

Appendix C - Approximate Yearly Maintenance Costs Per Municipality

Maintenance costs per year							
Jurisdiction	Multi-Use Trail	Cycle Track	Bike Lane	Paved Shoulder	Context-Sensitive Solution	Total cost per municipality	Bike Lane and Paved Shoulder costs
	Distance (km)	Distance (km)	Distance (km)	Distance (km)	Distance (km)	Cost, in \$	Cost, in \$
CWATS on Boundary Roads	3.7	0.2	3.1	78.1	0.0	\$ 267,998.80	\$ 259,840.00
Amherstburg	9.0	1.7	12.1	50.8	0.0	\$ 223,664.40	\$ 201,280.00
Essex	9.8	0.0	0.0	73.1	0.0	\$ 254,421.60	\$ 233,920.00
Kingsville	13.8	0.0	1.0	54.8	0.0	\$ 207,269.60	\$ 178,400.00
Lakeshore	14.8	0.2	1.0	92.3	0.0	\$ 329,940.00	\$ 298,560.00
LaSalle	29.9	0.8	12.2	7.8	2.1	\$ 134,944.40	\$ 64,000.00
Leamington	37.6	3.6	5.8	32.3	0.0	\$ 207,929.48	\$ 121,760.00
Tecumseh	18.9	0.0	2.8	20.7	0.0	\$ 114,738.80	\$ 75,200.00
Total length	137.5	6.5	38.0	409.8	2.1		
Total cost per year	\$ 287,629.08	\$ 13,598.00	\$ 121,600.00	\$ 1,311,360.00	\$ 6,720.00		\$ 1,432,960.00
Total cost for the county per year	\$ 1,740,907.08			Total cost for the County per year excluding Paved Shoulders and Bike Lanes			\$ 307,947.08

Notes:

Data reported from our LMP's suggest that the annual average cost to maintain sidewalks ranges from **\$2,243 per km** to **\$1,941 per km**. Average of both is **\$2,092 per km per year**. This figure was used to calculate maintenance costs for Multi-Use Trails as they share similar characteristics to sidewalks. The data included labour costs, material costs, fuel costs and other miscellaneous expenses.

Cycle Tracks are considered separated facilities (according to the Master Plan) and not part of the paved shoulders (although some are) so it is calculated with the same cost variable as for Multi-Use Trails.

The CWATS Master Plan (2023) shows sweeping costs to be **\$2,400 to \$4,000 per km per year** of paved shoulders. Average is **\$3,200 per km per year** of maintenance for paved shoulders. Potholes and cracks are subjective costs that depend on their size and severity.

Bike Lanes include separated bike lanes but no separated bike lanes exist within the County currently so that is also calculated with the same cost variable as paved shoulders.

Context sensitive solutions usually turn out to be a bike lane or paved shoulders so used the same cost variable there.

According to the CWATS Master Plan update (2023), Maintenance cost assumes 5% of all signs will need to be replaced annually and it costs **\$200** each. In the 2025 annual CWATS Budget, in Appendix F, under Account Number D03-110-RM0008, **\$50,000** is allocated for sign maintenance and line marking for CWATS. This is why Total costs do not include signed route maintenance costs as they are negligible and already accounted for.

It is worth mentioning that most of Paved Shoulders and Bike Lanes exist on County Roads with only a few exceptions on local roads. Maintenance costs include all facilities explicitly accounted for in the CWATS Master Plan (2012) and CWATS Master Plan Update (2023) to give accurate holistic costs. However, under options 3 and 4, AT facilities on Local Roads are owned, maintained and replaced by the Local Municipal Partners.