



County of
Essex

CWATS Overview

Presentation to Amherstburg Council

December 13, 2021

Diana Radulescu
Active Transportation
Coordinator
County of Essex

Jerry Behl
Manager, Transportation
Planning & Development
County of Essex

Todd Hewitt
Manager, Engineering
Town of Amherstburg
CWATS Committee Member

What is CWATS?

- CWATS = County-Wide Active Transportation System
- Provide for and champion safe active transportation
- Create connected communities
- Contribute to economic development & tourism
- Collectively share in the economic, health and quality of life benefits that active transportation offers.



Connected
communities



Health and
active living



Economic
development
and tourism



2012 CWATS Master Plan

In 2012, the first CWATS Master Plan was developed to guide the County, its local municipalities and partners in implementing a County-wide network of active transportation routes to encourage healthy, active living and to enhance regional recreational opportunities.

Key Components of the 2012 Master Plan include:

Policies



Revisions to Official Plan policies, recommendations for an AT Charter and supportive CWATS policies.



Network



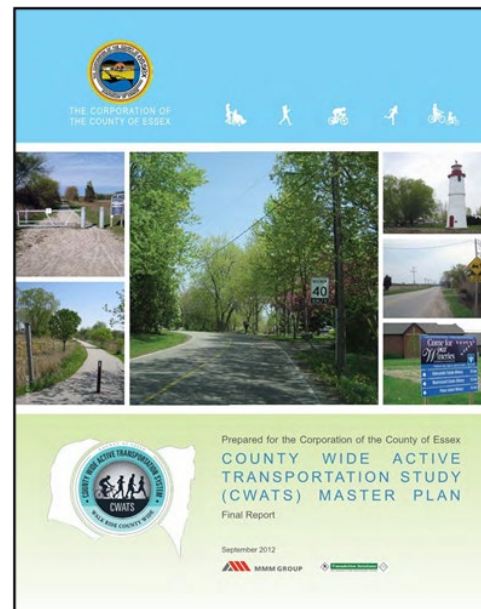
Working with local municipalities and partners to build routes, facilities and other supportive amenities.



Programs



Identifying initiatives and programs to shift travel behaviours and encourage increased AT use.



CWATS Charter (2012)

Signed and promoted by all 7 municipalities and the County of Essex



CWATS Charter

FOR THE COUNTY OF ESSEX AND ITS PARTNERS

The County of Essex and the CWATS Committee are committed to the County Wide Active Transportation System. By supporting active transportation, we all play a leadership role in creating a more vibrant and liveable County of Essex.



The following principles lay the foundation for the CWATS Charter.

Access

Active forms of transportation can support residents to access local goods, services, and places that they need to go.

Health and Well-being

Regular, active transportation enhances overall health and well-being of our residents and community.

Equity

Active transportation is a universally affordable way to travel that allows residents to live more independently.

Personal & Community Safety

An environment where people feel safe and comfortable, supports active lifestyles and increases community safety for all.

Community Cohesion and Prosperity

Active transportation encourages social interaction and boosts local economic vitality.

Environmental Sustainability

Active transportation relies on human power and is good for our environment.



Types of Facilities

**Generally Lower
Volume, Lower Speed
Less Facility
Separation**



**Generally Higher
Volume, Higher Speed
Greater Facility
Separation**

Paved Shoulder



One-Way Cycle Path



Multi-Use Path



Signed Route



Bike Lane



Two-Way Cycle Path



Multi-Use Trail





How It Works

CWATS Core Infrastructure

- 1) CWATS Municipalities submit applications for segments identified in 2012 Master Plan (with council support)
- 2) County reviews: CWATS Committee deliberates and votes
- 3) Design work or construction follows the following year

County encourages applications that complete a segment and enhance connections

Previously approved annual budget: \$1,500,000

(amount pending County Council approval for 2022)

CWATS Cost-Sharing Formula (2012 CWATS Master Plan)

Facility Type	County of Essex Share	Local Municipality Share	ERCA Share
On Street Bike Lanes / Paved Shoulder / Context Sensitive Solution - on a County Road in a Rural Area	100%	0%	0%
On Street Bike Lanes / Paved Shoulder / Multi-use Trail with or without separation/ Context Sensitive Solution - on a County Road in an Urban Area	40%	60%	0%
On Street Bike Lanes / Paved Shoulder / Multi-use Trail with or without separation/ Context Sensitive Solution - on a Local Road anywhere.	0%	100%	0%
Signed Routes - anywhere on the AT Network	100%	0%	0%
Sidewalks - anywhere on the AT Network	0%	100%	0%
Multi-Use Trails - outside of County and/or Local Right-of-way	0%	0%	100%
Multi-Use Trails - outside of County and/or Local Right-of-way and owned by Municipality	0%	100%	0%
Note: Cost sharing is applied to the design, construction and maintenance of facilities. However, the maintenance on County Roads within urban areas is the responsibility of the host municipality.			

How It Works



Municipal Partnership Program

- 1) CWATS Municipalities submit applications for AT-supportive programs and non-infrastructure facilities
- 2) County reviews: CWATS Committee deliberates and votes
- 3) Implementation follows the following year

50% cost-share between County
& municipalities
Non-infrastructure projects

Annual budget: \$100,000



Paved Shoulder Program

- 1) County aligns 5-year road rehabilitation program with CWATS paved shoulder facilities identified in Master Plan
- 2) Implementation follows according to the road rehab schedule

Cost-efficiency in procurement,
faster implementation

Annual budget: \$2,800,000*

* Pending County council approval for 2022

CWATS Committee Members



Diana Radulescu
Jerry Behl



Jonathan Osborne



Todd Hewitt



Corinne Chiasson



John Pilmer



Brian Hillman



Tim Del Greco



Ryan Donally



Kevin Morse



MINISTRY OF TRANSPORTATION

Matthew Fabilli



Kevin Money



Jeff Hagan



Genevieve Champagne

External Partnerships



Waterfront
Regeneration
Trust



Trans Canada Trail
Sentier Transcanadien

Your Trail. Your Journey.



CWATS Master Plan - Chapters Developed to Date

1	Updating CWATS	SUBMITTED TO THE COUNTY AND COMMITTEE
2	The Need for an Updated Plan	SUBMITTED TO THE COUNTY AND COMMITTEE
3	Understanding Essex County Today	SUBMITTED TO THE COUNTY AND COMMITTEE
4	Engaging the Public and Stakeholders	SUBMITTED IN DRAFT TO THE COUNTY
5	Policy	SUBMITTED TO THE COUNTY AND COMMITTEE
6	Network	SUBMITTED TO THE COUNTY AND COMMITTEE
7	Programs	SUBMITTED TO THE COUNTY AND COMMITTEE
8	Maintenance and Operations	SUBMITTED TO THE COUNTY AND COMMITTEE
9	Implementing CWATS	PARTIALLY DRAFTED
10	Summary of Recommendations	PARTIALLY DRAFTED



Online Surveys



Open Houses



Pop Ups



Bike Rides



Meetings with
CWATS Committee

Proposed CWATS Network

Timeline:
20+ year plan

U.S.A.

Lake St. Clair



CWATS Network

Existing

Proposed

Other Connections

Transportation Features

Other Features

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

Note:
1. This is similar to a one-way cycle track. However, in rural or semi-rural areas where there are no sidewalks, pedestrians may also be permitted to use the one-way cycle path.
2. Includes the Waterford Trail, the Province-wide Cycling Network, the Cypher Systems Group Greenways, and the Great Trail.



0 2.75 5.5
Kilometres

Date: 11/09/2021
NAD 1983 UTM Zone 17N
Projection: Transverse Mercator
Datum: North American 1983

72.7 KM of proposed CWATS routes in Amherstburg

Notes:

- For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to the total length for Amherstburg.

CWATS Network

Existing



Proposed

Off-road Multi-use Trail

Two-way Multi-use

Pathway

One-way Cycle Path / Track

Separated Bike Lane

Buffered Paved Shoulders

Bike Lane

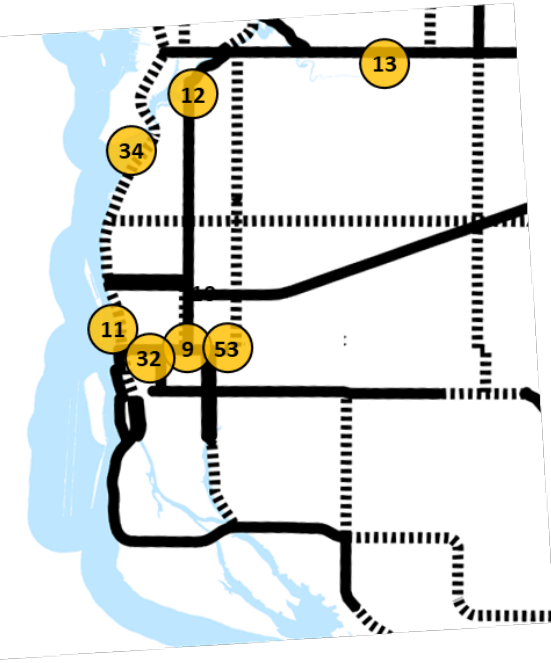
Paved Shoulder

Signed Route



Summary of Recommended Changes to Previously Proposed CWATS Routes in Amherstburg

To reflect current data and updated design guidelines, the following routes previously proposed in the 2012 Master Plan are recommended to be changed as follows:

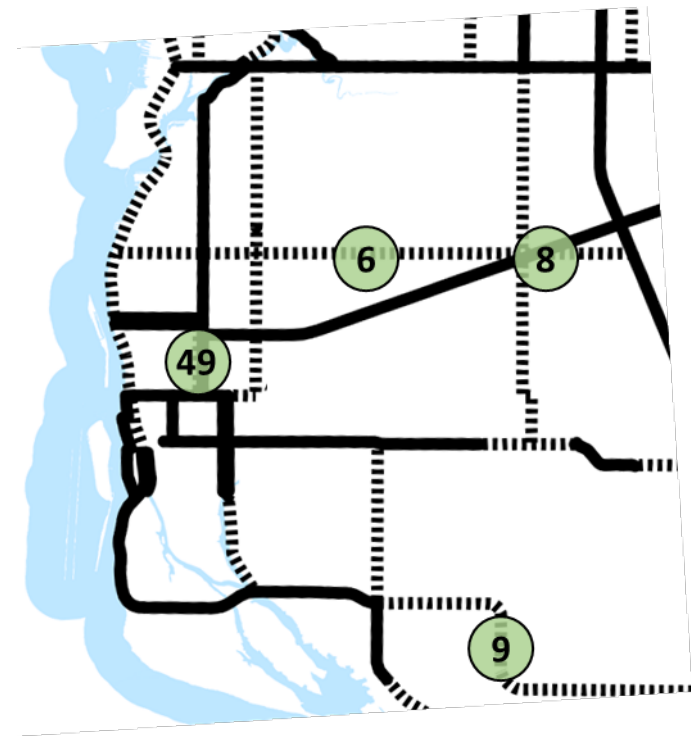


#	Segment
9	Multi-Use Pathway along Alma St from Fryer St to Meloche Rd (Previously Proposed and Implemented as Paved Shoulders)
11	Bike Lane along Sandwich St from Alma St to Pickering St (Previously Proposed as Signed Route)
12	Paved Shoulder along Concession Rd 2 from Middle Sideroad to Beneteau Dr (Previously Proposed as Signed Route)
13	Buffered Paved Shoulder along County Rd 8 from Front Rd to South Talbot Rd (Previously Proposed and Implemented as Signed Route)
32	Enhance Existing Multi-Use Pathway along Alma St from Sandwich Street S to Fryer St (widen existing path to recommended 3.0m, add pavement markings and signage)
34	Buffered Paved Shoulder along County Road 20 from County Rd 3 to North Side Rd, Cycle Track from N Side Road to Thrasher Dr and Separated Bike Lane From Thrasher Dr to Alma St (Previously Proposed as Context Sensitive Solution)
53	Signed Route along Alma Street from 3 rd Concession Road North to Meloche Road (Previously Proposed as Paved Shoulders)

Notes:

1. ID's are pulled from County-wide map

Summary of New CWATS Routes in Amherstburg



Through the review of the CWATS network, **the following new routes were identified in locations where there were no facilities proposed in 2012.** These new routes were identified based on updated design guidelines, current data, and consultation and input from Local and County Staff, Council and other stakeholders:

#	Segment
6	Buffered Paved Shoulder County Road 10 from County Road 20 to Concession Road 8
8	Multi-Use Pathway along County Road 10 from Greenway to County Road 11
9	Paved Shoulder along County Rd 20 from County Rd 50 to County Rd 20
49	Paved Shoulder along County Rd 5 from 260m South of Texas Rd to Alma St

Notes:
1. ID's are pulled from County-wide map

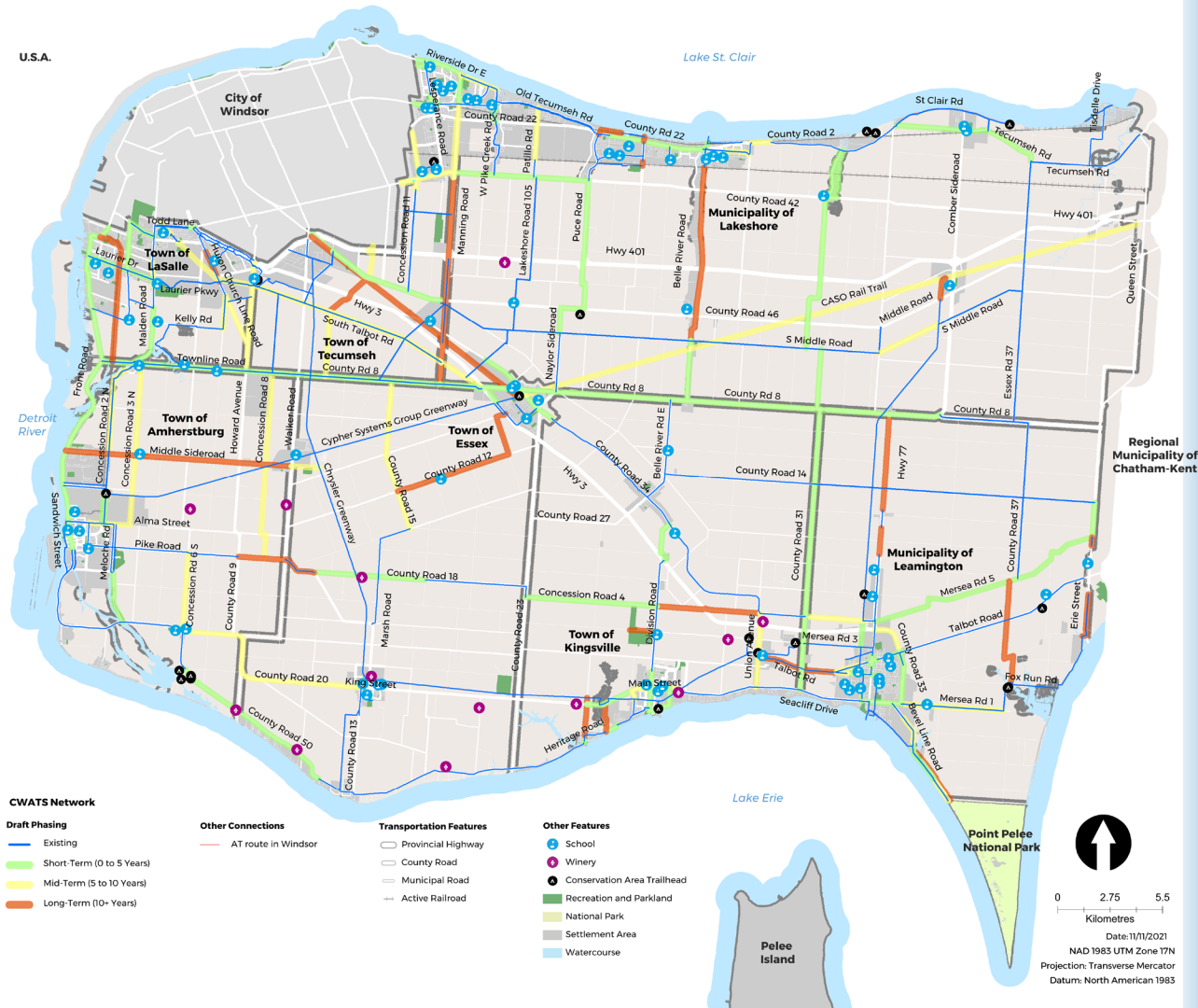
Proposed CWATS Network Phasing

Horizons:

Short-Term (0 to 5 Years)

Mid-Term (5 to 10 years)

Long-Term (10+ Years)



Amherstburg CWATS Network Phasing (proposed)

The proposed CWATS Network was prioritized using the following criteria:

- Planned projects under the Paved Shoulder Program (aligned with County's Road Rehabilitation schedule)
- Planned Capital Works
- Recent feasibility design studies
- Key tourism routes

CWATS Network

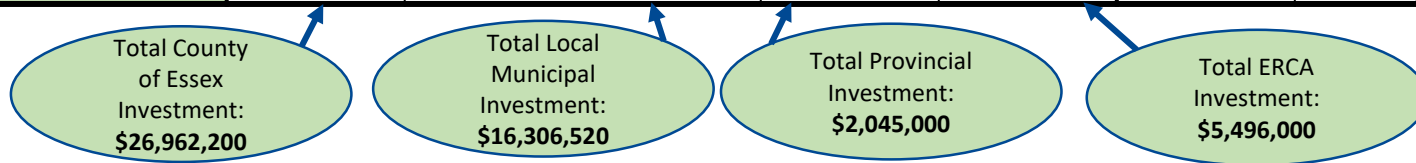
Draft Phasing

- Existing
- Short-Term (0 to 5 Years)
- Mid-Term (5 to 10 Years)
- Long-Term (10+ Years)



CWATS – What was the Investment Estimate in 2012?

2012 CWATS PLAN COST IMPLEMENTATION SUMMARY							
By Jurisdiction and Cost Share Arrangement							
JURISDICTION	COUNTY OF ESSEX TOTAL	LOCAL MUNICIPAL		PROVINCIAL TOTAL	ERCA TOTAL	TOTAL	% of Total Network
		TOTAL	ESTIMATED COST PER YEAR (BASED ON 20 YEARS)				
Amherstburg	\$3,615,240	\$2,679,600	\$133,980	-	\$800,000	\$7,094,840	14%
Essex	\$3,321,520	\$2,024,680	\$101,234	\$400,000	\$632,000	\$6,378,200	13%
Kingsville	\$5,323,740	\$1,936,600	\$96,830	-	\$136,000	\$7,396,340	15%
Lakeshore	\$4,668,380	\$2,885,900	\$144,295	-	\$2,920,000	\$10,474,280	21%
LaSalle	\$2,703,900	\$1,796,400	\$89,820	-	\$16,000	\$4,516,300	9%
Leamington	\$2,405,980	\$3,301,000	\$165,050	-	\$240,000	\$5,946,980	12%
Tecumseh	\$978,760	\$1,682,340	\$84,117	\$600,000	\$752,000	\$4,013,100	8%
Segments along Common Municipal Boundaries	\$3,944,680	-	-	-	-	\$3,944,680	8%
Province of Ontario	-	-	-	\$1,045,000	-	\$1,045,000	2%
TOTAL – NETWORK	\$26,962,200	\$16,306,520		\$2,045,000	\$5,496,000	\$50,809,720	100%



Notes:

1. The ERCA levy will not contain any funding component that relates to the purchase of land or capital upgrades for those trails or bicycle lanes/paths identified in the CWATS report.
2. Local Municipal Shares of Segments along Common Municipal Boundaries have been included Local Municipal Totals, where applicable.
3. Annual cost per year is based on an assumption of equal costs per year over 20 years for budgeting purposes.
4. Some projects are cost shared and are based on the cost share arrangement based on the approved 2012 CWATS Master Plan (40% County of Essex and 60% local municipality)

Amherstburg CWATS Network by Phase (Draft)

FACILITY TYPE	SHORT 0 TO 5 YEARS		MID 6 TO 10 YEARS		LONG 10+ YEARS		TOTAL	
	KM	\$	KM	\$	KM	\$	KM	\$
Multi-Use Trail	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0
Multi-Use Path	1.6	\$792,958	1.3	\$660,173	1.0	\$508,669	3.9	\$1,961,800
Separated Bike Lane	4.8	\$1,022,690	0.0	\$0	0.0	\$0	4.8	\$1,022,690
Cycle Track	1.7	\$923,813	0.0	\$0	0.0	\$0	1.7	\$923,813
Buffered Paved Shoulder	6.9	\$2,337,794	1.0	\$322,334	10.9	\$3,674,499	18.8	\$6,334,628
Paved Shoulder	5.2	\$1,391,849	8.1	\$2,199,869	2.5	\$663,770	15.8	\$4,255,487
Bike Lane	1.5	\$109,628	0.0	\$0	0.0	\$0	1.5	\$109,628
Signed Route	2.7	\$3,248	23.5	\$28,532	0.0	\$0	26.2	\$31,780
Total	24.4	\$6,581,980	33.9	\$3,210,908	14.4	\$4,846,938	72.7	\$14,639,826
% of Total Network		45%		22%		33%		100%

Total Short-Term
Investment: **\$6,581,980**

Total Mid-Term
Investment: **\$3,210,908**

Total Long-Term
Investment: **\$4,846,938**

Notes:

1. Costs subject to change following further CWATS Network refinement. Costs represent the network as of November 2021.
2. Some projects are cost shared and are based on the cost share arrangement based on the approved 2012 CWATS Master Plan (40% County of Essex and 60% local municipality). These cost sharing agreements have also been applied to the lengths.
3. For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to each of the local municipalities.

Next Steps



1. Town of Amherstburg to provide comments on draft Network to County by January 10, 2022



2. County to continue refining the CWATS Master Plan Network and Implementation Chapters



3. County to return to Amherstburg Council with full draft of Master Plan Update Report for approval in the new year

Thank you

Diana Radulescu

Active Transportation Coordinator
County of Essex

dradulescu@countyofessex.ca

Jerry Behl

Manager
Transportation Planning &
Development
County of Essex

jbehl@countyofessex.ca

Todd Hewitt

Manager, Engineering
Town of Amherstburg
CWATS Committee Member

thewitt@amherstburg.ca



Appendix



County of
Essex

COUNTYOFESSEX.CA

CWATS Update – What is the New Investment Estimate? (Draft)

20 year
timeframe

JURISDICTION	COUNTY			LOCAL				PROVINCIAL			ERCA			TOTAL		
	KM	\$	% OF COST	KM	\$	EST. \$/YR BASED ON 20 YEARS	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST
Amherstburg	56.4	\$9,530,162	13.8%	16.2	\$5,109,664	\$255,483	9.2%	0.0	\$0	0.0%	0.0	\$0	0.0%	72.7	\$14,639,826	11.1%
Essex	42.9	\$8,516,706	12.3%	8.8	\$2,482,044	\$124,102	4.5%	0.9	\$453,693	20.7%	2.0	\$3,200	0.1%	54.6	\$11,455,644	8.7%
Kingsville	40.3	\$8,980,491	13.0%	10.8	\$3,546,497	\$177,325	6.4%	0.0	\$0	0.0%	0.0	\$0	0.0%	51.1	\$12,526,988	9.5%
Lakeshore	64.7	\$17,936,213	25.9%	27.8	\$17,683,967	\$884,198	31.7%	0.0	\$0	0.0%	36.4	\$2,052,394	45.9%	128.9	\$37,672,573	28.6%
LaSalle	18.7	\$5,648,690	8.2%	27.6	\$10,043,675	\$502,184	18.0%	0.0	\$0	0.0%	0.0	\$0	0.0%	46.3	\$15,692,365	11.9%
Leamington	42.7	\$8,815,707	12.7%	22.7	\$8,056,895	\$402,845	14.4%	6.4	\$1,738,860	79.3%	0.0	\$0	0.0%	71.8	\$18,611,462	14.1%
Tecumseh	37.3	\$9,721,456	14.1%	25.9	\$8,850,037	\$442,502	15.9%	0.0	\$0	0.0%	8.9	\$2,415,231	54.0%	72.2	\$20,986,725	15.9%
Total	303.1	\$69,149,426	100.0%	139.8	\$55,772,778	\$2,788,639	100.0%	7.3	\$2,192,554	100.0%	47.4	\$4,470,825	100.0%	497.6	\$131,585,583	100.0%

Total County
of Essex Investment:
\$69,149,426

Total Local Municipal
Investment: **\$55,772,778**

Total Provincial
Investment: **\$2,192,554**

Total ERCA Investment:
\$4,470,825

Notes:

- Costs subject to change following further CWATS Network refinement. Costs represent the network as of November 2021.
- Annual cost per year is based on an assumption of equal costs per year over 20 years for budgeting purposes. As phasing is being developed, the annual cost per year will change based on the number of CWATS routes planned to be implemented each year.
- Some projects are cost shared and are based on the cost share arrangement based on the approved 2012 CWATS Master Plan (40% County of Essex and 60% local municipality). These cost sharing agreements have also been applied to the lengths.
- For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to each of the local municipalities.

CWATS Update – What is the Investment Estimate in Amherstburg? (Draft)

FACILITY	COUNTY			LOCAL				PROVINCIAL			ERCA			TOTAL		
	KM	\$	% OF COST	KM	\$	EST. \$/YR BASED ON 20 YEARS	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST
Multi-Use Trail	0.0	\$0	0%	0.0	\$0	\$0	0%	0.0	\$0	0%	0.0	\$0	0%	0.0	\$0	0%
Multi-Use Path	0.9	\$467,537	5%	3.0	\$1,494,263	\$74,713	29%	0.0	\$0	0%	0.0	\$0	0%	3.9	\$1,961,800	13%
Separated Bike Lane	1.9	\$409,076	4%	2.9	\$613,614	\$30,681	12%	0.0	\$0	0%	0.0	\$0	0%	4.8	\$1,022,690	7%
Cycle Track	0.7	\$369,525	4%	1.0	\$554,288	\$27,714	11%	0.0	\$0	0%	0.0	\$0	0%	1.7	\$923,813	6%
Buffered Paved Shoulder	17.2	\$5,794,869	61%	1.6	\$539,758	\$26,988	11%	0.0	\$0	0%	0.0	\$0	0%	18.8	\$6,334,628	43%
Paved Shoulder	8.9	\$2,413,523	25%	6.8	\$1,841,964	\$92,098	36%	0.0	\$0	0%	0.0	\$0	0%	15.8	\$4,255,487	29%
Bike Lane	0.6	\$43,851	0%	0.9	\$65,777	\$3,289	1%	0.0	\$0	0%	0.0	\$0	0%	1.5	\$109,628	1%
Signed Route	26.2	\$31,780	0%	0.0	\$0	\$0	0%	0.0	\$0	0%	0.0	\$0	0%	26.2	\$31,780	0%
Total	56.4	\$9,530,162	100%	16.2	\$5,109,664	\$255,483	100%	0.0	\$0	0%	0.0	\$0	0%	72.7	\$14,639,826	100%

Total County
of Essex Investment:
\$9,530,162

Total Local Municipal
Investment: **\$5,109,664**

Total Provincial
Investment: **\$0**

Total ERCA Investment: **\$0**

Notes:

- Costs subject to change following further CWATS Network refinement. Costs represent the network as of November 2021.
- Annual cost per year is based on an assumption of equal costs per year over 20 years for budgeting purposes. As phasing is being developed, the annual cost per year will change based on the number of CWATS routes planned to be implemented each year.
- Some projects are cost shared and are based on the cost share arrangement based on the approved 2012 CWATS Master Plan (40% County of Essex and 60% local municipality). These cost sharing agreements have also been applied to the lengths.
- For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to each of the local municipalities.

Amherstburg CWATS Network: Short-Term (Draft)

FACILITY	COUNTY			LOCAL				PROVINCIAL			ERCA			TOTAL		
	KM	\$	% OF COST	KM	\$	Est. \$/yr Based on 5 Years (0 to 5 Years)	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST
Multi-Use Trail	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Multi-Use Path	0.0	\$ -	0%	1.6	\$792,958	\$158,592	31%	0.0	\$ -	0%	0.0	\$ -	0%	1.6	\$792,958	12%
Separated Bike Lane	1.9	\$409,076	10%	2.9	\$613,614	\$122,723	24%	0.0	\$ -	0%	0.0	\$ -	0%	4.8	\$1,022,690	16%
Cycle Track	0.7	\$369,525	9%	1.0	\$554,288	\$110,858	22%	0.0	\$ -	0%	0.0	\$ -	0%	1.7	\$923,813	14%
Buffered Paved Shoulder	5.3	\$1,798,036	45%	1.6	\$539,758	\$107,952	21%	0.0	\$ -	0%	0.0	\$ -	0%	6.9	\$2,337,794	36%
Paved Shoulder	5.2	\$1,391,849	35%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	5.2	\$1,391,849	21%
Bike Lane	0.6	\$43,851	1%	0.9	\$65,777	\$13,155	3%	0.0	\$ -	0%	0.0	\$ -	0%	1.5	\$109,628	2%
Signed Route	2.7	\$3,248	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	2.7	\$3,248	0%
Total	16.4	\$4,015,586	100%	8.0	\$2,566,394	\$513,279	100%	0.0	\$0	0%	0.0	\$0	0%	24.4	\$6,581,980	100%

Total County
of Essex Investment:
\$4,015,586

Total Local Municipal
Investment: **\$2,566,394**

Total Provincial
Investment: **\$0**

Total ERCA Investment: **\$0**

Notes:

- Costs subject to change following further CWATS Network refinement. Costs represent the network as of November 2021.
- Annual cost per year is based on an assumption of equal costs per year over 5 years for budgeting purposes. As phasing is being developed, the annual cost per year will change based on the number of CWATS routes planned to be implemented each year for the short-term phase.
- Some projects are cost shared and are based on the cost share arrangement based on the approved 2012 CWATS Master Plan (40% County of Essex and 60% local municipality). These cost sharing agreements have also been applied to the lengths.
- For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to each of the local municipalities.

Amherstburg CWATS Network: Mid-Term (Draft)

FACILITY	COUNTY			LOCAL				PROVINCIAL			ERCA			TOTAL		
	KM	\$	% OF COST	KM	\$	Est. \$/yr Based on 5 Years (6 to 10 years)	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST
Multi-Use Trail	0.0	\$0	0%	0.0	\$0	\$0	0%	0.0	\$0	0%	0.0	\$0	0%	0.0	\$0	0%
Multi-Use Path	0.5	\$264,069	27%	0.8	\$396,104	\$79,221	18%	0.0	\$0	0%	0.0	\$0	0%	1.3	\$660,173	21%
Separated Bike Lane	0.0	\$0	0%	0.0	\$0	\$0	0%	0.0	\$0	0%	0.0	\$0	0%	0.0	\$0	0%
Cycle Track	0.0	\$0	0%	0.0	\$0	\$0	0%	0.0	\$0	0%	0.0	\$0	0%	0.0	\$0	0%
Buffered Paved Shoulder	1.0	\$322,334	33%	0.0	\$0	\$0	0%	0.0	\$0	0%	0.0	\$0	0%	1.0	\$322,334	10%
Paved Shoulder	1.3	\$357,904	37%	6.8	\$1,841,964	\$368,393	82%	0.0	\$0	0%	0.0	\$0	0%	8.1	\$2,199,869	69%
Bike Lane	0.0	\$0	0%	0.0	\$0	\$0	0%	0.0	\$0	0%	0.0	\$0	0%	0.0	\$0	0%
Signed Route	23.5	\$28,532	3%	0.0	\$0	\$0	0%	0.0	\$0	0%	0.0	\$0	0%	23.5	\$28,532	1%
Total	26.3	\$972,840	100%	7.6	\$2,238,068	\$447,614	100%	0.0	\$0	0%	0.0	\$0	0%	33.9	\$3,210,908	100%

Total County
of Essex Investment:
\$972,840

Total Local Municipal
Investment: **\$2,238,068**

Total Provincial
Investment: **\$0**

Total ERCA Investment: **\$0**

Notes:

- Costs subject to change following further CWATS Network refinement. Costs represent the network as of November 2021.
- Annual cost per year is based on an assumption of equal costs per year over 5 years for budgeting purposes. As phasing is being developed, the annual cost per year will change based on the number of CWATS routes planned to be implemented each year in the mid-term phase.
- Some projects are cost shared and are based on the cost share arrangement based on the approved 2012 CWATS Master Plan (40% County of Essex and 60% local municipality). These cost sharing agreements have also been applied to the lengths.
- For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to each of the local municipalities.

Amherstburg CWATS Network: Long-Term (Draft)

FACILITY	COUNTY			LOCAL				PROVINCIAL			ERCA			TOTAL		
	KM	\$	% OF COST	KM	\$	EST. \$/YR BASED ON 20 YEARS	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST
Multi-Use Trail	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	100%	0.0	\$0	0%
Multi-Use Path	0.4	\$203,468	4%	0.6	\$305,201	\$30,520	100%	0.0	\$ -	0%	0.0	\$ -	0%	1.0	\$508,669	10%
Separated Bike Lane	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$0	0%
Cycle Track	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$0	0%
Buffered Paved Shoulder	10.9	\$3,674,499	81%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	10.9	\$3,674,499	76%
Paved Shoulder	2.5	\$663,770	15%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	2.5	\$663,770	14%
Bike Lane	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$0	0%
Signed Route	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$0	0%
Total	13.7	\$4,541,737	100%	0.6	\$305,201	\$30,520	100%	0.0	\$0	0%	0.0	\$0	100%	14.4	\$4,846,938	100%

Total County
of Essex Investment:
\$4,541,737

Total Local Municipal
Investment: **\$305,201**

Total Provincial
Investment: **\$0**

Total ERCA Investment: **\$0**

Notes:

- Costs subject to change following further CWATS Network refinement. Costs represent the network as of November 2021.
- Annual cost per year is based on an assumption of equal costs per year over 10 years for budgeting purposes. As phasing is being developed, the annual cost per year will change based on the number of CWATS routes planned to be implemented each year in the long-term phase.
- Some projects are cost shared and are based on the cost share arrangement based on the approved 2012 CWATS Master Plan (40% County of Essex and 60% local municipality). These cost sharing agreements have also been applied to the lengths.
- For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to each of the local municipalities.