
Introduction

Through the Connecting Links Program, the Province of Ontario is investing \$25 million in 2017-18 for the construction and repair of roads and bridges on connecting links. Connecting links are municipal roads designated under the *Public Transportation and Highway Improvement Act*.

There are 77 municipalities with designated connecting links eligible to apply to the Ministry of Transportation's Connecting Links Program. These municipalities are listed in the Program Guide.

The objectives of the program are to make investments that:

- Address critical connecting link improvement needs;
- Extend the life of the asset;
- Are cost effective and appropriate to address connecting link needs; and
- Ensure the safe and efficient movement of provincial traffic.

The ministry will provide funding up to 90 percent to a maximum of \$3 million of eligible capital costs for approved projects.

Application Process

The program has a one-stage application process. Municipalities with one designated connecting link may submit one application. A municipality with more than one designated connecting link may submit a maximum of two applications. Each project requires a separate completed application form. Applicants should review the Program Guide to ensure all application requirements are met.

The deadline for the application submission is Friday, October 21, 2016 at 5 p.m. EST.

Submitting the Application

The application submission must include:

- Project Application form, completed in full;
- Asset Management Plan information (Section 13 of Application);
- Declaration by municipal official certifying all submission requirements have been met (Section 16 of Application); and
- Council resolution/bylaw supporting the application.

The complete application package may be submitted either by email to CLProgram@ontario.ca or regular mail, or personal delivery (including prepaid couriers) to:

Connecting Links Program
Operations Office
Ministry of Transportation
301 St. Paul St, 2nd Floor South
St. Catharines ON L2R 7R4

Questions?

If you have any questions regarding the application, please contact MTO by email at CLProgram@ontario.ca or by phone at 905-704-2189.

Section 1 – Applicant Contact Information

Name of Municipality

Municipality of Tweed

Mailing Address

Unit/Suite Number

Street Number

255

Street Name

Metcalf Street

Rural Route

PO Box

Postal Station

County District

Hastings

City/Town

Tweed

Province

Ontario

Postal Code

K0K 3J0

Authorized Contact (must be from municipality)

Last Name

Gallagher

First Name

Betty

Middle Initial

Position/Title

Treasurer/Acting CAO/Clerk

Telephone Number

613 478-2535

Email Address

bettyg@twp.tweed.on.ca

Section 2 – Project Information

Project Title (Include municipal road name and type of work e.g., resurfacing, rehabilitation, etc.)

Rehabilitation of Victoria Street (Highway 37)

Project Type (Please check all that apply)

 Detail Design Only Road Resurfacing Road Reconstruction Road Drainage / Stormwater Drain Intersection Traffic Control Signal Pedestrian Crossing Device Bridge/Culvert Bridge Over or Under Railway Other (Describe Below) ▼

Indicate the Fiscal Year the project will be completed.

 2017-18 2018-19 2019-20Did you previously apply under Intake 1 of the Connecting Links Program? Yes NoIf Yes, is this the same project as submitted under Intake 1? Yes No**Section 3 – Project Location**

Highway Number

37

Municipal Street Name

Victoria Street

City/Town

Tweed

Latitude ¹

44.476319

Longitude ¹

-77.311801

¹ Latitude and longitude coordinates can be obtained using Google maps by right-clicking and selecting "What's here." Use centre-point of structure or road project for coordinates.

Describe the location of the project below including the length and the starting and end points on the connecting link. Provide a map to scale with a North arrow including project start and end points, length and relevant landmarks (e.g. intersecting streets, bridges, rivers).

The Municipality is responsible for 2.1km of Highway 37 (known as Victoria Street in the Village) through the Village of Tweed, and the project will be located throughout the 2.1km length. As shown in the attached location map, the limits of the project will extend from the south end of the connecting link limits (44.468752, -77.308076), through to the north end of the limits (44.486568, -77.318409). Within the connecting link limits noted above there exists a bridge over the Moira River located at 44.482296, -77.316260.

Section 4 – Project Description

Describe the project and outline the scope of work. Describe the project, outline the scope of work and provide a schedule. If available, provide a detailed proposal and costs as supporting information. If a bridge project over or under a railway, include specifics such as a railway access plan or any discussions with the railway to facilitate the project.

The project includes the design, administration, materials, and construction required to resurface the complete roadway length within Tweed's connecting link limits. The roadway resurfacing project will include: the removal of

the surface course asphalt, adjustments to maintenance holes due to settlement issues and cracking of the adjustment rings, adjustments of catch basins and water valves, and installation of a new surface course asphalt. To facilitate with roadside drainage concerns (ie ponding) the existing curb and gutters will be removed and replaced, as well as the removal and replacement of approximately 20% of the sidewalks throughout to repair cracked and upheaved panels. The project will also include the installation of intersection traffic signal and pedestrian crossing battery backup power, upgrades to all pedestrian crossings to include push buttons and audio speakers to comply with current AODA standards.

Section 5 – Project Rationale

Provide a rationale for the project in terms of how it addresses critical connecting link needs or extends the life of the asset and the alternative options considered for this project. Reference should be made to the road or structure deficiencies identified in Section 13.

Highway 37 through the Village of Tweed, receives a significant volume of traffic and a high percentage of truck traffic, which has resulted in the wear and deterioration of the existing asphalt wearing surface and concrete curbs. The existing asphalt surface exhibits light to severe wheel rutting and areas of severe cracking. Resurfacing of the connecting link will extend the life of the asset by an estimated 15 years. The resurfacing of the asphalt surface course on Victoria Street will prevent emergency repairs and traffic flow issues in the future, and will provide a safer public roadway for the motoring public. Due to the amount of traffic that uses the highway through the Village, it is critical that the highway remain open at all times and is not directed on to local municipal roads. The completion of this project will ensure that the connecting link through the Village of Tweed remains open for the foreseeable future, and that pedestrians and vehicles have a safer travelling corridor due to upgraded traffic signals, pedestrian crossings, and walkways.

Section 6 – Project Innovation / Sustainable Construction Practices

Where applicable - Identify any innovative or sustainable design and construction practices that will be applied to maximize the life of the asset, demonstrate good environmental stewardship, mitigate future climate change impacts, or reduce environmental or traffic impacts during construction. Examples include: culvert re-lining instead of full culvert replacement, innovative structure design and construction materials, reduction in the use of new aggregates in asphalt, or use of higher quality asphalt materials.

The most up-to-date design and construction techniques will be used to complete the project. All new and innovative technologies that may be applicable to the project will be reviewed and considered. The key component that could be utilized to reduce the green house gases as well as promoting a green product would be the manner in which the Hot Mix Asphalt is designed. Strong consideration will be given to including the amount of recycled products within the mix design while adhering to Provincial Standards and Specifications.

Section 7 – Project Readiness / Approvals

Indicate any regulatory decisions, approvals, licences, authorizations or agreements already completed or required by the provincial or federal governments or third-parties such as railways. Provide any additional details on work conducted or consultations undertaken to obtain approvals, agreements etc. that would expedite your project. If the project includes a traffic control signal, municipalities are required to seek MTO approval of the technical warrants for traffic signals and/or pedestrian crossings before submitting the project.

The Municipality has limited funds therefore the project will not proceed without application-based funding. The following regulatory decisions/approvals are anticipated as part of the proposed project:

- The completion of a pre-approved Municipal Class EA - Schedule A+.
- Lane closure and lane restriction permits from the MTO.

Section 8 – Milestones/Timelines

Milestone	Date
Application Submission Deadline	October 21, 2016
Funding Recipient Notification	January 2017 (Estimated)
Execution of Agreements	March 2017 (Estimated)

Milestone 1: Award of First Contract Indicate Type of Contract: Engineering and Design	March 2017 (Estimated) (Must be by June 30, 2017)
Completion of Engineering Design	May 30, 2017 (Estimated)
Milestone 2: Substantial Completion	December 2017 (Estimated) (Must be by December 31 of Fiscal Year of Completion)
Milestone 3: Final Report	February 2018 (Estimated) (Must be by March 8 of Fiscal Year of Completion)

Section 9 – Timeline Risks and Mitigation Strategies

Outline any risk that might delay the achievement of the three Milestones above, how long the delay could be and provide mitigation strategies. Schedule risks include the time required for tendering, delays due to regulatory approvals or third party agreements (e.g., with railways), utility relocations, inclement weather, consultations, etc. If the schedule risks are significant, consideration should be given to extending the project completion over two or three years.

Risks associated with the delay of achievement for this project are associated with the securing of all necessary approvals from the Regulatory Agencies, and the completion of construction within the allotted time frame.

We are confident that the project will be completed within the milestone dates provided above without the need to extend the dates in the future.

With respect to possible delays associated with the securing of all necessary approvals, the only foreseen approval required will be that from the local Ministry pertaining to the roadway closures. Based upon previous experience with past projects, we envision this to be a non-issue with the Contractor obtaining such.

With respect to possible delays during construction, a sufficient timing window for the completion of the work will be provided to the Contractor with a liquidated damages clause specified in the Contract as a deterrent for a late completion of the construction. The project schedule will be closely managed to ensure that the project progresses on schedule.

Section 10 - Project Financial Information

Refer to Program Guide for information about project eligible project costs

Total Project Costs (Include any water, wastewater, utility work and HST)	\$ 1,635,076.38
Total Project Costs (Exclude any third party contributions. Include HST)	\$ 0.00
Eligible Connecting Link Project Costs (Include HST)	\$ 1,635,076.38
Eligible Connecting Link Project Net Costs (Exclude HST Rebate)	\$ 1,472,436.92
Amount of Provincial Funding Requested (No greater than 90% of eligible project costs to maximum of \$3 million)	\$ 1,325,193.23
Provincial Funding as % of Eligible Project Net Costs (Maximum of 90%)	% 90

Section 11 - Project Cost Details

Refer to Program Guide for information about eligible project costs.

Activities (Include HST)	Fiscal Year			Total Costs
	April 1, 2017 – March 31, 2018	April 1, 2018 – March 31, 2019	April 1, 2019 – March 31, 2020	
Environmental Assessment/Permits (if any)	0			0
Engineering/Design	91,124.81			91,124.81
Project Management/ Contract Administration	102,757.77			102,757.77
Construction	1,292,550.5			1,292,550.5
Miscellaneous	148,643.31			148,643.31
Total Eligible Costs* (Include HST)				1,635,076.39
Estimated HST Rebate				162,639.46
Total Net Eligible Costs* (Exclude HST Rebate)				1,472,436.93
* Costs must be same as indicated in Section 10				

Section 12 – Construction Cost-Shared Items

Indicate any project costs to be shared with others, e.g. utilities or railways, and provide an explanation.

Item	Total Costs	Eligible Costs	Chargeable to Municipality	Chargeable to Others	Explanation

Section 13 – Asset Management Planning

Asset Management Plan

Municipalities are required to have a comprehensive asset management plan including roads and structures on all designated connecting links in order to receive provincial funding.

Check if municipality has no connecting link structures (three metres or greater in length in the direction of traffic).

Have you made any updates? Yes No If no updates, you are not required to resubmit.

If this is your first time applying, or have made updates, please check if your asset management plan is available online and provide website address below, or attach to your submission. ▼

<http://twp.tweed.on.ca/asset-management-c993.php>

Connecting Link Structure Inspection

Regulation 104/97 of the *Public Transportation and Highway Improvement Act* requires all jurisdictions to inspect their bridges and culverts (three metres or greater in overall length in the direction of traffic) at least once every second calendar year under the direction of a professional engineer.

Municipal Structure Inspection Form(s) must be submitted for **all** connecting link structures in your municipality for ministry records. A PDF copy of existing report is acceptable.

- Check if your municipality has no connecting link structures.
- Check if you have submitted all current Municipal Structure Inspection Forms in the previous submission.
- Check if you are submitting updated information since previous submission.
- If this is your first time applying, check if Municipal Structure Inspection Forms for all connecting link structures are attached to submission. If not all attached, explain below. ▼

Please see the attached OSIM Reports

Connecting Link Asset Inventory, Condition and Needs

Detailed information on connecting link roads and structures is critical to assist both municipalities and MTO in making investment decisions. Applicants are required to submit connecting link inventory, condition and needs data for **all** connecting road sections and structures (three metres or greater in overall length in direction of traffic) as described in Appendix 6 of the Program Guide. Provide a map showing all connecting link sections and structures in the municipality listed in the inventory.

- Check if you have submitted all current information in the previous submission.
- Check if you are submitting updated information since previous submission.

If this is your first time applying:

- Check to confirm that an Excel table or other data file including required data for all connecting link road sections and structures (three metres or greater in the direction of traffic) has been attached to the submission.
- Check to confirm that a map to scale of all connecting link sections and structures in the municipality listed in the inventory has been submitted. Include North arrow and relevant landmarks, e.g. intersecting streets, bridges and rivers.

Connecting Link Maintenance Plan or Strategy

Municipalities should have an ongoing maintenance plan/strategy and an ongoing inspection program for connecting link roads and structures. Describe below or attach to your submission a description of your maintenance plan/strategy and inspection program.

The Municipality is responsible for 2.1km of Highway 37 through the Village of Tweed. The highway features included within the limits are: asphalt pavement and granular sub-base, concrete curb and gutters, concrete sidewalks, asphalt sidewalks, maintenance holes, catchbasins and associated underground pipes and sewers. The connecting link limits also include a bridge over the Moira River, which is known as the Sagonaska Bridge. The bridge has an approximate deck area of 1234m².

The Municipality keeps an up-to-date 10 year capital works plan in conjunction with their asset management plan, which are updated based on roadway maintenance tours completed by the Municipality's works department, and biennial bridge and culvert inspections completed by consultants.

Section 14 – Project Proposal and Supporting Information

Please check if any of the following have been completed that support your project.

- Detailed Project Proposal and Costs. If available, please submit with your application.
- Environmental Assessment Preliminary Design Report Detailed Design
- Traffic Management/Control Plan Railway Agreement
- Detailed Investigational Reports (e.g. Detailed Bridge Condition Survey) Photos
- Other Applicable Engineering Reports (Describe below) ▼

Section 15 – Duty to Consult with Aboriginal Communities

The Governments of Canada and Ontario, along with municipalities have a duty to consult with Aboriginal communities where a decision or action may adversely impact asserted or established Aboriginal or treaty rights. Aboriginal communities include Indian, Inuit and Métis people of Canada and any other group having Aboriginal or treaty rights under section 35 of the *Constitution Act*, 1982. To assist the ministry in determining the Crown's duty to consult obligations, please respond to the following questions:

Municipalities should inform and consult as necessary with stakeholders including Aboriginal Communities as part of the environmental assessment process.

To assist the ministry in determining the Crown's duty to consult obligations, please respond to the following questions. MTO will advise funded municipalities if there are provincial duty to consult obligations that need to be considered.

Have any Aboriginal Communities been consulted in the environmental assessment process or other approval process to date?

Yes No If yes, list the Aboriginal communities below and indicate the nature of the consultation. ▼

Is the municipality aware of any historical or archaeological finds, etc. in the vicinity of the proposed project?

Yes No

Is the municipality aware of any recent claims or assertions by Aboriginal communities in connection with the proposed project site?

Yes No

Has the municipality consulted with Aboriginal communities in the past about this project or any other infrastructure project?

Yes No If yes, specify details below ▼

The Municipality has made contact with Aboriginal Communities in the past as part of a duty to consult approach during the preliminary design phase of road and bridge infrastructure projects. There has been no noted concerns from Aboriginal Communities or their offices regarding infrastructure projects in the past.

Has an Aboriginal community previously expressed a concern regarding an infrastructure project undertaken by the municipality?

Yes No

Section 16 – Declaration

I certify that:

- the submitted application meets the requirements of the Ministry of Transportation's Connecting Links Program as described in the Program Guide;
- a comprehensive asset management plan including connecting links has been completed and publically posted;
- the municipality will comply with the conditions that apply to designated connecting links under the *Highway Traffic Act* to ensure the safe and efficient movement of provincial traffic;
- the project put forward in the application will be completed and the milestones met as stated in the Application;
- the information in the Application is factually accurate.

I have the authority to bind the municipality.

Last Name

GALLAGHER

First Name

BETTY

Position/Title

TREASURER/ACTING CAO/CLERK

Date (yyyy/mm/dd)

2016/10/21

Section 17 – Documents Submitted with this Expression of Interest

Please list all files or documents submitted along with this Application.

If you are submitting this form by email, write a short description of the contents to the left in the table below and indicate the file name to the right. Attach all documents to the same email as this form.

If submitting this form by mail, simply write a description of each document, including titles, that are submitted along with this Application, in the left-hand column.

Description of File or Document Attached	File Name or Hyperlink
Project Location Map	TWEED LOCATION MAP.PDF
Asset Management Plan	TWEED AMP.PDF
Sagonaska Bridge OSIM	TWEED OSIM.PDF
Project Cost Proposal	TWEED COST PROPOSAL.PDF

Submission

Applications for project funding must be received by 5:00pm EST by October 21, 2016.

Questions? Call 905-704-2189 or send an email to CLProgram@ontario.ca.

If your submission package is greater than 10MB, please divide files and submit separate emails with less than 10MB content. MTO will reply by email to confirm receipt of your submission.

If submitting a hardcopy of the completed form and supporting documentation, please send to:

Connecting Links Program
c/o Ministry of Transportation
Operations Office
301 St. Paul, 2nd Floor South
St. Catharines, ON L2R 7R4

MUNICIPALITY OF TWEED
VICTORIA STREET/HIGHWAY 37 CONNECTING LINK RESURFACING
PRELIMINARY PROJECT ESTIMATE FOR 2017 FUNDING

<u>ITEM No.</u>	<u>Description of Item.</u>	<u>Unit</u>	<u>Estimated Quantity</u>	<u>Unit Price</u>	<u>Total Amount</u>
1	Mobilization/Demobilization	Lump Sum	1	\$ 10,000.00	\$ 10,000.00
2	Traffic Control Devices	Lump Sum	1	\$ 20,000.00	\$ 20,000.00
3	Removal of Existing Asphalt - Partial Depth	m ²	23,000	\$ 2.25	\$ 51,750.00
4	Earth Excavation and Grading	m ³	75	\$ 20.00	\$ 1,500.00
5	Hot Mix Asphalt - HL8 Base Course Including PG Asphalt Cement	t	120	\$ 150.00	\$ 18,000.00
6	Hot Mix Asphalt - HL3 Surface Course Including PG Asphalt Cement (50mm)	t	2,820	\$ 120.00	\$ 338,400.00
7	Miscellaneous Hot Mix Paving	m ²	220	\$ 25.00	\$ 5,500.00
8	Granular A	t	1,000	\$ 20.00	\$ 20,000.00
9	Granular B	t	200	\$ 25.00	\$ 5,000.00
10	Removal of Existing Concrete Curb and Gutter	m	3,000	\$ 12.00	\$ 36,000.00
11	Concrete Curb and Gutter	m	3,000	\$ 50.00	\$ 150,000.00
12	Removal of Existing Sidewalk	m ²	1,230	\$ 15.00	\$ 18,450.00
13	Concrete Sidewalks	m ²	1,010	\$ 75.00	\$ 75,750.00
14	Manhole Adjustments	ea.	32	\$ 3,500.00	\$ 112,000.00
15	Catch Basin Adjustments	ea.	50	\$ 550.00	\$ 27,500.00
16	Water Valve Adjustments	ea.	20	\$ 500.00	\$ 10,000.00
17	Traffic Signal and Pedestrian Crossing Upgrades	Lump Sum	1	\$ 170,000.00	\$ 170,000.00
18	Traffic Loop Detectors	ea.	4	\$ 4,000.00	\$ 16,000.00
19	Pavement Markings	Lump Sum	1	\$ 8,000.00	\$ 8,000.00
20	Asphalt Indexing (Estimated Value)	Lump Sum	1	\$ 50,000.00	\$ 50,000.00
				SUB-TOTAL	\$ 1,143,850.00
				CONSTRUCTION TOTAL	\$ 1,143,850.00
				15% DESIGN AND ADMINISTRATION	\$ 171,577.50
				10% PROJECT CONTINGENCY	\$ 131,542.75
				TOTAL PRELIMINARY ESTIMATE (EXCLUDING HST)	\$ 1,446,970.25



TWEED CONNECTING LINK LIMITS SHOWN WITH THE SAGONASTA BRIDGE NOTED BY GREY PIN.