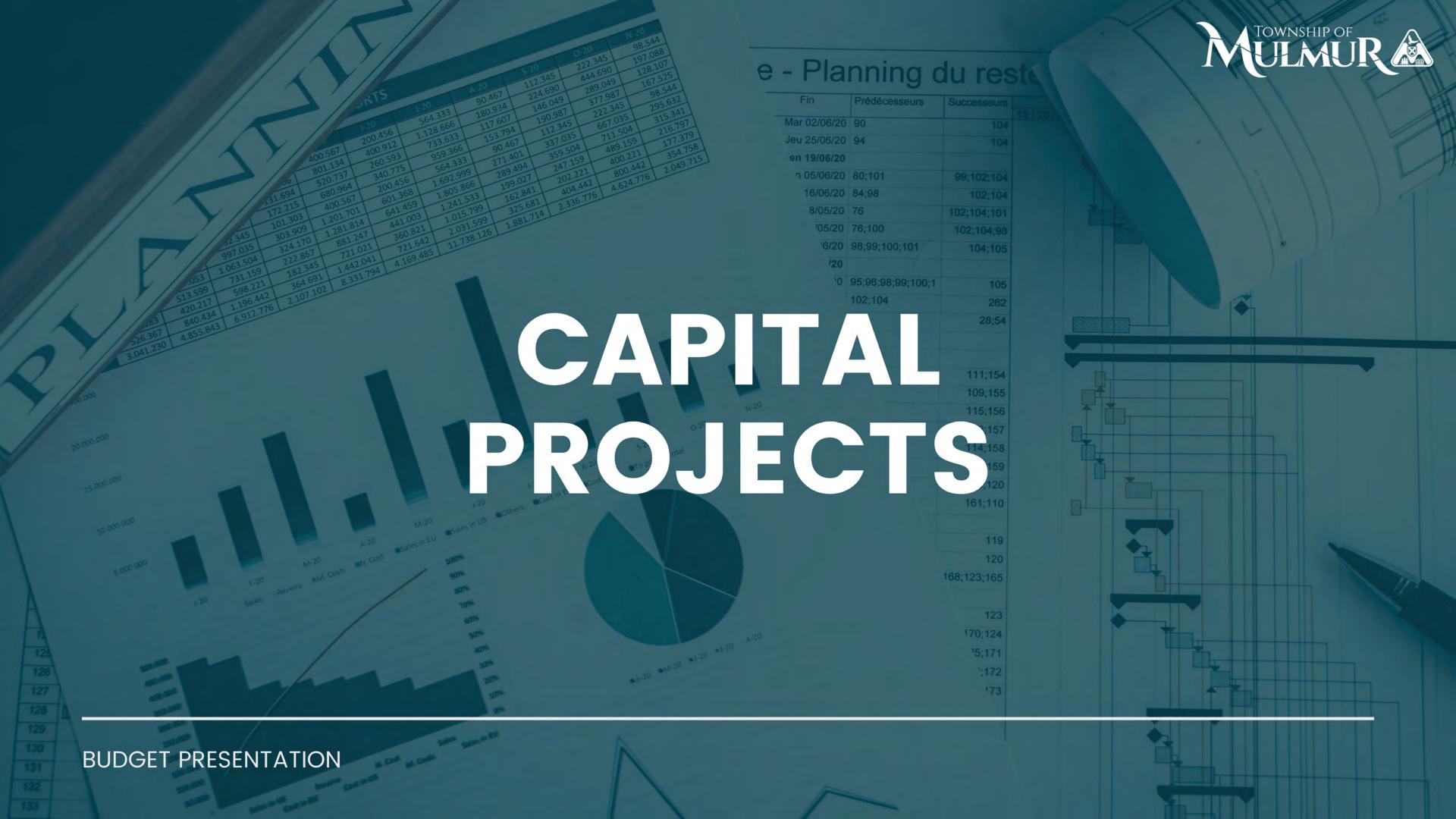




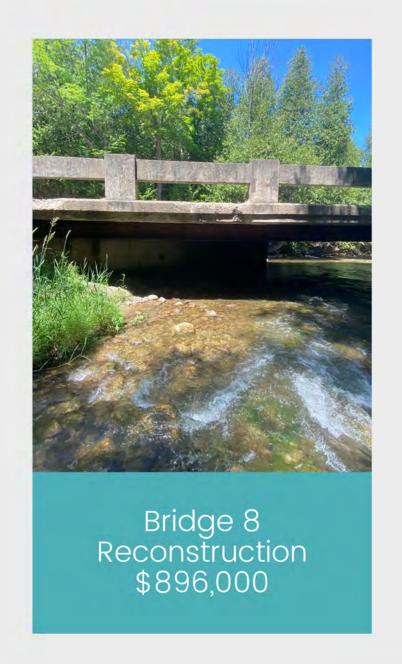
- Added \$20,000 for traffic calming
- Increased OMPF funding by \$10,000

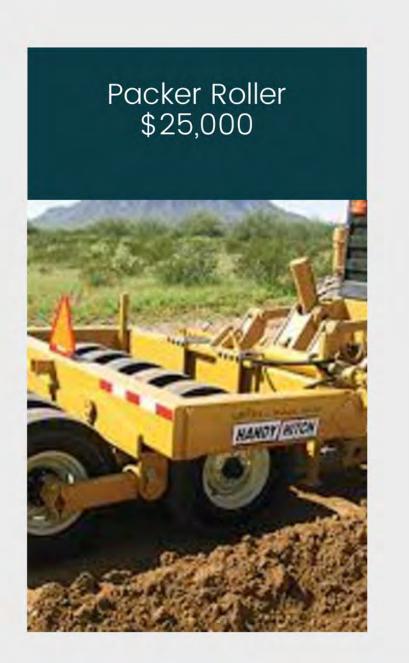


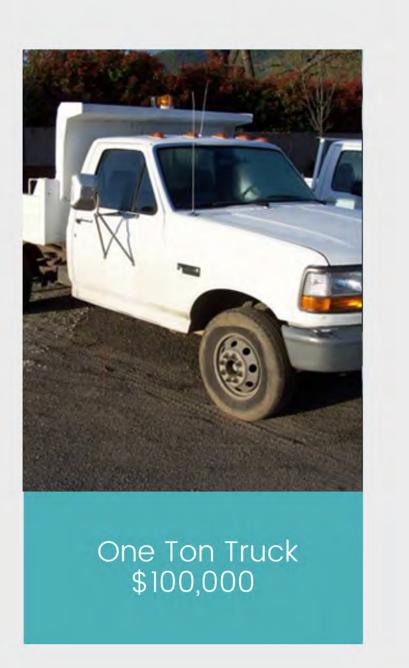




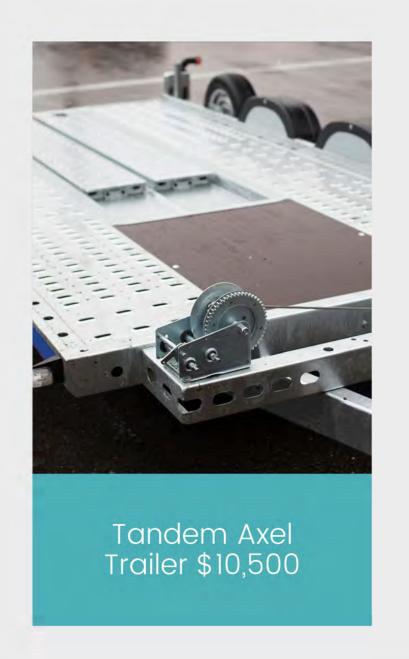


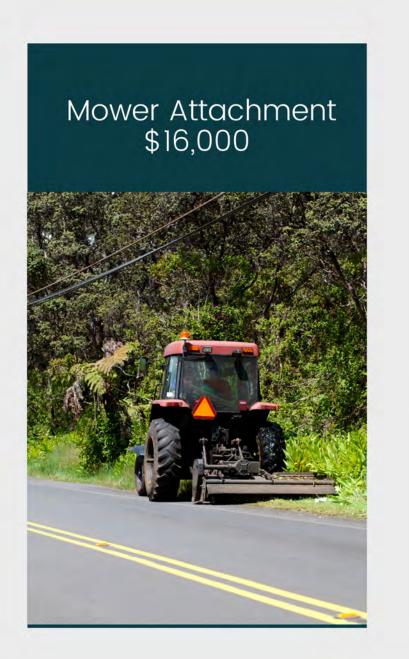


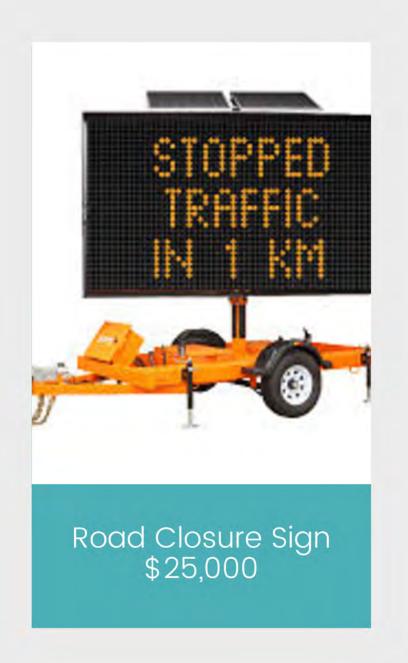




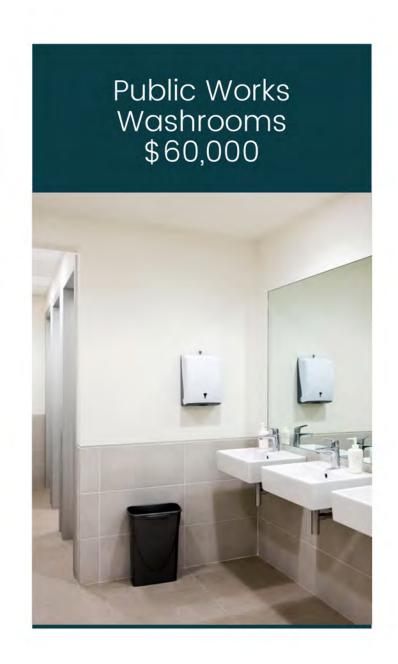


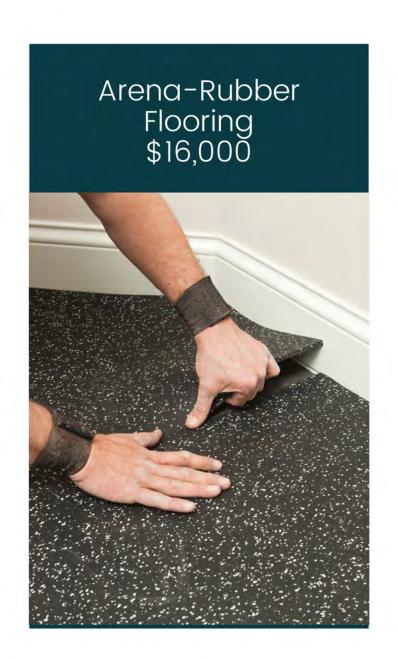




















Tax levy increase is \$617,467
Approximately:
\$63.30 per \$100,000 of
assessment
or
\$339.91 per average
assessment of \$536,984



TAX RATE COMPARISON

BUDGET PRESENTATION





Mono	0.407949%
Mulmur	0.526266%
Melancthon	0.532752%
East Garafraxa	0.587907%
Amaranth	0.631648%
Grand Valley	0.788331%
Shelburne	0.825909%
Orangeville	.0892550%



BUDGET PRESENTATION



2025 OPERATING BUDGET SUMMARY

	2025	2024	2024	Budget
	Budget	Actual	Budget	Variance %
EXPENDITURES				
OPERATING (EXCLUDING WATER)	5,314,058	4,229,929	4,870,215	9.11%
TRANSFERS TO CAPITAL PROGRAM	12,500	-	-	0.00%
TRANSFER TO RESERVES 1	1,147,368	-	1,085,306	5.72%
TOTAL EXPENDITURES FROM GENERAL LEVY	6,473,926	4,229,929	5,955,521	8.70%
REVENUES				
TAXATION	5,372,482	4,755,016	4,755,015	12.99%
SUPPLEMENTARY TAXES (NET OF WRITE-OFFS)	-	36,870	-	0.00%
OPERATING (EXCLUDING WATER)	558,789	818,711	620,190	-9.90%
PAYMENTS IN LIEU OF TAXES	77,000	77,573	74,000	4.05%
GRANTS ²	280,655	266,151	276,916	1.35%
TRANSFER FROM RESERVES ³	185,000	-	79,400	133.00%
TRANSFER FROM TAX RATE STABILIZATION			150,000	-100.00%
TOTAL REVENUES TO GENERAL LEVY	6,473,926	5,954,322	5,955,521	8.70%

- 1 Budgeted Transfer to Reserves from General Levy Include: Election \$4,000, Admin Building \$34,650, Computer Server \$5,000, Equipment \$288,750, Bridges \$530,718, Roads \$110,000, Public Works Building \$34,650, Aggregate Rehab \$3,000, Aggregate Stripping \$20,000, Recreation Equipment \$6,600, and Recreation Building \$110,000.
- 2 Operating Grants include: Summer Student Grant \$6,819, RIDE Grant \$7,355, Prisoner Transport Grant \$1,400, Library Grant \$6,081, OMPF \$259,000.
- 3 Transfers from Reserves Include: \$25,000 from CCBF (Gas Tax) Reserves to cover the cost of the AMP update, \$100,000 from aggregate stripping reserves, and \$40,000 from ditching reserves.



2025 OPERATING BUDGET

	2025	2024	2024	Budget
	Budget	Actual	Budget	Variance %
GENERAL GOVERNMENT				
<u>REVENUE</u>				
Penalties & Interest Revenue ¹	(170,000)	(213,556)	(280,000)	-39.3%
User Fees & Service Charges ²	(57,699)	(74,081)	(43,827)	31.7%
Administration Building Solar Panel Revenue	(12,750)	(11,620)	(12,750)	0.0%
	(240,449)	(299,256)	(336,577)	-28.6%
<u>EXPENSES</u>				
Council	99,650	77,955	98,850	0.8%
Administration Overhead ³	910,255	737,453	838,214	8.6%
Professional and Consulting Fees 4	77,000	76,152	124,535	-38.2%
IT Services and Supplies 5	48,330	44,254	42,000	15.1%
Insurance	78,000	70,656	75,978	2.7%
Long Term Debt - Admin Bldg ⁶		18,111	17,213	-100.0%
	1,213,235	1,024,580	1,196,790	1.4%
PROTECTIVE SERVICES				
REVENUE				
Police Revenues ⁷	(55,987)	(255,920)	(45,000)	24.4%
Protective Inspection & Control Revenue 8	(15,200)	(16,881)	(11,300)	34.5%
	(71,187)	(272,801)	(56,300)	26.4%
EXPENSES				
Fire Services	673,746	593,902	606,451	11.1%
Police Service Expenses ⁹	682,796	511,702	534,366	27.8%
Conservation Authority Levy	56,852	53,659	53,659	6.0%
Protective Inspection and Control Expenses ¹⁰	18,500	8,414	13,500	37.0%
•	1,431,894	1,167,677	1,207,976	18.5%



2025 OPERATING BUDGET

ZOZJ OT LIKA	TING BODGET			
	2025	2024	2024	Budget
	Budget	Actual	Budget	Variance %
TRANSPORTATION SERVICES				
<u>REVENUE</u>				
Public Works Fees & Service Charges	(5,000)	(24,771)	(5,000)	0.0%
Aggregate Fees and Revenue 11	(25,563)	(27,254)	(15,563)	64.3%
Public Works Solar Panel Revenue	(25,500)	(23,240)	(25,500)	0.0%
	(56,063)	(75,265)	(46,063)	21.7%
<u>EXPENSES</u>				
Public Works Administration	511,395	395,460	491,210	4.1%
Public Works Operating Expenses 12	1,053,665	902,054	947,079	11.3%
Public Works Equipment Expenses	159,500	104,132	146,620	8.8%
Bridge and Culvert Expenses 13	5,000	30,404	20,000	-75.0%
Winter Control Expenses	395,877	243,433	376,938	5.0%
Street Lighting Operating Expenses 14	5,000	10,565	16,000	-68.8%
Aggregate Expenses 15	136,100	1,076	16,150	742.7%
Long Term Debt - Bridges	39,392	40,740	40,740	-3.3%
	2,305,929	1,727,865	2,054,737	12.2%
RECREATION AND CULTURAL SERVICES				
REVENUE				
Events and Cultural Services Revenue ¹⁶	(15,000)	(15,347)	-	0.0%
NDCC Revenues	(142,440)	(88,807)	(121,350)	17.4%
NDCC Fundraising & Donation Revenue	(1,000)	(34,210)	-	
Parks & Facility User Fees and Charges 17	(14,750)	(13,875)	(7,500)	96.7%
•	(173,190)	(152,239)	(128,850)	34.4%
<u>EXPENSES</u>				
NDCC Administration 18	98,850	83,432	124,735	-20.8%
NDCC Operating Expenses	103,800	66,723	111,000	-6.5%
Parks & Facilities Operating Expenses 19	32,983	21,541	24,091	36.9%
Library Levies	76,667	69,290	71,900	6.6%
Events and Cultural Services Expense 16	15,000	15,645	500	2900.0%
	327,300	261,613	336,612	-2.8%



2025 OPERATING BUDGET

	2025	2024	2024	Budget
	Budget	Actual	Budget	Variance %
HEALTH SERVICES	_			
<u>EXPENSES</u>				
Cemetery Operating Expenses	13,200	8,748	14,700	-10.2%
	13,200	8,748	14,700	-10.2%
PLANNING AND DEVELOPMENT SERVICES				
REVENUE				
Planning Application Fees 20	(17,900)	(19,150)	(52,400)	-65.8%
	(17,900)	(19,150)	(52,400)	-65.8%
<u>EXPENSES</u>				
Planning and Zoning Expenses ²¹	20,500	31,280	50,800	-59.6%
Economic Development	2,000	8,166	8,600	-76.7%
	22,500	39,446	59,400	-62.1%
TOTAL OPERATING				
REVENUES	(558,789)	(818,711)	(620,190)	-9.9%
<u>EXPENSES</u>	5,314,058	4,229,929	4,870,215	9.1%
NET GENERAL LEVY EXPENDITURE	4,755,269	3,411,218	4,250,025	11.9%



NOTES:	
1	Reserve balances are lower, so less to invest and interest rates are dropping.
2	Administrative Office Revenue has increased by \$14,000 due to new user fees for ownership changes, arrears statements and statement reprint fees.
3	Administration overhead includes increases from inflation, CPP & EI rates, OMERS, and additional staff (a grant and savings from doing health & safety internally cover the costs for the additional staff).
4	Decrease in consulting services as the community risk assessment is complete (\$25,000 was budgeted in 2024) and the facility and asset retirement obligation assessments are done (\$20,000 budgeted in 2024).
5	Hourly rate for IT services has increased.
6	Long term debt for administration building addition has now been paid off.
7	Provincial offences revenue is down about \$10,000 and added in our portion of the OPP anti-theft grant revenue to cover the costs of our staff to administer the grant.
8	Dog licencing revenue is up as we did a blitz around the Township in 2024 to capture unlicenced dogs.
9	OPP contracted services has gone up 24% overall to \$126,600. This is made up of an increase of \$81,760 plus the recovery of the 2023 deficit of \$44,840. The increase is due to retroactive wage increases with their new collective agreement.
10	Increased by-law enforcement budget by \$5,000 to cover court costs to deal with by-law offences.
11	Adjusted aggregate rebate budget to better reflect actual rebates received in last several years, the amount is anticipated to be fairly consistent year over year.
12	Includes increases in the cost of gravel haulage, crushing and calcium of \$76,300 per tendered prices.
	·



INOTES.	
13	Bridge inspections are only done ever other year.
14	Corrected streetlight hydro bills to reflect LED install retroactively to installation year and the Township currently has a \$30,000 credit, that will take about 2 years to use this up. Costs still include streetlight repairs.
15	Land stripping costs of \$120,000 in 2025.
16	New budget for tree sale program.
17	Added \$7,000 for recreational programming revenue.
18	Decrease in salary and benefits expenses by removing the arena manager position.
19	Added recreational programming expenses of \$5,000.
20	Planning applications are down.
21	Removed costs of development charge update of \$40,000 and added \$10,000 to the cost of the official plan update.



2025 USER-PAY BUDGET

		2025	2024	2024	Budget
		Budget	Actual	Budget	Variance %
WATER					
	<u>REVENUE</u>				
	Utility User Fees and Service Charges	(223,750)	(167,425)	(213,100)	5.0%
	Water Interest Revenue	(21,700)	(5,021)	(21,600)	0.5%
		(245,450)	(172,446)	(234,700)	4.6%
	EXPENSES	·			
	Water Administration	9,500	7,964	9,643	-1.5%
	Water Operating Expenses ¹	172,540	124,268	134,265	28.5%
		182,040	132,232	143,908	26.5%
	TRANSFER TO/(FROM) RESERVE FUNDS ²	63,410	40,214	90,792	-30.2%

- 1 Includes \$20,000 for the cost to do a water rate study in 2025.
- Any surplus from water are required to be transferred to the Mansfield Water Capital Replacement Reserve Fund.



2025 CAPITAL PROGRAM

TRANSPORTATION SERVICES

BRIDGE 8 RECONSTRUCTION		
<u>FUNDING</u>		
	Contributions from Bridge Reserves	(896,000)
		(896,000)
<u>EXPENSES</u>		
	Bridge & Culvert	896,000
		896,000
UNFUNDED	<u>CAPITAL</u>	-

PACKER ROLLER FOR GRADER FUNDING		
	Contributions from Equipment Reserves	(25,000)
		(25,000)
<u>EXPENSES</u>		
	PW - Grader	25,000
		25,000
UNFUNDED	O CAPITAL	-



2025 CAPITAL PROGRAM

TRANSPORTATION SERVICES

ONE TON TRUCK			
	<u>FUNDING</u>		
		Contributions from PW Equipment Reserve	(100,000)
			(100,000)
	EXPENSES		
		PW - Pick up Truck	100,000
			100,000
	<u>UNFUNDED</u>	<u>CAPITAL</u>	-

TRAILER, MOWER & ROAD CL	OSURE SIGN	
<u>FUNDING</u>		
	Contribution from General Levy	(12,500)
	Contributions from Equipment Reserves	(26,500)
	Contributions from Grants	(12,500)
		(51,500)
<u>EXPENSES</u>		
	PW - Equipment Other	51,500
		51,500
UNFUNDE	D CARITAL	·



2025 CAPITAL PROGRAM

TRANSPORTATION SERVICES

WASHROOM RENOVATIONS -	PUBLIC WORKS BUILDING	
<u>FUNDING</u>		
	Contributions from Building Reserves	(60,000)
		(60,000)
<u>EXPENSES</u>		
	PW - Buildings & Grounds	60,000
		60,000
UNFUNDE	D CAPITAL	



2025 CAPITAL PROGRAM

RECREATION

ARENA RUBBER FLOORING		
<u>FUNDING</u>		
	Contributions from Reserves	(16,000)
		(16,000)
<u>EXPENSES</u>		
	NDCC - Buildings and Grounds	16,000
		16,000
<u>UNFUNDED</u>	CAPITAL	-

THOMSON TRAIL PARKING LOT		
<u>FUNDING</u>		
	Contribution from Road Reserves	(5,000)
		(5,000)
<u>EXPENSES</u>		
	Park - Captial Projects	5,000
		5,000
<u>UNFUNDED</u>	<u>CAPITAL</u>	-



TO: Council

FROM: Chris Wolnik, Director of Infrastructure

MEETING DATE: December 4, 2024

SUBJECT: 2024-2025 Winter Operations Plan

PURPOSE:

The purpose of this report is to formally adopt the Township of Mulmur's 2024-2025 Winter Operations Plan.

BACKGROUND:

Mulmur's Winter Operations Plan sets out a policy and procedural framework for ensuring that the Township continuously delivers effective winter maintenance services and effectively manages materials used in winter maintenance operations to meet the Ontario Regulation 239/02 Minimum Maintenance Standards for municipal highways. Township staff apply this policy to ensure that the Township continuously delivers effective winter maintenance services on Township roadways.

The Plan is dynamic and allows the Township to evaluate and phase in changes, new approaches, and technologies in winter maintenance activities in a fiscally sound manner. Any changes to the winter maintenance activities must adhere to the mandated Minimum Maintenance Standards for Municipal Highways.

It is good practice to review, renew and adapt an updated Winter Operations Plan annually. The renewal demonstrates that Council reconfirms the Township's commitment to the Plan's objectives and contents. It also defends the municipality against claims liability, as an approved plan coupled with documentation of operational activities demonstrates municipal compliance.

ANALYSIS:

The Township is responsible for the winter maintenance on approximately

- 61 km of paved roads
- 172 km of unpaved roads
- Municipal parking lots
- Walkway between Jeffrey Drive and Thomson Trail

A few minor changes were made to the Winter Operations Plan as follows:

- Update staffing and contact information
- Update shift times to provide better personnel coverage

STRATEGIC PLAN ALIGNMENT:

<u>It's in our Nature: Live</u> - We commit to providing a balanced community and providing quality services. We will encourage increased community building and respectful social interactions to enrich the lives of Mulmur residents. We will provide a range of communications and facilities to promote play, growth, connection, active living and recognize the changing demographics of Mulmur.

<u>It's in our Nature: Grow</u> - We commit to developing a framework to shape our Township in a manner that protects our agriculture, natural resources and our rural character. We will embrace technology, support energy conservation, climate change mitigation and assess environmental impacts in our decision-making process to grow the Township in a sustainable manner.

FINANCIAL IMPACTS:

None. Staff do not anticipate any negative implications to the operating budget for winter maintenance operations.

ENVIRONEMNTAL IMPACTS

Various aspects of winter operations have potential environmental impacts. The use of sand mixed with salt for traction on roadways is likely one of the biggest environmental impacts. To mitigate this impact particularly around water bodies and the water treatment plant wellhead protection zone, the quantity of salt is minimized.

RECOMMENDATION:

THAT Council adopt the 2024-2025 Winter Operations Plan for the Township of Mulmur.

Submitted by: Chris Wolnik, Director of Infrastructure

Reviewed by: Bruce Crawford, Working Foreman

Approved by: Tracey Atkinson, CAO

Schedule A: 2024-2025 Winter Operations Plan



Winter Operations Planning Document for

Township of Mulmur (Winter Season 2024-2025)

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Purpose

This winter operations plan sets out a policy and procedural framework for ensuring that the Township of Mulmur continuously improves on the safe and sustainable delivery of winter maintenance services and the effective and efficient use of road salt in their winter maintenance operations. This plan supersedes all previous plans for the Township of Mulmur.

The plan is meant to be dynamic, to allow the municipality to evaluate and phase-in any changes, new approaches and technologies in winter maintenance activities in a fiscally sound manner. At the same time, any modifications to municipal winter maintenance activities must ensure that roadway safety is not compromised.

This Winter Operations Plan for the Township of Mulmur was endorsed by the Council of Mulmur Township.

Definitions

Anti-icing means the application of liquid de-icers directly to the road surface in advance of a winter event.

Continuous Winter Event Response is a response to a winter event with full deployment of manpower and equipment that plow/salt/sand the entire system.

De-icing means the application of solids, liquids, pre-treated material to the road surface after the on-set of the winter event.

Public Works Foreperson is the person who is on duty at the time directing the snow/ice removal operations of the Township of Mulmur. It may be any individual who may be assigned the responsibility of Public Works Foreperson.

Highway means a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof.

Paved Road means a road with an asphalt surface, concrete surface, composite pavement, or portland cement.

Pre-treat means the application of liquids (sodium chloride, calcium chloride, etc.) to dry salt or sand prior to being loaded for storage or applied to the road surface.

Pre-wetting means the application of liquids (sodium chloride, calcium chloride, etc.) at the spinner of the truck just prior to application to the road surface.

Route of Representative Roads is another term used for patrol routes.

Salt Route is a collection of road segments, which during a winter storm will receive applications of salt to prevent the formation of a bond between snow and pavement, or if such a bond has already formed, to break that bond. Typically such routes have some sort of bare pavement level of service. Under certain circumstances (e.g. extremely cold pavement temperatures such that road salt would not be effective at bond breaking or prevention) sand may be applied to such routes to provide a temporary increase in grip.

Sand Route is a collection of road segments which during a winter storm will receive applications of sand to provide a temporary increase in grip. Typically such routes include gravel and other unpaved roads, where the use of salt or other freeze- depressant materials might impact road stability. The level of service on such routes would not have bare pavement as a service goal.

Winter Operations Plan

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Spot Winter Event Response is a response to a winter event with only a partial deployment of manpower and equipment or with full deployment to only part of the system.

Surface Treated Road is road with bituminous surface treatment comprised of one or two applications of asphalt emulsion and stone chips over a gravel road.

Unpaved Road is a graded road with a gravel, stone or other loose traveling surface.

Winter Event is a weather condition affecting roads such as snowfall, windblown snow, freezing rain, frost or ice to which a winter event response is required.

Winter Event Response is a series of winter control activities performed in response to a winter event.

Winter Event Response Hours are the total number of person-hours per year (plowing, salting/sanding, winging back, etc.) to respond to winter events.

OBJECTIVE OF WINTER OPERATIONS MANAGEMENT

The Township of Mulmur is committed to providing safe and sustainable winter maintenance operations while continuing to improve those operations to provide safety and mobility for the traveling public. As an integral part of this effort the Township of Mulmur will strive to optimize the use of all winter maintenance materials as they pursue the goal of a safe and sustainable transportation system.

The Township of Mulmur Public Works staff will strive, insofar as reasonably practicable, to provide safe winter road conditions for vehicular and pedestrian traffic as set out in the level of service policies and within the resources established by the Council of the Township of Mulmur.

POLICY STATEMENT

The Township of Mulmur will conduct safe and sustainable snow fighting to ensure, insofar as reasonably practicable, the safety and mobility of users of the municipal road network, in keeping with applicable state legislation.

The Township of Mulmur will provide efficient and cost effective winter maintenance to ensure, insofar as reasonably practicable, the safety of users of the municipal road network in keeping with applicable provincial legislation and accepted standards while striving to minimize adverse impacts to the environment. These commitments will be met by:

Adhering to the procedures contained within the Winter Operations Plan; Reviewing and upgrading the Winter Operations Plan on an annual basis to incorporate new technologies and new developments;

Committing to ongoing winter maintenance staff training and education; and Monitoring on an annual basis, the present conditions of the winter maintenance program, as well as the effectiveness of the Winter Operations Plan.

Winter Operations Plan Page 5 of 63

QUICK OVERVIEW OF THE TOWNSHIP OF MULMUR

Type of Organization: Municipal

Structural Level: Township

Estimated Population (2021 Consensus):

3600

Total Area: 71000.0 Acres

Street Address:

758070 2nd Line E.

Municipal Office / Public Works Shop Mulmur, Ontario L9V0G8 Canada

Telephone: 705-466-3341 Website: www.mulmur.ca Director of Infrastructure: 705-466-3341 x 224 Public Works Foreperson: 705-466-3341 x 228

Police: O.P.P.

Contact Person: Dispatch Primary Phone: 519-925-3838

Contractors: Staveley Construction Inc.:

Primary Contact Person: Randy Staveley

Contracted Tasks: 2nd Line west north of River Rd. & West Townline south

of River Rd.

Alex Kozak Gravel Driveways & Concrete: Primary Contact Person: Alex Kozak

Contracted Tasks: Pathway between Jeffery Drive and Thomson trail

WINTER MAINTENANCE PROGRAM

4.1. The System Maintained

The major activities related to winter maintenance are:

- 4 Snow plowing
- 5 Salt/sand application Snow removal
- 6 Sidewalk plowing and de-Icing Drift-control
- 7 Cleaning snow from ditches
- 8 Snow Blowing / Snow bank removal

The Township of Mulmur is responsible for winter maintenance on:

Winter Operations Plan Page 6 of 63

Road	Surface and	Individual Length (Lane	Total Length (Lane
Category	Area Type	kilometres)	kilometres)
Class 6	Unpaved and Rural	22.2	22.2
Class 5	Unpaved and Rural	358.2	358.2
	Paved and Rural	95.0	
Class 4	Surface Treated and Rural	0.0	95.0
Class 3	Paved and Rural	20.2	20.2

4.2 Level of Service

The Township of Mulmur provides the following level of service during the winter maintenance season, as set out in 4.3, in response to a winter event.

The minimum standard for clearing snow accumulation is:

Snow Accumulation and Ice Formation Policy

The Township of Mulmur follows Reg 239/02 of MMS Section 4 and 5

4.2.1. Snow accumulation, roadways

Subject to section 4.1, the standard for addressing snow accumulation on roadways is,

- (a) after becoming aware of the fact that the snow accumulation on a roadway is greater than the depth set out in the Table to this section, to deploy resources as soon as practicable to address the snow accumulation; and
- (b) after the snow accumulation has ended, to address the snow accumulation so as to reduce the snow to a depth less than or equal to the depth set out in the Table within the time set out in the Table,
 - (i) to provide a minimum lane width of the lesser of three metres for each lane or the actual lane width, or
 - (ii) on a Class 4 or Class 5 highway with two lanes, to provide a total width of at least five metres. 0. Reg. 47/13, s. 4; 0. Reg. 366/18, s. 5 (1).

If the depth of snow accumulation on a roadway is less than or equal to the depth set out in the Table to this section, the roadway is deemed to be in a state of repair with respect to snow accumulation. 0. Reg. 47/13, s. 4.

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For the purposes of this section, the depth of snow accumulation on a roadway and, if applicable, lane width under clause (1) (b), may be determined in accordance with subsection by a municipal employee, agent or contractor, whose duties or responsibilities include one or more of the following:

- Patrolling highways.
- Performing highway maintenance activities.
- Supervising staff who perform activities described in paragraph 1 or 2. 0. Reg. 47/13, s. 4; 0. Reg. 366/18, s. 5 (2).

The depth of snow accumulation on a roadway and lane width may be determined by,

- · performing an actual measurement;
- · monitoring the weather; or
- performing a visual estimate. 0. Reg. 47/13, s. 4; 0. Reg. 366/18, s. 5 (3).

For the purposes of this section, addressing snow accumulation on a roadway includes,

- (a) plowing the roadway;
- (b) salting the roadway;
- (c) applying abrasive materials to the roadway;
- (d) applying other chemical or organic agents to the roadway;
- (e) any combination of the methods described in clauses (a) to (d). 0. Reg. 366/18, s. 5 (4).

This section does not apply to that portion of the roadway,

- (a) designated for parking;
- (b) consisting of a bicycle lane or other bicycle facility; or
- (c) used by a municipality for snow storage. 0 . Reg. 366/18, s. 5 (4).

TABLE SNOW ACCUMULATION - ROADWAYS

Class of	Depth	Time
Highway		
1	2.5 cm	4 hours
2	5 cm	6 hours
3	8 cm	12 hours
4	8 cm	16 hours
5	10cm	24 hours

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O Reg. 47/13, s. 4; 0. Reg. 366/18, s. 5 (5).

Snow accumulation on roadways, significant weather event

- 4.2.2. If a municipality declares a significant weather event relating to snow accumulation, the standard for addressing snow accumulation on roadways until the declaration of the end of the significant weather event is,
 - to monitor the weather in accordance with section 3.1; and
 - if deemed practicable by the municipality, to deploy resources to address snow accumulation on roadways, starting from the time that the municipality deems appropriate to do so. 0 . Reg. 366/18, s. 7.

If the municipality complies with subsection (1), all roadways within the municipality are deemed to be in a state of repair with respect to snow accumulation until the applicable time in the Table to section 4 expires following the declaration of the end of the significant weather event by the municipality. 0. Reg. 366/18, s. 7.

- (2) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,
 - (a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and
 - (b) address snow accumulation on roadways in accordance with section 4. 0. Reg. 366/18, s. 7.

4.2.3. Snow accumulation, bicycle lanes

Subject to section 4.3, the standard for addressing snow accumulation on bicycle lanes is,

- (a) after becoming aware of the fact that the snow accumulation on a bicycle lane is greater than the depth set out in the Table to this section, to deploy resources as soon as practicable to address the snow accumulation; and
- (b) after the snow accumulation has ended, to address the snow accumulation so as to reduce the snow to a depth less than or equal to the depth set out in the Table to this section to provide a minimum bicycle lane width of the lesser of 1 metre or the actual bicycle lane width. 0. Reg. 366/18, s. 7.

If the depth of snow accumulation on a bicycle lane is less than or equal to the depth set out in the Table to this section, the bicycle lane is deemed to be in a state of repair in respect of snow accumulation. 0. Reg. 366/18, s. 7.

For the purposes of this section, the depth of snow accumulation on a bicycle lane and, if applicable, lane width under clause (1) (b), may be determined in the same manner as set out in subsection 4 (4) and by the persons mentioned in subsection 4 (3), with necessary modifications. 0. Reg. 366/18, s. 7.

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For the purposes of this section, addressing snow accumulation on a bicycle lane includes,

- (a) plowing the bicycle lane;
- (b) salting the bicycle lane;
- (a) {c) applying abrasive materials to the bicycle lane;
- (b) {d) applying other chemical or organic agents to the bicycle lane;
- (d) sweeping the bicycle lane; or
- (e) any combination of the methods described in clauses (a) to (e). 0. Reg. 366/18, s.

TABLE
SNOW ACCUMULATION - BICYCLE LANES

Class of Highway	Depth	Time
or Adjacent Highway		
1	2.5cm	8 hours
2	5cm	12 hours
3	8cm	24 hours
4	8cm	24 hours
5	10 cm	24 hours

Snow accumulation on bicycle lanes, significant weather event

If a municipality declares a significant weather event relating to snow accumulation, the standard for addressing snow accumulation on bicycle lanes until the declaration of the end of the significant weather event is,

- (a) to monitor the weather in accordance with section 3.1; and
- (b) if deemed practicable by the municipality, to deploy resources to address snow accumulation on bicycle lanes, starting from the time that the municipality deems appropriate to do so. 0. Reg. 366/18, s. 7.

If the municipality complies with subsection (1), all bicycle lanes within the municipality are deemed to be in a state of repair with respect to snow accumulation until the applicable time in the Table to section 4.2 expires following the declaration of the end of the significant weather event by the municipality.

Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,

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- (a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and
- (b) address snow accumulation on bicycle lanes in accordance with section 4.2. 0. Reg. 366/18, s. 7.

Ice formation on roadways and icy roadways

The standard for the prevention of ice formation on roadways is doing the following in the 24-hour period preceding an alleged formation of ice on a roadway:

- Monitor the weather in accordance with section 3.1.
- Patrol in accordance with section 3.
- If the municipality determines, as a result of its activities under paragraph 1 or 2, that there is a substantial probability of ice forming on a roadway, treat the roadway, if practicable, to prevent ice formation within the time set out in Table 1 to this section, starting from the time that the municipality determines is the appropriate time to deploy resources for that purpose. 0. Reg. 366/18, s. 8.

If the municipality meets the standard set out in subsection (1) and, despite such compliance, ice forms on a roadway, the roadway is deemed to be in a state of repair until the applicable time set out in Table 2 to this section expires after the municipality becomes aware of the fact that the roadway is icy. 0. Reg. 366/18, s. 8.

Subject to section 5.1, the standard for treating icy roadways is to treat the icy roadway within the time set out in Table 2 to this section, and an icy roadway is deemed to be in a state of repair until the applicable time set out in Table 2 to this section expires after the municipality becomes aware of the fact that a roadway is icy. 0. Reg. 366/18, s. 8.

For the purposes of this section, treating a roadway means applying material to the roadway, including but not limited to, salt, sand or any combination of salt and sand. 0. Reg. 366/18, s. 8.

For greater certainty, this section applies in respect of ice formation on bicycle lanes on a roadway, but does not apply to other types of bicycle facilities. 0. Reg. 366/18, s. 8.

ICE FORMATION PREVENTION

Class of Highway	Time
1	6 hours
2	8 hours
3	16 hours
4	24 hours
5	24 hours

0. Reg. 366/18, s. 8.

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TABLE 2 TREATMENT OF ICY ROADWAYS

Class of Highway	Time
1	3 hours
2	4 hours
3	8 hours
4	12 hours
5	16 hours

Icy roadways, significant weather event

If a municipality declares a significant weather event relating to ice, the standard for treating icy roadways until the declaration of the end of the significant weather event is,

- to monitor the weather in accordance with section 3.1; and
- if deemed practicable by the municipality, to deploy resources to treat icy roadways, starting from the time that the municipality deems appropriate to do so. 0. Reg. 366/18, s. 8

If the municipality complies with subsection (1), all roadways within the municipality are deemed to be in a state of repair with respect to any ice which forms or may be present until the applicable time in Table 2 to section 5 expires after the declaration of the end of the significant weather event by the municipality. 0. Reg. 366/18, s. 8.

Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,

- declare the end of the significant weather event when the municipality determines it is appropriate to do so; and
- treat icy roadways in accordance with section 5. 0. Reg. 366/18, s. 8.

TABLE SNOW ACCUMULATION

Class of Highway	Depth	Time
1	2.5 cm	4 hours
2	5 cm	6 hours
3	8 cm	12 hours
4	8 cm	16 hours
5	10 cm	24 hours

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TABLE
ICE FORMATION PREVENTION AND ICY ROADWAYS

Class of Highway	Time
1	3 hours
2	4 hours
3	8 hours
4	12 hours
5	16 hours

The snow accumulation and ice-formation policies are attached herein as a separate document, in Appendix 3-1

4.2.2. Private Sidewalk Responsibility

The walkway between Jeffery Drive and Thompson Trail is our organization's responsibility.

4.2.3 Plowing Private Property

Private properties are the responsibility of respective owners.

4.3 Winter Season Maintenance

For Operational purposes, the Township of Mulmur assumes the winter season commences on 2023-Dec-01 and is completed by 2024-Mar-31, while acknowledging that winter events may occur outside of this timeframe.

4.4 Winter Preparations

In the months prior to the start of the winter maintenance season, as identified in 4.3, the Township of Mulmur undertakes the following tasks to prepare for the upcoming winter season.

4.4.1. Prior to Winter Season

Prior to the winter season, if required, prepare and call tenders for the supply of materials (e.g. salt, sand, liquid, etc.), replacement parts (for plows, solid and liquid application equipment), value added meteorological services (VAMS) and contract equipment (e.g. plow trucks, spreader trucks, combination units, etc.).

Prior to the winter season the Township of Mulmur will:

Conduct a mandatory training session for staff and contract operators where all policies, procedures, schedules, reporting procedures for callout, route maps, equipment training and safety precautions will be discussed. Any issues resulting from the meeting with regard to the policies, procedures, schedules, reporting procedures for callout, route maps, equipment training and safety precautions shall be resolved either at the meeting or prior to the winter season.

Train winter patrollers (or staff whose duties also include patrolling) on the route of representative roads to be patrolled, their duties during a winter event, record keeping requirements, callout procedures and the de-icing chemicals to be applied for the forecast weather conditions.

Inspect equipment to ensure proper working order. Schedule and complete any and all equipment repairs.

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Arrange for the delivery of materials (salt, sand and liquid solution) and begin filling storage facilities. If liquid solution is mixed on site, begin mixing and filling storage tanks.

Confirm that all guiderail, catchbasin, hazard and fire hydrant markers, steep hill, sharp curve ahead warning signs, bridges ices sign, if any, are in place. Any missing markers should be replaced prior to the winter session.

4.4.2. One Month Prior to the Winter Season

One month prior to the winter season the Township of Mulmur will:

- Post the winter shift schedule
- Assign equipment to staff.
- Calibrate material application equipment.
- Allow operators (staff and contract) time to familiarize themselves with any new equipment, material application rates, material application equipment and their route (driving the route and noting obstacles along the route).
- Assign staff to monitor and record weather forecasts on a daily basis. Upon the forecast of
 an approaching winter event, schedule a patrol of a route of representative roads. If a
 winter event is forecast prior to the start of the next scheduled shift a night and/or
 weekend patrol(s) of a route of representative roads should be scheduled. If a night or
 weekend patrol is scheduled the patroller should monitor and record the weather forecast
 and road conditions. The patrol person should be authorized to initiate a winter event
 response if conditions warrant a response.
- Have 10 % of the fleet ready to respond to a winter event.
- Have sufficient staff available to operate the fleet if conditions warrant a winter event response.

4.4.3 Two Weeks Prior to the Winter Season

Two weeks prior to the winter season the Township of Mulmur will:

- Have 75 % of the fleet ready to respond to a winter event.
- Have staff available to operate the required complement of the fleet if conditions warrant a winter event response

4.4.3. At the Start of the Winter Season

At the start of the winter season:

- Implement the winter shift schedule.
- Begin patrolling representative roads in all roads/areas that the organization is responsible for
- Respond to winter events as per the winter operations plan.

4.5. Winter Patrol

During the winter maintenance season, 4.3, *Township of Mulmur* carries out a winter patrol on a route of representative roads daily, on Weekends & Holidays. Monday to Friday, Roads are patroled by equipment operators during regular winter maintenance operations. Between winter events a patrol of representative roads will occur during day shift and a second patrol will be also be scheduled during the afternoon shift as required. The purpose of the patrol is to monitor and record weather and road conditions and mobilize winter maintenance operators and equipment should a winter event be observed and a winter event response is required. On the approach of a winter

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event or during a winter event the route of representative roads may be modified, insofar as reasonably practicable, depending on the type and severity of winter event or the direction from which the storm approaches. The patrol person/equipment operator will be familiar with local conditions in their patrol area, and advise their Public Works Foreperson of road and weather conditions as well as any actions taken during the shift. The winter patrol schedule parallels the designated winter season.

4.6. Operations

4.6.1. Staffing and Hours of Work

The Township of Mulmur has a full time employee assigned to each vehicle used for winter operations. Each vehicle is assigned a route for sanding/salting and/or plowing and ice blading. The Township of Mulmur adheres to the hours of service as dictated by Highway Traffic Safety Act, Reg. 555/06 (Ontario, Canada).

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Staffing for Winter Maintenance				
Employee	Job Title	Reports to Facility	Assigned Route(s)	Assigned Equipment
Dan Reid - Weekends - 4:00 AM to 8:00 AM On call Saturdays & Sundays	Weekend Patrol	Main Shop – Terra Nova	2024-2025 WEEKEND PATROL	P-6
Alex Kozak	Sidewalk Shop - Contractor Terra Nova		Jeffery to Thomson Trail	Alex Kozak - snow blower
Gavin Laderoute Days 4:00 AM to 12:30 PM	Equipment Operator	Main Shop - Terra Nova	#3	G-4, T-9
Chris Marshall Days - 4:00 AM - 12:30 PM	Equipment Operator	Main Shop - Terra Nova	#6	T-11,T-10, L-3
Dean Morby Days - 4:00AM to 12:30 PM	Equipment Operator	Main Shop - Terra Nova	#1	G-7, J-1, T- 12 , P-6
Jon Squirrell Days – 4:00AM to 12:30 PM	Equipment Operator	Main Shop - Terra Nova	#4	T-9 , L-3 J-1
Mark McArthur Days – 4:00 AM - 12:30 PM	Equipment operator	Main Shop - Terra Nova	#5	T-12 , L-3 T-10
Logan Davidson Days - 4:00 AM to 12:30 PM	Equipment Operator	Main Shop - Terra Nova	#2	G-6, J-1, T- 11
Mel Seabourne Afternoons – 1:30 pm to 10 pm	Equipment Operator	Main Shop - Terra Nova	Afternoon Route	T-9, T-10, L-3,P-6
Mike Pouw Afternoons – 1:30 pm to 10 pm	Equipment Operator	Main Shop - Terra Nova	Afternoon Route	G-4, T-10, T-11, P-6

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Some of the key responsibilities associated with the management and overseeing of winter operations for this winter season are as below:

- Foreman will receive issues and concerns of the citizens regarding snow and ice control efforts.
- Foreman will be responsible for making operational decisions.
- Foreman will be authority to which the field staff will communicate the field conditions to.
- Foreman will be responsible for shift scheduling.
- Foreman will (when physically possible) be responsible for providing appropriate signage and or barricades in case a road has to be closed due to severe winter storm.
- Foreman will ensure media releases are sent to local news and radio stations advising of road closures.

4.6.2. Winter Material Used Annually

Primary Solid Material	Brand Name or Supplier	,	In-House Mix Added
Sand	Township of Mulmur winter sand	4500.0 Tonnes(Can) vs. 3200.0 Tonnes(Can)	Salt (NaCl) 0.05%

4.6.3. Application Rates

	Min. and Max. Ranges (Tonnes/lane-kilometre)				
	0.0 to -5.0 CELSIUS	-5.0 to -10.0 CELSIUS	-10.0 to -18.0 CELSIUS		
Frost	300.0 - 570.0	300.0 - 570.0	300.0 - 570.0		
Light Snow	300.0 - 570.0	300.0 - 570.0	300.0 - 570.0		
Heavy Snow	300.0 - 570.0	300.0 - 570.0	300.0 - 570.0		
Freezing Rain	300.0 - 570.0	300.0 - 570.0	300.0 - 570.0		

4.6.4 Equipment - Winter Maintenance Fleet

The Township of Mulmur provides winter maintenance services on 15 routes with the equipment listed in Appendix 3.

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Vehicle Name or number	Vehicle Type	Associated Routes	Associated Employees	Location/Yard
Alex Kozak - snow blower	Other	Jeffery to Thomson Trail	Alex Kozak	Municipal Office
B-3	Backhoe	Yard	Mel Seabourne Afternoon – 1:30 to 10 PM Chris Marshall Days 4 am to 12:30 PM	Main Shop - Terra Nova
G-4	Grader	#3	Mike Pouw Afternoon – 1:30 to 10 PM Gavin Laderoute Days-4AM to 12:30 PM	Main Shop - Terra Nova
G-6	Grader	#2	Logan Davidson DAYS - 4:00 AM to 12:30 PM	Main Shop - Terra Nova
G-7	Grader	#1	Dean Morby DAYS - 4:00 AM to 12:30 PM	Main Shop - Terra Nova
J-1	Tractor	Snow Blowing	Dean Morby Days - 4:00 AM to 12:30 PM Mike Pouw Afternoons – 1:30 to 10 PM Logan Davidson DAYS - 4:00 AM to 12:30 PM	Municipal Office
L-3	Loader	Yard	Chris Marshall Days - 4:00 AM - 12:30 PM Mike Pouw Afternoon – 1:30 to 10 PM, Bruce Crawford Days 8AM to 4 PM	Main Shop - Terra Nova
P-7	F 150	2024/2025 PATROL	Bruce Crawford Days 7 AM to 3:30 PM	Main Shop - Terra Nova
P-6	GMC	2024/2025 WEEKEND PATROL	Dan Reid Weekends - 4:00 AM to 8:00 AM On call Saturdays & Sundays	Main Shop - Terra Nova
T-10	Single Axle	#3, #2, #1, #4,	Chris Marshall Days - 4:00 AM - 12:30 PM Dean Morby DAYS - 4:00 AM to 12:30 PM Mike Pouw Afternoon – 1:30 to 10 PM	Main Shop

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Vehicle Name or number	Vehicle Type	Associated Routes	Associated Employees Lo	cation/Yard
T-10	Single Axle	#5, #6	Logan Davidson DAYS - 4:00 AM to 12:30 PM Mike Pouw Afternoon – 1:30 to 10 PM	- Terra Nova
T-11	Tandem Axle	#6	Chris Marshall Days - 4:00 AM to 12:30 PM Mike Pouw Afternoon 1:30 to 10 PM	Main Shop - Terra Nova
T-12	Tandem Axle	#5	Mark McArthur Days - 4:00 AM to 12:30 PM,	Main Shop - Terra Nova
T-8	Tandem Axle	#1-2-3-4-5-6	, Gavin Laderoute DAYS - 4:00 AM to 12:30 PM Mel Seabourne Afternoon 1:30 to 10 PM	Main Shop - Terra Nova
T-9	Tandem Axle	#4	Mel Seabourne Afternoon – 1:30 to 10 PM Jon Squirrell Days - 4 AM to 12:30 PM	Main Shop - Terra Nova

4.6.4.1. Mechanics

The Township of Mulmur has:

- 0 in-house mechanic(s) available
- 1 external (e.g. contracted) mechanic(s) available
- Facilities with mechanics include:
 - Main Shop Terra Nova
- The timings for the above mechanics are as below:
 - On Call

4.6.5. Winter Maintenance Facilities

The Township of Mulmur provides winter maintenance services from the winter maintenance facilities listed below.

4.6.5.1 Main Shop - Terra Nova

Facility Type:

Patrol Yard

Facility Address:

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Shop, 758070 2nd Line E., Mulmur, Ontario L9V 0G8, Canada Facility Phone: 705-466-3341

Number of Front-end Loaders: 2

Year Built:

1970

Updates and Enhancements:

2018 - Generator

2022 - 2 Equipment bays

Design and Logistics:

- All materials are handled in a designated area characterized by an impermeable surface
- Equipment is not in place to prevent overloading of trucks
- System is not in place for collection and/or treatment of wastewater from cleaning of trucks
- Control and diversion of external waters (not impacted by salt) is not in place
- Ongoing clean-up of the site surfaces and spilled material is swept up quickly
- Risk management and emergency measures plans are in place

Material Storage Details:

- There is storage space available inside of this facility. It presently stores: Winter San@ 4000.0 Tonnes (Can)
- There is no storage space available outside of this facility.

Equipment Storage Details:

All equipment is stored in a heated shop

Equipment Washing Details:

All equipment is washed out side on a large asphalt pad.

Miscellaneous Material Details:

4500 ton Sand Dome

Site Drainage Details:

- There isn't any drainage and collection system for runoff of salt- contaminated waters at this facility
- The chloride concentration in the runoff is not monitored This site discharges to:
- Additional Site Storage Details

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4.6.6. Parking Lots

The Township of Mulmur provides winter maintenance services to the listed parking lots below.

4.6.15. 4.6.6.1. Municipal Office

Facility Address: Municipal Office, 758070 2nd Line E., Mulmur, Ontario L9V 0G8, Canada

Number of Parking Spots: 50

Responsibility to maintain: Township of Mulmur The lot is not used for storage or disposal of snow.

The drainage from this lot is controlled.

Service Policy:

Parking Lot is plowed as needed by road staff

4.6.7. Snow Removal and Disposal

The Township of Mulmur does not have dedicated Disposal Site(s) in its jurisdiction.

4.6.8. Plow Routes

Appendix 2 contains maps of the salt/sand routes, anti-icing routes and plow routes.

4.6.9. Salt Vulnerable Areas

Certain locations within the area of responsibility of the Township of Mulmur have been identified as being potentially vulnerable to the over-application of road salt. These areas are shown on the route maps in the appendices. Accordingly, salt storage, snow disposal and material application in these areas will be strictly monitored and in some cases may be restricted in a variety of ways.

4.6.9.1. Mansfield Water System Well # 1

Facility Address:

Area Footprint: 12.36 Acres

Additional Details: Deep well that supplies water to the Manfield water system located at 937012

Dufferin County Rd. 18

Mitigation Measures: no snow storage in this area

Associated Vulnerabilities: Drinking water (surface or groundwater)

4.6.9.2 Mansfield Water System Well # 3

Facility Address:

Area Footprint: 29.65 Acres

Additional Details: Deep well that supplies water to the Mansfield water system located at 12

Somerville Crescent Mansfield.

Mitigation Measures: No snow storage in the area

Associated Vulnerabilities: Drinking water (surface or groundwater)

4.6.9.3 Mansfield Water System Well # 2

Facility Address:

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Area Footprint: 9.88 Acres

Additional Details: Deep well that supplies water to the Mansfield water system located at 936541

Dufferin County Rd 18

Mitigation Measures: No snow storage in the area

Associated Vulnerabilities:

4.6.10. Weather Monitoring

In order to determine an effective winter event response and allocate the appropriate resources the Township of Mulmur supplements their general observations with weather information from various sources which includes:

- Observations from municipal staff, communication with staff of adjacent municipalities;
- Customized weather forecasts which are updated 4 times/day from a Value Added Meteorological Service Wood RWIS Forcast

4.6.11. Communications

Maintaining reliable internal communications is a critical component of winter operations. The Township of Mulmur uses the following:

- Social Media, Local Radio or TV
- All winter maintenance vehicles are equipped with two way communications (radios, cell phone, etc.).
- Township of Mulmur provides a call centre which:
 - Serves as the main hub for in/outgoing calls from general public. Is open during the winter season identified in section 4.3 in this document and is staffed from 8:30 AM to 4:30 PM.
 - Is available on Monday, Tuesday, Wednesday, Thursday and Friday.

All citizen issues concerning snow and ice control efforts will be routed to Public Works Foreperson. Public Works Foreperson will determine appropriate follow-up responses to citizen inquiries.

The municipality provides external communication with the general public via:

Information posted on the municipality's web site (www.mulmur.ca)

Other means of providing information on winter maintenance services and salt management practices).

4.6.12. Boundary Street Jurisdiction and Responsibility

The table below outlines the responsibilities of each agency has to the roads bordering with the Township of Mulmur. The agencies listed in the table have first response maintenance responsibility to these roads. If the Township of Mulmur has its snow routes open and serious problems remain on the boundary streets, The Township of Mulmur snow plows may assist based upon the judgement of Public Works Foreperson on duty.

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TABLE

Organization, and Contact	Responsibility Details	Telephone Number	Boundary Roads
Town of Mono Matt Doner	Director of Public Works	519-941-3599	Mulmur Mono Townline
Township of Adjala/Tosoronti o John Wilmetts	Interim Public Works Supervisor	705-434-5055 ex 269	Mulmur 20 to N.T.L Tos 15 SDRD to 89
Township of Clearview Dan Perreault	Director of Public Works	705-428-6230 ex 230	Mulmur Centre – Mel T.L.
Township of Melancthon Craig Micks	Public Works Superintendent	519-925-5525	Mulmur 17 to 89 Mel 15 to NTL

4.6.13 Callout Procedures

Operational decisions will be made by the Public Works Foreperson or his/her designate with the aid of available forecasting, Level of Service policy, patrolling etc. However, it should be emphasized that decisions will be subjective and external input, whether in this plan or elsewhere, merely acts as an aid in determining if a call out of staff and equipment by the Public Works Foreperson to respond to a winter event is warranted.

It is vital therefore that the Public Works Foreperson records the prevalent conditions and relevant information when he/she makes a decision.

The patrol person/winter control persons shall inform the Public Works Foreperson or his/her designate of the changing of road and weather conditions observed in the field. When a winter event response is required the Public Works Foreperson or his/her designate will contact the staff as per the shift schedule and the direction given by the Public Works Foreperson. In the absence of the Public Works Foreperson the patrol person shall be his/her designate and initiate a call out in response to a winter event. Policy states ½ hour arrival time.

6.6.14 Road Closure and Procedures

In the event a road must be closed due to a severe winter storm, O.P.P. will request signs be placed to close the road. Appropriate signage and barricades will be available at the patrol yard. Upon receiving a request from O.P.P. to close a road to traffic, the Public Works Foreperson or his/her designate will organize manpower and equipment to place the signs and barricades. The Public Works Foreperson or his/her designate will contact the call centre and request that a media release (Appendix 5-1) be sent to the local news and radio stations advising of the road closure. Roads will be deemed to be closed once the signs and barricades are placed. When it is physically impossible to place signs and barricades to close a road, the Public Works Foreperson or his/her designate will advise O.P.P. and request O.P.P. permission to send the media release (Appendix 5-2).

4.6.16. Declaration of Emergency Parking Ban

Cars parked on the streets during a snow removal effort may be ticketed and/or towed away. A snow emergency parking ban may be declared by Public Works Foreperson, or their designee. The O.P.P. and media will be notified when the parking ban is initiated.

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4.6.17. Operating Instructions and Safety Rules

All individuals (whether local staff or contracted) shall abide by operating instructions and safety rules as stated in Appendix 6.

4.7. Decommissioning Winter Operations

After the winter season identified in 4.3 expires, the Township of Mulmur undertakes the following tasks to decommission winter operations:

4.7.1. Two Weeks After the Winter Season Ends

Two weeks after the winter season ends:

Cease regularly scheduled winter night patrols. Continue monitoring and recording weather forecasts.

Assign night patrol shift if forecast indicates an overnight winter event is probable.

4.7.2. One Month After the Winter Season Ends

One month after the winter season ends:

Cease all winter highway maintenance operations Decommission the remainder of the equipment providing weather forecasts warrant the decommissioning.

4.8. Training

The Township of Mulmur provides winter operations training for all staff involved in the delivery of winter services.

Individuals in the following positions within and outside of the organization have been trained:

- Within Organization:
 - Operator(s) Patroller(s)
- Contracted Staff:
 - Manager(s)
 - Supervisor(s)
 - Operator(s)

It is compulsory for all staff, including contractor staff, to attend the training session. All trained staff will verify that the training was received by either signing the "Record of Training" included in Appendix 7-1 or 7-2, or another verification document.

Current winter operations training(s) for in-house staff:

- Equipment Circle Check Equipment Calibration Record Keeping
- Health and Safety
- Level of Service policies, practices and procedures
- Identification of Plow Routes including variations for year to year and issues identified along the route
- De-icing chemicals application procedures, rates, storage and handling Identification of vulnerable areas
- Yard and Equipment maintenance

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4.9. Record Keeping

Full and accurate completion of the documents listed below, according to the applicable procedures, ensures that the municipality is protected from liability by providing solid documentation that procedures have been followed.

Staff is responsible for keeping the following records:

For Equipment Operators:

- CDL Time Card
- Route Plowed and strategy used (plow only, salt/sand only, anti-ice, combination plowing/sanding/salting

For Patrollers:

- Winter Patrol Record Call Out Diary
- Weather and/or RWIS Information Received

For Operations Supervisors:

- Operations Diary
- Incident/Collision Reports Equipment Calibration Records
- Has Automatic Vehicle Location (AVL) system installed on fleet

The date will be recorded as YYYY-MMM-DD. It will be written in a numerical format (2022-Nov-24). The time shall be documented using the 24 hour clock format.

Always retain the original copy of documents regardless of their appearance. Writing must be legible for others to read and written in ink. Stains or dirt on the documents is not an issue. If a document requires correction then a line is to be placed through the incorrect information without making it illegible and continue writing on the original document. Initial corrections or change in the colour of ink in a case where you change writing pens.

5 PLAN IMPROVEMENTS

The current winter maintenance policies, practices and procedures form the baseline or benchmark upon which improvements can be made to improve winter operations and/or the use and management of road salt.

Based upon the need to maintain continual service throughout the season, and the previous experience obtaining critical supplies and equipment at the height of the season, over the next ten years the Township of Mulmur plans to undertake a number of improvements that will be monitored and updated annually.

- Equipment
 - o 2021-2022 Season: 2 Bay Addition to Main Shop

6 MONITORING AND UPDATING

Safe and sustainable winter operations includes, as one of its fundamental tenets, the monitoring and updating of winter operations plans, policies, practices and procedures (the "four Ps") of the Township of Mulmur in an ongoing manner. To that end, the following continuous improvement cycle is used to refine the "four Ps" annually.

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At the end of the winter season, as identified in 4.3, a meeting to review winter operations will be held each year with all winter operations staff to itemize all issues that arose during the winter season and discuss how these issues may be resolved. Prior to the start of the next winter season and with sufficient lead time to implement any changes, the Township of Mulmur shall train staff on the changes to equipment and/or winter maintenance policies, practices, and procedures.

The winter season of (2021/22) will be the benchmark year. Year over year achievement using the performance measures listed below will be measured against said benchmark year. Performance measures will be used to determine whether or not the objectives of the Winter Operations Plan and/or winter maintenance policies, practices, and procedures have been met.

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Monitoring the severity of the winter season: • % change (+/-) in the total annual Centimetres of snow accumulation from the benchmark year • Last Season: 0.0 • This Season: 0.0 • % Change: +NaN	We change (+/-) in the total number of days that required salt operation from the benchmark year Last Season: 0 This Season: 0 Medium Change: +NaN
% change (+/-) in the total number of days with measurable snowfall from the benchmark year	Monitoring the Salt Used: • % change (+/-) in the total tons of salt purchased annually from the benchmark year • Last Seasonf. 50.0 • This Season: 50.0 • % Change: +0.00
% change (+/-) in the total number of days with freezing rain from the benchmark year	• % of applications where discharge rates exceeded & ast Season: 0
% change (+/-) in the total number of continuous winter event responses from the benchmark year	% change (+/-) in the total tons of salt applied annually per lane km per winter event
% change (+/-) in the total number of winter event hours from the benchmark year	 % change (+/-) in the total number of complaints received regarding winter operations from the benchmark year Last Season: 0 This Season: 0

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o % Change: +NaN

7 ADDITIONAL DETAILS

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5. DISTRIBUTION OF THIS PLAN

This Plan shall be distributed to the following:

- Mayor and City Council
- Director of Infrastructure
- Public Works Foreperson

8 DISCLAIMER

This Manual may be affected by at least one or more of the following events which could delay or alter snow and ice control by the Township of Mulmur:

- 1. Equipment breakdown
- 2. Vehicles disabled in deep snow.
- **3.** Weather so severe as to cause work to be stopped for the safety of all personnel.
- 4. Unforeseen conditions and emergencies.
- **5.** Significant medical related emergencies.

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APPENDIX 1

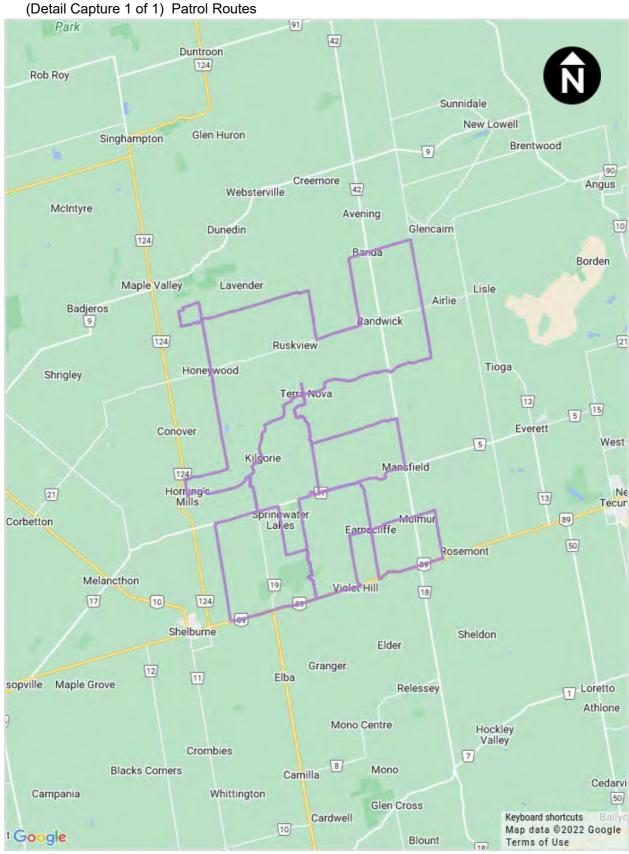
Patrol Routes

(a.k.a. Routes of Representative Roads)

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2023-24 WEEKEND PATROL

Patrol Distance: 157.32 Lane Kilometres

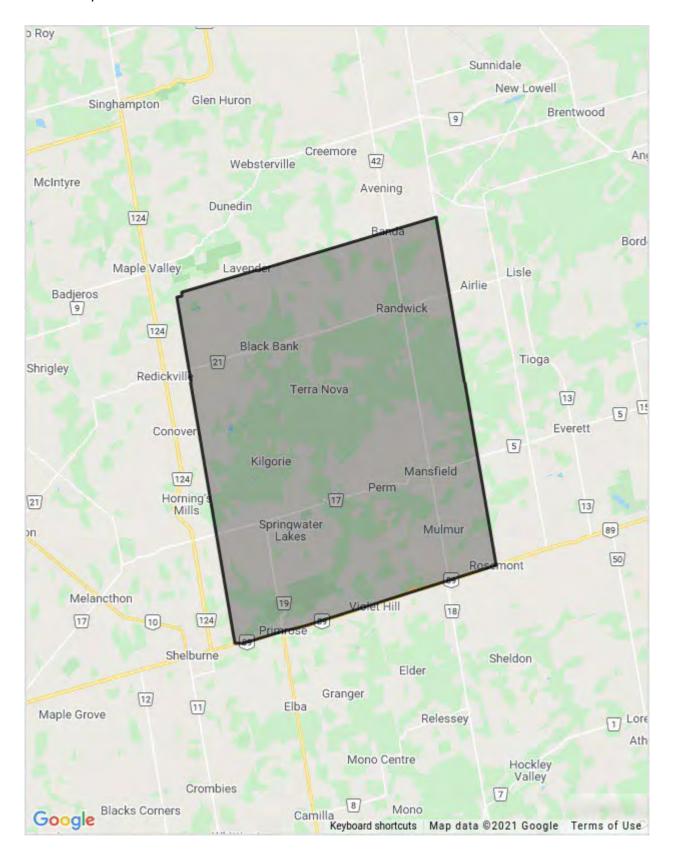


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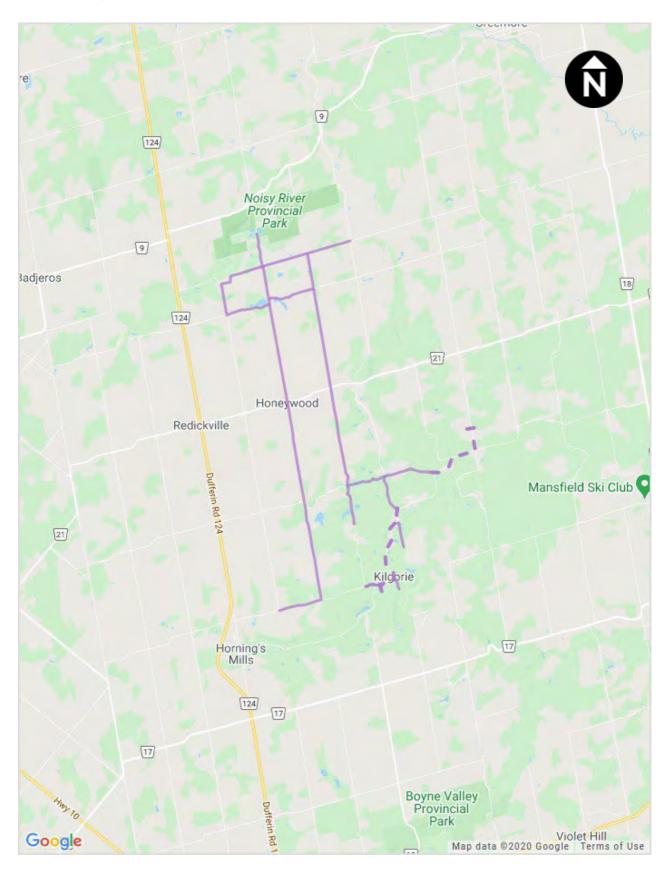
APPENDIX 2

Road and Sidewalk Routes

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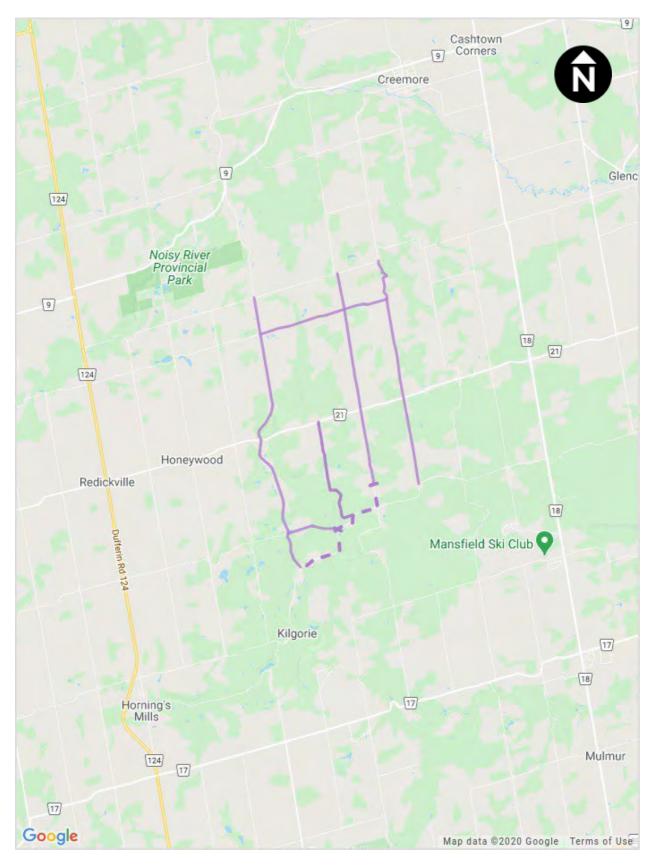
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#2 (Detail Capture 1 of 1) Roadway Route Total Length: 66.95 Lane Kilometres

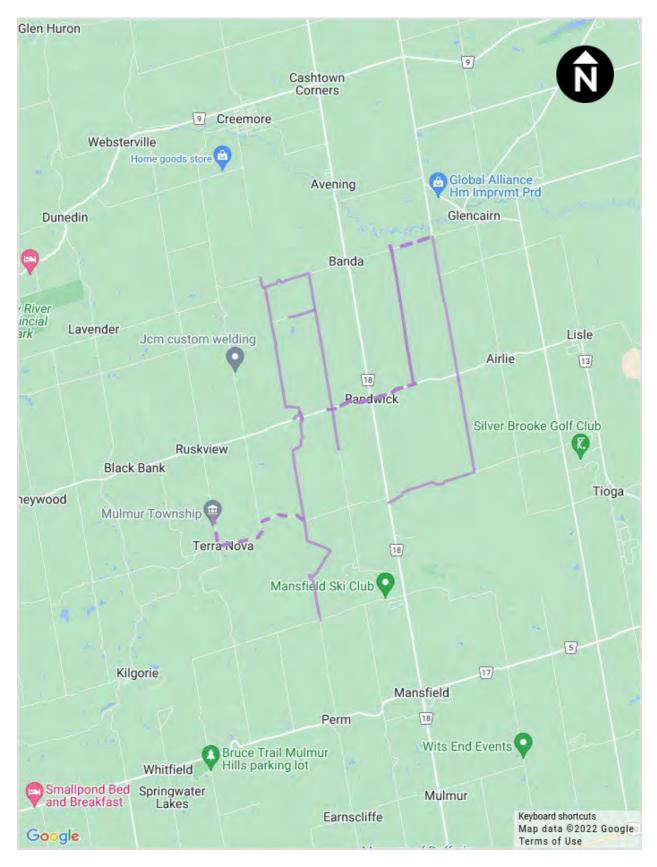
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#3 (Detail Capture 1 of 1) Roadway Route

Total Length: 89.89 Lane Kilometres

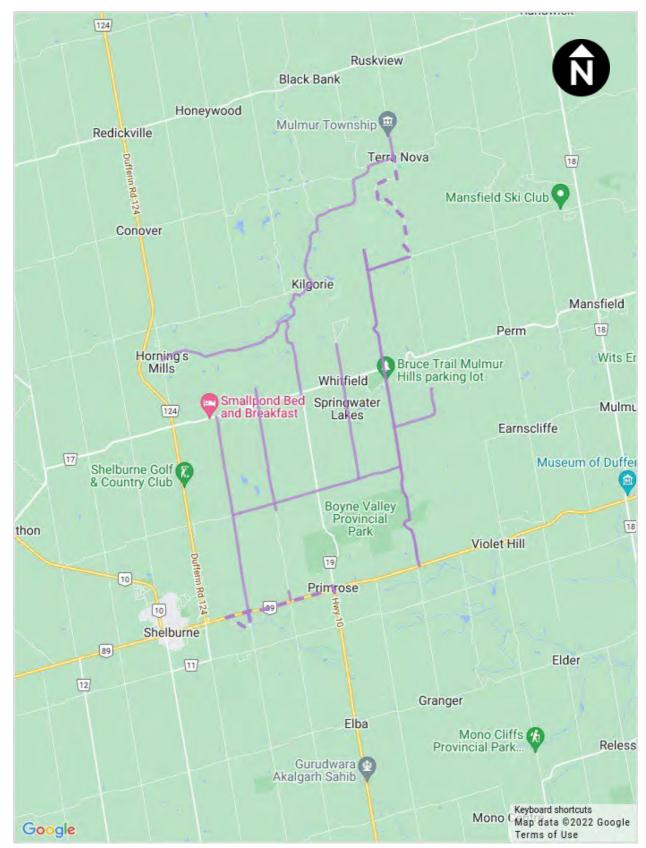
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#4 (Detail Capture 1 of 1) Roadway Route

Total Length: 115.12 Lane Kilometres

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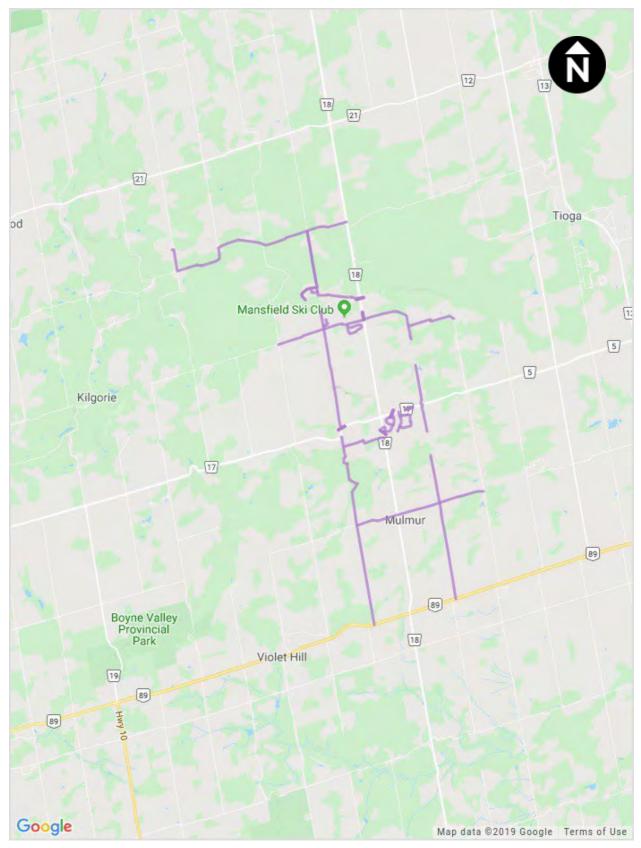
#5 (Detail Capture 1 of 1) Roadway Route

Total Length: 100.56 Lane Kilometres

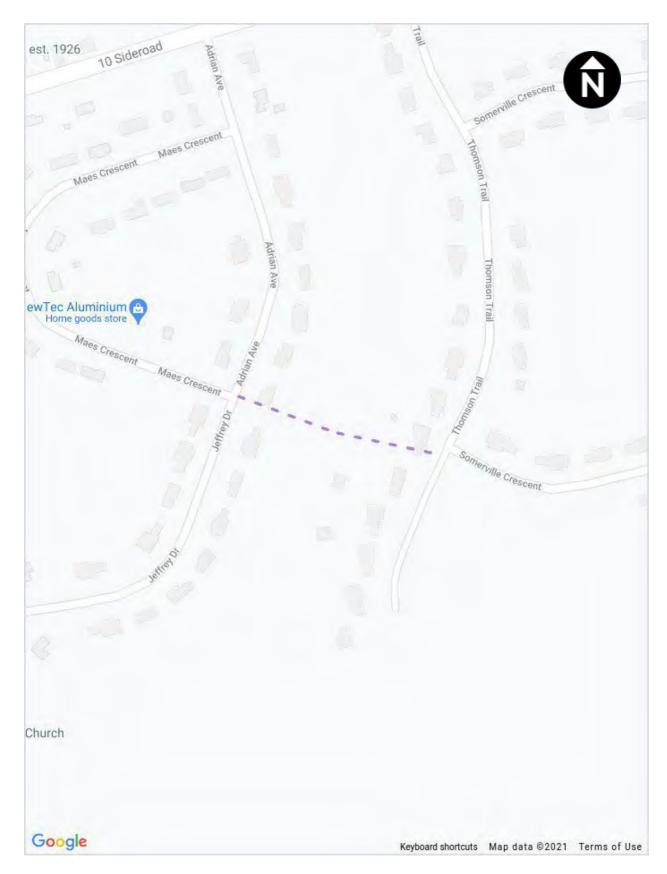
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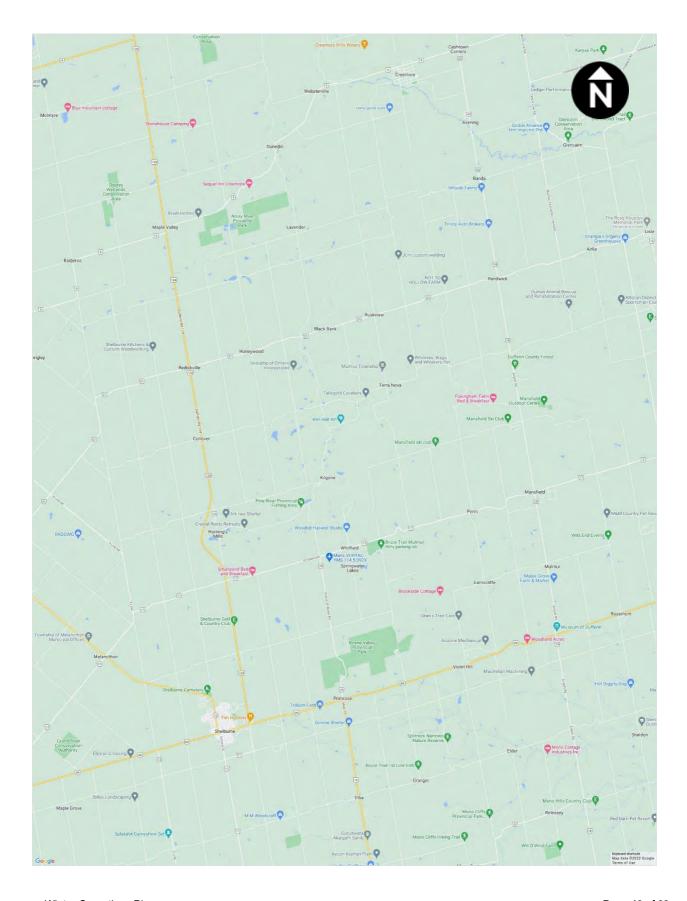
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APPENDIX 3

Equipment List

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Equipment	Туре	Owned By	Electronic Controller Installed	Calibration Date	Pre-Wet Capabilit y	Anti- Icing Capacity	Infrared Thermome ter installed
Alex Kozak - snow blower	Other		N	N/A	N	N	N
B-3	Other	Township of Mulmur	N	N/A	N	N	N
G-7	Grader	Township of Mulmur	N	N/A	N	N	N
G-4	Grader	Township of Mulmur	N	N/A	N	N	N
G-6	Grader	Township of Mulmur	N	N/A	N	N	N
J-1	Other	Township of Mulmur	N	N/A	N	N	N
L-3	Other	Township of Mulmur	N	N/A	N	N	N
P-6	Other	Township of Mulmur	N	N/A	N	N	N
P-7	Other	Township of Mulmur	N	N/A	N	N	N
T-10	Single Axle	Township of Mulmur	N	N/A	N	N	N
T-11	Tandem Axle	Township of Mulmur	Y	2021-Nov-29	N	N	N
T-12	Tandem Axle	Township of Mulmur	Y	2021-Nov-29	N	N	N
T-8	Tandem Axle	Township of Mulmur	Y	2021-Nov-29	N	N	N
T-9	Tandem Axle	Township of Mulmur	Υ	2021-Nov-29	N	N	N

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Equipment	Pre-Wet Capability	Anti- Icing Capacity	Other Features	Comments
Alex Kozak				
- snow blo wer	N	N		
B-3	N	N		2017 Cat Back Hoe - Backup loader for winter sand and used for snow removal and emergency repairs to the road network
G-7	N	N		2024 – 150- Cat Grader
G-4	N	N		2010 John Deere Grader
G-6	N	N		2015 John Deere Grader
J-1	N	N		Make - John Deere Module - 6140 R year - 2015
L-3	N	N		2018 John Deere Loader Used for loading sand
P-6	N	N		2018 G.M.C. pickup truck
P-7	N	N		2018 Ford F150
T-10	N	N		1 Ton G.M.C. used for maintenance of the road network.
T-11	N	N	- Has a spreader	2019 Western Star
T-12	N	N	- Has a spreader	2025 Western Star
T-8	N	N	- Has a spreader	2013 Freightliner
T-9	N	N	- Has a spreader	2016 Western Star

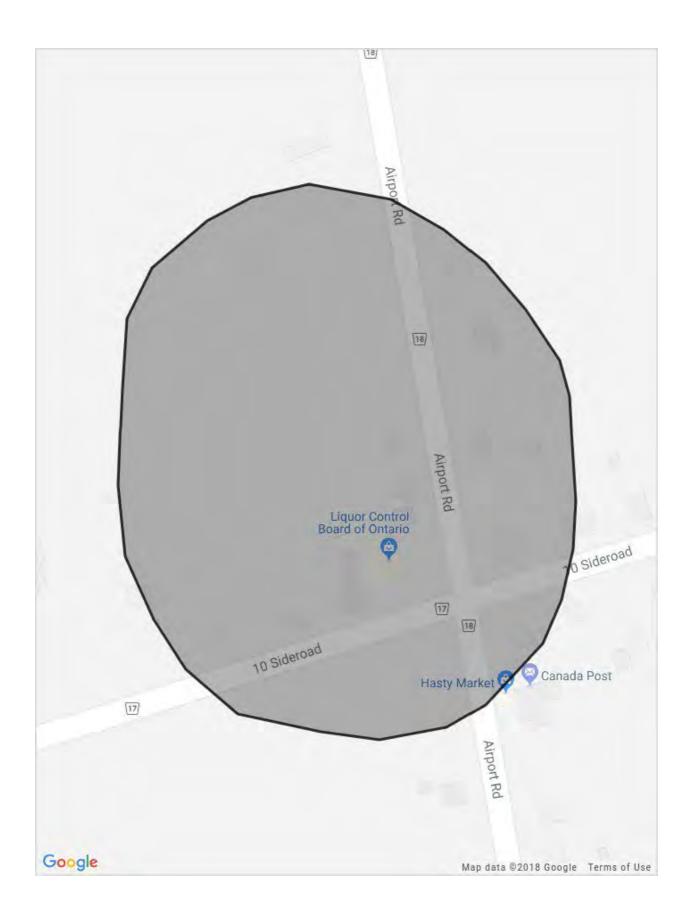
Legend Y = Yes N = N

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APPENDIX 4-1

Vulnerable area Well 1

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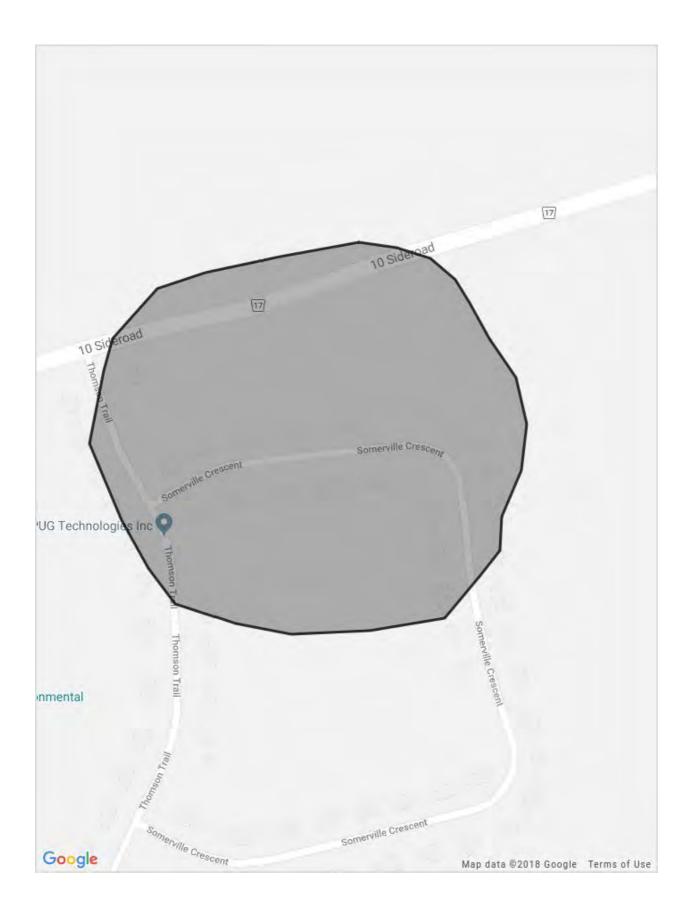


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APPENDIX 4-2

Vulnerable Area (Mansfield Water System Well # 3)

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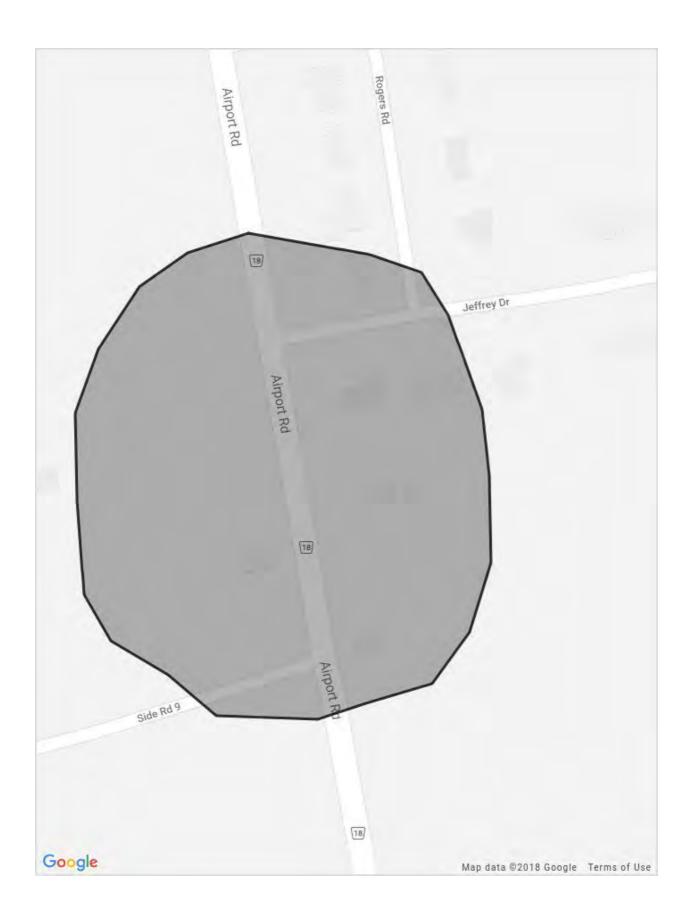


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APPENDIX 4-3

Vulnerable Area (Mansfield Water System Well # 2)

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APPENDIX 5-1

Media Release Road Closed

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Da	ate		
Ti	me		
Me	edia Release		
Dı im	ue to a severe winter storm <i>O.P.P</i> .passable due to (reason, e.g. "dri	P. advise that the following roads ifting and blowing snow") and ha	in the Township of Mulmur are ve been closed to traffic.
	Street Name	From	То

The Township of Mulmur

O.P.P. advise that these roads will remain closed until the storm subsides and driving conditions improve.

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APPENDIX 5-2

Media Release Severe Weather

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The Township of Mulmur		
Date	_	
Time	_	
Media Release		

Due to a severe winter storm *O.P.P.* advise that many roads in the Township of Mulmur are impassable due to drifting and blowing snow. *O.P.P.* advise that you do not drive until the storm subsides and driving conditions improve.

(Sometimes it is physically impossible to place signs and barricades to close a road, in this instance use this release when the roads have NOT been physically been closed by the placement of signs and barricades or an officer is present to redirect traffic)

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APPENDIX 6

Operating Instructions and Safety Rules

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The Township of Mulmur OPERATING INSTRUCTIONS AND SAFETY RULES

1. WORK HOURS

For major storm overtime will be scheduled as needed at the discretion of the (Public Works Foreperson).

2. SAFETY PROCEDURES

Safety is paramount during any snow storm. The following safety rules will be observed by all equipment operators.

A. Check your snow removal equipment prior to leaving the yard and also the following:

- 1) All work lights and emergency lights
- 2) Two-way radio
- 3) Snow plow and frame for damage
- 4) Sander
- 5) Rear view mirrors
- 6) Flags and reflectors
- 7) Windshield wipers
- 8) Heater and defroster
- 9) All necessary mapping for snow and ice removal
- 10) Vehicle Inspection Items
- **B.** Report any non-working equipment to a Supervisor immediately.
- **C.** Use reasonable caution in operation of snow removal equipment.
- **D.** Drive cautiously.
- **E.** Utilize caution when operating in cramped quarters with parked cars on a street.
- **F.** Know your route and any fixed objects covered by snow.
- **G.** Obey all traffic laws.
- **H.** Do not follow traffic too closely.

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- I. Slow down prior to turning—your plow will tend to push you where it wants to go.
- **J.** Equipment involved in snow and ice control operations is emergency equipment, but you as the operator, must obey all traffic laws and provide right-of-way to other vehicles.
- **K.** Do not attempt to tow private automobiles—offer assistance by way of radio contact to Dispatch or Supervisor.
- **L.** Utilize caution when operating deicing equipment. Watch for overhead obstructions.

Lower box when necessary.

3. ACCIDENTS

Report all moving vehicle accidents immediately to your Supervisor. Depending on the severity of the accident and availability due to storm related issues, the (Police Department) will typically be called to evaluate the accident. Prior to leaving duty on the shift, a Motor Vehicle Accident Report & Review form and the internal Vehicle Damage Claim Report should be filled out. Your Supervisor will attempt to interview the driver at the end of the shift or within 24 hours after return to normal duties.

Accident forms should be available from the on-duty Supervisor.

4. CARE AND USE OF EQUIPMENT

The snow plow operator is responsible for routine maintenance of the vehicle. Report any maintenance needed to the Supervisor or mechanic on duty. Check vehicle before and after use for any maintenance needed or damage to equipment. Fill out Operations Daily Inspection Check Sheet. The vehicle should be refuelled at the end of each operator's shift.

5. RADIO COMMUNICATIONS

Operators are to take duty instructions from the Supervisor on duty. The Police may report road conditions or other issues to the Supervisor or Office. It will be the role of the Public Works Foreperson to direct all winter maintenance related operations.

6. DAILY REPORTS

Upon completion of the shift, operators will be required to fill out a Daily time sheet. Report any damage to the equipment of public property that occurred during the shift to their supervisor. Routes and distance traveled are kept electronically.

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APPENDIX 7-1

Record of Training

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Record of Training

This statement certifies that the below named individual has successfully completed the in-house Winter Operations Training program as required by The Township of Mulmur Winter Operations Plan.

The Winter Operations Training program is con	mprised of the following modules:
☐ Equipment Circle Check Equipment Ca	alibration Record Keeping
☐ Health and Safety	
☐ Level of Service – policies, practices ar	nd procedures
 Identification of Plow Routes – including along the route 	g variations for year to year and issues identified
☐ De-icing chemicals – application rates,	storage and handling
☐ Identification of road salt vulnerable are	eas and the procedures to follow in those areas
☐ Yard and Equipment maintenance	
Employee Name	(Please print name)
Employee Signature	Date
Trainer Signature	Date
Supervisor Signature	Date

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APPENDIX 7-2

Record of Training – Night Patroller

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Record of Patroller Training

This certifies that completed the in-house Winter Operations –Patroller Train Mulmur Winter Operations Plan.	_ (employee name) has successfully ing as required by the Township of
The Winter Operations –Patroller Training workshop include	des the following modules:
 Weather monitoring and forecasting results including Value Added Meteorological Service, eutectic tempoint 	
☐ Winter Shift Schedules Record Keeping Health and	d Safety
☐ Level of Service – policies, practices and procedure	es
☐ Identification of Plow Routes – including variations for year to year and issues identifi along the route	
☐ De-icing chemicals – usage, application rates, storage and handling Identification of r salt vulnerable and/or susceptible areas and the procedures	
☐ to follow in those areas Call-out procedures Emerg	ency contacts
☐ Yard and Equipment maintenance	
Employee Name	(Please print name)
Employee Signature	_ Date
Trainer Signature Date	
Supervisor Signature Date	

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Staff Report

To: Council

From: Roseann Knechtel, Clerk

Meeting Date: December 4, 2024

Subject: NVCA Memorandum of Understanding (MOU)

Purpose:

To seek direction from Council on entering into a Memorandum of Understanding (MOU) with the Nottawasaga Valley Conservation Authority (NVCA) in 2025 for Category 3 services.

Background:

Mulmur Township entered into a MOU for Category 2 and 3 services on February 7, 2024. This MOU will expire on December 31, 2024.

As part of the MOU, Section 4 outlined the requirement for the NVCA to provide a minimum of one education program to be conducted annually within the Township of Mulmur to satisfy Category 3 school and community programs and events.

The NVCA have noted that they hosted 52 grade 6 students from Primrose Elementary School on June 4th, 2024, for a full day biodiversity program. The program included 7 biodiversity stations where students were able to go out and be ecologists for the day, exploring the wetland and forest ecosystems to see what grows and lives there.

Analysis:

Category 1: Mandatory programs and services that are defined in regulation and funded through the municipal levy without any agreement.

Category 2: Municipal programs and services provided at the request of a municipality. These services require an MOU/agreement with the participating municipality and additional costs apply.

Category 3: Other programs and services a Conservation Authority determines are advisable. These services require an MOU/agreement with the participating municipality and additional costs apply.

A chart of services and programs offered under each Category is provided in Schedule A to this report.

Strategic Plan Alignment:

<u>It's in our Nature: Grow</u> - We commit to developing a framework to shape our Township in a manner that protects our agriculture, natural resources and our rural character. We will embrace technology, support energy conservation, climate change mitigation and assess environmental impacts in our decision-making process to grow the Township in a sustainable manner.

Financial Implications:

The NVCA levy for Category 1 operating expenses is: \$51,130 (MOU not required)

Category 1 Asset Management: \$2,456

Total for Category 1: \$53,660

The cost to continue Category 2 and 3 operating expenses is: \$5,721 (MOU required)

Category 2 and 3 Asset Management: \$482

Total for Category 2 and 3: \$6,203

Grand Total for Categories 1-3: \$60,133

Environmental Impacts:

Council may wish to discuss the environmental impacts associated with this report and recommendation.

Recommendations:

That Council provide direction on their desire to enter into a Memorandum of Understanding with the Nottawasaga Valley Conservation Authority for 2025.

Submitted by: Roseann Knechtel, Clerk Approved by: Tracey Atkinson, CAO

Schedule A – 2024 NVCA Memorandum of Understanding

Schedule B – Category 1-3 Programs and Services



MEMORANDUM OF UNDERSTANDING ("MOU")

THIS AGREEMENT dated this 7th day of February 2024

BETWEEN:

THE NOTTAWASAGA VALLEY CONSERVATION AUTHORITY

(hereinafter called "Authority")

OF THE FIRST PART

and

TOWNSHIP OF MULMUR

(Hereinafter called the "Member")

OF THE SECOND PART

WHEREAS the Nottawasaga Valley Conservation Authority is a conservation authority established under the Conservation Authorities Act, R.SO. 1990, c. C.27, as amended, (the "Act") and is governed by its participating municipalities in accordance with the Act;

AND WHEREAS the Corporation of the Township of Mulmur is a lower-tier municipality, located wholly or partly within the area under the jurisdiction of the Authority;

AND WHEREAS pursuant to Sections 25 and 27 of the Act, Conservation Authorities are authorized to apportion costs to their members for the delivery of mandatory programs and services prescribed by the Regulations and general operating expenses;

AND WHEREAS pursuant to Sections 25 and 27 of the Act and Ontario Regulation 687/21 Conservation Authorities may enter into an agreement to allow for the apportionment of costs to Members for programs services, other than mandatory services;

AND WHEREAS under the Act, Category 2 and 3 programs and services deemed advisable by the Authority may be provided with municipal funding subject to a memorandum of understanding ("MOU") or other such agreement;

AND WHEREAS the Authority is prepared to provide certain non-mandatory programs services to and/or on behalf of and/or within the boundaries of the Member;

AND WHEREAS the Member wishes to avail themselves of the non-mandatory programs and services attached hereto as Schedule 'A';

AND WHEREAS under the Act and the Minister's Fee Classes Policy, the Authority may establish fees to be charged for the program or service;

NOW THEREFORE, in consideration of the terms of this Agreement and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

- This Agreement shall be valid for the 2024 calendar year and may be reviewed by the Parties prior to the expiry date of December 31, 2024 to determine if renewal is desired.
- 2. The Authority agrees to provide to the Member the programs and services outlined in the Inventory of Services and Programs attached hereto as Schedule "A" to this Agreement.
- 3. The Member agrees to support the Inventory of Services and Programs outlined in Schedule 'A' throughout the period of this Agreement.
- 4. Notwithstanding the foregoing, the Authority further acknowledges and agrees that a minimum of one educational program shall be conducted annually within the Township of Mulmur to satisfy Category 3 school and community programs and events outlined in Schedule 'A'.
- 5. The Member and Authority agree that the costs associated with the delivery of all programs and services outlined in Schedule A, shall be funded through the Member's municipal apportionment as stated in 2024 approved budget.
- Municipal apportionment and assessment values used to determine the modified current value assessment (MCVA) shall be attached hereto as Schedule 'B' to this Agreement.
- 7. The Authority's final approved budget for Category 1, 2 and 3 shall be appended as Schedule 'C' to this Agreement.
- 8. The Authority will not add to or delete from the programs and services funded through municipal apportionment without first consulting with the Member. Any such change would require an amendment to this Agreement agreed to in writing by all Parties and approved through the annual budget process.
- 9. When preparing its annual budget, the Authority agrees to follow the prescribed budgetary process in accordance with the requirements of the applicable regulations under the Act, including preparation of a draft budget, consultations with participating municipalities, rules for voting to approve the apportionment and preparation of the final budget.

- 10. The Parties will maintain and comply with the current prescribed methods of apportionment (i.e. weighted vote based upon current value assessment in the watershed for approval of the levy), or where permitted in accordance with applicable regulations, by agreement.
- 11. The Parties agree that the Authority may, where applicable, charge a fee (user fee) for a Category 3 program or service. Any such fee collected for the programs and services identified in Schedule 'A' shall be used to offset the municipal apportionment costs associated with providing the Category 2 and 3 programs and/or services for which the fee is collected.
- 12. Where Category 2 and 3 programs and services funded, whole or in part, by the Member involve user fees, such user fee shall only be imposed in accordance with the Authority's fee policy and fee schedules adopted in accordance with the provisions of the Act, or otherwise in accordance with provisions set out in an agreement between the Authority and the Member.
- 13. Unless otherwise provided for within the Act, if a dispute arises between the parties, including in respect of the content or interpretation of this Agreement, and which has not been resolved within sixty (60) days, such dispute may be submitted to a third party mediator, the choice of mediator to be agreed upon by the parties, and failing agreement to choose a mediator within an additional sixty (60) days, the mediator to be appointed by a judge of the Superior Court, for resolution via non-binding mediation conducted pursuant to the National Mediation Rules of the ADR.
- 14. Early termination of the agreement by any party to the agreement must be given at least 30 days before the early termination date or such greater period of time before the early termination date as may be specified in the agreement.
- 15. Neither Party shall be in default with respect to the performance or non-performance of the terms of the Agreement resulting directly or indirectly from causes beyond its reasonable control (other than for financial inability) that could not reasonable have been foreseen, including, without limitation, any delay caused by war, invasion, riots, acts of terrorism or sabotage, act of government authority (other than by the Member), plague, epidemic, pandemic, natural disaster, strike, lockout, inability to procure material, acts, laws or regulations of government authority or other cause beyond the reasonable control of such party and not caused by the act or omission of such party, and the performance of such term or terms shall be extended for a period equivalent to the period of such delay. This provision should not relieve the Member of its obligation to pay fees and costs when due.
- 16. If any provision of this Agreement is invalid, unenforceable, or unlawful, such provision shall be deemed to be deleted from this Agreement and all other provisions of this Agreement shall remain in full force and effect and shall be binding in all respects between the parties hereto.

17. Representatives for the two Parties will be the Clerk from the Township of Mulmur and the Chief Administrative Officer from the NVCA.

THE NOTTAWASAGA VALLEY CONSERVATION AUTHORITY

SIGNED SEALED AND DELIVERED THIS 8th DAY OF FEBRUARY, 2024.

Per:	Daie Little	
1 61	Chair Gail Little	
Per:_	Chief Administrative Officer Doug Hevenor	
I/we h	nave the authority to bind the Corporation	
SIGNED SEALED AND DELIVERED THIS 7th DAY OF FEBRUARY, 2024.		
THE CORPORATION OF THE TOWNSHIP OF MULMUR		
Per:_	Mayor Janet Horner	
Per:_	Clerk Roseann Knechtel	
	CIEIR NOSCAIIII NIICCIRCI	

I/we have the authority to bind the Corporation

Nottawasaga Valley Conservation Authority Inventory of Programs and Services

Approved by Board of Directors: February 25, 2022

CATEGORY 1

Natural Hazard Management Program

Program Description: Conservation Authorities (CAs) are the lead provincial agencies on Natural Hazard issues. The goal is to protect life and property from flooding and erosion. This watershed-wide, comprehensive program includes development applications and permits, municipal plan input and review, environmental planning and policy, flood forecast and warning, flood and erosion control infrastructure, technical studies, ice management, education, and public awareness.

Program/Service and Subservices	Category Rationale
Section 28.1 Permit Administration and compliance activities	CA Act Reg. 686/21 s.8
Municipal Plan Input and	CA Act O. Reg.
Review	686/21 s.6/7
Flood & Low Water Forecasting and Warning	CA Act 21.1 O. Reg. 686/21 Sec 2 Sec 3
Flood and Erosion Control	CA Act 21.1
Infrastructure Operation and	O. Reg. 686/21 Sec
Management	2 Sec 5
Flood and Erosion Control	CA Act 21.1
Infrastructure Major	O. Reg. 686/21 Sec
Maintenance	5

Program/Service and Subservices	Category Rationale
Ice Management Services	CA Act 21.1 O. Reg. 686/21 Sec 4
Technical Studies and Policy Review	CA Act 21.1 O. Reg. 686/21 Sec 1
Natural Hazards Communications, Outreach and Education	CA Act 21.1 O. Reg. 686/21 Sec 1(2)(3)

Provincial Water Quality & Quantity Monitoring

Program Description: The NVCA, in partnership with Ministry of Environment, Climate Change and Parks (MECP), has established long term sites to monitor surface and ground water conditions.

Program/Service and Subservices	Category Rationale
Provincial Water Quality Monitoring Network (PWQMN)	CA Act 21.1.1 O. Reg. 686/21 12 (1) 2
Provincial Groundwater Monitoring Network (PGMN)	CA Act 21.1.1 O. Reg. 686/21 12 (1) 1

Drinking Water Source Protection

Program Description: The protection of municipal drinking water supplies in the NVCA through the development and implementation of the Source Protection Plans.

Program/Service and Subservices	Category Rationale
Drinking Water Source Protection Program (DWSP)	CA Act 21.1.1 O.Reg. 686/21 Sec. 13

Natural Heritage

Program Description: The NVCA completes natural heritage monitoring, delineation of natural heritage systems, data analysis and wetland regulation mapping to support municipalities, other NVCA departments and inter-agency and NGO partnerships.

Program/Service and Subservices	Category Rationale
Wetland & Natural Heritage Evaluations	CA Act 21.1.1
Wetland Regulation Mapping	CA Act 21.1.1

Watershed Stewardship and Restoration (Urban, rural & agricultural)

Program Description: The stewardship and restoration program has three key components: one-on-one technical and financial assistance to watershed landowners, coordination of target river restoration initiatives based on watershed science, and the reforestation program. Projects reduce the risk to life and property from natural hazards, protect water quality and quantity, improve forest conditions, increase biodiversity and make the watersheds more resilient to climate change.

Program/Service and Subservices	Category Rationale
CA owned Land Stewardship Program	CA Act 21.1.2 (1)

Conservation Authority Lands and Conservation Areas

Program Description: NVCA owns 5,240 hectares of land which includes conservation areas, management areas, conservation forests, farmland and flood control structures and surrounding land. NVCA property is essential to watershed management, environmental protection, helps implement the Watershed Management Strategy and provides areas for passive recreation.

Program/Service and Subservices	Category Rationale
Section 29 Minister's regulation	CA Act 21.1(1)(i);
for Conservation Areas	28(1)(d);
	28(1)(e); 29(1)
NVCA forests and management	CA Act 21.1(1)(i);
areas (not Conservation Areas)	27(1); 29(1)
Conservation Areas	CA Act 21.1(1)(i);
	27(1); 29(1)
Conservation Area Major	CA Act 21.1(1)(i);
Maintenance	25(1); 27(1)

Program/Service and Subservices	Category Rationale
Inventory of Conservation Authority lands	CA Act 21.1(1)(i)
Strategy for CA owned or controlled lands and management plans	CA Act 21.1(1)(i)
Land Acquisition and Disposition Strategy	CA Act 21.1(1)(i)

Enabling Services:

Program Description: Key assistance provided to all departments of the conservation authority, board of directors, member municipalities and the general public to enable the NVCA to operate in an accountable, efficient and effective manner.

Program/Service and Subservices	Category Rationale
Corporate Services	CA Act 20
Financial Services	CA Act 20
Legal Expenses	CA Act 20

Program/Service and Subservices	Category Rationale
Governance	CA Act Part IV
Communications and Outreach	CA Act 20
Administration Buildings	CA Act 20

Program/Service and Subservices	Category Rationale
Information Technology	CA Act 20
Management/GIS	
Vehicle and Equipment	CA Act 20

Program/Service and Subservices	Category Rationale
Asset Management	CA Act 25/26

CATEGORY 2

Natural Hazard Management Program

Program Description: Conservation Authorities (CAs) are the lead provincial agencies on Natural Hazard issues. The goal is to protect life and property from flooding and erosion. This watershed-wide, comprehensive program includes development applications and permits, municipal plan input and review, environmental planning and policy, flood forecast and warning, flood and erosion control infrastructure, technical studies, ice management, education, and public awareness.

Program/Service and Subservices	Category Rationale
Plan Review Not Related to Natural Hazards	CA Act
Participating municipalities:	s.21(1)(n)
Adjala-Tosorontio, Barrie, Bradford West Gwillimbury, Caledon, Clearview, Collingwood, Essa,	
Innisfil, Mono, Mulmur, New Tecumseth, Oro-Medonte, Peel, Shelburne, Simcoe County,	
Springwater, Wasaga Beach	

Drinking Water Source Protection

Program Description: The protection of municipal drinking water supplies in the NVCA through the development and implementation of the Source Protection Plans.

Program/Service and Subservices	Category Rationale
DWSP Risk Management Official	CA Act
Participating municipalities:	21.1.1
Adjala-Tosorontio, Clearview, Essa, Innisfil, Mono, Mulmur, Melancthon, New Tecumseth, Shelburne	

Conservation Authority Lands and Conservation Areas

Program Description: NVCA owns 5,240 hectares of land which includes conservation areas, management areas, conservation forests, farmland and flood control structures and surrounding land. NVCA property is essential to watershed management, environmental protection, helps implement the Watershed Management Strategy and provides areas for passive recreation.

Program/Service and Subservices	Category Rationale
Tottenham Campground (Long Term lease with New Tecumseth)	CA Act Non- passive recreation 21.1.1(1)(4); 29(1)
Edenvale Conservation Area (Long Term lease with Springwater)	CA Act Passive Recreation 21.1.1(1)(4); 29(1)

Program/Service and Subservices	Category Rationale
Riverdale Park	CA Act/ Passive
(Long Term lease with New	Recreation
Tecumseth)	21.1.1(1)(4);
	29(1)

CATEGORY 3

Local Water Quality Monitoring

Program Description: The NVCA, in partnership with community organizations, municipalities, and federal and provincial agencies has established sites to monitor surface water quality and quantity.

Program/Service and Subservices	Category Rationale
Surface Water Quality/ Stream	CA Act
Health Monitoring Program	21.1 (a)
Simcoe Groundwater	CA Act
monitoring program	21.1 (a)

Program/Service and Subservices	Category Rationale
Watershed Report Card	CA Act 21.1 (a)

Natural Heritage

Program Description: The NVCA completes natural heritage monitoring, delineation of natural heritage systems, data analysis and wetland regulation mapping to support municipalities, other NVCA departments and inter-agency and NGO partnerships.

Program/Service and Subservices	Category Rationale
Natural Heritage Systems	CA Act 21.1 (a)

Conservation Authority Lands and Conservation Areas

Program Description: NVCA owns 5,240 hectares of land which includes conservation areas, management areas, conservation forests, farmland and flood control structures and surrounding land. NVCA property is essential to watershed management, environmental protection, helps implement the Watershed Management Strategy and provides areas for passive recreation.

Program/Service and Subservices	Category Rationale
New Lowell Campground	CA Act Non-passive
(Long Term lease with private	recreation
party)	21.1.2 (1); 29(1)
Utopia Conservation Area	CA Act Passive
(5-year lease with private	recreation
party)	21.1(1)(i); 21.1.2
	(1); 29(1)
Beeton Creek Property	CA Act 21.1(1)(i);
(5-year Term lease with	21.1.2 (1); 29(1)
private party)	
Mayer's Marsh	CA Act 21.1.2 (1);
(Agricultural annual lease with	29(1)
private party)	

Program/Service and Subservices	Category Rationale
Petun Conservation Area	CA Act 21.1(1)(i);
(5-year Term lease with	21.1.2 (1); 29(1)
private party)	
Utopia Conservation Area	CA Act 21.1(1)(i);
(Short Term lease for	21.1.2 (1); 29(1)
commercial access with private	
party)	
Black Ash Creek	CA Act 21.1(1)(i);
(Formalized agreement for	21.1.2 (1); 29(1)
commercial access with private	
party)	
Land acquisition	CA Act 21.1.2 (1)
Events	CA Act 21.1.2 (1)
Festivals	CA Act 21.1.2 (1)

Watershed Stewardship and Restoration (Urban, rural & agricultural)

Program Description: The stewardship and restoration program has three key components: one-on-one technical and financial assistance to watershed landowners, coordination of target river restoration initiatives based on watershed science, and the reforestation program. Projects reduce the risk to life and property from natural hazards, protect water quality and quantity, improve forest conditions, increase biodiversity and make the watersheds more resilient to climate change.

Program/Service and Subservices	Category Rationale
Private Land Stewardship Program	CA Act 21.1.2 (1)

Program/Service and Subservices	Category Rationale
Tree Planting and Forestry Services on Private Land	CA Act 21.1.2 (1

Conservation Education and Community Outreach

Program Description: Education and outreach programs increase knowledge and awareness in children and adults about local environmental issues, watersheds and ecosystems and conservation actions they can implement.

Program/Service and Subservices	Category Rationale
School programs	CA Act 21.1.2 (1)
Community programs and events	CA Act 21.1.2 (1)



STAFF REPORT

TO: Council

FROM: Heather Boston, Treasurer

MEETING DATE: December 4, 2024

SUBJECT: 2025 Shelburne & District Fire Board Budget

PURPOSE:

The purpose of this report is to present the 2025 Shelburne & District Fire Board Budget to Council for approval.

BACKGROUND:

At the regular Board meeting on November 5, 2024 the Shelburne & District Fire Board approved the 2025 budget as presented.

Moved by W. Mills and Seconded by J. Horner

BE IT RESOLVED THAT the Shelburne and District Fire Department Joint Board of Management adopt the 2025 Operating Budget in the amount of \$1,036,670 which represents a 16.15% increase over 2024;

AND further that this request be circulated to the participating municipalities **CARRIED.**

Moved by B. Neilson and Seconded by W. Mills

BE IT RESOLVED THAT the Shelburne and District Fire Department Joint Board of Management adopt the 2025 Capital Budget with a Capital Levy of \$530,000; AND that this request be circulated to the participating Municipalities. **CARRIED.**

STRATEGIC PLAN ALIGNMENT:

<u>It's in our Nature: Work</u> - We commit to fostering a prosperous local economy that serves Mulmur's community and provides for local employment. We will proactively attract new investment opportunities, and work with Mulmur businesses, industries and institutions to retain, expand and enable local opportunities.

FINANCIAL IMPACTS:

To be incorporated into the Township of Mulmur's 2025 draft budget.

RECOMMENDATION:

That Council approve the Shelburne & District Fire Board 2025 Operating Budget in the amount of \$1,036,670 and Capital Budget of \$530,000 as presented.

Submitted by: Heather Boston, Treasurer Approved by: Tracey Atkinson, CAO

Schedule A – Shelburne & District Fire Board 2025 Budget and Capital Forecast

SHELBURNE & DISTRICT FIRE BOARD

2025 OPERATING BUDGET

PRESENTED: November 5, 2024

ACCOUNT	ACCOUNT		2024	2024	2025		
NUMBER	NAME	ı	BUDGET	TO DATE	BUDGET	Variance	Comments
EXPENDITURES							
4100-0400	Legal, Audit & HR Services	\$	25,000.00	\$ 80,472.99	\$ 11,000.00	\$ (14,000.00)	
	Office Supplies & Equipment (photocopies,						Increase based on 2024 projected expense &
4100-0550	postage, general office supplies)	\$	3,000.00	\$ 3,281.54	\$ 8,500.00	\$ 5,500.00	replacement of 2 laptops & work stations
	Material & Supplies (Def Fluid, car wash, tarps,						
4100-0600	detergent, absorbant, etc.)	\$	3,500.00	\$ 6,189.31	\$ 4,000.00	\$ 500.00	Increase based on 2024 projected expense
	Services & Rentals (FirePro, Photocopier Lease,						
4100-0700	Internet, etc.)	\$	8,750.00	\$ 6,383.50	\$ 9,000.00	\$ 250.00	Addition of a module in FirePro
4100-1100	MTO/ARIS Fees	\$	850.00	\$ 552.00	\$ 850.00	\$ -	
4200-1650	IT Support Dufferin County	\$	1,500.00	\$ 1,037.95	\$ 1,500.00	\$ -	
	Subscriptions & Memberships (OAFC, CAFC,						
4100-0800	NAFI, CAFI, OMFPOA, Red Cross, Blink)	\$	700.00	\$ 1,065.80	\$ 1,350.00	\$ 650.00	Additional Membership Fees
4100-0900	Conventions & Conferences	\$	4,500.00	\$ 4,160.06	\$ 4,500.00	\$ -	
4100-1000	Radio Licence Renewal	\$	1,000.00	\$ 1,154.83	\$ 1,500.00	\$ 500.00	Addition of radio frequencies due to Radio Project
	Heath & Safety Expenses (FF Rehab, Hero Wipes,						
4100-1200	Accountability)	\$	2,500.00	\$ 1,766.63	\$ 2,500.00	\$ -	
	Medical Supplies (Gloves, AED Pads, Bandages,						
4100-1250	etc.)	\$	-	\$ -	\$ 1,500.00	\$ 1,500.00	
4100-1300	Fire Prevention/Pub Ed	\$	8,500.00	\$ 2,761.02	\$ 5,000.00	\$ (3,500.00)	
							Mandatory Certification, JHSC Training, Elevator
4100-1500	Training - Courses/Expense	\$	46,800.00	\$ 45,748.66	\$ 80,000.00	\$ 33,200.00	Rescue Training, FLSE
4100-1800	Communication Equipment	\$	3,500.00	\$ 3,040.59	\$ 3,250.00	\$ (250.00)	
4100-1900	Dispatch	\$	50,400.00	\$ 27,562.50	\$ 53,000.00	\$ 2,600.00	5% increase as per contract
4200-0100	Fire Call Wages	\$:	172,475.00	\$ 133,575.09	\$ 177,305.00	\$ 4,830.00	Annual COLA (2.8%)

ACCOUNT	ACCOUNT	2024	2024	2025		
NUMBER	NAME	BUDGET	TO DATE	BUDGET	Variance	Comments
4200-0102	Full-time Staff Wages	\$ 193,981.00	\$ 159,093.17	\$ 208,400.00	\$ 14,419.00	Annual COLA (2.8%)
	FF-Other Wages (Pub Ed, Meetings, Inspections,					Annual COLA (2.8%) and addition of Standby on Long
4200-0103	etc.)	\$ 51,742.00	\$ 44,048.17	\$ 62,800.00	\$ 11,058.00	Weekends
						Mandatory Certification, JHSC Training, Elevator
4200-0105	Training Wages	\$ 75,262.00	\$ 96,846.95	\$ 117,500.00	\$ 42,238.00	Rescue Training, FLSE
4200-0110	Employers Portion - El	\$ 2,926.00	\$ 3,026.78	\$ 4,000.00	\$ 1,074.00	
4200-0120	Employers Portion - CPP	\$ 19,079.00	\$ 18,632.15	\$ 21,500.00	\$ 2,421.00	
4200-0150	Mileage & Meals	\$ 1,000.00	\$ 2,018.78	\$ 4,000.00	\$ 3,000.00	Increased travel for increasing training requirements
4200-0200	Benefits (Manulife & VFIS)	\$ 33,000.00	\$ 20,186.49	\$ 36,300.00	\$ 3,300.00	10% Premium Increase
4200-0210	WSIB	\$ 20,756.00	\$ 10,451.86	\$ 22,540.00	\$ 1,784.00	Annual COLA (2.8%)
4200-0220	Employer Health Tax	\$ 9,622.00	\$ 7,301.44	\$ 9,950.00	\$ 328.00	
4200-0300	OMERS Pension Plan	\$ 21,473.00	\$ 16,213.99	\$ 23,850.00	\$ 2,377.00	Annual COLA & change from NRA 65 to NRA 60
4200-0400	Employee & Family Assistance Program	\$ 915.00	\$ 1,318.81	\$ 1,300.00	\$ 385.00	
4200-0500	Protective Clothing (hoods, gloves, gear cleaning/rentals, safety glasses, safety boots)	\$ 10,000.00	\$ 10,393.35	\$ 12,500.00	\$ 2,500.00	Safety Boot program, NFPA required 3rd party gear inspection
	Uniforms (Station Wear, T-shirts, Class A's,		•			
4200-0550	Name Tags)	\$ -	\$ -	\$ 8,500.00	\$ 8,500.00	12 sets of station wear & 2 Class A Uniforms
4200-0800	SCBA Maintenance & Fit Testing	\$ 5,000.00	\$ 414.71	\$ 5,000.00	\$ -	
						Amalgamation of truck maintenance accounts &
						increase in annual inspection fees due to ministry
4200-1000	Truck Operations & Maintenance			\$ 23,000.00	\$ 23,000.00	requirements
4200-1005	Truck R&M - Pump 24	\$ 3,000.00	\$ 2,354.95	\$ -	\$ (3,000.00)	
4200-1010	Truck R&M - Car 21	\$ 2,000.00	\$ 3,587.88	\$ -	\$ (2,000.00)	
4200-1015	Truck R&M -Car 22	\$ 1,500.00	\$ 379.76	\$ -	\$ (1,500.00)	
4200-1020	Truck R&M - Tanker 25	\$ 2,500.00	\$ 282.56	\$ -	\$ (2,500.00)	
4200-1030	Truck R&M - Rescue 26	\$ 3,000.00	\$ 6,317.89	\$ -	\$ (3,000.00)	
4200-1040	Truck R&M - Pump 27	\$ 3,000.00	\$ 2,710.25	\$ -	\$ (3,000.00)	
4200-1050	Truck R&M - Ladder 28	\$ 3,000.00	\$ 2,705.62	\$ -	\$ (3,000.00)	
4200-1060	Fuel for Trucks	\$ 18,000.00	\$ 11,707.86	\$ 18,000.00	\$ -	
4200-1100	Insurance Premium	\$ 64,900.00	\$ 69,867.73	\$ 84,000.00	\$ 19,100.00	Anticipated 20% increase in premium rates

ACCOUNT	ACCOUNT	2024	2024	2025			
NUMBER	NAME	BUDGET	TO DATE	BUDGET	Variance		Comments
	Miscellaneous/Recognition Night (Retirement						Addition of FF recognition night in April & 2 potential
4200-1200	Gifts, X-mas Party, Awards night)	\$ 3,000.00	\$ 3,949.18	\$ 5,500.00	\$	2,500.00	retirements in 2025
4200-1300	Utilities (Gas/Hydro/Water/Sewer)	\$ 30,000.00	\$ 15,024.92	\$ 22,500.00	\$	(7,500.00)	Decrease based on 2024 projected expense
4200-1400	Bell Canada (Dispatch Line)	\$ 1,000.00	\$ 893.62	\$ 1,100.00	\$	100.00	Increase based on 2024 projected expense
4200-1500	Bell Canada (Admin Line)	\$ 1,600.00	\$ 1,315.97	\$ 1,700.00	\$	100.00	Increase based on 2024 projected expense
4200-1550	Bell Mobility	\$ 1,700.00	\$ 1,139.70	\$ 1,250.00	\$	(450.00)	Decrease based on 2024 projected expense
4200-1600	Drivers License/Medicals	\$ 800.00	\$ 592.50	\$ 800.00	\$	-	
4200-1700	Bank Service Charges	\$ 725.00	\$ 504.50	\$ 725.00	\$	-	
4200-1750	Ceridian Payroll	\$ 3,000.00	\$ 1,698.71	\$ 2,500.00	\$	(500.00)	Decrease based on 2024 projected expense
4200-1800	Equipment Replacement/Acquisition	\$ 5,000.00	\$ 4,534.57	\$ 3,500.00	\$	(1,500.00)	Decrease based on 2024 projected expense
							Annual Compressor maintenance, Annual extrication
4200-1810	Equipment Maintenance	\$ 4,000.00	\$ 7,862.92	\$ 8,000.00	\$	4,000.00	equipment maintenance
4200-1900	TSF Bell Tower Lease to Capital				\$	-	
4200-1950	Purchase of Truck				\$	-	
4200-1980	Building Maintenance	\$ 9,500.00	\$ 4,997.49	\$ 9,500.00	\$	-	
4200-2000	Interest on Temporary Loans	\$ 600.00	\$ 600.00	\$ 600.00	\$	-	
4200-2100	Fire Hydrants	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00	\$	-	
4200-2500	Uncollectible Accounts	\$ -		\$ 	\$	-	
	TOTAL EXPENSES	\$ 947,056.00	\$ 859,227.70	\$ 1,093,070.00		_	

Increase in Expenses over Previous Year

15.42%

REVENUES:

3000-0500	Interest on Current Account	\$ 5,000.00	\$ 6,165.06	\$ 5,000.00	\$ -	
3000-0600	Inspection Revenue	\$ 4,000.00	\$ 4,200.00	\$ 4,400.00	\$ 400.00	Based on 5 year average
3000-0800	MTO / County / Insurance MVC Revenue	\$ 40,000.00	\$ 12,824.02	\$ 40,000.00	\$ -	
3000-0850	Hydro / Enridge Revenue	\$ 5,000.00		\$ 5,000.00	\$ -	
3000-0900	False Alarm / Fire Report / Misc. Revenue	\$ 500.00	\$ 40,379.94	\$ 2,000.00	\$ 1,500.00	Based on 5 year average
3000-2000	Grant Revenue		\$ 24,318.56			
3000-1100	Bell Tower Lease		\$ 9,500.00			
	SUBTOTAL REVENUES	\$ 54,500.00	\$ 97,387.58	\$ 56,400.00		

ACCOUNT	ACCOUNT	2024	2024	2025		
NUMBER	NAME	BUDGET	TO DATE	BUDGET	Variance	Comments
	Operating Reserve					
2900-0000	Surplus/Deficit from Previous Year					
	TOTAL REVENUES	\$ 54,500.00	\$ 97,387.58	\$ 56,400.00		

TOTAL OPERATING LEVY \$ 892,556.00 \$ 1,036,670.00

Increase over Previous Year 3.49%

Increase over Previous Year 16.15%

SHELBURNE & DISTRICT FIRE DEPT CAPITAL PLAN 2023 - 2037

CAPITAL PLAN

YEAR	1	Adopted 2024	2025	ı	2026		2027]	2028	[2029	I	2030	2031	l	2032		2033]	2034		2035	1	2036		2037
Opening Balance	\$	50,899.94	\$ 174,527.89	\$	434,027.89	\$ 8	806,331.10	-\$ 14,	,441,350.53	-\$	13,969,881.23	-\$ 1	3,494,072.98	-\$ 12,840,732.86	-\$ 1	13,951,725.86	-\$ 13	,165,556.51	-\$ 12,	,416,973.93	-\$	11,588,605.61	-\$ 13	3,341,126.44	-\$ 12,2	283,470.97
Transfers In Plus: Interest Plus: Special Capital Levy (prev \$93,000) Plus: Surplus from Previous Year Plus: Sale of Rescue Plus: Bell Tower Lease	\$ \$ \$ \$	392,000.00 - 32,925.38 9,500.00	\$ 530,000.00 \$ 9,500.00		583,000.00 9,500.00	\$ 6	641,300.00 9,500.00		705,430.00 9,500.00		775,973.00 9,500.00	-	853,570.30 9,500.00	\$ 938,927.33 \$ 9,500.00	\$	1,032,820.06 9,500.00	\$ 1 \$		\$ 1, \$	9,500.00		1,374,683.50 9,500.00		1,512,151.85 9,500.00	\$ 1,6 \$	9,500.00
Transfers Out Less: Engineer Services Less: Re-certify E-One Aerial Truck - Ladder 28 Less: Replace Car 22 Less: Purchase Pumper Truck - Pump 24 Less: Replace Pumper Truck - Pump 27 Less: Rescue Truck - Rescue 26 Less: Tanker Truck - Tanker 25 Less: Purchase Car 21	\$\$\$\$ -	100,000.00	-\$ 100,000.00 -\$20,000.00)			10,000.00 753,000.00	-\$	10,000.00	-\$ -\$	10,000.00 125,000.00	-\$	10,000.00	-\$ 10,000.00 -\$ 1,620,000.00	-\$	10,000.00	-\$	10,000.00	-\$	10,000.00	-\$	2,712,500.00			-\$ 1,4	1 85,000.00
Less: Truck Tires Less: Simucast Radio System Less: Replace SCBA's Less: Generator Less: Training Grounds Less: Truck Exhaust Control System	-\$ -\$ -\$	6,117.81 80,000.00 25,000.00 5,000.00	-\$18,000.00 -\$20,000.00 -\$ 10,000.00	-\$	100,000.00	Φ.	42 500 00	.	14,500.00	•	15,500.00	•	16.500.00	-\$ 200,000.00 -\$ 17,500.00							-\$	30,000.00				
Less: SCBA Cylinders (Replace 3 per year) Less: Bunker Gear Room Less: Repave Parking Lot Less: Purchase Extrication Equipment Less: Washroom Renovation Less: Building Replacement/Addition Less: Communication Equipment	\$	- 35 000 00	-\$ 10,000.00 -\$ 20,000.00		12,500.00 20,000.00	-\$ 15,0	13,500.00 000,000.00 20,000.00	-\$	80,000.00 20,000.00		20,000.00		20,000.00	, ,,,,,,,,,	- 4	20,000.00		100,000.00	-\$	105,000.00	-\$	20,000.00	-\$	20,000.00	-\$	20,000.0
Less: Protective Clothing Less: New Equipment Less: SCBA Filling Station	-\$ -\$ -\$	40,000.00		-\$	20,000.00 66,000.00 21,696.79	-\$	79,200.00 22,781.63	-\$	95,040.00 23,920.71			-\$	136,857.60	-\$ 164,229.12		20,000.00 197,074.94 29,075.77	-9 -9 -9 -9	236,489.93 30,529.56	-\$	283,787.92 32,056.04	-\$	340,545.50			-\$ 4	20,000.0 190,385.5 37,108.8
Ending Balance	\$	174,527.89	\$ 434,027.89	\$	806,331.10	-\$ 14,4	441,350.53	-\$ 13,	,969,881.23	-\$	13,494,072.98	-\$ 1	2,840,732.86	-\$ 13,951,725.86	-\$ 1	13,165,556.51	-\$ 12	,416,973.93	-\$ 11,	,588,605.61	-\$	13,341,126.44	-\$ 12	2,283,470.97	-\$ 12,6	643,098.3
Annual Expense	-\$	310,797.44	-\$ 280,000.00	-\$	220,196.79	-\$ 15,8	898,481.63	-\$	243,460.71	-\$	309,664.74	-\$	209,730.18	-\$ 2,059,420.33	-\$	256,150.71	-\$	397,019.49	-\$	430,843.95	-\$	3,136,704.34	-\$	463,996.38	-\$ 2,0	032,494.5

Rolling Stock		Year to
List of Vehicles	# Years Old	Replace
2015 Spartan Wet Heavy Rescue	10	2035
2021 Spartan Metrostar-X Pumper	20	2041
2009 Tanker Truck	19	2028
2017 Ford Explorer		2025
2012 E-One Aerial Truck	9	2037
2012 Ford F150 Crew Cab	1	2030
2018 Spartan Metrostar-X Pumper	3	2033

Equipment Replacement Dates	Year to Replace
2016 SCBA	2031
2018 Extrication Equipment	2033
2009 Extrication Equipment	2028
2019 Generator	2035
2023 SCBA Filling Station and Compressor	2043

As per NFPA 1901

Pumpers 15 yr as 1st run, 10 yr more as 2nd run Rescue 20 yr Aerial 20 yr Tankers 20 yr Pickups/SUVs 15 yr



STAFF REPORT

TO: Council

FROM: Heather Boston, Treasurer

MEETING DATE: December 4, 2024

SUBJECT: 2025 Rosemont District Fire Board Budget

PURPOSE:

The purpose of this report is to present the 2025 Rosemont District Fire Board Budget to Council for approval.

BACKGROUND:

At the regular Board meeting on November 8, 2024 the Rosemont District Fire Board approved the 2025 budget as presented with revisions as noted.

Moved by: Hawkins and Seconded by O'Leary

That the Board approve the 2025 Budget as presented with revisions as noted. **Carried.**

STRATEGIC PLAN ALIGNMENT:

<u>It's in our Nature: Work</u> - We commit to fostering a prosperous local economy that serves Mulmur's community and provides for local employment. We will proactively attract new investment opportunities, and work with Mulmur businesses, industries and institutions to retain, expand and enable local opportunities.

FINANCIAL IMPACTS:

To be incorporated into the Township of Mulmur's 2025 draft budget.

RECOMMENDATION:

That Council approve the Rosemont District Fire Board 2025 Operating Budget in the amount of \$372,543.63 and Capital Budget of \$183,000 as presented.

Submitted by: Heather Boston, Treasurer Approved by: Tracey Atkinson, CAO

Schedule A – Rosemont District Fire Board 2025 Budget and Capital Forecast

⊼osemont l	District Fire Department							
2025 Budge	•							
Updated Nov 7,	2024	2023 YTD	2023 Approved	2024 YTD	2024 Approved	2025 Approved	Budget	
	ODERATING BURGET	Actual	Budget	Actual	Budget	Budget	Variance	Comments
	OPERATING BUDGET							
Acct's	Municipal Operating Levies							% for 2025
4004	Township of Adjala-Tosorontio	68,304.30	68,304.30	70,378.84	70,378.85	77,834.71	7,456	21.77%
4006	Town of Mono	81,561.43	81,561.43	83,922.56	83,922.57	92,788.01	8,865	25.95%
4008	Township of Mulmur	163,205.27	163,205.27	168,282.60	168,282.58	186,920.91	18,638	52.28%
4010	Total Municipal Operating Levies	313,071.00	313,071.00	322,584.00	322,584.00	357,543.63	10.84%	
4024	Fire Calls MVC	14,337.50	27,000.00	2,680.00	25,000.00	10,000.00	(15,000)	
4000	1	07.000.00	4 400 00	07 000 04	40.000.00	5 000 00	(5,000)	Truck replacement estimated Oct
4028 4029	Interest Donations - Operating	37,980.09 950.00	1,400.00	27,839.21 1,005.52	10,000.00 0.00	5,000.00 0.00	(5,000)	2024
	Dentaling Operating	300.00		1,000.02	0.00	0.00	0	report reprints, false alarms,
	Miscellaneous Income	-	0.00	-	0.00	0.00	0	inspections
4038	Government Funding Total Misc Revenues	53,267.59	29 400 00	31,524.73	0.00	0.00 15,000.00	0	
	Total Misc Revenues	53,267.59	28,400.00	31,524.73	35,000.00	15,000.00		
4034	Previous Years Surplus/(Deficit)	0.00	0.00	0.00	0.00	0.00	0	
				-				
	Total Income	366,338.59	341,471.00	354,108.73	357,584.00	372,543.63	14,960	
	_						0	
F004	Expenses Description Firefichters	0.00	E00.00	0.00	E00.00	E00.00	0	
	Recognition - Firefighters El Expense	0.00 599.91	500.00 500.00	0.00 389.85	500.00 500.00	500.00 650.00	0 150	
	Workers Compensation	10,051.89	8,900.00	7,502.64	8,900.00	11,000.00	2,100	
	CPP Expense	1,311.63	850.00	842.04	850.00	1,400.00	550	
5012	Officers Salary	36,824.99	39,802.00	29,680.88	44,214.00	42,103.00	(2,111)	2025 COLA is 2.5%
	Payroll - Hourly	116,770.64	125,000.00	74,409.81	130,625.00	143,295.63	,	7% increase + 2.5% COLA
5020	Total Firefighter Payroll Total	165,559.06	175,552.00	112,825.22	185,589.00	198,948.63	13,360	
2024	Remun Secretary-Treasurer							
	Municipal Admin Costs	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00	0	
	Travel	1,240.94	500.00	2,929.81	500.00	5,000.00	4,500	
	MTO Reports	140.00	400.00	140.00	300.00	300.00	0	
	Fire Prevention	275.27	1,000.00	0.00	1,000.00	1,000.00	0	
	Public Education	510.37	1,000.00	259.50	1,000.00	1,000.00	0	
5038 5040	Postage & Courier Telephone & Internet	136.58 4,583.44	200.00 5,200.00	67.66 3,676.87	225.00 5,200.00	225.00 5,200.00	0	
	Office Supplies	2,699.36	2,200.00	2,251.97	2,700.00	2,700.00	0	
5046	Bank charges	91.30	100.00	140.95	100.00	100.00	0	
	Audit	2,544.00	2,544.00	2,544.13	2,645.00	2,645.00	0	
	Consulting	0.00	0.00	0.00	0.00	0.00	0	
5052 5054	Insurance Legal Fees	31,087.69 0.00	44,000.00 0.00	33,119.08 586.19	36,000.00 0.00	36,000.00 0.00	0	
	Dispatch Fees	10,849.90	11,000.00	11,560.73	12,000.00	12,000.00	0	
	First Aid & Medical Supplies	2,173.04	5,000.00	5,430.07	5,000.00	5,000.00	0	
5062	Breathing apparatus maintenance	3,026.98	5,000.00	3,310.27	5,000.00	5,000.00	0	
5064	Protective Clothing Maintenance	4,713.54	4,000.00	0.00	4,000.00	4,000.00	0	includes gloves, helmets, balaclavas
5066	Protective Gear Non-Capital	5,585.42	7,500.00	5,573.15	7,500.00	7,500.00	0	boots \$7400 regular training + \$4200 x 3
5068	Training	33,752.83	15,000.00	11,923.53	16,400.00	20,000.00	3.600	per year if not used, tsfr into operating reserve.
	Radio repairs and supplies	3,998.88	1,000.00	1,427.50	1,200.00	1,500.00	300	
	Vehicle maintenance	15,273.71	13,000.00	7,628.73	13,000.00	13,000.00	0	
	Vehicle Fuel & Oil Purchases	8,249.90	6,500.00	5,275.87	9,000.00	9,000.00	0	1100 6 0 1 1 1 1
5076	Certifications & Medical Oversite	21.80	500.00	20.00	5,500.00	5,500.00	0	addition of medical oversight
	Equipment repairs Equipment & Uniform Supplies	2,389.01 3,528.09	4,500.00 7,500.00	3,293.34 1,988.11	4,500.00 9,900.00	4,500.00 3,000.00	(6,900)	Hose/nozzles are capital
	Radio Licenses	1,777.26	1,750.00	1,930.41	2,000.00	2,100.00	100	1 1000/11022100 and capital
	Membership fees	475.00	525.00	635.92	525.00	525.00	0	
5082								
5084	Miscellaneous	547.06	500.00	372.81	600.00	600.00	0	
5084 5092	·	547.06 3,423.21 3,270.14	500.00 3,500.00 6,500.00	372.81 3,681.57 2,981.36	600.00 4,000.00 6,700.00	600.00 4,000.00 6,700.00	0 0	

Updated Nov 7	7, 2024	2023	2023	2024	2024	2025			
		YTD	Approved	YTD	Approved	Approved	Budget		
		Actual	Budget	Actual	Budget	Budget	Variance	Comments	
5120	Tsfr to Capital Reserves	38,441.07	0.00	0.00	0.00	0.00	0		
5126	Bad Debt Write-off	0.00	0.00	0.00	0.00	0.00	0		
	Total Operating Expense	200,779.53	165,919.00	127,705.57	171,995.00	173,595.00	1,600		
							0		
	Total Expense	366,338.59	341,471.00	240,530.79	357,584.00	372,543.63	14,960		4.18%
	Operating Cash Surplus/(Deficit)	0.00	0.00	113,577.94	0.00	0.00			
	CAPITAL BUDGET								
								% for 2025	
4014	AdjalaTosorontio Special Levy	28,362.76	28,362.76	30,544.12	30,544.10	32,762.78	2,219	21.77%	
4016	Mono Special Levy	33,867.68	33,867.67	36,422.04	36,422.02	39,057.04	2,635	25.95%	
4018	Mulmur Special Levy	67,769.56	67,769.57	73,033.88	73,033.88	78,680.18	5,646	52.28%	
4022	Total Capital Levy	130,000.00	130,000.00	140,000.04	140,000.00	150,500.00	10,500		7.50%
4030	Capital Donations (Firefighter Assoc.)	0.00	0.00	2,000.00	0.00	0.00	0		
4042	Sale of Capital Assets	0.00	0.00	0.00	0.00	0.00	0		
4036	Transfer in from Reserves	94,746.15	622,500.00	600,489.91	622,500.00	32,500.00	(590,000)		
4038	Government Funding	-	-	22,206.00	-	-	0		
	Total Capital Revenue	224,746.15	752,500.00	764,695.95	762,500.00	183,000.00	(579,500)		
	Capital Expenses								
5104	Capital Radios & Pagers	4,582.48	5,000.00	4,217.15	5,000.00	5,000.00	0		
5106	Capital Bunker Gear	17,728.28	17,500.00	12,285.09	17,500.00	17,500.00	0	bunker gear \$3500 x 5/yr	-
5110	Capital: Hose, Nozzles & equipment	53,494.88	0.00	22,551.38	0.00	10,000.00	10,000	Drone and hose	
5118	Large Truck Purchase	18,940.51	600,000.00	585,642.29	600,000.00	0.00		Tanker in 2024	
5120	Tsfr to Capital Reserve	130,000.00	130,000.00	140,000.04	140,000.00	150,500.00	10,500		
5122	Total Capital	224,746.15	752,500.00	764,695.95	762,500.00	183,000.00	(579,500)		
	Net Capital Surplus/Deficit	0.00	0.00	0.00	0.00	0.00	0		
			443,071.00	113,577.94	462,584.00	508,043.63			9.83%
	Capital Continuity	2024		2024					
	Opening Reserve Balance	762,403		-					
	Capital Levy Additions	120,000		120,000					
	Surplus Tsfrd to Capital Reserves	66,429		66,429					
	Sale of Equipment or Donations								
	Less Capital purchases	(20,292)		(20,292)					
	Ending Reserve Balance	928,541		166,137					

Rosemont District Fire Board Capital Forecast 2025

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Opening Balance	737,893	291,764	403,268	530,285	668,392	368,469	531,462	708,389	900,347	1,108,516
Transfers In Budgeted Contributions Grants	140,000 22,206	150,500	161,788	173,922	186,966	200,988	216,062	232,267	249,687	268,413
Transfer from Surplus Transfers Out Capital Expenditures	(32,775)	(33,758)	(34,771)	(35,814)	(36,889)	(37,995)	(39,135)	(40,309)	(41,518)	(42,764)
Firehall building 2012 Pierce Sabre Pumper [Squad 31] 2019 Freightliner [Pumper One]										
2002 International [Tank One] 2019 Polaris [Ranger One] c/w tracks	(575,560)				(450,000)					
2008 International [Rescue One] 2019 Trailer Massey-Ferguson 35 Tractor/Equip.		(5,238)			(450,000)					
assay . orgason oo maddon Equip.	291,764	403,268	530,285	668,392	368,469	531,462	708,389	900,347	1,108,516	1,334,165



SHELBURNE & DISTRICT FIRE BOARD

October 1, 2024

The Shelburne & District Fire Department **Board of Management** meeting was held in person at the Shelburne and District Fire Department on the above mentioned date at 7:00 P.M.

Present

As per attendance record.

1. **Opening of Meeting**

1.1 Chair, Shane Hall, called meeting to order at 7:00 pm.

1.2 Land Acknowledgement

We would like to begin by respectfully acknowledging that the Town of Shelburne resides within the traditional territory and ancestral lands of the Anishinaabe, including the Ojibway, Potawatomi, Chippewa and the People of the Three Fires Confederacy.

These traditional territories upon which we live, work, play and learn are steeped in rich Indigenous history and traditions. It is with this statement that we declare to honour and respect the past and present connection of Indigenous peoples with this land, its waterways and resources.

2. Additions or Deletions

None.

3. Approval of Agenda

3.1 **Resolution # 1**

Moved by F. Nix – Seconded by A. Stirk

BE IT RESOLVED THAT:

The Board of Management approves the agenda as presented.

Carried

4. Approval of Minutes

4.1 Resolution # 2

Moved by J. Horner – Seconded by G. Little

BE IT RESOLVED THAT:

The Board of Management adopt the minutes under the dates of September 3, 2024 as circulated.

Carried

5. **Pecuniary Interest**

5.1 No pecuniary interest declared.

6. **Public Question Period**

6.1 No questions.

7. <u>Delegations / Deputations</u>

None.

8. **Unfinished Business**

8.1 Nothing at this time.

9. New Business

9.1 OMERS Resolution

Resolution #3

Moved by W. Mills – Seconded by G. Little

BE IT RESOLVED THAT:

A Resolution to confirm and authorize continued participation in the OMERS Primary Pension Plan ("Primary Plan") and the Retirement Compensation Arrangement for the OMERS Primary Pension Plan ("RCA"), each as amended from time to time, of the employees of Shelburne & District Fire Board ("Employer") identified herein.

WHEREAS the Employer is eligible to participate in the Primary Plan and the RCA in accordance with subsection 5(1) of the *Ontario Municipal Employees Retirement System Act*, 2006, as amended from time to time ("OMERS Act, 2006"), in respect of its eligible employees and does so in accordance with the applicable Primary Plan and RCA documents and applicable legislation;

AND WHEREAS pursuant to subsection 6(1) of the Primary Plan, the Employer may, by by-law or resolution, participate in the Primary Plan and the RCA and pay to the funds for the Primary Plan and the RCA the total of the employer and member contributions required by the Primary Plan, and has all of the powers necessary and incidental thereto;

AND WHEREAS the Employer previously enacted a Resolution on November 3, 2015 and elected to participate in the Primary Plan and the RCA in respect of its eligible employees effective September 1, 2015 in accordance with the terms of the Primary Plan, RCA and applicable legislation, each as amended from time to time;

AND WHEREAS the Employer wishes to enact a resolution to: (i) reconfirm the Employer's election to participate in the Primary Plan and the RCA in respect of its eligible employees in an updated format; and (ii) effective **September 23, 2024**, change the normal retirement age from 65 years to 60 years under the Primary Plan and the RCA, as applicable, for employees of the Employer who are firefighters and who are part of the Fire Management class in accordance with the terms of the Primary Plan and applicable legislation;

THEREFORE, BE IT RESOLVED THAT, effective **September 23, 2024** ("Effective Date"), the Board enacts as follows:

(Continuation of Participation)

1. The Employer shall continue to participate in the Primary Plan and the RCA in accordance with the terms of the Primary Plan, RCA, and applicable legislation, each as amended from time to time.

(Existing

Members)

2. For greater certainty, the Employer continues to participate in the Primary Plan and the RCA in respect of all of its Employees (defined below) who were members of the Primary Plan and the RCA on the day immediately preceding the Effective Date.

(Election re: Employees)

3. As of the Effective Date, the Employer shall participate in the Primary Plan and the RCA in respect of each person who is employed by the Employer and who is eligible to be a member of the Primary Plan and the RCA under subsection 5(3) of the OMERS Act, 2006 ("Employee"), in accordance with the terms of the Primary Plan, RCA, and applicable legislation, each as amended from time to time.

(Future CFT Employees)

4. An Employee who becomes an Employee employed on a continuous full-time basis, as defined in subsection 9(1) of the Primary Plan, as amended from time to time ("CFT Employee"), on or after the Effective Date shall, as a condition of employment, become a member of the Primary Plan and the RCA, or if such person is already a member, resume contributions to the Primary Plan and the RCA on the date so employed.

(Membership for OTCFT Employees)

5. An Employee who is employed on other than a continuous full-time basis ("OTCFT Employee") and meets the eligibility criteria in subsection 9(6) of the Primary Plan, as amended from time to time, is entitled to become a member of the Primary Plan and the RCA in accordance with the terms of the Primary Plan, as amended from time to time.

(NRA 65 for Firefighters)

6. Employees who, in respect of their employment with the Employer, meet the definition of "firefighter" in subsection 1(1) of the *Fire Protection and Prevention Act, 1997*, as amended from time to time, shall continue to have a normal retirement age of 65 years under the Primary Plan and the RCA, as applicable, in accordance with the terms of the Primary Plan, RCA, and applicable legislation, each as amended from time to time.

(NRA 60 for Fire Management)

7. Notwithstanding clause 6 above, as of the Effective Date, Employees who, in respect of their employment with the Employer, meet the definition of "firefighter" in subsection 1(1) of the *Fire Protection and Prevention Act, 1997*, as amended from time to time, **and who are employed in the following class: Fire Management** shall have a normal retirement age of 60 years under the Primary Plan and the RCA, as applicable, in accordance with the terms of the

Primary Plan, RCA, and applicable legislation, each as amended from time to time.

(Senior Management Official) Any person who holds a senior management position with the Employer, as the Employer may designate from time to time ("Senior Management Official"), is hereby authorized on behalf of the Employer to take all such action and execute all such documents, certificates and agreements, as they may consider necessary to give effect to the provisions of this Resolution and to fulfill the Employer's duties and obligations with respect to the Primary Plan and the RCA. The Employer further authorizes the **Board Chairperson** to submit forthwith a certified copy of this Resolution to the OMERS Administration Corporation.

Carried

9.2 2025 Draft Operating and Capital Budgets

8.

Board discussed the operating budget and directed the Secretary-Treasurer to add the COLA rate to the fire fighters and adjust the COLA for full-time staff and all line items affected by wages once the final Ontario CPI Index rate is released.

Resolution # 4

Moved by W. Mills – Seconded by F. Nix

BE IT RESOLVED THAT:

The Shelburne & District Fire Board of Management recommends that the 2025 Draft Operating Budget be circulated to the participating municipalities for consideration once the addition of the approved COLA have been applied.

Carried

Board discussed the 2025 Draft Capital Budget and the addition of a line item for professional services required to develop plans for a new fire station. A committee has been established to assist the Chief in navigating this process which includes Wade Mills, Fred Nix, Andrew Stirk and Bill Neilson.

Resolution # 5

Moved by F. Nix – Seconded by W. Mills

BE IT RESOLVED THAT:

The Shelburne & District Fire Board of Management increase the Capital Levy to \$530,000 with the addition of a \$100,000 expense for Professional fees related to an expansion or new build.

Carried

10. Chief's Report

10.1 Monthly Reports (September 2024)

There was a total of 36 incidents for the month of September.

10.2 Update from the Fire Chief

Chief Pratt provided the Board with a brief verbal update on his short time with the Department thus far and his plan to meet legislative requirements and updating the E&R By-Laws.

11. Future Business:

11.1 Dufferin County – Multi Jurisdictional Review

12. Accounts & Payroll - September 2024

12.1 **Resolution # 6**

Moved by W. Mills – Seconded by J. Horner

BE IT RESOLVED THAT:

The bills and accounts in the amount of \$62,158.80 for the period of August 31, 2024 to September 27, 2024 as presented and attached be approved for payment.

Carried

13. Confirming and Adjournment

13.1 **Resolution # 7**

Moved by E. Hawkins - Seconded by B. Neilson

BE IT RESOLVED THAT:

All actions of the Board Members and Officers of the Shelburne and District Fire Board of Management, with respect to every matter addressed and/or adopted by the Board on the above date are hereby adopted, ratified and confirmed; And each motion, resolution and other actions taken by the Board Members and Officers at the meeting held on the above date are hereby adopted, ratified and confirmed.

Carried

The Board took a moment to thank Deputy Chief Clayton for filling in for the Chief during the time period of Chief Snyder's retirement and Chief Pratt's start date.

13.2 **Resolution # 8**

Moved by G. Little - Seconded by F. Nix

BE IT RESOLVED THAT:

The Board of Management do now adjourn at 8:16 pm to meet again on November 5, 2024 at 7:00 pm or at the call of the Chair.

Carried

Respectfully submitted by:	Approved:		
Nicole Hill Secretary-Treasurer	Shane Hall Chairperson		

SHELBURNE & DISTRICT FIRE BOARD MEMBERS

Meeting Attendance Record Under Date of October 1, 2024

Municipality / Member	Present	Absent
Township of Amaranth		
Andrew Stirk	Х	
Gail Little	X	
Town of Mono		
Melinda Davie	X	
Fred Nix	X	
Township of Melancthon		
Darren White		Х
Bill Neilson	X	
Town of Shelburne		
Wade Mills	X	
Shane Hall	X	
Township of Mulmur		
Earl Hawkins	Χ	
Janet Horner	X	
Staff		
Dave Pratt – Fire Chief	Х	
Jeff Clayton – Deputy Chief	Х	
Nicole Hill – Sec/Treas.	Х	



DUFFERIN COUNTY COUNCIL - SPECIAL MEETING MINUTES

October 29, 2024, 6:00 pm W & M Edelbrock Centre, 30 Centre Street, Orangeville

Councillors Present: Warden Darren White (Melancthon)

Councillor John Creelman (Mono)
Councillor Chris Gerrits (Amaranth)
Councillor Shane Hall (Shelburne)
Councillor Earl Hawkins (Mulmur)
Councillor Janet Horner (Mulmur)
Councillor Gail Little (Amaranth)

Councillor James McLean (Melancthon) Councillor Wade Mills (Shelburne) Councillor Lisa Post (Orangeville)

Councillor Philip Rentsch (Grand Valley)
Councillor Todd Taylor (Orangeville)

Councillors Absent: Councillor Guy Gardhouse (East Garafraxa) (prior

notice)

Councillor Fred Nix (Mono)

Councillor Steve Soloman (Grand Valley) (prior notice)

Staff Present: Michelle Dunne, Clerk

Meghan Cowan, Aird & Berlis LLP, County Solicitor

1. CALL TO ORDER

Warden White called the meeting to order at 6:00 pm.

2. LAND ACKNOWLEDGEMENT STATEMENT

Warden White shared the Land Acknowledgement Statement.

3. ROLL CALL

The Clerk verbally took a roll call of the Councillors in attendance.

4. <u>DECLARATION OF INTEREST BY MEMBERS</u>

There were no declarations of pecuniary interest.

5. **CLOSED SESSION**

Under Section 228(4) of the Municipal Act, 2001, the Clerk delegated her authority as Clerk to Meghan Cowan, Aird & Berlis LLP, with respect to the closed session matter.

Moved by: Councillor Gerrits **Seconded by:** Councillor Horner

THAT Council move into Closed Session (6:02 pm) in accordance with Municipal Act, Section 239 (2)(b) personal matters about an identifiable individual, including municipal or local board employees.

CARRIED

5.1 <u>Municipal Act, Section 239 (2)(b) personal matters about an identifiable individual, including municipal or local board employees</u>

6. RETURN TO OPEN SESSION

Councillor McLean joined the meeting at 6:07 pm during closed session.

While in Closed Session, Council received a verbal report regarding an identifiable individual.

Moved by: Councillor Gerrits **Seconded by:** Councillor Post

THAT Council move into open session (8:21 pm).

CARRIED

7. ADJOURNMENT

The meeting adjourned at 8:23 pm.

Moved by: Councillor Little

Seconded by: Councillor Horner

THAT the meeting adjourn.

CARRIED



DUFFERIN COUNTY COUNCIL - SPECIAL MEETING MINUTES

November 7, 2024, 3:00 pm Virtual

Councillors Present: Warden Darren White (Melancthon)

Councillor John Creelman (Mono)

Councillor Guy Gardhouse (East Garafraxa)

Councillor Chris Gerrits (Amaranth) Councillor Shane Hall (Shelburne) Councillor Janet Horner (Mulmur) Councillor Gail Little (Amaranth)

Councillor James McLean (Melancthon) Councillor Wade Mills (Shelburne)

Councillor Fred Nix (Mono)

Councillor Lisa Post (Orangeville)

Councillor Philip Rentsch (Grand Valley) Councillor Todd Taylor (Orangeville)

Councillors Absent: Councillor Earl Hawkins (Mulmur)

Councillor Steve Soloman (Grand Valley)

Staff Present: Michelle Dunne, Clerk

John Mascarin, Aird & Berlis LLP, County Solicitor Michael Horvat, Aird & Berlis LLP, County Solicitor

1. CALL TO ORDER

Warden White called the meeting to order at 3:01pm.

Warden White announced that the meeting is being live streamed and publicly broadcast. The recording of this meeting will also be available on our website in the future.

2. LAND ACKNOWLEDGEMENT STATEMENT

Warden White shared the Land Acknowledgement Statement.

3. ROLL CALL

The Clerk verbally took a roll call of the Councillors in attendance.

4. APPROVAL OF THE AGENDA

Moved by: Councillor Horner **Seconded by:** Councillor Mills

THAT the Agenda and any Addendum distributed for the November 7, 2024 meeting of Council, be approved.

CARRIED

5. <u>DECLARATION OF INTEREST BY MEMBERS</u>

There were no declarations of pecuniary interest.

6. CLOSED SESSION

Under Section 228(4) of the Municipal Act, 2001, the Clerk delegated her authority as Clerk to John Mascarin, Aird & Berlis LLP, with respect to the closed session matter.

Councillor Nix and Councillor Taylor joined the meeting at 3:06 pm.

Moved by: Councillor Post

Seconded by: Councillor McLean

THAT Council move into Closed Session (3:06pm) in accordance with Municipal Act, Section 239 (2)(b) personal matters about an identifiable individual, including municipal or local board employees.

CARRIED

6.1 <u>Municipal Act, Section 239 (2)(b) personal matters about an identifiable individual, including municipal or local board employees</u>

7. RETURN TO OPEN SESSION

Councillor Rentsch joined the meeting at 3:48 pm while in closed session.

While in Closed Session, Council received a verbal report regarding an identifiable individual.

Moved by: Councillor Hall

Seconded by: Councillor Creelman

THAT Council move into open session (4:06 pm).

CARRIED

8. CONFIRMATORY BY-LAW

2024-45 Confirmatory By-Law

A by-law to confirm the proceedings of the Council of the Corporation of the County of Dufferin at its meeting held on November 7, 2024.

Moved by: Councillor Hall

Seconded by: Councillor Gerrits

THAT By-Law 2024-45 be read a first, second and third time

Clerk

and enacted.

CARRIED

9. ADJOURNMENT

Warden

The meeting adjourned at 4:09 pm.

Moved by: Councillor Nix

Seconded by: Councillor Taylor

THAT the meeting adjourn.

CARRIED



MINUTES

Rosemont District Fire Board Friday, November 8, 2024 at 9:00 am

Present: Melinda Davie – Chair- Town of Mono

Elaine Capes – Town of Mono (Virtual) Earl Hawkins - Township of Mulmur Julius Lachs–Vice Chair-Adjala-Tosorontio Heather Boston - Secretary-Treasurer Ronald O'Leary – Adjala-Tosorontio Patricia Clark – Township of Mulmur Chris Armstrong - Deputy Fire Chief Mike Blacklaws - Fire Chief

1. Call to Order

The Chair called the meeting to order at 9:13 am.

2. Land Acknowledgement

We begin this meeting by acknowledging that we are meeting upon the traditional Indigenous lands of the Anishinaabe, and Petun peoples.

We recognize and deeply appreciate their historic connection to this place, and we also recognize the contributions Indigenous peoples have made, both in shaping and strengthening our community, province and country as a whole.

3. Aapproval of the Agenda

Moved by: Clark/O'Leary

THAT the November 8, 2024 agenda be approved as amended to add item 7.1 being a delegation from the Rosemont & District Fire Association.

Carried.

4. Approval of Previous Meeting Minutes

Moved by: O'Leary/Hawkins

THAT the minutes of May 31, 2024, be approved.

Carried.

5. <u>Declarations of Pecuniary Interest</u>

Chair Davie stated that if any member of the Board has a pecuniary interest, they may declare the nature thereof now or at any time during the meeting.

6. Public Question Period

 Andrew Kennedy asked to see which departments were used as comparators in the pay grid review. The secretary will inquire if information can be shared.

7. <u>Deputations and Presentations</u>

7.1 Rosemont Fire Association, Andrew Cunningham and Anthony Felice

 Delegates informed the Board of the community donations and financial contributions made to the fire department over the years.

8. Treasury

8.1 Draft 2025 Budget & Capital Forecast

Moved by: Hawkins/O'Leary

That the Board approve the 2025 Budget as presented with revisions as noted.

Carried.

8.2 2024 Pay Grid

Moved by: Lachs/Clark

That the Board approve the 2024 pay grid as presented

Carried.

9. Administration

9.1 Fire Chief General Update (Verbal)

Chief Blacklaws provided an update on the new truck

9.2 Technical Rescue Requirements for 2028 (Verbal)

- By 2028 the firefighters will need to be certified in technical rescue.
- There will be a cost associated with this training.

10. <u>Information</u>

10.1 YTD Fire Call Summary

10.2 Purchases

Moved by: Hawkins/O'Leary

THAT the Board receive the accounts payable listing in the amount of \$739,363.02 that was paid in accordance with the budget.

Carried.

- **10.3 YTD Comparative Income Statement**
- 10.4 County-Wide Fire Chief's Minutes May 28, 2024 (Not Provided)
- 10.5 County-Wide Fire Chief's Minutes June 25, 2024 (Not Provided)
 - · Discussed assisting on medical calls.

10.6 Mulmur's Community Risk Assessment

 The Board discussed inspection schedules and requested that Mono and Adjala-Tosorontio provide copies of their community risk assessments to the next Board meeting.

10.7 Dufferin County's Multi-Jurisdictional Fire Services Review

The Fire Chief noted that he is not frustrated with the Fire Boards governance model and it was a generalized statement made within the report. Chief Blacklaws confirmed that he is very happy with the current governance structure.

11. Items for Future Meetings

- Job Descriptions
- Technical Rescue Training
- Update on Inspection

12. Adjournment

Moved by: O'Leary/Hawkins

That the meeting adjourn at 10:56 am to meet again at the call of the Chair. **Carried.**

Approved by:	
<u></u>	
Chair	Secretary/Treasurer



DUFFERIN COUNTY COUNCIL MINUTES

November 14, 2024, 6:00 pm W & M Edelbrock Centre, 30 Centre Street, Orangeville

Councillors Present: Warden Darren White (Melancthon)

Councillor John Creelman (Mono)

Councillor Guy Gardhouse (East Garafraxa)

Councillor Chris Gerrits (Amaranth) Councillor Shane Hall (Shelburne) Councillor Janet Horner (Mulmur) Councillor Gail Little (Amaranth)

Councillor James McLean (Melancthon)

Councillor Wade Mills (Shelburne)

Councillor Fred Nix (Mono)

Councillor Lisa Post (Orangeville)

Councillor Philip Rentsch (Grand Valley) Councillor Steve Soloman (Grand Valley)

Councillor Todd Taylor (Orangeville)

Councillors Absent: Councillor Earl Hawkins (Mulmur)

Staff Present: Sonya Pritchard, Chief Administrative Officer

Rebecca Whelan, Deputy Clerk

Scott Burns, Director of Public Works/County Engineer

Yaw Ennin, Economic Development Manager

Michelle Hargrave, Administrative Support Specialist Aimee Raves, Manager of Corporate Finance, Treasurer

Rajbir Sian, Director of Development and Tourism

Gary Staples, Chief Paramedic

Rohan Thompson, Director of People & Equity

Brenda Wagner, Director of Health and Human Services

1. CALL TO ORDER

Warden White called the meeting to order at 6:00 pm.

Warden White announced that the meeting is being live streamed and publicly broadcast. The recording of this meeting will also be available on our website in the future.

2. LAND ACKNOWLEDGEMENT STATEMENT

Warden White shared the Land Acknowledgement Statement.

3. ROLL CALL

The Clerk verbally took a roll call of the Councillors in attendance.

4. APPROVAL OF THE AGENDA

Moved by: Councillor Nix

Seconded by: Councillor Little

THAT the agenda and any addendum distributed for the November 14, 2024 meeting of Council, be approved.

CARRIED

5. DECLARATION OF INTEREST BY MEMBERS

There were no declarations of pecuniary interest.

6. APPROVAL OF MINUTES OF THE PREVIOUS MEETING

Moved by: Councillor Post

Seconded by: Councillor Gerrits

THAT the minutes of the regular meeting of Council on October 10, 2024, the special meeting of Council on October 29, 2024, and the special meeting of Council on November 7, 2024, be adopted.

CARRIED

7. CLOSED SESSION #1

7.1 <u>Municipal Act, Section 239 (2)(b) personal matters about an identifiable individual, including municipal or local board employees</u>

Under Section 228(4) of the Municipal Act, 2001, the Deputy Clerk delegated her authority as Clerk to John Mascarin, Aird & Berlis LLP, with respect to the closed session matter.

Moved by: Councillor Creelman **Seconded by:** Councillor Mills

THAT Council move into Closed Session (6:05 pm) in accordance with Municipal Act, Section 239 (2)(b) personal matters about an identifiable individual, including municipal or local board employees.

CARRIED

8. RETURN TO OPEN SESSION

While in Closed Session, Council received a verbal report regarding an identifiable individual.

Moved by: Councillor Mills Seconded by: Councillor Hall

THAT Council move into open session (7:11 pm).

CARRIED

9. RECESS

Warden White called a brief recess and the meeting resumed at 7:21 pm.

10. PROCLAMATIONS, DELEGATIONS AND PRESENTATIONS

10.1 <u>International Day for the Elimination of Violence Against</u> <u>Women - November 25, 2024</u>

Warden White proclaimed November 25, 2024 as International Day for the Elimination of Violence Against Women in the County of Dufferin. Lynnette Pole-Langdon, Family Transition Place, was

in attendance to accept the proclamation and requested the County raise a flag to commemorate the day.

10.2 Giving Tuesday - December 3, 2024

Warden White proclaimed December 3, 2024 as Giving Tuesday in the County of Dufferin. Michele Fisher, Executive Director, Dufferin Community Foundation, accepted the proclamation and promoted local giving on Giving Tuesday and throughout the holiday season.

Moved by: Councillor Taylor **Seconded by:** Councillor Gerrits

WHEREAS Giving Tuesday is a national day of giving taking place on Tuesday, December 3, 2024;

WHEREAS Giving Tuesday is a celebration of generosity and volunteerism that encourages residents to give as much as they can, in whatever way that they can;

WHEREAS giving can take many forms, including donating to local non-profits, volunteering your time, giving physical goods or helping your neighbours;

WHEREAS it is fitting and proper on Giving Tuesday to recognize the tremendous impact of donations, volunteerism and community service in the County of Dufferin;

WHEREAS Giving Tuesday is an opportunity to encourage our citizens to serve others throughout the holiday season and throughout the year;

NOW, THEREFORE I proclaim December 3rd to be Giving Tuesday in Dufferin County and encourage all residents to embrace the spirit of generosity that has always strengthened our community by giving to their favourite local charity.

CARRIED

10.3 Principles Integrity

Jeff Abrams, Principles Integrity, delegated to introduce their firm and outline the Integrity Commissioner process for Dufferin County.

11. PUBLIC QUESTION PERIOD

Nick Garisto, an Orangeville resident, inquired if the discussion regarding fire services is still taking place as he feels it would be beneficial to have one fire service in the County. Warden White noted the Fire Services Review Report was circulated to all the local municipalities and fire boards and further discussion will take place once their feedback is received. He also advised the County does not have jurisdiction over fire services so it would have to be an agreement amongst all the municipalities, a triple majority vote is required to make any changes.

Mr. Garisto also asked why there are numerous libraries within neighboring municipalities and urged Council to save money. Warden White noted library services have been spoken about previously but it is not in current discussions.

12. PRESENTATION AND CONSIDERATIONS OF REPORTS

12.1 <u>Infrastructure and Environmental Services Minutes - October 24, 2024</u>

THAT the minutes of the Infrastructure and Environmental Services meeting held on October 24, 2024, and the recommendations set out, be adopted.

CARRIED

12.1.1 <u>Credit Valley Conservation - Trail and</u> <u>Pedestrian Bridge Easement</u>

THAT the report from the Director of Public Works and County Engineer, Credit Valley Conservation – Trail and Pedestrian Bridge, dated October 24, 2024, be received;

AND THAT staff be directed to enter the necessary agreement(s)/easement with the Credit Valley

Conservation Authority to enable them to access, construct, maintain, repair, alter, use and operate a pedestrian bridge and trail over the Credit River within the Dufferin Road 109 right-of-way, adjacent to the Lockyer Bridge.

CARRIED BY CONSENT

12.1.2 <u>Household Hazardous Waste and Electronic</u> <u>Waste Events - 2025 Program Planning</u>

THAT the report from the Director of Public Works and County Engineer, Household Hazardous Waste and Electronic Waste Events – 2025 Program Planning, dated October 24, 2024, be received;

AND THAT staff be directed to proceed with procurement for the 2025 Household Hazardous and Electronic Waste Events in 2024, prior to approval of the 2025 Budget, to enhance the opportunity of securing a contractor;

AND THAT funds for the proposed 2025 Household Hazardous and Electronic Waste Events be approved for inclusion within the 2025 Budget.

CARRIED BY CONSENT

12.1.3 <u>Dufferin Main Tract - Mansfield Outdoor Centre</u> <u>Trail Use Agreement</u>

THAT the report from the Director of Public Works and County Engineer, Dufferin Main Tract – Mansfield Outdoor Centre Trail Use Agreement, dated October 24, 2024, be received;

AND THAT staff be directed to enter a Main Tract trail use lease agreement with the Mansfield Outdoor Centre with a flat fee for the period of December 1, 2024, to November 30, 2025 and report back to Council.

CARRIED BY CONSENT

12.1.4 <u>Organizational Planning - Infrastructure and</u> Environmental Services

THAT the report of the Chief Administrative Officer and Director of Public works/County Engineer, dated October 24, 2024, with respect to 2025 Organizational Planning – Infrastructure and Environmental Services, be received.

CARRIED BY CONSENT

12.1.5 <u>Township of Mulmur</u>

THAT the correspondence from the Township of Mulmur, dated September 12, 2024, regarding transferring of road networks, be received.

CARRIED BY CONSENT

12.1.6 Township of East Garafraxa

THAT staff begin the procurement process to obtain transportation data management and analysis software.

CARRIED BY CONSENT

12.1.7 Ontario Good Roads Association

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

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

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

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

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

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

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

CARRIED BY CONSENT

12.1.8 <u>Township of Melancthon</u>

THAT the correspondence from the Township of Melancthon, dated October 10, 2024, regarding a request for funding for community safety initiatives, be deferred until the January 2025 Infrastructure and Environmental Services Committee meeting.

CARRIED BY CONSENT

12.2 General Government Services Minutes - October 24, 2024

Moved by: Councillor Nix **Seconded by:** Councillor Mills

THAT the minutes of the General Government Services meeting held on October 24, 2024, and the recommendations set out, be adopted.

CARRIED

12.2.1 <u>2024 Procurement By-Law Update</u>

THAT the report from the Procurement Manager, dated October 24, 2024, titled 2024 Procurement By-Law Update, be received;

AND THAT the draft Procurement By-Law be approved.

CARRIED BY CONSENT

12.2.2 <u>Creed and the Accommodation of Spiritual and Religious Observances Policy</u>

THAT the report of the Director People & Equity, titled Creed and the Accommodation of Spiritual and Religious Observances Policy, dated October 24, 2024, be received;

AND THAT the draft Creed and the Accommodation of Spiritual and Religious Observances policy with no additional paid days off, be approved.

CARRIED BY CONSENT

12.2.3 Vacant Home Tax

THAT the report on Vacant Home Tax, from the Manager of Corporate Finance, Treasurer, dated October 24, 2024, be received.

CARRIED BY CONSENT

12.2.4 <u>2025 Municipal Emergency Readiness Fund</u> Grants

THAT the report of the Manager of Preparedness, 911 and Corporate Projects, "2025 Municipal Emergency Readiness Fund Grants", dated October 24, 2024, be received;

AND THAT the grant request submitted by the Town of Grand Valley be approved in the amount of \$12,500 or 50% of the actual cost, whichever is lower;

AND THAT the grant request submitted by the Township of Melancthon be approved in the amount of \$12,500 or 50% of the actual cost, whichever is lower;

AND THAT the grant request submitted by the Town of Mono be approved in the amount of \$12,500 or 50% of the actual cost, whichever is lower;

AND THAT the grant request submitted by the Town of Shelburne be approved in the amount of \$5,285.00 or 50% of the actual cost, whichever is lower;

AND THAT the grant request submitted by Dufferin Emergency Search and Rescue be approved in the amount of \$10,000.

CARRIED BY CONSENT

12.2.5 CAO Performance Evaluation Policy

THAT the report from the Chief Administrative Officer, CAO Performance Evaluation Policy, dated October 24, 2024, be received;

AND THAT the policy be amended to include administration through a Human Resources consultant;

AND THAT the CAO Performance Evaluation Policy, as amended, be adopted and implemented for 2025;

AND THAT the timeline outlined in Appendix A of the policy be used for 2025.

CARRIED BY CONSENT

12.2.6 <u>Organizational Planning - General Government</u> <u>Services</u>

THAT the report of the Chief Administrative Officer and Director of People & Equity, dated October 24, 2024, with respect to Organizational Planning – General Government Services Staffing, be received.

CARRIED BY CONSENT

12.2.7 <u>Council and Committee Meeting Structure</u> <u>Review</u>

THAT the report from the Clerk, Council and Committee Meeting Structure Review, dated October 24, 2024, be received.

CARRIED BY CONSENT

12.3 Health and Human Services Minutes - October 24, 2024

Moved by: Councillor Horner **Seconded by:** Councillor Gerrits

THAT the minutes of the Health and Human Services meeting held on October 24, 2024, and the recommendations set out, be adopted.

CARRIED

12.3.1 <u>Funding Increase for Community Support</u> <u>Services</u>

THAT the report from the Director of Health and Human Services, Funding Increase for Community Support Services, dated October 24, 2024, be received.

CARRIED BY CONSENT

12.3.2 <u>Encampments and Reaching Home Project</u>

THAT the report from the Director of Health and Human Services, titled Encampments and Reaching Home Project, dated October 24, 2024, be received.

CARRIED BY CONSENT

12.3.3 <u>Community Support Services Mobility Van</u>

THAT the report of the Director of Health and Human Services, Community Support Services Mobility Van, dated October 24, 2024, be received;

AND THAT the additional costs be funded through the current Dufferin Oaks Capital Reserve Fund.

CARRIED BY CONSENT

12.3.4 <u>Enhanced Older Adults Transportation Plan</u> <u>Update</u>

THAT the report from the Director of Health and Human Services, Enhanced Older Adults Transportation Plan Update, dated October 24, 2024, be received;

AND THAT staff be directed to implement phase one of the transportation plan in 2025;

AND THAT costs to support the enhancement be included in the 2025 Budget.

CARRIED BY CONSENT

12.3.5 <u>Ministry of Health Ambulance Service Review</u> <u>Final Report</u>

THAT the report of the Chief Paramedic, dated October 24, 2024, regarding Dufferin County Paramedic Service Ambulance Service Review Final Report, be received.

CARRIED BY CONSENT

12.3.6 <u>Organizational Planning - Health and Human</u> <u>Services Staffing</u>

THAT the report of the Director of Health and Human Services, dated October 24, 2024, with respect to Organizational Planning – Health and Human Services, be received.

CARRIED BY CONSENT

12.3.7 Ontario's Big City Mayors Caucus

Dufferin County supports the SolvetheCrisis.ca Campaign and requests that the Provincial and Federal Governments take Action to Address the Growing Mental Health, Addictions and Homelessness Crisis in Ontario;

WHEREAS there is a humanitarian crisis unfolding on the streets in our cities, large and small, urban and rural, across Ontario. The time for words is over, we need immediate action at all levels of government, starting with the Province of Ontario;

WHEREAS the homelessness, mental health and addictions crisis continues to grow with 3,432 drug related deaths in Ontario in 2023 and over 1,400 homeless encampments across Ontario communities in 2023;

AND WHEREAS the province has provided additional funding and supports, such as the recent investment of \$378 million for HART Hubs and approximately 375 beds with wraparound supports, it does not adequately address the growing crisis and the financial and social impact on municipalities and regions across the province;

AND WHEREAS municipalities and regions are stepping up and working with community partners to put in place community-specific solutions to address this crisis, but municipalities and regions lack the expertise, capacity, or resources to address these increasingly complex health care and housing issues alone;

AND WHEREAS this is primarily a health issue that falls under provincial jurisdiction and municipalities and regions should not be using the property tax base to fund these programs;

AND WHEREAS there is no provincial lead focused on this crisis leading to unanswered questions that span over a dozen ministries, and a lack of support to manage the increasing needs of those who are unhoused;

THEREFORE, BE IT RESOLVED THAT Dufferin County supports the SolvetheCrisis.ca Campaign;

AND calls on provincial and federal governments to commit to immediate action to solve the Humanitarian Crisis that Ontario is facing as the numbers of unhoused individuals and those suffering with mental health & addictions grows exponentially;

AND THAT the province officially makes Homelessness a Health Priority;

AND appoints a responsible Minister and Ministry with the appropriate funding and powers as a single point of contact to address the full spectrum of housing needs as well as mental health, addictions and wrap around supports;

AND THAT the provincial government strike a task force with broad sector representatives including municipalities, regions, healthcare, first responders, community services, the business community and the tourism industry to develop a Made in Ontario Action Plan;

AND THAT this provincial task force reviews current programs developed by municipalities, regions and community partners that have proven successful in our communities, to ensure that solutions can be implemented quickly and effectively to tackle this crisis;

AND THAT the federal government is included in these conversations:

AND THAT both levels of government provide adequate, sufficient and sustainable funding to ensure that municipalities have the tools and resources to support individuals suffering with mental health and addictions, including unhoused people and those from vulnerable populations that may be disproportionately impacted;

And THAT this Council calls on the residents of Dufferin County to join us in appealing to the provincial and federal governments for support by visiting SolveTheCrisis.ca and showing your support;

AND further that a copy of this motion be sent to:

- The Right Honourable Justin Trudeau, Prime Minister of Canada
- The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada
- The Honourable Doug Ford, Premier of Ontario
- The Honourable Sylvia Jones, Deputy Premier and Minister of Health
- The Honourable Paul Calandra, Minister of Municipal Affairs and Housing
- The Honourable Michael Parsa, Minister of Children, Community and Social Services
- The Honourable Michael Tibollo, Associate Minister of Mental Health and Addictions
- Local MPs
- Local MPPs
- Ontario's Big City Mayors.

CARRIED BY CONSENT

12.4 <u>Community Development and Tourism Minutes - October</u> 24, 2024

Moved by: Councillor Post

Seconded by: Councillor Taylor

THAT the minutes of the Community Development and Tourism meeting held on October 24, 2024, and the recommendations set out, excluding Item # 9.4.10 - Economic Development Strategy and Action Plan and Item # 9.4.11 - Tourism Strategy and Action Plan Addendum, be adopted.

CARRIED

12.4.1 <u>Museum Summer Camp Report</u>

THAT the report from the Director of Development and Tourism, dated October 24, 2024, titled "Museum Summer Camp Report", be received.

CARRIED BY CONSENT

12.4.2 <u>Museum Deaccession Report</u>

THAT the report of the Director of Development and Tourism entitled, "Museum Deaccession Report", dated October 24, 2024, be received;

AND THAT the objects identified in the "Museum Deaccession Report" be deaccessioned in accordance with the Museum of Dufferin's Collections Management Policy.

CARRIED BY CONSENT

12.4.3 <u>New Investors Guide and Investment</u> Attraction Outlook

THAT the report of the Director of Development and Tourism, "New Investors Guide and Investment Attraction Outlook", dated October 24, 2024, be received.

CARRIED BY CONSENT

12.4.4 <u>Building Services: County of Dufferin and Township of Amaranth</u>

THAT the report of Director of Development and Tourism, titled "Building Services: County of Dufferin & Township of Amaranth", dated October 24, 2024, be received.

CARRIED BY CONSENT

12.4.5 New 2024 Ontario Building Code

THAT the report of the Director of Development and Tourism, "New 2024 Ontario Building Code", dated October 24, 2024, be received.

CARRIED BY CONSENT

12.4.6 <u>Municipal Comprehensive Review Progress</u> Report

THAT the report of the Director of Development and Tourism, "Municipal Comprehensive Review Progress Report", dated October 24, 2024, be received.

CARRIED BY CONSENT

12.4.7 <u>Update: Provincial Planning Statement, 2024</u>

THAT the report of Director of Development and Tourism, titled "Update: Provincial Planning Statement, 2024", dated October 24, 2024, be received.

CARRIED BY CONSENT

12.4.8 Agricultural Workforce Equity and Diversity Initiative Open Call

THAT the report of Director of Development and Tourism, titled "Agricultural Workforce Equity and Diversity Initiative (AWEDI) Open Call", dated October 24, 2024, be received.

CARRIED BY CONSENT

12.4.9 <u>Organizational Planning - Community</u> <u>Development and Tourism</u>

THAT the report of the Director of Development and Tourism, dated October 24, 2024, with respect to Organizational Planning – Community Development and Tourism, be received.

CARRIED BY CONSENT

12.4.10 <u>Economic Development Strategy and Action Plan</u>

A report from the Director of Development and Tourism, dated November 14, 2024, to provide a revised Economic Development Strategy and Action Plan after feedback.

Moved by: Councillor Taylor **Seconded by:** Councillor Horner

THAT the report of the Director of Development and Tourism, "Economic Development Strategy and Action Plan", dated November 14, 2024, be received;

AND THAT the attached draft Economic Development Strategy and Action Plan, be adopted.

CARRIED

12.4.11 Tourism Strategy and Action Plan Addendum

Yaw Ennin, Manager of Economic Development, noted a feasibility study regarding implementation of a Municipal Accommodation Tax will take place before reviewing the draft Dufferin County Tourism Strategy and Action Plan Addendum again.

Moved by: Councillor Gerrits **Seconded by:** Councillor Nix

THAT the Dufferin County Tourism Strategy and Action Plan Addendum, be deferred.

12.5 <u>County-Wide Transit Ad Hoc Committee Minutes - October</u> 10, 2024

Minutes from the County-Wide Transit Ad Hoc Committee meeting on October 10, 2024.

Moved by: Councillor Taylor **Seconded by:** Councillor Hall

THAT the minutes from the the County-Wide Transit Ad Hoc Committee meeting on October 10, 2024, be adopted.

CARRIED

12.6 County-Wide Transit Ad Hoc Committee Report

Chair Post provided a verbal report from the County-Wide Transit Ad Hoc Committee meeting held on November 14, 2024.

Moved by: Councillor Post **Seconded by:** Councillor Mills

THAT staff be directed to work with Grey County and other neighboring counties (Wellington, Bruce) to apply for a Federal grant to complete a feasibility study on operating a regionally coordinated door-to-door transit service;

AND THAT staff be directed to work with Grey County to determine if there is an opportunity to partner with Dufferin for the Orangeville to Shelburne route being delivered by the Town of Orangeville.

CARRIED

12.7 <u>Manager of Corporate Finance, Treasurer's Report -</u> September 30 Financial Report

A report from the Manager of Corporate Finance, Treasurer, dated November 14, 2024, to provide a financial update to Council as of the end of September.

Moved by: Councillor Horner **Seconded by:** Councillor Gerrits

THAT the report from Manager of Corporate Finance, Treasurer, Report # Corporate Services-2024-002, September 30 Financial Report, dated November 14, 2024, be received.

CARRIED

12.8 <u>Chief Administrative Officer's Report - Monthly Update</u> from Outside Boards

A report from the Chief Administrative Officer, dated November 14, 2024, to outline updates of activities from outside boards and agencies in which there is Dufferin County representative.

Moved by: Councillor Post **Seconded by:** Councillor Nix

THAT the report of the Chief Administrative Officer, Report #Office of the CAO-2024-004, dated November 14, 2024, with respect to Reports from Outside Boards, be received.

CARRIED

13. STRATEGIC PLAN UPDATE

A report from the Chief Administrative Officer, dated November 14, 2024, to provide an update regarding the County Strategic Plan implementation.

Moved by: Councillor Gerrits **Seconded by:** Councillor Horner

THAT the report of the Chief Administrative Officer, dated November 14, 2024, with respect to Strategic Plan Update #8, be received.

14. CORRESPONDENCE

14.1 Rural Ontario Municipalities Association

Correspondence from Rural Ontario Municipalities Association (ROMA), dated November 1, 2024, to advise the Municipal Delegation Request Form for the 2025 Rural Ontario Municipal Association (ROMA) Annual Conference is available.

Council would like to see delegation requests on the following:

- additional funding for the homelessness prevention program
- road safety concerns
- Highway Traffic Act fines.

14.2 Southwestern Integrated Fibre Technology (SWIFT)

Correspondence from SWIFT, dated November 1, 2024, to request Dufferin County reappoint the current SWIFT representative (Councillor Gerrits) to the SWIFT Board or nominate a member of council for consideration as a WOWC member representative for a two year term.

Moved by: Councillor Taylor

Seconded by: Councillor Gardhouse

THAT Councillor Gerrits be reappointed to the SWIFT Board of Directors for a two year term.

CARRIED

14.3 Township of Mulmur

A resolution from the Township of Mulmur, dated November 8, 2024, in response to the Fire Services Delivery Review report.

15. NOTICE OF MOTIONS

16. MOTIONS

16.1 Committee Structure

Moved by: Councillor Taylor **Seconded by:** Councillor Post

THAT all standing committees (Infrastructure & Environmental Services, General Government Services, Health & Human Services and Community Development & Tourism) be dissolved and all matters be presented directly to County Council;

AND THAT a bi-monthly Council meeting schedule be established by having meetings on the second and fourth Thursdays of each month at 7:00 pm;

AND THAT a consent agenda be introduced as part of each regular meeting to expedite the approval of routine, non-controversial items, which allows for several items to be approved with one motion unless a council member requests that an item be removed for further discussion and individual vote;

AND THAT this take effect January 2025.

Moved by: Councillor Horner **Seconded by:** Councillor Mills

THAT the motion be tabled;

AND THAT staff be directed to investigate meeting options as discussed.

CARRIED

17. CLOSED SESSION #2

Moved by: Councillor Post **Seconded by:** Councillor Mills

THAT Council move into Closed Session (9:49 pm) in accordance with the Municipal Act, Section 239 2(d) labour relations or employee negotiations.

17.1 <u>CUPE Negotiations (Municipal Act, Section 239 (2)(d) – Labour relations or employee negotiations)</u>

18. BUSINESS ARISING FROM CLOSED SESSION

While in Closed Session, Council received a report regarding CUPE negotiations.

Moved by: Councillor Hall **Seconded by:** Councillor Nix

THAT Council move into open session (10:01 pm).

CARRIED

Moved by: Councillor Hall **Seconded by:** Councillor Mills

THAT staff proceed as directed during the Closed Session in regard to the CUPE negation mandate.

CARRTED

19. BY-LAWS

Moved by: Councillor Post **Seconded by:** Councillor Nix

THAT By-Law 2024-46 through to By-Law 2024-49, inclusive, be read a first, second and third time and enacted.

CARRIED

19.1 2024-46 Tax Rates By-Law Amendment (Replaced Schedule A and Schedule B)

A by-law to amend By-Law 2024-04, Schedule "A" and "B", to establish property tax rates for upper-tier (County) purposes for the year 2024. Authorization: Council - September 12, 2024

19.2 <u>2024-47 LifeLabs LP (Lease Agreement - Mel Lloyd Centre)</u>

A by-law to ratify the actions of the Warden and the Clerk for executing an agreement between the Corporation of the County of Dufferin and LifeLabs LP. Authorization: Council - November 14, 2024

19.3 <u>2024-48 Shelburne Centre for Health (Lease Amendment Agreement)</u>

A by-law to ratify the actions of the Warden and the Clerk for executing an agreement between the Corporation of the County of Dufferin and the Shelburne Centre for Health. Authorization: Health and Human Services - June 27, 2024

19.4 <u>2024-49 Town of Orangeville (Winter Maintenance Agreement)</u>

A by-law to authorize the Warden and the Clerk to execute an agreement between the Corporation of the County of Dufferin and the Corporation of the Town of Orangeville. Authorization: Infrastructure and Environmental Services – February 27, 2020

20. OTHER BUSINESS

Warden White advised nomination forms for the 2025 Warden and the 2025 Committee Chairs will be circulated tomorrow. Completed nomination forms for the position of Warden must be returned to the Clerk by December 6, 2024.

Warden White also reminded Council that registration is open for the Annual Housing and Homelessness Forum taking place on November 22, 2024.

Warden White noted this meeting was his last as Warden and thanked Council and staff for their ongoing support over the past year.

21. CONFIRMATORY BY-LAW

2024-50 Confirmatory By-Law - November 14, 2024

A by-law to confirm the proceedings of the Council of the Corporation of the County of Dufferin at its meeting held on November 14, 2024.

Moved by: Councillor Horner **Seconded by:** Councillor Gerrits

THAT By-Law 2024-50 be read a first, second and third time and enacted.

CARRIED

22. NEXT MEETING

Upcoming meetings will be held in the Dufferin Room at 30 Centre St, Orangeville at the following times:

Thursday, November 28, 2024

- Infrastructure and Environmental Services 9:00 am
- General Government Services Committee 11:00 am
- Health & Human Services Committee 1:00 pm
- Community Development & Tourism Committee 3:00 pm

Thursday, December 12, 2024

Election of the 2025 Warden & regular Council meeting - 6:00 pm

23. ADJOURNMENT

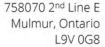
The meeting adjourned at 10:05 pm.

Moved by: Councillor Gardhouse **Seconded by:** Warden White

THAT the meeting adjourn.

CA	Κŀ	ΚŢ	EL	J

Warden	Clerk	





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Fax (705) 466-2922

Information Report

Campaign Cabinet

PURPOSE

The purpose of this report is to provide a summary of the meeting and any significant upcoming events and fundraising activities.

SUMMARY

Campaign Cabinet met on November 19, 2024. Hybrid meetings will continue with the next meeting scheduled for December.

Cabinet leads have made progress in the various fundraising streams.

- Additional engagement with Minor Hockey discussed, including Hockey Day in Honeywood.
- Members are looking into bingo.
- Corporate sponsorship to commence in the new year.
- Sponsorship packages to were completed and sent out to members. Hard copies are available at the office for pick up.
- Donation phone calls to commence November 22nd until December 6th.
- Members to reach out to user groups to encourage individual fundraisers. Section included in sponsorship package to encourage individual fundraisers.
- Meetings to occur in January, considering zoom as the preferred or alternating location.
- Township Giving Tuesday campaign to include myhoneywood December 3rd

Submitted by: Tracey Atkinson, BES MCIP RPP, M.M Dipl Chief Administrative Officer



08-24-BOD Agenda Minutes (**Draft**) Nottawasaga Valley Conservation Authority Friday November 22, 2024 at 9:00AM EDT

Attendance

Present:

Cllr. Joe Belanger, Wasaga Beach (Town); Chair Gail Little, Amaranth (Township); Deputy Mayor Paul Van Staveren Clearview (Township); Cllr. Patricia Clark, Mulmur (Township); Cllr. June Porter, The Blue Mountains (Town); Vice-Chair Jonathan Scott, Bradford West Gwillimbury (Town); Cllr. Richard Schell, Oro-Medonte (Township); Cllr. Joel Loughead, Grey Highlands (Municipality); Cllr. Pieter Kiezebrink, Essa (Township); Mayor Scott W. Anderson, Adjala-Tosorontio (Township); Cllr. Christopher Baines, Collingwood (Town); Cllr. Nicole Cox, New Tecumseth (Town); Cllr Phil Fisher, Springwater (Township); Cllr. Kevin Eisses, Innisfil (Town)

NVCA Staff:

Sheryl Flannagan, Director, Corporate Services; Doug Hevenor, Chief Administrative Officer; Chris Hibberd, Director, Watershed Management Services; Kyra Howes, Director, Conservation Services; Dalia Al-Ali, Manager, Engineering Services; Tyler Boswell, Planner; Ben Krul, Manager, Development Planning and Permits; Greg Marek, Senior Planner; Kerry Jenkins, Administrative Assistant/Recorder

Absent:

Mayor Darren White, Melancthon (Township); (Town); Cllr. Ralph Manktelow, Mono (Town); Cllr. Gary Harvey, Barrie (City); Cllr. Kyle Fegan, Shelburne (Town); Doug Hevenor, Chief Administrative Officer

1. Events

Tiffin Nature School

At Tiffin Nature School, children aged 2.5 to 10 are invited to explore and connect with the natural world. We nurture their innate curiosity, offering immersive outdoor experiences that inspire discovery and growth.

Dates: Tuesdays & Thursdays until May 29, 2025

Location: Tiffin Centre for Conservation

2. Call to Order

Chair Little called the meeting to order at 9:05am.

3. Land Acknowledgement

Nottawasaga Valley Conservation Authority Board acknowledges that we are situated on the traditional land of the Anishnaabeg people. The Anishnaabeg include the Ojibwe, Odawa, and Pottawatomi nations, collectively known as the Three Fires Confederacy. We are dedicated to honouring Indigenous history and culture and committed to moving forward in the spirit of reconciliation and respect with all First Nation, Métis and Inuit people.

4. Declaration of Pecuniary and Conflict of Interest

5. Motion to Adopt the Agenda

Recommendation:

RES: 56-24

Moved by: Cllr. Patricia Clark

Seconded by: Cllr. Pieter Kiezebrink

RESOLVED THAT: the agenda for the Board of Directors meeting #08-24-

BOD dated on November 22, 2024 be approved.

Carried;

6. Announcements

There were no announcements at this time.

7. Deputations

There were no deputations at this time.

8. Hearings

There were no hearings at this time.

9. Determination of Items Requiring Separate Discussion

Board members are requested to identify items from the Consent List that they wish to have considered for separate discussion.

10. Adoption of Consent List and Identification of Items Requiring Separate Discussion

Recommendation:

RES: 57-24

Moved by: Cllr. Patricia Clark Seconded by: Cllr. Joe Belanger

RESOLVED THAT: agenda item number(s), 11.2.1, 11.2.2 and 11.2.3 were identified as requiring separate discussion, be referred for discussion under

Agenda Item #11; and

FURTHER THAT: all Consent List Agenda Items not referred for separate discussion be adopted as submitted to the board and staff be authorized to take all necessary action required to give effect to same; and

FURTHER THAT: any items in the Consent List not referred for separate discussion, and for which conflict has been declared, are deemed not to have been voted on or discussed by the individual making the declaration.

Carried;

11. Consent List

11.1. Adoption of Minutes

Recommendation:

Approved by Consent

Moved by: Cllr. June Porter Seconded by: Cllr. Nicole Cox

RESOLVED THAT: the minutes of the Board of Directors meeting 07-

24-BOD dated on October 25, 2024 be approved.

11.2. Staff Reports

11.2.1. Staff Report No. 36-08-24-BOD from Hendrik Amo, Manager, Information Services and Technology regarding Watershed-Based Resource Management Strategy

Recommendation:

RES: 58-24

Moved by: Cllr. Kevin Eisses

Seconded by: Deputy Mayor Paul Van Staveren

RESOLVED THAT: the Board of Directors approve Staff Report No. 36-08-24-BOD regarding NVCA's submission of the

Watershed-Based Resource Management Strategy.

Carried;

11.2.2. Staff Report No. 37-08-24-BOD from Kyra Howes,
Director, Conservation Services regarding Updated 2025
Conservation Services Fees

Recommendation:

RES: 59-24

Moved by: Cllr. Christopher Baines Seconded by: Mayor Scott W. Anderson

Discussion around camp fire fees agreement to move 3hr

minimum to the event section.

RESOLVED THAT: The Board of Directors receive Staff Report No. 37-08-24-BOD regarding proposed 2025 and select 2026 changes to Conservation Services fees, and;

FURTHER THAT: the Fee Schedule, which includes Appendices A to C be approved as attached and as amended.

Carried;

11.2.3. Staff Report No. 38-08-24-BOD from Dalia Al-Ali, Manager, Engineering Services regarding Award of Contract for Request for Proposal (RFP) #01/2024

Recommendation:

RES: 60-24

Moved by: Cllr. Phil Fisher

Seconded by: Cllr. Joe Belanger

RESOLVED THAT: the Board of Directors receive Staff Report No. 38-08-24-BOD regarding the award of a contract for the completion of the scope of work presented in Request for Proposal (RFP) #01/2024.

Carried;

11.2.4. Staff Report No. 39-08-24-BOD from Dalia Al-Ali, Manager, Engineering Services regarding Review and Approval of Natural Hazard Infrastructure & Ice Management Plans

Recommendation:

Approved by Consent

Moved by: Cllr. Patricia Clark Seconded by: Cllr. Joel Loughead

RESOLVED THAT: the Board of Directors receive Staff Report No. 39-08-24-BOD regarding the mandated Natural Hazard Infrastructure Operational Plan and Ice Management Plan, and; **FURTHER THAT:** the Board of Directors approve both plans as presented.

11.2.5. Staff Report No. 40-08-24-BOD from Sheryl Flannagan, Director, Corporate Services regarding 2024 Year End Surplus/Deficit Allocation

Recommendation:

Approved by Consent

Moved by: Cllr. Nicole Cox Seconded by: Cllr. Rick Schell

RESOLVED THAT: the Staff Report No. 40-08-24-BOD regarding surplus/deficit allocations be approved; and **FURTHER THAT:** The NVCA Auditor be directed to place any 2024 surplus/ deficit funds in/out of the following reserves as specified in the report.

11.2.6. Staff Report No. 41-08-24-BOD from Maria Leung, Senior Communications Specialist regarding Communications Report

Recommendation:

Approved by Consent

Moved by: Cllr. Kevin Eisses Seconded by: Cllr. June Porter

RESOLVED THAT: Staff Report No. 41-08-24-BOD regarding NVCA Communications – *October 11, 2024 – November 8, 2024,* be received.

12. Other Business

There were no Other Business at this time.

13. Adjourn

Recommendation:

RES: 61-24

Moved by: Cllr. Pieter Kiezebrink Seconded by: Cllr. Phil Fisher

RESOLVED THAT: this meeting adjourn at 9:56am to meet again on

December 13, 2024 or at the call of the Chair.

Carried;



NVCA November 2024 Board Meeting Highlights

Next Meeting: December 13, 2024, held in person at the Tiffin Centre for Conservation

For the full meeting agenda, including documents and reports, visit NVCA's website

Watershed-Based Resource Management Strategy

The NVCA Board of Directors approved NVCA's Watershed-Based Resource Management Strategy (WBRMS).

The WBRMS identifies the risks, issues, and challenges the Nottawasaga Watershed faces, as well as the mitigation strategies to address these concerns. The strategy also provides a summary of NVCA's programs and services.

NVCA conducted a 30-day public consultation period through an online survey to seek feedback on the stressors and challenges associated with NVCA's Programs and Services, as well as mitigation strategies to address them.

Under Ontario Regulation 686/21, all conservation authorities must complete a WBRMS before December 31, 2024.

Updated 2025 Conservation Services Fees

The NVCA Board of Directors amended and approved recommended changes to NVCA's Conservation Services programs fees.

NVCA's Conservation Services program provides a variety of programs and services to watershed residents and visitors through a feefor-service basis. Services include environmental education, forestry, events and recreational opportunities.

The majority of fees changes were based on the average 2023-24 Cost of Living Allowance of 3.1%. Revenues generated through Conservation Services programs reduce the overall levy required by member municipalities.

Contract awarded to flood management structures RFP

NVCA has awarded a contract to D.M. Wills Associates Limited for the completion of safety reviews and other studies related to flood management structures.

Natural Hazard Infrastructure & Ice Management Plans

Under Ontario Regulation 686/21, all conservation authorities must complete a Natural Hazard Infrastructure Operational Plan and an Ice Management Plan before December 31, 2024.

The Natural Hazard Infrastructure Operational Plan outlines NVCA's roles and responsibilities in operating and maintaining the seven flood management structures within the watershed.

The Ice Management Plan establishes clear roles and responsibilities for NVCA and municipal partners related to ice jam monitoring and flood emergencies, which may result from ice jams.

2024 Year End Surplus/Deficit Allocation

The NVCA Board of Directors approved that any deficit/surplus for 2024 will be allocated accordingly to the budget reserve.

Upcoming Events

Giving Tuesday

NVCA is inviting watershed residents to show support for local conservation efforts by helping NVCA meet their GivingTuesday goal of \$10,000.

GivingTuesday is the world's largest generosity movement. It is an opportunity for people around the world to stand together and support their communities or give to the causes they believe in. This year, GivingTuesday Canada will celebrate its 11th anniversary, with millions of Canadians expected to participate.

Date: December 3, 2024

Donations can be made through NVCA's

website at nvca.on.ca

Winter Camp Tiffin

Our staff have been excited to plan some winter camp activities for Winter Camp Tiffin which will be full of outdoor adventures.

Led by NVCA's environmental educators, Camp Tiffin is an outdoor camp designed to enhance your child's knowledge, understanding and appreciation of the natural world and our amazing planet.

Dates: December 30, 2024, January 2 & 3,

2025

Location: Tiffin Centre for Conservation

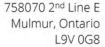
Tiffin Nature School

At Tiffin Nature School, children aged 2.5 to 10 are invited to explore and connect with the natural world. We nurture their innate curiosity, offering immersive outdoor experiences that inspire discovery and growth.

Dates: Tuesdays & Thursdays until May 29,

2025

Location: Tiffin Centre for Conservation





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Information Report

Fire Service Delivery Review

PURPOSE

The purpose of this report is to provide Council with a summary of the reports and motions passed by Dufferin County municipalities with respect to Fire Service Delivery.

SUMMARY

Township of Amaranth: Motion passed November 20, 2024 in support of exploration of a North Dufferin Fire Service Area.

Town of Grand Valley: Motion passed November 26, 2024 in support of Option #3, a fire department run by the Town of Grand Valley.

Township of Melancthon: Direction provided November 21, 2024 to reserve comment until the County of Dufferin decides on recommendations.

Town of Shelburne: Motion passed November 25, 2024 in support of Option #3, a fire department run by the Town of Shelburne in Q1 2026.

Town of Mono: Motion pending.

NEXT STEPS

Further analysis and discussions are underway, with a more comprehensive staff report expected in January 2025.

Submitted by: Roseann Knechtel, Clerk

Approved by; Tracey Atkinson, Chief Administrative Officer

Schedule A – Township of Amaranth Motion

Schedule B – Town of Grand Valley Motion

Schedule C – Township of Melancthon Email

Schedule D – Town of Shelburne Motion and Report



374028 6TH LINE • AMARANTH ON • L9W 0M6

November 28, 2024

Township of Mulmur 758070 2nd Line East Mulmur, ON L9V 0G8

Sent by email to: Roseann Knechtel

Re: Motion regarding Fire Service Delivery Review

At its regular meeting of Council held on November 20, 2024, the Township of Amaranth Council passed the following motion:

Resolution #: 7

Moved by: C. Gerrits Seconded by: A. Stirk

BE IT RESOLVED THAT:

Council support the exploration of a North Dufferin Fire Service Area as presented by the Township of Mulmur

Further that this motion be forwarded to the County of Dufferin and all participating municipalities.

CARRIED

Please do not hesitate to contact the office if you require any further information on this matter.

Yours truly,

Nicole Martin, Dipl. M.A.

CAO/Clerk

Roseann Knechtel

Subject:

FW: Multi-Jurisdictional Fire Prevention and Prevention Modernization Plan

From: Meghan Townsend <mtownsend@townofgrandvalley.ca>

Sent: November 27, 2024 10:55 AM

Subject: RE: Multi-Jurisdictional Fire Prevention and Prevention Modernization Plan

Hello,

At their regular meeting on November 26, 2024, per the request stated below, Grand Valley Council passed the following resolution:

2024-11-24

BE IT RESOLVED THAT Council receives the Report – Response to Dufferin County Fire Modernization Plan AND FURTHER THAT Council supports Option #3, a fire department run by the Town of Grand Valley AND FURTHER THAT no further County tax dollars be spent on this matter.

Thank you,

Meghan Townsend, MPS, BSc, Dipl.M.A. | CAO/Clerk

Town of Grand Valley | 5 Main Street North, Grand Valley, ON L9W 5S6

Tel: (519) 928-5652 x222 | Fax: (519) 928-2275 | mtownsend@townofgrandvalley.ca

My workday may look different from your workday. Please do not feel obligated to respond outside of your normal working hours.

Roseann Knechtel

Subject:

FW: Township of Mulmur Fire Service Delivery Review

From: Denise Holmes <dholmes@melancthontownship.ca>

Sent: November 27, 2024 1:25 PM

To: Roseann Knechtel <rknechtel@mulmur.ca> **Cc:** Tracey Atkinson <tatkinson@mulmur.ca>

Subject: RE: Township of Mulmur Fire Service Delivery Review

Good afternoon,

Thank you for the resolution and report which was reviewed and discussed at the Council meeting held on November 21, 2024. Council has directed me to advise that they are going to reserve any comment or decision on this matter until the County has decided on the recommendations in the Multi-Jurisdictional Fire Prevention and Protection Modernization Plan.

Thank you.

Kind regards,

Denise B. Holmes, AMCT CAO/Clerk, Township of Melancthon 519-925-5525 Ext. 101

The Administration Office will be open to the public Monday to Friday from 8:30 a.m. to 12:00 p.m. and 1:00 p.m. to 4:30 p.m. There will be no public access between 12:00 p.m. to 1:00 p.m. as the Office will be closed.

TOWN OF SHELBURNE



COUNCIL RESOLUTION

No.

Date:

Moved:

Seconded by:

Requested Vote to be Recorded

Yes

No

Yea

Nay

Mayor Mills

Deputy Mayor Hall

Councillor Benotto

Councillor Fegan

Councillor Guchardi

Councillor Sample

Councillor Wegener



Meeting Date: Monday, November 25, 2024

To: Mayor Mills and Members of Council

From: Denyse Morrissey, Chief Administrative

Officer

Report: CAO 2024–05

Subject: Dufferin County Multi-Jurisdictional Fire

Prevention and Protection Modernization Plan

Report: Shelburne Options

Recommendation

Be it Resolved that Council receives report CAO 2024-05 regarding Dufferin County Multi-Jurisdictional Fire Prevention and Protection Modernization Plan Report for information; and that

The Town of Shelburne supports a revised model for fire services, one that would be based on collaboration and dissolution of the Shelburne and District Fire Board; and that

The Town of Shelburne approves Option 3 from the Dufferin County Multi-Jurisdictional Fire Prevention and Protection Modernization Plan Report that governance of the various fire departments revert to municipal Councils with a contract for services model be supported; and that

The Town of Shelburne re-initiates discussions with the municipalities represented on the Board of the Shelburne and District Fire Department (SDFD) regarding dissolving the SDFD Fire Board and to bring SDFD under direct governance and management of the Town of Shelburne in Q1 2026.

Background

The County of Dufferin completed a Multi-Jurisdictional Fire Prevention and Protection Modernization Plan.

The following recommendation was approved by Dufferin County Council on September 12, 2024:

THAT the report from the Chief Administrative Officer, dated September 12, 2024, regarding a Fire Protection and Prevention Review, be received;

AND THAT Multi-Jurisdictional Fire Prevention and Protection Modernization Plan Report be forwarded to all Dufferin local municipalities and fire boards for their consideration;

AND THAT comments from the local municipalities be brought back to Council by end of year to decide next steps.

The consultant's report listed four (4) options, as summarized below, in order of preference.

Option 1: Proposes a single fire department operated by the County.

Option 2: Suggests a single fire department operated by the Town of Orangeville.

Option 3: Recommends that governance of the various fire departments revert to municipal Councils with a contract for services model.

Option 4: Provides suggestions for continuing 'status quo' with some enhanced administrative supports.

County of Dufferin Report at Town of Shelburne Council, September 23, 2024

The County of Dufferin's report was item 8 under communications on the September 23, 2024 Town of Shelburne agenda:

https://pub-shelburne.escribemeetings.com/Meeting.aspx?Id=9bbc7df3-8243-472d-a220-873bfc774a45&Agenda=Agenda&lang=English

While there was no resolution of Council on September 23, 2024, the purpose of this report is to seek Council's direction to provide a response, as was requested, to the County of Dufferin by year end.

There has been significant review of fire services in the past five years which have included recommendations from the consultant Centred Performance that completed the Town's Community Risk Assessment (CRA) in May 2024,

and the 2021 directions from Council based on the recommendations in the County of Dufferin's Service Delivery Review (SDR).

Report CAO 2024-02 Community Risk Assessment – Consultants Report https://calendar.shelburne.ca/meetings/Detail/2024-07-08-1830-Regular-Council-Meeting2/fb4597d9-7658-45cf-a7c4-b1a30146961c#page=28

Directions from Council March 15, 2021 https://calendar.shelburne.ca/meetings/Detail/2021-03-15-1830-Special-Council-Meeting/c8443786-42ff-4de8-b459-ad09010c247c#page=3

2020 Dufferin County Service Delivery – Third Party Board Governance

The Town of Shelburne participated in the County of Dufferin's 2020 Service Delivery Review. Governance analysis related to two third-party boards, including Fire Services was completed.

Staff report https://www.shelburne.ca/CAO2021-03DufferinCountySDR/ provides more background information.

The December 2020 recommendations from the consultant's report, included:

It is recommended that Councils explore the dissolution of all or a subset of Fire Boards of Management that would end Fire Board Agreements and transfer Fire Department assets/function to a Municipality to operate as a municipal department. Given the technical complexity, regulatory requirements, and potentially large liabilities associated with delivering the service, board arrangements are a challenging governance structure with which to operate fire services.

Establishing fire services as a municipal department allows the critical role of providing emergency services to residents to be brought into the municipal structure. The dissolution of fire boards would result in the development of a fee-for-service fire agreement between the municipalities that house the Fire Department, and those that are contracting services from them. The revised agreement would be for a period of 5 years, with options included to extend for another 5 years. This provides an opportunity to reassess the costs associated with delivery of this service. Closest hall response would continue to be provided, and the agreement will include language to that effect. Mutual aid agreements may also continue without a need to be changed.

Town of Shelburne Council March 2021 Direction

At the March 15, 2021 Special Council meeting the following resolution was passed:

Council supports in principle, the recommendations specific to indoor recreation and fire services from the County of Dufferin Service Delivery Review Part A and the dissolution of the boards of management whereby each service area would be directly delivered by the Town of Shelburne;

AND THAT Staff is directed to review and outline the processes to move forward with the dissolution of the two boards and outline the estimated timelines and estimated costs in a follow up report;

AND THAT Council directs Staff to incorporate this general direction in the scope of work that would be required within the Town's Service Delivery Review, as well as Parks and Recreation Master Plan as both projects will be completed in 2021.

A number of preliminary discussion meetings, including the Mayor and CAO attending Council meetings of some of the municipalities represented on the Board were held starting in August 2021. No additional meetings or discussions were undertaken after these by Shelburne.

Prior to the establishment of the Shelburne and District Fire Department board of management in 1991, fire services was a Town department and provided fire services for a fee to other municipalities. The 1991 agreement to enter into a joint board of management to form the SDFD (which came in to effect on January 1, 1992) is provided in Appendix 1.

Analysis

Past analysis, as listed in background section of this report, had provided recommendations regarding fire services and the Shelburne and District Fire Department.

Town of Shelburne Community Risk Assessment for fire

Centred Performance the consultants that completed The Town's Community Risk Assessment (CRA) in May 2024 restated and supported the County's 2020 SDR and the recommendations regarding boards and governance. Centred Performance made eight strategic recommendations to the Town of Shelburne. Number 8 is listed below.

Continue to explore discussions on the merits of dissolving the SDFD Fire Board and bring SDFD under the Town Council's direct governance to meet the needs and circumstances of the Town's future growth and create service contracts with remaining municipalities that meet their municipal requirements.

Town of Shelburne's Insurance Policy

Staff are working with our insurer to review how a stand-alone insurance policy for SDFD can be implemented. The current model includes the Town having the insurance of the SDFD under the Town Policy.

Due to this approach, the Town carries all risk associated with SDFD as a function of our insurance policy. In the past the Town's premiums and claims management have been impacted and policy costs increased from a service area not under the direct care and control of the Town of Shelburne.

Town of Orangeville

Orangeville Fire Services is a function of the Town of Orangeville and a department of the Town. General information is provided at: https://www.orangeville.ca/en/living-here/fire-services.aspx

The Town of Orangeville provides fire services via agreements and fees for service model to a number of other municipalities in Dufferin County including Township of Amaranth, Township of East Garafraxa, and the Town of Mono.

One example is the Town's fee structure for 2023-2026 with the Township of Amaranth:

https://pubamaranth.escribemeetings.com/filestream.ashx?DocumentId=22 77

The Township of Mulmur

On November 6, 2024, Mulmur Township Council approved the following:

The Council of the Township of Mulmur support, in principle, the dissolution of the Fire Boards servicing the Township of Mulmur;

And that Council support the further exploration of a North Dufferin Fire Service Area that would include the approximate geographic area currently served by Shelburne & District, Mulmur-Melancthon and Rosemont & District Fire Boards:

And further that this report and motion be forwarded to the County of Dufferin and participating municipalities, with a request that the municipalities provide an indication of Council's interest in further exploring a North Dufferin Fire Service Area.

The Mulmur Township motion and staff report under Communications on the Town of Shelburne Council November 25, 2024 agenda:

https://calendar.shelburne.ca/meetings/Detail/2024-11-25-1830-Regular-Council-Meeting

Extracted from the Mulmur staff report is:

Following the direction from the October 2024 Council meeting, staff initiated discussions and research related to establishing a North Dufferin Fire Service Area.

There appears to be interest to explore a North Dufferin Fire Service Area by some of the participating municipalities within the Northern portion of Dufferin, depending on the governance structure being proposed.

For the purpose of further discussions, the following terms are defined:

North Dufferin Fire Service Area: could be the geographic area currently served by Shelburne Fire, Mulmur-Melancthon Fire and Rosemont Fire.

North Dufferin Fire Agreement: could be an agreement between the municipalities within the North Dufferin Fire Service Area which would address fee structure, report structure, governance and transfer/rental of capital assets.

North Dufferin Fire Department: could be a single department operated under the governance of the Town of Shelburne, with the Fire Chief reporting directly to the Shelburne CAO, and the Rosemont and Mulmur-Melancthon (substations) Chiefs reporting to the Shelburne Chief.

Fire Services Oversight Committee: could be a group composed of elected officials and staff from municipalities within the North Dufferin Fire Service Area that provides oversight and input but does not manage fire staff or approve a budget.

No analysis of this request and especially the option that the North Dufferin Fire Department could be operated under the Town of Shelburne has been completed by staff as part of this report.

Recommended Next Steps

This report has included the recommendation that Town of Shelburne reinitiates discussions, that could be commenced in January and February 2025, with the municipalities represented on the Board of the Shelburne and District Fire Department (SDFD) regarding dissolving the SDFD Fire Board to bring SDFD under direct governance and management of the Town of Shelburne in Q1 2026.

In order for suggested timeline to be met the process would need to include support from the municipalities represented on the SDFD board that the two-year notification requirement for termination in the 1991 agreement be amended or waived.

Pending the recommendations of this report being approved by Council and the process commenced for SDFD to become a function of the Town of Shelburne, there could be exploratory discussions to evaluate whether it is strategic, both operationally and financially, for the Town of Shelburne be part of a potential North Dufferin Fire Service Area model.

That process would include the Town needing to complete comprehensive review of the Community Risk Assessments (CRA) that each municipality recently undertook (each had worked with a consultant) given the large service areas of the other fire departments of those municipalities. It is expected that a consultant that specializes in fire service would also need to be hired and involved in such a project.

Other Municipal Models - Provision of Fire Services

The Town of Lincoln and Town of Grimsby have a shared services model and partnership. There is also a shared service model between the Town of Minto, Township of Mapleton, and the Township of Wellington North.

In the Town of Lincoln and Town of Grimsby model the fire service staff and personnel are employees of one municipality, the Town of Lincoln. In the Minto model, the management team and some administrative staff are employees of the Town of Minto while all others are employees of the other municipalities.

The Town of Lincoln and Town of Grimsby model was established in October 2021. It is currently being reviewed and is extended to June 2025:

https://www.lincoln.ca/services/fire-emergency-services/shared-services-pilot-project

https://www.grimsby.ca/media/hn0nfcss/fire-shared-services-summary-report_final.pdf

https://www.grimsby.ca/media/xqhc4wxm/jfsac-terms-of-reference 2024.pdf

The Town of Minto, Township of Mapleton, and the Township of Wellington North model is of comprised of seven (7) fire stations and approximately 150 volunteer/ paid on-call fire fighters with a Fire Management Team.

A link to a report on Fire Services Partnership, February 27, 2024:

https://mapleton.civicweb.net/document/31662/Fire%20Services%20Partnership.pdf?handle=5AC5E7F20C394589845C25BD2F2F2D51

The March 2024 agreement for the Town of Minto, Township of Mapleton, and the Township of Wellington North:

https://mintopublishing.escribemeetings.com/filestream.ashx?DocumentId= 24005

Review of both models could be completed.

Financial

Additional and significant financial analysis, not limited to operating, capital, dissolution related costs, fee for service contract model options/structure options, and the funding strategy for the Town of Shelburne to assume SDFD would be completed by staff pending the direction of Council. It is also anticipated there would be legal costs associated with the process.

SDFD 2025 Budgets

In 2027, the SDFD capital budget lists \$15 Million for a new/expanded fire hall. This amount was increased from \$12 million. In 2021 the estimated cost listed in the projected 2028 SDFD budget was \$2.2 million. The \$12 million was also not captured in the Town's last five year DC study.

Based on the 2024 funding model Shelburne would fund 56.34 % (or more potentially) of the capital costs or about \$8.45 million of \$15 million. The SDFD 2025 draft operating and capital budgets are provided in Appendix 2.

The allocation percentage formula is set out in the 1991 agreement and determines the percentage for both the operating and capital budgets to be paid by each municipality represented on the Board.

Each municipality represented on the board, regardless of funding allocation, has two representatives and two votes on the board. As noted earlier in the report, the 1991 agreement is provided in Appendix 1.

The 2024 SDFD budget breakdown is shown below.

Municipality	Board	%	Operating	Capital	Total
	Rep #				
Amaranth	2	13.49%	\$120,390.49	\$52,874.08	\$173,264.57
Amarantii		13.4770	\$120,390.49	\$52,074.00	\$173,204.37
Melancthon	2	13.48%	\$120,307.51	\$52,837.63	\$173,145.14
Mono	2	9.25%	\$82,559.19	\$36,259.02	\$118,818.21
Mulmur	2	7.35%	\$65,613.42	\$28,816.63	\$94,430.05
Shelburne	2	56.34%	\$503,685.39	\$221,212.64	\$724,898.03

Town of Shelburne Development Charges – \$15 Million New/Expanded Fire Hall

The Town's DC study is being updated in 2025 and will need to include this \$15 million capital cost. However, development and then our DC collection is contingent upon the waste treatment plant expansion.

In the absence of the waste treatment expansion project being funded which will allow development to be supported there would be minimal future DCs collected. The project costs would otherwise have to become a tax supported capital cost and require applicable tax levy increases to support debt funding. The Town's ability to support significantly more debt is very limited.

Town of Shelburne – SDFD as a department of the Town

With consolidation of fire services within the Town as a town department there are costs related to the Board structure that would not be incurred and that would impact applicable SDFD staff positions as well as consultants (where applicable).

The types of costs that would be eliminated include board administration, board meeting agenda administration, board education/training related costs, and the annual audit. There is a range of functions that would become a responsibility of Town staff and which are not limited to operating and capital budgets, asset management, payroll administration, HR services

and HR policies, legal services, building and facility management, purchasing, and communications.

Policies & Implications

Not applicable

Consultation and Communications

Not applicable

Council Priorities

Council's Priorities has three Pillars - Sustainable, Engaged and Livable.

There is a total of 14 Priorities within the three Pillars. This report aligns with the Sustainable and Engaged Pillar within the Priorities of:

SP2 Invest in critical infrastructure and services for the future

SP5 Build responsive organizational capacity

EP1 Promote effective partnerships

Supporting Documentation

Pasnactfully submitted.

Appendix 1 – 1991 agreement to enter into a joint board of management to form the SDFD (which came into effect on January 1, 1992).

Appendix 2 – Shelburne & District Fire Department 2025 operating and capital budgets.

respectfully submitted.		
Denyse Morrissey, CAO		

TOWN OF SHELBURNE

BY-LAW NUMBER 22-1991

being a By-law to authorize a Fire Protection Agreement

WHEREAS Paragraph 5, Section 208 of The Municipal Act, R.S.O. 1980, Chapter 302, authorizes the Councils of all Municipalities to enter into agreements with other municipalities for the joint management and operation of fire departments and for the establishment of joint boards of management thereof:

NOW THEREFORE the Council of the Corporation of the Town of

THAT an agreement be entered into between the Town of Shelburne, the Township of Amaranth, the Township of Melancthon, the Township of Mono and the Township of Mulmur with respect to fire department management and operation and the establishment of a joint board of management in accordance with the agreement attached.

This by-law shall take effect and come into force on January 1,

That all or any parts of by-laws not consistent herewith are hereby

BY-LAW READ A FIRST AND SECOND TIME THIS 9th DAY OF September, 1991. BY-LAW READ A THIRD TIME AND PASSED THIS

DAY OF September, 1991. 9th

AGREEMENT

THE AGREEMENT made this 15th day of October 1991, BETWEEN:

THE CORPORATION OF THE TOWN OF SHELBURNE

THE CORPORATION OF THE TOWNSHIP OF AMARANTH

THE CORPORATION OF THE TOWNSHIP OF MONO

THE CORPORATION OF THE TOWNSHIP OF MONO

THE CORPORATION OF THE TOWNSHIP OF MULMUR

WHEREAS Section 208 (5) of the Municipal Act, R.S.O. 1980 allows for entering into agreements with one or more municipalities to provide for the joint management and operation of the Fire Departments and for the establishment of Joint Boards of Management thereof;

AND WHEREAS Section 210 (24) of the Municipal Act, R.S.O. 1980 grants permission for two (2) or more municipalities to establish, maintain and operate Fire Departments upon such basis as to the distribution of costs as the municipalities may agree;

AND WHEREAS the parties hereto have passed respective by-laws for entering into this Agreement;

AND WHEREAS the parties hereto have agreed to jointly manage and operate a Fire Department known as the Shelburne & District Fire Department, hereinafter called the "DEPARTMENT", for the purpose of providing fire protection in the areas defined in this Agreement. "FIRE PROTECTION", for the purpose of this Agreement shall mean prevention, rescue and suppression services;

AND WITNESSETH THIS AGREEMENT that in consideration of the covenants and terms contained herein, the parties hereto agree as follows:

1. A Joint Board of Management shall be established and shall be composed of two (2) members from each municipality and to be known as the SHELBURNE & DISTRICT FIRE DEPARTMENT JOINT BOARD OF MANAGEMENT, hereinafter called the "FIRE BOARD". The Fire Board shall be appointed by the Councils of the participating municipalities, each Council appointing in December, to take office effective January 1st next following, for a term

concurrent with Council, two members including at least one elected member. Any vacancy occurring on the Fire Board shall be filled within thirty (30) days of same occurring by the Council of the municipality which had appointed the member wherein the vacancy occurred.

- The Fire Board shall appoint a Chairperson from among its members at the first meeting of the Fire Board in each calendar year. The Chairperson shall preside at all meetings of the Fire Board and be charged with the general administration of the business and affairs of the Fire Board.
- 3. The Fire Board shall appoint a Secretary/Treasurer at the first meeting of the Fire Board in each calendar year. The Secretary/Treasurer shall be from the administration of one of the participating municipalities. The Fire Board shall appoint an auditor for the Board and shall audit the accounts of the Fire Board and shall submit copies of the annual statements and copies of his report to the Fire Board and to each of the parties to the Agreement.

The Secretary/Treasurer shall give or cause to be given all notices required to members of the Fire Board and shall attend all meetings of the Fire Board and enter or cause to be entered in books kept for that purpose minutes of all proceedings at such meetings and be the custodian of all books, papers, records and documents belonging to the Fire Board and perform and do such other duties as may from time to time be prescribed by the Fire Board.

The Secretary/Treasurer shall keep full and accurate books of account in which shall be recorded all receipts and disbursements of the Department and, under the direction of the Fire Board, shall deposit all monies with respect to the operation of the Department in a special bank account designated for that purpose and shall render to the Fire Board at the meetings thereof, or whenever required, an account of all transactions and of the financial position of the Department. The Secretary/Treasurer shall pay only such items as are approved.

- 4. The Fire Board shall hold at least four regularly scheduled meetings annually, and at such other times at the call of the Chairperson or on petition of a majority of the members of the Fire Board. The Fire Board shall ensure the attendance of the Fire Chief of the Department and/or his representative(s) at each Fire Board meeting.
- 5. The Fire Board shall ensure that all meetings are convened and continued only when a quorum of six (6) members including the Chairperson is present.
- 6. All Fire Board meetings shall have business conducted by Parliamentary procedure.

Copies of all minutes of regular and special meetings of the Fire Board are to promptly submitted to the Councils of each party to this Agreement.

Quarterly unaudited Financial Statements, after consideration by the Fire Board, are to be forwarded to the Councils of each party to this Agreement forthwith.

7. The Councils may offer direction by January 15 of each year prior to budget deliberations. By the 28th day of February in each year, the Fire Board shall submit in writing to each of the parties hereto a draft budget for the operation of the Department for that year. Each party hereto shall endeavour to approve such draft budget or an amendment thereof as agreed to by the other parties on or before the 30th day of March in each year.

Each party hereto agrees to pay the amount required from the municipality for Fire Board purposes in the following instalments:

- i) twenty-five percent (25%) of the amount required for Fire Board purposes in the prior year on or before the 31st day of March in the current year;
- ii) Fifty percent (50%) of the amount required for Fire Board purposes in the current year, less the amount of the instalment paid under Section (i), on or before the 30th day of June in the current year;
- iii) Twenty-five percent (25%) of the amount required for Fire

- Board purposes in the current year on or before the 30th day of September in the current year;
- iv) Twenty-five percent (25%) of the amount required for Fire Board purposes in the current year on or before the 15th day of December in the current year.

Each annual draft budget submitted to the Councils shall include an appropriate provision for a reserve for the replacement of equipment. The Secretary/Treasurer shall submit a report to the Fire Board on the position of the reserve by the 31st day of January of each year.

- 8. It shall be the responsibility of the Fire Board to prepare draft by-laws and formulate policies and procedures for and relating to the administration of the Department and of the Fire Board.
- 9. The Fire Board shall provide adequate facilities and equipment for the operation of the Department.
- 10. The Fire Board shall be responsible for providing fire protection to areas within the boundary lines as per Schedule "A" attached and forming part of this agreement.
- 11. The Department shall endeavour to respond as soon as possible to all emergency calls within the defined areas as per Schedule "A" with such apparatus and manpower as per policy established by the Fire Board.
- 12. All parties to this Agreement shall give such authority as may be necessary, by by-law, to the members of the Department in all matters pertaining to the Fire Protection.
- 13. The Fire Board will arrange, in consultation with the Councils of the parties hereto, for the issue of policies of insurance to protect assets in the care, custody and control of the Fire Board from physical loss or damage, and for protecting the Fire Board, the parties hereto and members of the Department against legal liability resulting from the activities of the Fire Board and the operations of the Department, and to ensure that all policies of insurance provide that all parties to this Agreement are endorsed as additional named insureds as their interest may appear.

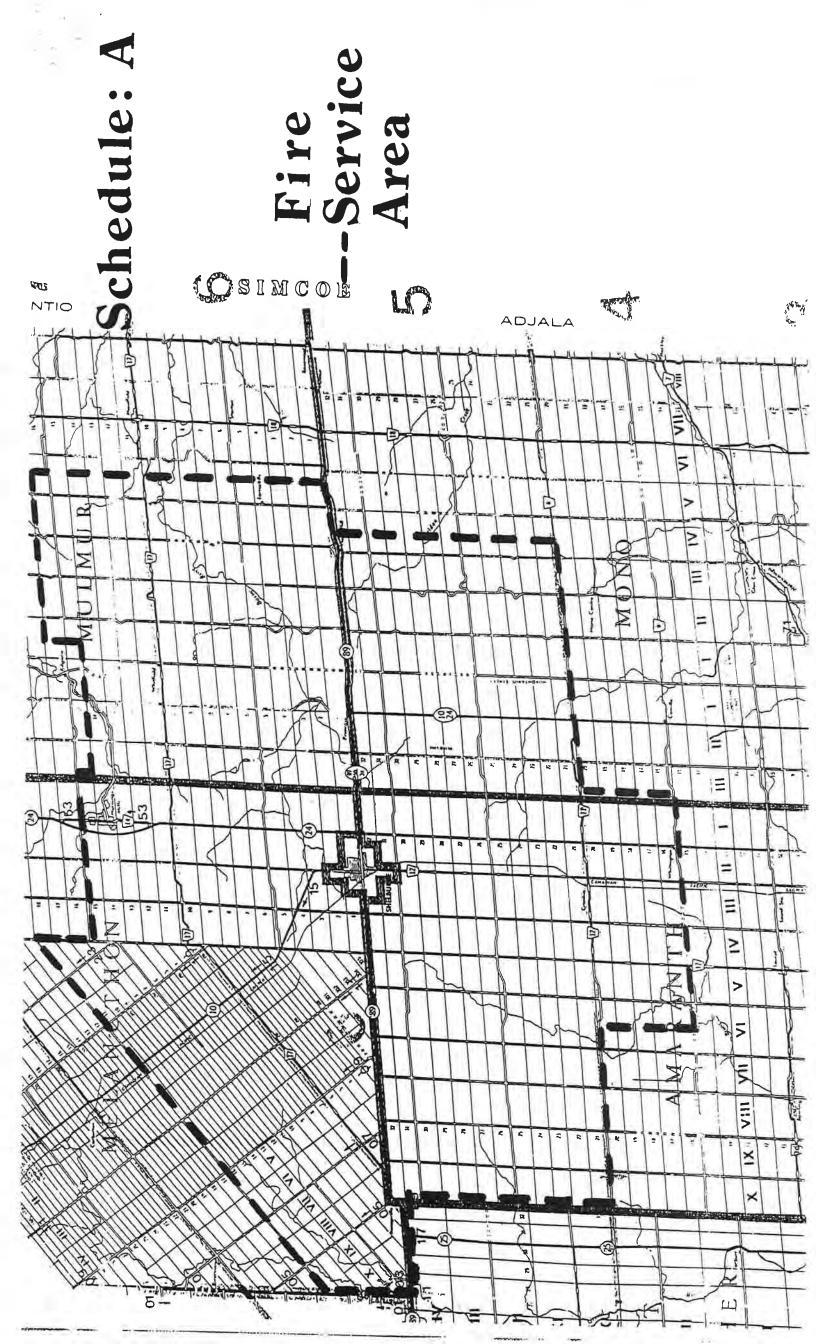
- 14. i) The parties hereto agree that, for the purpose of the financial terms and commitments of this Agreements, all capital and operating costs incurred by the Department shall be apportioned to the parties of this Agreement according to Schedule "B" which forms part of this Agreement.
 - Township of Amaranth, the Township of Melancthon, the Township of Mono and the Township of Mulmur hereto agree with the Town of Shelburne that capital maintenance and operating costs and assets of the existing Fire Department, shall be administered as set out in Schedule "C" attached and forming part of this Agreement.
- 15. This agreement shall be in effect when all parties have signed the said Agreement and shall remain in effect until a new Agreement is made.

 Should one of the parties wish to propose an amendment to this Agreement, such written notice shall be given to the Fire Board and to all parties of this Agreement at least thirty (30) days prior to the next regularly scheduled meeting of the Fire Board.
- So often as there shall be any dispute between the parties to 16. this Agreement or any of them with respect to any matter contained in this Agreement including, but not limited to, the interpretation of this Agreement, the same shall be submitted to arbitration under the provisions of the Municipal Arbitrations Act, R.S.O. 1980 c. 304, and the decision rendered in respect of such proceedings shall be final and binding upon the parties to this Agreement. If, for any reason, the said arbitration cannot be conducted pursuant to the provisions of the Municipal Arbitrations Act, then the parties hereto shall agree to the selection of a single arbitrator and, in the absence of agreement, such arbitrator shall be appointed by a judge of the Supreme Court of Ontario pursuant to the provisions of the Arbitrations Act, R.S.O. 1980 c. 25 or pursuant to any successor legislation.

- 17. In the event that any municipality wishes to cease participating in the Fire Board, they may do so provided that:
 - a) Two (2) years written notice be given to the Fire Board and to the other parties. Any written notice given as aforesaid shall terminate this Agreement as of 31 December of the appropriate year.
 - b) Any debt incurred by the municipality for Fire Board purposes, whether through the issue of debentures or any other way, shall remain the responsibility of the municipality.
 - c) Any assets, including reserves but excluding the fire hall, contributed by the municipality to the Department shall remain the property of the Department.
 - d) If the Department is completely dissolved, the assets are to be split, based on the formula in paragraph 14 (i) of this Agreement.
- 18. It is agreed that, with respect to matters not dealt with in this Agreement, the Fire Board may formulate policies for and relating to the administration and operation of the Department unless otherwise prohibited by any applicable statute or regulation passed thereunder.
- 19. The parties hereto shall execute such further assurances as may be reasonably required to carry out the terms hereof.
- 20. Upon the execution of this Agreement by all parties, any existing Agreements among the parties as amended with respect to fire protection shall forthwith become null and void.
- 21. In the event that any covenant, provision or terms of this Agreement should at any time be held by any competent tribunal to be void or unenforceable, then the Agreement shall not fail, but the covenant, provision or term shall be deemed to be severable from the remainder of this Agreement, which shall remain in full force and effect mutatis mutandis.

IN WITNESS WHEREOF, the parties hereto have hereunto affixed their respective corporate seals duly attested to by the hands of their respective proper officers in that behalf.

THE CORPORATION OF THE TOWN OF	THE CORPORATION OF THE TOWNSHIP
Per Mayor Mayor Per Mayor Clerk	Per Dunin a Huntin Clerk
THE CORPORATION OF THE TOWNSHIP OF AMARANTH Per Charles Byan Receive Ciery	of Mono Per Little Reeve Per Little Lowery
	THE CORPORATION OF THE TOWNSHIP OF MULMUR Per Reeve Per Clerk



SCHEDULE "B"

COST SHARING

1. <u>Definitions</u>:

"<u>Assessment</u>" shall include all

taxable residences taxable commercial and industrial taxable businesses

as shown on the previous year's assessment roll, but shall not include exempt assessment.

"Households" shall include all primary or tenant households and apartments as shown on the previous year's assessment roll. (RU, FRU, RDU)

"Fire calls" shall include all emergency calls that involve calling the volunteers and/or vehicle(s) out, including false alarms, but shall not include calls to provincial or county highways which will be billed out direct to those jurisdictions by the Department. Fire calls from the previous three years shall be included.

2. Capital and operating cost sharing shall be calculated annually by the Secretary/Treasurer of the Department by taking the data provided by the clerks from the previous year's assessment roll for total assessment and total households; and average fire calls as recorded by the Department for the previous three years and converting each category into an average percentage as in part "3". The Combined Average percentage shall be used for cost sharing.

3.

Municipality	Assessment	<u>%</u>	Res. & Bus. Units	<u>%</u>	Fire Calls	<u>%</u>	Combined Average
Amaranth	3,661,994	15.71	371	12.68	5	6.92	11.78
Melancthon	3,645,457	15.64	380	12.99	12	16.59	15.08
Mono	3,723,898	15.98	343	11.72	9.66	13.36	13.67
Mulmur	4,227,402	18.14	414	14.15	10.33	14.28	15.52
Shelburne	8,046,337	34.53	1,418	48.46	35.33	48.85	43.95
TOTAL	23,305,088	100.00	2,926	100.00	72.32	100.00	100.00

SCHEDULE "C"

ASSETS OF THE SHELBURNE FIRE DEPARTMENT

Existing Fire Hall

- Shelburne shall retain ownership of the existing fire hall.
- The Town of Shelburne, the Township of Amaranth, the Township of Melancthon, the Township of Mono and the Township of Mulmur shall contribute to the remaining debenture payments for the fire hall being payable in 1992 and 1993, according to the cost sharing formula in Schedule "B".
- In 1994 and succeeding years, the Shelburne & District Fire Department shall lease the fire hall from the Town of Shelburne for one dollar (\$1.00) per year.
- All maintenance, insurance and operating expenses of the fire hall shall be an expense of the Shelburne & District Fire Department.
- Future capital improvements and/or expansions shall be jointly funded as per the cost-sharing formula in Schedule "B". These improvements and expansions shall be assets of the Shelburne & District Fire Department.

Vehicles, Equipment and Reserves

All vehicles, equipment and reserves in the possession of the Shelburne Fire Department shall be transferred to the Shelburne & District Fire Department and shall be owned by the Shelburne & District Fire Department.

SHELBURNE & DISTRICT FIRE BOARD

2025 OPERATING BUDGET

PRESENTED: November 7, 2023

ACCOUNT	ACCOUNT	2024	2024	2025			
NUMBER	NAME	BUDGET	TO DATE	BUDGET		Variance	Comments
EXPENDITURES	•						
4100-0400	Legal & Audit & HR Services	\$ 25,000.00	\$ 73,836.85	\$ 7,500.00	\$	(17,500.00)	
	Office Supplies & Equipment (photocopies,						Increase based on 2024 projected expense &
4100-0550	postage, general office supplies)	\$ 3,000.00	\$ 2,760.12	\$ 8,500.00	\$	5,500.00	replacement of 2 laptops & work stations
	Material & Supplies (Def Fluid, car wash, tarps,						
4100-0600	detergent, absorbant, etc.)	\$ 3,500.00	\$ 5,218.55	\$ 3,500.00	\$	-	
	Services & Rentals (FirePro, Photocopier Lease,						
4100-0700	Internet, etc.)	\$ 8,750.00	\$ 6,583.71	\$ 9,000.00	\$	250.00	Addition of a module in FirePro
4100-1100	MTO/ARIS Fees	\$ 850.00	\$ 552.00	\$ 850.00	\$	-	
4200-1650	IT Support Dufferin County	\$ 1,500.00		\$ 1,500.00	\$	-	
	Subscriptions & Memberships (OAFC, CAFC,						
4100-0800	NAFI, CAFI, OMFPOA, Red Cross, Blink)	\$ 700.00	\$ 1,065.80	\$ 1,350.00	\$	650.00	Additional Membership Fees
4100-0900	Conventions & Conferences	\$ 4,500.00	\$ 3,133.67	\$ 4,500.00	\$	-	
4100-1000	Radio Licence Renewal	\$ 1,000.00	\$ 987.11	\$ 1,500.00	\$	500.00	Addition of radio frequencies due to Radio Project
	Heath & Safety Expenses (FF Rehab, Hero Wipes,						
4100-1200	Accountability)	\$ 2,500.00	\$ 1,766.63	\$ 2,500.00	\$	-	
	Medical Supplies (Gloves, AED Pads, Bandages,						
4100-1250	etc.)	\$ -	\$ -	\$ 1,500.00	\$	1,500.00	
4100-1300	Fire Prevention/Pub Ed	\$ 8,500.00	\$ 1,780.06	\$ 5,000.00	\$	(3,500.00)	
							Mandatory Certification, JHSC Training, Elevator
4100-1500	Training - Courses/Expense	\$ 46,800.00	44,430.32	\$ 80,000.00	\$ 33,200.00		Rescue Training, FLSE
4100-1800	Communication Equipment	\$ 3,500.00	\$ -	\$ 3,000.00	\$ (500.00		
4100-1900	Dispatch	\$ 	\$ 27,562.50	\$ 53,000.00	\$ 2,600.00		5% increase as per contract
4200-0100	Fire Call Wages	\$ 165,000.00	\$ 100,237.81	\$ 165,000.00	\$	-	

ACCOUNT	ACCOUNT		2024	2024	2025			
NUMBER	NAME	В	UDGET	TO DATE	BUDGET		Variance	Comments
4200-0102	Full-time Staff Wages	\$ 1	90,000.00	\$ 129,320.64	\$ 210,000.00	\$	20,000.00	Annual COLA
	FF-Other Wages (Pub Ed, Meetings, Inspections,							
4200-0103	etc.)	\$.	49,500.00	\$ 32,817.89	\$ 60,000.00	\$	10,500.00	Addition of Standby on Long Weekends
								Mandatory Certification, JHSC Training, Elevator
4200-0105	Training Wages	\$	72,000.00	\$ 73,462.45	\$ 100,000.00	\$	28,000.00	Rescue Training, FLSE
4200-0110	Employers Portion - El	\$	3,400.00	\$ 2,440.49	\$ 3,400.00	\$	-	
4200-0120	Employers Portion - CPP	\$	31,000.00	\$ 14,761.42	\$ 21,000.00	\$	(10,000.00)	Decrease based on 2024 projected expense
4200-0150	Mileage & Meals	\$	1,000.00	\$ 2,954.67	\$ 4,000.00	\$	3,000.00	Increased travel for increasing training requirements
4200-0200	Benefits (Manulife & VFIS)	\$	33,000.00	\$ 18,519.07	\$ 33,000.00	\$	-	
4200-0210	WSIB	\$	20,500.00	\$ 9,156.20	\$ 20,500.00	\$	-	
4200-0220	Employer Health Tax	\$	9,360.00	\$ 7,301.44	\$ 9,360.00	\$	-	
4200-0300	OMERS Pension Plan	\$	23,360.00	\$ 13,498.98	\$ 25,000.00	\$	1,640.00	Annual COLA
4200-0400	Employee & Family Assistance Program	\$	915.00	\$ 1,318.81	\$ 1,300.00	\$	385.00	
4200-0500	Protective Clothing (hoods, gloves, gear cleaning/rentals, safety glasses, safety boots)	\$	10,000.00	\$ 8,627.44	\$ 12,500.00	\$	2,500.00	Safety Boot program, NFPA required 3rd party gear inspection
	Uniforms (Station Wear, T-shirts, Class A's,		,	•			,	
4200-0550	Name Tags)	\$	_	\$ -	\$ 8,500.00	\$	8,500.00	12 sets of station wear & 2 Class A Uniforms
4200-0800	SCBA Maintenance & Fit Testing	\$	5,000.00	\$ 414.71	\$ 5,000.00	\$	-	
	-							Amalgamation of truck maintenance accounts &
								increase in annual inspection fees due to ministry
4200-1000	Truck Operations & Maintenance				\$ 23,000.00	\$	23,000.00	requirements
4200-1005	Truck R&M - Pump 24	\$	3,000.00	\$ 2,354.95	\$ -	\$	(3,000.00)	
4200-1010	Truck R&M - Car 21	\$	2,000.00	\$ 3,587.88	\$ -	\$	(2,000.00)	
4200-1015	Truck R&M -Car 22	\$	1,500.00	\$ 379.76	\$ -	\$	(1,500.00)	
4200-1020	Truck R&M - Tanker 25	\$	2,500.00	\$ 282.56	\$ -	\$	(2,500.00)	
4200-1030	Truck R&M - Rescue 26	\$	3,000.00	\$ 6,317.89	\$ -	\$	(3,000.00)	
4200-1040	Truck R&M - Pump 27	\$	3,000.00	\$ 2,710.25	\$ -	\$	(3,000.00)	
4200-1050	Truck R&M - Ladder 28	\$	3,000.00	\$ 808.13	\$ -	\$	(3,000.00)	
4200-1060	Fuel for Trucks	\$	18,000.00	\$ 10,276.05	\$ 18,000.00	\$	-	
4200-1100	Insurance Premium	\$	64,900.00	\$ 69,867.73	\$ 84,000.00	\$	19,100.00	Anticipated 20% increase in premium rates

ACCOUNT	ACCOUNT		2024		2024		2025			
NUMBER	NAME		BUDGET		TO DATE		BUDGET		Variance	Comments
	Miscellaneous/Recognition Night (Retirement									Addition of FF recognition night in April & 2 potential
4200-1200	Gifts, X-mas Party, Awards night)	\$	3,000.00	\$	3,613.85	\$	5,500.00	\$	2,500.00	retirements in 2025
4200-1300	Utilities (Gas/Hydro/Water/Sewer)	\$	30,000.00	\$	14,360.75	\$	25,000.00	\$	(5,000.00)	Decrease based on 2024 projected expense
4200-1400	Bell Canada (Dispatch Line)	\$	1,000.00	\$	713.46	\$	1,100.00	\$	100.00	Increase based on 2024 projected expense
4200-1500	Bell Canada (Admin Line)	\$	1,600.00	\$	1,078.89	\$	1,700.00	\$	100.00	Increase based on 2024 projected expense
4200-1550	Bell Mobility	\$	1,700.00	\$	911.76	\$	1,500.00	\$	(200.00)	Decrease based on 2024 projected expense
4200-1600	Drivers License/Medicals	\$	800.00	\$	492.50	\$	800.00	\$	-	
4200-1700	Bank Service Charges	\$	725.00	\$	394.50	\$	725.00	\$	-	
4200-1750	Ceridian Payroll	\$	3,000.00	\$	1,581.34	\$	2,500.00	\$	(500.00)	Decrease based on 2024 projected expense
4200-1800	Equipment Replacement/Acquisition	\$	5,000.00	\$	3,077.37	\$	3,500.00	\$	(1,500.00)	Decrease based on 2024 projected expense
										Annual Compressor maint, Annual extrication
4200-1810	Equipment Maintenance	\$	4,000.00	\$	7,862.92	\$	8,000.00	\$	4,000.00	maintenance
4200-1860	FF Association Expenses	\$	-	\$	(541.07)	\$	-	\$	-	
4200-1900	TSF Bell Tower Lease to Capital							\$	-	
4200-1950	Purchase of Truck							\$	-	
4200-1980	Building Maintenance	\$	9,500.00	\$	3,684.79	\$	9,500.00	\$	-	
4200-2000	Interest on Temporary Loans	\$	600.00			\$	600.00	\$	-	
4200-2100	Fire Hydrants	\$	7,500.00	\$	7,500.00	\$	7,500.00	\$	-	
4200-2500	Uncollectible Accounts	\$	-				-	\$	-	
	TAL EXPENSES \$ 943,860.00 \$ 725		725,825.60	\$	1,054,685.00					

Increase in Expenses over Previous Year

REVENUES:

3000-0500	Interest on Current Account	\$ 5,000.00	\$ 4,312.63	\$ 5,000.00	\$ -	
3000-0600	Inspection Revenue	\$ 4,000.00	\$ 3,800.00	\$ 4,400.00	\$ 400.00	Based on 5 year average
3000-0800	MTO / County / Insurance MVC Revenue	\$ 40,000.00	\$ 8,114.16	\$ 40,000.00	\$ -	
3000-0850	Hydro / Enridge Revenue	\$ 5,000.00		\$ 5,000.00	\$ -	
3000-0900	False Alarm / Fire Report / Misc. Revenue	\$ 500.00	\$ 5,141.13	\$ 2,000.00	\$ 1,500.00	Based on 5 year average
3000-2000	Grant Revenue		\$ 24,318.56			
3000-1100	Bell Tower Lease					

11.74%

ACCOUNT	ACCOUNT	2024	2024	2025		
NUMBER	NAME	BUDGET	TO DATE	BUDGET	Variance	Comments
	SUBTOTAL REVENUES	\$ 54,500.00	\$ 45,686.48	\$ 56,400.00		
	Operating Reserve					
2900-0000	Surplus/Deficit from Previous Year					
	TOTAL REVENUES	\$ 54,500.00	\$ 45,686.48	\$ 56,400.00		

TOTAL OPERATING LEVY \$ 889,360.00 \$ 998,285.00

Increase over Previous Year 3.49%

Increase over Previous Year 12.25%

SHELBURNE & DISTRICT FIRE DEPT CAPITAL PLAN 2023 - 2037

CAPITAL PLAN

		Adopted	l		i					ı	I	1	1								1			1
YEAR		2024	2025	2026		2027	2028		2029		2030		2031		2032		2033	203	,	2035		2036		2037
Opening Balance	\$	50,899.94	\$ 174,527.89	\$ 434,027.89	\$	696,331.10	-\$ 14,669,350.5	3 -\$	\$ 14,330,981.23	-\$ 14	4,006,582.98	-\$ 13	3,514,293.86	-\$ 1	3,182,442.96	-\$ 13	3,791,145.32	-\$ 13,256,9	21.62	-\$ 12,664,348.0	7 -\$	\$ 11,973,743.15	-\$13	,711,399.35
Transfers In Plus: Interest Plus: Special Capital Levy (prev \$93,000) Plus: Surplus from Previous Year Plus: Sale of Rescue Plus: Bell Tower Lease	\$ \$ \$ \$	392,000.00 - 32,925.38 9,500.00	\$ 430,000.00 \$ 9,500.00	\$ 473,000.00 \$ 9,500.00		520,300.00 9,500.00			\$ 629,563.00 \$ 9,500.00	\$	692,519.30 9,500.00	\$	761,771.23 9,500.00	\$	837,948.35 9,500.00		921,743.19		17.51 00.00	\$ 1,115,309.2 \$ 9,500.0		\$ 1,226,840.18 \$ 9,500.00		,349,524.20 9,500.00
Transfers Out Less: Re-certify E-One Aerial Truck - Ladder 28 Less: Replace Car 22 Less: Purchase Pumper Truck - Pump 24 Less: Replace Pumper Truck - Pump 27 Less: Rescue Truck - Rescue 26	\$ \$ \$	- - -			-\$	10,000.00	-\$ 10,000.C	0 -\$		-\$	10,000.00	-\$	10,000.00		10,000.00	-\$	10,000.00	-\$ 10,0	00.00	-\$ 10,000.0	00 -\$	\$ 2,510,000.00		
Less: Tanker Truck - Tanker 25 Less: Purchase Car 21 Less: Truck Tires Less: Simucast Radio System Less: Replace SCBA's Less: Generator Less: Training Grounds	-\$ -\$ -\$ -\$	100,000.00 6,117.81 80,000.00 25,000.00	-\$20,000.00 -\$18,000.00 -\$20,000.00		-\$	750,000.00						-\$	200,000.00							-\$ 30,000.0	00			
Less: Truck Exhaust Control System Less: SCBA Cylinders (Replace 3 per year) Less: Repave Parking Lot Less: Purchase Extrication Equipment Less: Building Replacement/Addition	\$	-	-\$ 10,000.00	-\$ 100,000.00 -\$ 12,500.00	-\$	15,000,000.00	-\$ 80,000.0	0	,		16,500.00	-\$	17,500.00			-\$	100,000.00							
Less: Communication Equipment Less: Protective Clothing Less: New Equipment Less: SCBA Filling Station	-\$ -\$ -\$	40,000.00	-\$ 20,000.00 -\$ 55,000.00 -\$ 27,000.00	-\$ 20,000.00 -\$ 66,000.00 -\$ 21,696.79	-\$	20,000.00 79,200.00 22,781.63	-\$ 95,040.0	0 -\$	\$ 114,048.00	-\$	20,000.00 136,857.60 26,372.58	-\$ -\$ -\$	20,000.00 164,229.12 27,691.21		20,000.00 197,074.94 29,075.77	-\$	20,000.00 236,489.93 30,529.56	-\$ 283,	00.00 87.92 56.04	-\$ 20,000.0 -\$ 340,545.5 -\$ 33,658.8	50 -\$	\$ 20,000.00 \$ 408,654.60 \$ 35,341.78	-\$	20,000.00 490,385.52 37,108.87
Ending Balance	\$	174,527.89	\$ 434,027.89	\$ 696,331.10	-\$ 1	14,669,350.53	-\$ 14,330,981.2	3 -\$	\$ 14,006,582.98	-\$ 13	3,514,293.86	-\$ 13	3,182,442.96	-\$ 1	3,791,145.32	-\$ 13	3,256,921.62	-\$ 12,664,3	48.07	-\$ 11,973,743.1	15 -\$	\$ 13,711,399.35	-\$12	,899,869.54
Annual Expense	-\$	ŕ	,	-\$ 220,196.79					, ,						1,456,150.71							\$ 2,973,996.38		

Rolling Stock List of Vehicles	# Years Old	Year to Replace
2015 Spartan Wet Heavy Rescue	10	2035
2021 Spartan Metrostar-X Pumper	20	2041
2009 Tanker Truck	19	2028
2017 Ford Explorer		2025
2012 E-One Aerial Truck	9	2037
2012 Ford F150 Crew Cab	1	2030
2018 Spartan Metrostar-X Pumper	3	2033

	Year to
Equipment Benjacement Dates	Daniasa
Equipment Replacement Dates	Replace
2016 SCBA	2031
	0000
2018 Extrication Equipment	2033
2009 Extrication Equipment	2028
2019 Generator	2035
2023 SCBA Filling Station and Compressor	2043

As per NFPA 1901

Pumpers 15 yr as 1st run, 10 yr more as 2nd run
Rescue 20 yr
Aerial 20 yr Tankers 20 yr Pickups/SUVs 15 yr

ROSEMONT DISTRICT FIRE DEPARTMENT

2023

YEAR END REPORT



Photo courtesy of Fire Chief M. Blacklaws.

Rosemont District Fire Department

Mission Statement

The Rosemont District Fire Department is committed to the enhancement of the quality of life through the protection and preservation of life and property within the jurisdiction of the Townships of Adjala/Tosorontio, Mulmur and the Town of Mono from the effects of fire or other emergencies.

Our mission will be accomplished through the delivery of fire prevention, public education programs and professional emergency response to all who work, live and play within our community. We will work to educate people in fire safety in order that they may protect themselves and their families.

We will strive to minimize any adverse effects on individuals, families and businesses as a result of these emergencies and work to safeguard the environment.

Through this effort we will protect our lifestyle and the general economic welfare of the community.





Rosemont District Fire Department

955716 7th Line, Town of Mono, Ontario Canada L9V 1C8 (705) 435-3417

February 1, 2024

Members of the Rosemont District Fire Board,

In January of 2023, we had 4 new members begin their recruit firefighter training. We participated in a joint recruit training with the Adjala/Tosorontio Fire Department utilizing the Rosemont Fire Hall and Southwest Fire Academy. They have all completed the training and are now responding as Rosemont Firefighters.

In the spring of 2023, we signed the deal for a new tanker truck to be delivered in the fall of this year. This new truck will replace our existing tanker that is 23 years old. The new vehicle is a 3,000 imperial gallon pumper tanker built on a Freightliner commercial chassis and will proudly serve the community for many years to come.

In the fall, we completed the installation of our SCBA compressor. This was a project that took a long time to complete and we are glad that it is done and we anticipate many years of trouble free operation.

Public Education continues to be a major initiative of this department. We continue to educate our residents on the importance of fire and life safety through the production and distribution of our annual Fire Safety Calendar. As in every year since its inception, we attempt to hand delivered the calendar to every home in our coverage area.

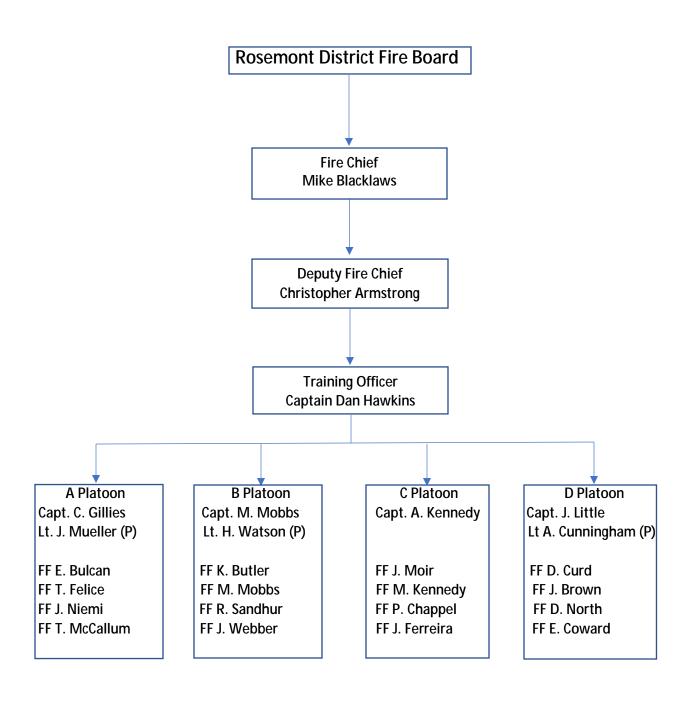
The Rosemont District Firefighters Association (RDFFA) continues to be a major supporter of the RDFD with the donation of equipment. None of this would be possible of course without the generosity of the community.

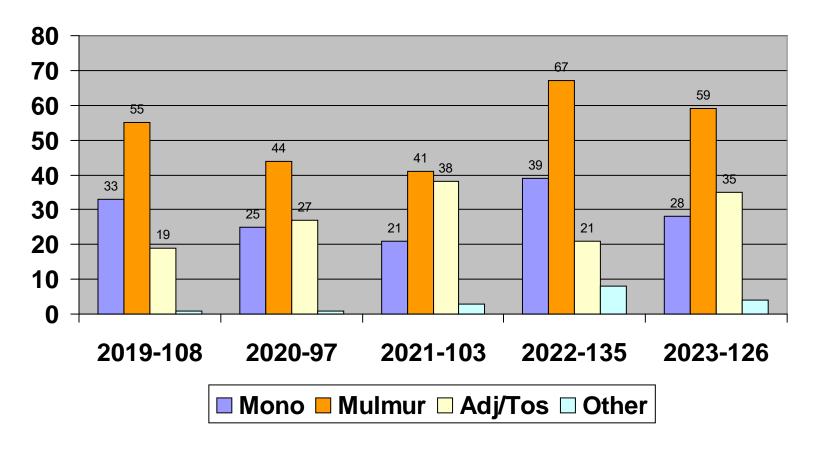
I hope that you find this report informative. The accompanying charts and graphs were prepared with the upmost care for clarity and accuracy. If you have any questions or require an explanation on any of the reports content, please feel free to contact me.

Respectfully submitted,

Michael Blacklaws, Fire Chief Rosemont District Fire Department

Rosemont District Fire Department Organizational Chart 2023





5 year comparison of number of responses by Town /Township

2023 EMERGENCY RESPONSES

Emergency responses for 2023 totaled 126. Shown below are the percentages and nature of these incidents.

Motor Vehicle Collisions (MVC's) – 30 (24%)

These responses are for motor vehicle accidents where our assistance is required to extricate victims from motor vehicles, assist ambulance in stabilizing and preparing the patients for transport to hospital and assisting police with scene control and clean up.

Medical Responses – 45 (36%)

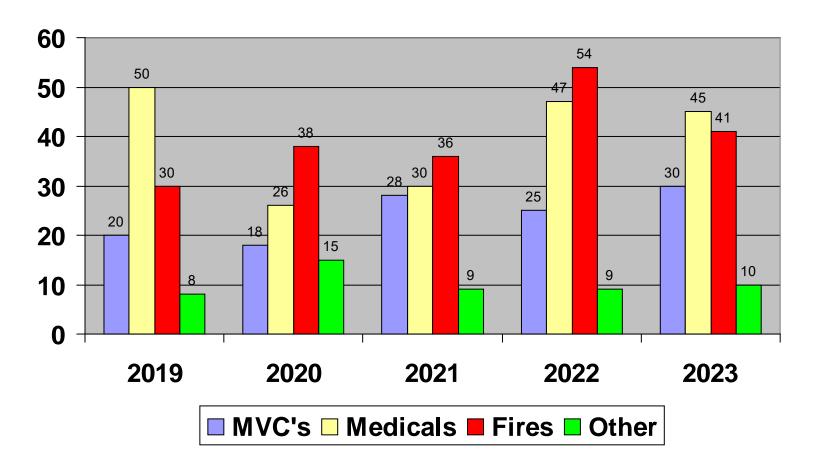
These are responses where we are required to attend because the patient usually presents conditions such as trouble breathing, possible heart attack or other life-threatening injury including home, farm or industrial accidents.

Fires – 41 (32%)

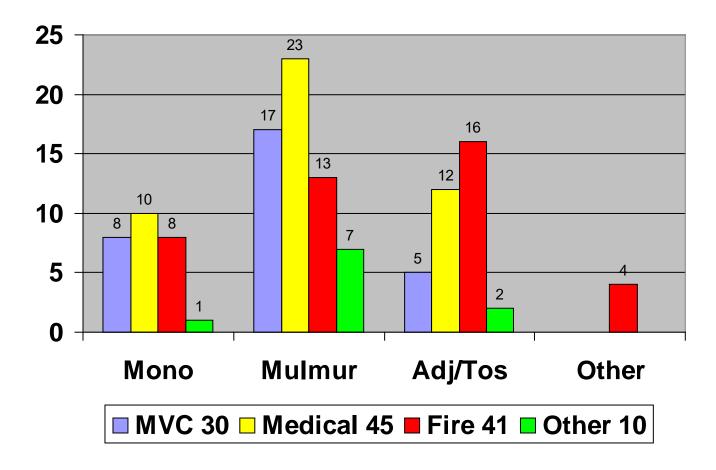
These responses are for fires or perceived situations that necessitated the response of all apparatus and available personnel to extinguish a fire that has or may result in property damage and/or threaten lives. These responses also include fire alarm activations and mutual aid/assist responses where Rosemont vehicles and manpower responded to the request for assistance from other fire departments in Adjala/Tosorontio, Mulmur, Mono and beyond.

Other – 10 (8%)

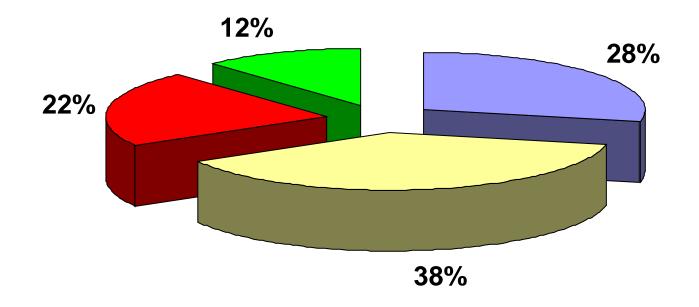
These will represent all calls that are not specifically listed above. These could include but not limited to, carbon monoxide investigations, burn complaints, public hazards (downed power lines), hazardous material incidents, and mutual aid calls where we are requested to provide stand-by coverage in a neighbouring fire departments coverage area but not respond to the emergency scene itself. This category also includes assisting other agencies as required such as Police should the incident not be covered in one of the above categories.



5 year trend by nature of responses

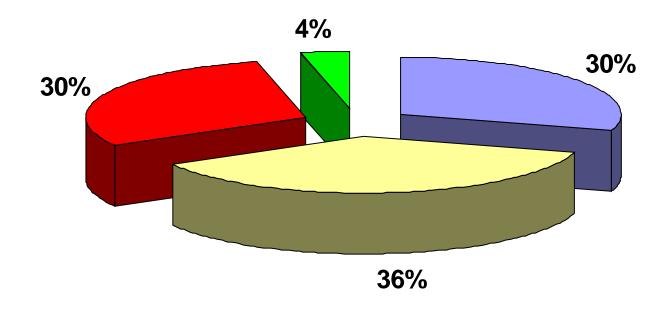


2023 Comparison of responses by type and Town/Township



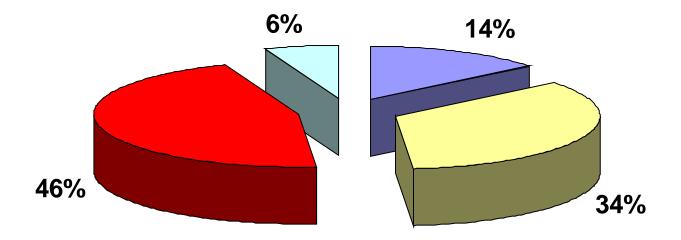


2023 Responses for the Township of Mulmur Total 60



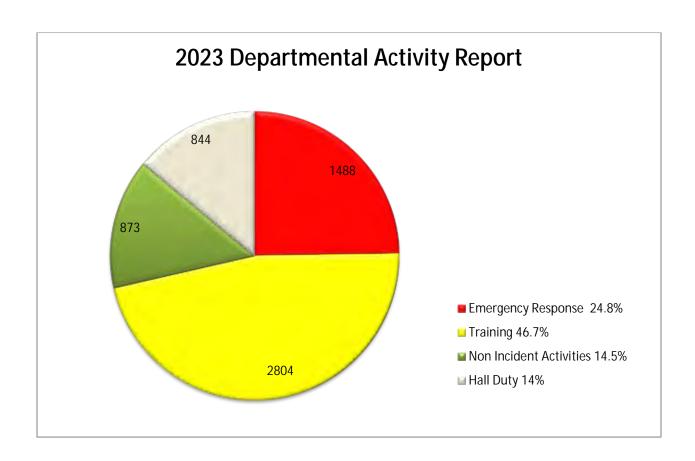


2023 Responses for Town of Mono Total 27





2023 Responses for the Township of Adjala/Tosorontio Total 35



Inci_no	Alm_date	Alm_time Municipality	Street	Inci_type	Dispatch Time	Arrival Time	Response Time		Time on Scene	# FF's
23-0000001	01/10/202	14:45:25 MONO	MONO-AMARANTH TL	910	14:44:18	15:11:13	00:26:55	19:54:34	5:10:16	4
23-0000002	01/10/202	17:57:03 MULMUR	AIRPORT RD	62	17:55:45	18:10:50	00:15:05	18:20:22	0:24:37	7
23-0000003	01/13/202	23:08:28 MULMUR	17 SIDEROAD	31	23:08:09	23:14:02	00:05:53	23:33:46	0:25:37	11
23-0000004	01/21/202	4:26:57 SHELBURNE	O'REILLY CR	910	4:26:08	5:25:19	00:59:11	7:06:27	2:40:19	11
23-0000005	01/21/202	6:01:31 MULMUR	17 SIDEROAD	76	6:00:22	6:15:36	00:15:14	6:34:58	0:34:36	7
23-0000006	02/01/202	14:20:58 ADJ-TOS	CONCESSION ROAD 8	910	14:09:45	14:45:43	00:35:58	15:29:17	1:19:32	6
23-0000007	02/02/202	15:52:45 ADJ-TOS	CONCESSION ROAD 3	62	15:52:16	16:02:00	00:09:44	16:53:24	1:01:08	8
23-0000008	02/02/202	22:46:48 MULMUR	AIRPORT RD	73	22:46:05	23:04:11	00:18:06	23:06:25	0:20:20	10
23-0000009	02/07/202	3:14:22 MULMUR	BIG TREE CL	76	3:14:01	3:23:43	00:09:42	4:03:36	0:49:35	12
23-0000010	02/11/202	10:57:04 MULMUR	15 SIDEROAD	71	10:56:27	11:02:19	00:05:52	11:31:33	0:35:06	7
23-0000011	02/12/202	15:04:19 MULMUR	1ST LINE E	910	15:03:55	15:12:53	00:08:58	18:16:50	3:12:55	10
23-0000012	02/13/202	18:40:38 MULMUR	5 SIDEROAD	71	18:40:04	18:49:45	00:09:41	19:11:14	0:31:10	10
23-0000013	02/13/202	19:43:33 MULMUR	AIRPORT RD	88	19:42:39	19:51:24	00:08:45	20:23:49	0:41:10	9
23-0000014	02/16/202	18:02:31 ADJ-TOS	89 HY	34	18:01:39	18:09:47	80:80:00	18:24:13	0:22:34	9
23-0000015	02/17/202	21:58:16 MONO	AIRPORT RD	62	21:57:32	22:10:25	00:12:53	22:34:15	0:36:43	12
23-0000016	02/18/202	12:26:41 MONO	AIRPORT RD	61	12:25:25	12:37:08	00:11:43	13:11:33	0:46:08	9
23-0000017	02/21/202	8:15:33 ADJ-TOS	COUNTY ROAD 1	910	8:08:36	8:35:32	00:26:56	8:45:30	0:36:54	8
23-0000018	02/23/202	23:52:18 MONO	AIRPORT RD	31	23:51:39	0:05:44	00:14:03	0:26:26	0:34:37	10
23-0000019	02/25/202	13:45:48 MULMUR	COUNTY ROAD 17	62	13:44:37	14:00:37	00:16:00	14:10:19	0:25:42	10
23-0000020	02/28/202	8:57:50 MULMUR	AIRPORT RD	62	8:57:11	9:05:47	00:08:36	9:43:40	0:46:29	6
23-0000021	03/02/202	16:10:51 MULMUR	4TH LINE E	62	16:10:16	16:17:20	00:07:04	17:30:32	1:20:16	8
23-0000022	03/03/202	9:10:08 MULMUR	AIRPORT RD	34	9:07:50	9:15:07	00:07:17	9:18:24	0:10:34	9
23-0000023	03/05/202	10:44:16 MULMUR	MCCUTCHEON RD	96	10:44:16	10:44:17	00:00:01	10:46:17	0:02:01	1
23-0000024	03/05/202	11:36:17 MULMUR	MCCUTCHEON RD	910	11:35:32	12:00:13	00:24:41	13:59:46	2:24:14	10
23-0000025	03/18/202	15:45:03 MONO	MONO-ADJALA TL	32	15:44:31	16:04:07	00:19:36	16:06:07	0:21:36	13
23-0000026	03/24/202	3:53:08 MULMUR	17 SIDEROAD	31	3:52:41	3:59:35	00:06:54	4:15:04	0:22:23	10
23-0000027	03/25/202	18:44:36 ADJ-TOS	30 SIDEROAD ADJALA	32	18:41:44	19:01:26	00:19:42	19:08:17	0:26:33	12
23-0000028	03/29/202	11:28:01 ADJ-TOS	MULMUR-TOS TL	71	11:27:02	11:38:10	00:11:08	12:02:34	0:35:32	4
23-0000029	03/31/202	14:54:09 MULMUR	AIRPORT RD	62	14:53:00	15:00:32	00:07:32	15:31:06	0:38:06	8
23-0000030	04/06/202	12:27:45 MULMUR	2ND LINE EHS	910	12:25:01	12:54:27	00:29:26	13:33:00	1:07:59	8
23-0000031	04/06/2023	16:55:27 MULMUR	AIRPORT RD	85	16:54:33	17:01:41	00:07:08	17:32:36	0:38:03	9
23-0000032	04/11/202	8:28:28 ADJ-TOS	89 HY	31	8:27:32	8:43:25	00:15:53	9:11:51	0:44:19	7
23-0000033	04/12/2023	6:11:25 MULMUR	AIRPORT RD	62	6:10:53	6:19:17	00:08:24	7:21:24	1:10:31	8

23-0000034	04/12/2023	15:20:06 MULMUR	7TH LINE E	3	15:19:06	15:29:23	00:10:17	21:03:27	5:44:21	14	
23-0000035	04/13/2023	16:06:02 MULMUR	2ND LINE W	910	16:05:15	16:21:54	00:16:39	20:26:57	4:21:42	13	
23-0000036	04/13/2023	16:53:34 MULMUR	COUNTY ROAD 19	910	16:52:36	17:04:39	00:12:03	20:27:05	3:34:29	12	
23-0000037	04/16/2023	11:10:08 MULMUR	7TH LINE E	3	11:09:21	11:28:58	00:19:37	19:36:41	8:27:20	11	
23-0000038	04/18/2023	11:37:10 MULMUR	4TH LINE E	71	11:36:53	11:55:22	00:18:29	12:07:22	0:30:29	8	
23-0000039	04/19/202	11:34:48 MULMUR	AIRPORT RD	45	11:34:04	11:47:56	00:13:52	12:07:51	0:33:47	8	
23-0000040	04/19/2023	16:41:15 ADJ-TOS	MONO-ADJALA TL	62	16:40:50	16:46:32	00:05:42	16:59:56	0:19:06	6	
23-0000041	04/23/202	9:34:26 MULMUR	89 HY	62	9:34:07	9:48:25	00:14:18	10:07:57	0:33:50	6	
23-0000042	05/15/202	10:24:53 ADJ-TOS	CONCESSION ROAD 2	3	10:23:12	10:39:34	00:16:22	12:11:26	1:48:14	7	
23-0000043	05/15/202	14:04:21 ADJ-TOS	CONCESSION ROAD 2	910	13:24:46	14:23:14	00:58:28	16:11:13	2:46:27	6	
23-0000044	05/16/2023	9:27:45 ADJ-TOS	25 SIDEROAD ADJALA	76	9:26:58	9:34:04	00:07:06	9:58:52	0:31:54	6	
23-0000045	05/18/202	20:12:16 MULMUR	AIRPORT RD	71	20:08:30	20:18:36	00:10:06	21:20:49	1:12:19	14	
23-0000046	05/21/202	18:50:48 MULMUR	AIRPORT RD	62	18:50:11	19:01:00	00:10:49	19:28:49	0:38:38	13	
23-0000047	05/22/202	11:27:16 MULMUR	AIRPORT RD	71	11:26:53	11:31:51	00:04:58	11:59:51	0:32:58	10	
23-0000048	05/23/202	7:42:37 MULMUR	AIRPORT RD	89	7:42:05	7:48:56	00:06:51	8:15:49	0:33:44	7	
23-0000049	05/25/202	5:10:02 ADJ-TOS	ROSEMONT HEIGHTS DR	76	5:09:39	5:22:50	00:13:11	5:28:05	0:18:26	4	
23-0000050	05/30/202	7:10:13 SHELBURNE	@LM	910	7:05:37	7:40:17	00:34:40	9:23:23	2:17:46	6	
23-0000051	06/03/202	14:04:17 MULMUR	AIRPORT RD	34	14:03:30	14:10:20	00:06:50	14:16:09	0:12:39	8	
23-0000052	06/07/202	10:47:06 MULMUR	AIRPORT RD	76	10:46:31	10:57:52	00:11:21	11:24:11	0:37:40	6	
23-0000053	06/07/202	15:15:34 ADJ-TOS	CONCESSION ROAD 3	85	15:14:58	15:28:48	00:13:50	15:57:35	0:42:37	6	
23-0000054	06/07/202	17:06:48 ADJ-TOS	MULMUR-TOS TL	71	17:05:49	17:20:23	00:14:34	17:23:57	0:18:08	6	
23-0000055	06/08/202	16:14:47 MONO	AIRPORT RD	71	16:14:25	16:25:23	00:10:58	16:42:56	0:28:31	8	
23-0000056	06/09/202	8:53:29 MULMUR	AIRPORT RD	71	8:52:59	9:03:10	00:10:11	9:40:28	0:47:29	9	
23-0000057	06/13/202	14:33:59 MONO	30 SIDEROAD	32	14:33:32	14:40:11	00:06:39	14:56:38	0:23:06	5	
23-0000058	06/14/202	11:16:53 MONO	4TH LINE EHS	71	11:16:32	11:30:16	00:13:44	11:51:48	0:35:16	7	
23-0000059	06/21/202	1:33:55 MONO	CEDAR LN	62	1:33:20	1:50:06	00:16:46	2:08:30	0:35:10	7	
23-0000060	06/22/202	16:20:23 MULMUR	MULMUR-TOS TL	1	16:18:47	16:31:18	00:12:31	17:08:55	0:50:08	8	
23-0000061	06/28/2023	15:05:37 MULMUR	AIRPORT RD	3	15:04:46	15:24:23	00:19:37	15:35:54	0:31:08	7	
23-0000062	07/01/202	18:57:30 ADJ-TOS	CONCESSION ROAD 3	62	18:56:55	19:09:34	00:12:39	20:18:55	1:22:00	5	
23-0000063	07/05/202	18:12:31 ADJ-TOS	89 HY	62	18:10:04	18:29:26	00:19:22	18:39:14	0:29:10	7	
23-0000064	07/06/202	11:14:44 MULMUR	AIRPORT RD	71	11:13:26	11:31:27	00:18:01	12:02:06	0:48:40	4	
23-0000065	07/16/202	16:00:14 MULMUR	BIG TREE CL	89	15:59:59	16:19:03	00:19:04	16:32:06	0:32:07	5	
23-0000066	07/22/202	18:38:45 MONO	MONO-ADJALA TL	71	18:37:51	18:48:45	00:10:54	18:49:34	0:11:43	7	
23-0000067	07/26/202	18:09:29 MULMUR	AIRPORT RD	49	18:09:00	18:13:47	00:04:47	18:21:57	0:12:57	6	

07/30/202	9:44:27 MONO	AIRPORT RD	71	9:43:54	9:54:40	00:10:46	10:20:50	0:36:56	7
07/30/2023	14:42:58 MONO	30 SIDEROAD	69	14:41:57	15:01:20	00:19:23	15:01:22	0:19:25	8
07/30/2023	22:23:58 MONO	AIRPORT RD	1	22:22:32	22:38:45	00:16:13	23:32:41	1:10:09	14
08/02/202	10:58:36 ADJ-TOS	CONCESSION ROAD 4	36	10:57:50	11:15:17	00:17:27	11:26:41	0:28:51	6
08/02/202	20:30:56 MULMUR	MONO-MULMUR TL	89	20:30:08	20:42:16	00:12:08	20:47:55	0:17:47	8
08/06/2023	10:40:47 MULMUR	AIRPORT RD	89	10:40:11	10:46:09	00:05:58	11:14:51	0:34:40	6
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23-0000103	10/20/202	5:45:49 MULMUR	AIRPORT RD	62	5:44:41	5:54:43	00:10:02	6:02:44	0:18:03	12
23-0000104	10/24/202	22:30:03 ADJ-TOS	30 SIDEROAD ADJALA	32	22:29:38	22:46:04	00:16:26	23:21:14	0:51:36	7
23-0000105	11/07/202	22:17:07 MULMUR	AIRPORT RD	62	22:16:28	22:25:04	00:08:36	22:51:52	0:35:24	12
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23-0000107	11/15/202	16:40:21 MONO	AIRPORT RD	62	16:38:00	16:43:13	00:05:13	17:28:17	0:50:17	10
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23-0000110	11/30/202	10:10:56 MULMUR	4TH LINE E	34	10:09:42	10:19:57	00:10:15	10:32:58	0:23:16	8
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23-0000116	12/11/202	15:53:19 MONO	25 SIDEROAD	62	15:52:43	16:06:12	00:13:29	16:25:49	0:33:06	9
23-0000117	12/16/202	7:11:55 ADJ-TOS	CONCESSION ROAD 4	910	7:04:42	7:30:02	00:25:20	8:07:59	1:03:17	8
23-0000118	12/16/202	13:56:30 MULMUR	MULMUR-TOS TL	36	13:55:03	14:05:47	00:10:44	14:13:59	0:18:56	8
23-0000119	12/17/202	11:38:54 MULMUR	MULMUR-TOS TL	36	11:36:44	11:51:28	00:14:44	12:15:03	0:38:19	10
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23-0000121	12/20/202	15:00:38 ADJ-TOS	CONCESSION ROAD 3	89	15:00:10	15:14:16	00:14:06	15:30:18	0:30:08	5
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23-0000125	12/30/202	3:49:19 SHELBURNE	SECOND AV W	910	3:47:23	4:12:21	00:24:58	6:30:43	2:43:20	12
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Mutual Aid Incidences where greater response distances increases response times.



Township of Mulmur BURNSIDE Notice of Public Information Centre for the Mansfield Water Supply and Storage **Municipal Class Environmental Assessment Study**

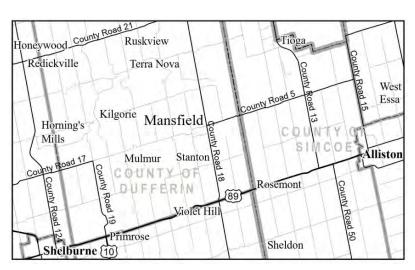


The Study

The Township of Mulmur has identified that the existing water system in Mansfield does not have capacity available to support water demands for growth that has been approved in the Official Plan. The Township is initiating a Municipal Class Environmental Assessment (EA) to identify the preferred method of providing for these demands. The EA will review how to service the community of Mansfield.

Reasoning for Initiating the Study

Township has received development applications for lands within Mansfield. The existing water system has insufficient capacity for this additional development. The developers are funding the EA in order for the Township to identify and evaluate alternatives, and to receive input from the public, agencies, as well as Indigenous communities to develop an overall approach to meeting future water demands in Mansfield. The Developers will be required to finance upgrades to the water system based on the preferred alternative(s) to expand the water system to service the new developments. The Township has identified that additional supply wells will likely be required and alternatives for fire protection need to be identified and evaluated.



Mansfield Drinking Water System

The existing drinking water system consists of three productions wells, a pumphouse, a standpipe for storage of treated water, and a distribution system. The pumphouse is equipped with high lift and emergency pumping equipment, process piping, pressure tanks, and treatment equipment. The distribution system provides fire protection to the existing community with hydrants.

Public Information Centre (PIC) - Comments Invited

Public consultation is vital to this study. The Township would like to ensure that anyone interested in this study has the opportunity to get involved and provide input on the project's implementation. A PIC has been arranged to describe the proposed project and the preliminary preferred solution, obtain feedback from the public, and identify the next steps in the process. Presentation materials pertaining to the study will be made available on the Township's website (https://mulmur.ca/live/news) following the PIC. If you're a property owner outside the community boundary of Mansfield, you are also receiving this notice as well head protection areas extend outside the boundary of Mansfield. The PIC will provide information regarding the evaluation of these areas.

PIC Drop-in Centre Date: Wednesday, December 11, 2024

> Time: 5:30 p.m. to 7:30 p.m.

Township of Mulmur Administration Building - 758070 2nd Line E, Mulmur, ON L9V 0G8 Place:

Phone Connection: 1 647 374 4685 Canada / 1 647 558 0588 Canada **Meeting Link**

Video Connection: https://us02web.zoom.us/j/84829988171

Meeting ID: 848 2998 8171

To provide comments or to request additional information concerning this project, or if you are unable to attend the PIC and would like to provide comments, please contact either of the following Project Team members by January 8, 2025.

R.J. Burnside & Associates Limited Jeff Paznar, P.Eng., EP - Project Manager 15 Townline Orangeville ON L9W 3R4 Phone: 226-486-1558 jeff.paznar@rjburnside.com

Township of Mulmur Chris Wolnik, CET, EP, BSc., MA - Director of Infrastructure 758070 2nd Line E Mulmur ON L9V 0G8 Phone: 705-466-3341 ext. 224

cwolnik@mulmur.ca

Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the Accessibility for Ontarians with Disabilities Act, 2005. Please note that Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This Notice first issued on November 5, 2024.





Mansfield is welcoming a new subdivision at the intersection of County Road 17 and Airport Road.

We would love to hear your thoughts on how we can design the **parkland** to meet the needs of the entire community!

Use the QR code to complete the online survey or visit our website.





MEDIA RELEASE

FOR IMMEDIATE RELEASE

Investing in the future of our environment with TD Tree Days

UTOPIA, Ontario (November 6, 2024) – The Nottawasaga River Watershed has an additional 800 native trees and shrubs thanks to TD Tree Days and the 130 volunteers who planted them at three community planting events held this Fall.

On September 7, 45 volunteers from TD and NVCA planted 150 trees and shrubs near Little Lake Park in Barrie. Two weeks later, on September 21 at the Whitetail Refuge Nature Reserve in Mono Center, NVCA hosted another TD Tree Days event where 50 volunteers came out to help put 400 trees and shrubs in the ground. And on October 19, another 40 volunteers came together to plant 275 trees along the Ganaraska Trail in Creemore.

"This much needed restoration was made possible with the help of the volunteers and the support of TD Tree Days," said Sarah Campbell of the Nottawasaga Valley Conservation Authority (NVCA), who organized the planting events. "These events are a great way of engaging our local community in the restoration of natural habitats in our watershed."

The newly planted 800 trees and shrubs will create wildlife habitat, provide shade which will help to cool water temperatures, and will naturalize the landscape. The trees also act as a buffer to filter excess nutrients and pollutants before rain or snowmelt reaches our rivers, streams and wetlands.

TD Tree Days provides TD employees an opportunity to demonstrate environmental leadership in their local communities. Since TD Tree Days launched in 2010, over 520,000 trees have been planted nationwide. This year, volunteers will help plant 30,000 more at various events hosted across Canada and around the world.

"We were excited to continue working with TD Tree Days this year and look forward to working with them in 2025," added Ms. Campbell.

NVCA is booking now for 2025 tree planting and stewardship projects. Landowners that are interested in planting trees and shrubs along streams or wetlands on their property can contact NVCA at 705-424-1479 to arrange a site visit and learn about available funding. Volunteers interested in tree planting and other environmental projects should visit http://www.nvca.on.ca to learn more.

About NVCA: The Nottawasaga Valley Conservation Authority is a public agency dedicated to the preservation of a healthy environment through specialized programs to protect, conserve and enhance our water, wetlands, forests and lands.

Media contact: Maria Leung, Senior Communications Specialist at 705-424-1479 ext.254, mleung@nvca.on.ca



Ministry of Natural Resources

Development and Hazard Policy Branch Policy Division 300 Water Street Peterborough, ON K9J 3C7

Ministère des Richesses naturelles

Direction de la politique d'exploitation des ressources et des risques naturels. Division de l'élaboration des politiques 300, rue Water Peterborough (Ontario) K9J 3C7

November 25, 2024

Subject: Decision on Discussion Paper: Regulating Commercial-Scale Geologic

Carbon Storage Projects in Ontario, and Proposal on Enabling the

Development of Commercial-Scale Geologic Carbon Storage in Ontario: The

Geologic Carbon Storage Act

Hello,

Over the past two years, the Ministry of Natural Resources has been taking a measured and phased approach to enabling and regulating geologic carbon storage in Ontario. Carbon storage is new to the province, and developing a comprehensive framework to regulate this activity would help ensure that it is done responsibly, with measures in place to safeguard people and the environment.

Geologic carbon storage (further referred to as carbon storage) involves injecting captured carbon dioxide (CO2) into deep geological formations for permanent storage. This technology could provide industries in Ontario with a critical tool for managing their emissions and contributing to the achievement of Ontario's emissions reduction targets.

Today, we are writing to notify you that 1) a decision has been made to proceed with the development of a framework for enabling commercial-scale geologic carbon storage (Environmental Registry of Ontario posting # 019-8767), and 2) that a new *Geologic Carbon Storage Act* is being proposed (Environmental Registry of Ontario posting # 019-9299).

These developments represent significant steps towards Phase 3 of Ontario's <u>approach</u> to enabling and regulating geologic carbon storage. Ontario aims to have a framework in place by summer 2025. Initially, the ministry anticipates that commercial-scale projects would be proposed in Southwestern Ontario, where the geology is expected to be the most suitable.

 In the summer of this year, we shared information about the development of a legislative and regulatory framework for commercial-scale geologic carbon storage. This information included a discussion paper that provided an overview of how various components of the framework could function. Based on feedback received, a decision was made to move forward with the development of the framework. More details on the decision, the feedback received, and the original discussion paper can be viewed in the decision notice on the Environmental Registry of Ontario: https://ero.ontario.ca/notice/019-8767.

2) Based on comments received in response to the discussion paper, as well as feedback received in previous phases of framework development, a *Geologic Carbon Storage Act* (the "Act") is being proposed. The proposed Act would enable the regulation of research and evaluation activities, and carbon storage activities associated with the permanent storage of carbon dioxide in underground geologic formations in Ontario.

We encourage you to review, and submit feedback on, the legislative proposal on the Environmental Registry of Ontario posting # 019-9299.

If you would like more information or have any questions, please contact Andrew Ogilvie, Manager of Resources Development Section, at 705-761-5815 or through email: Resources.Development@ontario.ca.

Sincerely,

Jennifer Keyes

Director, Development and Hazard Policy Branch

Jennifer Keyes

Roseann Knechtel

Subject: FW: Transfer of Roads Resolution

Attachments: 2024-09-12 Resolution - Mulmur - Transfer of Road Networks.pdf

From: Michelle Hargrave <mhargrave@dufferincounty.ca>

Sent: November 20, 2024 2:40 PM

To: Roseann Knechtel < rknechtel@mulmur.ca>

Subject: Transfer of Roads Resolution

Good Afternoon,

At it's regular meeting on November 14, 2024, Dufferin County Council passed the following resolution put forth by the IES Committee regarding the attached resolution from Mulmur:

THAT the correspondence from the Township of Mulmur, dated September 12, 2024, regarding transferring of road networks, be received.

At the Infrastructure and Environmental Services meeting, the Director of Public Works/County Engineer did note the updated Road Needs Study is in the works. A further report regarding funds that would be provided as concessions to those unilaterally receiving roads from Dufferin as part of the rationalization plan, will be presented to Council before the transfer of roads takes place.

Thank you, Michelle

Michelle Hargrave | Administrative Support Specialist, Clerk's Department | Office of the CAO County of Dufferin Phone: 519-941-2816 Ext. 2506 | mhargrave@dufferincounty.ca | 30 Centre Street, Orangeville ON L9W 2X1

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758070 2nd Line E Mulmur, Ontario L9V 0G8

Local **(705) 466-3341**Toll Free from 519 only **(866) 472-0417**Fax **(705) 466-2922**

September 12, 2024

Township of Mulmur: 10 Sideroad and County Road 19

At the meeting held on September 4, 2024, Council of the Township of Mulmur received a report from staff with regards to the transfers of roads through the County's Road Rationalization Plan.

Additional comments of concern were noted surrounding the increase in traffic on County Road 19 following the speed limit changes within the Town of Shelburne and on County Road 124.

Council then passed the following resolution:

Moved by Hawkins and Seconded by Cunningham

That Council request as a preliminary step to the County of Dufferin Road Rationalization Plan the uploading of 10 Sideroad from the Township of Mulmur to the County of Dufferin, with no concessions, no later than November 1, 2024, to correlate with the start of the winter season.

And that Council request continued dialogue with the County of Dufferin with respect to the downloading of the Prince of Wales (County Road 19)

And further that Council request the County of Dufferin conduct updated traffic monitoring on Prince of Wales (County Road 19) to support the changes made to speed limits within the Town of Shelburne and County Road 124.

Carried.

Sincerely,

Roseann Knechtel

Roseann Knechtel. Clerk

Schedule A - Staff Report: Uploading 10 Sideroad

Roseann Knechtel

Subject:

FW: Ontario Offsetting OPP Cost Increases for Small and Rural Municipalities

From: Ontario News <newsroom@ontario.ca>

Sent: November 29, 2024 9:01 AM

To: Roseann Knechtel < rknechtel@mulmur.ca>

Subject: Ontario Offsetting OPP Cost Increases for Small and Rural Municipalities



NEWS RELEASE

Ontario Offsetting OPP Cost Increases for Small and Rural Municipalities

Provincial investment would support police and community safety

November 29, 2024

Ministry of the Solicitor General

TORONTO — The Ontario government is proposing to provide over \$77 million in financial relief to municipalities to help offset the increased cost of municipal police services provided by the Ontario Provincial Police (OPP). This investment will help these predominantly small and rural communities address the budget impacts resulting from the collective bargaining agreement that was reached between the province and the Ontario Provincial Police Association (OPPA) in July 2024.

"Our government is working closely with our municipal partners and our women and men in uniform to keep communities across Ontario safe," said Solicitor General Michael Kerzner. "The financial relief we are proposing will help municipal leaders balance their budgets and invest in their communities while ensuring no change to the policing provided by the OPP that keeps families and businesses safe."

The Ontario government's proposal would support small and rural municipalities by offsetting the 2025 impacts of OPP salary increases. This includes:

- A 3.75 per cent bill reduction on 2023 total reconciled costs,
- A 44 per cent bill reduction on 2023 reconciled overtime costs, and
- A 10 per cent bill reduction on amounts invoiced for 2025 policing costs.

In addition to these changes, the Government of Ontario is continuing its annual \$125 million Court Security & Prisoner Transportation Transfer Payment Program for the 2025 calendar year.

The province will also be examining options for reviewing the OPP billing model to ensure that it meets the needs of communities across the province.

Quick Facts

- The OPP provides municipal policing services to 330 municipalities across Ontario
- The OPPA and the provincial government ratified a new uniform and civilian collective agreement in July 2024 that included general salary increases for 2023, 2024, 2025 and 2026.

Quotes

"AMO is pleased that the government has listened to concerns about the increase in Ontario Provincial Police (OPP) billing recovery costs with this proposal. Without the provincial action, the rise in OPP costs would have significantly impacted small, rural, and northern communities serviced by the OPP. Municipal fiscal sustainability is under pressure across Ontario, and municipalities struggle to balance their budgets. This proposition is an important recognition of this challenge and will help support quality of life for residents across the province."

- Robin Jones

President of the Association of Municipalities of Ontario

"ROMA welcomes provincial action to reduce the impact of increasing Ontario Provincial Police (OPP) costs on rural municipalities. In the context of inflation, infrastructure pressures, and a growing homelessness crisis, rural municipalities simply cannot afford a 20% increase in OPP costs. This provincial investment acknowledges the escalating fiscal challenges municipalities face. We look forward to ongoing partnership to put rural municipalities on a sustainable path."

- Christa Lowry

Chair of the Rural Ontario Municipal Association and Mayor of the Municipality of Mississippi Mills

Media Contacts

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Solicitor General's Office Chelsea.McGee@ontario.ca

Brent Ross

Communications Branch Brent.Ross@ontario.ca

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THE CORPORATION OF THE TOWN OF MIDLAND



575 Dominion Avenue Midland, ON L4R 1R2 Phone: 705-526-4275 Fax: 705-526-9971 info@midland.ca

November 7, 2024

Premier Ford Legislative Building Queen's Park Toronto ON M7A 1A1 Via email: <u>premier@ontario.ca</u>

Dear Premier Ford:

Re: <u>Sustainable Funding for Small Urban Municipalities</u>

At its November 6, 2024 Regular Council Meeting the Council for the Town of Midland passed the following Resolution:

WHEREAS it is apparent that the Ontario Government has overlooked the needs of Ontario's small urban municipalities; and

WHEREAS Ontario's small urban municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads, water/ wastewater and municipally owned buildings including recreational facilities, libraries and other tangible capital assets; and

WHEREAS an increase of 26% one year, which is a million dollars (roughly 4% tax increase) for Midland and is something never projected;

NOW THEREFORE IT IS RESOLVED THAT The Town of Midland call on the Ontario Government to immediately implement sustainable funding for small urban municipalities by reabsorbing the cost of the Ontario Provincial Police Force back into the provincial budget with no cost recovery to municipalities; and

FURTHER THAT the OPP Billing Model be referred to the Auditor General for review; and

FURTHER THAT Council direct Staff to circulate this resolution to Premier Doug Ford (premier@ontario.ca), Minister of Solicitor General, Minister of Finance, and to the Association of Municipalities of Ontario (amo@amo.on.ca) and all Municipalities in Ontario.



The Corporation of

THE TOWNSHIP OF MELANCTHON

157101 Highway 10, Melancthon, Ontario, L9V 2E6

Website: www.melancthontownship.ca

Email: info@melancthontownship.ca

Telephone - (519) 925-5525 Fax No. - (519) 925-1110

November 12, 2024

County of Dufferin 30 Centre Street Orangeville, Ontario L9W 2Z1

Attention: Michelle Dunne, Clerk

Dear Michelle,

At the meeting of Council held on November 7, 2024, the following motion was introduced and passed:

Moved by Plowright, Seconded by Neilson

Be it resolved that:

"Whereas Melancthon Township has experienced a series of tragic motor vehicle collisions at the corner of Highway 10 and County Road 17; and Whereas traffic volume is increasing through Melancthon, making collisions more

frequent in the Township; and

Whereas the existing two way stop sign is insufficient in addressing the challenge of impatient and distracted motorists; and

Whereas the province is responsible for the intersection in question; and Whereas Dufferin County has a moral duty to advance road safety on all of its roads, regardless of whether specific intersections are under the control of the County or not. Now Therefore Be It Resolved that Melancthon Council requests the County of Dufferin to identify suitable temporary traffic calming measures on County Road 17 to make the road safer; and

Further that the County invite a senior representative from the Ministry of Transportation to appear at the Infrastructure and Environmental Services Committee to discuss the hazardous intersection in question, including the possibility of erecting a set of traffic lights or building a roundabout.

And further that this motion be sent to the Dufferin OPP Detachment Board – Melancthon, Mono, Mulmur; Dufferin OPP Detachment Board – Orangeville; Dufferin OPP Detachment Board – Shelburne; Dufferin OPP Detachment Board – Amaranth, Grand Valley, East Garafraxa; All municipalities in Dufferin County; Township of Southgate; Municipality of Grey Highlands; Sylvia Jones, MPP – Dufferin-Caledon." Carried.

Thank you.

Yours truly,

Denise B. Holmes, AMCT

Dearsi & Holmer

CAO/Clerk

Dufferin OPP Detachment Board – Melancthon, Mono, Mulmur
 Dufferin OPP Detachment Board – Orangeville
 Dufferin OPP Detachment Board – Shelburne
 Dufferin OPP Detachment Board – Amaranth, Grand Valley, East Garafraxa
 All municipalities in Dufferin County
 Township of Southgate
 Municipality of Grey Highlands
 Sylvia Jones, MPP – Dufferin-Caledon



Town of Orangeville

87 Broadway, Orangeville, ON L9W 1K1 Tel: 519-941-0440 Fax: 519-415-9484

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Toll Free: 1-866-941-0440

Corporate Services

November 21, 2024

Re: Request to Provincial and Federal Government Regarding Distribution of Taxes on Property Transactions

Please be advised that the Council of the Corporation of the Town of Orangeville, at its Regular Council Meeting held on November 18, 2024, approved the following resolution:

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

Now therefore be it resolved that the Town of Orangeville Council formally requests that the Provincial Government consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and

That Town of Orangeville Council calls on the Federal Government to allocate a percentage of GST collected on property sales to municipalities; and

That this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs; and

That copies of this resolution be forwarded to the Right Honourable Justin Trudeau, Prime Minister of Canada, Premier Doug Ford, Hon. Peter Bethlenfalvy, Minister of Finance for Ontario, Hon. Paul Calandra, Minister of Municipal Affairs and Housing for Ontario, Dufferin-Caledon MP, Kyle Seeback, Dufferin-Caledon MPP, Hon. Sylvia Jones; and

That copies of this resolution be forwarded to all municipalities in the County of Dufferin, the Federation of Canadian Municipalities (FCM), and to the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

Carried Unanimously

Yours truly, Raylens Martell

Ravlene Martell

Town Clerk





Sent via email: pm@pm.gc.ca

November 13, 2024

Right Honourable Justin Trudeau Prime Minister of Canada Office of the Prime Minister 80 Wellington Street Ottawa, ON KIA 0A2

Dear Right Honourable Justin Trudeau:

On October 22, 2024, Council for the Town of Mono passed the following resolution, supporting the **Big City Mayors Solve the Crisis Campaign**, calling on the federal government and the Province of Ontario to commit to immediate action to solve the humanitarian crisis that Ontario is facing as the numbers of unhoused individuals and those suffering with mental heath and addictions grows exponentially.

Resolution #8-17-2024

Moved by Fred Nix, Seconded by Elaine Capes

WHEREAS, the Western Ontario Wardens' Caucus, Eastern Ontario Wardens' Caucus, and Eastern Ontario Mayors' Caucus joined the call to action around the 'Solve the Crisis' Campaign, led by the Ontario Big City Mayors;

AND WHEREAS, Council for the Town of Mono recognizes the need for the provincial and federal governments to take immediate and targeted action to help solve the crisis around homelessness and mental health.

THEREFORE BE IT RESOLVED that Council for the Town of Mono calls on the provincial and federal governments to commit to immediate action to solve the humanitarian crisis that Ontario is facing as the numbers of unhoused individuals and those suffering with mental heath and addictions grows exponentially;

AND THAT the province officially makes homelessness a health priority;

AND THAT the Premier of Ontario appoint a responsible minister and ministry with appropriate funding and powers to act as a single point of contact to address the full spectrum of housing needs as well as mental health, addictions and wrap around supports;

AND THAT the provincial government strike a task force with broad sector representatives including municipalities, regions, healthcare, first responders, community services, the business

community and the tourism industry to develop a made in Ontario action plan to ensure that solutions can be implemented quickly and effectively to tackle this crisis;

AND THAT the provincial government provide the adequate, sufficient and sustainable funding to ensure that municipalities have the tools and resources to support individuals suffering with mental health and addictions, including unhoused people and those from vulnerable populations that may be disproportionately impacted.

"Carried"

Respectfully,

Fred Simpson Clerk

Copy: Hon. Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada

Hon. Kyle Seeback, MP Dufferin-Caledon

Hon. Doug Ford, Premier of Ontario

Hon. Sylvia Jones, Deputy Premier and Minister of Health

Hon. Paul Calandra, Minister of Municipal Affairs and Housing

Hon. Michael Parsa, Minister of Children, Community and Social Services

Hon. Michael Tibollo, Associate Minister of Mental Health and Addictions

Dufferin Municipalities

Association of Municipalities of Ontario

P: 519.941.3599 F: 519.941.9490 E: info@townofmono.com
W: townofmono.com

347209 Mono Centre Road Mono, ON L9W 6S3





Sent via email: attorneygeneral@ontario.ca

October 30, 2024

Honourable Doug Downey Attorney General 720 Bay Street, 11th Floor Toronto, ON M7A 2S9

Honourable Mr. Downey,

You will recall the Town of Mono delegated to you at last year's AMO meeting in London (see attached). On October 19, 2023 I followed up with a letter and you responded on December 18 (both also attached). The key issues raised were as follows:

POA fines that have lost any real deterrent value due to not having been increased in 30 years or more. We estimate that 54% of all HTA fines fall into this category. Likewise, fines for infractions of municipal by-laws are woefully inadequate. In many instances these fines don't even cover the cost of prosecution.

Your December letter described the process of establishing set fines as follows:

"As set out in the Courts of Justice Act, the value of a set fine under the POA is established by order of the Chief Justice of the Ontario Court of Justice. The ministry responsible for the act or regulation that establishes the offence is also responsible for identifying an appropriate set fine for the offence. Once a set fine has been identified, based on specific and general deterrence principles, the applicable ministry would seek a set fine order from the Chief Justice. It is the Chief Justice that determines whether to issue the requested set fine order."

There are several problems with this. First, ministries are clearly not identifying appropriate set fines based on specific and general deterrence principles if, for example, over half the fines in the case of MTO have remained stagnant for 30 years or more, losing 50% of their original deterrence value. My efforts to get MTO to recognize this and commit to doing something have thus far fallen on deaf ears.

Second, municipalities are totally at the mercy of a broken process whereby they must apply to the OCJ's Regional Senior Judge to establish fines for by-law infractions. By-law fines in many instances are woefully inadequate from the standpoint of specific and general deterrence and often do not even cover the cost of prosecution. There is no methodical or consistent process for review and approval of these fines.

The situation is actually worse than just described when considering the amount of POA fines in default. In 2011, the total amount of POA fines in default was pegged at \$1 billion. A recent Ontario Court of Justice report indicated this amount now stood at just over \$4 billion but for reasons yet to be explained, this report was taken down from their website.

It brings the whole system of Provincial Offence justice into disrepute when fines are ignored, people continue to drive suspended for unpaid fines, and no serious efforts are made to correct this situation by the Province. Other Provinces recover unpaid fines through garnishment agreements with the Federal Government. Why don't we? These are monies owing to municipalities that are badly needed to offset policing and by-law enforcement costs. OPP costs for 329 municipalities have just increased by as much as 40%. In Mono, we are facing a 20.7% increase in OPP costs. It is outrageous that local taxpayers are expected to pick up these costs when so much uncollected fine revenue is simply left on the table.

Finally, the issue we discussed about the dire need to give POA courts the authority not only to fine upon conviction but to actually order remediation. This is particularly important in cases of Property Standards matters and other by-law infractions, especially ones involving the proliferation of illegal transport trailer yards.

You offered to refer this issue to the Ministry of Municipal Affairs and Housing. We've heard nothing from that Ministry. The better reference would be to the Chief of the Ontario Court of Justice who could potentially expand Justices of the Peace jurisdiction to order remediation with an appropriate avenue for appeal. The best we can now hope for is a POA conviction with an inadequate fine; potentially not even paid.

While there could also be a Probation Order, they are rare and a conviction for a breach only results in a \$1,000 fine and possibly custodial time. In 15 years on the Bench, I can't recall a single instance of these consequences occurring. To get remediation we are forced into Superior Court, something that is expensive and time consuming for all concerned.

Minister Downey, I hope you and your Government will attend to these issues. Municipalities are being hit with huge increases in policing costs along with the frustration of a broken POA court process that thwarts our efforts to get compliance with our by-laws. There are simple solutions that cost the Province absolutely nothing. Please take action.

Yours truly,

John E Creelman

Mayor, Town of Mono

John E. Crelinan

P: 519.941.3599 F: 519.941.9490 E: info@townofmono.com
W: townofmono.com

347209 Mono Centre Road Mono, ON L9W 6S3

Delegation to the Honourable Doug Downey Attorney General of Ontario By John Creelman, Mayor of the Town of Mono

August 21, 2023 AMO Conference, London Ontario

Introduction:

This presentation is informed by my nearly 17 years on municipal councils and 15 years as a Justice of the Peace. I served 6 of those 15 years as Regional Senior Justice of the Peace for Central West judicial district.

Context of this presentation:

Provincial Offence issues have not received the attention they deserve since POA was transferred to municipalities from the Province around 23 years ago. This despite the fact that people will have greater interaction with the POA system than the Criminal system. According to 2020 statistics, the ratio of POA charges to Criminal charges is 8 to 1.

The efficiency, effectiveness and fairness of the POA system informs most peoples' impression of the justice system. If it's not efficient, effective or fair, a significant portion of system of justice in Ontario is potentially brought into disrepute.

What we know about POA?

First, it is starved of judicial resources due to the justifiable priority given to OCJ criminal assignments.

POA court closures however have become chronic, cases have been withdrawn in the thousands and time to trial pushes up to and often exceeds the *Jordan* requirement.

Finally, the pace of Justice of the Peace appointments and especially training also plays a huge role in the under-resourcing of POA courts.

While we are told the situation is improving, all of the problems described above have proven to be cyclical. Things must be done to break the cycle.

How Backlog can be addressed immediately:

A simple and elegant solution is to lift the pension cap for retired *per diem* Justices of the Peace to preside exclusively in POA courts to clear backlog. At last count there were over 60. This has been suggested before but stymied by senior levels of the Court. It was actually done however for *per diem* Judges but just not for Justices of the Peace.

Fines and process frozen in time:

Basic fines for speeding, representing over 54% of all HTA charges have not increased for decades, possibly 30 years or more. Over the same time, the value of a dollar in fines has decreased by almost 50% while the cost of operating POA has better than doubled. For municipalities dependant on POA revenue to fund the system let alone assist with local police costs, this situation is unsustainable.

The issue of fines and deterrence is further complicated by the antiquated notion fines are set by the OCJ Chief Justice or designate. There is no accountability here.

For example, municipalities looking for deterrence through fines for breach of their By laws are at the whim of Regional Senior Justices (now designated by the OCJ Chief) who are almost totally focused on proportionality as opposed to deterrence. \$500 fines, not increased in years, are seen at best as a slap on the wrist or the price of doing business.

Lack of tools available to POA courts:

Worse than meaningless fines upon conviction is the inability of a POA court to impose meaningful Orders to rectify the issue that triggered the charges in the first place.

Probation Orders, for example, are rarely requested by the Crown upon conviction and in 15 years as a Justice of the Peace, I never heard of a situation where someone was charged or convicted of breaching a POA Probation Order, something that could result in custodial time - a significant penalty under the POA.

Unlike the Superior Court of Justice, a POA Court cannot order, for example, a cleanup of a property in the wake of a conviction under a Property or Community Standards By law. This is wrong and forces municipalities to make separate applications to the SCJ for such Orders. This is costly, time-consuming and wastes valuable court time *The trier of fact should have the power to order restitution subject to appeal*.

Unpaid POA Fines:

This is a huge problem and one that threatens the integrity of the POA system.

As far back as 2011 an excellent white paper produced by the Ontario Association of Police Services Boards estimated there were \$1 billion in unpaid fines - http://oapsb.ca/wp-content/uploads/2021/05/OAPSB-POA-WHITE-PAPER-FINAL-1-Nov-2011.pdf

This paper is as relevant today as it was 12 years ago. If anything, the situation described has gotten worst with few of the OAPSB's recommendations being acted upon.

In 2011 the OAPSB revealed that 91% of outstanding fines were owed by Ontario residents. One third of the amount is attributable to HTA charges while another third stems from convictions under the *Compulsory Auto Insurance Act*.

In Dufferin it has been estimated that outstanding fines amount to \$4.5 million. To make matters worse, the system is now being 'gamed' by people who pay only those outstanding fines necessary to reinstate their licence while ignoring others.

This is not just an issue for municipalities who lack effective tools to collect fines. It impacts the Province unable to realize potentially \$200 million or more in victim surcharge monies.

This situation is unsustainable and calls the administration of justice into disrepute. Current means of collecting unpaid fines are not working and all have deficiencies.

Ontario needs to join with provinces (e.g. Alberta, Nova Scotia) who have negotiated the power to garnish federal income tax returns and other federal payments for non-payment of fines.

Administrative Monetary Penalties:

AMPs are appropriate for such things as Part II offences, Red Light Camera charges, Automated Speed Enforcement and many municipal By laws. The more matters dealt with through AMPs, the greater the relief to POA courts. There are however two big impediments to greater use of AMPs.

First is the complexity of Regulations governing AMPs. They need to be simplified and streamlined.

Second is the absence of infrastructures to administer AMPs. The City of Toronto has created one but it makes little sense to replicate administrative bureaucracy over and over again as municipalities adopt AMPs.

Along with addressing the 'red tape' associated with AMP Regulations, the Province may want to assist with the collection process.

Automated Speed Enforcement and why it should matter to MAG:

Another issue of concern is the inability to apply Automated Speed Enforcement technology on 80 kmh roads and without declaring Community Safety Zones were they are totally unwarranted.

While more appropriately addressed to MTO, I think this issue should be of interest and concern to MAG.

Greater use of ASE will be a deterrence to reckless speeding. That ASE is tie to Community Safety Zones is problematic for several reasons:

First, requiring CSZs simply to utilize ASE is totally arbitrary and makes a mockery of why CSZs were created in the first place.

Second, speeding charges in CSZs result in double fines, something municipalities are not seeking in order to implement ASE.

No 'red tape' or strings attached Automated Speed Enforcement will permit better utilization of police resources and create some revenue (not much as it's expensive to implement and operate) to offset increasing policing costs.

Finally if ASE is done in conjunction with AMPs, a great many matters can be diverted away from the POA stream.

Going forward:

Hopefully it is clear that POA needs a great deal of attention and creative problem solving.

There are many involved in this issue - the judiciary, MAG, municipalities and other stakeholders all having similar or sometimes different perspectives. Everyone needs to be engaged in a process to find better ways of doing things and finding solutions to real problems.

What is described in this document will not sort itself out on its own. Whether it is a Task Force or a POA Justice Summit or some other mechanism, something needs to be done...

Respectively submitted

John Creelman





October 19, 2023

Honourable Doug Downey Attorney General of Ontario McMurtry-Scott Building 720 Bay Street, 11th Floor Toronto, ON M7A 2S9

Dear Attorney General,

I would again like to thank you for the opportunity of meeting at this year's AMO meeting in London. I am following up; specifically, on the issues of stagnant POA Set Fines including the way they are established and the lack of tools available to POA courts, both problems addressed among others in my presentation to you and your officials.

POA Set Fines

I pointed out in my presentation that basic HTA speeding fines, representing 54% of all HTA offences, have remained unchanged in 30 or more years. Over that time, inflation has eroded the dollar value of POA fines by nearly 50% while court and policing costs have increased exponentially. The situation is unsustainable. Of greater concern is these and other POA fines no longer have a deterrence value.

The process of setting all fines is not straightforward and needs to be reviewed. The principle of deterrence seems to be losing out to other factors. Fines are reviewed without reference to the last time they were increased, what they are in other municipalities within a given Region or beyond. This is a problem and needs immediate attention.

Lack of tools available to POA courts

Mono and other municipalities remain frustrated with the inability to get meaningful outcomes from POA courts. Court process takes time, by-law fines are ridiculously low and often seen simply as the price of doing business; if paid at all.

POA courts are powerless to order injunctions against an on-going offence or, upon conviction, make cleanup and restitution orders. Even the Niagara Escarpment Commission has greater powers of restitution.

Absent POA authority, we are forced to make separate applications to the SCJ with all the attendant delay and cost. This is unacceptable. The trier of fact in the first instance should have the authority to do more than impose meaningless fines.

Mr. Attorney General, I chose these issues from amongst others previous raise with you to emphasize that Mono takes the enforcement of by-laws and the HTA seriously. Municipal by-laws and the HTA are openly flouted due to the perception we lack appropriate enforcement tools and fines. We are not in a position to fix these problems; but, I am prepared to work with your ministry to address them.

Yours truly,

John E. Creelman

Mayor

Copy: Hon. Sylvia Jones, Deputy Premier and MPP Dufferin-Caledon

Association of Municipalities of Ontario

All Dufferin municipalities

Town of Mono Schedule A Council Session 1-2024



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Our Reference #: M-2023-9043

December 18, 2023

His Worship John Creelman Mayor Town of Mono

Email: <u>info@townofmono.com</u>

Dear Mayor Creelman:

It was a pleasure meeting with you at this year's Association of Municipalities of Ontario (AMO) annual general meeting and conference. Thank you for your letter sharing your thoughts and suggestions on set fines under the *Provincial Offences Act* (POA) and meaningful outcomes in POA courts.

As set out in the *Courts of Justice Act*, the value of a set fine under the POA is established by order of the Chief Justice of the Ontario Court of Justice. The ministry responsible for the act or regulation that establishes the offence is also responsible for identifying an appropriate set fine for the offence. Once a set fine has been identified, based on specific and general deterrence principles, the applicable ministry would seek a set fine order from the Chief Justice. It is the Chief Justice that determines whether to issue the requested set fine order. Set fine orders can be accessed here.

The Ministry of Transportation (MTO) is responsible for the *Highway Traffic Act* (HTA) and would be better suited to address your concerns regarding set fines for HTA offences. For your convenience, I have forwarded your inquiry to MTO for review.

Based on previous discussions, I understand that your letter may be referring to orders related to property standards. For your convenience, I have taken the liberty of forwarding your concerns to the Ministry of Municipal Affairs and Housing which is responsible for the changes to establish by-laws and enforcement related to property standards.

My ministry continues to work with municipalities to modernize the provincial offences court system as a key component of my ministry's strategy to improve access to justice, increase efficiencies and enhance POA court services. The perspectives and expertise of municipalities will be essential in ensuring that any changes made to introduce new processes are fair, effective, and meet the needs of Ontarians.

Once again, I thank you for your letter and your commitment to the administration of justice. We value and appreciate your feedback and will take it into consideration in the future.

Sincerely,

Doug Downey Attorney General

c: Ministry of Transportation
Ministry of Municipal Affairs and

Ministry of Municipal Affairs and Housing



Township of Puslinch

Puslinch, ON NOB 2J0

www.puslinch.ca

November 7, 2024

7404 Wellington Road 34

Hon. Paul Calandra Minister of Environment, Conversation and Parks

Conversation and Parks VIA EMAIL:

Paul.Calandra@pc.ola.org

Hon. Doug Ford Premier of Ontario VIA EMAIL:

premier@ontario.ca

Hon. Matthew Rae, MPP

VIA EMAIL:

Matthew.Rae@pc.ola.org

Minister of Agriculture, Food, and Agribusiness

VIA EMAIL:

Hon. Rob Flack

minister.omafra@ontario.ca

Hon. Ted Arnott, MPP

VIA EMAIL:

ted.arnottco@pc.ola.org

Barclay Nap

Wellington Federation of

Agriculture VIA EMAIL:

napbarclay@gmail.com

RE: Motion for the Protection of Agricultural Lands and Sustainable Development in Relation to Provincial Projects and Excess Soil Management Practices

Please be advised that Township of Puslinch Council, at its meeting held on October 23, 2024 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2024-378: Moved by Councillor Hurst and

Seconded by Councillor Sepulis

Whereas the provincial government is undertaking:

- a) significant road and underground projects over the next ten years which will generate significant excess soil to be managed and disposed; and
- b) studies of underground projects that if implemented will also generate significant excess soil: and



Whereas landfill sites across Ontario are already near capacity, necessitating amendments to legislation to allow certain quality soil to be disposed at excess soil reuse sites instead of being disposed of in landfills effective January 1, 2025; and

Whereas the Ministry of the Environment, Conservation and Parks (MECP) is currently under resourced and lacks the capacity to effectively manage the additional enforcement and oversight required for the relocation of excess soil; and

Whereas the responsibility to enforce and oversee excess soil regulations is being downloaded onto municipalities, which have limited enforcement capabilities and face the risk of significant costs being passed on to local taxpayers; and

Whereas contamination of existing soil and groundwater is a significant concern, particularly in rural municipalities with valuable agricultural lands and reliance on groundwater for its residents; and

Whereas agricultural lands must be prioritized equally with housing needs, roads and underground infrastructure; failure to adequately protect these lands could exacerbate the ongoing food crisis in Ontario; and

Whereas Ontario is not alone in navigating the challenges of sustainable development, and the United Nations provides guidance through its Sustainable Development Report, which includes goals focused on economic growth, infrastructure, sustainable communities, hunger, clean water and sanitation, climate action, and life on land; and

Whereas it is critical that governments consider the comprehensive impacts on all of these areas when conducting feasibility studies and implementing projects which generate excess soil; and

Whereas neglecting to account for the broader implications of projects may lead to negative outcomes;

Therefore Be It Resolved that the Council of the Township of Puslinch calls on the provincial government to:



- 1. Prioritize the protection of agricultural lands in the management of excess soil from roads and underground projects and in the planning and feasibility studies related to such projects.
- 2. Ensure that adequate resources are allocated to the MECP to support effective enforcement and oversight of excess soil regulations.
- 3. Collaborate with municipalities to provide necessary support and funding for enforcement activities related to excess soil management, minimizing financial burdens on local taxpayers.
- 4. Conduct a comprehensive impact assessment that considers all aspects of sustainable development, in alignment with the United Nations Sustainable Development Report, before proceeding with the traffic tunnel project and any further amendments to excess soil legislation; and

That the Township of Puslinch Council direct staff to send a copy of this resolution to the Minister of the Environment, Conservation and Parks; the Premier of Ontario; all Ontario municipalities; MPP Arnott; MPP Rae; the Wellington Federation of Agriculture; and OMAFRA requesting support for the protection of agricultural lands and sustainable development practices in Ontario.

CARRIED

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,

Justine Brotherston Municipal Clerk

CC: All Ontario Municipalities



THE CORPORATION OF THE TOWNSHIP OF PAPINEAU-CAMERON

4861 Highway 17, P.O. Box 630, Mattawa ON POH 1V0
Office: (705) 744-5610 • Fax: (705) 744-0434 • Garage: (705) 744-5072
Website: www.papineaucameron.ca

DATE:	November 12, 2024	RESOLUTION NUMBER: 2024- 3 28	
MOVED BY:	Sullant Belange	SECONDED BY: MCherice	
	Ontario is facing a significant affordable living accommodation	ordable housing crisis, with many residents struggling to	

AND WHEREAS the crisis of homelessness in Ontario continues to affect thousands of individuals and families, necessitating urgent and effective housing solutions;

AND WHEREAS the current Ontario Building Code contains regulations that may inadvertently hinder the development of affordable housing by imposing excessive costs and barriers on individuals and developers;

AND WHEREAS current building code regulations may restrict the development of innovative housing solutions designed to address the needs of homeless individuals and families;

AND WHEREAS an increase in affordable housing units is essential to promote economic stability, community well-being, and social equity within Ontario;

AND WHEREAS providing pre-approved affordable housing plans can streamline the construction process, reduce costs, and facilitate quicker access to housing for those in need;

THAT the Council of Papineau-Cameron Township hereby calls on the Ontario government to amend the Ontario Building Code to include provisions for pre-approved affordable housing plans specifically aimed at supporting low income and homeless individuals, including:

- 1. Standardized Designs: Creating a set of pre-approved housing designs that meet safety and quality standards while being cost-effective and quick to construct.
- 2. Flexible Design Standards: Allowing for innovative building designs and materials that meet affordability criteria while ensuring safety and livability.
- 3. Community Integration: Ensuring that these housing designs can be integrated into existing neighborhoods in a way that respects community character and promotes acceptance.
- 4. Support for Diverse Models: Including options for various types of housing, such as tiny homes, modular units, and converted shipping containers, to cater to different needs and preferences.

AND FURTHER THAT the Council of Papineau-Cameron Township encourages the Ontario government to engage with stakeholders, including architects, housing advocates, and service providers, to develop these pre-approved plans that effectively address the needs of low income and homeless individuals;

AND FURTHER THAT this resolution be provided to the Hon. Doug Ford, Premier of Ontario, Hon. Paul Calandra, Minister of Municipal Affairs and Housing, Hon. Michael Parsa, Minister of Children, Community and Social Services, Hon. Victor Fedeli, Chair of Cabinet, Minister of Economic Development, Job Creation and Trade, Association Municipalities of Ontario, Ontario Building Officials Association, Municipalities of Ontario.

CARRIED: Recut Carried NOT CARRIED:	COPY
(Mayor)	(Mayor)
Recorded Vote (Upon Request of Councillor) Section 246 (1) Municipal Act

RECORDED DIVISION VOTE	YES Signature	NO Signature	ABSTAIN Signature
Mayor Robert Corriveau			
Deputy Mayor Shelley Belanger			
Councillor Keith Dillabough			
Councillor Jason Bélanger			
Councillor Mélanie Chenier			



The Corporation of the Township of Mulmur

By-Law No. - 2024

Being a by-law to provide for the levy and collection of interim rates or levies for the Township of Mulmur for the year 2025

Whereas section 317(1) of the *Municipal Act*, 2001, c.25, as amended provides that a local municipality may, before the adoption of the estimates for the year under section 290, map pass a by-law levying amounts on the assessment of property in the local municipality rateable for local municipality purposes;

And whereas section 317(2) allows for a by-law to be passed in November or December of the previous year if the by-law provides that it does not come into force until a specified day in the following year;

And whereas section 317(3) requires amounts to be levied on a property to not exceed the prescribed percentage, or 50 per cent if no percentage is prescribed, of the total amount of taxes for municipal and school purposes levied on the property for the previous year.

Now therefore the Council of the Corporation of the Township of Mulmur hereby enacts as follows:

- 1. That the Interim Tax Levy for 2025 shall equal but not exceed fifty per cent of the total taxes levied in 202 for that class as adjusted, including annualized supplementary tax amounts.
- 2. That the taxes shall be payable in two instalments as follows for all property classes:
 - a) February 19, 2025
 - b) May 21, 2025

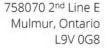
The referenced due dates shall not apply where a schedule of monthly payments has been set up to the satisfaction of the Treasurer.

- 3. That any instalment or any part of any instalment of rates, taxes and assessments not paid on the due date, a penalty shall be added of one and one quarter per cent (1.25%) on the first day of default and on the first day of each calendar month thereafter in which default continues, as set out in the *Municipal Act*, 2001.
- 4. That the Treasurer is hereby authorized to mail or cause to be mailed the notice specifying the amount of taxes payable by any person liable for taxes, to the address

That taxes are payable at the Township of M East, Mulmur, Ontario L9V 0G8.	ulmur Municipal Office, 758070 2 nd Line
Passed this 4th day of December, 2024.	
Janter Horner, Mayor	Roseann Knechtel, Clerk

or place of business of the person or persons to whom such notice is required to be

given.





December 4, 2024

Local (705) 466-3341
Toll Free from 519 only (866) 472-0417
Fax (705) 466-2922

INFORMATION

Appointment of Auditor

The municipality is required to appoint an external auditor to independently review the accounts and transactions and express an opinion on the financial statements, assess the effectiveness of internal controls and perform any duties required by the municipality. The appointment of auditors for a term of five years will provide stability and allow for long-term planning in the municipality's financial oversight, ensuring that the chosen auditing firm or individual has a comprehensive understanding of the municipality's finances.

The selection of auditors was conducted in accordance with the Township's procurement by law.

The total cost for auditing services over the five-year term will be \$51,641 per year, with a projected total of \$258,205. This cost is within the municipality's allocated budget for audit services.

After thorough evaluation, it is recommended that the following firm(s) be appointed as municipal auditors for the term of five years:

KPMG LLP

Lead Auditor: Mattew Betik, Partner Term of Appointment: 2025 to 2029

This firm has demonstrated extensive experience in municipal auditing, a thorough understanding of local government accounting practices, and a commitment to high standards of professional integrity.

In accordance with section 296 of the *Municipal Act*, a by-law approving the appointment of municipal auditors is being presented for consideration.

Submitted by: Heather Boston, Director of Corporate Services/Treasurer

Approved by: Tracey Atkinson, CAO



The Corporation of the Township of Mulmur

By-law No. XX - 2024

Being a bylaw to appoint the firm of KPMG LLP as the municipal auditor for the 2025 to 2029 fiscal years inclusive

Whereas section 296(1) of the *Municipal Act*, 2001, provides that a municipality shall appoint an auditor licensed under the *Public Accounting Act*, 2004 who is responsible for:

- a) Annually auditing the accounts and transactions of the municipality and its local boards and expressing an opinion on the financial statements of these bodies based on the audit; and
- b) Performing duties required by the municipality or local board

And whereas section 296(3) of the *Municipal Act, 2001* provides that an auditor of the municipality shall not be appointed for a term exceeding five years.

Now therefore the Council of the Corporation of the Township of Mulmur hereby enacts as follows:

- 1. KPMG LLP be appointed as the Township auditors for the 2025 to 2029 fiscal years inclusive;
- 2. KPMG LLP shall audit the accounts and transactions of the Corporation of the Township of Mulmur, the Mulmur Melancthon Fire Board, the Rosemont District Fire Board and of every local board of the Corporation.

Passed this 4th day of December, 2024.	
Janter Horner, Mayor	Roseann Knechtel, Clerk



The Corporation of the Township of Mulmur

By-law No. - 2024

Being a by-law to confirm the proceedings of the Council of the Corporation of the Township of Mulmur for December 4, 2024

Whereas Section 5(1) of the *Municipal Act*, 2001, as amended, provides that the powers of a municipality shall be exercised by Council;

And whereas Section 5 (3) of the *Municipal Act*, 2001, as amended, provides that municipal powers shall be exercised by by-law;

Now therefore the Council of the Corporation of the Township of Mulmur hereby enacts as follows:

- All actions of the Council and Committees of Council of the Corporation of the Township
 of Mulmur for the aforementioned date in respect to every report, motion, by-law or other
 action passed and taken by Council or Committees of Council, including the exercise of
 natural person powers, are hereby adopted, ratified and confirmed by its separate bylaw.
- 2. The Mayor of the Township and the proper officers of the Corporation of the Township of Mulmur are hereby authorized and directed to do all things necessary to give effect to the said action, to obtain approvals where required and except where otherwise provided, to execute all documents necessary in that behalf.

Passed on this 4 th day of December 2024.	
Janet Horner. Mayor	Roseann Knechtel. Clerk