

PRAIRIE GRAIN ROADS PROGRAM (PGRP) MANITOBA

ROAD CONSTRUCTION APPLICATION INSTRUCTIONS FOR CONSTRUCTION SEASON 2005

PART A - APPLICATION SUMMARY

A1. APPLICANT INFORMATION

Enter information, ensuring that the **Contact Person** is the party that can be contacted by PGRP administrative staff for additional information on the project.

A2. PROJECT DESCRIPTION

Location Description - enter the land location (eg. Section(s), Township, Range, Meridian OR the street name, whichever is applicable).

Quarter Section Closest to the Centre of the Project - enter the quarter section as described.

Number of Kilometres - enter the number of kilometres of road proposed for upgrade in this project.

Type of Work - enter the type(s) of road construction to be undertaken, eg. reconstruction, clay capping.

Estimated Start Date - enter the proposed project start date (month and year). Projects are to commence (eg. commencement of environmental studies, land purchase, engineering, construction, or other related project activity) in the construction season immediately following application.

Estimated Completion Date - enter the anticipated project completion date (month and year). All projects must be completed by December 31, 2005.

A3. PROJECT FINANCIAL AND WORK SUMMARY

a) Sources of Funding

Enter the funding sources requested into the table provided. If applicable, list the names of other contributors to the project in the "Funding from Other Sources" column and enter an R or A in the "Requested or Approved" column. Other Sources include private companies, individuals and other federal programs. Requested or Approved refers to the status of the funding from Other Sources.

As PGRP is funded solely by various levels of government Stacking Guidelines (as outlined in the Treasury Board of Canada Policy on Transfer Payments) will apply to funding from other federal government programs only. Total federal government assistance for the construction and upgrading of municipal grain roads cannot exceed one-half (1/2) the project costs.

b) Estimated Project Costs

PGRP will not consider applications less than \$50,000 in total project cost.

Pre-Design and Design Engineering - list costs as outlined below:

i) **Pre-Design** includes costs for services to establish requirements for design, ie: investigation; exploration; survey and soil investigations, and other tests; analysis of conditions or methods of operation, economic analysis, analysis of location of the project, evaluation of alternative design concepts and similar matters undertaken to establish the sizes, capacities, locations, methods of operation, operating costs, and other principal features which form the basis for conclusions and recommendations on the design and undertaking of a project. Includes costs for surveys and studies required for environmental assessment. Includes cost for bridge analysis.

ii) **Design** includes costs for the preparation of engineering design, drawings and specifications as well as other appropriate contract documents. Design includes costs for design of environmental mitigation; calling for tenders; and assisting and advising the client regarding tender acceptance. Includes cost for pavement design.

Engineering During Construction - list costs for contract administration, ie. office and field services during the construction period following the award of the contract; including resident engineering, ie. resident staff on the project to determine if the contractor is carrying out the work in accordance with the contract documents.

Construction - list costs for project construction. Include costs for environmental mitigation.

Materials - list costs for materials which will be purchased to construct the project but are not included in the construction contract costs.

Other - itemize costs which do not fit in any of the above categories.

NOTES: Municipalities may require the services of a consulting Engineer in developing their projects and cost estimates. As a minimum, a Professional Engineer is required to seal plans and specifications for construction of PGRP funded works where public safety is an issue (eg. bridge work, sight distance, curves, intersections, widening and other). A Professional Engineer may not be required to seal plans and specifications for construction of PGRP funded works where public safety is not an issue (eg. gravelling, clay capping, and other).

Refer to enclosed "Project Approval Special Provisions", which include requirements for bridges, pavements, and municipal road construction standards.

Only projects which lie on public/crown Rights of Way or lands, and that will be owned, operated and maintained by the province or municipality will be considered for funding under the PGRP.

All applicable taxes are eligible, except the refundable portion of GST.

The cost of land and/or any interest therein is not eligible.

c) Proposed Funding Time Lines

Enter the proposed funding broken down by contributor and the construction season(s) in which the road work is proposed. Projects are to commence (eg. commencement of environmental studies, land purchase, engineering, construction, or other related project activity) in the construction season immediately following application.

A4. APPLICANT DECLARATION AND SIGNATURE(S)

The party signing on behalf of the organization must have the authority to do so (eg. reeve, mayor or designate). Print the positions held by officers signing the application.

Note that "all projects must be awarded by a competitive process". Work in excess of \$100,000 shall be by public tender. The proposed competitive process and contract award must be pre-approved by PFRA.

PART B - DETAILED PROJECT DESCRIPTION

B1. GRAIN DELIVERY POINTS SERVED

Enter the requested information in the table provided. Eligibility will be based on the information outlined in the box below.

The Prairie Grain Roads Program (PGRP) will consider funding for a road which forms a portion of a strategic grain haul route which may service one or more of the following:

Grain Elevators which have experienced or will experience an increase in total volume of grain or volume per truck hauled on road infrastructure. In addition, the delivery points must exist or be under construction and have a high probability of being viable over a minimum of 10 years.

Grain Related Value-Added Industries which have experienced or will experience an increase in total volume or volume per truck of grain hauled on road infrastructure. In addition, these industries must exist or be under construction and have a high probability of being viable over a minimum of 10 years. Grain related value-added agriculture industries include, but are not limited to, concentrated animal feeding operations and agricultural processing plants (eg. oil seed crushing plant).

For the purposes of this program **grain and grain related** means any grain, oilseed, alfalfa, pulse or related processed product included in Schedule II of the *Canada Transportation Act* that is grown, or any product that is processed, in the provinces of Manitoba, Saskatchewan, and Alberta.

B2. ROUTE IDENTIFICATION

Enter the requested information. Project evaluation will be based on the information outlined in the box below.

Funding will be targeted to areas of strategic importance relative to grain transportation, and within these areas, to portions of these routes which are most in need of upgrading.

B3. GRAIN TONNAGE

Enter the requested information. Eligibility will be based on the information outlined in the box below.

A project submitted for consideration under this program must demonstrate that the eligible facilities identified in B1. GRAIN DELIVERY POINTS SERVED have created or will create an increase to commodity volume or to volume per truck travelling over the proposed project road segment.

B4. CURRENT ROAD CONDITION

- a) Enter the year this section of road was last constructed.
- b) Select all road elements on the identified project which are deficient; if checking the "Other" box ensure that a description is entered.
- c) Select the overall condition of this section of road and provide the basis for this rating.

Project evaluation will be based on the information outlined in the box below.

It can be demonstrated that the existing road infrastructure is structurally inadequate to handle the new traffic **and/or** the road does not meet the geometric (eg. road width, sight distance, gradient) requirements to handle the type of traffic that will be using the road.

B5. PROPOSED ROAD SPECIFICATIONS

- a) Select the type of works which are proposed to be undertaken to remedy the deficiencies described in B4.; if checking the "Other" box ensure that a description is entered.
- b) Describe the standards to be used in completing the road improvements and the rationale for choosing this standard including the design life. Specifications must be based upon current/projected traffic loading. Project evaluation will be based on the information outlined in the box below.

It can be demonstrated that the proposed road upgrading is structurally adequate to handle the new traffic; and the road would meet the geometric requirements to handle the type of traffic that will be using the road; and the project is economically defensible.

B6. SUMMARY OF CURRENT AND PROPOSED ROAD SPECIFICATIONS

Enter the requested information in the table provided.

B7. ASSOCIATED ECONOMIC AND SOCIAL BENEFIT

Identify areas other than grain haul where road upgrading will provide benefits.

B8. ADDITIONAL INFORMATION

Attach the following information to the application:

- a) a location plan which illustrates all municipal roads and highways in the area. On this map mark the identified grain haul route and the project section of road identified in this application.
- b) any preliminary engineering reports relating to the identified project which may have been completed.

Note the information pertaining to applications approved for funding under the PGRP and the *Canadian Environmental Assessment Act* (CEAA) requirements as outlined in the box below.

Projects approved under the PGRP must be reviewed under the *Canadian Environmental Assessment Act* (CEAA) to ensure that federal decision makers are aware of, and carry out, their obligation to assess the environmental impacts of a project supported by the federal government before any irrevocable decisions are made. Accordingly, federal program delivery staff and the applicant are required to comply with the following conditions:

- approval and payment of PGRP funding is conditional upon the outcome of the federal environmental assessment process.
- applicants must agree to adhere to mitigation requirements as may be specified in the Environmental Assessment Report.
- applicants must ensure that construction-related mitigation as may be specified in the Environmental Assessment Report will be incorporated into engineering and construction tender documents and contracts.
- commencement of construction prior to completion of the Environmental Assessment Report may result in conditional funding being withdrawn or payment withheld.
- **for projects approved under PGRP, and where work is proposed near a natural or manmade watercourse, Department of Fisheries and Oceans Canada (DFO) requires the information listed on the enclosed “DFO Information Requirements”, as well as details for all culvert replacements. Reviews are proposed to be completed within thirty days of receipt of complete information.**
- **for projects approved under PGRP, and where work (eg. watercourse crossing) occurs on a navigable waterway (ie. “any body of water capable of being navigated by floating vessels of any description for the purpose of transportation, commerce or recreation”), an application must be made under the Navigable Waters Protection Act. Reviews are proposed to be completed within sixty days of receipt of complete information.**

PFRA staff are available to provide guidance pertaining to CEAA, and to other relevant federal and provincial regulations (eg. Department of Fisheries and Oceans, Water Rights) which may be applicable to PGRP projects.