Rural Integrated Roads for Growth and Investing in Canada Infrastructure Program

Capital Programs
Bridge and Large Diameter Culvert Initiative

Introduction:

Purpose:
The goal of the Integrated Roads for Growth (RIRG) Program is to support the economic development and the transport of goods to market by creating a cooperative framework between the Provincial Government and local road authorities that will allow road authorities to be reimbursed for a portion of the cost of planning, constructing and maintaining municipal roads that are coordinated and aligned with economic growth and strategic provincial interests.

Through the Investing in Canada Infrastructure Program (ICIP), the governments of Canada and Saskatchewan are working together to make long-term infrastructure investments that will create jobs, boost the economy, and enhance people's quality of life. Funding for the Bridge and Large Diameter Culvert Initiative is though the Rural and Northern Communities Infrastructure stream.

Validity of Application:
Completing this application form will result in applications being eligible in the 2022-23 RIRG/ICIP Bridge and Large Diameter Culvert Initiative.
Unsuccessful applications will also be eligible in the 2023-24 and 2024-25 Programs.

Project Application:
Bridge and Large Diameter Culvert Project applications shall be completed using this Online Form.

The deadline for applications is **11:59 pm CST on October 29, 2021.**

The applicant may apply for multiple proposed projects, however, the applicant must complete the online application form for each proposed project. Applications received via email or hardcopy shall not be accepted.

Contact:
Please direct questions or comments regarding the application to: applications@rirg.ca

Save and Return to Application:

The Save & Return feature allows applicants to create log-in accounts associated with their form results. A form user can use their account to save a partial result and return later to finish, or to view their past results.

Save & Return

Use an account to return to saved work.

Log in

Save Progress

Next >>

6% Complete

Applicant Information:

Rural Municipality

Rural Municipality of * Name **No.** * ###

Mailing Address: *

City/Town/Village *

Postal Code *

Phone Number *

Municipality's Email Address: *

Confirm Email: *

Applicant

The **Applicant** is the individual completing the application form.

First Name of Applicant: *

Last Name of Application: *

Position/Title of Applicant: *

The Applicant will be the Primary Contact for the Project: * ◉ Yes ○ No

Project

Date of Resolution of Council to Apply for Project: *

Project Title: * Example: Grid 100 or George Road

Project Location: * 321-23-45 N or N 45-23-21 W3

Reason for replacement of Structure:
(select all that apply) *

- ☐ Current traffic restriction due to obsolete structure design
- ☐ Current traffic restriction due to structure condition

- [ ] The structure is near the end of its service life and located on a designated primary weight corridor
- [ ] The structure is near the end of its service life and located on a primary grid roadway
- [ ] The structure is at or beyond the end of its service life
- [ ] The structure has significant deterioration
- [ ] The economies of scale when combined with other bridge/culvert project(s)
- [ ] Other

<< Previous | Save Progress | Next >>

11% Complete

Project Eligibility:

Roadway Eligibility

Roadway Information for the Rural Integrated Roads for Growth Program

RIRG Policy Manual
Section 5, Policy 1: Project Eligibility and Section 0, Policy 1: Temporary Program Measures

1. The proposed project roadway shall:
    a. Be the responsibility of:
        i. A Rural Municipality, or;
        ii. An Urban Municipality or First Nation if the project is on a Clearing the Path Corridor;
    b. Be located on a registered road alignment, and;
    c. Have a Rural Road Classification of 3, 4, 5, or 6 or the roadway is designated as a Clearing the Path corridor.

The Project is the responsibility of the PREVIEWRM No. 999: *

◯ Yes ◯ No

The Project is located on a registered road alignment: *

◯ Yes ◯ No

Rural Road Classification of Roadway: *

◯ Class 1, 2, or 3
◯ Class 4
◯ Class 5
◯ Class 6
◯ Class 7

The Project is located on a Clearing the Path Corridor: *

◯ Yes ◯ No

Roadway Information for Investing in Infrastructure Canada Program

Is the project land owned/controlled by the Rural Municipality of PREVIEWRM No. 999: *

◯ Yes ◯ No

Will the Rural Municipality of PREVIEWRM No. 999 own and operate the asset: *

◯ Yes ◯ No

17% Complete

Project Eligibility (Continued)

Structure Eligibility

Existing Structure

RIRG Policy Manual
Section 5, Policy 1: Project Eligibility

2. The existing structure shall:
   a. be a bridge with a minimum length of 6.1 m (20 ft.);
   b. be a culvert installation greater than or equal to the following:
      i. One 2.4 m (7.9 ft.) diameter culvert,
      ii. Two 1.8 m (5.9 ft.) diameter culverts,
      iii. Three 1.53 m (5.0 ft.) diameter culverts,
      iv. Four 1.37 m (4.5 ft.) diameter culverts,
      or;
   c. be a crossing where the lesser of the estimated 1:25 year Instantaneous Peak Flow or the 1:50 year Peak Mean Daily Flow shall be a minimum of 11.3 m3/s.

Existing Structure: *
- (•) Bridge
- ( ) Culvert
- ( ) Other:

Existing Structure: Bridge

Length of Existing Bridge: *
(metres)

<< Previous | Save Progress | Next >>

22% Complete

Project Eligibility (Continued)

Condition of Existing Bridge

Condition Assessment for Rural Integrated Roads for Growth Program

Condition of the Existing Bridge

The existing bridge structure's condition will be determined using the latest inspection data from the Municipal Bridge Inspection Program (MBIP) by SARM's Municipal Bridge Services.

Supplemental Inspection information may be provided by the Road Authority. Please upload the following documents:

- Available Inspection report; and
- Available Inspection pictures.

Supplemental Condition information for Existing Bridge

Choose Files No file chosen

Condition Assessment for Investing in Infrastructure Canada Program

Definitions of Condition Defined by the Investing in Canada Infrastructure Program:

Very Good - Asset is fit for the future. Well maintained, good condition, new or recently rehabilitated.

Good - The asset is adequate. Acceptable, generally within mid-stage of expected service life.

Fair - The asset requires attention. The assets show signs of deterioration and some elements exhibit deficiencies.

Poor - Increasing potential of affecting service. The asset is approaching end of service life, condition is below standard and a large portion of system exhibits significant deterioration.

Very Poor - The asset is unfit for sustained service. Near or beyond expected service life, widespread signs of advanced deterioration, some assets may be unusable.

ICIP Condition Assessment: *

○ Very Good ○ Good ○ Fair ○ Poor ○ Very Poor

28% Complete

Proposed Project

Proposed Structure

Nature of the Proposed Work

RIRG Policy Manual
Section 5, Policy 1: Project Eligibility and Section 0, Policy 1: Temporary Program Measures

3. The maintenance and/or repair of bridge or culvert structures shall not be eligible.

4. The scope of work for eligibible project shall be for major capital improvement of the crossing. The following scopes of work shall be considered major capital improvements:
    a. Bridge replacement;
    b. Culvert replacement; or
    c. Capital improvements approved by the Bridge Technical Committee.

Nature of the Proposed Work *

◯ New Construction ◯ Repair/Rehabilitation ◯ Expansion ◯ Other

Will the Project upgrade, expand, replace or remove the existing structure: *

◯ Yes ◯ No

Proposed Project Type

RIRG Policy Manual
Section 1, Policy 1: Definitions

Bridge Construction - An engineered removal of the existing bridge structure, culvert structure and/or low-level crossing and/or replacement with a new bridge structure on an existing or new road alignment.

Culvert Installation - An engineered removal of an existing bridge structure, culvert structure and/or low-level crossing and/or replacement with a new culvert structure on an existing or new road alignment.

Select Project Type *

◯ Bridge Construction ◯ Culvert Installation ◯ Capital Improvements

Estimated Project Cost

Investing in Canada Infrastructure Program
Project Components

1. Project Planning
    - Environmental assesssment;
    - Aboriginal Consultation;
    - Climate lens assessments;

- Community emplomeny benefit plans; and
- etc.

2. Design and Engineering
   - Geo-technical Study;
   - Downstream Use and Impact Study;
   - Bridge/Culvert Design;
   - Contract and Tender Drafting;
   - Construction Supervision and Contract Administration;
   - etc.

Note: Maximum 15% of Total Project cost should be Engineering/Consulting fees

3. Constuction, Labour, and Materials
   - Contractor's bid;
   - Bridge Compoenents;
   - Culvert Compoenents;
   - Granular Materials; and
   - etc.

4. Other
   - Communications; and
   - Testing.

5. Contingency

Estimated Cost for Project Planning:

Estimated Cost for Design and Engineering: *

Estimated Cost for Labour and Materials: *

Estimated Other Costs:

Estimated Contingency:

Total Estimated Project Cost: $0.00 Calculate

<< Previous | Save Progress | Next >>

33% Complete

Proposed Project (Continued)

Estimated Funding Grant

RIRG Policy Manual
Section 3, Policy 4: Project Funding Allocation

1. Approved projects shall receive 50% assistance on eligible costs, up to the approved grant allocation presented on the Program Array, there shall not be any grant overruns.

2. Approved projects shall not be allocated more than $500,000 assistance. This includes projects that have joint ownership by more than one Road Authority.

Section 3, Policy 7: Approved Projects

1. The value of allocated grant funding shall not be increased.

Project Design Requirements

RIRG Policy Manual
Section 5, Policy 2: Bridge Design Requirements

1. All bridge projects shall be completed with an Engineer.

2. The standard for all services performed by the engineer shall be the care, skill, and diligence ordinarily used by professional engineers or consultants practicing under similar conditions at the same time and locality as the Project.

3. All bridge projects shall be designed to one of the following guidelines or standards:
    a. The design of the bridge shall meet the requirements of the MoH, Bridge Standards – Technical Standards Branch, Bridge Design Criteria, BD-100.
        i. The meaning of “Ministry” shall be interchangeable between the “Saskatchewan Association of Rural Municipalities.”

    b. The design of the bridge shall meet the requirements of the MoH, Short Span Modular Bridge Design Guidelines, BD-200.
        i. The meaning of “Ministry” shall be interchangeable between the “Saskatchewan Association of Rural Municipalities.”
        ii. BD-200, Clause 4.1 shall be changed to read: "The project shall meet the requirements of the Navigation Protection Program (NPP), refer to Transport Canada."
        iii. BD-200, Clause 7.2 shall be changed to read: "The stream stage at the design flow shall be determined by analysis."
        iv. BD-200, Clause 7.3.2 shall be changed to read: "For Provincial roads, the design flow shall be the peak mean daily flow for the 1:50 year return."
        v. BD-200, Clause 7.4.4 shall be changed to read: "Design that result in a flow capacity that is lower than the flow capacity of the existing structure shall not be permitted."
        vi. BD-200, Clause 9.4 shall be superseded by Policy 5.2, Clause 4.
        vii. BD-200, Clause 10.2 shall be changed to read: "Abutment backwalls and wingwalls shall be precast concrete or steel. Treated timber backwalls and wingwalls shall not be used."

    c. The design of the bridge shall meet the requirements of the Canadian Highway Bridge Design Code (CAN/CSA S6) and shall meet the following requirements:
        i. The Rural Municipality shall not be considered the Regulatory Authority, where, CAN/CSA S6 defines the Regulatory Authority as “the appropriate federal, provincial, or territorial

Minister having governmental jurisdiction and control, his or her nominee, or the local authority to whom this authority is delegated."

ii. The Bridge design shall:
- Not be for Temporary Structures, where, CAN/CSA S6 defines a temporary structure as "a structure with a design life less than five years"
- Comply with Class A highway requirements.
- Have a minimum design life of 75 years.

4. In addition to the design requirements set out in Section 5, Policy 2: Bridge Design Requirements, Clause 3, the width of the bridge shall be a minimum of 8.53 metres (28 ft.) wide.

The Rural Municipality of PREVIEWRM No. 999 agrees to meet the Bridge Construction Design Requirements for the proposed project: *

◯ Agree ◯ Disagree

Public Procurement

RIRG Policy Manual
Section 6, Policy 1: Public Procurement

1. The Road Authority shall publicly procure all aspects of the Project as per the requirements of the New West Partnership Trade Agreement. All procurement documents shall be prepared by the Road Authority and/or its Owner's Engineer.

2. The procurement process shall be fair and transparent to all bidders. Without limiting the generality of the foregoing, the procurement process shall exhibit the following principles:
   a. Procurement packages shall be complete with reasonable estimations of all quantities and inclusion of all relevant specifications.
   b. Procurement packages shall be available sufficiently in advance of the competition closing time to permit bidders adequate time to prepare the bid.
   c. The procurement results shall be publicly released.
   d. All bids for Contractor/Labour shall be accompanied by a minimum 5% bid bond or certified cheque. A minimum 50% performance bond and a minimum 50% labour and material payment bond are required upon award of the procurement.

The Rural Municipality of PREVIEWRM No. 999 agrees to meet the Public Procurement Requirements for the proposed project: *

◯ Agree ◯ Disagree

Eligible Costs

RIRG Policy Manual
Section 7, Policy 1: Eligible Costs

3. The following shall be considered **ineligible** project costs:
   a. Supply, loading, hauling, unloading, placement or testing of asphalt or concrete surfacing;
   b. Dust suppression;
   c. Cost of procurement advertising outside of SaskTenders;
   d. Canadian Goods and Services Tax (GST);
   e. Legal fees, and;
   f. RM administration costs.

4. Any work completed prior to the approval of the project shall be considered ineligible work. Any costs associated with unauthorized work shall not be paid by the Program.

ICIP Program Guide
Appendix A, Ineligible Projects

A project will be deemed ineligible if:

a. the construction began or a tender has been awarded prior to project approval;

The Rural Municipality of PREVIEWRM No. 999 agrees to the limitations of Eligible Costs for the Proposed Project described by RIRG and ICIP: *

◯ Agree ◯ Disagree

<< Previous | Save Progress | Next >>

39% Complete

Project Ranking

Traffic Count

Traffic Count: *

- (•) Use the most recent traffic count values from the Rural Municipal Traffic Count Program
- ( ) Use the values from our commissioned Independent Traffic Count

Economic Generators

Economic Generators: *

- (•) Specify economic generators
- ( ) Unknown economic generators

Economic generator descriptions should be specific to industry in the Municipality.
General description of economic generators or unverifiable economic generators will not be considered.

Economic Generators to Specify *

2

Name of Economic Generator 1 *	Source of Traffic *	Destination of Traffic *

Name of Economic Generator 2 *	Source of Traffic *	Destination of Traffic *

Submit an Economic Generators Map

- [ ] Yes

<< Previous | Save Progress | Next >>

44% Complete

Project Ranking (Continued)

Engineering

RIRG Policy Manual
Section 1, Policy 1: Definitions

Engineering – Work completed by an Engineer.

Engineering *
- ○ We have Engineering for this project
- ◉ No Engineering for this project

Financial Partnership

RIRG Policy Manual
Section 1, Policy 1: Definitions

Financial Partnership – the partnership between the Road Authority and with an industry partner or other forms of government outside of the Ministry of Highways and Infrastructure.

Financial Partnership *
- ○ We have a Financial Partnership for this project
- ◉ No Financial Partnership for this project

Similar Projects

RIRG Policy Manual
Section 1, Policy 1: Definitions

Similar Projects – a project of similar scope and scale as the primary project and will be completed at the same time as the primary project.

Similar Projects: *
- ○ We have similar projects to be completed at the same time
- ◉ No similar projects planned

First Nation Community Access Road

RIRG Policy Manual
Section 1, Policy 1: Definitions

Community Access Road - a road that provides access to a large group of people living in the same area.

Community Access Road *
- ○ The Project is located on a First Nation's Community Access Road
- ◉ The Project is not located on a Community Access Road

50% Complete

Financial Position

Sources of Funding for Project

Funding Sources for the RM of PREVIEWRM No. 999's Portion of the Project Costs: *

- [ ] Reserves/ Saving
- [ ] Borrowing
- [ ] Fees and/or Levies
- [ ] Fundraising
- [ ] Federal Gas Tax Fund
- [ ] Other Government Program
- [ ] Financial Partnership
- [ ] Other:

<< Previous | Save Progress | Next >>

56% Complete

Financial Position (Continued)

Sources of Funding (Continued)

Estimated Percentage of PREVIEWRM No. 999's Portion from Selected Sources:
(percentage to nearest whole number) *

- [ ] Reserves/ Saving
- [ ] Federal Gas Tax Fund

0/100 percent

Federal Gas Tax Fund

ICIP Program Guide
Part 1, Clause 1.5: Cost-sharing, Stacking and Limits to Funding Award

Federal Gas Tax Funds are considered to be a federal contribution and will count towards federal stacking limits.

For Municipalities the Federal Contribution shall not exceed 60%* of the Total Project Cost.
**The contribution limit is an estimate and actual limits will be confirmed upon project approval from the Government of Canada.*

The estimated Federal Gas Tax Fund contribution to this project shall not exceed **$433333.33**

Estimated Contribution from the Federal Gas Tax Fund *

Project Costs per Calendar Year

Estimated Percentage of Total Project Cost in each Fiscal Year:
(percentage to nearest whole number) *

- [ ] April 1, 2022 to March 31, 2023
- [ ] April 1, 2023 to March 31, 2024
- [ ] April 1, 2024 to March 31, 2025

0/100 percent

Infrastructure Investment Plan

Has the Rural Municipality submitted an Infrastructure Investment Plan (IIP): *

○ Yes ○ No

Project Forecasting

The RM of PREVIEWRM No. 999 shall complete the Project within two fiscal years *

○ Agree ○ Disagree

Forecasted Construction Start Date * **Forecasted End of Construction Date:** *

RIRG Policy Manual
Section 7, Policy 1: Eligible Costs

4. Any work completed prior to the approval of the project shall be considered ineligible work. Any costs associated with unauthorized work shall not be paid by the Program.

ICIP Ultimate Recipiant Agreement
Appendix B, Clase B.2 : Ineligible Expenditures

Ineligible expenditures for Projects will include the following:

a. Costs incurred before the Project Approval Date, and any and all expenditures related to contracts signed prior to the Project Approval Date;
b. Costs Incurred before a Project is approved by Canada and any and all expenditures related to contracts signed prior to Canada's approval of a Project, except for:
    i. Costs associated with completing climate lens assessments as outlined in paragraph h) of Section 4 (Commitments by Saskatchewan) of Canada-Saskatchewan Integrated Bilateral Agreement; and
    ii. Costs associated with Aboriginal consultation and engagement activities, which are retroactively eligible from February 15, 2018, for Projects approved after February 7, 2019.

Has the RM of PREVIEWRM No. 999 started planning the Project *

○ Yes ◉ No

Has the RM of PREVIEWRM No. 999 started construction of the Project *

○ Yes ◉ No

<< Previous | Save Progress | Next >>

61% Complete

Project Risks and Mitigation

Project Complexity

The Investing in Canada Infrastructure Program requires the identification of possible Project Risks and the strategies used to mitigate the identified Risks.

From review of the ICIP application, SARM's Municipal Bridge Services has identified the presence of some Risks and has provided default statement for the mitigation of the identified Risks. For some Risks, SARM has provided a statement for the mitigation of the Risk. These statements can be used as is, amended, or deleted and replaced by the Rural Municipality.

Select all applicable Project Complexity Risks: *

- [x] Risk for Projects in Remote Geographical Locations
- [x] Risk for Projects with Unpredictable Weather
- [x] Risk from the Technical Nature of the Project
- [ ] Risk from Innovative Project/Technologies
- [ ] Risk from Interdependencies between Phases
- [ ] Other Project Complexity Risk
- [ ] No Risks Present

Measures to Mitigate Risks for Projects in Remote Geographical Locations

Statement: *

Consultants and Contractors are required to have recognized safety programs.

The rural environment associated with these projects often has general access challenges that affect the safety of those working on-site. By requiring Consultants and Contractors to have a recognized safety program there is confidence that those risks are appropriately identified and addressed; and

Examples of these access challenges includes, but are not limited to: lack of cellular coverage, poor vehicle access on lower classes of roadway (especially during or immediately after severe weather), lack of public visibility due to low traffic volumes and lack of adjacent residences, lack of proximity to emergency medical/mechanical services, possible encounters with dangerous wildlife, etc.

Measures to Mitigate Risk for Projects with Unpredictable Weather

Statement: *

Project timelines will be expanded as much as possible. Site occupancy can expedite project progress and contains clauses regarding forgiveness for weather delays.

Site occupancy is a system that can be added to construction contracts in addition to the usual requirements of tentative start date, completion date, and/or liquidated damages. Site occupancy assigns a daily cost to the Contractor's occupation of the site.

For example, if Site Occupancy is set at $1,000 per day within the contract and a contractor believes they can complete the work in 50 days their base bid would be increased by $50,000. If that contractor was awarded the work and completed it in 48 days, they would receive a rebate/bonus of $2,000 and if they completed the work in 53 days the Contractor would be charged $3,000.

Site Occupancy includes forgiveness of certain delays including extreme weather such that it is not one-sided against the contractor.

The inclusion of Site Occupancy in the award of the work and as a bonus/penalty upon completion encourages the Contractor to be efficient and complete the work as quickly as possible. By encouraging the work to be completed as quickly as possible and during the best possible construction time window, the risk associated with weather is also mitigated.

Measures to Mitigate Risk from the Technical Nature of the Project

Statement: *

A professional engineer experienced in this type of work will be engaged to design and manage the project.

<< Previous Save Progress Next >>

67% Complete

Project Risks and Mitigation

Project Readiness

The Investing in Canada Infrastructure Program requires the identification of possible Project Risks and the strategies used to mitigate the identified Risks.

From review of the ICIP application, SARM's Municipal Bridge Services has identified the presence of some Risks and has provided default statement for the mitigation of the identified Risks. For some Risks, SARM has provided a statement for the mitigation of the Risk. These statements can be used as is, amended, or deleted and replaced by the Rural Municipality.

Select all applicable Project Readiness Risks: *

- [x] Risk for Project that has Potential issues with Permits or Authorizations
- [x] Risk of Industry Supply May Not be able to Meet Demand
- [ ] Risk for Projects where the project Site has not been Finalized
- [ ] Risk for Projects where Land has not been Acquired
- [ ] Risk for Project where Non-Federal Sources of Funding are not Secured for the Entire Project cost
- [ ] Other Project Readiness Risks
- [ ] No Risks Present

Measures to Mitigate Risk for Project that has Potential Issues with Permits or Authorizations

Statement: *

The engineered design of the Project will be completed in order to avoid regulatory impacts and permit applications will be completed as soon as possible

Measures to Mitigate Risk of Industry Supply May Not be able to Meet Demand

Statement: *

Project timelines will be expanded as much as possible and projects will be publicly communicated as soon as possible to improve awareness.

<< Previous

Save Progress

Next >>

72% Complete

Project Risks and Mitigation

Public Sensitivity

The Investing in Canada Infrastructure Program requires the identification of possible Project Risks and the strategies used to mitigate the identified Risks.

From review of the ICIP application, SARM's Municipal Bridge Services has identified the presence of some Risks and has provided default statement for the mitigation of the identified Risks. For some Risks, SARM has provided a statement for the mitigation of the Risk. These statements can be used as is, amended, or deleted and replaced by the Rural Municipality.

Select all applicable Public Sensitivity Risks: *

- [ ] Risk to the Project which has received Positive Media Attention
- [ ] Risk to the Project which has received Negative Media Attention
- [ ] Risk where Certain Stakeholders have been Vocal about the Project
- [ ] Other Public Sensitivity Risk
- [x] No Risks Present

<< Previous | Save Progress | Next >>

78% Complete

Project Risks and Mitigation

Ultimate Recipient Risk

The Investing in Canada Infrastructure Program requires the identification of possible Project Risks and the strategies used to mitigate the identified Risks.

From review of the ICIP application, SARM's Municipal Bridge Services has identified the presence of some Risks and has provided default statement for the mitigation of the identified Risks. For some Risks, SARM has provided a statement for the mitigation of the Risk. These statements can be used as is, amended, or deleted and replaced by the Rural Municipality.

Select all applicable Ultimate Recipient Risk: *

- [x] Risk for the Project where the Municipality does not have experience with this type of Project
- [x] Risk for low capacity in Technical Expertise, Human Resources, Reporting and/or Delivery of Past Projects
- [ ] Other Ultimate Recipient Risk
- [ ] No Risks Present

Measures to Mitigate Risk for the Project where the Municipality does not have experience with this type of Project

Statement: *

A professional engineer experienced in this type of work will be engaged to design and manage the project.

Measures to Mitigate Risk for low capacity in Technical Expertise, Human Resources, Reporting and/or Delivery of Past Projects

Statement: *

A professional engineer experienced in this type of work will be engaged to design the structure, draft tender documents and administer the contract for the project. Low ultimate recipient capacity is as follows:

The primary area of concern is that of technical expertise. The project is of a scope that engineering is a requirement and our Rural Municipality do not employ the engineering staff required to complete such work.

<< Previous

Save Progress

Next >>

83% Complete

Environmental Assessment

The Rural Municipality shall complete the Saskatchewan Mnistry of Environment - Environmental Assessment Proponent Self-Assessment Checklist located in **Appendix A** of the Technical Proposal Guidelines document.

From the Proponent Self-Assessment Checklist, does the project have potential to trigger the *The Environmental Assessment Act* (Saskatchewan)? *

◯ No ◯ Yes

<< Previous | Save Progress | Next >>

94% Complete

Complete Application:

Additional Comments:

Comments:

Attestation and Authorization

I, **FIRSTNAME LASTNAME** as a representative of the **Rural Municipality of PREVIEWRM No. 999**, attest that I have reviewed the information in this application, and, to the best of my knowledge:

- the information provided in this project application is complete and accurate; and
- if approved, federal and provincial funding will support only eligible expenditures.

I understand that if approved, the project:

- will be required to meet the requirements of the Rural Integrated Roads for Growth (RIRG) Program;
- will be required to meet the requirements of the Investing in Canada Infrastructure program (ICIP); and
- will be governed under the terms of an ICIP Ultimate Recipient Agreement

I further authorize:

- the Ministry of Government Relations to request information about the Applicant or the Applicant's project from any federal or provincial government department or agency, or from any third party including, but not limited to, Saskatchewan Water Security Agency (WSA), Saskatchewan Ministry of Environment, Saskatchewan Association of Rural Municipalities and to disclose any information contained in this application or provided in relation to the Applicant, to any such department, agency or third party for the purposes of processing this application or administering this program;
- any department, agency or third party mentioned above, who is requested to verify or provide information, to disclose that information to the program; and
- this program to disclose information in relation to the Applicant or the Applicant's project to any such department, agency or third party for the purposes of the administration of the Program by the Ministry of Government Relations, the Ministry of Highways and Infrastructure and the Saskatchewan Association of Rural Municipalities.

Signature of FIRSTNAME LASTNAME *

clear

<< Previous

Save Progress

Submit