

**Investing in Canada Infrastructure Program (ICIP) -
Rural and Northern Stream**

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A) Instructions

The Investing in Canada Infrastructure Program (ICIP) is a cost-shared infrastructure funding program between the federal government, provinces and territories, and ultimate recipients. This program will see more than \$30 billion in combined federal, provincial and other partner funding, under four priority areas, including Rural and Northern infrastructure.

How do I apply?

1. To determine if you are an eligible applicant or your project is eligible for funding refer to the Rural and Northern funding stream program guidelines.
2. Applicants are required to complete this application form and applicable technical schedule for their project. In addition, municipal applicants are required to submit their asset management plans.
3. Applicants may also be required to submit additional information depending on the project type.
4. An applicant can only submit one application for one project for funding consideration through the Rural and Northern funding stream
5. All applications must be completed electronically and submitted to Grants Ontario. Scanned application forms will not be accepted.

Note: additional attachments can be uploaded after submitting your application form.

Fill in all required fields and fields that apply to your proposed project. Failure to complete this form in its entirety may result in the inability to assess the application and the project may be declined.

Late applications will not be accepted.

How will I know my application was received?

Once the completed application has been submitted, an automated acknowledgement of receipt with a file number will be sent to the organization contact's email that is provided.

Other important information

Please note that Ontario cannot guarantee funding to all applicants, nor can the province ensure that the total amount requested by successful applicants will be granted. Ontario reserves the right to determine which projects will be nominated for federal approval. Projects selected for federal review and approval will be assessed and prioritized based on program requirements, assessment criteria and the overall demand of funds in the program. All provincially nominated projects are subject to federal review and approvals and may not be approved by the federal government for funding under this program.

B) Organization Information

This section is automatically populated with your organization's general contact information for all projects in your organization managed by Grants Ontario. This contact is typically the CAO, Treasurer, or Clerk. Please ensure this information is correct. If this information needs to be updated, please access the [Transfer Payment Common Registration System](#) to make changes.

Organization Information

Organization Name:

[Town of Tillsonburg](#)

Organization Legal Name:

[The Corporation of the Town of Tillsonburg](#)

Website URL:

Type of Organization:

Other

Date Incorporated:

C) Organization Address Information

This section displays general information about your organization submitted during the Grants Ontario enrolment process. In order to update this information, you will need to access the [Transfer Payment Common Registration](#) system to make changes.

Business Address

Street Address 1:

Floor 2nd 200 Broadway Street/Rue

Street Address 2:

City/Town:

Tillsonburg

Province:

ON

Postal Code:

N4G5A7

Country:

Canada

Mailing Address

Street Address 1

Floor 2nd 200 Broadway Street/Rue

Street Address 2

City/Town

Tillsonburg

Province

ON

Postal Code

N4G5A7

Country

Canada

D) Applicant Contact Information

Organization Contact Information

This section displays general information about your organization submitted during the Grants Ontario enrolment process. In order to update this information, you will need to access the [Transfer Payment Common Registration](#) system to make changes.

Salutation:

First Name:

Last Name:

David

Calder

Job Title:

Chief Administrative Officer

Primary Phone Number:

-519-6883009

Secondary Phone Number:

-519-6883009

Email Address:

dcalder@tillsonburg.ca

Salutation:

First Name:

Last Name:

Donna

Wilson

Job Title:

Clerk

Primary Phone Number:

-519-6883009

Secondary Phone Number:

-519-6883009

Email Address:

DEWilson@tillsonburg.ca

Project Contact information

Remove

1) Please include the contact information of at least one representative within your organization who has signing authority for the project. 2) Please also include a primary contact for the project (e.g. Project Lead). The primary contact will receive updates or inquiries about the project and application. 3) If this is a joint project, also include contact information for all partners involved in the project. 4) Use the "add" button to include any additional supporting project-specific contacts (e.g. an alternate contact in case the primary contact is absent).

Primary:

Salutation: *

☐

Mr.

First Name: *

David

Last Name: *

Calder

Title: *

Chief Administrative Officer

Contact Type *

Applicant

Primary Phone Number: *

(519) 688-3009 x3227

Secondary Phone Number:

Email Address: *

dcalder@tillsonbug.ca

Signing
Authority

☒

Project Contact information

Add

Remove

1) Please include the contact information of at least one representative within your organization who has signing authority for the project. 2) Please also include a primary contact for the project (e.g. Project Lead). The primary contact will receive updates or inquiries about the project and application. 3) If this is a joint project, also include contact information for all partners involved in the project. 4) Use the "add" button to include any additional supporting project-specific contacts (e.g. an alternate contact in case the primary contact is absent).

Primary:

Salutation: *

☒

Mr.

First Name: *

Kevin

Last Name: *

De Leebeeck

Title: *

Director of Operations

Contact Type *

Applicant

Primary Phone Number: *

(519) 688-3009 x2232

Secondary Phone Number:

Email Address: *

kdeleebeeck@tillsonburg.ca

Signing
Authority

☐

E) Project Information

General

Please provide a concise but meaningful description of the asset and work to be completed. Include the nature of the project and asset type. For example, Reconstruction of Main Street would be an acceptable line.

Project Title *

Concession Street West Reconstruction

Project Description

In 3-5 bullets, describe what the main objectives of the project are. (500 characters) *

- Improve vehicular safety by improving horizontal & vertical curves to current Transportation Association of Canada guidelines and improving sight-lines at critical intersection
- Improve pedestrian/cyclist safety via installation of sidewalk, crosswalk, and provision for bicycle path along portion of Trans-Canada Trail
- Improve stormwater collection and drainage
- Extend service life of road
- Improve total life-cycle of underground storm sewers through targeted spot repairs

What is the scope of the project? Include all major quantifiable components. (500 characters) *

- Reconstruct pavement structure to current standards
- Convert to an urban cross-section including new barrier curb and gutter, catch basins and sidewalks
- Modify roadway alignment (horizontal and vertical curves) to improve ridability and meet TAC sight-line requirements
- Install pedestrian crosswalk, which is not feasible with existing rural road cross-section
- Spot repairs of underground infrastructure where required

What are the approximate output(s) that the project will generate (e.g. 25 km of roads)? (500 characters) *

- 600 m of roads with urban cross-section, including new barrier curb and gutter, catch basins and sidewalks
- One pedestrian crosswalk
- provision for 600 m of bicycle path
- Retaining wall structures to accommodate TAC vertical and horizontal curves

Location

Provide the community in which the project will be located. Additionally, please provide the latitude and longitude of the project. If your project has multiple points (e.g. roads), only include the starting or central point; you will be able to include multiple points in the Outcomes section of this form.

Community *

Tillsonburg, Town Of

If your community is not listed, please select "Not Applicable" and input your Community/Organization name.

Community Latitude *

42.865890

Community Longitude *

-80.733310

Project Latitude *

42.865030

Project Longitude *

-80.739220

Environmental Assessment and Development Approvals

Was your provincial environmental assessment approved? *

No

Date when provincial environmental assessment approval was/is expected to be received

11/15/2019

Have you received your federal environmental approval? *

N/A

Please provide details why the federal environmental approval is Non Applicable

Not required for this project (Municipal Class Environmental Assessment Schedule 'A+' (pre-approved))

Are there any other development approvals required? *

N/A

Asset Ownership and Operation

Specify the Ultimate Recipient for the project. *

Tillsonburg, Town Of

If your community is not listed, please select "Not Applicable" and input your Community/Organization name.

What is the primary asset type? *

Roads

Will the Ultimate Recipient own the asset? *

Yes

Will the Ultimate Recipient operate the asset? *

Yes

Nature of the project

Indicate the percentage for each of the options. Input "0" for inapplicable fields. Total percentage must equal 100%

New (including reconstruction) % *

Rehabilitation % *

Expansion % *

Other % *

100%

0%

0%

0%

Total percentage

100%

Project Characteristics

What type of project is this? *

Road

Describe how the proposed project is aligned with the required provincial priorities and outcomes, as set out in the Provincial Policy Statement (PPS) and land use policy, provincial land use plans, where applicable. (250 characters) *

This project promotes/supports:

- active transportation (Sec. 1.1.3.2) and a healthy, active community (1.5)
- safe movement of people (1.6.7.1)
- connectivity of a multimodal transport network (1.6.7.3)
- minimizes erosion (1.6.6.7)

Does this application include the construction of a new building? *

No

Please describe the Official Plan designation and current zoning of the subject property and include a map identifying the subject lands. Describe how this project is consistent with the municipality's Official Plan and Zoning By-Law. (250 characters) *

Official Plan Sec 2.1.6 - connectivity within and among transportation systems and modes will be maintained and improved.
Sec 8.7 to support upgrading existing roads to increase pedestrian safety and accessibility, and active transportation

Describe how this project meets the objectives of your municipality's Official Plan and include matters such as active transportation, transit supportive policies, and climate change adaptation and mitigation. (250 characters) *

Improving safety by improving vertical/horizontal sight-lines, pedestrian accessibility, opportunities for active transport in an area of residential and recreational lands

Is the project public-facing? *

Yes

The highest published accessibility standard, code, or by-laws in the jurisdiction will be met or exceeded. *

Yes

The highest published applicable energy efficiency standard in the jurisdiction will be met or exceeded if the project is a building *

No

Optional Project Characteristics Comments

Please provide additional comments, only if applicable, that are in alignment with the required provincial priorities and outcomes, and with objectives of your municipality's Official Plan. (2000 Characters)

The proposed project is consistent with the priorities of the Provincial Policy Statement, including Section 1.1.3.1 of the PPS which states that Settlement Areas will be the focus of growth and their vitality and regeneration shall be promoted. Section 1.1.3.3 of the PPS states that Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. The scope of work proposed under this reconstruction project support these PPS policies. Section 1.5.1 of the PPS states that healthy, active living should be promoted "planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity," and "planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources." This project specifically addresses these issues by increasing pedestrian access and safety in an important trail system (Tillsonburg Trail Network/Trans Canada Trail).

Project Schedule

Indicate the percentage of design completed. *

Up to 25%

Forecasted Construction Start Date *

05/04/2020

Forecasted Construction End Date *

11/13/2020

F) Project Financials

Please fill in the financial details of your project below.

Professional Fees (maximum 3)

Component *	Eligible Costs *	Ineligible Costs *	Total *
Design/Engineering	\$171,000.00	\$22,230.00	\$193,230.00
	Sub Total Eligible Cost	Sub Total Ineligible Cost	Total Amount
	\$171,000.00	\$22,230.00	\$193,230.00

Comments

Ineligible - HST

Construction/Procurement (maximum 5)

Component *	Eligible Costs *	Ineligible Costs *	Total *
Road Reconstruction Works	\$1,198,100.00	\$155,753.00	\$1,353,853.00
New Stormwater Works	\$0.00	\$237,800.00	\$237,800.00
	Sub Total Eligible Cost	Sub Total Ineligible Cost	Total Amount
	\$1,198,100.00	\$393,553.00	\$1,591,653.00

Comments

Ineligible - HST and Stormwater

Land Acquisition (maximum 1)

Note: Any Land Acquisition costs are ineligible.

Component *	Eligible Costs	Ineligible Costs *	Total *
N/A	\$0.00	\$0.00	\$0.00

Other Costs (maximum 3)

Component *	Eligible Costs *	Ineligible Costs *	Total *
N/A	\$0.00	\$0.00	\$0.00
	Sub Total Eligible Cost	Sub Total Ineligible Cost	Total Amount
	\$0.00	\$0.00	\$0.00

Comments

Total Cost Summary

Total Eligible Cost	\$1,369,100.00
Total Ineligible Cost	\$415,783.00
Total Cost	\$1,784,883.00

Contingency

Contingency Percentage *	15
Contingency Amount	\$205,365.00
Grand Total Amount	\$1,574,465.00

Contribution

Funding Source *	% Contribution *	Funding *
Federal	50.00%	\$787,232.50
Provincial	33.33%	\$524,769.18
Other	0.00%	\$0.00
Ultimate Recipient	16.67%	\$262,463.32
	Total Contribution % 100.00%	Total Funding Amount \$1,574,465.00

Project Completion

Year	% Project Completion *	Federal Funding	Provincial Funding	Ultimate Recipient Funding	Other Funding	Total
2018-19	0%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2019-20	7%	\$55,106.28	\$36,733.84	\$18,372.43	\$0.00	\$110,212.55
2020-21	93%	\$732,126.22	\$488,035.34	\$244,090.89	\$0.00	\$1,464,252.45
2021-22	0%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2022-23	0%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2023-24	0%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2024-25	0%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

2025-26	0%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2026-27	0%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2027-28	0%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Project Completion % Total

100%

G) Asset Management Plan

Has the proposed project been determined based on the lifecycle activities prioritized in your municipality's asset management plan? *

Yes, the proposed project has been determined based on the lifecycle activities prioritized in the AMP.

Indicate which year the municipality's asset management plan was last updated. *

2,016

The asset management plan is in accordance with the 2012 Building Together: Guide for Municipal Asset Management Plans or with O. Reg. 588/17 Asset Management Planning for Municipal Infrastructure under the Infrastructure for Jobs and Prosperity Act? *

Developed according to 2012 Building together: Guide for municipal asset management plans

H) Duty to Consult

Does the project occur in water, over water, or could alter the course of a waterway? *

Yes

Is the project occurring on land that has yet to be developed/disturbed (i.e., clearing of vegetation)? *

No

I) Procurement

Will any internal staff be used for labour related to the project? If yes, provincial staff may request further information. *

No

If you intend to sole source and your project is over \$10M, a business case must be provided. A template will be sent to you.

Will you use a sole source procurement process for this project? *

No

J) Risks

Provide risk level and mitigation information for the risks relevant to this project. Please select and identify at least one risk.

Please select all that apply

Project Complexity ☐

Project Readiness ☒

Public Sensitivity ☐

Ultimate Recipient

☐

Project Readiness

Risk Project site hasn't been finalized	Level of Risk * N/A
--	------------------------

Mitigation (250 characters)

Risk Land hasn't been acquired	Level of Risk * N/A
-----------------------------------	------------------------

Mitigation (250 characters)

Risk Potential issues with permits or authorizations (federal, provincial, territorial and municipal)	Level of Risk * Low
--	------------------------

Mitigation (250 characters)

- Schedule "A+" MCEA provides pre-approval of works
- Oxford County (Upper Tier) has transfer of review authority with MOECP for storm sewer asset works and spot repairs that may be required
- Sufficient lead time for approvals will be provided

Risk Industry supply may not be able to meet demand	Level of Risk * Low
--	------------------------

Mitigation (250 characters)

Proposed to release construction tender early in the construction season to attract multiple suitable contractors

Risk Non-federal sources of funding are not secured for the entire project cost	Level of Risk * Low
--	------------------------

Mitigation (250 characters)

The Town will ensure sufficient funding is in place to cover ineligible costs and their portion of cost-sharing for eligible costs.

Risk Other	Level of Risk * N/A
---------------	------------------------

Mitigation (250 characters)

K) Climate Lens

Climate Lens

GHG Mitigation and Climate Change Resilience assessments are required only for projects with eligible costs of \$10 million or more.

L) Community Employment Benefits

Does the project include Community Employment Benefit requirements? *

No

Rationale required if the eligible costs of the project are \$10 million or more.

N/A

M) Outcomes

Provide at least one immediate outcome to which the project will contribute. Please see program guidelines for the definitions of the physical condition of asset options

☒ Improved and more reliable transportation access - Roads

Indicator Road Length	Value 1	Unit of Measure Kilometres
Latitude *	Longitude *	Description
42.86503	-80.73922	600 m of Concession Street West from Charlotte Avenue to Rolph Street



Indicator Physical condition of assets prior to the investment	Value Very Poor
--	---------------------------

- ☐ Improved and more reliable transportation access - Bridges
- ☐ Improved and more reliable transportation access - Air Infrastructure
- ☐ Improved and more reliable transportation access - Marine Infrastructure

N) Declaration / Signing

Declaration / Signing

Applicants are expected to comply with the Ontario Human Rights Code (the "Code") and all other applicable laws (<http://www.ohrc.on.ca/en/ontario-human-rights-code>). Failure to comply with the letter and spirit of the Code will render the applicant ineligible for a grant and, in the event a grant is made, liable to repay the grant in its entirety at the request of the Ministry. Applicants should be aware that Government of Ontario institutions are bound by the Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.F.31 (<https://www.ontario.ca/laws/statute/90f31>), as amended from time to time, and that any information provided to them in connection with this application may be subject to disclosure in accordance with that Act. Applicants are advised that the names and addresses of organizations receiving grants, the amount of the grant awards, and the purpose for which grants are awarded is information made available to the public.

Declaration

The Applicant hereby certifies as follows:

- the information provided in this application is true, correct and complete in every respect;
- the Applicant understands any funding commitment will be provided by way of an approval letter signed by the responsible Minister and will be subject to any conditions included in such a letter. Conditions of funding may include the requirement for a funding agreement obligating the funding recipient to report on how the funding was spent and other accountability requirements;
- the Applicant has read and understands the information contained in the Application Form and program guidelines;
- the Applicant is aware that the information contained herein can be used for the assessment of grant eligibility and for statistical reporting including reporting to the federal government;
- the applicant understands that it is expected to comply with the Ontario Human Rights Code and all other applicable laws;
- the Applicant understands that the information contained in this application or submitted to the Ministry in connection with the grant is subject to disclosure under the Freedom of Information and Protection of Privacy Act;
- the Applicant is not in default of the terms and conditions of any grant, loan or transfer payment agreement with any ministry or agency of the Government of Ontario;
- the Applicant is not displacing municipal spending on rural and northern infrastructure; and,
- I am an authorized signing officer for the Applicant.

This form must be digitally validated using the "Sign Document" button, and submitted in electronic format only. Scanned and faxed application forms will not be accepted.

Applicant

Mr. David Calder
Chief Administrative Officer
(w): (519) 688-3009 x3227
Email: dcalder@tillsonbug.ca

Sign Document

Signature _____ Date/Time _____

Please validate your application by clicking the validate button before submitting the form back to Grants Ontario.

Submission Instructions

Save the completed form and upload it as an attachment to Grants Ontario by the deadline. The technical schedule is intended to gather more detailed information and provide assessment scores on the criticality of the proposed project.

In order to be considered eligible for funding, applicants must complete the schedule in full.

For information on the eligibility requirements and desired outcomes of the Roads category, please refer to the Program Guidelines.

1.1 Key Issue Description

Please indicate which of the following benefits are anticipated for the community as a result of the proposed project. Where a benefit is selected, **provide a description of the issue to be addressed and how the project addresses the issue to achieve the selected benefit.**

Mandatory.

Benefit	Details
Improves and/or makes road assets more reliable?	Improves the overall condition of the roadway structure and therefore reduces future maintenance requirements. In addition, the modifications to the roadway will improve the safety of pedestrians and those using active transportation, as well as improving overall accessibility. This project will increase vehicular safety through improvement of sight-lines and will likely reduce the probability of accidents and damage to infrastructure.

Select all that apply.

Benefit	Details
<input checked="" type="checkbox"/> Addresses an urgent public health and/or safety issue(s)?	Pedestrian safety is a concern due to the lack of sidewalk on the north side of Concession Street West. The Official Plan requires Concession Street West to have sidewalk on both sides due to its classification as an Arterial Road. The main entrance of Kinsmen Participate Park (ParticiPark), a popular recreation area, is off of this section of Concession Street West. A 175m section of sidewalk on Concession Street West, within the project area, is a part of the McLaughlin Way Trail (Tillsonburg Trail Network). This section is also a part of the Trans Canada Trail. These important trails are frequented by residents of two nearby retirement/long-term care homes, so pedestrian safety is of utmost importance. This section of road currently has a rural cross section with no curbs and limited shoulders, further impacting the safety of pedestrians. There are vehicular and pedestrian safety concerns regarding the horizontal and vertical curves along the roadway. These curves are not in compliance with current Transportation Association of Canada (TAC) guidelines and have potential sight line and approach safety concerns. This represents a hazard to both pedestrian and vehicular traffic.
<input checked="" type="checkbox"/> Reduces the probability of asset failure and/or service interruptions?	The road section in this area is in very poor condition with a PCI of 44 and thus requires continuous maintenance to ensure compliance with the Minimum Maintenance Standards. The deterioration of this roadway is accelerating resulting in excessive ongoing maintenance concerns. The continued deterioration increases the probability of failure as sections are nearing conditions that are not repairable. Continual

Benefit	Details
	maintenance is required unless reconstruction is completed.
<input checked="" type="checkbox"/> Achieves service levels or key performance indicators established by in the asset management plan?	An objective of the AMP is to maintain all Arterial Roads at a minimum PCI of 50. This section is currently failing to meet that objective (PCI of 44), and improvements to this section of road will achieve the AMP objective. Additionally, arterial roads are given the highest level priority ranking within the AMP (Asset Class Priority ranking 1 out of 3).
<input checked="" type="checkbox"/> Reduces lifecycle costs?	With a PCI of 44 and continuing deterioration, the maintenance costs on this section of roadway will continue to increase unless reconstruction is completed. Completing miscellaneous storm sewer repairs within the project area is proposed, which will achieve cost savings compared to completing the two projects separately. Due to the non-compliance with TAC guidelines, life-cycle rehabilitations as outlined in the AMP are not viable options and a full reconstruction is required.

1.2 Project Description

Provide a technical description of the proposed project. This includes outlining the scope of the project and a full description of all of the **infrastructure work** to be undertaken. Do not include any benefits of the project in this section.
(maximum characters 2000)

The Concession Street West Reconstruction involves the complete reconstruction of the pavement structure including new barrier curb and gutter and sidewalks. The new pavement structure would be designed to current standards with an adequate granular base and asphalt thickness. Roadway alignment (horizontal and vertical curves) will also be modified to improve rideability and meet TAC sight-line requirements. Base map preparation would commence upon notification of funding approval with final design and contract documents prepared by December 2019. The Tender would be awarded in Spring 2020 to ensure completion of the works during the 2020 construction season.

1.3 Alternative Options

What alternative options were considered for this project? (maximum 2000 characters)

Under Section 5.6 of the Asset Management Plan, various lifecycle options with respect to roadways are discussed. These options fall into two categories – maintenance and rehabilitation/reconstruction. The condition of Concession Street West is beyond what would be considered for maintenance. Partial depth and full depth rehabilitation were considered as options, but are not viable due to the need to address TAC non-compliances. These non-compliances, with respect to vertical and horizontal curves, necessitate a full reconstruction and make any alternative maintenance or rehabilitative options non-viable.

1.4 What are the benefits of your Road Project?

Choose at least one benefit (maximum of 4)

- ☒ Improved traffic operations
- ☒ Improved safety
- ☒ Improved pedestrian and cyclist safety
- ☐ Improved emergency vehicle response
- ☒ Extended service life (number of years)
- ☐ Decrease in flooding or washout incidents
- ☐ Other

Please describe:

1.5 Criteria for Assessment

1. Provide a description of the roadway and traffic characteristics in terms of:

Current Average Annual Daily Traffic (AADT)	4300
Summer Average Daily Traffic (SADT)	9300
Current daily volume or percentage of trucks	4%
Current daily volume of pedestrians and cyclists	99
Future AADT (10 and/or 20 year forecast), truck, pedestrians and cyclists volume	2% annual growth
Classification (arterial, collector, local road)	Arterial
Typical cross section of roadway – lanes, shoulders and side slopes	Rural cross section
Speed (Design or Posted speed)	50 km/h

2. Provide a technical description of any roadway safety related deficiencies including but not limited to:

Horizontal or vertical alignment (e.g., deficient curve or super-elevation etc.)

The existing vertical curve does not comply with TAC guidelines, resulting in sub-standard sight lines. Horizontal curves are not TAC compliant, specifically in the area of the bridge approach.

Shoulder or lane width (e.g., deficient cross-section with respect to speed and AADT)

Within the project area, Concession Street West is not equipped with shoulders or physical separation from pedestrian traffic such as barrier curb. This presents a hazard to pedestrians.

Intersections (e.g., operating at capacity or deficient intersection sight distance etc.)

The sight lines at the west incline of the project area are a safety concern due to the existing vertical curve of the roadway. The vertical curves are not in accordance with the latest TAC guidelines and require reconstruction to meet TAC guidelines.

Pavement condition (e.g., deficient pavement in terms of Pavement Condition Index (PCI))

PCI 44 – Very Poor/Failing

Drainage (e.g., failing small structural culvert (up to 3m) span)

Note: For large culvert/bridges, a Municipal Structure Inspection Form is required

The installation of curb and gutter is proposed to limit high velocity runoff from the roadway along the adjacent embankments to reduce sediment transportation and erosion risk. Reducing sediment loading into Stony Creek will be an environmental/water quality objective.

Roadside safety (e.g., deficient slide slope, guide rail, or clear zone etc.)

The embankments adjacent to the park and watercourse exceed recommended values for roadways without guardrail. It is proposed that guardrail be extended in these areas to increase vehicular safety.

Active Transportation (e.g., non-existing and deficient pedestrian and bicycle infrastructure)

There is no sidewalk on the north side of Concession Street West in the project area. Due to Concession Street West's classification as an Arterial road it requires sidewalk structures on both sides of the roadway. As mentioned elsewhere in this application, this project is in proximity to, and includes a portion of, the Tillsonburg Trail Network and Trans Canada Trail. Improvements to pedestrian/bicycle infrastructure and safety are therefore of great importance. In addition, in the Tillsonburg Trails Master Plan it is proposed that a crosswalk be built across Concession Street West as part of the ParticiPark Trail. This location is within the project area and would connect the ParticiPark Trail with the proposed Glendale Trail. The crosswalk is not currently feasible due to the conditions and rural cross section of Concession Street West.

3. Will the project result in a potential reduction in the frequency or severity of traffic collisions on the roadway or other public safety risk?

☒ Yes ☐ No If yes, specify details below ▼

Clearly describe the present or future road safety issues that arise from the current state of the road and the impact to the community (i.e., vehicle collisions; motorist or pedestrian or cyclist injuries or fatalities). Describe how each improvement will reduce the frequency or severity of traffic collisions or other public safety risk. Include police collision statistics.

(Maximum 2000 characters)

The addition of sidewalks and curb structures will provide a safe thoroughfare for pedestrians away from the travelled portion of the roadway and reduce the potential for collisions or serious injury. Improving the vertical curves along this roadway will also improve sightlines and therefore reduce the risk of traffic collisions. Guardrails are also recommended in areas where they do not currently exist to increase vehicular safety.

4. How will the project benefit the Province Wide Cycling network? If the road project includes a cycling infrastructure component (e.g., bike lane or paved shoulder on the roadway), provide a description and attach any supporting information (e.g., Active Transportation plan including a cycling network map)
As a portion of Concession Street in this project area is designated part of the Trans Canada Trail system, it is a candidate for upgraded cycling facilities. The Town's 2014 Community Strategic Plan Section 3.3 supports Town Operations to retrofit municipal infrastructure such as sidewalks for universal accessibility where needed. The County Official Plan, Chapter 8 Tillsonburg Policies, Section 8.7.5 Bicycling indicates that Town Council shall promote and initiate improvements that enhance bicycling as a means of transportation, and encourage bicycleways within neighbourhood, community and linear park systems. This project will provide the provision for such bicycle facilities.
5. Upload to Grants Ontario any supporting documentation e.g., collision reports from municipality/Indigenous community or police records including all types of collisions (fatal, personal injury and property damage) over the past five years, statistics, engineering plans, design reports, safety reviews and photographs.