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**TOWNSHIP OF MERRICKVILLE-WOLFORD**

**GRAVEL ROAD NEEDS STUDY**

**2023**

**August 2023**

**Updated Dec 2023 for Traffic Counts**

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Village of Merrickville-Wolford  
GRAVEL ROAD NEEDS STUDY  
2023

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**INTRODUCTION**

A substantial portion of a rural Municipality's annual budget is typically allocated to the road system for the purpose of maintenance and capital improvements. The current replacement value of the Village road system is on the order of \$54,310,000. Of the road system, the municipality has gravel roads totaling \$20,000,000 of replacement value. This is a significant investment to be maintained into the future. Roads, like equipment, wear out and must be maintained, rehabilitated, or replaced at predetermined intervals. Failure to properly maintain and rehabilitate at the appropriate time results in increasing costs and the risk of a more expensive replacement. To ensure that the Municipality is managing the road system effectively, Council must be aware of the condition of the present gravel road system in order to confirm future maintenance and capital works needs.

This Road Management Plan provides the following:

- a) A gravel road system inventory including all municipally maintained gravel roads where segments have been created by taking into account the road condition, geometric elements (road width) and surface type.
- b) Identifies those gravel road sections in need of improvement, the type of improvements, and an estimate of cost.
- c) A maintenance and construction program for the gravel road system.

### **THE VILLAGE ROAD SYSTEM**

The Village had previously commissioned an Asset Management Plan in 2020 for O.REG. 588/17 compliance which included the compilation of relevant road segment information and forms the basis of this report, which was built upon with a field review of gravel road conditions in 2023.

In addition to the municipal maintained road network, there are privately maintained roads within the Village. The maintenance and upkeep of these roads is the responsibility of their respective owners. This report does not address the costs related to private roads.

The total gravel road lengths are as follows:

2023 Gravel Road Need Study (this report)	52.6	km
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The gravel road system distribution (urban, semi-urban, rural) is categorized as follows:

Rural, single lane	48.4	km
Rural, double lane	4.2	km

### **ROAD SYSTEM INVENTORY**

Road Appraisal Forms have been prepared for each road in the road network and the forms contain information such as: geometry (length, width), surface type, condition rating, recommended improvements, and improvement costs based on estimated benchmark costs. A particular road may have one or a number of section numbers assigned to it to distinguish variations in geometries or the condition rating. A sample Road Appraisal Form is included in Appendix A.

A map of the Village Road System is provided in Appendix B.

### **CONDITION RATINGS**

A condition rating of good, fair, or poor is assigned to each road section. This assignment is based upon a visual assessment of the existing surface, the ride quality, and observable structural condition of the road. "Good" is the best condition (i.e. a newly constructed road or newly graveled and graded), "fair" is a road that is nearing scheduled maintenance/rehabilitation, and "poor" is a road that is past due for maintenance/rehabilitation and may require reconstruction.

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For comparison with a numerical system rating: good, fair, and poor correspond with the following numerical ranges:

Good 8-10  
Fair 5-7  
Poor Less than 5

Road reviews are normally conducted in the spring, when the frost is leaving the ground and the road base is soft. It is at this time when the structural performance of a road is most evident. In this case, the road system was travelled and each section was assessed for condition rating during April of 2023.

The Village Public Works employee Alec McGregor and Jp2g Civil staff Curtis Millar conducted the field review and agreed to the condition ratings and improvements required for each road section.

The gravel road conditions as reported this spring are:

<b>Rating</b>	<b>2023 Assessment</b>
Good	5%
Fair	49%
Poor	46%

This indicates that the municipal gravel roads fall between a fair and poor condition in 2023. Without continued investment, the roads in good and fair condition will deteriorate to a poor condition.

**LIFE CYCLES AND MAINTENANCE**

All roads surfaces have different life expectancies and should be resurfaced within their life cycles before the road base is allowed to deteriorate and suffer structural damage. Failure to resurface within the designated timelines can result in premature failure of the road base, and result in a need for reconstruction. The overall traffic volumes, percentage of truck traffic, the existing road base construction standards/condition, and roadside drainage will also impact the road life cycle.

Roads with condition ratings of poor are in need of immediate improvement. If roads rehabilitation does not occur, damage may become more severe and reconstruction may be necessary. The longer that scheduled rehabilitation is deferred, the greater the risk that reconstruction will be required instead, at a greater cost. Roads having a fair condition should typically be accorded to a higher priority for capital rehabilitation and maintenance works. If these rehabilitation works cannot be scheduled in a timely manner, the road should be closely monitored for evidence of safety concerns and issues remedied with appropriate spot maintenance.

Gravel road condition ratings noted on the breakdown sheets are considered a “snapshot” in time due to continued routine maintenance and ongoing upgrading of the granular top surface. A freshly graded road in late-summer might have a superior rating compared to during the spring. Any noted deficiencies that are not related to depth or width should be dealt with through spot improvements and maintenance items rather than as a capital budgeting item. Upgrading a road surface from gravel to LCB (surface treatment) or HCB (asphalt

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surface) is always to be considered as a capital item.

Gravel road sections currently at a condition rating of fair or poor have been assigned costs on the Appraisal Sheets. Roads that are in good condition where surface upgrading is warranted have also been assigned costs on the appraisal sheets. Other spot maintenance requirements have also been identified.

### **ROAD AND DRAINAGE IMPROVEMENTS/BENCHMARK COSTS**

Various road and drainage improvements (reconstruction and rehabilitation) have been recommended and costed in this study and are briefly described as follows below:

#### **Rural Section /w Ditch - Reconstruction: Gravel surface and base**

- removal of existing gravel surface and base granulars
- excavation of existing road to depth
- replacement of granulars
- centerline and entrance culvert replacement

#### **Rural Section /w Ditch – Upgrade: 1 lift pavement**

- freshen granulars
- installation of asphalt – 1 lift
- gravel for shoulders and entrances

#### **Rural Section /w Ditch – Upgrade: Double Surface Treatment ('tar and chip')**

- freshen granulars
- installation of double surface treatment
- gravel for shoulders and entrances

The benchmark costs are our opinion of the average costs to have a contractor undertake specific improvements. These costs have been developed based on recent construction costs in the Village area (as provided by Public Works), and also based on Jp2g's experience tendering road projects in Eastern Ontario. These numbers are used to determine a budgetary estimate of costs for the road sections on a per kilometer basis. The benchmark costs used in this report have been included as Appendix E-1. In some situations, additional costs have been assigned to individual road sheets based on site specific features encountered during the road tour (rock, significant slopes, large diameter culverts). These are captured under the spot repairs. All costing is reported using present day values.

The benchmark road cross section is shown in Appendix E-2

### **GRAVEL NEEDS PROGRAM**

Based on this Road Needs Study, the gravel roads will require \$9,000,000 in spot repairs and \$233,000 in widening costs to address deficiencies identified in the Spring 2023 review.

In terms of regular maintenance, it is understood that the municipality has historically allocated \$60,000 for gravel to be purchased and delivered, with municipal forces grading the material. The municipal staff have indicated that this material is spread across 50% of the roads each year. The municipality has 52.6km of road with an average surface width of 5.0m so approximately 131,440 sq.m. of surface area is being graded each year. Based on the results of staff discussions and the road review there is evidence that the road base material and organics are being graded and incorporated into the road surface. This strongly suggests that more gravel needs to be purchased and placed onto the driving surface.

Based upon a purchase price of \$12.45 per tonne, and \$60,000 this represents 4,820 tonnes that can be delivered and graded. A tonne of granular material represents 0.44 cu.m. of material to be spread. Therefore, given a grading lift of 75mm (3 in) of material, the municipality is purchasing enough to permit approximately 4.7 km of roadway per year to be maintained.

Thin lifts of placed granular material are not recommended when the existing granular surface is too thin, as there won't be sufficient material to grade and distribute.

The recommendation is that the municipality try and increase the amount of gravel placed and graded each year such that all the roads are addressed in a 3 year cycle. This should improve the surface riding quality and reduce the frequency of re-grading by ensuring the gravel surface materials are appropriate. The additional material will also make future years regrading easier to smooth out washboarding, fill in potholes, and ruts.

The average rural, single lane road has a surface width of 5.0m and the average rural, double lane road has a surface width of 5.6m. A minimum surface width of 6.0m is a normal standard for the purposes of maintaining access routes for emergency vehicles (fire and ambulance). Few roads, when measured during the field review, met a 6.0m surface width. In most cases the road platform is wide enough, but additional material to widen the driving surface is warranted. A cost for this widening is included in the assessment sheets on a road by road basis, the total cost is estimated to be \$233,000.

To apply 75mm of new gravel to 1/3<sup>rd</sup> of the gravel roads each year to a surface width of 6.0m is anticipated to require 7,890 cu.m. of granular material, or 17,750 tonnes. The total cost of this is estimated to be \$228,000 per year. Based on the \$20,000,000 replacement cost for gravel roads, this represents a maintenance cost of approximately 1% of the replacement valuation.

**UPGRADING OF GRAVEL ROADS**

Municipalities often desire to upgrade gravel roadways to surface treated (tar and chip) or asphalt to reduce maintenance and provide a better travelled surface among other reasons. From an engineering perspective, the road that is being upgraded needs to have sufficient strength (thickness) of the granular road base and granular subbase so that it can perform as expected. Many rural roads, due to how they were historically constructed, require work to improve the road base to an acceptable standard to support surface treatment (asphalt or 'tar and chip'). Otherwise, the surface treatment breaks up quickly and the expensive surface doesn't last. Engineering design of roadways would normally include a geotechnical assessment to confirm the pavement design including thickness of base and subbase. Drainage of the road base and subbase is also critical to long term performance of the surface and to avoid cracking and moisture intrusion. An engineering design process would address those matters and more.

The municipality should want to have a level of assurance that any money spent on upgrading a surfaced road will perform for years to come and meet ratepayer expectations.

As a rule of thumb, once a roadway is experiencing greater than 200 vehicles per day in traffic, some form of surface treatment can be explored to reduce maintenance costs. The upfront capital costs are higher, however the long term maintenance costs are lower. The lifecycle costs of upgraded roads are also higher than gravel roads, as when they do require rehabilitation a "shave and pave" for asphalt or reapplication of 'tar and chip' are both more expensive than additional gravel.

One additional consideration is that "tar and chip" surface treatments do not perform as well under heavy truck or farm equipment traffic loadings. Roads subject to heavy truck and farm traffic should be strongly considered for surfacing by one or two lifts of asphalt, depending on the volume of traffic.

Based upon our review of the current status of roads in the municipality, the only gravel road that could be considered for immediate upgrading is HF McLean Rd. The estimated cost of upgrading this road (including spot repairs) to asphalt is \$435,000.00.

Other gravel roads in the municipality are dead end, narrow travelled surface, low volume roads impacted by tight rock, experiencing ongoing drainage issues, have narrow rights of way, or a combination of these challenges. It is not advisable to consider surface treating these roads until the other challenges are addressed first.

**REVIEW OF SELECTED ROADS FOR UPGRADING**

Based on discussions with the municipality, it is understood that there is interest in reviewing several roads for upgrading. The municipality has requested that the following roads be reviewed for upgrading:

- Corktown,
- Yule,
- Pioneer,
- Land O’Nod, and
- Carley’s Corner

**Corktown Road, 4.6 km**

Requires shouldering, culverts, grade raise and digouts, new ditching, ditching cleanouts, and allowance for rock removal. Half of road in fair condition, half in poor condition. Part of the road has a deficient ROW width making undertaking any works more challenging.

Spot Repairs Total \$1,058,000

In order to upgrade this road to asphalt, including other necessary spot repairs a total cost of \$2,656,000 is estimated.

**Yule Road, 5.66 km**

Requires shouldering, culverts, grade raise and digouts, new ditching, ditching cleanouts, and allowance for rock removal.

Spot Repairs Total \$1,219,000

In order to upgrade this road to asphalt, including other necessary spot repairs a total cost of \$3,242,000 is estimated.

**Pioneer Road, 6.02 km**

Requires shouldering, culverts, grade raise and digouts, new ditching, ditching cleanouts, and allowance for rock removal. The road has a deficient ROW width making undertaking any works more challenging.

Spot Repairs Total \$884,000

In order to upgrade this road to asphalt, including other necessary spot repairs a total cost of \$3,531,000 is estimated.

**Land O’Nod Road, 6.38 km**

Requires shouldering, culverts, grade raise and digouts, new ditching, ditching cleanouts, and allowance for rock removal. The road has a deficient ROW width making undertaking any works more challenging. Ends at boundary with Augusta Township, meaning that upgrade works may not be continued further down the road.

Spot Repairs Total \$684,000

In order to upgrade this road to asphalt, including other necessary spot repairs a total cost of \$3,936,000 is estimated.

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**Carley's Corners Road, 2.3 km**

Requires grade raise, new ditching, ditching cleanouts, and allowance for rock removal.

Spot Repairs Total \$457,000

In order to upgrade this road to asphalt, including other necessary spot repairs a total cost of \$1,508,000 is estimated.

The total estimated cost to upgrade these 24.96km of road to asphalt is estimated to be \$12,217,000. Each of these road upgrades would be a significant capital project for the municipality. Based on the number of serviced lots in the area, existing ROW widths, traffic levels, and overall conditions of the roads, upgrades for these roads are not warranted at this time.

**CONCLUSION**

This report has been compiled to provide Council with a list of road improvements associated with the Village gravel road system. It should be used as a reference document to plan future road improvements, apply for available provincial dollars to ensure that the maximum benefit is being achieved from the roads budget funding.

**DECEMBER 2023 TRAFFIC COUNT UPDATE**

The municipality obtained traffic counts for selected roads in the municipality. Roads were monitored over 7 or 8 days in the mid October to early November 2023 period. The summary results are repeated at the front of Appendix C. The majority of gravel roads had average daily traffic counts of less than 200 trips/day. Only Corktown Road had average traffic exceeding 200 trips/day. With the challenges of improving Corktown Road (insufficient ROW width), the traffic counts support the conclusion that HF Mclean is the next best gravel road suitable for upgrading, as it has the second highest average daily traffic.

Prioritization of gravelling should follow the remaining roads by traffic volume in descending order from Bolton to Snowdon. This will ensure that the greatest volume of travelling vehicles receive improved riding conditions.

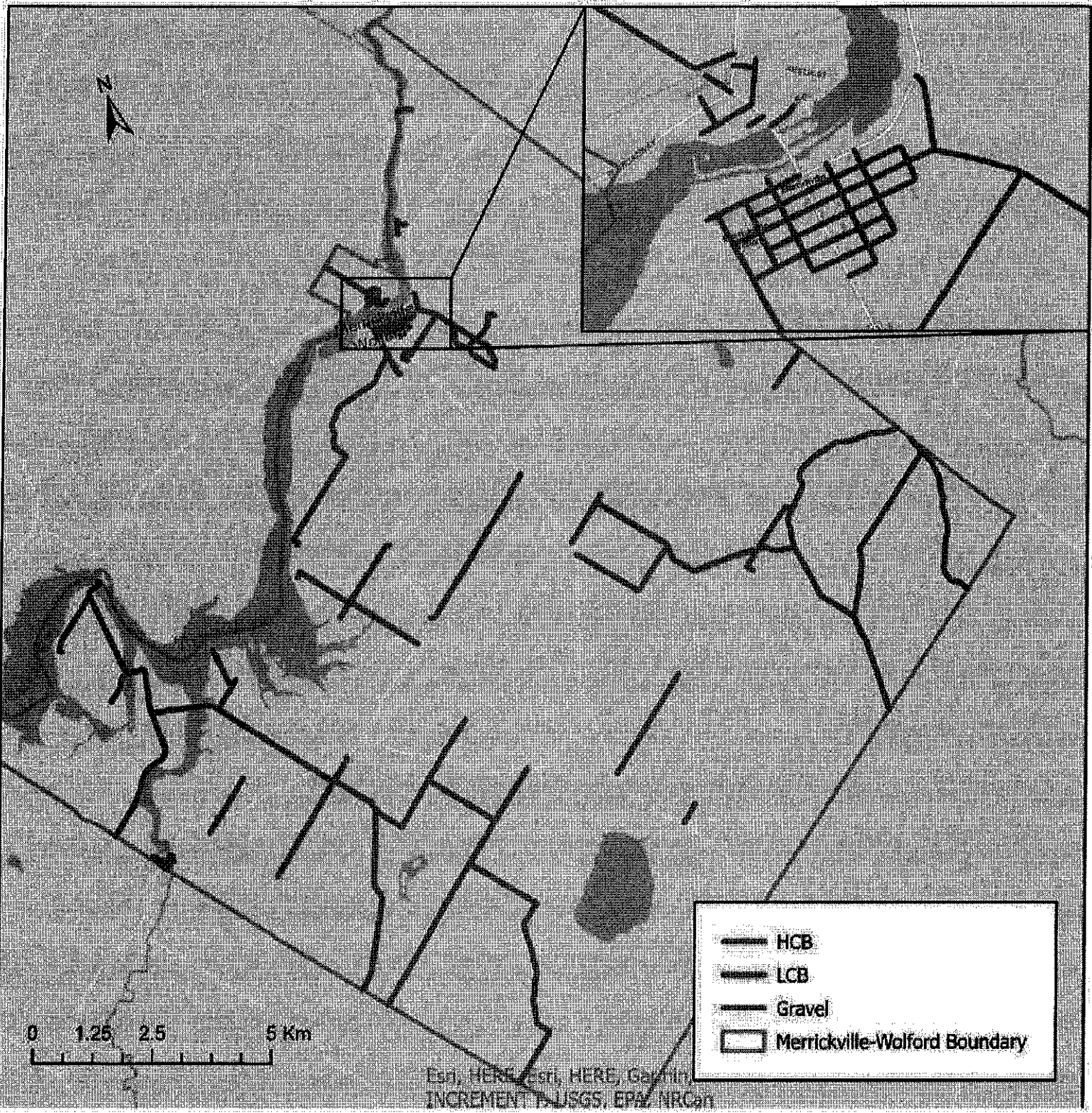
**APPENDIX A**

**SAMPLE ROAD APPRAISAL FORM**

Village of Merrickville-Wolford - Road Appraisal Form			
Road/Street Name		Length of Road (km)	
From		Platform Width (m)	
To		Surface Width (m)	
Roadside Environment		Shoulder Width (m)	
Surface Type	Gravel	Right of Way Width (m)	
Traffic Counts		Boundary Road (Yes/No)	
Ditching Type		Review Date:	
Original Condition Rating		Prepared By:	Curtis Millar
2023 Condition Rating		Reviewed By:	Michael Fadock
Road Improvements and Costs			
Spot Improvement Works			
	Cost	Description	
Right of Way			
Culverts			
Ditching			
Grade Raise (Vertical Alignment Corrections)			
Spot Digouts or Improvements			
Shouldering Improvements			
Other Works (i.e. Guard Rails)			
Total Cost			
Ongoing Maintenance Works			
	Cost	Description	
Shouldering			
Ditching			
Annual Gravel Addition (Depth)			
Other Works (i.e. Guard Rail Repair)			
Total Cost			
Construction Works			
	Cost	Description	
Gravel Addition in Excess of Annual Addition			
Full Depth Reconstruction Back to Gravel Road			
Upgrade to Asphalt without Reconstruction, Rural Section (Gravel Padding Only)			
Upgrade to Asphalt Full Depth Reconstruction, Rural Section			
Upgrade to Asphalt Full Depth Reconstruction, Urban Section (Inc, Gutters and storm system)			
General Notes:			

**APPENDIX B**

**VILLAGE ROAD SYSTEMS MAPS  
ROAD SYSTEM INDEX MAP**



**APPENDIX C**

**2023 GRAVEL ROAD NETWORK SUMMARY SHEET AND  
INDIVIDUAL APPRAISAL SHEETS**

**Merrickville Traffic Counts - Fall 2023**

<b>Road Name</b>	<b>Total Traffic Counts for Period</b>	<b>Length of Counting Period</b>	<b>Average Daily Traffic</b>
Pioneer East	819	7	117
Pioneer West	442	8	56
Snowdon Drive East	565	7	81
Snowdon Drive West	145	7	21
Wolford Centre Road	246	7	36
Yule Road	469	8	59
Bolton Road	1112	7	159
Corkoran Road N	257	7	37
Corktown Road	1704	7	244
Gardener	121	7	18
HF Mclean Road	1327	8	166
Kerford Road	472	7	68
Land O' Nod Road	675	7	97
Montague Road	1219	8	153
O'Brien	225	7	33

Notes:

1. Data collected from mid-October to early-November 2023

**Summary Table of Road Needs Study 2023 Findings**

Prepared By: Curtis Miller  
 Reviewed By: Michael Fraddock  
 Review Date: 2023-08-04  
 Issue Date: 2023-08-04 Job No: 23-5012A

Road/Street Name	Surface Type	Start Location	End Location	Length (ft)	2023 Condition Rating	Platform Width (ft)	Surface Width (ft)	Shoulder Width (ft)	Right of Way Width (ft)	Roadside Environment	Ditching Type	Spot Repairs & Construction Cost	Surface Widening Cost	Gravel Maintenance Cost	Full Depth Reconstruction Cost	Upgrade to Surface Treat Cost (Chp and Dip)	Upgrade to Asphalt Cost
Barber Rd	Gravel	Mailand Road #1	County Road #1	1.61	Poor	5.4	3.4	1	29.4	Rural, Single Lane	Open Ditch	\$ 94,000	\$ 18,000	\$ 20,000	\$ 325,700	\$ 450,000	\$ 800,000
Barber Rd	Gravel	County Road #1	Dead End East	1.06	Poor	5.4	3.4	1	30.1	Rural, Single Lane	Open Ditch	\$ 19,500	\$ 12,000	\$ 13,000	\$ 392,200	\$ 507,000	\$ 790,000
Bolton Rd	Gravel	Harvey Road	Pioneer Road	3.9	Poor	7.6	5.5	1	20.1	Rural, Single Lane	Open Ditch	\$ 211,350	\$ 7,000	\$ 46,000	\$ 1,443,000	\$ 1,828,000	\$ 3,541,000
Calkner Rd South	Gravel	Windmill Road	Municipal Limit	0.3	Poor	5.5	3.5	1	12.3	Rural, Single Lane	Open Ditch	\$ 335,000	\$ 3,000	\$ 4,000	\$ -	\$ 30,000	\$ 85,000
Calkner Rd North	Gravel	Barber Road	Municipal Limit	0.4	Poor	5.5	3.5	1	12.3	Rural, Single Lane	Open Ditch	\$ 33,800	\$ 4,000	\$ 5,000	\$ 146,000	\$ 191,000	\$ 244,000
Carkegan Rd N	Gravel	County Road #15	Dead End East	0.6	Poor	6.3	4.1	1	28.1	Rural, Single Lane	Open Ditch	\$ 82,800	\$ 5,000	\$ 8,000	\$ 222,000	\$ 285,000	\$ 395,000
Cartkown Rd	Gravel	Reed Street	Reed Street	2.8	Fair	8.5	6.5	1	12.2	Rural, Single Lane	Open Ditch	\$ 498,600	\$ -	\$ 31,000	\$ 747,400	\$ 971,000	\$ 1,339,000
Cartkown Rd	Gravel	Reed Street	Cartkown Lane	2.3	Fair	7.3	5.3	1	20.1	Rural, Double Lane	Open Ditch	\$ 600,800	\$ 7,000	\$ 29,000	\$ 414,200	\$ 844,000	\$ 1,288,000
Gardiner Rd	Gravel	County Road #15	Dead End East	0.41	Fair	6.4	4.4	1	12.2	Rural, Single Lane	Open Ditch	\$ 41,800	\$ 3,000	\$ 5,000	\$ 159,100	\$ 204,000	\$ 282,000
Samwell Rd	Gravel	Rises Bridge Road	Dead End North	2.38	Fair	7.3	5.3	1	12.2	Rural, Single Lane	Open Ditch	\$ 181,000	\$ 4,000	\$ 17,000	\$ 421,800	\$ 548,000	\$ 897,000
Hawley Rd	Gravel	Dead End West	Kilmarnock Road	1.32	Fair	6.5	4.5	1	20.1	Rural, Single Lane	Open Ditch	\$ 79,500	\$ 8,000	\$ 37,000	\$ 432,900	\$ 569,000	\$ 813,000
HP McKeane Rd	Gravel	County Road #15	Callar Hill Road	0.58	Good	8.5	6.5	1	20.1	Rural, Double Lane	Open Ditch	\$ 165,500	\$ -	\$ 13,000	\$ -	\$ 51,000	\$ 269,000
Herford Rd	Gravel	County Road #15	Snowdrone Corners Road	2.57	Fair	7.3	5.3	1	20.1	Rural, Single Lane	Open Ditch	\$ 372,000	\$ 8,000	\$ 12,000	\$ 738,900	\$ 969,000	\$ 1,457,000
Land O'Nod Rd	Gravel	Augusta Township Line	Bolton Road	6.98	Fair	7.6	5.6	1	11.6	Rural, Single Lane	Open Ditch	\$ 584,000	\$ 11,000	\$ 80,000	\$ 2,158,000	\$ 2,788,000	\$ 3,936,000
Montague St	Gravel	Gravel Starts to South	Municipal Limit at Burchill Road	0.92	Good	7.5	5.5	1	20.1	Rural, Double Lane	Open Ditch	\$ 190,000	\$ 2,000	\$ 12,000	\$ -	\$ 91,000	\$ 260,000
O'Brien Rd	Gravel	Dead End North	Burchill Road	1.29	Fair	6.4	4.4	1	20.1	Rural, Single Lane	Open Ditch	\$ 300,000	\$ 9,000	\$ 16,000	\$ 429,200	\$ 483,000	\$ 708,000
Pioneer Rd	Gravel	Land O'Nod Road	Snowdrone Corners Road	1.04	Fair	7	5	1	12.3	Rural, Single Lane	Open Ditch	\$ 141,000	\$ 8,000	\$ 24,000	\$ 717,600	\$ 914,000	\$ 1,263,000
Pioneer Rd	Gravel	Bolton Road	Snowdrone Corners Road	4.08	Poor	7	5	1	12.3 but varies	Rural, Single Lane	Open Ditch	\$ 749,600	\$ 17,000	\$ 11,000	\$ 1,102,600	\$ 1,518,000	\$ 2,162,000
Snowdrone Drive West	Gravel	Dead End West	Snowdrone Corners Road	0.57	Poor	6	4	1	20.1	Rural, Single Lane	Open Ditch	\$ 370,000	\$ 5,000	\$ 7,000	\$ 136,900	\$ 187,000	\$ 290,000
Snowdrone Drive East	Gravel	Snowdrone Corners Road	Pioneer Road	1.17	Fair	6	4	1	20.3	Rural, Single Lane	Open Ditch	\$ 70,500	\$ 10,000	\$ 15,000	\$ 377,400	\$ 501,000	\$ 715,000
Stingess Rd	Gravel	Reed End West	Kilmarnock Road	0.68	Good	6.3	4.3	1	15.4	Rural, Single Lane	Open Ditch	\$ 81,000	\$ 6,000	\$ 9,000	\$ -	\$ 73,000	\$ 118,000
Windmark Rd	Gravel	Willis Road	Box Culvert West of Mailand Road	3.1	Poor	6.1	4.1	1	20.1	Rural, Single Lane	Open Ditch	\$ 697,000	\$ 25,000	\$ 33,000	\$ 1,036,000	\$ 1,362,000	\$ 1,928,000
Mailand Road	Gravel	Windmill Road	Barber Road	1.55	Fair	7	5	1	20.1	Rural, Single Lane	Open Ditch	\$ 250,000	\$ 7,000	\$ 20,000	\$ 863,500	\$ 1,040,000	\$ 1,500,000
Wallford Centre Rd	Gravel	County Road #15	Dead End East	2.36	Fair	4.4	4.4	1	20.1	Rural, Single Lane	Open Ditch	\$ 304,000	\$ 16,000	\$ 30,000	\$ 873,200	\$ 1,118,000	\$ 1,559,000
Yule Rd.	Gravel	Atkins Lane Road	Windmill Road	5.66	Poor	4.7	3.7	1	20.1	Rural, Single Lane	Open Ditch	\$ 1,215,000	\$ 7,000	\$ 71,000	\$ 1,699,200	\$ 2,206,000	\$ 3,243,000
Carley's Corners Road	Gravel	Dead End	Residence #139	2.9	Poor	6.7	4.7	1	28.1	Rural, Single Lane	Open Ditch	\$ 437,000	\$ 13,000	\$ 28,000	\$ 851,000	\$ 1,083,000	\$ 1,508,000
Opble Lane	Gravel	Kilmarnock Road	Prosperity Lane	0.075	Good	7.2	5.2	1	N/A	Rural, Single Lane	Open Ditch	\$ 31,950	\$ -	\$ 1,000	\$ -	\$ 7,000	\$ 21,000
Eastons Corners Roads	Gravel	Reany Street, Park Street, Baldwin Street, Dorman Street		1.51	Fair	6.8	4.8	1	12.2	Rural, Single Lane	Open Ditch	\$ 321,000	\$ 8,000	\$ 19,000	\$ 558,700	\$ 713,000	\$ 995,000
Hillips Road	Gravel	Inland Road	Dead End	0.58	Poor	6.1	4.1	1	20.1	Rural, Single Lane	Open Ditch	\$ 252,000	\$ 5,000	\$ 7,000	\$ 214,600	\$ 275,000	\$ 382,000
Willis Road	Gravel	Crystal Road	Dead End	0.8	Fair	6.4	4.4	1	20.1	Rural, Single Lane	Open Ditch	\$ 234,000	\$ 5,800	\$ 10,000	\$ 296,000	\$ 378,000	\$ 528,000
<b>Total</b>												<b>\$ 8,844,000</b>	<b>\$ 219,000</b>	<b>\$ 883,000</b>	<b>\$ 16,205,000</b>	<b>\$ 21,084,000</b>	<b>\$ 31,487,000</b>

Note: 1. Chp and dip and asphalt upgrades include widening, and reconstruction costs. In addition to the surface cost  
 2. Costs for "good" road needs in 2023 does include full depth reconstruction prices in the upgrade costs. This does not guarantee that selected areas of reconstruction (full depth digouts) are not required.



**Village of Merrickville-Wolford - Road Appraisal Form**

<b>Road/Street Name</b>	Willis Road	<b>Length of Road (km)</b>	0.8
<b>From</b>	Crystal Road	<b>Platform Width (m)</b>	6.4
<b>To</b>	Dead End	<b>Surface Width (m)</b>	4.4
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	N/A	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair	<b>Reviewed By:</b>	Michael Fadock

**Road Improvements and Costs**

**Spot Improvement Works**

	<b>Cost</b>	<b>Description</b>
<b>Right of Way</b>	\$ 4,000	-Dead end gets narrow and needs brushing to open up the sight lines.
<b>Culverts</b>	\$ 8,000	-Cross culvert before #16 has water sitting on either side of the road, flows to the south side of the road but landscaping on private lands prevents it from getting away.
<b>Ditching</b>	\$ 40,000	-Ditching is shallow or non-existent in areas along the road. Rock is visible in the ditches preventing them from being excavated deeper. Raise the road base to keep it dry and establish ditches.
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 72,000	150mm grade raise for 800m
<b>Spot Digouts or Improvements</b>		-At intersection where it transitions from surface treatment to gravel there is potholing. Some material needed to shape the transition.
<b>Shouldering Improvements</b>		
<b>Other Works (i.e. Guard Rails)</b>	\$ 100,000	rock removal
<b>Total Cost</b>	\$ 224,000	

**Ongoing Maintenance Works**

	<b>Cost</b>	<b>Description</b>
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 10,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 10,000	

**Construction Works**

	<b>Cost</b>	<b>Description</b>
<b>Road Widening</b>	\$ 5,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 296,000	
<b>Upgrade Surface to "tar and chip"</b>	\$ 379,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 525,000	Includes full depth reconstruction and widening

<b>General Notes:</b>	-Lack of material in areas to grade out a proper crown to drain water off road.	
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**Village of Merrickville-Wolford - Road Appraisal Form**

<b>Road/Street Name</b>	Barber Road	<b>Length of Road (km)</b>	1.61
<b>From</b>	Maitland Road	<b>Platform Width (m)</b>	5.4
<b>To</b>	County Road #41	<b>Surface Width (m)</b>	3.4
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Fair	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Poor	<b>Reviewed By:</b>	Michael Fadock

**Road Improvements and Costs**

**Spot Improvement Works**

	<b>Cost</b>	<b>Description</b>
<b>Right of Way</b>		
<b>Culverts</b>		
<b>Ditching</b>	\$ 96,000	-Rock is high in ditches in multiple areas preventing them from being deeper and getting positive drainage to outlets. -Between Carkner Road and County Road #41 the road is soft and wet with some water sitting in the ditches. It may require some ditch cleanout and some more material on the surface to build up road base.
<b>Grade Raise (Vertical Alignment Corrections)</b>		-In the Treed area between Maitland Road and Carkner Road water is sitting in the ditches on both sides of the road. Road is wet and soft through this area. -North of the treed area the ditches are flowing or dry and they roadbase is still wet and soft. May require a digout and replacement of road subbase and base to allow water under road to drain away to ditches.
<b>Spot Digouts or Improvements</b>	\$ 370,000	1km of full depth digout required
<b>Shouldering Improvements</b>		
<b>Other Works (i.e. Guard Rails)</b>	\$ 75,000	- Rock Removal
<b>Total Cost</b>	\$ 541,000	

**Ongoing Maintenance Works**

	<b>Cost</b>	<b>Description</b>
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 20,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 20,000	

**Construction Works**

	<b>Cost</b>	<b>Description</b>
<b>Road Widening</b>	\$ 18,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 225,700	Remaining length of road for full depth reconstruction
<b>Upgrade Surface to "tar and chip"</b>	\$ 400,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 695,000	Includes full depth reconstruction and widening

**General Notes:** -Lack of material in areas to grade out a proper crown to drain water off road. Lots of coarse material on surface and has spilled off in ditches from plowing.

Village of Merrickville-Wolford - Road Appraisal Form			
Road/Street Name	Barber Road	Length of Road (km)	1.06
From	County Road #41	Platform Width (m)	5.4
To	Dead End East	Surface Width (m)	3.4
Roadside Environment	Rural, Single Lane	Shoulder Width (m)	1
Surface Type	Gravel	Right of Way Width (m)	20.1
Traffic Counts	N/A	Boundary Road (Yes/No)	No
Ditching Type	Open Ditch	Review Date:	2023-04-12
Original Condition Rating	Fair	Prepared By:	Curtis Millar
2023 Condition Rating	Poor	Reviewed By:	Michael Fadock
Road Improvements and Costs			
Spot Improvement Works			
	Cost	Description	
Right of Way		-At county road #41 intersection there was a berm built up on the south side and it has been removed. Some ditching done but more required to get positive flow to county ditch and get bottom of ditch below subbase. -Grass growing into road surface in areas, shoulders could be rolled off to remove the grass and additional granular material added to build road up.	
Culverts	\$ 2,000		
Ditching	\$ 80,000	-Rock is high and visible in the ditches from county road #41 to bridge. Rock is high in road bed as well at crest of hill before bridge. Rock needs to be removed from road base or material added to be able to grade over rock. -Passed the bridge to th dead end there is not much of a ditch established but the sloping does slope away towards the fields. More Granular 'A' could be added to build road base up more to increase sloping.	
Grade Raise (Vertical Alignment Corrections)		-The interface between the asphalt and the gravel at the county road is potholed and rough, could use more material grade out a proper crown.	
Spot Digouts or Improvements		-#614 the laneway needs an entrance culvert, water is running down from the field and yard on the north side of the laneway and runs over the laneway and then down the side of the road	
Shouldering Improvements			
Other Works (i.e. Guard Rails)	\$ 112,500	rock removal	
<b>Total Cost</b>	<b>\$ 194,500</b>		
Ongoing Maintenance Works			
	Cost	Description	
Shouldering			
Ditching			
Gravel Addition (Depth)	\$ 13,000	Provide 75mm depth additional granulars	
Other Works (i.e. Guard Rail Repair)			
<b>Total Cost</b>	<b>\$ 13,000</b>		
Construction Works			
	Cost	Description	
Road Widening	\$ 12,000	Widen road to 6.0m	
Full Depth Reconstruction	\$ 392,200		
Upgrade Surface to "tar and chip"	\$ 507,000	Includes full depth reconstruction and widening	
Upgrade Surface to Asphalt	\$ 701,000	Includes full depth reconstruction and widening	
<b>General Notes:</b>	-Lack of material in areas to grade out a proper crown to drain water off road. Lots of coarse material on surface and has spilled off in ditches from plowing.		

### Village of Merrickville-Wolford - Road Appraisal Form

<b>Road/Street Name</b>	Bolton Road	<b>Length of Road (km)</b>	3.9
<b>From</b>	Harvey Road	<b>Platform Width (m)</b>	7.6
<b>To</b>	Pioneer Road	<b>Surface Width (m)</b>	5.6
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	2023 - 159 AADT	<b>Boundary Road (Yes/No)</b>	Yes
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Poor	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Poor	<b>Reviewed By:</b>	Michael Fadock

#### Road Improvements and Costs

##### Spot Improvement Works

	Cost	Description
<b>Right of Way</b>		-The ROW could be brushed back in areas to allow for the construction of ditches.
<b>Culverts</b>		
<b>Ditching</b>	\$ 120,000	-Ditching is needed in many areas along the road where it is not present to convey drainage waters from the road. (3000m ditching) -At the hydro line crossing there is water sitting alongside the road and the road is wet, ditching required to drain water down road to
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 67,950	-The road is low throughout, with shallow ditches or none present. Grade needs to be raised to get base material above waterlines in ditches to keep the base material dry. -From #1278 north to the bridge before the Land O'Nod Road stones are being pulled up from the subbase material by the grader, more granular 'A' base material is needed to build road up. 755m of 150mm grade raise allowed
<b>Spot Digouts or Improvements</b>		
<b>Shouldering Improvements</b>		
<b>Other Works (i.e. Guard Rails)</b>	\$ 43,300	-brushing
<b>Total Cost</b>	<b>\$ 231,250</b>	

##### Ongoing Maintenance Works

	Cost	Description
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 49,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	<b>\$ 49,000</b>	

##### Construction Works

	Cost	Description
<b>Road Widening</b>	\$ 7,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 1,443,000	
<b>Upgrade Surface to "tar and chip"</b>	\$ 1,828,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 2,542,000	Includes full depth reconstruction and widening

**General Notes:** -Lack of material in areas to grade out a proper crown to drain water off road. Lots of coarse material on surface and has spilled off in ditches from plowing. Speed limit is 80km/h.

### Village of Merrickville-Wolford - Road Appraisal Form

<b>Road/Street Name</b>	Carkner Road S	<b>Length of Road (km)</b>	0.3
<b>From</b>	Weedmark Road	<b>Platform Width (m)</b>	5.5
<b>To</b>	Municipal Limit	<b>Surface Width (m)</b>	3.5
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	12.3
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Poor	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Poor	<b>Reviewed By:</b>	Michael Fadock

#### Road Improvements and Costs

##### Spot Improvement Works

	Cost	Description
<b>Right of Way</b>		
<b>Culverts</b>		
<b>Ditching</b>	\$ 24,000	600m ditching
<b>Grade Raise (Vertical Alignment Corrections)</b>		-Entire length of road from Weedmark road to municipal maintenance limit is soft and wet. Ditches established on either side are working but could use some cleanout to restore better flow to municipal drain in north. Not a lot of material on road to grade, stones from granular 'B' present on surface, could use some granular 'A' to build road up and re-establish crown.
<b>Spot Digouts or Improvements</b>	\$ 111,000	300m full depth digout required
<b>Shouldering Improvements</b>		
<b>Other Works (i.e. Guard Rails)</b>		
<b>Total Cost</b>	\$ 135,000	

##### Ongoing Maintenance Works

	Cost	Description
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 4,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 4,000	

##### Construction Works

	Cost	Description
<b>Road Widening</b>	\$ 3,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ -	
<b>Upgrade Surface to "tar and chip"</b>	\$ 32,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 87,000	Includes full depth reconstruction and widening

**General Notes:** -Lots of coarse material on surface and has spilled off in ditches from plowing. Lack of material in areas to grade out a proper crown to drain water off road.

**Village of Merrickville-Wolford - Road Appraisal Form**

<b>Road/Street Name</b>	Carkner Road N	<b>Length of Road (km)</b>	0.4
<b>From</b>	Barber Road	<b>Platform Width (m)</b>	5.5
<b>To</b>	Municipal Limit	<b>Surface Width (m)</b>	3.5
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	12.3
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Poor	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Poor	<b>Reviewed By:</b>	Michael Fadock

**Road Improvements and Costs**

**Spot Improvement Works**

	<b>Cost</b>	<b>Description</b>
<b>Right of Way</b>		-Trees need to be brushed and cut back on east side of road at #183, they are next to the roadway and are potential hazards for vehicles and make it hard to maintain road.
<b>Culverts</b>		
<b>Ditching</b>	\$ 32,000	-At the Barber Road end down to #163 ditch cleanout required to establish a ditch on both side of the road to get water to drain to outlet at #183. Mostly needed on the south side of the road along the field and there is no ditch present there.
<b>Grade Raise (Vertical Alignment Corrections)</b>		-Rough in areas where water cannot get off road or ditchin is required. Add material to build up road to provide drainage off the surface of the road.
<b>Spot Digouts or Improvements</b>		
<b>Shouldering Improvements</b>		
<b>Other Works (i.e. Guard Rails)</b>	\$ 1,900	95m brushing
<b>Total Cost</b>	\$ 33,900	

**Ongoing Maintenance Works**

	<b>Cost</b>	<b>Description</b>
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 5,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 5,000	

**Construction Works**

	<b>Cost</b>	<b>Description</b>
<b>Road Widening</b>	\$ 4,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 148,000	
<b>Upgrade Surface to "tar and chip"</b>	\$ 191,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 264,000	Includes full depth reconstruction and widening

**General Notes:** -Lots of coarse material on surface and has spilled off in ditches from plowing. Lack of material in areas to grade out a proper crown to drain water off road.

**Village of Merrickville-Wolford - Road Appraisal Form**

<b>Road/Street Name</b>	Corkoran Road N	<b>Length of Road (km)</b>	0.6
<b>From</b>	County Road #16	<b>Platform Width (m)</b>	6.1
<b>To</b>	Dead End East	<b>Surface Width (m)</b>	4.1
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	2023 - 37 AADT	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Poor	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Poor	<b>Reviewed By:</b>	Michael Fadock

**Road Improvements and Costs**

**Spot Improvement Works**

	<b>Cost</b>	<b>Description</b>
<b>Right of Way</b>		-Some brushing completed in last year on road.
<b>Culverts</b>		
<b>Ditching</b>	\$ 32,800	-At the dead end there is rock high in the ditches, water is slowly draining away but could be improved. -At intersection to end of yard of #118 on south side of road there is water sitting in shallow ditch. Could used to be ditched deeper to convey water to outlet at county road.
<b>Grade Raise (Vertical Alignment Corrections)</b>		-Road profile is flat, needs some gravel to establish a proper crown.
<b>Spot Digouts or Improvements</b>		
<b>Shouldering Improvements</b>		
<b>Other Works (i.e. Guard Rails)</b>	\$ 50,000	Rock removal
<b>Total Cost</b>	\$ 82,800	

**Ongoing Maintenance Works**

	<b>Cost</b>	<b>Description</b>
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 8,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 8,000	

**Construction Works**

	<b>Cost</b>	<b>Description</b>
<b>Road Widening</b>	\$ 5,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 222,000	
<b>Upgrade Surface to "tar and chip"</b>	\$ 285,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 395,000	Includes full depth reconstruction and widening

<b>General Notes:</b>	-Lack of material in areas to grade out a proper crown to drain water off road	
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**Village of Merrickville-Wolford - Road Appraisal Form**

<b>Road/Street Name</b>	Corktown Road	<b>Length of Road (km)</b>	2.3
<b>From</b>	Read Street	<b>Platform Width (m)</b>	8.5
<b>To</b>	Boyd Landing Lane	<b>Surface Width (m)</b>	6.5
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1.0
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	12.2
<b>Traffic Counts</b>	2023 - 244 AADT	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Good	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair	<b>Reviewed By:</b>	Michael Fadock
<b>Road Improvements and Costs</b>			
<b>Spot Improvement Works</b>			
	<b>Cost</b>	<b>Description</b>	
<b>Right of Way</b>			
<b>Culverts</b>			
<b>Ditching</b>	\$ 48,000	-#353 there is no ditching present or sloping to get water away from road. Shoulders are high and holding water on road. #459 road is soft and potholes present, water standing in ditches, no where for water to outlet easily.	
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 207,000	-Rock high in the road, grader hits it when grading. Grade needs to be raised or rock removed. 150mm for 2300m of road	
<b>Spot Digouts or Improvements</b>	\$ 103,600	-Where the road is soft and wet at the dead end and other areas a diggout is suggested to install some geotextile cloth on the subgrade and granular 'B' material added to help keep the base material dry and add strength to the road subbase. - 280m allowance	
<b>Shouldering Improvements</b>			
<b>Other Works (i.e. Guard Rails)</b>	\$ 100,000	-Lots of coarse material sitting on roads, large amounts plowed off in the winter into the ditches and yards. Fine material not binding into road from Granular 'A' additions. - Rock removal	
<b>Total Cost</b>	<b>\$ 458,600</b>		
<b>Ongoing Maintenance Works</b>			
	<b>Cost</b>	<b>Description</b>	
<b>Shouldering</b>			
<b>Ditching</b>			
<b>Gravel Addition (Depth)</b>	\$ 31,000	Provide 75mm depth additional granulars	
<b>Other Works (i.e. Guard Rail Repair)</b>			
<b>Total Cost</b>	<b>\$ 31,000</b>		
<b>Construction Works</b>			
	<b>Cost</b>	<b>Description</b>	
<b>Road Widening</b>	\$ -		
<b>Full Depth Reconstruction</b>	\$ 747,400		
<b>Upgrade Surface to "tar and chip"</b>	\$ 971,000	Includes full depth reconstruction	
<b>Upgrade Surface to Asphalt</b>	\$ 1,391,000	Includes full depth reconstruction	
<b>General Notes:</b>	Lots of coarse material on surface and has spilled off in ditches from plowing. Lack of material in areas to grade out a proper crown to drain water off road.		



Village of Merrickville-Wolford - Road Appraisal Form			
<b>Road/Street Name</b>	Corktown Road	<b>Length of Road (km)</b>	2.3
<b>From</b>	Boyd Landing Lane	<b>Platform Width (m)</b>	7.3
<b>To</b>	Corktown Lane	<b>Surface Width (m)</b>	5.3
<b>Roadside Environment</b>	Rural, Double Lane	<b>Shoulder Width (m)</b>	1.0
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	2023 - 244 AADT	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Good	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair	<b>Reviewed By:</b>	Michael Fadock
Road Improvements and Costs			
Spot Improvement Works			
	Cost	Description	
<b>Right of Way</b>	\$ 12,000	-Cleared back for most part behind existing ditching, in some areas could use to be cleared back further to allow for ditching where none is present. 600m of brushing allowed for	
<b>Culverts</b>	\$ 19,000	- No entrance culverts or ditches at Cedar Gate Lane and Meadow Lane. Soft area of road and a significant amount of potholing	
<b>Ditching</b>	\$ 120,000	-Rock shallow in ditches in this section, solid rock observed in ditch between #932 and #973 on south side of road impeding flows and keeping water high at subbase material level. -North side of road has sections with no ditching. -Shallow, narrow ditches at #576, water sitting on edge of road as ditch has no positive slope to outlet.	
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 63,000	150mm grade raise allowance for 700m	
<b>Spot Digouts or Improvements</b>	\$ 236,800	-#982 to dead end is very soft, visible deflection in surface when driving or walking on it, cracking in surface and wet. Requires a lot of maintenance to keep potholes out. 640m allowance	
<b>Shouldering Improvements</b>		-In some areas the road surface is lower then shoulders and water sits on road.	
<b>Other Works (i.e. Guard Rails)</b>	\$ 150,000	rock removal	
<b>Total Cost</b>	\$ 600,800		
Ongoing Maintenance Works			
	Cost	Description	
<b>Shouldering</b>			
<b>Ditching</b>		-Ditching completed on south side from #932 to dead end recently.	
<b>Annual Gravel Addition (Depth)</b>	\$ 29,000	Provide 75mm depth additional granulars	
<b>Other Works (i.e. Guard Rail Repair)</b>			
<b>Total Cost</b>	\$ 29,000		
Construction Works			
	Cost	Description	
<b>Road Widening</b>	\$ 7,000	Widen road to 6.0m	
<b>Full Depth Reconstruction</b>	\$ 614,200		
<b>Upgrade Surface to "tar and chip"</b>	\$ 844,000	Includes full depth reconstruction and widening	
<b>Upgrade Surface to Asphalt</b>	\$ 1,265,000	Includes full depth reconstruction and widening	
<b>General Notes:</b>	Rock is high in the ditches in areas where water is sitting preventing positive slope in the ditches to the desired outlets. This section was municipally assumed in the 70's. No proper road cross section was constructed, just granular 'A' material added at over the life of the road. Subbase is likely just clay, silt. Lots of coarse material on surface and has spilled off in ditches from plowing. Lack of material in areas to grade out a proper crown to drain water off road.		

### Village of Merrickville-Wolford - Road Appraisal Form

<b>Road/Street Name</b>	Gardiner Road	<b>Length of Road (km)</b>	0.43
<b>From</b>	County Road #15	<b>Platform Width (m)</b>	6.4
<b>To</b>	Dead End East	<b>Surface Width (m)</b>	4.4
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	12.2
<b>Traffic Counts</b>	2023 - 18 AADT	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Fair	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair	<b>Reviewed By:</b>	Michael Fadock
<b>Road Improvements and Costs</b>			
<b>Spot Improvement Works</b>			
	<b>Cost</b>	<b>Description</b>	
<b>Right of Way</b>		-Right of Way was brushed last year to open the road up.	
<b>Culverts</b>	\$ 9,000		
<b>Ditching</b>	\$ 34,400	-Ditching has limited outlets as the landscaping around is higher then the road holding water up to road base.	
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 38,400	-Landscaping along the road is higher then the road base, water stays on the road base and in ditches. 430m grade raise allowance of 150mm	
<b>Spot Digouts or Improvements</b>			
<b>Shouldering Improvements</b>		-Shoulders are high along road holding water on road base. The edges of the road were soft when walking on them. No water present on the road during the investagtion but potholing was present indicating water was sitting on the road.	
<b>Other Works (i.e. Guard Rails)</b>			
<b>Total Cost</b>	\$ 81,800		
<b>Ongoing Maintenance Works</b>			
	<b>Cost</b>	<b>Description</b>	
<b>Shouldering</b>			
<b>Ditching</b>			
<b>Annual Gravel Addition (Depth)</b>	\$ 5,000	Provide 75mm depth additional granulars	
<b>Other Works (i.e. Guard Rail Repair)</b>			
<b>Total Cost</b>	\$ 5,000		
<b>Construction Works</b>			
	<b>Cost</b>	<b>Description</b>	
<b>Road Widening</b>	\$ 3,000	Widen road to 6.0m	
<b>Full Depth Reconstruction</b>	\$ 159,100		
<b>Upgrade Surface to "tar and chip"</b>	\$ 204,000	Includes full depth reconstruction and widening	
<b>Upgrade Surface to Asphalt</b>	\$ 283,000	Includes full depth reconstruction and widening	
<b>Uppgade to Asphalt Full Depth Reconstruction, Urban Section (Inc, Gutters and storm system)</b>			
<b>General Notes:</b>	-Lack of material in areas to grade out a proper crown to drain water off road. Ditching needed to help convey drainage waters to the limited outlets and gravel needed to raise the road base up above the surrounding landscape.		

**Village of Merrickville-Wolford - Road Appraisal Form**

<b>Road/Street Name</b>	Gemmell Road	<b>Length of Road (km)</b>	1.36
<b>From</b>	Roses Bridge Road	<b>Platform Width (m)</b>	7.3
<b>To</b>	Dead End North	<b>Surface Width (m)</b>	5.3
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	12.2
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Fair	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair	<b>Reviewed By:</b>	Michael Fadock

**Road Improvements and Costs**

**Spot Improvement Works**

	<b>Cost</b>	<b>Description</b>
<b>Right of Way</b>	\$ 5,000	-Some trees in right of way preventing proper ditching between the 90 degree turn and #253, could use to be removed.
<b>Culverts</b>		
<b>Ditching</b>	\$ 30,000	
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 49,500	-Road is level with surroundings in from intersection to 90 turn, could use some grade raise and further ditching to help drain the area. Good outlet to the south at 90 degree turn. -At #253 the road base is soft and wet, ditched on both sides but it is shallow and could use to be deeper to get road base to drain.
<b>Spot Dugouts or Improvements</b>	\$ 81,400	550m grade raise allowance
<b>Shouldering Improvements</b>		-Shoulders are high from 315 to dead end causing water to sit and run down road to river. There are a few other spots between #315 and #253 where the shoulders are high holding water on the road as well. Potholing present at all locations.
<b>Other Works (i.e. Guard Rails)</b>		
<b>Total Cost</b>	\$ 165,900	

**Ongoing Maintenance Works**

	<b>Cost</b>	<b>Description</b>
<b>Shouldering</b>		
<b>Ditching</b>		-Ditched down to the 90 degree turn in 2017.
<b>Annual Gravel Addition (Depth)</b>	\$ 17,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 17,000	

**Construction Works**

	<b>Cost</b>	<b>Description</b>
<b>Road Widening</b>	\$ 4,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 421,800	
<b>Upgrade Surface to "tar and chip"</b>	\$ 558,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 807,000	Includes full depth reconstruction and widening

**General Notes:** -Lack of material in areas to grade out a proper crown to drain water off road. Coarse granular material present in the ditch from plowing operations.

### Village of Merrickville-Wolford - Road Appraisal Form

<b>Road/Street Name</b>	Hawley Road	<b>Length of Road (km)</b>	1.32
<b>From</b>	Dead End West	<b>Platform Width (m)</b>	6.5
<b>To</b>	Kilmarnock Road	<b>Surface Width (m)</b>	4.5
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	18.4
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Fair	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair	<b>Reviewed By:</b>	Michael Fadock

#### Road Improvements and Costs

##### Spot Improvement Works

	Cost	Description
<b>Right of Way</b>	\$ 4,000	-Some brushing needed between #259 and #333 on north side of road.
<b>Culverts</b>		
<b>Ditching</b>	\$ 20,000	
<b>Grade Raise (Vertical Alignment Corrections)</b>		-At the intersection the road is potholed and wet. Ditches are shallow and could be cleaned out.
<b>Spot Digouts or Improvements</b>	\$ 55,500	
<b>Shouldering Improvements</b>		
<b>Other Works (i.e. Guard Rails)</b>		
<b>Total Cost</b>	\$ 79,500	

##### Ongoing Maintenance Works

	Cost	Description
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Annual Gravel Addition (Depth)</b>	\$ 17,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 17,000	

##### Construction Works

	Cost	Description
<b>Road Widening</b>	\$ 8,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 432,900	
<b>Upgrade Surface to "tar and chip"</b>	\$ 569,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 811,000	Includes full depth reconstruction and widening

**General Notes:** -Lack of material in areas to grade out a proper crown to drain water off road. Coarse gravel spilling off on shoulders from winter plowing operations.

### Village of Merrickville-Wolford - Road Appraisal Form

<b>Road/Street Name</b>	HF Mclean Road	<b>Length of Road (km)</b>	0.96
<b>From</b>	County Road #15	<b>Platform Width (m)</b>	8.5
<b>To</b>	Collar Hill Road	<b>Surface Width (m)</b>	6.5
<b>Roadside Environment</b>	Rural, Double Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	2023 - 166 AADT	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Good	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Good	<b>Reviewed By:</b>	Michael Fadock
<b>Road Improvements and Costs</b>			
<b>Spot Improvement Works</b>			
	<b>Cost</b>	<b>Description</b>	
<b>Right of Way</b>			
<b>Culverts</b>	\$ 12,000	-Culvert cleanout required at #170, full of silt and gravel.	
<b>Ditching</b>	\$ 36,000	-Water sitting in ditch at county road #15 end in low point between road and bottom of hill. Water is escaping slowly but outlet is in need of improvement to get water away. -At Collarhill Road limit the ditching is shallow due to high rock in ditch. Some water sitting on north side but it does get away. Grade raise here or rock breaking would help to improve drainage. -No ditch between #155 and #165. A ditch would help with drainage.	
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 54,000	600m allowance for 150mm grade raise	
<b>Spot Dugouts or Improvements</b>			
<b>Shouldering Improvements</b>			
<b>Other Works (i.e. Guard Rails)</b>	\$ 63,500	-The storm structures installed at the county road #15 end have perforated lids and gravel is falling into manholes. Should be replaced with sealed lids. - rock removal allowance	
<b>Total Cost</b>	<b>\$ 165,500</b>		
<b>Ongoing Maintenance Works</b>			
	<b>Cost</b>	<b>Description</b>	
<b>Shouldering</b>			
<b>Ditching</b>			
<b>Annual Gravel Addition (Depth)</b>	\$ 13,000	Provide 75mm depth additional granulars	
<b>Other Works (i.e. Guard Rail Repair)</b>			
<b>Total Cost</b>	<b>\$ 13,000</b>		
<b>Construction Works</b>			
	<b>Cost</b>	<b>Description</b>	
<b>Road Widening</b>	\$ -		
<b>Full Depth Reconstruction</b>	\$ -		
<b>Upgrade Surface to "tar and chlp"</b>	\$ 93,000		
<b>Upgrade Surface to Asphalt</b>	\$ 269,000		
<b>General Notes:</b>	-Road surface is smooth, good blending of material, little bit of potholing. Coarse material has been plowed off into the ditch over the winter. Lots of people walking on road and lots of traffic, good candidate for a hard surface upgrade. In general some ditch cleanout and increase in depth in some areas needed to keep water flowing and out of subbase of road.		

Village of Merrickville-Wolford - Road Appraisal Form			
<b>Road/Street Name</b>	Kerford Road	<b>Length of Road (km)</b>	2.57
<b>From</b>	County Road #15	<b>Platform Width (m)</b>	7.3
<b>To</b>	Snowdons Corners Road	<b>Surface Width (m)</b>	5.3
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	2023 - 68 AADT	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Good	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair	<b>Reviewed By:</b>	Michael Fadock
Road Improvements and Costs			
Spot Improvement Works			
	Cost	Description	
<b>Right of Way</b>			
<b>Culverts</b>	\$ 5,000		
<b>Ditching</b>	\$ 120,000	<p>-Water sitting in ditch at county Road #15 and Snowdon's Corners intersection and potholing in the road. Some ditch cleanout to fix these issues.</p> <p>-#210 to #280 the road is soft and wet, there is water sitting in the ditch on the west side of the road but the east side is draining well to the outlet to the south. East side could use some cleanout as well to aide in the drainage. Ditch cleanout and possible cross culvert from the west side to the east.</p>	
<b>Grade Raise (Vertical Alignment Corrections)</b>		<p>-Rock is high in spots along the road causing shallow ditches and standing water in ditches. Grade raise may be required or some rock breaking to get the water to flow towards the outlet in the south.</p>	
<b>Spot Diggouts or Improvements</b>	\$ 222,000	<p>-Where the road is soft between #210 and #280 a diggout is suggested to install some geotextile cloth on the subgrade and granular 'B' material to help keep the base material dry and add strength to the road subbase. Another area where this could be applied is at the 90 degree corner where water builds on both sides of the roads, also some cleanout at the outlet may help get the water away from the road faster.</p>	
<b>Shouldering Improvements</b>		600m full digout	
<b>Other Works (i.e. Guard Rails)</b>	\$ 225,000	rock removal	
<b>Total Cost</b>	\$ 572,000		
Ongoing Maintenance Works			
	Cost	Description	
<b>Shouldering</b>			
<b>Ditching</b>			
<b>Gravel Addition (Depth)</b>	\$ 32,000	Provide 75mm depth additional granulars	
<b>Other Works (i.e. Guard Rail Repair)</b>			
<b>Total Cost</b>	\$ 32,000		
Construction Works			
	Cost	Description	
<b>Road Widening</b>	\$ 8,000	Widen road to 6.0m	
<b>Full Depth Reconstruction</b>	\$ 728,900		
<b>Upgrade Surface to "tar and chip"</b>	\$ 986,000	Includes full depth reconstruction and widening	
<b>Upgrade Surface to Asphalt</b>	\$ 1,457,000	Includes full depth reconstruction and widening	
<b>General Notes:</b>	<p>-Rock is high in the ditches preventing positive drainage to outlets and standing water in the ditches. Lots of coarse material on surface and has spilled off in ditches from plowing. Lack of material in areas to grade out a proper crown to drain water off road.</p>		

Village of Merrickville-Wolford - Road Appraisal Form				
<b>Road/Street Name</b>	Land O'Nod Road		<b>Length of Road (km)</b>	6.38
<b>From</b>	Augusta Township Line		<b>Platform Width (m)</b>	7.6
<b>To</b>	Bolton Road		<b>Surface Width (m)</b>	5.6
<b>Roadside Environment</b>	Rural, Single Lane		<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel		<b>Right of Way Width (m)</b>	11.6
<b>Traffic Counts</b>	2023 - 97 AADT		<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch		<b>Review Date:</b>	2023-004-12
<b>Original Condition Rating</b>	Good		<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair		<b>Reviewed By:</b>	Michael Fadock
Road Improvements and Costs				
Spot Improvement Works				
	<b>Cost</b>	<b>Description</b>		
<b>Right of Way</b>	\$ 20,000	brushing allowance		
<b>Culverts</b>	\$ 12,000	-At 12866 the cross culverts have been replaced.		
<b>Ditching</b>	\$ 240,000	<p>-From township line in the south to Pioneer road intersection there is limited ditching present and road tends to pothole in areas lacking ditching. Some areas of note 12035, 12144, 12320, 12405.</p> <p>-At #12994 there are ditches but water sits in them because there are no grades to convey water away.</p> <p>-At #12405 it tends to pothole lots, and is wet. Requires ditching.</p> <p>-At 12320 some ditching and granular material added but more is needed as road is still wet and potholes lots. More Granular material required to raise road bed and provide more material to grade a crown back in the road.</p> <p>-Swamp just north of 12641 the road is wet and potholed. Swamp on either side and there is issues with beaver blocking cross culvert.</p> <p>-At 12752 to 12906 through the swamp the road has had 200mm of Granular 'B' added and 100mm of Granular 'A'.</p> <p>-From the bridge at 13117 to 13152 the road is soft and wet. There is ditching present it just needs to be cleaned out to convey water and more material added to road base to build it up.</p> <p>- 1300m of grade raise allowance</p>		
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 117,000			
<b>Spot Digouts or Improvements</b>	\$ 220,000	600m full digout		
<b>Shouldering Improvements</b>				
<b>Other Works (i.e. Guard Rails)</b>	\$ 75,000	rack removal		
<b>Total Cost</b>	\$ 684,000			
Ongoing Maintenance Works				
	<b>Cost</b>	<b>Description</b>		
<b>Shouldering</b>				
<b>Ditching</b>				
<b>Gravel Addition (Depth)</b>	\$ 80,000	Provide 75mm depth additional granulars		
<b>Other Works (i.e. Guard Rail Repair)</b>				
<b>Total Cost</b>	\$ 80,000			
Construction Works				
	<b>Cost</b>	<b>Description</b>		
<b>Road Widening</b>	\$ 11,000	Widen road to 6.0m		
<b>Full Depth Reconstruction</b>	\$ 2,138,600			
<b>Upgrade Surface to "tar and chip"</b>	\$ 2,768,000	Includes full depth reconstruction and widening		
<b>Upgrade Surface to Asphalt</b>	\$ 3,936,000	Includes full depth reconstruction and widening		
<b>General Notes:</b>	-Lack of material in areas to grade out a proper crown to drain water off road. Lots of coarse material on surface and has spilled off in ditches from plowing. North of Pioneer road there is rock high in the ditches preventing drainage.			

Village of Merrickville-Wolford - Road Appraisal Form				
<b>Road/Street Name</b>	Montague Road		<b>Length of Road (km)</b>	0.92
<b>From</b>	Gravel Start to South		<b>Platform Width (m)</b>	7.6
<b>To</b>	Municipal Limit at Burchill Road		<b>Surface Width (m)</b>	5.6
<b>Roadside Environment</b>	Rural, Double Lane		<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel		<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	2023 - 153 AADT		<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch		<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Good		<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Good		<b>Reviewed By:</b>	Michael Fadock
Road Improvements and Costs				
Spot Improvement Works				
	<b>Cost</b>		<b>Description</b>	
<b>Right of Way</b>				
<b>Culverts</b>				
<b>Ditching</b>	\$ 40,000		-At north township limit there is a low point in road and water is sitting in the ditch and has no where to escape. Significant potholing present. -Along length of road the rock is high in the ditch preventing positive drainage to outlets in areas and standing water in ditches. Ditches are shallow and in areas causing water to infiltrate the subbase.	
<b>Grade Raise (Vertical Alignment Corrections)</b>			-At top of the hill there is rock penetrating through the road base. Will require grade raise or rock removal.	
<b>Spot Digouts or Improvements</b>			-At pavement limit at south end significant potholing present. Ditches are shallow with rock preventing them from getting deeper and getting positive drainage to outlet. Shoulders and landscaping are higher then road west side forcing water to site on road.	
<b>Shouldering Improvements</b>				
<b>Other Works (i.e. Guard Rails)</b>	\$ 150,000		rock removal	
<b>Total Cost</b>	\$ 190,000			
Ongoing Maintenance Works				
	<b>Cost</b>		<b>Description</b>	
<b>Shouldering</b>				
<b>Ditching</b>			-Recent ditching along most of the road to improve drainage.	
<b>Gravel Addition (Depth)</b>	\$ 12,000		Provide 75mm depth additional granulars	
<b>Other Works (i.e. Guard Rail Repair)</b>				
<b>Total Cost</b>	\$ 12,000			
Construction Works				
	<b>Cost</b>		<b>Description</b>	
<b>Road Widening</b>	\$ 2,000		Widen road to 6.0m	
<b>Full Depth Reconstruction</b>	\$ -			
<b>Upgrade Surface to "tar and chip"</b>	\$ 91,000		Includes widening	
<b>Upgrade Surface to Asphalt</b>	\$ 260,000		Includes widening	
<b>General Notes:</b>	-Rock is high throughout the area preventing positive drainage to outlets in ditches and in some cases protruding through the road base. There is some crown present in the road but could use more granular 'A' to shape it better. Lots of coarse material on surface and has spilled off in ditches from plowing. Lack of material in areas to grade out a proper crown to drain water off road.			



Village of Merrickville-Wolford - Road Appraisal Form			
<b>Road/Street Name</b>	O'Brien Road	<b>Length of Road (km)</b>	1.29
<b>From</b>	Dead End North	<b>Platform Width (m)</b>	6.4
<b>To</b>	Burchill Road	<b>Surface Width (m)</b>	4.4
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	2023 - 33 AADT	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Good	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair	<b>Reviewed By:</b>	Michael Fadock
Road Improvements and Costs			
Spot Improvement Works			
	Cost	Description	
<b>Right of Way</b>			
<b>Culverts</b>			
<b>Ditching</b>	\$ 52,000	-East side ditch is deep and works well, the west side ditch is shallow and does drain but the road would benefit from deeping the ditch to keep the road base dry.	
<b>Grade Raise (Vertical Alignment Corrections)</b>		-Fill Material was brought over and used on shoulders to build them out from the Putnam Road reconstruction. Shoulders are soft and some of the material is in the road way causing soft spots.	
<b>Spot Digouts or Improvements</b>	\$ 148,000	-At the dead and the road has frost boils and is soft, wet and has rutted some. Water sitting in the ditch on the west side at the dead end and close to the top of the road.	
<b>Shouldering Improvements</b>			
<b>Other Works (i.e. Guard Rails)</b>			
<b>Total Cost</b>	\$ 200,000		
Ongoing Maintenance Works			
	Cost	Description	
<b>Shouldering</b>			
<b>Ditching</b>			
<b>Gravel Addition (Depth)</b>	\$ 16,000	Provide 75mm depth additional granulars	
<b>Other Works (i.e. Guard Rail Repair)</b>			
<b>Total Cost</b>	\$ 16,000		
Construction Works			
	Cost	Description	
<b>Road Widening</b>	\$ 9,000	Widen road to 6.0m	
<b>Full Depth Reconstruction</b>	\$ 329,300		
<b>Upgrade Surface to "tar and chip"</b>	\$ 463,000	Includes full depth reconstruction and widening	
<b>Upgrade Surface to Asphalt</b>	\$ 700,000	Includes full depth reconstruction and widening	
<b>General Notes:</b>	-Lack of material in areas to grade out a proper crown to drain water off road.		

Village of Merrickville-Wolford - Road Appraisal Form				
<b>Road/Street Name</b>	Pioneer Road		<b>Length of Road (km)</b>	1.94
<b>From</b>	Land O'Nod Road		<b>Platform Width (m)</b>	7
<b>To</b>	Snowdons Corners Road		<b>Surface Width (m)</b>	5
<b>Roadside Environment</b>	Rural, Single Lane		<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel		<b>Right of Way Width (m)</b>	12.3
<b>Traffic Counts</b>	2023 - 117 AADT		<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch		<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Poor		<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair		<b>Reviewed By:</b>	Michael Fadock
Road Improvements and Costs				
Spot Improvement Works				
	<b>Cost</b>		<b>Description</b>	
<b>Right of Way</b>				
<b>Culverts</b>				
<b>Ditching</b>	\$ 60,000		<p>-From Snowdons Corners intersection to towards end of yard of #485 no ditching on either side of the road. Shoulders are high keeping water on road base and has potholed significantly. Ditching should be established to drain water to swamp and creek to the north.</p> <p>'-From #485 towards bridge, the west side of the road has a shallow ditch and the east either slopes down to fields or has no ditch and pushes water onto the road. Some ditching and cleanout to get the water away from the road base is required.</p>	
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 81,000		<p>- In the early 90' approximately 200mm of Granular 'B' and 100mm of Granular 'A' was placed on road to raise it up. It flooded and had to be closed and a cross culvert popped out of the road. Grade raise has helped keep road base dry. There is the presence of some granular 'B' that was placed being pulled up through the road base by the grader. More Granular 'A' material needed to allow for grading of road surface. 900m grade raise allowance of 150mm</p>	
<b>Spot Digouts or Improvements</b>				
<b>Shouldering Improvements</b>			<p>-Multiple areas where shoulders are higher then the road surface and should be cut back or material added to correct it.</p>	
<b>Other Works (I.e. Guard Rails)</b>				
<b>Total Cost</b>	\$ 141,000			
Ongoing Maintenance Works				
	<b>Cost</b>		<b>Description</b>	
<b>Shouldering</b>				
<b>Ditching</b>				
<b>Gravel Addition (Depth)</b>	\$ 16,000		Provide 75mm depth additional granulars	
<b>Other Works (I.e. Guard Rail Repair)</b>				
<b>Total Cost</b>	\$ 16,000			
Construction Works				
	<b>Cost</b>		<b>Description</b>	
<b>Road Widening</b>	\$ 8,000		Widen road to 6.0m	
<b>Full Depth Reconstruction</b>	\$ 717,800			
<b>Upgrade Surface to "tar and chip"</b>	\$ 914,000		Includes full depth reconstruction and widening	
<b>Upgrade Surface to Asphalt</b>	\$ 1,269,000		Includes full depth reconstruction and widening	
<b>General Notes:</b>	<p>-Lots of coarse material on surface and has spilled off in ditches from plowing. Lack of material in areas to grade out a proper crown to drain water off road. From the bridge back north the road requires ditch cleanout and ditch establishment to keep water away from road base.</p>			

Village of Merrickville-Wolford - Road Appraisal Form			
<b>Road/Street Name</b>	Pioneer Road	<b>Length of Road (km)</b>	4.08
<b>From</b>	Bolton Road	<b>Platform Width (m)</b>	7
<b>To</b>	Snowdons Corners Road	<b>Surface Width (m)</b>	5
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	12.3 but varies
<b>Traffic Counts</b>	2023 - 56 AADT	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Poor	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Poor	<b>Reviewed By:</b>	Michael Fadock
Road Improvements and Costs			
Spot Improvement Works			
	Cost	Description	
<b>Right of Way</b>			
<b>Culverts</b>		-There are 5 cross culverts at the swamp between #542 and #655, most are newer HDPE.	
<b>Ditching</b>	\$ 96,000	-At #1124 there is water sitting in the ditches and the road is soft and wet. Some ditching and road digout required. -At #1213 the road is wet, once frost is out the road grades well and doesn't pothole bad. Some material added to surface would help and some ditch cleanout. -#772 the road is soft at the entrance, ditching was completed and culvert lowered but it still requires more to get sitting water in ditch away. -North from swamp to #542 the road is soft and has no ditching. From #542 south to Snowdons Corners Road there is no ditching present.	
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 27,000	-At the Bolton Road Intersection 200mm of Granular 'A' was added as it was soft, it firmed it up considerably. -At #1187 there is rock present in the road base, will require grade raise or rock removal. -From #843 to cross culvert in the south at swamp pit run was added due to soft road. There is some shallow ditching present but requires more to drain water down to swamp.	
<b>Spot Digouts or Improvements</b>	\$ 470,000	-On hill at #1227 there is rock sticking out of the road and should be removed our road built up. -At Snowdons Drive road is lower then shoulders and there is water standing in the ditches. Some ditch clean out required and grade raise in the road.	
<b>Shouldering Improvements</b>		-#722 the shoulders are higher then the road surface causing water to sit on the road and potholing to occur.	
<b>Other Works (i.e. Guard Rails)</b>	\$ 150,000	rock removal	
<b>Total Cost</b>	\$ 743,000		
Ongoing Maintenance Works			
	Cost	Description	
<b>Shouldering</b>			
<b>Ditching</b>			
<b>Gravel Addition (Depth)</b>	\$ 24,000	Provide 75mm depth additional granulars	
<b>Other Works (i.e. Guard Rail Repair)</b>			
<b>Total Cost</b>	\$ 24,000		
Construction Works			
	Cost	Description	
<b>Road Widening</b>	\$ 17,000	Widen road to 6.0m	
<b>Full Depth Reconstruction</b>	\$ 1,102,600		
<b>Upgrade Surface to "tar and chip"</b>	\$ 1,515,000	Includes full depth reconstruction and widening	
<b>Upgrade Surface to Asphalt</b>	\$ 2,262,000	Includes full depth reconstruction and widening	
<b>General Notes:</b>	-Lots of coarse material on surface and has spilled off in ditches from plowing. Lack of material in areas to grade out a proper crown to drain water off road. There is rock high in areas in the ditches and the road base throughout this section of the road preventing proper ditching and grading issues for the road. Many areas need ditches established or cleaned out so that water drains away from the roads.		

### Village of Merrickville-Wolford - Road Appraisal Form

<b>Road/Street Name</b>	Snowdon Drive W		<b>Length of Road (km)</b>	0.57
<b>From</b>	Dead End West		<b>Platform Width (m)</b>	6
<b>To</b>	Snowdons Corners Road		<b>Surface Width (m)</b>	4
<b>Roadside Environment</b>	Rural, Single Lane		<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel		<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	2023 - 21 AADT		<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch		<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Fair		<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Poor		<b>Reviewed By:</b>	Michael Fadock
<b>Road Improvements and Costs</b>				
<b>Spot Improvement Works</b>				
	<b>Cost</b>	<b>Description</b>		
<b>Right of Way</b>	\$ 12,000	-Small trees and shrubs in ditch and in ROW that should be brushed back.		
<b>Culverts</b>				
<b>Ditching</b>	\$ 48,000	-Ditches are shallow or do not exist in most places along the road.		
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 36,000	-Very little granular material on road, at the dead end the base material has black organic material protruding through the surface. Very soft at dead end, swamp on both sides, shoulders are high holding water on road surface. 400m grade raise allowance 150mm		
<b>Spot Digouts or Improvements</b>	\$ 74,000	200m full digout		
<b>Shouldering Improvements</b>				
<b>Other Works (i.e. Guard Rails)</b>				
<b>Total Cost</b>	\$ 170,000			
<b>Ongoing Maintenance Works</b>				
	<b>Cost</b>	<b>Description</b>		
<b>Shouldering</b>				
<b>Ditching</b>				
<b>Gravel Addition (Depth)</b>	\$ 7,000	Provide 75mm depth additional granulars		
<b>Other Works (i.e. Guard Rail Repair)</b>				
<b>Total Cost</b>	\$ 7,000			
<b>Construction Works</b>				
	<b>Cost</b>	<b>Description</b>		
<b>Road Widening</b>	\$ 5,000	Widen road to 6.0m		
<b>Full Depth Reconstruction</b>	\$ 136,900			
<b>Upgrade Surface to "tar and chip"</b>	\$ 197,000	Includes full depth reconstruction and widening		
<b>Upgrade Surface to Asphalt</b>	\$ 302,000	Includes full depth reconstruction and widening		
<b>General Notes:</b>	-Lack of material in areas to grade out a proper crown to drain water off road. Only a 2 homes on the road. Road needs granular material to build road up out of the swamp and allow for proper drainage.			

Village of Merrickville-Wolford - Road Appraisal Form			
<b>Road/Street Name</b>	Snowdon Drive E	<b>Length of Road (km)</b>	1.17
<b>From</b>	Snowdons Corners Road	<b>Platform Width (m)</b>	6
<b>To</b>	Pioneer Road	<b>Surface Width (m)</b>	4
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	-20.1
<b>Traffic Counts</b>	2023 - 81 AADT	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Fair	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair	<b>Reviewed By:</b>	Michael Fadock
Road Improvements and Costs			
Spot Improvement Works			
	Cost	Description	
<b>Right of Way</b>			
<b>Culverts</b>	\$ 3,000		
<b>Ditching</b>	\$ 12,000	<p>-Little to no ditching from #127 to intersection at Pioneer road. Soft at the entrance to #127, water sitting on east side of entrance in landscaping. An entrance culvert to get the water from east to the west side of the lane would resolve this.</p> <p>-Recent ditching done at Snowdons Corners Road intersection down passed #285.</p> <p>-From #285 to #171 on north side of road there has been ditching completed and a berm built by landowner preventing water from the swamp and creek entering their lands.</p>	
<b>Grade Raise (Vertical Alignment Corrections)</b>		-Creek in middle section of road that runs along both sides, dries up some in the summer but still has water on either side of the road near #171.	
<b>Spot Digouts or Improvements</b>	\$ 55,500	150m full digout	
<b>Shouldering Improvements</b>			
<b>Other Works (i.e. Guard Rails)</b>			
<b>Total Cost</b>	\$ 70,500		
Ongoing Maintenance Works			
	Cost	Description	
<b>Shouldering</b>			
<b>Ditching</b>			
<b>Gravel Addition (Depth)</b>	\$ 15,000	Provide 75mm depth additional granulars	
<b>Other Works (i.e. Guard Rail Repair)</b>			
<b>Total Cost</b>	\$ 15,000		
Construction Works			
	Cost	Description	
<b>Road Widening</b>	\$ 10,000	Widen road to 6.0m	
<b>Full Depth Reconstruction</b>	\$ 377,400		
<b>Upgrade Surface to "tar and chip"</b>	\$ 501,000	Includes full depth reconstruction and widening	
<b>Upgrade Surface to Asphalt</b>	\$ 715,000	Includes full depth reconstruction and widening	
<b>General Notes:</b>	-Lack of material in areas to grade out a proper crown to drain water off road. Lots of coarse material on surface and has spilled off in ditches from plowing. Material on the surface is well blended together but more could still use more to raise the grade of the road and provide more crown.		

### Village of Merrickville-Wolford - Road Appraisal Form

<b>Road/Street Name</b>	Sturgess Road	<b>Length of Road (km)</b>	0.69
<b>From</b>	Dead End West	<b>Platform Width (m)</b>	6.1
<b>To</b>	Kilmarnock Road	<b>Surface Width (m)</b>	4.1
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	15.4
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Good	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Good	<b>Reviewed By:</b>	Michael Fadock
<b>Road Improvements and Costs</b>			
<b>Spot Improvement Works</b>			
	<b>Cost</b>	<b>Description</b>	
<b>Right of Way</b>			
<b>Culverts</b>	\$ 9,000		
<b>Ditching</b>	\$ 10,000	-Some ditching need at #221 on north side of road. Otherwise good ditching throughout.	
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 63,000	-Road profile is flat, would benefit from some additional material to grade into a crown. 700m grade raise 150mm allowance	
<b>Spot Digouts or Improvements</b>			
<b>Shouldering Improvements</b>		-Shoulders are high in areas preventing water from running off the road causing potholing.	
<b>Other Works (i.e. Guard Rails)</b>			
<b>Total Cost</b>	\$ 82,000		
<b>Ongoing Maintenance Works</b>			
	<b>Cost</b>	<b>Description</b>	
<b>Shouldering</b>			
<b>Ditching</b>			
<b>Gravel Addition (Depth)</b>	\$ 9,000	Provide 75mm depth additional granulars	
<b>Other Works (i.e. Guard Rail Repair)</b>			
<b>Total Cost</b>	\$ 9,000		
<b>Construction Works</b>			
	<b>Cost</b>	<b>Description</b>	
<b>Road Widening</b>	\$ 6,000	Widen road to 6.0m	
<b>Full Depth Reconstruction</b>	\$ -		
<b>Upgrade Surface to "tar and chip"</b>	\$ 73,000	Includes widening	
<b>Upgrade Surface to Asphalt</b>	\$ 199,000	Includes widening	
<b>General Notes:</b>	-Lack of material in areas to grade out a proper crown to drain water off road. Lots of heavy farm equipment on the road and lots of mud dragged onto it when working in the fields.		

**Village of Merrickville-Wolford - Road Appraisal Form**

<b>Road/Street Name</b>	Weedmark Road	<b>Length of Road (km)</b>	3.1
<b>From</b>	Willis Road	<b>Platform Width (m)</b>	6.1
<b>To</b>	Box Culvert West of Maitland Road	<b>Surface Width (m)</b>	4.1
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Poor	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Poor	<b>Reviewed By:</b>	Michael Fadock

**Road Improvements and Costs**

**Spot Improvement Works**

	Cost	Description
<b>Right of Way</b>		
<b>Culverts</b>	\$ 12,000	
<b>Ditching</b>	\$ 64,000	-At #1180 the road is wet and soft, shallow ditches. -East of #1180 the road is low and passes through a swamp with water sitting on either side of the road. Road was soft and potholed where it passed through the swamp. -At #1058 there is no ditching present, the rock is high in the ditches preventing them from being established. Roadside is higher than the road causing water to drain out onto the road and sit there. -At #846 the ditching is shallow and close to level with the road base preventing the base material from draining. There is rock high in the ditch preventing the ditch from being deeper. The road base should be raised up so it can drain to the ditch.
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 81,000	-#996 the road is wet and exceptionally soft. Provide some ditching on the north side of the road at this location and some grade raise to get road base up. -East of #996 through swamp to #864 the road had 100mm of granular 'B' added and was capped with Granular 'A' material in the early 90's. Area was potholed and rough to drive. Could use more material to raise the road base up higher out of the swamp to keep road base material dry. -From bridge West of Maitland road to #702 there was granular 'B' added and capped with Granular 'A' to raise road and provide more material for grading.
<b>Spot Digouts or Improvements</b>	\$ 110,000	300m full digout
<b>Shouldering Improvements</b>		
<b>Other Works (i.e. Guard Rails)</b>	\$ 100,000	rock removal
<b>Total Cost</b>	\$ 367,000	

**Ongoing Maintenance Works**

	Cost	Description
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 39,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 39,000	

**Construction Works**

	Cost	Description
<b>Road Widening</b>	\$ 25,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 1,036,000	
<b>Upgrade Surface to "tar and chip"</b>	\$ 1,362,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 1,929,000	Includes full depth reconstruction and widening

**General Notes:**

- Lack of material in areas to grade out a proper crown to drain water off road.
- Areas of the road are flat and hard to get water to flow to outlets. Rock is high preventing ditch excavation to get ditches low enough to drain the road base.

### Village of Merrickville-Wolford - Road Appraisal Form

<b>Road/Street Name</b>	Maitland Road	<b>Length of Road (km)</b>	1.55
<b>From</b>	Weedmark Road	<b>Platform Width (m)</b>	7
<b>To</b>	Barber Road	<b>Surface Width (m)</b>	5
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	N/A	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair	<b>Reviewed By:</b>	Michael Fadock

#### Road Improvements and Costs

##### Spot Improvement Works

	Cost	Description
<b>Right of Way</b>		
<b>Culverts</b>	\$ 12,000	
<b>Ditching</b>	\$ 40,000.00	-Good ditches from Weedmark Road to #661, some cleanout required to remove vegetation. Shoulders are narrow through this area.
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 18,000.00	-Low area after #595 gets soft and breaks up, could use some material to build up road base and some ditch cleanout to get water flowing to outlets in ditch. Road is also flat and needs a better crown established but more granular material required to accomplish this. -At both pavement limits the gravel is lower then the surface treatment and has potholed significantly. More granular material needed to raise grade, possibly a digout to reestablish road base.
<b>Spot Digouts or Improvements</b>	\$ 185,000	200m grade raise allowance of 150mm
<b>Shouldering Improvements</b>		500m full digout
<b>Other Works (i.e. Guard Rails)</b>		
<b>Total Cost</b>	\$ 255,000	

##### Ongoing Maintenance Works

	Cost	Description
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 20,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 20,000	

##### Construction Works

	Cost	Description
<b>Road Widening</b>	\$ 7,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 388,500	
<b>Upgrade Surface to "tar and chip"</b>	\$ 546,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 830,000	Includes full depth reconstruction and widening

**General Notes:** -Lack of material in areas to grade out a proper crown to drain water off road.



Village of Merrickville-Wolford - Road Appraisal Form				
<b>Road/Street Name</b>	Wolford Centre Road		<b>Length of Road (km)</b>	2.36
<b>From</b>	County Road #15		<b>Platform Width (m)</b>	6.4
<b>To</b>	Dead End East		<b>Surface Width (m)</b>	4.4
<b>Roadside Environment</b>	Rural, Single Lane		<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel		<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	2023 - 36 AADT		<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch		<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Fair		<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair		<b>Reviewed By:</b>	Michael Fadock
Road Improvements and Costs				
Spot Improvement Works				
	Cost	Description		
<b>Right of Way</b>		-Brushed the right of way last year.		
<b>Culverts</b>	\$ 8,000			
<b>Ditching</b>	\$ 80,000	-At swamp approximately 200m from intersection there is little ditching and water sits, could use some ditching to get water to drain away.		
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 216,000	-#426 to dead end received 100mm of Granular 'B' and a capping of Granular 'A' 6-8 years ago to widen and eliminate some soft areas. Road is firm now but Granular 'B' being pulled up when grading, needs more Granular 'A' for road base. -At #146, water sitting on either side of ditch, has no where to drain to. Road is soft at times until water disappears. -At #269 soft road surface, could use some ditching and granular material. -From #269 to #426, there is no where for water to drain to on the north side of the road. Provide some cross culverts to water to south side of road. Potholed in this area. Area is flat as well making it hard to slope ditches and convey water to outlet areas. - 2400m of 150mm grade raise allowance		
<b>Spot Digouts or Improvements</b>				
<b>Shouldering Improvements</b>				
<b>Other Works (i.e. Guard Rails)</b>				
<b>Total Cost</b>	\$ 304,000			
Ongoing Maintenance Works				
	Cost	Description		
<b>Shouldering</b>				
<b>Ditching</b>				
<b>Gravel Addition (Depth)</b>	\$ 30,000	Provide 75mm depth additional granulars		
<b>Other Works (i.e. Guard Rail Repair)</b>				
<b>Total Cost</b>	\$ 30,000			
Construction Works				
	Cost	Description		
<b>Road Widening</b>	\$ 16,000	Widen road to 6.0m		
<b>Full Depth Reconstruction</b>	\$ 873,200			
<b>Upgrade Surface to "tar and chip"</b>	\$ 1,118,000	Includes full depth reconstruction and widening		
<b>Upgrade Surface to Asphalt</b>	\$ 1,550,000	Includes full depth reconstruction and widening		
<b>General Notes:</b>	-Lots of coarse material on surface and has spilled off in ditches from plowing			

**Village of Merrickville-Wolford - Road Appraisal Form**

<b>Road/Street Name</b>	Yule Road	<b>Length of Road (km)</b>	5.66
<b>From</b>	Atkins Lake Road	<b>Platform Width (m)</b>	6.7
<b>To</b>	Weedmark Road	<b>Surface Width (m)</b>	5.7
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	2023 - 59 AADT	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	Fair	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Poor	<b>Reviewed By:</b>	Michael Fadock

**Road Improvements and Costs**

**Spot Improvement Works**

	Cost	Description
<b>Right of Way</b>		-Brushed at Atkins lake Intersection to Railroad.
<b>Culverts</b>	\$ 20,000	-Between #423 and #540 the road narrows as it approaches the the large cross culverts placed in the base of an old box culvert. The culverts are high on the south side of the road causing some ponding on there. If they were lowered on the south side it would reduce the amont of standing water.
<b>Ditching</b>	\$ 240,000	-From Weedmark Road to #224 the road is potholed and has frost boils present. Ditch cleanout to remove vegetation and regraded ditches to help get water flowing in spots where it is sitting. There was an excpetaionally soft area about mid-way between the Weedmark Road Intersection and #224. -South of #224 to #423, road is in good shape and has good ditches established, just needs some cleanout to prevent standing water. - From #540 to Atkins Lake Road there are large sections with no ditching and the road base is level with the surrounding landscape causing water to sit on the road and create potholes and soft road conditions at times. In some areas the shoulders are higher then the road surface as well having the same effect. There is rock visible in the ditch areas at their current elevations which has prevented proper ditches from being reestablished. Suggest adding more material to raise road grade above surroundings in areas where ditching is not possible.
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 315,000	-At #423 on the corner the road is soft and wet and has some standing water on the east side of the road and on the road. Some ditching and grade raise needed to get water off the road and conveyed to an outlet in the ditches.
<b>Spot Digouts or Improvements</b>	\$ 444,000	-3500m of 150mm grade raise allowance 1200m full digout
<b>Shouldering Improvements</b>		-Shoulders in many areas between #540 and Atkins Lake Road are higher then the road surface and are holding water on the road causing soft road edges and shoulders, and potholed areas. Key areas where observed were the treed areas and next to fields.
<b>Other Works (i.e. Guard Rails)</b>	\$ 200,000	rock removal
<b>Total Cost</b>	\$ 1,219,000	

**Ongoing Maintenance Works**

	Cost	Description
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 71,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 71,000	

**Construction Works**

	Cost	Description
<b>Road Widening</b>	\$ 7,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 1,650,200	
<b>Upgrade Surface to "tar and chip"</b>	\$ 2,206,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 3,242,000	Includes full depth reconstruction and widening

**General Notes:**  
-Lack of material in areas to grade out a proper crown to drain water off road. Lots of coarse material on surface and has spilled off in ditches from plowing

**Village of Merrickville-Wolford - Road Appraisal Form**

<b>Road/Street Name</b>	Carleys Corners Road	<b>Length of Road (km)</b>	2.3
<b>From</b>	Dead End	<b>Platform Width (m)</b>	6.7
<b>To</b>	Residence #329	<b>Surface Width (m)</b>	4.7
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	N/A	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Poor	<b>Reviewed By:</b>	Michael Fadock

**Road Improvements and Costs**

**Spot Improvement Works**

	<b>Cost</b>	<b>Description</b>
<b>Right of Way</b>	\$ 30,000	-Lots of growth in ditches, could used to be grubbed and brushed out.
<b>Culverts</b>	\$ 12,000	-Cross Culvert just before #684 could be lowered on the inlet side to reduce some standing water.
<b>Ditching</b>	\$ 80,000	-Areas where ditching is shallow or not present the road is soft and wet and is potholed. Ditching and grade raise would help eliminate some issues.
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 135,000	-Gravel this year to help fix potholes where the gravel portion of the road starts. Two loads over 300m to 400m. -Rock is high in the road and in the ditches along sections of the road preventing proper ditch construction and grading issues on the road. - 1500m of 150mm grade raise allowance
<b>Spot Digouts or Improvements</b>		
<b>Shouldering Improvements</b>		
<b>Other Works (i.e. Guard Rails)</b>	\$ 200,000	rock removal
<b>Total Cost</b>	\$ 457,000	

**Ongoing Maintenance Works**

	<b>Cost</b>	<b>Description</b>
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 29,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 29,000	

**Construction Works**

	<b>Cost</b>	<b>Description</b>
<b>Road Widening</b>	\$ 13,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 851,000	
<b>Upgrade Surface to "tar and chip"</b>	\$ 1,087,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 1,508,000	Includes full depth reconstruction and widening

**General Notes:** -Lack of material in areas to grade out a proper crown to drain water off road.

**Village of Merrickville-Wolford - Road Appraisal Form**

<b>Road/Street Name</b>	Ogilvie Lane	<b>Length of Road (km)</b>	0.075
<b>From</b>	Kilmarnock Road	<b>Platform Width (m)</b>	7.2
<b>To</b>	Property Line	<b>Surface Width (m)</b>	5.2
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	N/A
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	N/A	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Good	<b>Reviewed By:</b>	Michael Fadock

**Road Improvements and Costs**

**Spot Improvement Works**

	Cost	Description
<b>Right of Way</b>		-Short L shaped section of road at entrance to trailer park.
<b>Culverts</b>	\$ 4,000	
<b>Ditching</b>	\$ 1,200	
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 6,750	-The road is lower then the landscaping causing water to sit on the road, additonal material to build it up above the surrounding landscape and a cross culvet from the trianglular shaped grassed island to the east to drain it. 75m of grade raise required
<b>Spot Digouts or Improvements</b>		
<b>Shouldering Improvements</b>		
<b>Other Works (i.e. Guard Rails)</b>		
<b>Total Cost</b>	\$ 11,950	

**Ongoing Maintenance Works**

	Cost	Description
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 1,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 1,000	

**Construction Works**

	Cost	Description
<b>Road Widening</b>	\$ -	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ -	
<b>Upgrade Surface to "tar and chip"</b>	\$ 7,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 21,000	Includes full depth reconstruction and widening

**General Notes:** -Lack of material in areas to grade out a proper crown to drain water off road.

**Village of Merrickville-Wolford - Road Appraisal Form**

<b>Road/Street Name</b>	Eastons Corners Roads	<b>Length of Road (km)</b>	1.51
<b>From</b>	Henry Street, Park Street, Baldwin Street, Duncan Street	<b>Platform Width (m)</b>	6.8
<b>To</b>		<b>Surface Width (m)</b>	4.8
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	12.2
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	N/A	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair	<b>Reviewed By:</b>	Michael Fadock

**Road Improvements and Costs**

**Spot Improvement Works**

	<b>Cost</b>	<b>Description</b>
<b>Right of Way</b>		-Single lane gravel streets in a small hamlet.
<b>Culverts</b>	\$ 16,000	
<b>Ditching</b>	\$ 80,000	-Very little ditching present but there is not enough room on some street to establish a ditch. There is a good outlet along the south side of Henry Street that drains to a field to the north. If ditching or a storm system was established this would be a good outlet.
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 135,000	-Roads in hamlet are low, shoulders and landscaping in most areas is higher then road surface causing water to sit on and run down the sides of the roads. Add more material to get road surface higher then shoulders and landscaping so water does not sit on the roads causing washouts or potholes. 1500m of 150mm grade raise allowance
<b>Spot Digouts or Improvements</b>		
<b>Shouldering Improvements</b>		
<b>Other Works (i.e. Guard Rails)</b>		
<b>Total Cost</b>	\$ 231,000	

**Ongoing Maintenance Works**

	<b>Cost</b>	<b>Description</b>
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 19,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		-Lots of calcium used to keep dust levels down
<b>Total Cost</b>	\$ 19,000	

**Construction Works**

	<b>Cost</b>	<b>Description</b>
<b>Road Widening</b>	\$ 8,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 558,700	
<b>Upgrade Surface to "tar and chip"</b>	\$ 713,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 990,000	Includes full depth reconstruction and widening

**General Notes:** -Lack of material in areas to grade out a proper crown to drain water off road.

**Village of Merrickville-Wolford - Road Appraisal Form**

<b>Road/Street Name</b>	Phillips Road	<b>Length of Road (km)</b>	0.58
<b>From</b>	Ireland Road	<b>Platform Width (m)</b>	6.1
<b>To</b>	Dead End	<b>Surface Width (m)</b>	4.1
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	N/A	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Poor	<b>Reviewed By:</b>	Michael Fadock

**Road Improvements and Costs**

**Spot Improvement Works**

	<b>Cost</b>	<b>Description</b>
<b>Right of Way</b>		-Brushed last year to edge of right of way.
<b>Culverts</b>		
<b>Ditching</b>	\$ 48,000	-Ditch cleanout needed to regain positive drainage in ditches and remove vegetation so water flows to outlet in field approximately 100m from intersection and to an existing outlet at dead end. -The rock is high in the ditches preventing positive drainage to existing outlets in areas.
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 54,000	-Material needed to shape road into a proper crown and to raise the road base up to keep it dry. 600m of 150mm grade raise
<b>Spot Digouts or Improvements</b>		
<b>Shouldering Improvements</b>		
<b>Other Works (i.e. Guard Rails)</b>	\$ 150,000	rock removal
<b>Total Cost</b>	\$ 252,000	

**Ongoing Maintenance Works**

	<b>Cost</b>	<b>Description</b>
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 7,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 7,000	

**Construction Works**

	<b>Cost</b>	<b>Description</b>
<b>Road Widening</b>	\$ 5,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 214,600	
<b>Upgrade Surface to "tar and chip"</b>	\$ 276,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 382,000	Includes full depth reconstruction and widening

<b>General Notes:</b>	-Lack of material in areas to grade out a proper crown to drain water off road.
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### Village of Merrickville-Wolford - Road Appraisal Form

<b>Road/Street Name</b>	Willis Road	<b>Length of Road (km)</b>	0.8
<b>From</b>	Crystal Road	<b>Platform Width (m)</b>	6.4
<b>To</b>	Dead End	<b>Surface Width (m)</b>	4.4
<b>Roadside Environment</b>	Rural, Single Lane	<b>Shoulder Width (m)</b>	1
<b>Surface Type</b>	Gravel	<b>Right of Way Width (m)</b>	20.1
<b>Traffic Counts</b>	N/A	<b>Boundary Road (Yes/No)</b>	No
<b>Ditching Type</b>	Open Ditch	<b>Review Date:</b>	2023-04-12
<b>Original Condition Rating</b>	N/A	<b>Prepared By:</b>	Curtis Millar
<b>2023 Condition Rating</b>	Fair	<b>Reviewed By:</b>	Michael Fadock

#### Road Improvements and Costs

##### Spot Improvement Works

	Cost	Description
<b>Right of Way</b>	\$ 4,000	-Dead end gets narrow and needs brushing to open up the sight lines.
<b>Culverts</b>	\$ 8,000	-Cross culvert before #16 has water sitting on either side of the road, flows to the south side of the road but landscaping on private lands prevents it from getting away.
<b>Ditching</b>	\$ 40,000	-Ditching is shallow or non-existent in areas along the road. Rock is visible in the ditches preventing them from being excavated deeper. Raise the road base to keep it dry and establish ditches.
<b>Grade Raise (Vertical Alignment Corrections)</b>	\$ 72,000	150mm grade raise for 800m
<b>Spot Digouts or Improvements</b>		-At intersection where it transitions from surface treatment to gravel there is potholing. Some material needed to shape the transition.
<b>Shouldering Improvements</b>		
<b>Other Works (i.e. Guard Rails)</b>	\$ 100,000	rock removal
<b>Total Cost</b>	\$ 224,000	

##### Ongoing Maintenance Works

	Cost	Description
<b>Shouldering</b>		
<b>Ditching</b>		
<b>Gravel Addition (Depth)</b>	\$ 10,000	Provide 75mm depth additional granulars
<b>Other Works (i.e. Guard Rail Repair)</b>		
<b>Total Cost</b>	\$ 10,000	

##### Construction Works

	Cost	Description
<b>Road Widening</b>	\$ 5,000	Widen road to 6.0m
<b>Full Depth Reconstruction</b>	\$ 296,000	
<b>Upgrade Surface to "tar and chip"</b>	\$ 379,000	Includes full depth reconstruction and widening
<b>Upgrade Surface to Asphalt</b>	\$ 525,000	Includes full depth reconstruction and widening

<b>General Notes:</b>	-Lack of material in areas to grade out a proper crown to drain water off road.
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## **APPENDIX D**

### **ROAD IMPROVEMENT PROGRAM**

#### **GRAVEL ROADS**

1. Widen all gravel roads to a minimum surface width of 6.0m. The total one-time cost is estimated to be \$233,000.
2. Apply 75mm of new gravel to 1/3<sup>rd</sup> of the gravel roads each year to a surface width of 6.0m is anticipated to require 7,890 cu.m. of granular material, or 17,750 tonnes per year. The total cost of this is estimated to be \$228,000 per year.
3. HF McLean Rd. is the only gravel road that is in a condition to be considered for upgrading to an asphalt surface at this time. The estimated cost of upgrading this road (including spot repairs) to asphalt is \$435,000.00.



**APPENDIX E-1**

**2023 BENCHMARK UNIT COSTS**

**ROAD UPGRADE  
RURAL - DOUBLE SURFACE TREATMENT**

OPINION OF PROBABLE CONSTRUCTION COSTS  
COSTS PER 100m and 1m of ROADWORK

R\_US

2023

Item Description	Quantity	Unit	Unit Price	Estimated Cost	Estimated Cost
	(per 100 m)			(per 100 m)	(per 1 m)
Earth Excavation (Grading)		m <sup>3</sup>	\$15.00	\$0.00	\$0.00
Scarify Existing		m <sup>2</sup>	\$2.00	\$0.00	\$0.00
Pulverize existing asphalt (200mm)		m <sup>2</sup>	\$2.25	\$0.00	\$0.00
Hot Mix HL 3 - Road (40mm)		m <sup>2</sup>	\$24.00	\$0.00	\$0.00
Hot Mix HL 3 - Road (50mm)		m <sup>2</sup>	\$28.50	\$0.00	\$0.00
Hot Mix HL 8 - Road (50mm)		m <sup>2</sup>	\$28.50	\$0.00	\$0.00
Granular 'A' (150mm)		m <sup>2</sup>	\$9.00	\$0.00	\$0.00
Granular 'A' (50mm)	700	m <sup>2</sup>	\$3.00	\$2,100.00	\$21.00
Granular 'B' (300mm)		m <sup>2</sup>	\$11.00	\$0.00	\$0.00
Asphalt Curb & Gutter		m	\$50.00	\$0.00	\$0.00
Asphalt Driveways Inc. 150mm of 'A' (50mm)		m <sup>2</sup>	\$55.00	\$0.00	\$0.00
Asphalt Driveways (50mm)		m <sup>2</sup>	\$40.00	\$0.00	\$0.00
Granular 'A' for Driveways (75mm)	41	m <sup>2</sup>	\$6.00	\$246.00	\$2.46
Granular 'A' for Boulevards (150mm)		m <sup>2</sup>	\$6.30	\$0.00	\$0.00
Granular 'A' for Shoulders (50mm)	300	m <sup>2</sup>	\$3.50	\$1,050.00	\$10.50
RAP material for Shoulders (50mm)		m <sup>2</sup>	\$6.00	\$0.00	\$0.00
150mm dia. Subdrains		m	\$40.00	\$0.00	\$0.00
SINGLE SURFACE TREATMENT		m <sup>2</sup>	\$2.83	\$0.00	\$0.00
DOUBLE SURFACE TREATMENT	700	m <sup>2</sup>	\$5.66	\$3,962.00	\$39.62
Grinding Asphalt (Single Lift)		m <sup>2</sup>	\$6.00	\$0.00	\$0.00
Removal of Asphalt (Full Depth)		m <sup>2</sup>	\$3.00	\$0.00	\$0.00
Removal of Culverts		m	\$30.00	\$0.00	\$0.00
Adjust Manholes / CB'S		ea	\$600.00	\$0.00	\$0.00
300mm dia. Entrance CSP Culvert (Galvanized)		m	\$175.00	\$0.00	\$0.00
400mm dia. Entrance CSP Culvert (Galvanized)		m	\$200.00	\$0.00	\$0.00
600mm dia. Centreline CSP Culvert (Galvanized)		m	\$400.00	\$0.00	\$0.00
Allowance for Storm Outlet		m	\$100.00	\$0.00	\$0.00
Topsoil (100mm)		m <sup>2</sup>	\$12.00	\$0.00	\$0.00
Seed and Mulch		m <sup>2</sup>	\$1.50	\$0.00	\$0.00
Calcium Chloride Flake (PROV)	50	kg	\$1.85	\$92.50	\$0.93
Traffic Signage	1	ea	\$250.00	\$250.00	\$2.50
Ditching (Topsoil and Sod)		m	\$52.00	\$0.00	\$0.00
Ditching (Topsoil and Seed)		m	\$33.00	\$0.00	\$0.00

**SUBTOTAL** **\$7,701** **\$77**

Contingency Allowance (10%) **\$770** **\$8**

**SUBTOTAL** **\$8,471** **\$85**

Engineering (15) **\$1,271** **\$13**

**TOTAL** **\$9,741** **\$97**  
+HST +HST

**ROAD UPGRADE  
RURAL - PAVE WITH 1 LIFT OF ASPHALT**

OPINION OF PROBABLE CONSTRUCTION COSTS  
COSTS PER 100m and 1m of ROADWORK

R\_UP

2023

Item Description	Quantity	Unit	Unit Price	Estimated Cost	Estimated Cost
	(per 100 m)			(per 100 m)	(per 1 m)
Earth Excavation (Grading)		m <sup>3</sup>	\$15.00	\$0.00	\$0.00
Scarify Existing		m <sup>2</sup>	\$2.00	\$0.00	\$0.00
Pulverize existing asphalt (200mm)		m <sup>2</sup>	\$2.25	\$0.00	\$0.00
Hot Mix HL 3 - Road (40mm)		m <sup>2</sup>	\$24.00	\$0.00	\$0.00
Hot Mix HL 3 - Road (50mm)	650	m <sup>2</sup>	\$28.50	\$18,525.00	\$185.25
Hot Mix HL 8 - Road (50mm)		m <sup>2</sup>	\$28.50	\$0.00	\$0.00
Granular 'A' (150mm)		m <sup>2</sup>	\$9.00	\$0.00	\$0.00
Granular 'A' (50mm)	650	m <sup>2</sup>	\$3.00	\$1,950.00	\$19.50
Granular 'B' (300mm)		m <sup>2</sup>	\$11.00	\$0.00	\$0.00
Asphalt Curb & Gutter		m	\$50.00	\$0.00	\$0.00
Asphalt Driveways Inc. 150mm of 'A' (50mm)		m <sup>2</sup>	\$55.00	\$0.00	\$0.00
Asphalt Driveways (50mm)		m <sup>2</sup>	\$40.00	\$0.00	\$0.00
Granular 'A' for Driveways (75mm)	41	m <sup>2</sup>	\$6.00	\$246.00	\$2.46
Granular 'A' for Boulevards (150mm)		m <sup>2</sup>	\$6.30	\$0.00	\$0.00
Granular 'A' for Shoulders (50mm)	300	m <sup>2</sup>	\$3.50	\$1,050.00	\$10.50
RAP material for Shoulders (50mm)		m <sup>2</sup>	\$6.00	\$0.00	\$0.00
150mm dia. Subdrains		m	\$40.00	\$0.00	\$0.00
SINGLE SURFACE TREATMENT		m <sup>2</sup>	\$2.83	\$0.00	\$0.00
DOUBLE SURFACE TREATMENT		m <sup>2</sup>	\$5.66	\$0.00	\$0.00
Grinding Asphalt (Single Lift)		m <sup>2</sup>	\$6.00	\$0.00	\$0.00
Removal of Asphalt (Full Depth)		m <sup>2</sup>	\$3.00	\$0.00	\$0.00
Removal of Culverts		m	\$30.00	\$0.00	\$0.00
Adjust Manholes / CB'S		ea	\$600.00	\$0.00	\$0.00
300mm dia. Entrance CSP Culvert (Galvanized)		m	\$175.00	\$0.00	\$0.00
400mm dia. Entrance CSP Culvert (Galvanized)		m	\$200.00	\$0.00	\$0.00
600mm dia. Centreline CSP Culvert (Galvanized)		m	\$400.00	\$0.00	\$0.00
Allowance for Storm Outlet		m	\$100.00	\$0.00	\$0.00
Topsoil (100mm)		m <sup>2</sup>	\$12.00	\$0.00	\$0.00
Seed and Mulch		m <sup>2</sup>	\$1.50	\$0.00	\$0.00
Calcium Chloride Flake (PROV)	50	kg	\$1.85	\$92.50	\$0.93
Traffic Signage	1	ea	\$250.00	\$250.00	\$2.50
Ditching (Topsoil and Sod)		m	\$52.00	\$0.00	\$0.00
Ditching (Topsoil and Seed)		m	\$33.00	\$0.00	\$0.00

**SUBTOTAL** **\$22,114** **\$221**

Contingency Allowance (10%) **\$2,211** **\$22**

**SUBTOTAL** **\$24,325** **\$243**

Engineering (15) **\$3,649** **\$36**

**TOTAL** **\$27,974** **\$280**

+HST +HST

**ROAD RECONSTRUCTION**  
**RURAL SECTION - GRANULAR SHOULDERS w/ DITCHING**  
**GRAVEL SURFACE AND BASE**  
**OPINION OF PROBABLE CONSTRUCTION COSTS**  
**COSTS PER 100m and 1m of ROADWORK**

GBS

2023

Item Description	Quantity (per 100 m)	Unit	Unit Price	Estimated Cost (per 100 m)	Estimated Cost (per 1 m)
Earth Excavation (Grading)	600	m³	\$15.00	\$9,000.00	\$90.00
Scarify Existing		m²	\$2.00	\$0.00	\$0.00
Pulverize existing asphalt (200mm)		m²	\$2.25	\$0.00	\$0.00
Hot Mix HL 3 - Road (40mm)		m²	\$24.00	\$0.00	\$0.00
Hot Mix HL 3 - Road (50mm)		m²	\$28.50	\$0.00	\$0.00
Hot Mix HL 8 - Road (50mm)		m²	\$28.50	\$0.00	\$0.00
Granular 'A' (150mm)	700	m²	\$9.00	\$6,300.00	\$63.00
Granular 'A' (50mm)		m²	\$3.00	\$0.00	\$0.00
Granular 'B' (300mm)	950	m²	\$11.00	\$10,450.00	\$104.50
Asphalt Curb & Gutter		m	\$50.00	\$0.00	\$0.00
Asphalt Driveways Inc. 150mm of 'A' (50mm)		m²	\$55.00	\$0.00	\$0.00
Asphalt Driveways (50mm)		m²	\$40.00	\$0.00	\$0.00
Granular 'A' for Driveways (150mm)	41	m²	\$12.00	\$492.00	\$4.92
Granular 'A' for Boulevards (150mm)		m²	\$8.30	\$0.00	\$0.00
Granular 'A' for Shoulders (50mm)		m²	\$3.50	\$0.00	\$0.00
RAP material for Shoulders (50mm)		m²	\$6.00	\$0.00	\$0.00
150mm dia. Subdrains		m	\$40.00	\$0.00	\$0.00
SINGLE SURFACE TREATMENT		m²	\$2.83	\$0.00	\$0.00
DOUBLE SURFACE TREATMENT		m²	\$5.66	\$0.00	\$0.00
Grinding Asphalt (Single Lift)		m²	\$6.00	\$0.00	\$0.00
Removal of Asphalt (Full Depth)		m²	\$3.00	\$0.00	\$0.00
Removal of Culverts		m	\$30.00	\$0.00	\$0.00
Adjust Manholes / CB'S		ea	\$600.00	\$0.00	\$0.00
300mm dia. Entrance CSP Culvert (Galvanized)		m	\$175.00	\$0.00	\$0.00
400mm dia. Entrance CSP Culvert (Galvanized)	5	m	\$200.00	\$1,000.00	\$10.00
600mm dia. Centreline CSP Culvert (Galvanized)	3	m	\$400.00	\$1,200.00	\$12.00
Allowance for Storm Outlet		m	\$100.00	\$0.00	\$0.00
Topsoil (100mm)		m²	\$12.00	\$0.00	\$0.00
Seed and Mulch		m²	\$1.50	\$0.00	\$0.00
Calcium Chloride Flake (PROV)	50	kg	\$1.85	\$92.50	\$0.93
Traffic Signage	1	ea	\$1.00	\$1.00	\$0.01
Ditching (Topsoil and Sod)		m	\$52.00	\$0.00	\$0.00
Ditching (Topsoil and Seed)		m	\$33.00	\$0.00	\$0.00

**SUBTOTAL** **\$28,536** **\$285**

Contingency Allowance (10%) **\$2,854** **\$29**

**SUBTOTAL** **\$31,389** **\$314**

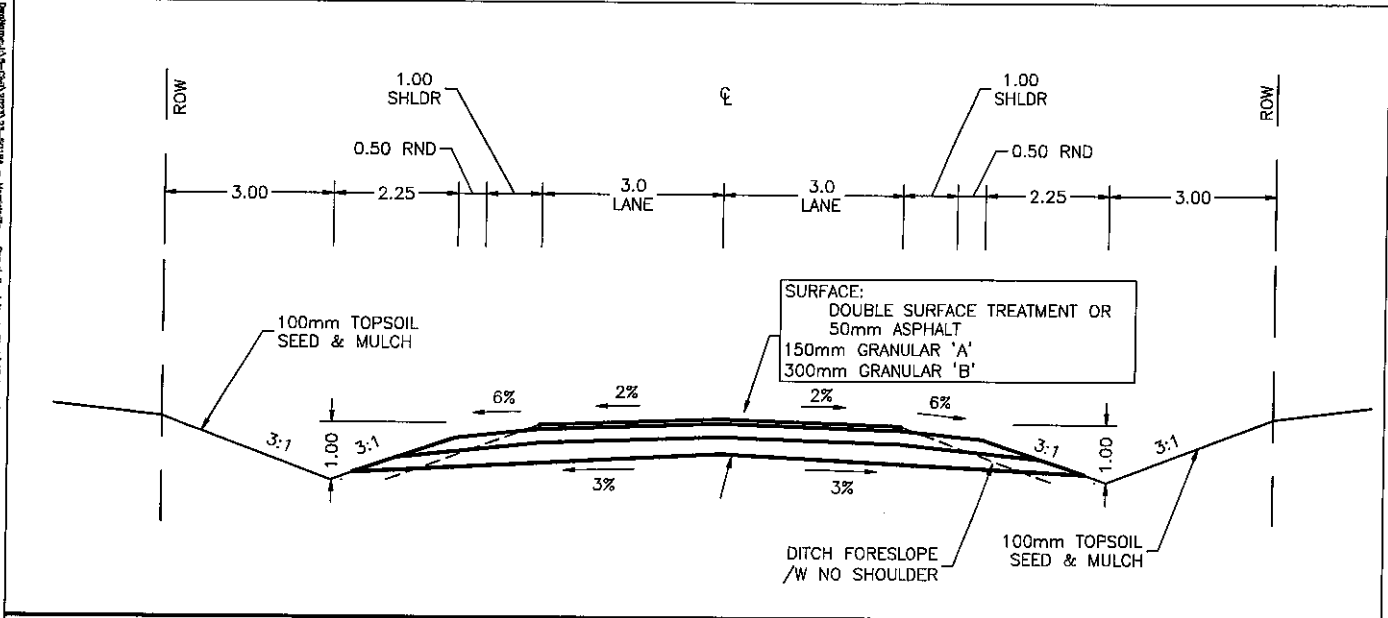
Engineering (15) **\$4,708** **\$47**

**TOTAL** **\$36,097** **\$370**  
+HST +HST

**APPENDIX E-2**

**SAMPLE RURAL ROAD CROSS SECTION**

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**Jp2g Consultants Inc.**  
 ENGINEERS • PLANNERS • PROJECT MANAGERS  
 ARCHITECTS • DESIGNERS

## TYPICAL RURAL SECTION

**SCALE 1:100**  
 METRIC

R1-G

R1.dwg



## **Blockhouse Museum Municipal Services Board**

**2 pm on January 11, 2023**

**Council Chambers**

- 1. Call to Order**
- 2. Disclosure of Pecuniary Interest and Nature Thereof**
- 3. Approval of the Agenda**  
Moved by  
Seconded by
- 4. Introductions / Welcome to New Members**
- 5. Business Items**
  - a. Items arising from meeting with Merrickville and District Historical Society
    - i. Status update on written agreement
  - b. Hiring paths for summer staff
    - i. Canada Summer Jobs
    - ii. Young Canada Works
    - iii. Carleton University Summer Session internship Spring
  - c. Heritage Organization Development Grant
    - i. Organizational profile to be created in provincial OneKey database
  - d. Operational Manual for Summer 2024

- i. Request for committee
- ii. Process for approval of manual
- e. Proper name of this Municipal Services Board
- f.

## 6. New Business

- a. Hiring Process (ads, reviewing resumes, interviews, letters of offer packages)
- b. Recordkeeping
- c. Points of contact for Blockhouse Museum MSB business
  - i. Email
  - ii. Phone number
- d. Budget/Finances
  - i. Timeframe
  - ii. Ability to spend funds
  - iii. Ability to accept funds (eg. Donations, sales)

## 7. Next Meeting Date

- a. Thursday, February 8, 2024, 2 pm

## 8. Adjournment

Moved by

That the Merrickville-Wolford Museum Board does hereby adjourn the joint board meeting at \_\_\_\_\_ p.m.





3889 Rideau Valley Drive  
PO Box 599, Manotick ON K4M 1A5  
T 613-692-3571 | 1-800-267-3504  
F 613-692-0831 | www.rvca.ca

December 12, 2023

Village of Merrickville-Wolford  
Darlene Plumley, Interim CAO/Clerk  
PO Box 340, 317 Brock Street West  
Merrickville, ON K0G 1N0

**Re: RVCA Draft 2024 Budget for Municipal Consultation**

---

Dear Ms. Plumley,

It has been another exciting year filled with accomplishments, opportunities and challenges and the Rideau Valley Conservation Authority (RVCA) is grateful to the many partners who make our work possible, particularly our municipalities. The ongoing support of Councils and the work of municipal staff has enabled us to adapt to ongoing legislative changes and changing watershed needs while maintaining service levels for residents and municipal partners.

We look forward to providing you with our 2023 Annual Report in the spring where we will highlight the great work we were able to accomplish in partnership with you this year. In the meantime, we have attached our draft work plan and budget for 2024 for your review, which lays out our priorities for the year ahead. As always, RVCA's budget is designed to continue improving client service and program delivery, while addressing the evolving needs of our municipalities and the watershed. With inflation continuing to impact all levels of government and taxpayers, we also want to support municipalities in their efforts to maintain modest tax increases by continuing to find ways to reduce our costs and maximize other revenue like grants, fundraising, program revenue and user fees.

**Budget Process**

Each fall, the RVCA's Board of Directors oversees the preparation of a draft budget for the coming year and circulates it to member municipalities for review and comment. Any comments received from municipalities are considered by the Board before approving a budget. The draft budget for 2024 (operations and capital) as well as the municipal levy apportionment sheet is attached for your review. Accompanying the budget is also RVCA's work plan for 2024. The RVCA Board of Directors, comprised of representatives from our member municipalities, will vote on the budget and its associated municipal levy at their meeting on February 22, 2024. At this meeting, the Board will consider any comments received from municipalities.

Proudly working in partnership  
with our 18 watershed municipalities

Athens, Augusta, Beckwith, Central Frontenac, Clarence-Rockland,  
Drummond/North Emsley, Elizabethtown-Kitley, Merrickville-Wolford, Montague,  
North Dundas, North Grenville, Ottawa, Perth, Rideau Lakes, Smiths Falls, South Frontenac, Tay Valley, Westport

To facilitate this process:

- We request any comments from your municipality by February 12, 2024
- We are also available to present to your council about our budget and work plan

### **Budget Overview**

The attached *2024 Annual Work Plan* document provides a summary of our draft budget and gives an overview of the programs, services and priorities that it will support.

The attached *2024 Draft Budget* documents include the following components:

- *Draft Operations and Capital Budget* – On the first page are operating revenues, on the second page are operating expenditures and on the third page is a capital budget along with adjustments for tangible capital assets, reserve transfers and our office building debenture.
- *Revenue Breakdowns* – A breakdown of revenue sources by program is provided for additional information, first for the operations budget and then the capital budget.
- *Revenue Breakdown: Provincial Categories* – New this year is an additional section that breaks down revenues by Category 1, 2 and 3 programs and shows how each category is funded including the amount of municipal levy allocated between categories 1 and 3. This section complies with new regulatory budget requirements for conservation authorities and reflects category 3 agreements approved by municipal councils this fall.
- *Draft Municipal Levy Apportionment* – This sheet shows the apportionment of our municipal levy across all member municipalities.

The RVCA has kept its municipal levy increase for 2024 at a 2.5% tax increase plus assessment growth which was 1.5% in our watershed. We know there is ongoing financial pressure on many of our municipalities, so we wanted to respect local budget direction from municipal councils while still maintaining program and service levels for municipalities and residents.

### **Apportioning the Municipal Levy**

The municipal levy is divided amongst all municipalities in the Rideau watershed based on modified Current Value Assessment data received from the Ministry of Natural Resources and Forestry, a process that is prescribed under the *Conservation Authorities Act*. This means the more assessment value a municipality has in the watershed in comparison to other municipalities, the more levy they pay. Based on assessment value, the City of Ottawa pays nearly 91 percent of RVCA's levy leaving our other 17 municipalities to cover the remaining 9 percent.

Attached is a levy apportionment sheet which identifies each municipality's levy.

- **The Village of Merrickville-Wolford's proposed municipal levy for 2024 is \$25,695.00**

### Special Levies

In addition to the municipal levy, special levies are applied to certain municipalities for projects that only benefit their municipality. This year, there are five special levies applied to the City of Ottawa:

#### Operations

- Rideau River Ice Management \$981,795
- Water Quality Monitoring (augmented monitoring within the City) \$158,696
- Routine operation and maintenance of flood & erosion control structures \$40,000

#### Capital

- Ottawa Infrastructure Reserve (to repair water control structures) \$10,000
- Britannia Village Flood Control Project Infrastructure Reserve \$21,500

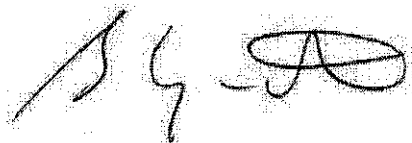
### Municipal Input

We hope you find the attached information regarding RVCA's draft budget, municipal levy apportionment and work plan helpful and clear as it is designed to provide municipalities with a transparent understanding of the programs we deliver on your behalf and how they are funded. Municipalities also play a key role in the preparation of our budget as our Board is composed of municipal appointees, nearly all of whom sit on council. This ensures all municipalities are represented around the decision-making table.

You are also welcome to attend our February 22, 2024 meeting when the budget and municipal levy will be considered for approval. This meeting will be held at 6:30 pm at the Rideau Valley Conservation Authority located at 3889 Rideau Valley Drive, just north of Manotick. You are also welcome to join virtually, login instructions can be obtained by contacting Marissa Grondin at [marissa.grondin@rvca.ca](mailto:marissa.grondin@rvca.ca) or 1-800-267-3504 ext 1177 in advance of the meeting.

Thank you for your ongoing support and for the close working relationship we have with your municipality. If you have any questions about our draft budget or work plan, please do not hesitate to contact me or your municipal representative on our Board of Directors.

Happy holidays,



Sommer Casgrain-Robertson  
General Manager / Secretary-Treasurer

Enclosed: - RVCA 2024 Annual Work Plan  
- RVCA 2024 Draft Budget and Levy Apportionment Sheet

cc.: Kirsten Rahm, Treasurer  
Deputy Mayor Anne Barr



Schedule A: Planning Advisory Program

Application Type	Description	Fee	
Official Plan Amendment	Minor	\$ 820	
	Major	\$ 4,000	
Zoning By-law	All	\$ 410	
Minor Variance	All	\$ 410	
Site Plan Control	Single residential	\$ 420	
	Multiple residential, commercial or industrial	Minor	\$ 700
		Standard	\$ 1,120
Consent to Sever (per application)	Major	\$ 2,790	
	All	\$ 500	
Plan of Subdivision/ Part Lot Control/ Condominium	Clearance of Conditions (No site visit required)	\$ 235	
	No previous SPC in circulation	\$ 4,120	
	Clearance of Conditions (Subdivision registration/per	\$ 2,070	
	Draft plan approval revisions (Alteration to site plan/layout)	\$ 2,070	
Lifting of 30 cm Reserve	Draft plan extension (Original conditions about to lapse)	\$ 4,120	
		\$ 235	
City of Ottawa Screening Fee		\$ 125	
Site visit		\$ 175	
Reactivate dormant file ( <i>Files inactive for two years or more</i> )		100% of fee	
Application revision		50% of fee	

Notes for Schedule A:

Reviews are undertaken in accordance with the Conservation Authority's mandates and are directly related to circulation requirements under the Planning Act and the 2001 Provincial Memorandum of Understanding on Procedures to Address Conservation Authority Delegated Responsibility. Some reviews are completed under Municipal Memorandums of Understanding and agreements with the Provincial and Federal governments to provide planning advice. Section 21.2 of the Conservation Authorities Act enables Conservation Authorities to charge fees for such services.

Fees are exclusive of technical report review fees (refer to Schedule C). All fees must be paid prior to the release of written comments to an approval authority. For concurrent applications, unless otherwise stated, one fee (the highest) applies.

The CA reserves the right to charge additional fees in the event that the review requires a substantially greater level of effort than the norm, additional site visits, etc., OR where additional processing past the initial submission period is required. Current fees apply for the reactivation or revision of files.

Application Categories: Minor – no technical studies, Standard – one technical study, Major – more than one tech. study.

Screening fee applies inside the Urban Boundary only as defined on Schedule "B" to the City of Ottawa Official Plan approved at the time of application.



**Schedule B: Conservation Authorities Act Applications**  
per Ontario Regulation 174/06

<b>Development: Structures*</b>		
Auxiliary Buildings	Outside hazard, but within regulation limit (floodplain, slope & wetland)	\$ 280
	Within floodplain or slope hazard at existing grade, less than 538 ft <sup>2</sup>	\$ 650
	Within floodplain or slope hazard, farm building less than 1000 ft <sup>2</sup>	\$ 650
	Within floodplain or slope hazard, farm building greater than 1000 ft <sup>2</sup>	\$ 1,040
Additions	Outside wetland hazard, but within 120-metre regulation limit	\$ 280
	Outside floodplain and slope hazard, but within regulation limit	\$ 460
	Within floodplain or slope hazard, less than 20% or 215 ft <sup>2</sup>	\$ 650
	Within floodplain or slope hazard, greater than 20% or 215 ft <sup>2</sup>	\$ 1,040
Foundation	Replacement or reconstruction	\$ 650
Decks	Single storey and open	\$ 280
New Residential Construction	Outside wetland hazard, but within 120-metre regulation limit	\$ 650
	Outside floodplain hazard, but within regulation limit (foundation above & outside of 1:100 RFL and no floodproofing required)	\$ 650
	Within slope or floodplain hazard	\$ 2,050
	Large residential, multiple residential units/blocks, institutional or commercial buildings	\$ 2,680
Residential Reconstruction	Outside wetland hazard, but within 120-metre regulation limit	\$ 280
	Outside floodplain and slope hazard, but within regulation limit	\$ 650
	Single-family home, without addition, within floodplain or slope hazard	\$ 1,040
	Single-family home, with addition, within floodplain or slope hazard	\$ 2,050
Stairs to water		\$ 280
Swimming Pools		\$ 280
Stamp Plan Approval	Minor works outside hazard, but within regulation limit	\$ 115
<b>Development: Fill Placement &amp; Grading (incl. temporary storage)*</b>		
Balanced Cut & Fill, Fill & Grading (incl. septic beds in hazard areas)	< 50 m <sup>3</sup>	\$ 280
	50-100 m <sup>3</sup>	\$ 650
	100-500 m <sup>3</sup>	\$ 1,040
	500-1000 m <sup>3</sup>	\$ 2,050
	1000-2000 m <sup>3</sup>	\$ 2,680
	>2000 m <sup>3</sup>	\$ 5,365
Road Repair & Reconstruction (no cut & fill)	Municipal recreational pathways, private road repair, municipal road reconstruction < 500 linear m	\$ 650
	Municipal recreational pathways, private road repair, municipal road reconstruction > 500 linear m	\$ 1,040
	New roadway/access construction	\$ 2,050



Alteration to Shorelines & Watercourses & Interference with Wetlands*		
Shoreline Erosion Protection (in linear metres)	<15 m (approx. 50 ft)	\$ 280
	15-30 m	\$ 650
	>30 m (approx 100 ft)	\$ 1,040
Watercourse Alteration (in linear metres)	<100 m	\$ 650
	100-500 m	\$ 1,040
	500-1000 m	\$ 2,050
	1000-2000 m	\$ 2,680
	>2000 m	\$ 5,365
Infrastructure: Culvert (New or replacement)	New or like-for-like, length < 25 m and <1 m diameter	\$ 280
	New or like-for-like, length > 25 m and <1 m diameter; storm water outlets	\$ 650
	Multiple new culverts, or culverts >1 m but <2 m diameter	\$ 1,040
	New culvert > 2 m diameter	\$ 2,050
	Culvert lining < 25 m	\$ 280
	Culvert lining > 25 m	\$ 650
Infrastructure: Bridge	Repair and/or rehab with shoreline disturbance	\$ 280
	Full pedestrian bridge replacement, like-for-like	\$ 650
	Full road bridge replacement, like-for-like	\$ 2,050
	New bridge construction, stormwater pond/cell, major utility crossing	\$ 2,680
Debris removal or Dredge	Municipal drain maintenance (DART Protocol)	\$ 95
	Non-municipal drain < 25 m	\$ 280
Watercourse	Non-municipal drain > 25 m	\$ 650
Directional Drill		\$ 650
Open-Cut Water Crossing		\$ 1,040
Dock	Shoreline interference for residential dock	\$ 280

Deposits (refundable less 10% administrative fee)		
Fill Deposit	Minor projects	\$ 1,720
	Major projects	\$ 3,445
Other Fees & Services		
Revisions	Changes made to applications after permit issuance	50% of fee
Retroactive	Applications made after work has started require 100% surcharge of application fee	100% surcharge
Stamp Plan	Confirmation that development is outside of regulation limit	\$ 95
Property File Search	File search only-standard service (min. 10 business days)	\$ 280
	File search only - expedited service (5 business days)	\$ 545
	Site inspection- additional charge of	\$ 195
Sec. 28 Hearing	Section 28 Application Review Hearing fee only	\$ 400
Major Projects	ex. Minister's Zoning Orders, development or interference with >2 ha wetland, subdivisions > 10 lots, projects which require coordination of extensive technical reviews or multiple site visits). Note: Additional charges for legal or technical peer review may be applicable	\$ 5,365



**Notes for Schedule B:**

\* Where multiple application types are proposed in one application, RVCA reserves the right to determine the fee based on each individual project proposal.

Project descriptions are only typical examples. RVCA reserves the right to determine the fee based on each individual project proposal, on a case-by-case basis, at the discretion of the Director of Regulations.

Fees are exclusive of the Technical Report Review Fees (see Schedule "C").

Fees are approved by the CA Board of Directors and apply to application review only; acceptance of an application as complete is not to imply permission may be granted. Permission will be forthcoming only if submissions address statutory requirements and are in conformity with approved CA policies in effect at the time an application is made or where allowances are granted by the Authority's Executive Committee. All fees are payable at the time the application is submitted, failing which the application cannot be deemed complete or processed.

The CA reserves the right to charge additional fees in the event that the review requires a substantially greater level of effort than the norm, additional site visits, etc., OR where additional processing past the initial submission period is required. A 50% surcharge on the current fee will be charged for applications left dormant for one year (reactivation fee).

Development: see definition under Section 28 (5) of the Conservation Authorities Act of Ontario (R.S.O. 1990, c. C. 27).

Watercourse: see definition under Section 28 (5) of the Conservation Authorities Act of Ontario (R.S.O. 1990, c. C. 27).

Wetland: see definition under Section 28 (5) of the Conservation Authorities Act of Ontario (R.S.O. 1990, c. C. 27).

Current fees apply for the revision of files.



Schedule C: Technical Report Review

Report Type	Development Area	Fee
Normal Review (20 business days) Reports include, but are not limited to: Floodplain hydrology analysis Geotechnical reports (unstable soils and slopes) Wetland hydrologic impact analysis Environmental impact studies Stormwater management Grading and drainage plans Aquatic habitat assessment/fish habitat impact Hydrological assessment Groundwater and terrain analysis Private Servicing	< 0.5 hectares	\$ 460
	0.5 - 2 hectares	\$ 900
	2 - 3 hectares	\$ 1,190
	3 - 5 hectares	\$ 1,890
	> 5 hectares	\$ 2,945
Major Projects		Hourly (See Schedule D)
Aggregate Resources Act Application (plus technical review fees, as applicable)		\$ 4,000

Notes for Schedule C:

Reviews are prepared by qualified professionals in the fields of water resources engineering, groundwater science, site servicing, geotechnical engineering, environmental assessments, floodproofing, ecology and planning to assess development. Our reviews involve evaluation of whether the applicable policies, guidelines and legislation have been appropriately addressed.

Technical report review services are tracked per file on an hourly basis. Where the reviews exceed the standard allocated review time, or require multiple submissions, re-reviews, RVCA reserves the right to charge an hourly professional rate (Schedule "D") in addition to the initial fee.

Major projects are those with a high level of concern about the local environment, complex ecological, groundwater and surface water interactions and which may require RVCA staff attendance at multiple meetings with proponents, consultants, or public meetings to satisfy regulatory requirements.





Schedule D: Information & Professional Services

Approvals Fee Schedule  
(Effective January 1, 2024)

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<b>Product/Service</b>		
<b>Staff Time</b>		
Administrative Rate		\$ 75/hour
Professional Rate		\$ 105/hour
Management Rate		\$ 135/hour
<b>Digital Data - Ontario Stream Assessment Protocol monitoring data, GIS files, aerial photography</b>		
First item		\$165
Additional itmes		\$ 75/item plus staff time
<b>Digital &amp; Paper Maps</b>		
Floodplain		\$ 90/item
Other		\$ 70/item
Customized		Professional Rate
<b>Reports</b>		
Base Cost (digital & paper)	Small (1-30 pages)	\$140
	Medium (31-100 pages)	\$275
	Large (>100 pages)	\$410
Photocopying	Black and white	\$ 0.70/page
	Colour	\$ 1.20/page plus staff time
<b>Models* -digital copies</b>		
Hydraulic Model	HEC II, HES RAS model files	\$ 2,125 plus staff time
	HES-HMS, SWMHYMO model files	\$ 2,125 plus staff time
Watershed Model		\$ 10,615 plus staff time

Notes for Schedule D

\*A signed digital data license agreement with the RVCA is required. A copy of the updated input and output files and revised floodplain maps must be provided to RVCA.

Ministry of Agriculture,  
Food and Rural Affairs

Ministère de l'Agriculture, de  
l'Alimentation et des Affaires rurales

Office of the Minister

Bureau du ministre

77 Grenville Street, 11th Floor  
Toronto, Ontario M7A 1B3  
Tel: 416-326-3074  
[www.ontario.ca/OMAFRA](http://www.ontario.ca/OMAFRA)

77, rue Grenville, 11<sup>e</sup> étage  
Toronto (Ontario) M7A 1B3  
Tél. : 416 326-3074  
[www.ontario.ca/MAAARO](http://www.ontario.ca/MAAARO)



December 18, 2023

Douglas Robertson  
CAO/Clerk  
Village of Merrickville-Wolford  
[cao@merrickville-wolford.ca](mailto:cao@merrickville-wolford.ca)

Dear Mr. Robertson:

Our government is committed to supporting economic growth in rural communities and ensuring Ontario is open for business. The Rural Economic Development (RED) program is just one tool for communities to complete outcome-based projects that will have tangible benefits across the province. This aligns with our government's priorities to remove barriers to investment, open doors to rural economic development and create good jobs throughout Ontario.

To further our commitment to supporting rural communities, I am pleased to share with you that a new intake for the RED program will be opening in January 2024.

When the intake is open, we will be sharing additional information with you directly. You will also be able to find all program information, including how to apply, on my ministry's website at: [ontario.ca/REDprogram](http://ontario.ca/REDprogram).

If you have further questions at this time, you are welcome to contact the Agricultural Information Contact Centre at 1-877-424-1300 or [ag.info.omafra@ontario.ca](mailto:ag.info.omafra@ontario.ca).

I encourage you to take advantage of this funding opportunity and submit an application for your economic development project when the intake is open. Together, we can ensure Ontario's communities thrive.

Please accept my best wishes.

Sincerely,

Lisa M. Thompson  
Minister of Agriculture, Food and Rural Affairs



Foodland  
ONTARIO

ONTARIO

Terre nourricière

Good things grow in Ontario  
À bonne terre, bons produits

Ministry Headquarters: 1 Stone Road West, Guelph, Ontario N1G 4Y2  
Bureau principal du ministère: 1, rue Stone ouest, Guelph (Ontario) N1G 4Y2

12c



United Counties of Leeds and Grenville

**Public Works Division**  
Consent Granting  
Authority  
Forestry  
Planning  
Roads

25 Central Ave. W., Suite 100  
Brockville, ON K6V 4N6  
T 613-342-3840  
800-770-2170  
TTY 800-539-8685  
F 613-342-2101  
[www.leedsgrenville.com](http://www.leedsgrenville.com)

## **UPDATE AGRICULTURAL AREA REVIEW**

The Counties is in its third round of consultations, which included direct notification to over 2,000 land owners whose lands were suggested to change (either to or from the agricultural area designation). In response, a large number of land owners provided further information, asked questions and made comments. Staff and the consultant are reviewing and analyzing the feedback, some of which has/will result in final amendments to the recommended agricultural area system.

A report summarizing the outcome of the direct consultation, including the final revised agricultural system mapping and proposed Counties Official Plan Amendment is anticipated to be presented to the Counties Planning Advisory Committee (PAC) on February 7, 2024 at 9 a.m. in the Counties Council Chambers. Viewing of the meeting is welcome in person or online at [Agendas, Minutes and Video - Leeds & Grenville \(leedsgrenville.com\)](#).

### **Local Area Consultation Meetings**

The following local area consultations are being held to review the revised recommended agricultural area system (mapping) proposed for the Counties Official Plan. These meetings are primarily for those persons whose properties have been impacted and who have not already discussed their property with staff and the consulting team.

#### Tuesday, February 6, 2024

Township of Augusta – 1:00 p.m. (Council Chambers, 3560 County Road 26)

Township of Edwardsburgh Cardinal – 4:00 p.m. (Town Hall, 18 Centre St., Spencerville)

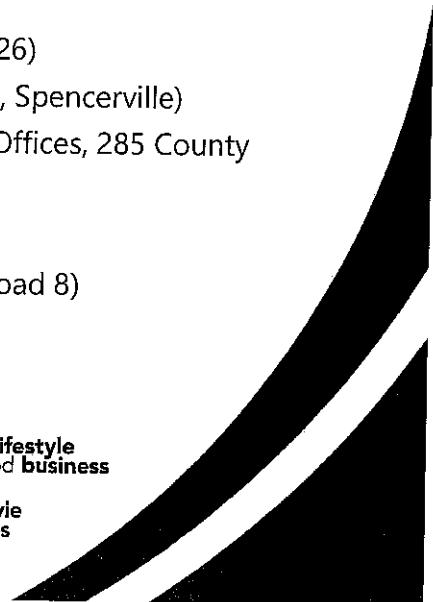
Municipality of North Grenville – 7:00 p.m. (Meeting Room at Municipal Offices, 285 County Road 44, Kemptville)

#### Wednesday, February 7, 2024

Township of Rideau Lakes – 1:00 p.m. (Council Chambers, 1439 County Road 8)

where **lifestyle**  
**grows good business**

synonyme de **qualité de vie**  
et de **réussite en affaires**





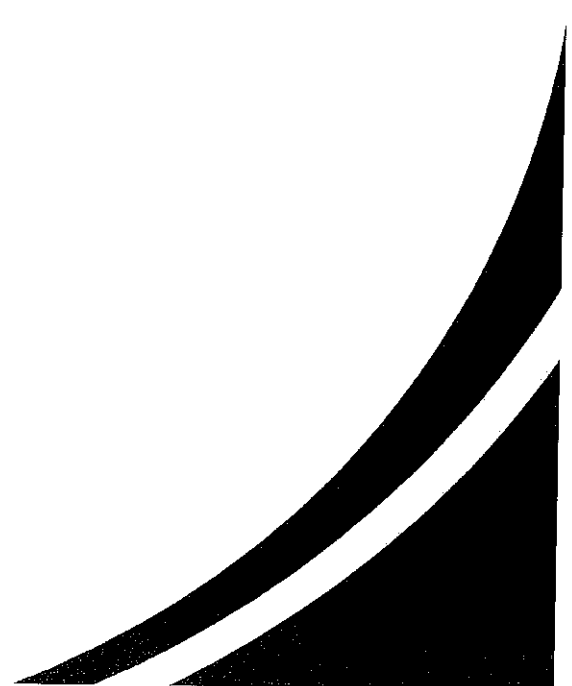
### **Public Meeting**

At this point the public meeting date has not yet been set, but is anticipated for March. When the details are established, in addition to meeting the requirements of the Planning Act, notice will be provided via website updates, social media post and direct emails to member municipalities, agencies and those persons who requested notification.

### **Background**

In 2022, the Counties initiated the Agricultural Area Review. The purpose of the review is to identify and confirm agricultural lands in the Counties. The final map of the agricultural area lands will be used to update the Counties Official Plan schedule so that those lands are protected. The requirement to complete this study was identified by the Province in the Counties Official Plan. The project is nearing the final mapping stage.

*To learn more, contact Planning staff at [elaine.mallory@uclg.on.ca](mailto:elaine.mallory@uclg.on.ca) or visit [www.leedsgrenville.com/agriculture](http://www.leedsgrenville.com/agriculture).*





United Counties of Leeds and Grenville

**Public Works Division**  
Consent Granting  
Authority  
Forestry  
Planning  
Roads

25 Central Ave. W., Suite 100  
Brockville, ON K6V 4N6  
T 613-342-3840  
800-770-2170  
TTY 800-539-8685  
F 613-342-2101  
[www.leedsgrenville.com](http://www.leedsgrenville.com)

## **NOTICE**

### **AGRICULTURAL AREA REVIEW**

#### **Local Area Consultation Meetings**

In 2022, the Counties initiated the Agricultural Area Review. The purpose of the review is to identify and confirm agricultural lands in the Counties. The final map of the agricultural area lands will be used to update the Counties Official Plan schedule so that those lands are protected. The requirement to complete this study was identified by the Province in the Counties Official Plan. The project is nearing the final mapping stage.

Prior to the formal public meeting, the following local area consultations are being held to review the recommended agricultural area system (mapping) proposed for the Counties Official Plan. These meetings are primarily for those persons whose properties have been impacted and who have not already discussed their property with staff and the consulting team.

Tuesday, February 6, 2024

**Township of Augusta** – 1:00 p.m. (Council Chambers, 3560 County Road 26)

**Township of Edwardsburgh Cardinal** – 4:00 p.m. (Town Hall, 18 Centre St., Spencerville)

**Municipality of North Grenville** – 7:00 p.m. (Meeting Room at Municipal Offices, 285 County Road 44, Kemptville)

Wednesday, February 7, 2024

**Township of Rideau Lakes** – 1:00 p.m. (Council Chambers, 1439 County Road 8)

To see if your property is impacted, visit [www.leedsgrenville.com/agriculture](http://www.leedsgrenville.com/agriculture).

Pre-registration would be appreciated to help us better serve you. To pre-register or to inquire about your property, please contact Elaine Mallory, Planner II, at 613-342-3840/800-770-2170, Ext. 2422 or by email at [elaine.mallory@uclg.on.ca](mailto:elaine.mallory@uclg.on.ca).

*To learn more, contact Planning staff or visit [www.leedsgrenville.com/agriculture](http://www.leedsgrenville.com/agriculture).*

where **lifestyle**  
grows good **business**

synonyme de **qualité de vie**  
et de **réussite** en **affaires**



MERRICKVILLE-WOLFORD  
*Jewel of the Rideau*

**Independent Electricity System Operator**  
1600-120 Adelaide Street West  
Toronto, ON M5H 1T1  
[engagement@ieso.ca](mailto:engagement@ieso.ca)

December 13, 2023

Re: IESO Municipal Support Resolution for BESS projects.

To Whom It May Concern:

On Behalf of the Council of the Village of Merrickville-Wolford I am submitting a sincere request for increased communication and the development of Policies and Procedures for energy storage projects.

As Municipal Representatives our constituents look to us for leadership and have put their trust in us to provide fair and transparent governance. Unfortunately, this has been a very difficult task this past while. Our Community has been forced to undertake research, review practices and hope that what they have determined is factual. Information as it pertains to the requirements for proposed development.

This is in no way a complaint related to Potentia Renewables, although there were some issues, I feel they, in most areas, exceeded what was required of them by the IESO. They were receptive to the requests from the Council and Public for additional opportunities to meet through the scheduling of ZOOM meetings, which went over and above what was deemed necessary for public consultation. They listened to the concerns and downsized their proposal, all based on public comments.

I have attached an exert from our Council Meeting held on December 11, 2023, outlining the concerns we are bringing forward from our Community. The meeting was well attended, so much so it was necessary to restrict by half the number who attended. Throughout the process there was growing concern and frustration over the lack of clarity in the process and the timelines set by IESO for submission.

The opportunity for Energy Webinars for Municipalities scheduled for January 15 and 17, 2024, will be beneficial, although perhaps if they had been offered prior to requesting Municipal Support was required, this letter would not have been necessary.

Yours truly

Michael Cameron Mayor Village of Merrickville-Wolford

317 Brock Street West, P.O. Box 340, Merrickville, Ontario K0G 1N0  
Telephone (613) 269-4791 Facsimile (613) 269-3095 [www.merrickville-wolford.ca](http://www.merrickville-wolford.ca)

**The Corporation of the Village of Merrickville-Wolford**  
**Monday December 11, 2023, 7:00 p.m.**  
**Municipal Council Chambers**  
**317 Brock St. W. Merrickville, Ontario K0G 1N0**

**Members Present**

Mayor Michael Cameron  
Deputy Mayor Anne Barr  
Councillor Margaret Gural  
Councillor Stephen Ireland  
Councillor Ronnie Maitland

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Moved By: Deputy Mayor Barr R-03-11-12-23

Seconded By: Councillor Maitland

THAT the Council of the Corporation of the Village of Merrickville-Wolford receive for information the delegation provided by Ginny Kerr concerning the Proposed BESS Installation on Weedmark Road.

CARRIED (Attached)

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Deputy Mayor Barr raised the concern that IESO's failure to inform leaves a private company to become the face of the policies that have led us into a situation not of our making, forcing us to respond to deadlines and requirements that are out of our control and have induced anxiety and distrust in our community.

Moved By: Deputy Mayor Barr R-04-11-12-23

Seconded By: Councillor Ireland

THAT the Council of the Corporation of the Village of Merrickville-Wolford direct staff to submit correspondence to the IESO which identifies the concerns which have been raised by residents with regard to notification, transparency, and opportunities for comment;

AND FURTHER THAT If a similar proposal is brought to Merrickville-Wolford in the future, IESO needs to be aware that we have an expectation that full and meaningful consultation will be conducted with the citizens of Merrickville-Wolford, on a timeline that also allows for advice from our own third-party advisors (Planners, Legal, and RVCA, at a minimum)

CARRIED

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Mayor Cameron opened the floor to entertain Questions from the Public pertaining to items on the agenda.

Doris Ellis of Jasper questioned why the location of the Council Meeting had not been changed to a larger venue to accommodate increased public attendance.

- The Municipal Procedure By-law defines the location of the meeting and notice provisions are required. The timing of the request for a change in venue did not meet those requirements. Also, the venue suggested would not accommodate the use of the municipal equipment used to broadcast the meeting electronically.

Vanessa Maxwell questioned whether Council would pass a By-law restricting all BESS projects within their boundaries as Elizabethtown-Kitley had done.

- Council did not endorse the request concerning the Heartwood BESS Project; no signature was provided on the document, so no support was authorized.

Ginny Kerr stated that when she spoke with Potentia, she was informed that the company only had to make the abutting landowners aware of the proposal.

Sharon Halpenny expressed concern over the lack of communication with the residents within Merrickville-Wolford and requested Council to develop a policy outlining what is required when projects like this are proposed.

- The project is not Municipally driven, the rules associated with communication are out of the Township's control, however direction has been given to request the IESO to provide some more transparency and implement guidelines which will require increase notification and allow for increased public comment.

Deputy Mayor Barr stated that at the Open House in Easton's Corners on November 6, 2023, she requested that additional Open Houses be scheduled to allow for increased comment. They chose to do this virtually.

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November 29, 2023

To the Officers and Members of the Merrickville-Wolford Township Council:

I am writing as a concerned citizen about the proposed Heartwood BESS that is being proposed for a site on Weedmark Road in Merrickville-Wolford township. Ontario does currently generate a great deal of electricity although admittedly changes will have to be made as demands increase. On the surface, using Li BESS (Lithium Battery Energy Storage Sites) to store power is likely going to be at least a short-term solution as I am also aware the technology is still evolving.

Installations of 20MW or less seem manageable, and it would mean many towns and cities carry the responsibility and potential benefits. However, at a scale of over 300MW, I feel that the risk and the unknowns outweigh the benefits at this time. An installation of this size has not yet been built in Ontario – does this council truly want to be the one on whose back's others learn what to, and not to do? Small-scale Li BESS installations located in industrial areas across Ontario, assuming municipalities were able to take on and properly manage the costs and risks, would be a more viable way to build the technology and acceptance. Perhaps in 5 years from now, we will see 10MW Li BESS facilities in established industrial areas in communities like the one SaskPower is currently building in northeast Regina. With proper municipal planning and foresight, it is not unreasonable that Merrickville-Wolford may also have one themselves.

The speed at which this is proceeding, in an area that is known to have a very high-water table, in a combined rural and residential area is a concern when there are so many as yet unanswered questions. I ask that council proceed with thought, prudence, and the concerns and well-being of the constituents of this township in mind.

As such, I would like to ask the following questions of Council:

1) **Responsibilities** Has Council reached out to the ISEO, or read through the various IESO Request For Proposal documents to see what the responsibilities of the municipality will actually be? For example, when it comes to decommissioning sites, the ISEO states the following:

"The IESO does not publish standards or impose requirements for the physical decommissioning of the civil infrastructure of a Facility, nor set related compliance guidelines. The IESO would suggest that you discuss any applicable bylaws and/or regulations that may govern the siting and decommissioning of this facility with your local governing body (i.e., Municipality) or other Governmental Authorities with jurisdiction over environmental, construction and land use matters."

How will Council plan for decommissioning and site restoration and other such responsibilities, should the Proponent experience financial difficulties towards the end of the project and their promises are not fulfilled?

2) **Income details/terms** Has Council been told anything about the type, amounts or terms of payments that the township might receive if municipal support is given? Will Council vote to oppose or approve the project prior to having this information?

3) **Income spending** If it is confirmed there will be annual payments (above and beyond taxation revenue), what does the township plan to use this revenue for? Is it for the benefit of all residents of the community?

4) **Fire & Emergency Services** How do you propose to budget increased fire and emergency services to the Merrickville-Wolford area? We've all learned that Lithium battery fires cannot be extinguished with suppressants or water, but water would be needed to cool other units. Can our small volunteer department manage this as is?

Or would the funds the Proponent gives the township all go directly to the emergency services, meaning nothing extra for the township? Is the plan to use water from Cranberry Lake, and what will the results be if contaminated water is introduced surrounding aquifer?

5) **Light, Noise, Permits, Permissions** The Proponents have explained this project will create an increase in light and noise. How will light and noise be managed in the township going forward? Will other business owners take this as an opportunity to add increased lighting and noise that might benefit them, but not their neighbours? Can you say if this project will affect surrounding residents regarding building permits or what they can and can't do with their properties? Has there been research on the long-term effects on people, livestock, pets and wildlife? Merrickville area is known for its bird sanctuary and its concern about the environment. Does this project reflect those views?

6) **Taxation** Has Council done rough calculations with MPAC valuations for what the tax revenue for the site will be. Will you create a Li BESS tax rate? This could cover required emergency funds, decommissioning costs, etc. A Li BESS tax rate could also support costs towards environmental preventions, habitat, etc. The standard industrial taxation rate doesn't cover the township costs of a Li BESS installation this size.

7) **Location** What does the current Merrickville-Wolford municipal plan say about new industrial builds? Should they be in current industrial zoned areas, not rural areas, or will the Weedmark Road location permanently become an Industrial zone and residents can expect further development? Will approval of this site open the door to more industrial builds in our rural areas?

8) **Insurance** Can the municipality help ensure that insurance rates for Merrickville-Wolford residents are not negatively affected by this project? In a neighbouring township who has decided against proceeding with the proposed BESS, several insurance brokers and companies in the area were approached regarding impact on residential and commercial insurance in the area. Three were very concerned about increases, one didn't have any information, two more had some concerns and were going to get back to the resident who had voiced the concern.

9) **Exemptions** Is Council aware that this project, which is considered "public use" would be exempt from amendments to the Official Plan and Zoning By-law, and from site plan control? What is Council's plan to deal with this lack of control in a major project in the municipality? Is Council also aware that the project can be transferred at any time to another corporation?

I personally feel for Council to support a project without these fundamental details being clear would be irresponsible and premature. Some Proponents in other areas have pulled out of the Request for Proposal competition as they feel they cannot build a site to the quality and safety standards they feel are needed. They plan to take part in future intakes where they can move at a safer pace. Unless Council is well informed and very certain on how things will proceed, it would not make any sense to proceed at this time either.

A cautious 'no' right now, doesn't mean a 'no' forever. There will be other opportunities to take part in this technology.

Ginny Kerr  
Merrickville-Wolford Resident.

December 15, 2023

Sent by e-mail to: [minister.mah@ontario.ca](mailto:minister.mah@ontario.ca)

The Honourable Paul Calandra  
Minister of Municipal Affairs and Housing  
College Park, 17th Floor  
777 Bay Street  
Toronto, Ontario M7A 2J3

The Honourable Peter Bethlenfalvy  
Minister of Finance  
Frost Building South, 7th Floor  
Room 5E200  
7 Queen's Park Crescent  
Toronto, Ontario M7A 1Y7

The Honourable Kinga Surma  
Minister of Infrastructure  
College Park, 5th Floor  
777 Bay Street  
Toronto, Ontario M7A 2J3

Dear Ministers Calandra, Bethlenfalvy, and Surma:

Since October 2022, AMO has consistently taken the position that Bill 23 effectively acts as a subsidy for developers that was not in the public interest. We provided an early estimate following introduction that the changes would create a gap of more than \$1 billion annually in municipalities' ability to fund the infrastructure required to achieve provincial housing targets.

While we were pleased to see the government's November 2022 commitment to making municipalities whole, the limited details on how and when that promise would be fulfilled created ongoing challenges. Your recent commitment to review development charges and fee refunds comes as welcome news and provides much needed clarity regarding the path forward.

Municipalities remain committed to doing everything within their power to assist the Province in meeting its target to build 1.5 million homes by 2031. We recognize the need to revisit how we fund growth to meet our shared goals. Municipalities are prepared to support reductions in development charges and fees where they help to meet housing and affordability goals, provided that the government commits to a

Social and Economic Prosperity Review to update the provincial-municipal fiscal relationship.

Municipalities recognize the value of making investments to support the types of housing that we need the most – including purpose built rental units, affordable units and units built by not-for-profit developers. As such, AMO supports the government's decision to exempt these types of housing from development charges.

We strongly believe that reversing or modifying changes made under Bill 23 that undermine growth will better position municipalities to deliver housing-enabling infrastructure and community housing. Considering such changes will go a long way towards meeting the government's commitment to fully offset the costs of Bill 23 for municipalities.

AMO recommends the government consider the following amendments to Bill 23:

1. **Ensure affordable units are affordable for longer.** While municipalities support exemptions that could incent the creation of more affordable housing, requiring that developers commit to keeping units affordable for longer (e.g., 99 years or in perpetuity) would maximize return on this significant public investment.
2. **Make new revenue tools accessible in more communities.** Reconsidering the maximum land value and eligibility requirements for community benefits charges to reduce storeys and unit requirements to more inclusive of medium-density development would make these new tools more relevant to a greater number of communities.

AMO recommends the government repeal the following elements of Bill 23:

1. **Study and land costs required to create housing-enabling infrastructure.** The costs associated with studies and with cost of land are both significant, necessary, and directly related to growth-related infrastructure. Legislation requires municipalities to complete background studies before land can be developed safely and effectively. Municipalities cannot build water treatment plants, pumping stations, transit hubs, police stations, or any other growth-related infrastructure without purchasing land.
2. **Five-year phase in for development charges.** These significant discounts keep development charges artificially low and force municipalities to absorb changes to the true cost of infrastructure development, such as inflation and new services. In some instances, they create incentive for landowners to delay development to capture anticipated benefits.

3. **Costs required to fund housing services.** Development charges only provide a portion of the costs associated with funding housing services – the portion directly tied to the increased demand as a result of growth. These measures hamstring municipalities' ability to provide housing for low-income Ontarians, risking units' removal from operation and exacerbating the homelessness crisis. It is estimated that this measure has impacted 47,000 community housing units previously identified in municipalities' capital plans.

AMO has previously recommended repealing development charge exemptions for attainable housing, given the lack of definition and the potential to undermine incentives for affordable housing creation. We appreciate the clarity recently provided with respect to the purpose and objectives of these measures and look forward to further consultation to better understand the potential impacts and benefits.

We look forward to consultations on these measures and other important elements – including fee refund schedules and cash-in-lieu of parkland – in the new year at both the AMO-MOU Table and the Provincial-Municipal Housing Engagement Table.

Sincerely,



Colin Best  
AMO President and Councillor for Halton Region

cc: Martha Greenberg, Deputy Minister, Ministry of Municipal Affairs and Housing  
Greg Orencsak, Deputy Minister, Ministry of Finance  
Carlene Alexander, Deputy Minister, Ministry of Infrastructure

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<b>Ministry of the Solicitor General</b>	<b>Ministère du Solliciteur général</b>
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**MEMORANDUM TO:** All Chiefs of Police and  
Commissioner Thomas Carrique  
Chairs, Police Services Boards

**FROM:** Ken Weatherill  
Assistant Deputy Minister  
Public Safety Division

**SUBJECT:** In-force date of the *Community Safety and Policing Act, 2019*

<b>DATE OF ISSUE:</b>	<b>December 18, 2023</b>
<b>CLASSIFICATION:</b>	<b>General Information</b>
<b>RETENTION:</b>	<b>April 1, 2024</b>
<b>INDEX NO.:</b>	<b>23-0085</b>
<b>PRIORITY:</b>	<b>Normal</b>

On behalf of the Ministry of the Solicitor General, I would like to thank all our policing partners for your support throughout the regulatory development process. We are greatly appreciative of the in-depth feedback that was provided on the regulations.

As a result of this collective effort, the regulations that are required to bring the *Community Safety and Policing Act (CSPA)* into force have been approved by Cabinet and filed. They can now be accessed publicly online through e-Laws page – linked [here](#).

I am writing to you today to inform you that **April 1, 2024**, has been proclaimed as the official date on which the *Community Safety and Policing Act, 2019* will come **into force**.

All police services are expected to be ready to comply with the Act and its regulations starting on the in-force date. To prepare for these changes, policing partners are strongly encouraged to familiarize themselves with the requirements under the CSPA and its regulations and make any necessary operational and process changes.

The upcoming 2024 CSPA Training Summit, organized by the Ontario Association of Chiefs of Police, Police Association of Ontario, the Ontario Association of Police Services Boards and the Ontario Senior Officers Police Association, will serve as a forum to provide a shared understanding of the Act and its regulations. It will also

provide an opportunity for the ministry to support the policing sector toward operational readiness and help clarify any outstanding questions.

The Inspectorate of Policing will also act as an important resource to support the policing sector leading up to CSPA in-force. To this end, the Inspectorate's Police Services Advisors will continue to work directly with police services, chiefs of police, and police services boards to provide liaison and advisory services toward readiness to transition to the new CSPA framework. This includes current efforts to pilot an updated inspection process, establishing a robust data collection approach, and assisting policing partners to navigate any issues that surface during implementation. The Inspectorate of Policing will continue to engage with other stakeholders including police associations.

As we work together towards CSPA in-force, the ministry will seek to provide you with timely information to inform local operational planning and implementation.

Please do not hesitate to reach out to your respective Police Service Advisor with questions pertaining to the CSPA or to learn more about the Inspectorate's work.

Thank you, as always, for your continued support on efforts to advance the modernization and continuous improvement of police services in Ontario.

Sincerely,

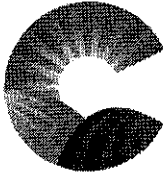
*K. Weatherill*

Kenneth Weatherill  
Assistant Deputy Minister  
Public Safety Division

c: Mario Di Tommaso, O.O.M.  
Deputy Solicitor General, Community Safety

Creed Atkinson, Chief of Staff  
Ministry of the Solicitor General

Ryan Teschner  
Inspector General of Policing  
Inspectorate of Policing



CLEARVIEW  
TOWNSHIP

129

**Clerk's Department**  
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December 12, 2023

File: C00.2023

Hon. Todd McCarthy  
Ministry of Public and Business Service Delivery  
777 Bay Street, 5<sup>th</sup> Floor  
Toronto ON M5B 2H7

Sent by Email

**RE: Cemetery Transfer/Abandonment Administration & Management Support**

Please be advised that Council of the Township of Clearview, at its meeting held on December 11, 2023, passed a resolution regarding Cemetery Transfer/Abandonment Administration & Management Support as follows:

Moved by Councillor Walker, Seconded by Councillor Broderick, Whereas under the Funeral, Burial and Cremation Services Act, 2002 (FBCSA), when a cemetery is declared abandoned by a judge of the Superior Court Justice, the local municipality within whose geographic boundaries the land of the cemetery is located, becomes the owner of the cemetery with all the rights and obligations in respect of the cemetery and the assets, trust funds and trust accounts related to it that the previous owner or operator possessed;

And Whereas over the last decade, there has been an increase in the number of churches and local cemetery boards initiating processes to transfer ownership or abandon their owned and operated cemeteries to the local municipality due to such issues as high maintenance costs, inaccuracy of records, lack of financial and human resources to effectively operate and maintain the cemetery, increased regulatory processes regarding training, selling of interment rights, financial operation of the care and maintenance fund, etc.;

And Whereas municipalities experience the same issues and pressures that churches and local boards experience with the operation and maintenance of cemeteries within its jurisdiction, and additional transfers of cemetery lands only compound the burden on municipal taxpayers;



And Whereas cemeteries are important infrastructure where the reasonable costs for interment rights, burials, monument foundations, corner stones and administration charges do not sufficiently support the general operation of cemeteries;

And Whereas the interest earned from the care and maintenance fund(s) of a cemetery do not provide adequate funding to maintain the cemetery with the rising costs of lawn and turf maintenance contracts and monument restoration;

Now Therefore Be It Resolved that Council of the Township of Clearview requests that the Province through the Ministry of Public and Business Service Delivery and the Bereavement Authority of Ontario (BAO) consider the following to assist municipalities in this growing concern of cemetery transfers:

- Amend the Funeral, Burial and Cremation Services Act, 2002 (FBCSA), to have the Province, through the BAO, identified as the default owner and operator of a cemetery when it is abandoned;
- Provide annual funding (based on the number of cemeteries a municipality owns and operates) to municipalities to assist with the maintenance of inactive and active cemeteries; Page 6 of 7
- Provide free training opportunities for municipalities regarding cemetery administration; and,
- Investigate and support the design of universal cemetery software for use by municipal cemetery operators that can be offered at an affordable cost.

And that this resolution be circulated to the Hon. Todd McCarthy, Ministry of Public and Business Service Delivery, Jim Cassimatis, BAO Interim CEO/Registrar, MPP Brian Saunderson and all Ontario municipalities. Motion Carried.

For reference, please find attached the Staff Report LS-032-2023 that provides background for the above resolution. If you have any questions, please do not hesitate to contact the undersigned.

Regards,



Sasha Helmkey-Playter, B.A., Dipl. M.A., AOMC  
Clerk/Director of Legislative Services

cc: Jim Cassimatis, BAO Interim CEO/Registrar  
MPP Simcoe Grey, Brian Saunderson  
Ontario Municipalities



Girl Guides  
of Canada  
Ontario  
Council

50 Merton St  
Toronto ON  
M4S 1A3

877-564-6188 TF  
girlguides.ca/on

15a

January 2, 2024

Hello,

On behalf of Girl Guides of Canada, Ontario Council, we are requesting to have a proclamation made on February 22, 2024 in honor of World Thinking Day. For over 90 years, World Thinking Day has been celebrated annually on February 22 and unites Girl Guides around the world for a day of international friendship. It is an opportunity to speak out on issues that affects girls and young women, celebrate the founding of Girl Guides and be connected to the 10 million members in 150 countries who are part of the Guiding movement. The theme for this year's World Thinking Day is Our World, Our Thriving Future, focusing on the positive difference Girl Guides can make in the world as they explore the conditions that girls and young women need to thrive in an environmentally conscious world. It marks the end of a three year World Thinking Day theme that previously explored gender equality and peace.

More information on Girl Guides of Canada can be found at <https://www.girlguides.ca>. More information on World Thinking Day, recognized by Girl Guides and Girl Scouts worldwide, can be found here, <https://www.waggs.org/en/what-we-do/world-thinking-day/>.

Thank you for your consideration,

Stephanie Tudor

Provincial Projects Coordinator – ON

tudors@girlguides.ca

### **World Thinking Day Proclamation**

**WHEREAS** World Thinking Day has united Girl Guides and Girl Scouts around the world for a day of international friendship over the past 90 years, first celebrated in 1926, and

**WHEREAS** youth members in the Village of Merrickville-Wolford and beyond benefit from the opportunity to speak out on issues that affect girls and young women, celebrate the founding of Girl Guides and be connected to the 8.8 million members in 153 countries who are part of the Guiding movement, and

**WHEREAS** this year, members will focus on the positive difference Girl Guides can make in the world as they explore the conditions that girls and young women need to thrive in an environmentally conscious world through the theme of, 'Our World, Our Thriving Future,'

**THEREFORE** the Village of Merrickville-Wolford does hereby proclaim February 22<sup>nd</sup>, 2024 "World Thinking Day" in the Village of Merrickville-Wolford .

**THE CORPORATION OF THE VILLAGE OF MERRICKVILLE-WOLFORD**

**BY-LAW 03-2024**

BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE VILLAGE OF MERRICKVILLE-WOLFORD AT ITS MEETING HELD ON JANUARY 8, 2024.

WHEREAS section 5(3) of the Municipal Act, 2001 states that municipal power, including a municipality's capacity, rights, powers and privileges, shall be exercised by by-law, unless the municipality is specifically authorized to do otherwise;

AND WHEREAS it is deemed prudent that the proceedings of the Council of the Corporation of the Village of Merrickville-Wolford (hereinafter referred to as "Council") at its meeting held on January 8, 2024 be confirmed and adopted by by-law;

NOW THEREFORE the Council of the Corporation of the Village of Merrickville-Wolford hereby enacts as follows:

1. The proceedings and actions of Council at its meeting held on January 8, 2024 and each recommendation, report, and motion considered by Council at the said meeting, and other actions passed and taken by Council at the said meeting are hereby adopted, ratified and confirmed.
2. The Mayor or his or her designate and the proper officials of the Village of Merrickville-Wolford are hereby authorized and directed to do all things necessary to give effect to the said action or to obtain approvals where required and, except where otherwise provided, the Mayor and Clerk are hereby directed to execute all documents necessary in that regard, and the Clerk is hereby authorized and directed to affix the Corporate Seal of the Municipality to all such documents.

This by-law shall come into force and take effect immediately upon the final passing thereof.

Read a first, second and third time and passed on the 8<sup>th</sup> day of January, 2024.

\_\_\_\_\_  
Michael Cameron, Mayor

\_\_\_\_\_  
Darlene Plumley, CAO/Clerk (interim)