



ASSOCIATION PERKINS-SUR-LE-LAC SURVEY BACKGROUND DOCUMENT REGARDING THE CULVERT BETWEEN LACS BATAILLE AND RHÉAUME

1. The existing culvert was installed circa 1980 by the Municipality. The culvert replaced an old timber post structure that was in poor condition.
2. When the culvert was constructed, the breadth of the channel at that point was filled, except for the 8-foot diameter culvert.

The depth of the channel connecting the two lakes usually varies between 2 and 4 feet. The water depth in the culvert usually varies from 2 to 3 feet maximum after ice-out, to less than 1 foot in late summer. In some recent dry years, the level has dropped to only a few inches at one end. Also, due to the circular shape of the culvert, the surface width of the water within the culvert decreases as the water level decreases.

3. The culvert is 25 years old and shows minor signs of corrosion and small dents. At this point nobody knows for certain what is under the culvert, i.e. bedrock, sediment, stone or clay. This item requires further study; costs would also be involved.
4. Based on recent Municipal data, there are approximately 117 constructed lots and 83 vacant lots on Rhéaume. There are also approximately 116 constructed lots and 26 vacant lots on Bataille.
5. Seasonal water level fluctuations on the lakes restrict the passage of certain watercraft through the culvert. Most boats can drift through the culvert in June but often by August only canoes and paddle boats can pass through, sometimes requiring passengers to disembark and walk through, possibly having to lift the vessel.
6. In 2000, at the request of the Association, a Canadian Coast Guard (now Transport Canada) officer inspected the culvert to determine if it was in accordance with the *Navigable Waters Act*. As a result of this inspection, the Canadian Coast Guard asked the Municipality to submit an application in accordance with this Act, 20 years after it was installed. The Municipality responded about two (2) years ago making the case that, in their view, the waterway is a creek and is not navigable. The Municipality has not received any further correspondence from Transport Canada on this matter.
7. The culvert is the only drain from Lac Bataille, so Lac Bataille is almost isolated for a brief period in dry years. It is not known whether or not this has any environmental impact on either lake. However, it should be noted that, on occasion, when the water levels on Rhéaume drop significantly, the water level on Bataille will not drop lower than the sill of the culvert.
8. At the PSL Board of Directors meeting of May 17, 2005, it was agreed that the Association shall not assume the responsibility of providing watercraft launch sites on the lakes within its domain. However, it was noted that with the purchase of the Beach, the Association inherited an existing watercraft launch on Bataille.

To date, there is no factual evidence that property owners, who have bought land on either lake, possess a written understanding that they would have access to both lakes for either pleasure or to launch their watercraft. No one has yet submitted a notarised property deed that actually supports this claim. As a consequence, watercraft owners on all lakes must make their own arrangements to launch and remove their watercraft.

9. If the culvert were to be replaced **in response to a favourable vote**, it is not known at this point how much this project would cost or exactly which environmental reports would be required. However, the Director of Public Works for Val-des-Monts has provided some information. Cost estimates and details for each step are noted below.

It should be noted that **the process can be stopped at any time** based on the results of the various phases. It has been **confirmed** by the Municipality that **the property owners on Bataille and Rhéaume would be responsible for all of the costs incurred, for each of the completed phases, before the work is halted.**

Phases for the Replacement of the Culvert Between Lacs Bataille and Rhéaume	Cost per Phase	Cumulative Costs
a) The very first step in the process would be the preparation of an Engineering Plan . The Plan itself contains a draft report of the work to be done, as well as cost estimates for each of the following phases: <ul style="list-style-type: none"> ▪ Surveying ▪ Environmental Assessment ▪ Expropriation estimates, if the analysis deems it necessary 	\$ 25,000	\$ 25,000
b) The next phase of the process is a Survey of the Properties .	10,000	35,000
c) The following phase is an Environmental Assessment Study on the impact of the construction work , taking into consideration that Lac Bataille is a watershed . The Municipality would be dealing with two levels of government: Federal and Provincial.	15,000	50,000
d) A new Engineering Plan , taking into account the outcomes of the Environmental Assessment, including the costs of each of the construction phases. The Municipality requires this information to proceed with a “ règlement d’emprunt ”, i.e. a by-law that permits the Municipality to borrow money for local improvements . (The Municipality’s policy is that this would be a “ user pay tax ”, i.e. a “ local improvement tax ”, which the property owners on Bataille and Rhéaume would be responsible for ALL costs incurred.)	25,000	75,000
e) The Municipality holds a Referendum on the question to replace the culvert. The Referendum would include detailed costs estimates for the work done, as this is required by law. However, at this point in time, all property owners on Bataille and Rhéaume would still be required to cover all the costs incurred, regardless if the outcome of the Referendum Vote is a NO vote .	20,000	95,000
f) An additional and updated, Engineering Plan that covers all aspects of building a new bridge, i.e. procedures, materials, equipment, etc., is drafted.	25,000	120,000
g) Notification of the Blackburn Road Closure , via letter, is sent to all property owners on Bataille and Rhéaume. The Notice will stipulate that it will be the responsibility of the property owners to make alternate arrangements while the road is closed,¹ which, on average, is four (4) weeks for this type of work. This phase also includes the following: <ul style="list-style-type: none"> ▪ Installation of a 4’ X 8’ sign warning property owners that the road will be closed to all circulation, during a specific time frame. ▪ Installation of a pick-up truck with fire and medical equipment on the opposite side of the bridge for emergency purposes. ▪ Construction of a foot bridge. 	12,000	132,000
h) The construction cost of the bridge varies depending on the type of bridge . For example, accessibility of pontoon boats with hard tops, speedboats, sailboats, etc. The cost of the bridge can cost anywhere from \$75,000 to \$200,000 (excluding sailboat passage).	\$ 100,000	\$ 232,000²

¹ The Municipality is not obliged to house residential property owners, nor bear the costs of re-location, as property owners will be notified several months in advance to make alternate arrangements. In addition, **the Municipality cannot be sued for lost business income, due to this work**, for those running home businesses as, again, they would have been notified to make alternate arrangements.

² It should be noted that this is **only an estimate of the costs** which would be borne by the property owners. Past Municipal experiences have shown that **these costs can easily double or triple once all of the work is completed**. In addition, this **estimate does not include the cost of expropriation**, as this is unknown at this point in time. It should also be noted that these **estimates are also based on similar work that has been previously carried out by the Municipality over the past several years**.