

Corporation of the Township of Strong

## **2013 Asset Management Plan For Roads and Bridges**

**Prepared by:**

AECOM

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**Project Number:**

60288798

**Date:**

December, 2013

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December 23, 2013

**Ms. Linda Maurer,**  
Township of Strong  
P. O. Box 1120  
1713 Highway 11 South  
SUNDRIDGE, Ontario.  
POA 1Z0

Dear Ms. Maurer:

**Project No:** 60288798  
**Regarding:** 2013 Asset Management Plan  
For Roads and Bridges

We are pleased to provide herein an Asset Management Plan for Roads, Bridges and Large Culverts, covering the 10 year period from 2014 through 2023.

The plan has been developed in a format documented in the Ministry of Infrastructure "Guide for Municipal Asset Management Plans".

We thank you for your input into the plan and trust it will assist the Township of Strong in maintaining their assets at an acceptable level and at a reasonable cost.

Sincerely,  
**AECOM Canada Ltd.**



G. A. Crosby  
Project Manager  
gord.crosby@aecom.com

GAC:wh  
Encl.

## Distribution List


# of Hard Copies	PDF Required	Association / Company Name
8	1	Township of Strong

## Revision Log

Revision #	Revised By	Date	Issue / Revision Description

## AECOM Signatures

Report Prepared By:



G. A. Crosby,  
Project Manager

## Executive Summary

The Asset Management Plan presented in this document is for roads and bridges. The Township of Strong currently maintains the following related assets:

- |                      |          |
|----------------------|----------|
| 1. Municipal Roads   | 144.9 km |
| 2. Municipal Bridges | 8 Each   |

A comprehensive inventory of the Township's bridges was carried out in 2012. A comprehensive inventory of the Township's roads was carried out in 2013. Summaries of the inspections describes the current condition rating of the assets using industry accepted methods. Also included is the estimated cost to correct any deficiencies noted in the system during physical inspections.

The value of current identified needs for the assets is as follows:

1. Identified Road Needs	\$4,486,660.00
2. Identified Bridge Needs	<u>313,500.00</u>
Total Value of Current Needs	\$4,800,160.00

The Township currently budgets approximately \$1,000,000.00 per year for road and bridge expenditures. Of this total, approximately \$700,000.00 is spent on maintenance activities and \$300,000.00 for renewal and rehabilitation activities. Renewal and rehabilitation projects are those activities directly related to maintaining the condition of assets.

In order to address needs it is necessary to establish acceptable levels of service for the system. The Municipality is comfortable with the present day levels of service being offered which are tied directly to affordability under the existing municipal tax base. Roads and structures are maintained in a safe, user friendly condition with a minimum of complaints from the motoring public.

The plan has developed a list of measurable strategies that may be applied to measure progress. The main strategy is to make appropriate expenditures at the appropriate times to preserve assets, extend their life and reduce future costs. This strategy can be realized through continued monitoring to determine where changes need to be made to accomplish the goals of the plan.

The Township has a limited tax base and many competing demands from that base. Council strives to deliver services keeping the tax base at a comfortable level for its inhabitants. The ten (10) year management plan contained in this document is designed to make the best use of current expenditures. The plan has built in an annual inflation rate of 2%. By strategically spending funds where it will produce the best results, condition of the road and structure systems will improve over the 10 year period of the plan.

The Provincial and Federal governments have provided extensive assistance to local municipalities over the past decade. It is hoped that this assistance will continue as it is the sole source of funding for small municipalities to address major infrastructure needs.

This document has been made possible with the support of the Ontario Ministry of Agriculture, Food and Rural Affairs. The views expressed in this report are the views of the Township of Strong and do not necessarily reflect the views of the Ontario Ministry of Agriculture, Food and Rural Affairs.

The Township of Strong intends to monitor activities on an on-going basis to determine the best use of its spending to maintain and improve their assets.

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# 1. Introduction

Asset management planning is the process of making the best possible decisions regarding the building, operating, maintaining, renewing, replacing and disposing of infrastructure assets. The objective is to maximize benefits, manage risk, and provide satisfactory levels of service to the public in a sustainable manner. Asset management requires a thorough understanding of the characteristics and condition of infrastructure assets, as well as the service levels expected from them. It also involves setting strategic priorities to optimize decision-making about when and how to proceed with investments. It requires the development of a financial plan, which is the most critical step in putting the plan into action.

Because it takes a long-term perspective, good asset management can maximize the benefits provided by infrastructure. It also affords the opportunity to achieve cost savings by spotting deterioration early on and taking action to rehabilitate or review the asset. Good asset management results in informed and strategically sound decisions that optimize investments, better manage risk – including the risk of infrastructure failure.

Strong Township is located in the Parry Sound District. The Township surrounds but does not include the Village of Sundridge. The Township had a population of 1,341 in the Canada 2011 Census. The Township surrounds Lake Bernard, which is claimed to be the world's largest freshwater lake without an island. The lake is the most important asset. It attracts people in all seasons for swimming, fishing, sailing, canoeing, skating and many other sports. It provides photographers and artists with endless hours of recreation.

The assets included in this plan are Roads and Bridges. Roads and their associated bridges are often seen as a reflection of the municipality. Improving the condition of roads, especially in those areas where the Township is intending on attracting investment, is important to the success of economic development activities being undertaken by the Township.

The Asset Management Plan covers a period of 10 years from 2014 to 2023. Using the spread sheets and documents contained herein, the information may be updated as improvements and changes are made. An over-all update of the plan will be initiated on a four (4) year basis coinciding with the Term of Council.

The plan was developed from current information as follows:

1. A Road Needs Update completed in 2013 by AECOM Canada Limited.
2. A Biennial Municipal Structure Inventory completed by D. M. Wills Associates Limited in 2012.

The plan was assembled by AECOM Canada Limited with input from the Roads Superintendent and Clerk/Treasurer. It was created within the guidelines of the Ministry of Infrastructure – Building Together: Guide for Municipal Asset Management Plans.

As the process outlined herein evolves, and staff becomes aware of the value of the plan, newer and better means of preserving assets will be adopted and incorporated into future planning.

## 2. State of Local Infrastructure

### 2.1 Roads

The Township of Strong maintains 144.9 km of local public roads as follows:

(a) Hot Mix Paved Roads	7.5 km
(b) Surface Treated Roads	32.5 km
(c) Loose Top Roads (Gravel Surface)	<u>104.9 km</u>
Total:	144.9 km

The Township carried out a Road Needs Study in 2013 to determine the current condition of their road system. The roads were evaluated using the procedures outlined in the Methods and Inventory Manual for Road Management Plans for Small, Lower Tier Municipalities which was produced by the Ministry of Transportation in 1987. This manual was designed as a simple way to assess roads and develop long range planning for rehabilitation and reconstruction.

A visual inspection of all of the roads was carried out and focussed on the following attributes:

- Drainage
- Structural Adequacy
- Surface Type
- Surface Condition
- Widths
- Perceived Needs.

Bench Mark costs were established for various types of improvements identified based on current 2013 unit rates as follows:

• Ditching	\$10,000.00 per km
• Pulverizing	\$6,000.00 per km
• Granular A resurfacing	*\$7,000.00 to \$28,000.00 per km
• Double Surface Treatment	\$40,000.00 per km
• Single Surface Treatment	\$20,000.00 per km

\* Depending on width and depth

The unit costs were applied to each road section to determine the 2013 value of needs identified.

A summary of the entire road system and current value of needs is included in Appendix A. The value of needs identified in the study over the next ten years is \$4,486,660.00.

The road system is considered to be in fair to good condition.

### 2.2 Bridges

An inventory and structural review of the Township's bridges was carried out in 2012. The Township maintains eight (8) bridge structures.



Generally, the Township bridges are in good condition. The following is a summary of the bridges:

- Bridge No. 5 on Muskoka Road is scheduled for replacement in 2014 under Municipal Infrastructure Investment Initiative Funding
- Bridge No. 3 on Brookside road has a load restriction of 20 tonnes
- For the remainder of the structures, some maintenance needs are identified such as:
  - Concrete repairs
  - Crack repairs
  - Crack repairs in wingwalls
  - Guiderail maintenance
  - Railing improvements
  - Timber deck replacement, Bridge 6, Sterling Creek.

A summary of the Bridge needs and the proposed ten (10) year management plan is included in Appendix B. The value of bridge needs identified is \$313,500.00.

### **3. Desired Levels of Service**

Roadways in the Township of Strong are in fair condition. There is an accumulated backlog of work to bring the roads to an improved condition. The system is performing satisfactorily in its present condition, however, with a minimum of complaints from the motoring public.

An effort is being made to address current needs and upgrade the system in a cost efficient manner under present day funding levels. The resultant goals are:

- Roads – Provide an efficient, cost effective, safe, accessible transportation network that is capable of serving the local community and visitors.
- Bridges – Provide a reliable, efficient, safe and environmentally responsible system with economic efficiency.

External trends that may affect the expected levels of service are:

- Natural phenomena such as extreme weather events or other emergencies.
- A sudden increase in development putting higher demands on adjacent areas of the roadways.

Up to the present time there have been no measurable targets or time frames to achieve goals. For the most part, targets were measured by the number of public complaints received and the need to control tax levels in the community.

The process used in determining the existing condition of road assets has a built-in rating system to measure performance. It is very simple and rates the roads according to various attributes on a scale of 1 to 10. An average rating of 5 or lower indicates a system in need of upgrading. An average rating above 5 indicates a reasonably good road system. The calculated rating for the over-all condition of the road network at the beginning of this Plan is 5.8 indicating that existing levels of service are producing favourable results.

The ten year management program included in this document is intended to:

- Direct expenditures at appropriate times to preserve infrastructure
- As a minimum, maintain infrastructure in its present condition

- As a maximum, improve the condition of infrastructure over the 10 year period
- Provide measurable targets to monitor the effectiveness of the proposed program
- Provide sufficient information to allow staff and council to make changes to the plan for the better management of their assets.

## **4. Asset Management Strategy**

The purpose of the asset management strategy is to provide an acceptable level of service in a sustainable way while managing risk.

### **4.1 Existing Strategies**

At the present time the roads and bridges are maintained under the following strategies:

- Minimum Maintenance Standards are applied to the road system in accordance with Ontario Regulation 239/02
- Bridges are inspected every two years by a professional engineer as required under Ontario Legislation
- Major road needs updates have been conducted on a five year cycle
- Special needs are addressed at the time of occurrence
- Special funding opportunities are taken advantage of when they are available.

Structure and road studies provide a basis for prioritizing work needed. For the most part, improvements are based on the availability of funding through a reasonable property tax assessment.

### **4.2 Planned Strategies**

#### **4.2.1 Maintenance Strategy**

Maintenance items, such as snow plowing, sanding, grading, etc., are moving targets and are dependent on many factors such as the weather. These items will continue to be addressed as they are needed and make up a high percentage of the over-all roads budget. These maintenance items make the roads safer and comfortable for the travelling public but do not contribute significantly to the maintenance or improvement in condition ratings. Standard maintenance activities will be carried out as follows:

- The Municipality will continue to provide maintenance services on a required basis to keep the roads safe
- They will continue to follow and exceed the Minimum Maintenance Standards as legislated in Ontario Regulation 239/02
- Bridge structures will continue to be inspected by a professional engineer on a biennial basis.

#### **4.2.2 Management Strategy**

The ten (10) year management plans contained herein are intended to maintain or improve the condition of assets by making appropriate expenditures at the appropriate times to preserve them and reduce future costs. A modest increase in traditional spending is reflected in the attached plan. The following is a summary of actions that will enhance the plan.

- Preserve/restore road surfaces with overlays to eliminate deficiencies and the need for future costly repairs and reconstruction. As hard top roads age they deteriorate with break-up, cracking, patching, wheel rutting, loss of

cross section, etc. Application of overlays at the appropriate time will alleviate the deterioration and extend the life of the road.

- Apply a single surface treatment to hard topped roads on a seven (7) year cycle.
- Resurface gravel roads on a five (5) year cycle.
- Monitor activities to determine when changes to the plan are required.
- Update information on an annual basis.
- Conduct a major review and update the plan on a four (4) year cycle, coinciding with the Term of Council.
- Return some hard top roads to gravel surfaces. In the past, gravel roads received a hard top surface in an effort to reduce the amount of equipment (graders) to maintain them and to reduce dust nuisance costs. The cost to maintain hard top roads, however, has become a financial burden. In some areas, lower volume roads are being turned back to gravel surfaces so a smoother, more user friendly service can be provided.
- Take advantage of funding opportunities from other levels of governments.
- Take advantage of funding opportunities from the private sector where there is an opportunity through development.
- Procurement of services through a competitive bid process to lower costs. Township By-Law 2011-17 is in place to dictate procurement policies and is included in Appendix E.

The risk of poor management is a deteriorating road system and in some cases failure. These risks can be mitigated by:

- Carrying out meaningful repairs at the appropriate times.
- Application of load restrictions.

Planned activities will achieve the following:

- Lower costs
- Extend the life of assets
- Apply renewal options at the appropriate times
- Schedule replacement activities.

It is not anticipated that the road system will require expansion in the foreseeable future.

## 5. Financing Strategy

The yearly expenditure for roads and bridges is approximately \$1,000,000.00 broken down as follows:

1. Maintenance Activities	\$ 700,000.00
2. Renewal/Rehabilitation Activities	<u>\$ 300,000.00</u>
Total	\$1,000,000.00

A road needs study carried out in 2013 identified the value of current road needs at \$4,486,660.00.

A study of the bridges carried out in 2012, identified needs at a value of \$313,500.00.

The total needs for roads and bridges at the beginning of the plan is therefore \$4,800,160.00.

The following revenue sources form the basis for road and bridge expenditures

1. General Taxes	\$ 900,000.00
2. Gas Tax	<u>\$ 100,000.00</u>
Total	\$1,000,000.00

The gas tax is not always allotted to road related expenditures. When it is not, 100% of the roads funding comes from general taxation.

A considerable backlog of needs has accumulated over the years. It is obvious that an increase in the budget is necessary to address the needs and maintain the road system in good repair.

The Township has a limited tax base and a multitude of demands from that base. It is felt that the current base is at a reasonable level for taxpayers and there is a hesitancy to raise taxes any higher. The present level of service for roads and bridges is considered adequate by Council. The system is in reasonably good condition with a minimum of complaints from the motoring public. Borrowing to address the accumulated needs is not financially feasible for the Township. Borrowing is a further burden on the taxpayers and is only contemplated when there is an emergency or when partnering is available from other levels of government to address major rehabilitation projects.

A ten (10) year management plan has been developed for roads and bridges and is included in Appendix C. The plan focuses on renewal/rehabilitation strategies as the direct link to maintaining asset conditions at an acceptable level. The plan has been produced with modest increase in budget and a yearly inflation rate of 2%. The plan is based on more documented renewal strategies than in the past. It is anticipated that the strategies employed in developing the plan will result in timely funding to preserve assets and improve their condition.

Tables and summaries provided in this document have been produced in a user friendly program which may be easily updated by municipal staff as work and changes are made. Annual monitoring of the plan will take place providing valuable information on its adequacy and the changes necessary to make it more effective in the future.

Plan adopted by Council

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk-Administrator

**APPENDIX A**

Overall Summary of the Road System  
and Current Needs

**THE TOWNSHIP OF STRONG  
SUMMARY OF CURRENT NEEDS  
JUNE 2013**

SECTION NO.	ROAD NAME	FROM	TO	KM. LENGTH	TRAFFIC RANGE	CONDITION RATING	SURFACE	ESTIMATED COST (\$)	REMARKS	SECTION NO.	PRIORITY
0010	Strong/Machar Boundary Rd.	Cheer Lake Road	Park Road South	1.63	200-399	7	LCB	\$32,600.00	SST - 1-5 YR.	0010	
0020	Strong/Machar Boundary Rd.	Park Road South	Uplands Road	3.72	200-399	5	LCB	\$275,280.00	Pulverize, 150mm Granular A, DST	0020	
0100	Strong/Joly Boundary Rd.	Peacock Road	175m North of Forest Lake Road	1.86	200-399	5	G/S	\$26,040.00	75mm Granular A	0100	
0105	Strong/Joly Boundary Rd.	Forest Lake Road	175m North of Forest Lake Road	0.18	200-399	6	LCB	\$3,600.00	SST - 1-5 YR.	0105	
0110	Peacock Road	Strong/Joly Boundary Rd.	Highway 124	0.62	200-399	5	G/S	\$11,780.00	100mm Granular A	0110	
0120	Brooks Lane	Peacock Road	South End	0.89	0-49	8	G/S	\$12,400.00	Granular Resurf. - 2012; 75mm Granular A	0120	
0130	Forest Lake Road	Strong/Joly Boundary Rd.	Inlet Creek Road	0.99	400-999	4	LCB	\$83,160.00	Ditching, Pulverize, 150mm Granular A, DST	0130	
0140	Forest Lake Road	Inlet Creek Road	Lakeshore Drive	1.29	400-999	3	LCB	\$108,360.00	Ditching, Pulverize, 150mm Granular A, DST	0140	
0150	Lakeshore Drive	Forest Lake Road	0.31 km South of Forest Lake Road	0.31	400-999	8	HCB	\$30,000.00		0150	
0160	Lakeshore Drive	0.31 km South of Forest Lake Road	Pevensey Road	1.12	400-999	8	LCB	\$22,400.00	SST - 2013	0160	
0170	Pevensey Road	Sunny Beach Road	Inlet Creek Road	0.66	200-399	4	LCB	\$39,600.00	Pulverize, 75mm Granular A, DST	0170	
0190	Old Ranch Road	Pevensey Road	Strong/Joly Boundary Rd.	0.86	0-49	3	G/S	\$7,740.00	Summer Only 75mm Granular A	0190	
0200	Inlet Creek Road	Pevensey Road	Forest Lake Road	1.66	50-199	8	G/S	\$23,240.00	75mm Granular A - 6-10 YR.	0200	
0210	Sterling Creek Road	North Horn Lake Road	West End	0.10	0-49	5	G/S	\$1,250.00	75mm Granular A	0210	
0220	Pevensey Road	Highway No. 11	Muskoka Road	1.18	50-199	5	G/S	\$0.00	MTO to Reconstruct at no Cost to Township	0220	
0230	Pevensey Road	Muskoka Road	2.8 km East	2.80	50-199	5	G/S	\$63,000.00	Ditching, 75mm Granular A	0230	
0240	Muskoka Road	Pevensey Road	South Lake Bernard Road	1.18	200-399	6	G/S	\$0.00	MTO to Reconstruct at no Cost to Township	0240	
0250	South Lake Bernard Road	Highway No. 11	Muskoka Road	0.10	0-49	4	LCB	\$2,080.00	Pulverize, 100mm Granular A	0250	
0260	North Horn Lake Road	Highway No. 11	Rodeo Road	1.20	200-399	8	G/S	\$16,800.00	75mm Granular A - 6-10 YR.	0260	
0270	Rodeo Road	South Horn Lake Road	North Horn Lake Road	1.53	200-399	5	G/S	\$36,720.00	Ditching, 75mm Granular A	0270	
0280	South Horn Lake Road	Magnetawan Boundary	Rodeo Road	1.16	50-199	6	G/S	\$16,240.00	75mm Granular A	0280	
0290	South Horn Lake Road	Rodeo Road	Armour Boundary	0.21	50-199	6	G/S	\$2,940.00	75mm Granular A	0290	
0300	Rodeo Road	North Horn Lake Road	North Horn Lake Road	0.86	50-199	6	G/S	\$12,040.00	75mm Granular A	0300	
0310	North Horn Lake Road	Rodeo Road	Magnetawan Boundary	1.64	50-199	5	G/S	\$39,360.00	Ditching, 75mm Granular A	0310	
0320	Rodeo Road	North Horn Lake Road	Black Creek Road	2.06	50-199	5	G/S	\$39,140.00	100mm Granular A	0320	
0330	Black Creek Road	Rodeo Road	West End	0.50	0-49	5	G/S	\$11,250.00	Ditching, 75mm Granular A	0330	
0340	Black Creek Road	Rodeo Road	Highway No. 11	1.00	50-199	10	HCB	\$0.00		0340	
0350	Rodeo Road	Black Creek Road	Brookside Road	2.37	50-199	4	G/S	\$68,730.00	Ditching, 100mm Granular A	0350	
0360	Brookside Road	Rodeo Road	Chapman Boundary	2.03	50-199	5	G/S	\$38,570.00	100mm Granular A	0360	

**THE TOWNSHIP OF STRONG  
SUMMARY OF CURRENT NEEDS  
JUNE 2013**

SECTION NO	ROAD NAME	FROM	TO	KM-LENGTH	TRAFFIC RANGE	CONDITION RATING	SURFACE	ESTIMATED COST (\$)	REMARKS	SECTION NO.	PRIORITY
0370	Strong/Chapman Road	Brookside Road	South End	1.06	50-199	5	G/S	\$14,840.00	100mm Granular A	0370	
0380	Strong/Chapman Road	Brookside Road	Bloomfield Road	2.01	50-199	3	G/S	\$70,350.00	Ditching, 150mm Granular A	0380	
0390	Bloomfield Road	Highway 124	Chapman Boundary	1.73	50-199	5	G/S	\$45,845.00	Ditching, 100mm Granular A	0390	
0400	Rodeo Road	Brookside Road	Highway 124	2.05	50-199	5	G/S	\$54,325.00	Ditching, 100mm Granular A	0400	
0410	Brookside Road	Rodeo Road	O'Brien Road	2.00	50-199	7	G/S	\$28,000.00	75mm Granular A	0410	
0420	O'Brien Road	Brookside Road	Highway 124	2.05	50-199	5	G/S	\$28,700.00	100mm Granular A	0420	
0430	Cottralls Road	Highway 124	Adams Road	1.55	50-199	9	G/S	\$21,700.00	75mm Granular A - 6-10 YR.	0430	
0440	Adams Road	Cottralls Road	Hornbrook Road	0.81	50-199	5	G/S	\$23,490.00	Ditching, 100mm Granular A	0440	
0450	Adams Road	Hornbrook Road	1.90 km West	1.90	0-49	5	G/S	\$55,100.00	Ditching, 100mm Granular A	0450	
0470	Hornbrook Road	Adams Road	Parkes Lane	2.03	50-199	4	G/S	\$56,840.00	150mm Granular A	0470	
0480	Parkes Lane	Hornbrook Road	West End	3.05	50-199	8	G/S	\$42,700.00	Gravel Resurf. - 2012	0480	
0490	Hornbrook Road	Parkes Lane	Machar Boundary	2.05	200-399	2	LCB	\$151,700.00	Pulverize, 150mm Granular A, DST	0490	
0500	Cheer Lake Road	Machar Boundary	South End	2.25	50-199	7	G/S	\$28,125.00	75mm Granular A	0500	
0505	Redmonds Road	Machar Boundary	0.38 km West	0.38	0-49	3	G/S	\$6,460.00	Ditching, 75mm Granular A	0505	
0510	Uplands Road	Machar Boundary	Parkes Lane	2.29	0-49	1	G/S	\$32,060.00	Summer Maint.; 75mm Granular A	0510	
0520	Hill Valley Road	Hornbrook Road	Uplands Road	1.65	50-199	3	LCB	\$122,100.00	Pulverize, 150mm Granular A, DST	0520	
0530	Hill Valley Road	Uplands Road	Albert Street North	2.22	50-199	4	LCB	\$164,280.00	Pulverize, 150mm Granular A, DST	0530	
0535	Hill Valley Road	Albert Street North	Albert Street South	0.20	50-199	10	HCB	\$0.00		0535	
0540	Pine Lane	Hill Valley Road	South End	0.69	0-49	6	G/S	\$7,245.00	75mm Granular A	0540	
0545	Albert Street	Hill Valley Road	0.40 km North	0.40	50-199	10	HCB	\$0.00		0545	
0550	Albert Street	0.40 km North of Hill Valley Road	Machar Boundary	1.52	50-199	8	G/S	\$19,000.00	Gravel Resurf. - 2012	0550	
0555	Mountain View Drive	Tower Road	Highway 124	2.30	400-999	10	HCB	\$0.00		0555	
0560	Tower Road	Machar Boundary	0.40 km South	0.40	200-399	10	HCB	\$0.00		0560	
0565	Tower Road	0.40 km South of Machar Boundary	Hill Valley Road	1.50	200-399	8	G/S	\$21,000.00	Gravel Resurf. - 2012	0565	
0570	Tower Road	Hill Valley Road	High Street	2.08	200-399	8	G/S	\$29,120.00	Gravel Resurf. - 2012	0570	
0580	High Street	Tower Road	Highway 124	0.39	50-199	9	G/S	\$4,095.00	Gravel Resurf. - 2012	0580	
0590	Stick and Stone Lane	High Street	North End	0.14	0-49	9	G/S	\$1,470.00	Gravel Resurf. - 2012	0590	
0600	Basso Road	Railway Tracks	East End	1.26	50-199	6	G/S	\$30,240.00	Ditching, 100mm Granular A	0600	
0610	Ronald Street	Cheryl Crescent	Basso Road	0.54	50-199	9	G/S	\$7,560.00	75mm Granular A - 6-10 YR.	0610	

**THE TOWNSHIP OF STRONG  
SUMMARY OF CURRENT NEEDS  
JUNE 2013**

SECTION NO.	ROAD NAME	FROM	TO	KM. LENGTH	TRAFFIC RANGE	CONDITION RATING	SURFACE	ESTIMATED COST (\$)	REMARKS	SECTION NO.	PRIORITY
0620	Cheryl Crescent	Forest Lake Road	Forest Lake Road	0.56	50-199	9	G/S	\$7,840.00	Gravel Resurf. - 2012	0620	
0630	Bernard Crescent	Forest Lake Road	Lakeshore Drive	0.68	50-199	8	G/S	\$8,500.00	Gravel Resurf. - 2012	0630	
0640	Evergreen Lane	Bernard Crescent	East End	0.09	50-199	8	G/S	\$1,125.00	Gravel Resurf. - 2012	0640	
0660	Bucko McDonald Drive	Forest Lake Road	South-East End	0.39	50-199	8	G/S	\$3,510.00	Gravel Resurf. - 2012	0660	
0680	Maylon Drive	Forest Lake Road	South End	0.60	50-199	8	G/S	\$6,300.00	Gravel Resurf. - 2012	0680	
0690	Forest Lake Road	Union Street	Lakeshore Drive	0.84	1000 +	7	G/S	\$23,590.00	150mm Granular A	0690	
0700	Union Street	Forest Lake Road	Highway 124	0.80	1000 +	7	HCB	\$39,000.00	Pulverize, 50mm HCB - 6-10 YR.	0700	
0710	Lakeshore Drive	Pevensey Road	0.17 km West	0.17	200-399	4	LCB	\$12,580.00	Pulverize, 150mm Granular A, DST	0710	
0720	Sunny Birch Road	Lakeshore Drive	0.15 km West	0.15	50-199	4	G/S	\$3,600.00	Ditching, 75mm Granular A	0720	
0730	Lakeshore Drive	0.17 km West of Pevensey Road	South Lake Bernard Road	0.62	200-399	8	LCB	\$12,400.00	SST - 1-5 YR.	0730	
0740	Lakeshore Drive	South Lake Bernard Road	Elizabeth Street	0.40	200-399	5	LCB	\$8,000.00	SST	0740	
0750	South Lake Bernard Road	Lakeshore Drive	Gilchrist Trail	2.93	50-199	6	G/S	\$77,645.00	Ditching, 100mm Granular A	0750	
0760	Gilchrist Trail	South Lake Bernard Road	Fee Intersection	0.74	0-49	4	LCB	\$18,500.00	Pulverize, 100mm Granular A	0760	
0770	Gilchrist Trail	South End	North End	0.54	0-49	4	LCB	\$13,500.00	Pulverize, 100mm Granular A	0770	
0780	South Lake Bernard Road	Gilchrist Trail	Flannigan Trail	1.83	50-199	7	G/S	\$25,620.00	75mm Granular A	0780	
0790	South Lake Bernard Road	Flannigan Trail	Pipes o Pan Lane	3.21	50-199	7	G/S	\$44,940.00	75mm Granular A	0790	
0800	South Lake Bernard Road	Pipes o Pan Lane	Crescent Road	1.09	200-399	9	LCB	\$21,000.00	SST - 2013	0800	
0820	South Lake Bernard Road	Crescent Road	High Rock Drive	0.46	200-399	9	LCB	\$9,200.00	SST - 2013	0820	
0830	South Lake Bernard Road	High Rock Drive	Muskoka Road	1.53	400-999	4	LCB	\$113,220.00	Pulverize, 150mm Granular A, DST	0830	
0840	Crescent Road	South Lake Bernard Road	West End	0.41	50-199	6	G/S	\$8,405.00	Ditching, 75mm Granular A	0840	
0850	High Rock Drive	South Lake Bernard Road	Birch Lane	1.69	400-999	2	LCB	\$58,160.00	Pulverize, 150mm Granular A	0850	
0870	Crescent Road	High Rock Drive	East End	0.18	0-49	6	G/S	\$3,690.00	Ditching, 75mm Granular A	0870	
0880	Birch Lane	High Rock Drive	The Point Trail	0.33	50-199	6	G/S	\$7,920.00	Ditching, 75mm Granular A	0880	
0890	Aspen Lane	Birch Lane	South End	0.21	0-49	6	G/S	\$4,305.00	Ditching, 75mm Granular A	0890	
0900	Birch Lane	Aspen Lane	West End	0.72	50-199	5	G/S	\$7,560.00	75mm Granular A	0900	
0910	The Point Trail	Birch Lane	West End	0.12	0-49	5	G/S	\$1,260.00	75mm Granular A	0910	
0920	High Rock Drive	Birch Lane	Bridge	0.90	400-999	6	LCB	\$58,500.00	Pulverize, 100mm Granular A, DST - 1-5 YR.	0920	
0940	High Rock Drive	Bridge	Turtle Rock Lane	2.30	400-999	8	G/S	\$0.00		0940	
0950	Turtle Rock Lane	High Rock Drive	East End	0.32	0-49	7	G/S	\$3,360.00	75mm Granular A - 1-5 YR.	0950	



**THE TOWNSHIP OF STRONG  
SUMMARY OF CURRENT NEEDS  
JUNE 2013**

SECTION NO.	ROAD NAME	FROM	TO	KM. LENGTH	TRAFFIC RANGE	CONDITION RATING	SURFACE	ESTIMATED COST (\$)	REMARKS	SECTION NO.	PRIORITY
0960	High Rock Drive	Turtle Rock Lane	Layalomi Drive	0.89	400-999	10	G/S	\$12,460.00	75mm Granular A - 6-10 YR.	0960	
0970	Layalomi Drive	High Rock Drive	South End	0.26	0-49	5	G/S	\$2,800.00	75mm Granular A	0970	
0980	High Rock Drive	Layalomi Drive	Albert Street	1.96	400-999	10	G/S	\$27,440.00	75mm Granular A - 6-10 YR.	0980	
0990	Albert Street	High Rock Drive	200m South of Sunset Drive	0.49	400-999	4	LCB	\$16,600.00	Pulverize, 150mm Granular A	0990	
1000	Albert Street	200m South of Sunset Drive	Sunset Drive	0.20	400-999	5	HCB	\$14,800.00	Pulverize, 150mm Granular A, DST	1000	
1040	Muskoka Road	South Lake Bernard Road	South Lake Bernard Road	0.91	400-999	2	LCB	\$67,340.00	Pulverize, 150mm Granular A, DST	1040	
1050	School House Lane	Muskoka Road	West End	0.19	0-49	3	G/S	\$3,610.00	Ditching, 75mm Granular A	1050	
1060	Muskoka Road	South Lake Bernard Road	Robins Road	1.77	50-199	3	G/S	\$0.00		1060	
1070	Robins Road	Highway No. 11	Muskoka Road	1.42	0-49	3	G/S	\$0.00	Ditching, 75mm Granular A	1070	
1080	Muskoka Road	Robins Road	Valley View Road	2.58	50-199	5	G/S	\$900,000.00	Reconstruction, Including the Bridge - 2014	1080	
1090	Valley View Road	Muskoka Road	Highway No. 11	0.72	50-199	8	G/S	\$0.00	MTO to Reconstruct at no Cost to Township	1090	
1100	McLarens Lane	Muskoka Road	East End	0.25	0-49	7	G/S	\$0.00		1100	
1110	Muskoka Road	Valley View Road	Highway 124	1.14	50-199	7	G/S	\$27,360.00	Ditching, 75mm Granular A	1110	
1120	Maple Sugar Lane	Highway 124	North End	0.12	50-199	7	G/S	\$2,700.00	Ditching, 75mm Granular A	1120	
1130	Sunny Ridge Road	Highway 124	High Rock Drive	1.50	400-999	4	LCB	\$37,000.00	150mm Granular A	1130	
1140	Golf Lane	Sunny Ridge Road	South End	0.18	50-199	7	LCB	\$3,600.00	SST - 1-5 YR.	1140	
1150	Buck Haven Road	Sunny Ridge Road	Municipal Lane	0.41	200-399	5	LCB	\$22,140.00	Pulverize, 150mm Granular A	1150	
1160	Municipal Lane	Buck Haven Road	East End	0.14	50-199	3	LCB	\$9,940.00	Pulverize, 150mm Granular A, DST	1160	
1170	Sunset Drive	Highway 124	Albert Street	0.39	50-199	8	LCB	\$7,800.00	SST - 1-5 YR.	1170	
1180	Maple Sugar Lane	Sinclair Lane	South End	0.14	0-49	6	G/S	\$1,260.00	75mm Granular A	1180	
1190	Adams Road	Cottralls Road	2.51 km East	2.51	200-399	5	G/S	\$56,475.00	Ditching, 75mm Granular A	1190	
1200	Adams Road	2.51 km East of Cottrells Road	Albert Street	0.90	200-399	8	G/S	\$12,600.00	75mm Granular A	1200	
1210	Albert Street	Highway 124	Dunbar Street	0.31	400-999	7	HCB	\$29,450.00	Resurf. - 6-10 YR.	1210	
1220	Albert Street	Dunbar Street	Oakridge Drive	0.38	400-999	4	LCB	\$54,670.00	Pulverize, 150mm Granular A, Hot Mix	1220	
1230	Albert Street	Oakridge Drive	Adams Road	0.49	400-999	4	LCB	\$70,495.00	Pulverize, 150mm Granular A, Hot Mix	1230	
1240	Albert Street	Adams Road	1.50 km North	1.50	200-399	6	G/S	\$18,750.00	Gravel Resurf. - 2013	1240	
1255	Albert Street	1.5 km North of Adams Road	High Valley Road	0.45	200-399	10	HCB	\$0.00		1255	
1260	Oakridge Drive	Albert Street	Adams Road	0.79	50-199	7	G/S	\$9,875.00	Gravel Resurf. - 2013	1260	
1270	Hillcrest Street	Oakridge Drive	Albert Street	0.14	50-199	7	G/S	\$1,750.00	Gravel Resurf. - 2013	1270	

**THE TOWNSHIP OF STRONG  
SUMMARY OF CURRENT NEEDS  
JUNE 2013**

SECTION NO.	ROAD NAME	FROM	TO	KM. LENGTH	TRAFFIC RANGE	CONDITION RATING	SURFACE	ESTIMATED COST (\$)	REMARKS	SECTION NO.	PRIORITY
1280	Hill Valley Road	Albert Street	0.24 km East	0.24	50-199	10	HCB	\$0.00		1280	
1285	Hill Valley Road	0.24 km East of Albert Street	Tower Road	1.80	50-199	5	G/S	\$47,700.00	Ditching, 100mm Granular A	1285	
1290	Hill Valley Road	Tower Road	East End	1.43	0-49	7	G/S	\$15,015.00	Gravel Resurf. - 2012	1290	
1300	Pevensey Road	Inlet Creek Road	0.69 km South	0.69	200-399	2	LCB	\$47,090.00	150mm Granular A, DST	1300	
1310	Pevensey Road	0.69 km South of Inlet Creek Road	Turgeon's Road	1.40	200-399	9	G/S	\$19,600.00	75mm Granular A	1310	
1315	Turgeon's Road	Pevensey Road	East End	1.30	0-49	1	G/S	\$22,100.00	Ditching, 75mm Granular A	1315	
1320	Pevensey Road	Turgeon's Road	Maple Valley Road	1.98	200-399	9	G/S	\$27,720.00	75mm Granular A	1320	
1330	Maple Valley Road	Pevensey Road	West End	0.90	0-49	4	G/S	\$18,450.00	Ditching, 75mm Granular A	1330	
1340	Pevensey Road	Maple Valley Road	Kents Mill Road	2.17	200-399	4	LCB	\$67,270.00	Pulverize, 150mm Granular A	1340	
1350	Gibbons Road	Pevensey Road	Joly Boundary	0.80	50-199	6	G/S	\$8,400.00	75mm Granular A	1350	
1360	Farm View Road	Pevensey Road	West End	2.45	50-199	6	G/S	\$30,625.00	75mm Granular A	1360	
1370	Kents Mill Road	Pevensey Road	Joly Boundary	0.84	50-199	7	G/S	\$11,760.00	75mm Granular A	1370	
1380	Schmidts Road	Kents Mill Road	0.73 km South	0.73	0-49	5	G/S	\$10,220.00	75mm Granular A	1380	
1390	Pevensey Road	Farm View Road	1.0 km South	1.00	200-399	9	G/S	\$14,000.00	75mm Granular A - 6-10 YR.	1390	
1400	Pevensey Road	1.0 km South of Farm View Road	Armour Boundary	1.00	200-399	3	LCB	\$41,900.00	Ditching, Pulverize, 150mm Granular A	1400	
<b>TOTAL:</b>				<b>144.88</b>				<b>\$4,486,660.00</b>			

## **APPENDIX B**

### Summary of Bridge Needs

### Strong Township - Inspection Summary Report - Bridge Needs

Structure No.	Element	Rehab/Replace	Priority	Estimated Cost	Comments	
BR1 - Adams Road Bridge	Abutments				Water depth prevents abutment inspection	
	Wingwalls	Rehab	1-5	\$10,000.00	Northeast wingwall in poor condition due to wide cracks and separation	
	Posts	Replace	1-5		Broken posts with splitting, checking and collision damage. Loose steel cable	
	Railing Systems	Replace	1-5	\$20,000.00	Loose steel cables due to damaged posts	
	Soffit				Not accessible due to water depth	
	Streams & Waterways				Very small freeboard	
				<b>Total: \$30,000.00</b>		
BR3 - Brookside Road Bridge	Posts				Minor spilling, collision damage noted	
	Railing Systems				Minor collision damage noted	
	Soffit				Could not be inspected due to position of previous structure	
	Deck Top				Minor movement of center cover plates. Clean bridge deck of debris.	
				<b>Total: \$0.00</b>		
BR4 - Robins Road Bridge	Deck				All elements in good condition.	
				<b>Total: \$0.00</b>		
BR5 - Muskoka Road Bridge	Ballast Walls				Light to severe scaling noted.	
	Abutments	Rehab	1-5	\$48,000.00	Severe scaling and spall at both abutments.	
	Railing Systems	Replace	1-5		Broken steel pipe railing sections noted. Section loss noted.	
	Floor Beams	Replace	1-5		Light corrosion noted.	
	Girders	Replace	1-5	\$150,000.00	Section loss noted at girder ends.	
	Stringers	Replace	1-5		Crushing of ends/section loss.	
	Coatings (Railing Systems)	Replace	1-5		Localized loss of coating.	
	Coatings (Structural Steel)	Replace	1-5		Breakdown of coatings on structural steel	
	Drainage	Replace	1-5		Light corrosion.	
	Soffit	Replace	1-5		Wide leaking active cracks	
	Deck Top	Replace	1-5		Wide transverse cracks noted	
					<b>Total: \$198,000.00</b>	
	BR6 - Stirling Creek Bridge	Approaches (Wearing Surface)				Potholes noted
Posts					Collision damage noted at northeast guide rail	
Railing Systems					Collision damage noted at northeast guide rail	
Wearing Surface		Rehab	1-5	\$5,000.00	Severe rotting noted at the wearing surface	
Curbs					Medium to wide splits along the bolt line	
				<b>Total: \$5,000.00</b>		
BR7 - Pevensey Road Bridge	Abutment Walls				Light scaling	
				<b>Total: \$0.00</b>		
BR2 - Forest Lake Road Culvert	Barrier/Parapet Wall	Rehab	1-5	\$25,000.00	Medium to severe scaling	
	Railing Systems				Medium to severe scaling	
	Barrels	Rehab	1-5	\$15,000.00	Concrete disintegration on east wall. Spall and exposed/corroded reinforcement on soffit	
	Inlet Components				Medium scaling noted	
	Outlet Components				Severe and medium scaling noted. Minor separation at construction joint.	
	Embankments				Severe washout on northwest embankment	
				<b>Total: \$40,000.00</b>		
BR8 - Black Creek Road Culvert	Barrels				Water level too high	
				<b>Total: \$0.00</b>		

### Ontario Structure Inspection Manual - Inspection Form

<input type="checkbox"/> Lift and Swing Bridge Maintenance	<input type="checkbox"/> Repair to Structural Steel	<input type="checkbox"/> Erosion Control at Bridges
<input type="checkbox"/> Bridge Cleaning	<input type="checkbox"/> Repair of Bridge Concrete	<input type="checkbox"/> Concrete Sealing
<input type="checkbox"/> Bridge and Handrail Maintenance	<input type="checkbox"/> Repair of Bridge Timber	<input type="checkbox"/> Rout and Seal
<input type="checkbox"/> Painting Steel Bridge Structures	<input type="checkbox"/> Bailey Bridges - Maintenance	<input type="checkbox"/> Bridge Deck Drainage
<input type="checkbox"/> Bridge Deck Joint Repair	<input type="checkbox"/> Animal/Pest Control	<input type="checkbox"/> Scaling (Loose Concrete or ACR Steel)
<input type="checkbox"/> Bridge Bearing Maintenance	<input type="checkbox"/> Bridge Surface Repair	<input type="checkbox"/> Other

**Recommended Work**

Element Type	Element	Repair and Rehabilitation Required					Priority				Estimated Construction Cost	Comments
		None	Repair	Minor Rehab.	Major Rehab.	Replace	Urgent	Within 1 year	1 to 5 years	to 10 years		
Bridge	BR1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Abutment Walls	BR1_BE-AB-WLLS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Wingwalls	BR1_BE-AB-WW	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10,000.00	Repair concrete on N/E wingwall
Wearing Surface (Approaches)	BR1_BE-AP-WSF	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Posts	BR1_BE-BA-PSTS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Replace railing system (costed under railing systems)
Railing Systems	BR1_BE-BA-RS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	20,000.00	Replace railing system
Soffit - Thick Slab	BR1_BE-DK-STHS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Deck Top	BR1_BE-DK-TP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Embankments	BR1_BE-EM-BNK	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Streams and Waterways	BR1_BE-EM-SW	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Foundation (Below Ground Level)	BR1_BE-FD-FND	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Curbs	BR1_BE-SW-CURB	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Total Cost										30,000.00		

# Ontario Structure Inspection Manual - Inspection Form

Associated Work		
Associated Work	Comments	Estimated Cost
Approaches:		
Contingencies:		
Detours:		
Eng Design & Supervision:	New barrier system and concrete repair design	\$4,500.00
Environmental Study:		
Traffic Control:		
Utilities:		
Other:		
Total Cost:		\$4,500.00
Justification:		

**Ontario Structure Inspection Manual - Inspection Form**

Recommended Work												
Element Type	Element	Repair and Rehabilitation Required			Priority	Estimated Construction Cost	Comments					
		None	Repair	Minor Rehab.	Major Rehab.	Replace	Urgent	Within 1 year	1 to 5 years	to 10 years		
Culvert	BR2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Barrier / Parapet Wall	BR2_BE-BA-BPW	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	25,000.00	Repair concrete on barrier wall
Railing Systems	BR2_BE-BA-RS	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		Repair concrete on barrier (costed under parapet wall)
Barrels	BR2_BE-CL-BRL	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	15,000.00	Repair concrete on soffit
Inlet Components	BR2_BE-CL-IC	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Outlet Components	BR2_BE-CL-OC	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Wearing Surface (Decks)	BR2_BE-DK-WS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Embankments	BR2_BE-EM-BNK	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Streams and Waterways	BR2_BE-EM-SW	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
<b>Total Cost</b>											<b>40,000.00</b>	
Associated Work												
Associated Work	Comments						Estimated Cost \$					
Approaches:												
Contingencies:												
Detours:												
Eng Design & Supervision:	Design, tendering and construction supervision						\$6,000.00					
Environmental Study:												
Traffic Control:												
Utilities:												
Other:												
<b>Total Cost:</b>							<b>\$6,000.00</b>					
Justification:												

# Ontario Structure Inspection Manual - Inspection Form

Recommended Work												
Element Type	Element	Repair and Rehabilitation Required					Priority				Estimated Construction Cost	Comments
		None	Repair	Minor Rehab.	Major Rehab.	Replace	Urgent	Within 1 year	1 to 5 years	to 10 years		
Bridge	BR5	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Ballast Walls	BR5_BE-AB-BLST	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Abutment Walls	BR5_BE-AB-WLLS	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	48,000.00	Repair concrete at abutments.
Barriers	BR5_BA	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Posts	BR5_BE-BA-PSTS	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>		Replace posts and railing system (costed under railing)
Railing Systems	BR5_BE-BA-RS	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>		Replace posts and railing system (costed under girders)
Floor Beams	BR5_BE-BE-FRBM	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>		Replace floor beams with superstructure (costed under girders)
Girders	BR5_BE-BE-GDRS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	150,000.00	Replace girders with superstructure
Stringers	BR5_BE-BE-STR	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>		Replace stringers with superstructure (costed under girders)
Railing System / Hand Railing	BR5_BE-CT-RSHR	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Structural Steel	BR5_BE-CT-SS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Drainage (Decks)	BR5_BE-DK-DR	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>		Replace drainage with superstructure (costed under girders)
Soffit - Thin Slab	BR5_BE-DK-STS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>		Replace bridge deck with superstructure (costed under girders)
Deck Top	BR5_BE-DK-TP	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>		Replace deck with superstructure (costed under girders)
Embankments	BR5_BE-EM-BNK	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Streams and Waterways	BR5_BE-EM-SW	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Foundations	BR5_FND	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Foundation (Below Ground Level)	BR5_BE-FD-FND	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Curbs	BR5_BE-SW-CURB	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>		Replace curbs with superstructure (costed under girders)
Total Cost										198,000.00		



**Ontario Structure Inspection Manual - Inspection Form**

<b>Associated Work</b>		
<b>Associated Work</b>	<b>Comments</b>	<b>Estimated Cost \$</b>
Approaches:		
Contingencies:		
Detours:		
Eng Design & Supervision:	Design, tendering and construction supervision	\$30,000.00
Environmental Study:		
Traffic Control:		
Utilities:		
Other:		
Total Cost:		\$30,000.00
<b>Justification:</b>		

**Ontario Structure Inspection Manual - Inspection Form**

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Lift and Swing Bridge Maintenance | <input type="checkbox"/> Repair to Structural Steel   | <input type="checkbox"/> Erosion Control at Bridges            |
| <input type="checkbox"/> Bridge Cleaning                   | <input type="checkbox"/> Repair of Bridge Concrete    | <input type="checkbox"/> Concrete Sealing                      |
| <input type="checkbox"/> Bridge and Handrail Maintenance   | <input type="checkbox"/> Repair of Bridge Timber      | <input type="checkbox"/> Rout and Seal                         |
| <input type="checkbox"/> Painting Steel Bridge Structures  | <input type="checkbox"/> Bailey Bridges - Maintenance | <input type="checkbox"/> Bridge Deck Drainage                  |
| <input type="checkbox"/> Bridge Deck Joint Repair          | <input type="checkbox"/> Animal/Pest Control          | <input type="checkbox"/> Scaling (Loose Concrete or ACR Steel) |
| <input type="checkbox"/> Bridge Bearing Maintenance        | <input type="checkbox"/> Bridge Surface Repair        | <input type="checkbox"/> Other                                 |

**Recommended Work**

Element Type	Element	Repair and Rehabilitation Required					Priority				Estimated Construction Cost	Comments
		None	Repair	Minor Rehab.	Major Rehab.	Replace	Urgent	Within 1 year	1 to 5 years	to 10 years		
Bridge	BR6	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Ballast Walls	BR6_BE-AB-BLST	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Abutment Bearings	BR6_BE-AB-BRNG	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Abutment Walls	BR6_BE-AB-WLLS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Wearing Surface (Approaches)	BR6_BE-AP-WSF	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Posts	BR6_BE-BA-PSTS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Railing Systems	BR6_BE-BA-RA	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Railing Systems	BR6_BE-BA-RS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Floor Beams	BR6_BE-BE-FRBM	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Stringers	BR6_BE-BE-STR	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Bracing Element	BR6_BE-BC-BRCG	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Structural Steel	BR6_BE-CT-SS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Deck Top	BR6_BE-DK-TP	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Wearing Surface (Decks)	BR6_BE-DK-WS	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	5,000.00	Replace deck wearing surface.
Embankments	BR6_BE-EM-BNK	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Streams and Waterways	BR6_BE-EM-SW	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Curbs	BR6_BE-SW-CURB	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Bottom Chords	BR6_BE-TR-BT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Connections	BR6_BE-TR-CNN	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Top Chords	BR6_BE-TR-TC	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Verticals / Diagonals	BR6_BE-TR-V	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Verticals / Diagonals	BR6_BE-TR-VD	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Total Cost										5,000.00		

**APPENDIX C**

10 Year Road and Bridge Plan

**THE TOWNSHIP OF STRONG**

**ASSET MANAGEMENT PLAN  
10 YEAR CAPITAL MANAGEMENT PLAN FOR ROADS**

YEAR	SECT. NO.	DESCRIPTION	LENGTH K <sub>m</sub>	Condition Rating	Traffic Range	TYPE	COST (\$)	SECT. NO.
2014	105	Strong/Joly Boundary Rd., from Forest Lake Rd. to 0.18 km North	0.18	6	200-399	SST	3,600.00	105
	920	High Rock Dr., from Birch Ln. to the Bridge	0.90	6	400-999	Pulverize, 150mm Gran. A, DST	58,500.00	920
	1130	Sunny Ridge Rd., from Hwy. 124 to High Rock Dr.	1.50	4	400-999	150mm Granular A	37,000.00	1130
	1400	Pevensey Rd., from 1.0 km S. of Farm View Rd. to Armour Boundary.	1.00	3	200-399	Ditching, Pulverize, 150mm Gran. A	41,900.00	1400
	740	Lakeshore Dr., from South Lake Bernard Rd. to Elizabeth St.	0.40	5	200-399	SST	8,000.00	740
	1220	Albert St., from Dunbar St. to Oakridge Dr.	0.38	4	400-999	Pulverize, 15mm Granular A, Hot Mix	54,670.00	1220
	1230	Albert St., from Oakridge Dr. to Adams Rd.	0.49	4	400-999	Pulverize, 15mm Granular A, Hot Mix	70,495.00	1230
							<b>TOTAL</b>	<b>\$274,165.00</b>
2015	10	Strong/Machar Boundary Rd., from Cheer Lake Rd. to Park Rd. S.	1.63	6	200-399	SST	33,252.00	10
	1140	Golf Lane, from Sunny Ridge Rd. to South End	0.18	6	50-199	SST	3,672.00	1140
	1300	Pevensey Rd., from 0.69 km S. of Inlet Creek Rd. to Turgeon's Rd.	0.60	2	200-399	150mm Gran. A, DST	48,992.00	1300
	1340	Pevensey Rd., from Maple Valley Rd. to Kents Mill Rd.	2.17	4	200-399	150mm Gran. A, Pulverize.	68,615.00	1340
	100	Strong/Joly Boundary Rd., from Peacock Rd. to 0.18 km N. of Forest Lake Rd.	1.86	4	200-399	75mm Gran. A	26,775.00	100
	1160	Municipal Ln., from Buck Haven Rd. to E. End	0.14	3	50-199	Pulverize, 150mm Gran. A.	10,000.00	1160
	1040	Muskoka Rd., from South Lake Bernard Rd. to South Lake Bernard Rd.	0.91	2	400-999	Pulverize, 150mm Gran. A, DST	68,687.00	1040
							<b>TOTAL</b>	<b>\$259,993.00</b>

YEAR	SECT. NO.	DESCRIPTION	LENGTH Km	Condition Rating	Traffic Range	TYPE	COST (\$)	SECT. NO.	
2016	1170	Sunset Dr., from Hwy. 124 to Albert St.	0.39	6	50-199	SST	8,112.00	1170	
	730	Lakeshore Dr., from 0.17 km W. of Pevensey Rd. to South Lake Bernard Rd.	0.62	6	200-399	SST	12,896.00	730	
		1260	Oakridge Dr., from Albert St. to Adams Rd.	0.79	5	50-199	75mm Gran. A		10,270.00
	1270	Hillcrest St., from Oakridge Dr. to Albert St.	0.14	5	50-199	75mm Gran. A	1,810.00	1270	
	130	Forest Lake Rd., from Strong/Joly Boundary Rd. to Inlet Creek Rd.	0.99	4	400-999	Ditching, Pulverize, 150mm Granular A, DST	86,486.00	130	
	990	Albert St., from High Rock Dr. to 200m S. of Sunset Dr.	0.49	4	400-999	Pulverize, 150mm Granular A.	17,264.00	990	
	710	Lakeshore Dr., from Pevensey Rd. to 0.17 km W.	0.17	4	200-399	Pulverize, 150mm Granular A, DST	12,979.00	710	
	760	Gilchrist Trail, from South Lake Bernard Rd. to Tee Intersection	0.74	4	0-49	Pulverize, 150mm Granular A.	19,240.00	760	
	770	Gilchrist Trail, from South End to North End	0.54	4	0-49	Pulverize, 150mm Granular A.	14,040.00	770	
	870	Crescent Rd., from High Rock Dr. to East End	0.18	4	0-49	75mm Gran. A	4,098.00	870	
	520	Hill Valley Rd., from Homibrook Rd. to Uplands Rd.	1.65	4	50-199	Pulverize, 150mm Granular A, DST	127,504.00	520	
	<b>TOTAL</b>							<b>\$314,699.00</b>	
	2017	140	Forest Lake Rd., from Inlet Creek Rd. to Lakeshore Dr.	1.29	3	400-999	Ditching, Pulverize, 150mm Granular A, DST	115,392.00	140
850		High Rock Dr., from South Lake Bernard Rd. to Birch Lane	1.69	2	400-999	Pulverize, 150mm Granular A.	61,650.00	850	
1150		Buck Haven Rd., from Sunny Ridge Rd. to Municipal Ln.	0.41	5	200-399	Pulverize, 150mm Granular A.	23,468.00	1150	
380		Strong Chapman Rd., from Brookside Rd. to Bloomfield Rd.	2.01	3	50-199	Ditching, 150mm Granular A	74,571.00	380	
310		North Horn Lake Rd., from Rodeo Rd. to Magnetawan Boundary	1.64	5	50-199	Ditching, 150mm Granular A	41,722.00	310	
<b>TOTAL</b>							<b>\$316,803.00</b>		
2018	410	Brookside Rd., from Rodeo Rd. to O'Brien Rd.	2.00	5	50-199	75mm Gran. A	32,400.00	410	
	280	South Horn Lake Rd., from Magnetawan Boundary to Rodeo Rd.	1.16	5	50-199	75mm Gran. A	20,250.00	280	
	1310	Pevensey Rd., from 0.69 km S. of Inlet Creek Rd. to Turgeon's Rd.	1.40	5	200-399	75mm Gran. A	21,168.00	1310	
	1320	Pevensey Rd., from Turgeon's Rd. to Maple Valley Rd.	1.98	5	200-399	75mm Gran. A	29,938.00	1320	
	830	South Lake Bernard Rd., from High Rock Dr. to Muskoka Rd.	1.53	4	400-999	Pulverize, 150mm Granular A, DST	122,278.00	830	
	170	Pevensey Rd., from Sunny Beach Rd. to Inlet Creek Rd.	0.66	4	200-399	Pulverize, 150mm Granular A, DST	42,768.00	170	
	470	Homibrook Rd., from Adams Rd. to Parkes Lane	2.03	4	50-199	150mm Gran. A	61,387.00	470	
	<b>TOTAL</b>							<b>\$330,189.00</b>	

YEAR	SECT. NO.	DESCRIPTION	LENGTH K3	Condition Rating	Traffic Range	TYPE	COST (\$)	SECT. NO.
2019	20	Strong/Machar Boundary Rd., from Park Rd. S. to Uplands Rd.	3.72	4	200-399	Pulverize, 150mm Granular A, DST	302,148.00	20
	200	Inlet Creek Rd., from Pevensey Rd. to Forrest Lake Rd.	1.66	4	50-199	75mm Gran. A	25,564.00	200
	250	South Lake Bernard Rd., from Hwy. 11 to Muskoka Rd.	0.10	4	0-49	Pulverize, 100mm Gran. A	2,288.00	250
						<b>TOTAL</b>	<b>\$330,000.00</b>	
2020	160	Lakeshore Dr., from 0.31 km S. of Forest Lake Rd. to Pevensey Rd.	1.12	5	400-999	SST	25,312.00	160
	800	South Lake Bernard Rd., from Pipes o Pan Lane to Crescent Rd.	1.09	5	200-399	SST	23,730.00	800
	820	South Lake Bernard Rd., from Crescent Rd. to High Rock Dr.	0.46	5	200-399	SST	10,396.00	820
	690	Forest Lake Rd., from Union St. to Lakeshore Dr.	0.84	4	1000 +	150mm Gran. A	26,657.00	690
	1000	Albert St., from Sunset Dr. to 200m South	0.20	4	400-999	Pulverize, 150mm Granular A, DST	16,724.00	1000
	490	Hornbrook Rd., from Parkes Ln. to Machar Boundary	2.05	2	200-399	Pulverize, 150mm Granular A, DST	171,421.00	490
							<b>TOTAL</b>	<b>\$274,240.00</b>
2021	105	Strong/Joly Boundary Rd., from Forest Lake Rd. to 0.18 km North	0.18	5	200-399	SST	4,140.00	105
	920	High Rock Dr., from Birch Ln. to the Bridge	0.90	5	400-999	SST	20,700.00	920
	1140	Golf Lane, from Sunny Ridge Rd. to South End	0.18	5	50-199	SST	4,140.00	1140
	1130	Sunny Ridge Rd., from Hwy. 124 to High Rock Dr.	1.50	5	400-999	150mm Granular A	42,550.00	1130
	700	Union St., from Forest Lake Rd. to Hwy. 124	0.80	4	1000 +	Pulverize, 50mm Granular A, HCB	44,850.00	700
	370	Strong/Chapman Rd., from Brookside Rd. to S. End	1.06	4	50-199	100mm Gran. A	17,066.00	370
	270	Rodeo Rd., from South Horn Lake Rd. to North Horn Lake Rd.	1.53	4	200-399	Ditching, 75mm Granular A	42,228.00	270
	1390	Pevensey Rd., from Farm View Rd. to 1.0 km South	1.00	5	200-399	75mm Gran. A	16,100.00	1390
	1190	Adams Rd., from Cotralls Rd. to 2.51 km East	2.51	4	200-399	Ditching, 75mm Granular A	64,946.00	1190
	1200	Adams Rd., from 2.51 km East of Cotralls Rd. to Albert St.	0.90	4	200-399	75mm Gran. A	14,490.00	1200
	300	Rodeo Rd., from North Horn Lake Rd. to North Horn Lake Rd.	0.86	4	50-199	75mm Gran. A	13,846.00	300
	320	Rodeo Rd., from North Horn Lake Rd. to Black Creek Rd.	2.06	4	50-199	100mm Gran. A	44,944.00	320
	740	Lakeshore Dr., from South Lake Bernard Rd. to Elizabeth St.	0.40	5	200-399	SST	9,200.00	740
							<b>TOTAL</b>	<b>\$339,200.00</b>

YEAR	SECT. NO.	DESCRIPTION	Km LENGTH	Condition Rating	Traffic Range	TYPE	COST (\$)	SECT. NO.
2022	10	Strong/Machar Boundary Rd., from Cheer Lake Rd. to Park Rd. S.	1.63	5	200-399	SST	38,376.00	10
	1140	Golf Lane, from Sunny Ridge Rd. to South End	0.18	5	50-199	SST	4,212.00	1140
	1300	Pevensey Rd., from Inlet Creek Rd. to 0.69 km S.	0.69	5	200-399	SST	16,146.00	1300
	1340	Pevensey Rd. from Maple Valley Rd. to Kents Mill Rd.	2.17	5	200-399	100mm Granular A.	35,100.00	1340
	720	Sunny Birch Rd., from Lakeshore Dr. to 0.15 km W.	0.15	4	50-199	Ditching, 75mm Granular A	4,446.00	720
	840	Crescent Rd., from South Lake Bernard Rd. to W. End	0.41	4	50-199	Ditching, 75mm Granular A	10,062.00	840
	550	Albert St., from 0.40 km N. of Hill Valley Rd. to Machar Boundary	1.52	5	50-199	75mm Gran. A	22,230.00	550
	565	Tower Rd., from 0.4 km S. of Machar Boundary to Hill Valley Rd.	1.50	5	200-399	75mm Gran. A	24,570.00	565
	570	Tower Rd., from Hill Valley Rd. to High St.	2.08	5	200-399	75mm Gran. A	34,070.00	570
	580	High St., from Tower Rd. to Hwy. 124	0.39	5	50-199	75mm Gran. A	5,606.00	580
	590	Stick and Stone Ln., from High St. to North End	0.14	5	0-49	75mm Gran. A	1,720.00	590
	620	Cheryl Cres., from Forest Lake Rd. to Forest Lake Rd.	0.56	5	50-199	75mm Gran. A	9,173.00	620
	630	Bernard Cres., from Forest Lake Rd. to Lakeshore Dr.	0.68	5	50-199	75mm Gran. A	9,945.00	630
	640	Evergreen Ln., from Bernard Cres. To East End	0.09	5	50-199	75mm Gran. A	1,677.00	640
	660	Bucko McDonald Dr., from Forest Lake Rd. to S. End	0.39	5	50-199	75mm Gran. A	4,107.00	660
	680	Maylon Dr., from Forest Lake Rd. to S. End	0.60	5	50-199	75mm Gran. A	7,371.00	680
	1290	Hill Valley Rd., from Tower Rd. to East End	1.43	4	0-49	75mm Gran. A	17,568.00	1290
	420	O'Brien Rd., from Brookside Rd. to Hwy. 124	2.05	4	50-199	100mm Gran. A	32,842.00	420
	290	South Horn Lake Rd., from Rodeo Rd. to Armour Boundary	0.21	4	50-199	75mm Gran. A	3,908.00	290
	1120	Maple Sugar Ln., from Hwy. 124 to North End	0.12	4	50-199	75mm Gran. A	3,528.00	1120
	1160	Municipal Ln., from Buck Haven Rd. to E. End	0.14	3	50-199	SST	3,276.00	1160
		<b>TOTAL</b>					<b>\$289,933.00</b>	

YEAR	SF CT. NO.	DESCRIPTION	Km LENGTH	Condition Rating	Traffic Range	TYPE	COST (\$)	SECT. NO.
2023	1170	Sunset Dr., from Hwy. 124 to Albert St.	0.39	6	50-199	SST	9,360.00	1170
	730	Lakeshore Dr., from 0.17 km W. of Pevensy Rd. to South Lake Bernard Rd.	0.62	6	200-399	SST	14,880.00	730
	710	Lakeshore Dr., from Pevensy Rd. to 0.17 km W.	0.17	5	200-399	SST	4,080.00	710
	760	Gilchrist Trail, from South Lake Bernard Rd. to Tee Intersection	0.74	5	0-49	SST	17,760.00	760
	770	Gilchrist Trail, from South End to North End	0.54	5	0-49	SST	12,960.00	770
	1040	Muskoka Rd., from South Lake Bernard Rd. to South Lake Bernard Rd.	0.91	5	400-999	SST	21,840.00	1040
	130	Forest Lake Rd., from Strong/Joly Boundary Rd. to Inlet Creek Rd.	0.91	5	400-999	SST	24,000.00	130
	1150	Buck Haven Rd., from Sunny Ridge Rd. to Municipal Ln.	0.41	5	200-399	150mm Granular A	9,840.00	1150
	1260	Oakridge Dr., from Albert St. to Adams Rd.	0.79	5	50-199	75mm Gran. A	11,850.00	1260
	1270	Hillcrest St., from Oakridge Dr. to Albert St.	0.14	5	50-199	75mm Gran. A	2,088.00	1270
	350	Rodeo Rd., from Black Creek Rd. to Brookside Rd.	2.37	4	50-199	Ditching, 100mm Granular A	82,476.00	350
	960	High Rock Dr., from Turtle Rock Ln. to Loyalomi Dr.	0.89	5	400-999	75mm Gran. A	14,952.00	960
	980	High Rock Dr., from Loyalomi Dr. to Albert St.	1.96	5	400-999	75mm Gran. A	32,928.00	980
	230	Pevensy Rd., from Muskoka Rd. to 2.8 km East	2.80	4	50-199	Ditching, 75mm Granular A	76,476.00	230
	900	Birch Ln., from Aspen Lane to West End	0.72	4	50-199	75mm Gran. A	9,600.00	900
	990	Albert St., from High Rock Dr. to 200m S. of Sunset Dr.	0.49	4	400-999	150mm Granular A	5,760.00	990
	710	Lakeshore Dr., from Pevensy Rd. to 0.17 km W.	0.17	4	200-399	Pulverize, 150mm Granular A, DST	4,080.00	710
							<b>TOTAL</b>	<b>\$354,930.00</b>



**APPENDIX D**

Summary of Historical Expenditures

Township of Strong  
 Budgetary Control  
 For the Period 1/1/2010 - 12/31/2010

Report Date  
 12/19/2013 12:53 PM

Account # / Description	Committed	Current	Year to Date	Budget	Variance	%
<b>Expense Totals:</b>						
<b>Transportation Services</b>						
53-31101 - CONSTRUCTION - WAGES		4,049.37	2,750.54	5,000.00	2,249.46	55.0
53-31102 - BRIDGES & CULVERTS - WAGES		4,049.37	19,343.54	20,000.00	656.46	96.7
53-31103 - ROADSIDE MAINTENANCE - WAGES		4,049.37	59,436.34	63,000.00	3,563.66	94.3
53-31104 - HARDTOP - WAGES		4,049.37	20,662.77	22,500.00	1,837.23	91.8
53-31105 - LOOSETOP MAINTENANCE - WAGES		4,049.37	41,896.63	49,000.00	7,103.37	85.5
53-31106 - WINTER CONTROL - WAGES		4,049.37	42,256.37	36,500.00	(5,756.37)	115.8
53-31107 - SAFETY DEVICES - WAGES		4,049.37	13,832.77	7,000.00	(6,832.77)	197.6
53-31108 - MISCELLANEOUS GARAGE - WAGES		4,049.37	63,395.67	43,000.00	(20,395.67)	147.4
53-31109 - TRAINING & DEVELOPMENT - WAGES				7,000.00	7,000.00	
53-31110 - OVERHEAD - WAGES		5,112.83	12,131.35	15,000.00	2,868.65	80.9
53-31111 - MACHINERY - WAGES		4,049.37	25,294.34	18,000.00	(7,294.34)	140.5
53-31410 - Contracted Services - Roads	(150.00)			10,000.00	10,000.00	
53-31422 - CONSTRUCTION - MATERIALS				10,000.00	10,000.00	
53-31423 - BRIDGES & CULVERTS - MATERIALS	(5,468.10)		6,246.92	21,000.00	14,753.08	29.8
53-31424 - ROADSIDE MAINTENANCE- MATERIALS			2,134.91	1,000.00	(1,134.91)	213.5
53-31425 - HARDTOP - MATERIALS			24,046.55	45,000.00	20,953.45	53.4
53-31426 - LOOSETOP MAINTENANCE-MATERIALS	15,055.00		166,915.74	150,000.00	(16,915.74)	111.3
53-31427 - WINTER CONTROL - MATERIALS	4,500.65		10,170.09	27,500.00	17,329.91	37.0
53-31428 - SAFETY DEVICES - MATERIALS	2,010.40		16,380.47	14,000.00	(2,380.47)	117.0
53-31429 - MISCELLANEOUS GARAGE - MATERIALS	5,396.14		21,380.10	50,000.00	28,619.90	42.8
53-31430 - Training & Development - Roads MATERIALS			4,665.70	6,000.00	1,334.30	77.8
53-31431 - OVERHEAD - MATERIALS	1,415.55		27,914.11	60,000.00	32,085.89	46.5
53-31432 - MACHINERY- MATERIALS	23,370.86		128,669.18	120,000.00	(8,669.18)	107.2
53-31760 - Capital - New equipment			242,234.00	225,000.00	(17,234.00)	107.7
<b>Total Transportation Services:</b>		79,588.92	951,758.09	1,025,500.00	73,741.91	92.8
<b>Expense Totals:</b>		79,588.92	951,758.09	1,025,500.00	73,741.91	92.8
<b>Net Surplus (Deficit):</b>		(79,588.92)	(951,758.09)	(1,025,500.00)	73,741.91	92.8

Township of Strong  
**Budgetary Control**  
 For the Period 1/1/2011 - 12/31/2011

Report Date  
 12/19/2013 12:49 PM

Account # / Description	Committed	Current	Year to Date	Budget	Variance	%
<b>Expense Totals:</b>						
<b>Transportation Services</b>						
53-31100 - Salaries & Benefits - Roads		12,165.54	12,680.88	301,000.00	301,000.00	
53-31101 - CONSTRUCTION - WAGES		(4,981.68)	7,275.75		(12,680.88)	
53-31102 - BRIDGES & CULVERTS - WAGES		(1,319.88)	46,132.75		(7,275.75)	
53-31103 - ROADSIDE MAINTENANCE - WAGES			7,464.22		(46,132.75)	
53-31104 - HARDTOP - WAGES			73,458.32		(7,464.22)	
53-31105 - LOOSETOP MAINTENANCE - WAGES		1,822.74	42,518.11		(73,458.32)	
53-31106 - WINTER CONTROL - WAGES		8,863.70	3,325.59		(42,518.11)	
53-31107 - SAFETY DEVICES - WAGES		525.00	17,582.04		(3,325.59)	
53-31108 - MISCELLANEOUS GARAGE - WAGES		5,514.17	3,277.56		(17,582.04)	
53-31109 - TRAINING & DEVELOPMENT - WAGES		17,746.34	76,646.66		(3,277.56)	
53-31110 - OVERHEAD - WAGES		1,470.87	9,309.23		(76,646.66)	
53-31111 - MACHINERY - WAGES			22,244.92		(9,309.23)	
53-31112 - PATROL - WAGES			6,894.60		(22,244.92)	
53-31410 - Contracted Services - Roads		5,238.16	37,250.39	44,000.00	(6,894.60)	84.7
53-31422 - CONSTRUCTION - MATERIALS		589.20	9,571.19	15,000.00	6,749.61	63.8
53-31423 - BRIDGES & CULVERTS - MATERIALS			6,088.88	2,500.00	5,428.81	243.6
53-31424 - ROADSIDE MAINTENANCE- MATERIALS			8,121.43	25,000.00	(3,588.88)	32.5
53-31425 - HARDTOP - MATERIALS			126,451.31	75,000.00	16,878.57	168.6
53-31426 - LOOSETOP MAINTENANCE-MATERIALS		(2,585.75)	10,142.09	20,000.00	(51,451.31)	50.7
53-31427 - WINTER CONTROL - MATERIALS		(13,711.37)	21,081.63	25,000.00	9,857.91	84.3
53-31428 - SAFETY DEVICES - MATERIALS		3,864.80	13,973.69	25,000.00	3,918.37	55.9
53-31429 - MISCELLANEOUS GARAGE - MATERIALS		5,327.85	5,223.18	6,000.00	11,026.31	55.9
53-31430 - Training & Development - Roads MATERIALS			30,195.26	30,000.00	776.82	87.1
53-31431 - OVERHEAD - MATERIALS		2,104.42	148,824.79	130,000.00	(195.26)	100.7
53-31432 - MACHINERY- MATERIALS		22,245.54	50,000.00	50,000.00	(18,824.79)	114.5
53-31700 - Roads Reserve		10,599.76	105,183.65	100,000.00	5,000.00	100.0
53-31710 - Capital - Granite/Double Surface		75,479.41	900,918.12	848,500.00	(5,183.65)	105.2
<b>Total Transportation Services:</b>				<b>848,500.00</b>	<b>(52,418.12)</b>	<b>106.2</b>
<b>Expense Totals:</b>		75,479.41	900,918.12	848,500.00	(52,418.12)	106.2
<b>Net Surplus (Deficit):</b>		(75,479.41)	(900,918.12)	(848,500.00)	(52,418.12)	106.2

Township of Strong  
 Budgetary Control  
 For the Period 1/1/2012 - 12/31/2012

Report Date  
 12/19/2013 12:49 PM

Account # / Description	Committed	Current	Year to Date	Budget	Variance	%
<b>Expense Totals:</b>						
<b>Transportation Services</b>						
53-31101 - CONSTRUCTION - WAGES		7,180.53	10,188.68	8,400.00	(1,788.68)	121.3
53-31102 - BRIDGES & CULVERTS - WAGES		(2,304.95)	13,876.35	10,000.00	(3,876.35)	138.8
53-31103 - ROADSIDE MAINTENANCE - WAGES		577.86	51,128.68	50,000.00	(1,128.68)	102.3
53-31104 - HARDTOP - WAGES		(282.34)	13,811.96	8,000.00	(5,811.96)	172.7
53-31105 - LOOSETOP MAINTENANCE - WAGES		(8,203.20)	38,443.81	70,000.00	31,556.19	54.9
53-31106 - WINTER CONTROL - WAGES		7,342.60	46,787.34	46,046.00	(741.34)	101.6
53-31107 - SAFETY DEVICES - WAGES		492.42	1,750.85	3,450.00	1,699.15	50.8
53-31108 - MISCELLANEOUS GARAGE - WAGES		973.32	16,652.92	20,000.00	3,347.08	83.3
53-31109 - TRAINING & DEVELOPMENT - WAGES		68.72	2,223.46	5,000.00	2,776.54	44.5
53-31110 - OVERHEAD - WAGES		(3,602.00)	68,373.48	70,000.00	1,626.52	97.7
53-31111 - MACHINERY - WAGES		587.36	12,656.17	10,000.00	(2,656.17)	126.6
53-31112 - PATROL - WAGES		400.21	25,046.63	23,000.00	(2,046.63)	108.9
53-31400 - Materials & Supplies - Roads			47.23		(47.23)	
53-31410 - Contracted Services - Roads		1,069.52	1,069.52	2,500.00	1,430.48	42.8
53-31415 - CAPITAL ASSET		433.91	433.91		(433.91)	
53-31422 - CONSTRUCTION - MATERIALS		32.97	57,063.06	25,000.00	(32,063.06)	228.3
53-31423 - BRIDGES & CULVERTS - MATERIALS		(245.37)	25,684.40	50,000.00	24,315.60	51.4
53-31424 - ROADSIDE MAINTENANCE- MATERIALS			1,615.28	5,500.00	3,884.72	29.4
53-31425 - HARDTOP - MATERIALS			8,498.80	20,000.00	11,501.20	42.5
53-31426 - LOOSETOP MAINTENANCE-MATERIALS		6,568.87	67,186.07	80,000.00	12,813.93	84.0
53-31427 - WINTER CONTROL - MATERIALS		13,762.04	39,096.10	24,000.00	(15,096.10)	162.9
53-31428 - SAFETY DEVICES - MATERIALS		2,174.35	20,261.11	20,000.00	(261.11)	101.3
53-31429 - MISCELLANEOUS GARAGE - MATERIALS		6,735.71	21,938.51	25,000.00	3,061.49	87.8
53-31430 - Training & Development - Roads MATERIALS		1,788.49	4,841.45	8,000.00	3,158.55	60.5
53-31431 - OVERHEAD - MATERIALS		10,463.08	28,221.97	35,000.00	6,778.03	80.6
53-31432 - MACHINERY- MATERIALS			158,201.15	135,000.00	(23,201.15)	117.2
53-31700 - Roads Reserve			5,000.00	5,000.00		100.0
53-31710 - Capital - Granite/Double Surface			188,880.64	200,000.00	11,119.36	94.4
53-31750 - Capital -Bridges- PROUDFOOT BRIDGE			22,430.49		(22,430.49)	
53-31760 - Capital - New equipment			182,637.17	178,861.00	(3,776.17)	102.1
<b>Total Transportation Services:</b>		<b>46,014.10</b>	<b>1,134,047.19</b>	<b>1,137,757.00</b>	<b>3,709.81</b>	<b>99.7</b>
<b>Expense Totals:</b>		<b>46,014.10</b>	<b>1,134,047.19</b>	<b>1,137,757.00</b>	<b>3,709.81</b>	<b>99.7</b>

**APPENDIX E**

Procurement By-Law – 2011-017

**THE CORPORATION OF THE TOWNSHIP OF STRONG**  
**BY – LAW 2011-017**  
**BEING the Procurement By-law**  
**Policies and Procedures**

**WHEREAS** Section 271 of the Municipal Act, 2001 imposes upon municipalities the obligation to adopt policies with respect to the procurement of Goods and Services

**AND WHEREAS** this By-law establishes the authority and sets out the methods by which Goods, Services or Construction will be purchased and disposed of for the purposes of the Corporation of the Township of Strong subject to certain exceptions set out herein;

**NOW THEREFORE** the Council of the Corporation of the Township of Strong hereby enacts as follows:

**PART I** This By-law may be cited as the “Purchase By-law”

**PART II** Purposes, Goals and Objectives:

- a) To obtain the best value,
- b) to maximize savings for taxpayers
- c) to ensure service and product delivery, quality, efficiency and effectiveness
- d) to ensure fairness among bidders
- e) to ensure openness, accountability and transparency while protecting the financial best interests of the Township of Strong
- f) to have regard to the accessibility for persons with disabilities to the goods, services and construction purchased by the Township of Strong
- g) to attempt to reduce the amount of solid waste requiring disposal through the purchase of environmentally responsible Goods and Services.

**PART III** Definitions:

**APPROVED INVOICE** means an original suppliers invoice issued for goods and services which bears both the authorized signature and appropriate account number.

**AWARD, AWARDED OR AWARDING** means authorization to proceed with the purchase of Goods, Services or Construction from a chosen supplier

**BID** means an offer or written submission from a supplier in response to a Bid Solicitation

**BID SOLICITATION** means a formal request for bids that may be in the form of a Request for Tender or Request for Proposal.

**CONSTRUCTION** means a construction, reconstruction, demolition, repair or renovation of a building, structure or other civil engineering or architectural work and includes site preparation, excavation, drilling, seismic investigation, soil investigation, the supply of products and materials and the supply of equipment and machinery if they are included in and incidental to the construction and the installation and repair of fixtures of a building, structure or other civil engineering design or architectural work, but does not include professional services related to the construction contract unless they are included in the specifications for the procurement.

**CONTRACT** means any agreement regardless of form or title, for the lease purchase or disposal of goods, services or construction authorized in accordance with this by-law;

**COUNCIL** means the Council of the Corporation of the Township of Strong

**COUNCIL APPROVED BUDGET** means Council approved department budgets including authorized revisions

**EMERGENCY** means a situation, or the threat of an impending situation, which may affect the environment, the life, safety, health and/or welfare of the general public, or the property of the residents of the Township of Strong, or to prevent serious damage, disruption of work, or to

**LOWEST COMPLIANT BID** means the bid that would provide the Township of Strong with the desired goods, services or construction at the lowest total acquisition costs, meets all the specifications and contains no irregularities requiring automatic rejection

**PROFESSIONAL SERVICES** means persons having a specialized knowledge or skill for a defined service requirement including:

- a) Architects, Engineers, designers, management and financial consultants
- b) Firms or individuals having specialized competence in environmental, planning or other disciplines.

**PROGRESS PAYMENT** means a payment made under the terms of a contract after the performance of the part of the contract in respect of which payment is made but before the performance of the whole contract;

**PROPOSAL** means an offer submitted in response to a request for proposal, acceptance of which may be subject to further negotiation.

**PURCHASE** means to acquire goods, services or construction by purchase, rental. Lease or trade;

**PURCHASE ORDER** means a written offer to a supplier formally stating all terms and conditions for the purchase of goods, services or construction or a written acceptance of an offer received in accordance with this by-law.

**QUOTE** means a bid submitted in response to a Request for Quotation.

**REQUEST FOR Proposal** means a Bid Solicitation that is used to acquire goods, services or construction, the suitability of which is dependant upon non-price factors and which may result in further negotiation between the parties

**SECURITY DEPOSIT** means a deposit of securities by a supplier that the Township of Strong may convert under defined conditions to complete the suppliers contractual obligation;

**SERVICES** means all professional and consulting services, all services in relation to real property or personal property including without limiting the foregoing the delivery, installation, construction, maintenance, repair, restoration, demolition or removal of personal property and real property and all other services of any nature and kind save and except services to only be delivered by an officer or employee of the Township of Strong in accordance with the terms of employment

**SOLE SOURCE** means the Supplier of a good or service that is unique to a particular vendor and cannot be obtained from another source.

**TENDER** means a publicly advertised Bid Solicitation

**TOTAL ACQUISITION COST** means an evaluation of quality and service in the assessment of a Bid and the sum of all costs including Purchase price, all taxes, warranties, local service costs, life cycle costs, time of completion or delivery, inventory carrying costs, operating and disposal costs for determining the Lowest Compliant Bid

**TOWNSHIP & THE TOWNSHIP OF STRONG** means the Municipal Corporation of the Township of Strong.

#### **PART IV – GENERAL PROCUREMENT POLICY APPLICATION**

1. The procedures in this by-law shall be followed to:

- a) Award a Contract, or
- b) Recommend to Council that a contract be awarded

#### **2. RESPONSIBILITIES AND AUTHORITIES;**

A) The Procurement of Legal Services shall be directed by Council

B) The Department Head has the responsibility for procurement activities within their departments and are accountable for achieving the specific objectives of the procurement project.

C) The Department Head has the authority to award contracts in the circumstances specified in this by-law provided that the delegated power is exercised within the limits prescribed in this by-law, and the requirements of this by-law are met.

iii) the contract has a provision in it that the supply of goods or services in subsequent years is subject to the approval by Council of the estimates to meet the proposed expenditures.

#### **4. RESTRICTIONS**

- a) No contract for Goods, Services or Construction may be divided into two or more parts to avoid the application of the provisions of this by-law
- b) No Contract for services shall be awarded where the services would result in the establishment of an employee-employer relationship
- c) No employee shall purchase on behalf of the Township of Strong, any goods, services or construction, except in accordance with this by-law
- d) Where an employee involved in the award of any contract, either on his or her own behalf or while acting for, by with or through another person, has any pecuniary interest, direct or indirect, in the Contract, the employee:
  - i) shall immediately disclose the interest to Council and shall describe the general nature thereof;
  - ii) shall not take part in the Award of the Contract
  - iii) shall not attempt in any way to influence the Award of the Contract
  - iv) an employee has an indirect pecuniary interest in any contract.

5. All Council members shall conduct themselves in accordance with the *Municipal Conflict of Interest Act, RSO 1990 c. M50 as amended*.

#### **6. TOTAL PROJECT COST:**

Where this by-law prescribes financial limits on contracts that may be awarded on the authority of a Department Head, or provides for financial limits on contracts required to be reported to council, for the purpose of determining whether a contract falls within these prescribed limits, the contract amount shall be the sum of:

- a) all costs to be paid to the supplier under the contract; and
- b) all taxes,
- c) less any rebates.

#### **7. PRESCRIBED COUNCIL APPROVAL**

Despite any other provision of this by-law, the following contracts are subject to Council approval:

- a) any Contract requiring approval from the Ontario Municipal Board
- b) any Contract where the Total Acquisition Cost is greater than the Council approved Budget
- c) any Contract where an irregularity precludes the Award of a Contract to a supplier submitting the lowest bid
- d) any Contract where a Good, Service or Construction is available from only one source of supply and the Total Acquisition Cost of such Good, Service or Construction exceeds \$25,000,
- e) any Contract where the Request for Proposal method of purchase of Goods, Services or construction is being used and the estimated value of the goods, services of construction exceeds \$100,000
- f) when any Contract is required that involves financing and/or leasing.

### **PART V PROCUREMENT – PURCHASING PROCEDURES**

Council shall establish purchasing procedures consistent with the purposes, goals and objectives set out in the by-law relating to:



- b) a need is anticipated for a range of goods or goods, services for a specific purpose and for which convenience and location are major factors but the actual demand is not known at the outset

### **3. REQUEST FOR EXPRESSIONS OF INTEREST**

A Department Head may conduct a request for expression of interest for the purposes of determining the availability of suppliers of Goods or Services and for the purpose of keeping a list of available suppliers.

### **4. PURCHASING METHODS/AUTHORIZED EXPENDITURE LIMITS**

- 1) Sales taxes, excise taxes goods and services taxes and duties shall be excluded in determining the value of a contract for the supply of goods or services.
- 2) Where the requirement for goods or services has an estimated value not in excess of \$ 2,000.00, a Department Head on behalf of the department concerned, is empowered to sign for and to make the purchase on his own authority.
- 3) **PURCHASES Over \$2,000.00 up to \$5,000.00 –**  
Where the requirement of goods or services is estimated to exceed \$2,000.00 but is less than \$5,000.00, the purchase may be made on the authority of the Department Head provided he has obtained three written quotations. The lowest quotation received may be acceptable, providing it meets all the specifications and all other prerequisites. Listings of all quotations received must be retained for inspection by the auditors, and by other officials such as the Treasurer. Where three written quotations cannot be obtained, approval to purchase must be given by the Treasurer/Council.

#### **4) PURCHASES over \$5,000.00 up to \$10,000**

Where the requirement for goods or services is estimated to exceed \$5,000.00 but is less than \$ 10,000.00 the Department Head shall follow the Request For Quotation procedure, however there may be requirements estimated at \$10,000.00 or less where it may be more appropriate to solicit bids using a Request for Proposal or a request for Tender.

The Request for Quotation is a bid solicitation where written quotes are obtained from suppliers without formal advertising or receipt of sealed bids.

Quotes may be requested from those suppliers who appear best qualified to meet the provisions of the quotation. An advertisement may be placed in the local newspaper at least once. The Department Head will request a minimum of two quotes, review the quotes to ensure compliance with the related procedures and established terms or conditions and prepare a written report for Council setting out the Lowest Compliant Bidder.

Final acceptance of the proposal must be by Council Resolution.

#### **5) PURCHASES OVER \$10,001.00 UP TO \$50,000.00**

Where the requirement for goods or services is estimated to exceed \$10,001.00 but is less than \$50,000.00 the Department Head shall follow the Request for Proposal procedure.

### **REQUESTS FOR PROPOSAL SHALL BE USED WHERE:**

- a) owing to the nature of the requirement, suppliers are invited to propose a solution to a problem, requirement or objective and the selection of the supplier is based on the effectiveness of the proposed solution rather than on the price alone, or
- b) it is expected that negotiations with one or more bidders may be required with respect to any aspect of the requirement
- c) A request for proposal shall be issued by:
  - i) advertise in a local publication and/or advertise on municipal website.

Final acceptance of the proposal must be by Council Resolution

### **6. PURCHASES OVER \$50,001.00**

Where the requirement for goods or services exceeds \$50,001.00 the Department Head shall follow the Request for Tender procedures.

A request for tender shall be used for purchases exceeding \$50,001.00 where all of the following

i) Final acceptance of Tenders must be by Resolution of Council.

#### **4. IN HOUSE BIDS**

In house Bids may be used for the procurement of Goods, Services or Construction in circumstances where Council considers it appropriate to do so.

#### **PART VII GUARANTEE OF CONTRACT EXECUTION AND PERFORMANCE**

A refundable deposit shall accompany the Tender Document of 10% of the Total Acquisition Cost

Once Contract is signed there shall be the means to guarantee execution and performance of the Contract in the form of a Certified cheque, bank draft, irrevocable letter of credit, money order in the amount of 100% of the Total Acquisition Cost for contracts over \$50,000.

Prior to the commencement of work, evidence of insurance coverage satisfactory to the Clerk must be obtained. The Township of Strong must be named as an additional insured on the Insurance Certificate, indemnifying the Township of Strong from any and all claims, demands, losses, costs or damages resulting from the performance of a Bidder's obligations under the contract and from any other risk determined by the Clerk as requiring coverage.

Prior to the commencement of work and prior to payment to a supplier, a Certificate of Clearance from the Workplace Safety and Insurance Board shall be obtained ensuring all premiums or levies have been paid to the Workplace Safety and Insurance Board to the date of payment.

#### **PART VIII BIDS IN EXCESS OF PROJECT ESTIMATES**

Council may enter into negotiations with the Lowest Compliant Bidder to achieve an acceptable Bid within the project estimate.

#### **PART IX EMERGENCY PURCHASES**

Where an emergency exists requiring the immediate procurement of goods, services or construction, a Department Head may purchase the required goods, services or construction by the most expedient and economical means, notwithstanding any other provisions of this by-law. A report to Council shall be made by the Department Head as soon as practicable thereafter.

#### **PART X COOPERATIVE PURCHASING**

The Township of Strong may participate with other government agencies or public authorities in cooperative purchasing where it is in the best interests of the Township of Strong to do so and where the purpose, goals and objectives of this by-law are complied with by such government agencies and public authorities

The policies of the government agencies or public authorities calling the cooperative bid solicitation are to be the accepted policy for that particular purchase.

#### **PART XI IDENTICAL TENDERS**

If the Lowest Compliant Bids from two or more bidders are identical in Total Acquisition Cost or unit price, Council is authorized to enter into negotiations with the bidders who have submitted the identical prices in an attempt to obtain a lesser price and shall maintain a record in respect of such

**PART XII BID IRREGULARITIES**

The process for administering irregularities contained in Bids pertaining to all Contracts shall be as set out in Schedule "C". For an irregularity listed in the first column of "Schedule C", the applicable response is set out opposite to the irregularity in the second column of "Schedule C".

**PART XIII CONTRACTUAL AGREEMENT**

Where it is determined that a formal agreement is required, the formal agreement shall be reviewed and approved for execution by our solicitor unless it is a standard form outlining Ministry Standards and Conditions.

**PART XIV SURPLUS AND OBSOLETE GOODS**

The goods shall be declared surplus by Council at a regular meeting and the means of disposal must be included in the Resolution to dispose: Public Tender, negotiated sale or transfer to another department.

No Council member or employee shall be permitted to received surplus or obsolete goods except by purchase by public tender.

**PART XV ACCESS TO INFORMATION**

The disclosure of information received relevant to the issue of Bid Solicitations or the Award of Contracts emanating from Bid Solicitations shall be in accordance with the provisions of the *Municipal Freedom of Information and Protection of Privacy Act, as amended*.

**PART XVI BY – LAW REVIEW**

The Review may be undertaken by an ad-hoc committee of council, the final result of which shall be comprised of a report to full Council.

**PART XVII EFFECTIVE DATE**

This By-law shall come into force and take effect on the 1<sup>st</sup> day of June 2011  
By-law 2004-1492 shall be repealed.

READ A FIRST TIME AND SECOND TIME THIS 24<sup>th</sup> DAY OF May 2011  
READ A THIRD TIME AND FINALLY PASSED THIS 24<sup>th</sup> DAY OF May 2011

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Chris Ellis, Mayor

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Linda Maurer, Clerk/Treasurer

## Procurement by-law #2011-017

### SCHEDULE 'A'

The purchasing methods described in this by-law do not apply to the following Goods and Services

1. Training and Education
  - a) Registration and Tuition fees for conferences, conventions, courses and seminars
  - b) Magazines, books and periodicals
  - c) Memberships
2. Refundable Employee/councillor expenses
  - a) Advances
  - b) Meal Allowances
  - c) Travel and Entertainment
  - d) Miscellaneous non-travel
3. Employer's General Expenses
  - a) Payroll deductions remittances
  - b) Medical
  - c) Licenses (vehicle, firearms etc.)
  - d) Debenture payments
  - e) Grants to Agencies
  - f) Damage claims
  - g) Petty Cash replacement
  - h) Tax remittances
4. Professional and Special Services
  - a) Committee fees
  - b) Legal fees and Planning fees
  - c) Funeral and Burial expenses
  - d) Witness fees
  - e) Contracts related to the provision of "controlled acts" by persons governed by a health profession Act" as those expressions are used in the Regulated Health Professions Act, RSO 1991 c 18 as amended.
  - f) Veterinary Expenses
5. Utilities
6. Advertising services required by the Township of Strong on or in but not limited to Radio, TV, Newspaper and Magazine
7. Bailiff or collection agencies

PROCUREMENT BY- LAW #2011-017

SCHEDULE "B"

PURCHASING METHOD

Procedure	Cost of Goods or Services
Approved Invoice or Petty Cash or Purchasing Card	Up to \$ 2,000.00
Obtaining Three written quotations -	\$2001.00 to \$5,000.00
Request for Quotation	\$5001.00 to \$10,000.00
Request for Proposal	\$10,001.00 to \$50,000.00
Request for Tender	\$50,001.00 and up

PROCUREMENT BY-LAW #2011-017

SCHEDULE "C"

1	Late Bids	Automatic rejection, not opened or read publicly
2	Insufficient Financial Security	Automatic rejection,
3	Bids completed and/or signed in pencil	Automatic rejection
4	Bids in unsealed envelope	Automatic rejection
5	All required sections of Bid document not completed	Automatic rejection unless in the consensual opinion of council the incomplete nature is trivial or insignificant
6	Qualified bids (bids qualified or restricted by an attached statement	Automatic rejection unless in the consensual opinion of council the qualification is trivial or insignificant
7	Bids received on documents other than those provided or specified by township	Automatic rejection
8	Bids containing minor obvious clerical errors	48 hours to correct and initial errors
9	Document Execution – Corporate Seal or Signature missing – signatory’s authority to bind the corporation or signature missing	48 hours to rectify the situation
10	Document – Execution – Corporate seal and signature missing	Automatic rejection
11	Erasures, overwriting or strike outs which are not initialed	48 hours to initial upon the consensual opinion of council are insignificant
12	Changes other than the unit price	“
13	-change in the unit price and total is inconsistent with the changed total price	48 hours to initial – upon the consensual opinion of council are insignificant
14	Change in unit price and total is inconsistent with the changed total price	Automatic rejection if significant
15	Mathematical errors which are not consistent with the unit price	48 hours to initial corrections as made by the council
16	Documents in which all necessary addenda which have financial implications, have not been acknowledged	Automatic rejection
17	Any other irregularities	Council, acting in consensus shall have authority to waive other irregularities or grant 48 hours to initial such other irregularities which they jointly consider to be minor.

**APPENDIX F**

Bridge Load Restriction By-Law – 2010-041

**THE CORPORATION OF THE TOWNSHIP OF STRONG**

**BY-LAW NO. 2010-041**

**Being a by-law to restrict the weight of vehicles  
Passing over the Bridges under the Township of Strong Jurisdiction**

**WHEREAS** Section 123(2) of the Highway Traffic Act, Chapter H8, R.S.O. 1990, provides that the Municipal Corporation or other authority having jurisdiction over the Bridges may be By-law limit the gross weight of any vehicle or any class thereof passing over the Bridge;

**AND WHEREAS** the Corporation of the Township of Strong deems it necessary and expedient to limit the weight of vehicles passing over the Bridges in the Township of Strong;

**NOW THEREFORE** the Council of the Corporation of the Township of Strong hereby enacts the following:

**No Vehicle or combination of vehicles or any class thereof whether empty or loaded, shall be operated over the Bridge in the Township of Strong in the following location with weight in excess of:**

**BROOKSIDE ROAD – BRIDGE CON. 7, LOT 7      20 TONNES  
PART LOT 6.**

1. Any person violating the provisions of the By-law shall be subject to the penalties provided in Section 124 of the Highway Traffic Act.
2. This By-law shall not become effective until the Limit of Weight Signs have been posted in a conspicuous place at each end of the Bridge.

**READ A FIRST AND SECOND TIME THIS 26<sup>TH</sup> DAY OF OCTOBER 2010**

**AS READ A THIRD TIME AND FINALLY PASSED IN OPEN COUNCIL ON A MOTION BY: Merlyn Snow AND SECONDED BY: J. D. Newstead THIS 26<sup>TH</sup> DAY OF OCTOBER 2010.**

\_\_\_\_\_  
**MAYOR, STEPHEN RAWN**

\_\_\_\_\_  
**CLERK/TREASURER  
LINDA MAURER**

**Seal**

**Certified to be a true copy  
Of By-law 2010-041 passed  
In open council this 26<sup>th</sup>  
Day of October 2010.**