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Consulting Engineers

ROAD NEEDS STUDY 2017

Tay Township

Road Inventory & Assessment

prepared by:

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prepared for

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1 Introduction

1.1 Overview

C. C. Tatham and Associates Ltd. (CCTA) was retained by Tay Township to complete the *Road Needs Study 2017* for the Township's road network. The principal objectives of this study are:

- establish traffic volumes throughout the road network;
- inventory and evaluate the existing road and guiderail network within the Township;
- identify the need for improvements to the road network, appropriate rehabilitation or reconstruction strategies, and associated costs;
- identify the need for improvements to the guiderail network, including recommendations for new installations to address roadside hazards;
- prepare a road surface management program to consider the most appropriate road surface (eg. asphalt or surface treatment) over the life of the road;
- establish a simple mechanism to determine the annual works program; and
- provide the Township with a decision aid for budgeting purposes by outlining future capital needs.

To ensure compliance with the appropriate Ministry of Transportation of Ontario (MTO) and Ontario Good Roads Association (OGRA) guidelines, the inventories reflect procedures as outlined in the following manuals:

- *Pavement Condition Index (PCI) for Flexible Pavement*; Ministry of Transportation of Ontario (August 1986);
- *Manual for Condition Rating of Surface Treated Pavements – Distress Manifestations SP-021*, Ministry of Transportation (August 1989);
- *Flexible Pavement Condition Rating – Guidelines for Municipalities SP-022*, Ministry of Transportation (August 1989);
- *Manual for Condition Rating of Flexible Pavements – Distress Manifestations SP-024*, Ministry of Transportation (August 1989);
- *Manual for Condition Rating of Gravel Surface Roads – Distress Manifestations SP-025*, Ministry of Transportation (August 1989);
- *Inventory Manual for Municipal Roads*; Ministry of Transportation of Ontario (February 1991); and
- *Measuring the Condition of Municipal Roads,* Ontario Good Roads Association, (undated).

Where necessary, the above guidelines were modified to reflect engineering standards and practices employed by the Township.

All completed inventories and associated databases have been compiled in electronic form (Microsoft Excel) to enable quick and ready retrieval of the data. All of the data collected and subsequent analyses and assessments are provided in the electronic database.

1.2 Purpose of Report

The purpose of this report is to document the existing Township's road network and the methodology employed to determine the existing conditions and needs (as evident during the field inspections of 2017). Specifically:

- Chapter 2 reviews the road inventory procedures employed;
- Chapter 3 presents existing and future traffic volumes;
- Chapter 4 summarizes the key existing conditions;
- Chapter 5 identifies the road deficiencies;
- Chapter 6 addresses the road network needs and improvements;
- Chapter 7 establishes the road network priorities and recommendations;
- Chapter 8 addresses the road surface management program;
- Chapter 9 reviews the findings of the guiderail network review and assessment; and
- Chapter 10 provides a closing to the report.

2 Road Inventory Procedure

2.1 Inventory & Appraisal Form

The road inventories were completed using a combined field inventory and appraisal form developed from procedures set forth in the previously noted inventory manuals and guidelines. For each road section, the following key elements were determined, largely from field inspection and review, and information otherwise contained within the Township's asset management database:

- identification (road name, starting point and end point);
- section identification number (as per the Township's asset management database);
- section length (as per the Township's asset management database);
- cross-section elements (number of lanes, overall platform width, surface type and width, shoulder type and width, drainage conditions, speed limit, and presence of sidewalks and curbs);
- geometric deficiencies (substandard horizontal and vertical curves);
- terrain conditions (rocky, flat, rolling, etc.);
- environment (rural, semi-urban or urban);
- ride comfort rating; and
- distress ratings (scores associated with the severity and density of the road surface distresses).

In addition to the above, additional comments with respect to the road environment, configuration, existing conditions or obvious issues were recorded.

To ensure consistency with the Township's asset management database, the road sections and reference numbers as per the database were employed. Where necessary, existing road sections were further sub-divided to ensure that each section maintained a relatively consistent cross-section or condition. New road sections were also added and noted where such did not otherwise exist in the Township's database.

The corresponding road inventory forms are provided in Appendix A. As the types of distresses vary by road surface type (gravel, surface treated or asphalt), separate road inventory forms were prepared for each.

2.2 Road Network

All roads within the Township limits were inventoried with the exception of the following:

- private roads;
- Simcoe Road 23 (Vasey Road) and Simcoe Road 58 (Old Fort Road);
- Provincial Highway 12.

In total, 372 road sections were inventoried, accounting for 192.1 kilometres of roads within the Township limits (measured along the road centreline).

3 Traffic Volumes & Operations

3.1 Existing Volumes

Traffic Counts

Traffic volumes on the Township road network were determined through a data collection program consisting of 45 intersection turning movement counts and 31 automatic traffic counts. The intersection counts were completed during the PM peak hours (14:00 to 18:00), whereas the automatic traffic counts were completed over a 24-hour period (00:00 to 24:00). For all counts, vehicles were classified as cars (ie. passenger cars, pick-up trucks or motorcycles), light trucks (single unit) and heavy trucks (multiple units). As the counts were completed on a typical weekday during the month of June, they are considered representative of average conditions.

Based on the 24-hour automatic counts, relevant factors were determined to translate the 4-hour intersection count volumes to 24-hour volumes (and thus each count provided data for 3 or 4 locations, depending on the number of legs at the intersection). Corresponding factors were determined for each intersection count location, based on those automatic counts in closest proximity.

A listing and mapping of the traffic count locations is provided in Appendix B, as are additional traffic count details and summaries.

Traffic Estimates

For those road sections where no data was available, traffic volumes were estimated based on the collected data and considering similarities in road function and location, and existing development levels along the road.

For roads within built-up areas, as per industry standards and trip generation rates, a typical single unit home generates 1 trip during the peak hour or 10 trips per day (note: a round-trip constitutes 2 trips). For rural residential areas and cottage roads, a reduced number of daily trips has been assumed.

In most instances, road sections on either side of a road section with a known traffic volume will have similar traffic levels, particularly in the case of major through roads.

2017 Traffic Volumes

The corresponding traffic volumes for the subject road sections are provided in Appendix B, whereas a summary of the daily volumes is provided in Table 1. As indicated, the majority of the road network serves in the order of 50 to 500 vehicles per day (69% by length); 27% of the road network serves more than 500 vehicles per day.

Table 1: Average Annual Daily Traffic Volumes - 2017

AADT Range			Road Sections		Road Kilometres	
			Number	Percent of Total	Kilometres	Percent of Total
	AADT	< 50	24	6%	6.8	4%
50 ≤	AADT	<200	154	41%	67.6	35%
200 ≤	AADT	< 500	108	29%	65.6	34%
500 ≤	AADT	< 1000	39	10%	30.5	16%
1000 ≤	AADT	< 2000	29	8%	14.8	8%
2000 ≤	AADT		18	5%	6.8	4%
Total			372	100%	372	100%

The roads serving the greatest traffic volumes (greater than 2000 vehicles per day) including the following:

- Albert Street (William Street to George Street - 2 sections in total);
- Park Street (Anderson Crescent to Highway 12 - 6 sections in total);
- Richard Street (Albert Street to Park Street - 4 sections in total);
- Talbot Street (Third Avenue to Highway 12 - 4 sections in total);
- William Street (Albert Street to Highway 12 - 2 sections in total);

3.2 Future Volumes

Traffic volumes for 5, 10 and 20-year planning horizons (2022, 2027 and 2037) have been projected based on the existing 2017 traffic volumes with consideration for future growth. Traffic volumes throughout the Township are anticipated to grow in concert with overall growth in the Township and the abutting development areas.

Historic Growth

Historic growth trends and patterns were identified from the traffic data information for Provincial highways and Simcoe County roads through the Township.

Based on MTO Average Annual Daily Traffic (AADT) volumes, the following annual growth rates were realized between the years 2008 to 2013 (2013 is the latest published data from MTO):

- 1.1% increase on Highway 12 between Newton Street and William Street; and
- 2.6% decrease on Highway 12 between William Street and Talbot Street.

Based on Simcoe County Average Annual Daily Traffic (AADT) volumes, the following annual growth rates were realized between the years 2008 to 2014 (while the County is completing counts in 2017, such are not available as of yet):

- 9.8% increase on County Road 23 (Vasey Road) from Highway 400 to Gervais Road;
- 8.7% increase on County Road 23 from Gervais Road to County Road 58 (Old Fort Road);
- 3.4% increase on County Road 23 from County Road 58 to Highway 93; and
- 9.4% increase on County Road 58 from County Road 23 to Highway 12.

Population Projections

Further to consideration for historic growth, projections for future growth also consider population projections. Based on the *Proposed Growth Plan for the Greater Golden Horseshoe* (May 2016), the population of the Township is expected to reach 11,400 by the year 2031, an increase of 1367 people from the 2016 Census population of 10,033. This translates to an annual increase of 0.9%.

Future Traffic Volumes

It is expected that motorists will utilize the collector and arterial road networks for longer distance travel (Simcoe County roads are considered arterials), whereas local roads will be used for short distance travel and local development access. In this regard, the following have also been considered:

- 1% annual growth on local roads; and
- 2% annual growth on collector and arterial roads to reflect local and inter-regional travel and connectivity of these to the provincial highway network.

While the noted growth rates are in excess of the anticipated Township population increase and historic growth on Highway 12 through the area, such have been considered to reflect a conservative approach. Although the volumes on the County road sections have increased beyond the assumed growth rates, the associated volumes are less than those on Highway 12 and thus subject to greater variability.

The noted growth rates were applied to the 2017 daily volumes to yield forecasts for 2022, 2017 and 2037. A summary of the 2037 (20-year) projections is provided in Table 2, whereas additional details for each road section and for each horizon year are provided in Appendix B.

Table 2: Average Annual Daily Traffic Volumes - 2037

AADT Range			Road Sections		Road Kilometres	
			Number	Percent of Total	Kilometres	Percent of Total
	AADT	< 50	19	5%	6.1	3%
50 ≤	AADT	<200	110	30%	41.5	22%
200 ≤	AADT	< 500	134	36%	76.8	40%
500 ≤	AADT	< 1000	54	15%	40.4	21%
1000 ≤	AADT	< 2000	30	8%	14.8	8%
2000 ≤	AADT		25	7%	12.4	6%
Total			372	100%	192.1	100%

In considering the 20-year projections, there are 25 road sections with volumes in excess of 2000 vehicles per day (up from 18 sections). 62% of the road network will serve between 50 and 500 vehicles per day (down from 69% under 2017 conditions), whereas 35% will serve more than 500 vehicles per day (up from 27%).

3.3 Traffic Operations

For planning purposes, the following road capacities are considered appropriate:

- local road: 400 vehicles per hour per lane (vphpl);
- collector road: 600 vphpl; and
- arterial road: 800 vphpl.

The varying capacities reflect the extent to which traffic operations are affected by operating speeds, the presence of driveways and intersections, traffic signals and other road users (with the greatest impacts occurring on local roads).

In considering daily operations, the above translate to the following daily lane capacities (employing a factor of 10):

- local road: 4000 vehicles per day per lane (vpdpl);
- collector road: 6000 vpdpl; and
- arterial road: 8000 vpdpl.

In this regard, a 2-lane collector road has a capacity of 12,000 vehicles per day, whereas a 2-lane arterial road has a capacity of 16,000 vehicles per day.

In considering the future projected volumes and the noted capacities, the resulting volume to capacity ratios (a measure of the degree to which the road capacity is utilized), are all acceptable. The greatest v/c ratio is 0.56, suggesting the corresponding road section is projected to operate at 56% capacity in 20 years. In this regard, there are no traffic operational issues anticipated on the Township road network.

4 Existing Road Conditions

A full road inventory presenting the existing road conditions is included in Appendix C, whereas summaries of select items (environment, classification, surface type, surface width and drainage) are presented below.

4.1 Road Environment

Road sections were categorized as rural, semi-urban or urban, recognizing that road cross sections and standards differ should improvements be required.

Rural roads are typical of areas with sparse developments or where development accounts for less than 50% of the street frontage. The urban environment is defined as being where curb and gutters (or similar) are present (on one or both sides of the road) and a higher level of development is present. The semi-urban environment has development exceeding 50% of the frontage but no curb and gutter.

A summary of the road environments is presented in Table 3. As noted, the majority of the roads are considered rural (93% by length).

Table 3: Road Environment

Environment	Road Sections		Road Kilometres	
	Number	Percent of Total	Kilometres	Percent of Total
Rural	326	88%	179.1	93%
Semi-Urban	19	5%	4.9	3%
Urban	27	7%	8.1	4%
Total	372	100%	192.1	100%

4.2 Road Class

The classification of the road network was based on the role and function of the road and the need to provide a hierarchy of transportation routes within the Township, and with input from the Township with respect to the proposed collector and arterial road networks. In particular, the following classes have been considered:

Local Roads

- local roads are intended to provide access to abutting properties and to discourage through traffic
- travel speeds and road capacity are typically lower on local roads, reflective of the number of driveways and access points

Collector Roads

- collector roads are intended to collect traffic from individual local roads and direct it to arterial roads, County roads or Provincial highways
- direct access to abutting properties shall be minimized to the extent possible

Arterial Roads

- arterial roads are major transportation routes carrying heavy volumes of inter-municipal traffic and may require and/or be planned for up to 4 through lanes (ie. 2 per direction)
- road width and intersection improvements shall be designed so as to encourage through traffic to use these routes rather than collector or local roads
- direct access to abutting properties will generally not be permitted

A summary of the overall road class distribution through the Township is provided in Table 4. Overall, 79% of the Township roads (by length) are designated as local roads, 12% collectors and 8% arterials.

Table 4: Road Class

Class	Road Sections		Road Kilometres	
	Number	Percent of Total	Kilometres	Percent of Total
Local	302	81%	152.1	79%
Collector	39	10%	23.6	12%
Arterial	31	8%	16.3	8%
Total	372	100%	192.1	100%

4.3 Maintenance Class

Further to the classification detailed above, the roads have also been classified in accordance with the *Ontario Regulation 239/02 Minimum Maintenance Standards*. The purpose of the regulation is to

establish road classifications from which minimum road maintenance standards (related primarily to winter maintenance) can be established.

Based on the traffic volumes (AADT) and the posted speed limit, roads are classified into one of six classes, denoted simply as Class 1 through Class 6. A Class 1 road is typical of those with higher traffic volumes and/or speed limits (speed limit = 100 km/h regardless of AADT, or AADT > 8,000 and speed = 90 km/h or AADT > 12,000 and speed = 80 km/h), thus requiring a greater level of road maintenance. Alternatively, a Class 6 road is typical of low volume roads (AADT < 50 vehicles and speed < 90 km/h) and thus does not warrant the same maintenance standards. A summary of the road classification is provided in Table 5.

Table 5: Maintenance Class

Class	Road Sections		Road Kilometres	
	Number	Percent of Total	Kilometres	Percent of Total
Class 1	0	0%	0.0	0%
Class 2	0	0%	0.0	0%
Class 3	7	2%	5.7	3%
Class 4	136	37%	116.3	61%
Class 5	205	55%	63.3	33%
Class 6	24	6%	6.8	4%
Total	372	100%	192.1	100%

It should be noted that all roads with an AADT of less than 50 and a speed limit of less than 80 km/h are considered Class 6 roads, meaning that there isn't a Minimum Maintenance Standard (ie. they are not subject to O.Reg. 239/02). In addition, the *Inventory Manual for Municipal Roads* deems the existing condition of rural roads with less than 50 AADT as being adequate (ie. addressed through routine maintenance only).

4.4 Surface Type

Surface type refers to the surface treatment construction of the individual road sections, including:

- gravel;
- surface treatment (ie. low class bituminous or LCB which consists of an application of emulsified or liquid asphalt and aggregate over an existing surface); and
- asphalt (ie. high class bituminous or HCB).

The distribution of road surface types is summarized in Table 6, noting the majority as being asphalt.

Table 6: Road Surface

Class	Road Sections		Road Kilometres	
	Number	Percent of Total	Kilometres	Percent of Total
Gravel	45	12%	26.9	14%
Surface Treated	66	18%	58.9	31%
Asphalt	261	70%	106.3	55%
Total	372	100%	192.1	100%

4.5 Surface Width

Surface width refers to the driving width of the road. For hard surfaced roads, the width is the actual width as measured from edge of pavement to edge of pavement (excluding shoulders) or curb face to curb face. For gravel roads, the surface width corresponds to the overall platform width (edge of road to edge of road) given that gravel shoulders are not discernible from the travel road width for those 7.0 metres (the Township standard road width) or less. For those wider than 7.0 metres, the additional width was assumed to be shoulder. A summary of the existing surface width, by range, is provided in Table 7.

Table 7: Surface Width

Surface Width	Road Sections		Road Kilometres	
	Number	Percent of Total	Number	Percent of Total
width < 4m	3	1%	0.5	0%
4m ≤ width < 5m	11	3%	2.5	1%
5m ≤ width < 6m	62	17%	16.7	9%
6m ≤ width < 7m	223	60%	131.1	68%
7m ≤ width < 8m	54	15%	36.5	19%
8m ≤ width	19	5%	4.7	2%
Total	372	100%	192.1	100%

4.6 Surface Assessment

Surface Distresses

As noted on the respective road inventory appraisal forms, the road condition surveys involved recording the severity and density (or extent) of a number of distresses for each road section, as noted in Table 8.

Table 8: Surface Distresses

Category	Asphalt Roads	Surface Treated Road	Gravel Roads
Surface Defects	ravelling	loss of cover aggregates	loose gravel
	flushing or bleeding	streaking	dust
	potholes	flushing	potholes
	pavement edge breaks	potholes	breakup
	manholes & catchbasins	pavement edge breaks	
Surface Deformations	rippling & shoving	rippling	washboard
	wheel track rutting	wheel track rutting	rutting
	distortion	distortion	flat / reverse crown
	utility trenches		distortion
Cracking	longitudinal	longitudinal	
	transverse	transverse	
	pavement edge	pavement edge	
	map	alligator	
	alligator		

Ride Comfort Rating

Further to noting existing deficiencies, a Ride Comfort Rating (RCR) was also established for each road section. RCR is a subjective measure of the road section's ride comfort determined from a drive through of the section at posted speed and assigning a rating based on the scale shown in Table 9.

A summary of the resulting Ride Condition Ratings is provided in Table 10 and illustrated graphically in Figure 1. The average RCR is 6.6 whereas the weighted average (considering the length of each road section) is 6.5. In this respect, the overall road network is considered to have a good ride surface.

Table 9: Ride Comfort Rating Scale

RCR			Description
0 < RCR ≤ 2	Very Poor		uncomfortable with constant bumps or depressions
2 < RCR ≤ 4	Poor		uncomfortable with frequent bumps or depressions
4 < RCR ≤ 6	Fair		comfortable with intermittent bumps or depressions
6 < RCR ≤ 8	Good		smooth with a few bumps or depressions
8 < RCR ≤ 10	Excellent		very smooth road surface and ride

Table 10: Ride Comfort Rating

RCR		Road Sections		Road Kilometres	
		Number	Percent	Kilometres	Percent
0 < RCR ≤ 2	Very Poor	0	0%	0	0%
6 < RCR ≤ 8	Good	49	13%	30	15%
2 < RCR ≤ 4	Poor	133	36%	67	35%
6 < RCR ≤ 8	Good	131	35%	65	34%
8 < RCR ≤ 10	Excellent	59	16%	30	16%
Total		372	100%	192.1	100%

Figure 1: Ride Comfort Rating by Road Length

Pavement Condition Index

The Pavement Condition Index (PCI) rates the condition of the surface of the road section. It is a numerical rating based on a scale of 0 to 100, with

- 0 being the worst possible condition (eg. an impassable road); and
- 100 being the best possible condition (eg. a road in perfect condition).

The PCI is calculated as follows:

$$PCI = 100 \times (0.1 \times RCR)^{0.5} \times [(A - DMI) \div A] \times C + S$$

where

RCR = Ride Comfort Rating

DMI = Distress Manifestation Index

$= \sum Wi \times (Si + Di)$

- Wi = weight associated with each individual distress i
- Si = severity associated with each individual distress i
- Di = density associated with each individual distress i

A = maximum value of DMI (153 for asphalt, 135 for surface treated and 96 for gravel)

C = constant (0.924)

S = constant (8.856)

The corresponding distress weights, severity rating (slight, moderate or severe) and density rating (intermittent, frequent or extensive) are noted on the road appraisal forms provided in Appendix A. The distress weights are based upon the significance of each distress. For example, rutting is a significant pavement distress and thus has a weight of 3 (the highest weight) whereas some types of cracking are considered lesser distresses with corresponding reduced weights of 1.0. In general, base related distresses are weighted more heavily than surface related distresses. Similarly, a distress with a high severity will have a greater assigned rating than that same distress of low severity.

In considering the severity of each distress, “slight” severity refers to a condition that is observable but requires little or no action. “Moderate” and “severe” severity levels should reflect differences in the magnitude of the repair work. For example, slight potholes may require manual patching, while severe potholes may require the road section to undergo a rehabilitation project.

A summary of the PCI ranges by road sections and road length is provided in Table 11 and illustrated graphically in Figure 2. Overall, the weighted average PCI of the Township road network is 72; the

corresponding averages for the asphalt, surface treated and gravel roads are 74, 66 and 78 respectively.

Table 11: Pavement Condition Index

PCI					Road Sections		Road Kilometres	
					Number	Percent	Kilometres	Percent
0	<	PCI	≤	10	0	0%	0.0	0%
10	<	PCI	≤	20	0	0%	0.0	0%
20	<	PCI	≤	30	0	0%	0.0	0%
30	<	PCI	≤	40	8	2%	6.1	3%
40	<	PCI	≤	50	23	6%	16.3	9%
50	<	PCI	≤	60	50	13%	31.6	16%
60	<	PCI	≤	70	71	19%	25.8	13%
70	<	PCI	≤	80	63	17%	31.3	16%
80	<	PCI	≤	90	85	23%	52.1	27%
90	<	PCI	≤	10	72	19%	28.9	15%
Total					372	100%	192.1	100%

Figure 2: Pavement Condition Index by Road Length

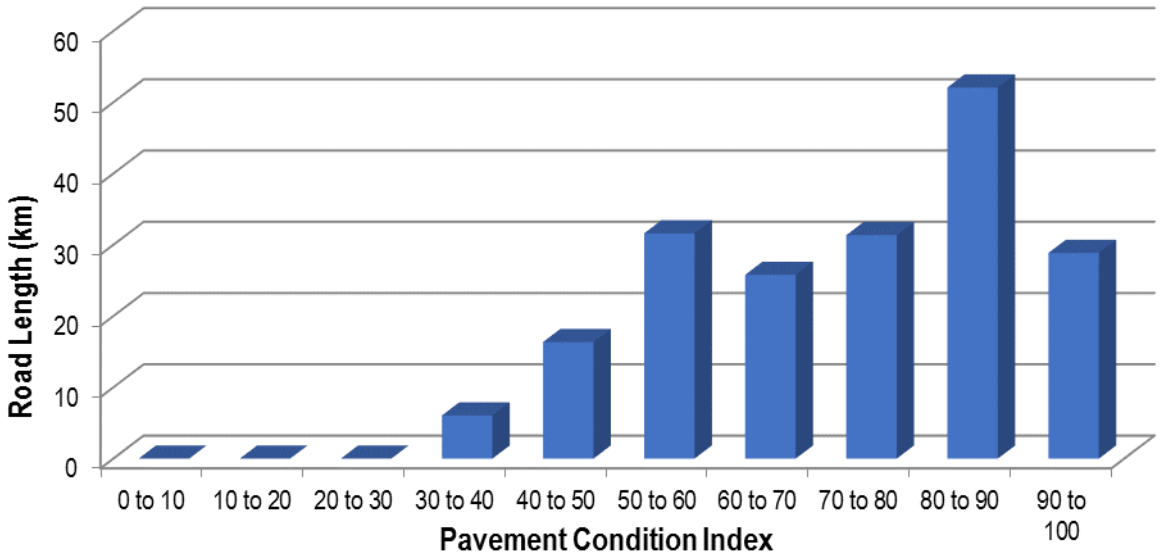
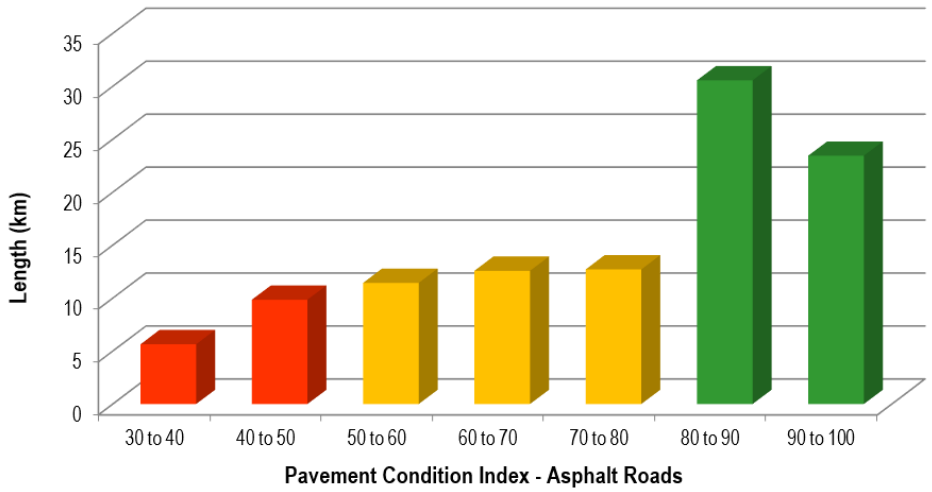
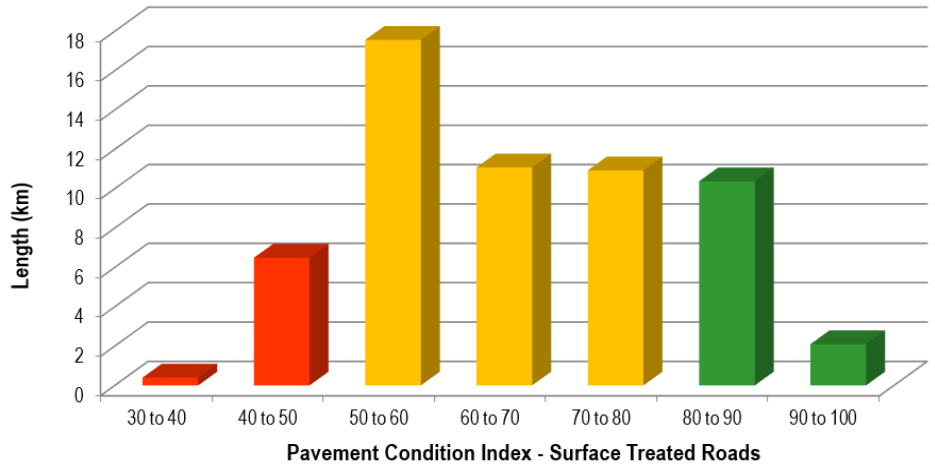
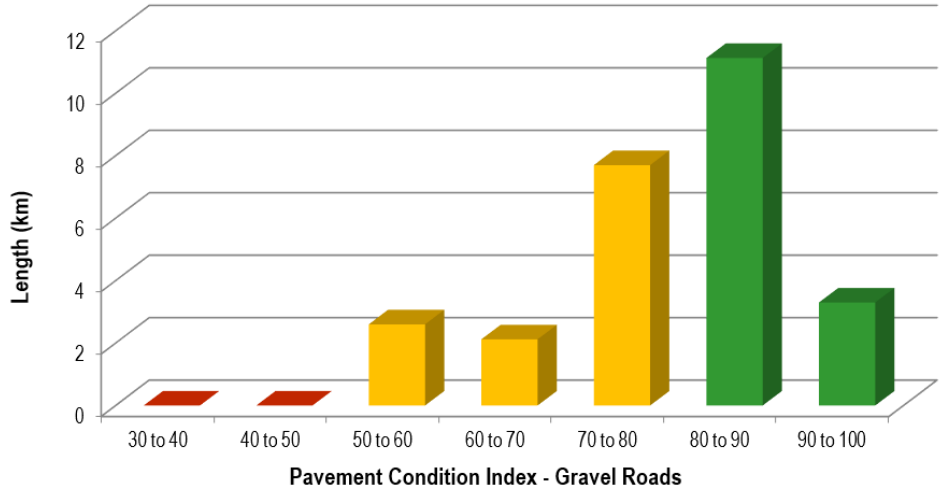


Figure 3: Pavement Condition Index by Road Surface







4.7 Road Drainage

A number of road drainage systems were observed, as noted below and summarized in Table 12. As noted, the majority of the road sections (58% by length) have open ditches, reflective of the rural nature. Reference to "other" typically reflects a combination of no ditches and open ditches (eg. ditch on one side only, or portions of the road section having a ditch and others not).

Table 12: Road Drainage

Class	Road Sections		Road Kilometres	
	Number	Percent of Total	Kilometres	Percent of Total
No Drainage	81	22%	29.5	15%
Open Ditch	175	47%	110.8	58%
Storm Sewer	22	6%	5.6	3%
Ditch & Storm Sewer	1	0%	0.3	0%
Other	93	25%	45.9	24%
Total	372	100%	192.1	100%

5 Road Condition Appraisal & Needs Assessment

The need to improve an individual road section was determined by comparing the existing physical characteristics of the road network to minimum thresholds and/or minimum tolerable standards, as determined from:

- PCI decision matrices;
- the *Inventory Manual for Municipal Roads*; and/or
- Township road standards and general road guidelines.

Should the existing conditions not meet the minimum thresholds, or deviate from the standards, a need exists, otherwise the road is considered adequate.

Further to the Pavement Condition Index, which addresses the surface condition of the road segment (and thus inherently provides information on the road base), road needs were also considered in context of the following (which are elements of the previous Condition Rating methodology employed in the *Inventory Manual for Municipal Roads)*:

- road geometrics (substandard horizontal and/or vertical curves);
- road and shoulder widths;
- road surface type;
- traffic operations; and
- roadside drainage.

A full listing of the road sections and identified deficiencies are noted in Appendix E, whereas additional details are provided in the following sections. It is noted that rural road sections with an average annual daily traffic volume of less than 50 vehicles have not been considered for improvements, but rather are to be maintained at a tolerable standard through normal maintenance procedures (however, semi-urban and urban road sections with less than 50 vehicles per day have otherwise been considered for deficiencies). As such, not all deficient road sections require improvements.

5.1 Surface Condition Needs

Surface condition needs have been established following a review of available literature and PCI guidelines to reflect repairs and treatments of similar nature and scope, and the corresponding overall pavement condition. In consideration of the relative significance associated with the road classifications (arterial vs collector vs local road), PCI decision matrices have been established for

each road class and each surface type as noted in Table 13 and Table 14. As evident, a local road condition will deteriorate to a further point as compared to collector and arterial roads, before improvements are required. This is intended to reflect the role and function of each road class and traffic volumes that they serve and the corresponding expected levels of service.

Table 13: PCI Decision Matrix - Asphalt & Surface Treated Roads

Road Need	Time of Need	PCI Range by Road Class		
		Arterial	Collector	Local
Reconstruct	now	0-50	0-45	0-50
Rehabilitate	now	50-55	45-50	40-45
Resurface	1-5 years	55-75	50-70	45-50
Resurface	6-10 years	75-85	70-80	70-80
Adequate		85-100	80-100	80-100

Table 14: PCI Decision Matrix - Gravel Roads

Road Need	Time of Need	PCI Range by Road Class		
		Arterial	Collector	Local
Reconstruct	now	0-30	0-25	0-20
Rehabilitate	now	30-50	25-45	20-40
Resurface	now	50-70	45-65	40-60
Adequate		70-100	65-100	60-100

5.1.1 Road Improvement Needs

As noted, a number of road improvement strategies have been considered in the PCI decision matrices, including:

- resurfacing to address minor structural deficiencies (all road classifications);
- rehabilitation to address more significant structural deficiencies; and
- full reconstruction to address major structural deficiencies (all road classifications).

Resurfacing

Resurfacing includes the overlaying of the existing paved surface with a single or double lift of asphalt or surface treatment depending on the appropriate Township standard and existing surface type, recognizing that the surface type should not be downgraded (ie. if the road is currently asphalt, any future works should also reflect an asphalt surface).

In the case of rural and semi-urban roads, it is assumed that the existing asphalt or surface treatment will be pulverized and regraded, an additional 50mm of granular added followed by a new road surface. Additional granulars would also be applied to the gravel shoulders (if such exist).

For urban roads, it assumed that the asphalt will be milled and removed, prior to new asphalt. In addition, 10% base repairs have been assumed.

Rehabilitation

Rehabilitation reflects roads with needs exceeding that of simple resurfacing, extending into road base issues. As such, it is assumed that 25% of the road base is to be replaced. For rehabilitation works, it is assumed that the existing road cross-section (ie. width of driving surface and shoulders) would be maintained.

Reconstruction

Reconstruction includes the full removal and replacement of the road, including the underlying base material. In the case of urban road sections, this will also include replacement of curb and gutter, in addition to adjustment of underground services.

For reconstruction of all roads (urban, semi-urban and rural roads), a minimum road width as per current Township standards has been assumed (the existing road width has been maintained if it exceeds the Township standard).

5.1.2 Time of Need

The time of need has been established based on the PCI decision matrices, road surface type, road classification and thresholds as noted in Table 13 and Table 14.

Adequate

Roads with no identified needs are deemed adequate. Regular maintenance, including preventative maintenance measures, should be undertaken to prolong the adequate conditions.

Now Needs

Now needs represent construction improvements identified immediately, based on the road condition (not otherwise considering available funding and/or pavement management strategy).

1 to 5 Year Needs

1 to 5-year needs identify road sections where road improvements are anticipated within the next 5 years, based upon a review of their current condition. These roads are good candidates for other strategies that would extend the life of the road (depending on the other deficiencies if any), deferring the need to improve.

6 to 10 Year Needs

6 to 10-year needs identify road sections where improvements are anticipated within 6 to 10 years, based upon a review of their current condition. These roads are also good candidates for other strategies to extend the life of the road and defer the need for improvement.

5.1.3 Summary of Surface Condition Needs

The resulting road needs, as determined solely from the pavement condition indices (which are reflective of the road surface conditions) is summarized in Table 15.

Table 15: Surface Condition Needs

Improvement	Road Sections		Road Kilometres	
	Number	Percent	Kilometres	Percent
Reconstruct	10	3%	8.5	4%
Rehabilitate	14	4%	11.0	6%
Resurface	175	48%	83.0	44%
Adequate	170	46%	89.3	46%
Total	372	100%	192.1	100%

In considering the improvement needs (ie. resurface, rehabilitate or reconstruct), they amount to 202 road sections (55% of the total road sections) and 102.7 22 km (54% of the total road length).

5.2 Surface Type Needs

The required road surface types were determined based on the road class and relevant standards and road guidelines (the corresponding standards are provided in Appendix D) and are noted in Table 16.

Table 16: Surface Type Requirements

Road Class	Rural & Semi-Urban		Urban
Local Road	gravel	≤ 200 vehicles per day	asphalt
	surface treated	201 - 400 vehicles per day	
	asphalt	> 400 vehicles per day	
Collector Road	gravel	≤ 200 vehicles per day	asphalt
	surface treated	201 - 400 vehicles per day	
	asphalt	> 400 vehicles per day	
Arterial Road	asphalt		asphalt

It is noted that the above apply to new road construction. As per the *Inventory Manual for Municipal Roads*, the assessment of the existing road surface is based on a reduced minimum tolerable standard (gravel is suitable for up to 400 vehicles per day, surface treatment for up to 1000 vehicles per day, otherwise asphalt). All surface type needs are considered "now" needs.

In considering the "tolerable" standards, all existing surface types are considered appropriate

5.3 Surface Width Needs

The required road surface width is based on road class and environment, as per the corresponding standards provided in Appendix D and summarized in Table 17.

Table 17: Surface Width Requirements

Road Class	Rural	Semi-Urban	Urban[1]
Local Road	3.5m lanes	3.5m lanes	4.0m lanes
Collector Road	3.5m lanes	3.5m lanes	4.0m lanes
Arterial Road	3.5m lanes	3.5m lanes	4.0m lanes

[1] the wider urban road widths accommodate on-street parking

In establishing road width deficiencies, a minimum tolerable standard has also been considered, as determined from MTO standards and in context of Township standards. For purposes of assessment, a minimum tolerable lane width of 3.0 metres has been assumed. Only when the road width is less than the minimum tolerable standard, is a road width deficiency noted. This recognizes that while a road's width may be less than the desired standard, it may provide adequate function and operations, and hence widening may not be required. All surface width needs are considered "now" needs.

The resulting road width needs are summarized in Table 18. It is noted that all surface width deficiencies are considered "Now" needs. As previously noted, for asphalt and surface treated roads, the existing width corresponds to the hard surface width (eg. edge of pavement to edge of pavement); for gravel roads, the road width is taken as the existing gravel width to a maximum of 7.0 metres (anything beyond 7.0 metres is considered as shoulder).

Table 18: Surface Width Needs

Need	Road Sections		Road Kilometres	
	Number	Percent	Kilometres	Percent
Now	76	20%	19.7	10%
Adequate	296	80%	172.4	90%
Total	372	100%	192.1	100%

5.4 Shoulder Width Needs

The required shoulder width requirements are detailed in the standards of Appendix D for rural and semi-urban roads (shoulders are not required on urban roads and thus not listed). In all cases, a 1.0 metre gravel shoulder has been adopted. As with the road width, a minimum tolerable shoulder width has been considered (0.5 metres in all cases), with deficiencies noted only when the existing shoulder width is less than the minimum tolerable width.

For gravel roads, shoulders are only assumed present on those roads having a platform width greater than 7.0 metres (up to 7.0 metres is considered the driving width, anything beyond is considered shoulder width). This reflects that gravel shoulders are not otherwise readily distinguishable from the gravel travel lanes and tat with reduced gravel road widths, motorists will use the entire width as the lane. A summary of needs is provided in Table 19. All shoulder width needs are considered "now" needs.

Table 19: Shoulder Width Needs

Need	Road Sections		Road Kilometres	
	Number	Percent	Kilometres	Percent
Now	250	67%	112.2	58%
Adequate	122	33%	79.8	42%
Total	372	100%	192.1	100%

5.5 Road Capacity Needs

For planning purposes, the road capacities noted in Table 20 are considered appropriate.

Table 20: Road Capacity

Road Class	Hourly Capacity per Lane	Daily Capacity per 2 Lane Road
Local Road	400 vehicles	8,000 vehicles
Collector Road	600 vehicles	12,000 vehicles
Arterial Road	800 vehicles	16,000 vehicles

The varying capacities reflect the extent to which traffic operations are affected by operating speeds, the presence of driveways and intersections, traffic signals and other road users (with the greatest impacts occurring on local roads). In considering daily operations on 2-lane roads, the daily capacity of a single lane is assumed 10x the hourly capacity.

In considering the future projected volumes and the noted capacities, all of the Township roads will operate within the available capacity (the highest operating level is 37% of capacity based on 2017 operations; 56% of capacity based on 2037 operations). As such, there are no capacity needs.

5.6 Drainage Needs

Drainage needs have been based on a visual inspection and in consideration of the ability of the roadside ditch (provided such is present) to adequately drain the road base and convey stormwater flows (including height of road grade, cross slope, ditch capacity and maintenance efforts required to maintain the ditches). A drainage need may occur on road sections that have otherwise been rated adequate or that have other identified needs.

A summary of the drainage needs is provided in Table 21. Any road section receiving a "poor" assessment (others being "good" or "fair") is considered to have a drainage need - the time of need is "now". It is anticipated that drainage will be addressed with other road improvements and/or through routine maintenance and thus improvements to address drainage deficiencies alone are not considered.

Table 21: Drainage Needs

Need	Road Sections		Road Kilometres	
	Number	Percent	Kilometres	Percent
Now	121	33%	59.1	31%
Adequate	251	67%	133.0	69%
Total	372	100%	192.1	100%

5.7 Multiple Needs

All of the road sections inventoried have 1 or more deficiencies, considering surface condition, road geometrics, surface type, surface width, shoulder width, road capacity and drainage. A summary of the number of deficiencies is provided in Table 22 whereas a full listing of all deficiencies is provided in Appendix E.

Table 22: Multiple Deficiency Road Sections

Number of Deficiencies	Road Sections		Road Kilometres	
	Number	Percent	Kilometres	Percent
0	0	0%	0.0	0%
1	39	10%	19.1	10%
2	85	23%	60.7	32%
3	143	38%	60.7	32%
4	102	27%	48.9	25%
5	3	1%	2.7	1%
6	0	0%	0.0	0%
7	0	0%	0.0	0%
Total	372	100%	192.1	100%

6 Road Improvements

The need to improve an individual road section was determined by comparing the existing physical characteristics of the road network to the minimum tolerable standards, as defined in the *Inventory Manual for Municipal Roads* and/or established in conjunction with Township standards and relevant design guidelines. Should the existing conditions deviate from the standards, a need exists, otherwise the road is considered adequate.

6.1 Road Improvement Strategies

For each identified road improvement need, a corresponding improvement strategy was identified. In considering current Township practices, the following improvement strategies have been considered:

R
- resurface to address minor structural deficiencies or surface type deficiencies
- resurface with gravel, single surface treatment or one lift of asphalt, as dictated by the appropriate road standards
- applicable to urban roads only

PR
- pulverize and resurface to address minor structural deficiencies or surface type deficiencies
- resurface with gravel, double surface treatment or asphalt, as dictated by the appropriate road standards
- applicable to rural and semi-urban roads only

WR
- widen and resurface to address surface width deficiencies and/or capacity deficiencies
- resurface with gravel, double surface treatment or asphalt, as dictated by the appropriate road standards

BS
- resurface or pulverize and resurface to address minor structural deficiencies or surface type deficiencies
- replace 25% of the road base to address structural deficiencies
- surface with gravel, double surface treatment or asphalt, as dictated by the appropriate road standards

REC
- reconstruct to address major structural deficiencies
- surface with gravel, double surface treatment or asphalt, as dictated by the appropriate road standards

Resurfacing strategies (including pulverization and resurfacing) include the overlaying of the existing surface with gravel, a single or double lift of asphalt or double lift of surface treatment, depending on the existing road surface and corresponding standard. For pulverization and resurfacing, it is assumed that a 50 mm lift of granular 'A' will be placed prior to finishing of the road surface. Scarifying and grading, in the case of existing gravel roads, would be used in place of pulverization (the intent of

which is to break up the existing gravel surface and renew it) with additional granular placed as noted. In addition, resurfacing applies to roads with an identified surface type need (ie. if the road is currently gravel but should be surface treated or asphalt based on the design standards, resurfacing has been recommended). Again, it is assumed that an additional lift of granular 'A' will be placed. With resurfacing strategies, the existing shoulder and road widths are maintained.

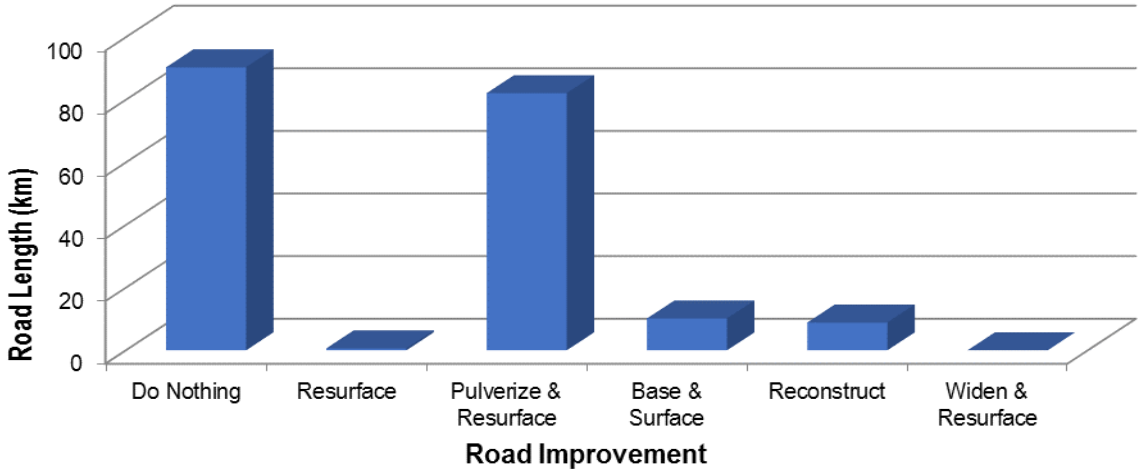
To address surface width deficiencies and/or capacity deficiencies, the road is to be widened. Gravel roads are to be widened to a gravel surface, provided this surface type is adequate, whereas hard top roads are to be widened and resurfaced with a new hard top surface. In the case of widening gravel roads, it is assumed that a new lift of granular 'A' will be placed over the entire road width to provide an upgraded driving surface. Widenings would include a widening of the road surface and the shoulders to reflect current Township standards.

Reconstruction includes the full removal and replacement of the road, including the underlying granular material. In the case of urban road sections, this will also include replacement of curb and gutter, in addition to adjustment to underground services (referred to as reconstruct with nominal storm sewer). In some instances, reconstruction with storm sewers has also been considered, whereby storm sewers are to be introduced where they do not otherwise exist. With reconstruction, it is assumed the road is reinstated to Township standards with respect to road and shoulder widths (eg. widen as needed).

6.2 Road Improvement Recommendations

The identified road deficiencies (should such exist) and resulting road improvement recommendations are listed in Appendix E by road section - where no improvements are required, no recommendations are otherwise provided. Figure 4 illustrates the resulting length of road requiring improvement by type of improvement. Overall, 52% of the current road network requires improvements, the majority of which is pulverize and resurface (80.7 km or 42%).

Figure 4: Road Improvement Recommendations by Road Length



At this point, deficient road widths are only assumed to be addressed as part of the reconstruction program; resurfacing strategies will otherwise maintain existing road conditions. In this regard, there are no road sections identified solely requiring widening and resurfacing. This reflects the limited available budget that the Township has, and the fact that existing road width deficiencies are not considered critical in context of the traffic volumes and traffic operations.

Note that rural roads serving less than 50 vehicles per day were not considered for improvements over and above those undertaken through normal maintenance. In other words, any road improvements required for low volume rural road sections are assumed to be addressed through the Township's annual road maintenance program.

For each identified road section deficiency, the time of need was also identified - now, within years 1 to 5, or within years 6 to 10 - which was based on minimum acceptable standards and a review of the required road improvements. These individual requirements were then reviewed to determine the timing of the recommended road section improvements, which are noted in the listings of Appendix E.

6.3 Road Improvement Costs

Benchmark Costs

Cost estimates to address the identified needs and implement the improvements have been based on the benchmark cost method as outlined in the *Inventory Manual for Municipal Roads* and in consideration of Township road standards and improvement strategies previously discussed. The benchmark costs take into account all major cost items associated with road construction. Individual costs have been prepared specific to each improvement strategy based on the road environment and cross-section. As these elements can vary by road section, general benchmark costs cannot be determined; rather they are determined for each specific application.

Per Unit Costs

Per unit construction costs have been determined based on information obtained from recent projects/tender awards, supplemented with cost information from other road improvement projects within the area. The unit costs employed in this study are listed in Table 23.

Adjustment Factors

In addition to the basic construction costs developed from the above per unit costs, various adjustment factors have also been implemented in the overall benchmark cost development (as per MTO standards). These include:

- basic construction factor (to account for small construction items);
- engineering factor (to account for engineering design and construction supervision);

- contingency factor (to allow for unforeseen costs); and
- terrain and soil type factor (to account for the various terrains and presence of rock).

Table 23: Unit Costs

Item	Unit	Cost	Item	Unit	Cost
Excavation & disposal	m^3	$15	Storm sewer - 525mm	metre	$400
Hot mix asphalt	tonne	$90	Manhole - remove	each	$750
Surface treatment - single lift	m^2	$4	Manhole - place	each	$6000
Surface treatment - double	m^2	$8	Manhole- adjust	each	$750
Granular 'A'	tonne	$20	Catch basin - leads	m	$250
Granular 'B'	tonne	$15	Catch basin - remove	each	$500
Curb & gutter - remove	m	$20	Catch basin - place	each	$4000
Curb & gutter - place	m	$75	Catch basin - adjust	each	$750
Sub drains	m	$20	Asphalt pulverizing	m^2	$2
			Scarify & grade gravel road	m^2	$2

Estimated Road Improvement Costs

The resulting road improvement costs, which reflect the benchmark cost procedures, adjustment factors and recommended improvement strategies, are provided for each road section in the listings of Appendix E (improvements by road section), whereas a summary is provided in Table 24. In total, 190 of 372 road sections warrant improvements, amounting to 100.3 km (52%), with a total improvement cost value of $16.3M.

Table 24: Improvement Cost Summary

Need & Improvement	Road Sections	Road Length (km)	Road Length (%)	Cost
Do Nothing	182	91.7	48%	$0
Resurface	3	0.6	0%	$117,000
Pulverize & Resurface	169	80.7	42%	$10,134,000
Base & Surface	10	10.2	5%	$1,005,000
Reconstruction	8	8.9	5%	$5,064,000
Widen & Resurface	not considered on its own due to budget limitations			
Total	372	192.1	100%	$16,320,000

7 Road Network Priorities & Recommendations

Further to the identification of the road improvement needs and timing of such (ie. now, 1-5 years or 6-10 years), the improvements have been prioritized to provide the Township with a mechanism for implementation. The development of the road priority has considered the following:

- physical road condition (ie, pavement condition index);
- traffic volumes; and
- road improvement costs.

7.1 Priority Rating

To assist in determining the relative importance and the benefit of improving an individual road section before another, each deficient section has been rated based on the Ministry of Transportation's priority rating scheme. This is an empirical approach, which considers not only the existing condition of the road section (as per the condition rating), but also the traffic volumes that it serves. In this regard, roads of equal condition are prioritized based on their traffic volumes, with priority given to those which serve the greater number of users. While a road may be in poor condition and hence have a low.

Priority Rating	=	$0.2\,(100 - \text{Condition Rating}) \times (\text{AADT} + 40)^{0.25}$
where		
Condition Rating	=	a score out of 100 to reflect the physical condition of the road section (PCI has been employed in lieu of the condition rating)
AADT	=	average annual daily traffic volume

The resulting priority ratings are provided in Appendix F for those road sections which have identified deficiencies requiring improvements (ranked highest to lowest).

7.2 Priority Guide Number

For practical purposes, consideration should also be given to the cost of improving the road section, which is the purpose of calculating a priority guide number. Although a road section may have a high priority rating indicative of poor conditions and/or high traffic volumes, the improvement costs per vehicle·kilometre of travel may be substantial and thus not justified. For each road section with noted improvement costs, a priority guide number has been determined in accordance with the following MTO guidelines:

$$\text{Priority Guide Number} = \frac{100 - \text{Condition Rating}}{\text{Cost per Vehicle·km (in cents)}}$$

where

Condition Rating = a score out of 100 to reflect the physical condition of the road section (PCI has been employed in lieu of the condition rating)

In considering the cost per vehicle kilometre, a 20-year period is considered for the construction type improvements whereas a 10-year period is considered for the resurfacing type improvements (indicative of the life span of each) as indicated below:

Construction: $$\text{Cost per Vehicle} \cdot \text{km (in cents)} = \frac{\text{Cost per km (in cents)}}{\text{Future AADT} \times (365 \text{ days/year}) \times 20 \text{ years}}$$

Resurfacing: $$\text{Cost per Vehicle} \cdot \text{km} = \frac{\text{Cost per km (in cents)}}{\frac{(\text{Present AADT} + \text{Future AADT})}{2} \times (365 \text{ days/year}) \times 10 \text{ years}}$$

The larger the priority guide number, the higher the priority of the section relative to its condition, the traffic it is serving and the cost of improving the section to provide the most service to traffic for the dollar expended. The resulting priority guide numbers are provided in Appendix G for those road sections which have identified deficiencies requiring improvements (ranked highest to lowest).

It is noted that the Priority Guide Number generally favors cost effective maintenance alternatives over improvement needs. Improvement needs are typically delayed on those sections that require reconstruction or major rehabilitation because the benefits for dollars spent are generally lower than maintenance candidates. After the relatively good roads are "saved", improvements are directed towards the poorer arterial and collector roads, and then to the local roads in need of major rehabilitation.

7.3 Improvement Schedule

Basis for Scheduling

It is recommended that the road improvements be implemented based on the time of need (ie. now, 1-5 years or 6-10 years) and prioritized in accordance with the Priority Guide Number, thus ensuring that the greatest benefits will be achieved for the improvement dollar expended (ie. improvements required in the “now” period are identified and then further ranked based on the priority guide number).

The recommended ranking or ordering of road improvements is provided in Appendix H. It is noted that improvements related to deficient road widths only (ie. widen & resurface) are not considered as critical as the remaining improvements and thus these have not been considered, unless combined with another improvement strategy. An annual budget of approximately $1.4M has been assumed in establishing the year of implementation (as indicated by the Township).

Other Considerations

This study has provided recommendations for the prioritization of road and structure improvements based solely on the existing conditions of these assets, at the time of the inventory and review. There are a number of additional factors that should also be considered to establish the Township's annual improvement program. This includes consideration for the following:

1. Availability of funds. While a number of road sections have "now" needs, such cannot all be addressed in the first year and there will be carry over the following year.

2. Continuity of construction. If there are several consecutive road sections or several road sections within the same area, these should be considered together to yield maximize cost efficiencies and to reduce construction related impacts to area residents, regardless of the overall ranking.

3. Replacement of infrastructure. Infrastructure renewal should be considered in conjunction with the road works and vice versa to ensure roads that were recently repaired to not need to be torn up to replace underground infrastructure. An example of this is the watermain work being undertaken in 2017 in the Grandview Beach and Paradise Point area - road works will be undertaken concurrently.

4. Implications of development. If future development is likely to require road works (or servicing which in turn will require road works, it may be necessary to postpone or accelerate the works.

8 Road Surface Management

Road authorities are often faced with the decision on the best approach to maintaining their gravel road network and at what point should improvements or upgrades be implemented (namely the introduction of a hard surface - ether surface treatment or asphalt). The purpose of this chapter is to review the most appropriate road surface management strategy and further the work completed by Township staff as documented in Staff Report PW-2016-43.

8.1 Gravel vs Hard Surface

The introduction of a hard surface to an otherwise gravel road has a number of advantages and disadvantages.

Advantages

Advantages to a hard surface include the following (many of which are difficult to associate a value to or may not provide a direct benefit to the Township):

- effectively waterproofs the road base, which can reduce the potential for load related damage of the road during inclement weather;
- reduced fugitive dust emissions (dust is a nuisance to road users and area residents, and can cause extra engine wear, oil consumption and maintenance costs);
- smoother surface which is often less noisy and hence favoured to road users;
- improved winter surface as often snow and ice can be completely scraped from the road surface (albeit this may be offset by higher snow removal costs);
- higher skid resistance (offset by higher vehicle speeds);
- reduced vehicle maintenance costs (with gravel roads, there is greater rolling resistance and less traction which increases fuel consumption and can lead to additional tire wear and influences maintenance and repair expenses);
- improved vehicle and driver efficiency that reduces fuel costs;
- redistribution of traffic away from other gravel roads (reducing maintenance requirements) as road users preferentially select paved roads; and
- possible increased tax base as real estate next to paved (but formerly gravel) roads increases in value and development increases (offset by problems that typically occur when rural areas are developed).

Disadvantages

Disadvantages of hard surface include:

- higher cost to implement as compared to a gravel surface;
- depending on the structure of the road base, hard surfaced roads may be more difficult and more expensive to maintain; and
- hard surfaces often result in increased traffic volumes and higher travel speeds (or at least the perception of such).

Decision Tools

There have been numerous studies, papers and models developed over the years that address the viability of paving gravel roads and seek to quantify the associated costs and benefits over the life of the road section. Decision aids or tools have been developed for many jurisdictions, several of which are premised strictly on road classification and function (eg. arterial roads are to be paved), or traffic volumes and vehicle composition (eg. roads serving more than 200 to 300 vehicles per day should be paved). Studies have indicated that beyond 200 to 300 vehicles per day, paving begins to become feasible as road maintenance costs rise in proportion and the economics of paving begin to match the cost of continued maintenance of the gravel.

In addition to an economic base, many of the decision aids include other non-economic factors that are more subjective and hence difficult to quantify. In consideration of the latter, the assessment presented herein is premised on the economics of implementing and maintaining a hard surface vs a gravel road over the corresponding horizon.

8.2 Life-Cycle Cost Assessment

A life-cycle cost assessment can include the costs expended by the Township to build and maintain the given road in addition to user costs relating to vehicle operations, accidents and delays (all of which are incurred by the user). For this study however, the focus is strictly on the costs to be borne by the Township.

General Approach

The general approach to the life-cycle cost assessment mirrors that employed in Staff Report PW-2016-43, which is premised on the following:

- a typical rural road section, 7.0 metres in width, 1.0 km in length with an existing gravel surface;
- consideration for a gravel surface, double surface treatment or 65mm of hot mix asphalt;
- a 60 year assessment period; and

- consideration for good, moderate and poor road bases which in turn dictate increased levels of road maintenance and hence costs.

The latter bullet recognizes that the condition of the road base may differ significantly between roads based on a number of factors (eg. initial construction, level of maintenance, roadside environment, traffic volumes, etc.) as exhibited through the findings of this study. As such, it may not be appropriate to apply a "blanket approach" across the Township's road network. For those road sections with moderate or poor road bases, additional consideration would be prudent to ensuring an appropriate road base prior to the implementation of the hard surface, to fully realize the long-term benefits of such (upgrading the road base would obviously result in additional costs at the onset).

Gravel Roads

The assumptions considered for the implementation and maintenance of a rural gravel road are detailed in Table 25. As noted, with a moderate base, additional dust control, grading, maintenance gravel and spot gravel are required as compared to a good base.

Table 25: Life-Cycle Cost Assumptions - Gravel

Activity	Good Base	Moderate Base	Poor Base
Dust control	16,800 L per year	16,800 L per year	25,200 L per year
Grading	6 times per year	24 times per year	48 times per year
Maintenance gravel	50 mm depth every 3 years	50 mm depth every 3 years	50 mm depth every 3 years
Spot gravel	10 tonnes every 7 years	15 tonnes every 5 years	15 tonnes every 3 years

Surface Treated Roads

The assumptions considered for the implementation and maintenance of a surfaced treated road are detailed in Table 26. For a double surface treatment, the following life spans are assumed:

- 15 years for a good base;
- 10 years for a moderate base; and
- 5 years for a poor base.

The need for slurry seals, cold mix patch and spray patch is dependent on the respective time of need for the reapplication of the double surface treatment (such are limited with a poor road base in that the double surface treatment is applied every 5 years).

Table 26: Life-Cycle Cost Assumptions - Surface Treatment

Activity	Good Base	Moderate Base	Poor Base
Double surface treatment	15 year life every 15 years	10 year life every 10 years	5 year life every 5 years
Slurry seal	3 years after DST	3 years after DST	not required
Cold mix patch	1 tonne Years 5, 10, 20, 25, 35, 40, 50 & 55	3 tonnes Years 5, 15, 25, 35, 45, & 55	3 tonnes 3 years after DST
Spray patch	500 m^2 10 years after DST	500 m^2 5 years after DST	not required
Pulverize	in conjunction with DST application	in conjunction with DST application	in conjunction with DST application

Asphalt Roads

The assumptions considered for the implementation and maintenance of an asphalt road are detailed in Table 27. For an asphalt road (single lift of 65 mm depth), the following life spans are assumed (it is noted that the life spans are double that of the surface treated road and reflect a constant incremental change of 10 years between the good, moderate and poor road bases):

- 30 years for a good base;
- 20 years for a moderate base; and
- 10 years for a poor base.

Table 27: Life-Cycle Cost Assumptions - Asphalt

Activity	Good Base	Moderate Base	Poor Base
Asphalt	30 year life every 30 years	20 year life every 20 years	10 year life every 10 years
Crack seal	every 5 years (not Year 30)	every 5 years (not Years 20 or 40)	5 years after asphalt
Patch repair	500 m^2 Years 15 & 45	500 m^2 10 years after asphalt	not required
Microsurfacing	20 years after asphalt	15 years after asphalt	not required
Pulverize	in conjunction with asphalt paving	in conjunction with asphalt paving	in conjunction with asphalt paving

As the asphalt depth is only 65 mm, it is assumed that any repaving encompasses pulverizing the existing surface and placement of an additional 65 mm of asphalt (as opposed to mill and replace with 40 mm, which is difficult with only a single lift of asphalt).

As with the surface treated roads, the preventative measures including patch repair and microsurfacing are not required with a poor road base given the frequency in which the road is to be repaved.

Unit Costs

The unit costs employed in the life-cycle costing are provided in Table 28.

Table 28: Life-Cycle Cost Assumptions - Unit Costs

Item	Unit	Cost	Item	Unit	Cost
Granular A	tonne	$20	Pulverize	m^2	$2
Double Surface Treatment	m^2	$8	Grind	m^2	$2
Slurry Seal	m^2	$2.50	Asphalt	tonne	$90
Spray Patch	m^2	$3	Asphalt (65mm)	m^2	$15
Micro Surfacing	m^2	$6	Asphalt (40mm)	m^2	$12
Patch Repair	m^2	$45	Dust Control	L	$0.10
Crack Seal	m	$3	Grading	per km	$75
Cold Mix Patch	tonne	$190			

Life-Cycle Costs

The results of the life-cycle cost assessment are presented in Table 29, whereas detailed worksheets specific to each road surface type and road base condition (showing the expenditures over the 60 year life-cycle cost horizon) are provided in Appendix I.

Table 29: Life-Cycle Costs

Road Surface	Good Base	Moderate Base	Poor Base
Gravel	$465,400	$548,400	$709,200
Surface Treated	$357,520	$537,420	$846,840
Asphalt	$376,000	$564,000	$732,000

life-cycle costs are over a 60-year period

As illustrated, the surface treatment application provides the lowest total cost (all in 2017 dollars) for roads with a good road base (albeit only marginally better than asphalt). In considering those roads with a moderate, base, all options are relatively equal (within $20,000 to $25,000 of each other). For those roads with a poor base, the gravel surface is the most cost effective (albeit only marginally better than asphalt).

8.3 Recommendations

In context of the life-cycle cost assessment, and in consideration of the other benefits that a hard surface road will provide (as detailed in Section 8.1 and including reduced user costs), it is recommended that a hard surface be considered for all gravel roads with a good or moderate base. For those with a poor base, base improvements should be considered prior to the implementation of a hard surface, otherwise a gravel surface is recommended.

Consideration should also be given to the volume of traffic that each road serves in confirming the most appropriate road surface (typically hard surface is reserved for those roads serving in excess of 200 to 300 vehicles per day) and also prioritizing such improvements (higher volume roads should be considered first).

Furthermore, recognizing that the decision to pave a gravel road may affect the public, public consultation is recommended to ensure such will be readily accepted. In most cases, the public will likely welcome the smoother riding surface, reduced dust and safer driving environment. However, paved surfaces are often thought to encourage higher travel speeds and increased traffic volumes (or at least there is often such a perception), which may not be amenable to all.

9 Guiderail Review & Assessment

9.1 Inventory Procedure

The guiderail inventories were completed using a combined field inventory and appraisal form. For each guiderail section, the following key elements were determined from field inspection and review, and information otherwise contained within the Township's asset management database:

- road identification (road name, starting point and end point, section identification number);
- guiderail type (W beam, W beam with channel, box beam, 3-cable or 5-cable), length and placement (which side of the road) and height;
- post type (wood, steel or other), number and separation;
- end treatment (buried, flared, extruder, eccentric); and
- corresponding roadside hazard.

In addition to the above, additional comments with respect to the guiderail installation and condition were recorded. The corresponding guiderail inventory form is provided in Appendix J.

9.2 Guiderail Network

In total, 40 guiderail installations were reviewed. It is noted that guiderail installations associated with bridges were not considered in that they are reviewed as part of the Township's structure inspections as they are considered integral with the bridge structure.

9.3 Existing Conditions

A full guiderail inventory presenting the existing conditions is included in Appendix J, whereas additional details are presented below.

Guiderail Type & Length

A breakdown by guiderail type and the corresponding lengths is provided in Table 30. As noted, there are 40 guiderail installations amounting to 4255 metres. The most common guiderail type within the Township is steel beam, accounting for 63% of the total length (including steel beam with channel).

It is noted that standards have recently been updated with respect to steel beam, with Type M20 or M30 being specified (replacing W beam and W beam with channel accordingly). New installations should reflect the most current OPSD standards.

Table 30: Guiderail Type & Environment

Environment	Guiderail Sections		Guiderail Length	
	Number	Percent of Total	Metres	Percent of Total
3-Cable	15	38%	1575	37%
Steel Beam	23	58%	2530	59%
Steel Beam + Channel	2	4%	150	4%
Total	40	100%	4255	100%

End Treatment

A number of end treatments are permitted, depending on the guiderail type. These include:

Cable
- buried

Steel Beam
- flared
- extruder
- eccentric loader
- softstop terminal

It is noted that buried end treatments are no longer considered appropriate for steel beam guiderail given the potential for errant vehicles to mount the guiderail. Flared treatments have limited applications (usually on private entrances or minor roads). Eccentric loaders, extruders and softstop terminals are the preferred end treatments from a safety perspective, in that they are designed to absorb impact and cushion the blow should they be struck by an errant vehicle.

All existing guiderail installations have appropriate end treatments (buried for cable and eccentric or extruder for steel beam) except for the 2 steel beam installations on Rosemount Road between Connors Court and Vasey Road at the creek crossing. Both installations have buried end treatments.

Hazards

A number of hazard situations were identified, which warrant the existing guiderail installations. These include:

- slopes;
- culverts (and hence a watercourse crossing);
- slopes with culverts; and
- an adjacent watercourse or wetland.

It is noted that no hazard was apparent for the guiderail installation on the west side of Park Street immediately north of Richard Street in Victoria Harbour. This installation consists of 3-cable guiderail and a number of posts along the radius at Park Street/Richard Street, behind which there is a relatively gentle grass slope.

9.4 Condition Appraisal & Needs Assessment

Condition Rating

A guiderail condition rating was established for each guiderail section, to reflect its physical condition considering the posts, beams and/or cables, hardware, etc. with scores assigned as per Table 31.

Table 31: Guiderail Condition Assessment

Rating	Condition Criteria
0	▪ worst condition ▪ guide rail is no longer serving as a safe barrier from hazard
1	▪ severely bent or unsteady posts ▪ detachment of cable from posts
2	▪ deteriorated posts or guide rail; severely bent guide rail ▪ guide rail has potential to not safely barricade hazard
3	▪ posts may have slightly deteriorated; rail may be slightly bent or rusted ▪ guide rail is still providing a safe barrier from hazard
4	▪ guide rail is in great condition
5	▪ guide rail is seemingly brand new ▪ all posts and rail in near perfect condition

In considering the overall guiderail network, a weighted average score of 3.5 is realized (weighted by the length of guiderail). In considering the various guiderail types:

- cable installations have a weighted average condition of 2.9;
- steel beam installations have a weighted average condition of 3.9; and
- steel beam with channel installations have a weighted average condition of 4.0.

Needs Assessment

In consideration of the existing conditions, a number of needs have been identified as detailed in the guiderail inventory of Appendix J. Common needs include:

- wood posts need replacement (with cable guiderail);
- cable needs to be tightened;
- posts are installed in the side slope of the road, thereby reducing their ability to resist deflection; and
- build-up of winter sand in front of the guiderail (which affects the height of guiderail if impacted).

9.5 Improvements to Existing Installations

The majority of the guiderail needs are considered maintenance items and should be addressed accordingly. However, there are a number of existing installations whereby improvements should be considered, as detailed below and in Appendix J.

Rosemount Road

There are 2 installations of steel beam guiderail on Rosemount Road between Connors Court and Vasey Road that should be upgraded due to:

- insufficient end treatments (some ends are buried in adjacent slopes or simply turned away from the edge of the road);
- insufficient mounting height (30 cm vs 53 to 58 cm recommended); and
- insufficient length for the noted culvert/stream crossing hazard (30 metres vs 70 metres + end treatments).

Port Severn Road / West Service Road / Alcove Drive Intersections

There are a number of intersections at which 3-cable guiderail is provided on the approaches to the intersection, but only wooden posts are provided around the radii (providing protection from a steep slope). Specifically, this occurs at the following locations:

- SW, SE and NE corners at the intersection of West Service Road with Port Severn Road (each corner would require approximately 25 to 30 metres of steel beam guiderail + end treatments); and
- NW and NE corners at the intersection of Alcove Drive with Port Severn Road (each corner would require 20 to 25 metres of steel beam guiderail + end treatments).

Further to the above, wood posts are provided around the cul-de-sac at the west terminus of Port Severn road, again providing protection to the adjacent slopes. These should be replaced with steel beam, requiring a total length of approximately 170 metres (which could then tie into the corner improvements noted above).

West Service Road

There is 3-cable guiderail on both sides of West Service Road just south of Forest Harbour Parkway, providing protection to the adjacent slopes and/or wetland area. It is recommended the installation on the west side be extended a further 20 metres to the north and that on the east side be extended 40 metres to the north.

Priority of Work

Given the extent of the adjacent slopes and proximity of such to the interchange with Highway 400 (which accommodates higher traffic volumes), the upgrades at the Port Severn Road / West Service Road / Alcove Drive intersections are considered higher priority than the remaining.

9.6 New Installations

In conjunction with the road inventories, the need for guiderail at locations where such does not otherwise exist was also explored. It is noted that the assessment is based strictly on a visual assessment and field identification of potential hazards. The locations and rationale are noted in Table 32, whereas additional information pertaining to each recommended installation is provided in Appendix J. As indicated, most new installations are recommended in context of the adjacent slopes.

Table 32: New Guiderail Installations (justification)

Road Section			Comments	Priority
1619	Hogg Valley Road	Rumney Road to 700m west of Reeves Road	consider guiderail on hill due to slope	high
1636	Industrial Road	Park Street to East Limit	consider guiderail ¾ way down due to slope	low
1681	Newton Street	Granny White Side Road to Highway 12	consider guiderail on east side opposite to existing guiderail on west	low
1683	Newton Street	Hogg Valley Road to Abandoned Railway	consider guiderail at 2 locations on the east side due to slope	medium & high
1878	Rosemount Road	Abandoned Railway to Connors Court	creek and culvert crossing	medium
1880	Rosemount Road	Connors Court to Vasey Road	consider guiderail at 3-4 locations in north half of road section due to proximity of river and/or slopes	medium & high
1882	Sandhill Road	Fesserton Side Road to Old Coach Road	several trees and hydro poles within hazard zone warrant guiderail	low

Where hazards could be remedied through modification or removal (ie. remove trees, relocate utility poles, etc.), such could preclude the need for guiderail.

Priority of Installations

The priority of installations is noted in Table 32. The installations on Industrial Road and Sandhill Road are considered lesser priorities given the lower respective traffic volumes (the installation on Industrial Road is near the end of the road, which serves only the Pollution Control Plant).

The priority installations are located on Newton Street, Hogg Valley Road and Rosemount Road, in context of the road side hazards.

9.7 Guiderail Costs

The approximate costs to undertake modifications to the existing guiderails and implement new guiderails as detailed above have been determined based on the following:

- $75 per metre for 3-cable guiderail and $500 for a concrete anchor (2 needed per installation); and
- $100 per metre for steel beam guiderail and $4000 per energy attenuating end treatment.

The minimum length of 3-cable guideline is assumed at 50 metres, whereas that of steel beam guiderail is 75 metres (in consideration of the design speed, typical road width and traffic volumes). While it is acknowledged that the implementation of steel beam guiderail is preferred in consideration of the longer-term maintenance needs, any installations of less than 75 metres have been considered for 3-cable (provided such is appropriate in context of the hazard and the roadside environment) in context of the associated costs.

A summary of the needs and costs are provided in Table 33, whereas additional details are provided in Appendix J.

Table 33: Summary of Guiderail Needs & Costs

Guiderail Cost Element	Modify Existing	New Installation	Total
Steel beam guiderail	$60,000	$60,000	$120,000
Steel beam energy attenuating end treatments	$48,000	$48,000	$96,000
3-cable guiderail	$4,500	$25,125	$29,625
3-cable anchor blocks	$2,000	$5,000	$7,000
Total	$114,500	$138,125	$252,625

10 Closing

Road Network

The purpose of the *Tay Township Road Needs Study 2017* is to provide the Township with a "road map" to maintaining the road network in good condition. In doing so, the study has determined traffic volumes on each inventoried road section, provided an inventory and assessment of existing conditions, and established the need for road works, either within a maintenance program or within a capital improvements program. In identifying maintenance needs, the Township should give due consideration to maintaining those roads that are currently in good condition, thereby deferring more costly improvements to a later date. While this deviates from the traditional "worst first" approach, in which money is spent on fixing those roads that are in poor condition, it will provide a more efficient and sustainable long-term program.

In implementing the recommended improvements, consideration should be given to the priority guide number, which not only reflects the need for the improvement and traffic volumes served by each road section, but also considers the associated costs and prioritizes the works based on the resulting benefit value (ie. the improvement which gives the most benefit for the dollar spent). In conjunction with this, the Township must also consider additional factors in determining the annual road program. Such factors might include external development pressures, continuity of construction, other infrastructure needs and available funds. Where possible, federal and provincial infrastructure programs should be explored as a source of funding, as should the Township's Development Charges.

Road Surface Management

The upgrading of existing gravel roads to a hard surface (either surfaced treatment or asphalt) was reviewed in context of Staff Report PW-2016-43, considering Township practice and costs with respect to road maintenance. In considering the anticipated life span of each road surface type, and the application of preventative measures during the assessment period (60 years), it was determined that a hard surface would be the most cost effective for those road surfaces with a good road base (with little cost differential between the surface treated and asphalt options). While there is less economic benefit for those roads with moderate road bases, a hard surface should nonetheless be considered in context of other benefits and cost savings that could be realized (namely user costs). For those roads with a poor road based, a gravel surface is considered appropriate.

Guiderail Network

The existing guiderail network, comprised of 40 installations (not including those associated with bridges) was inventoried and reviewed. A number of needs were identified in context of end treatments, condition of posts and cable and appropriateness of the installation. While most needs can be addressed through proper maintenance, a number of upgrades should be pursued to ensure

the guiderails comply with current standards and provide the level of protection for which they are intended.

A number of new guiderail installations have also been identified, the majority of which are warranted to protect vehicles for adjacent slopes.

Study Updates

To maintain the *Road Needs Study* and ensure accurate representation of existing conditions, major updates to the study should be undertaken on a 5-year basis.

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Director, Manager Transportation Engineering

Reviewed by: Tim Collingwood, P.Eng.
Branch Manager, Orillia

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APPENDIX A:
ROAD INVENTORY FORMS

TOWNSHIP OF TAY

ROAD NEEDS STUDY 2017

IDENTIFICATION

GRAVEL ROADS

Road Name		Section	
From		Inspected By	
To		Inspected On	

ROAD INVENTORY

Length	Platform Width	Surface Width	Shoulder Width	No. of Lanes	Speed Limit	Substandard Curves
m	m	m	m		km/h	horizontal / vertical

Road Environment

rural	semi-urban	urban		Sidewalk: even / odd

Drainage

no ditch	open ditch	storm sewer	sewer & ditch	

Drainage Assessment

good	fair - minor improvements/maintenance required	poor - major improvements/maintenance required

Terrain

non-rocky flat	non-rocky rolling	non-rocky rugged	rocky flat	rocky rolling

Surface Type

earth/dirt	gravel	surface treated	asphalt	concrete

Shoulder Type

earth/dirt	gravel	surface treated	asphalt	concrete

Curb Even Side

no curb	barrier	mountable	asphalt	concrete

Curb Odd Side

no curb	barrier	mountable	asphalt	concrete

INVENTORY COMMENTS & RECOMMENDATIONS

TOWNSHIP OF TAY

ROAD NEEDS STUDY 2017

CONDITION EVALUATION

GRAVEL ROADS

Ride Comfort Rating (RCR) at posted speed										
very poor		poor			fair			good		very good
1	2	3	4	5	6	7	8	9	10	
very rough and bumpy				uncomfortable						smooth & pleasant

Pavement			Distress Weighting Wi	Severity of Distress (Si)			Density of Distress (Di)			Distress Manifestation Index (DMI)
				Slight 1	Moderate 2	Severe 3	Intermittent < 20% 1	Frequent 20-50% 2	Extensive > 50% 3	
Surface Defects	Loose gravel	1	1.5							
	Dust	2	0.5							
	Potholes	3	2.0							
	Breakup	4	3.0							
Surface Deformations	Washboard	5	1.0							
	Rutting	6	3.0							
	Flat / reverse crown	7	2.0							
	Distortion	8	3.0							

DISTRESS COMMENTS & RECOMMENDATIONS

TOWNSHIP OF TAY

ROAD NEEDS STUDY 2017

IDENTIFICATION

SURFACE TREATED ROADS

Road Name		Section	
From		Inspected By	
To		Inspected On	

ROAD INVENTORY

Length	Platform Width	Surface Width	Shoulder Width	No. of Lanes	Speed Limit	Substandard Curves
m	m	m	m		km/h	horizontal / vertical

Road Environment

rural	semi-urban	urban		Sidewalk: even / odd

Drainage

no ditch	open ditch	storm sewer	sewer & ditch	

Drainage Assessment

good	fair - minor improvements/maintenance required	poor - major improvements/maintenance required

Terrain

non-rocky flat	non-rocky rolling	non-rocky rugged	rocky flat	rocky rolling

Surface Type

earth/dirt	gravel	surface treated	asphalt	concrete

Shoulder Type

earth/dirt	gravel	surface treated	asphalt	concrete

Curb Even Side

no curb	barrier	mountable	asphalt	concrete

Curb Odd Side

no curb	barrier	mountable	asphalt	concrete

INVENTORY COMMENTS & RECOMMENDATIONS

TOWNSHIP OF TAY

ROAD NEEDS STUDY 2017

CONDITION EVALUATION

SURFACE TREATED ROADS

Ride Comfort Rating (RCR) at posted speed										
very poor		poor			fair			good		very good
1	2	3	4	5	6	7	8	9	10	
very rough and bumpy				uncomfortable						smooth & pleasant

Pavement			Distress Weighting	Severity of Distress (Si)			Density of Distress (Di)			Distress Manifestation Index (DMI)
				Slight	Moderate	Severe	Intermittent < 20%	Frequent 20-50%	Extensive > 50%	
			Wi	1	2	3	1	2	3	
Surface Defects	Loss of cover aggregate	1	3.0							
	Streaking	2	1.0							
	Flushing	3	2.0							
	Potholes	4	1.0							
	Pavement edge break	5	2.0							
Surface Deformations	Rippling	6	2.0							
	Wheel track rutting	7	3.0							
	Distortion	8	3.0							
Cracking	Longitudinal	9	1.0							
	Transverse	10	0.5							
	Pavement edge	11	1.0							
	Alligator	12	3.0							

DISTRESS COMMENTS & RECOMMENDATIONS

TOWNSHIP OF TAY

ROAD NEEDS STUDY 2017

IDENTIFICATION

ASPHALT ROADS

Road Name		Section	
From		Inspected By	
To		Inspected On	

ROAD INVENTORY

Length	Platform Width	Surface Width	Shoulder Width	No. of Lanes	Speed Limit	Substandard Curves
m	m	m	m		km/h	horizontal / vertical

Road Environment

rural	semi-urban	urban		Sidewalk: even / odd

Drainage

no ditch	open ditch	storm sewer	sewer & ditch	

Drainage Assessment

good	fair - minor improvements/maintenance required	poor - major improvements/maintenance required

Terrain

non-rocky flat	non-rocky rolling	non-rocky rugged	rocky flat	rocky rolling

Surface Type

earth/dirt	gravel	surface treated	asphalt	concrete

Shoulder Type

earth/dirt	gravel	surface treated	asphalt	concrete

Curb Even Side

no curb	barrier	mountable	asphalt	concrete

Curb Odd Side

no curb	barrier	mountable	asphalt	concrete

INVENTORY COMMENTS & RECOMMENDATIONS

TOWNSHIP OF TAY

ROAD NEEDS STUDY 2017

CONDITION EVALUATION — ASPHALT ROADS

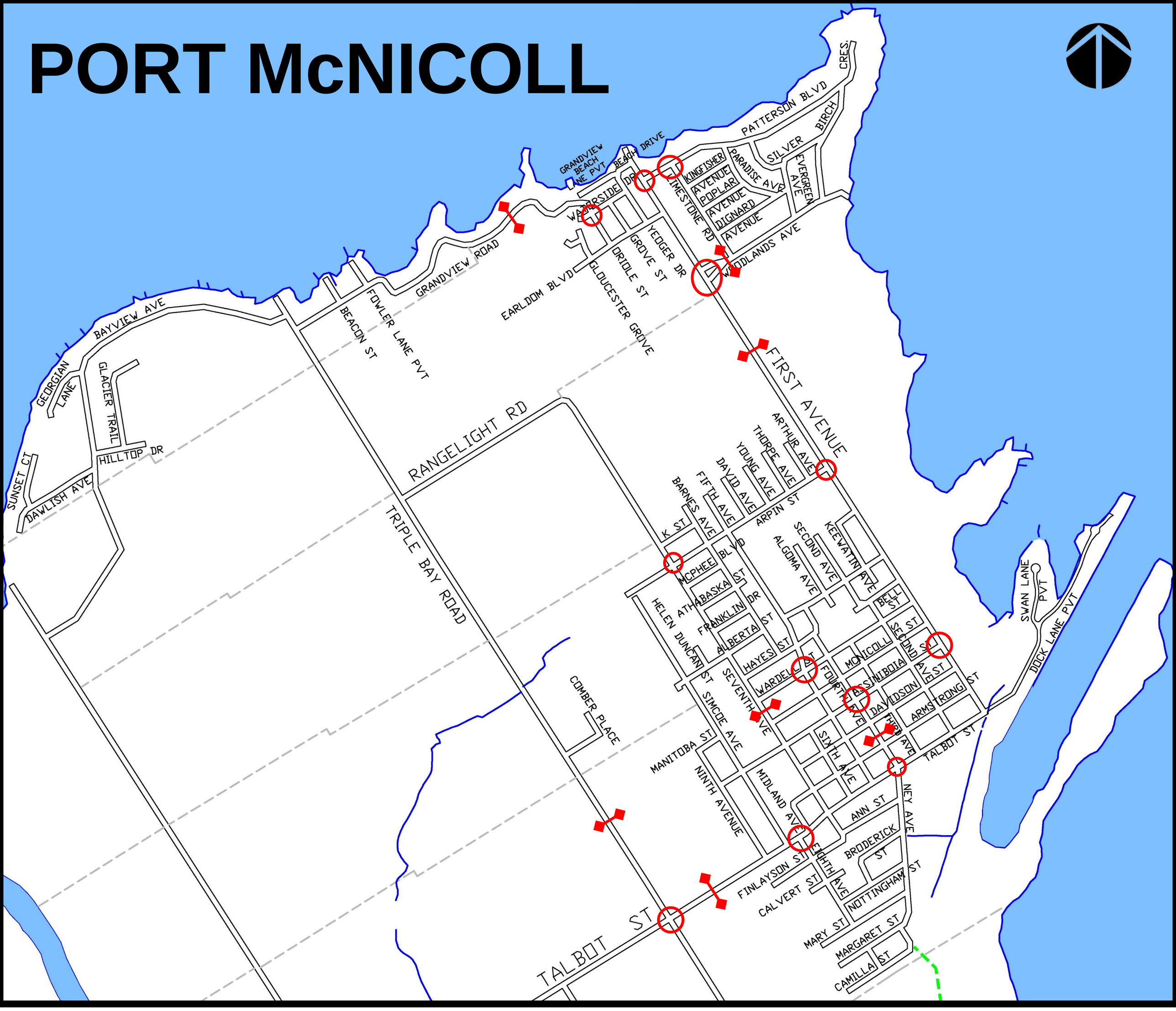
Ride Comfort Rating (RCR) at posted speed										
very poor		poor			fair			good		very good
1	2	3	4	5	6	7	8	9	10	
very rough and bumpy				uncomfortable						smooth & pleasant

Pavement			Distress Weighting	Severity of Distress (Si)			Density of Distress (Di)			Distress Manifestation Index (DMI)
				Slight	Moderate	Severe	Intermittent < 20%	Frequent 20-50%	Extensive > 50%	
			Wi	1	2	3	1	2	3	
Surface Defects	Ravelling	1	3.0							
	Flushing or bleeding	2	1.5							
	Potholes	3	3.0							
	Pavement edge breaks	4	2.0							
	Manholes & catchbasins	5	1.0							
Surface Deformations	Rippling & shoving	6	1.0							
	Wheel track rutting	7	3.0							
	Distortion	8	3.0							
	Utility trenches	9	1.0							
Cracking	Longitudinal	10	1.0							
	Transverse	11	1.0							
	Pavement edge	12	1.0							
	Map	13	1.0							
	Alligator	14	3.0							

DISTRESS COMMENTS & RECOMMENDATIONS

APPENDIX B:
TRAFFIC DATA

PORT McNICOLL



Traffic Count Locations

Automatic Traffic Recorder (ATR) – 24 hour count, providing traffic volumes by direction and vehicle classification (eg. cars, light trucks, heavy trucks, etc.)

Intersection Count – 4 hour count to obtain volumes on each intersection leg (the 4-hour counts will then be factored based on the ATR data to estimate 24 hour volumes on each intersecting road)

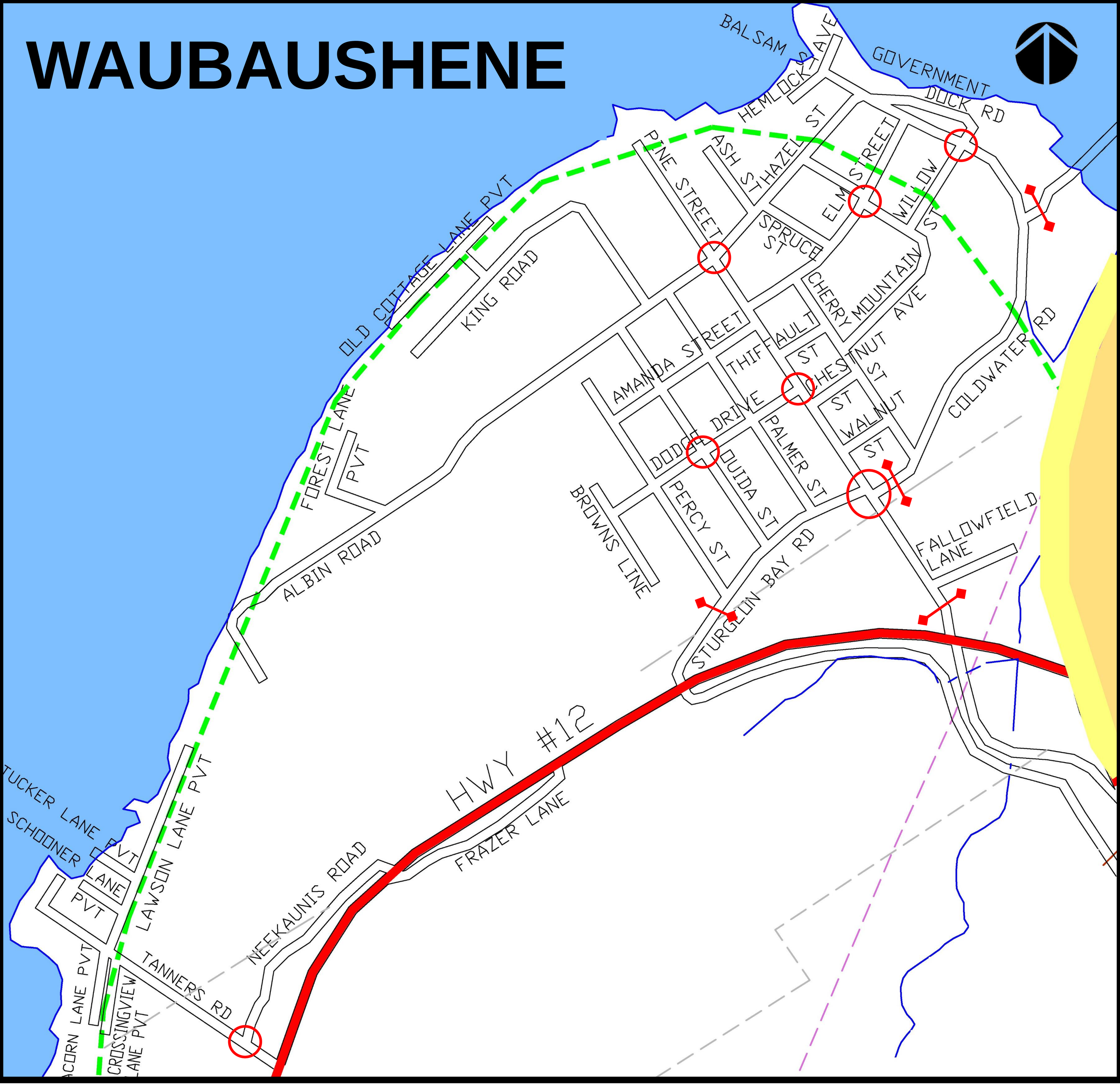
VICTORIA HARBOUR

Traffic Count Locations

Automatic Traffic Recorder (ATR) – 24 hour count, providing traffic volumes by direction and vehicle classification (eg. cars, light trucks, heavy trucks, etc.)

Intersection Count – 4 hour count to obtain volumes on each intersection leg (the 4-hour counts will then be factored based on the ATR data to estimate 24 hour volumes on each intersecting road)

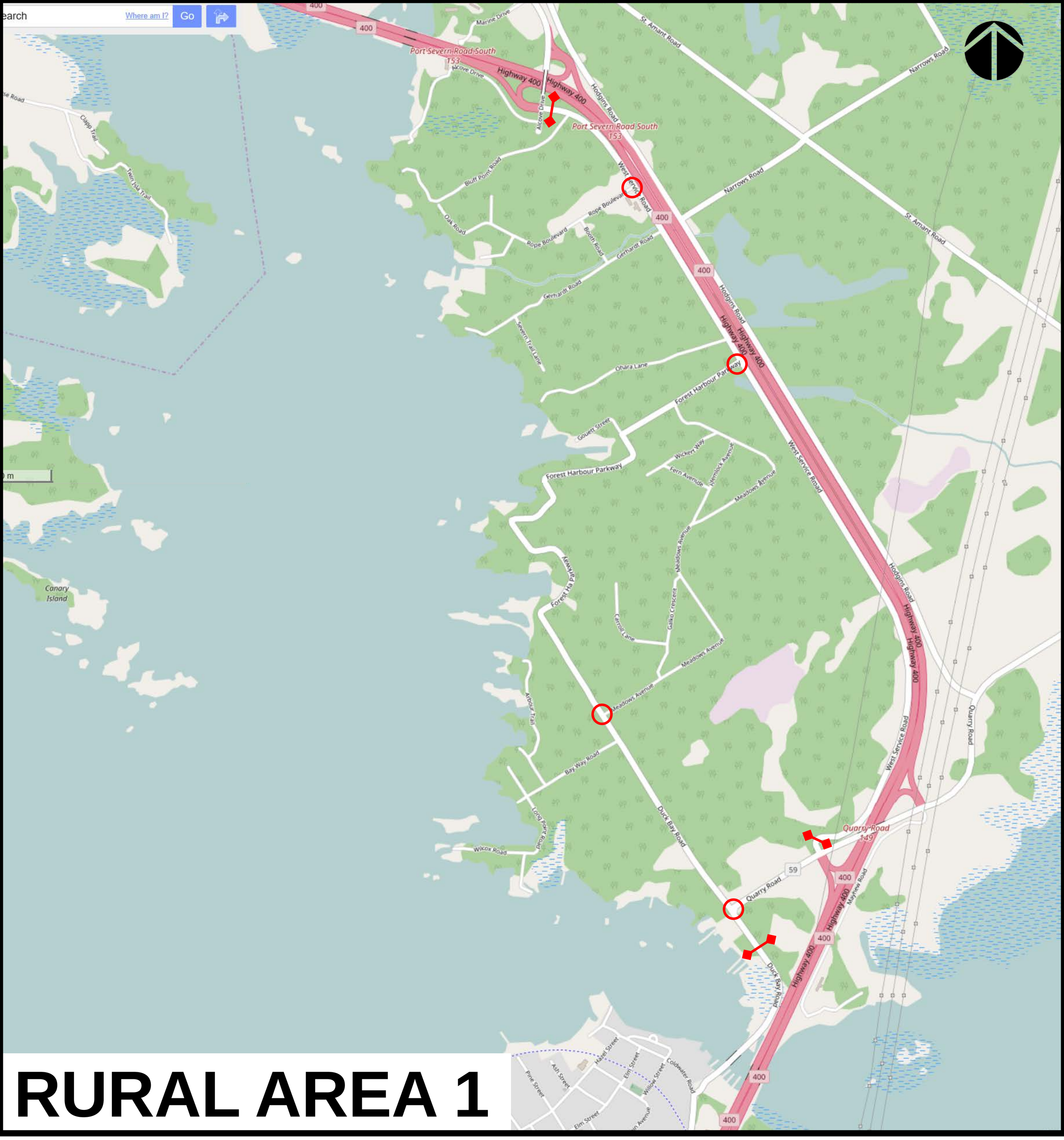
WAUBAUSHENE



Traffic Count Locations

Automatic Traffic Recorder (ATR) – 24 hour count, providing traffic volumes by direction and vehicle classification (eg. cars, light trucks, heavy trucks, etc.)

Intersection Count – 4 hour count to obtain volumes on each intersection leg (the 4-hour counts will then be factored based on the ATR data to estimate 24 hour volumes on each intersecting road)



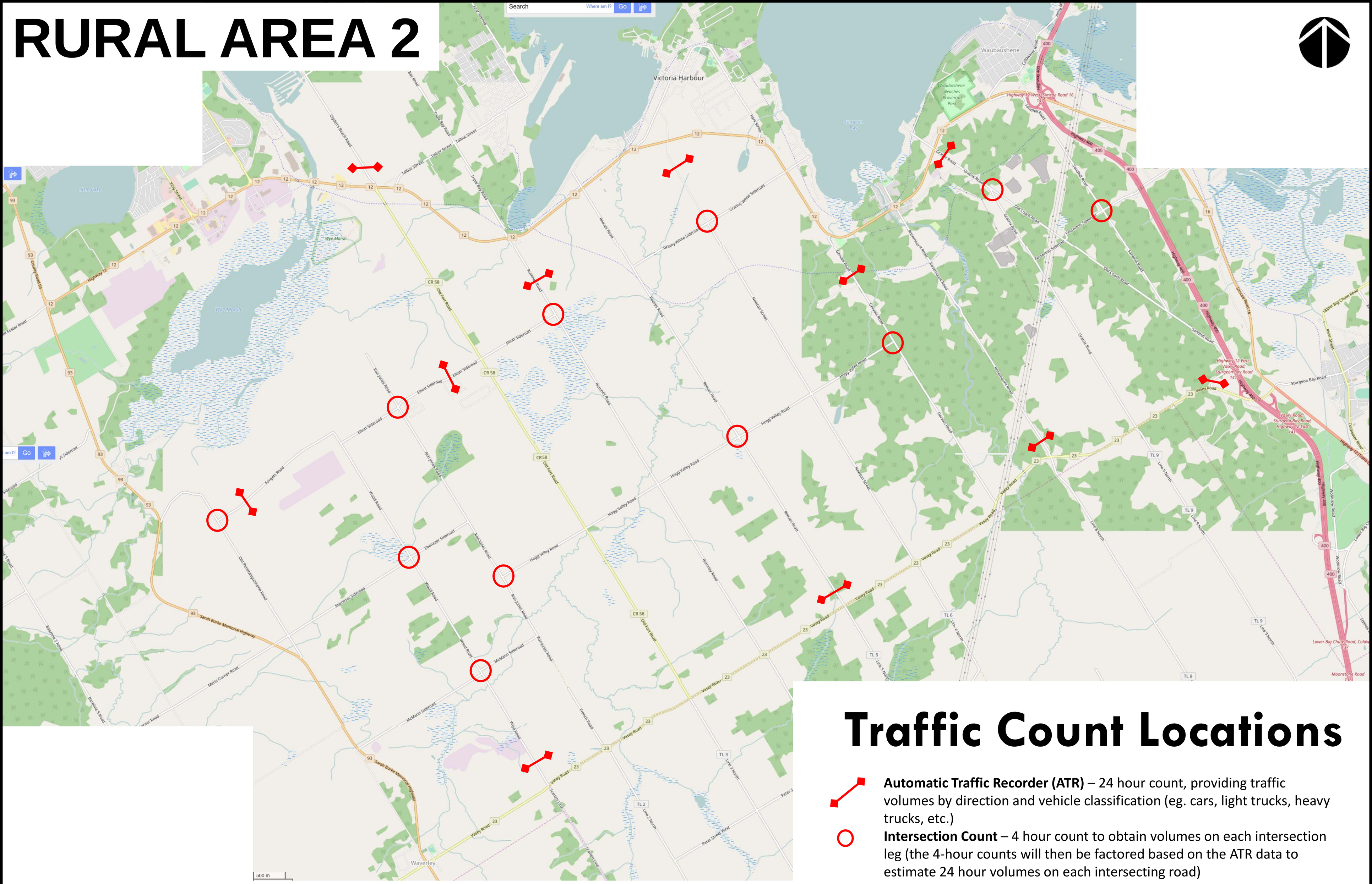
RURAL AREA 1

Traffic Count Locations

Automatic Traffic Recorder (ATR) – 24 hour count, providing traffic volumes by direction and vehicle classification (eg. cars, light trucks, heavy trucks, etc.)

Intersection Count – 4 hour count to obtain volumes on each intersection leg (the 4-hour counts will then be factored based on the ATR data to estimate 24 hour volumes on each intersecting road)

RURAL AREA 2



Traffic Count Locations

Automatic Traffic Recorder (ATR) – 24 hour count, providing traffic volumes by direction and vehicle classification (eg. cars, light trucks, heavy trucks, etc.)

Intersection Count – 4 hour count to obtain volumes on each intersection leg (the 4-hour counts will then be factored based on the ATR data to estimate 24 hour volumes on each intersecting road)

Tay Road Needs Study 2017

ATR Traffic Counts

No.	Road	Between			Location Notes	Map	Date	24-hour Volume	4-hour (2-6PM) Volume	4-hour as % of 24-hour	4-hour to 24-hour Factor	% Truck	% DHV
1	Grandview Road	Fowler Lane	&	Waterside Drive	300m N of Waterside	Port McNicoll	6/20/2017	190	77	41%	2.5	7%	13%
2	Woodlands Avenue	First Avenue	&	Limestone Road	W of Limestone	Port McNicoll	6/20/2017	397	111	28%	3.6	2%	8%
3	First Avenue	Woodlands Avenue	&	Arpin Street	South of Woodlands Avenue	Port McNicoll	6/21/2017	959	280	29%	3.4	3%	8%
4	Seventh Avenue	Wardell Street	&	McNicoll Street	Between McNicoll Street and Wardell St	Port McNicoll	6/20/2017	1056	294	28%	3.6	5%	8%
5	Fourth Avenue	Davidson Street	&	Armstrong Street	Between Davidson Street and Armstrong Street	Port McNicoll	6/20/2017	944	307	33%	3.1	1%	10%
6	Talbot Street	Triple Bay Road	&	Ninth Avenue	East of Triple Bay Road	Port McNicoll	6/20/2017	5795	1726	30%	3.4	3%	8%
7	Triple Bay Road	Comber Place	&	Talbot Street	North of Talbot Street	Port McNicoll	6/20/2017	567	186	33%	3.0	3%	10%
8	Hoyt Avenue	Juneau Road	&	Park Street	East of Mackenzie Park	Victoria Harbour	6/20/2017	819	285	35%	2.9	3%	10%
9	Park Street	Anderson Crescent	&	Richard Street	South of Anderson Crescent	Victoria Harbour	6/20/2017	2027	647	32%	3.1	3%	9%
10	Albert Street	Maple Street	&	Jephson Street	South of Jepson Street	Victoria Harbour	6/20/2017	1411	466	33%	3.0	1%	10%
11	William Street	Highway 12	&	Windfield Drive	West of Winfield Drive	Victoria Harbour	6/20/2017	4450	1456	33%	3.1	3%	10%
12	Park Street	Lions Court	&	Davis Drive	South of Todd Lane	Victoria Harbour	6/21/2017	4047	1272	31%	3.2	4%	9%
13	Caswell Road	Highway 12	&	Maskinonge Road	East of Highway 12	Victoria Harbour	6/21/2017	590	185	31%	3.2	4%	10%
14	Sturgeon Bay Road	Highway 12	&	Percy Street	West of Percy Street	Waubaushene	6/21/2017	1824	636	35%	2.9	2%	11%
15	Coldwater Road	Pine Street	&	Cherry Street	East of Pine Street	Waubaushene	6/21/2017	1394	479	34%	2.9	2%	11%
16	Pine Street	Highway 12	&	Fallowfield Lane	South of Fallowfield Lane	Waubaushene	6/21/2017	3057	881	29%	3.5	4%	8%
17	Duck Bay Road	Coldwater Road	&	Bridge on Duck Bay Road	East of Coldwater Road	Waubaushene	6/21/2017	1210	444	37%	2.7	3%	11%
18	Duck Bay Road	Quarry Road	&	Bridge on Duck Bay Road	South of Quarry Road	Rural Area 1	6/21/2017	990	332	34%	3.0	5%	10%
19	West Service Road	Just north of Quarry Road			North of Quarry Road	Rural Area 1	6/21/2017	570	190	33%	3.0	5%	10%
20	West Service Road	Port Severn Road	&	Bluff Point Road	South of Port Severn Road	Rural Area 1	6/21/2017	464	160	34%	2.9	5%	9%
21	Forgets Road	Old Penetanguishene Road	&	Wood Road	East of Old Penatanguishene Road	Rural Area 2	6/21/2017	172	65	38%	2.6	5%	10%
22	Wood Road	Vasey Road	&	McMann Sideroad	North of Vasey Road	Rural Area 2	6/21/2017	185	69	37%	2.7	11%	11%
23	Elliott Sideroad	Ron Jones Road	&	Old Fort Road	Between 3rd Avenue and 5th Avenue	Rural Area 2	6/21/2017	870	259	30%	3.4	2%	9%
24	Odgens Beach Road	Highway 12	&	Bayview Avenue	North of Highway 12	Rural Area 2	6/20/2017	1476	483	33%	3.1	3%	10%
25	Rumney Road	Elliott Sideroad	&	Highway 12	North of Elliott Sideroad	Rural Area 2	6/21/2017	660	210	32%	3.1	5%	11%
26	Newton Street	Granny White Sideroad	&	Highway 12	South of Highway 12	Rural Area 2	6/20/2017	469	188	40%	2.5	6%	13%
27	Gervais Road	Neilson Road	&	Highway 12	South of Highway 12	Rural Area 2	6/21/2017	415	151	36%	2.7	6%	11%
28	Reeves Road	Vasey Road	&	Hogg Valley Road	North of Vasey Road	Rural Area 2	6/21/2017	549	176	32%	3.1	4%	11%
29	Rosemont Road	Vasey Road	&	Connors Court	North of Vasey Road	Rural Area 2	6/21/2017	98	30	31%	3.3	14%	13%
30	Sandhill Road	Vasey Road	&	Bend on Sandhill Road	East of Vasey Road	Rural Area 2	6/21/2017	214	54	25%	4.0	7%	10%
31	Gratrix Road	Highway 12	&	Split to Old Coach Road	South of Highway 12	Rural Area 2	6/21/2017	487	152	31%	3.2	25%	11%

Notes

1. DHV - Design Hour Volume (refers to the percent of 24-hour volume that occurs in the single busiest hour of the day)

Tay Road Needs Study 2017

Intersection Counts

Intersections						Counted 4-hour (2-6pm) Volumes				Traffic Factor	Projected 24-hour Volumes			
No.	North - South Street		East - West Street	Map	Date	North Leg	South Leg	East Leg	West Leg		North Leg	South Leg	East Leg	West Leg
1	Oriole Street	&	Waterside Drive	Port McNicoll	6/29/2017	62	37	37	4	2.5	160	100	100	10
2	First Avenue	&	Patterson Boulevard	Port McNicoll	6/29/2017	41	94	100	1	3.4	150	330	350	10
3	Limestone Road	&	Patterson Boulevard	Port McNicoll	6/29/2017	2	15	96	97	3.6	10	60	350	350
4	First Avenue	&	Woodlands Avenue	Port McNicoll	6/29/2017	161	264	141	0	3.5	570	930	500	0
5	First Avenue	&	Arpin Street	Port McNicoll	6/29/2017	309	318	0	53	3.4	1060	1090	0	190
6	Seventh Avenue	&	Arpin Street	Port McNicoll	6/29/2017	14	55	43	8	3.6	60	200	160	30
7	Fifth Avenue	&	Wardell Street	Port McNicoll	6/29/2017	13	12	23	24	3.6	50	50	90	90
8	Fourth Avenue	&	Assinboia Street	Port McNicoll	6/29/2017	173	215	45	35	3.1	540	670	140	110
9	First Avenue	&	Assinboia Street	Port McNicoll	6/29/2017	371	384	0	27	3.2	1190	1230	0	90
10	Fourth / Ney Avenue	&	Talbot Street	Port McNicoll	6/29/2017	367	226	614	899	3.1	1130	700	1890	2770
11	Eighth Avenue	&	Talbot Street	Port McNicoll	6/29/2017	0	301	1445	1692	3.4	0	1020	4860	5690
12	Triple Bay Road	&	Talbot Street	Port McNicoll	6/29/2017	168	439	1782	1471	3.4	570	1480	5990	4940
13	Park Street	&	Hoyt Avenue	Victoria Harbour	6/27/2017	6	192	194	256	3.0	20	580	590	770
14	Hoyt Avenue	&	Juneau Road	Victoria Harbour	6/29/2017	324	428	0	180	2.9	940	1230	0	520
15	Park Street	&	Richard Street	Victoria Harbour	6/27/2017	569	737	0	710	3.1	1790	2310	0	2230
16	William Street	&	Albert Street	Victoria Harbour	6/27/2017	394	1330	1183	647	3.0	1200	4030	3590	1960
17	William Street	&	Newton Street	Victoria Harbour	6/27/2017	1462	1383	127	0	3.1	4470	4230	390	0
18	Albert Street	&	John Dillingno Street	Victoria Harbour	6/27/2017	247	64	212	175	3.0	750	200	650	530
19	Park Street	&	Bay Street	Victoria Harbour	6/27/2017	838	916	51	97	3.2	2670	2920	170	310
20	Park Street	&	Davis Drive	Victoria Harbour	6/27/2017	1092	1111	55	0	3.2	3480	3540	180	0
21	Sallows Drive	&	Caswell Road	Victoria Harbour	6/27/2017	38	0	5	43	3.2	130	0	20	140
22	Albert Street	&	Maple Street	Victoria Harbour	6/27/2017	447	387	82	0	3.0	1360	1180	250	0
23	Pine Street	&	Albin Road	Waubaushene	6/27/2017	76	149	86	103	3.1	240	470	270	320
24	Elm Street	&	Mountain Avenue	Waubaushene	6/27/2017	32	36	7	19	2.7	90	100	20	60
25	Willow Street	&	Coldwater Road	Waubaushene	6/27/2017	24	20	127	91	2.7	70	60	350	250
26	Pine Street	&	Dodge Drive	Waubaushene	6/27/2017	246	268	1	41	3.1	770	840	10	130
27	Ouida Street	&	Dodge Drive	Waubaushene	6/27/2017	118	112	41	41	2.9	350	330	120	120
28	Pine Street	&	Coldwater Road / Sturgeon Bay Road	Waubaushene	6/28/2017	336	472	370	530	3.1	1050	1470	1150	1650
29	Neekaunis Road	&	Tanners Road	Waubaushene	6/27/2017	14	0	46	40	3.0	50	0	140	120
30	Duck Bay Road	&	Quarry Road	Rural Area 1	6/27/2017	188	318	278	0	3.0	570	950	830	0
31	Duck Bay Road	&	Meadows Avenue	Rural Area 1	6/27/2017	53	99	56	0	3.0	160	300	170	0
32	West Service Road	&	Forest Harbour Parkway	Rural Area 1	6/27/2017	145	145	0	72	3.0	440	440	0	220
33	West Service Road	&	Rope Boulevard	Rural Area 1	6/28/2017	225	206	0	73	2.9	660	600	0	220
34	Old Penataguishine Road	&	Forgets Road	Rural Area 2	6/28/2017	64	26	54	0	2.6	170	70	150	0

Tay Road Needs Study 2017

Intersection Counts

Intersections						Counted 4-hour (2-6pm) Volumes				Traffic Factor	Projected 24-hour Volumes			
No.	North - South Street		East - West Street	Map	Date	North Leg	South Leg	East Leg	West Leg		North Leg	South Leg	East Leg	West Leg
35	Wood Road	&	Ebenezer Sideroad	Rural Area 2	6/29/2017	32	52	58	84	2.7	90	140	160	230
36	Wood Road	&	McMann Sideroad	Rural Area 2	6/29/2017	43	52	22	9	2.7	120	140	60	30
37	Ron Jones Road	&	Hogg Valley Road	Rural Area 2	6/29/2017	22	29	25	0	2.7	60	80	70	0
38	Ron Jones Road	&	Elliott Sideroad	Rural Area 2	6/28/2017	31	73	129	49	3.4	110	250	440	170
39	Rumney Road	&	Elliott Sideroad	Rural Area 2	6/28/2017	183	134	4	105	3.1	580	430	20	330
40	Newton Street	&	Granny White Sideroad	Rural Area 2	6/28/2017	131	141	35	23	2.5	330	360	90	60
41	Reeves Road	&	Hogg Valley Road	Rural Area 2	6/28/2017	195	183	62	64	3.1	610	580	200	200
42	Gervais Road	&	Hogg Valley Road	Rural Area 2	6/28/2017	96	102	0	62	2.7	270	290	0	180
43	Gratrix Road	&	Old Coach Road	Rural Area 2	6/28/2017	128	111	21	0	3.2	420	360	70	0
44	Sandhill Road	&	Fesserton Road	Rural Area 2	6/28/2017	24	21	51	36	3.6	90	80	190	130
45	Osborne Street	&	Robins Point Road	Waubaushene	6/27/2017	65	89	0	110	3.0	200	270	0	330

Notes

1. 4-hour counts observed from 2PM to 6PM

2. 24-hour counts have been estimated from the 4-hour counts and the Traffic Factor (Traffic Factor based on existing counts and relationships between 4-hour and 24-hour volumes)

3. 24-hour volumes roundup to the nearest

Asset ID	Road Name	From - To	Capacity (vpd)	2017 Horizon			2022 Horizon		2027 Horizon		2037 Horizon	
				Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
3000	Albert Street	Bay Street - John Dillingno Street	12000	1000	8%	A	1150	10%	1250	10%	1500	13%
1483	Albert Street	George St. - Bay Street	12000	1000	8%	A	1150	10%	1250	10%	1500	13%
2959	Albert Street	John Dillingno Street - South Limit	12000	200	2%	A	250	2%	250	2%	300	3%
1481	Albert Street	Richard Street - George Street	12000	3000	25%	A	3350	28%	3700	31%	4500	38%
1479	Albert Street	Waldie - William St	12000	1960	16%	A	2200	18%	2400	20%	2950	25%
3077	Albert Street	William - Richard Street	12000	3590	30%	A	4000	33%	4400	37%	5350	45%
1486	Alberta Street	Fifth Avenue - Second Avenue	8000	70	1%	A	80	1%	80	1%	90	1%
1484	Alberta Street	Ninth Avenue ROW - Seventh Avenue	8000	60	1%	A	70	1%	70	1%	80	1%
1487	Alberta Street	Second Avenue - First Avenue	8000	70	1%	A	80	1%	80	1%	90	1%
1485	Alberta Street	Seventh Avenue - Barnes Avenue	8000	110	1%	A	150	2%	150	2%	150	2%
1489	Albin Road	GS/HCB Transition - Pine Street	8000	320	4%	A	350	4%	400	5%	400	5%
2970	Albin Road	West Limit - GS/HCB Transition	8000	260	3%	A	300	4%	300	4%	350	4%
1490	Alcove Drive	Bluff Point Road - Limit	8000	220	3%	A	250	3%	250	3%	300	4%
1492	Algoma Avenue	North Limit - South Limit	8000	100	1%	A	110	1%	120	2%	130	2%
1494	Amanda Street	Ouida Street - Pine Street	8000	150	2%	A	200	3%	200	3%	200	3%
1493	Amanda Street	Percy Street - Ouida Street	8000	120	2%	A	150	2%	150	2%	150	2%
1495	Anderson Crescent	Park St. - McDermitt Trail	8000	1200	15%	A	1300	16%	1350	17%	1500	19%
3162	Ann Street	Seventh Avenue - Ney Avenue	8000	200	3%	A	250	3%	250	3%	250	3%
1827	Arbour Trail	Bayway Road - North Limit	8000	170	2%	A	200	3%	200	3%	250	3%
1498	Armstrong Street	Fifth Avenue - Third Avenue	8000	400	5%	A	450	6%	450	6%	500	6%
1497	Armstrong Street	Midland Avenue - Fifth Avenue	8000	500	6%	A	550	7%	600	8%	650	8%
3079	Armstrong Street	Third Avenue - First Avenue	8000	250	3%	A	300	4%	300	4%	350	4%
3059	Arpin Street	Fifth Avenue - Young Avenue	8000	190	2%	A	200	3%	250	3%	250	3%
3058	Arpin Street	Seventh Avenue - Fifth Avenue	8000	160	2%	A	200	3%	200	3%	200	3%
3060	Arpin Street	Young Avenue - First Avenue	8000	170	2%	A	200	3%	200	3%	250	3%
1828	Arpin Street	Simcoe Avenue - Seventh Avenue	8000	30	0%	A	40	1%	40	1%	40	1%
1829	Arthur Avenue	North Limit - Arpin Street	8000	50	1%	A	60	1%	60	1%	70	1%
1502	Ash Street	Hazel Street - West Limit	8000	170	2%	A	200	3%	200	3%	250	3%
1505	Assiniboia Street	Fourth Avenue - First Avenue	8000	140	2%	A	150	2%	200	3%	200	3%
1503	Assiniboia Street	Ninth Avenue - Seventh Avenue	8000	110	1%	A	150	2%	150	2%	150	2%
1504	Assiniboia Street	Seventh Avenue - Fourth Avenue	8000	110	1%	A	150	2%	150	2%	150	2%
1506	Athabaska Street	Seventh Avenue - East Limit	8000	110	1%	A	150	2%	150	2%	150	2%
1507	Athabaska Street	West Limit - Seventh Avenue	8000	100	1%	A	110	1%	120	2%	130	2%

Asset ID	Road Name	From - To	Capacity (vpd)	2017 Horizon			2022 Horizon		2027 Horizon		2037 Horizon	
				Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
1509	Bannister Street	Vasey Road - South Limit	8000	100	1%	A	110	1%	120	2%	130	2%
1512	Barnes Avenue	Albert Street - Hayes Street	8000	100	1%	A	110	1%	120	2%	130	2%
1510	Barnes Avenue	Arpin Street - Athabaska Street	8000	150	2%	A	200	3%	200	3%	200	3%
1511	Barnes Avenue	Athabaska Street - Alberta Street	8000	100	1%	A	110	1%	120	2%	130	2%
1830	Barnes Avenue	North Limit - Arpin Street	8000	50	1%	A	60	1%	60	1%	70	1%
1513	Bass Bay Drive	Park Street - C.N.R.	8000	170	2%	A	200	3%	200	3%	250	3%
1831	Bass Bay Drive	Park Street - South Limit	8000	170	2%	A	200	3%	200	3%	250	3%
1515	Bay Street	Albert Street - Park Street	8000	310	4%	A	350	4%	350	4%	400	5%
1514	Bay Street	West Street - Albert Street	8000	120	2%	A	150	2%	150	2%	150	2%
3092	Bayside Avenue	300m South of Bass Bay - 600m South Bass Bay	8000	200	3%	A	250	3%	250	3%	250	3%
3093	Bayside Avenue	Bass Bay Drive - 300 m S of Bass Bay Drive	8000	80	1%	A	90	1%	90	1%	100	1%
1517	Bayview Avenue	Dawlish Ave. - Georgian Lane	8000	700	9%	A	750	9%	800	10%	900	11%
1518	Bayview Avenue	Georgian Lane - Triple Bay Road	8000	600	8%	A	650	8%	700	9%	750	9%
3061	Bayview Avenue	Ogdens Beach Road - Dawlish Ave.	8000	1000	13%	A	1100	14%	1150	14%	1250	16%
2971	Bayway Road	Duck Bay Road - West Limit	8000	400	5%	A	450	6%	450	6%	500	6%
1519	Beach Drive	Yeoger Drive - First Avenue	8000	120	2%	A	150	2%	150	2%	150	2%
1520	Beacon Street	North Limit - South Limit	8000	50	1%	A	60	1%	60	1%	70	1%
1522	Beckett's Side Road	Rosemount Side Road - Gratrix Road	8000	200	3%	A	250	3%	250	3%	250	3%
1524	Bell Street	First Avenue - West Limit	8000	100	1%	A	110	1%	120	2%	130	2%
1525	Bergie Crescent	Lighthouse Crescent - Juneau Road	8000	300	4%	A	350	4%	350	4%	400	5%
2966	Bernard Avenue	Sallows Road - West End	8000	50	1%	A	60	1%	60	1%	70	1%
1526	Booth Road	Gerhardt Road - Rope Boulevard	8000	50	1%	A	60	1%	60	1%	70	1%
2993	Bourgeois Beach Road	100 m West of Vents Beach Rd - Vents Beach Road	12000	300	3%	A	350	3%	400	3%	450	4%
2994	Bourgeois Beach Road	Reeves Road - 100 m West of Vents Beach Rd	12000	400	3%	A	450	4%	500	4%	600	5%
2967	Bourrie Avenue	Sallows Road - West End	8000	50	1%	A	60	1%	60	1%	70	1%
1529	Broderick street	Nottingham Street - Ney Avenue	8000	150	2%	A	200	3%	200	3%	200	3%
1530	Browns Line	North Limit - South Limit	8000	120	2%	A	150	2%	150	2%	150	2%
1531	Cadeau Place	William Street - South Limit	8000	20	0%	A	30	0%	30	0%	30	0%
3008	Calvert Street	West Limit - East Limit	8000	600	8%	A	650	8%	700	9%	750	9%
1536	Camilla Street	Eight Avenue - Margaret Street	8000	150	2%	A	200	3%	200	3%	200	3%
1534	Camilla Street	West Limit - Eighth Avenue	8000	100	1%	A	110	1%	120	2%	130	2%

Asset ID	Road Name	From - To	Capacity (vpd)	2017 Horizon			2022 Horizon		2027 Horizon		2037 Horizon	
				Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
1537	Caswell Drive	Highway 12 - Maskinonge Road	12000	590	5%	A	700	6%	750	6%	900	8%
1539	Cherry Street	Elm Street - Mountain Avenue	8000	100	1%	A	110	1%	120	2%	130	2%
1541	Cherry Street	Mountain Avenue - Walnut Street	8000	100	1%	A	110	1%	120	2%	130	2%
1543	Cherry Street	Walnut Street - Coldwater Road	8000	100	1%	A	110	1%	120	2%	130	2%
1544	Chestnut Street	Pine Street - Cherry Street	8000	100	1%	A	110	1%	120	2%	130	2%
1545	Coldwater Road	Balsam Street - Willow Street	12000	250	2%	A	300	3%	350	3%	400	3%
1547	Coldwater Road	Duck Bay Road - Pine Street	16000	1400	9%	A	1550	10%	1750	11%	2100	13%
1546	Coldwater Road	Willow Street - Duck Bay Road	12000	350	3%	A	400	3%	450	4%	550	5%
1840	Comber Place	Triple Bay Road - West Limit	8000	10	0%	A	20	0%	20	0%	20	0%
1841	Connors Court	Rosemount Road - Rosemount Road	8000	10	0%	A	20	0%	20	0%	20	0%
9999.6	Dalton Court	Fesserton Sideroad - East Limit	8000	10	0%	A	20	0%	20	0%	20	0%
1842	David Avenue	North Limit - Arpin Street	8000	30	0%	A	40	1%	40	1%	40	1%
1549	Davidson Street	Fourth Avenue - Third Avenue	8000	220	3%	A	250	3%	250	3%	300	4%
1548	Davidson Street	Seventh Avenue - Fourth Avenue	8000	200	3%	A	250	3%	250	3%	250	3%
3083	Davidson Street	Third Avenue - First Avenue	8000	200	3%	A	250	3%	250	3%	250	3%
1551	Davis Drive	Park Street - Bayside Avenue	8000	180	2%	A	200	3%	200	3%	250	3%
1552	Dawlish Avenue	West Limit - Bayview Avenue	8000	350	4%	A	400	5%	400	5%	450	6%
1843	Delta Drive	Duffy Drive - East Limit	8000	100	1%	A	110	1%	120	2%	130	2%
1553	Dignard Avenue	Limestone Road - Evergreen Avenue	8000	100	1%	A	110	1%	120	2%	130	2%
1554	Dodge Drive	Browns Line - Ouida Street	8000	120	2%	A	150	2%	150	2%	150	2%
1555	Dodge Drive	Ouida Street - Pine Street	8000	130	2%	A	150	2%	150	2%	200	3%
1844	Donahue Street	Duckworth Street - Lily Street ROW	8000	10	0%	A	20	0%	20	0%	20	0%
1558	Duck Bay Road	Bayway Road - Meadows Avenue	12000	300	3%	A	350	3%	400	3%	450	4%
1556	Duck Bay Road	Cold Water Road - Quarry Road	16000	1210	8%	A	1350	8%	1500	9%	1800	11%
1557	Duck Bay Road	Quarry Road - Bayway Road	12000	570	5%	A	650	5%	700	6%	850	7%
1559	Duck Bay Road	Meadows Avenue - North Limit	8000	160	2%	A	200	3%	200	3%	200	3%
1560	Duckworth Street	50 m N of Lumber Road - Lumber Road	8000	40	1%	A	50	1%	50	1%	50	1%
1845	Duckworth Street	Donahue Street - 50 m N of Lumber Road	8000	20	0%	A	30	0%	30	0%	30	0%
1561	Duffy Drive	Hearthstone Drive - Highway 12	8000	450	6%	A	500	6%	500	6%	550	7%
1846	Duffy Drive	Hearthstone Drive - Delta Drive	8000	200	3%	A	250	3%	250	3%	250	3%
1562	Earldom Boulevard	West Limit - First Avenue	8000	200	3%	A	250	3%	250	3%	250	3%
1565	Ebenezer Side Road	Old Penetanguishene Road - Wood Road	12000	230	2%	A	300	3%	300	3%	350	3%
1564	Ebenezer Side Road	Wood Road - Ron Jones Road	12000	160	1%	A	200	2%	200	2%	250	2%

Asset ID	Road Name	From - To	Capacity (vpd)	2017 Horizon			2022 Horizon		2027 Horizon		2037 Horizon	
				Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
1476	Eighth Avenue	Margaret Street - Camilla Street	8000	100	1%	A	110	1%	120	2%	130	2%
3006	Eighth Avenue	Talbot Street - Margaret Street	12000	1020	9%	A	1150	10%	1250	10%	1550	13%
1566	Elizabeth Street	Queen Street - South Limit	8000	110	1%	A	150	2%	150	2%	150	2%
1568	Ellen Street	Hoyt Avenue - Richard Street	8000	1230	15%	A	1300	16%	1400	18%	1550	19%
1569	Ellen Street	Richard Street - Jephson Street	12000	500	4%	A	600	5%	650	5%	750	6%
1572	Elliott Side Road	Old Fort Road - Rumney Road	8000	330	4%	A	350	4%	400	5%	450	6%
1571	Elliott Side Road	Ron Jones Road - Old Fort Road	12000	870	7%	A	1000	8%	1100	9%	1300	11%
1570	Elliott Side Road	Wood Road - Ron Jones Road	8000	170	2%	A	200	3%	200	3%	250	3%
1574	Elm Street	Mountain Avenue - Cold Water Road	8000	90	1%	A	100	1%	100	1%	110	1%
1573	Elm Street	Pine Street - Mountain Avenue	8000	100	1%	A	110	1%	120	2%	130	2%
9999.1	Evans Street	Sheppard Drive - West End	8000	200	3%	A	250	3%	250	3%	250	3%
1575	Evergreen Avenue	Woodlands Avenue - Silver Birch Crescent	8000	100	1%	A	110	1%	120	2%	130	2%
1576	Fallowfield Lane	Pine Street - East Limit	8000	300	4%	A	350	4%	350	4%	400	5%
9999.13	Fesserton Side Road	Highway 400 - 300m West of Highway 400	8000	190	2%	A	200	3%	250	3%	250	3%
1849	Fesserton Side Road	250 m West of Sandhill Road - Highway 400	8000	200	3%	A	250	3%	250	3%	250	3%
1457	Fifth Avenue	Alberta Street - Assiniboia Street	8000	50	1%	A	60	1%	60	1%	70	1%
1456	Fifth Avenue	Arpin Street - Alberta Street	8000	70	1%	A	80	1%	80	1%	90	1%
1459	Fifth Avenue	Assiniboia Street - Talbot Street	8000	500	6%	A	550	7%	600	8%	650	8%
1823	Fifth Avenue	North Limit - Arpin Street	8000	20	0%	A	30	0%	30	0%	30	0%
3010	Finlayson Street	West Limit - Seventh Avenue	8000	200	3%	A	250	3%	250	3%	250	3%
1445	First Avenue	Arpin Street - Bell Street	16000	1090	7%	A	1250	8%	1350	8%	1650	10%
1447	First Avenue	Assiniboia Street - Talbot Street	16000	1230	8%	A	1400	9%	1500	9%	1850	12%
1446	First Avenue	Bell Street - Assiniboia Street	16000	1190	7%	A	1350	8%	1500	9%	1800	11%
1444.1	First Avenue	Earldom Blvd - Woodlands Avenue	16000	400	3%	A	450	3%	500	3%	600	4%
1443	First Avenue	North Limit - Earldom Blvd	16000	330	2%	A	400	3%	450	3%	500	3%
1444.2	First Avenue	Woodlands Avenue - Arpin Street	16000	400	3%	A	450	3%	500	3%	600	4%
1578	Florence Street	St. Mary Crescent - Jephson Street	8000	110	1%	A	150	2%	150	2%	150	2%
1584	Forest Harbour Parkway	Gouett Street - West to 91 FHP	8000	150	2%	A	200	3%	200	3%	200	3%
1581	Forest Harbour Parkway	West Service Road - Gouett Street	8000	220	3%	A	250	3%	250	3%	300	4%
1587	Forest Harbour Parkway	West 91 FHP - Duck Bay Road	8000	160	2%	A	200	3%	200	3%	200	3%
1588.3	Forgets Road	0.3km West of Wood Road - Wood Road	8000	180	2%	A	200	3%	200	3%	250	3%
1588.1	Forgets Road	Old Penetanguishene Road - 1.4km East of Old Penetanguishene Road	8000	180	2%	A	200	3%	200	3%	250	3%
1588.2	Forgets Road	1.4km East of Old Penetanguishene Road - 0.3km West of Wood Road	8000	180	2%	A	200	3%	200	3%	250	3%

Asset ID	Road Name	From - To	Capacity (vpd)	2017 Horizon			2022 Horizon		2027 Horizon		2037 Horizon	
				Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
1453	Fourth Avenue	Alberta Street - Hayes Street	8000	150	2%	A	200	3%	200	3%	200	3%
3154	Fourth Avenue	Assiniboia Street - Talbot Street	8000	1130	14%	A	1200	15%	1250	16%	1400	18%
3155	Fourth Avenue	Hayes Street - Assiniboia Street	8000	540	7%	A	600	8%	600	8%	700	9%
1850	Fowlie Street	South Limit - Victoria Street	8000	150	2%	A	200	3%	200	3%	200	3%
1590	Franklin Drive	Seventh Avenue - Barnes Avenue	8000	80	1%	A	90	1%	90	1%	100	1%
1851	Frazer Lane	Highway 12 - Highway 12	8000	80	1%	A	90	1%	90	1%	100	1%
1852	French Road	End - Vasey Road	8000	20	0%	A	30	0%	30	0%	30	0%
9999.9	Gallo Crescent	Meadows Avenue - North Limit	8000	60	1%	A	70	1%	70	1%	80	1%
1591	George Street	West Street - Park Street	8000	400	5%	A	450	6%	450	6%	500	6%
1592	Georgian Lane	Bayview Avenue - West Limit	8000	150	2%	A	200	3%	200	3%	200	3%
1593	Georgia's Walk	Bass Bay Drive - Park Street	8000	600	8%	A	650	8%	700	9%	750	9%
1853	Gerhardt Road	West Service Road - South Limit	8000	300	4%	A	350	4%	350	4%	400	5%
1595	Gervais Road	Highway 12 - Neilson	12000	420	4%	A	500	4%	550	5%	650	5%
1597.2	Gervais Road	Hogg Valley Road - Vasey Rd	8000	290	4%	A	350	4%	350	4%	400	5%
1597.1	Gervais Road	Neilson - Hogg Valley Road	8000	350	4%	A	400	5%	400	5%	450	6%
1598	Glacier Trail	Hilltop Crescent - North Limit	8000	250	3%	A	300	4%	300	4%	350	4%
1599	Gloucester Grove	Gloucester Grove - Earldom Boulevard	8000	30	0%	A	40	1%	40	1%	40	1%
1600	Gloucester Grove	Gloucester Grove - West Limit	8000	30	0%	A	40	1%	40	1%	40	1%
1601	Gouett Street	Forest Harbour Parkway - West Limit	8000	80	1%	A	90	1%	90	1%	100	1%
1854	Government Dock Road	Willow Street - Cold Water Road	8000	70	1%	A	80	1%	80	1%	90	1%
1603	Grandview Road	84 Grandview Road - Waterside Drive	8000	190	2%	A	200	3%	250	3%	250	3%
1602	Grandview Road	Triple Bay Road - 84 Grandview Road	8000	300	4%	A	350	4%	350	4%	400	5%
1604	Granny White Side Road	GS/HCB Transition - Highway 12	8000	90	1%	A	100	1%	100	1%	110	1%
1856	Granny White Side Road	Newton Street - GS/HCB Transition	8000	90	1%	A	100	1%	100	1%	110	1%
1855	Granny White Side Road	Reeves Road - Newton Street	8000	60	1%	A	70	1%	70	1%	80	1%
1608	Gratrix Road	Fesserton Side Road ROW - Vasey Road	8000	360	5%	A	400	5%	400	5%	450	6%
1605	Gratrix Road	Highway 12 - Old Coach Road	8000	490	6%	A	550	7%	550	7%	600	8%
1606	Gratrix Road	Old Coach Road - 0.5 km N of Fesserton Side Road ROW	8000	420	5%	A	450	6%	500	6%	550	7%
1609	Grove Street	Waterside Drive - Earldom Boulevard	8000	100	1%	A	110	1%	120	2%	130	2%
1610	Hayes Street	Seventh Avenue - Fourth Avenue	8000	200	3%	A	250	3%	250	3%	250	3%
1613	Hazel Street	Pine Street - Spruce Street	12000	270	2%	A	300	3%	350	3%	450	4%
2992	Hazel Street	Spruce Street - Coldwater Road	12000	250	2%	A	300	3%	350	3%	400	3%
1615	Hearthstone Drive	Duffy Drive - West Limit	8000	250	3%	A	300	4%	300	4%	350	4%

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1857	Hearthstone Drive	North Limit - South Limit	8000	300	4%	A	350	4%	350	4%	400	5%
9999.11	Helen Duncan Street	Albert Street - North Limit	4000	10	0%	A	20	1%	20	1%	20	1%
1616	Hemlock Avenue	West Limit - Balsam Street	8000	50	1%	A	60	1%	60	1%	70	1%
1618	Hilltop Crescent	Bayview Avenue - East Limit	8000	300	4%	A	350	4%	350	4%	400	5%
1619	Hogg Valley Road	Rumney Road - 700 m West of Reeves Road	8000	200	3%	A	250	3%	250	3%	250	3%
1629	Hogg Valley Road	Gervais - Newton	8000	180	2%	A	200	3%	200	3%	250	3%
1627	Hogg Valley Road	Newton - Reeves	8000	200	3%	A	250	3%	250	3%	250	3%
1625	Hogg Valley Road	Reeves Rd - Hill at 4763 Hogg Valley Road	8000	200	3%	A	250	3%	250	3%	250	3%
1621	Hogg Valley Road	Ron Jones Road - Old Fort Road	8000	70	1%	A	80	1%	80	1%	90	1%
1623	Hogg Valley Road	Rumney Road- Old Fort	8000	120	2%	A	150	2%	150	2%	150	2%
1635	Hoyt Avenue	Ellen Street - Park Street	8000	1230	15%	A	1300	16%	1400	18%	1550	19%
9999.3	Hunter Avenue	Sheppard Drive - West End	8000	180	2%	A	200	3%	200	3%	250	3%
1636	Industrial Road	Park Street - East Limit	8000	500	6%	A	550	7%	600	8%	650	8%
1637	Ivy Lane	John Dillingno Street - South Limit	8000	140	2%	A	150	2%	200	3%	200	3%
1639	Jephson Street	Albert Street - Ellen Street	8000	1000	13%	A	1100	14%	1150	14%	1250	16%
1640	Jephson Street	Ellen Street - Richard Street	8000	1200	15%	A	1300	16%	1350	17%	1500	19%
1638	Jephson Street	West Limits - Albert Street	8000	230	3%	A	250	3%	300	4%	300	4%
1642	John Dillingno Street	Trillium Street - Park Street	8000	350	4%	A	400	5%	400	5%	450	6%
1641	John Dillingno Street	West Street - Trillium Street	8000	650	8%	A	700	9%	750	9%	800	10%
1644	John Street	William Street - Albert Street	8000	1000	13%	A	1100	14%	1150	14%	1250	16%
1645	Jones Court	Highway 12 - Talbot Street	8000	10	0%	A	20	0%	20	0%	20	0%
1646	Juneau Road	Hoyt Avenue - Lighthouse Crescent	8000	520	7%	A	550	7%	600	8%	650	8%
1864	K Street	Seventh Avenue - Barnes Avenue	8000	40	1%	A	50	1%	50	1%	50	1%
1647	Keewatin Avenue	First Avenue - South Limit	8000	100	1%	A	110	1%	120	2%	130	2%
1648	King Road	Albin Road - Limit	8000	400	5%	A	450	6%	450	6%	500	6%
1649	Kingfisher Avenue	Limestone Road - Paradise Avenue	8000	100	1%	A	110	1%	120	2%	130	2%
1651	Lighthouse Crescent	Juneau Road - Bergie Crescent	8000	250	3%	A	300	4%	300	4%	350	4%
1652	Limestone Road	Patterson Boulevard - Woodlands Avenue	8000	300	4%	A	350	4%	350	4%	400	5%
2968	Lions Court	Park Street - East Limit	8000	50	1%	A	60	1%	60	1%	70	1%
1867	Long Point Road	Bayway Road - North Limit	8000	70	1%	A	80	1%	80	1%	90	1%
1866	Long Point Road	South Limit - Bayway Road	8000	300	4%	A	350	4%	350	4%	400	5%
1654	Lovejoy Street	Park Street - West Limit	8000	150	2%	A	200	3%	200	3%	200	3%
1655	Lumber Road	Ellen Street - Victoria Street	8000	200	3%	A	250	3%	250	3%	250	3%

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1657	Maple Street	Albert Street - Park Street	8000	250	3%	A	300	4%	300	4%	350	4%
1659	Margaret Street	West Limit - Ney Avenue	12000	200	2%	A	250	2%	250	2%	300	3%
1660	Martha Street	William Street - Jephson Street	8000	1000	13%	A	1100	14%	1150	14%	1250	16%
1665	Mary Street	Eighth Avenue - Ney Avenue	8000	200	3%	A	250	3%	250	3%	250	3%
1662	Mary Street	West Limit (Ninth Ave) - Eighth Avenue	8000	100	1%	A	110	1%	120	2%	130	2%
1667	Maskinonge Road	Caswell Road - South Limit	8000	450	6%	A	500	6%	500	6%	550	7%
1668	McDermit Trail	Anderson Crescent - Anderson Crescent	8000	500	6%	A	550	7%	600	8%	650	8%
1671	McMann Side Road	Wood Road - Ron Jones Road	8000	60	1%	A	70	1%	70	1%	80	1%
1868	McMann Side Road	Highway 93 - Wood Road	8000	30	0%	A	40	1%	40	1%	40	1%
1673	McNicoll Street	Fourth Avenue - First Avenue	8000	120	2%	A	150	2%	150	2%	150	2%
1672	McNicoll Street	Seventh Avenue - Fourth Avenue	8000	100	1%	A	110	1%	120	2%	130	2%
9999.8	Meadows Avenue	Duck Bay Road - Forrest Harbour Parkway	8000	170	2%	A	200	3%	200	3%	250	3%
1675	Midland Avenue	North Limit - Talbot Street	8000	250	3%	A	300	4%	300	4%	350	4%
1676	Mill Street	Industrial Road - North Limit	8000	200	3%	A	250	3%	250	3%	250	3%
2995	Mitchells Beach Road	South Limit - Reeves Road	8000	500	6%	A	550	7%	600	8%	650	8%
2969	Moore Avenue	Sallows Road - West End	8000	10	0%	A	20	0%	20	0%	20	0%
1680	Mountain Avenue	Elm Street - Cherry Street	8000	100	1%	A	110	1%	120	2%	130	2%
2991	Mountain Avenue	Hazel Street - Elm Street	8000	60	1%	A	70	1%	70	1%	80	1%
1871	Neekaunis Road	Tanners Road - Highway 12	8000	50	1%	A	60	1%	60	1%	70	1%
1682	Newton Street	C.P.R. Abandoned - Granny White Side Road	8000	360	5%	A	400	5%	400	5%	450	6%
1681	Newton Street	Granny White Side Road - Highway 12	8000	470	6%	A	500	6%	550	7%	600	8%
1683	Newton Street	Hogg Valley Road - C.P.R. Abandoned	8000	250	3%	A	300	4%	300	4%	350	4%
1685	Newton Street	Highway 12 - William Street	8000	390	5%	A	450	6%	450	6%	500	6%
3087	Newton Street	Vasey Road - Hogg Valley Road	8000	200	3%	A	250	3%	250	3%	250	3%
1686	Ney Avenue	Nottingham Street - Margaret Street	12000	140	1%	A	200	2%	200	2%	250	2%
1687	Ney Avenue	Talbot Street - Nottingham Street	12000	700	6%	A	800	7%	900	8%	1050	9%
1688	Nielson Road	Gervais Road - West Limit	8000	150	2%	A	200	3%	200	3%	200	3%
1478	Ninth Avenue	Assiniboia Street - Talbot Street	8000	160	2%	A	200	3%	200	3%	200	3%
1477	Ninth Avenue	North Limit - Assiniboia Street	8000	100	1%	A	110	1%	120	2%	130	2%
3158	Nottingham Street	Eight Avenue - Ney Avenue	8000	200	3%	A	250	3%	250	3%	250	3%
1690	Oak Road	Christie Road - North Limit	8000	50	1%	A	60	1%	60	1%	70	1%
1692	Ogdens Beach Road	Bayview Avenue - Highway 12	16000	1480	9%	A	1650	10%	1850	12%	2200	14%
1691	Ogdens Beach Road	North Limit - Bayview Avenue	16000	500	3%	A	600	4%	650	4%	750	5%

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1872	Old Coach Road	Gratrix Road - South Limit	8000	70	1%	A	80	1%	80	1%	90	1%
1693	Old Penetanguishene Road	Ebenezer Side Road - Highway 93	8000	150	2%	A	200	3%	200	3%	200	3%
1696	Old Penetanguishene Road	Ebenezer - Subway Rd	8000	170	2%	A	200	3%	200	3%	250	3%
1699	O'Leary Lane	Vents Beach Road - East Limit	8000	100	1%	A	110	1%	120	2%	130	2%
1698	O'Leary Lane	West Limit - Vents Beach Road	8000	120	2%	A	150	2%	150	2%	150	2%
1700	Oriole Street	Waterside Drive - Earldom Boulevard	8000	100	1%	A	110	1%	120	2%	130	2%
1701	Osborne Street	94 Osborne - HCB/GS Transition	8000	400	5%	A	450	6%	450	6%	500	6%
2999	Osborne Street	Park St. - 94 Osborne	8000	600	8%	A	650	8%	700	9%	750	9%
1702	Osborne Street	HCB/GS Transition - Robins Point Road	8000	400	5%	A	450	6%	450	6%	500	6%
1704	Ouida Street	Albin Road - Dodge Drive	8000	350	4%	A	400	5%	400	5%	450	6%
1705	Ouida Street	Dodge Drive - Sturgeon Bay Road	8000	330	4%	A	350	4%	400	5%	450	6%
1706	Palmer Street	Albin Road - Dodge Drive	8000	250	3%	A	300	4%	300	4%	350	4%
1707	Palmer Street	Dodge Drive - Sturgeon Bay Road	8000	250	3%	A	300	4%	300	4%	350	4%
1708	Paradise Avenue	Patterson Boulevard - Dignard Avenue	8000	80	1%	A	90	1%	90	1%	100	1%
1710	Park Street	Anderson Crescent - Richard Street	12000	2030	17%	A	2250	19%	2500	21%	3050	25%
1709	Park Street	Hoyt Avenue - Anderson Crescent	12000	580	5%	A	650	5%	750	6%	900	8%
1712.1	Park Street	Industrial Road - John Dillingno Street (NORTH half)	16000	2920	18%	A	3250	20%	3600	23%	4350	27%
1712.2	Park Street	Industrial Road - John Dillingno Street (SOUTH half)	16000	2920	18%	A	3250	20%	3600	23%	4350	27%
1713	Park Street	John Dillingno Street - Todd Lane	16000	3540	22%	A	3950	25%	4350	27%	5300	33%
1711	Park Street	Richard Street - Industrial Road	16000	2310	14%	A	2600	16%	2850	18%	3450	22%
1714	Park Street	Todd Lane - Hwy 12	16000	4050	25%	A	4500	28%	4950	31%	6050	38%
1715	Patterson Boulevard	First Avenue - Paradise Avenue	8000	350	4%	A	400	5%	400	5%	450	6%
1716	Patterson Boulevard	Paradise Avenue - East Limit	8000	300	4%	A	350	4%	350	4%	400	5%
1718	Percy Street	Dodge Drive - Sturgeon Bay Road	8000	200	3%	A	250	3%	250	3%	250	3%
1717	Percy Street	North Limit - Dodge Drive	8000	150	2%	A	200	3%	200	3%	200	3%
1721	Pine Street	Albin Road - Dodge Drive	12000	770	6%	A	900	8%	950	8%	1150	10%
1722	Pine Street	Dodge Drive - Sturgeon Bay Road	12000	1050	9%	A	1200	10%	1300	11%	1600	13%
1720	Pine Street	North Limit - Albin Road	8000	240	3%	A	300	4%	300	4%	300	4%
1723	Pine Street	Sturgeon Bay Road - Hwy 12	16000	1470	9%	A	1650	10%	1800	11%	2200	14%
1873	Playfair Drive	Hearthstone Drive - North Limit	8000	200	3%	A	250	3%	250	3%	250	3%
1724	Poplar Avenue	Limestone Road - Paradise Avenue	8000	100	1%	A	110	1%	120	2%	130	2%
1725	Quarry Road	Duck Bay Road - East Limit	16000	830	5%	A	950	6%	1050	7%	1250	8%
1726	Queen Street	Richard Street - Elizabeth Street	8000	250	3%	A	300	4%	300	4%	350	4%

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1874.00	Rainbow Lane	Hearthstone Drive - West Limit	8000	50	1%	A	60	1%	60	1%	70	1%
1729	Reeves Road	C.P.R. Abandoned - Hogg Valley Road	8000	610	8%	A	650	8%	700	9%	750	9%
1728	Reeves Road	Granny White Side Road - C.P.R. Abandoned	8000	650	8%	A	700	9%	750	9%	800	10%
1727	Reeves Road	Highway 12 - Granny White Side Road	8000	800	10%	A	850	11%	900	11%	1000	13%
1731	Reeves Road	Hogg Valley Road - Vasey Road	8000	550	7%	A	600	8%	650	8%	700	9%
1732	Reeves Road	Bourgeois Beach Road - Highway 12	12000	700	6%	A	800	7%	900	8%	1050	9%
3063	Richard Street	Albert Street - Ellen Street	16000	2000	13%	A	2250	14%	2450	15%	3000	19%
3062	Richard Street	Ellen Street - Queen Street	16000	2000	13%	A	2250	14%	2450	15%	3000	19%
1735	Richard Street	Jephson St. - Park Street	16000	2230	14%	A	2500	16%	2750	17%	3350	21%
3064	Richard Street	Queen Street - Jephson	16000	2000	13%	A	2250	14%	2450	15%	3000	19%
9999.7	Rob Crescent	Fesserton Sideroad - East Limit	8000	50	1%	A	60	1%	60	1%	70	1%
1739	Robins Point	150 m E of Park Street - Osborne Street	8000	550	7%	A	600	8%	650	8%	700	9%
1740	Robins Point	Osborne Street - South Limit	8000	270	3%	A	300	4%	300	4%	350	4%
1737	Robins Point	Park Street - 150 m E of Park Street	8000	580	7%	A	650	8%	650	8%	750	9%
1744	Ron Jones Road	Ebenezer Side Road - Hogg Valley Road	8000	60	1%	A	70	1%	70	1%	80	1%
1743	Ron Jones Road	Elliott Side Road - Ebenezer Side Road	12000	250	2%	A	300	3%	350	3%	400	3%
1741	Ron Jones Road	Elliott Side Road - North Limit	8000	110	1%	A	150	2%	150	2%	150	2%
1745	Ron Jones Road	Hogg Valley Road - South End	8000	80	1%	A	90	1%	90	1%	100	1%
9999.1	Ron Jones Road	McMann Side Road - South Limit	8000	20	0%	A	30	0%	30	0%	30	0%
1748	Rope Boulevard	Booth Road - Oak Road	8000	210	3%	A	250	3%	250	3%	300	4%
1747	Rope Boulevard	West Service Road - Booth Road	8000	220	3%	A	250	3%	250	3%	300	4%
1878	Rosemount Road	C.N.R. - Connors Court	8000	100	1%	A	110	1%	120	2%	130	2%
1880	Rosemount Road	Connors Court - Vasey Road	8000	98	1%	A	110	1%	110	1%	120	2%
1750	Rumney Road	Elliott Side Road - Highway 12	8000	660	8%	A	700	9%	750	9%	850	11%
1752	Rumney Road	Vasey Road - Hogg Valley Road	8000	200	3%	A	250	3%	250	3%	250	3%
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	8000	430	5%	A	500	6%	500	6%	550	7%
1756	Ruta Road	Rope Boulevard - South Limit	8000	40	1%	A	50	1%	50	1%	50	1%
1757	Sallows Drive	Bernard Avenue - Caswell Drive	8000	130	2%	A	150	2%	150	2%	200	3%
1758	Sallows Drive	Lumsden Avenue - Bernard Avenue	8000	120	2%	A	150	2%	150	2%	150	2%
1762	Sandhill Road	Highway 12 - HCB/GS Transition (HILL PAVED ONLY)	8000	100	1%	A	110	1%	120	2%	130	2%
1883	Sandhill Road	Old Coach Road - Vasey	8000	220	3%	A	250	3%	250	3%	300	4%
1762	Sandhill Road	Highway 12 - HCB/GS Transition (HILL PAVED ONLY)	8000	150	2%	A	200	3%	200	3%	200	3%
1882	Sandhill Road	Fesserton Side Road - Old Coach Road	8000	80	1%	A	90	1%	90	1%	100	1%

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1881	Sandhill Road	HCB/GS Transition - Fesserton Side Road	8000	90	1%	A	100	1%	100	1%	110	1%
1449	Second Avenue	Alberta Street - Bell Street	8000	40	1%	A	50	1%	50	1%	50	1%
1448	Second Avenue	Athabaska Street - Alberta Street	8000	60	1%	A	70	1%	70	1%	80	1%
1450	Second Avenue	Bell Street - Talbot Street	8000	300	4%	A	350	4%	350	4%	400	5%
1472	Seventh Avenue	Alberta Street - Assiniboia Street	8000	1060	13%	A	1150	14%	1200	15%	1300	16%
1474	Seventh Avenue	Armstrong Street - Talbot	12000	1200	10%	A	1350	11%	1500	13%	1800	15%
1470	Seventh Avenue	Arpin Street - Athabaska Street	8000	200	3%	A	250	3%	250	3%	250	3%
1473	Seventh Avenue	Assiniboia Street - Armstrong Street	12000	1100	9%	A	1250	10%	1350	11%	1650	14%
1471	Seventh Avenue	Athabaska Street - Alberta Street	8000	400	5%	A	450	6%	450	6%	500	6%
3164	Seventh Avenue	Talbot Street - Finlayson Street	8000	250	3%	A	300	4%	300	4%	350	4%
1824	Seventh Avenue	K Street - Arpin Street	8000	50	1%	A	60	1%	60	1%	70	1%
9999.5	Severn Road	West Service Road - West Limit	8000	300	4%	A	350	4%	350	4%	400	5%
9999.2	Sheppard Drive	Hunter Avenue - South End	8000	200	3%	A	250	3%	250	3%	250	3%
1764	Silver Birch Crescent	Evergreen Avenue - Woodlands Avenue	8000	80	1%	A	90	1%	90	1%	100	1%
1766	Silver Birch Crescent	Patterson Boulevard - East Limit	8000	120	2%	A	150	2%	150	2%	150	2%
1763	Silver Birch Crescent	Patterson Boulevard (west) - Evergreen Avenue	8000	50	1%	A	60	1%	60	1%	70	1%
1765	Silver Birch Crescent	Woodlands Avenue - Patterson Boulevard (east)	8000	220	3%	A	250	3%	250	3%	300	4%
1769	Simcoe Avenue	Assiniboia Street - Talbot Street	8000	250	3%	A	300	4%	300	4%	350	4%
1768	Simcoe Avenue	Alberta Street - Assiniboia Street	8000	150	2%	A	200	3%	200	3%	200	3%
1767	Simcoe Avenue	Arpin Street - Alberta Street	8000	50	1%	A	60	1%	60	1%	70	1%
1468	Sixth Avenue	Armstrong Street - Talbot Street	8000	500	6%	A	550	7%	600	8%	650	8%
1465	Sixth Avenue	Davidson Street - Armstrong Street	8000	400	5%	A	450	6%	450	6%	500	6%
2997	Spruce Street	Hazel Street - Elm Street	8000	150	2%	A	200	3%	200	3%	200	3%
1771	St. Mary Cres.	Florence St. - West Limit	8000	100	1%	A	110	1%	120	2%	130	2%
1774	Sturgeon Bay Road	Highway 12 - Ouida Street	16000	800	5%	A	900	6%	1000	6%	1200	8%
1775	Sturgeon Bay Road	Ouida Street - Pine Street	16000	1650	10%	A	1850	12%	2050	13%	2500	16%
1776	Sunset Court	Dawlish Avenue - North Limit	8000	100	1%	A	110	1%	120	2%	130	2%
1777	Sunset Place	William St - West End	8000	30	0%	A	40	1%	40	1%	40	1%
1781	Talbot Street	Fifth Avenue - Third Avenue	16000	2770	17%	A	3100	19%	3400	21%	4150	26%
1778	Talbot Street	Highway 12 - Triple Bay Road	16000	4940	31%	A	5500	34%	6050	38%	7350	46%
1780	Talbot Street	Midland Avenue - Fifth Avenue	16000	4860	30%	A	5400	34%	5950	37%	7250	45%
1782	Talbot Street	Third Avenue - First Avenue	16000	1890	12%	A	2100	13%	2350	15%	2850	18%
1779	Talbot Street	Triple Bay Road - Midland Avenue	16000	5990	37%	B	6650	42%	7350	46%	8950	56%

Asset ID	Road Name	From - To	Capacity (vpd)	2017 Horizon			2022 Horizon		2027 Horizon		2037 Horizon	
				Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
1784	Tanners Road	Lawson Lane - Highway 12	8000	120	2%	A	150	2%	150	2%	150	2%
1785	Thiffault Street	Pine Street - Cherry Street	8000	100	1%	A	110	1%	120	2%	130	2%
1452	Third Avenue	Assiniboia Street - Davidson	8000	250	3%	A	300	4%	300	4%	350	4%
3085	Third Avenue	Talbot Street - Davidson	8000	300	4%	A	350	4%	350	4%	400	5%
1451	Third Avenue	Wardell Street - Assiniboia Street	8000	200	3%	A	250	3%	250	3%	250	3%
1886	Thorpe Avenue	North Limit - Arpin Street	8000	40	1%	A	50	1%	50	1%	50	1%
1887	Todd Lane	Park Street - South Limit	8000	100	1%	A	110	1%	120	2%	130	2%
1786	Trillium Street	John Dillingno Street - South Limit	8000	130	2%	A	150	2%	150	2%	200	3%
1788	Triple Bay Road	Comber Place - Talbot Street	12000	570	5%	A	650	5%	700	6%	850	7%
1787	Triple Bay Road	North Limit - Comber Place	12000	570	5%	A	650	5%	700	6%	850	7%
3065	Triple Bay Road	Talbot Street - Highway 12	16000	1480	9%	A	1650	10%	1850	12%	2200	14%
1790	Truax Lane	Vasey Road - North Limit	8000	150	2%	A	200	3%	200	3%	200	3%
1792	Vents Beach Road	Bourgeois Beach Road - Highway 12	12000	500	4%	A	600	5%	650	5%	750	6%
1791	Vents Beach Road	O'Leary Lane - Bourgeois Beach Road	8000	250	3%	A	300	4%	300	4%	350	4%
1793	Veterans Lane	Albert Street - William Street	8000	600	8%	A	650	8%	700	9%	750	9%
1888	Victoria Street	Donahue Street - C.N.R.	8000	150	2%	A	200	3%	200	3%	200	3%
1794	Waldie Avenue	South Limit - Albert Street	8000	180	2%	A	200	3%	200	3%	250	3%
1795	Walnut Street	Pine Street - Cherry Street	8000	100	1%	A	110	1%	120	2%	130	2%
1797	Wardell Street	Fifth Avenue - Fourth Avenue	8000	90	1%	A	100	1%	100	1%	110	1%
1798	Wardell Street	Fourth Avenue - First Avenue	8000	90	1%	A	100	1%	100	1%	110	1%
1796	Wardell Street	Seventh Avenue - Fifth Avenue	8000	90	1%	A	100	1%	100	1%	110	1%
1799	Waterside Drive	Gloucester Grove - Yeoger Drive	8000	100	1%	A	110	1%	120	2%	130	2%
1802	West Service Road	Forest Harbour Parkway - Quarry Road	12000	570	5%	A	650	5%	700	6%	850	7%
1801	West Service Road	Gerhardt Road - Forest Harbour Parkway	12000	440	4%	A	500	4%	550	5%	700	6%
1800	West Service Road	North Limit - Gerhardt Road	12000	660	6%	A	750	6%	850	7%	1000	8%
1803	West Street	George Street - South Limit	8000	450	6%	A	500	6%	500	6%	550	7%
1809	William Street	Albert Street - Ellen Street	12000	1200	10%	A	1350	11%	1500	13%	1800	15%
1805	William Street	Highway 12 - Newton Street	16000	4450	28%	A	4950	31%	5450	34%	6650	42%
1807	William Street	Newton Street - Albert Street	16000	4470	28%	A	4950	31%	5450	34%	6650	42%
1810	Willow Street	Mountain Avenue - Cold Water Road	8000	60	1%	A	70	1%	70	1%	80	1%
1811	Windfield Drive	William Street - North Limit	8000	250	3%	A	300	4%	300	4%	350	4%
9999.4	Wintergreen Circle	McDermit Trail - North End	8000	80	1%	A	90	1%	90	1%	100	1%
3126	Wood Road	1994 - 2092 Wood Rd - PAVED HILL	8000	150	2%	A	200	3%	200	3%	200	3%

Asset ID	Road Name	From - To	Capacity (vpd)	2017 Horizon			2022 Horizon		2027 Horizon		2037 Horizon	
				Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
1814.1	Wood Road	800m N of McMann SR - 1350m N of McMann SR	8000	100	1%	A	110	1%	120	2%	130	2%
1814.2	Wood Road	1350m N of McMann SR - Ebenezer Side Road	8000	150	2%	A	200	3%	200	3%	200	3%
1816	Wood Road	Vasey Road - McMann Side Road	8000	190	2%	A	200	3%	250	3%	250	3%
1890	Wood Road	Ebenezer Side Road - Elliott Side Road	8000	90	1%	A	100	1%	100	1%	110	1%
1434	Wood Road	Elliott Side Road - Forgets Road	8000	90	1%	A	100	1%	100	1%	110	1%
1815	Wood Road	McMann Side Road - 800m N of McMann SR	8000	120	2%	A	150	2%	150	2%	150	2%
1818	Woodlands Avenue	Evergreen Avenue - Silver Birch Crescent	8000	250	3%	A	300	4%	300	4%	350	4%
1817	Woodlands Avenue	West Limit - Evergreen Avenue	8000	500	6%	A	550	7%	600	8%	650	8%
1819	Wycliffe Cove	Ellen Street - Albert Street	8000	1500	19%	A	1600	20%	1700	21%	1850	23%
1820	Yeoger Drive	Beach Drive - Earldom Boulevard	8000	100	1%	A	110	1%	120	2%	130	2%
1892	Young Avenue	North Limit - Arpin Street	8000	20	0%	A	30	0%	30	0%	30	0%

APPENDIX C:
ROAD INVENTORY

Asset ID	Road Name	From - To	Length (km)	Drainage	Roadside Environ	Road Class	O.Reg. Class	Lanes	Platform Width (m)	Surface Type	Surface Width (m)	Shoulder Type	Shoulder Width (m)	Posted Speed (km/h)	2017 AADT	PCI
3000	Albert Street	Bay Street - John Dillingno Street	0.2	other	rural	collector	4	2	6.6	asphalt	6.6			50	1000	73
1483	Albert Street	George St. - Bay Street	0.1	other	rural	collector	4	2	6.6	asphalt	6.6			50	1000	73
2959	Albert Street	John Dillingno Street - South Limit	0.2	open ditch	rural	collector	5	2	7.6	asphalt	6.6	gravel	0.5	50	200	59
1481	Albert Street	Richard Street - George Street	0.5	other	rural	collector	4	2	7.4	asphalt	6.4	gravel	0.5	50	3000	45
1479	Albert Street	Waldie - William St	0.2	other	urban	collector	4	2	13.8	asphalt	8.4	asphalt	2.6	50	1960	95
3077	Albert Street	William - Richard Street	0.2	other	urban	collector	4	2	13.8	asphalt	8.4	asphalt	2.6	50	3590	95
1486	Alberta Street	Fifth Avenue - Second Avenue	0.3	open ditch	rural	local	5	2	7	asphalt	7			50	70	73
1484	Alberta Street	Ninth Avenue ROW - Seventh Avenue	0.2	open ditch	rural	local	5	2	6.5	asphalt	6.5			50	60	60
1487	Alberta Street	Second Avenue - First Avenue	0.2	open ditch	rural	local	5	2	7	asphalt	7			50	70	59
1485	Alberta Street	Seventh Avenue - Barnes Avenue	0.2	open ditch	rural	local	5	2	6.5	asphalt	6.5			50	110	78
1489	Albin Road	GS/HCB Transition - Pine Street	0.6	no ditch	rural	local	5	2	5.8	asphalt	5.8			50	320	64
2970	Albin Road	West Limit - GS/HCB Transition	0.8	other	rural	local	5	2	6.4	surface treated	6.4			50	260	62
1490	Alcove Drive	Bluff Point Road - Limit	0.5	open ditch	rural	local	4	2	7.8	asphalt	6.8	gravel	0.5	80	220	51
1492	Algoma Avenue	North Limit - South Limit	0.1	open ditch	rural	local	5	2	6.5	asphalt	6.5			50	100	94
1494	Amanda Street	Ouida Street - Pine Street	0.2	other	rural	local	5	2	5.5	asphalt	5.5			50	150	75
1493	Amanda Street	Percy Street - Ouida Street	0.1	no ditch	rural	local	5	2	5.5	asphalt	5.5			50	120	85
1495	Anderson Crescent	Park St. - McDermitt Trail	0.7	open ditch	rural	local	4	2	6.2	asphalt	6.2			50	1200	68
3162	Ann Street	Seventh Avenue - Ney Avenue	0.2	other	urban	local	5	2	6.1	asphalt	6.1			50	200	83
1827	Arbour Trail	Bayway Road - North Limit	0.7	no ditch	rural	local	5	2	5.1	gravel	5.1			50	170	61
1498	Armstrong Street	Fifth Avenue - Third Avenue	0.2	no ditch	semi-urban	local	5	2	6.6	asphalt	6.6			50	400	60
1497	Armstrong Street	Midland Avenue - Fifth Avenue	0.3	no ditch	rural	local	4	2	6.6	asphalt	6.6			50	500	75
3079	Armstrong Street	Third Avenue - First Avenue	0.3	open ditch	rural	local	5	2	6.6	asphalt	6.6			50	250	92
3059	Arpin Street	Fifth Avenue - Young Avenue	0.2	open ditch	rural	local	5	2	7.7	asphalt	6.3	gravel	0.7	50	190	97
3058	Arpin Street	Seventh Avenue - Fifth Avenue	0.3	open ditch	rural	local	5	2	7.7	asphalt	6.3	gravel	0.7	50	160	97
3060	Arpin Street	Young Avenue - First Avenue	0.3	open ditch	rural	local	5	2	7.7	asphalt	6.3	gravel	0.7	50	170	97
1828	Arpin Street	Simcoe Avenue - Seventh Avenue	0.2	open ditch	rural	local	6	2	7.6	gravel	7	gravel	0.3	50	30	84
1829	Arthur Avenue	North Limit - Arpin Street	0.2	open ditch	rural	local	5	2	7.6	gravel	7	gravel	0.3	50	50	76
1502	Ash Street	Hazel Street - West Limit	0.2	open ditch	rural	local	5	2	5.5	asphalt	5.5			50	170	62
1505	Assiniboia Street	Fourth Avenue - First Avenue	0.4	other	rural	local	5	2	6.8	asphalt	6.8			50	140	52
1503	Assiniboia Street	Ninth Avenue - Seventh Avenue	0.3	other	rural	local	5	2	6.4	asphalt	6.4			50	110	74
1504	Assiniboia Street	Seventh Avenue - Fourth Avenue	0.3	no ditch	rural	local	5	2	6.8	asphalt	6.8			50	110	78
1506	Athabaska Street	Seventh Avenue - East Limit	0.2	open ditch	rural	local	5	2	6.2	asphalt	6.2			50	110	68
1507	Athabaska Street	West Limit - Seventh Avenue	0.1	no ditch	rural	local	5	2	5.2	asphalt	5.2			50	100	81
1509	Bannister Street	Vasey Road - South Limit	0.2	no ditch	rural	local	5	2	5.2	surface treated	5.2			50	100	37
1512	Barnes Avenue	Albert Street - Hayes Street	0.1	open ditch	rural	local	5	2	6	asphalt	6			50	100	75
1510	Barnes Avenue	Arpin Street - Athabaska Street	0.2	open ditch	rural	local	5	2	6	asphalt	6			50	150	62

Asset ID	Road Name	From - To	Length (km)	Drainage	Roadside Environ	Road Class	O.Reg. Class	Lanes	Platform Width (m)	Surface Type	Surface Width (m)	Shoulder Type	Shoulder Width (m)	Posted Speed (km/h)	2017 AADT	PCI
1511	Barnes Avenue	Athabaska Street - Alberta Street	0.2	open ditch	rural	local	5	2	6	asphalt	6			50	100	74
1830	Barnes Avenue	North Limit - Arpin Street	0.2	open ditch	rural	local	5	2	5.5	gravel	5.5			50	50	92
1513	Bass Bay Drive	Park Street - C.N.R.	0.3	open ditch	rural	local	5	2	6.5	asphalt	6.5			50	170	84
1831	Bass Bay Drive	Park Street - South Limit	0.5	open ditch	rural	local	5	2	6.6	gravel	6.6			50	170	81
1515	Bay Street	Albert Street - Park Street	0.5	other	rural	local	5	2	6.9	asphalt	6.4	gravel	0.3	50	310	71
1514	Bay Street	West Street - Albert Street	0.2	no ditch	rural	local	5	2	6	asphalt	6			50	120	61
3092	Bayside Avenue	300m South of Bass Bay - 600m South Bass Bay	0.3	other	rural	local	5	2	7.2	asphalt	6.2	gravel	0.5	50	200	95
3093	Bayside Avenue	Bass Bay Drive - 300 m S of Bass Bay Drive	0.3	other	rural	local	5	2	6.2	asphalt	5.2	gravel	0.5	50	80	95
1517	Bayview Avenue	Dawlish Ave. - Georgian Lane	1.1	open ditch	rural	local	4	2	8.5	asphalt	6.5	gravel	1.0	50	700	97
1518	Bayview Avenue	Georgian Lane - Triple Bay Road	0.9	other	rural	local	4	2	8.5	asphalt	6.5	gravel	1.0	50	600	95
3061	Bayview Avenue	Ogdens Beach Road - Dawlish Ave.	0.7	open ditch	rural	local	4	2	8.5	asphalt	6.5	gravel	1.0	50	1000	97
2971	Bayway Road	Duck Bay Road - West Limit	0.5	open ditch	rural	local	5	2	6.2	surface treated	6.2			50	400	63
1519	Beach Drive	Yeoger Drive - First Avenue	0.1	no ditch	rural	local	5	2	5	surface treated	5			50	120	51
1520	Beacon Street	North Limit - South Limit	0.1	open ditch	rural	local	5	2	5	surface treated	5			50	50	84
1522	Beckett's Side Road	Rosemount Side Road - Gratrix Road	1.2	other	rural	local	4	2	6.3	surface treated	6.3			80	200	70
1524	Bell Street	First Avenue - West Limit	0.2	other	rural	local	5	2	6.2	asphalt	6.2			50	100	63
1525	Bergie Crescent	Lighthouse Crescent - Juneau Road	0.3	no ditch	rural	local	5	2	5.8	asphalt	5.8			50	300	57
2966	Bernard Avenue	Sallows Road - West End	0.2	open ditch	rural	local	5	2	5.2	surface treated	5.2			50	50	50
1526	Booth Road	Gerhardt Road - Rope Boulevard	0.2	open ditch	rural	local	5	2	6.4	asphalt	6.4				50	69
2993	Bourgeois Beach Road	100 m West of Vents Beach Rd - Vents Beach Road	0.1	open ditch	semi-urban	collector	5	2	6.5	surface treated	6.5			50	300	79
2994	Bourgeois Beach Road	Reeves Road - 100 m West of Vents Beach Rd	0.8	other	rural	collector	5	2	6.6	surface treated	6.6			50	400	84
2967	Bourrie Avenue	Sallows Road - West End	0.2	open ditch	rural	local	5	2	5.2	surface treated	5.2			50	50	50
1529	Broderick street	Nottingham Street - Ney Avenue	0.3	other	urban	local	5	2	6	asphalt	6			50	150	97
1530	Browns Line	North Limit - South Limit	0.3	no ditch	rural	local	5	2	5.3	asphalt	5.3			50	120	63
1531	Cadeau Place	William Street - South Limit	0.1	storm sewer	urban	local	6	2	8.5	asphalt	8.5			50	20	69
3008	Calvert Street	West Limit - East Limit	0.4	no ditch	urban	local	4	2	6.2	asphalt	6.2			50	600	84
1536	Camilla Street	Eight Avenue - Margaret Street	0.2	other	rural	local	5	2	6.1	asphalt	6.1			50	150	75
1534	Camilla Street	West Limit - Eighth Avenue	0.1	open ditch	semi-urban	local	5	2	6.1	asphalt	6.1			50	100	86
1537	Caswell Drive	Highway 12 - Maskinonge Road	0.4	open ditch	rural	collector	4	2	7.4	surface treated	6.4	gravel	0.5	50	590	64
1539	Cherry Street	Elm Street - Mountain Avenue	0.2	open ditch	rural	local	5	2	5.6	asphalt	5.6			50	100	71
1541	Cherry Street	Mountain Avenue - Walnut Street	0.2	open ditch	rural	local	5	2	5.6	asphalt	5.6			50	100	95
1543	Cherry Street	Walnut Street - Coldwater Road	0.1	open ditch	rural	local	5	2	5.6	asphalt	5.6			50	100	95
1544	Chestnut Street	Pine Street - Cherry Street	0.1	other	rural	local	5	2	5.3	asphalt	5.3			50	100	81
1545	Coldwater Road	Balsam Street - Willow Street	0.3	no ditch	rural	collector	5	2	6.4	asphalt	6.4			50	250	63
1547	Coldwater Road	Duck Bay Road - Pine Street	0.7	no ditch	rural	arterial	4	2	6.6	asphalt	6.6			50	1400	73
1546	Coldwater Road	Willow Street - Duck Bay Road	0.2	no ditch	rural	collector	5	2	6.47	asphalt	6.4			50	350	64

Asset ID	Road Name	From - To	Length (km)	Drainage	Roadside Environ	Road Class	O.Reg. Class	Lanes	Platform Width (m)	Surface Type	Surface Width (m)	Shoulder Type	Shoulder Width (m)	Posted Speed (km/h)	2017 AADT	PCI
1840	Comber Place	Triple Bay Road - West Limit	0.2	no ditch	rural	local	6	2	4	gravel	4			50	10	63
1841	Connors Court	Rosemount Road - Rosemount Road	0.3	no ditch	rural	local	6	2	4.8	gravel	4.8			80	10	79
10000	Dalton Court	Fesserton Sideroad - East Limit	0.1	open ditch	rural	local	6	2	6	asphalt	6			50	10	87
1842	David Avenue	North Limit - Arpin Street	0.2	open ditch	rural	local	6	2	5.2	gravel	5.2			50	30	86
1549	Davidson Street	Fourth Avenue - Third Avenue	0.1	open ditch	rural	local	5	2	6.1	asphalt	5.6	gravel	0.3	60	220	62
1548	Davidson Street	Seventh Avenue - Fourth Avenue	0.3	no ditch	rural	local	5	2	6.7	asphalt	6.7			50	200	84
3083	Davidson Street	Third Avenue - First Avenue	0.3	no ditch	rural	local	5	2	6.7	asphalt	6.7			50	200	87
1551	Davis Drive	Park Street - Bayside Avenue	0.5	open ditch	rural	local	5	2	7.2	surface treated	6.2	gravel	0.5	50	180	71
1552	Dawlish Avenue	West Limit - Bayview Avenue	0.4	open ditch	rural	local	5	2	6.5	asphalt	6.5			50	350	82
1843	Delta Drive	Duffy Drive - East Limit	0.2	other	rural	local	5	2	4.6	gravel	4.6			50	100	92
1553	Dignard Avenue	Limestone Road - Evergreen Avenue	0.3	no ditch	rural	local	5	2	4.8	asphalt	4.8			50	100	43
1554	Dodge Drive	Browns Line - Ouida Street	0.3	other	rural	local	5	2	6.1	asphalt	5.6	gravel	0.3	50	120	76
1555	Dodge Drive	Ouida Street - Pine Street	0.3	other	rural	local	5	2	6.1	asphalt	5.6	gravel	0.3	50	130	89
1844	Donahue Street	Duckworth Street - Lily Street ROW	0.2	open ditch	rural	local	6	2	6.2	gravel	6.2			50	10	86
1558	Duck Bay Road	Bayway Road - Meadows Avenue	0.2	open ditch	rural	collector	4	2	7	asphalt	6.5	gravel	0.3	80	300	92
1556	Duck Bay Road	Cold Water Road - Quarry Road	1.1	open ditch	rural	arterial	4	2	8	asphalt	7	gravel	0.5	50	1210	51
1557	Duck Bay Road	Quarry Road - Bayway Road	0.9	open ditch	rural	collector	4	2	7.1	asphalt	6.6	gravel	0.3	50	570	91
1559	Duck Bay Road	Meadows Avenue - North Limit	0.5	open ditch	rural	local	4	2	6.2	surface treated	6.2			80	160	53
1560	Duckworth Street	50 m N of Lumber Road - Lumber Road	0.1	no ditch	rural	local	6	2	6	asphalt	6			50	40	47
1845	Duckworth Street	Donahue Street - 50 m N of Lumber Road	0.1	other	rural	local	6	2	6.2	gravel	6.2			50	20	86
1561	Duffy Drive	Hearthstone Drive - Highway 12	0.1	no ditch	rural	local	5	2	6	asphalt	6			50	450	76
1846	Duffy Drive	Hearthstone Drive - Delta Drive	0.3	open ditch	rural	local	5	2	6.1	gravel	6.1			50	200	92
1562	Earldom Boulevard	West Limit - First Avenue	0.4	other	rural	local	5	2	5	surface treated	5			50	200	73
1565	Ebenezer Side Road	Old Penetanguishene Road - Wood Road	2.3	other	rural	collector	4	2	6.8	surface treated	6.8			80	230	55
1564	Ebenezer Side Road	Wood Road - Ron Jones Road	1.0	open ditch	rural	collector	4	2	6.7	surface treated	6.7			80	160	56
1476	Eighth Avenue	Margaret Street - Camilla Street	0.1	open ditch	semi-urban	local	5	2	6.5	asphalt	6.5			50	100	75
3006	Eighth Avenue	Talbot Street - Margaret Street	0.8	no ditch	semi-urban	collector	4	2	6.2	asphalt	6.2			50	1020	95
1566	Elizabeth Street	Queen Street - South Limit	0.1	open ditch	rural	local	5	2	6.2	asphalt	6.2			50	110	70
1568	Ellen Street	Hoyt Avenue - Richard Street	0.5	other	rural	local	4	2	7.4	asphalt	7.4			50	1230	80
1569	Ellen Street	Richard Street - Jephson Street	0.1	storm sewer	urban	collector	4	2	8	asphalt	8			50	500	81
1572	Elliott Side Road	Old Fort Road - Rumney Road	1.4	open ditch	rural	local	4	2	6.6	surface treated	6.6			80	330	67
1571	Elliott Side Road	Ron Jones Road - Old Fort Road	1.5	other	rural	collector	4	2	6.4	surface treated	6.4			80	870	45
1570	Elliott Side Road	Wood Road - Ron Jones Road	1.1	other	rural	local	4	2	6.5	surface treated	6.5			80	170	51
1574	Elm Street	Mountain Avenue - Cold Water Road	0.2	other	rural	local	5	2	6.6	asphalt	6.6			50	90	58
1573	Elm Street	Pine Street - Mountain Avenue	0.4	open ditch	rural	local	5	2	7.3	asphalt	6.3	gravel	0.5	50	100	72
9999	Evans Street	Sheppard Drive - West End	0.1	storm sewer	urban	local	5	2	8.5	asphalt	8.5			50	200	97

Asset ID	Road Name	From - To	Length (km)	Drainage	Roadside Environ	Road Class	O.Reg. Class	Lanes	Platform Width (m)	Surface Type	Surface Width (m)	Shoulder Type	Shoulder Width (m)	Posted Speed (km/h)	2017 AADT	PCI
1575	Evergreen Avenue	Woodlands Avenue - Silver Birch Crescent	0.2	other	rural	local	5	2	7	asphalt	6	gravel	0.5	50	100	42
1576	Fallowfield Lane	Pine Street - East Limit	0.2	other	rural	local	5	2	4.9	asphalt	4.9			50	300	89
9999	Fesserton Side Road	Highway 400 - 300m West of Highway 400	0.3	open ditch	rural	local	4	2	8	asphalt	6	gravel	1.0	80	190	81
1849	Fesserton Side Road	250 m West of Sandhill Road - Highway 400	0.9	other	rural	local	5	2	7.2	gravel	7	gravel	0.1	50	200	89
1457	Fifth Avenue	Alberta Street - Assiniboia Street	0.4	other	rural	local	5	2	5.4	asphalt	5.4			50	50	63
1456	Fifth Avenue	Arpin Street - Alberta Street	0.2	open ditch	rural	local	5	2	5.5	asphalt	5.5			50	70	41
1459	Fifth Avenue	Assiniboia Street - Talbot Street	0.3	sewer & ditch	rural	local	4	2	6.8	asphalt	6.8			50	500	92
1823	Fifth Avenue	North Limit - Arpin Street	0.2	open ditch	rural	local	6	2	5.4	gravel	5.4			50	20	92
3010	Finlayson Street	West Limit - Seventh Avenue	0.5	no ditch	semi-urban	local	5	2	6.5	asphalt	6.5			50	200	91
1445	First Avenue	Arpin Street - Bell Street	0.5	other	rural	arterial	4	2	9	asphalt	7	gravel	1.0	50	1090	82
1447	First Avenue	Assiniboia Street - Talbot Street	0.3	other	rural	arterial	4	2	9	asphalt	7	gravel	1.0	50	1230	82
1446	First Avenue	Bell Street - Assiniboia Street	0.3	other	rural	arterial	4	2	9	asphalt	7	gravel	1.0	50	1190	76
1444	First Avenue	Earldom Blvd - Woodlands Avenue	0.3	other	rural	arterial	5	2	9	asphalt	7	gravel	1.0	50	400	36
1443	First Avenue	North Limit - Earldom Blvd	0.3	open ditch	rural	arterial	5	2	9	asphalt	7	gravel	1.0	50	330	66
1444	First Avenue	Woodlands Avenue - Arpin Street	0.9	other	rural	arterial	5	2	9	asphalt	7	gravel	1.0	50	400	36
1578	Florence Street	St. Mary Crescent - Jephson Street	0.1	no ditch	rural	local	5	2	6.2	asphalt	6.2			50	110	63
1584	Forest Harbour Parkway	Gouett Street - West to 91 FHP	0.7	open ditch	rural	local	5	2	5.5	asphalt	5.5			50	150	88
1581	Forest Harbour Parkway	West Service Road - Gouett Street	0.7	open ditch	rural	local	5	2	7.5	asphalt	6.5	gravel	0.5	50	220	95
1587	Forest Harbour Parkway	West 91 FHP - Duck Bay Road	0.9	open ditch	rural	local	5	2	6.2	surface treated	6.2			50	160	62
1588	Forgets Road	0.3km West of Wood Road - Wood Road	0.3	no ditch	rural	local	4	2	6.4	surface treated	6.4			80	180	67
1588	Forgets Road	Old Penetanguishene Road - 1.4km East of Old Penetanguishene Road	1.4	no ditch	rural	local	4	2	6.4	surface treated	6.4			80	180	67
1588	Forgets Road	1.4km East of Old Penetanguishene Road - 0.3km West of Wood Road	0.6	open ditch	rural	local	5	2	5.2	gravel	5.2			50	180	53
1453	Fourth Avenue	Alberta Street - Hayes Street	0.1	open ditch	rural	local	5	2	6.2	asphalt	6.2			50	150	64
3154	Fourth Avenue	Assiniboia Street - Talbot Street	0.3	storm sewer	urban	local	4	2	7.8	asphalt	7.8			50	1130	97
3155	Fourth Avenue	Hayes Street - Assiniboia Street	0.3	open ditch	rural	local	4	2	7.2	asphalt	6.6	gravel	0.3	50	540	97
1850	Fowlie Street	South Limit - Victoria Street	0.1	open ditch	rural	local	5	2	8	gravel	7	gravel	0.5	50	150	84
1590	Franklin Drive	Seventh Avenue - Barnes Avenue	0.1	open ditch	rural	local	5	2	6.2	asphalt	6.2			50	80	88
1851	Frazer Lane	Highway 12 - Highway 12	0.4	no ditch	rural	local	5	2	6.6	gravel	6.6			50	80	92
1852	French Road	End - Vasey Road	0.9	other	rural	local	6	2	5.4	gravel	5.4			80	20	64
10000	Gallo Crescent	Meadows Avenue - North Limit	0.2	open ditch	rural	local	5	2	6.5	surface treated	6.5		0.5	50	60	88
1591	George Street	West Street - Park Street	0.7	open ditch	rural	local	5	2	6.9	asphalt	6.4	gravel	0.3	50	400	58
1592	Georgian Lane	Bayview Avenue - West Limit	0.2	other	rural	local	5	2	5.5	asphalt	5.5			50	150	92
1593	Georgia's Walk	Bass Bay Drive - Park Street	0.7	storm sewer	urban	local	4	2	8.6	asphalt	8.6			50	600	97
1853	Gerhardt Road	West Service Road - South Limit	1.0	no ditch	rural	local	5	2	6.5	gravel	6.5			50	300	51
1595	Gervais Road	Highway 12 - Neilson	1.0	open ditch	rural	collector	4	2	7	asphalt	6	gravel	0.5	80	420	88
1597	Gervais Road	Hogg Valley Road - Vasey Rd	3.0	open ditch	rural	local	4	2	8.2	surface treated	7.2	gravel	0.5	80	290	72

Asset ID	Road Name	From - To	Length (km)	Drainage	Roadside Environ	Road Class	O.Reg. Class	Lanes	Platform Width (m)	Surface Type	Surface Width (m)	Shoulder Type	Shoulder Width (m)	Posted Speed (km/h)	2017 AADT	PCI
1597	Gervais Road	Neilson - Hogg Valley Road	1.0	open ditch	rural	local	4	2	8.2	surface treated	7.2	gravel	0.5	80	350	57
1598	Glacier Trail	Hilltop Crescent - North Limit	0.4	open ditch	rural	local	5	2	6.5	asphalt	6.5			50	250	69
1599	Gloucester Grove	Gloucester Grove - Earldom Boulevard	0.1	no ditch	rural	local	6	2	5	asphalt	5			50	30	69
1600	Gloucester Grove	Gloucester Grove - West Limit	0.0	no ditch	rural	local	6	2	3	surface treated	3			50	30	42
1601	Gouett Street	Forest Harbour Parkway - West Limit	0.3	open ditch	rural	local	5	2	5.6	surface treated	5.6			50	80	67
1854	Government Dock Road	Willow Street - Cold Water Road	0.3	no ditch	rural	local	5	2	5.6	gravel	5.6			50	70	66
1603	Grandview Road	84 Grandview Road - Waterside Drive	0.7	open ditch	rural	local	5	2	9	asphalt	7	gravel	1.0	50	190	97
1602	Grandview Road	Triple Bay Road - 84 Grandview Road	0.7	open ditch	rural	local	4	2	9	asphalt	7	gravel	1.0	80	300	97
1604	Granny White Side Road	GS/HCB Transition - Highway 12	0.7	open ditch	rural	local	5	2	7.5	asphalt	6.5	gravel	0.5	50	90	92
1856	Granny White Side Road	Newton Street - GS/HCB Transition	0.8	open ditch	rural	local	4	2	7.4	gravel	7	gravel	0.2	80	90	75
1855	Granny White Side Road	Reeves Road - Newton Street	1.4	open ditch	rural	local	4	2	7	gravel	7			80	60	75
1608	Gratrix Road	Fesserton Side Road ROW - Vasey Road	3.0	open ditch	rural	local	4	2	6.6	asphalt	6.6			80	360	37
1605	Gratrix Road	Highway 12 - Old Coach Road	1.0	open ditch	rural	local	4	2	9	asphalt	7	gravel	1.0	80	490	58
1606	Gratrix Road	Old Coach Road - 0.5 km N of Fesserton Side Road ROW	0.8	open ditch	rural	local	4	2	9	asphalt	7	gravel	1.0	80	420	74
1609	Grove Street	Waterside Drive - Earldom Boulevard	0.2	other	rural	local	5	2	5	surface treated	5			50	100	62
1610	Hayes Street	Seventh Avenue - Fourth Avenue	0.3	open ditch	rural	local	5	2	6.5	asphalt	6.5			50	200	92
1613	Hazel Street	Pine Street - Spruce Street	0.2	no ditch	rural	collector	5	2	7	asphalt	7			50	270	97
2992	Hazel Street	Spruce Street - Coldwater Road	0.3	no ditch	rural	collector	5	2	7	asphalt	7			50	250	97
1615	Hearthstone Drive	Duffy Drive - West Limit	0.2	no ditch	rural	local	5	2	5.7	asphalt	5.7			50	250	73
1857	Hearthstone Drive	North Limit - South Limit	0.4	no ditch	rural	local	5	2	5.7	gravel	5.7			50	300	71
9999	Helen Duncan Street	Albert Street - North Limit	0.1	open ditch	rural	local	6	1	2.7	gravel	2.7			50	10	80
1616	Hemlock Avenue	West Limit - Balsam Street	0.1	no ditch	rural	local	5	2	5.4	asphalt	5.4			50	50	72
1618	Hilltop Crescent	Bayview Avenue - East Limit	0.2	open ditch	rural	local	5	2	8.5	asphalt	6.5	gravel	1.0	50	300	88
1619	Hogg Valley Road	Rumney Road - 700 m West of Reeves Road	0.8	open ditch	rural	local	4	2	6.7	asphalt	6.7			80	200	87
1629	Hogg Valley Road	Gervais - Newton	1.5	open ditch	rural	local	5	2	6.4	surface treated	6.4			50	180	53
1627	Hogg Valley Road	Newton - Reeves	1.3	open ditch	rural	local	4	2	6.6	surface treated	6.6			80	200	70
1625	Hogg Valley Road	Reeves Rd - Hill at 4763 Hogg Valley Road	0.9	other	rural	local	4	2	6.6	surface treated	6.6			80	200	63
1621	Hogg Valley Road	Ron Jones Road - Old Fort Road	1.5	open ditch	rural	local	4	2	6.6	surface treated	6.6			80	70	51
1623	Hogg Valley Road	Rumney Road- Old Fort	1.3	open ditch	rural	local	4	2	6.7	surface treated	6.7			80	120	59
1635	Hoyt Avenue	Ellen Street - Park Street	0.9	other	urban	local	4	2	6.2	asphalt	6.2			50	1230	85
9999	Hunter Avenue	Sheppard Drive - West End	0.1	storm sewer	urban	local	5	2	8.5	asphalt	8.5			50	180	97
1636	Industrial Road	Park Street - East Limit	0.4	open ditch	rural	local	4	2	7.5	asphalt	7	gravel	0.3	50	500	72
1637	Ivy Lane	John Dillingno Street - South Limit	0.2	open ditch	rural	local	5	2	6.3	asphalt	6.3			50	140	92
1639	Jephson Street	Albert Street - Ellen Street	0.2	other	rural	local	4	2	6.4	asphalt	6.4			50	1000	86
1640	Jephson Street	Ellen Street - Richard Street	0.4	open ditch	rural	local	4	2	6.45	asphalt	6.4			50	1200	89
1638	Jephson Street	West Limits - Albert Street	0.2	no ditch	rural	local	5	2	6.4	asphalt	6.4			50	230	75

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1642	John Dillingno Street	Trillium Street - Park Street	0.4	open ditch	rural	local	5	2	7.1	asphalt	6.6	gravel	0.3	50	350	58
1641	John Dillingno Street	West Street - Trillium Street	0.3	open ditch	rural	local	4	2	7.1	asphalt	6.6	gravel	0.3	50	650	55
1644	John Street	William Street - Albert Street	0.3	other	semi-urban	local	4	2	6.8	asphalt	6.8			50	1000	88
1645	Jones Court	Highway 12 - Talbot Street	0.3	open ditch	rural	local	6	2	11	surface treated	7	earth/dirt	2.0	50	10	53
1646	Juneau Road	Hoyt Avenue - Lighthouse Crescent	0.5	other	rural	local	4	2	6.4	asphalt	6.4			50	520	50
1864	K Street	Seventh Avenue - Barnes Avenue	0.2	open ditch	rural	local	6	2	5.5	gravel	5.5			50	40	92
1647	Keewatin Avenue	First Avenue - South Limit	0.3	other	rural	local	5	2	6.3	asphalt	6.3			50	100	80
1648	King Road	Albin Road - Limit	0.7	other	rural	local	5	2	5.4	asphalt	5.4			50	400	48
1649	Kingfisher Avenue	Limestone Road - Paradise Avenue	0.2	no ditch	rural	local	5	2	4.8	asphalt	4.8	gravel		50	100	47
1651	Lighthouse Crescent	Juneau Road - Bergie Crescent	0.5	no ditch	rural	local	5	2	6.8	asphalt	6.8			50	250	86
1652	Limestone Road	Patterson Boulevard - Woodlands Avenue	0.4	no ditch	rural	local	5	2	4.8	asphalt	4.8	gravel		50	300	55
2968	Lions Court	Park Street - East Limit	0.2	other	rural	local	5	2	6.2	asphalt	6.2			50	50	68
1867	Long Point Road	Bayway Road - North Limit	0.2	other	rural	local	5	2	5.2	gravel	5.2			50	70	97
1866	Long Point Road	South Limit - Bayway Road	0.2	no ditch	rural	local	5	2	5.2	gravel	5.2			50	300	97
1654	Lovejoy Street	Park Street - West Limit	0.2	open ditch	rural	local	5	2	7	surface treated	7			50	150	83
1655	Lumber Road	Ellen Street - Victoria Street	0.4	open ditch	rural	local	5	2	6.2	asphalt	6.2			50	200	44
1657	Maple Street	Albert Street - Park Street	0.5	open ditch	rural	local	5	2	6.8	asphalt	6.8			50	250	90
1659	Margaret Street	West Limit - Ney Avenue	0.3	other	rural	collector	5	2	6.4	asphalt	6.4			50	200	83
1660	Martha Street	William Street - Jephson Street	0.2	storm sewer	urban	local	4	2	8.3	asphalt	8.3			50	1000	73
1665	Mary Street	Eighth Avenue - Ney Avenue	0.2	other	urban	local	5	2	6.2	asphalt	6.2			50	200	92
1662	Mary Street	West Limit (Ninth Ave) - Eighth Avenue	0.2	other	urban	local	5	2	6.2	asphalt	6.2			50	100	97
1667	Maskinonge Road	Caswell Road - South Limit	0.7	other	rural	local	5	2	6.2	surface treated	6.2			50	450	57
1668	McDermit Trail	Anderson Crescent - Anderson Crescent	0.5	open ditch	rural	local	4	2	6.8	asphalt	6.8			50	500	69
1671	McMann Side Road	Wood Road - Ron Jones Road	1.0	open ditch	rural	local	4	2	6.4	surface treated	6.4			80	60	76
1868	McMann Side Road	Highway 93 - Wood Road	2.3	open ditch	rural	local	6	2	6.5	gravel	6.5			80	30	86
1673	McNicoll Street	Fourth Avenue - First Avenue	0.4	other	rural	local	5	2	6	asphalt	6			50	120	83
1672	McNicoll Street	Seventh Avenue - Fourth Avenue	0.3	open ditch	rural	local	5	2	6.4	asphalt	6.4			50	100	81
10000	Meadows Avenue	Duck Bay Road - Forrest Harbour Parkway	2.2	open ditch	rural	local	4	2	7.2	surface treated	6.2	gravel	0.5	80	170	83
1675	Midland Avenue	North Limit - Talbot Street	0.1	no ditch	rural	local	5	2	6.4	asphalt	6.4			50	250	68
1676	Mill Street	Industrial Road - North Limit	0.2	open ditch	rural	local	5	2	7.5	asphalt	7	gravel	0.3	50	200	86
2995	Mitchells Beach Road	South Limit - Reeves Road	0.8	no ditch	rural	local	5	2	7	surface treated	7			40	500	72
2969	Moore Avenue	Sallows Road - West End	0.1	no ditch	rural	local	6	2	4.2	surface treated	4.2			50	10	65
1680	Mountain Avenue	Elm Street - Cherry Street	0.5	other	rural	local	5	2	5.8	asphalt	5.8			50	100	50
2991	Mountain Avenue	Hazel Street - Elm Street	0.2	other	rural	local	5	2	5.8	asphalt	5.8			50	60	77
1871	Neekaunis Road	Tanners Road - Highway 12	0.5	no ditch	rural	local	5	2	6.4	gravel	6.4			50	50	86
1682	Newton Street	C.P.R. Abandoned - Granny White Side Road	0.9	open ditch	rural	local	4	2	7.4	surface treated	6.4	gravel	0.5	80	360	56

Asset ID	Road Name	From - To	Length (km)	Drainage	Roadside Environ	Road Class	O.Reg. Class	Lanes	Platform Width (m)	Surface Type	Surface Width (m)	Shoulder Type	Shoulder Width (m)	Posted Speed (km/h)	2017 AADT	PCI
1681	Newton Street	Granny White Side Road - Highway 12	1.5	open ditch	rural	local	4	2	7.4	surface treated	7.4	gravel	0.5	80	470	49
1683	Newton Street	Hogg Valley Road - C.P.R. Abandoned	2.3	open ditch	rural	local	4	2	7.5	surface treated	6.5	gravel	0.5	80	250	57
1685	Newton Street	Highway 12 - William Street	0.6	open ditch	rural	local	4	2	6.7	asphalt	6.7			80	390	72
3087	Newton Street	Vasey Road - Hogg Valley Road	3.1	open ditch	rural	local	4	2	7.5	surface treated	6.5	gravel	0.5	80	200	77
1686	Ney Avenue	Nottingham Street - Margaret Street	0.3	other	semi-urban	collector	5	2	7.5	asphalt	6.5	gravel	0.5	50	140	82
1687	Ney Avenue	Talbot Street - Nottingham Street	0.4	other	semi-urban	collector	4	2	7.5	asphalt	6.5	gravel	0.5	50	700	65
1688	Nielson Road	Gervais Road - West Limit	0.4	other	rural	local	4	2	7.4	surface treated	6.4	gravel	0.5	80	150	61
1478	Ninth Avenue	Assiniboia Street - Talbot Street	0.3	other	rural	local	5	2	6.5	asphalt	6.5			50	160	42
1477	Ninth Avenue	North Limit - Assiniboia Street	0.2	other	rural	local	5	2	6.5	asphalt	6.5			50	100	61
3158	Nottingham Street	Eight Avenue - Ney Avenue	0.3	storm sewer	urban	local	5	2	6	asphalt	6			50	200	97
1690	Oak Road	Christie Road - North Limit	0.3	open ditch	rural	local	4	2	6.5	asphalt	6.5			80	50	61
1692	Ogdens Beach Road	Bayview Avenue - Highway 12	2.1	open ditch	rural	arterial	3	2	8.5	asphalt	6.5	gravel	1.0	80	1480	89
1691	Ogdens Beach Road	North Limit - Bayview Avenue	0.3	other	rural	arterial	4	2	8.5	asphalt	6.5	gravel	1.0	80	500	70
1872	Old Coach Road	Gratrix Road - South Limit	1.4	other	rural	local	4	2	7.2	gravel	7	gravel	0.1	80	70	71
1693	Old Penetanguishene Road	Ebenezer Side Road - Highway 93	0.4	open ditch	rural	local	4	2	6.3	surface treated	6.3			80	150	57
1696	Old Penetanguishene Road	Ebenezer - Subway Rd	2.5	open ditch	rural	local	4	2	6.8	surface treated	6.8			80	170	88
1699	O'Leary Lane	Vents Beach Road - East Limit	0.1	no ditch	rural	local	5	2	6.3	asphalt	6.3			50	100	76
1698	O'Leary Lane	West Limit - Vents Beach Road	0.1	no ditch	rural	local	5	2	5.5	asphalt	5.5			50	120	43
1700	Oriole Street	Waterside Drive - Earldom Boulevard	0.1	no ditch	rural	local	5	2	5	surface treated	5			50	100	67
1701	Osborne Street	94 Osborne - HCB/GS Transition	0.3	open ditch	rural	local	5	2	7.6	asphalt	6.6	gravel	0.5	50	400	82
2999	Osborne Street	Park St. - 94 Osborne	0.4	other	rural	local	4	2	7.6	asphalt	6.6	gravel	0.5	50	600	92
1702	Osborne Street	HCB/GS Transition - Robins Point Road	0.7	open ditch	rural	local	5	2	8	surface treated	7	gravel	0.5	50	400	52
1704	Ouida Street	Albin Road - Dodge Drive	0.3	open ditch	rural	local	5	2	6.1	asphalt	5.6	gravel	0.3	50	350	68
1705	Ouida Street	Dodge Drive - Sturgeon Bay Road	0.3	open ditch	rural	local	5	2	6.1	asphalt	5.6	gravel	0.3	50	330	65
1706	Palmer Street	Albin Road - Dodge Drive	0.3	other	rural	local	5	2	6.1	asphalt	5.5	gravel	0.3	50	250	70
1707	Palmer Street	Dodge Drive - Sturgeon Bay Road	0.3	open ditch	rural	local	5	2	6.1	asphalt	5.6	gravel	0.3	50	250	72
1708	Paradise Avenue	Patterson Boulevard - Dignard Avenue	0.3	no ditch	rural	local	5	2	4.7	asphalt	4.7			50	80	49
1710	Park Street	Anderson Crescent - Richard Street	0.3	other	rural	collector	4	2	9.5	asphalt	7	gravel	2.5	50	2030	58
1709	Park Street	Hoyt Avenue - Anderson Crescent	0.6	no ditch	rural	collector	4	2	7.5	asphalt	7.5			50	580	81
1712	Park Street	Industrial Road - John Dillingno Street (NORTH half)	0.3	storm sewer	rural	arterial	4	2	10.1	asphalt	6.8	asphalt	3.3	50	2920	77
1712	Park Street	Industrial Road - John Dillingno Street (SOUTH half)	0.3	other	rural	arterial	4	2	10.8	asphalt	6.8	gravel	2.0	50	2920	69
1713	Park Street	John Dillingno Street - Todd Lane	0.4	open ditch	rural	arterial	4	2	10.8	asphalt	6.8	gravel	2.0	50	3540	72
1711	Park Street	Richard Street - Industrial Road	0.3	storm sewer	semi-urban	arterial	4	2	10.1	asphalt	6.8	asphalt	3.3	50	2310	69
1714	Park Street	Todd Lane - Hwy 12	0.3	open ditch	rural	arterial	3	2	10.8	asphalt	6.8	gravel	2.0	50	4050	68
1715	Patterson Boulevard	First Avenue - Paradise Avenue	0.4	other	rural	local	5	2	8	asphalt	6	gravel	1.0	50	350	87
1716	Patterson Boulevard	Paradise Avenue - East Limit	0.5	no ditch	rural	local	5	2	8	asphalt	6	gravel	1.0	50	300	38

Asset ID	Road Name	From - To	Length (km)	Drainage	Roadside Environ	Road Class	O.Reg. Class	Lanes	Platform Width (m)	Surface Type	Surface Width (m)	Shoulder Type	Shoulder Width (m)	Posted Speed (km/h)	2017 AADT	PCI
1718	Percy Street	Dodge Drive - Sturgeon Bay Road	0.3	open ditch	rural	local	5	2	6.3	asphalt	5.8	gravel	0.3	50	200	58
1717	Percy Street	North Limit - Dodge Drive	0.3	open ditch	rural	local	5	2	6.3	asphalt	5.8	gravel	0.3	50	150	60
1721	Pine Street	Albin Road - Dodge Drive	0.3	no ditch	semi-urban	collector	4	2	6.8	asphalt	6.8			50	770	90
1722	Pine Street	Dodge Drive - Sturgeon Bay Road	0.3	storm sewer	semi-urban	collector	4	2	8	asphalt	8			50	1050	90
1720	Pine Street	North Limit - Albin Road	0.3	open ditch	rural	local	5	2	6.5	asphalt	6.5			50	240	89
1723	Pine Street	Sturgeon Bay Road - Hwy 12	0.4	storm sewer	urban	arterial	4	2	7.4	asphalt	7.4			50	1470	97
1873	Playfair Drive	Hearthstone Drive - North Limit	0.4	no ditch	rural	local	5	2	3.8	gravel	3.8			50	200	71
1724	Poplar Avenue	Limestone Road - Paradise Avenue	0.2	no ditch	rural	local	5	2	5	asphalt	5			50	100	64
1725	Quarry Road	Duck Bay Road - East Limit	0.8	open ditch	rural	arterial	4	2	8.5	asphalt	6.5	gravel	1.0	80	830	39
1726	Queen Street	Richard Street - Elizabeth Street	0.2	other	rural	local	5	2	6.2	asphalt	6.2			50	250	84
1874	Rainbow Lane	Hearthstone Drive - West Limit	0.1	no ditch	rural	local	5	2	4.5	gravel	4.5			50	50	80
1729	Reeves Road	C.P.R. Abandoned - Hogg Valley Road	2.9	no ditch	rural	local	4	2	7.4	asphalt	6.4	gravel	0.5	80	610	88
1728	Reeves Road	Granny White Side Road - C.P.R. Abandoned	0.3	open ditch	rural	local	4	2	6.6	asphalt	6.1	gravel	0.5	80	650	63
1727	Reeves Road	Highway 12 - Granny White Side Road	1.4	open ditch	rural	local	4	2	6.6	asphalt	6.1	gravel	0.3	80	800	76
1731	Reeves Road	Hogg Valley Road - Vasey Road	3.1	no ditch	rural	local	4	2	7.4	asphalt	6.4	gravel	0.5	80	550	89
1732	Reeves Road	Bourgeois Beach Road - Highway 12	0.3	open ditch	rural	collector	4	2	6	surface treated	6			50	700	90
3063	Richard Street	Albert Street - Ellen Street	0.2	storm sewer	urban	arterial	4	2	8.6	asphalt	8.6			50	2000	94
3062	Richard Street	Ellen Street - Queen Street	0.2	storm sewer	urban	arterial	4	2	9	asphalt	9			50	2000	89
1735	Richard Street	Jephson St. - Park Street	0.1	open ditch	rural	arterial	4	2	8.2	asphalt	7.2	gravel	0.5	50	2230	89
3064	Richard Street	Queen Street - Jephson	0.3	open ditch	rural	arterial	4	2	8.2	asphalt	7.2	gravel	0.5	50	2000	89
10000	Rob Crescent	Fesserton Sideroad - East Limit	0.2	no ditch	rural	local	5	2	6	asphalt	6			50	50	83
1739	Robins Point	150 m E of Park Street - Osborne Street	1.9	other	rural	local	4	2	7	asphalt	7			50	550	97
1740	Robins Point	Osborne Street - South Limit	0.9	other	rural	local	5	2	7	asphalt	7			50	270	91
1737	Robins Point	Park Street - 150 m E of Park Street	0.2	other	rural	local	4	2	7	asphalt	7			50	580	97
1744	Ron Jones Road	Ebenezer Side Road - Hogg Valley Road	1.0	open ditch	rural	local	4	2	6.2	surface treated	6.2			80	60	56
1743	Ron Jones Road	Elliott Side Road - Ebenezer Side Road	2.1	open ditch	rural	collector	4	2	6.6	surface treated	6.6			80	250	80
1741	Ron Jones Road	Elliott Side Road - North Limit	1.0	open ditch	rural	local	4	2	6.2	surface treated	6.2			80	110	86
1745	Ron Jones Road	Hogg Valley Road - South End	1.5	open ditch	rural	local	5	2	6.3	surface treated	6.3			50	80	62
9999	Ron Jones Road	McMann Side Road - South Limit	0.5	no ditch	rural	local	6	2	5.5	gravel	5.5			80	20	58
1748	Rope Boulevard	Booth Road - Oak Road	0.5	open ditch	rural	local	4	2	6.4	asphalt	6.4			80	210	66
1747	Rope Boulevard	West Service Road - Booth Road	0.3	open ditch	rural	local	4	2	7.4	asphalt	6.4	gravel	0.5	80	220	55
1878	Rosemount Road	C.N.R. - Connors Court	0.6	open ditch	rural	local	5	2	6.3	gravel	6.3			50	100	58
1880	Rosemount Road	Connors Court - Vasey Road	3.1	other	rural	local	4	2	6.3	gravel	6.3			80	98	80
1750	Rumney Road	Elliott Side Road - Highway 12	1.4	other	rural	local	4	2	8.1	asphalt	6.1	gravel	1.0	80	660	58
1752	Rumney Road	Vasey Road - Hogg Valley Road	3.1	open ditch	rural	local	4	2	9.2	asphalt	7.2	gravel	1.0	80	200	82
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	3.1	open ditch	rural	local	4	2	7.6	surface treated	6.6	gravel	0.5	80	430	44

Asset ID	Road Name	From - To	Length (km)	Drainage	Roadside Environ	Road Class	O.Reg. Class	Lanes	Platform Width (m)	Surface Type	Surface Width (m)	Shoulder Type	Shoulder Width (m)	Posted Speed (km/h)	2017 AADT	PCI
1756	Ruta Road	Rope Boulevard - South Limit	0.2	open ditch	rural	local	6	2	6.6	asphalt	6.6			80	40	63
1757	Sallows Drive	Bernard Avenue - Caswell Drive	0.3	open ditch	rural	local	5	2	6.3	surface treated	6.3			25	130	73
1758	Sallows Drive	Lumsden Avenue - Bernard Avenue	0.4	other	rural	local	5	2	6.3	surface treated	6.3			50	120	56
1762	Sandhill Road	Highway 12 - HCB/GS Transition (HILL PAVED ONLY)	1.0	open ditch	rural	local	4	2	6.3	asphalt	6.3			80	100	97
1883	Sandhill Road	Old Coach Road - Vasey	0.5	open ditch	rural	local	4	2	7	asphalt	6.5	gravel	0.3	80	220	69
1762	Sandhill Road	Highway 12 - HCB/GS Transition (HILL PAVED ONLY)	1.0	open ditch	rural	local	4	2	7.4	surface treated	6	gravel	1.2	80	150	86
1882	Sandhill Road	Fesserton Side Road - Old Coach Road	1.9	other	rural	local	4	2	6.8	gravel	6.8			80	80	86
1881	Sandhill Road	HCB/GS Transition - Fesserton Side Road	1.4	other	rural	local	5	2	6.5	gravel	6.5			50	90	92
1449	Second Avenue	Alberta Street - Bell Street	0.1	open ditch	rural	local	6	2	6.2	asphalt	6.2			50	40	56
1448	Second Avenue	Athabaska Street - Alberta Street	0.2	open ditch	rural	local	5	2	7.3	asphalt	6.3	gravel	0.5	50	60	97
1450	Second Avenue	Bell Street - Talbot Street	0.6	no ditch	rural	local	5	2	7.3	asphalt	6.3	gravel	0.5	50	300	52
1472	Seventh Avenue	Alberta Street - Assiniboia Street	0.4	no ditch	rural	local	4	2	7.4	asphalt	6.4	gravel	0.5	50	1060	85
1474	Seventh Avenue	Armstrong Street - Talbot	0.2	no ditch	rural	collector	4	2	7.2	asphalt	6.2	gravel	0.5	50	1200	94
1470	Seventh Avenue	Arpin Street - Athabaska Street	0.2	open ditch	rural	local	5	2	6.2	asphalt	6.2			50	200	54
1473	Seventh Avenue	Assiniboia Street - Armstrong Street	0.2	no ditch	rural	collector	4	2	6.8	asphalt	6.8			50	1100	94
1471	Seventh Avenue	Athabaska Street - Alberta Street	0.2	open ditch	rural	local	5	2	6.2	asphalt	6.2			50	400	43
3164	Seventh Avenue	Talbot Street - Finlayson Street	0.2	no ditch	semi-urban	local	5	2	7.2	asphalt	7.2			50	250	92
1824	Seventh Avenue	K Street - Arpin Street	0.1	other	rural	local	5	2	7.6	gravel	7	gravel	0.3	50	50	67
10000	Severn Road	West Service Road - West Limit	0.1	open ditch	rural	local	4	2	9.6	asphalt	6.6	gravel	1.5	80	300	53
9999	Sheppard Drive	Hunter Avenue - South End	0.3	other	urban	local	5	2	8.5	asphalt	8.5			50	200	97
1764	Silver Birch Crescent	Evergreen Avenue - Woodlands Avenue	0.2	other	rural	local	5	2	6	asphalt	6			50	80	54
1766	Silver Birch Crescent	Patterson Boulevard - East Limit	0.3	no ditch	rural	local	5	2	6	asphalt	6			50	120	57
1763	Silver Birch Crescent	Patterson Boulevard (west) - Evergreen Avenue	0.2	no ditch	rural	local	5	2	7	asphalt	6	gravel	0.5	50	50	37
1765	Silver Birch Crescent	Woodlands Avenue - Patterson Boulevard (east)	0.2	no ditch	rural	local	5	2	7	asphalt	6	gravel	0.5	50	220	68
1769	Simcoe Avenue	Assiniboia Street - Talbot Street	0.3	open ditch	rural	local	5	2	7.5	asphalt	6.5	gravel	0.5	50	250	64
1768	Simcoe Avenue	Alberta Street - Assiniboia Street	0.4	open ditch	rural	local	5	2	6.7	surface treated	6.7			50	150	49
1767	Simcoe Avenue	Arpin Street - Alberta Street	0.4	open ditch	rural	local	5	2	7	surface treated	6	gravel	0.5	50	50	77
1468	Sixth Avenue	Armstrong Street - Talbot Street	0.1	storm sewer	semi-urban	local	4	2	6.2	asphalt	6.2			50	500	92
1465	Sixth Avenue	Davidson Street - Armstrong Street	0.1	storm sewer	semi-urban	local	5	2	6.2	asphalt	6.2			50	400	92
2997	Spruce Street	Hazel Street - Elm Street	0.2	open ditch	rural	local	5	2	6	asphalt	5.5	gravel	0.3	50	150	97
1771	St. Mary Cres.	Florence St. - West Limit	0.2	other	rural	local	5	2	6.2	asphalt	6.2			50	100	65
1774	Sturgeon Bay Road	Highway 12 - Ouida Street	0.4	other	semi-urban	arterial	4	2	7.5	asphalt	6.5	gravel	1.0	50	800	72
1775	Sturgeon Bay Road	Ouida Street - Pine Street	0.3	other	semi-urban	arterial	4	2	7.5	asphalt	6.5	gravel	1.0	50	1650	73
1776	Sunset Court	Dawlish Avenue - North Limit	0.3	open ditch	rural	local	5	2	6.5	asphalt	6.5			50	100	81
1777	Sunset Place	William St - West End	0.1	other	semi-urban	local	6	2	6.2	asphalt	6.2			50	30	69
1781	Talbot Street	Fifth Avenue - Third Avenue	0.2	storm sewer	urban	arterial	4	2	8.5	asphalt	8.5			50	2770	87

Asset ID	Road Name	From - To	Length (km)	Drainage	Roadside Environ	Road Class	O.Reg. Class	Lanes	Platform Width (m)	Surface Type	Surface Width (m)	Shoulder Type	Shoulder Width (m)	Posted Speed (km/h)	2017 AADT	PCI
1778	Talbot Street	Highway 12 - Triple Bay Road	1.2	open ditch	rural	arterial	3	2	10.5	asphalt	7.5	gravel	1.5	60	4940	80
1780	Talbot Street	Midland Avenue - Fifth Avenue	0.3	storm sewer	urban	arterial	3	2	8.5	asphalt	8.5			50	4860	75
1782	Talbot Street	Third Avenue - First Avenue	0.3	storm sewer	urban	arterial	4	2	8.5	asphalt	8.5			50	1890	87
1779	Talbot Street	Triple Bay Road - Midland Avenue	0.6	open ditch	rural	arterial	3	2	9	asphalt	7	gravel	1.0	50	5990	81
1784	Tanners Road	Lawson Lane - Highway 12	0.4	no ditch	rural	local	5	2	6	surface treated	6			50	120	54
1785	Thiffault Street	Pine Street - Cherry Street	0.1	no ditch	rural	local	5	2	6.5	asphalt	6.5			50	100	81
1452	Third Avenue	Assiniboia Street - Davidson	0.1	open ditch	rural	local	5	2	6.3	asphalt	6.3			50	250	71
3085	Third Avenue	Talbot Street - Davidson	0.2	no ditch	rural	local	5	2	7.3	asphalt	7.3			50	300	97
1451	Third Avenue	Wardell Street - Assiniboia Street	0.2	no ditch	rural	local	5	2	5.6	asphalt	5.6			50	200	72
1886	Thorpe Avenue	North Limit - Arpin Street	0.2	other	rural	local	6	2	4.8	gravel	4.8			50	40	92
1887	Todd Lane	Park Street - South Limit	0.8	open ditch	rural	local	5	2	6.6	gravel	6.6			50	100	75
1786	Trillium Street	John Dillingno Street - South Limit	0.2	open ditch	rural	local	5	2	6.3	asphalt	6.3			50	130	92
1788	Triple Bay Road	Comber Place - Talbot Street	0.7	open ditch	rural	collector	4	2	8.5	asphalt	6.5	gravel	1.0	50	570	50
1787	Triple Bay Road	North Limit - Comber Place	2.0	open ditch	rural	collector	4	2	8.5	asphalt	6.5	gravel	1.0	50	570	42
3065	Triple Bay Road	Talbot Street - Highway 12	1.7	open ditch	rural	arterial	4	2	9.2	asphalt	7.2	gravel	1.0	50	1480	85
1790	Truax Lane	Vasey Road - North Limit	0.2	no ditch	rural	local	5	2	5.2	surface treated	5.2			50	150	37
1792	Vents Beach Road	Bourgeois Beach Road - Highway 12	0.2	other	rural	collector	4	2	8	asphalt	7	gravel	0.5	50	500	76
1791	Vents Beach Road	O'Leary Lane - Bourgeois Beach Road	0.1	no ditch	rural	local	5	2	6	asphalt	6			50	250	69
1793	Veterans Lane	Albert Street - William Street	0.2	no ditch	rural	local	4	2	6.4	asphalt	6.4			50	600	62
1888	Victoria Street	Donahue Street - C.N.R.	0.3	open ditch	rural	local	5	2	8	gravel	7	gravel	0.5	50	150	78
1794	Waldie Avenue	South Limit - Albert Street	0.5	no ditch	rural	local	5	2	5.8	asphalt	5.8			50	180	90
1795	Walnut Street	Pine Street - Cherry Street	0.1	no ditch	rural	local	5	2	6.1	asphalt	6.1			50	100	85
1797	Wardell Street	Fifth Avenue - Fourth Avenue	0.1	open ditch	rural	local	5	2	6.2	asphalt	6.2			50	90	87
1798	Wardell Street	Fourth Avenue - First Avenue	0.4	other	rural	local	5	2	6	asphalt	6			50	90	64
1796	Wardell Street	Seventh Avenue - Fifth Avenue	0.2	no ditch	rural	local	5	2	6.6	asphalt	6.6			50	90	88
1799	Waterside Drive	Gloucester Grove - Yeoger Drive	0.2	no ditch	rural	local	5	2	5	surface treated	5			50	100	67
1802	West Service Road	Forest Harbour Parkway - Quarry Road	2.6	open ditch	rural	collector	4	2	9.6	asphalt	6.6	gravel	1.5	80	570	46
1801	West Service Road	Gerhardt Road - Forest Harbour Parkway	0.7	open ditch	rural	collector	4	2	9.6	asphalt	6.6	gravel	1.5	80	440	50
1800	West Service Road	North Limit - Gerhardt Road	0.7	open ditch	rural	collector	4	2	8.6	asphalt	6.6	gravel	1.0	80	660	47
1803	West Street	George Street - South Limit	0.4	open ditch	rural	local	5	2	6.4	asphalt	6.4			50	450	66
1809	William Street	Albert Street - Ellen Street	0.3	other	rural	collector	4	2	8.5	asphalt	6.4	asphalt	2.1	50	1200	79
1805	William Street	Highway 12 - Newton Street	0.7	other	urban	arterial	3	2	8.5	asphalt	6.4	asphalt	2.1	50	4450	87
1807	William Street	Newton Street - Albert Street	0.6	storm sewer	urban	arterial	3	2	8.5	asphalt	8.5			50	4470	87
1810	Willow Street	Mountain Avenue - Cold Water Road	0.2	open ditch	rural	local	5	2	8	asphalt	8			50	60	70
1811	Windfield Drive	William Street - North Limit	0.2	other	semi-urban	local	5	2	6.2	asphalt	6.2			50	250	63
9999	Wintergreen Circle	McDermit Trail - North End	0.1	storm sewer	urban	local	5	2	8.5	asphalt	8.5			50	80	97

Asset ID	Road Name	From - To	Length (km)	Drainage	Roadside Environ	Road Class	O.Reg. Class	Lanes	Platform Width (m)	Surface Type	Surface Width (m)	Shoulder Type	Shoulder Width (m)	Posted Speed (km/h)	2017 AADT	PCI
3126	Wood Road	1994 - 2092 Wood Rd - PAVED HILL	0.4	open ditch	rural	local	4	2	6.3.	asphalt	6.3			80	150	97
1814	Wood Road	800m N of McMann SR - 1350m N of McMann SR	0.6	open ditch	rural	local	4	2	7.2	asphalt	7.2			80	100	97
1814	Wood Road	1350m N of McMann SR - Ebenezer Side Road	0.7	open ditch	rural	local	4	2	6.1	surface treated	5.6	gravel	0.3	80	150	65
1816	Wood Road	Vasey Road - McMann Side Road	2.1	open ditch	rural	local	4	2	7	surface treated	6.5	gravel	0.3	80	190	90
1890	Wood Road	Ebenezer Side Road - Elliott Side Road	1.7	open ditch	rural	local	4	2	8	gravel	7	gravel	0.5	80	90	73
1434	Wood Road	Elliott Side Road - Forgets Road	0.2	open ditch	rural	local	4	2	8	gravel	7	gravel	0.5	80	90	73
1815	Wood Road	McMann Side Road - 800m N of McMann SR	0.8	open ditch	rural	local	4	2	8	gravel	7	gravel	0.5	80	120	81
1818	Woodlands Avenue	Evergreen Avenue - Silver Birch Crescent	0.4	other	rural	local	5	2	7	asphalt	6	gravel	0.5	50	250	43
1817	Woodlands Avenue	West Limit - Evergreen Avenue	0.4	open ditch	rural	local	4	2	7	asphalt	6	gravel	0.5	50	500	46
1819	Wycliffe Cove	Ellen Street - Albert Street	0.4	storm sewer	urban	local	4	2	8.5	asphalt	8.5			50	1500	97
1820	Yeoger Drive	Beach Drive - Earldom Boulevard	0.2	no ditch	rural	local	5	2	5	surface treated	5			50	100	74
1892	Young Avenue	North Limit - Arpin Street	0.2	open ditch	rural	local	6	2	5.2	gravel	5.2			50	20	81
			192.1													

APPENDIX D:
ROAD STANDARDS

ROAD DESIGN STANDARDS

TOLERABLE STANDARDS

Environment	Road Class		Surface Type	Through Lane m	Shoulder Width m	Surface Course mm	Base Course mm	Asphalt Depth mm	Granular A Depth mm	Granular B Depth mm	Through Lane m	Shoulder Width m
Rural	local	R1	see note 1	3.5	1.0	65	0	65	150	300	3	0.5
	collector	R2	see note 1	3.5	1.0	65	0	65	150	300	3	0.5
	arterial	R3	see note 1	3.5	1.0	65	0	65	150	300	3	0.5
Semi-Urban	local	S1	see note 2	3.5	1.0	65	0	65	150	300	3	0.5
	collector	S2	see note 2	3.5	1.0	65	0	65	150	300	3	0.5
	arterial	S3	see note 2	3.5	1.0	65	0	65	150	300	3	0.5
Urban	local	U1	asphalt	4		40	50	90	150	300	3	
	collector	U2	asphalt	4		40	50	90	150	300	3	
	arterial	U3	asphalt	4		40	50	90	155	300	3	

1. For rural roads, surface type will be dependent upon the traffic volumes

0	≤ AADT <	400	gravel
400	≤ AADT <	1000	surface treated
1000	≤ AADT		asphalt

2. For semi-urban roads, surface type will be dependent upon the traffic volumes

0	≤ AADT <	400	gravel
400	≤ AADT <	1000	surface treated
1000	≤ AADT		asphalt

APPENDIX E:
ROAD DEFICIENCIES & IMPROVEMENTS

Road Section Identification					Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Improvement				Priority Rating
Section	Road Name	From - To	Length (km)	2017 AADT	need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need	PCI	Type	Time	Value	
3000	Albert Street	Bay Street - John Dillingno Street	0.2	1000	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.6	6	adeq	0.50	adeq	poor	now	73	PR	6-10 years	$30,000	31
1483	Albert Street	George St. - Bay Street	0.1	1000	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.6	6	adeq	0.50	adeq	poor	now	73	PR	6-10 years	$18,000	31
2959	Albert Street	John Dillingno Street - South Limit	0.2	200	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	adeq	adeq	fair	adeq	59	PR	1-5 years	$30,000	32
1481	Albert Street	Richard Street - George Street	0.5	3000	Y	reconstruct	now	asphalt	asphalt	adeq	6.4	6	adeq	adeq	adeq	poor	now	45	REC	now	$251,000	82
1479	Albert Street	Waldie - William St	0.2	1960	adeq	adequate		asphalt	asphalt	adeq	8.4	6	adeq	adeq	adeq	good	adeq	95				
3077	Albert Street	William - Richard Street	0.2	3590	adeq	adequate		asphalt	asphalt	adeq	8.4	6	adeq	adeq	adeq	good	adeq	95				
1486	Alberta Street	Fifth Avenue - Second Avenue	0.3	70	adeq	resurface	6-10 years	asphalt	gravel	adeq	7	6	adeq	0.50	adeq	good	adeq	73	PR	1-5 years	$42,000	18
1484	Alberta Street	Ninth Avenue ROW - Seventh Avenue	0.2	60	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	60	PR	1-5 years	$32,000	25
1487	Alberta Street	Second Avenue - First Avenue	0.2	70	adeq	resurface	1-5 years	asphalt	gravel	adeq	7	6	adeq	0.50	adeq	good	adeq	59	PR	1-5 years	$27,000	26
1485	Alberta Street	Seventh Avenue - Barnes Avenue	0.2	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	good	adeq	78	PR	6-10 years	$23,000	16
1489	Albin Road	GS/HCB Transition - Pine Street	0.6	320	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	poor	now	64	PR	1-5 years	$78,000	31
2970	Albin Road	West Limit - GS/HCB Transition	0.8	260	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	62	PR	1-5 years	$80,000	31
1490	Alcove Drive	Bluff Point Road - Limit	0.5	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.8	6	adeq	adeq	adeq	good	adeq	51	PR	1-5 years	$77,000	39
1492	Algoma Avenue	North Limit - South Limit	0.1	100	adeq	adequate		asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	good	adeq	94				
1494	Amanda Street	Ouida Street - Pine Street	0.2	150	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	poor	now	75	PR	6-10 years	$30,000	19
1493	Amanda Street	Percy Street - Ouida Street	0.1	120	adeq	adequate		asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	good	adeq	85				
1495	Anderson Crescent	Park St. - McDermitt Trail	0.7	1200	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	68	PR	1-5 years	$97,000	37
3162	Ann Street	Seventh Avenue - Ney Avenue	0.2	200	adeq	adequate		asphalt	asphalt	adeq	6.1	6	adeq	adeq	adeq	good	adeq	83				
1827	Arbour Trail	Bayway Road - North Limit	0.7	170	adeq	adequate		gravel	gravel	adeq	5.1	6	0.90	0.50	adeq	poor	now	61				
1498	Armstrong Street	Fifth Avenue - Third Avenue	0.2	400	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.6	6	adeq	0.50	adeq	poor	now	60	PR	1-5 years	$32,000	37
1497	Armstrong Street	Midland Avenue - Fifth Avenue	0.3	500	adeq	resurface	6-10 years	asphalt	surface treated	adeq	6.6	6	adeq	0.50	adeq	poor	now	75	PR	6-10 years	$45,000	24
3079	Armstrong Street	Third Avenue - First Avenue	0.3	250	adeq	adequate		asphalt	gravel	adeq	6.6	6	adeq	0.50	adeq	poor	now	92				
3059	Arpin Street	Fifth Avenue - Young Avenue	0.2	190	adeq	adequate		asphalt	gravel	adeq	6.3	6	adeq	adeq	adeq	good	adeq	97				
3058	Arpin Street	Seventh Avenue - Fifth Avenue	0.3	160	adeq	adequate		asphalt	gravel	adeq	6.3	6	adeq	adeq	adeq	good	adeq	97				
3060	Arpin Street	Young Avenue - First Avenue	0.3	170	adeq	adequate		asphalt	gravel	adeq	6.3	6	adeq	adeq	adeq	good	adeq	97				
1828	Arpin Street	Simcoe Avenue - Seventh Avenue	0.2	30	adeq	adequate		gravel	gravel	adeq	7	6	adeq	0.20	adeq	fair	adeq	84				
1829	Arthur Avenue	North Limit - Arpin Street	0.2	50	adeq	adequate		gravel	gravel	adeq	7	6	adeq	0.20	adeq	good	adeq	76				
1502	Ash Street	Hazel Street - West Limit	0.2	170	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	fair	adeq	62	PR	1-5 years	$25,000	29
1505	Assiniboia Street	Fourth Avenue - First Avenue	0.4	140	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	52	PR	1-5 years	$61,000	35
1503	Assiniboia Street	Ninth Avenue - Seventh Avenue	0.3	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	74	PR	1-5 years	$43,000	18
1504	Assiniboia Street	Seventh Avenue - Fourth Avenue	0.3	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	78	PR	6-10 years	$47,000	16
1506	Athabaska Street	Seventh Avenue - East Limit	0.2	110	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	68	PR	1-5 years	$25,000	22
1507	Athabaska Street	West Limit - Seventh Avenue	0.1	100	adeq	adequate		asphalt	gravel	adeq	5.2	6	0.80	0.50	adeq	poor	now	81				
1509	Bannister Street	Vasey Road - South Limit	0.2	100	adeq	reconstruct	now	surface treated	gravel	adeq	5.2	6	0.80	0.50	adeq	poor	now	37	REC	now	$93,000	43
1512	Barnes Avenue	Albert Street - Hayes Street	0.1	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	good	adeq	75	PR	1-5 years	$14,000	17
1510	Barnes Avenue	Arpin Street - Athabaska Street	0.2	150	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	fair	adeq	62	PR	1-5 years	$27,000	28
1511	Barnes Avenue	Athabaska Street - Alberta Street	0.2	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	good	adeq	74	PR	1-5 years	$28,000	18
1830	Barnes Avenue	North Limit - Arpin Street	0.2	50	adeq	adequate		gravel	gravel	adeq	5.5	6	0.50	0.50	adeq	fair	adeq	92				
1513	Bass Bay Drive	Park Street - C.N.R.	0.3	170	adeq	adequate		asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	good	adeq	84				
1831	Bass Bay Drive	Park Street - South Limit	0.5	170	adeq	adequate		gravel	gravel	adeq	6.6	6	adeq	0.50	adeq	0.00	adeq	81				
1515	Bay Street	Albert Street - Park Street	0.5	310	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.4	6	adeq	0.25	adeq	fair	adeq	71	PR	1-5 years	$80,000	25
1514	Bay Street	West Street - Albert Street	0.2	120	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	61	PR	1-5 years	$22,000	28
3092	Bayside Avenue	300m South of Bass Bay - 600m South Bass Bay	0.3	200	adeq	adequate		asphalt	gravel	adeq	6.2	6	adeq	adeq	adeq	fair	adeq	95				
3093	Bayside Avenue	Bass Bay Drive - 300 m S of Bass Bay Drive	0.3	80	adeq	adequate		asphalt	gravel	adeq	0.5	6	5.50	adeq	adeq	fair	adeq	95				
1517	Bayview Avenue	Dawlish Ave. - Georgian Lane	1.1	700	adeq	adequate		asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	good	adeq	97				
1518	Bayview Avenue	Georgian Lane - Triple Bay Road	0.9	600	adeq	adequate		asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	95				
3061	Bayview Avenue	Ogdens Beach Road - Dawlish Ave.	0.7	1000	Y	adequate		asphalt	asphalt	adeq	6.5	6	adeq	adeq	adeq	good	adeq	97				

Road Section Identification					Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Improvement				Priority Rating
Section	Road Name	From - To	Length (km)	2017 AADT	need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need	PCI	Type	Time	Value	
2971	Bayway Road	Duck Bay Road - West Limit	0.5	400	adeq	resurface	1-5 years	surface treated	surface treated	adeq	6.2	6	adeq	0.50	adeq	poor	now	63	PR	1-5 years	$69,000	34
1519	Beach Drive	Yeoger Drive - First Avenue	0.1	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	0.00	adeq	51	PR	2018	$12,000	35
1520	Beacon Street	North Limit - South Limit	0.1	50	adeq	adequate		surface treated	gravel	adeq	5	6	1.00	0.50	adeq	good	adeq	84				
1522	Beckett's Side Road	Rosemount Side Road - Gratrix Road	1.2	200	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	70	PR	1-5 years	$116,000	24
1524	Bell Street	First Avenue - West Limit	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	63	PR	1-5 years	$24,000	26
1525	Bergie Crescent	Lighthouse Crescent - Juneau Road	0.3	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	poor	now	57	PR	1-5 years	$39,000	37
2966	Bernard Avenue	Sallows Road - West End	0.2	50	adeq	resurface	1-5 years	surface treated	gravel	adeq	5.2	6	0.80	0.50	adeq	poor	now	50	low volume road			
1526	Booth Road	Gerhardt Road - Rope Boulevard	0.2	50	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	69	low volume road			
2993	Bourgeois Beach Road	100 m West of Vents Beach Rd - Vents Beach Road	0.1	300	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	79	PR	6-10 years	$11,000	18
2994	Bourgeois Beach Road	Reeves Road - 100 m West of Vents Beach Rd	0.8	400	adeq	adequate		surface treated	surface treated	adeq	6.6	6	adeq	0.50	adeq	poor	now	84				
2967	Bourrie Avenue	Sallows Road - West End	0.2	50	adeq	resurface	1-5 years	surface treated	gravel	adeq	5.2	6	0.80	0.50	adeq	poor	now	50	low volume road			
1529	Broderick street	Nottingham Street - Ney Avenue	0.3	150	adeq	adequate		asphalt	asphalt	adeq	6	6	adeq	adeq	adeq	good	adeq	97				
1530	Browns Line	North Limit - South Limit	0.3	120	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.3	6	0.70	0.50	adeq	poor	now	63	PR	1-5 years	$30,000	26
1531	Cadeau Place	William Street - South Limit	0.1	20	adeq	resurface	1-5 years	asphalt	asphalt	adeq	8.5	6	adeq	adeq	adeq	good	adeq	69	R	1-5 years	$19,000	17
3008	Calvert Street	West Limit - East Limit	0.4	600	adeq	adequate		asphalt	asphalt	adeq	6.2	6	adeq	adeq	adeq	fair	adeq	84				
1536	Camilla Street	Eight Avenue - Margaret Street	0.2	150	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.1	6	adeq	0.50	adeq	fair	adeq	75	PR	6-10 years	$30,000	19
1534	Camilla Street	West Limit - Eighth Avenue	0.1	100	adeq	adequate		asphalt	gravel	adeq	6.1	6	adeq	0.50	adeq	fair	adeq	86				
1537	Caswell Drive	Highway 12 - Maskinonge Road	0.4	590	adeq	resurface	1-5 years	surface treated	surface treated	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	64	PR	1-5 years	$60,000	36
1539	Cherry Street	Elm Street - Mountain Avenue	0.2	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.50	adeq	fair	adeq	71	PR	6-10 years	$22,000	20
1541	Cherry Street	Mountain Avenue - Walnut Street	0.2	100	adeq	adequate		asphalt	gravel	adeq	5.6	6	0.40	0.50	adeq	fair	adeq	95				
1543	Cherry Street	Walnut Street - Coldwater Road	0.1	100	adeq	adequate		asphalt	gravel	adeq	5.6	6	0.40	0.50	adeq	fair	adeq	95				
1544	Chestnut Street	Pine Street - Cherry Street	0.1	100	adeq	adequate		asphalt	gravel	adeq	5.3	6	0.70	0.50	adeq	fair	adeq	81				
1545	Coldwater Road	Balsam Street - Willow Street	0.3	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	63	PR	1-5 years	$36,000	31
1547	Coldwater Road	Duck Bay Road - Pine Street	0.7	1400	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	73	PR	1-5 years	$105,000	33
1546	Coldwater Road	Willow Street - Duck Bay Road	0.2	350	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	64	PR	1-5 years	$29,000	32
1840	Comber Place	Triple Bay Road - West Limit	0.2	10	adeq	adequate		gravel	gravel	adeq	4	6	2.00	0.50	adeq	poor	now	63				
1841	Connors Court	Rosemount Road - Rosemount Road	0.3	10	adeq	adequate		gravel	gravel	adeq	4.8	6	1.20	0.50	adeq	poor	now	79				
10000	Dalton Court	Fesserton Sideroad - East Limit	0.1	10	adeq	adequate		asphalt	gravel	adeq	6	6	adeq	0.50	adeq	fair	adeq	87				
1842	David Avenue	North Limit - Arpin Street	0.2	30	adeq	adequate		gravel	gravel	adeq	5.2	6	0.80	0.50	adeq	fair	adeq	86				
1549	Davidson Street	Fourth Avenue - Third Avenue	0.1	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	62	PR	now	$13,000	30
1548	Davidson Street	Seventh Avenue - Fourth Avenue	0.3	200	adeq	adequate		asphalt	gravel	adeq	6.7	6	adeq	0.50	adeq	poor	now	84				
3083	Davidson Street	Third Avenue - First Avenue	0.3	200	adeq	adequate		asphalt	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	87				
1551	Davis Drive	Park Street - Bayside Avenue	0.5	180	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.2	6	adeq	adeq	adeq	good	adeq	71	PR	6-10 years	$48,000	22
1552	Dawlish Avenue	West Limit - Bayview Avenue	0.4	350	adeq	adequate		asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	good	adeq	82				
1843	Delta Drive	Duffy Drive - East Limit	0.2	100	adeq	adequate		gravel	gravel	adeq	4.6	6	1.40	0.50	adeq	fair	adeq	92				
1553	Dignard Avenue	Limestone Road - Evergreen Avenue	0.3	100	adeq	rehabilitate	now	asphalt	gravel	adeq	4.8	6	1.20	0.50	adeq	poor	now	43	PR	2018	$33,000	39
1554	Dodge Drive	Browns Line - Ouida Street	0.3	120	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	76	PR	6-10 years	$33,000	17
1555	Dodge Drive	Ouida Street - Pine Street	0.3	130	adeq	adequate		asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	89				
1844	Donahue Street	Duckworth Street - Lily Street ROW	0.2	10	adeq	adequate		gravel	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	86				
1558	Duck Bay Road	Bayway Road - Meadows Avenue	0.2	300	adeq	adequate		asphalt	gravel	adeq	6.5	6	adeq	0.25	adeq	fair	adeq	92				
1556	Duck Bay Road	Cold Water Road - Quarry Road	1.1	1210	adeq	rehabilitate	now	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	fair	adeq	51	BS	now	$111,000	58
1557	Duck Bay Road	Quarry Road - Bayway Road	0.9	570	adeq	adequate		asphalt	surface treated	adeq	6.6	6	adeq	0.25	adeq	fair	adeq	91				
1559	Duck Bay Road	Meadows Avenue - North Limit	0.5	160	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	53	PR	now	$50,000	35
1560	Duckworth Street	50 m N of Lumber Road - Lumber Road	0.1	40	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	47	low volume road			
1845	Duckworth Street	Donahue Street - 50 m N of Lumber Road	0.1	20	adeq	adequate		gravel	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	86				
1561	Duffy Drive	Hearthstone Drive - Highway 12	0.1	450	adeq	resurface	6-10 years	asphalt	surface treated	adeq	6	6	adeq	0.50	adeq	fair	adeq	76	PR	6-10 years	$14,000	22
1846	Duffy Drive	Hearthstone Drive - Delta Drive	0.3	200	adeq	adequate		gravel	gravel	adeq	6.1	6	adeq	0.50	adeq	good	adeq	92				

Road Section Identification					Improvement																Priority Rating
Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		PCI	Type	Time	Value	
					need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
1562	Earldom Boulevard	West Limit - First Avenue	0.4	200	adeq	resurface	6-10 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	73	PR	2018	$43,000	21
1565	Ebenezer Side Road	Old Penetanguishene Road - Wood Road	2.3	230	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	55	PR	now	$234,000	37
1564	Ebenezer Side Road	Wood Road - Ron Jones Road	1.0	160	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	56	PR	1-5 years	$99,000	33
1476	Eighth Avenue	Margaret Street - Camilla Street	0.1	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	75	PR	6-10 years	$16,000	17
3006	Eighth Avenue	Talbot Street - Margaret Street	0.8	1020	adeq	adequate		asphalt	asphalt	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	95				
1566	Elizabeth Street	Queen Street - South Limit	0.1	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	70	PR	6-10 years	$14,000	21
1568	Ellen Street	Hoyt Avenue - Richard Street	0.5	1230	adeq	adequate		asphalt	asphalt	adeq	7.4	6	adeq	0.50	adeq	fair	adeq	80				
1569	Ellen Street	Richard Street - Jephson Street	0.1	500	Y	adequate		asphalt	asphalt	adeq	8	6	adeq	adeq	adeq	good	adeq	81				
1572	Elliott Side Road	Old Fort Road - Rumney Road	1.4	330	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	67	REC	1-5 years	$627,000	29
1571	Elliott Side Road	Ron Jones Road - Old Fort Road	1.5	870	Y	rehabilitate	now	surface treated	surface treated	adeq	6.4	6	adeq	0.50	adeq	poor	now	45	BS	now	$131,000	60
1570	Elliott Side Road	Wood Road - Ron Jones Road	1.1	170	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	51	PR	1-5 years	$110,000	37
1574	Elm Street	Mountain Avenue - Cold Water Road	0.2	90	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	58	PR	1-5 years	$30,000	28
1573	Elm Street	Pine Street - Mountain Avenue	0.4	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.3	6	adeq	adeq	adeq	fair	adeq	72	PR	1-5 years	$52,000	20
9999	Evans Street	Sheppard Drive - West End	0.1	200	adeq	adequate		asphalt	asphalt	adeq	8.5	6	adeq	adeq	adeq	good	adeq	97				
1575	Evergreen Avenue	Woodlands Avenue - Silver Birch Crescent	0.2	100	adeq	rehabilitate	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	42	PR	2018	$28,000	40
1576	Fallowfield Lane	Pine Street - East Limit	0.2	300	adeq	adequate		asphalt	gravel	adeq	4.9	6	1.10	0.50	adeq	fair	adeq	89				
9999	Fesserton Side Road	Highway 400 - 300m West of Highway 400	0.3	190	adeq	adequate		asphalt	gravel	adeq	6	6	adeq	adeq	adeq	good	adeq	81				
1849	Fesserton Side Road	250 m West of Sandhill Road - Highway 400	0.9	200	adeq	adequate		gravel	gravel	adeq	7	6	adeq	0.40	adeq	fair	adeq	89				
1457	Fifth Avenue	Alberta Street - Assiniboia Street	0.4	50	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.4	6	0.60	0.50	adeq	poor	now	63	low volume road			
1456	Fifth Avenue	Arpin Street - Alberta Street	0.2	70	adeq	rehabilitate	now	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	poor	now	41	BS	now	$16,000	38
1459	Fifth Avenue	Assiniboia Street - Talbot Street	0.3	500	adeq	adequate		asphalt	surface treated	adeq	6.8	6	adeq	0.50	adeq	fair	adeq	92				
1823	Fifth Avenue	North Limit - Arpin Street	0.2	20	adeq	adequate		gravel	gravel	adeq	5.4	6	0.60	0.50	adeq	good	adeq	92				
3010	Finlayson Street	West Limit - Seventh Avenue	0.5	200	adeq	adequate		asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	91				
1445	First Avenue	Arpin Street - Bell Street	0.5	1090	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	good	adeq	82	PR	6-10 years	$81,000	21
1447	First Avenue	Assiniboia Street - Talbot Street	0.3	1230	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	good	adeq	82	PR	6-10 years	$49,000	21
1446	First Avenue	Bell Street - Assiniboia Street	0.3	1190	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	fair	adeq	76	PR	6-10 years	$49,000	29
1444	First Avenue	Earldom Blvd - Woodlands Avenue	0.3	400	adeq	reconstruct	now	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	36	PR	2018	$49,000	59
1443	First Avenue	North Limit - Earldom Blvd	0.3	330	adeq	resurface	1-5 years	asphalt	gravel	adeq	7	6	adeq	adeq	adeq	good	adeq	66	PR	2018	$49,000	29
1444	First Avenue	Woodlands Avenue - Arpin Street	0.9	400	adeq	reconstruct	now	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	36	REC	now	$473,000	59
1578	Florence Street	St. Mary Crescent - Jephson Street	0.1	110	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	63	PR	1-5 years	$15,000	26
1584	Forest Harbour Parkway	Gouett Street - West to 91 FHP	0.7	150	adeq	adequate		asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	fair	adeq	88				
1581	Forest Harbour Parkway	West Service Road - Gouett Street	0.7	220	adeq	adequate		asphalt	gravel	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	95				
1587	Forest Harbour Parkway	West 91 FHP - Duck Bay Road	0.9	160	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	62	PR	1-5 years	$87,000	28
1588	Forgets Road	0.3km West of Wood Road - Wood Road	0.3	180	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	67	PR	1-5 years	$30,000	25
1588	Forgets Road	Old Penetanguishene Road - 1.4km East of Old Penetanguishene Road	1.4	180	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	67	PR	1-5 years	$136,000	25
1588	Forgets Road	1.4km East of Old Penetanguishene Road - 0.3km West of Wood Road	0.6	180	adeq	resurface	now	gravel	gravel	adeq	5.2	6	0.80	0.50	adeq	fair	adeq	53	PR	now	$16,000	36
1453	Fourth Avenue	Alberta Street - Hayes Street	0.1	150	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	64	PR	1-5 years	$16,000	27
3154	Fourth Avenue	Assiniboia Street - Talbot Street	0.3	1130	adeq	adequate		asphalt	asphalt	adeq	7.8	6	adeq	adeq	adeq	good	adeq	97				
3155	Fourth Avenue	Hayes Street - Assiniboia Street	0.3	540	adeq	adequate		asphalt	surface treated	adeq	6.6	6	adeq	0.20	adeq	good	adeq	97				
1850	Fowlie Street	South Limit - Victoria Street	0.1	150	adeq	adequate		gravel	gravel	adeq	7	6	adeq	adeq	adeq	fair	adeq	84				
1590	Franklin Drive	Seventh Avenue - Barnes Avenue	0.1	80	adeq	adequate		asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	good	adeq	88				
1851	Frazer Lane	Highway 12 - Highway 12	0.4	80	adeq	adequate		gravel	gravel	adeq	6.6	6	adeq	0.50	adeq	poor	now	92				
1852	French Road	End - Vasey Road	0.9	20	adeq	adequate		gravel	gravel	adeq	5.4	6	0.60	0.50	adeq	poor	now	64				
10000	Gallo Crescent	Meadows Avenue - North Limit	0.2	60	adeq	adequate		surface treated	gravel	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	88				
1591	George Street	West Street - Park Street	0.7	400	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.25	adeq	fair	adeq	58	PR	1-5 years	$103,000	38
1592	Georgian Lane	Bayview Avenue - West Limit	0.2	150	adeq	adequate		asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	fair	adeq	92				
1593	Georgia's Walk	Bass Bay Drive - Park Street	0.7	600	adeq	adequate		asphalt	asphalt	adeq	8.6	6	adeq	adeq	adeq	good	adeq	97				

Road Section Identification					Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Improvement				Priority Rating
Section	Road Name	From - To	Length (km)	2017 AADT	need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need	PCI	Type	Time	Value	
1853	Gerhardt Road	West Service Road - South Limit	1.0	300	adeq	resurface	now	gravel	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	51	PR	now	$93,000	42
1595	Gervais Road	Highway 12 - Neilson	1.0	420	adeq	adequate		asphalt	surface treated	adeq	6	6	adeq	adeq	adeq	fair	adeq	88				
1597	Gervais Road	Hogg Valley Road - Vasey Rd	3.0	290	adeq	resurface	6-10 years	surface treated	gravel	adeq	7.2	6	adeq	adeq	adeq	poor	now	72	PR	6-10 years	$317,000	24
1597	Gervais Road	Neilson - Hogg Valley Road	1.0	350	adeq	resurface	1-5 years	surface treated	gravel	adeq	7.2	6	adeq	adeq	adeq	poor	now	57	PR	now	$106,000	38
1598	Glacier Trail	Hilltop Crescent - North Limit	0.4	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	69	PR	1-5 years	$58,000	25
1599	Gloucester Grove	Gloucester Grove - Earldom Boulevard	0.1	30	adeq	resurface	1-5 years	asphalt	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	69	PR	2018	$15,000	18
1600	Gloucester Grove	Gloucester Grove - West Limit	0.0	30	adeq	rehabilitate	now	surface treated	gravel	adeq	3	6	3.00	0.50	adeq	poor	now	42	PR	2018	$3,000	33
1601	Gouett Street	Forest Harbour Parkway - West Limit	0.3	80	adeq	resurface	1-5 years	surface treated	gravel	adeq	5.6	6	0.40	0.50	adeq	fair	adeq	67	PR	1-5 years	$28,000	22
1854	Government Dock Road	Willow Street - Cold Water Road	0.3	70	adeq	adequate		gravel	gravel	adeq	5.6	6	0.40	0.50	adeq	poor	now	66				
1603	Grandview Road	84 Grandview Road - Waterside Drive	0.7	190	Y	adequate		asphalt	gravel	adeq	7	6	adeq	adeq	adeq	good	adeq	97				
1602	Grandview Road	Triple Bay Road - 84 Grandview Road	0.7	300	Y	adequate		asphalt	gravel	adeq	7	6	adeq	adeq	adeq	good	adeq	97				
1604	Granny White Side Road	GS/HCB Transition - Highway 12	0.7	90	adeq	adequate		asphalt	gravel	adeq	6.5	6	adeq	adeq	adeq	good	adeq	92				
1856	Granny White Side Road	Newton Street - GS/HCB Transition	0.8	90	Y	adequate		gravel	gravel	adeq	7	6	adeq	0.30	adeq	good	adeq	75				
1855	Granny White Side Road	Reeves Road - Newton Street	1.4	60	adeq	adequate		gravel	gravel	adeq	7	6	adeq	0.50	adeq	good	adeq	75				
1608	Gratrix Road	Fesserton Side Road ROW - Vasey Road	3.0	360	adeq	reconstruct	now	asphalt	gravel	adeq	6.6	6	adeq	0.50	adeq	poor	now	37	REC	now	$1,849,000	57
1605	Gratrix Road	Highway 12 - Old Coach Road	1.0	490	adeq	resurface	1-5 years	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	58	PR	1-5 years	$166,000	40
1606	Gratrix Road	Old Coach Road - 0.5 km N of Fesserton Side Road ROW	0.8	420	adeq	resurface	6-10 years	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	74	PR	6-10 years	$125,000	24
1609	Grove Street	Waterside Drive - Earldom Boulevard	0.2	100	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	62	PR	2018	$17,000	26
1610	Hayes Street	Seventh Avenue - Fourth Avenue	0.3	200	adeq	adequate		asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	92				
1613	Hazel Street	Pine Street - Spruce Street	0.2	270	adeq	adequate		asphalt	gravel	adeq	7	6	adeq	0.50	adeq	poor	now	97				
2992	Hazel Street	Spruce Street - Coldwater Road	0.3	250	adeq	adequate		asphalt	gravel	adeq	7	6	adeq	0.50	adeq	poor	now	97				
1615	Hearthstone Drive	Duffy Drive - West Limit	0.2	250	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.7	6	0.30	0.50	adeq	poor	now	73	PR	6-10 years	$26,000	23
1857	Hearthstone Drive	North Limit - South Limit	0.4	300	adeq	adequate		gravel	gravel	adeq	5.7	6	0.30	0.50	adeq	poor	now	71				
9999	Helen Duncan Street	Albert Street - North Limit	0.1	10	0	adequate		gravel	gravel	adeq	2.7	6	3.30	0.50	adeq	fair	adeq	80				
1616	Hemlock Avenue	West Limit - Balsam Street	0.1	50	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.4	6	0.60	0.50	adeq	poor	now	72	low volume road			
1618	Hilltop Crescent	Bayview Avenue - East Limit	0.2	300	adeq	adequate		asphalt	gravel	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	88				
1619	Hogg Valley Road	Rumney Road - 700 m West of Reeves Road	0.8	200	Y	adequate		asphalt	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	87				
1629	Hogg Valley Road	Gervais - Newton	1.5	180	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	53	PR	now	$146,000	36
1627	Hogg Valley Road	Newton - Reeves	1.3	200	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	70	PR	6-10 years	$128,000	24
1625	Hogg Valley Road	Reeves Rd - Hill at 4763 Hogg Valley Road	0.9	200	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	63	PR	1-5 years	$86,000	29
1621	Hogg Valley Road	Ron Jones Road - Old Fort Road	1.5	70	Y	resurface	1-5 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	51	PR	now	$151,000	32
1623	Hogg Valley Road	Rumney Road- Old Fort	1.3	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	59	PR	now	$128,000	29
1635	Hoyt Avenue	Ellen Street - Park Street	0.9	1230	adeq	adequate		asphalt	asphalt	adeq	6.2	6	adeq	adeq	adeq	poor	now	85				
9999	Hunter Avenue	Sheppard Drive - West End	0.1	180	adeq	adequate		asphalt	asphalt	adeq	8.5	6	adeq	adeq	adeq	good	adeq	97				
1636	Industrial Road	Park Street - East Limit	0.4	500	adeq	resurface	6-10 years	asphalt	surface treated	adeq	7	6	adeq	0.25	adeq	good	adeq	72	PR	6-10 years	$55,000	27
1637	Ivy Lane	John Dillingno Street - South Limit	0.2	140	adeq	adequate		asphalt	gravel	adeq	6.3	6	adeq	0.50	adeq	good	adeq	92				
1639	Jephson Street	Albert Street - Ellen Street	0.2	1000	adeq	adequate		asphalt	asphalt	adeq	6.4	6	adeq	0.50	adeq	poor	now	86				
1640	Jephson Street	Ellen Street - Richard Street	0.4	1200	adeq	adequate		asphalt	asphalt	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	89				
1638	Jephson Street	West Limits - Albert Street	0.2	230	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	75	PR	6-10 years	$32,000	20
1642	John Dillingno Street	Trillium Street - Park Street	0.4	350	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	0.25	adeq	fair	adeq	58	PR	1-5 years	$60,000	37
1641	John Dillingno Street	West Street - Trillium Street	0.3	650	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.6	6	adeq	0.25	adeq	fair	adeq	55	PR	1-5 years	$45,000	47
1644	John Street	William Street - Albert Street	0.3	1000	adeq	adequate		asphalt	asphalt	adeq	6.8	6	adeq	0.50	adeq	fair	adeq	88				
1645	Jones Court	Highway 12 - Talbot Street	0.3	10	adeq	resurface	1-5 years	surface treated	gravel	adeq	7	6	adeq	adeq	adeq	good	adeq	53	low volume road			
1646	Juneau Road	Hoyt Avenue - Lighthouse Crescent	0.5	520	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.50	adeq	poor	now	50	PR	1-5 years	$64,000	49
1864	K Street	Seventh Avenue - Barnes Avenue	0.2	40	adeq	adequate		gravel	gravel	adeq	5.5	6	0.50	0.50	adeq	fair	adeq	92				
1647	Keewatin Avenue	First Avenue - South Limit	0.3	100	adeq	adequate		asphalt	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	80				
1648	King Road	Albin Road - Limit	0.7	400	adeq	resurface	1-5 years	asphalt	surface treated	adeq	5.4	6	0.60	0.50	adeq	poor	now	48	PR	1-5 years	$87,000	47

Road Section Identification					Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Improvement				Priority Rating
Section	Road Name	From - To	Length (km)	2017 AADT	need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need	PCI	Type	Time	Value	
1649	Kingfisher Avenue	Limestone Road - Paradise Avenue	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	4.8	6	1.20	0.50	adeq	poor	now	47	PR	2018	$22,000	36
1651	Lighthouse Crescent	Juneau Road - Bergie Crescent	0.5	250	adeq	adequate		asphalt	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	86				
1652	Limestone Road	Patterson Boulevard - Woodlands Avenue	0.4	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	4.8	6	1.20	0.50	adeq	poor	now	55	PR	2018	$43,000	38
2968	Lions Court	Park Street - East Limit	0.2	50	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	68	low volume road			
1867	Long Point Road	Bayway Road - North Limit	0.2	70	adeq	adequate		gravel	gravel	adeq	5.2	6	0.80	0.50	adeq	poor	now	97				
1866	Long Point Road	South Limit - Bayway Road	0.2	300	adeq	adequate		gravel	gravel	adeq	5.2	6	0.80	0.50	adeq	poor	now	97				
1654	Lovejoy Street	Park Street - West Limit	0.2	150	adeq	adequate		surface treated	gravel	adeq	7	6	adeq	0.50	adeq	fair	adeq	83				
1655	Lumber Road	Ellen Street - Victoria Street	0.4	200	adeq	rehabilitate	now	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	44	BS	now	$30,000	44
1657	Maple Street	Albert Street - Park Street	0.5	250	adeq	adequate		asphalt	gravel	adeq	6.8	6	adeq	0.50	adeq	fair	adeq	90				
1659	Margaret Street	West Limit - Ney Avenue	0.3	200	adeq	adequate		asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	83				
1660	Martha Street	William Street - Jephson Street	0.2	1000	adeq	resurface	6-10 years	asphalt	asphalt	adeq	8.3	6	adeq	adeq	adeq	fair	adeq	73	R	6-10 years	$39,000	30
1665	Mary Street	Eighth Avenue - Ney Avenue	0.2	200	adeq	adequate		asphalt	asphalt	adeq	6.2	6	adeq	adeq	adeq	good	adeq	92				
1662	Mary Street	West Limit (Ninth Ave) - Eighth Avenue	0.2	100	adeq	adequate		asphalt	asphalt	adeq	6.2	6	adeq	adeq	adeq	good	adeq	97				
1667	Maskinonge Road	Caswell Road - South Limit	0.7	450	adeq	resurface	1-5 years	surface treated	surface treated	adeq	6.2	6	adeq	0.50	adeq	poor	now	57	PR	1-5 years	$97,000	41
1668	McDermit Trail	Anderson Crescent - Anderson Crescent	0.5	500	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.8	6	adeq	0.50	adeq	fair	adeq	69	PR	now	$84,000	29
1671	McMann Side Road	Wood Road - Ron Jones Road	1.0	60	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	76	PR	1-5 years	$100,000	15
1868	McMann Side Road	Highway 93 - Wood Road	2.3	30	adeq	adequate		gravel	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	86				
1673	McNicoll Street	Fourth Avenue - First Avenue	0.4	120	adeq	adequate		asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	83				
1672	McNicoll Street	Seventh Avenue - Fourth Avenue	0.3	100	adeq	adequate		asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	81				
10000	Meadows Avenue	Duck Bay Road - Forrest Harbour Parkway	2.2	170	adeq	adequate		surface treated	gravel	adeq	6.2	6	adeq	adeq	adeq	fair	adeq	83				
1675	Midland Avenue	North Limit - Talbot Street	0.1	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	68	PR	1-5 years	$15,000	26
1676	Mill Street	Industrial Road - North Limit	0.2	200	adeq	adequate		asphalt	gravel	adeq	7	6	adeq	0.25	adeq	good	adeq	86				
2995	Mitchells Beach Road	South Limit - Reeves Road	0.8	500	adeq	resurface	6-10 years	surface treated	surface treated	adeq	7	6	adeq	0.50	adeq	poor	now	72	PR	6-10 years	$116,000	27
2969	Moore Avenue	Sallows Road - West End	0.1	10	adeq	resurface	1-5 years	surface treated	gravel	adeq	4.2	6	1.80	0.50	adeq	poor	now	65	low volume road			
1680	Mountain Avenue	Elm Street - Cherry Street	0.5	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	poor	now	50	PR	1-5 years	$60,000	34
2991	Mountain Avenue	Hazel Street - Elm Street	0.2	60	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	fair	adeq	77	PR	6-10 years	$20,000	15
1871	Neekaunis Road	Tanners Road - Highway 12	0.5	50	adeq	adequate		gravel	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	86				
1682	Newton Street	C.P.R. Abandoned - Granny White Side Road	0.9	360	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	56	PR	1-5 years	$85,000	40
1681	Newton Street	Granny White Side Road - Highway 12	1.5	470	adeq	resurface	1-5 years	surface treated	surface treated	adeq	7.4	6	adeq	adeq	adeq	fair	adeq	49	PR	1-5 years	$248,000	49
1683	Newton Street	Hogg Valley Road - C.P.R. Abandoned	2.3	250	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.5	6	adeq	adeq	adeq	good	adeq	57	PR	1-5 years	$230,000	36
1685	Newton Street	Highway 12 - William Street	0.6	390	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	72	PR	6-10 years	$84,000	26
3087	Newton Street	Vasey Road - Hogg Valley Road	3.1	200	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.5	6	adeq	adeq	adeq	good	adeq	77	PR	6-10 years	$310,000	18
1686	Ney Avenue	Nottingham Street - Margaret Street	0.3	140	adeq	adequate		asphalt	gravel	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	82				
1687	Ney Avenue	Talbot Street - Nottingham Street	0.4	700	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	65	PR	1-5 years	$55,000	37
1688	Nielson Road	Gervais Road - West Limit	0.4	150	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	61	PR	1-5 years	$40,000	29
1478	Ninth Avenue	Assiniboia Street - Talbot Street	0.3	160	adeq	rehabilitate	now	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	42	BS	now	$27,000	44
1477	Ninth Avenue	North Limit - Assiniboia Street	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	61	PR	1-5 years	$22,000	27
3158	Nottingham Street	Eight Avenue - Ney Avenue	0.3	200	adeq	adequate		asphalt	asphalt	adeq	6	6	adeq	adeq	adeq	good	adeq	97				
1690	Oak Road	Christie Road - North Limit	0.3	50	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	61	low volume road			
1692	Ogdens Beach Road	Bayview Avenue - Highway 12	2.1	1480	adeq	adequate		asphalt	asphalt	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	89				
1691	Ogdens Beach Road	North Limit - Bayview Avenue	0.3	500	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	70	PR	1-5 years	$38,000	29
1872	Old Coach Road	Gratrix Road - South Limit	1.4	70	adeq	adequate		gravel	gravel	adeq	7	6	adeq	0.40	adeq	poor	now	71				
1693	Old Penetanguishene Road	Ebenezer Side Road - Highway 93	0.4	150	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	57	PR	1-5 years	$41,000	32
1696	Old Penetanguishene Road	Ebenezer - Subway Rd	2.5	170	Y	adequate		surface treated	gravel	adeq	6.8	6	adeq	0.50	adeq	fair	adeq	88				
1699	O'Leary Lane	Vents Beach Road - East Limit	0.1	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.3	6	adeq	0.50	adeq	poor	now	76	PR	1-5 years	$14,000	17
1698	O'Leary Lane	West Limit - Vents Beach Road	0.1	120	adeq	rehabilitate	now	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	poor	now	43	BS	now	$8,000	40
1700	Oriole Street	Waterside Drive - Earldom Boulevard	0.1	100	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	67	PR	2018	$15,000	22

Road Section Identification					Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Improvement				Priority Rating
Section	Road Name	From - To	Length (km)	2017 AADT	need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need	PCI	Type	Time	Value	
1701	Osborne Street	94 Osborne - HCB/GS Transition	0.3	400	adeq	adequate		asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	82	PR	now	$51,000	17
2999	Osborne Street	Park St. - 94 Osborne	0.4	600	adeq	adequate		asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	poor	now	92				
1702	Osborne Street	HCB/GS Transition - Robins Point Road	0.7	400	adeq	resurface	1-5 years	surface treated	surface treated	adeq	7	6	adeq	adeq	adeq	good	adeq	52	PR	1-5 years	$114,000	44
1704	Ouida Street	Albin Road - Dodge Drive	0.3	350	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	68	PR	1-5 years	$39,000	28
1705	Ouida Street	Dodge Drive - Sturgeon Bay Road	0.3	330	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	65	PR	1-5 years	$33,000	30
1706	Palmer Street	Albin Road - Dodge Drive	0.3	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.5	6	0.50	0.25	adeq	fair	adeq	70	PR	1-5 years	$39,000	25
1707	Palmer Street	Dodge Drive - Sturgeon Bay Road	0.3	250	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	72	PR	6-10 years	$33,000	24
1708	Paradise Avenue	Patterson Boulevard - Dignard Avenue	0.3	80	adeq	resurface	1-5 years	asphalt	gravel	adeq	4.7	6	1.30	0.50	adeq	poor	now	49	PR	2018	$32,000	34
1710	Park Street	Anderson Crescent - Richard Street	0.3	2030	adeq	resurface	1-5 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	fair	adeq	58	PR	1-5 years	$54,000	56
1709	Park Street	Hoyt Avenue - Anderson Crescent	0.6	580	adeq	adequate		asphalt	surface treated	adeq	7.5	6	adeq	0.50	adeq	poor	now	81				
1712	Park Street	Industrial Road - John Dillingno Street (NORTH half)	0.3	2920	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	fair	adeq	77	PR	6-10 years	$48,000	35
1712	Park Street	Industrial Road - John Dillingno Street (SOUTH half)	0.3	2920	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	fair	adeq	69	PR	1-5 years	$46,000	46
1713	Park Street	John Dillingno Street - Todd Lane	0.4	3540	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	good	adeq	72	PR	1-5 years	$66,000	44
1711	Park Street	Richard Street - Industrial Road	0.3	2310	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	fair	adeq	69	PR	1-5 years	$50,000	42
1714	Park Street	Todd Lane - Hwy 12	0.3	4050	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	good	adeq	68	PR	1-5 years	$42,000	50
1715	Patterson Boulevard	First Avenue - Paradise Avenue	0.4	350	adeq	adequate		asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	87	PR	2018	$50,000	11
1716	Patterson Boulevard	Paradise Avenue - East Limit	0.5	300	adeq	reconstruct	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	38	PR	2018	$71,000	53
1718	Percy Street	Dodge Drive - Sturgeon Bay Road	0.3	200	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.25	adeq	fair	adeq	58	PR	1-5 years	$34,000	33
1717	Percy Street	North Limit - Dodge Drive	0.3	150	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.25	adeq	fair	adeq	60	PR	1-5 years	$34,000	30
1721	Pine Street	Albin Road - Dodge Drive	0.3	770	adeq	adequate		asphalt	surface treated	adeq	6.8	6	adeq	0.50	adeq	fair	adeq	90				
1722	Pine Street	Dodge Drive - Sturgeon Bay Road	0.3	1050	adeq	adequate		asphalt	asphalt	adeq	8	6	adeq	0.50	adeq	fair	adeq	90				
1720	Pine Street	North Limit - Albin Road	0.3	240	adeq	adequate		asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	89				
1723	Pine Street	Sturgeon Bay Road - Hwy 12	0.4	1470	adeq	adequate		asphalt	asphalt	adeq	7.4	6	adeq	adeq	adeq	good	adeq	97				
1873	Playfair Drive	Hearthstone Drive - North Limit	0.4	200	adeq	adequate		gravel	gravel	adeq	3.8	6	2.20	0.50	adeq	poor	now	71				
1724	Poplar Avenue	Limestone Road - Paradise Avenue	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	64	PR	2018	$23,000	25
1725	Quarry Road	Duck Bay Road - East Limit	0.8	830	adeq	reconstruct	now	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	39	REC	now	$445,000	66
1726	Queen Street	Richard Street - Elizabeth Street	0.2	250	adeq	adequate		asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	84				
1874	Rainbow Lane	Hearthstone Drive - West Limit	0.1	50	adeq	adequate		gravel	gravel	adeq	4.5	6	1.50	0.50	adeq	poor	now	80				
1729	Reeves Road	C.P.R. Abandoned - Hogg Valley Road	2.9	610	adeq	adequate		asphalt	surface treated	adeq	6.4	6	adeq	adeq	adeq	good	adeq	88				
1728	Reeves Road	Granny White Side Road - C.P.R. Abandoned	0.3	650	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.1	6	adeq	adeq	adeq	good	adeq	63	PR	1-5 years	$35,000	38
1727	Reeves Road	Highway 12 - Granny White Side Road	1.4	800	adeq	resurface	6-10 years	asphalt	surface treated	adeq	6.1	6	adeq	0.25	adeq	good	adeq	76	PR	6-10 years	$197,000	26
1731	Reeves Road	Hogg Valley Road - Vasey Road	3.1	550	adeq	adequate		asphalt	surface treated	adeq	6.4	6	adeq	adeq	adeq	good	adeq	89				
1732	Reeves Road	Bourgeois Beach Road - Highway 12	0.3	700	adeq	adequate		surface treated	surface treated	adeq	6	6	adeq	0.50	adeq	good	adeq	90				
3063	Richard Street	Albert Street - Ellen Street	0.2	2000	adeq	adequate		asphalt	asphalt	adeq	8.6	6	adeq	adeq	adeq	good	adeq	94				
3062	Richard Street	Ellen Street - Queen Street	0.2	2000	adeq	adequate		asphalt	asphalt	adeq	9	6	adeq	adeq	adeq	good	adeq	89				
1735	Richard Street	Jephson St. - Park Street	0.1	2230	adeq	adequate		asphalt	asphalt	adeq	7.2	6	adeq	adeq	adeq	fair	adeq	89				
3064	Richard Street	Queen Street - Jephson	0.3	2000	adeq	adequate		asphalt	asphalt	adeq	7.2	6	adeq	adeq	adeq	fair	adeq	89				
10000	Rob Crescent	Fesserton Sideroad - East Limit	0.2	50	adeq	adequate		asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	83				
1739	Robins Point	150 m E of Park Street - Osborne Street	1.9	550	Y	adequate		asphalt	surface treated	adeq	7	6	adeq	0.50	adeq	poor	now	97				
1740	Robins Point	Osborne Street - South Limit	0.9	270	adeq	adequate		asphalt	gravel	adeq	7	6	adeq	0.50	adeq	poor	now	91				
1737	Robins Point	Park Street - 150 m E of Park Street	0.2	580	adeq	adequate		asphalt	surface treated	adeq	7	6	adeq	0.50	adeq	poor	now	97				
1744	Ron Jones Road	Ebenezer Side Road - Hogg Valley Road	1.0	60	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.2	6	adeq	0.50	adeq	good	adeq	56	PR	now	$99,000	28
1743	Ron Jones Road	Elliott Side Road - Ebenezer Side Road	2.1	250	adeq	adequate		surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	80				
1741	Ron Jones Road	Elliott Side Road - North Limit	1.0	110	adeq	adequate		surface treated	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	86				
1745	Ron Jones Road	Hogg Valley Road - South End	1.5	80	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	62	PR	now	$144,000	25
9999	Ron Jones Road	McMann Side Road - South Limit	0.5	20	0	resurface	now	gravel	gravel	adeq	5.5	6	0.50	0.50	adeq	poor	now	58	low volume road			
1748	Rope Boulevard	Booth Road - Oak Road	0.5	210	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	66	PR	1-5 years	$64,000	27

Road Section Identification					Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Improvement				Priority Rating
Section	Road Name	From - To	Length (km)	2017 AADT	need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need	PCI	Type	Time	Value	
1747	Rope Boulevard	West Service Road - Booth Road	0.3	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	55	PR	1-5 years	$44,000	36
1878	Rosemount Road	C.N.R. - Connors Court	0.6	100	adeq	resurface	now	gravel	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	58	PR	now	$18,000	29
1880	Rosemount Road	Connors Court - Vasey Road	3.1	98	adeq	adequate		gravel	gravel	adeq	6.3	6	adeq	0.50	adeq	poor	now	80				
1750	Rumney Road	Elliott Side Road - Highway 12	1.4	660	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.1	6	adeq	adeq	adeq	fair	adeq	58	PR	1-5 years	$205,000	43
1752	Rumney Road	Vasey Road - Hogg Valley Road	3.1	200	adeq	adequate		asphalt	gravel	adeq	7.2	6	adeq	adeq	adeq	fair	adeq	82				
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	3.1	430	adeq	rehabilitate	now	surface treated	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	44	BS	now	$306,000	52
1756	Ruta Road	Rope Boulevard - South Limit	0.2	40	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	63	low volume road			
1757	Sallows Drive	Bernard Avenue - Caswell Drive	0.3	130	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	73	PR	1-5 years	$25,000	19
1758	Sallows Drive	Lumsden Avenue - Bernard Avenue	0.4	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	poor	now	56	PR	1-5 years	$34,000	31
1762	Sandhill Road	Highway 12 - HCB/GS Transition (HILL PAVED ONLY)	1.0	100	adeq	adequate		asphalt	gravel	adeq	6.3	6	adeq	0.50	adeq	good	adeq	97				
1883	Sandhill Road	Old Coach Road - Vasey	0.5	220	Y	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.25	adeq	good	adeq	69	PR	1-5 years	$75,000	25
1762	Sandhill Road	Highway 12 - HCB/GS Transition (HILL PAVED ONLY)	1.0	150	adeq	adequate		surface treated	gravel	adeq	6	6	adeq	adeq	adeq	good	adeq	86				
1882	Sandhill Road	Fesserton Side Road - Old Coach Road	1.9	80	adeq	adequate		gravel	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	86				
1881	Sandhill Road	HCB/GS Transition - Fesserton Side Road	1.4	90	adeq	adequate		gravel	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	92				
1449	Second Avenue	Alberta Street - Bell Street	0.1	40	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	56	low volume road			
1448	Second Avenue	Athabaska Street - Alberta Street	0.2	60	adeq	adequate		asphalt	gravel	adeq	6.3	6	adeq	adeq	adeq	fair	adeq	97				
1450	Second Avenue	Bell Street - Talbot Street	0.6	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.3	6	adeq	adeq	adeq	poor	now	52	PR	1-5 years	$86,000	41
1472	Seventh Avenue	Alberta Street - Assiniboia Street	0.4	1060	adeq	adequate		asphalt	asphalt	adeq	6.4	6	adeq	adeq	adeq	poor	now	85				
1474	Seventh Avenue	Armstrong Street - Talbot	0.2	1200	adeq	adequate		asphalt	asphalt	adeq	6.2	6	adeq	adeq	adeq	fair	adeq	94				
1470	Seventh Avenue	Arpin Street - Athabaska Street	0.2	200	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	54	PR	1-5 years	$28,000	36
1473	Seventh Avenue	Assiniboia Street - Armstrong Street	0.2	1100	adeq	adequate		asphalt	asphalt	adeq	6.8	6	adeq	0.50	adeq	poor	now	94				
1471	Seventh Avenue	Athabaska Street - Alberta Street	0.2	400	adeq	rehabilitate	now	asphalt	surface treated	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	43	BS	now	$17,000	52
3164	Seventh Avenue	Talbot Street - Finlayson Street	0.2	250	adeq	adequate		asphalt	gravel	adeq	7.2	6	adeq	0.50	adeq	fair	adeq	92				
1824	Seventh Avenue	K Street - Arpin Street	0.1	50	adeq	adequate		gravel	gravel	adeq	7	6	adeq	0.20	adeq	fair	adeq	67				
10000	Severn Road	West Service Road - West Limit	0.1	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	adeq	adeq	good	adeq	53	PR	1-5 years	$16,000	41
9999	Sheppard Drive	Hunter Avenue - South End	0.3	200	adeq	adequate		asphalt	asphalt	adeq	8.5	6	adeq	adeq	adeq	good	adeq	97				
1764	Silver Birch Crescent	Evergreen Avenue - Woodlands Avenue	0.2	80	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	54	PR	2018	$23,000	30
1766	Silver Birch Crescent	Patterson Boulevard - East Limit	0.3	120	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	57	PR	2018	$34,000	31
1763	Silver Birch Crescent	Patterson Boulevard (west) - Evergreen Avenue	0.2	50	adeq	reconstruct	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	37	PR	2018	$28,000	39
1765	Silver Birch Crescent	Woodlands Avenue - Patterson Boulevard (east)	0.2	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	68	PR	2018	$31,000	25
1769	Simcoe Avenue	Assiniboia Street - Talbot Street	0.3	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	64	PR	1-5 years	$45,000	29
1768	Simcoe Avenue	Alberta Street - Assiniboia Street	0.4	150	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	49	PR	1-5 years	$40,000	38
1767	Simcoe Avenue	Arpin Street - Alberta Street	0.4	50	adeq	resurface	6-10 years	surface treated	gravel	adeq	6	6	adeq	adeq	adeq	fair	adeq	77	low volume road			
1468	Sixth Avenue	Armstrong Street - Talbot Street	0.1	500	adeq	adequate		asphalt	surface treated	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	92				
1465	Sixth Avenue	Davidson Street - Armstrong Street	0.1	400	adeq	adequate		asphalt	surface treated	adeq	6.2	6	adeq	0.50	adeq	good	adeq	92				
2997	Spruce Street	Hazel Street - Elm Street	0.2	150	adeq	adequate		asphalt	gravel	adeq	5.5	6	0.50	0.25	adeq	good	adeq	97				
1771	St. Mary Cres.	Florence St. - West Limit	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	good	adeq	65	PR	1-5 years	$21,000	24
1774	Sturgeon Bay Road	Highway 12 - Ouida Street	0.4	800	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	72	PR	1-5 years	$56,000	30
1775	Sturgeon Bay Road	Ouida Street - Pine Street	0.3	1650	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	73	PR	1-5 years	$40,000	35
1776	Sunset Court	Dawlish Avenue - North Limit	0.3	100	adeq	adequate		asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	good	adeq	81				
1777	Sunset Place	William St - West End	0.1	30	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	69	PR	1-5 years	$15,000	18
1781	Talbot Street	Fifth Avenue - Third Avenue	0.2	2770	adeq	adequate		asphalt	asphalt	adeq	8.5	6	adeq	adeq	adeq	good	adeq	87				
1778	Talbot Street	Highway 12 - Triple Bay Road	1.2	4940	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7.5	6	adeq	adeq	adeq	good	adeq	80	PR	6-10 years	$208,000	34
1780	Talbot Street	Midland Avenue - Fifth Avenue	0.3	4860	adeq	resurface	6-10 years	asphalt	asphalt	adeq	8.5	6	adeq	adeq	adeq	good	adeq	75	R	6-10 years	$59,000	41
1782	Talbot Street	Third Avenue - First Avenue	0.3	1890	adeq	adequate		asphalt	asphalt	adeq	8.5	6	adeq	adeq	adeq	good	adeq	87				
1779	Talbot Street	Triple Bay Road - Midland Avenue	0.6	5990	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	good	adeq	81	PR	6-10 years	$97,000	33
1784	Tanners Road	Lawson Lane - Highway 12	0.4	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	54	PR	1-5 years	$39,000	33

Road Section Identification					Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Improvement				Priority Rating
Section	Road Name	From - To	Length (km)	2017 AADT	need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need	PCI	Type	Time	Value	
1785	Thiffault Street	Pine Street - Cherry Street	0.1	100	adeq	adequate		asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	81				
1452	Third Avenue	Assiniboia Street - Davidson	0.1	250	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.3	6	adeq	0.50	adeq	poor	now	71	PR	1-5 years	$14,000	24
3085	Third Avenue	Talbot Street - Davidson	0.2	300	adeq	adequate		asphalt	gravel	adeq	7.3	6	adeq	0.50	adeq	fair	adeq	97				
1451	Third Avenue	Wardell Street - Assiniboia Street	0.2	200	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.50	adeq	poor	now	72	PR	6-10 years	$26,000	22
1886	Thorpe Avenue	North Limit - Arpin Street	0.2	40	adeq	adequate		gravel	gravel	adeq	4.8	6	1.20	0.50	adeq	fair	adeq	92				
1887	Todd Lane	Park Street - South Limit	0.8	100	adeq	adequate		gravel	gravel	adeq	6.6	6	adeq	0.50	adeq	good	adeq	75				
1786	Trillium Street	John Dillingno Street - South Limit	0.2	130	adeq	adequate		asphalt	gravel	adeq	6.3	6	adeq	0.50	adeq	good	adeq	92				
1788	Triple Bay Road	Comber Place - Talbot Street	0.7	570	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	50	PR	1-5 years	$109,000	49
1787	Triple Bay Road	North Limit - Comber Place	2.0	570	adeq	reconstruct	now	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	42	REC	now	$1,233,000	57
3065	Triple Bay Road	Talbot Street - Highway 12	1.7	1480	Y	adequate		asphalt	asphalt	adeq	7.2	6	adeq	adeq	adeq	fair	adeq	85				
1790	Truax Lane	Vasey Road - North Limit	0.2	150	adeq	reconstruct	now	surface treated	gravel	adeq	5.2	6	0.80	0.50	adeq	poor	now	37	REC	now	$93,000	47
1792	Vents Beach Road	Bourgeois Beach Road - Highway 12	0.2	500	adeq	resurface	6-10 years	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	76	PR	6-10 years	$27,000	24
1791	Vents Beach Road	O'Leary Lane - Bourgeois Beach Road	0.1	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	69	PR	1-5 years	$19,000	25
1793	Veterans Lane	Albert Street - William Street	0.2	600	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.50	adeq	poor	now	62	PR	1-5 years	$30,000	38
1888	Victoria Street	Donahue Street - C.N.R.	0.3	150	adeq	adequate		gravel	gravel	adeq	7	6	adeq	adeq	adeq	fair	adeq	78				
1794	Waldie Avenue	South Limit - Albert Street	0.5	180	adeq	adequate		asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	poor	now	90				
1795	Walnut Street	Pine Street - Cherry Street	0.1	100	adeq	adequate		asphalt	gravel	adeq	6.1	6	adeq	0.50	adeq	poor	now	85				
1797	Wardell Street	Fifth Avenue - Fourth Avenue	0.1	90	adeq	adequate		asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	good	adeq	87				
1798	Wardell Street	Fourth Avenue - First Avenue	0.4	90	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	64	PR	1-5 years	$50,000	24
1796	Wardell Street	Seventh Avenue - Fifth Avenue	0.2	90	adeq	adequate		asphalt	gravel	adeq	6.6	6	adeq	0.50	adeq	poor	now	88				
1799	Waterside Drive	Gloucester Grove - Yeoger Drive	0.2	100	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	67	PR	2018	$23,000	23
1802	West Service Road	Forest Harbour Parkway - Quarry Road	2.6	570	adeq	rehabilitate	now	asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	46	BS	now	$286,000	54
1801	West Service Road	Gerhardt Road - Forest Harbour Parkway	0.7	440	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	50	PR	1-5 years	$110,000	47
1800	West Service Road	North Limit - Gerhardt Road	0.7	660	adeq	rehabilitate	now	asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	47	BS	now	$73,000	54
1803	West Street	George Street - South Limit	0.4	450	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	66	PR	1-5 years	$57,000	32
1809	William Street	Albert Street - Ellen Street	0.3	1200	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.4	6	adeq	adeq	adeq	good	adeq	79	PR	6-10 years	$40,000	25
1805	William Street	Highway 12 - Newton Street	0.7	4450	adeq	adequate		asphalt	asphalt	adeq	6.4	6	adeq	adeq	adeq	good	adeq	87				
1807	William Street	Newton Street - Albert Street	0.6	4470	adeq	adequate		asphalt	asphalt	adeq	8.5	6	adeq	adeq	adeq	good	adeq	87				
1810	Willow Street	Mountain Avenue - Cold Water Road	0.2	60	adeq	resurface	1-5 years	asphalt	gravel	adeq	8	6	adeq	0.50	adeq	poor	now	70	PR	1-5 years	$37,000	19
1811	Windfield Drive	William Street - North Limit	0.2	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	63	PR	1-5 years	$30,000	30
9999	Wintergreen Circle	McDermit Trail - North End	0.1	80	adeq	adequate		asphalt	asphalt	adeq	8.5	6	adeq	adeq	adeq	good	adeq	97				
3126	Wood Road	1994 - 2092 Wood Rd - PAVED HILL	0.4	150	adeq	adequate		asphalt	gravel	adeq	6.3	6	adeq	0.50	adeq	good	adeq	97				
1814	Wood Road	800m N of McMann SR - 1350m N of McMann SR	0.6	100	adeq	adequate		asphalt	gravel	adeq	7.2	6	adeq	0.50	adeq	good	adeq	97				
1814	Wood Road	1350m N of McMann SR - Ebenezer Side Road	0.7	150	Y	resurface	1-5 years	surface treated	gravel	adeq	5.6	6	0.40	0.25	adeq	poor	now	65	PR	now	$62,000	26
1816	Wood Road	Vasey Road - McMann Side Road	2.1	190	adeq	adequate		surface treated	gravel	adeq	6.5	6	adeq	0.25	adeq	poor	now	90				
1890	Wood Road	Ebenezer Side Road - Elliott Side Road	1.7	90	Y	adequate		gravel	gravel	adeq	7	6	adeq	adeq	adeq	fair	adeq	73				
1434	Wood Road	Elliott Side Road - Forgets Road	0.2	90	adeq	adequate		gravel	gravel	adeq	7	6	adeq	adeq	adeq	fair	adeq	73				
1815	Wood Road	McMann Side Road - 800m N of McMann SR	0.8	120	adeq	adequate		gravel	gravel	adeq	7	6	adeq	adeq	adeq	good	adeq	81				
1818	Woodlands Avenue	Evergreen Avenue - Silver Birch Crescent	0.4	250	adeq	rehabilitate	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	43	PR	2018	$48,000	47
1817	Woodlands Avenue	West Limit - Evergreen Avenue	0.4	500	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6	6	adeq	adeq	adeq	poor	now	46	PR	2018	$55,000	53
1819	Wycliffe Cove	Ellen Street - Albert Street	0.4	1500	adeq	adequate		asphalt	asphalt	adeq	8.5	6	adeq	adeq	adeq	good	adeq	97				
1820	Yeoger Drive	Beach Drive - Earldom Boulevard	0.2	100	adeq	resurface	6-10 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	0.00	adeq	74	PR	2018	$23,000	18
1892	Young Avenue	North Limit - Arpin Street	0.2	20	adeq	adequate		gravel	gravel	adeq	5.2	6	0.80	0.50	adeq	fair	adeq	81				
			192.1																		$16,320,000	

PR - pulverize and resurface with 1 or 2 lifts
R - resurface with 1 or 2 lifts
REC - reconstruction
WR - road widening & resurface

APPENDIX F:
ROAD PRIORITY RATINGS

Tay Road Needs Study 2017

Priority Rating - Highest to Lowest Priority (By Time of Improvement)

Road Section Identification					System Deficiencies													Improvement				Priority Rating
Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		PCI	Type	Time	Value	
					need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
1444	First Avenue	Earldom Blvd - Woodlands Avenue	0.3	400	adeq	reconstruct	now	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	36	PR	2018	$49,000	59
1716	Patterson Boulevard	Paradise Avenue - East Limit	0.5	300	adeq	reconstruct	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	38	PR	2018	$71,000	53
1817	Woodlands Avenue	West Limit - Evergreen Avenue	0.4	500	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6	6	adeq	adeq	adeq	poor	now	46	PR	2018	$55,000	53
1818	Woodlands Avenue	Evergreen Avenue - Silver Birch Crescent	0.4	250	adeq	rehabilitate	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	43	PR	2018	$48,000	47
1575	Evergreen Avenue	Woodlands Avenue - Silver Birch Crescent	0.2	100	adeq	rehabilitate	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	42	PR	2018	$28,000	40
1553	Dignard Avenue	Limestone Road - Evergreen Avenue	0.3	100	adeq	rehabilitate	now	asphalt	gravel	adeq	4.8	6	1.20	0.50	adeq	poor	now	43	PR	2018	$33,000	39
1763	Silver Birch Crescent	Patterson Boulevard (west) - Evergreen Avenue	0.2	50	adeq	reconstruct	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	37	PR	2018	$28,000	39
1652	Limestone Road	Patterson Boulevard - Woodlands Avenue	0.4	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	4.8	6	1.20	0.50	adeq	poor	now	55	PR	2018	$43,000	38
1649	Kingfisher Avenue	Limestone Road - Paradise Avenue	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	4.8	6	1.20	0.50	adeq	poor	now	47	PR	2018	$22,000	36
1519	Beach Drive	Yeoger Drive - First Avenue	0.1	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	0.00	adeq	51	PR	2018	$12,000	35
1708	Paradise Avenue	Patterson Boulevard - Dignard Avenue	0.3	80	adeq	resurface	1-5 years	asphalt	gravel	adeq	4.7	6	1.30	0.50	adeq	poor	now	49	PR	2018	$32,000	34
1600	Gloucester Grove	Gloucester Grove - West Limit	0.0	30	adeq	rehabilitate	now	surface treated	gravel	adeq	3	6	3.00	0.50	adeq	poor	now	42	PR	2018	$3,000	33
1766	Silver Birch Crescent	Patterson Boulevard - East Limit	0.3	120	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	57	PR	2018	$34,000	31
1764	Silver Birch Crescent	Evergreen Avenue - Woodlands Avenue	0.2	80	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	54	PR	2018	$23,000	30
1443	First Avenue	North Limit - Earldom Blvd	0.3	330	adeq	resurface	1-5 years	asphalt	gravel	adeq	7	6	adeq	adeq	adeq	good	adeq	66	PR	2018	$49,000	29
1609	Grove Street	Waterside Drive - Earldom Boulevard	0.2	100	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	62	PR	2018	$17,000	26
1765	Silver Birch Crescent	Woodlands Avenue - Patterson Boulevard (east)	0.2	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	68	PR	2018	$31,000	25
1724	Poplar Avenue	Limestone Road - Paradise Avenue	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	64	PR	2018	$23,000	25
1799	Waterside Drive	Gloucester Grove - Yeoger Drive	0.2	100	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	67	PR	2018	$23,000	23
1700	Oriole Street	Waterside Drive - Earldom Boulevard	0.1	100	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	67	PR	2018	$15,000	22
1562	Earldom Boulevard	West Limit - First Avenue	0.4	200	adeq	resurface	6-10 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	73	PR	2018	$43,000	21
1820	Yeoger Drive	Beach Drive - Earldom Boulevard	0.2	100	adeq	resurface	6-10 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	0.00	adeq	74	PR	2018	$23,000	18
1599	Gloucester Grove	Gloucester Grove - Earldom Boulevard	0.1	30	adeq	resurface	1-5 years	asphalt	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	69	PR	2018	$15,000	18
1715	Patterson Boulevard	First Avenue - Paradise Avenue	0.4	350	adeq	adequate		asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	87	PR	2018	$50,000	11
1481	Albert Street	Richard Street - George Street	0.5	3000	Y	reconstruct	now	asphalt	asphalt	adeq	6.4	6	adeq	adeq	adeq	poor	now	45	REC	now	$251,000	82
1725	Quarry Road	Duck Bay Road - East Limit	0.8	830	adeq	reconstruct	now	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	39	REC	now	$445,000	66
1571	Elliott Side Road	Ron Jones Road - Old Fort Road	1.5	870	Y	rehabilitate	now	surface treated	surface treated	adeq	6.4	6	adeq	0.50	adeq	poor	now	45	BS	now	$131,000	60
1444	First Avenue	Woodlands Avenue - Arpin Street	0.9	400	adeq	reconstruct	now	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	36	REC	now	$473,000	59
1556	Duck Bay Road	Cold Water Road - Quarry Road	1.1	1210	adeq	rehabilitate	now	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	fair	adeq	51	BS	now	$111,000	58
1787	Triple Bay Road	North Limit - Comber Place	2.0	570	adeq	reconstruct	now	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	42	REC	now	$1,233,000	57
1608	Gratrix Road	Fesserton Side Road ROW - Vasey Road	3.0	360	adeq	reconstruct	now	asphalt	gravel	adeq	6.6	6	adeq	0.50	adeq	poor	now	37	REC	now	$1,849,000	57
1800	West Service Road	North Limit - Gerhardt Road	0.7	660	adeq	rehabilitate	now	asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	47	BS	now	$73,000	54
1802	West Service Road	Forest Harbour Parkway - Quarry Road	2.6	570	adeq	rehabilitate	now	asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	46	BS	now	$286,000	54
1471	Seventh Avenue	Athabaska Street - Alberta Street	0.2	400	adeq	rehabilitate	now	asphalt	surface treated	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	43	BS	now	$17,000	52
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	3.1	430	adeq	rehabilitate	now	surface treated	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	44	BS	now	$306,000	52
1790	Truax Lane	Vasey Road - North Limit	0.2	150	adeq	reconstruct	now	surface treated	gravel	adeq	5.2	6	0.80	0.50	adeq	poor	now	37	REC	now	$93,000	47
1655	Lumber Road	Ellen Street - Victoria Street	0.4	200	adeq	rehabilitate	now	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	44	BS	now	$30,000	44
1478	Ninth Avenue	Assiniboia Street - Talbot Street	0.3	160	adeq	rehabilitate	now	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	42	BS	now	$27,000	44
1509	Bannister Street	Vasey Road - South Limit	0.2	100	adeq	reconstruct	now	surface treated	gravel	adeq	5.2	6	0.80	0.50	adeq	poor	now	37	REC	now	$93,000	43
1853	Gerhardt Road	West Service Road - South Limit	1.0	300	adeq	resurface	now	gravel	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	51	PR	now	$93,000	42
1698	O'Leary Lane	West Limit - Vents Beach Road	0.1	120	adeq	rehabilitate	now	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	poor	now	43	BS	now	$8,000	40
1456	Fifth Avenue	Arpin Street - Alberta Street	0.2	70	adeq	rehabilitate	now	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	poor	now	41	BS	now	$16,000	38
1597	Gervais Road	Neilson - Hogg Valley Road	1.0	350	adeq	resurface	1-5 years	surface treated	gravel	adeq	7.2	6	adeq	adeq	adeq	poor	now	57	PR	now	$106,000	38
1565	Ebenezer Side Road	Old Penetanguishene Road - Wood Road	2.3	230	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	55	PR	now	$234,000	37
1588	Forgets Road	1.4km East of Old Penetanguishene Road - 0.3km West of Wood Road	0.6	180	adeq	resurface	now	gravel	gravel	adeq	5.2	6	0.80	0.50	adeq	fair	adeq	53	PR	now	$16,000	36
1629	Hogg Valley Road	Gervais - Newton	1.5	180	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	53	PR	now	$146,000	36

Road Section Identification					System Deficiencies													Improvement				Priority Rating
Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		PCI	Type	Time	Value	
					need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
1559	Duck Bay Road	Meadows Avenue - North Limit	0.5	160	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	53	PR	now	$50,000	35
1621	Hogg Valley Road	Ron Jones Road - Old Fort Road	1.5	70	Y	resurface	1-5 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	51	PR	now	$151,000	32
1549	Davidson Street	Fourth Avenue - Third Avenue	0.1	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	62	PR	now	$13,000	30
1668	McDermit Trail	Anderson Crescent - Anderson Crescent	0.5	500	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.8	6	adeq	0.50	adeq	fair	adeq	69	PR	now	$84,000	29
1623	Hogg Valley Road	Rumney Road- Old Fort	1.3	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	59	PR	now	$128,000	29
1878	Rosemount Road	C.N.R. - Connors Court	0.6	100	adeq	resurface	now	gravel	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	58	PR	now	$18,000	29
1744	Ron Jones Road	Ebenezer Side Road - Hogg Valley Road	1.0	60	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.2	6	adeq	0.50	adeq	good	adeq	56	PR	now	$99,000	28
1814	Wood Road	1350m N of McMann SR - Ebenezer Side Road	0.7	150	Y	resurface	1-5 years	surface treated	gravel	adeq	5.6	6	0.40	0.25	adeq	poor	now	65	PR	now	$62,000	26
1745	Ron Jones Road	Hogg Valley Road - South End	1.5	80	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	62	PR	now	$144,000	25
1701	Osborne Street	94 Osborne - HCB/GS Transition	0.3	400	adeq	adequate		asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	82	PR	now	$51,000	17
1710	Park Street	Anderson Crescent - Richard Street	0.3	2030	adeq	resurface	1-5 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	fair	adeq	58	PR	1-5 years	$54,000	56
1714	Park Street	Todd Lane - Hwy 12	0.3	4050	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	good	adeq	68	PR	1-5 years	$42,000	50
1788	Triple Bay Road	Comber Place - Talbot Street	0.7	570	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	50	PR	1-5 years	$109,000	49
1646	Juneau Road	Hoyt Avenue - Lighthouse Crescent	0.5	520	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.50	adeq	poor	now	50	PR	1-5 years	$64,000	49
1681	Newton Street	Granny White Side Road - Highway 12	1.5	470	adeq	resurface	1-5 years	surface treated	surface treated	adeq	7.4	6	adeq	adeq	adeq	fair	adeq	49	PR	1-5 years	$248,000	49
1648	King Road	Albin Road - Limit	0.7	400	adeq	resurface	1-5 years	asphalt	surface treated	adeq	5.4	6	0.60	0.50	adeq	poor	now	48	PR	1-5 years	$87,000	47
1641	John Dillingno Street	West Street - Trillium Street	0.3	650	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.6	6	adeq	0.25	adeq	fair	adeq	55	PR	1-5 years	$45,000	47
1801	West Service Road	Gerhardt Road - Forest Harbour Parkway	0.7	440	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	50	PR	1-5 years	$110,000	47
1712	Park Street	Industrial Road - John Dillingno Street (SOUTH half)	0.3	2920	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	fair	adeq	69	PR	1-5 years	$46,000	46
1713	Park Street	John Dillingno Street - Todd Lane	0.4	3540	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	good	adeq	72	PR	1-5 years	$66,000	44
1702	Osborne Street	HCB/GS Transition - Robins Point Road	0.7	400	adeq	resurface	1-5 years	surface treated	surface treated	adeq	7	6	adeq	adeq	adeq	good	adeq	52	PR	1-5 years	$114,000	44
1750	Rumney Road	Elliott Side Road - Highway 12	1.4	660	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.1	6	adeq	adeq	adeq	fair	adeq	58	PR	1-5 years	$205,000	43
1711	Park Street	Richard Street - Industrial Road	0.3	2310	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	fair	adeq	69	PR	1-5 years	$50,000	42
1450	Second Avenue	Bell Street - Talbot Street	0.6	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.3	6	adeq	adeq	adeq	poor	now	52	PR	1-5 years	$86,000	41
1667	Maskinonge Road	Caswell Road - South Limit	0.7	450	adeq	resurface	1-5 years	surface treated	surface treated	adeq	6.2	6	adeq	0.50	adeq	poor	now	57	PR	1-5 years	$97,000	41
10000	Severn Road	West Service Road - West Limit	0.1	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	adeq	adeq	good	adeq	53	PR	1-5 years	$16,000	41
1605	Gratrix Road	Highway 12 - Old Coach Road	1.0	490	adeq	resurface	1-5 years	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	58	PR	1-5 years	$166,000	40
1682	Newton Street	C.P.R. Abandoned - Granny White Side Road	0.9	360	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	56	PR	1-5 years	$85,000	40
1490	Alcove Drive	Bluff Point Road - Limit	0.5	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.8	6	adeq	adeq	adeq	good	adeq	51	PR	1-5 years	$77,000	39
1591	George Street	West Street - Park Street	0.7	400	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.25	adeq	fair	adeq	58	PR	1-5 years	$103,000	38
1793	Veterans Lane	Albert Street - William Street	0.2	600	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.50	adeq	poor	now	62	PR	1-5 years	$30,000	38
1728	Reeves Road	Granny White Side Road - C.P.R. Abandoned	0.3	650	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.1	6	adeq	adeq	adeq	good	adeq	63	PR	1-5 years	$35,000	38
1768	Simcoe Avenue	Alberta Street - Assiniboia Street	0.4	150	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	49	PR	1-5 years	$40,000	38
1495	Anderson Crescent	Park St. - McDermitt Trail	0.7	1200	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	68	PR	1-5 years	$97,000	37
1570	Elliott Side Road	Wood Road - Ron Jones Road	1.1	170	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	51	PR	1-5 years	$110,000	37
1642	John Dillingno Street	Trillium Street - Park Street	0.4	350	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	0.25	adeq	fair	adeq	58	PR	1-5 years	$60,000	37
1525	Bergie Crescent	Lighthouse Crescent - Juneau Road	0.3	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	poor	now	57	PR	1-5 years	$39,000	37
1687	Ney Avenue	Talbot Street - Nottingham Street	0.4	700	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	65	PR	1-5 years	$55,000	37
1498	Armstrong Street	Fifth Avenue - Third Avenue	0.2	400	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.6	6	adeq	0.50	adeq	poor	now	60	PR	1-5 years	$32,000	37
1470	Seventh Avenue	Arpin Street - Athabaska Street	0.2	200	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	54	PR	1-5 years	$28,000	36
1537	Caswell Drive	Highway 12 - Maskinonge Road	0.4	590	adeq	resurface	1-5 years	surface treated	surface treated	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	64	PR	1-5 years	$60,000	36
1683	Newton Street	Hogg Valley Road - C.P.R. Abandoned	2.3	250	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.5	6	adeq	adeq	adeq	good	adeq	57	PR	1-5 years	$230,000	36
1747	Rope Boulevard	West Service Road - Booth Road	0.3	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	55	PR	1-5 years	$44,000	36
1505	Assiniboia Street	Fourth Avenue - First Avenue	0.4	140	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	52	PR	1-5 years	$61,000	35
1775	Sturgeon Bay Road	Ouida Street - Pine Street	0.3	1650	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	73	PR	1-5 years	$40,000	35
1680	Mountain Avenue	Elm Street - Cherry Street	0.5	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	poor	now	50	PR	1-5 years	$60,000	34

Road Section Identification					System Deficiencies													Improvement				Priority Rating
Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		PCI	Type	Time	Value	
					need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
2971	Bayway Road	Duck Bay Road - West Limit	0.5	400	adeq	resurface	1-5 years	surface treated	surface treated	adeq	6.2	6	adeq	0.50	adeq	poor	now	63	PR	1-5 years	$69,000	34
1718	Percy Street	Dodge Drive - Sturgeon Bay Road	0.3	200	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.25	adeq	fair	adeq	58	PR	1-5 years	$34,000	33
1547	Coldwater Road	Duck Bay Road - Pine Street	0.7	1400	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	73	PR	1-5 years	$105,000	33
1564	Ebenezer Side Road	Wood Road - Ron Jones Road	1.0	160	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	56	PR	1-5 years	$99,000	33
1784	Tanners Road	Lawson Lane - Highway 12	0.4	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	54	PR	1-5 years	$39,000	33
1693	Old Penetanguishene Road	Ebenezer Side Road - Highway 93	0.4	150	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	57	PR	1-5 years	$41,000	32
2959	Albert Street	John Dillingno Street - South Limit	0.2	200	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	adeq	adeq	fair	adeq	59	PR	1-5 years	$30,000	32
1546	Coldwater Road	Willow Street - Duck Bay Road	0.2	350	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	64	PR	1-5 years	$29,000	32
1803	West Street	George Street - South Limit	0.4	450	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	66	PR	1-5 years	$57,000	32
1758	Sallows Drive	Lumsden Avenue - Bernard Avenue	0.4	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	poor	now	56	PR	1-5 years	$34,000	31
2970	Albin Road	West Limit - GS/HCB Transition	0.8	260	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	62	PR	1-5 years	$80,000	31
1489	Albin Road	GS/HCB Transition - Pine Street	0.6	320	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	poor	now	64	PR	1-5 years	$78,000	31
1545	Coldwater Road	Balsam Street - Willow Street	0.3	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	63	PR	1-5 years	$36,000	31
1811	Windfield Drive	William Street - North Limit	0.2	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	63	PR	1-5 years	$30,000	30
1705	Ouida Street	Dodge Drive - Sturgeon Bay Road	0.3	330	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	65	PR	1-5 years	$33,000	30
1717	Percy Street	North Limit - Dodge Drive	0.3	150	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.25	adeq	fair	adeq	60	PR	1-5 years	$34,000	30
1774	Sturgeon Bay Road	Highway 12 - Ouida Street	0.4	800	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	72	PR	1-5 years	$56,000	30
1769	Simcoe Avenue	Assiniboia Street - Talbot Street	0.3	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	64	PR	1-5 years	$45,000	29
1691	Ogdens Beach Road	North Limit - Bayview Avenue	0.3	500	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	70	PR	1-5 years	$38,000	29
1572	Elliott Side Road	Old Fort Road - Rumney Road	1.4	330	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	67	REC	1-5 years	$627,000	29
1625	Hogg Valley Road	Reeves Rd - Hill at 4763 Hogg Valley Road	0.9	200	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	63	PR	1-5 years	$86,000	29
1502	Ash Street	Hazel Street - West Limit	0.2	170	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	fair	adeq	62	PR	1-5 years	$25,000	29
1688	Nielson Road	Gervais Road - West Limit	0.4	150	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	61	PR	1-5 years	$40,000	29
1587	Forest Harbour Parkway	West 91 FHP - Duck Bay Road	0.9	160	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	62	PR	1-5 years	$87,000	28
1704	Ouida Street	Albin Road - Dodge Drive	0.3	350	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	68	PR	1-5 years	$39,000	28
1514	Bay Street	West Street - Albert Street	0.2	120	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	61	PR	1-5 years	$22,000	28
1574	Elm Street	Mountain Avenue - Cold Water Road	0.2	90	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	58	PR	1-5 years	$30,000	28
1510	Barnes Avenue	Arpin Street - Athabaska Street	0.2	150	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	fair	adeq	62	PR	1-5 years	$27,000	28
1748	Rope Boulevard	Booth Road - Oak Road	0.5	210	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	66	PR	1-5 years	$64,000	27
1453	Fourth Avenue	Alberta Street - Hayes Street	0.1	150	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	64	PR	1-5 years	$16,000	27
1477	Ninth Avenue	North Limit - Assiniboia Street	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	61	PR	1-5 years	$22,000	27
1487	Alberta Street	Second Avenue - First Avenue	0.2	70	adeq	resurface	1-5 years	asphalt	gravel	adeq	7	6	adeq	0.50	adeq	good	adeq	59	PR	1-5 years	$27,000	26
1675	Midland Avenue	North Limit - Talbot Street	0.1	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	68	PR	1-5 years	$15,000	26
1578	Florence Street	St. Mary Crescent - Jephson Street	0.1	110	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	63	PR	1-5 years	$15,000	26
1530	Browns Line	North Limit - South Limit	0.3	120	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.3	6	0.70	0.50	adeq	poor	now	63	PR	1-5 years	$30,000	26
1524	Bell Street	First Avenue - West Limit	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	63	PR	1-5 years	$24,000	26
1515	Bay Street	Albert Street - Park Street	0.5	310	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.4	6	adeq	0.25	adeq	fair	adeq	71	PR	1-5 years	$80,000	25
1598	Glacier Trail	Hilltop Crescent - North Limit	0.4	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	69	PR	1-5 years	$58,000	25
1791	Vents Beach Road	O'Leary Lane - Bourgeois Beach Road	0.1	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	69	PR	1-5 years	$19,000	25
1588	Forgets Road	0.3km West of Wood Road - Wood Road	0.3	180	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	67	PR	1-5 years	$30,000	25
1588	Forgets Road	Old Penetanguishene Road - 1.4km East of Old Penetanguishene Road	1.4	180	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	67	PR	1-5 years	$136,000	25
1484	Alberta Street	Ninth Avenue ROW - Seventh Avenue	0.2	60	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	60	PR	1-5 years	$32,000	25
1706	Palmer Street	Albin Road - Dodge Drive	0.3	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.5	6	0.50	0.25	adeq	fair	adeq	70	PR	1-5 years	$39,000	25
1883	Sandhill Road	Old Coach Road - Vasey	0.5	220	Y	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.25	adeq	good	adeq	69	PR	1-5 years	$75,000	25
1771	St. Mary Cres.	Florence St. - West Limit	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	good	adeq	65	PR	1-5 years	$21,000	24
1798	Wardell Street	Fourth Avenue - First Avenue	0.4	90	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	64	PR	1-5 years	$50,000	24

Road Section Identification					System Deficiencies													Improvement				Priority Rating
Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		PCI	Type	Time	Value	
					need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
1522	Beckett's Side Road	Rosemount Side Road - Gratrix Road	1.2	200	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	70	PR	1-5 years	$116,000	24
1452	Third Avenue	Assiniboia Street - Davidson	0.1	250	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.3	6	adeq	0.50	adeq	poor	now	71	PR	1-5 years	$14,000	24
1506	Athabaska Street	Seventh Avenue - East Limit	0.2	110	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	68	PR	1-5 years	$25,000	22
1601	Gouett Street	Forest Harbour Parkway - West Limit	0.3	80	adeq	resurface	1-5 years	surface treated	gravel	adeq	5.6	6	0.40	0.50	adeq	fair	adeq	67	PR	1-5 years	$28,000	22
1573	Elm Street	Pine Street - Mountain Avenue	0.4	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.3	6	adeq	adeq	adeq	fair	adeq	72	PR	1-5 years	$52,000	20
1757	Sallows Drive	Bernard Avenue - Caswell Drive	0.3	130	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	73	PR	1-5 years	$25,000	19
1810	Willow Street	Mountain Avenue - Cold Water Road	0.2	60	adeq	resurface	1-5 years	asphalt	gravel	adeq	8	6	adeq	0.50	adeq	poor	now	70	PR	1-5 years	$37,000	19
1503	Assiniboia Street	Ninth Avenue - Seventh Avenue	0.3	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	74	PR	1-5 years	$43,000	18
1511	Barnes Avenue	Athabaska Street - Alberta Street	0.2	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	good	adeq	74	PR	1-5 years	$28,000	18
1486	Alberta Street	Fifth Avenue - Second Avenue	0.3	70	adeq	resurface	6-10 years	asphalt	gravel	adeq	7	6	adeq	0.50	adeq	good	adeq	73	PR	1-5 years	$42,000	18
1512	Barnes Avenue	Albert Street - Hayes Street	0.1	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	good	adeq	75	PR	1-5 years	$14,000	17
1699	O'Leary Lane	Vents Beach Road - East Limit	0.1	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.3	6	adeq	0.50	adeq	poor	now	76	PR	1-5 years	$14,000	17
1671	McMann Side Road	Wood Road - Ron Jones Road	1.0	60	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	76	PR	1-5 years	$100,000	15
1780	Talbot Street	Midland Avenue - Fifth Avenue	0.3	4860	adeq	resurface	6-10 years	asphalt	asphalt	adeq	8.5	6	adeq	adeq	adeq	good	adeq	75	R	6-10 years	$59,000	41
1712	Park Street	Industrial Road - John Dillingno Street (NORTH half)	0.3	2920	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	fair	adeq	77	PR	6-10 years	$48,000	35
1778	Talbot Street	Highway 12 - Triple Bay Road	1.2	4940	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7.5	6	adeq	adeq	adeq	good	adeq	80	PR	6-10 years	$208,000	34
1779	Talbot Street	Triple Bay Road - Midland Avenue	0.6	5990	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	good	adeq	81	PR	6-10 years	$97,000	33
3000	Albert Street	Bay Street - John Dillingno Street	0.2	1000	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.6	6	adeq	0.50	adeq	poor	now	73	PR	6-10 years	$30,000	31
1483	Albert Street	George St. - Bay Street	0.1	1000	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.6	6	adeq	0.50	adeq	poor	now	73	PR	6-10 years	$18,000	31
1660	Martha Street	William Street - Jephson Street	0.2	1000	adeq	resurface	6-10 years	asphalt	asphalt	adeq	8.3	6	adeq	adeq	adeq	fair	adeq	73	R	6-10 years	$39,000	30
1446	First Avenue	Bell Street - Assiniboia Street	0.3	1190	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	fair	adeq	76	PR	6-10 years	$49,000	29
1636	Industrial Road	Park Street - East Limit	0.4	500	adeq	resurface	6-10 years	asphalt	surface treated	adeq	7	6	adeq	0.25	adeq	good	adeq	72	PR	6-10 years	$55,000	27
2995	Mitchells Beach Road	South Limit - Reeves Road	0.8	500	adeq	resurface	6-10 years	surface treated	surface treated	adeq	7	6	adeq	0.50	adeq	poor	now	72	PR	6-10 years	$116,000	27
1685	Newton Street	Highway 12 - William Street	0.6	390	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	72	PR	6-10 years	$84,000	26
1727	Reeves Road	Highway 12 - Granny White Side Road	1.4	800	adeq	resurface	6-10 years	asphalt	surface treated	adeq	6.1	6	adeq	0.25	adeq	good	adeq	76	PR	6-10 years	$197,000	26
1809	William Street	Albert Street - Ellen Street	0.3	1200	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.4	6	adeq	adeq	adeq	good	adeq	79	PR	6-10 years	$40,000	25
1497	Armstrong Street	Midland Avenue - Fifth Avenue	0.3	500	adeq	resurface	6-10 years	asphalt	surface treated	adeq	6.6	6	adeq	0.50	adeq	poor	now	75	PR	6-10 years	$45,000	24
1606	Gratrix Road	Old Coach Road - 0.5 km N of Fesserton Side Road ROW	0.8	420	adeq	resurface	6-10 years	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	74	PR	6-10 years	$125,000	24
1597	Gervais Road	Hogg Valley Road - Vasey Rd	3.0	290	adeq	resurface	6-10 years	surface treated	gravel	adeq	7.2	6	adeq	adeq	adeq	poor	now	72	PR	6-10 years	$317,000	24
1792	Vents Beach Road	Bourgeois Beach Road - Highway 12	0.2	500	adeq	resurface	6-10 years	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	76	PR	6-10 years	$27,000	24
1627	Hogg Valley Road	Newton - Reeves	1.3	200	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	70	PR	6-10 years	$128,000	24
1707	Palmer Street	Dodge Drive - Sturgeon Bay Road	0.3	250	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	72	PR	6-10 years	$33,000	24
1615	Hearthstone Drive	Duffy Drive - West Limit	0.2	250	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.7	6	0.30	0.50	adeq	poor	now	73	PR	6-10 years	$26,000	23
1451	Third Avenue	Wardell Street - Assiniboia Street	0.2	200	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.50	adeq	poor	now	72	PR	6-10 years	$26,000	22
1561	Duffy Drive	Hearthstone Drive - Highway 12	0.1	450	adeq	resurface	6-10 years	asphalt	surface treated	adeq	6	6	adeq	0.50	adeq	fair	adeq	76	PR	6-10 years	$14,000	22
1551	Davis Drive	Park Street - Bayside Avenue	0.5	180	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.2	6	adeq	adeq	adeq	good	adeq	71	PR	6-10 years	$48,000	22
1447	First Avenue	Assiniboia Street - Talbot Street	0.3	1230	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	good	adeq	82	PR	6-10 years	$49,000	21
1445	First Avenue	Arpin Street - Bell Street	0.5	1090	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	good	adeq	82	PR	6-10 years	$81,000	21
1566	Elizabeth Street	Queen Street - South Limit	0.1	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	70	PR	6-10 years	$14,000	21
1638	Jephson Street	West Limits - Albert Street	0.2	230	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	75	PR	6-10 years	$32,000	20
1539	Cherry Street	Elm Street - Mountain Avenue	0.2	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.50	adeq	fair	adeq	71	PR	6-10 years	$22,000	20
1494	Amanda Street	Ouida Street - Pine Street	0.2	150	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	poor	now	75	PR	6-10 years	$30,000	19
1536	Camilla Street	Eight Avenue - Margaret Street	0.2	150	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.1	6	adeq	0.50	adeq	fair	adeq	75	PR	6-10 years	$30,000	19
2993	Bourgeois Beach Road	100 m West of Vents Beach Rd - Vents Beach Road	0.1	300	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	79	PR	6-10 years	$11,000	18
3087	Newton Street	Vasey Road - Hogg Valley Road	3.1	200	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.5	6	adeq	adeq	adeq	good	adeq	77	PR	6-10 years	$310,000	18
1476	Eighth Avenue	Margaret Street - Camilla Street	0.1	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	75	PR	6-10 years	$16,000	17

Tay Road Needs Study 2017

Priority Rating - Highest to Lowest Priority (By Time of Improvement)

Road Section Identification					System Deficiencies														Improvement				Priority Rating
Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		PCI	Type	Time	Value	
					need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
1554	Dodge Drive	Browns Line - Ouida Street	0.3	120	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	76	PR	6-10 years	$33,000	17
1485	Alberta Street	Seventh Avenue - Barnes Avenue	0.2	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	good	adeq	78	PR	6-10 years	$23,000	16
1504	Assiniboia Street	Seventh Avenue - Fourth Avenue	0.3	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	78	PR	6-10 years	$47,000	16
2991	Mountain Avenue	Hazel Street - Elm Street	0.2	60	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	fair	adeq	77	PR	6-10 years	$20,000	15
			192.1																		$16,320,000	

PR - pulverize and resurface with 1 or 2 lifts
R - resurface with 1 or 2 lifts
REC - reconstruction
WR - widen & resurface

APPENDIX G:
ROAD PRIORITY GUIDE NUMBERS

Tay Road Needs Study 2017

Priority Guide Number - Highest to Lowest Priority (By Time of Improvement)

Road Section Identification					System Deficiencies													Improvement			Priority Rating	Priority Guide Number
Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Type	Time	Value		
					need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
1599	Gloucester Grove	Gloucester Grove - Earldom Boulevard	0.1	30	adeq	resurface	1-5 years	asphalt	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	PR	2018	$15,000	18	92
1763	Silver Birch Crescent	Patterson Boulevard (west) - Evergreen Avenue	0.2	50	adeq	reconstruct	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	PR	2018	$28,000	39	72
1600	Gloucester Grove	Gloucester Grove - West Limit	0.0	30	adeq	rehabilitate	now	surface treated	gravel	adeq	3	6	3.00	0.50	adeq	poor	now	PR	2018	$3,000	33	56
1764	Silver Birch Crescent	Evergreen Avenue - Woodlands Avenue	0.2	80	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	PR	2018	$23,000	30	45
1575	Evergreen Avenue	Woodlands Avenue - Silver Birch Crescent	0.2	100	adeq	rehabilitate	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	PR	2018	$28,000	40	36
1708	Paradise Avenue	Patterson Boulevard - Dignard Avenue	0.3	80	adeq	resurface	1-5 years	asphalt	gravel	adeq	4.7	6	1.30	0.50	adeq	poor	now	PR	2018	$32,000	34	36
1724	Poplar Avenue	Limestone Road - Paradise Avenue	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	PR	2018	$23,000	25	29
1609	Grove Street	Waterside Drive - Earldom Boulevard	0.2	100	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	PR	2018	$17,000	26	29
1700	Oriole Street	Waterside Drive - Earldom Boulevard	0.1	100	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	PR	2018	$15,000	22	29
1799	Waterside Drive	Gloucester Grove - Yeoger Drive	0.2	100	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	PR	2018	$23,000	23	29
1820	Yeoger Drive	Beach Drive - Earldom Boulevard	0.2	100	adeq	resurface	6-10 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	0.00	adeq	PR	2018	$23,000	18	29
1766	Silver Birch Crescent	Patterson Boulevard - East Limit	0.3	120	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	PR	2018	$34,000	31	29
1553	Dignard Avenue	Limestone Road - Evergreen Avenue	0.3	100	adeq	rehabilitate	now	asphalt	gravel	adeq	4.8	6	1.20	0.50	adeq	poor	now	PR	2018	$33,000	39	28
1649	Kingfisher Avenue	Limestone Road - Paradise Avenue	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	4.8	6	1.20	0.50	adeq	poor	now	PR	2018	$22,000	36	28
1519	Beach Drive	Yeoger Drive - First Avenue	0.1	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	0.00	adeq	PR	2018	$12,000	35	24
1765	Silver Birch Crescent	Woodlands Avenue - Patterson Boulevard (east)	0.2	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	PR	2018	$31,000	25	17
1818	Woodlands Avenue	Evergreen Avenue - Silver Birch Crescent	0.4	250	adeq	rehabilitate	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	PR	2018	$48,000	47	14
1562	Earldom Boulevard	West Limit - First Avenue	0.4	200	adeq	resurface	6-10 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	PR	2018	$43,000	21	14
1716	Patterson Boulevard	Paradise Avenue - East Limit	0.5	300	adeq	reconstruct	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	PR	2018	$71,000	53	12
1443	First Avenue	North Limit - Earldom Blvd	0.3	330	adeq	resurface	1-5 years	asphalt	gravel	adeq	7	6	adeq	adeq	adeq	good	adeq	PR	2018	$49,000	29	12
1715	Patterson Boulevard	First Avenue - Paradise Avenue	0.4	350	adeq	adequate		asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	PR	2018	$50,000	11	11
1444	First Avenue	Earldom Blvd - Woodlands Avenue	0.3	400	adeq	reconstruct	now	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	PR	2018	$49,000	59	10
1652	Limestone Road	Patterson Boulevard - Woodlands Avenue	0.4	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	4.8	6	1.20	0.50	adeq	poor	now	PR	2018	$43,000	38	10
1817	Woodlands Avenue	West Limit - Evergreen Avenue	0.4	500	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6	6	adeq	adeq	adeq	poor	now	PR	2018	$55,000	53	7
1509	Bannister Street	Vasey Road - South Limit	0.2	100	adeq	reconstruct	now	surface treated	gravel	adeq	5.2	6	0.80	0.50	adeq	poor	now	REC	now	$93,000	43	64
1744	Ron Jones Road	Ebenezer Side Road - Hogg Valley Road	1.0	60	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.2	6	adeq	0.50	adeq	good	adeq	PR	now	$99,000	28	44
1790	Truax Lane	Vasey Road - North Limit	0.2	150	adeq	reconstruct	now	surface treated	gravel	adeq	5.2	6	0.80	0.50	adeq	poor	now	REC	now	$93,000	47	42
1621	Hogg Valley Road	Ron Jones Road - Old Fort Road	1.5	70	Y	resurface	1-5 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	PR	now	$151,000	32	39
1745	Ron Jones Road	Hogg Valley Road - South End	1.5	80	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	PR	now	$144,000	25	34
1608	Gratrix Road	Fesserton Side Road ROW - Vasey Road	3.0	360	adeq	reconstruct	now	asphalt	gravel	adeq	6.6	6	adeq	0.50	adeq	poor	now	REC	now	$1,849,000	57	23
1623	Hogg Valley Road	Rumney Road- Old Fort	1.3	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	PR	now	$128,000	29	21
1444	First Avenue	Woodlands Avenue - Arpin Street	0.9	400	adeq	reconstruct	now	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	REC	now	$473,000	59	19
1549	Davidson Street	Fourth Avenue - Third Avenue	0.1	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	PR	now	$13,000	30	16
1559	Duck Bay Road	Meadows Avenue - North Limit	0.5	160	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	PR	now	$50,000	35	16
1814	Wood Road	1350m N of McMann SR - Ebenezer Side Road	0.7	150	Y	resurface	1-5 years	surface treated	gravel	adeq	5.6	6	0.40	0.25	adeq	poor	now	PR	now	$62,000	26	16
1456	Fifth Avenue	Arpin Street - Alberta Street	0.2	70	adeq	rehabilitate	now	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	poor	now	BS	now	$16,000	38	15
1787	Triple Bay Road	North Limit - Comber Place	2.0	570	adeq	reconstruct	now	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	REC	now	$1,233,000	57	15
1629	Hogg Valley Road	Gervais - Newton	1.5	180	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	PR	now	$146,000	36	15
1565	Ebenezer Side Road	Old Penetanguishene Road - Wood Road	2.3	230	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	PR	now	$234,000	37	11
1701	Osborne Street	94 Osborne - HCB/GS Transition	0.3	400	adeq	adequate		asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	PR	now	$51,000	17	10
1725	Quarry Road	Duck Bay Road - East Limit	0.8	830	adeq	reconstruct	now	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	REC	now	$445,000	66	9
1698	O'Leary Lane	West Limit - Vents Beach Road	0.1	120	adeq	rehabilitate	now	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	poor	now	BS	now	$8,000	40	9
1853	Gerhardt Road	West Service Road - South Limit	1.0	300	adeq	resurface	now	gravel	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	PR	now	$93,000	42	9
1878	Rosemount Road	C.N.R. - Connors Court	0.6	100	adeq	resurface	now	gravel	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	PR	now	$18,000	29	9
1597	Gervais Road	Neilson - Hogg Valley Road	1.0	350	adeq	resurface	1-5 years	surface treated	gravel	adeq	7.2	6	adeq	adeq	adeq	poor	now	PR	now	$106,000	38	8
1668	McDermit Trail	Anderson Crescent - Anderson Crescent	0.5	500	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.8	6	adeq	0.50	adeq	fair	adeq	PR	now	$84,000	29	8

Road Section Identification					System Deficiencies													Improvement			Priority Rating	Priority Guide Number
Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Type	Time	Value		
					need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
1478	Ninth Avenue	Assiniboia Street - Talbot Street	0.3	160	adeq	rehabilitate	now	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	BS	now	$27,000	44	8
1655	Lumber Road	Ellen Street - Victoria Street	0.4	200	adeq	rehabilitate	now	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	BS	now	$30,000	44	6
1588	Forgets Road	1.4km East of Old Penetanguishene Road - 0.3km West of Wood Road	0.6	180	adeq	resurface	now	gravel	gravel	adeq	5.2	6	0.80	0.50	adeq	fair	adeq	PR	now	$16,000	36	4
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	3.1	430	adeq	rehabilitate	now	surface treated	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	BS	now	$306,000	52	3
1471	Seventh Avenue	Athabaska Street - Alberta Street	0.2	400	adeq	rehabilitate	now	asphalt	surface treated	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	BS	now	$17,000	52	3
1802	West Service Road	Forest Harbour Parkway - Quarry Road	2.6	570	adeq	rehabilitate	now	asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	BS	now	$286,000	54	3
1481	Albert Street	Richard Street - George Street	0.5	3000	Y	reconstruct	now	asphalt	asphalt	adeq	6.4	6	adeq	adeq	adeq	poor	now	REC	now	$251,000	82	3
1800	West Service Road	North Limit - Gerhardt Road	0.7	660	adeq	rehabilitate	now	asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	BS	now	$73,000	54	2
1571	Elliott Side Road	Ron Jones Road - Old Fort Road	1.5	870	Y	rehabilitate	now	surface treated	surface treated	adeq	6.4	6	adeq	0.50	adeq	poor	now	BS	now	$131,000	60	1
1556	Duck Bay Road	Cold Water Road - Quarry Road	1.1	1210	adeq	rehabilitate	now	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	fair	adeq	BS	now	$111,000	58	1
1810	Willow Street	Mountain Avenue - Cold Water Road	0.2	60	adeq	resurface	1-5 years	asphalt	gravel	adeq	8	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$37,000	19	80
1484	Alberta Street	Ninth Avenue ROW - Seventh Avenue	0.2	60	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$32,000	25	64
1486	Alberta Street	Fifth Avenue - Second Avenue	0.3	70	adeq	resurface	6-10 years	asphalt	gravel	adeq	7	6	adeq	0.50	adeq	good	adeq	PR	1-5 years	$42,000	18	61
1487	Alberta Street	Second Avenue - First Avenue	0.2	70	adeq	resurface	1-5 years	asphalt	gravel	adeq	7	6	adeq	0.50	adeq	good	adeq	PR	1-5 years	$27,000	26	60
1574	Elm Street	Mountain Avenue - Cold Water Road	0.2	90	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$30,000	28	46
1671	McMann Side Road	Wood Road - Ron Jones Road	1.0	60	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$100,000	15	44
1798	Wardell Street	Fourth Avenue - First Avenue	0.4	90	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$50,000	24	41
1573	Elm Street	Pine Street - Mountain Avenue	0.4	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.3	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$52,000	20	39
1477	Ninth Avenue	North Limit - Assiniboia Street	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$22,000	27	38
1699	O'Leary Lane	Vents Beach Road - East Limit	0.1	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.3	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$14,000	17	37
1524	Bell Street	First Avenue - West Limit	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$24,000	26	36
1771	St. Mary Cres.	Florence St. - West Limit	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	good	adeq	PR	1-5 years	$21,000	24	36
1512	Barnes Avenue	Albert Street - Hayes Street	0.1	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	good	adeq	PR	1-5 years	$14,000	17	36
1511	Barnes Avenue	Athabaska Street - Alberta Street	0.2	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	good	adeq	PR	1-5 years	$28,000	18	36
1680	Mountain Avenue	Elm Street - Cherry Street	0.5	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	poor	now	PR	1-5 years	$60,000	34	35
1601	Gouett Street	Forest Harbour Parkway - West Limit	0.3	80	adeq	resurface	1-5 years	surface treated	gravel	adeq	5.6	6	0.40	0.50	adeq	fair	adeq	PR	1-5 years	$28,000	22	32
1503	Assiniboia Street	Ninth Avenue - Seventh Avenue	0.3	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$43,000	18	32
1578	Florence Street	St. Mary Crescent - Jephson Street	0.1	110	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$15,000	26	31
1506	Athabaska Street	Seventh Avenue - East Limit	0.2	110	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$25,000	22	31
1514	Bay Street	West Street - Albert Street	0.2	120	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$22,000	28	29
1505	Assiniboia Street	Fourth Avenue - First Avenue	0.4	140	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$61,000	35	26
1530	Browns Line	North Limit - South Limit	0.3	120	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.3	6	0.70	0.50	adeq	poor	now	PR	1-5 years	$30,000	26	25
1453	Fourth Avenue	Alberta Street - Hayes Street	0.1	150	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$16,000	27	23
1717	Percy Street	North Limit - Dodge Drive	0.3	150	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.25	adeq	fair	adeq	PR	1-5 years	$34,000	30	22
1510	Barnes Avenue	Arpin Street - Athabaska Street	0.2	150	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$27,000	28	22
1784	Tanners Road	Lawson Lane - Highway 12	0.4	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$39,000	33	21
1758	Sallows Drive	Lumsden Avenue - Bernard Avenue	0.4	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$34,000	31	21
1757	Sallows Drive	Bernard Avenue - Caswell Drive	0.3	130	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$25,000	19	20
1572	Elliott Side Road	Old Fort Road - Rumney Road	1.4	330	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	REC	1-5 years	$627,000	29	19
2959	Albert Street	John Dillingno Street - South Limit	0.2	200	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$30,000	32	19
1502	Ash Street	Hazel Street - West Limit	0.2	170	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	fair	adeq	PR	1-5 years	$25,000	29	19
1490	Alcove Drive	Bluff Point Road - Limit	0.5	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.8	6	adeq	adeq	adeq	good	adeq	PR	1-5 years	$77,000	39	19
1883	Sandhill Road	Old Coach Road - Vasey	0.5	220	Y	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.25	adeq	good	adeq	PR	1-5 years	$75,000	25	18
1747	Rope Boulevard	West Service Road - Booth Road	0.3	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$44,000	36	18
1748	Rope Boulevard	Booth Road - Oak Road	0.5	210	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$64,000	27	18
1470	Seventh Avenue	Arpin Street - Athabaska Street	0.2	200	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$28,000	36	18

Road Section Identification					System Deficiencies													Improvement			Priority Rating	Priority Guide Number
Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Type	Time	Value		
					need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
1718	Percy Street	Dodge Drive - Sturgeon Bay Road	0.3	200	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.25	adeq	fair	adeq	PR	1-5 years	$34,000	33	17
1688	Nielson Road	Gervais Road - West Limit	0.4	150	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$40,000	29	16
1693	Old Penetanguishene Road	Ebenezer Side Road - Highway 93	0.4	150	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$41,000	32	16
1768	Simcoe Avenue	Alberta Street - Assiniboia Street	0.4	150	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$40,000	38	16
1564	Ebenezer Side Road	Wood Road - Ron Jones Road	1.0	160	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$99,000	33	16
1570	Elliott Side Road	Wood Road - Ron Jones Road	1.1	170	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$110,000	37	16
1769	Simcoe Avenue	Assiniboia Street - Talbot Street	0.3	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$45,000	29	16
1587	Forest Harbour Parkway	West 91 FHP - Duck Bay Road	0.9	160	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$87,000	28	15
1811	Windfield Drive	William Street - North Limit	0.2	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$30,000	30	15
1598	Glacier Trail	Hilltop Crescent - North Limit	0.4	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$58,000	25	15
1675	Midland Avenue	North Limit - Talbot Street	0.1	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$15,000	26	15
1588	Forgets Road	0.3km West of Wood Road - Wood Road	0.3	180	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$30,000	25	15
1588	Forgets Road	Old Penetanguishene Road - 1.4km East of Old Penetanguishene Road	1.4	180	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$136,000	25	15
1452	Third Avenue	Assiniboia Street - Davidson	0.1	250	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.3	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$14,000	24	15
10000	Severn Road	West Service Road - West Limit	0.1	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	adeq	adeq	good	adeq	PR	1-5 years	$16,000	41	14
1791	Vents Beach Road	O'Leary Lane - Bourgeois Beach Road	0.1	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$19,000	25	14
1545	Coldwater Road	Balsam Street - Willow Street	0.3	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$36,000	31	14
1706	Palmer Street	Albin Road - Dodge Drive	0.3	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.5	6	0.50	0.25	adeq	fair	adeq	PR	1-5 years	$39,000	25	13
1625	Hogg Valley Road	Reeves Rd - Hill at 4763 Hogg Valley Road	0.9	200	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$86,000	29	13
1515	Bay Street	Albert Street - Park Street	0.5	310	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.4	6	adeq	0.25	adeq	fair	adeq	PR	1-5 years	$80,000	25	13
1450	Second Avenue	Bell Street - Talbot Street	0.6	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.3	6	adeq	adeq	adeq	poor	now	PR	1-5 years	$86,000	41	13
1522	Beckett's Side Road	Rosemount Side Road - Gratrix Road	1.2	200	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$116,000	24	12
1525	Bergie Crescent	Lighthouse Crescent - Juneau Road	0.3	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	poor	now	PR	1-5 years	$39,000	37	11
1642	John Dillingno Street	Trillium Street - Park Street	0.4	350	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	0.25	adeq	fair	adeq	PR	1-5 years	$60,000	37	11
1702	Osborne Street	HCB/GS Transition - Robins Point Road	0.7	400	adeq	resurface	1-5 years	surface treated	surface treated	adeq	7	6	adeq	adeq	adeq	good	adeq	PR	1-5 years	$114,000	44	11
1498	Armstrong Street	Fifth Avenue - Third Avenue	0.2	400	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.6	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$32,000	37	11
1683	Newton Street	Hogg Valley Road - C.P.R. Abandoned	2.3	250	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.5	6	adeq	adeq	adeq	good	adeq	PR	1-5 years	$230,000	36	11
1489	Albin Road	GS/HCB Transition - Pine Street	0.6	320	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	poor	now	PR	1-5 years	$78,000	31	10
2970	Albin Road	West Limit - GS/HCB Transition	0.8	260	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$80,000	31	10
1705	Ouida Street	Dodge Drive - Sturgeon Bay Road	0.3	330	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	PR	1-5 years	$33,000	30	10
1546	Coldwater Road	Willow Street - Duck Bay Road	0.2	350	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$29,000	32	10
1591	George Street	West Street - Park Street	0.7	400	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.25	adeq	fair	adeq	PR	1-5 years	$103,000	38	10
1704	Ouida Street	Albin Road - Dodge Drive	0.3	350	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	PR	1-5 years	$39,000	28	10
1681	Newton Street	Granny White Side Road - Highway 12	1.5	470	adeq	resurface	1-5 years	surface treated	surface treated	adeq	7.4	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$248,000	49	10
2971	Bayway Road	Duck Bay Road - West Limit	0.5	400	adeq	resurface	1-5 years	surface treated	surface treated	adeq	6.2	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$69,000	34	9
1605	Gratrix Road	Highway 12 - Old Coach Road	1.0	490	adeq	resurface	1-5 years	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$166,000	40	9
1801	West Service Road	Gerhardt Road - Forest Harbour Parkway	0.7	440	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	PR	1-5 years	$110,000	47	9
1803	West Street	George Street - South Limit	0.4	450	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$57,000	32	9
1648	King Road	Albin Road - Limit	0.7	400	adeq	resurface	1-5 years	asphalt	surface treated	adeq	5.4	6	0.60	0.50	adeq	poor	now	PR	1-5 years	$87,000	47	8
1667	Maskinonge Road	Caswell Road - South Limit	0.7	450	adeq	resurface	1-5 years	surface treated	surface treated	adeq	6.2	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$97,000	41	8
1691	Ogdens Beach Road	North Limit - Bayview Avenue	0.3	500	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$38,000	29	8
1682	Newton Street	C.P.R. Abandoned - Granny White Side Road	0.9	360	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$85,000	40	8
1646	Juneau Road	Hoyt Avenue - Lighthouse Crescent	0.5	520	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$64,000	49	7
1788	Triple Bay Road	Comber Place - Talbot Street	0.7	570	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$109,000	49	7
1793	Veterans Lane	Albert Street - William Street	0.2	600	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR	1-5 years	$30,000	38	6
1537	Caswell Drive	Highway 12 - Maskinonge Road	0.4	590	adeq	resurface	1-5 years	surface treated	surface treated	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$60,000	36	6

Road Section Identification					System Deficiencies													Improvement			Priority Rating	Priority Guide Number
Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Type	Time	Value		
					need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
1641	John Dillingno Street	West Street - Trillium Street	0.3	650	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.6	6	adeq	0.25	adeq	fair	adeq	PR	1-5 years	$45,000	47	6
1750	Rumney Road	Elliott Side Road - Highway 12	1.4	660	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.1	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$205,000	43	6
1728	Reeves Road	Granny White Side Road - C.P.R. Abandoned	0.3	650	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.1	6	adeq	adeq	adeq	good	adeq	PR	1-5 years	$35,000	38	6
1687	Ney Avenue	Talbot Street - Nottingham Street	0.4	700	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$55,000	37	6
1774	Sturgeon Bay Road	Highway 12 - Ouida Street	0.4	800	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$56,000	30	5
1495	Anderson Crescent	Park St. - McDermitt Trail	0.7	1200	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$97,000	37	3
1547	Coldwater Road	Duck Bay Road - Pine Street	0.7	1400	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	PR	1-5 years	$105,000	33	3
1775	Sturgeon Bay Road	Ouida Street - Pine Street	0.3	1650	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$40,000	35	3
1710	Park Street	Anderson Crescent - Richard Street	0.3	2030	adeq	resurface	1-5 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$54,000	56	2
1711	Park Street	Richard Street - Industrial Road	0.3	2310	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$50,000	42	2
1712	Park Street	Industrial Road - John Dillingno Street (SOUTH half)	0.3	2920	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	fair	adeq	PR	1-5 years	$46,000	46	1
1713	Park Street	John Dillingno Street - Todd Lane	0.4	3540	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	good	adeq	PR	1-5 years	$66,000	44	1
1714	Park Street	Todd Lane - Hwy 12	0.3	4050	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	good	adeq	PR	1-5 years	$42,000	50	1
2991	Mountain Avenue	Hazel Street - Elm Street	0.2	60	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	fair	adeq	PR	6-10 years	$20,000	15	59
1476	Eighth Avenue	Margaret Street - Camilla Street	0.1	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	PR	6-10 years	$16,000	17	41
1504	Assiniboia Street	Seventh Avenue - Fourth Avenue	0.3	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	PR	6-10 years	$47,000	16	34
1539	Cherry Street	Elm Street - Mountain Avenue	0.2	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.50	adeq	fair	adeq	PR	6-10 years	$22,000	20	34
1485	Alberta Street	Seventh Avenue - Barnes Avenue	0.2	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	good	adeq	PR	6-10 years	$23,000	16	33
1566	Elizabeth Street	Queen Street - South Limit	0.1	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	PR	6-10 years	$14,000	21	31
1554	Dodge Drive	Browns Line - Ouida Street	0.3	120	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	PR	6-10 years	$33,000	17	28
1536	Camilla Street	Eight Avenue - Margaret Street	0.2	150	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.1	6	adeq	0.50	adeq	fair	adeq	PR	6-10 years	$30,000	19	22
1494	Amanda Street	Ouida Street - Pine Street	0.2	150	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	poor	now	PR	6-10 years	$30,000	19	20
1451	Third Avenue	Wardell Street - Assiniboia Street	0.2	200	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.50	adeq	poor	now	PR	6-10 years	$26,000	22	16
1638	Jephson Street	West Limits - Albert Street	0.2	230	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR	6-10 years	$32,000	20	16
1551	Davis Drive	Park Street - Bayside Avenue	0.5	180	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.2	6	adeq	adeq	adeq	good	adeq	PR	6-10 years	$48,000	22	15
1707	Palmer Street	Dodge Drive - Sturgeon Bay Road	0.3	250	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	PR	6-10 years	$33,000	24	14
1615	Hearthstone Drive	Duffy Drive - West Limit	0.2	250	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.7	6	0.30	0.50	adeq	poor	now	PR	6-10 years	$26,000	23	13
3087	Newton Street	Vasey Road - Hogg Valley Road	3.1	200	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.5	6	adeq	adeq	adeq	good	adeq	PR	6-10 years	$310,000	18	13
1627	Hogg Valley Road	Newton - Reeves	1.3	200	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	PR	6-10 years	$128,000	24	13
1685	Newton Street	Highway 12 - William Street	0.6	390	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	PR	6-10 years	$84,000	26	10
1606	Gratrix Road	Old Coach Road - 0.5 km N of Fesserton Side Road ROW	0.8	420	adeq	resurface	6-10 years	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	PR	6-10 years	$125,000	24	10
1597	Gervais Road	Hogg Valley Road - Vasey Rd	3.0	290	adeq	resurface	6-10 years	surface treated	gravel	adeq	7.2	6	adeq	adeq	adeq	poor	now	PR	6-10 years	$317,000	24	10
2993	Bourgeois Beach Road	100 m West of Vents Beach Rd - Vents Beach Road	0.1	300	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	PR	6-10 years	$11,000	18	9
1561	Duffy Drive	Hearthstone Drive - Highway 12	0.1	450	adeq	resurface	6-10 years	asphalt	surface treated	adeq	6	6	adeq	0.50	adeq	fair	adeq	PR	6-10 years	$14,000	22	8
1636	Industrial Road	Park Street - East Limit	0.4	500	adeq	resurface	6-10 years	asphalt	surface treated	adeq	7	6	adeq	0.25	adeq	good	adeq	PR	6-10 years	$55,000	27	8
2995	Mitchells Beach Road	South Limit - Reeves Road	0.8	500	adeq	resurface	6-10 years	surface treated	surface treated	adeq	7	6	adeq	0.50	adeq	poor	now	PR	6-10 years	$116,000	27	8
1792	Vents Beach Road	Bourgeois Beach Road - Highway 12	0.2	500	adeq	resurface	6-10 years	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	PR	6-10 years	$27,000	24	8
1497	Armstrong Street	Midland Avenue - Fifth Avenue	0.3	500	adeq	resurface	6-10 years	asphalt	surface treated	adeq	6.6	6	adeq	0.50	adeq	poor	now	PR	6-10 years	$45,000	24	8
1660	Martha Street	William Street - Jephson Street	0.2	1000	adeq	resurface	6-10 years	asphalt	asphalt	adeq	8.3	6	adeq	adeq	adeq	fair	adeq	R	6-10 years	$39,000	30	5
1727	Reeves Road	Highway 12 - Granny White Side Road	1.4	800	adeq	resurface	6-10 years	asphalt	surface treated	adeq	6.1	6	adeq	0.25	adeq	good	adeq	PR	6-10 years	$197,000	26	5
1445	First Avenue	Arpin Street - Bell Street	0.5	1090	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	good	adeq	PR	6-10 years	$81,000	21	4
3000	Albert Street	Bay Street - John Dillingno Street	0.2	1000	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.6	6	adeq	0.50	adeq	poor	now	PR	6-10 years	$30,000	31	4
1483	Albert Street	George St. - Bay Street	0.1	1000	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.6	6	adeq	0.50	adeq	poor	now	PR	6-10 years	$18,000	31	4
1446	First Avenue	Bell Street - Assiniboia Street	0.3	1190	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	fair	adeq	PR	6-10 years	$49,000	29	3
1447	First Avenue	Assiniboia Street - Talbot Street	0.3	1230	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	good	adeq	PR	6-10 years	$49,000	21	3
1809	William Street	Albert Street - Ellen Street	0.3	1200	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.4	6	adeq	adeq	adeq	good	adeq	PR	6-10 years	$40,000	25	3

Priority Guide Number - Highest to Lowest Priority (By Time of Improvement)

Road Section Identification					System Deficiencies													Improvement			Priority Rating	Priority Guide Number
Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Type	Time	Value		
					need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
1712	Park Street	Industrial Road - John Dillingno Street (NORTH half)	0.3	2920	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	fair	adeq	PR	6-10 years	$48,000	35	2
1780	Talbot Street	Midland Avenue - Fifth Avenue	0.3	4860	adeq	resurface	6-10 years	asphalt	asphalt	adeq	8.5	6	adeq	adeq	adeq	good	adeq	R	6-10 years	$59,000	41	1
1778	Talbot Street	Highway 12 - Triple Bay Road	1.2	4940	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7.5	6	adeq	adeq	adeq	good	adeq	PR	6-10 years	$208,000	34	1
1779	Talbot Street	Triple Bay Road - Midland Avenue	0.6	5990	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	good	adeq	PR	6-10 years	$97,000	33	1
			192.1																	$16,320,000		

PR - pulverize and resurface with 1 or 2 lifts
R - resurface with 1 or 2 lifts
REC - reconstruction
WR - widen & resurface

APPENDIX H:
ROAD IMPLEMENTATION PLAN

Rank	Year	Priority Guide Number	Road Section Identification					System Deficiencies												Improvement				Priority Rating
			Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Type	Note	Time	Value	
								need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
1	1	92	1599	Gloucester Grove	Gloucester Grove - Earldom Boulevard	0.1	30	adeq	resurface	1-5 years	asphalt	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$15,000	18
2	1	72	1763	Silver Birch Crescent	Patterson Boulevard (west) - Evergreen Avenue	0.2	50	adeq	reconstruct	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$28,000	39
3	1	56	1600	Gloucester Grove	Gloucester Grove - West Limit	0.0	30	adeq	rehabilitate	now	surface treated	gravel	adeq	3	6	3.00	0.50	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$3,000	33
4	1	45	1764	Silver Birch Crescent	Evergreen Avenue - Woodlands Avenue	0.2	80	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$23,000	30
5	1	36	1575	Evergreen Avenue	Woodlands Avenue - Silver Birch Crescent	0.2	100	adeq	rehabilitate	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$28,000	40
6	1	36	1708	Paradise Avenue	Patterson Boulevard - Dignard Avenue	0.3	80	adeq	resurface	1-5 years	asphalt	gravel	adeq	4.7	6	1.30	0.50	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$32,000	34
7	1	29	1609	Grove Street	Waterside Drive - Earldom Boulevard	0.2	100	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$17,000	26
8	1	29	1724	Poplar Avenue	Limestone Road - Paradise Avenue	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$23,000	25
9	1	29	1799	Waterside Drive	Gloucester Grove - Yeoger Drive	0.2	100	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$23,000	23
10	1	29	1700	Oriole Street	Waterside Drive - Earldom Boulevard	0.1	100	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$15,000	22
11	1	29	1820	Yeoger Drive	Beach Drive - Earldom Boulevard	0.2	100	adeq	resurface	6-10 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	0.00	adeq	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$23,000	18
12	1	29	1766	Silver Birch Crescent	Patterson Boulevard - East Limit	0.3	120	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$34,000	31
13	1	28	1553	Dignard Avenue	Limestone Road - Evergreen Avenue	0.3	100	adeq	rehabilitate	now	asphalt	gravel	adeq	4.8	6	1.20	0.50	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$33,000	39
14	1	28	1649	Kingfisher Avenue	Limestone Road - Paradise Avenue	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	4.8	6	1.20	0.50	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$22,000	36
15	1	24	1519	Beach Drive	Yeoger Drive - First Avenue	0.1	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	0.00	adeq	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$12,000	35
16	1	17	1765	Silver Birch Crescent	Woodlands Avenue - Patterson Boulevard (east)	0.2	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$31,000	25
17	1	14	1818	Woodlands Avenue	Evergreen Avenue - Silver Birch Crescent	0.4	250	adeq	rehabilitate	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$48,000	47
18	1	14	1562	Earldom Boulevard	West Limit - First Avenue	0.4	200	adeq	resurface	6-10 years	surface treated	gravel	adeq	5	6	1.00	0.50	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$43,000	21
19	1	12	1716	Patterson Boulevard	Paradise Avenue - East Limit	0.5	300	adeq	reconstruct	now	asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$71,000	53
20	1	12	1443	First Avenue	North Limit - Earldom Blvd	0.3	330	adeq	resurface	1-5 years	asphalt	gravel	adeq	7	6	adeq	adeq	adeq	good	adeq	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$49,000	29
21	1	11	1715	Patterson Boulevard	First Avenue - Paradise Avenue	0.4	350	adeq	adequate		asphalt	gravel	adeq	6	6	adeq	adeq	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$50,000	11
22	1	10	1444	First Avenue	Earldom Blvd - Woodlands Avenue	0.3	400	adeq	reconstruct	now	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$49,000	59
23	1	10	1652	Limestone Road	Patterson Boulevard - Woodlands Avenue	0.4	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	4.8	6	1.20	0.50	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$43,000	38
24	1	7	1817	Woodlands Avenue	West Limit - Evergreen Avenue	0.4	500	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6	6	adeq	adeq	adeq	poor	now	PR	Contract 27-20 GB & PP - pulverize + 50mm A + 65mm HL4	2018	$55,000	53
25	1	64	1509	Bannister Street	Vasey Road - South Limit	0.2	100	adeq	reconstruct	now	surface treated	gravel	adeq	5.2	6	0.80	0.50	adeq	poor	now	REC		now	$93,000	43
26	1	44	1744	Ron Jones Road	Ebenezer Side Road - Hogg Valley Road	1.0	60	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.2	6	adeq	0.50	adeq	good	adeq	PR	improve now based on field review	now	$99,000	28
27	1	42	1790	Truax Lane	Vasey Road - North Limit	0.2	150	adeq	reconstruct	now	surface treated	gravel	adeq	5.2	6	0.80	0.50	adeq	poor	now	REC		now	$93,000	47
28	1	39	1621	Hogg Valley Road	Ron Jones Road - Old Fort Road	1.5	70	Y	resurface	1-5 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	PR	improve now based on field review	now	$151,000	32
29	1	34	1745	Ron Jones Road	Hogg Valley Road - South End	1.5	80	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	PR	improve now based on field review	now	$144,000	25
30	2	23	1608	Gratrix Road	Fesserton Side Road ROW - Vasey Road	3.0	360	adeq	reconstruct	now	asphalt	gravel	adeq	6.6	6	adeq	0.50	adeq	poor	now	REC		now	$1,849,000	57
31	3	21	1623	Hogg Valley Road	Rumney Road- Old Fort	1.3	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	PR	improve now based on field review	now	$128,000	29
32	3	19	1444	First Avenue	Woodlands Avenue - Arpin Street	0.9	400	adeq	reconstruct	now	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	REC		now	$473,000	59
33	3	16	1549	Davidson Street	Fourth Avenue - Third Avenue	0.1	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	PR	improve now based on field review	now	$13,000	30
34	3	16	1559	Duck Bay Road	Meadows Avenue - North Limit	0.5	160	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	PR	improve now based on field review	now	$50,000	35
35	3	16	1814	Wood Road	1350m N of McMann SR - Ebenezer Side Road	0.7	150	Y	resurface	1-5 years	surface treated	gravel	adeq	5.6	6	0.40	0.25	adeq	poor	now	PR	improve now based on field review	now	$62,000	26
36	3	15	1456	Fifth Avenue	Arpin Street - Alberta Street	0.2	70	adeq	rehabilitate	now	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	poor	now	BS		now	$16,000	38
37	4	15	1787	Triple Bay Road	North Limit - Comber Place	2.0	570	adeq	reconstruct	now	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	REC		now	$1,233,000	57
38	3	15	1629	Hogg Valley Road	Gervais - Newton	1.5	180	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	PR		now	$146,000	36
39	3	11	1565	Ebenezer Side Road	Old Penetanguishene Road - Wood Road	2.3	230	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	PR	improve now based on field review	now	$234,000	37
40	4	10	1701	Osborne Street	94 Osborne - HCB/GS Transition	0.3	400	adeq	adequate		asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	PR	improve now based on field review	now	$51,000	17
41	5	9	1725	Quarry Road	Duck Bay Road - East Limit	0.8	830	adeq	reconstruct	now	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	REC		now	$445,000	66
42	5	9	1698	O'Leary Lane	West Limit - Vents Beach Road	0.1	120	adeq	rehabilitate	now	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	poor	now	BS		now	$8,000	40
43	5	9	1853	Gerhardt Road	West Service Road - South Limit	1.0	300	adeq	resurface	now	gravel	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	PR		now	$93,000	42
44	5	9	1878	Rosemount Road	C.N.R. - Connors Court	0.6	100	adeq	resurface	now	gravel	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	PR		now	$18,000	29
45	5	8	1597	Gervais Road	Neilson - Hogg Valley Road	1.0	350	adeq	resurface	1-5 years	surface treated	gravel	adeq	7.2	6	adeq	adeq	adeq	poor	now	PR	improve now based on field review	now	$106,000	38
46	5	8	1668	McDermit Trail	Anderson Crescent - Anderson Crescent	0.5	500	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.8	6	adeq	0.50	adeq	fair	adeq	PR	improve now based on field review	now	$84,000	29
47	5	8	1478	Ninth Avenue	Assiniboia Street - Talbot Street	0.3	160	adeq	rehabilitate	now	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	BS		now	$27,000	44
48	5	6	1655	Lumber Road	Ellen Street - Victoria Street	0.4	200	adeq	rehabilitate	now	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	BS		now	$30,000	44
49	5	4	1588	Forgets Road	1.4km East of Old Penetanguishene Road - 0.3km West of Wood Road	0.6	180	adeq	resurface	now	gravel	gravel	adeq	5.2	6	0.80	0.50	adeq	fair	adeq	PR		now	$16,000	36
50	5	3	1754	Rumney Road	Hogg Valley Road - Elliott Side Road	3.1	430	adeq	rehabilitate	now	surface treated	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	BS		now	$306,000	52
51	5	3	1471	Seventh Avenue	Athabaska Street - Alberta Street	0.2	400	adeq	rehabilitate	now	asphalt	surface treated	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	BS		now	$17,000	52
52	5	3	1802	West Service Road	Forest Harbour Parkway - Quarry Road	2.6	570	adeq	rehabilitate	now	asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	BS		now	$286,000	54
53	6	3	1481	Albert Street	Richard Street - George Street	0.5	3000	Y	reconstruct	now	asphalt	asphalt	adeq	6.4	6	adeq	adeq	adeq	poor	now	REC		now	$251,000	82
54	6	2	1800	West Service Road	North Limit - Gerhardt Road	0.7	660	adeq	rehabilitate	now	asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	BS		now	$73,000	54
55	6	1	1571	Elliott Side Road	Ron Jones Road - Old Fort Road	1.5	870	Y	rehabilitate	now	surface treated	surface treated	adeq	6.4	6	adeq	0.50	adeq	poor	now	BS		now	$131,000	60
56	6	1	1556	Duck Bay Road	Cold Water Road - Quarry Road	1.1	1210	adeq	rehabilitate	now	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	fair	adeq	BS		now	$111,000	58

Rank	Year	Priority Guide Number	Road Section Identification					System Deficiencies												Improvement				Priority Rating
			Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Type	Note	Time	Value	
								need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
57	6	80	1810	Willow Street	Mountain Avenue - Cold Water Road	0.2	60	adeq	resurface	1-5 years	asphalt	gravel	adeq	8	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$37,000	19
58	6	64	1484	Alberta Street	Ninth Avenue ROW - Seventh Avenue	0.2	60	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$32,000	25
59	6	61	1486	Alberta Street	Fifth Avenue - Second Avenue	0.3	70	adeq	resurface	6-10 years	asphalt	gravel	adeq	7	6	adeq	0.50	adeq	good	adeq	PR	improve 1-5 years based on field review	1-5 years	$42,000	18
60	6	60	1487	Alberta Street	Second Avenue - First Avenue	0.2	70	adeq	resurface	1-5 years	asphalt	gravel	adeq	7	6	adeq	0.50	adeq	good	adeq	PR		1-5 years	$27,000	26
61	6	46	1574	Elm Street	Mountain Avenue - Cold Water Road	0.2	90	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$30,000	28
62	6	44	1671	McMann Side Road	Wood Road - Ron Jones Road	1.0	60	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	PR	improve 1-5 years based on field review	1-5 years	$100,000	15
63	6	41	1798	Wardell Street	Fourth Avenue - First Avenue	0.4	90	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$50,000	24
64	6	39	1573	Elm Street	Pine Street - Mountain Avenue	0.4	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.3	6	adeq	adeq	adeq	fair	adeq	PR	improve 1-5 years based on field review	1-5 years	$52,000	20
65	6	38	1477	Ninth Avenue	North Limit - Assiniboia Street	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$22,000	27
66	6	37	1699	O'Leary Lane	Vents Beach Road - East Limit	0.1	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.3	6	adeq	0.50	adeq	poor	now	PR	improve 1-5 years based on field review	1-5 years	$14,000	17
67	6	36	1524	Bell Street	First Avenue - West Limit	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$24,000	26
68	6	36	1771	St. Mary Cres.	Florence St. - West Limit	0.2	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	good	adeq	PR		1-5 years	$21,000	24
69	6	36	1511	Barnes Avenue	Athabaska Street - Alberta Street	0.2	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	good	adeq	PR	improve 1-5 years based on field review	1-5 years	$28,000	18
70	6	36	1512	Barnes Avenue	Albert Street - Hayes Street	0.1	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	good	adeq	PR	improve 1-5 years based on field review	1-5 years	$14,000	17
71	6	35	1680	Mountain Avenue	Elm Street - Cherry Street	0.5	100	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	poor	now	PR		1-5 years	$60,000	34
72	6	32	1601	Gouett Street	Forest Harbour Parkway - West Limit	0.3	80	adeq	resurface	1-5 years	surface treated	gravel	adeq	5.6	6	0.40	0.50	adeq	fair	adeq	PR		1-5 years	$28,000	22
73	6	32	1503	Assiniboia Street	Ninth Avenue - Seventh Avenue	0.3	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	PR	improve 1-5 years based on field review	1-5 years	$43,000	18
74	6	31	1578	Florence Street	St. Mary Crescent - Jephson Street	0.1	110	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$15,000	26
75	6	31	1506	Athabaska Street	Seventh Avenue - East Limit	0.2	110	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$25,000	22
76	6	29	1514	Bay Street	West Street - Albert Street	0.2	120	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$22,000	28
77	6	26	1505	Assiniboia Street	Fourth Avenue - First Avenue	0.4	140	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$61,000	35
78	6	25	1530	Browns Line	North Limit - South Limit	0.3	120	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.3	6	0.70	0.50	adeq	poor	now	PR		1-5 years	$30,000	26
79	6	23	1453	Fourth Avenue	Alberta Street - Hayes Street	0.1	150	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$16,000	27
80	7	22	1717	Percy Street	North Limit - Dodge Drive	0.3	150	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.25	adeq	fair	adeq	PR		1-5 years	$34,000	30
81	7	22	1510	Barnes Avenue	Arpin Street - Athabaska Street	0.2	150	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$27,000	28
82	7	21	1784	Tanners Road	Lawson Lane - Highway 12	0.4	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$39,000	33
83	7	21	1758	Sallows Drive	Lumsden Avenue - Bernard Avenue	0.4	120	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$34,000	31
84	7	20	1757	Sallows Drive	Bernard Avenue - Caswell Drive	0.3	130	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	PR	improve 1-5 years based on field review	1-5 years	$25,000	19
85	7	19	1572	Elliott Side Road	Old Fort Road - Rumney Road	1.4	330	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	REC	issues with road base, reconstruct	1-5 years	$627,000	29
86	7	19	2959	Albert Street	John Dillingno Street - South Limit	0.2	200	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$30,000	32
87	7	19	1502	Ash Street	Hazel Street - West Limit	0.2	170	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	fair	adeq	PR		1-5 years	$25,000	29
88	7	19	1490	Alcove Drive	Bluff Point Road - Limit	0.5	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.8	6	adeq	adeq	adeq	good	adeq	PR		1-5 years	$77,000	39
89	7	18	1883	Sandhill Road	Old Coach Road - Vasey	0.5	220	Y	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.25	adeq	good	adeq	PR		1-5 years	$75,000	25
90	7	18	1747	Rope Boulevard	West Service Road - Booth Road	0.3	220	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$44,000	36
91	7	18	1748	Rope Boulevard	Booth Road - Oak Road	0.5	210	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$64,000	27
92	7	18	1470	Seventh Avenue	Arpin Street - Athabaska Street	0.2	200	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$28,000	36
93	7	17	1718	Percy Street	Dodge Drive - Sturgeon Bay Road	0.3	200	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.25	adeq	fair	adeq	PR		1-5 years	$34,000	33
94	7	16	1688	Nielson Road	Gervais Road - West Limit	0.4	150	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$40,000	29
95	7	16	1693	Old Penetanguishene Road	Ebenezer Side Road - Highway 93	0.4	150	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$41,000	32
96	7	16	1768	Simcoe Avenue	Alberta Street - Assiniboia Street	0.4	150	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$40,000	38
97	7	16	1564	Ebenezer Side Road	Wood Road - Ron Jones Road	1.0	160	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$99,000	33
98	8	16	1570	Elliott Side Road	Wood Road - Ron Jones Road	1.1	170	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.5	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$110,000	37
99	8	16	1769	Simcoe Avenue	Assiniboia Street - Talbot Street	0.3	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$45,000	29
100	8	15	1587	Forest Harbour Parkway	West 91 FHP - Duck Bay Road	0.9	160	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$87,000	28
101	8	15	1811	Windfield Drive	William Street - North Limit	0.2	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$30,000	30
102	8	15	1598	Glacier Trail	Hilltop Crescent - North Limit	0.4	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$58,000	25
103	8	15	1675	Midland Avenue	North Limit - Talbot Street	0.1	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$15,000	26
104	8	15	1588	Forgets Road	0.3km West of Wood Road - Wood Road	0.3	180	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$30,000	25
105	8	15	1588	Forgets Road	Old Penetanguishene Road - 1.4km East of Old Penetanguishene Road	1.4	180	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$136,000	25
106	8	15	1452	Third Avenue	Assiniboia Street - Davidson	0.1	250	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.3	6	adeq	0.50	adeq	poor	now	PR	improve 1-5 years based on field review	1-5 years	$14,000	24
107	8	14	10000	Severn Road	West Service Road - West Limit	0.1	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	adeq	adeq	good	adeq	PR		1-5 years	$16,000	41
108	8	14	1791	Vents Beach Road	O'Leary Lane - Bourgeois Beach Road	0.1	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$19,000	25
109	8	14	1545	Coldwater Road	Balsam Street - Willow Street	0.3	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$36,000	31
110	8	13	1706	Palmer Street	Albin Road - Dodge Drive	0.3	250	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.5	6	0.50	0.25	adeq	fair	adeq	PR		1-5 years	$39,000	25
111	8	13	1625	Hogg Valley Road	Reeves Rd - Hill at 4763 Hogg Valley Road	0.9	200	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$86,000	29
112	8	13	1515	Bay Street	Albert Street - Park Street	0.5	310	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.4	6	adeq	0.25	adeq	fair	adeq	PR	improve 1-5 years based on field review	1-5 years	$80,000	25

Rank	Year	Priority Guide Number	Road Section Identification					System Deficiencies												Improvement				Priority Rating
			Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Type	Note	Time	Value	
								need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
113	8	13	1450	Second Avenue	Bell Street - Talbot Street	0.6	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.3	6	adeq	adeq	adeq	poor	now	PR		1-5 years	$86,000	41
114	8	12	1522	Beckett's Side Road	Rosemount Side Road - Gratrix Road	1.2	200	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.3	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$116,000	24
115	8	11	1525	Bergie Crescent	Lighthouse Crescent - Juneau Road	0.3	300	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	poor	now	PR		1-5 years	$39,000	37
116	8	11	1642	John Dillingno Street	Trillium Street - Park Street	0.4	350	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.6	6	adeq	0.25	adeq	fair	adeq	PR		1-5 years	$60,000	37
117	8	11	1702	Osborne Street	HCB/GS Transition - Robins Point Road	0.7	400	adeq	resurface	1-5 years	surface treated	surface treated	adeq	7	6	adeq	adeq	adeq	good	adeq	PR		1-5 years	$114,000	44
118	8	11	1498	Armstrong Street	Fifth Avenue - Third Avenue	0.2	400	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.6	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$32,000	37
119	9	11	1683	Newton Street	Hogg Valley Road - C.P.R. Abandoned	2.3	250	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.5	6	adeq	adeq	adeq	good	adeq	PR		1-5 years	$230,000	36
120	8	10	1489	Albin Road	GS/HCB Transition - Pine Street	0.6	320	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	poor	now	PR		1-5 years	$78,000	31
121	8	10	2970	Albin Road	West Limit - GS/HCB Transition	0.8	260	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$80,000	31
122	9	10	1705	Ouida Street	Dodge Drive - Sturgeon Bay Road	0.3	330	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	PR		1-5 years	$33,000	30
123	9	10	1546	Coldwater Road	Willow Street - Duck Bay Road	0.2	350	adeq	resurface	1-5 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$29,000	32
124	9	10	1591	George Street	West Street - Park Street	0.7	400	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.25	adeq	fair	adeq	PR		1-5 years	$103,000	38
125	9	10	1704	Ouida Street	Albin Road - Dodge Drive	0.3	350	adeq	resurface	1-5 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	PR		1-5 years	$39,000	28
126	9	10	1681	Newton Street	Granny White Side Road - Highway 12	1.5	470	adeq	resurface	1-5 years	surface treated	surface treated	adeq	7.4	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$248,000	49
127	9	9	2971	Bayway Road	Duck Bay Road - West Limit	0.5	400	adeq	resurface	1-5 years	surface treated	surface treated	adeq	6.2	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$69,000	34
128	9	9	1605	Gratrix Road	Highway 12 - Old Coach Road	1.0	490	adeq	resurface	1-5 years	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$166,000	40
129	9	9	1801	West Service Road	Gerhardt Road - Forest Harbour Parkway	0.7	440	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.6	6	adeq	adeq	adeq	good	adeq	PR		1-5 years	$110,000	47
130	9	9	1803	West Street	George Street - South Limit	0.4	450	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$57,000	32
131	9	8	1648	King Road	Albin Road - Limit	0.7	400	adeq	resurface	1-5 years	asphalt	surface treated	adeq	5.4	6	0.60	0.50	adeq	poor	now	PR		1-5 years	$87,000	47
132	9	8	1667	Maskinonge Road	Caswell Road - South Limit	0.7	450	adeq	resurface	1-5 years	surface treated	surface treated	adeq	6.2	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$97,000	41
133	9	8	1691	Ogdens Beach Road	North Limit - Bayview Avenue	0.3	500	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$38,000	29
134	9	8	1682	Newton Street	C.P.R. Abandoned - Granny White Side Road	0.9	360	adeq	resurface	1-5 years	surface treated	gravel	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$85,000	40
135	10	7	1646	Juneau Road	Hoyt Avenue - Lighthouse Crescent	0.5	520	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$64,000	49
136	10	7	1788	Triple Bay Road	Comber Place - Talbot Street	0.7	570	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$109,000	49
137	10	6	1793	Veterans Lane	Albert Street - William Street	0.2	600	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR		1-5 years	$30,000	38
138	10	6	1537	Caswell Drive	Highway 12 - Maskinonge Road	0.4	590	adeq	resurface	1-5 years	surface treated	surface treated	adeq	6.4	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$60,000	36
139	10	6	1641	John Dillingno Street	West Street - Trillium Street	0.3	650	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.6	6	adeq	0.25	adeq	fair	adeq	PR		1-5 years	$45,000	47
140	10	6	1750	Rumney Road	Elliott Side Road - Highway 12	1.4	660	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.1	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$205,000	43
141	10	6	1728	Reeves Road	Granny White Side Road - C.P.R. Abandoned	0.3	650	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.1	6	adeq	adeq	adeq	good	adeq	PR		1-5 years	$35,000	38
142	10	6	1687	Ney Avenue	Talbot Street - Nottingham Street	0.4	700	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$55,000	37
143	10	5	1774	Sturgeon Bay Road	Highway 12 - Ouida Street	0.4	800	adeq	resurface	1-5 years	asphalt	surface treated	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$56,000	30
144	10	3	1495	Anderson Crescent	Park St. - McDermitt Trail	0.7	1200	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.2	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$97,000	37
145	10	3	1547	Coldwater Road	Duck Bay Road - Pine Street	0.7	1400	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	PR		1-5 years	$105,000	33
146	10	3	1775	Sturgeon Bay Road	Ouida Street - Pine Street	0.3	1650	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.5	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$40,000	35
147	10	2	1710	Park Street	Anderson Crescent - Richard Street	0.3	2030	adeq	resurface	1-5 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$54,000	56
148	10	2	1711	Park Street	Richard Street - Industrial Road	0.3	2310	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$50,000	42
149	10	1	1712	Park Street	Industrial Road - John Dillingno Street (SOUTH half)	0.3	2920	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	fair	adeq	PR		1-5 years	$46,000	46
150	10	1	1713	Park Street	John Dillingno Street - Todd Lane	0.4	3540	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	good	adeq	PR		1-5 years	$66,000	44
151	10	1	1714	Park Street	Todd Lane - Hwy 12	0.3	4050	adeq	resurface	1-5 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	good	adeq	PR		1-5 years	$42,000	50
152	10	59	2991	Mountain Avenue	Hazel Street - Elm Street	0.2	60	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.8	6	0.20	0.50	adeq	fair	adeq	PR		6-10 years	$20,000	15
153	10	41	1476	Eighth Avenue	Margaret Street - Camilla Street	0.1	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	PR		6-10 years	$16,000	17
154	10	34	1504	Assiniboia Street	Seventh Avenue - Fourth Avenue	0.3	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.8	6	adeq	0.50	adeq	poor	now	PR		6-10 years	$47,000	16
155	10	34	1539	Cherry Street	Elm Street - Mountain Avenue	0.2	100	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.50	adeq	fair	adeq	PR		6-10 years	$22,000	20
156	10	33	1485	Alberta Street	Seventh Avenue - Barnes Avenue	0.2	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.5	6	adeq	0.50	adeq	good	adeq	PR		6-10 years	$23,000	16
157	10	31	1566	Elizabeth Street	Queen Street - South Limit	0.1	110	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.2	6	adeq	0.50	adeq	poor	now	PR		6-10 years	$14,000	21
158	10	28	1554	Dodge Drive	Browns Line - Ouida Street	0.3	120	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	PR		6-10 years	$33,000	17
159	10	22	1536	Camilla Street	Eight Avenue - Margaret Street	0.2	150	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.1	6	adeq	0.50	adeq	fair	adeq	PR		6-10 years	$30,000	19
160	10	20	1494	Amanda Street	Ouida Street - Pine Street	0.2	150	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.5	6	0.50	0.50	adeq	poor	now	PR		6-10 years	$30,000	19
161	11	16	1451	Third Avenue	Wardell Street - Assiniboia Street	0.2	200	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.50	adeq	poor	now	PR		6-10 years	$26,000	22
162	11	16	1638	Jephson Street	West Limits - Albert Street	0.2	230	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.4	6	adeq	0.50	adeq	poor	now	PR		6-10 years	$32,000	20
163	11	15	1551	Davis Drive	Park Street - Bayside Avenue	0.5	180	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.2	6	adeq	adeq	adeq	good	adeq	PR		6-10 years	$48,000	22
164	11	14	1707	Palmer Street	Dodge Drive - Sturgeon Bay Road	0.3	250	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.6	6	0.40	0.25	adeq	fair	adeq	PR		6-10 years	$33,000	24
165	11	13	1615	Hearthstone Drive	Duffy Drive - West Limit	0.2	250	adeq	resurface	6-10 years	asphalt	gravel	adeq	5.7	6	0.30	0.50	adeq	poor	now	PR		6-10 years	$26,000	23
166	11	13	3087	Newton Street	Vasey Road - Hogg Valley Road	3.1	200	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.5	6	adeq	adeq	adeq	good	adeq	PR		6-10 years	$310,000	18
167	11	13	1627	Hogg Valley Road	Newton - Reeves	1.3	200	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.6	6	adeq	0.50	adeq	fair	adeq	PR		6-10 years	$128,000	24
168	11	10	1685	Newton Street	Highway 12 - William Street	0.6	390	adeq	resurface	6-10 years	asphalt	gravel	adeq	6.7	6	adeq	0.50	adeq	fair	adeq	PR		6-10 years	$84,000	26

Rank	Year	Priority Guide Number	Road Section Identification					System Deficiencies												Improvement				Priority Rating
			Section	Road Name	From - To	Length (km)	2017 AADT	Geometrics	Surface Condition		Surface Type			Surface Width			Shoulder	Capacity	Drainage		Type	Note	Time	Value	
								need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
169	11	10	1606	Gratrix Road	Old Coach Road - 0.5 km N of Fesserton Side Road ROW	0.8	420	adeq	resurface	6-10 years	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	PR		6-10 years	$125,000	24
170	11	10	1597	Gervais Road	Hogg Valley Road - Vasey Rd	3.0	290	adeq	resurface	6-10 years	surface treated	gravel	adeq	7.2	6	adeq	adeq	adeq	poor	now	PR		6-10 years	$317,000	24
171	11	9	2993	Bourgeois Beach Road	100 m West of Vents Beach Rd - Vents Beach Road	0.1	300	adeq	resurface	6-10 years	surface treated	gravel	adeq	6.5	6	adeq	0.50	adeq	fair	adeq	PR		6-10 years	$11,000	18
172	11	8	1561	Duffy Drive	Hearthstone Drive - Highway 12	0.1	450	adeq	resurface	6-10 years	asphalt	surface treated	adeq	6	6	adeq	0.50	adeq	fair	adeq	PR		6-10 years	$14,000	22
173	11	8	1636	Industrial Road	Park Street - East Limit	0.4	500	adeq	resurface	6-10 years	asphalt	surface treated	adeq	7	6	adeq	0.25	adeq	good	adeq	PR		6-10 years	$55,000	27
174	11	8	2995	Mitchells Beach Road	South Limit - Reeves Road	0.8	500	adeq	resurface	6-10 years	surface treated	surface treated	adeq	7	6	adeq	0.50	adeq	poor	now	PR		6-10 years	$116,000	27
175	11	8	1792	Vents Beach Road	Bourgeois Beach Road - Highway 12	0.2	500	adeq	resurface	6-10 years	asphalt	surface treated	adeq	7	6	adeq	adeq	adeq	fair	adeq	PR		6-10 years	$27,000	24
176	11	8	1497	Armstrong Street	Midland Avenue - Fifth Avenue	0.3	500	adeq	resurface	6-10 years	asphalt	surface treated	adeq	6.6	6	adeq	0.50	adeq	poor	now	PR		6-10 years	$45,000	24
177	11	5	1660	Martha Street	William Street - Jephson Street	0.2	1000	adeq	resurface	6-10 years	asphalt	asphalt	adeq	8.3	6	adeq	adeq	adeq	fair	adeq	R		6-10 years	$39,000	30
178	12	5	1727	Reeves Road	Highway 12 - Granny White Side Road	1.4	800	adeq	resurface	6-10 years	asphalt	surface treated	adeq	6.1	6	adeq	0.25	adeq	good	adeq	PR		6-10 years	$197,000	26
179	12	4	1445	First Avenue	Arpin Street - Bell Street	0.5	1090	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	good	adeq	PR		6-10 years	$81,000	21
180	12	4	3000	Albert Street	Bay Street - John Dillingno Street	0.2	1000	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.6	6	adeq	0.50	adeq	poor	now	PR		6-10 years	$30,000	31
181	12	4	1483	Albert Street	George St. - Bay Street	0.1	1000	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.6	6	adeq	0.50	adeq	poor	now	PR		6-10 years	$18,000	31
182	12	3	1446	First Avenue	Bell Street - Assiniboia Street	0.3	1190	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	fair	adeq	PR		6-10 years	$49,000	29
183	12	3	1447	First Avenue	Assiniboia Street - Talbot Street	0.3	1230	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	good	adeq	PR		6-10 years	$49,000	21
184	12	3	1809	William Street	Albert Street - Ellen Street	0.3	1200	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.4	6	adeq	adeq	adeq	good	adeq	PR		6-10 years	$40,000	25
185	12	2	1712	Park Street	Industrial Road - John Dillingno Street (NORTH half)	0.3	2920	adeq	resurface	6-10 years	asphalt	asphalt	adeq	6.8	6	adeq	adeq	adeq	fair	adeq	PR		6-10 years	$48,000	35
186	12	1	1780	Talbot Street	Midland Avenue - Fifth Avenue	0.3	4860	adeq	resurface	6-10 years	asphalt	asphalt	adeq	8.5	6	adeq	adeq	adeq	good	adeq	R		6-10 years	$59,000	41
187	12	1	1778	Talbot Street	Highway 12 - Triple Bay Road	1.2	4940	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7.5	6	adeq	adeq	adeq	good	adeq	PR		6-10 years	$208,000	34
188	12	1	1779	Talbot Street	Triple Bay Road - Midland Avenue	0.6	5990	adeq	resurface	6-10 years	asphalt	asphalt	adeq	7	6	adeq	adeq	adeq	good	adeq	PR		6-10 years	$97,000	33
						192.1																		$16,320,000	

PR - pulverize and resurface with 1 or 2 lifts
R - resurface with 1 or 2 lifts

REC - reconstruction
WR - road widening & resurface

APPENDIX I:
LIFE-CYCLE COSTING

Tay Road Needs Study 2017

Life Cycle Costing
Gravel Road

Good Base					
Year	Dust Control	Grading	Maintenance Gravel	Spot Gravel	Total Cost
0	$ 1,680	$ 450			$ 2,130
1	$ 1,680	$ 450			$ 2,130
2	$ 1,680	$ 450	$ 16,800		$ 18,930
3	$ 1,680	$ 450			$ 2,130
4	$ 1,680	$ 450			$ 2,130
5	$ 1,680	$ 450	$ 16,800		$ 18,930
6	$ 1,680	$ 450		$ 200	$ 2,330
7	$ 1,680	$ 450			$ 2,130
8	$ 1,680	$ 450	$ 16,800		$ 18,930
9	$ 1,680	$ 450			$ 2,130
10	$ 1,680	$ 450			$ 2,130
11	$ 1,680	$ 450	$ 16,800		$ 18,930
12	$ 1,680	$ 450			$ 2,130
13	$ 1,680	$ 450		$ 200	$ 2,330
14	$ 1,680	$ 450	$ 16,800		$ 18,930
15	$ 1,680	$ 450			$ 2,130
16	$ 1,680	$ 450			$ 2,130
17	$ 1,680	$ 450	$ 16,800		$ 18,930
18	$ 1,680	$ 450			$ 2,130
19	$ 1,680	$ 450			$ 2,130
20	$ 1,680	$ 450	$ 16,800	$ 200	$ 19,130
21	$ 1,680	$ 450			$ 2,130
22	$ 1,680	$ 450			$ 2,130
23	$ 1,680	$ 450	$ 16,800		$ 18,930
24	$ 1,680	$ 450			$ 2,130
25	$ 1,680	$ 450			$ 2,130
26	$ 1,680	$ 450	$ 16,800		$ 18,930
27	$ 1,680	$ 450		$ 200	$ 2,330
28	$ 1,680	$ 450			$ 2,130
29	$ 1,680	$ 450	$ 16,800		$ 18,930
30	$ 1,680	$ 450			$ 2,130
31	$ 1,680	$ 450			$ 2,130
32	$ 1,680	$ 450	$ 16,800		$ 18,930
33	$ 1,680	$ 450			$ 2,130
34	$ 1,680	$ 450		$ 200	$ 2,330
35	$ 1,680	$ 450	$ 16,800		$ 18,930
36	$ 1,680	$ 450			$ 2,130
37	$ 1,680	$ 450			$ 2,130
38	$ 1,680	$ 450	$ 16,800		$ 18,930

M oderate Base					
Year	Dust Control	Grading	Maintenance Gravel	Spot Gravel	Total Cost
0	$ 1,680	$ 1,800			$ 3,480
1	$ 1,680	$ 1,800			$ 3,480
2	$ 1,680	$ 1,800	$ 16,800		$ 20,280
3	$ 1,680	$ 1,800			$ 3,480
4	$ 1,680	$ 1,800		$ 300	$ 3,780
5	$ 1,680	$ 1,800	$ 16,800		$ 20,280
6	$ 1,680	$ 1,800			$ 3,480
7	$ 1,680	$ 1,800			$ 3,480
8	$ 1,680	$ 1,800	$ 16,800		$ 20,280
9	$ 1,680	$ 1,800		$ 300	$ 3,780
10	$ 1,680	$ 1,800			$ 3,480
11	$ 1,680	$ 1,800	$ 16,800		$ 20,280
12	$ 1,680	$ 1,800			$ 3,480
13	$ 1,680	$ 1,800			$ 3,480
14	$ 1,680	$ 1,800	$ 16,800	$ 300	$ 20,580
15	$ 1,680	$ 1,800			$ 3,480
16	$ 1,680	$ 1,800			$ 3,480
17	$ 1,680	$ 1,800	$ 16,800		$ 20,280
18	$ 1,680	$ 1,800			$ 3,480
19	$ 1,680	$ 1,800		$ 300	$ 3,780
20	$ 1,680	$ 1,800	$ 16,800		$ 20,280
21	$ 1,680	$ 1,800			$ 3,480
22	$ 1,680	$ 1,800			$ 3,480
23	$ 1,680	$ 1,800	$ 16,800		$ 20,280
24	$ 1,680	$ 1,800		$ 300	$ 3,780
25	$ 1,680	$ 1,800			$ 3,480
26	$ 1,680	$ 1,800	$ 16,800		$ 20,280
27	$ 1,680	$ 1,800			$ 3,480
28	$ 1,680	$ 1,800			$ 3,480
29	$ 1,680	$ 1,800	$ 16,800	$ 300	$ 20,580
30	$ 1,680	$ 1,800			$ 3,480
31	$ 1,680	$ 1,800			$ 3,480
32	$ 1,680	$ 1,800	$ 16,800		$ 20,280
33	$ 1,680	$ 1,800			$ 3,480
34	$ 1,680	$ 1,800		$ 300	$ 3,780
35	$ 1,680	$ 1,800	$ 16,800		$ 20,280
36	$ 1,680	$ 1,800			$ 3,480
37	$ 1,680	$ 1,800			$ 3,480
38	$ 1,680	$ 1,800	$ 16,800		$ 20,280

Poor Base					
Year	Dust Control	Grading	Maintenance Gravel	Spot Gravel	Total Cost
0	$ 2,520	$ 3,600			$ 6,120
1	$ 2,520	$ 3,600			$ 6,120
2	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
3	$ 2,520	$ 3,600			$ 6,120
4	$ 2,520	$ 3,600			$ 6,120
5	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
6	$ 2,520	$ 3,600			$ 6,120
7	$ 2,520	$ 3,600			$ 6,120
8	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
9	$ 2,520	$ 3,600			$ 6,120
10	$ 2,520	$ 3,600			$ 6,120
11	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
12	$ 2,520	$ 3,600			$ 6,120
13	$ 2,520	$ 3,600			$ 6,120
14	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
15	$ 2,520	$ 3,600			$ 6,120
16	$ 2,520	$ 3,600			$ 6,120
17	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
18	$ 2,520	$ 3,600			$ 6,120
19	$ 2,520	$ 3,600			$ 6,120
20	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
21	$ 2,520	$ 3,600			$ 6,120
22	$ 2,520	$ 3,600			$ 6,120
23	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
24	$ 2,520	$ 3,600			$ 6,120
25	$ 2,520	$ 3,600			$ 6,120
26	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
27	$ 2,520	$ 3,600			$ 6,120
28	$ 2,520	$ 3,600			$ 6,120
29	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
30	$ 2,520	$ 3,600			$ 6,120
31	$ 2,520	$ 3,600			$ 6,120
32	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
33	$ 2,520	$ 3,600			$ 6,120
34	$ 2,520	$ 3,600			$ 6,120
35	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
36	$ 2,520	$ 3,600			$ 6,120
37	$ 2,520	$ 3,600			$ 6,120
38	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220

Tay Road Needs Study 2017

Life Cycle Costing
Gravel Road

Good Base

Year	Dust Control	Grading	Maintenance Gravel	Spot Gravel	Total Cost
39	$ 1,680	$ 450			$ 2,130
40	$ 1,680	$ 450			$ 2,130
41	$ 1,680	$ 450	$ 16,800	$ 200	$ 19,130
42	$ 1,680	$ 450			$ 2,130
43	$ 1,680	$ 450			$ 2,130
44	$ 1,680	$ 450	$ 16,800		$ 18,930
45	$ 1,680	$ 450			$ 2,130
46	$ 1,680	$ 450			$ 2,130
47	$ 1,680	$ 450	$ 16,800		$ 18,930
48	$ 1,680	$ 450		$ 200	$ 2,330
49	$ 1,680	$ 450			$ 2,130
50	$ 1,680	$ 450	$ 16,800		$ 18,930
51	$ 1,680	$ 450			$ 2,130
52	$ 1,680	$ 450			$ 2,130
53	$ 1,680	$ 450	$ 16,800		$ 18,930
54	$ 1,680	$ 450			$ 2,130
55	$ 1,680	$ 450		$ 200	$ 2,330
56	$ 1,680	$ 450	$ 16,800		$ 18,930
57	$ 1,680	$ 450			$ 2,130
58	$ 1,680	$ 450			$ 2,130
59	$ 1,680	$ 450	$ 16,800		$ 18,930
Total	$ 100,800	$ 27,000	$ 336,000	$ 1,600	$ 465,400
Applications	60	360	20	8	

Notes

1. Number of times dust control is applied per year	1	time
	16,800	L per year
2. Number of times road is graded per year	6	times
3. Maintenance gravel to be applied every	3	years
	50	mm depth
4. Spot gravel to be applied every	7	years
	10	tonnes

M oderate Base

Year	Dust Control	Grading	Maintenance Gravel	Spot Gravel	Total Cost
39	$ 1,680	$ 1,800		$ 300	$ 3,780
40	$ 1,680	$ 1,800			$ 3,480
41	$ 1,680	$ 1,800	$ 16,800		$ 20,280
42	$ 1,680	$ 1,800			$ 3,480
43	$ 1,680	$ 1,800			$ 3,480
44	$ 1,680	$ 1,800	$ 16,800	$ 300	$ 20,580
45	$ 1,680	$ 1,800			$ 3,480
46	$ 1,680	$ 1,800			$ 3,480
47	$ 1,680	$ 1,800	$ 16,800		$ 20,280
48	$ 1,680	$ 1,800			$ 3,480
49	$ 1,680	$ 1,800		$ 300	$ 3,780
50	$ 1,680	$ 1,800	$ 16,800		$ 20,280
51	$ 1,680	$ 1,800			$ 3,480
52	$ 1,680	$ 1,800			$ 3,480
53	$ 1,680	$ 1,800	$ 16,800		$ 20,280
54	$ 1,680	$ 1,800		$ 300	$ 3,780
55	$ 1,680	$ 1,800			$ 3,480
56	$ 1,680	$ 1,800	$ 16,800		$ 20,280
57	$ 1,680	$ 1,800			$ 3,480
58	$ 1,680	$ 1,800			$ 3,480
59	$ 1,680	$ 1,800	$ 16,800	$ 300	$ 20,580
Total	$ 100,800	$ 108,000	$ 336,000	$ 3,600	$ 548,400
Applications	60	1440	20	12	

Notes

1. Number of times dust control is applied per year	1	time
	16,800	L per year
2. Number of times road is graded per year	24	times
3. Maintenance gravel to be applied every	3	years
	50	mm depth
4. Spot gravel to be applied every	5	years
	15	tonnes

Poor Base

Year	Dust Control	Grading	Maintenance Gravel	Spot Gravel	Total Cost
39	$ 2,520	$ 3,600			$ 6,120
40	$ 2,520	$ 3,600			$ 6,120
41	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
42	$ 2,520	$ 3,600			$ 6,120
43	$ 2,520	$ 3,600			$ 6,120
44	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
45	$ 2,520	$ 3,600			$ 6,120
46	$ 2,520	$ 3,600			$ 6,120
47	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
48	$ 2,520	$ 3,600			$ 6,120
49	$ 2,520	$ 3,600			$ 6,120
50	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
51	$ 2,520	$ 3,600			$ 6,120
52	$ 2,520	$ 3,600			$ 6,120
53	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
54	$ 2,520	$ 3,600			$ 6,120
55	$ 2,520	$ 3,600			$ 6,120
56	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
57	$ 2,520	$ 3,600			$ 6,120
58	$ 2,520	$ 3,600			$ 6,120
59	$ 2,520	$ 3,600	$ 16,800	$ 300	$ 23,220
Total	$ 151,200	$ 216,000	$ 336,000	$ 6,000	$ 709,200
Applications	60	2880	20	20	

Notes

1. Number of times dust control is applied per year	1	time
	25,200	L per year
2. Number of times road is graded per year	48	times
3. Maintenance gravel to be applied every	3	years
	50	mm depth
4. Spot gravel to be applied every	3	years
	15	tonnes

Tay Road Needs Study 2017

Life Cycle Costing
Surface Treated Road

Good Base

Year	Surface Treatment	Slurry Seal	Cold Mix Patch	Patch Gravel	Pulverize	Total Cost
0	$ 56,000				$ 14,000	$ 70,000
1						$ -
2						$ -
3		$ 17,500				$ 17,500
4						$ -
5			$ 190			$ 190
6						$ -
7						$ -
8						$ -
9						$ -
10			$ 190	$ 1,500		$ 1,690
11						$ -
12						$ -
13						$ -
14						$ -
15	$ 56,000				$ 14,000	$ 70,000
16						$ -
17						$ -
18		$ 17,500				$ 17,500
19						$ -
20			$ 190			$ 190
21						$ -
22						$ -
23						$ -
24						$ -
25			$ 190	$ 1,500		$ 1,690
26						$ -
27						$ -
28						$ -
29						$ -
30	$ 56,000				$ 14,000	$ 70,000
31						$ -
32						$ -
33		$ 17,500				$ 17,500
34						$ -
35			$ 190			$ 190
36						$ -
37						$ -
38						$ -

Moderate Base

Year	Surface Treatment	Slurry Seal	Cold Mix Patch	Patch Gravel	Pulverize	Total Cost
0	$ 56,000				$ 14,000	$ 70,000
1						$ -
2						$ -
3		$ 17,500				$ 17,500
4						$ -
5			$ 570	$ 1,500		$ 2,070
6						$ -
7						$ -
8						$ -
9						$ -
10	$ 56,000				$ 14,000	$ 70,000
11						$ -
12						$ -
13		$ 17,500				$ 17,500
14						$ -
15			$ 570	$ 1,500		$ 2,070
16						$ -
17						$ -
18						$ -
19						$ -
20	$ 56,000				$ 14,000	$ 70,000
21						$ -
22						$ -
23		$ 17,500				$ 17,500
24						$ -
25			$ 570	$ 1,500		$ 2,070
26						$ -
27						$ -
28						$ -
29						$ -
30	$ 56,000				$ 14,000	$ 70,000
31						$ -
32						$ -
33		$ 17,500				$ 17,500
34						$ -
35			$ 570	$ 1,500		$ 2,070
36						$ -
37						$ -
38						$ -

Poor Base

Year	Surface Treatment	Slurry Seal	Cold Mix Patch	Patch Gravel	Pulverize	Total Cost
0	$ 56,000				$ 14,000	$ 70,000
1						$ -
2						$ -
3			$ 570			$ 570
4						$ -
5	$ 56,000				$ 14,000	$ 70,000
6						$ -
7						$ -
8			$ 570			$ 570
9						$ -
10	$ 56,000				$ 14,000	$ 70,000
11						$ -
12						$ -
13			$ 570			$ 570
14						$ -
15	$ 56,000				$ 14,000	$ 70,000
16						$ -
17						$ -
18			$ 570			$ 570
19						$ -
20	$ 56,000				$ 14,000	$ 70,000
21						$ -
22						$ -
23			$ 570			$ 570
24						$ -
25	$ 56,000				$ 14,000	$ 70,000
26						$ -
27						$ -
28			$ 570			$ 570
29						$ -
30	$ 56,000				$ 14,000	$ 70,000
31						$ -
32						$ -
33			$ 570			$ 570
34						$ -
35	$ 56,000				$ 14,000	$ 70,000
36						$ -
37						$ -
38			$ 570			$ 570

Tay Road Needs Study 2017

Life Cycle Costing
Surface Treated Road

Good Base

Year	Surface Treatment	Slurry Seal	Cold Mix Patch	Patch Gravel	Pulverize	Total Cost
39						$ -
40			$ 190	$ 1,500		$ 1,690
41						$ -
42						$ -
43						$ -
44						$ -
45	$ 56,000				$ 14,000	$ 70,000
46						$ -
47						$ -
48		$ 17,500				$ 17,500
49						$ -
50			$ 190			$ 190
51						$ -
52						$ -
53						$ -
54						$ -
55			$ 190	$ 1,500		$ 1,690
56						$ -
57						$ -
58						$ -
59						$ -
Total	$ 224,000	$ 70,000	$ 1,520	$ 6,000	$ 56,000	$ 357,520
Applications	4	4	8	4	4	

Notes

1. Double surface treatment applied every	15	years
2. Slurry seal applied in year 3 and every	15	years
3. Cold mix patch applied every	5	years
	1	tonne
4. Spray patch applied every	5	years
	500	m^2

5. Pulverize prior to each new surface treatment application

Moderate Base

Year	Surface Treatment	Slurry Seal	Cold Mix Patch	Patch Gravel	Pulverize	Total Cost
39						$ -
40	$ 56,000				$ 14,000	$ 70,000
41						$ -
42						$ -
43		$ 17,500				$ 17,500
44						$ -
45			$ 570	$ 1,500		$ 2,070
46						$ -
47						$ -
48						$ -
49						$ -
50	$ 56,000				$ 14,000	$ 70,000
51						$ -
52						$ -
53		$ 17,500				$ 17,500
54						$ -
55			$ 570	$ 1,500		$ 2,070
56						$ -
57						$ -
58						$ -
59						$ -
Total	$ 336,000	$ 105,000	$ 3,420	$ 9,000	$ 84,000	$ 537,420
Applications	6	6	6	6	6	

Notes

1. Double surface treatment applied every	10	years
2. Slurry seal applied in year 3 and every	10	years
3. Cold mix patch applied every	10	years
	3	tonnes
4. Spray patch applied every	5	years
	500	m^2

5. Pulverize prior to each new surface treatment application

Poor Base

Year	Surface Treatment	Slurry Seal	Cold Mix Patch	Patch Gravel	Pulverize	Total Cost
39						$ -
40	$ 56,000				$ 14,000	$ 70,000
41						$ -
42						$ -
43			$ 570			$ 570
44						$ -
45	$ 56,000				$ 14,000	$ 70,000
46						$ -
47						$ -
48			$ 570			$ 570
49						$ -
50	$ 56,000				$ 14,000	$ 70,000
51						$ -
52						$ -
53			$ 570			$ 570
54						$ -
55	$ 56,000				$ 14,000	$ 70,000
56						$ -
57						$ -
58			$ 570			$ 570
59						$ -
Total	$ 672,000	$ -	$ 6,840	$ -	$ 168,000	$ 846,840
Applications	12	0	12	0	12	

Notes

1. Double surface treatment applied every	5	years
2. Slurry seal not required		
3. Cold mix patch applied every	5	years
	3	tonnes

4. Spray patch not required

5. Pulverize prior to each new surface treatment application

Tay Road Needs Study 2017

Life Cycle Costing
Asphalt Road

Good Base

Year	Asphalt	Crack Seal	Patch Repair	Micro Surfacing	Pulverize	Total Cost
0	$ 105,000				$ 14,000	$ 119,000
1						$ -
2						$ -
3						$ -
4						$ -
5		$ 900				$ 900
6						$ -
7						$ -
8						$ -
9						$ -
10		$ 900				$ 900
11						$ -
12						$ -
13						$ -
14						$ -
15		$ 900	$ 22,500			$ 23,400
16						$ -
17						$ -
18						$ -
19						$ -
20		$ 900		$ 42,000		$ 42,900
21						$ -
22						$ -
23						$ -
24						$ -
25		$ 900				$ 900
26						$ -
27						$ -
28						$ -
29						$ -
30	$ 105,000				$ 14,000	$ 119,000
31						$ -
32						$ -
33						$ -
34						$ -
35		$ 900				$ 900
36						$ -
37						$ -
38						$ -

Moderate Base

Year	Asphalt	Crack Seal	Patch Repair	Micro Surfacing	Pulverize	Total Cost
0	$ 105,000				$ 14,000	$ 119,000
1						$ -
2						$ -
3						$ -
4						$ -
5		$ 1,500				$ 1,500
6						$ -
7						$ -
8						$ -
9						$ -
10		$ 1,500	$ 22,500			$ 24,000
11						$ -
12						$ -
13						$ -
14						$ -
15		$ 1,500		$ 42,000		$ 43,500
16						$ -
17						$ -
18						$ -
19						$ -
20	$ 105,000				$ 14,000	$ 119,000
21						$ -
22						$ -
23						$ -
24						$ -
25		$ 1,500				$ 1,500
26						$ -
27						$ -
28						$ -
29						$ -
30		$ 1,500	$ 22,500			$ 24,000
31						$ -
32						$ -
33						$ -
34						$ -
35		$ 1,500		$ 42,000		$ 43,500
36						$ -
37						$ -
38						$ -

Poor Base

Year	Asphalt	Crack Seal	Patch Repair	Micro Surfacing	Pulverize	Total Cost
0	$ 105,000				$ 14,000	$ 119,000
1						$ -
2						$ -
3						$ -
4						$ -
5		$ 3,000				$ 3,000
6						$ -
7						$ -
8						$ -
9						$ -
10	$ 105,000				$ 14,000	$ 119,000
11						$ -
12						$ -
13						$ -
14						$ -
15		$ 3,000				$ 3,000
16						$ -
17						$ -
18						$ -
19						$ -
20	$ 105,000				$ 14,000	$ 119,000
21						$ -
22						$ -
23						$ -
24						$ -
25		$ 3,000				$ 3,000
26						$ -
27						$ -
28						$ -
29						$ -
30	$ 105,000				$ 14,000	$ 119,000
31						$ -
32						$ -
33						$ -
34						$ -
35		$ 3,000				$ 3,000
36						$ -
37						$ -
38						$ -

Tay Road Needs Study 2017

Life Cycle Costing
Asphalt Road

Good Base

Year	Asphalt	Crack Seal	Patch Repair	Micro Surfacing	Pulverize	Total Cost
39						$ -
40		$ 900				$ 900
41						$ -
42						$ -
43						$ -
44						$ -
45		$ 900	$ 22,500			$ 23,400
46						$ -
47						$ -
48						$ -
49						$ -
50		$ 900		$ 42,000		$ 42,900
51						$ -
52						$ -
53						$ -
54						$ -
55		$ 900				$ 900
56						$ -
57						$ -
58						$ -
59						$ -
Total	$ 210,000	$ 9,000	$ 45,000	$ 84,000	$ 28,000	$ 376,000
Applications	2	10	2	2	2	

Notes
1. Asphalt treatment applied every 30 years
2. Crack seal applied every 5 years 300 m
3. Patch repair completed every 15 years 500 m^2
4. Microsurfacing applied every 20 years
6. Pulverize prior to repaving

Moderate Base

Year	Asphalt	Crack Seal	Patch Repair	Micro Surfacing	Pulverize	Total Cost
39						$ -
40	$ 105,000				$ 14,000	$ 119,000
41						$ -
42						$ -
43						$ -
44						$ -
45		$ 1,500				$ 1,500
46						$ -
47						$ -
48						$ -
49						$ -
50		$ 1,500	$ 22,500			$ 24,000
51						$ -
52						$ -
53						$ -
54						$ -
55		$ 1,500		$ 42,000		$ 43,500
56						$ -
57						$ -
58						$ -
59						$ -
Total	$ 315,000	$ 13,500	$ 67,500	$ 126,000	$ 42,000	$ 564,000
Applications	3	9	3	3	3	

Notes
1. Asphalt treatment applied every 20 years
2. Crack seal applied every 5 years 500 m
3. Patch repair completed every 10 years 500 m^2
4. Microsurfacing applied every 10 years
6. Pulverize prior to repaving

Poor Base

Year	Asphalt	Crack Seal	Patch Repair	Micro Surfacing	Pulverize	Total Cost
39						$ -
40	$ 105,000				$ 14,000	$ 119,000
41						$ -
42						$ -
43						$ -
44						$ -
45		$ 3,000				$ 3,000
46						$ -
47						$ -
48						$ -
49						$ -
50	$ 105,000				$ 14,000	$ 119,000
51						$ -
52						$ -
53						$ -
54						$ -
55		$ 3,000				$ 3,000
56						$ -
57						$ -
58						$ -
59						$ -
Total	$ 630,000	$ 18,000	$ -	$ -	$ 84,000	$ 732,000
Applications	6	6	0	0	6	

Notes
1. Asphalt treatment applied every 10 years
2. Crack seal applied every 5 years 1000 m
3. Patch repair not needed
4. Microsurfacing not required
6. Pulverize prior to repaving

APPENDIX J:
GUIDERAIL NETWORK

TOWNSHIP OF TAY

ROAD NEEDS STUDY 2017

IDENTIFICATION

GUIDERAIL

Road Name		Section	
From		Inspected By	
To		Inspected On	

GUIDE RAIL INVENTORY

Type	☐	W Beam	☐	with Channel	☐	Box Beam	☐	3 Cable	☐ 5 Cable
Placement	☐	North	☐	South	☐	East	☐	West	☐ Dead End
Post	☐	Wood	☐	Steel	☐	Other			Length: m
End Treatment	☐	Burried	☐	Flared	☐	Extruder	☐	Excentric	Number of posts:
Roadside Hazard									Post Separation: m

GUIDE RAIL CONDITION

0 GR is deteriorated	1	2	3	4	5 GR is or appears to be brand new

COMMENTS & RECOMMENDATIONS

Asset ID	Road Name	From - To	Placement	Length (m)	Type	End Treatment	Post Type	Number of Posts	Post Separation (m)	Height (cm)	Roadside Hazard	Guide Rail Condition
1490	Alcove Drive	Bluff Point Road - Limit	West	150	3 Cable	Buried	Wood	65	3.8	65	Slope	2
1595	Gervais Road	Highway 12 to Neilson	North	60	3 Cable	Buried	Wood	18	3.6	72	Steep slope	2
1595	Gervais Road	Highway 12 to Neilson	South	60	3 Cable	Buried	Wood	18	3.6	72	Steep slope	2
1621	Hogg Valley Road	Old Fort Road-Ron Jones	North	90	W Beam	Extruder	Steel	48	1.9	50-60	Slope & culvert	4
1621	Hogg Valley Road	Old Fort Road-Ron Jones	South	90	W Beam	Extruder	Steel	48	1.9	50-60	Slope & culvert	4
1623	Hogg Valley Road	Rumney Road- Old Fort	North	90	W Beam	Extruder	Wood / Steel	48	1.9	45-60	Twin Culverts	2
1623	Hogg Valley Road	Rumney Road- Old Fort	South	90	W Beam	Extruder	Wood / Steel	48	1.9	45-60	Twin Culverts	2
1625	Hogg Valley Road	Reeves Rd to Hill at 4763 Hogg Valley Road	North	50	W Beam	Extruder	Steel	22	1.9	55	Small culvert	4
1625	Hogg Valley Road	Reeves Rd to Hill at 4763 Hogg Valley Road	South	50	W Beam	Extruder	Steel	22	1.9	55	Small culvert	4
1671	McMann Side Road	Wood Road - Ron Jones Road	North	70	W Beam	Extruder	Steel	38	1.9	60	Slope	4
1671	McMann Side Road	Wood Road - Ron Jones Road	South	70	W Beam	Extruder	Steel	38	1.9	70	Slope	4
1671	McMann Side Road	Wood Road - Ron Jones Road	North	90	W Beam	Extruder	Steel	48	1.9	55	Slope	4
1671	McMann Side Road	Wood Road - Ron Jones Road	South	90	W Beam	Extruder	Steel	48	1.9	45	Slope	4
1681	Newton Street	Granny White Side Road - Highway 12	West	85	3 Cable	Buried	Wood	24	3.6	65	Slope & Swamp	2
1692	Ogdens Beach Road	Bayview Avenue - Highway 12	North	120	3 Cable	Buried	Wood	34	3.6	60	Slope	4
1692	Ogdens Beach Road	Bayview Avenue - Highway 12	South	120	3 Cable	Buried	Wood	34	3.6	60	Slope	4
1710	Park Street	Anderson Crescent - Richard Street	East	50	3 Cable	Buried	Wood	11	3.6	60	No hazard	3
1710	Park Street	Anderson Crescent - Richard Street	West	50	3 Cable	Buried	Wood	11	3.6	60	Slope	3
	Port Severn Road South	Alcove Drive - Limit	South	60	3 Cable	Buried	Wood	15	3.8	65	Steep Slope	3
1745	Ron Jones Road	Hogg Valley Road - South End	East	130	W Beam	Extruder	Steel	70	1.9	55	Steep slope	4
1745	Ron Jones Road	Hogg Valley Road - South End	West	130	W Beam	Extruder	Steel	70	1.9	55	Steep slope	4
1880	Rosemount Road	Connors Court - Vasey Road	East	30	W Beam	Buried	Steel	17	1.9	30	Culvert	4
1880	Rosemount Road	Connors Court - Vasey Road	West	30	W Beam	Buried	Steel	17	1.9	30	Culvert	4
1752	Rumney Road	Vasey Road - Hogg Valley Road	East	150	W Beam	Extruder	Steel	80	1.9	65	Slope	4
1752	Rumney Road	Vasey Road - Hogg Valley Road	West	150	W Beam	Extruder	Steel	80	1.9	65	Slope	4
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	East	130	W Beam	Extruder	Steel	55	1.9	55	Culvert	4
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	West	130	W Beam	Extruder	Steel	55	1.9	55	Culvert	4
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	East	70	W Beam	Extruder		38	1.9	55	Slope	4
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	East	80	W Beam	Eccentric	Steel	42	1.9	55	Slope & culvert	4
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	West	180	W Beam	Eccentric	Steel	95	1.9	55	Slope & culvert	4
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	West	120	W Beam	Extruder	Steel	64	1.9	55	Ditch	4
1778	Talbot Street	Highway 12 - Triple Bay Road	South	120	3 Cable	Buried	Wood	34	3.6	70	Slope	3
1778	Talbot Street	Highway 12 - Triple Bay Road	North	420	W Beam	Extruder	Steel	220	1.9	53	Slope	4
1800	West Service Road	North Limit - Gerhardt Road	East	115	3 Cable	Buried	Wood	30	3.8	65	Steep slope	3
1800	West Service Road	North Limit - Gerhardt Road	West	115	3 Cable	Buried	Wood	26	3.8	65	Steep slope	3
1802	West Service Road	Forest Harbour Parkway - Quarry Road	East	240	3 Cable	Buried	Wood	65	3.6	65	Slope	3
1802	West Service Road	Forest Harbour Parkway - Quarry Road	West	110	3 Cable	Buried	Wood	28	3.6	65	Slope	3
1816	Wood Road	Vasey Road - McMann Side Road	East	75	With Channel	Extruder	Steel	40	1.9	55	Creek	4
1816	Wood Road	Vasey Road - McMann Side Road	West	75	With Channel	Extruder	Steel	35	1.9	55	Creek	4

Asset ID	Road Name	From - To	Comments & Recommendations 1	Comments & Recommendations 2	Comments & Recommendations 3
1490	Alcove Drive	Bluff Point Road - Limit	Posts need replacing; posts only at radii at Port Severn Road - recommend steel beam	Cable needs to be tightened	Remove extra winter sand from shoulder
1595	Gervais Road	Highway 12 to Neilson	Posts need replacing	Cable needs to be tightened	
1595	Gervais Road	Highway 12 to Neilson	Posts need replacing	Cable needs to be tightened	
1621	Hogg Valley Road	Old Fort Road-Ron Jones			
1621	Hogg Valley Road	Old Fort Road-Ron Jones	Some damage due to an accident		
1623	Hogg Valley Road	Rumney Road- Old Fort	Converted old steel beam and added additional length on the ends to increase strength		
1623	Hogg Valley Road	Rumney Road- Old Fort	Converted old steel beam and added additional length on the ends to increase strength		
1625	Hogg Valley Road	Reeves Rd to Hill at 4763 Hogg Valley Road	Hazard is a small culvert, guiderail may not be warranted		
1625	Hogg Valley Road	Reeves Rd to Hill at 4763 Hogg Valley Road	Hazard is a small culvert, guiderail may not be warranted		
1671	McMann Side Road	Wood Road - Ron Jones Road			
1671	McMann Side Road	Wood Road - Ron Jones Road			
1671	McMann Side Road	Wood Road - Ron Jones Road			
1671	McMann Side Road	Wood Road - Ron Jones Road			
1681	Newton Street	Granny White Side Road - Highway 12	Posts need replacing as does some hardware	Cable needs to be tightened	
1692	Ogdens Beach Road	Bayview Avenue - Highway 12			
1692	Ogdens Beach Road	Bayview Avenue - Highway 12			
1710	Park Street	Anderson Crescent - Richard Street	Posts are in poor shape	Cable needs to be tightened	
1710	Park Street	Anderson Crescent - Richard Street	Posts are in poor shape	Cable needs to be tightened	
	Port Severn Road South	Alcove Drive - Limit	Cable needs to be tightened	Posts only around radii and cul-de-sac; shoulld be upgraded to steel beam	
1745	Ron Jones Road	Hogg Valley Road - South End	Some posts buried on steep slope		
1745	Ron Jones Road	Hogg Valley Road - South End	Some posts buried on steep slope		
1880	Rosemount Road	Connors Court - Vasey Road	Not to standard	Too low, not long enough	
1880	Rosemount Road	Connors Court - Vasey Road	Not to standard	Too low, not long enough	
1752	Rumney Road	Vasey Road - Hogg Valley Road	There are some washouts that need to be repaired	Asphalt gutter in front of guide rail	
1752	Rumney Road	Vasey Road - Hogg Valley Road	There are some washouts that need to be repaired	Asphalt gutter in front of guide rail	
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	Too few posts above twitn culverts (appears to comply with OPSD 912.240)		
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	Too few posts above twitn culverts (appears to comply with OPSD 912.240)		
1754	Rumney Road	Hogg Valley Road - Elliott Side Road			
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	Posts are installed down the slope reducing strength of the guiderail		
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	Posts are installed down the slope reducing strength of the guiderail		
1754	Rumney Road	Hogg Valley Road - Elliott Side Road	Posts are installed down the slope reducing strength of the guiderail		
1778	Talbot Street	Highway 12 - Triple Bay Road			
1778	Talbot Street	Highway 12 - Triple Bay Road			
1800	West Service Road	North Limit - Gerhardt Road	Posts only at radii at Port Severn Road - recommended steel beam		
1800	West Service Road	North Limit - Gerhardt Road	Posts only at radii at Port Severn Road - recommended steel beam		
1802	West Service Road	Forest Harbour Parkway - Quarry Road	Some posts require replacing	Could be extended an additional 40 m North	
1802	West Service Road	Forest Harbour Parkway - Quarry Road	Some posts require replacing	Could be extended an additional 20 m North	
1816	Wood Road	Vasey Road - McMann Side Road			
1816	Wood Road	Vasey Road - McMann Side Road	Posts are in the side slope and not secure		

Unit Costs

Guiderail			End Treatments		
steel beam	$100	per m	steel beam energy attenuating end treatment	$4,000	each
3-cable	$75	per m	3-cable anchor block	$500	each

1. For steel beam guiderail, minimum installation length of 75 metres
2. For 3-cable guiderail, minimum installation length of 50 metres

Cost Summary

600	metres	steel beam guiderail	$60,000
12		steel beam energy attenuating end treatment	$48,000
60	metres	3-cable guiderail	$4,500
4		3-cable anchor blocks	$2,000
		Total	$114,500

Road Section: Rosemount Road — Section: 1880
Connors Court to Vasey Road — AADT: 100

Justification / Hazard: Replace two existing steel beam guiderail with new installations to address height, alignment and end treatment issues.

Length of Need: 70 metres both sides x 2 locations + end treatments

Recommendation: install new steel beam guiderail

Cost Estimate:

300	metres of steel beam guiderail		$30,000
8	energy attenuating end treatments		$32,000
		Total	$62,000

Priority: LOW priority given the existing guiderail, reduced volumes and nature of hazard

Road Section:	Port Severn Road / West Service Road / Alcove Drive intersection	Section:	several
	Connors Court to Vasey Road	AADT:	660
Justification / Hazard:	Replace existing wood posts with steel beam guiderail		
Length of Need:	295 metres of steel beam guiderail + end treatments		
Recommendation:	install new steel beam guiderail		
Cost Estimate:	300 metres of steel beam guiderail		$30,000
	4 energy attenuating end treatments		$16,000
		Total	$46,000
Priority:	HIGH		

Road Section:	West Service Road	Section:	1802
	Forest Harbour Parkway to Quarry Road	AADT:	570
Justification / Hazard:	There are slopes on both sides of the road, which are currently protected by 3-cable guiderail. Extend guiderail 20 metres on west side, 40 metres on east side.		
Length of Need:	20 metres west side, 40 metres east side + end treatments		
Recommendation:	extend existing 3-cable guiderail on both sides		
Cost Estimate:	60 metres of 3-cable guiderail		$4,500
	4 concrete anchor block end treatments		$2,000
		Total	$6,500
Priority:	LOW priority given the existing guiderail, reduced volumes and nature of hazard		

Tay Road Needs Study 2017 — New Guiderail Installation

Unit Costs & Notes

Guiderail			End Treatments		
steel beam	$100	per m	energy attenuating end treatment	$4,000	each
3-cable	$75	per m	3-cable anchor block	$500	each

1. For steel beam guiderail, minimum installation length of 75 metres
2. For 3-cable guiderail, minimum installation length of 50 metres

Cost Summary

600	metres	steel beam guiderail	$60,000
12		steel beam energy attenuating end treatment	$48,000
335	metres	3-cable guiderail	$25,125
10		3-cable anchor blocks	$5,000
		Total	$138,125

Road Section: Hogg Valley Road — Section: 1619
Rumney Road to 700m west of Reeves Road — AADT: 200

Justification / Hazard: There is a steep slope on the north side extending from the driveway at 4806 Hogg Valley Road to approximately 40 metres east of the driveway at 4818 Hogg Valley Road.

Length of Need: 125 metres + end treatments

Recommendation: steel beam guiderail on the north side
radius treatment at east end (at 4806)

Cost Estimate:

125	metres of steel beam guiderail		$12,500
1	energy attenuating end treatment		$4,000
		Total	$16,500

Priority: HIGH given downhill grade of road + steep slopes

Road Section:	Industrial Road	Section:	1636
	Park Street to East Limit	AADT:	500

Justification / Hazard: There is a slope on the south side extending from the west driveway to the Treatment Plant to approximately 40 metres east of the trail crossing, steeper in some areas, but not likely a significant hazard. This is a dead end road with limited traffic volumes and reduced travel speeds expected in the area of the slope (the only vehicles would be those associated with the Treatment Plant).

Length of Need: 135 metres + end treatments

Recommendation: 3 cable guiderail on the south side

Cost Estimate:

135	metres of 3-cable guiderail	$10,125
2	concrete anchor block end treatments	$1,000
	Total	$11,125

Priority: LOW priority due to reduced volumes and nature of hazard

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Road Section:	Newton Street	Section:	1681
	Granny White Side Road to Highway 12	AADT:	470

Justification / Hazard: There is 3-cable guiderail on the west side of Newton Street through the curve (approximate 200m radius) just south of Highway 12. On the east side, there is a marsh/wetland area that appears to have standing water, albeit the slope is not steep and the change in grade is not significant. Radius of the road precludes use of 3-cable guiderail.

Length of Need: 100 metres + end treatments

Recommendation: steel beam guiderail on the east side

Cost Estimate:

100	metres of steel beam guiderail	$10,000
2	energy attenuating end treatments	$8,000
	Total	$18,000

Priority: LOW priority due to reduced volumes and nature of hazard

Road Section:	Newton Street	Section:	1683
	Hogg Valley Road to Former CPR Crossing	AADT:	250

Justification / Hazard: There is a steep slope on the east side through areas from approximately 40 metres north of 1811 Newton Street to the centre of the circular driveway at 1814 Newton Street. There is the potential for vehicle rollover should a vehicle leave the road.

Length of Need: 75 metres + end treatments

Recommendation: steel beam guiderail on the east side

Cost Estimate:

75	metres of steel beam guiderail	$7,500
2	energy attenuating end treatments	$8,000
	Total	$15,500

Priority: Medium

Road Section:	Newton Street	Section:	1683
	Hogg Valley Road to Former Railway Crossing	AADT:	250

Justification / Hazard: There is a steep slope on the east side starting approximately 40 metres north of 1883 Newton Street for a distance of 80 metres. There is a risk of vehicle rollover and the slope is almost vertical throughout.

Length of Need: 80 metres + end treatments

Recommendation: steel beam guiderail on the east side

Cost Estimate:

80	metres of steel beam guiderail	$8,000
2	energy attenuating end treatments	$8,000
	Total	$16,000

Priority: HIGH due to the near vertical slope and height of grade change

Road Section:	Rosemount Road	Section:	1878
	Former Railway Crossing to Connors Court	AADT:	100

Justification / Hazard: There is a creek crossing with a culvert approximately 45 metres north of Connors Court. There are steep slopes on both sides of the crossing, with drop offs and flowing water.

Length of Need: 30 metres + end treatments

Recommendation: steel beam guiderail on both sides

Cost Estimate:

100	metres of 3-cable guiderail		$7,500
4	concrete anchor block end treatments		$2,000
		Total	$9,500

Priority: Medium

Road Section:	Rosemount Road	Section:	1880
	Connors Court to Vasey Road	AADT:	100

Justification / Hazard: Extend the steel beam guiderail on the west side from the bridge to approximately 25 metres north of the driveway to 1594 Rosemount Road to protect vehicles from the adjacent river (which is parallel to the road for a distance of approximately 120 metres from the bridge), steep slopes and a culvert crossing with steep slopes and drop (approximately 150 metres south of the bridge).

Length of Need: 155 metres + end treatments

Recommendation: steel beam guiderail on the west side

Cost Estimate:

155	metres of steel beam guiderail		$15,500
1	energy attenuating end treatment		$4,000
		Total	$19,500

Priority: HIGH due to proximity and alignment of the river in relation to the road

Tay Road Needs Study 2017 — New Guiderail Installation

Road Section:	Rosemount Road Connors Court to Vasey Road	Section: AADT:	1880 100
Justification / Hazard:	Culvert with steep slopes and drop approximately 150 metres south of the bridge.		
Length of Need:	30 metres + end treatments		
Recommendation:	steel beam guiderail on the east side (needs on west side addressed as part of the guiderail extension from the bridge)		
Cost Estimate:	50 metres of 3-cable guiderail 2 concrete anchor block end treatments Total		$3,750 $1,000 $4,750
Priority:	Medium		

Road Section:	Rosemount Road Connors Court to Vasey Road	Section: AADT:	1880 100
Justification / Hazard:	Steep slope on the west side from 15 metres south of the driveway at 1594 Rosemount Road extending approximately 30 metres. Area is currently marked with hazard markers.		
Length of Need:	30 metres		
Recommendation:	cable guiderail on the west side		
Cost Estimate:	50 metres of 3-cable guiderail 2 concrete anchor block end treatments Total		$3,750 $1,000 $4,750
Priority:	Medium		

Tay Road Needs Study 2017 — New Guiderail Installation

Road Section:	Rosemount Road	Section:	1880
	Connors Court to Vasey Road	AADT:	100
Justification / Hazard:	Culvert with steep slopes and drop on the west side approximately 35 metres north of the driveway to 1445 Rosemount Road.		
Length of Need:	30 metres + end treatments		
Recommendation:	steel beam guiderail on the east side		
	(consider extending the installation to the south to join with the recommended guiderail where the creek runs adjacent to the road)		

Cost Estimate:

30	metres of steel beam guiderail	$3,000
2	energy attenuating end treatments	$8,000
	Total	$11,000

Priority: Medium

Road Section:	Rosemount Road	Section:	1880
	Connors Court to Vasey Road	AADT:	100
Justification / Hazard:	Creek runs along the west side of the road with steep slopes and running water, extending from approximately 55 metres south of the driveway to 1445 Rosemount Road for a distance of 35 metres.		
Length of Need:	35 metres + end treatments		
Recommendation:	steel beam guiderail on the east side		
	(consider extending the installation to the north to join with the recommended guiderail where the creek passes under the road at the culvert)		

Cost Estimate:

35	metres of steel beam guiderail	$3,500
2	energy attenuating end treatments	$8,000
	Total	$11,500

Priority: Medium