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# **Road Needs Study 2020**

## INVENTORY & ASSESSMENT

The Municipality of McDougall

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## 1 Introduction

### 1.1 OVERVIEW

Tatham Engineering Limited was retained by the Municipality of McDougall to complete the *Road Needs Study 2020* for the Municipality's road network. The principal objectives of this study are:

- update previously established traffic volumes throughout the road network;
- inventory and evaluate the existing Municipal road network;
- identify the need for improvements to the road network, appropriate rehabilitation or reconstruction strategies, and associated costs;
- recommend an annual works program for the Municipal road system;
- prepare mapping and link road database to GIS databases, and
- provide the Municipality with a decision aid for budgeting of future capital works.

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 which includes correlation with the Municipality's GIS platform for ease of data migration and implementation.

### 1.2 PURPOSE OF REPORT

The purpose of this report is to document the Municipality's existing road network, the methodology employed, and to determine the existing conditions and needs (as evident during the field inspections of 2020). 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 provides a cost comparative of gravel, surface treated and asphalt road surfaces;
- Chapter 9 presents the methodology used to calculate the existing road network value; and
- Chapter 10 provides a summary to the report.

# 2 Road Inventory

### 2.1 ROAD NETWORK

All roads within the Municipality limits were inventoried with the exception of private roads and Provincial highways. In total, 244 road sections were inventoried with a total length of 129.8 kilometres (measured along the road centreline).

### 2.2 INVENTORY PROCEDURE

### 2.2.1 Inventory & Appraisal Guidelines

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 Municipality.

### 2.2.2 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 and past studies. To ensure consistency between the *Road Needs Study* and the Municipality's *Asset Management Plan*, common road sections were employed. For each road section, the

following key elements were determined, largely from field inspection and review, and information otherwise contained within the Municipality's asset management database:

- identification (road name, starting point and end point);
- section identification number (as per the Municipality's asset management database);
- section length (as per the Municipality'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 urban, or industrial);
- 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.

Example 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.

# **3** Traffic Volumes & Operations

### 3.1 EXISTING VOLUMES

### 3.1.1 Traffic Counts

Traffic counts were completed on select road sections between July 7, 2020 and July 13, 2020 and between September 24, 2020 and September 30, 2020. Given the time of year, the corresponding count volumes are considered representative of Average Annual Daily Traffic (AADT). Road sections were selected to provide representation of traffic on the various road classes and within various geographic regions within the Municipality. An average AADT for each counted road section was calculated from the collected data which provided a baseline for establishing volumes on the remaining road sections.

### 3.1.2 Traffic Estimates

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

### 3.1.3 2020 Traffic Volumes

The corresponding traffic volumes for the subject road sections are provided in Appendix B, whereas a summary of the current daily volumes is provided in Table 1.

AADT RANGE		ROAD SECTIONS		ROAD KILOMETRES		
		Number	Percent	Kilometres	Percent	
	AADT	< 50	34	13.9%	11.2	8.6%
50 ≤	AADT	<200	76	31.2%	34.4	26.5%
200 ≤	AADT	< 500	60	24.6%	41.2	31.8%
500 ≤	AADT	< 1000	29	11.9%	22.9	17.7%
1000 ≤	AADT	< 2000	26	10.7%	13.5	10.4%
2000 ≤	AADT		19	7.8%	6.6	5.1%
Total			244	100%	129.8	100%

### Table 1: Average Annual Daily Traffic Volumes - 2020

The majority of the road network serves in the order of 50 to 500 vehicles per day (66.9% by length) while 33.1% of the road network serves more than 500 vehicles per day. 45 sections inventoried (15.5%) serve more than 1000 vehicles per day, 19 of which serve greater than 2000 vehicles per day.

### 3.2 FUTURE VOLUMES

Traffic volumes for 5, 10 and 20-year planning horizons (2025, 2030 and 2040) have been projected based on the existing 2020 traffic volumes with consideration for future growth. Traffic volumes throughout the Municipality are anticipated to grow in concert with overall growth in the Municipality and the abutting development areas.

### 3.2.1 Population Projections

A detailed municipal growth study has not been completed. Census data from Statistics Canada indicates minimal to negative growth during the period of 2011 to 2016.

### 3.2.2 Future Traffic Volumes

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

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

The noted growth rates were applied to the 2020 daily volumes to yield forecasts for 2025, 2030 and 2040. A summary of the 2040 (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.

In comparing the 2040 projections with the 2020 traffic volumes, the following are noted:

- sections serving less than 50 vehicles per day will decrease from 8.6% to 4.2% by length;
- sections serving between 50 and 500 vehicles per day will decrease from 58.3% to 48.9% by length;
- sections serving more than 500 vehicles per day will increase from 33.2% to 47.0% by length; and
- 27 sections are expected to serve in excess of 2000 vehicles per day (up from 19).

AADT RANGE		ROAD SECTIONS		ROAD KILOMETRES		
		Number	Percent	Kilometres	Percent	
	AADT	< 50	16	6.56%	5.5	4.2%
50 ≤	AADT	<200	62	25.41%	25.4	19.6%
200 ≤	AADT	< 500	72	29.51%	38.0	29.3%
500 ≤	AADT	< 1000	40	16.39%	32.0	24.7%
1000 ≤	AADT	< 2000	25	10.25%	19.2	14.8%
2000 ≤	AADT		29	11.89%	9.7	7.5%
Total			244	100%	129.8	100%

### Table 2: Average Annual Daily Traffic Volumes - 2040

### 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 projections and the noted capacities, the resulting volume to capacity ratios (a measure of the degree to which the road is utilized) are all acceptable. The greatest 2040 v/c ratio is 0.74, suggesting the corresponding road section is projected to operate at 74% capacity. In this regard, there are no traffic operational issues anticipated on the road network.

# **4** Existing 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 semi-urban environment has development exceeding 50% of the frontage but no curb and gutter.
- 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.

A summary of the road environments is presented in Table 3. As noted, the majority of the roads are considered rural (97% by length).

ENVIRONMENT	ROAD S	ECTIONS	ROAD KILOMETRES	
	Number	Percent	Kilometres	Percent
Rural	227	93%	125.5	97%
Semi-Urban	17	7%	4.3	3%
Urban	0	0%	0.0	0%
Total	244	100%	129.8	100%

### Table 3: Road Environment

### 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 Municipality, and with input from the Municipality with respect to the proposed collector and local 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 (Provincial highways) provide connections for through traffic between arterial or upper tier roads 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

- 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 Municipality is provided in Table 4. It is noted that the Municipality does have any arterial roads as these are typically considered highways maintained by the MTO. While McDougall has assumed ownership of several portions of former Provincial highways (which would have been considered arterial roads at the time), their current role and function is that of collector or local roads.

CLASS	ROAD S	ECTIONS	ROAD KILOMETRES		
	Number	Percent	Kilometres	Percent	
Local	141	58%	64.6	50%	
Collector	103	42%	65.2	50%	
Arterial	0	0%	0.0	0%	
Total	244	100%	129.8	100%	

### Table 4: Road Class

### 4.3 MAINTENANCE CLASS

All road sections 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 can be established. Based on the average daily traffic volumes (ADT) 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 ADT, or ADT > 8,000 and speed = 90 km/h or ADT > 23,000 and

speed = 80 km/h), thus requiring a greater level of road maintenance.

A Class 6 road is typical of low volume roads (ADT < 50 vehicles and speed ≤ 80 km/h; ADT</li>
 200 vehicles and speed ≤ 50 km/h or ADT < 500 vehicles and speed ≤ 40 km/h) and thus does not warrant the same maintenance standards.</li>

A summary of the road classification is provided in Table 5.

CLASS	ROAD S	ECTIONS	ROAD KILOMETRES		
	Number	Percent	Kilometres	Percent	
Class 1	0	0%	0.0	0%	
Class 2	0	0%	0.0	0%	
Class 3	25	10%	11.6	9%	
Class 4	38	16%	20.3	16%	
Class 5	56	23%	39.8	31%	
Class 6	125	51%	58.1	45%	
Total	244	100%	129.8	100%	

### Table 5: Maintenance Class

As noted, all roads with an ADT of less than 50 and a speed limit of less than 80 km/h are considered Class 6 roads, meaning that there is no 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 via routine maintenance only).

### 4.4 SURFACE TYPE

Surface type refers to the surface material 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. The majority (79%) are hard surfaced (asphalt or surface treated). Figure A in Appendix K provides a map of the Municipality's road network colour coded by surface type.

CLASS	ROAD S	ECTIONS	ROAD KILOMETRES		
	Number	Percent	Kilometres	Percent	
Gravel	43	18%	26.8	21%	
Surface Treated	67	27%	48.1	37%	
Asphalt	134	55%	54.9	42%	
Total	244	100%	129.8	100%	

### Table 6: Road Surface

### 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) minus an assumed 0.5m shoulder width. A summary of the existing surface width, by range, is provided in Table 7.

SURFACE WIDTH		ROAD S	ECTIONS	ROAD KILOMETRES		
			Number	Percent	Kilometres	Percent
	width	< 4m	15	6%	7.2	6%
4m ≤	width	< 5m	2	1%	0.1	0%
5m ≤	width	< 6m	6	2%	2.2	2%
6m ≤	width	< 7m	156	64%	81.9	63%
7m ≤	width	< 8m	47	19%	34.4	26%
8m ≤	width		18	7%	4.1	3%
Total			244	100%	129.8	100%

### Table 7: Surface Width

### 4.6 SURFACE ASSESSMENT

The assessment of the road network took place on July 13 and July 14, 2020, from which the distresses summarized in the following sections were noted. As a result of the inspection timing it should be noted the assessment will reflect conditions during optimal (dry summer) conditions and could vary considerably from those conditions experienced during spring when frost action

generally tends to result in poorer road conditions and would affect the ride comfort ratings.

### 4.6.1 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.

CATEGORY	ASPHALT ROADS	SURFACE TREATED ROAD	GRAVEL ROADS
	ravelling	loss of cover aggregates	loose gravel
	flushing or bleeding	streaking	dust
Surface Defects	potholes	flushing	potholes
	pavement edge breaks	potholes	breakup
	manholes & catchbasins	pavement edge breaks	
	rippling & shoving	rippling	washboard
Surface	wheel track rutting	wheel track rutting	rutting
Deformations	distortion	distortion	flat / reverse crown
	utility trenches		distortion
	longitudinal	longitudinal	
	transverse	transverse	
Cracking	pavement edge	pavement edge	
	map	alligator	
	alligator		

### **Table 8: Surface Distresses**

### 4.6.2 Ride Comfort Rating

Further to noting existing surface 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 7.3, which is slightly higher than the weighted average (considering the length of each road section) of 7.2. In this respect, the overall road network is considered to have a good ride surface.

RC	R					DESCRIPTION
0	<	RCR	$\leq$	2	Very Poor	uncomfortable with constant bumps or depressions
2	<	RCR	$\leq$	4	Poor	uncomfortable with frequent bumps or depressions
4	<	RCR	$\leq$	6	Fair	comfortable with intermittent bumps or depressions
6	<	RCR	$\leq$	8	Good	smooth with a few bumps or depressions
8	<	RCR	$\leq$	10	Excellent	very smooth road surface and ride

### Table 9: Ride Comfort Rating Scale

### Table 10: Ride Comfort Rating

RCR						ROAD SI	ECTIONS	ROAD KILOMETRES	
						Number	Percent	Kilometres	Percent
0	<	RCR	$\leq$	2	Very Poor	0	0%	0.0	0%
2	<	RCR	$\leq$	4	Poor	12	5%	4.6	4%
4	<	RCR	$\leq$	6	Fair	63	26%	36.6	28%
6	<	RCR	$\leq$	8	Good	117	48%	68.1	52%
8	<	RCR	$\leq$	10	Excellent	52	21%	20.4	16%
Tot	al					244	100%	129.8	100%

### Figure 1: Ride Comfort Rating by Road Length



### 4.6.3 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:

where

RCR = Ride Comfort Rating

DMI = Distress Manifestation Index

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

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 sample 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. 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 and Figure 3. The average PCI of the Municipal road network is 78.5 whereas the weighted average (weighted by length) is 76.4; the corresponding weighted

averages for the asphalt, surface treated and gravel roads are 82.0, 76.6 and 70.2 respectively.

PCI					ROAD SECTIONS		ROAD KILC	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	3	1%	0.7	1%	
40	<	PCI	<	50	6	2%	4.7	4%	
50	<	PCI	<	60	28	11%	21.0	16%	
60	<	PCI	$\leq$	70	30	12%	12.8	10%	
70	<	PCI	$\leq$	80	51	21%	29.4	23%	
80	<	PCI	$\leq$	90	80	33%	42.6	33%	
90	<	PCI	$\leq$	100	46	19%	18.7	14%	
Total					244	100%	129.8	100%	

### Table 11: Pavement Condition Index

Figure 2: Pavement Condition Index by Road Length





Figure 3: Pavement Condition Index by Road Surface



Figure 3: Pavement Condition Index by Road Surface (cont'd)

### 4.7 ROAD DRAINAGE

A number of road drainage systems were observed, as noted below and summarized in Table 12. The majority of the road sections (82% by length) have open ditches, reflective of the rural nature of the Municipality, whereas 18% by length had no identifiable drainage system. This could mean the ditches have been filled in over time or never existed in the first place. Drainage is a critical element in the lifespan of a road and should be considered a top priority when considering the need for improvements.

DRAINAGE		ECTIONS	ROAD KILOMETRES		
	Number	Percent	Kilometres	Percent	
No Drainage System	53	22%	22.9	18%	
Open Ditch	188	77%	106.7	82%	
Storm Sewer	0	0%	0.0	0%	
Ditch & Storm Sewer	2	1%	0.2	<1%	
Other	1	<1%	<0.1	<1%	
Total	244	100%	129.8	100%	

### Table 12: Road Drainage

## **5** Road 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
- typical Municipal 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. Figure B in Appendix K provides a map of the Municipality's road network colour coded by improvements and needs.

### 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 based on road class and 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 or arterial roads before improvements are required. This is intended to reflect the role and function of each road class, traffic volumes they serve and the corresponding expected levels of service.

ROAD	TIME	PCI	PCI RANGE BY ROAD CLASS			
NEED	OF NEED	Arterial	Collector	Local		
Reconstruct	now	0-50	0-45	0-40		
Rehabilitate	now	50-55	45-50	40-45		
Resurface	1-5 years	55-75	50-70	45-70		
Resurface	6-10 years	75-85	70-80	70-80		
Adequate		85-100	80-100	80-100		

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

### Table 14: PCI Decision Matrix - Gravel Roads

ROAD		PCI R	PCI RANGE BY ROAD CLASS			
NEED	OF NEED	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 surface or 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 Municipal 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 50 mm of granular added followed by a new road surface. Additional granulars would also be applied to the gravel shoulders (if such exist).

It is noted the Municipality design standard for any new surface is asphalt, with the exception of roads to remain as gravel, as noted below:

- 1. Haines Lake Road (Sections 1250, 1225, and 1260);
- 2. Loch Erne Road (Section 1375 to be reduced to Gravel from Surface Treated);
- 3. Lorimer Lake Road (Sections 1460, 1465, 1470, and 1475);
- 4. Nine Mile Lake Road (Sections 1720 and 1725);
- 5. Robinson Lane (Sections 2080 and 2082);
- 6. Scullion Road (Section 2090);
- 7. Snowden Road (Section 2105); and
- 8. Trout Lake Road (Sections 2160 and 2165).

### 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. A more detailed geotechnical investigation of the road base is warranted prior to completing repairs to confirm the extent and costs of the base improvements.

### 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 Municipal standards has been assumed (the existing road width has been maintained if it exceeds the Municipal standard). A detailed geotechnical investigation of the road base is warranted prior to completing repairs to confirm the extent and costs of the base replacement or improvement needs

### 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.

For hard surfaced roads (asphalt and surface treated), the time of need reflects when the road would have to be reconstructed assuming continued deterioration. For example, an arterial road with a PCI of 60 is likely to require reconstruction within the next 1 to 5 years provided no other works are undertaken. Resurfacing could be considered to extend the useful life of the road and defer the need for the future reconstruction (given that resurfacing will restore the PCI value).

### Adequate

Roads with no identified surface condition 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 required 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. Strategies are likely limited to slurry sealing, micro surfacing or a surface overlay yet should be considered on a case by case basis to ensure the most appropriate strategy is employed.

### 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. Strategies should be considered on a case by case basis but could include slurry sealing, micro surfacing, crack sealing or a surface overlay.

### 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) are summarized in Table 15.

IMPROVEMENT	ROAD SI	ECTIONS	ROAD KILOMETRES		
	Number	Percent	Kilometres	Percent	
Reconstruct	0	0%	0.0	0%	
Rehabilitate	5	2%	1.5	1%	
Widen and Resurface	10	4%	3.8	3%	
Resurface	90	37%	44.8	35%	
Adequate	139	57%	79.7	61%	
Total	244	100%	129.8	100%	

### Table 15: Surface Condition Needs

In considering the improvement needs (ie. reconstruct, rehabilitate, widen and resurface or resurface), they amount to 105 road sections (43% of the total road sections) and 50.1 km (39% of the total road length).

### 5.2 SURFACE TYPE NEEDS

The required road surface types were based on Municipal standards (the corresponding standards are provided in Appendix D). In general, all roads to be resurfaced are to be resurfaced with asphalt except for those roads listed in Section 5.1.1.

### 5.3 SURFACE WIDTH NEEDS

The required road surface width is based on Municipal Standards, road class and environment, as per the corresponding standards provided in Appendix D and summarized in Table 16.

-	

Table 16: Surface Width Requirements

ROAD CLASS	RURAL	SEMI-URBAN	URBAN <sup>1</sup>
Local Road	3.5m lanes	3.5m lanes	4.25m lanes
Collector Road	3.5m lanes	3.5m lanes	4.5m lanes
Arterial Road	3.5m lanes	3.5m lanes	4.5m lanes

<sup>1</sup>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 typical Municipal standards. For purposes of assessment, minimum tolerable lane widths shown in Table 17 have been assumed.

ROAD CLASS	RURAL	SEMI-URBAN	URBAN
Local Road	3.0m lanes	3.0m lanes	3.75m lanes
Collector Road	3.0m lanes	3.0m lanes	4.0m lanes
Arterial Road	3.0m lanes	3.0m lanes	4.0m lanes

### Table 17: Tolerable Surface Widths

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.

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 less 1.0 metre, which is considered as shoulder (0.5 metres per shoulder).

NEED	ROAD SI	ECTIONS	ROAD KILOMETRES	
	Number	Percent	Kilometres	Percent
Now	23	9%	9.4	7%
Adequate	221	91%	120.4	93%
Total	244	100%	129.8	100%

### Table 18: Surface Width Needs

### 5.4 SHOULDER WIDTH NEEDS

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

For gravel roads, shoulders are assumed to be 0.5 metres wide. However, gravel shoulders are not otherwise readily distinguishable from the gravel travel lanes and that 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.

NEED	ROAD SECTIONS		ROAD KILOMETRES	
-	Number	Percent	Kilometres	Percent
Now	14	6%	10.2	8%
Adequate	230	94%	119.6	92%
Total	244	100%	129.8	100%

### Table 19: Shoulder Width Needs

### 5.5 ROAD CAPACITY NEEDS

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

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

### Table 20: Road Capacity

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 Municipality roads will operate within the available capacity (the highest operating level is 50% of capacity based on 2020 operations and 74% of capacity based on 2040 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. A decision matrix using the roads PCI value and drainage assessment was developed to assess drainage needs and timing for the improvement. 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 in the needs and cost of this report. However, where drainage needs are identified in exclusion of other needs, the database has indicated those needs and recommended timing for completion.

NEED	ROAD S	ECTIONS	ROAD KILOMETRES	
	Number	Percent	Kilometres	Percent
Now	37	15%	20.3	16%
1-5 year	61	25%	32.5	25%
6-10 year	98	40%	47.7	37%
Adequate	48	20%	29.2	23%
Total	244	100%	129.8	100%

### Table 21: Drainage Needs

### 5.7 MULTIPLE NEEDS

The majority (87%) of road sections inventoried have one 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.

NUMBER OF	ROAD S	ECTIONS	ROAD KILOMETRES	
DEFICIENCIES	Number	Percent	Kilometres	Percent
0	31	13%	17.2	13%
1	77	32%	41.2	32%
2	80	33%	33.2	26%
3	42	17%	28.6	22%
4	12	5%	8.2	6%
5	2	1%	1.4	1%
6	0	O%	0.0	O%
7	0	O%	0.0	O%
Total	244	100%	129.8	100%

### **Table 22: Multiple Deficiency Road Sections**

## 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 Municipality standards and relevant design guidelines. Should the existing conditions deviate from the standards, a need exists, otherwise the road is considered adequate.

### 6.1 IMPROVEMENT STRATEGIES

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

Resurface	<ul> <li>resurface to address minor structural deficiencies or surface type deficiencies</li> </ul>
(R)	<ul> <li>resurface with gravel, single surface treatment or one lift of asphalt, as dictated by the appropriate road standards</li> <li>applicable to urban roads only</li> </ul>
Pulverize & Resurface (PR)	<ul> <li>pulverize and resurface to address minor structural deficiencies or surface type deficiencies</li> <li>resurface with gravel, double surface treatment or asphalt, as dictated by the appropriate road standards</li> <li>applicable to rural and semi-urban roads only</li> </ul>
Widen & Resurface (WR)	<ul> <li>widen and resurface to address surface width deficiencies and/or capacity deficiencies</li> <li>resurface with gravel, double surface treatment or asphalt, as dictated by the appropriate road standards</li> </ul>
Base & Surface (BS)	<ul> <li>resurface or pulverize and resurface to address minor structural deficiencies or surface type deficiencies</li> <li>replace 25% of the road base to address structural deficiencies</li> <li>surface with gravel, double surface treatment or asphalt, as dictated by the appropriate road standards</li> </ul>
Reconstruct (REC)	<ul> <li>reconstruct to address major structural deficiencies</li> <li>replace 100% of the road base</li> <li>surface with gravel, double surface treatment or asphalt, as dictated by the appropriate road standards</li> </ul>

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. As discussed in Section 4.3, there is no Minimum Maintenance Standard for Class 6 roads and therefore the existing condition is considered adequate and no widening is required. Gravel roads of Class 1 to 5 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 100 mm 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 Municipality standards.

Reconstruction includes the removal and replacement of the road, including underlying granular material. In the case of urban road sections, this will also include replacement of curb and gutter.

### 6.2 IMPROVEMENT RECOMMENDATIONS

The identified road deficiencies 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, 50% of the current road network requires improvements within 10 years, the majority of which is pulverize and resurface (45.1 km or 35%).



Figure 4: Road Improvement Recommendations by Road Length

**Road Improvement** 

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 Appendix E.

### 6.3 IMPROVEMENT COSTS

### 6.3.1 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 Municipality road standards and improvement strategies previously discussed. The benchmark costs consider 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.

### 6.3.2 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.

ITEM	UNIT	соѕт	ITEM	UNIT	соѕт
Excavation & disposal	m <sup>3</sup>	\$15	Storm sewer - 525mm	metre	\$850
Hot mix asphalt	tonne	\$125	Manhole - remove	each	\$1500
Surface treatment - single	m <sup>2</sup>	\$4	Manhole - place	each	\$8000
Surface treatment - double	m <sup>2</sup>	\$8	Manhole- adjust	each	\$1000
Granular A	tonne	\$25	Catch basin - leads	m	\$350
Granular B	tonne	\$20	Catch basin - remove	each	\$1000
Curb & gutter - remove	m	\$35	Catch basin - place	each	\$5000
Curb & gutter - place	m	\$110	Catch basin - adjust	each	\$1000
Sub drains	m	\$35	Asphalt pulverizing	m <sup>2</sup>	\$2.50
Asphalt planning	m <sup>2</sup>	\$5	Scarify & grade gravel road	m <sup>2</sup>	\$2.50

### Table 23: Unit Costs

### 6.3.3 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).

### 6.3.4 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 Appendix E (improvements by road section), whereas a summary is provided in Table 24. In total, 100 of 244 road sections warrant improvements, amounting to 50.2 km (39%), with a total improvement cost value of \$9.3M.

NEED & IMPROVEMENT	ROAD SECTIONS	ROAD LENGTH (KM)	ROAD LENGTH (%)	СОЅТ
Do Nothing	144	79.6	61%	-
Resurface	0	0.0	0%	-
Pulverize & Resurface	86	45.1	35%	\$7,840,000
Base & Surface	4	1.4	1%	\$259,000
Reconstruction	0	0.0	0%	-
Widen & Resurface	10	3.8	3%	\$1,183,000
Total	244	129.8	100%	\$9,282,000

### Table 24: Improvement Cost Summary

# 7 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 Municipality 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 condition rating, it may not justify having priority if it serves lower traffic volumes.

Priority Rating	=	0.2 (100 - Condition Rating) × (AADT + 40) <sup>0.25</sup>
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 (which reflects the cost to benefits). 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 as a top priority. For each road section with noted improvement
costs, a priority guide number has been determined in accordance with the following MTO guidelines:

Priority Guide		100 - Condition Rating
Number		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 (in cents), 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:



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 is premised on life cycle costing. 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 collector roads, and then to the local roads in need of major rehabilitation.

### 7.3 IMPROVEMENT SCHEDULE

### 7.3.1 Basis for Scheduling

Improvements have been identified and scheduled based on the time of need derived from the PCI Decision Matrix and prioritized within these horizons (now, 1-5 years, 6-10 years) using the priority guide. The following are noted:

- the now needs, totalling \$1.5M, are assumed to be completed in the next year;
- the 1-5 year needs have an estimated total of \$4.6M and an annual average value of \$928,800; and
- the 6-10 year needs have an estimated total of \$3.1M and an annual average value of \$629,000.

### 7.3.2 Other Considerations

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

- Availability of funds. Depending on the Municipality's available budget, all "now" needs, may not be able to be addressed in the first year, in which case there would be carry over the following year(s).
- 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 maximum cost efficiencies and to reduce construction related impacts to area residents, regardless of the overall ranking.
- Replacement of infrastructure. Infrastructure renewal should be considered in conjunction with the road works and vice versa to ensure roads that were recently repaired do not need to be disturbed to replace underground infrastructure.
- 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.
- 5. Reconstruction vs resurfacing. While the Priority Guide Number provides an overall order of the road improvement program, further consideration can be given to the timing of preservation and rehabilitation work. In some cases, it may be preferable to defer the full reconstruction of a higher priority road (eg. "let the bad roads fail") in favour of resurfacing work on a lower priority road (eg. "keep the good roads good").

### 7.3.3 Improvement Schedules

Implementation schedules for the now, 1-5 year and 6-10 year improvement costs have been prepared. Further to this, three additional scenarios have been considered as follows:

• Scenario 1: exclude road sections that only require widening;

- Scenario 2: exclude road sections that have <50 AADT; and
- Scenario 3: exclude road sections that only require widening and/or have <50 AADT.

Table 25 summarizes the results of these scenarios.

#### Table 25: Improvement cost scenarios with cost saving measures implemented

	ROAD	ROAD		COSTS	
NEED & IMPROVEMENT	SECTIONS	LENGTH (KM)	Now	1-5 Years	6-10 Years
Base Scenario All roads with needs	100	50	\$1.5M	\$4.6M	\$3.1M
<b>Scenario 1</b> All roads with needs excluding those that only require only widening	90	46	\$0.3M	\$4.6M	\$3.1M
<b>Scenario 2</b> All roads with needs excluding those that have AADT <50	85	48	\$1.1M	\$4.6M	\$3.0M
<b>Scenario 3</b> All roads with needs excluding those that only require widening or have an AADT <50	78	45	\$0.3M	\$4.6M	\$3.0M

As all widening needs are considered now needs, removing these improvements from the implementation program will have the most significant impact.

It is noted that the *Inventory Manual for Municipal Roads* suggests that road sections serving less than 50 vehicles per day (ie. AADT < 50) are considered to be adequate and should be addressed through normal maintenance activities.

Due to the Municipality's limited budget for road upgrades, it is recommended Scenario 3 be implemented, which addresses existing road deficiencies on all roads with needs excluding those that only require widening or have an AADT <50.

Appendix H provides a 10-year improvement program that averages the costs of all improvements recommended in Scenario 3, \$790,000 annually, over a 10-year implementation period.

# 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 for further consideration by the Municipality.

### 8.1 GRAVEL VS HARD SURFACE

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

### 8.1.1 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 Municipality):

- effectively waterproofs the road base, which can reduce the potential for load related damage of the road during inclement weather;
- reduces fugitive dust emissions (dust is a nuisance to road users and area residents, and can cause extra engine wear, oil consumption and maintenance costs);
- provides a smoother surface which is often less noisy and hence favoured to road users;
- improves 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);
- offers higher skid resistance (offset by higher vehicle speeds);
- reduces 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);
- improves vehicle and driver efficiency that reduces fuel costs;
- redistributes traffic away from other gravel roads (reducing maintenance requirements) as road users preferentially select paved roads; and
- possibly increases the 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).

### 8.1.2 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).

### 8.1.3 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 Municipality 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 Municipality.

### 8.2.1 General Approach

The general approach to the life-cycle cost assessment is premised on the following:

- a typical rural road section, 7.0 metres in width, 1.0 km in length with a gravel surface;
- consideration for a gravel surface, double surface treatment or 50mm 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 last 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 Municipality'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).

#### 8.2.2 Gravel Roads

The assumptions considered for the implementation and maintenance of a rural gravel road are detailed in Table 26. As noted, with a moderate base, additional dust control, grading, maintenance gravel and spot gravel are required as compared to a good base.

ΑCTIVITY	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

#### Table 26: Life-Cycle Cost Assumptions - Gravel

#### 8.2.3 Surface Treated Roads

The assumptions considered for the implementation and maintenance of a surfaced treated road are detailed in Table 27. 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).

ΑCTIVITY	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	2 years after DST	2 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 m² 10 years after DST	500 m² 5 years after DST	not required
Pulverize	in conjunction with DST application	in conjunction with DST application	in conjunction with DST application

#### Table 27: Life-Cycle Cost Assumptions - Surface Treatment

#### 8.2.4 Asphalt Roads

The assumptions considered for the implementation and maintenance of an asphalt road are detailed in Table 28. 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 28: Life-Cycle Cost Assumptions - Asphalt

ΑCTIVITY	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 <sup>2</sup> Years 15 & 45	500 m² 10 years after asphalt	not required
Micro-surfacing	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 50mm, it is assumed that any repaving encompasses pulverizing the

existing surface and placement of an additional 50mm 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.

8.2.5 Unit Costs

The unit costs employed in the life-cycle costing are provided in Table 29.

ITEM	UNIT	соѕт	ITEM	UNIT	соѕт
Granular A	tonne	\$25	Pulverize	m <sup>2</sup>	\$2.5
Double Surface Treatment	m <sup>2</sup>	\$8	Grind	m <sup>2</sup>	\$2.5
Slurry Seal	m <sup>2</sup>	\$2.50	Asphalt	tonne	\$125
Spray Patch	m <sup>2</sup>	\$3	Asphalt (50mm)	m <sup>2</sup>	\$16.25
Micro-surfacing	m <sup>2</sup>	\$6	Asphalt (40mm)	m <sup>2</sup>	\$13.00
Patch Repair	m <sup>2</sup>	\$45	Dust Control	L	\$0.10
Crack Seal	m	\$3	Grading	per km	\$75
Cold Mix Patch	tonne	\$190			

### Table 29: Life-Cycle Cost Assumptions - Unit Costs

### 8.2.6 Life-Cycle Costs

The results of the life-cycle cost assessment are presented in Table 30, 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 30: Life-Cycle Costs

ROAD SURFACE	GOOD BASE	MODERATE BASE	POOR BASE
Gravel	\$549,800	\$633,300	\$794,700
Surface Treated	\$371,520	\$558,420	\$888,840
Asphalt	\$400,500	\$600,750	\$805,500

life-cycle costs are over a 60-year period

As illustrated, the surface treatment application provides the lowest total cost (all in 2020 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 \$33,000 to \$43,000 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.

### **Road Infrastructure/Replacement Cost** 9

The estimated replacement cost for each road section and the entire road network, has been calculated based on constructing a new road on previously untouched land. Calculated costs utilize the items and unit rates shown in Table 31, below; detailed replacement value estimates are included in Appendix J.

ITEM	UNIT COST	
Clearing/grubbing for road platform and ditches <sup>1</sup>	\$15.00	m <sup>2</sup>
Excavation and grading	\$25.00	m <sup>3</sup>
300mm Granular B	\$14.40 <sup>2</sup>	m <sup>2</sup>
150mm Granular A	\$9.00 <sup>3</sup>	m <sup>2</sup>
Ditch Construction	\$30.00	m
8m Driveway Culverts	\$5,000.00	ea.
12m Cross Culverts	\$8,000.00	ea.
Double Surface Treatment	\$8.00	m <sup>2</sup>
50mm Base Course HL4/8	\$125.00	t
40mm Top Course HL-3	\$125.00	t
Engineering and contingency	20% of construction	on costs
1 Assumed 300 mm topsoil depth		

#### Table 31: Additional Benchmark Item Costs for Road Replacement

2 Granular B unit cost is based on \$20.00/tonne

3 Granular A unit cost is based on \$25.00/tonne

# 10 Summary

#### 10.1 ROAD NETWORK

The purpose of the *Municipality of McDougall Road Needs Study 2020* is to provide the Municipality 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.

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 Municipality 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 Municipality's Development Charges.

#### 10.2 LEVEL OF SERVICE

The current road network has an overall average (weighted) PCI of 78.5 which is quite good. By surface type, asphalt roads have an average PCI of 82.0, surface treated roads are 76.6 and gravel roads are 70.2. An average PCI of 60 ensures all improvements are generally limited to resurfacing in the 1 to 5 year or 6 to 10 year horizons as indicated in Table 13 and Table 14. We believe this is an appropriate target level of service as it provides for a generally suitable road network while limiting significant expenditures on more costly repairs when the PCI drops to 55 or less. In this regard the Municipality is currently exceeding the recommended level of service which is apparent in the overall average Ride Comfort Rating of 7.3 out of 10 and indicates a comfortable (good is 6-8) riding surface is present throughout the municipality.

As discussed previously, the inspection timing will reflect conditions which may not be realized during the spring thaw. However, the conditions noted will reflect the typical annual conditions.

The recommended 10 year plan included in Appendix H will ensure the current level of service is maintained and will likely increase the overall average PCI as more gravel/surface treated roads are converted to an asphalt surface which is inherently smoother and more durable, provided the road bases are adequate.

### 10.3 ROAD SURFACE MANAGEMENT

The upgrading of existing gravel roads to a hard surface (either surfaced treatment or asphalt) was reviewed considering common practice and typical 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 base, a gravel surface is considered appropriate.

#### 10.4 STUDY UPDATES

To maintain the Road Needs Study and ensure accurate representation of existing conditions, major updates to the study should be undertaken bi-annually.

# Appendix A: Road Inventory Forms

Road Name				Section	
From				Inspected By	MM
То				Inspected On	
AD INVEN	TORY				
Length	Platform Wic	dth Surface Width	Shoulder Width No. of Lanes Sp	eed Limit Sub	standard Curves
m	m	n m	m	km/h H:	V:
2019 AADT	2024 AADT	2029 AADT	2039 AADT		
vpd	vŗ	pd vpd	vpd		
Road Classification	1		.0.1	Reg 239/02 Side	ewalk even side
local		collector	arterial Cla	iss	
Road Environment	•	· · · ·	· <u>·</u> ··································	intenance Side	walk odd side
rural		semi-urban	urban		
Drainage					
no ditch		open ditch	storm sewer sewer &	ditch othe	er
Drainage Assessm	ient				
good		fair (minor improvem	nents/maintenance required) poor (ma	ajor improvements/maintena	nce required)
Terrain	L				
non-rocky flat	t	non-rocky rolling	non-rocky rugged rocky fla	t rock	xy rolling
Surface Type					
earth/dirt		gravel	surface treated asphalt	othe	er
Shoulder Type					
earth/dirt		gravel	surface treated asphalt	othe	er
Curb Even Side					
no curb		barrier	curb & gutter mountab	ole aspl	halt
Curb Odd Side					
no curb		barrier	curb & gutter mountab	ole aspl	halt

NTIFICATIO	DN										SUR	FAC	CE TREA
Road Name											Sect	tion	
From										Ins	pected	Ву	
То										Insi	pected	On	
RFACE CON	DITION NEEDS												
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Ride Comfort Ra	ating (RCR) at posted speed	Weight	S	everity	of Dist	tress (S	3i) T		ensity	of Dist	ress (D T	)i) T	Manifestation
1 2 3 4	5 6 7 8 9 10	ļ ļ					Đ						Index
very rough and bumpy	uncomfortable smooth & pleasant		Very Slight	Slight	Moderate	Severe	Very Sever	କ୍ଷ୍ୟ < 10%	10-20%	Leedneut 20-40%	Extensive 640-80%	<ul> <li>Construction</li> <li>Const</li></ul>	
Defects, Deformatio	ns & Cracking	Wi	0.5	1	2	3	4	0.5	1	2	3	4	DMI
	1 Loss of cover aggregate												
	2 Streaking												
Surface Defects	3 Flushing												
	4 Potholes												
	5 Pavement edge break												
	6 Rippling												
Surface	7 Wheel track rutting												
Deformations	8 Distortion												
	9 Longitudinal												
	10 Transverse												
Cracking	11 Pavement edge												
	12 Alligator												
Ride Comfort Rating	(RCR): Dis	stress Manif	estatio	n Index	(DMI):			Pave	ment C	onditio	on Index	x (PCI):	
Field Comments & F	Recommendations												
			_	_	_	_	_	_	_	_	_	_	
ERALL ROA	D ASSESSMENT &		DMN	1EN	DA	τιοι	NS						
Road Condition	Geometrics Surface T	уре	Surfac	e Widt	th	Shoul	der Wie	dth		Road	Capac	ity	Drainage
					m				m				
Maintenance Need	& Timing Improvem	ent Recom	menda	ation						Impro	ve Tim	е	Improve \$\$

Road Name						Section
From					Insp	ected By MM
То					Insp	ected On
AD INVE	NTORY					
Length	Platform W	/idth Surface Width	Shoulder Width	No. of Lanes	Speed Limit	Substandard Curve
m		m m	m		km/h	H: V:
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vpd	,	vpd vpd	vpd			
Road Classificat	tion		_		O.Reg 239/02	Sidewalk even side
local		collector	arterial		Class	
Road Environme	ent				Maintenance	Sidewalk odd side
rural		semi-urban	urban			
Drainage						
no ditch		open ditch	storm sewer	S	ewer & ditch	other
Drainage Asses	sment					
good		fair (minor improve	ments/maintenance requi	red) po	oor (major improveme	ents/maintenance required)
Terrain			, <b></b>			
non-rocky	flat	non-rocky rolling	non-rocky rug	ged ro	ocky flat	rocky rolling
Surface Type	r					
earth/dirt		gravei	surface treater		sphalt	other
Shoulder Type		graval			anhalt	other
		graver	surface treater		spriart	otrier
Curb Even Side		barrier	curb & gutter		ountable	asphalt
		barrier				aspirait
Curb Odd Side		barrier	curb & gutter		ountable	asphalt
		Sumor				aophait

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То										Ins	pected	On	
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very rough and bumpy	uncomfortable smooth & pleasan'	<u>k</u> t	Very Slight	Slight	Moderate	Severe	Very Sever	ම ද 10%	Intermitten 10-20%	Ledneut 20-40%	extensive 40-80%	×0%	
Defects, Deformatio	ns & Cracking	Wi	0.5	1	2	3	4	0.5	1	2	3	4	DMI
	1 Loose gravel												
	2 Dust												
Surface Defects	3 Potholes												
	4 Breakup												
l													
	5 Washboard												
Surface	6 Rutting												
Deformations	7 Flat / reverse crown												
	8 Distortion												
		'											
Cracking		'											
		'											
Ride Comfort Rating (	(RCR):	Distress Mani	festatio	in Index	(DMI):			Pave	ement C	Conditio	on Index	¢ (PCI):	
Field Comments & F	Recommendations												
ERALL ROA	D ASSESSMENT	& RECO	DMN	MEN	DA.	τιοι	NS						
Road Condition	Geometrics Surface	Туре	Surfac	ce Widt	th	Should	der Wie	dth		Road	Capaci	ity	Drainage
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Maintenance Need &	& Timing Improve	ment Recom	imenda	ation						Impro	ve Tim	e	Improve \$\$
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Road Name						S	Section	
From						Inspec	ted By	MM
То						Inspect	ted On	
	NTORY							
Length	Platform Width	Surface Width	Shoulder Width	No. of Lanes	Speed L	imit	Subs	standard Curve
m	m	m	m			km/h	H:	V:
2019 AADT	2024 AADT	2029 AADT	2039 AADT					
vpd	vpd	vpd	vpd					
Road Classification	on				O.Reg 2	239/02	Side	walk even side
local		collector	arterial		Class			
Road Environme	nt				Mainten	ance	Side	walk odd side
rural		semi-urban	urban					
Drainage								
no ditch		open ditch	storm sewer		sewer & ditch	1	othe	r
Drainage Assess	ment	-	- ·		-			
good		fair (minor improveme	ents/maintenance requi	red)	poor (major i	mprovement	s/maintenar	ice required)
Terrain								
non-rocky fl	at	non-rocky rolling	non-rocky rug	ged	rocky flat		rock	/ rolling
Surface Type					_			
earth/dirt		gravel	surface treate	d	asphalt		othe	ſ
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Curb Even Side								
no curb		barrier	curb & gutter		mountable		asph	alt
Curb Odd Side			•					
no curb		barrier	curb & gutter		mountable		asph	alt
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Road Name											Sect	ion	
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	IDITION NEEDS												
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very rough and bumpy	uncomfortable smooth & pleasant		Very Slight	Slight	Moderate	Severe	Very Severe	කු < 10%	Intermittent 802-01	Ledneut 20-40%	Extensive %08-05	<ul> <li>Chroughout</li> </ul>	Index
Defects, Deformatio	ns & Cracking	Wi	0.5	1	2	3	4	0.5	1	2	3	4	DMI
	1 Ravelling	0.0											0.0
	2 Flushing or bleeding	0.0											0.0
Surface Defects	3 Potholes	0.0											0.0
2010010	4 Pavement edge breaks	0.0											0.0
	5 Manholes & catchbasins	0.0											0.0
	6 Rippling & shoving	0.0											0.0
Surface	7 Wheel track rutting	0.0											0.0
Deformations	8 Distortion	0.0											0.0
	9 Utility trenches	0.0											0.0
	10 Longitudinal	0.0											0.0
	11 Transverse	0.0											0.0
Cracking	12 Pavement edge	0.0											0.0
	13 Map	0.0											0.0
		0.0											0.0
Ride Comfort Rating	(RCR): Di	stress Mani	festatio	on Index	(DMI):			Pave	ement C	Conditio	on Index	(PCI):	
Field Comments & F	Recommendations												
ERALL ROA	D ASSESSMENT &	& REC	OM	MEN	DA.	τιοι	NS						
Road Condition	Geometrics Surface T	ype	Surfac	ce Widt	th ]	Should	der Wie	dth		Road	Capaci	ity	Drainage
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# Appendix B: Traffic Data

					2020 Horizon		ı	2025 Horizon		2030 Horizon		2040 H	lorizon
Asset ID	Road Name	From	То	Capacity (vpd)	Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
RDS 1000	ACORN DRIVE	Oakridge Road	South End	8000	30	<1%	F	35	<1%	35	<1%	40	1%
RDS 1005	ARMSTRONG AVENUE	Crawford Drive	Glenrock Road	8000	83	1%	А	90	1%	100	1%	110	1%
RDS 1010	BARAGER BOULEVARD (North end)	Nobel Road	Spadzinski Lane	8000	153	2%	А	200	3%	200	3%	200	3%
RDS 1015	BARAGER BOULEVARD (South end)	Spadzinski Lane	Nobel Road	8000	53	1%	А	60	1%	60	1%	70	1%
RDS 1020	BEAVER TRAIL	Pinewood Road	North End	8000	160	2%	А	200	3%	200	3%	200	3%
RDS 1025	BELL LAKE ROAD	Highway 124	0.26 km south of Highway 124	8000	350	4%	А	400	5%	400	5%	450	6%
RDS 1030	BELL LAKE ROAD	0.26 km south of Highway 124	Strawberry Lane	8000	350	4%	А	400	5%	400	5%	450	6%
RDS 1035	BELL LAKE ROAD	Strawberry Lane	0.38 km east of Strawberry Lane	8000	90	1%	А	100	1%	100	1%	110	1%
RDS 1040	BELL LAKE ROAD	0.38 km east of Strawberry Lane	0.43 km east of Strawberry Lane	8000	35	<1%	F	40	1%	40	1%	45	1%
RDS 1045	BIG BEN ROAD	Highway 124	0.03 m west of Highway 124	4000	145	4%	А	200	5%	200	5%	200	5%
RDS 1050	BIG BEN ROAD	0.03 m west of Highway 124	End	8000	145	2%	А	200	3%	200	3%	200	3%
RDS 1055	BIG SOUND ROAD	Parkway Avenue	Sound View Court	8000	410	5%	А	450	6%	500	6%	550	7%
RDS 1060	BIG SOUND ROAD	Sound View Court	North End	8000	63	1%	А	70	1%	70	1%	80	1%
RDS 1065	BLUE JAY POINT ROAD	Buttercup Road	0.12 km east of Buttercup Road	8000	73	1%	А	80	1%	90	1%	90	1%
RDS 1067	BLUE JAY POINT ROAD	0.12 km east of Buttercup Road	North End	4000	73	2%	А	80	2%	90	2%	90	2%
RDS 1070	BUNNY TRAIL	Lorimer Lake Road	5.74 km north of Lorimer Lake Road	6000	455	8%	А	550	9%	600	10%	700	12%
RDS 1075	BUNNY TRAIL	5.74 km north of Lorimer Lake Road	Daffin Lane	6000	343	6%	А	400	7%	450	8%	550	9%
RDS 1080	BUNNY TRAIL	Daffin Lane	North to end (Township boundary)	6000	228	4%	А	300	5%	300	5%	350	6%
RDS 1085	BURNSIDE BRIDGE ROAD	Highway 124	North Road	12000	1055	9%	А	1200	10%	1300	11%	1600	13%
RDS 1090	BURNSIDE BRIDGE ROAD	North Road	Taylor Crescent	12000	428	4%	А	500	4%	550	5%	650	5%
RDS 1095	BURNSIDE BRIDGE ROAD	Taylor Crescent	0.26 km east/southeast of Taylor Crescent	12000	330	3%	А	400	3%	450	4%	500	4%
RDS 1100	BURNSIDE BRIDGE ROAD (BRIDGE)	0.26 km east/southeast of Taylor Crescent	0.3 km east/southeast of Taylor Crescent	6000	330	6%	А	400	7%	450	8%	500	8%
RDS 1105	BURNSIDE BRIDGE ROAD	0.3 km east/southeast of Taylor Crescent	0.62 km east/southeast of Taylor Crescent (top of hill)	12000	330	3%	А	400	3%	450	4%	500	4%
RDS 1110	BURNSIDE BRIDGE ROAD	0.62 km east/southeast of Taylor Crescent	Mill Lake Trail	12000	298	2%	А	350	3%	400	3%	450	4%
RDS 1115	BURNSIDE BRIDGE ROAD	Mill Lake Trail	End	12000	248	2%	А	300	3%	350	3%	400	3%
RDS 1120	BUTTERCUP ROAD	Pinewood Road	0.19 km south of Pinewood Road	8000	145	2%	А	200	3%	200	3%	200	3%
RDS 1125	BUTTERCUP ROAD	0.19 km south of Pinewood Road	Blue Jay Point Rd	8000	145	2%	А	200	3%	200	3%	200	3%
RDS 1130	BUTTERCUP ROAD	Blue Jay Point Rd	End	8000	73	1%	А	80	1%	90	1%	90	1%
RDS 1135	CEDAR SHORE ROAD	McDougall Road West	0.49 km north of McDougall Road West	8000	143	2%	А	150	2%	200	3%	200	3%
RDS 1140	CEDAR SHORE ROAD	0.49 km north of McDougall Road West	End	4000	143	4%	A	150	4%	200	5%	200	5%
RDS 1145	CORNFLOWER ROAD	Pinewood Road	End	8000	110	1%	А	150	2%	150	2%	150	2%
RDS 1150	CRAWFORD ROAD	Parkway Avenue	Glenrock Road	8000	125	2%	A	150	2%	150	2%	200	3%
RDS 1155	DUFF CRESCENT	North Road	Skerryvore Circle	8000	233	3%	A	250	3%	300	4%	300	4%

Traffic	Vo	lumes

					2020 Horizon		2025 Horizon		2030 Horizon		2040 H	lorizon	
Asset ID	Road Name	From	То	Capacity (vpd)	Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
				_	_	_							
RDS 1160	DUFF CRESCENT	Skerryvore Circle	Skerryvore Circle	8000	115	1%	А	150	2%	150	2%	150	2%
RDS 1165	EARLS COURT	Pineridge Drive	End	4000	90	2%	А	100	3%	100	3%	110	3%
RDS 1170	FELSMAN DRIVE	Nobel Road	Beach Bays Road	8000	300	4%	А	350	4%	350	4%	400	5%
RDS 1175	FELSMAN DRIVE	Beach Bays Road	Bowers Bay Road	8000	300	4%	А	350	4%	350	4%	400	5%
RDS 1180	FELSMAN DRIVE	Bowers Bay Road	Fawcett Court/Felsman Lane split	8000	225	3%	А	250	3%	250	3%	300	4%
RDS 1185	GEORGE HUNT DRIVE	Nobel Road	Fairway Drive	8000	705	9%	А	750	9%	800	10%	900	11%
RDS 1190	GEORGE HUNT DRIVE	Fairway Drive	Demick Drive	8000	353	4%	А	400	5%	400	5%	450	6%
RDS 1195	GEORGE HUNT DRIVE	Demick Drive	Barrys Channel Lane	8000	178	2%	А	200	3%	200	3%	250	3%
RDS 1200	GEORGE HUNT DRIVE	Barrys Channel Lane	End	8000	70	1%	А	80	1%	80	1%	90	1%
RDS 1205	GLENROCK ROAD	Crawford Road	Armstrong Avenue	8000	125	2%	А	150	2%	150	2%	200	3%
RDS 1210	GLENROCK ROAD	Armstrong Avenue	Glenrock Road	8000	125	2%	А	150	2%	150	2%	200	3%
RDS 1215	GLENROCK ROAD	Glenrock Road	Armstrong Avenue	8000	125	2%	А	150	2%	150	2%	200	3%
RDS 1220	GLENROCK ROAD	Armstrong Avenue	Section 1225	8000	83	1%	А	90	1%	100	1%	110	1%
RDS 1225	GLENROCK ROAD Section 1225	Glenrock Road	West to end	8000	43	1%	А	45	1%	50	1%	55	1%
RDS 1230	GLENROCK ROAD	Section 1225	Glenrock Road	8000	43	1%	А	45	1%	50	1%	55	1%
RDS 1235	GRANDVIEW DRIVE	North Road	Section 1245	8000	78	1%	А	90	1%	90	1%	100	1%
RDS 1240	GRANDVIEW DRIVE	Section 1245	East to end	8000	63	1%	А	70	1%	70	1%	80	1%
RDS 1245	GRANDVIEW DRIVE	Grandview Drive	North to end	8000	15	<1%	F	20	<1%	20	<1%	20	<1%
RDS 1250	HAINES LAKE ROAD	McDougall Road	Finch Trail (Tee in road)	8000	75	1%	А	80	1%	90	1%	100	1%
RDS 1255	HAINES LAKE ROAD	Finch Trail	Fire Route 309A	8000	30	<1%	F	35	<1%	35	<1%	40	1%
RDS 1260	HAINES LAKE ROAD	Fire Route 309A	End	4000	15	<1%	F	20	1%	20	1%	20	1%
RDS 1265	HAMMEL AVENUE	Pineridge Drive	0.25 km north of Pineridge Drive	8000	223	3%	А	250	3%	250	3%	300	4%
RDS 1270	HAMMEL AVENUE	0.25 km north of Pineridge Drive	Parkway Avenue	8000	223	3%	А	250	3%	250	3%	300	4%
RDS 1275	HAMMEL AVENUE	Parkway Avenue	East to end	8000	20	<1%	F	25	<1%	25	<1%	25	<1%
RDS 1280	HILLVIEW DRIVE	Pleasant View Drive	End	8000	63	1%	А	70	1%	70	1%	80	1%
RDS 1285	HODDY'S SIDE ROAD	Highway 124	End	8000	235	3%	А	250	3%	300	4%	300	4%
RDS 1290	HURDVILLE ROAD	Highway 124	0.13 km east of Highway 124	12000	580	5%	A	650	5%	750	6%	900	8%
RDS 1295	HURDVILLE ROAD	0.13 km east of Highway 124	Hardy Henry Trail	12000	580	5%	А	650	5%	750	6%	900	8%
RDS 1300	HURDVILLE ROAD	Hardy Henry Trail	Trout Lake Road	12000	553	5%	A	650	5%	700	6%	850	7%
RDS 1305	HURDVILLE ROAD	Trout Lake Road	Snowdon Road	12000	523	4%	А	600	5%	650	5%	800	7%
RDS 1310	HURDVILLE ROAD	Snowdon Road	Frontier Trail	12000	540	5%	A	600	5%	700	6%	850	7%

					2020 Horizon		2025 Horizon		on 2030 Horizon		2040 F	lorizon	
Asset ID	Road Name	From	То	Capacity (vpd)	Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
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RDS 1315	HURDVILLE ROAD	Frontier Trail	0.06 km east of Frontier Trail to municipal boundary	12000	535	4%	А	600	5%	700	6%	800	7%
RDS 1320	HURDVILLE ROAD	0.65 km from Frontier Trail	0.96 km from Frontier Trail	12000	603	5%	А	700	6%	750	6%	900	8%
RDS 1325	FINCH TRAIL	Hanes Lake Road	0.9 km east of Hanes Lake Road	8000	45	1%	А	50	1%	50	1%	55	1%
RDS 1330	KIRKHAM ROAD	Highway 124	Nine Mile Narrows Trail	4000	118	3%	А	150	4%	150	4%	150	4%
RDS 1335	KIRKHAM ROAD	Nine Mile Narrows Trail	Rymaki Trail	4000	90	2%	А	100	3%	100	3%	110	3%
RDS 1340	KIRKHAM ROAD	Rymaki Trail	Highway 124	4000	118	3%	А	150	4%	150	4%	150	4%
RDS 1345	LAKE FOREST DRIVE	Nobel Road	0.36 km east of Nobel Road	8000	545	7%	А	600	8%	650	8%	700	9%
RDS 1350	LAKE FOREST DRIVE	0.36 km east of Nobel Road	Meadowcrest Drive	8000	518	6%	А	550	7%	600	8%	650	8%
RDS 1355	LAKE FOREST DRIVE	Meadowcrest Drive	Draper Drive	8000	273	3%	А	300	4%	350	4%	350	4%
RDS 1360	LIMBERT ROAD	North Road	Isobell Lane	8000	280	4%	А	300	4%	350	4%	350	4%
RDS 1365	LIMBERT ROAD	Isobell Lane	Limbert Lane South/Limbert Lane	8000	225	3%	А	250	3%	250	3%	300	4%
RDS 1370	LOCH ERNE ROAD	Lorimer Lake Road	Meadow Trail	8000	125	2%	А	150	2%	150	2%	200	3%
RDS 1375	LOCH ERNE ROAD	Meadow Trail	McKellar Ferguson Boundary Road	8000	125	2%	А	150	2%	150	2%	200	3%
RDS 1380	LONG LAKE ESTATES ROAD	Highway 124	2.19 km east of Highway 124 (Pinewood Road?)	12000	515	4%	А	600	5%	650	5%	800	7%
RDS 1385	LORIMER LAKE ROAD	Highway 124	1.12 km north of Highway 124	12000	1115	9%	А	1250	10%	1400	12%	1700	14%
RDS 1390	LORIMER LAKE ROAD	1.12 km north of Highway 124	Waterside Lane	12000	1115	9%	А	1250	10%	1400	12%	1700	14%
RDS 1395	LORIMER LAKE ROAD	Waterside Lane	MacDonald Lane	12000	1115	9%	А	1250	10%	1400	12%	1700	14%
RDS 1400	LORIMER LAKE ROAD	MacDonald Lane	Marsh Glen Lane	12000	1115	9%	А	1250	10%	1400	12%	1700	14%
RDS 1405	LORIMER LAKE ROAD	Marsh Glen Lane	Miller Drive	12000	1115	9%	А	1250	10%	1400	12%	1700	14%
RDS 1410	LORIMER LAKE ROAD	Miller Drive	Bunny Trail	12000	845	7%	А	950	8%	1050	9%	1300	11%
RDS 1415	LORIMER LAKE ROAD	Bunny Trail	Pauls Bay Road	12000	390	3%	А	450	4%	500	4%	600	5%
RDS 1420	LORIMER LAKE ROAD	Pauls Bay Road	Loch Erne Road	12000	425	4%	А	500	4%	550	5%	650	5%
RDS 1425	LORIMER LAKE ROAD	Loch Erne Road	Backfield Bay Lane	12000	320	3%	А	400	3%	400	3%	500	4%
RDS 1430	LORIMER LAKE ROAD	Backfield Bay Lane	White Beaver Trail	12000	288	2%	А	350	3%	400	3%	450	4%
RDS 1435	LORIMER LAKE ROAD	White Beaver Trail	Kirkham Point Lane	12000	235	2%	А	300	3%	300	3%	350	3%
RDS 1440	LORIMER LAKE ROAD	Kirkham Point Lane	Eldon Lane	12000	235	2%	А	300	3%	300	3%	350	3%
RDS 1445	LORIMER LAKE ROAD	Eldon Lane	Cooks Cove Road	12000	223	2%	А	250	2%	300	3%	350	3%
RDS 1450	LORIMER LAKE ROAD	Cooks Cove Road	0.52 km north of Cooks Cove Road	12000	200	2%	А	250	2%	250	2%	300	3%
RDS 1455	LORIMER LAKE ROAD	0.52 km north of Cooks Cove Road	Rocklea Lane	12000	200	2%	А	250	2%	250	2%	300	3%
RDS 1460	LORIMER LAKE ROAD	Rocklea Lane	Scoffield Trail	12000	73	1%	А	90	1%	90	1%	110	1%
RDS 1465	LORIMER LAKE ROAD	Scoffield Trail	Lori-Lea Trail	12000	60	1%	А	70	1%	80	1%	90	1%
RDS 1470	LORIMER LAKE ROAD	Lori-Lea Trail	Formans Trail	12000	45	<1%	F	50	<1%	55	<1%	70	1%
RDS 1475	LORIMER LAKE ROAD	Formans Trail	Running Bear Trail	12000	45	<1%	F	50	<1%	55	<1%	70	1%

					2020 Horizon		1	2025 Horizon		2030 Horizon		2040 H	lorizon
Asset ID	Road Name	From	То	Capacity (vpd)	Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
RDS 1480	FIRE ROUTE 101	Municipal Drive	End	4000	18	<1%	F	20	1%	20	1%	25	1%
RDS 1485	MAPLERIDGE DRIVE	Mountain Basin Drive	End	8000	53	1%	А	60	1%	60	1%	70	1%
RDS 1490	McDOUGALL ROAD	Highway 400	0.09 km east of Highway 400	18000	1900	11%	A	2100	12%	2350	13%	2850	16%
RDS 1495	McDOUGALL ROAD	0.09 km east of Highway 400	0.16 km east of Highway 400	12000	1900	16%	А	2100	18%	2350	20%	2850	24%
RDS 1500	McDOUGALL ROAD	0.16 km east of Highway 400	0.32 km east of Highway 400	12000	1900	16%	A	2100	18%	2350	20%	2850	24%
RDS 1505	McDOUGALL ROAD	0.32 km east of Highway 400	0.33 km east of Highway 400	12000	1585	13%	А	1750	15%	1950	16%	2400	20%
RDS 1510	McDOUGALL ROAD	0.33 km east of Highway 400	McDougall Road West	12000	1585	13%	А	1750	15%	1950	16%	2400	20%
RDS 1515	McDOUGALL ROAD	McDougall Road West	Driveway for #34 Mcdougall Road	12000	1270	11%	А	1450	12%	1550	13%	1900	16%
RDS 1520	McDOUGALL ROAD	Driveway for #34 Mcdougall Road	Jacks Trail	12000	1270	11%	А	1450	12%	1550	13%	1900	16%
RDS 1525	McDOUGALL ROAD	Jacks Trail	Tully Lane	12000	1235	10%	А	1400	12%	1550	13%	1850	15%
RDS 1530	McDOUGALL ROAD	Tully Lane	Tommy Lane	12000	1205	10%	А	1350	11%	1500	13%	1800	15%
RDS 1535	McDOUGALL ROAD	Tommy Lane	Ravens Bay Trail	12000	1173	10%	А	1300	11%	1450	12%	1750	15%
RDS 1540	McDOUGALL ROAD	Ravens Bay Trail	Windfall Trail	12000	1173	10%	А	1300	11%	1450	12%	1750	15%
RDS 1545	McDOUGALL ROAD	Windfall Trail	Overlook Lane	12000	1030	9%	А	1150	10%	1300	11%	1550	13%
RDS 1550	McDOUGALL ROAD	Overlook Lane	Scullion Road	12000	1030	9%	А	1150	10%	1300	11%	1550	13%
RDS 1555	McDOUGALL ROAD	Scullion Road	Hanes Lake Road	12000	1030	9%	А	1150	10%	1300	11%	1550	13%
RDS 1560	McDOUGALL ROAD	Hanes Lake Road	Mountain Basin Lake (Bridge)	12000	738	6%	А	850	7%	900	8%	1100	9%
RDS 1565	McDOUGALL ROAD (BRIDGE)	Mountain Basin Lake (Bridge)	Mountain Basin Lake (Bridge)	6000	738	12%	А	850	14%	900	15%	1100	18%
RDS 1570	McDOUGALL ROAD	Mountain Basin Lake (Bridge)	0.32 km ease of Mountain Basin Lake (Bridge)	12000	705	6%	А	800	7%	900	8%	1050	9%
RDS 1575	McDOUGALL ROAD	0.32 km ease of Mountain Basin Lake (Bridge)	Hurdville Road	12000	670	6%	А	750	6%	850	7%	1000	8%
RDS 1580	McDOUGALL ROAD WEST	McDougall Road	0.12 km west of McDougall Road	12000	285	2%	А	350	3%	350	3%	450	4%
RDS 1585	McDOUGALL ROAD WEST	0.12 km west of McDougall Road	Stenfors Road	12000	285	2%	А	350	3%	350	3%	450	4%
RDS 1590	McDOUGALL ROAD WEST	Stenfors Road	0.27 km west of Stenfors Road	12000	143	1%	А	200	2%	200	2%	250	2%
RDS 1595	McDOUGALL ROAD WEST	0.27 km west of Stenfors Road	Cedar Shore Road	12000	143	1%	А	200	2%	200	2%	250	2%
RDS 1600	McDOUGALL ROAD WEST	Cedar Shore Road	End	12000	10	<1%	F	15	<1%	15	<1%	15	<1%
RDS 1605	DRIVEWAY FOR #34 MCDOUGALL ROAD	McDOUGALL ROAD	End	12000	10	<1%	F	15	<1%	15	<1%	15	<1%
RDS 1610	MCKELLAR FERGUSON BOUNDARY ROAD	Highway 124	1.03 km north of Highway 124	8000	50	1%	А	55	1%	60	1%	65	1%
RDS 1615	MCKELLAR FERGUSON BOUNDARY ROAD	1.03 km north of Highway 124	1.18 km north of Highway 124	8000	63	1%	А	70	1%	70	1%	80	1%
RDS 1620	MCKELLAR FERGUSON BOUNDARY ROAD	1.18 km north of Highway 124	1.66 km north of Highway 124	8000	75	1%	А	80	1%	90	1%	100	1%
RDS 1625	MCKELLAR FERGUSON BOUNDARY ROAD	1.66 km north of Highway 124	2.16 km north of Highway 124	8000	88	1%	А	100	1%	100	1%	110	1%
RDS 1630	MCKELLAR FERGUSON BOUNDARY ROAD	2.16 km north of Highway 124	Franquette Avenue	8000	100	1%	А	110	1%	120	2%	130	2%
RDS 1635	MCKELLAR FERGUSON BOUNDARY ROAD	Franquette Avenue	0.47 km north of Franquette Avenue	8000	113	1%	А	150	2%	150	2%	150	2%
RDS 1640	MCKELLAR FERGUSON BOUNDARY ROAD	Highway 124	0.32 km south of Highway 124	8000	25	<1%	F	30	<1%	30	<1%	35	<1%
RDS 1645	MCKELLAR FERGUSON BOUNDARY ROAD	0.32 km south of Highway 124	Tikka Trail	8000	38	<1%	F	40	1%	45	1%	50	1%

					2020 Horizon			2025 Horizon		2030 Horizon		2040 H	lorizon
Asset ID	Road Name	From	То	Capacity (vpd)	Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
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RDS 1650	MEADOW CREST DRIVE	Lake Forest Drive	End	8000	273	3%	А	300	4%	350	4%	350	4%
RDS 1655	MILLER DRIVE	MacDonald Lane	0.14 km east of MacDonald Lane	8000	410	5%	А	450	6%	500	6%	550	7%
RDS 1660	MILLER DRIVE	0.14 km east of MacDonald Lane	Birch Lane	8000	390	5%	А	450	6%	450	6%	500	6%
RDS 1665	MILLER DRIVE	Birch Lane	Mik Lane	8000	288	4%	А	350	4%	350	4%	400	5%
RDS 1670	MILLER DRIVE	Mik Lane	End	8000	143	2%	А	150	2%	200	3%	200	3%
RDS 1675	MOUNTAIN BASIN DRIVE	Strawberry Lane	Mapleridge Drive	8000	100	1%	А	110	1%	120	2%	130	2%
RDS 1680	MOUNTAIN BASIN DRIVE	Mapleridge Drive	Basinview Lane	8000	53	1%	А	60	1%	60	1%	70	1%
RDS 1685	MUNICIPAL DRIVE	Nobel Road	Fire Route 101	8000	45	1%	А	50	1%	50	1%	55	1%
RDS 1690	MUNICIPAL DRIVE	Fire Route 101	End	8000	45	1%	А	50	1%	50	1%	55	1%
RDS 1695	MURRAY POINT ROAD	Nobel Road	0.28 km west of Nobel Nobel Road	8000	250	3%	А	300	4%	300	4%	350	4%
RDS 1700	MURRAY POINT ROAD	0.28 km west of Nobel Nobel Road	Robinson Lane	8000	190	2%	А	200	3%	250	3%	250	3%
RDS 1705	MURRAY POINT ROAD	Robinson Lane	End	8000	125	2%	А	150	2%	150	2%	200	3%
RDS 1710	NEWTON LANE	Oakridge Road	0.08 km north of Oakridge Road	8000	43	1%	А	45	1%	50	1%	55	1%
RDS 1715	NEWTON LANE	0.08 km north of Oakridge Road	End	4000	43	1%	А	45	1%	50	1%	55	1%
RDS 1720	NINE MILE LAKE ROAD	Highway 124	Old Maple Trail	8000	88	1%	А	100	1%	100	1%	110	1%
RDS 1725	NINE MILE LAKE ROAD	Old Maple Trail	North to end	8000	38	<1%	F	40	1%	45	1%	50	1%
RDS 1730	NOBEL ROAD	Parry Sound Drive	0.14 km north of Parry Sound Drive	12000	3540	30%	А	3950	33%	4350	36%	5300	44%
RDS 1735	NOBEL ROAD	0.14 km north of Parry Sound Drive	0.19 km north of Parry Sound Drive	12000	3540	30%	А	3950	33%	4350	36%	5300	44%
RDS 1740	NOBEL ROAD	0.19 km north of Parry Sound Drive	Oakridge Road	12000	3540	30%	А	3950	33%	4350	36%	5300	44%
RDS 1745	NOBEL ROAD	Oakridge Road	Sylvan Drive	12000	3365	28%	А	3750	31%	4150	35%	5050	42%
RDS 1750	NOBEL ROAD	Sylvan Drive	Municipal Drive	12000	3560	30%	А	3950	33%	4350	36%	5300	44%
RDS 1755	NOBEL ROAD	Municipal Drive	Felsman Drive	12000	3523	29%	А	3900	33%	4300	36%	5250	44%
RDS 1760	NOBEL ROAD	Felsman Drive	Lake Forest Drive	12000	3195	27%	А	3550	30%	3900	33%	4750	40%
RDS 1765	NOBEL ROAD	Lake Forest Drive	0.21 km north of Lake Forest Drive	12000	2398	20%	А	2650	22%	2950	25%	3600	30%
RDS 1770	NOBEL ROAD	0.21 km north of Lake Forest Drive	0.95 km north of Lake Forest Drive	12000	2398	20%	А	2650	22%	2950	25%	3600	30%
RDS 1775	NOBEL ROAD	0.95 km north of Lake Forest Drive	George Hunt Memorial Drive	12000	2398	20%	А	2650	22%	2950	25%	3600	30%
RDS 1780	NOBEL ROAD	George Hunt Memorial Drive	Barager Boulevard	24000	1758	7%	А	1950	8%	2150	9%	2650	11%
RDS 1785	NOBEL ROAD	Barager Boulevard	Barager Boulevard	12000	1758	15%	А	1950	16%	2150	18%	2650	22%
RDS 1790	NOBEL ROAD	Barager Boulevard	Murray Point Road	12000	2215	18%	А	2450	20%	2750	23%	3300	28%
RDS 1795	NOBEL ROAD	Murray Point Road	Pineridge Drive	12000	2215	18%	А	2450	20%	2750	23%	3300	28%
RDS 1800	NOBEL ROAD	Pineridge Drive	Ryder Drive	12000	2215	18%	А	2450	20%	2750	23%	3300	28%
RDS 1805	NOBEL ROAD	Ryder Drive	170m East of Parkway Avenue	12000	2215	18%	А	2450	20%	2750	23%	3300	28%
RDS 1810	NOBEL ROAD	170m East of Parkway Avenue	Parkway Avenue (South side of Nobel Road)	12000	2215	18%	А	2450	20%	2750	23%	3300	28%
RDS 1815	NOBEL ROAD	Parkway Avenue (South side of Nobel Road)	Parkway Avenue (North side of Nobel	24000	1660	7%	А	1850	8%	2050	9%	2500	10%

					2020 Horizon		2025 Horizon		2030 Horizon		2040 F	lorizon	
Asset ID	Road Name	From	То	Capacity (vpd)	Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
RDS 1820	NOBEL ROAD	Parkway Avenue (North side of Nobel Road)	0.43 km west of Parkway Avenue (North side of Nobel Road)	12000	1660	14%	А	1850	15%	2050	17%	2500	21%
RDS 1825	NOBEL ROAD	0.43 km west of Parkway Avenue (North side of Nobel Road)	Cil Road	12000	1660	14%	А	1850	15%	2050	17%	2500	21%
RDS 1830	NOBEL ROAD	Cil Road	Marsh Lake Road	12000	1260	11%	А	1400	12%	1550	13%	1900	16%
RDS 1835	NORTH ROAD	Burside Bridge Road	Pleasant View Drive	12000	775	6%	А	900	8%	950	8%	1200	10%
RDS 1840	NORTH ROAD	Pleasant View Drive	Duff Crescent	12000	660	6%	А	750	6%	850	7%	1000	8%
RDS 1845	NORTH ROAD	Duff Crescent	Riverview Drive	12000	583	5%	А	650	5%	750	6%	900	8%
RDS 1850	NORTH ROAD	Riverview Drive	Skerryvore Circle	12000	583	5%	А	650	5%	750	6%	900	8%
RDS 1855	NORTH ROAD	Skerryvore Circle	Grandview Drive	12000	543	5%	А	600	5%	700	6%	850	7%
RDS 1860	NORTH ROAD	Grandview Drive	Mill Lake Shores	12000	550	5%	A	650	5%	700	6%	850	7%
RDS 1865	NORTH ROAD	Mill Lake Shores	Limbert Road	12000	550	5%	А	650	5%	700	6%	850	7%
RDS 1870	NORTH ROAD	Limbert Road	End (municipal boundary)	12000	935	8%	A	1050	9%	1150	10%	1400	12%
RDS 1875	OAKRIDGE ROAD	Nobel Road	Newton Lane	8000	425	5%	А	450	6%	500	6%	550	7%
RDS 1880	OAKRIDGE ROAD FIRE ROUTE	Newton Lane	Acorn Dirve	8000	345	4%	А	400	5%	400	5%	450	6%
RDS 1885	OAKRIDGE ROAD	Acorn Dirve	Oakridge Road North/Oakridge Road	8000	315	4%	А	350	4%	350	4%	400	5%
RDS 1890	OAKRIDGE ROAD NORTH	Oakridge Road North/Oakridge Road South	0.05 km north of Oakridge Road	8000	128	2%	А	150	2%	150	2%	200	3%
RDS 1895	OAKRIDGE ROAD NORTH	0.05 km north of Oakridge Road	0.23 km north of Oakridge Road	8000	128	2%	А	150	2%	150	2%	200	3%
RDS 1900	OAKRIDGE ROAD NORTH	0.23 km north of Oakridge Road	End	8000	63	1%	А	70	1%	70	1%	80	1%
RDS 1905	OAKRIDGE ROAD SOUTH	Oakridge Road/Oakridge Road North	1.49 km south of Oakridge Road	8000	230	3%	А	250	3%	300	4%	300	4%
RDS 1915	HAMMEL AVENUE	Nobel Road	Hamel Avenue	8000	240	3%	А	300	4%	300	4%	300	4%
RDS 1920	PARKWAY DRIVE	Nobel Road	Crawford Road	8000	840	11%	А	900	11%	950	12%	1050	13%
RDS 1925	PARKWAY DRIVE	Crawford Road	Big Sound Road	8000	633	8%	А	700	9%	700	9%	800	10%
RDS 1930	PARKWAY DRIVE	Big Sound Road	Parkway Avenue	8000	168	2%	А	200	3%	200	3%	250	3%
RDS 1935	PARKWAY DRIVE	Parkway Avenue	Parkway Avenue	8000	83	1%	А	90	1%	100	1%	110	1%
RDS 1940	PARRY SOUND DRIVE	Highway 124	0.11 km south of Highway 124	24000	4600	19%	А	5100	21%	5650	24%	6850	29%
RDS 1945	PARRY SOUND DRIVE	0.11 km south of Highway 124	0.42 km south of Highway 124	24000	4600	19%	А	5100	21%	5650	24%	6850	29%
RDS 1950	PARRY SOUND DRIVE	0.42 km south of Highway 124	Nobel Road	12000	4600	38%	В	5100	43%	5650	47%	6850	57%
RDS 1955	PARRY SOUND DRIVE	Nobel Road	0.34 m south of Nobel Road (municipal boundary)	12000	5985	50%	В	6650	55%	7300	61%	8900	74%
RDS 1960	PENINSULA SHORES ROAD	Highway 124	Peninsula Shores Road East	8000	400	5%	А	450	6%	450	6%	500	6%
RDS 1965	PENINSULA SHORES ROAD EAST	Penninsula Shores Road	Granite Cliff Trail	8000	200	3%	А	250	3%	250	3%	250	3%
RDS 1970	PENINSULA SHORES ROAD EAST	Granite Cliff Trail	End	8000	103	1%	А	150	2%	150	2%	150	2%
RDS 1975	PENINSULA SHORES ROAD WEST	Peninsula Shores Road	End	8000	120	2%	А	150	2%	150	2%	150	2%
RDS 1980	PINERIDGE DRIVE	Nobel Road	Hammel Avenue	8000	690	9%	А	750	9%	800	10%	850	11%

					2020 Horizon		ı	2025 Horizon		2030 Horizon		2040 H	lorizon
Asset ID	Road Name	From	То	Capacity (vpd)	Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
RDS 1985	PINERIDGE DRIVE	Hammel Avenue	Spadzinski Lane	8000	465	6%	А	500	6%	550	7%	600	8%
RDS 1990	PINERIDGE DRIVE	Spadzinski Lane	Hadley Way	8000	465	6%	А	500	6%	550	7%	600	8%
RDS 1995	PINERIDGE DRIVE	Hadley Way	Windy Way	8000	278	3%	A	300	4%	350	4%	350	4%
RDS 2000	PINERIDGE DRIVE	Windy Way	Earls Court	8000	188	2%	А	200	3%	250	3%	250	3%
RDS 2005	PINERIDGE DRIVE	Ears Court	Steamwhistle Lane	8000	93	1%	А	100	1%	110	1%	120	2%
RDS 2010	PINERIDGE DRIVE	Steamwhistle Lane	End	8000	45	1%	А	50	1%	50	1%	55	1%
RDS 2015	PINEWOOD DRIVE	Long Lake Estates Road	0.41 km south of Long Lake Estates Road	12000	515	4%	А	600	5%	650	5%	800	7%
RDS 2020	PINEWOOD DRIVE	0.41 km south of Long Lake Estates Road	0.67 km south of Long Lake Estates Road	12000	515	4%	А	600	5%	650	5%	800	7%
RDS 2025	PINEWOOD DRIVE	0.67 km south of Long Lake Estates Road	Wiigwaas Trail	12000	490	4%	А	550	5%	600	5%	750	6%
RDS 2030	PINEWOOD DRIVE	Wiigwaas Trail	Squirrel Avenue	12000	465	4%	А	550	5%	600	5%	700	6%
RDS 2035	PINEWOOD DRIVE	Squirrel Avenue	Beaver Trail	12000	400	3%	А	450	4%	500	4%	600	5%
RDS 2040	PINEWOOD DRIVE	Beaver Trail	Buttercup Road	12000	360	3%	А	400	3%	450	4%	550	5%
RDS 2045	PINEWOOD DRIVE	Buttercup Road	Swallow Road	12000	303	3%	А	350	3%	400	3%	450	4%
RDS 2050	PINEWOOD DRIVE	Swallow Road	Wren Place	12000	200	2%	А	250	2%	250	2%	300	3%
RDS 2055	PINEWOOD DRIVE	Wren Place	0.23 km east of Wren Place	12000	200	2%	А	250	2%	250	2%	300	3%
RDS 2060	PLEASANT VIEW DRIVE	North Road	Linney Lane	8000	115	1%	А	150	2%	150	2%	150	2%
RDS 2065	PLEASANT VIEW DRIVE	Linney Lane	Hillview Drive	8000	63	1%	А	70	1%	70	1%	80	1%
RDS 2070	PLEASANT VIEW DRIVE	Hillview Drive	End	8000	38	<1%	F	40	1%	45	1%	50	1%
RDS 2075	RIVERVIEW DRIVE	North Road	End	8000	78	1%	А	90	1%	90	1%	100	1%
RDS 2080	ROBINSON LANE	Murray Point Road	0.33 km west of Murray Point Road	4000	125	3%	А	150	4%	150	4%	200	5%
RDS 2082	ROBINSON LANE	0.33 km west of Murray Point Road	End	4000	38	1%	А	40	1%	45	1%	50	1%
RDS 2085	RYDER DRIVE	Nobel Road	0.79 west of Nobel Road (End)	8000	200	3%	А	250	3%	250	3%	250	3%
RDS 2090	SCULLION ROAD	McDougall Road	0.49 km west of McDougall Road (plow turnaround)	8000	38	<1%	F	40	1%	45	1%	50	1%
RDS 2095	SKERRYVORE CIRCLE	Duff Crescent	Duff Crescent	8000	155	2%	А	200	3%	200	3%	200	3%
RDS 2100	SKERRYVORE CIRCLE	Duff Crescent	North Road	8000	155	2%	А	200	3%	200	3%	200	3%
RDS 2105	SNOWDEN ROAD	Hurdville Road	End	8000	20	<1%	F	25	<1%	25	<1%	25	<1%
RDS 2110	SOUNDVIEW COURT	Big Sound Road	End	8000	30	<1%	F	35	<1%	35	<1%	40	1%
RDS 2115	SPADZINSKI LANE	Pineridge Drive	Barager Boulevard	8000	80	1%	А	90	1%	90	1%	100	1%
RDS 2120	SQUIRREL AVENUE	Pinewood Road	End	8000	145	2%	А	200	3%	200	3%	200	3%
RDS 2125	STRAWBERRY LANE	Mapleridge Drive	End	4000	100	3%	А	110	3%	120	3%	130	3%
RDS 2130	STRAWBERRY LANE	Bell Lake Road	Mapleridge Drive	8000	200	3%	A	250	3%	250	3%	250	3%
RDS 2135	SWALLOW ROAD	Pinewood Road	0.51 km north of Pinewood Road	8000	145	2%	А	200	3%	200	3%	200	3%
RDS 2140	SYLVAN DRIVE	0.2 km West of Nobel Road	End	4000	108	3%	A	150	4%	150	4%	150	4%

						2020 Horizor	I	2025 F	lorizon	2030 H	lorizon	2040 H	lorizon
Asset ID	Road Name	From	То	Capacity (vpd)	Daily Volume	Volume to Caracity	Level of Service	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity	Daily Volume	Volume to Capacity
RDS 2145	TAYLOR CRESCENT	Burnside Bridge Road	Section 2155 (confirm name in the field)	8000	233	3%	А	250	3%	300	4%	300	4%
RDS 2150	TAYLOR CRESCENT	Section 2155 (confirm name in the field)	End	8000	203	3%	А	250	3%	250	3%	250	3%
RDS 2155	Section 2155	Taylor Crescent	End	8000	30	<1%	F	35	<1%	35	<1%	40	1%
RDS 2160	TROUT LAKE ROAD	Hurdville Road	Green Gate Road	8000	180	2%	А	200	3%	200	3%	250	3%
RDS 2165	TROUT LAKE ROAD	Green Gate Road	0.45 km south of Green Gate Road	8000	35	<1%	F	40	1%	40	1%	45	1%
RDS 2170	WHITE BEAVER TRAIL	Lorimer Lake Road	Porter Lane	8000	125	2%	А	150	2%	150	2%	200	3%
RDS 2175	WHITE BEAVER TRAIL	Porter Lane	0.55 km north of Porter Lane	8000	108	1%	А	150	2%	150	2%	150	2%
RDS 2180	WHITE BEAVER TRAIL	0.55 km north of Porter Lane	End	4000	95	2%	А	100	3%	110	3%	120	3%
RDS 2185	WREN PLACE	Pinewood Road	End	8000	130	2%	А	150	2%	150	2%	200	3%
RDS 2190	WINDFALLS TRAIL	McDougall Road	Section 2200	4000	18	<1%	F	20	1%	20	1%	25	1%
RDS 2195	WINDFALLS TRAIL	Section 2200	End	4000	18	<1%	F	20	1%	20	1%	25	1%
RDS 2205	FRONTIER TRAIL	Hurdville Road	End	4000	38	1%	А	40	1%	45	1%	50	1%
RDS 2210	LINNEY LANE	Pleasant View Drive	End	4000	38	1%	А	40	1%	45	1%	50	1%
RDS 2215	MARSH LAKE ROAD	Nobel Road	0.53 km north of Nobel Road	8000	38	<1%	F	40	1%	45	1%	50	1%

# Appendix C: Road Inventory

Asset ID	Road Name	From	То	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)	2020 AADT	PCI
RDS 1000	ACORN DRIVE	Oakridge Road	South End	0.4	open ditch	rural	Local	6	2	8.0	surface treated	7.0	aravel	0.5	80	30	78
RDS 1005		Crawford Drive	Glenrock Road	0.1	no ditch	rural	Local	6	2	6.5	Asphalt	6.0	earth/dirt	0.3	40	83	76
RDS 1010	BARAGER BOULEVARD (North end)	Nobel Road	Spadzinski Lane	0.1	sewer & ditch	rural	Local	4	2	8.0	Asphalt	7.0	gravel	0.5	80	153	69
RDS 1015	BARAGER BOULEVARD (South end)	Spadzinski Lane	Nobel Road	0.3	no ditch	rural	Local	4	2	8.0	Asphalt	7.0	gravel	0.5	80	53	52
RDS 1020	BEAVER TRAIL	Pinewood Road	North End	0.8	open ditch	rural	Local	6	2	7.0	surface treated	6.0	gravel	0.5	40	160	79
RDS 1025	BELL LAKE ROAD	Highway 124	0.26 km south of Highway 124	0.3	open ditch	rural	Local	5	2	7.0	Surface Treated	6.0	gravel	0.5	50	350	57
RDS 1030	BELL LAKE ROAD	0.26 km south of Highway 124	Strawberry Lane	0.2	open ditch	rural	Local	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	350	68
RDS 1035	BELL LAKE ROAD	Strawberry Lane	0.38 km east of Strawberry Lane	0.4	no ditch	rural	Local	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	90	51
RDS 1040	BELL LAKE ROAD	0.38 km east of Strawberry Lane	0.43 km east of Strawberry Lane	0.0	no ditch	rural	Local	6	2	7.0	Gravel	6.0	gravel	0.5	40	35	60
RDS 1045	BIG BEN ROAD	Highway 124	0.03 m west of Highway 124	0.0	open ditch	rural	Local	6	1	7.0	Asphalt	6.0	gravel	0.5	50	145	100
RDS 1050	BIG BEN ROAD	0.03 m west of Highway 124	End	0.5	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	50	145	100
RDS 1055	BIG SOUND ROAD	Parkway Avenue	Sound View Court	1.8	open ditch	rural	Local	6	2	8.0	Asphalt	7.0	gravel	0.5	40	410	100
RDS 1060	BIG SOUND ROAD	Sound View Court	North End	0.6	open ditch	rural	Local	6	2	8.0	Asphalt	7.0	gravel	0.5	40	63	100
RDS 1065	BLUE JAY POINT ROAD	Buttercup Road	0.12 km east of Buttercup Road	0.1	open ditch	rural	Local	4	2	6.5	Asphalt	5.5	gravel	0.5	80	73	87
RDS 1067	BLUE JAY POINT ROAD	0.12 km east of Buttercup Road	North End	0.2	no ditch	rural	Local	4	1	4.5	Gravel	3.5	gravel	0.5	80	73	40
RDS 1070	BUNNY TRAIL	Lorimer Lake Road	5.74 km north of Lorimer Lake Road	5.7	open ditch	rural	Arterial	5	1	7.0	Surface Treated	6.0	gravel	0.5	60	455	60
RDS 1075	BUNNY TRAIL	5.74 km north of Lorimer Lake Road	Daffin Lane	1.8	open ditch	rural	Arterial	5	1	7.0	Surface Treated	6.0	gravel	0.5	60	343	59
RDS 1080	BUNNY TRAIL	Daffin Lane	North to end (Township boundary)	0.9	open ditch	rural	Arterial	5	1	7.0	Surface Treated	6.0	gravel	0.5	60	228	60
RDS 1085	BURNSIDE BRIDGE ROAD	Highway 124	North Road	0.1	no ditch	rural	Arterial	4	2	7.0	Surface Treated	6.0	gravel	0.5	50	1055	65
RDS 1090	BURNSIDE BRIDGE ROAD	North Road	Taylor Crescent	0.6	open ditch	semi-urban	Arterial	5	2	7.0	Surface Treated	6.0	gravel	0.5	50	428	51
RDS 1095	BURNSIDE BRIDGE ROAD	Taylor Crescent	0.26 km east/southeast of Taylor Crescent	0.3	open ditch	rural	Arterial	5	2	7.0	Surface Treated	6.0	gravel	0.5	50	330	51
RDS 1100	BURNSIDE BRIDGE ROAD (BRIDGE)	0.26 km east/southeast of Taylor Crescent	0.3 km east/southeast of Taylor Crescent	0.0	other	rural	Arterial	5	1	4.5	Surface Treated	4.5	No shoulder		50	330	100
RDS 1105	BURNSIDE BRIDGE ROAD	0.3 km east/southeast of Taylor Crescent	0.62 km east/southeast of Taylor Crescent (top of hill)	0.3	no ditch	rural	Arterial	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	330	47
RDS 1110	BURNSIDE BRIDGE ROAD	0.62 km east/southeast of Taylor Crescent	Mill Lake Trail	1.0	open ditch	rural	Arterial	6	2	7.0	gravel	6.0	gravel	0.5	40	298	84
RDS 1115	BURNSIDE BRIDGE ROAD	Mill Lake Trail	End	1.7	open ditch	rural	Arterial	6	2	7.0	gravel	6.0	gravel	0.5	40	248	78
RDS 1120	BUTTERCUP ROAD	Pinewood Road	0.19 km south of Pinewood Road	0.2	open ditch	rural	Local	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	145	90
RDS 1125	BUTTERCUP ROAD	0.19 km south of Pinewood Road	Blue Jay Point Rd	0.0	open ditch	rural	Local	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	145	100
RDS 1130	BUTTERCUP ROAD	Blue Jay Point Rd	End	0.2	open ditch	rural	Local	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	73	88
RDS 1135	CEDAR SHORE ROAD	McDougall Road West	0.49 km north of McDougall Road West	0.5	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	143	80
RDS 1140	CEDAR SHORE ROAD	0.49 km north of McDougall Road West	End	0.4	no ditch	rural	Local	6	1	4.5	Gravel	3.0	gravel	0.8	40	143	40
RDS 1145	CORNFLOWER ROAD	Pinewood Road	End	0.4	open ditch	rural	Local	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	110	79
RDS 1150	CRAWFORD ROAD	Parkway Avenue	Glenrock Road	0.2	no ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	125	73
RDS 1155	DUFF CRESCENT	North Road	Skerryvore Circle	0.1	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	233	81
RDS 1160	DUFF CRESCENT	Skerryvore Circle	Skerryvore Circle	0.7	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	115	47
RDS 1165	EARLS COURT	Pineridge Drive	End	0.2	no ditch	rural	Local	4	1	4.5	Gravel	3.5	gravel	0.5	80	90	72
RDS 1170	FELSMAN DRIVE	Nobel Road	Beach Bays Road	0.6	open ditch	rural	Local	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	300	63
RDS 1175	FELSMAN DRIVE	Beach Bays Road	Bowers Bay Road	0.2	open ditch	rural	Local	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	300	57
RDS 1180	FELSMAN DRIVE	Bowers Bay Road	Fawcett Court/Felsman Lane split	0.3	open ditch	rural	Local	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	225	68
RDS 1185	GEORGE HUNT DRIVE	Nobel Road	Fairway Drive	0.7	open ditch	rural	Local	5	2	7.0	Asphalt	6.0	gravel	0.5	40	705	75
RDS 1190	GEORGE HUNT DRIVE	Fairway Drive	Demick Drive	0.6	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	353	65
RDS 1195	GEORGE HUNT DRIVE	Demick Drive	Barrys Channel Lane	0.2	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	178	85

### Road Inventory: Sections & Existing Conditions

Asset ID	Road Name	From	То	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)	2020 AADT	PCI
RDS 1200	GEORGE HUNT DRIVE	Barrys Channel Lane	End	0.1	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	70	100
RDS 1205	GLENROCK ROAD	Crawford Road	Armstrong Avenue	0.0	no ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	125	77
RDS 1210	GLENROCK ROAD	Armstrong Avenue	Glenrock Road	0.1	no ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	125	95
RDS 1215	GLENROCK ROAD	Glenrock Road	Armstrong Avenue	0.2	no ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	125	69
RDS 1220	GLENROCK ROAD	Armstrong Avenue	Section 1225	0.1	no ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	83	76
RDS 1225	GLENROCK ROAD Section 1225	Glenrock Road	West to end	0.1	no ditch	rural	Local	6	2	7.5	Asphalt	7.0	earth/dirt	0.3	80	43	73
RDS 1230	GLENROCK ROAD	Section 1225	Glenrock Road	0.0	no ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	43	71
RDS 1235	GRANDVIEW DRIVE	North Road	Section 1245	0.3	open ditch	semi-urban	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	78	60
RDS 1240	GRANDVIEW DRIVE	Section 1245	East to end	0.1	open ditch	semi-urban	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	63	73
RDS 1245	GRANDVIEW DRIVE	Grandview Drive	North to end	0.0	open ditch	semi-urban	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	15	62
RDS 1250	HAINES LAKE ROAD	McDougall Road	Finch Trail (Tee in road)	2.3	open ditch	rural	Local	6	2	7.0	Gravel	6.0	gravel	0.5	50	75	72
RDS 1255	HAINES LAKE ROAD	Finch Trail	Fire Route 309A	1.1	no ditch	rural	Local	6	2	7.0	Gravel	6.0	gravel	0.5	50	30	71
RDS 1260	HAINES LAKE ROAD	Fire Route 309A	End	0.1	no ditch	rural	Local	6	1	3.5	Gravel	3.0	gravel	0.3	50	15	56
RDS 1265	HAMMEL AVENUE	Pineridge Drive	0.25 km north of Pineridge Drive	0.2	open ditch	rural	Local	5	2	7.0	Asphalt	6.0	gravel	0.5	50	223	100
RDS 1270		0.25 km north of Pineridge Drive	Parkway Avenue	2.3	open ditch	rural	Local	5	2	7.0	Asphalt	6.3	gravel	0.4	50	223	96
RDS 1275		Parkway Avenue	East to end	0.2	no ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	50	20	86
RDS 1280		Pleasant View Drive	End	0.3	open ditch	semi-urban	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	03	59
RDS 1285		Highway 124	End	1.6	open alten	rural	Local	5	2	7.0	Surface Treated	6.0	gravel	0.5	50	235	100
RDS 1290		nighway 124	Hardy Hoppy Trail	0.1 7 1		rural	Arterial	5	2	7.0	Surface Treated	7.0	gravel	0.5	50	500	100
RDS 1295		Hardy Henry Trail	Trout Lake Road	0.2	open ditch	rural		5	2	7.0	Asphalt	6.0	gravel	0.5	50	553	95
RDS 1300			Snowdon Road	2.8	open ditch	rural		5	2	7.0	Asphalt	6.0	gravel	0.5	50	523	82
RDS 1303		Snowdon Road	Erontier Trail	0.7	open ditch	rural	Arterial	5	2	7.0	Asphalt	6.0	gravel	0.5	50	540	90
RDS 1315	HURDVILLE ROAD	Frontier Trail	0.06 km east of Frontier Trail to municipal boundary	0.1	open ditch	rural	Arterial	5	2	7.0	Asphalt	6.0	gravel	0.5	50	535	99
RDS 1320	HURDVILLE ROAD	0.65 km from Frontier Trail	0.96 km from Frontier Trail	0.3	open ditch	rural	Arterial	5	2	7.0	Asphalt	6.0	gravel	0.5	50	603	86
RDS 1325	FINCH TRAIL	Hanes Lake Road	0.9 km east of Hanes Lake Road	0.9	no ditch	rural	Local	6	2	6.0	Gravel	5.0	gravel	0.5	80	45	68
RDS 1330	KIRKHAM ROAD	Highway 124	Nine Mile Narrows Trail	0.6	open ditch	rural	Local	6	1	7.0	Surface Treated	6.0	gravel	0.5	50	118	70
RDS 1335	KIRKHAM ROAD	Nine Mile Narrows Trail	Rymaki Trail	1.0	open ditch	rural	Local	6	1	7.0	Surface Treated	6.0	gravel	0.5	50	90	82
RDS 1340	KIRKHAM ROAD	Rymaki Trail	Highway 124	0.2	open ditch	rural	Local	6	1	7.0	Surface Treated	6.0	gravel	0.5	50	118	86
RDS 1345	LAKE FOREST DRIVE	Nobel Road	0.36 km east of Nobel Road	0.4	open ditch	rural	Local	5	2	12.0	Surface Treated	6.0	gravel	3.0	50	545	81
RDS 1350	LAKE FOREST DRIVE	0.36 km east of Nobel Road	Meadowcrest Drive	0.8	open ditch	rural	Local	5	2	7.0	Surface Treated	6.0	gravel	0.5	50	518	60
RDS 1355	LAKE FOREST DRIVE	Meadowcrest Drive	Draper Drive	1.4	open ditch	rural	Local	5	2	7.0	Surface Treated	6.0	gravel	0.5	50	273	59
RDS 1360	LIMBERT ROAD	North Road	Isobell Lane	0.6	open ditch	rural	Local	5	2	7.0	Surface Treated	6.0	gravel	0.5	50	280	100
RDS 1365	LIMBERT ROAD	Isobell Lane	Limbert Lane South/Limbert Lane North split	0.7	open ditch	rural	Local	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	225	94
RDS 1370	LOCH ERNE ROAD	Lorimer Lake Road	Meadow Trail	3.0	no ditch	rural	Local	6	2	7.5	surface treated	7.0	earth/dirt	0.3	50	125	55
RDS 1375	LOCH ERNE ROAD	Meadow Trail	McKellar Ferguson Boundary Road	1.0	no ditch	rural	Local	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	125	66
RDS 1380	LONG LAKE ESTATES ROAD	Highway 124	2.19 km east of Highway 124 (Pinewood Road?)	2.2	open ditch	rural	Arterial	5	2	7.0	Surface Treated	6.0	gravel	0.5	50	515	76
RDS 1385	LORIMER LAKE ROAD	Highway 124	1.12 km north of Highway 124	1.1	no ditch	rural	Arterial	4	2	7.0	Surface Treated	6.0	gravel	0.5	50	1115	74
RDS 1390	LORIMER LAKE ROAD	1.12 km north of Highway 124	Waterside Lane	0.0	open ditch	rural	Arterial	5	2	7.0	Surface Treated	6.0	earth/dirt	0.5	40	1115	86
RDS 1395	LORIMER LAKE ROAD	Waterside Lane	MacDonald Lane	0.3	open ditch	rural	Arterial	5	2	6.5	Surface Treated	6.0	earth/dirt	0.3	40	1115	69
RDS 1400	LORIMER LAKE ROAD	MacDonald Lane	Marsh Glen Lane	0.5	open ditch	rural	Arterial	5	2	6.5	Surface Treated	6.0	earth/dirt	0.3	40	1115	61

Road Inve	entory: Sec	tions & E	Existing (	Conditions
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Asset ID	Road Name	From	То	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)	2020 AADT	PCI
RDS 1405	LORIMER LAKE ROAD	Marsh Glen Lane	Miller Drive	0.1	open ditch	rural	Arterial	5	2	7.0	Surface Treated	6.0	earth/dirt	0.5	40	1115	74
RDS 1410	LORIMER LAKE ROAD	Miller Drive	Bunny Trail	0.5	open ditch	rural	Arterial	5	2	6.5	Surface Treated	6.0	earth/dirt	0.3	40	845	60
RDS 1415	LORIMER LAKE ROAD	Bunny Trail	Pauls Bay Road	0.5	open ditch	rural	Arterial	6	2	9.0	Asphalt	7.0	gravel	1.0	40	390	100
RDS 1420	LORIMER LAKE ROAD	Pauls Bay Road	Loch Erne Road	2.0	open ditch	rural	Arterial	6	2	9.0	Asphalt	7.0	gravel	1.0	40	425	100
RDS 1425	LORIMER LAKE ROAD	Loch Erne Road	Backfield Bay Lane	0.8	open ditch	rural	Arterial	5	2	7.5	Asphalt	6.5	gravel	0.5	50	320	100
RDS 1430	LORIMER LAKE ROAD	Backfield Bay Lane	White Beaver Trail	0.6	open ditch	rural	Arterial	5	2	7.5	Asphalt	6.5	gravel	0.5	50	288	100
RDS 1435	LORIMER LAKE ROAD	White Beaver Trail	Kirkham Point Lane	0.0	open ditch	rural	Arterial	6	2	7.5	Asphalt	6.5	gravel	0.5	40	235	100
RDS 1440	LORIMER LAKE ROAD	Kirkham Point Lane	Eldon Lane	1.3	open ditch	rural	Arterial	6	2	7.5	Asphalt	6.5	gravel	0.5	40	235	88
RDS 1445	LORIMER LAKE ROAD	Eldon Lane	Cooks Cove Road	0.3	open ditch	rural	Arterial	6	2	7.5	Surface Treated	6.5	gravel	0.5	40	223	93
RDS 1450	LORIMER LAKE ROAD	Cooks Cove Road	0.52 km north of Cooks Cove Road	0.5	open ditch	rural	Arterial	6	2	7.5	Surface Treated	6.5	gravel	0.5	40	200	100
RDS 1455	LORIMER LAKE ROAD	0.52 km north of Cooks Cove Road	Rocklea Lane	0.6	no ditch	rural	Arterial	6	2	7.0	Gravel	6.0	gravel	0.5	40	200	84
RDS 1460	LORIMER LAKE ROAD	Rocklea Lane	Scoffield Trail	1.6	no ditch	rural	Arterial	6	2	7.0	Gravel	6.0	gravel	0.5	40	73	72
RDS 1465	LORIMER LAKE ROAD	Scoffield Trail	Lori-Lea Trail	0.2	no ditch	rural	Arterial	6	2	7.0	Gravel	6.0	gravel	0.5	40	60	74
RDS 1470	LORIMER LAKE ROAD	Lori-Lea Trail	Formans Trail	0.3	no ditch	rural	Arterial	6	2	7.0	Gravel	6.0	gravel	0.5	40	45	88
RDS 1475	LORIMER LAKE ROAD	Formans Trail	Running Bear Trail	0.2	no ditch	rural	Arterial	6	2	7.0	Gravel	6.0	gravel	0.5	40	45	91
RDS 1480	FIRE ROUTE 101	Municipal Drive	End	0.1	open ditch	rural	Local	6	1	4.5	gravel	3.5	gravel	0.5	80	18	66
RDS 1485	MAPLERIDGE DRIVE	Mountain Basin Drive	End	0.2	open ditch	rural	Local	6	2	8.0	Asphalt	6.0	gravel	1.0	50	53	54
RDS 1490	McDOUGALL ROAD	Highway 400	0.09 km east of Highway 400	0.1	open ditch	rural	Arterial	4	3	16.0	Asphalt	12.0	gravel	2.0	60	1900	87
RDS 1495	McDOUGALL ROAD	0.09 km east of Highway 400	0.16 km east of Highway 400	0.1	open ditch	rural	Arterial	4	2	12.0	Asphalt	8.0	gravel	2.0	60	1900	79
RDS 1500	McDOUGALL ROAD	0.16 km east of Highway 400	0.32 km east of Highway 400	0.2	open ditch	rural	Arterial	4	2	12.0	Asphalt	8.0	gravel	2.0	60	1900	79
RDS 1505	McDOUGALL ROAD	0.32 km east of Highway 400	0.33 km east of Highway 400	0.0	open ditch	rural	Arterial	4	2	11.5	Asphalt	7.5	gravel	2.0	60	1585	79
RDS 1510	McDOUGALL ROAD	0.33 km east of Highway 400	McDougall Road West	0.9	open ditch	rural	Arterial	4	2	11.5	Asphalt	7.5	asphalt	2.0	60	1585	79
RDS 1515	McDOUGALL ROAD	McDougall Road West	Driveway for #34 Mcdougall Road	0.1	See Note 1	rural	Arterial	4	2	12.0	Asphalt	8.0	gravel	2.0	60	1270	89
RDS 1520	McDOUGALL ROAD	Driveway for #34 Mcdougall Road	Jacks Trail	0.2	open ditch	rural	Arterial	4	2	11.0	Asphalt	7.0	gravel	2.0	60	1270	83
RDS 1525		Jacks Trail	Tully Lane	0.4	open ditch	rural	Arterial	4	2	8.0	Asphalt	6.0	gravel	1.0	60	1235	76
RDS 1530	McDOUGALL ROAD	Tully Lane	Tommy Lane	0.4	open ditch	rural	Arterial	4	2	8.0	Asphalt	6.0	gravel	1.0	60	1205	84
RDS 1535		Tommy Lane	Ravens Bay Trail	0.4	open ditch	rural	Arterial	4	2	8.0	Asphalt	6.0	gravel	1.0	60	1173	95
RDS 1540		Ravens Bay Trail	Windfall I rail	1.8	open ditch	rural	Arterial	4	2	8.0	Asphalt	6.0	gravel	1.0	60	11/3	56
RDS 1545			Overlook Lane	1.1	open ditch	rural	Arterial	4	2	8.0	Asphalt	6.0	gravel	1.0	60	1030	81
RDS 1550				0.2	open alten	rural	Arterial	4	2	8.0	Asphalt	6.0	gravel	1.0	60	1030	/8
RDS 1555			Hanes Lake Road	1.8	open ditch	rural	Arterial	S	2	9.0	Asphalt	7.0	gravel	1.0	70	770	95
RDS 1560			Mountain Basin Lake (Bridge)	1.0	open altah	rural	Arterial	5	2	8.0	Asphalt	6.0	gravei	1.0	50	738	100
RDS 1565	MCDOUGALL ROAD (BRIDGE)	Mountain Basin Lake (Bridge)	Mountain Basin Lake (Bridge)	0.0	no alten	rurai	Arterial	5	Ţ	4.4	Asphalt	4.4	No shoulder		15	/38	100
RDS 1570	McDOUGALL ROAD	Mountain Basin Lake (Bridge)	(Bridge)	0.3	open ditch	rural	Arterial	5	2	8.0	Asphalt	6.0	gravel	1.0	50	705	81
RDS 1575	McDOUGALL ROAD	(Bridge)	Hurdville Road	5.1	open ditch	rural	Arterial	4	2	9.0	Surface Treated	7.0	gravel	1.0	60	670	80
RDS 1580	McDOUGALL ROAD WEST	McDougall Road	0.12 km west of McDougall Road	0.1	open ditch	rural	Arterial	5	2	11.0	Asphalt	7.0	asphalt	2.0	50	285	86
RDS 1585	McDOUGALL ROAD WEST	0.12 km west of McDougall Road	Stenfors Road	0.1	open ditch	rural	Arterial	5	2	11.0	Asphalt	7.0	gravel	2.0	50	285	86
RDS 1590	McDOUGALL ROAD WEST	Stenfors Road	0.27 km west of Stenfors Road	0.3	open ditch	rural	Arterial	6	2	11.0	Asphalt	7.0	gravel	2.0	50	143	68
RDS 1595	McDOUGALL ROAD WEST	0.27 km west of Stenfors Road	Cedar Shore Road	0.2	open ditch	rural	Arterial	6	2	9.0	Asphalt	7.0	gravel	1.0	50	143	82
RDS 1600	McDOUGALL ROAD WEST	Cedar Shore Road	End	0.1	open ditch	rural	Arterial	6	2	11.0	Asphalt	7.0	gravel	2.0	50	10	77
RDS 1605	DRIVEWAY FOR #34 MCDOUGALL ROAD	McDOUGALL ROAD	End	0.1	open ditch	rural	Arterial	6	2	7.0	Gravel	6.0	gravel	0.5	80	10	60
RDS 1610	MCKELLAR FERGUSON BOUNDARY ROAD	Highway 124	1.03 km north of Highway 124	1.0	no ditch	rural	Local	4	2	7.0	gravel	6.0	gravel	0.5	80	50	74
RDS 1615	MCKELLAR FERGUSON BOUNDARY ROAD	1.03 km north of Highway 124	1.18 km north of Highway 124	0.2	no ditch	rural	Local	4	2	7.0	gravel	5.0	gravel	1.0	80	63	79

### Road Inventory: Sections & Existing Conditions

Asset ID	Road Name	From	То	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)	2020 AADT	PCI
RDS 1620	MCKELLAR FERGUSON BOUNDARY ROAD	1.18 km north of Highway 124	1.66 km north of Highway 124	0.5	open ditch	rural	Local	4	2	7.0	gravel	6.0	gravel	0.5	80	75	80
RDS 1625	MCKELLAR FERGUSON BOUNDARY ROAD	1.66 km north of Highway 124	2.16 km north of Highway 124	0.5	open ditch	rural	Local	4	2	7.0	gravel	6.0	gravel	0.5	80	88	80
RDS 1630	MCKELLAR FERGUSON BOUNDARY ROAD	2.16 km north of Highway 124	Franquette Avenue	0.9	no ditch	rural	Local	4	2	7.0	gravel	5.0	gravel	1.0	80	100	84
RDS 1635	MCKELLAR FERGUSON BOUNDARY ROAD	Franquette Avenue	0.47 km north of Franquette Avenue	0.5	no ditch	rural	Local	4	2	7.0	Surface Treated	6.0	gravel	0.5	80	113	71
RDS 1640	MCKELLAR FERGUSON BOUNDARY ROAD	Highway 124	0.32 km south of Highway 124	0.3	no ditch	rural	Local	6	2	7.0	Gravel	6.0	gravel	0.5	80	25	88
RDS 1645	MCKELLAR FERGUSON BOUNDARY ROAD	0.32 km south of Highway 124	Tikka Trail	0.3	no ditch	rural	Local	6	2	7.0	Gravel	6.0	gravel	0.5	80	38	85
RDS 1650	MEADOW CREST DRIVE	Lake Forest Drive	End	1.2	open ditch	rural	Local	5	2	8.0	Surface Treated	6.0	gravel	1.0	50	273	86
RDS 1655	MILLER DRIVE	MacDonald Lane	0.14 km east of MacDonald Lane	0.1	open ditch	rural	Local	5	2	7.0	Asphalt	6.0	gravel	0.5	50	410	100
RDS 1660	MILLER DRIVE	0.14 km east of MacDonald Lane	Birch Lane	0.3	open ditch	rural	Local	5	2	7.0	Asphalt	6.0	gravel	0.5	50	390	87
RDS 1665	MILLER DRIVE	Birch Lane	Mik Lane	0.8	open ditch	rural	Local	5	2	7.0	Asphalt	6.0	gravel	0.5	50	288	79
RDS 1670	MILLER DRIVE	Mik Lane	End	0.4	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	50	143	80
RDS 1675	MOUNTAIN BASIN DRIVE	Strawberry Lane	Mapleridge Drive	0.4	open ditch	rural	Local	6	2	8.0	Asphalt	6.0	gravel	1.0	50	100	65
RDS 1680		Mapleridge Drive	Basinview Lane	0.2	open ditch	rural	Local	6	2	8.0	Asphalt	6.0	gravel	1.0	50	53	70
RDS 1685		Nobel Road	Fire Route 101	0.0	open ditch	rural	Local	6	2	9.0	Asphalt	8.0	gravel	0.5	40	45	60
RDS 1690		Fire Route 101	End	0.3	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	45	//
RDS 1695		Nobel Road	0.28 km west of Nobel Nobel Road	0.3	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	250	60
RDS 1700		0.28 km west of Nobel Nobel Road	Robinson Lane	0.1	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	190	65
RDS 1705		Robinson Lane		0.5	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	125	59
RDS 1710			0.08 km north of Oakridge Road	0.1	no ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	80	43	81
RDS 1715				0.1	no alten	rurai	Local	6	1	3.5	Gravel	3.0	earth/dirt	0.5	80	43	59
RDS 1720		Alghway 124		1.2	open ditch	rural	Local	6	2	8.0	Gravel	7.0	gravel	0.5	50	88	07
RDS 1725			North to end	0.4	open ditch	rural	Artorial	7	2	0.0	Asphalt	7.0	gravel	1.0	50	30	02
RDS 1730		0.14 km parth of Parry Sound Drive	0.14 km north of Parry Sound Drive	0.1	open ditab	rural	Arterial	3	2	12.0	Asphalt	10.0	gravel	1.0	70	7540	07
RDS 1735		0.10 km porth of Parry Sound Drive		0.0	open ditch	rural	Arterial	7	2	14.0	Asphalt	10.0	gravel	2.0	70	3540	07
RD3 1740		Oakridge Road	Sylvan Drivo	0.3	open ditch	rural	Artorial	z	2	17.0	Asphalt	10.0	asphalt	1.5	70	3340	84
RDS 1743		Sylvan Drive		0.5	open ditch	rural	Arterial	3	2	16.0	Asphalt	10.0	asphalt	3.0	70	3560	88
RDS 1755			Felsman Drive	0.9	open ditch	rural	Arterial	3	2	12.0	Asphalt	10.0	asphalt	1.0	70	3500	84
RDS 1760	NOBEL ROAD	Felsman Drive	Lake Forest Drive	0.1	open ditch	rural	Arterial	3	2	12.0	Asphalt	10.0	asphalt	1.0	70	3195	86
RDS 1765	NOBEL ROAD	Lake Forest Drive	0.21 km north of Lake Forest Drive	0.2	open ditch	rural	Arterial	3	2	16.0	Asphalt	10.0	asphalt	3.0	70	2398	88
RDS 1770	NOBEL ROAD	0.21 km north of Lake Forest Drive	0.95 km north of Lake Forest Drive	0.7	open ditch	rural	Arterial	3	2	12.0	Asphalt	10.0	asphalt	1.0	70	2398	86
RDS 1775	NOBEL ROAD	0.95 km north of Lake Forest Drive	George Hunt Memorial Drive	0.2	open ditch	rural	Arterial	3	2	12.0	Asphalt	10.0	asphalt	1.0	80	2398	93
RDS 1780	NOBEL ROAD	George Hunt Memorial Drive	Barager Boulevard	0.2	open ditch	rural	Arterial	3	4	11.5	Asphalt	7.5	asphalt	2.0	80	1758	95
RDS 1785	NOBEL ROAD	Barager Boulevard	Barager Boulevard	0.3	open ditch	rural	Arterial	3	2	18.5	Asphalt	7.5	asphalt	5.5	80	1758	90
RDS 1790	NOBEL ROAD	Barager Boulevard	- Murray Point Road	0.1	open ditch	rural	Arterial	3	2	18.5	Asphalt	7.5	asphalt	5.5	80	2215	90
RDS 1795	NOBEL ROAD	Murray Point Road	Pineridge Drive	0.1	open ditch	rural	Arterial	3	2	18.5	Asphalt	7.5	asphalt	5.5	80	2215	90
RDS 1800	NOBEL ROAD	Pineridge Drive	Ryder Drive	0.3	open ditch	rural	Arterial	3	2	18.5	Asphalt	7.5	gravel	5.5	70	2215	90
RDS 1805	NOBEL ROAD	Ryder Drive	170m East of Parkway Avenue	1.5	open ditch	rural	Arterial	3	2	18.5	Asphalt	7.5	asphalt	5.5	70	2215	89
RDS 1810	NOBEL ROAD	170m East of Parkway Avenue	Parkway Avenue (South side of Nobel Road)	0.2	open ditch	rural	Arterial	3	2	18.5	Asphalt	7.5	gravel	5.5	70	2215	90
RDS 1815	NOBEL ROAD	Parkway Avenue (South side of Nobel Road)	Parkway Avenue (North side of Nobel Road)	0.0	open ditch	rural	Arterial	3	4	24.9	Asphalt	16.5	asphalt	4.2	70	1660	90
RDS 1820	NOBEL ROAD	Parkway Avenue (North side of Nobel Road)	0.43 km west of Parkway Avenue (North side of Nobel Road)	0.4	open ditch	rural	Arterial	3	2	18.5	Asphalt	7.5	gravel	5.5	70	1660	90

### Road Inventory: Sections & Existing Conditions

Asset ID	Road Name	From	То	Length	Drainage	Roadside	Road	O.Reg.	Lanes	Platform	Surface	Surface	Shoulder	Shoulder	Posted Speed	2020	PCI
				(KIII)		LINITOI	Class	Class		width (iii)	Туре	width (iii)	Type	width (m)	(km/h)		
RDS 1825	NOBEL ROAD	0.43 km west of Parkway Avenue (North	Cil Road	0.9	open ditch	rural	Arterial	3	2	15 5	Asphalt	75	asphalt	4.0	80	1660	89
DDC 1970		side of Nobel Road)	March Lake Dead	1.7		rurol	Artorial	7	2	15.5	Asphalt	7.5	acabalt	4.0	80	1260	80
RDS 1830		Cli Road	Marsh Lake Road	1.7	open ditch	rural	Arterial	3 F	2	15.5	Asphalt	7.5	asphalt	4.0	80	775	89
RDS 1035			Pleasant view Drive	0.4	open ditch	rural	Arterial	5	2	0.0	Asphalt	6.0	asphalt	1.0	40 50	660	09
RDS 1840		Pleasant View Drive		0.2	open ditch	rural	Artorial	5	2	8.0	Asphalt	6.0	asphalt	1.0	50	583	89
RD3 1043		Duri Crescent	Skorryword Circle	0.2	open ditch	rural	Artorial	5	2	0.0	Asphalt	6.0	asphalt	1.0	50	505	05
RD3 1850		Skornword Circle	Grandviow Drivo	0.2	open ditch	rural	Artorial	5	2	8.0	Asphalt	6.0	asphalt	1.0	50	543	95
RDS 1860		Grandviow Drivo	Mill Lake Shores	0.1	open ditch	rural	Artorial	5	2	8.0	Asphalt	6.0	aspilait	1.0	50	550	88
RDS 1865		Mill Lake Shores	Limbert Road	0.4	open ditch	rural	Artorial	5	2	8.0	Asphalt	6.0	gravel	1.0	40	550	83
RDS 1870		Limbert Road	End (municipal boundary)	0.0	open ditch	rural	Artorial	5	2	8.0	Asphalt	6.0	gravel	1.0	40	935	84
RDS 1875		Nobel Road		0.0	open ditch	rural	Local	5	2	7.0	Surface Treated	6.0	gravel	0.5	50	425	100
PDS 1880		Nowton Lano		0.1	no ditch	rural	Local	3	2	8.0	Surface Treated	7.0	gravel	0.5	80	3/5	80
KD3 1000			Oakridge Road North/Oakridge Road	0.1	no diteri	Turai	LOCAI	4	2	0.0	Surface Treated	7.0	giavei	0.5	00	545	09
RDS 1885	OAKRIDGE ROAD	Acorn Dirve	South	0.6	open ditch	rural	Local	4	2	8.0	Surface Treated	7.0	gravel	0.5	80	315	61
RDS 1890	OAKRIDGE ROAD NORTH	Oakridge Road North/Oakridge Road South	0.05 km north of Oakridge Road	0.0	open ditch	rural	Local	4	2	8.0	Surface Treated	7.0	gravel	0.5	80	128	84
RDS 1895	OAKRIDGE ROAD NORTH	0.05 km north of Oakridge Road	0.23 km north of Oakridge Road	0.2	open ditch	rural	Local	4	2	8.0	Surface Treated	7.0	gravel	0.5	80	128	64
RDS 1900	OAKRIDGE ROAD NORTH	0.23 km north of Oakridge Road	End	0.1	no ditch	rural	Local	4	2	8.0	Surface Treated	7.0	gravel	0.5	80	63	58
RDS 1905	OAKRIDGE ROAD SOUTH	Oakridge Road/Oakridge Road North	1.49 km south of Oakridge Road	1.5	open ditch	rural	Local	4	2	8.0	Surface Treated	7.0	gravel	0.5	80	230	74
RDS 1915	HAMMEL AVENUE	Nobel Road	Hamel Avenue	0.2	open ditch	rural	Local	5	2	8.0	Asphalt	6.0	asphalt	1.0	50	240	100
RDS 1920	PARKWAY DRIVE	Nobel Road	Crawford Road	0.1	open ditch	rural	Local	5	2	8.0	Asphalt	6.0	gravel	1.0	50	840	85
RDS 1925	PARKWAY DRIVE	Crawford Road	Big Sound Road	0.4	open ditch	rural	Local	5	2	8.0	Asphalt	6.0	gravel	1.0	50	633	71
RDS 1930	PARKWAY DRIVE	Big Sound Road	Parkway Avenue	0.3	no ditch	rural	Local	6	2	8.0	Asphalt	6.0	gravel	1.0	50	168	60
RDS 1935	PARKWAY DRIVE	Parkway Avenue	Parkway Avenue	0.4	no ditch	rural	Local	6	2	8.0	Asphalt	6.0	gravel	1.0	50	83	60
RDS 1940	PARRY SOUND DRIVE	Highway 124	0.11 km south of Highway 124	0.1	open ditch	rural	Arterial	3	4	21.5	Asphalt	15.5	gravel	3.0	80	4600	83
RDS 1945	PARRY SOUND DRIVE	0.11 km south of Highway 124	0.42 km south of Highway 124	0.3	open ditch	rural	Arterial	3	4	23.0	Asphalt	17.0	gravel	3.0	80	4600	83
RDS 1950	PARRY SOUND DRIVE	0.42 km south of Highway 124	Nobel Road	0.4	open ditch	rural	Arterial	3	2	9.0	Asphalt	7.0	gravel	1.0	80	4600	89
RDS 1955	PARRY SOUND DRIVE	Nobel Road	0.34 m south of Nobel Road (municipal boundary)	0.3	open ditch	rural	Arterial	4	2	11.0	Asphalt	7.0	gravel	2.0	50	5985	100
RDS 1960	PENINSULA SHORES ROAD	Highway 124	Peninsula Shores Road East	0.8	open ditch	rural	Local	5	2	7.0	Asphalt	6.0	gravel	0.5	50	400	100
RDS 1965	PENINSULA SHORES ROAD EAST	Penninsula Shores Road	Granite Cliff Trail	0.1	open ditch	rural	Local	4	2	9.0	Surface Treated	7.0	gravel	1.0	80	200	100
RDS 1970	PENINSULA SHORES ROAD EAST	Granite Cliff Trail	End	0.1	open ditch	rural	Local	4	2	9.0	Surface Treated	7.0	gravel	1.0	80	103	100
RDS 1975	PENINSULA SHORES ROAD WEST	Peninsula Shores Road	End	0.3	open ditch	rural	Local	4	2	9.0	Surface Treated	7.0	gravel	1.0	80	120	100
RDS 1980	PINERIDGE DRIVE	Nobel Road	Hammel Avenue	0.1	no ditch	rural	Local	5	2	8.0	Asphalt	6.0	gravel	1.0	40	690	78
RDS 1985	PINERIDGE DRIVE	Hammel Avenue	Spadzinski Lane	0.1	no ditch	rural	Local	6	2	8.0	Gravel	6.0	gravel	1.0	40	465	79
RDS 1990	PINERIDGE DRIVE	Spadzinski Lane	Hadley Way	0.8	open ditch	semi-urban	Local	6	2	8.0	Asphalt	6.0	gravel	1.0	40	465	80
RDS 1995	PINERIDGE DRIVE	Hadley Way	Windy Way	0.1	open ditch	semi-urban	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	278	87
RDS 2000	PINERIDGE DRIVE	Windy Way	Earls Court	0.2	open ditch	semi-urban	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	188	95
RDS 2005	PINERIDGE DRIVE	Ears Court	Steamwhistle Lane	0.2	open ditch	semi-urban	Local	6	2	8.0	Asphalt	6.0	gravel	1.0	40	93	91
RDS 2010	PINERIDGE DRIVE	Steamwhistle Lane	End	0.3	open ditch	semi-urban	Local	6	2	8.0	Asphalt	6.0	gravel	1.0	40	45	83
RDS 2015	PINEWOOD DRIVE	Long Lake Estates Road	0.41 km south of Long Lake Estates	0.4	open ditch	rural	Arterial	5	2	7.0	Surface Treated	6.0	gravel	0.5	40	515	85
RDS 2020	PINEWOOD DRIVE	0.41 km south of Long Lake Estates	0.67 km south of Long Lake Estates	0.3	open ditch	rural	Arterial	5	2	7.0	Surface Treated	6.0	gravel	0.5	40	515	93
RDS 2025	PINEWOOD DRIVE	0.67 km south of Long Lake Estates	Koad Wiigwaas Trail	0.2	open ditch	rural	Arterial	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	490	93
1105 2025		Road	Wingwaas Itali	0.2	open uiten	iulai	Arterial	0	2	7.0	Sanace meated	0.0	9.000	0.5		-50	55

Road Inventory:	Sections	& Existing	Conditions
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Asset ID	Road Name	From	То	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)	2020 AADT	PCI
RDS 2030	PINEWOOD DRIVE	Wiigwaas Trail	Squirrel Avenue	1.2	open ditch	rural	Arterial	6	2	7.0	Surface Treated	6.0	aravel	0.5	40	465	85
RDS 2035	PINEWOOD DRIVE	Squirrel Avenue	Beaver Trail	0.2	open ditch	rural	Arterial	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	400	84
RDS 2040	PINEWOOD DRIVE	Beaver Trail	Buttercup Road	0.2	open ditch	rural	Arterial	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	360	86
RDS 2045	PINEWOOD DRIVE	Buttercup Road	Swallow Road	0.3	open ditch	rural	Arterial	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	303	86
RDS 2050	PINEWOOD DRIVE	Swallow Road	Wren Place	0.0	open ditch	rural	Arterial	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	200	100
RDS 2055	PINEWOOD DRIVE	Wren Place	0.23 km east of Wren Place	0.2	open ditch	rural	Arterial	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	200	85
RDS 2060	PLEASANT VIEW DRIVE	North Road	Linney Lane	0.1	open ditch	semi-urban	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	115	62
RDS 2065	PLEASANT VIEW DRIVE	Linney Lane	Hillview Drive	0.2	open ditch	semi-urban	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	63	79
RDS 2070	PLEASANT VIEW DRIVE	Hillview Drive	End	0.1	open ditch	semi-urban	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	38	73
RDS 2075	RIVERVIEW DRIVE	North Road	End	0.2	open ditch	semi-urban	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	78	67
RDS 2080	ROBINSON LANE	Murray Point Road	0.33 km west of Murray Point Road	0.3	open ditch	rural	Local	4	1	4.5	Gravel	3.5	gravel	0.5	80	125	88
RDS 2082	ROBINSON LANE	0.33 km west of Murray Point Road	End	0.2	no ditch	rural	Local	6	1	4.5	Gravel	3.5	gravel	0.5	80	38	95
RDS 2085	RYDER DRIVE	Nobel Road	0.79 west of Nobel Road (End)	0.8	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	200	68
RDS 2090	SCULLION ROAD	McDougall Road	0.49 km west of McDougall Road (plow turnaround)	0.5	open ditch	rural	Local	6	2	7.0	Gravel	6.0	gravel	0.5	50	38	64
RDS 2095	SKERRYVORE CIRCLE	Duff Crescent	Duff Crescent	0.2	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	155	65
RDS 2100	SKERRYVORE CIRCLE	Duff Crescent	North Road	0.7	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	155	70
RDS 2105	SNOWDEN ROAD	Hurdville Road	End	0.6	no ditch	rural	Local	6	2	4.0	Gravel	3.5	earth/dirt	0.3	40	20	73
RDS 2110	SOUNDVIEW COURT	Big Sound Road	End	0.1	open ditch	rural	Local	6	2	8.0	Asphalt	7.0	gravel	0.5	40	30	100
RDS 2115	SPADZINSKI LANE	Pineridge Drive	Barager Boulevard	0.2	no ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	80	58
RDS 2120	SQUIRREL AVENUE	Pinewood Road	End	0.6	See Note 1	rural	Local	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	145	68
RDS 2125	STRAWBERRY LANE	Mapleridge Drive	End	0.6	open ditch	rural	Local	6	1	5.5	Gravel	3.5	gravel	1.0	40	100	61
RDS 2130	STRAWBERRY LANE	Bell Lake Road	Mapleridge Drive	0.3	open ditch	rural	Local	5	2	8.0	Surface Treated	6.0	gravel	1.0	50	200	57
RDS 2135	SWALLOW ROAD	Pinewood Road	0.51 km north of Pinewood Road	0.5	open ditch	rural	Local	6	2	7.0	Surface Treated	6.0	gravel	0.5	40	145	84
RDS 2140	SYLVAN DRIVE	0.2 km West of Nobel Road	End	0.1	no ditch	rural	Local	6	1	7.0	Gravel	5.0	gravel	1.0	40	108	52
RDS 2145	TAYLOR CRESCENT	Burnside Bridge Road	Section 2155 (confirm name in the field)	0.2	open ditch	semi-urban	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	233	76
RDS 2150	TAYLOR CRESCENT	Section 2155 (confirm name in the field)	End	0.5	open ditch	semi-urban	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	203	45
RDS 2155	Section 2155	Taylor Crescent	End	0.1	sewer & ditch	rural	Local	6	2	6.5	Asphalt	5.5	gravel	0.5	80	30	55
RDS 2160	TROUT LAKE ROAD	Hurdville Road	Green Gate Road	1.1	open ditch	rural	Local	6	2	7.0	Gravel	6.0	gravel	0.5	40	180	79
RDS 2165	TROUT LAKE ROAD	Green Gate Road	0.45 km south of Green Gate Road	0.5	open ditch	rural	Local	6	2	7.0	Gravel	6.0	gravel	0.5	40	35	79
RDS 2170	WHITE BEAVER TRAIL	Lorimer Lake Road	Porter Lane	1.6	See Note 1	rural	Local	6	2	8.0	Gravel	7.0	gravel	0.5	40	125	77
RDS 2175	WHITE BEAVER TRAIL	Porter Lane	0.55 km north of Porter Lane	0.6	open ditch	rural	Local	6	2	8.0	Gravel	7.0	gravel	0.5	40	108	79
RDS 2180	WHITE BEAVER TRAIL	0.55 km north of Porter Lane	End	1.2	no ditch	rural	Local	6	1	4.0	Gravel	3.5	gravel	0.3	40	95	72
RDS 2185	WREN PLACE	Pinewood Road	End	0.1	open ditch	rural	Local	6	2	7.0	Asphalt	6.0	gravel	0.5	40	130	90
RDS 2190	WINDFALLS TRAIL	McDougall Road	Section 2200	1.2	no ditch	rural	Local	6	1	4.5	Gravel	3.5	gravel	0.5	80	18	43
RDS 2195	WINDFALLS TRAIL	Section 2200	End	0.6	no ditch	rural	Local	6	1	4.5	Gravel	3.5	gravel	0.5	80	18	43
RDS 2205	FRONTIER TRAIL	Hurdville Road	End	1.3	no ditch	rural	Local	6	1	4.0	Gravel	3.5	gravel	0.3	80	38	44
RDS 2210	LINNEY LANE	Pleasant View Drive	End	0.1	no ditch	semi-urban	Local	6	1	4.5	Gravel	3.5	gravel	0.5	50	38	39
RDS 2215	MARSH LAKE ROAD	Nobel Road	0.53 km north of Nobel Road	0.5 <b>129.8</b>	open ditch	rural	Local	6	2	13.0	Asphalt	7.0	gravel	3.0	80	38	92

Notes 1

Sections not inspected due to access restrictions or innaccurate map location.

<b>Road Inventory</b>	Sections	& Existing	Conditions
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# Appendix D: Road Standards
# Municipality of McDougall Road Needs Study 2020 Standards, Guidelines & Assumptions

#### TYPICAL ROAD DESIGN STANDARDS

Environment	Road Class		Surface Type	Through Lane	Shoulder Width	Surface Course	Base Course	Surface Depth	Granular A Depth	Granular B Depth	Through Lane	Shoulder Width
				m	m	mm	mm	mm	mm	mm	m	m
Rural	local	R1	asphalt	3.5	1.0	40	50	90	150	300	3.0	0.5
	collector	R2	asphalt	3.5	1.0	40	50	90	150	300	3.0	0.5
	arterial	R3	asphalt	3.5	1.0	40	50	90	150	300	3.0	0.5
Semi-Urban	local	S1	asphalt	3.5	1.0	40	50	90	150	300	3.0	0.5
	collector	S2	asphalt	3.5	1.0	40	50	90	150	300	3.0	0.5
	arterial	S3	asphalt	3.5	1.0	40	50	90	150	300	3.0	0.5
Urban	local	U1	asphalt	4.25		40	50	90	150	300	3.75	
	collector	U2	asphalt	4.5		50	50	100	150	450	4.0	
	arterial	U3	asphalt	4.5		50	50	100	150	450	4.0	

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

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

0	$\leq$ AADT <	400	asphalt
400	$\leq$ AADT <	1000	asphalt
1000	≤ AADT		asphalt

 $0 \leq AADT < 1000 \qquad asphalt$ 1000  $\leq AADT \qquad asphalt$  TOLERABLE STANDARDS

Appendix E: Road Deficiencies & Improvements

		Road Section Identification																	In	provement		
Section	Road Name	From	То	Length (km)	2020 AADT	Geometrics	Surface Condition	Sur	face Туре		Su	rface Width		Shoulder	Capacity	Draina	age	PCI	Туре	Time	Value	Priority Rating
						need	existing need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
RDS 1000	ACORN DRIVE	Oakridge Road	South End	0.4	30	adeq	resurface 6-10 years	surface treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch	6-10	78	PR	6-10 years	\$68,000	13
RDS 1005	ARMSTRONG AVENUE	Crawford Drive	Glenrock Road	0.1	83	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	0.25	0.25	no ditch	1-5	76	PR	6-10 years	\$23,000	16
RDS 1010	BARAGER BOULEVARD (North end)	Nobel Road	Spadzinski Lane	0.1	153	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	sewer & ditch	1-5	69	PR	6-10 years	\$14,000	23
RDS 1015	BARAGER BOULEVARD (South end)	Spadzinski Lane	Nobel Road	0.3	53	adeq	resurface 1-5 years	Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	no ditch	now	52	PR	1-5 years	\$56,000	30
RDS 1020	BEAVER TRAIL	Pinewood Road	North End	0.8	160	adeq	resurface 6-10 years	surface treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	79	PR	6-10 years	\$142,000	16
RDS 1025	BELL LAKE ROAD	Highway 124	0.26 km south of Highway 124	0.3	350	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	57	PR	1-5 years	\$45,000	39
RDS 1030	BELL LAKE ROAD	0.26 km south of Highway 124	Strawberry Lane	0.2	350	adeq	resurface 6-10 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	68	PR	6-10 years	\$42,000	28
RDS 1035		Strawberry Lane	0.38 km east of Strawberry Lane	0.4	90	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	no ditch	now	51	PR	1-5 years	\$66,000	33
RDS 1040		0.38 km east of Strawberry Lane	0.43 km east of Strawberry Lane	0.0	35	adeq	adequate	Gravel	asphalt	now	6.00	6.00	adeq	adeq	adeq	no ditch	now	100	maintenance only			
RDS 1045		nighway 124	End	0.0	145	adeq	adequate	Asphalt	asphalt	adag	6.00	6.00	adeq	adeq	adag	open ditch	adeq	100				<u> </u>
RDS 1050		Parkway Avonuo	End Sound View Court	1.8	410	adeg	adequate	Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch	adeq	100				
RDS 1060		Sound View Court	North End	0.6	63	adeg	adequate	Asphalt	asphalt	adeq	7.00	6.00	adeg	adeq	adeq	open ditch	6-10	100				
RDS 1065	BLUE JAY POINT ROAD	Buttercup Road	0.12 km east of Buttercup Road	0.1	73	adeq	adequate	Asphalt	asphalt	adeq	5.50	6.00	0.50	adeq	adeq	open ditch	6-10	87	WR	now	\$33,000	9
RDS 1067	BLUE JAY POINT ROAD	0.12 km east of Buttercup Road	North End	0.2	73	adeg	rehabilitate now	Gravel	asphalt	now	3.50	6.00	2.50	adeq	adeq	no ditch	now	40	BS	now	\$24,000	39
RDS 1070	BUNNY TRAIL	Lorimer Lake Road	5.74 km north of Lorimer Lake Road	5.7	455	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	60	PR	1-5 years	\$983,000	38
RDS 1075	BUNNY TRAIL	5.74 km north of Lorimer Lake Road	Daffin Lane	1.8	343	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	59	PR	1-5 years	\$307,000	36
RDS 1080	BUNNY TRAIL	Daffin Lane	North to end (Township boundary)	0.9	228	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	60	PR	1-5 years	\$152,000	33
RDS 1085	BURNSIDE BRIDGE ROAD	Highway 124	North Road	0.1	1055	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	no ditch	now	65	PR	1-5 years	\$17,000	41
RDS 1090	BURNSIDE BRIDGE ROAD	North Road	Taylor Crescent	0.6	428	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	51	PR	1-5 years	\$105,000	45
RDS 1095	BURNSIDE BRIDGE ROAD	Taylor Crescent	0.26 km east/southeast of Taylor Crescent	0.3	330	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	51	PR	1-5 years	\$46,000	43
RDS 1100	BURNSIDE BRIDGE ROAD (BRIDGE)	0.26 km east/southeast of Taylor Crescent	0.3 km east/southeast of Taylor Crescent	0.0	330	adeq	adequate	Surface Treated	asphalt	now	4.50	6.00	1.50	0.50	0.50	other	adeq	100	WR	now	\$11,000	0
RDS 1105	BURNSIDE BRIDGE ROAD	0.3 km east/southeast of Taylor Crescent	0.62 km east/southeast of Taylor Crescent (top of hill)	0.3	330	adeq	rehabilitate now	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	no ditch	now	47	BS	now	\$66,000	46
RDS 1110	BURNSIDE BRIDGE ROAD	0.62 km east/southeast of Taylor Crescent	Mill Lake Trail	1.0	298	adeq	adequate	gravel	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	84				<u> </u>
RDS 1115	BURNSIDE BRIDGE ROAD	Mill Lake Trail	End	1.7	248	adeq	adequate	gravel	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	78				
RDS 1120	BUTTERCUP ROAD	Pinewood Road	0.19 km south of Pinewood Road	0.2	145	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	90				<u> </u>
RDS 1125	BUTTERCUP ROAD	0.19 km south of Pinewood Road	Blue Jay Point Rd	0.0	145	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	100				<u> </u>
RDS 1130	BUTTERCUP ROAD	Blue Jay Point Rd	End	0.2	73	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	88				-
RDS 1135	CEDAR SHORE ROAD	McDougall Road West	0.49 km north of McDougall Road West	0.5	143	adeq	adequate	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	adeq	80				
RDS 1140	CEDAR SHORE ROAD	0.49 km north of McDougall Road West	End	0.4	143	adeq	rehabilitate now	Gravel	asphalt	now	3.00	6.00	3.00	adeq	adeq	no ditch	now	40	BS	now	\$49,000	44
RDS 1145	CORNFLOWER ROAD	Pinewood Road	End	0.4	110	adeq	resurface 6-10 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	79	PR	6-10 years	\$69,000	15
RDS 1150	CRAWFORD ROAD	Parkway Avenue	Glenrock Road	0.2	125	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch	now	73	PR	6-10 years	\$28,000	19
RDS 1155		North Road	Skerryvore Circle	0.1	233	adeq	adequate	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	81		4.5		
RDS 1160		Skerryvore Circle	Skerryvore Circle	0.7	115	adeq	resurface 1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	now	47	PR	1-5 years	\$125,000	3/
RDS 1105		Pineridge Drive	End Roach Raye Road	0.2	30	adeq		Graver	asphalt	now	5.50	6.00	2.50	adeq	adeq	no ditch	1 E	67	WR DD	1 E voarc	\$79,000	19
RDS 1175		Beach Bays Road	Bowers Bay Road	0.0	300	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	57	PR	1-5 years	\$32,000	37
RDS 11/0		Bowers Bay Road	Eawcett Court/Felsman Lane split	0.2	225	adeg	resurface 6-10 years	Surface Treated	asphalt	now	6.00	6.00	adeg	adeq	adeq	open ditch	1-5	68	PR	6-10 years	\$60,000	26
RDS 1185	GEORGE HUNT DRIVE	Nobel Road	Fairway Drive	0.7	705	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	75	PR	6-10 years	\$114.000	26
RDS 1190	GEORGE HUNT DRIVE	Fairway Drive	Demick Drive	0.6	353	adeg	resurface 1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	65	PR	1-5 years	\$99,000	31
RDS 1195	GEORGE HUNT DRIVE	Demick Drive	Barrys Channel Lane	0.2	178	adeq	adequate	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	85				
RDS 1200	GEORGE HUNT DRIVE	Barrys Channel Lane	End	0.1	70	adeq	adequate	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	100				
RDS 1205	GLENROCK ROAD	Crawford Road	Armstrong Avenue	0.0	125	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch	1-5	77	PR	6-10 years	\$4,000	17
RDS 1210	GLENROCK ROAD	Armstrong Avenue	Glenrock Road	0.1	125	adeq	adequate	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch	1-5	95				
RDS 1215	GLENROCK ROAD	Glenrock Road	Armstrong Avenue	0.2	125	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch	now	69	PR	6-10 years	\$26,000	22
RDS 1220	GLENROCK ROAD	Armstrong Avenue	Section 1225	0.1	83	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch	1-5	76	PR	6-10 years	\$11,000	16
RDS 1225	GLENROCK ROAD Section 1225	Glenrock Road	West to end	0.1	43	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	7.00	6.00	adeq	0.25	0.25	no ditch	now	73	PR	6-10 years	\$12,000	16
RDS 1230	GLENROCK ROAD	Section 1225	Glenrock Road	0.0	43	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch	now	71	PR	6-10 years	\$7,000	17
RDS 1235	GRANDVIEW DRIVE	North Road	Section 1245	0.3	78	adeq	resurface 1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	60	PR	1-5 years	\$53,000	26
RDS 1240	GRANDVIEW DRIVE	Section 1245	East to end	0.1	63	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	73	PR	6-10 years	\$16,000	17
RDS 1245	GRANDVIEW DRIVE	Grandview Drive	North to end	0.0	15	adeq	resurface 1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	62	PR	1-5 years	\$7,000	21

		<b>Road Section Identification</b>																	li	nprovement		
Section	Road Name	From	То	Length (km)	2020 AADT	Geometrics	Surface Condition	Sur	rface Type		Sı	Irface Width	ı	Shoulder	Capacity	Drainag	ge	PCI	Туре	Time	Value	Priority Rating
						need	existing need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
PDS 1250		McDougall Road	Finch Trail (Too in road)	27	75	adag	adoquato	Gravel	gravel	adog	6.00	6.00	adog	adog	adog	open ditch	1-5	72				
RDS 1250		Finch Trail	Finch that (fee in foad)	2.5	75	adeq	adequate	Gravel	gravel	adeq	6.00	6.00	adeq	adeg	adeg	po ditch	1-3	72				
RDS 1260			End	0.1	15	adeg	resurface now	Gravel	gravel	adeq	3.00	6.00	3.00	0.25	0.25	no ditch	now	56	PR	now	\$7,000	24
RDS 1200		Piperidge Drive	0.25 km porth of Piperidge Drive	0.1	223	adeq	adequate	Asphalt	asphalt	adeq	6.00	6.00	adeg	adeg	adeg	open ditch	6-10	100	FIX	110 W	\$7,000	24
RDS 1200		0.25 km porth of Piperidge Drive		2.3	223	adeg	adequate	Asphalt	asphalt	adeq	6.25	6.00	adeq	0.13	0.13	open ditch	6-10	96				
RDS 1270		Parkway Avonuo	East to ond	0.2	223	adeq	adequate	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeg	adeg	no ditch	1-5	86				
RDS 1280		Pleasant View Drive	End	0.2	63	adeg	resurface 1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	59	PR	1-5 years	\$54.000	26
RDS 1285		Highway 124	End	1.6	235	adeg	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeg	open ditch	1-5	63	PR	1-5 years	\$258,000	30
RDS 1200		Highway 124	0.13 km east of Highway 124	0.1	580	adeg	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	no ditch	1-5	100	T IX	1 0 years	\$230,000	
RDS 1295		0.13 km east of Highway 124	Hardy Henry Trail	3.1	580	adeg	adequate	Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeg	open ditch	adeg	82				
RDS 1300		Hardy Henry Trail	Trout Lake Road	0.2	553	adeg	adequate	Asphalt	asphalt	adeg	6.00	6.00	adeq	adeq	adeq	open ditch	adeq	95				
RDS 1305		Trout Lake Road	Spowdon Road	2.8	523	adeg	adequate	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeg	open ditch	adeq	82				
RDS 1303		Snowdon Road	Eroption Trail	0.7	540	adeq	adequate	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	adeq	90				
105 1510			0.06 km east of Frontier Trail to	0.7	540	adeq	adequate	Asphalt	asprian	aueq	0.00	0.00	adeq	adeq	adeq	open atten	adeq	30				
RDS 1315	HURDVILLE ROAD	Frontier Trail	municipal boundary	0.1	535	adeq	adequate	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	adeq	99				
RDS 1320	HURDVILLE ROAD	0.65 km from Frontier Trail	0.96 km from Frontier Trail	0.3	603	adeq	adequate	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	adeq	86				
RDS 1325	FINCH TRAIL	Hanes Lake Road	0.9 km east of Hanes Lake Road	0.9	45	adeq	adequate	Gravel	asphalt	now	5.00	6.00	1.00	adeq	adeq	no ditch	now	68	WR	now	\$267,000	19
RDS 1330	KIRKHAM ROAD	Highway 124	Nine Mile Narrows Trail	0.6	118	adeq	resurface 6-10 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	70	PR	6-10 years	\$98,000	21
RDS 1335	KIRKHAM ROAD	Nine Mile Narrows Trail	Rymaki Trail	1.0	90	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	82				
RDS 1340	KIRKHAM ROAD	Rymaki Trail	Highway 124	0.2	118	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	86				
RDS 1345	LAKE FOREST DRIVE	Nobel Road	0.36 km east of Nobel Road	0.4	545	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	81				
RDS 1350	LAKE FOREST DRIVE	0.36 km east of Nobel Road	Meadowcrest Drive	0.8	518	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	60	PR	1-5 years	\$135,000	39
RDS 1355	LAKE FOREST DRIVE	Meadowcrest Drive	Draper Drive	1.4	273	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	59	PR	1-5 years	\$232,000	34
RDS 1360	LIMBERT ROAD	North Road	Isobell Lane	0.6	280	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	adeq	100				
RDS 1365	LIMBERT ROAD	Isobell Lane	Limbert Lane South/Limbert Lane North	0.7	225	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	adeq	94				
RDS 1370	LOCH ERNE ROAD	Lorimer Lake Road	Meadow Trail	3.0	125	adeq	resurface 1-5 years	surface treated	asphalt	now	7.00	6.00	adeq	0.25	0.25	no ditch	now	55	PR	1-5 years	\$575,000	32
RDS 1375	LOCH ERNE ROAD	Meadow Trail	McKellar Ferguson Boundary Road	1.0	125	adeq	resurface 6-10 years	Surface Treated	gravel	adeq	6.00	6.00	adeq	adeq	adeq	no ditch	now	66	PR	6-10 years	\$68,000	24
RDS 1380	LONG LAKE ESTATES ROAD	Highway 124	2.19 km east of Highway 124 (Pinewood	2.2	515	adeq	resurface 6-10 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	76	PR	6-10 years	\$376,000	23
RDS 1385	LORIMER LAKE ROAD	Highway 124	1.12 km north of Highway 124	1.1	1115	adeq	resurface 6-10 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeg	no ditch	now	74	PR	6-10 years	\$193.000	30
RDS 1390		1.12 km north of Highway 124	Waterside Lane	0.0	1115	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	86		,		
RDS 1395	LORIMER LAKE ROAD	Waterside Lane	MacDonald Lane	0.3	1115	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	0.25	0.25	open ditch	1-5	69	PR	1-5 vears	\$60.000	36
RDS 1400	LORIMER LAKE ROAD	MacDonald Lane	Marsh Glen Lane	0.5	1115	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	0.25	0.25	open ditch	1-5	61	PR	1-5 vears	\$89.000	45
RDS 1405	LORIMER LAKE ROAD	Marsh Glen Lane	Miller Drive	0.1	1115	adeg	resurface 6-10 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeg	adeg	open ditch	1-5	74	PR	6-10 years	\$21,000	30
RDS 1410	LORIMER LAKE ROAD	Miller Drive	Bunny Trail	0.5	845	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	0.25	0.25	open ditch	1-5	60	PR	1-5 vears	\$83.000	44
RDS 1415	LORIMER LAKE ROAD	Bunny Trail	Pauls Bay Road	0.5	390	adeq	adequate	Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeg	open ditch	6-10	100				
RDS 1420	LORIMER LAKE ROAD	Pauls Bay Road	Loch Erne Road	2.0	425	adeg	adequate	Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch	6-10	100				
RDS 1425	LORIMER LAKE ROAD	Loch Erne Road	Backfield Bay Lane	0.8	320	adeq	adequate	Asphalt	asphalt	adeq	6.50	6.00	adeq	adeq	adeq	open ditch	6-10	100				
RDS 1430	LORIMER LAKE ROAD	Backfield Bay Lane	White Beaver Trail	0.6	288	adeg	adequate	Asphalt	asphalt	adeq	6.50	6.00	adeq	adeq	adeg	open ditch	6-10	100				
RDS 1435	LORIMER LAKE ROAD	White Beaver Trail	Kirkham Point Lane	0.0	235	adeq	adequate	Asphalt	asphalt	adeq	6.50	6.00	adeq	adeq	adeq	open ditch	6-10	100				
RDS 1440	LORIMER LAKE ROAD	Kirkham Point Lane	Eldon Lane	1.3	235	adeq	adequate	Asphalt	asphalt	adeq	6.50	6.00	adeq	adeq	adeg	open ditch	adeg	88				
RDS 1445	LORIMER LAKE ROAD	Eldon Lane	Cooks Cove Road	0.3	223	adeq	adequate	Surface Treated	asphalt	now	6.50	6.00	adeq	adeq	adeq	open ditch	6-10	93				
RDS 1450	LORIMER LAKE ROAD	Cooks Cove Road	0.52 km north of Cooks Cove Road	0.5	200	adeq	adequate	Surface Treated	asphalt	now	6.50	6.00	adeq	adeq	adeq	open ditch	6-10	100				
RDS 1455		0.52 km north of Cooks Cove Road	Rocklea I ane	0.6	200	adeg	adequate	Gravel	gravel	adeg	6.00	6.00	adeq	adeg	adeg	no ditch	1-5	84				
RDS 1460		Rocklea Lane	Scoffield Trail	1.6	73	aden	adequate	Gravel	gravel	aden	6.00	6.00	aden	aden	aden	no ditch	now	72				<b> </b>
RDS 1465	LORIMER LAKE ROAD	Scoffield Trail	Lori-Lea Trail	0.2	60	adeo	adequate	Gravel	gravel	adeq	6,00	6.00	adeo	adeq	adeo	no ditch	now	74				
RDS 1470		l ori-l ea Trail	Formans Trail	0.3	45	aden	adequate	Gravel	gravel	adeq	6,00	6.00	adeo	aden	adeq	no ditch	1-5	88				<b> </b>
RDS 1475		Formans Trail	Running Bear Trail	0.2	45	adeq	adequate	Gravel	gravel	adeq	6,00	6.00	adeq	adeq	adeq	no ditch	1-5	91				
RDS 1480	FIRE ROUTE 101	Municipal Drive	End	0.1	18	aden	adequate	gravel	asphalt	now	3,50	6.00	2.50	aden	adeq	open ditch	1-5	66	WR	now	\$35.000	19
RDS 1485	MAPLERIDGE DRIVE	Mountain Basin Drive	End	0.2	53	adeq	resurface 1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	54	PR	1-5 vears	\$42.000	28
RDS 1490	McDOUGALL ROAD	Highway 400	0.09 km east of Highway 400	0.1	1900	adeg	adequate	Asphalt	asphalt	aden	12.00	6.00	aden	aden	adeq	open ditch	aden	87		. j.u.o	,::00	
RDS 1495	McDOUGALL ROAD	0.09 km east of Highway 400	0.16 km east of Highway 400	0.1	1900	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	8.00	6.00	adeq	adeq	adeq	open ditch	adeq	79	PR	6-10 years	\$17.000	28
RDS 1500	McDOUGALL ROAD	0.16 km east of Highway 400	0.32 km east of Highway 400	0.2	1900	adeg	resurface 6-10 years	Asphalt	asphalt	aden	8.00	6.00	aden	aden	adeq	open ditch	aden	79	PR	6-10 years	\$36.000	28
RDS 1505	McDOUGALL ROAD	0.32 km east of Highway 400	0.33 km east of Highway 400	0.0	1585	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	7.50	6.00	adeq	adeq	adeq	open ditch	adeq	79	PR	6-10 years	\$4.000	27
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		Road Section Identification																	II	nprovement		
Section	Road Name	From	То	Length (km)	2020 AADT	Geometrics	Surface	Condition	Sur	rface Type		Su	urface Width	ı	Shoulder	Capacity	Drainage	PCI	Туре	Time	Value	Priority Rating
						need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing need					
PDS 1510		0.33 km past of Highway 400	McDougall Road West	0.9	1585	adag	rosurfaco	6-10 years	Asphalt	asphalt	adog	7 50	6.00	adog	adag	adog	open ditch adea	79	DD	6-10 years	\$207.000	27
RDS 1510		McDougall Road West	Driveway for #34 Mcdougall Road	0.5	1270	adeq	See Note 1	See Note 1	Asphalt	asphalt	adeq	See Note 1	6.00	See Note	adeq	adeg	See Note 1 See Note	See Note	See Note 1	See Note 1	See Note 1	See Note 1
RDS 1520	McDOUGALL ROAD	Driveway for #34 Mcdougall Road	Jacks Trail	0.2	1270	adeq	adequate		Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch adeq	83				
RDS 1525	McDOUGALL ROAD	Jacks Trail	Tully Lane	0.4	1235	adeq	resurface	6-10 years	Asphalt	asphalt	adeg	6.00	6.00	adeq	adeq	adeg	open ditch adeq	76	PR	6-10 years	\$62,000	29
RDS 1530	McDOUGALL ROAD	Tully Lane	Tommy Lane	0.4	1205	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch adeq	84				
RDS 1535	McDOUGALL ROAD	Tommy Lane	Ravens Bay Trail	0.4	1173	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch adeq	95				
RDS 1540	McDOUGALL ROAD	Ravens Bay Trail	Windfall Trail	1.8	1173	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	56	PR	1-5 years	\$320,000	52
RDS 1545	McDOUGALL ROAD	Windfall Trail	Overlook Lane	1.1	1030	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch adeq	81				
RDS 1550	McDOUGALL ROAD	Overlook Lane	Scullion Road	0.2	1030	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch adeq	78	PR	6-10 years	\$43,000	26
RDS 1555	McDOUGALL ROAD	Scullion Road	Hanes Lake Road	1.8	1030	adeq	adequate		Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch adeq	95				
RDS 1560	McDOUGALL ROAD	Hanes Lake Road	Mountain Basin Lake (Bridge)	1.6	738	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch adeq	86				
RDS 1565	McDOUGALL ROAD (BRIDGE)	Mountain Basin Lake (Bridge)	Mountain Basin Lake (Bridge)	0.0	738	adeq	adequate		Asphalt	asphalt	adeq	4.40	6.00	1.60	0.50	0.50	no ditch adeq	100	WR	now	\$11,000	0
RDS 1570	McDOUGALL ROAD	Mountain Basin Lake (Bridge)	0.32 km ease of Mountain Basin Lake (Bridge)	0.3	705	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch adeq	81				
RDS 1575	McDOUGALL ROAD	0.32 km ease of Mountain Basin Lake (Bridge)	Hurdville Road	5.1	670	adeq	adequate		Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch adeq	80				
RDS 1580	McDOUGALL ROAD WEST	McDougall Road	0.12 km west of McDougall Road	0.1	285	adeq	adequate		Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch adeq	86				
RDS 1585	McDOUGALL ROAD WEST	0.12 km west of McDougall Road	Stenfors Road	0.1	285	adeq	adequate		Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch adeq	86				
RDS 1590	McDOUGALL ROAD WEST	Stenfors Road	0.27 km west of Stenfors Road	0.3	143	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch 6-10	68	PR	1-5 years	\$56,000	23
RDS 1595	McDOUGALL ROAD WEST	0.27 km west of Stenfors Road	Cedar Shore Road	0.2	143	adeq	adequate		Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch adeq	82				
RDS 1600	McDOUGALL ROAD WEST	Cedar Shore Road	End	0.1	10	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch adeq	77	PR	6-10 years	\$15,000	12
RDS 1605	DRIVEWAY FOR #34 MCDOUGALL ROAD	McDOUGALL ROAD	End	0.1	10	adeq	resurface	now	Gravel	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 1-5	60	PR	now	\$21,000	22
RDS 1610	MCKELLAR FERGUSON BOUNDARY ROAD	Highway 124	1.03 km north of Highway 124	1.0	50	adeq	adequate		gravel	asphalt	now	6.00	6.00	adeq	adeq	adeq	no ditch now	74	maintenance only		L	
RDS 1615	MCKELLAR FERGUSON BOUNDARY ROAD	1.03 km north of Highway 124	1.18 km north of Highway 124	0.2	63	adeq	adequate		gravel	asphalt	now	5.00	6.00	1.00	adeq	adeq	no ditch 1-5	79	maintenance only			
RDS 1620	MCKELLAR FERGUSON BOUNDARY ROAD	1.18 km north of Highway 124	1.66 km north of Highway 124	0.5	75	adeq	adequate		gravel	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	80	maintenance only		L	
RDS 1625	MCKELLAR FERGUSON BOUNDARY ROAD	1.66 km north of Highway 124	2.16 km north of Highway 124	0.5	88	adeq	adequate		gravel	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	80	maintenance only			
RDS 1630	MCKELLAR FERGUSON BOUNDARY ROAD	2.16 km north of Highway 124	Franquette Avenue	0.9	100	adeq	adequate		gravel	asphalt	now	5.00	6.00	1.00	adeq	adeq	no ditch 1-5	84	maintenance only		L	<u> </u>
RDS 1635	MCKELLAR FERGUSON BOUNDARY ROAD	Franquette Avenue	0.47 km north of Franquette Avenue	0.5	113	adeq	resurface	6-10 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	no ditch now	71	maintenance only		ļ	4
RDS 1640	MCKELLAR FERGUSON BOUNDARY ROAD	Highway 124	0.32 km south of Highway 124	0.3	25	adeq	adequate		Gravel	asphalt	now	6.00	6.00	adeq	adeq	adeq	no ditch 1-5	88	maintenance only		<b></b>	
RDS 1645	MCKELLAR FERGUSON BOUNDARY ROAD	0.32 km south of Highway 124	Tikka Trail	0.3	38	adeq	adequate		Gravel	asphalt	now	6.00	6.00	adeq	adeq	adeq	no ditch 1-5	85	maintenance only			
RDS 1650		Lake Forest Drive	End	1.2	273	adeq	adequate		Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	86			<u> </u>	
RDS 1655	MILLER DRIVE	MacDonald Lane	0.14 km east of MacDonald Lane	0.1	410	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	100				4
RDS 1660		0.14 km east of MacDonald Lane	Birch Lane	0.3	390	adeq	adequate	6.40	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	8/		6.40	41.47.000	10
RDS 1665		Birch Lane	Mik Lane	0.8	288	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	79	PR	6-10 years	\$143,000	18
RDS 1670			Ena Marslavislas Drive	0.4	143	adeq	adequate	6 10	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 8-10	60	DD.	6 10 10 000	¢77.000	24
RDS 1675		Strawberry Lane	Mapleridge Drive	0.4	100	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 1-5	65	PR	6-10 years	\$77,000	24
RDS 1680		Mapleridge Drive	Basinview Lane	0.2	55	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 1-5	70	PR	6-10 years	\$30,000	18
RDS 1600			File Route 101	0.0	45	adeq	resurface	E 10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch £ 10	77	PR	E 10 years	\$7,000	14
RDS 1690		Nobel Road	end 0.28 km wast of Nabal Nabal Boad	0.3	250	adeq	resurface	1 E voarc	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 1 E	60	PR	1 E voarc	\$34,000	77
RDS 1093		0.28 km west of Nobel Nobel Poad	Pobleson Lano	0.1	190	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch now	65	PR	6-10 years	\$25,000	27
RDS 1700		Robinson Lane	End	0.1	125	adeq	resurface	1-5 years	Asphalt	asphalt	adeg	6.00	6.00	adeq	adeg	adeg	open ditch 1-5	59	PR	1-5 years	\$78,000	29
RDS 1703		Oakridge Road	0.08 km porth of Oakridge Road	0.1	43	adeq	adequate	T-2 Aegus	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch 1-5	81	FIX	1-5 years	\$70,000	25
RDS 1715		0.08 km porth of Oakridge Road	End	0.1	43	adeq	resurface	now	Gravel	asphalt	now	3.00	6.00	3.00	0.25	0.25	no ditch now	59	PR	now	\$8,000	25
RDS 1710		Highway 124	Old Maple Trail	1.2	88	adeq	adequate	1101	Gravel	gravel	adeg	7.00	6.00	adeg	adeg	adeg	open ditch 1-5	67		11011	\$0,000	23
RDS 1725	NINE MILE LAKE ROAD	Old Maple Trail	North to end	0.4	38	adeq	adequate		Gravel	gravel	adeq	7.00	6.00	adeq	adeq	adeq	open ditch 6-10	82	maintenance only			-
RDS 1730	NOBEL ROAD	Parry Sound Drive	0.14 km north of Parry Sound Drive	0.1	3540	aden	adequate		Asphalt	asphalt	aden	10.00	6.00	aden	aden	aden	open ditch adeg	87				1
RDS 1735	NOBEL ROAD	0.14 km north of Parry Sound Drive	0.19 km north of Parry Sound Drive	0.0	3540	adeq	adequate		Asphalt	asphalt	adeq	10.00	6.00	adeq	adeq	adeq	open ditch adeq	87				
RDS 1740	NOBEL ROAD	0.19 km north of Parry Sound Drive	Oakridge Road	0.3	3540	adeq	adequate		Asphalt	asphalt	adeq	10.00	6.00	adeq	adeq	adeq	open ditch adea	88				
RDS 1745	NOBEL ROAD	Oakridge Road	Sylvan Drive	0.2	3365	adeq	adequate		Asphalt	asphalt	adeq	10.00	6.00	adeq	adeq	adeq	open ditch 6-10	84				
RDS 1750	NOBEL ROAD	Sylvan Drive	Municipal Drive	0.5	3560	adeq	adequate		Asphalt	asphalt	adeq	10.00	6.00	adeq	adeq	adeq	open ditch 6-10	88				
RDS 1755	NOBEL ROAD	Municipal Drive	Felsman Drive	0.9	3523	adeq	adequate		Asphalt	asphalt	adeq	10.00	6.00	adeq	adeq	adeq	open ditch 6-10	84				
RDS 1760	NOBEL ROAD	Felsman Drive	Lake Forest Drive	0.1	3195	adeq	adequate		Asphalt	asphalt	adeq	10.00	6.00	adeq	adeq	adeq	open ditch 6-10	86				
RDS 1765	NOBEL ROAD	Lake Forest Drive	0.21 km north of Lake Forest Drive	0.2	2398	adeq	adequate		Asphalt	asphalt	adeq	10.00	6.00	adeq	adeq	adeq	open ditch adeq	88				
RDS 1770	NOBEL ROAD	0.21 km north of Lake Forest Drive	0.95 km north of Lake Forest Drive	0.7	2398	adeq	adequate		Asphalt	asphalt	adeq	10.00	6.00	adeq	adeq	adeq	open ditch adeq	86				1

		<b>Road Section Identification</b>																	li	nprovement		
Section	Road Name	From	То	Length (km)	2020 AADT	Geometrics	Surface (	Condition	Sur	rface Type		Su	rface Width		Shoulder	Capacity	Drainage	РСІ	Туре	Time	Value	Priority Rating
						need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing need					
RDS 1775	NOBEL ROAD	0.95 km north of Lake Forest Drive	George Hunt Memorial Drive	0.2	2398	adeg	adequate		Asphalt	asphalt	adeg	10.00	6.00	adeg	adeg	adeg	open ditch adeg	93				
RDS 1780	NOBEL ROAD	George Hunt Memorial Drive	Barager Boulevard	0.2	1758	adeq	adequate		Asphalt	asphalt	adeq	7.50	6.00	adeq	adeq	adeq	open ditch 1-5	95				
RDS 1785	NOBEL ROAD	Barager Boulevard	Barager Boulevard	0.3	1758	adeq	adequate		Asphalt	asphalt	adeq	7.50	6.00	adeq	adeq	adeq	open ditch 6-10	90				
RDS 1790	NOBEL ROAD	Barager Boulevard	Murray Point Road	0.1	2215	adeq	adequate		Asphalt	asphalt	adeq	7.50	6.00	adeq	adeq	adeq	open ditch 6-10	90			1	
RDS 1795	NOBEL ROAD	Murray Point Road	Pineridge Drive	0.1	2215	adeq	adequate		Asphalt	asphalt	adeq	7.50	6.00	adeq	adeq	adeq	open ditch 6-10	90				
RDS 1800	NOBEL ROAD	Pineridge Drive	Ryder Drive	0.3	2215	adeq	adequate		Asphalt	asphalt	adeq	7.50	6.00	adeq	adeq	adeq	open ditch 6-10	90				
RDS 1805	NOBEL ROAD	Ryder Drive	170m East of Parkway Avenue	1.5	2215	adeq	adequate		Asphalt	asphalt	adeq	7.50	6.00	adeq	adeq	adeq	open ditch 6-10	89				
RDS 1810	NOBEL ROAD	170m East of Parkway Avenue	Parkway Avenue (South side of Nobel Road)	0.2	2215	adeq	adequate		Asphalt	asphalt	adeq	7.50	6.00	adeq	adeq	adeq	open ditch 6-10	90			L	_
RDS 1815	NOBEL ROAD	Parkway Avenue (South side of Nobel Road)	Parkway Avenue (North side of Nobel Road)	0.0	1660	adeq	adequate		Asphalt	asphalt	adeq	16.50	6.00	adeq	adeq	adeq	open ditch 6-10	90				
RDS 1820	NOBEL ROAD	Parkway Avenue (North side of Nobel Road)	0.43 km west of Parkway Avenue (North side of Nobel Road)	0.4	1660	adeq	adequate		Asphalt	asphalt	adeq	7.50	6.00	adeq	adeq	adeq	open ditch 6-10	90			L	
RDS 1825	NOBEL ROAD	0.43 km west of Parkway Avenue (North side of Nobel Road)	Cil Road	0.9	1660	adeq	adequate		Asphalt	asphalt	adeq	7.50	6.00	adeq	adeq	adeq	open ditch 6-10	89				
RDS 1830	NOBEL ROAD	Cil Road	Marsh Lake Road	1.7	1260	adeq	adequate		Asphalt	asphalt	adeq	7.50	6.00	adeq	adeq	adeq	open ditch 6-10	89			1	
RDS 1835	NORTH ROAD	Burside Bridge Road	Pleasant View Drive	0.4	775	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	89				
RDS 1840	NORTH ROAD	Pleasant View Drive	Duff Crescent	0.2	660	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	89				
RDS 1845	NORTH ROAD	Duff Crescent	Riverview Drive	0.2	583	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	89				
RDS 1850	NORTH ROAD	Riverview Drive	Skerryvore Circle	0.2	583	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	95				
RDS 1855	NORTH ROAD	Skerryvore Circle	Grandview Drive	0.1	543	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	95				4
RDS 1860	NORTH ROAD	Grandview Drive	Mill Lake Shores	0.4	550	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	88				
RDS 1865	NORTH ROAD	Mill Lake Shores	Limbert Road	0.8	550	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	83				4
RDS 1870		Limbert Road	End (municipal boundary)	0.6	935	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	84				
RDS 1875			Acorp Diruc	0.1	425	adeq	adequate		Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch 1 E	200				
RD3 1880		A sere Direct	Oakridge Road North/Oakridge Road	0.1	715	adeq	adequate	1. 5. 1. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	anon ditab 1.5	63	DD	1.5.00000	¢120.000	74
RDS 1005		Oakridge Road North/Oakridge Road	South	0.6	129	adeq	adequate	1-5 years	Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch 6 10	01	PR	1-5 years	\$120,000	54
KD3 1690		South	0.05 km horth of Oaknage Road	0.0	120	aueq	auequate		Surface Treated	aspirait	now	7.00	0.00	aueq	aueq	aueq	open attent 0-10	04			<b></b>	<u> </u>
RDS 1895	OAKRIDGE ROAD NORTH	0.05 km north of Oakridge Road	0.23 km north of Oakridge Road	0.2	128	adeq	resurface	1-5 years	Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch 1-5	64	PR	1-5 years	\$36,000	26
RDS 1900		0.23 km north of Oakridge Road	End	0.1	63	adeq	resurface	1-5 years	Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	no ditch now	58	PR	1-5 years	\$13,000	27
RDS 1905		Vakridge Road/Oakridge Road North	1.49 km south of Oakridge Road	1.5	230	adeq	adoquato	0-10 years	Asphalt	asphalt	adog	6.00	6.00	adeq	adeq	adeq	open ditch adea	100	PR	0-10 years	\$290,000	21
RDS 1915				0.2	840	adeg	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeg	open ditch 6-10	85				
RDS 1925		Crawford Road	Big Sound Road	0.4	633	adeg	resurface	6-10 years	Asphalt	asphalt	adeg	6.00	6.00	adeq	adeq	adeg	open ditch 1-5	71	PR	6-10 years	\$66.000	30
RDS 1930	PARKWAY DRIVE	Big Sound Road	Parkway Avenue	0.3	168	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch now	60	PR	1-5 years	\$54,000	31
RDS 1935	PARKWAY DRIVE	Parkway Avenue	Parkway Avenue	0.4	83	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch now	60	PR	1-5 years	\$66,000	27
RDS 1940	PARRY SOUND DRIVE	Highway 124	0.11 km south of Highway 124	0.1	4600	adeq	adequate		Asphalt	asphalt	adeq	15.50	6.00	adeq	adeq	adeq	open ditch 6-10	83				
RDS 1945	PARRY SOUND DRIVE	0.11 km south of Highway 124	0.42 km south of Highway 124	0.3	4600	adeq	adequate		Asphalt	asphalt	adeq	17.00	6.00	adeq	adeq	adeq	open ditch 6-10	83				
RDS 1950	PARRY SOUND DRIVE	0.42 km south of Highway 124	Nobel Road	0.4	4600	adeq	adequate		Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch 6-10	89				
RDS 1955	PARRY SOUND DRIVE	Nobel Road	0.34 m south of Nobel Road (municipal boundary)	0.3	5985	adeq	adequate		Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch 6-10	100				
RDS 1960	PENINSULA SHORES ROAD	Highway 124	Peninsula Shores Road East	0.8	400	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch adeq	100				
RDS 1965	PENINSULA SHORES ROAD EAST	Penninsula Shores Road	Granite Cliff Trail	0.1	200	adeq	adequate		Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch adeq	100			·	
RDS 1970	PENINSULA SHORES ROAD EAST	Granite Cliff Trail	End	0.1	103	adeq	adequate		Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch adeq	100				4
RDS 1975		Peninsula Shores Road	End	0.3	120	adeq	adequate	6.10	Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch adeq	100	80	6.10	¢10,000	
RDS 1980		Nobel Road	Hammel Avenue	0.1	690	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch 1-5	/8	PR	6-10 years	\$18,000	23
RDS 1985		Hammel Avenue	Spadzinski Lane	0.1	465	adeq	adequate	6 10	Gravel	asphalt	now	6.00	6.00	adeq	adeq	adeq	no aitch 1-5	/9	00	6 10	¢1E1.000	10
RDS 1990			Windy Way	0.0	278	adeq	adequate	0-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeg	adeq	adeq	open ditch 6-10	87	FK	0-10 years	φ131,000	19
RDS 2000		Windy Way	Farls Court	0.1	188	adeq	adequate		Asphalt	asphalt	adeg	6.00	6.00	adeg	adeg	adeq	open ditch 6-10	95				
RDS 2005	PINERIDGE DRIVE	Fars Court	Steamwhistle Lane	0.2	93	adeq	adequate		Asphalt	asphalt	adeg	6,00	6.00	adeg	aden	adeq	open ditch 6-10	91				1
RDS 2010	PINERIDGE DRIVE	Steamwhistle Lane	End	0.3	45	adeq	adequate		Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	83				
RDS 2015	PINEWOOD DRIVE	Long Lake Estates Road	0.41 km south of Long Lake Estates	0.4	515	adeq	adequate		Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	85				
RDS 2020	PINEWOOD DRIVE	0.41 km south of Long Lake Estates Road	0.67 km south of Long Lake Estates Road	0.3	515	adeq	adequate		Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	93				

Section Road Name From	То	Length (km)	2020 AADT	Geometrics	Surface Condition	Sur	face Type		Sui	face Width		Shoulder	Capacity	Drainage	PCI	Туре	Time	Value	Priority Rating
				neea	existing need	existing	tolerable	neea	existing	tolerable	need	neea	need	existing need					
RDS 2025 PINEWOOD DRIVE 0.67 km south of Long Lake Estates Road	Wiigwaas Trail	0.2	490	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	93				
RDS 2030 PINEWOOD DRIVE Wiigwaas Trail	Squirrel Avenue	1.2	465	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	85				
RDS 2035 PINEWOOD DRIVE Squirrel Avenue	Beaver Trail	0.2	400	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	84				
RDS 2040 PINEWOOD DRIVE Beaver Trail	Buttercup Road	0.2	360	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	86				
RDS 2045 PINEWOOD DRIVE Buttercup Road S	Swallow Road	0.3	303	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	86				
RDS 2050 PINEWOOD DRIVE Swallow Road	Wren Place	0.0	200	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	100				
RDS 2055 PINEWOOD DRIVE Wren Place (	0.23 km east of Wren Place	0.2	200	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	85				
RDS 2060 PLEASANT VIEW DRIVE North Road	Linney Lane	0.1	115	adeq	resurface 1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	62	PR	1-5 years	\$18,000	26
RDS 2065 PLEASANT VIEW DRIVE Linney Lane	Hillview Drive	0.2	63	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch adeq	79	PR	6-10 years	\$28,000	13
RDS 2070 PLEASANT VIEW DRIVE Hillview Drive F	End	0.1	38	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	73	PR	6-10 years	\$17,000	16
RDS 2075 RIVERVIEW DRIVE North Road E	End	0.2	78	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	67	PR	6-10 years	\$43,000	22
RDS 2080 ROBINSON LANE Murray Point Road	0.33 km west of Murray Point Road	0.3	125	adeq	adequate	Gravel	gravel	adeq	3.50	6.00	2.50	adeq	adeq	open ditch 6-10	88	WR	now	\$67,000	9
RDS 2082 ROBINSON LANE 0.33 km west of Murray Point Road E	End	0.2	38	adeq	adequate	Gravel	gravel	adeq	3.50	6.00	2.50	adeq	adeq	no ditch 1-5	95	WR	now	\$35,000	3
RDS 2085 RYDER DRIVE Nobel Road (	0.79 west of Nobel Road (End)	0.8	200	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 1-5	68	PR	6-10 years	\$136,000	25
RDS 2090 SCULLION ROAD McDougall Road t	0.49 km west of McDougall Road (plow turnaround)	0.5	38	adeq	adequate	Gravel	gravel	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	64				
RDS 2095 SKERRYVORE CIRCLE Duff Crescent E	Duff Crescent	0.2	155	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 1-5	65	PR	6-10 years	\$34,000	26
RDS 2100 SKERRYVORE CIRCLE Duff Crescent	North Road	0.7	155	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	70	PR	6-10 years	\$118,000	22
RDS 2105 SNOWDEN ROAD Hurdville Road F	End	0.6	20	adeq	adequate	Gravel	gravel	adeq	3.50	6.00	2.50	0.25	0.25	no ditch now	73	maintenance only			
RDS 2110 SOUNDVIEW COURT Big Sound Road E	End	0.1	30	adeq	adequate	Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch adeq	100				
RDS 2115 SPADZINSKI LANE Pineridge Drive F	Barager Boulevard	0.2	80	adeq	resurface 1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch 6-10	58	PR	1-5 years	\$39,000	28
RDS 2120 SQUIRREL AVENUE Pinewood Road F	End	0.6	145	adeq	See Note 1 See Note 1	Surface Treated	asphalt	now	See Note 1	6.00	See Note :	adeq	adeq	See Note 1 See Note	See Note	See Note 1	See Note 1	See Note 1	See Note 1
RDS 2125 STRAWBERRY LANE Mapleridge Drive F	End	0.6	100	adeq	adequate	Gravel	asphalt	now	3.50	6.00	2.50	adeq	adeq	open ditch 1-5	61	WR	now	\$184,000	27
RDS 2130 STRAWBERRY LANE Bell Lake Road	Mapleridge Drive	0.3	200	adeq	resurface 1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 1-5	57	PR	1-5 years	\$53,000	34
RDS 2135 SWALLOW ROAD Pinewood Road (	0.51 km north of Pinewood Road	0.5	145	adeq	adequate	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	84				
RDS 2140 SYLVAN DRIVE 0.2 km West of Nobel Road E	End	0.1	108	adeq	resurface now	Gravel	asphalt	now	5.00	6.00	1.00	adeq	adeq	no ditch now	52	PR	now	\$15,000	33
RDS 2145 TAYLOR CRESCENT Burnside Bridge Road	Section 2155 (confirm name in the field)	0.2	233	adeq	resurface 6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	76	PR	6-10 years	\$28,000	20
RDS 2150 TAYLOR CRESCENT Section 2155 (confirm name in the field) E	End	0.5	203	adeq	rehabilitate now	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch now	45	BS	now	\$120,000	43
RDS 2155 Section 2155 Taylor Crescent F	End	0.1	30	adeq	resurface 1-5 years	Asphalt	asphalt	adeq	5.50	6.00	0.50	adeq	adeq	sewer & ditch now	55	PR	1-5 years	\$14,000	26
RDS 2160 TROUT LAKE ROAD Hurdville Road (	Green Gate Road	1.1	180	adeq	adequate	Gravel	gravel	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	79				
RDS 2165 TROUT LAKE ROAD Green Gate Road (	0.45 km south of Green Gate Road	0.5	35	adeq	adequate	Gravel	gravel	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	79				
RDS 2170 WHITE BEAVER TRAIL Lorimer Lake Road F	Porter Lane	1.6	125	adeq	See Note 1 See Note 1	Gravel	asphalt	now	See Note 1	6.00	See Note :	adeq	adeq	See Note 1 See Note	See Note	See Note 1	See Note 1	See Note 1	See Note 1
RDS 2175 WHITE BEAVER TRAIL Porter Lane 0	0.55 km north of Porter Lane	0.6	108	adeq	adequate	Gravel	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch 6-10	79				
RDS 2180 WHITE BEAVER TRAIL 0.55 km north of Porter Lane E	End	1.2	95	adeq	adequate	Gravel	asphalt	now	3.50	6.00	2.50	0.25	0.25	no ditch now	72	WR	now	\$461,000	19
RDS 2185 WREN PLACE Pinewood Road F	End	0.1	130	adeq	adequate	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch 6-10	90				
RDS 2190 WINDFALLS TRAIL McDougall Road 5	Section 2200	1.2	18	adeq	resurface now	Gravel	asphalt	now	3.50	6.00	2.50	adeq	adeq	no ditch now	43	maintenance only			
RDS 2195 WINDFALLS TRAIL Section 2200 F	End	0.6	18	adeq	resurface now	Gravel	asphalt	now	3.50	6.00	2.50	adeq	adeq	no ditch now	43	maintenance only			
RDS 2205 FRONTIER TRAIL Hurdville Road E	End	1.3	38	adeq	resurface now	Gravel	asphalt	now	3.50	6.00	2.50	0.25	0.25	no ditch now	44	maintenance only			
RDS 2210 LINNEY LANE Pleasant View Drive F	End	0.1	38	adeq	rehabilitate now	Gravel	asphalt	now	3.50	6.00	2.50	adeq	adeq	no ditch now	39	maintenance only			
RDS 2215 MARSH LAKE ROAD Nobel Road (	0.53 km north of Nobel Road	0.5	38	adeq	adequate	Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch 6-10	92				

Notes 1

1 Sections not inspected due to access restrictions or innaccurate map location.

BS - base and surface

# Deficiencies & Improvements - By Road Section

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

# Appendix F: Road Priority Ratings

# Priority Rating for Sections with >50 AADT - Highest to Lowest Priority (By Time of Improvement)

		Road Section Identification									System De	eficiencies									Improvemen	Ł	
Section	Road Name	From	То	Length (km)	2020	Geometrics	Surface C	Condition	Sur	face Type		Su	urface Width		Shoulder	Capacity	Draina	age	PCI	Туре	Time	Value	Priority Rating
				()		need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
											-										1		
RDS 1105	BURNSIDE BRIDGE ROAD	0.3 km east/southeast of Taylor Crescer	0.62 km east/southeast of Taylor Crescent (top of hill)	0.3	330	adeq	rehabilitate	now	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	no ditch	now	47	BS	now	\$66,000	46
RDS 1140	CEDAR SHORE ROAD	0.49 km north of McDougall Road West	End	0.4	143	adeq	rehabilitate	now	Gravel	asphalt	now	3.00	6.00	3.00	adeq	adeq	no ditch	now	40	BS	now	\$49,000	44
RDS 2150	TAYLOR CRESCENT	Section 2155 (confirm name in the field)	End	0.5	203	adeq	rehabilitate	now	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	now	45	BS	now	\$120,000	43
RDS 1067		0.12 km east of Buttercup Road	North End	0.2	73	nehe	rehabilitate	now	Gravel	asphalt	now	3 50	6.00	2.50	adeo	adeg	no ditch	now	40	BS	now	\$24,000	39
RDS 2140		0.2 km West of Nobel Road	End	0.1	108	adeq	resurface	now	Gravel	asphalt	now	5.00	6.00	1.00	adeq	adeq	no ditch	now	\$52	PR	now	\$15,000	\$33
RDS 2125	STRAWBERRY LANE	Mapleridge Drive	End	0.6	100	adeq	adequate		Gravel	asphalt	now	3.5	6.0	2.50	adeq	adeq	open ditch	1-5	61	WR	now	\$184.000	27
RDS 1715	NEWTON LANE	0.08 km north of Oakridge Road	End	<0.1	43	adeq	resurface	now	Gravel	asphalt	now	3.00	6.00	3.00	0.25	0.25	no ditch	now	59	PR	now	\$8,000	25
RDS 1260	HAINES LAKE ROAD	Fire Route 309A	End	0.1	15	adeq	resurface	now	Gravel	gravel	adeq	3.0	6.0	3.00	0.25	0.25	no ditch	now	56	PR	now	\$7,000	24
RDS 1605	DRIVEWAY FOR #34 MCDOUGALL ROAD	McDOUGALL ROAD	End	0.1	10	adeq	resurface	now	Gravel	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	60	PR	now	\$21,000	22
RDS 2180	WHITE BEAVER TRAIL	0.55 km north of Porter Lane	End	1.2	95	adeq	adequate		Gravel	asphalt	now	3.50	6.00	2.50	0.25	0.25	no ditch	now	72	WR	now	\$461,000	19
RDS 1325	FINCH TRAIL	Hanes Lake Road	0.9 km east of Hanes Lake Road	0.9	45	adeq	adequate		Gravel	asphalt	now	5.00	6.00	1.00	adeq	adeq	no ditch	now	68	WR	now	\$267,000	19
RDS 1165	EARLS COURT	Pineridge Drive	End	0.2	90	adeq	adequate		Gravel	asphalt	now	3.50	6.00	2.50	adeq	adeq	no ditch	now	72	WR	now	\$79,000	19
RDS 1480	FIRE ROUTE 101	Municipal Drive	End	0.1	18	adeq	adequate		gravel	asphalt	now	3.50	6.00	2.50	adeq	adeq	open ditch	1-5	66	WR	now	\$35,000	19
RDS 2080	ROBINSON LANE	Murray Point Road	0.33 km west of Murray Point Road	0.3	125	adeq	adequate		Gravel	gravel	adeq	3.50	6.00	2.50	adeq	adeq	open ditch	6-10	88	WR	now	\$67,000	9
RDS 1065	BLUE JAY POINT ROAD	Buttercup Road	0.12 km east of Buttercup Road	0.1	73	adeq	adequate		Asphalt	asphalt	adeq	5.5	6.0	0.50	adeq	adeq	open ditch	6-10	87	WR	now	\$33,000	9
RDS 2082	ROBINSON LANE	0.33 km west of Murray Point Road	End	0.2	38	adeq	adequate		Gravel	gravel	adeq	3.50	6.00	2.50	adeq	adeq	no ditch	1-5	95	WR	now	\$35,000	3
RDS 1100	BURNSIDE BRIDGE ROAD (BRIDGE)	0.26 km east/southeast of Taylor	0.3 km east/southeast of Taylor Crescent	<0.1	330	adeq	adequate		Surface Treated	asphalt	now	4.50	6.00	1.50	0.50	0.50	other	adeq	100	WR	now	\$11,000	0
PDS 1565		Crescent Mountain Basin Lake (Bridge)	Mountain Basin Lako (Bridgo)	<0.1	778	adog	adoquato		Asphalt	acobalt	adog	4.4	6.0	1.60	0.50	0.50	no ditch	adog	100	W/P	now	\$11,000	-
RDS 1540		Ravens Ray Trail	Windfall Trail	1.8	1173	adeq	resurface	1-5 vears	Asphalt	asphalt	adeq	6.00	6.00	adeg	adeg	adeg	open ditch	6-10	56	PR	1-5 years	\$320,000	52
RDS 1090		North Road	Taylor Crescent	0.6	428	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	open ditch	1-5	51	PR	1-5 years	\$105,000	45
RDS 1400		MacDonald Lane	Marsh Glen Lane	0.5	1115	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeq	0.25	0.25	open ditch	1-5	61	PR	1-5 years	\$89,000	45
RDS 1410		Miller Drive	Bunny Trail	0.5	845	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeq	0.25	0.25	open ditch	1-5	60	PR	1-5 years	\$83,000	44
PDS 1005		Taylor Crossopt	0.26 km east/southeast of Taylor	0.3	330	adog	rosurfaco	1-5 years	Surface Treated	asphalt	0011	6.00	6.00	adog	adog	adog	open ditch	1-5	51	DD	1-5 years	\$46,000	17
KD3 1095	BORNSIDE BRIDGE ROAD	Taylor Crescent	Crescent	0.3	330	aueq	resurrace	1-3 years	Surface freated	asphait	now	0.00	0.00	aueq	aueq	aueq	open atten	1-5	51	PR	1-3 years	\$40,000	43
RDS 1085	BURNSIDE BRIDGE ROAD	Highway 124	North Road	<0.1	1055	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	no ditch	now	65	PR	1-5 years	\$17,000	41
RDS 1350		0.36 km east of Nobel Road	Meadowcrest Drive	0.8	518	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	60	PR	1-5 years	\$135,000	39
RDS 1025		Highway 124	0.26 km south of Highway 124	0.3	350	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	open ditch	1-5	57	PR	1-5 years	\$45,000	39
RDS 1070		Lorimer Lake Road	5.74 km horth of Lorimer Lake Road	5.7	455	adeq	resurface	1 E voars	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	open ditch	1-2	47	PR	1-5 years	\$983,000	30
RD3 1100		Reach Pays Dead	Rewars Ray Road	0.7	300	adeq	resurface	1-5 years	Asphalt Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adag	open ditch	1-5	57	DD	1-5 years	\$125,000	37
RDS 1075		5.74 km porth of Lorimor Lake Road	Daffin Lang	1.8	300	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	open ditch	1-5	59	PR	1-5 years	\$307.000	36
RDS 1395		Waterside Lane	MacDonald Lane	0.3	1115	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeg	0.25	0.25	open ditch	1-5	69	PR	1-5 years	\$60,000	36
RDS 1355		Meadowcrest Drive	Draper Drive	1.4	273	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeg	adeg	adeg	open ditch	1-5	59	PR	1-5 years	\$232.000	34
			Oakridge Road North/Oakridge Road	0.0	745							7.00	6.00									#100.000	
RDS 1885	OAKRIDGE ROAD	Acorn Dirve	South	0.6	315	adeq	resurface	1-5 years	Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch	1-5	61	PR	1-5 years	\$120,000	34
RDS 2130	STRAWBERRY LANE	Bell Lake Road	Mapleridge Drive	0.3	200	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	57	PR	1-5 years	\$53,000	34
RDS 1035	BELL LAKE ROAD	Strawberry Lane	0.38 km east of Strawberry Lane	0.4	90	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	no ditch	now	51	PR	1-5 years	\$66,000	33
RDS 1695	MURRAY POINT ROAD	Nobel Road	0.28 km west of Nobel Nobel Road	0.3	250	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	60	PR	1-5 years	\$48,000	33
RDS 1080	BUNNY TRAIL	Daffin Lane	North to end (Township boundary)	0.9	228	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	open ditch	1-5	60	PR	1-5 years	\$152,000	33
RDS 1370		Lorimer Lake Road	Meadow Trail	3.0	125	adeq	resurface	1-5 years	surface treated	asphalt	now	7.00	6.00	adeq	0.25	0.25	no ditch	now	55	PR	1-5 years	\$575,000	32
RDS 11/0			Beach Bays Road	0.6	300	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	63	PR	1-5 years	\$101,000	32
RDS 1190		Fairway Drive	Demick Drive	0.6	353	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	65	PR	1-5 years	\$99,000	31
RDS 1930		Big Sound Road	Parkway Avenue	0.3	168	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.0	6.0	adeq	adeq	adeq	no ditch	now	60	PR	1-5 years	\$54,000	31
RDS 1285		Highway 124	End National Design	1.6	235	adeq	resurface	1-5 years	Surface Treated	asphalt	now	5.00	6.00	adeq	adeq	adeq	open ditch	1-5	53	PR	1-5 years	\$258,000	30
RDS 1705	MURRAY POINT ROAD		End	0.5	125	adeq	resurface	1-5 years	Asphalt	asphalt	adeg	6.0	6.0	adeq	adeg	adeq	open ditch	1-5	59	PR	1-5 years	\$78,000	29
RDS 1/85		Mountain Basin Drivo	End	0.3	57	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	54	PR	1-5 years	\$42,000	29
RDS 2115		Pineridae Drive	Barager Boulevard	0.2	80	adeq	resurface	1-5 years	Asphalt	asphalt	adeg	6.00	6.00	adeq	adeq	adeq	no ditch	6-10	58	PR	1-5 years	\$39,000	28
RDS 1900		0.23 km north of Oakridge Road	End	<0.1	63	adeq	resurface	1-5 years	Surface Treated	asphalt	now	7,00	6,00	adeq	adeq	adeq	no ditch	now	58	PR	1-5 years	\$13.000	27
RDS 1935	PARKWAY DRIVE	Parkway Avenue	Parkway Avenue	0.4	83	aden	resurface	1-5 years	Asphalt	asphalt	aden	6.0	6.0	aden	aden	aden	no ditch	now	60	PR	1-5 years	\$66.000	27
RDS 2060	PLEASANT VIEW DRIVE	North Road	Linney Lane	0.1	115	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	62	PR	1-5 years	\$18,000	26
RDS 1235	GRANDVIEW DRIVE	North Road	Section 1245	0.3	78	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.0	6.0	adeq	adeq	adeq	open ditch	1-5	60	PR	1-5 years	\$53,000	26
RDS 1280	HILLVIEW DRIVE	Pleasant View Drive	End	0.3	63	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	59	PR	1-5 years	\$54,000	26

# Priority Rating for Sections with >50 AADT - Highest to Lowest Priority (By Time of Improvement)

		Road Section Identification									System De	eficiencies									Improvemen	ŧ	
Section	Road Name	From	То	Length (km)	2020 AADT	Geometrics	Surface (	Condition	Sur	face Type		Su	ırface Width		Shoulder	Capacity	Draina	age	PCI	Туре	Time	Value	Priority Rating
						need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
DDC 0155	Contine 2155			10.1	70	a al a ai	6	1 5	Area balt	a and b a lit		5 50	6.00	0.50			a a su a constante de la consta		55	DD	1.5	¢14.000	26
RDS 2155		Paylor Crescent	End	<0.1	30	adeq	resurface	1-5 years	Aspnait	asphalt	adeq	5.50	6.00	0.50	adeq	adeq	sewer & alter	now	55	PR	1-5 years	\$14,000	26
RDS 1695		U.US KM NORTH OF Oakridge Road	5 Size Deute 101	0.2	120	adeq	resurface	1-5 years	Acobalt	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch	1-5	64		1-5 years	\$30,000	20
RDS 1590		Stopfors Boad	0.27 km west of Stepfors Poad	0.3	143	adeg	resurface	1-5 years	Asphalt	asphalt	adeq	7.00	6.00	adeg	adeq	adeq	open ditch	6-10	68	PR	1-5 years	\$7,000	24
RDS 1245		Grandview Drive	North to end	<0.0	15	adeg	resurface	1-5 years	Asphalt	asphalt	adeg	6.0	6.0	adeq	adeq	adeq	open ditch	1-5	62	PR	1-5 years	\$7,000	23
RDS 1405		Marsh Glen Lane	Miller Drive	0.1	1115	adeg	resurface	6-10 years	Surface Treated	asphalt	now	6.00	6.00	adeg	adeq	adeq	open ditch	1-5	74	PR	6-10 years	\$21,000	30
RDS 1385		Highway 124	1 12 km porth of Highway 124	1.1	1115	adeg	resurface	6-10 years	Surface Treated	asphalt	now	6.00	6.00	adeg	adeq	adeq	no ditch	now	74	PR	6-10 years	\$193.000	30
RDS 1925		Crawford Road	Big Sound Road	0.4	633	adeg	resurface	6-10 years	Asphalt	asphalt	adeg	6.00	6.00	adeg	adeq	adeq	open ditch	1-5	71	PR	6-10 years	\$66.000	30
RDS 1525	McDOUGALL ROAD	Jacks Trail	Tully Lane	0.4	1235	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.0	6.0	adeq	adeq	adeq	open ditch	adeq	76	PR	6-10 years	\$62,000	29
RDS 1500	McDOUGALL ROAD	0.16 km east of Highway 400	0.32 km east of Highway 400	0.2	1900	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	8.00	6.00	adeq	adeq	adeq	open ditch	adeq	79	PR	6-10 years	\$36,000	28
RDS 1030	BELL LAKE ROAD	0.26 km south of Highway 124	Strawberry Lane	0.2	350	adeq	resurface	6-10 years	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	open ditch	1-5	68	PR	6-10 years	\$42,000	28
RDS 1495	McDOUGALL ROAD	0.09 km east of Highway 400	0.16 km east of Highway 400	<0.1	1900	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	8.00	6.00	adeq	adeq	adeq	open ditch	adeq	79	PR	6-10 years	\$17,000	28
RDS 1505	McDOUGALL ROAD	0.32 km east of Highway 400	0.33 km east of Highway 400	<0.1	1585	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	7.5	6.0	adeq	adeq	adeq	open ditch	adeq	79	PR	6-10 years	\$4,000	27
RDS 1510	McDOUGALL ROAD	0.33 km east of Highway 400	McDougall Road West	0.9	1585	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	7.50	6.00	adeq	adeq	adeq	open ditch	adeq	79	PR	6-10 years	\$207,000	27
RDS 1700	MURRAY POINT ROAD	0.28 km west of Nobel Nobel Road	Robinson Lane	0.1	190	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	now	65	PR	6-10 years	\$25,000	27
RDS 1185	GEORGE HUNT DRIVE	Nobel Road	Fairway Drive	0.7	705	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.0	6.0	adeq	adeq	adeq	open ditch	6-10	75	PR	6-10 years	\$114,000	26
RDS 1180	FELSMAN DRIVE	Bowers Bay Road	Fawcett Court/Felsman Lane split	0.3	225	adeq	resurface	6-10 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	68	PR	6-10 years	\$60,000	26
RDS 2095	SKERRYVORE CIRCLE	Duff Crescent	Duff Crescent	0.2	155	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.0	6.0	adeq	adeq	adeq	open ditch	1-5	65	PR	6-10 years	\$34,000	26
RDS 1550	McDOUGALL ROAD	Overlook Lane	Scullion Road	0.2	1030	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.0	6.0	adeq	adeq	adeq	open ditch	adeq	78	PR	6-10 years	\$43,000	26
RDS 2085	RYDER DRIVE	Nobel Road	0.79 west of Nobel Road (End)	0.8	200	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	68	PR	6-10 years	\$136,000	25
RDS 1375	LOCH ERNE ROAD	Meadow Trail	McKellar Ferguson Boundary Road	1.0	125	adeq	resurface	6-10 years	Surface Treated	gravel	adeq	6.00	6.00	adeq	adeq	adeq	no ditch	now	66	PR	6-10 years	\$68,000	24
RDS 1675	MOUNTAIN BASIN DRIVE	Strawberry Lane	Mapleridge Drive	0.4	100	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	65	PR	6-10 years	\$77,000	24
RDS 2120	SQUIRREL AVENUE	Pinewood Road	End	0.6	145	adeq	resurface	6-10 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	68	PR	6-10 years	\$111,000	24
RDS 1380	LONG LAKE ESTATES ROAD	Highway 124	2.19 km east of Highway 124 (Pinewood	2.2	515	adeq	resurface	6-10 years	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	open ditch	6-10	76	PR	6-10 years	\$376,000	23
RDS 1010	BARAGER BOULEVARD (North end)	Nobel Road	Spadzinski Lane	<0.1	153	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	7.0	6.0	adeq	adeq	adeq	sewer & ditcl	1-5	69	PR	6-10 years	\$14,000	23
RDS 1980	PINERIDGE DRIVE	Nobel Road	Hammel Avenue	0.1	690	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch	1-5	78	PR	6-10 years	\$18,000	23
RDS 1215	GLENROCK ROAD	Glenrock Road	Armstrong Avenue	0.2	125	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch	now	69	PR	6-10 years	\$26,000	22
RDS 2100	SKERRYVORE CIRCLE	Duff Crescent	North Road	0.7	155	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	70	PR	6-10 years	\$118,000	22
RDS 2075	RIVERVIEW DRIVE	North Road	End	0.2	78	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	67	PR	6-10 years	\$43,000	22
RDS 1905	OAKRIDGE ROAD SOUTH	Oakridge Road/Oakridge Road North	1.49 km south of Oakridge Road	1.5	230	adeq	resurface	6-10 years	Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch	1-5	74	PR	6-10 years	\$290,000	21
RDS 1330	KIRKHAM ROAD	Highway 124	Nine Mile Narrows Trail	0.6	118	adeq	resurface	6-10 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	70	PR	6-10 years	\$98,000	21
RDS 2145	TAYLOR CRESCENT	Burnside Bridge Road	Section 2155 (confirm name in the field)	0.2	233	adeq	resurface	6-10 vears	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	76	PR	6-10 vears	\$28,000	20
DDS 1150			Clearad	0.2	125	adag	rocurfaco	6 10 years	Acabalt	acabalt	adag	6.0	6.0	adag	adag	odog	no ditch	now	77	DD	6 10 years	\$28,000	10
RDS 1130		Parkway Avenue		0.2	125	adeq	resurface	6 10 years	Asphalt	asphalt	adeg	6.00	6.00	adeq	adeq	adeq	opop ditch	6.10	73		6 10 years	\$20,000	19
RD3 1990		Manlaridae Drive		0.0	403	adeq	resurface	6 10 years	Asphalt	aspirat	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1.5	70	PR	C 10 years	\$131,000	19
RDS 1665		Rich Lana	Mik Lane	0.2	200	adeq	resurface	6 10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	£ 10	70		6 10 years	\$30,000	10
RDS 1005		Section 1245	Fact to and	<0.1	200	adeq	resurface	6 10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	6 10	73		6 10 years	\$143,000	17
RD3 1240		Section 1245	Gloprock Road	<0.1	43	adeq	resurface	6-10 years	Asphalt	asphalt	adeg	6.00	6.00	adeq	adeq	adeq	po ditch	0-10	73	DD	6-10 years	\$10,000	17
RDS 1200		Crowford Bood		<0.1	125	adeq	rosurfaco	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch	1-5	71	DD	6-10 years	\$7,000	17
RDS 1005		Crawford Drive	Gloprock Poad	0.1	83	adeg	resurface	6-10 years	Asphalt	asphalt	adeq	6.0	6.0	adeg	0.25	0.25	no ditch	1-5	76	PR	6-10 years	\$23,000	16
RDS 1225	GLENROCK ROAD Section 1225	Glaprock Road	West to and	<0.1	43	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	7.00	6.00	adeq	0.25	0.25	no ditch	1-5	70	PR	6-10 years	\$12,000	16
RDS 1220	GLENROCK ROAD		Section 1225	<0.1	83	adeg	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeg	adeg	adeg	no ditch	1-5	75	PR	6-10 years	\$11,000	16
RDS 2070		Hillview Drive	End	<0.1	78	adeq	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeg	adeq	adeq	open ditch	6-10	73	PP	6-10 years	\$17,000	16
RDS 1020	BEAVER TRAIL	Pinewood Road	North End	0.8	160	adeq	resurface	6-10 years	surface treated	asphalt	now	6.00	6.00	adeg	adeq	adeq	open ditch	6-10	79	PR	6-10 years	\$142.000	16
RDS 1145		Pinewood Road	End	0.0	110	adeq	resurface	6-10 years	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	open ditch	6-10	79	PP	6-10 years	\$69,000	15
RDS 1690		Fire Route 101	End	0.4	45	adeq	resurface	6-10 years	Acnhalt	asphalt	adeg	6.00	6.00	adeq	adec	adeq	open ditch	6-10	77	PP	6-10 years	\$54,000	1/
RDS 2065			Hillview Drive	0.5	45	adeg	resurface	6-10 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adec	adeq	open ditch	adeg	70	PP	6-10 years	\$28,000	17
RDS 1000	ACORN DRIVE	Oakridge Road	South End	0.4	30	adeq	resurface	6-10 years	surface treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch	6-10	78	PP	6-10 years	\$68,000	13
RDS 1600		Cedar Shore Road	End	<0.4	10	adeq	resurface	6-10 years	Asphalt	asphalt	adeg	7.00	6.00	adeg	adeq	adeq	open ditch	adeg	77	PR	6-10 years	\$15,000	12
1123 1000	NOSCOALE NOAD WEST		2.13	·U.1	70	udeq	resurrace	o to years	Asphalt	aspirait	udey	7.00	0.00	adeq	uuey	uned	open utell	udeq	, ,	C IX	o to years	φ±0,000	

BS - base and surface

PR - pulverize and resurface with 1 or 2 lifts

# Appendix G: Road Priority Guide Numbers

		<b>Road Section Identification</b>									System De	ficiencies								Improvement	:		
Section	Road Name	From	То	Length (km)	2020 AADT	Geometrics	Surface 0	Condition	Su	rface Type		Su	rface Width		Shoulder	Capacity	Drainag	ge	Туре	Time	Value	Priority Rating	Priority Guide Number
						need	existing	need	existing	tolerable	need	existing	tolerable	need	need	need	existing	need					
RDS 1105	BURNSIDE BRIDGE ROAD	0.3 km east/southeast of Taylor Crescent	t 0.62 km east/southeast of Taylor Crescent (top of hill)	0.3	330	adeq	rehabilitate	now	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	no ditch	now	BS	now	\$66,000	46	8
RDS 1140	CEDAR SHORE ROAD	0.49 km north of McDougall Road West	End	0.4	143	adeq	rehabilitate	now	Gravel	asphalt	now	3.00	6.00	3.00	adeq	adeq	no ditch	now	BS	now	\$49,000	44	6
RDS 2150	TAYLOR CRESCENT	Section 2155 (confirm name in the field)	End	0.5	203	adeq	rehabilitate	now	Asphalt	asphalt	adeq	6.0	6.0	adeq	adeq	adeq	open ditch	now	BS	now	\$120,000	43	4
RDS 1067	BLUE JAY POINT ROAD	0.12 km east of Buttercup Road	North End	0.2	73	adeq	rehabilitate	now	Gravel	asphalt	now	3.50	6.00	2.50	adeq	adeq	no ditch	now	BS	now	\$24,000	39	3
RDS 2140	SYLVAN DRIVE	0.2 km West of Nobel Road	End	0.1	108	adeq	resurface	now	Gravel	asphalt	now	5.00	6.00	1.00	adeq	adeq	no ditch	now	PR	now	\$15,000	33	2
RDS 1715	NEWTON LANE	0.08 km north of Oakridge Road	End	<0.1	43	adeq	resurface	now	Gravel	asphalt	now	3.00	6.00	3.00	0.25	adeq	no ditch	now	PR	now	\$8,000	25	1
RDS 1260	HAINES LAKE ROAD	Fire Route 309A	End	0.1	15	adeq	resurface	now	Gravel	gravel	adeq	3.0	6.0	3.00	0.25	adeq	no ditch	now	PR	now	\$7,000	24	1
RDS 2125	STRAWBERRY LANE	Mapleridge Drive	End	0.6	100	adeq	adequate		Gravel	asphalt	now	3.5	6.0	2.50	adeq	adeq	open ditch	1-5	WR	now	\$184,000	27	0
RDS 1165	EARLS COURT	Pineridge Drive	End	0.2	90	adeq	adequate		Gravel	asphalt	now	3.5	6.0	2.50	adeq	adeq	no ditch	now	WR	now	\$79,000	19	0
RDS 2080	ROBINSON LANE	Murray Point Road	0.33 km west of Murray Point Road	0.3	125	adeq	adequate		Gravel	gravel	adeq	3.50	6.00	2.50	adeq	adeq	open ditch	6-10	WR	now	\$67,000	9	0
RDS 2180	WHITE BEAVER TRAIL	0.55 km north of Porter Lane	End	1.2	95	adeq	adequate		Gravel	asphalt	now	3.50	6.00	2.50	0.25	adeq	no ditch	now	WR	now	\$461,000	19	0
RDS 1325	FINCH TRAIL	Hanes Lake Road	0.9 km east of Hanes Lake Road	0.9	45	adeq	adequate		Gravel	asphalt	now	5.0	6.0	1.00	adeq	adeq	no ditch	now	WR	now	\$267,000	19	0
RDS 1065	BLUE JAY POINT ROAD	Buttercup Road	0.12 km east of Buttercup Road	0.1	73	adeq	adequate		Asphalt	asphalt	adeq	5.5	6.0	0.50	adeq	adeq	open ditch	6-10	WR	now	\$33,000	9	0
RDS 1605	DRIVEWAY FOR #34 MCDOUGALL ROAD	McDOUGALL ROAD	End	0.1	10	adeq	resurface	now	Gravel	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	now	\$21,000	22	0
RDS 1480	FIRE ROUTE 101	Municipal Drive	End	0.1	18	adeq	adequate		gravel	asphalt	now	3.50	6.00	2.50	adeq	adeq	open ditch	1-5	WR	now	\$35,000	19	0
RDS 2082	ROBINSON LANE	0.33 km west of Murray Point Road	End	0.2	38	adeq	adequate		Gravel	gravel	adeq	3.50	6.00	2.50	adeq	adeq	no ditch	1-5	WR	now	\$35,000	3	0
RDS 1100	BURNSIDE BRIDGE ROAD (BRIDGE)	0.26 km east/southeast of Taylor Crescent	0.3 km east/southeast of Taylor Crescent	<0.1	330	adeq	adequate		Surface Treated	asphalt	now	4.5	6.0	1.50	0.50	adeq	other	adeq	WR	now	\$11,000	0	0
RDS 1565	McDOUGALL ROAD (BRIDGE)	Mountain Basin Lake (Bridge)	Mountain Basin Lake (Bridge)	<0.1	738	adeq	adequate		Asphalt	asphalt	adeq	4.40	6.00	1.60	0.50	adeq	no ditch	adeq	WR	now	\$11,000	0	0
RDS 1540	McDOUGALL ROAD	Ravens Bay Trail	Windfall Trail	1.8	1173	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.0	6.0	adeq	adeq	adeq	open ditch	6-10	PR	1-5 years	\$320,000	52	12
RDS 1400	LORIMER LAKE ROAD	MacDonald Lane	Marsh Glen Lane	0.5	1115	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeq	0.25	adeq	open ditch	1-5	PR	1-5 years	\$89,000	45	11
RDS 1085	BURNSIDE BRIDGE ROAD	Highway 124	North Road	<0.1	1055	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	no ditch	now	PR	1-5 years	\$17,000	41	9
RDS 1395	LORIMER LAKE ROAD	Waterside Lane	MacDonald Lane	0.3	1115	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	0.25	adeq	open ditch	1-5	PR	1-5 years	\$60,000	36	8
RDS 1410	LORIMER LAKE ROAD	Miller Drive	Bunny Trail	0.5	845	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	0.25	adeq	open ditch	1-5	PR	1-5 years	\$83,000	44	8
RDS 1350	LAKE FOREST DRIVE	0.36 km east of Nobel Road	Meadowcrest Drive	0.8	518	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$135,000	39	5
RDS 1090	BURNSIDE BRIDGE ROAD	North Road	Taylor Crescent	0.6	428	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$105,000	45	5
RDS 1070	BUNNY TRAIL	Lorimer Lake Road	5.74 km north of Lorimer Lake Road	5.7	455	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$983,000	38	5
RDS 1095	BURNSIDE BRIDGE ROAD	Taylor Crescent	0.26 km east/southeast of Taylor	0.3	330	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$46,000	43	4
RDS 1025	BELL LAKE ROAD	Highway 124	0.26 km south of Highway 124	0.3	350	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$45,000	39	4
RDS 1075	BUNNY TRAIL	5.74 km north of Lorimer Lake Road	Daffin Lane	1.8	343	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$307,000	36	3
RDS 1175	FELSMAN DRIVE	Beach Bays Road	Bowers Bay Road	0.2	300	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$32,000	37	3
RDS 1190	GEORGE HUNT DRIVE	Fairway Drive	Demick Drive	0.6	353	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$99,000	31	3
RDS 1355	LAKE FOREST DRIVE	Meadowcrest Drive	Draper Drive	1.4	273	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$232,000	34	3
RDS 1170	FELSMAN DRIVE	Nobel Road	Beach Bays Road	0.6	300	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$101,000	32	3
RDS 1885	OAKRIDGE ROAD	Acorn Dirve	Oakridge Road North/Oakridge Road	0.6	315	adeq	resurface	1-5 years	Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$120,000	34	2
RDS 1695	MURRAY POINT ROAD	Nobel Road	0.28 km west of Nobel Nobel Road	0.3	250	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$48,000	33	2
RDS 1080	BUNNY TRAIL	Daffin Lane	North to end (Township boundary)	0.9	228	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$152,000	33	2
RDS 1285	HODDY'S SIDE ROAD	Highway 124	End	1.6	235	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$258,000	30	2
RDS 2130	STRAWBERRY LANE	Bell Lake Road	Mapleridge Drive	0.3	200	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$53,000	34	2
RDS 1930	PARKWAY DRIVE	Big Sound Road	Parkway Avenue	0.3	168	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.0	6.0	adeq	adeq	adeq	no ditch	now	PR	1-5 years	\$54,000	31	2
RDS 1160	DUFF CRESCENT	Skerryvore Circle	Skerryvore Circle	0.7	115	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	now	PR	1-5 years	\$125,000	37	2
RDS 1705	MURRAY POINT ROAD	Robinson Lane	End	0.5	125	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$78,000	29	1
RDS 1370	LOCH ERNE ROAD	Lorimer Lake Road	Meadow Trail	3.0	125	adeq	resurface	1-5 years	surface treated	asphalt	now	7.00	6.00	adeq	0.25	adeq	no ditch	now	PR	1-5 years	\$575,000	32	1
RDS 2060	PLEASANT VIEW DRIVE	North Road	Linney Lane	0.1	115	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	6-10	PR	1-5 years	\$18,000	26	1
RDS 1035	BELL LAKE ROAD	Strawberry Lane	0.38 km east of Strawberry Lane	0.4	90	adeq	resurface	1-5 years	Surface Treated	asphalt	now	6.0	6.0	adeq	adeq	adeq	no ditch	now	PR	1-5 years	\$66,000	33	1
RDS 1590	McDOUGALL ROAD WEST	Stenfors Road	0.27 km west of Stenfors Road	0.3	143	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	7.00	6.00	adeq	adeq	adeq	open ditch	6-10	PR	1-5 years	\$56,000	23	1
RDS 1895	OAKRIDGE ROAD NORTH	0.05 km north of Oakridge Road	0.23 km north of Oakridge Road	0.2	128	adeq	resurface	1-5 years	Surface Treated	asphalt	now	7.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$36,000	26	1
RDS 1935	PARKWAY DRIVE	Parkway Avenue	Parkway Avenue	0.4	83	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.0	6.0	adeq	adeq	adeq	no ditch	now	PR	1-5 years	\$66,000	27	1
RDS 2115	SPADZINSKI LANE	Pineridge Drive	Barager Boulevard	0.2	80	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	no ditch	6-10	PR	1-5 years	\$39,000	28	1
RDS 1235	GRANDVIEW DRIVE	North Road	Section 1245	0.3	78	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$53,000	26	1
RDS 1280	HILLVIEW DRIVE	Pleasant View Drive	End	0.3	63	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.0	6.0	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$54,000	26	1
RDS 1485	MAPLERIDGE DRIVE	Mountain Basin Drive	End	0.2	53	adeq	resurface	1-5 years	Asphalt	asphalt	adeq	6.00	6.00	adeq	adeq	adeq	open ditch	1-5	PR	1-5 years	\$42,000	28	1

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

Section Road Name From To Length 2020 (km) AADT Geometrics Surface Condition Surface Type Surface Width Shoulder Capacity Drainage Type Time Value	iority ating Number
need existing need existing tolerable need existing tolerable need need need need need need need ne	
RDS 1900 OAKRIDGE ROAD NORTH 0.23 km north of Oakridge Road End <0.1 63 adeg resurface 1-5 years Surface Treated asphalt now 7.00 6.00 adeg adeg adeg no ditch now PR 1-5 years \$13,000	27 1
RDS 1015 BARAGER BOULEVARD (South end) Spadzinski Lane Nobel Road 0.3 53 adeg resurface 1-5 years Asphalt adeg 7.0 6.0 adeg adeg adeg adeg no ditch now PR 1-5 years \$\$56,000	30 1
RDS 2155 Section 2155 M Taylor Crescent End <	26 0
RDS 1685 MUNICIPAL DRIVE Nobel Road Fire Route 101 <0.1 45 adeq resurface 1-5 years Asphalt asphalt adeq 8.00 6.00 adeq adeq adeq adeq open ditch 1-5 PR 1-5 years \$7,000	24 0
RDS 1245 GRANDVIEW DRIVE Grandview Drive Morth to end <0.1 15 adeq resurface 1-5 years Asphalt asphalt adeq 6.00 6.00 adeq adeq adeq open ditch 1-5 PR 1-5 years \$\\$7,000	21 0
RDS 1500 McDOUGALL ROAD 0.16 km east of Highway 400 0.32 km east of Highway 400 0.2 190 adeq resurface 6-10 years Asphalt asphalt adeq 8.00 6.00 adeq adeq adeq adeq open ditch adeq PR 6-10 years \$\$36,000	28 7
RDS 1495 MCDOUGALL ROAD 0.09 km east of Highway 400 0.16 km east of Highway 400 <0.1 190 adeq resurface 6-10 years Asphalt asphalt adeq 8.0 6.0 adeq adeq adeq adeq open ditch adeq PR 6-10 years \$\\$17,000	28 7
RDS 1525 MCDOUGALL ROAD Jacks Trail Tully Lane 0.4 1235 adeq resurface 6-10 years Asphalt asphalt adeq 6.00 6.00 adeq adeq adeq adeq open ditch adeq PR 6-10 years \$	29 7
RDS 1405 LORIMER LAKE ROAD Marsh Glen Lane Miller Drive 0.1 1115 adeq resurface 6-10 years Surface Treated asphalt now 6.0 6.0 adeq adeq adeq open ditch 1-5 PR 6-10 years \$\$21,000	30 7
RDS 1385 LORIMER LAKE ROAD Highway 124 1.1 km north of Highway 124 1.1 1115 adeq resurface 6-10 years Surface Treated asphalt now 6.0 6.0 adeq adeq adeq no ditch now PR 6-10 years \$\\$193,000	30 7
RDS 1505 McDOUGALL ROAD 0.32 km east of Highway 400 0.33 km east of Highway 400 <0.1 1585 adeq resurface 6-10 years Asphalt adeq 7.5 6.0 adeq adeq adeq adeq open ditch adeq PR 6-10 years \$4,000\$	27 6
RDS 1510 McDOUGALL ROAD 0.33 km east of Highway 400 McDougall Road West 0.9 158 adeq resurface 6-10 years Asphalt asphalt adeq 7.50 6.00 adeq adeq adeq adeq open ditch adeq PR 6-10 years \$\$207,000\$	27 6
RDS 1550 McDOUGALL ROAD Overlook Lane Scullion Road 0.2 1030 adeq resurface 6-10 years Asphalt adeq 6.0 6.0 adeq adeq adeq adeq open ditch adeq PR 6-10 years \$43,000	26 5
RDS 1925 PARKWAY DRIVE Crawford Road Big Sound Road Big Sound Road 0.4 633 adeq resurface 6-10 years Asphalt asphalt asphalt adeq 6.00 6.00 adeq adeq adeq open ditch 1-5 PR 6-10 years \$\$6,000\$	30 4
RDS 1185 GEORGE HUNT DRIVE Nobel Road Fairway Drive 0.7 705 adeq resurface 6-10 years Asphalt asphalt adeq 6.0 6.0 adeq adeq adeq adeq open ditch 6-10 PR 6-10 years \$\\$114,000	26 4
RDS 1980 PINERIDGE DRIVE Nobel Road Mamel Avenue 0.1 690 adeq resurface 6-10 years Asphalt asphalt asphalt adeq 6.00 6.00 adeq adeq adeq no ditch 1-5 PR 6-10 years \$\$18,000	23 3
RDS 1380 LONG LAKE ESTATES ROAD Highway 124 (Pinewood Road?) 2.2 515 adeq resurface 6-10 years Surface Treated asphalt now 6.00 6.00 adeq adeq adeq open ditch 6-10 PR 6-10 years \$376,0000 \$376,0000 \$376,000 \$37	23 3
RDS 1030 BELL LAKE ROAD 0.26 km south of Highway 124 Strawberry Lane 0.2 350 adeq resurface 6-10 years Surface Treated asphalt now 6.0 6.0 adeq adeq adeq open ditch 1-5 PR 6-10 years \$42,000	28 3
RDS 1375 LOCH ERNE ROAD Meadow Trail McKellar Ferguson Boundary Road 1.0 125 adeq resurface 6-10 years Surface Treated gravel adeq 6.00 6.00 adeq adeq adeq no ditch now PR 6-10 years \$\$\$68,000	24 2
RDS 1990 PINERIDGE DRIVE Spadzinski Lane Madley Way 0.8 465 adeq resurface 6-10 years Asphalt asphalt adeq 6.00 6.00 adeq adeq adeq open ditch 6-10 PR 6-10 years \$\$151,000	19 2
RDS 1700 MURRAY POINT ROAD 0.28 km west of Nobel Nobel Road Robinson Lane 0.1 190 adeq resurface 6-10 years Asphalt asphalt adeq 6.00 6.00 adeq adeq adeq open ditch now PR 6-10 years \$\$25,000	27 2
RDS 1180 FELSMAN DRIVE Bowers Bay Road Fawcett Court/Felsman Lane split 0.3 225 adeq resurface 6-10 years Surface Treated asphalt now 6.00 6.00 adeq adeq open ditch 1-5 PR 6-10 years \$\$60,000	26 2
RDS 2085     RYDER DRIVE     Nobel Road     0.79 west of Nobel Road (End)     0.8     200     adeq     6-10 years     Asphalt     asphalt     adeq     6.00     adeq     adeq     adeq     5.00     5.00     adeq     adeq     adeq     5.00     5.00     adeq	25 2
RDS 1665 MILLER DRIVE Birch Lane Mik Lane 0.8 288 adeq resurface 6-10 years Asphalt asphalt adeq 6.00 6.00 adeq adeq adeq open ditch 6-10 PR 6-10 years \$\\$143,000	18 1
RDS 2095 SKERRYVORE CIRCLE Duff Crescent Duff Crescent Duff Crescent 0.2 155 adeq resurface 6-10 years Asphalt asphalt adeq 6.0 6.0 adeq adeq adeq adeq open ditch 1-5 PR 6-10 years \$34,000	26 1
RDS 1905 OAKRIDGE ROAD SOUTH Oakridge Road/Oakridge Road North 1.49 km south of Oakridge Road Morth 1.49 km south of Oakridge Road Morth 1.5 2.30 adeq resurface 6-10 years Surface Treated asphalt now 7.00 6.00 adeq adeq adeq open ditch 1-5 PR 6-10 years \$290,000\$	21 1
RDS 2145 TAYLOR CRESCENT Burnside Bridge Road Section 2155 (confirm name in the field) 0.2 233 adeq resurface 6-10 years Asphalt adeq 6.0 6.0 adeq adeq adeq adeq open ditch 6-10 PR 6-10 years \$\$28,000\$	20 1
RDS 2120 SQUIRRELAVENUE Pinewood Road Road Road Road Road Road Road R	24 1
RDS 2100 SKERRYVORE CIRCLE Duff Crescent North Road 0.7 155 adeq resurface 6-10 years Asphalt asphalt adeq 6.00 6.00 adeq adeq adeq adeq open ditch 6-10 PR 6-10 years \$118,000	22 1
RDS 1010 BARAGER BOULEVARD (North end) Nobel Road Spadzinski Lane <a href="https://doi.org/10.1153/0.404">https://doi.org/10.1153/0.404</a> resurface 6-10 years Asphalt asphalt asphalt asphalt adeq 7.0 6.0 adeq adeq adeq adeq adeq sever & ditch 1-5 PR 6-10 years \$14,000	23 1
RDS 1215 GLENROCK ROAD Glenrock Road Armstrong Avenue 0.2 125 adeq resurface 6-10 years Asphalt asphalt adeq 6.00 6.00 adeq adeq adeq no ditch now PR 6-10 years \$\$26,000\$	22 1
RDS 1330 KIRKHAM ROAD highway 124 Nine Mile Narrows Trail 0.6 118 adeq resurface 6-10 years Surface Treated asphalt now 6.00 6.00 adeq adeq adeq adeq open ditch 1-5 PR 6-10 years \$\$98,000	21 1
RDS 1150 CRAWFORD ROAD Parkway Avenue Glenrock Road 0.2 125 adeq resurface 6-10 years Asphalt adeq 6.0 6.0 adeq adeq adeq adeq no ditch now PR 6-10 years \$\$28,000\$	19 1
RDS 1675 MOUNTAIN BASIN DRIVE Strawberry Lane Mapleridge Drive Mapleridge Drive 0.4 100 adeq resurface 6-10 years Asphalt asphalt adeq 6.00 6.00 adeq adeq adeq adeq adeq open ditch 1-5 PR 6-10 years \$\prop \prop \pro	24 1
RDS 1020 BEAVER TRAIL Pinewood Road North End 0.8 160 adeq resurface 6-10 years surface treated asphalt now 6.0 6.0 adeq adeq adeq adeq open ditch 6-10 PR 6-10 years \$\$142,000\$	16 1
RDS 1205 GLENROCK ROAD Crawford Road Armstrong Avenue <0.1 125 adeq resurface 6-10 years Asphalt asphalt adeq 6.00 6.00 adeq adeq adeq adeq no ditch 1-5 PR 6-10 years \$4,000\$	17 1
RDS 1145 CORNFLOWER ROAD Pinewood Road End 0.4 110 adeq resurface 6-10 years Surface Treated asphalt now 6.0 6.0 adeq adeq adeq adeq open ditch 6-10 PR 6-10 years \$\$69,000	15 1
RDS 2075 RIVERVIEW DRIVE North Road North Road End 0.2 78 adeq resurface 6-10 years Asphalt asphalt adeq 6.00 6.00 adeq adeq adeq adeq open ditch 6-10 PR 6-10 years \$43,000\$	22 1
RDS 1005 ARMSTRONG AVENUE Crawford Drive Glenrock Road 0.1 83 adeq resurface 6-10 years Asphalt adeq 6.0 6.0 adeq 0.25 adeq no ditch 1-5 PR 6-10 years \$\\$23,000	16 0
RDS 1220 GLENROCK ROAD Armstrong Avenue Section 1225 < <p>(-1) 83 adeq resurface 6-10 years Asphalt adeq 6.00 adeq 6.00 adeq adeq adeq adeq no ditch 1-5 PR 6-10 years \$11,000</p>	16 0
RDS 1240 GRANDVIEW DRIVE Section 1245 East to end <a href="https://doi.org/10.1145">doi: 0.1</a> 63 adeq resurface 6-10 years Asphalt asphalt asphalt adeq 6.0 6.0 6.0 adeq adeq adeq open ditch 6-10 PR 6-10 years \$\$16,000	17 0
RDS 1680     MOUNTAIN BASIN DRIVE     Mapleridge Drive     Basinview Lane     0.2     53     adeq     resurface     6-10 years     Asphalt     adeq     6.00     adeq     adeq     adeq     f.00     adeq     adeq     adeq     f.00     f.00     adeq     adeq     adeq     f.01     g.00     f.00     adeq     adeq     adeq     f.01     g.00     f.00     g.00     f.00     adeq     adeq     adeq     f.01     g.00     f.00     g.00     f.00     g.00     f.00     f.00     f.00     f.00     f.00     g.00     f.00     g.00     f.00      f.00	18 0
RDS 1230     GLENROCK ROAD     Section 1225     Glenrock Road     <0.1     43     adeq     resurface     6-10 years     Asphalt     adeq     6.0     adeq     adeq     no ditch     now     PR     6-10 years     \$7,000	17 0
RDS 2065     PLEASANT VIEW DRIVE     Linney Lane     Hillview Drive     0.2     6.3     adeq     resurface     6.10 years     Asphalt     adeq     6.00     adeq     adeq     adeq     PR     6.10 years     \$28,000	13 0
RDS 1225 GLENROCK ROAD Section 1225 Glenrock Road West to end <0.1 43 adeq resurface 6-10 years Asphalt adeq 7.0 6.0 adeq 0.25 adeq no ditch now PR 6-10 years \$\\$12,000	16 0
RDS 1690 MUNICIPAL DRIVE Fire Route 101 End End 0.3 45 adeq resurface 6-10 years Asphalt asphalt adeq 6.00 6.00 adeq adeq adeq adeq open ditch 6-10 PR 6-10 years \$\$4,000	14 0
RDS 2070     PLEASANT VIEW DRIVE     Hillview Drive     End     <     38     adeq     resurface     6-10 years     Asphalt     adeq     6.00     adeq     adeq     adeq     fillview     fillview     PR     6-10 years     \$17,000	16 0
RDS 1000 ACORN DRIVE Oakridge Road South End 0.4 30 adeq resurface 6-10 years surface treated asphalt now 7.00 6.00 adeq adeq open ditch 6-10 PR 6-10 years \$\$68,000\$	13 0
RDS 1600     McDOUGALL ROAD WEST     Cedar Shore Road     End      10     adeq     resurface     6-10 years     Asphalt     adeq     7.00     6.00     adeq     adeq     PR     6-10 years     \$\$15,000	12 0

Appendix G: Priority Guide

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

BS - base and surface

PR - pulverize and resurface with 1 or 2 lifts

# Appendix H: 10-Year Improvement Program

# **10-Year Improvement Program Based on Priority Guide Number and Practicality**

	Average			Road Section Identification	ı				Improvement	:	
Rank	Priority Guide Number	Section	Road Name	From	То	Length (km)	Average 2020 AADT	Туре	Time	Value	Priority Rating
Year 1											
1	8	RDS 1385, RDS 1390, RDS 1395, RDS 1400, RDS 1405, RDS 1410	LORIMER LAKE ROAD	Highway 124	Bunny Trail	2.6	1070	PR	1-5 years	\$447,722	37
2	6	RDS 1085, RDS 1090, RDS 1095	BURNSIDE BRIDGE ROAD	Highway 124	0.26 km east/southeast of Taylor Crescent	0.9	604	PR	1-5 years	\$168,000	43
3	8	RDS 1105	BURNSIDE BRIDGE ROAD	0.3 km east/southeast of Taylor Crescent	0.62 km east/southeast of Taylor Crescent (top of hill)	0.3	330	BS	now	\$66,000	46
4	6	RDS 1140	CEDAR SHORE ROAD	2.3 km north of Lorimer Lake Road	End	0.4	143	BS	now	\$49,000	44
									Year 1 total	\$730,722	
Year 2											
5	12	RDS 1540	McDOUGALL ROAD	Ravens Bay Trail	Windfall Trail	1.8	1173	PR	1-5 years	\$320,000	52
6	4	RDS 1350, RDS 1355	LAKE FOREST DRIVE	0.36 km east of Nobel Road	Draper Drive	2.2	395	PR	1-5 years	\$367,000	37
									Year 2 total	\$687,000	
Year 3											
7	3	RDS 1185, RDS 1190	GEORGE HUNT DRIVE	Nobel Road	Demick Drive	1.2	529	PR	1-5 years	\$213,000	29
8	3	RDS 1075, RDS 1080	BUNNY TRAIL	5.74 km north of Lorimer Lake Road	North to end (Township boundary)	2.7	285	PR	1-5 years	\$459,000	34
									Year 3 total	\$672,000	
Year 4					E 74 km north at Larimar Lake						
9	5	RDS 1070	BUNNY TRAIL	Lorimer Lake Road	Road	5.7	455	PR	1-5 years	\$983,000	38
									Year 4 total	\$983,000	
Year 5											
10	3	RDS 1380	LONG LAKE ESTATES ROAD	Highway 124	2.19 km east of Highway 124	2.2	515	PR	6-10 years	\$376,000	23
11	2	RDS 1885	OAKRIDGE ROAD	Acorn Dirve	Oakridge Road North/Oakridge Road South	0.6	315	PR	1-5 years	\$120,000	34
12	1	RDS 1890, RDS 1895, RDS 1900	OAKRIDGE ROAD NORTH	Oakridge Road North/Oakridge Road South	End	0.3	106	PR	1-5 years	\$59,393	26
13	1	RDS 1905	OAKRIDGE ROAD SOUTH	Oakridge Road/Oakridge Road North	1.49 km south of Oakridge Road	1.5	230	PR	6-10 years	\$290,000	21
									Year 5 total	\$845,393	

# **10-Year Improvement Program Based on Priority Guide Number and Practicality**

	Average	Road Section Identification Improvement										
Rank	Priority Guide Number	Section	Road Name	From	То	Length (km)	Average 2020 AADT	Туре	Time	Value	Priority Rating	
Year 6												
14	3	RDS 1980, RDS 1985, RDS 1990	PINERIDGE DRIVE	Nobel Road	Hadley Way	1.0	540	PR	6-10 years	\$190,817	21	
15	3	RDS 2145, RDS 2150	TAYLOR CRESCENT	Burnside Bridge Road	End	0.7	218	PR	1-5 years	\$148,000	32	
16	3	RDS 1067	BLUE JAY POINT ROAD	0.12 km east of Buttercup Road	North End	0.2	73	BS	now	\$24,000	39	
17	2	RDS 1170, RDS 1175, RDS 1180	FELSMAN DRIVE	Nobel Road	Fawcett Court/Felsman Lane split	1.1	275	PR	1-5 years	\$193,000	32	
18	1	RDS 1010	BARAGER BOULEVARD (North end)	Nobel Road	Spadzinski Lane	<0.1	153	PR	6-10 years	\$14,000	23	
19	1	RDS 2115	SPADZINSKI LANE	Pineridge Drive	Barager Boulevard	0.2	80	PR	1-5 years	\$39,000	28	
20	1	RDS 1015	BARAGER BOULEVARD (South end)	Spadzinski Lane	Nobel Road	0.3	53	PR	1-5 years	\$56,000	30	
									Year 6 total	\$664,817		
Year 7												
21	2	RDS 1025, RDS 1030, RDS 1035	BELL LAKE ROAD	Highway 124	0.38 km east of Strawberry Lane	0.9	263	PR	1-5 years	\$153,000	33	
22	2	RDS 2130	STRAWBERRY LANE	Bell Lake Road	Mapleridge Drive	0.3	200	PR	1-5 years	\$53,000	34	
23	1	RDS 1675, RDS 1680	MOUNTAIN BASIN DRIVE	Strawberry Lane	Basinview Lane	0.6	76	PR	1-5 years	\$107,000	21	
24	1	RDS 1485	MAPLERIDGE DRIVE	Mountain Basin Drive	End	0.2	53	PR	1-5 years	\$42,000	28	
25	2	RDS 1925, RDS 1930, RDS 1935	PARKWAY DRIVE	Crawford Road	Parkway Avenue	1.1	294	PR	1-5 years	\$186,000	29	
26	2	RDS 1285	HODDY'S SIDE ROAD	Highway 124	End	1.6	235	PR	1-5 years	\$258,000	30	
27	2	RDS 1695, RDS 1700, RDS 1705	MURRAY POINT ROAD	Nobel Road	End	0.9	188	PR	1-5 years	\$151,000	30	
									Year 7 total	\$950,000		
Year 8												
28	2	RDS 1370, RDS 1375	LOCH ERNE ROAD	Lorimer Lake Road	McKellar Ferguson Boundary Road	4.0	125	PR	1-5 years	\$643,000	28	
29	2	RDS 2085	RYDER DRIVE	Nobel Road	0.79 west of Nobel Road (End)	0.8	200	PR	6-10 years	\$136,000	25	
									Year 8 total	\$779,000		

# **10-Year Improvement Program Based on Priority Guide Number and Practicality**

	Average	Road Section Identification Improvement										
Rank	Priority Guide Number	Section	Road Name	From	From To Length (km) Average 2020 AADT		Average 2020 AADT	Туре	Time	Value	Priority Rating	
Year 9												
30	7	RDS 1495, RDS 1500, RDS 1505, RDS 1510, RDS 1515, RDS 1520, RDS 1525	McDOUGALL ROAD	0.09 km east of Highway 400	Tully Lane	1.7	1535	PR	6-10 years	\$377,543	28	
31	5	RDS 1550	McDOUGALL ROAD	Overlook Lane	2.3 km north of Lorimer Lake Road	0.2	1030	PR	6-10 years	\$60,840	26	
32	2	RDS 2140	SYLVAN DRIVE	0.2 km West of Nobel Road	End	0.1	108	PR	now	\$15,000	33	
33	2	RDS 1160	DUFF CRESCENT	Skerryvore Circle	Skerryvore Circle	0.7	115	PR	1-5 years	\$125,000	37	
34	1	RDS 1665	MILLER DRIVE	Birch Lane	Mik Lane	0.8	288	PR	6-10 years	\$143,000	18	
35	1	RDS 2095, RDS 2100	SKERRYVORE CIRCLE	Duff Crescent	North Road	0.9	155	PR	1-5 years	\$152,000	24	
									Year 9 total	\$873,382		
Year 10												
36	1	RDS 2120	SQUIRREL AVENUE	Pinewood Road	End	0.6	145	PR	6-10 years	\$111,000	24	
37	1	RDS 1590, RDS 1595	McDOUGALL ROAD WEST	Stenfors Road	Cedar Shore Road	0.5	143	PR	1-5 years	\$105,602	23	
38	1	RDS 1330	KIRKHAM ROAD	Highway 124	Nine Mile Narrows Trail	0.6	118	PR	6-10 years	\$98,000	21	
39	1	RDS 1150	CRAWFORD ROAD	Parkway Avenue	Glenrock Road	0.2	125	PR	6-10 years	\$28,000	19	
40	1	RDS 1020	BEAVER TRAIL	Pinewood Road	North End	0.8	160	PR	6-10 years	\$142,000	16	
41	1	RDS 1205, RDS 1210, RDS 1215, RDS 1220	GLENROCK ROAD	Crawford Road	Section 1225	0.3	114	PR	6-10 years	\$117,328	20	
42	1	RDS 2060, RDS 2065	PLEASANT VIEW DRIVE	North Road	Hillview Drive	0.3	89	PR	6-10 years	\$46,000	20	
43	1	RDS 1145	CORNFLOWER ROAD	Pinewood Road	End	0.4	110	PR	6-10 years	\$69,000	15	
44	1	RDS 2075	RIVERVIEW DRIVE	North Road	End	0.2	78	PR	6-10 years	\$43,000	22	
45	1	RDS 1280	HILLVIEW DRIVE	Pleasant View Drive	End	0.3	63	PR	1-5 years	\$54,000	26	
46	1	RDS 1235, RDS 1240	GRANDVIEW DRIVE	North Road	East to end	0.3	70	PR	6-10 years	\$69,000	22	
									Year 10 total	\$841,930		

PR - pulverize and resurface with 1 or 2 lifts BS - base and surface

Appendix I: Life-Cycle Costing

	Good Base						Moderate Base						Poor Base				
Year	Dust Control	Grading	Maintenance Gravel	Spot Gravel	Total Cost	Year	Dust Control	Grading	Maintenance Gravel	Spot Gravel	Total Cost	Year	Dust Control	Grading	Maintenance Gravel	Spot Gravel	Total Cost
0	\$ 1,680	\$ 450			\$ 2,130	0	\$ 1,680	\$ 1,800			\$ 3,480	0	\$ 2,520	\$ 3,600			\$ 6,120
1	\$ 1,680	\$ 450			\$ 2,130	1	\$ 1,680	\$ 1,800			\$ 3,480	1	\$ 2,520	\$ 3,600			\$ 6,120
2	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	2	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	2	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
3	\$ 1,680	\$ 450			\$ 2,130	3	\$ 1,680	\$ 1,800			\$ 3,480	3	\$ 2,520	\$ 3,600			\$ 6,120
4	\$ 1,680	\$ 450			\$ 2,130	4	\$ 1,680	\$ 1,800		\$ 375	\$ 3,855	4	\$ 2,520	\$ 3,600			\$ 6,120
5	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	5	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	5	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
6	\$ 1,680	\$ 450		\$ 250	\$ 2,380	6	\$ 1,680	\$ 1,800			\$ 3,480	6	\$ 2,520	\$ 3,600			\$ 6,120
7	\$ 1,680	\$ 450			\$ 2,130	7	\$ 1,680	\$ 1,800			\$ 3,480	7	\$ 2,520	\$ 3,600			\$ 6,120
8	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	8	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	8	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
9	\$ 1,680	\$ 450			\$ 2,130	9	\$ 1,680	\$ 1,800		\$ 375	\$ 3,855	9	\$ 2,520	\$ 3,600			\$ 6,120
10	\$ 1,680	\$ 450			\$ 2,130	10	\$ 1,680	\$ 1,800			\$ 3,480	10	\$ 2,520	\$ 3,600			\$ 6,120
11	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	11	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	11	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
12	\$ 1,680	\$ 450			\$ 2,130	12	\$ 1,680	\$ 1,800			\$ 3,480	12	\$ 2,520	\$ 3,600			\$ 6,120
13	\$ 1,680	\$ 450		\$ 250	\$ 2,380	13	\$ 1,680	\$ 1,800			\$ 3,480	13	\$ 2,520	\$ 3,600			\$ 6,120
14	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	14	\$ 1,680	\$ 1,800	\$ 21,000	\$ 375	\$ 24,855	14	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
15	\$ 1,680	\$ 450			\$ 2,130	15	\$ 1,680	\$ 1,800			\$ 3,480	15	\$ 2,520	\$ 3,600			\$ 6,120
16	\$ 1,680	\$ 450			\$ 2,130	16	\$ 1,680	\$ 1,800			\$ 3,480	16	\$ 2,520	\$ 3,600			\$ 6,120
17	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	17	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	17	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
18	\$ 1,680	\$ 450			\$ 2,130	18	\$ 1,680	\$ 1,800			\$ 3,480	18	\$ 2,520	\$ 3,600			\$ 6,120
19	\$ 1,680	\$ 450			\$ 2,130	19	\$ 1,680	\$ 1,800		\$ 375	\$ 3,855	19	\$ 2,520	\$ 3,600			\$ 6,120
20	\$ 1,680	\$ 450	\$ 21,000	\$ 250	\$ 23,380	20	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	20	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
21	\$ 1,680	\$ 450			\$ 2,130	21	\$ 1,680	\$ 1,800			\$ 3,480	21	\$ 2,520	\$ 3,600			\$ 6,120
22	\$ 1,680	\$ 450			\$ 2,130	22	\$ 1,680	\$ 1,800			\$ 3,480	22	\$ 2,520	\$ 3,600			\$ 6,120
23	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	23	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	23	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
24	\$ 1,680	\$ 450			\$ 2,130	24	\$ 1,680	\$ 1,800		\$ 375	\$ 3,855	24	\$ 2,520	\$ 3,600			\$ 6,120
25	\$ 1,680	\$ 450			\$ 2,130	25	\$ 1,680	\$ 1,800			\$ 3,480	25	\$ 2,520	\$ 3,600			\$ 6,120
26	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	26	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	26	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
27	\$ 1,680	\$ 450		\$ 250	\$ 2,380	27	\$ 1,680	\$ 1,800			\$ 3,480	27	\$ 2,520	\$ 3,600			\$ 6,120
28	\$ 1,680	\$ 450			\$ 2,130	28	\$ 1,680	\$ 1,800			\$ 3,480	28	\$ 2,520	\$ 3,600			\$ 6,120
29	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	29	\$ 1,680	\$ 1,800	\$ 21,000	\$ 375	\$ 24,855	29	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
30	\$ 1,680	\$ 450			\$ 2,130	30	\$ 1,680	\$ 1,800			\$ 3,480	30	\$ 2,520	\$ 3,600			\$ 6,120
31	\$ 1,680	\$ 450			\$ 2,130	31	\$ 1,680	\$ 1,800			\$ 3,480	31	\$ 2,520	\$ 3,600			\$ 6,120
32	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	32	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	32	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
33	\$ 1,680	\$ 450			\$ 2,130	33	\$ 1,680	\$ 1,800			\$ 3,480	33	\$ 2,520	\$ 3,600			\$ 6,120
34	\$ 1,680	\$ 450		\$ 250	\$ 2,380	34	\$ 1,680	\$ 1,800		\$ 375	\$ 3,855	34	\$ 2,520	\$ 3,600			\$ 6,120
35	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	35	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	35	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
36	\$ 1,680	\$ 450			\$ 2,130	36	\$ 1,680	\$ 1,800			\$ 3,480	36	\$ 2,520	\$ 3,600			\$ 6,120

# Life Cycle Costing

Gravel Road

		Good	d Base			Moderate Base					Poor Base						
Year	Dust Control	Grading	Maintenance Gravel	Spot Gravel	Total Cost	Year	Dust Control	Grading	Maintenance Gravel	Spot Gravel	Total Cost	Year	Dust Control	Grading	Maintenance Gravel	Spot Gravel	Total Cost
37	\$ 1,680	\$ 450			\$ 2,130	37	\$ 1,680	\$ 1,800			\$ 3,480	37	\$ 2,520	\$ 3,600			\$ 6,120
38	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	38	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	38	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
39	\$ 1,680	\$ 450			\$ 2,130	39	\$ 1,680	\$ 1,800		\$ 375	\$ 3,855	39	\$ 2,520	\$ 3,600			\$ 6,120
40	\$ 1,680	\$ 450			\$ 2,130	40	\$ 1,680	\$ 1,800			\$ 3,480	40	\$ 2,520	\$ 3,600			\$ 6,120
41	\$ 1,680	\$ 450	\$ 21,000	\$ 250	\$ 23,380	41	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	41	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
42	\$ 1,680	\$ 450			\$ 2,130	42	\$ 1,680	\$ 1,800			\$ 3,480	42	\$ 2,520	\$ 3,600			\$ 6,120
43	\$ 1,680	\$ 450			\$ 2,130	43	\$ 1,680	\$ 1,800			\$ 3,480	43	\$ 2,520	\$ 3,600			\$ 6,120
44	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	44	\$ 1,680	\$ 1,800	\$ 21,000	\$ 375	\$ 24,855	44	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
45	\$ 1,680	\$ 450			\$ 2,130	45	\$ 1,680	\$ 1,800			\$ 3,480	45	\$ 2,520	\$ 3,600			\$ 6,120
46	\$ 1,680	\$ 450			\$ 2,130	46	\$ 1,680	\$ 1,800			\$ 3,480	46	\$ 2,520	\$ 3,600			\$ 6,120
47	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	47	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	47	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
48	\$ 1,680	\$ 450		\$ 250	\$ 2,380	48	\$ 1,680	\$ 1,800			\$ 3,480	48	\$ 2,520	\$ 3,600			\$ 6,120
49	\$ 1,680	\$ 450			\$ 2,130	49	\$ 1,680	\$ 1,800		\$ 375	\$ 3,855	49	\$ 2,520	\$ 3,600			\$ 6,120
50	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	50	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	50	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
51	\$ 1,680	\$ 450			\$ 2,130	51	\$ 1,680	\$ 1,800			\$ 3,480	51	\$ 2,520	\$ 3,600			\$ 6,120
52	\$ 1,680	\$ 450			\$ 2,130	52	\$ 1,680	\$ 1,800			\$ 3,480	52	\$ 2,520	\$ 3,600			\$ 6,120
53	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	53	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	53	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
54	\$ 1,680	\$ 450			\$ 2,130	54	\$ 1,680	\$ 1,800		\$ 375	\$ 3,855	54	\$ 2,520	\$ 3,600			\$ 6,120
55	\$ 1,680	\$ 450		\$ 250	\$ 2,380	55	\$ 1,680	\$ 1,800			\$ 3,480	55	\$ 2,520	\$ 3,600			\$ 6,120
56	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	56	\$ 1,680	\$ 1,800	\$ 21,000		\$ 24,480	56	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
57	\$ 1,680	\$ 450			\$ 2,130	57	\$ 1,680	\$ 1,800			\$ 3,480	57	\$ 2,520	\$ 3,600			\$ 6,120
58	\$ 1,680	\$ 450			\$ 2,130	58	\$ 1,680	\$ 1,800			\$ 3,480	58	\$ 2,520	\$ 3,600			\$ 6,120
59	\$ 1,680	\$ 450	\$ 21,000		\$ 23,130	59	\$ 1,680	\$ 1,800	\$ 21,000	\$ 375	\$ 24,855	59	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
Total	\$ 100,800	\$ 27,000	\$ 420,000	\$ 2,000	\$ 549,800	Total	\$ 100,800	\$ 108,000	\$ 420,000	\$ 4,500	\$ 633,300	Total	\$ 151,200	\$ 216,000	\$ 420,000	\$ 7,500	\$ 794,700
Applications	60	360	20	8		Applications	60	1440	20	12		Applications	60	2880	20	20	
Notos						Notoc						Notoc					

1

16,800

24

3

50

5

15

N	ote	es
---	-----	----

1. Number of times dust control is applied per year

2. Number of times road is graded per year

3. Maintenance gravel to be applied every

4. Spot gravel to be applied every

time	

16,800 L per year 6 times 3 years 50 mm depth 7 years

1

10 tonnes

# Notes

1. Number of times dust control is applied per year

2. Number of times road is graded per year

- 3. Maintenance gravel to be applied every
- 4. Spot gravel to be applied every

φ 24,400		φ 2,520	φ 5,000	φ 21,000	φ 373	φ 27,495
\$ 3,480	57	\$ 2,520	\$ 3,600			\$ 6,120
\$ 3,480	58	\$ 2,520	\$ 3,600			\$ 6,120
\$ 24,855	59	\$ 2,520	\$ 3,600	\$ 21,000	\$ 375	\$ 27,495
\$ 633,300	Total	\$ 151,200	\$ 216,000	\$ 420,000	\$ 7,500	\$ 794,700
	Applications	60	2880	20	20	
		-				_
	Notes					
time	1. Number of	times dust	control is app	olied per year	1	time
L per year					25,200	L per year
times	2. Number of	times road	is graded per	year	48	times
years	3. Maintenanc	e gravel to	be applied ev	/ery	3	years
mm depth					50	mm depth
years	4. Spot grave	l to be appl	ied every		3	years
tonnes					15	tonnes

# Life Cycle Costing

Gravel Road

	Good Base							Moderate Base						Poor Base						
Year	Surface Treatment	Slurry Seal	Cold Mix Patch	Spray Patch Gravel	Pulverize	Total Cost	Year	Surface Treatment	Slurry Seal	Cold Mix Patch	Spray Patch Gravel	Pulverize	Total Cost	Year	Surface Treatment	Slurry Seal	Cold Mix Patch	Spray Patch Gravel	Pulverize	Total Cost
0	\$ 56,000				\$ 17,500	\$ 73,500	0	\$ 56,000				\$ 17,500	\$ 73,500	0	\$ 56,000				\$ 17,500	\$ 73,500
1						\$ -	1						\$ -	1						\$ -
2		\$ 17,500				\$ 17,500	2		\$ 17,500				\$ 17,500	2						\$ -
3						\$ -	3						\$ -	3			\$ 570			\$ 570
4						\$ -	4						\$ -	4						\$ -
5			\$ 190			\$ 190	5			\$ 570	\$ 1,500		\$ 2,070	5	\$ 56,000				\$ 17,500	\$ 73,500
6						\$ -	6						\$ -	6						\$ -
7						\$ -	7						\$ -	7	_					\$ -
8						\$ -	8						\$ -	8			\$ 570			\$ 570
9						\$ -	9						\$ -	9	4					\$ -
10			\$ 190	\$ 1,500		\$ 1,690 •	10	\$ 56,000				\$ 17,500	\$ 73,500 \$	10	\$ 56,000				\$ 17,500	\$ 73,500
11						\$ -	11		¢ 17.500				\$ -	11						\$ -
12						\$ -	12		\$ 17,500				\$ 17,500	12			¢ 570			\$ -
13						\$ - ¢	13						⇒ - ¢	13			\$ 570			\$ 570
14	¢ E6.000				¢ 17 500	⇒ - ¢ 77 E00	15			¢ 570	¢ 1 E 0 0		⇒ - ¢ 2.070	15	¢ E6.000				¢ 17 500	⇒ -
15	\$ 50,000				φ 17,500	\$ 73,500	15			\$ 570	ф 1,500		\$ 2,070 ¢ -	15	\$ 50,000				φ 17,500	\$ 75,500
10		\$ 17 500				φ - \$ 17500	17						φ - \$ -	17						φ =
18		ψ 17,500				\$ _	18						Ψ \$ -	18			\$ 570			♥ \$ 570
19						\$ -	19						\$ -	19						\$ -
20			\$ 190			ب \$ 190	20	\$ 56.000				\$ 17.500	* \$ 73.500	20	\$ 56.000				\$ 17.500	+ \$ 73.500
21			,			\$ -	21	,,				,	\$ -	21	, ,				1 /	\$ -
22						\$ -	22		\$ 17,500				\$ 17,500	22						\$ -
23						\$ -	23						\$ -	23			\$ 570			\$ 570
24						\$ -	24						\$ -	24						\$ -
25			\$ 190	\$ 1,500		\$ 1,690	25			\$ 570	\$ 1,500		\$ 2,070	25	\$ 56,000				\$ 17,500	\$ 73,500
26						\$ -	26						\$ -	26						\$ -
27						\$ -	27						\$ -	27						\$ -
28						\$ -	28						\$ -	28			\$ 570			\$ 570
29						\$ -	29						\$ -	29						\$ -
30	\$ 56,000				\$ 17,500	\$ 73,500	30	\$ 56,000				\$ 17,500	\$ 73,500	30	\$ 56,000				\$ 17,500	\$ 73,500
31						\$ -	31						\$ -	31						\$ -
32		\$ 17,500				\$ 17,500	32		\$ 17,500				\$ 17,500	32						\$ -
33						\$ -	33						\$ -	33			\$ 570			\$ 570
34						\$ -	34						\$ -	34						\$ -
35			\$ 190			\$ 190	35	ļ		\$ 570	\$ 1,500		\$ 2,070	35	\$ 56,000				\$ 17,500	\$ 73,500
36						\$ -	36	ļ					\$ -	36						\$ -
37						\$ -	37	<b> </b>					\$ -	37	_					\$ -
38						\$ -	38						\$ -	38			\$ 570			\$ 570
39						\$ -	39						\$ -	39						\$ -

# Life Cycle Costing

Surface Treated Road

Year     Surface Treatment     Surface Seal     Surface Patch     Surface Gravel     Surface Patch     Surface Seal     Surface Seal     Patch     Surface Seal     Surface Seal <th< th=""><th>Pulverize     Total Cost       \$ 17,500     \$ 73,500       \$ 17,500     \$ 73,500       \$ 570     \$ 570</th></th<>	Pulverize     Total Cost       \$ 17,500     \$ 73,500       \$ 17,500     \$ 73,500       \$ 570     \$ 570
40   100   \$ 100   \$ 1,00   \$ 1,00   \$ 5,000   100   \$ 1,00   \$	\$ 17,500 \$ 73,500 \$ - \$ - \$ - \$ 570 \$
4111 <th< td=""><td>\$ - \$ - \$ 570</td></th<>	\$ - \$ - \$ 570
42   Image: series of the se	\$ - \$ 570
431111\$-43111\$-43\$50\$5044555 <td>\$ 570</td>	\$ 570
4411 <th< td=""><td>¢.</td></th<>	¢.
45   \$ 56,000    \$ 17,500   \$ 73,500   \$ 57,500   \$ 1,500   \$ 2,070   \$ 5,000	⇒ -
46   1	\$ 17,500 \$ 73,500
47   \$ 17,500    \$ 17,500   \$ 10,500   \$ 10,500   \$ 10,500   \$ 10,500   \$ 10,500   \$ 10,500   \$ 10,500   \$ 10,500 </td <td>\$ -</td>	\$ -
48   Image: state of the s	\$ -
49	\$ 570
50   \$ 190   \$ 190   50   \$ 56,000   \$ 17,500   \$ 73,500   50   \$ 56,000   \$     51 <td>\$ -</td>	\$ -
51	\$ 17,500 \$ 73,500
	\$ -
52  \$ - 52 \$ 17,500 \$ 17,500 52  52	\$ -
53 2 53 53 2 53 53 54 55 55 55 55 55 55 55 55 55 55 55 55	\$ 570
54 9 \$ - 54 9 \$ - 54 9 \$ - 54 9 \$ - 54 9 \$ 54	\$ -
55   \$ 190   \$ 1,500   \$ 1,690   55   \$ 570   \$ 1,500   \$ 2,070   55   \$ 56,000	\$ 17,500 \$ 73,500
56 \$ - 56	\$ -
57 2 57 57 57 57 57 57 57 57 57 57 57 57 57	\$ -
58	\$ 570
59 \$ - 50 \$ - 50	\$ -
Total   \$ 224,000   \$ 70,000   \$ 1,520   \$ 6,000   \$ 70,000   \$ 371,520   Total   \$ 336,000   \$ 105,000   \$ 9,000   \$ 105,000   \$ 558,420   Total   \$ 672,000   \$ -   \$ 6,840   \$ -	\$ 210,000 \$ 888,840
Applications     4     8     4     4     Applications     6     6     6     6     Applications     12     0     12     0	12

#### Notes

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

5. Pulverize prior to each new surface treatment application

### Notes

1. Double surface treatment applied every	10	years	
2. Slurry seal applied in year 2 and every	10	years	
3. Cold mix patch applied every	10	years	
	3	tonnes	
4. Spray patch applied every	5	years	
	500	m²	

5. Pulverize prior to each new surface treatment application

Notes

1. Double surface treatr

2. Slurry seal not require

3. Cold mix patch applie

4. Spray patch not required

5. Pulverize prior to each new surface treatment application

# Life Cycle Costing

Surface Treated Road

ment applied every	5	years
red		
ed every	5	years
	3	tonnes

			Good Base						М	oderate Base				Poor Base						
Year	Asphalt	Crack Seal	Patch Repair	Micro Surfacing	Pulverize	Total Cost	Year	Asphalt	Crack Seal	Patch Repair	Micro Surfacing	Pulverize	Total Cost	Year	Asphalt	Crack Seal	Patch Repair	Micro Surfacing	Pulverize	Total Cost
0	\$ 175,000				\$ 17,500	\$ 192,500	0	\$ 175,000				\$ 17,500	\$ 192,500	0	\$ 175,000				\$ 17,500	\$ 192,500
1						\$ -	1						\$ -	1						\$ -
2						\$ -	2						\$ -	2						\$ -
3						\$ -	3						\$ -	3						\$ -
4						\$ -	4						\$ -	4						\$ -
5		\$ 900				\$ 900	5		\$ 1,500				\$ 1,500	5		\$ 3,000				\$ 3,000
6						\$ -	6						\$ -	6						\$ -
7						\$ -	7						\$ -	7						\$ -
8						\$ -	8						\$ -	8						\$ -
9						\$ -	9						\$ -	9						\$ -
10		\$ 900				\$ 900	10		\$ 1,500	\$ 22,500			\$ 24,000	10	\$ 175,000				\$ 17,500	\$ 192,500
11						\$ -	11						\$ -	11						\$ -
12						\$ -	12						\$ -	12						\$ -
13						\$ -	13						\$ -	13						\$ -
14						\$ -	14						\$ -	14						\$ -
15		\$ 900	\$ 22,500			\$ 23,400	15		\$ 1,500		\$ 42,000		\$ 43,500	15		\$ 3,000				\$ 3,000
16						\$ -	16						\$ -	16						\$ -
17						\$ -	17						\$ -	17						\$ -
18						\$ -	18						\$ -	18						\$ -
19						\$ -	19						\$ -	19	_					\$ -
20		\$ 900		\$ 42,000		\$ 42,900	20	\$ 175,000				\$ 17,500	\$ 192,500	20	\$ 175,000				\$ 17,500	\$ 192,500
21						\$ -	21						\$ -	21						\$ -
22						\$ -	22						\$ -	22						\$ -
23						\$ -	23						\$ -	23						\$ -
24						\$ -	24						\$ -	24						\$ -
25		\$ 900				\$ 900	25		\$ 1,500				\$ 1,500	25		\$ 3,000				\$ 3,000
26						\$ -	26						\$ -	26						\$ -
27						\$ -	27	_					\$ -	27	_					\$ -
28						\$ -	28	_					\$ -	28						\$ -
29						\$ -	29	_					\$ -	29						\$ -
30	\$ 175,000				\$ 17,500	\$ 192,500	30	_	\$ 1,500	\$ 22,500			\$ 24,000	30	\$ 175,000				\$ 17,500	\$ 192,500
31						\$ -	31	_					\$ -	31						\$ -
32						\$ -	32	_					\$ -	32						\$ -
33						\$ -	33	_					\$ -	33	_					\$ -
34						\$ -	34	_					\$ -	34						\$ -
35		\$ 900				\$ 900	35		\$ 1,500		\$ 42,000		\$ 43,500	35	_	\$ 3,000				\$ 3,000
36						\$ -	36						\$ -	36						\$ -
37						\$ -	37						\$ -	37						\$ -
38						\$ -	38						\$ -	38						\$ -
39						\$ -	39						\$ -	39						\$ -

# Life Cycle Costing

Asphalt Road

			Good Base			Moderate Base Poor Base														
Year	Asphalt	Crack Seal	Patch Repair	Micro Surfacing	Pulverize	Total Cost	Year	Asphalt	Crack Seal	Patch Repair	Micro Surfacing	Pulverize	Total Cost	Year	Asphalt	Crack Seal	Patch Repair	Micro Surfacing	Pulverize	Total Cost
40		\$ 900				\$ 900	40	\$ 175,000				\$ 17,500	\$ 192,500	40	\$ 175,000				\$ 17,500	\$ 192,500
41						\$ -	41						\$-	41						\$ -
42						\$-	42						\$ -	42						\$ -
43						\$ -	43						\$ -	43						\$ -
44						\$ -	44						\$ -	44						\$ -
45		\$ 900	\$ 22,500			\$ 23,400	45		\$ 1,500				\$ 1,500	45		\$ 3,000				\$ 3,000
46						\$ -	46						\$ -	46						\$ -
47						\$ -	47						\$ -	47						\$ -
48						\$ -	48						\$ -	48						\$ -
49						\$ -	49						\$ -	49						\$ -
50		\$ 900		\$ 42,000		\$ 42,900	50		\$ 1,500	\$ 22,500			\$ 24,000	50	\$ 175,000				\$ 17,500	\$ 192,500
51						\$ -	51						\$ -	51						\$ -
52						\$ -	52						\$ -	52						\$ -
53						\$ -	53						\$ -	53						\$ -
54						\$ -	54						\$ -	54						\$ -
55		\$ 900				\$ 900	55		\$ 1,500		\$ 42,000		\$ 43,500	55		\$ 3,000				\$ 3,000
56						\$ -	56						\$ -	56						\$ -
57						\$ -	57						\$ -	57						\$ -
58						\$ -	58						\$ -	58						\$ -
59						\$ -	59						\$ -	59						\$ -
Total	\$ 350,000	\$ 9,000	\$ 45,000	\$ 84,000	\$ 35,000	\$ 523,000	Total	\$ 525,000	\$ 13,500	\$ 67,500	\$ 126,000	\$ 52,500	\$ 784,500	Total	########	\$ 18,000	\$ -	\$ -	\$ 105,000	########
Applications	2	10	2	2	2		Applications	3	9	3	3	3		Applications	6	6	0	0	6	

#### Notes

1. Asphalt treatment applied every	30	years
2. Crack seal applied every	5	years
3. Patch repair completed every	15	years
4. Microsurfacing applied every	20	years

6. Pulverize prior to repaving

#### Notes

300

500

m

m<sup>2</sup>

1. Asphalt treatment applied every	20	years	
2. Crack seal applied every	5	years	500
3. Patch repair completed every	10	years	500
4. Microsurfacing applied every	15	years	
6. Pulverize prior to repaving			

#### Notes

m

 $m^2$ 

1. Asphalt treatment app

2. Crack seal applied eve

3. Patch repair not needed

4. Microsurfacing not required

6. Pulverize prior to repaving

# Life Cycle Costing

Asphalt Road

plied every	10	years		
ery	5	years	1000	m
lad				

Appendix J: Estimated Values of the Road Infrastructure/Replacement

			Road Section Identificat	ion												Replac	ement Costs				
Section Road N	Name	From	То	Length (km)	Surface Type	Platform Width	Surface Width (m)	Roadside Environment	Speed Limit (km/h)	Maintenance Class (O.Reg 239/02)	Clearing Width for Platform and Ditch (m)	Clearing / Grubbing	Excavation and Grading	300mm Granular B	150mm Granular A	Ditching	Cross Culverts	Driveway Culverts	Asphalt or Surface Treatment	Engineering and Contingency	Total Cost
RDS 1000 ACORN DRIVE		Oakridge Road	South End	0.4	surface treated	8.0	7.0	rural	80	6	11.60	\$ 63.111	\$ 21.763	\$ 41.790	\$ 26.124	\$ 21.763	\$ 5.803	\$ 7.254	\$ 20.312	\$ 41.584	\$ 249.504
RDS 1005 ARMSTRONG AVEN	UE	Crawford Drive	Glenrock Road	0.1	Asphalt	6.5	6.0	rural	40	6	10.10	\$ 21.117	\$ 6,795	\$ 13.048	\$ 8.157	\$ 8,363	\$ 2.230	\$ 2,788	\$ 24,463	\$ 17.392	\$ 104.354
RDS 1010 BARAGER BOULEVA	ARD (North end)	Nobel Road	Spadzinski Lane	0.1	Asphalt	8.0	7.0	rural	80	4	11.60	\$ 12,165	\$ 4,195	\$ 8.055	\$ 5.036	\$ 4.195	\$ 1.119	\$ 1.398	\$ 14.315	\$ 10.095	\$ 60.573
RDS 1015 BARAGER BOULEVA	ARD (South end)	Spadzinski Lane	Nobel Road	0.3	Asphalt	8.0	7.0	rural	80	4	11.60	\$ 51,125	\$ 17.629	\$ 33.853	\$ 21,162	\$ 17.629	\$ 4.701	\$ 5.876	\$ 60.160	\$ 42.428	\$ 254.566
RDS 1020 BEAVER TRAIL		Pinewood Road	North End	0.8	surface treated	7.0	6.0	rural	40	6	10.60	\$ 131,255	\$ 43.339	\$ 83,223	\$ 52.024	\$ 49.530	\$ 13.208	\$ 16.510	\$ 39.624	\$ 85.743	\$ 514,457
RDS 1025 BELL LAKE ROAD		Highway 124	0.26 km south of Highway 124	0.3	Surface Treated	7.0	6.0	rural	50	5	10.60	\$ 41.543	\$ 13.717	\$ 26.341	\$ 16.466	\$ 15.677	\$ 4,180	\$ 5.226	\$ 12.541	\$ 27,138	\$ 162.829
RDS 1020 BELL LAKE ROAD		0.26 km south of Highway 124	Strawberry Lane	0.2	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 39.071	\$ 12 901	\$ 24,773	\$ 15,486	\$ 14 744	\$ 3.932	\$ 4.915	\$ 11 795	\$ 25.523	\$ 153 141
RDS 1035 BELL LAKE ROAD		Strawberry Lane	0.38 km east of Strawberry Lane	0.4	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 61.036	\$ 20,153	\$ 38,700	\$ 24,192	\$ 23,032	\$ 6,142	\$ 7.677	\$ 18,426	\$ 39.872	\$ 239,230
RDS 1040 BELL LAKE ROAD		0.38 km east of Strawberry Lane	0.43 km east of Strawberry Lane	0.0	Gravel	7.0	6.0	rural	40	6	10.60	\$ 7,905	\$ 2,610	\$ 5,012	\$ 3,132	\$ 2,983	\$ 796	\$ 994	NA - gravel	\$ 4.687	\$ 28122
RDS 1045 BIG BEN ROAD		Highway 124	0.03 m west of Highway 124	0.0	Asphalt	7.0	6.0	rural	50	6	10.60	\$ 5,409	\$ 1,786	\$ 3,430	\$ 2.144	\$ 2,000	\$ 544	\$ 680	\$ 5.970	\$ 4.401	\$ 26,406
		0.03 m west of Highway 124	End	0.5	Asphalt	7.0	6.0	rural	50	6	10.60	\$ 72 A73	\$ 23.930	¢ 15.952	\$ 28.725	\$ 27.348	¢ 7 293	\$ 9.116	\$ 79.994	\$ 58,966	\$ 257 799
		Darkway Avonuo	Sound View Court	1.0	Asphalt	7.0	7.0	rural	40	6	11.60	¢ 705 477	¢ 105 727	¢ 202 249	¢ 126,723	¢ 105 727	¢ 20,006	¢ 75 100	¢ 750,004	¢ 257.474	¢ 1 520 942
		Sound View Court	North End	1.0	Asphalt	8.0	7.0	rural	40	6	11.00	\$ 303,437	\$ 103,323 ¢ 77,760	\$ 202,240	\$ 120,430	\$ 103,323	¢ 0,000	¢ 11 120	¢ 117 0/1	\$ 200,474	\$ 1,320,842
		Butteroup Bood	0.12 km east of Butteroup Boad	0.0	Asphalt	6.5	7.0	rural	40	0	10.10	\$ 30,744 \$ 19.267	¢ 5070	¢ 11.207	\$ 40,045	¢ 7.275	¢ 1,020	¢ 2,412	¢ 10,700	\$ 00,203 \$ 14,602	¢ 00.15/
			Verth Fred	0.1	Aspiral	0.5	7.5	rural	80	4	0.10	\$ 10,207	\$ 5,070	¢ 10.960	\$ 7,030	\$ 7,233	¢ 2,697	¢ 7.754	\$ 19,390	\$ 14,092	\$ 00,134
RDS 1007 BLUE JAY POINT RC	JAD		North End	0.2 E 7	Graver	4.5	5.5	rural	60		0.10	\$ 20,370	\$ 5,000	\$ 10,009 ¢ E70 E66	\$ 0,794	\$ 10,002	¢ 01.007	¢ 114 770	t 275 460	\$ 11,900	¢ 7 576 500
RDS 1070 BUNNY TRAIL			5.74 km horth of Lorimer Lake Road	5.7	Surface Treated	7.0	6.0	rural	60	5	10.00	\$ 912,492	\$ 301,295	\$ 576,500 \$ 100,645	\$ 301,074	\$ 344,337	\$ 91,023	¢ 75.077	\$ 275,409	\$ 590,007	\$ 3,370,322
RDS 1075 BUNNY TRAIL		5.74 km north of Lonmer Lake Road	Darrin Lane	1.0	Surface Treated	7.0	6.0	rural	60	5	10.00	\$ 204,907	\$ 94,073	\$ 100,045	\$ 112,925	\$ 107,512 ¢ 57,202	¢ 14.107	¢ 17.774	\$ 00,010	\$ 100,110	\$ 1,110,095
RDS 1080 BUNNY TRAIL			North to end (Township boundary)	0.9	Surface Treated	7.0	6.0	rurai	60	5	10.60	\$ 140,985	\$ 40,552	\$ 89,391	\$ 55,881	\$ 53,202	\$ 14,187	\$ 17,734	\$ 42,501	\$ 92,099 ¢ 10,151	\$ 552,591
RDS 1085 BURNSIDE BRIDGE F	RUAD	Highway 124	North Road	0.1	Surface Treated	7.0	6.0	rurai	50	4	10.60		\$ 5,151 ¢ 70.050	\$ 9,852	\$ 0,159	⇒ 5,804	\$ 1,504	\$ 1,955	\$ 4,691	\$ 10,151 ¢ 50,050	\$ 60,904
RDS 1090 BURNSIDE BRIDGE F	ROAD	North Road	0.26 km east/southeast of Taylor	0.6	Surface Treated	7.0	6.0	semi-urban	50	5	10.60	\$ 91,631	\$ 30,256	\$ 58,099	\$ 36,319	\$ 34,578	\$ 9,221	\$ 11,526	\$ 27,662	\$ 59,858	\$ 359,149
RDS 1095 BURNSIDE BRIDGE F	ROAD	0.26 km east/southeast of Taylor	Crescent 0.3 km east/southeast of Taylor	0.3	Surface Treated	7.0	6.0	rurai	50	5	10.60	\$ 41,873	\$ 13,826	\$ 26,549	\$ 16,597	\$ 15,801	\$ 4,214	\$ 5,267	\$ 12,641	\$ 27,353	\$ 164,120
RDS 1100 BURNSIDE BRIDGE F	ROAD (BRIDGE)	Crescent	Crescent	0.0	Surface Treated	4.5	4.5	rural	50	5	8.10	\$ 4,519	\$ 1,255	\$ 2,411	\$ 1,507	\$ 2,232	\$ 595	\$ 744	\$ 1,339	\$ 2,920	\$ 17,522
RDS 1105 BURNSIDE BRIDGE F	ROAD	Crescent	Crescent (top of hill)	0.3	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 51,238	\$ 16,918	\$ 32,488	\$ 20,309	\$ 19,335	\$ 5,156	\$ 6,445	\$ 15,468	\$ 33,471	\$ 200,828
RDS 1110 BURNSIDE BRIDGE F	ROAD	0.62 km east/southeast of Taylor Crescent	Mill Lake Trail	1.0	gravel	7.0	6.0	rural	40	6	10.60	\$ 158,293	\$ 52,267	\$ 100,366	\$ 62,741	\$ 59,733	\$ 15,929	\$ 19,911	NA - gravel	\$ 93,848	\$ 563,088
RDS 1115 BURNSIDE BRIDGE F	ROAD	Mill Lake Trail	End	1.7	gravel	7.0	6.0	rural	40	6	10.60	\$ 266,497	\$ 87,994	\$ 168,973	\$ 105,628	\$ 100,565	\$ 26,817	\$ 33,522	NA - gravel	\$ 157,999	\$ 947,995
RDS 1120 BUTTERCUP ROAD		Pinewood Road	0.19 km south of Pinewood Road	0.2	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 29,971	\$ 9,896	\$ 19,003	\$ 11,879	\$ 11,310	\$ 3,016	\$ 3,770	\$ 9,048	\$ 19,579	\$ 117,472
RDS 1125 BUTTERCUP ROAD		0.19 km south of Pinewood Road	Blue Jay Point Rd	0.0	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 4,558	\$ 1,505	\$ 2,890	\$ 1,807	\$ 1,720	\$ 459	\$ 573	\$ 1,376	\$ 2,978	\$ 17,866
RDS 1130 BUTTERCUP ROAD		Blue Jay Point Rd	End	0.2	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 29,136	\$ 9,621	\$ 18,474	\$ 11,548	\$ 10,995	\$ 2,932	\$ 3,665	\$ 8,796	\$ 19,033	\$ 114,200
RDS 1135 CEDAR SHORE ROA	D	McDougall Road West	0.49 km north of McDougall Road West	0.5	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 78,505	\$ 25,922	\$ 49,776	\$ 31,116	\$ 29,625	\$ 7,900	\$ 9,875	\$ 86,652	\$ 63,874	\$ 383,245
RDS 1140 CEDAR SHORE ROA	D	0.49 km north of McDougall Road West	End	0.4	Gravel	4.5	3.0	rural	40	6	8.10	\$ 44,341	\$ 12,317	\$ 23,652	\$ 14,785	\$ 21,897	\$ 5,839	\$ 7,299	NA - gravel	\$ 26,026	\$ 156,154
RDS 1145 CORNFLOWER ROA	D	Pinewood Road	End	0.4	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 63,541	\$ 20,981	\$ 40,288	\$ 25,185	\$ 23,978	\$ 6,394	\$ 7,993	\$ 19,182	\$ 41,508	\$ 249,049
RDS 1150 CRAWFORD ROAD		Parkway Avenue	Glenrock Road	0.2	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 26,754	\$ 8,834	\$ 16,963	\$ 10,604	\$ 10,096	\$ 2,692	\$ 3,365	\$ 29,530	\$ 21,767	\$ 130,605
RDS 1155 DUFF CRESCENT		North Road	Skerryvore Circle	0.1	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 16,945	\$ 5,595	\$ 10,744	\$ 6,716	\$ 6,394	\$ 1,705	\$ 2,131	\$ 18,703	\$ 13,787	\$ 82,719
RDS 1160 DUFF CRESCENT		Skerryvore Circle	Skerryvore Circle	0.7	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 116,606	\$ 38,502	\$ 73,934	\$ 46,218	\$ 44,002	\$ 11,734	\$ 14,667	\$ 128,706	\$ 94,874	\$ 569,242
RDS 1165 EARLS COURT		Pineridge Drive	End	0.2	Gravel	4.5	3.5	rural	80	4	8.10	\$ 30,346	\$ 8,429	\$ 16,187	\$ 10,119	\$ 14,986	\$ 3,996	\$ 4,995	NA - gravel	\$ 17,812	\$ 106,869
RDS 1170 FELSMAN DRIVE		Nobel Road	Beach Bays Road	0.6	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 92,947	\$ 30,690	\$ 58,933	\$ 36,840	\$ 35,074	\$ 9,353	\$ 11,691	\$ 28,059	\$ 60,718	\$ 364,306
RDS 1175 FELSMAN DRIVE		Beach Bays Road	Bowers Bay Road	0.2	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 29,254	\$ 9,659	\$ 18,548	\$ 11,595	\$ 11,039	\$ 2,944	\$ 3,680	\$ 8,831	\$ 19,110	\$ 114,660
RDS 1180 FELSMAN DRIVE		Bowers Bay Road	Fawcett Court/Felsman Lane split	0.3	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 55,011	\$ 18,164	\$ 34,880	\$ 21,804	\$ 20,759	\$ 5,536	\$ 6,920	\$ 16,607	\$ 35,936	\$ 215,617
RDS 1185 GEORGE HUNT DRIV	/E	Nobel Road	Fairway Drive	0.7	Asphalt	7.0	6.0	rural	40	5	10.60	\$ 106,171	\$ 35,056	\$ 67,318	\$ 42,082	\$ 40,064	\$ 10,684	\$ 13,355	\$ 117,189	\$ 86,384	\$ 518,302
RDS 1190 GEORGE HUNT DRIV	/E	Fairway Drive	Demick Drive	0.6	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 91,869	\$ 30,334	\$ 58,250	\$ 36,413	\$ 34,668	\$ 9,245	\$ 11,556	\$ 101,403	\$ 74,748	\$ 448,486
RDS 1195 GEORGE HUNT DRIV	/E	Demick Drive	Barrys Channel Lane	0.2	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 32,400	\$ 10,698	\$ 20,543	\$ 12,842	\$ 12,226	\$ 3,260	\$ 4,075	\$ 35,762	\$ 26,362	\$ 158,169
RDS 1200 GEORGE HUNT DRIV	/E	Barrys Channel Lane	End	0.1	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 23,066	\$ 7,616	\$ 14,625	\$ 9,142	\$ 8,704	\$ 2,321	\$ 2,901	\$ 25,459	\$ 18,767	\$ 112,602
RDS 1205 GLENROCK ROAD		Crawford Road	Armstrong Avenue	0.0	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 3,095	\$ 1,022	\$ 1,962	\$ 1,227	\$ 1,168	\$ 311	\$ 389	\$ 3,416	\$ 2,518	\$ 15,109
RDS 1210 GLENROCK ROAD		Armstrong Avenue	Glenrock Road	0.1	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 11,311	\$ 3,735	\$ 7,172	\$ 4,483	\$ 4,268	\$ 1,138	\$ 1,423	\$ 12,485	\$ 9,203	\$ 55,217
RDS 1215 GLENROCK ROAD		Glenrock Road	Armstrong Avenue	0.2	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 24,149	\$ 7,974	\$ 15,312	\$ 9,572	\$ 9,113	\$ 2,430	\$ 3,038	\$ 26,655	\$ 19,648	\$ 117,890
RDS 1220 GLENROCK ROAD		Armstrong Avenue	Section 1225	0.1	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 10,456	\$ 3,453	\$ 6,630	\$ 4,144	\$ 3,946	\$ 1,052	\$ 1,315	\$ 11,541	\$ 8,507	\$ 51,045
RDS 1225 GLENROCK ROAD S	ection 1225	Glenrock Road	West to end	0.1	Asphalt	7.5	7.0	rural	80	6	11.10	\$ 10,511	\$ 3,551	\$ 6,819	\$ 4,262	\$ 3,788	\$ 1,010	\$ 1,263	\$ 12,925	\$ 8,826	\$ 52,953
RDS 1230 GLENROCK ROAD		Section 1225	Glenrock Road	0.0	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 6,201	\$ 2,048	\$ 3,932	\$ 2,458	\$ 2,340	\$ 624	\$ 780	\$ 6,845	\$ 5,045	\$ 30,273
RDS 1235 GRANDVIEW DRIVE		North Road	Section 1245	0.3	Asphalt	7.0	6.0	semi-urban	40	6	10.60	\$ 47,898	\$ 15,815	\$ 30,370	\$ 18,985	\$ 18,075	\$ 4,820	\$ 6,025	\$ 52,868	\$ 38,971	\$ 233,826

			Road Section Identificat	tion												Replac	ement Costs				
Section	Road Name	From	То	Length (km)	Surface Type	Platform Width	Surface Width (m)	Roadside Environment	Speed Limit (km/h)	Maintenance Class (O.Reg 239/02)	Clearing Width for Platform and Ditch (m)	Clearing / Grubbing	Excavation and Grading	300mm Granular B	150mm Granular A	Ditching	Cross Culverts	Driveway Culverts	Asphalt or Surface Treatment	Engineering and Contingency	Total Cost
RDS 1240	GRANDVIEW DRIVE	Section 1245	East to end	0.1	Asphalt	7.0	6.0	semi-urban	40	6	10.60	\$ 13.709	\$ 4.526	\$ 8.692	\$ 5.434	\$ 5.173	\$ 1.379	\$ 1.724	\$ 15.131	\$ 11.154	\$ 66.922
RDS 1245	GRANDVIEW DRIVE	Grandview Drive	North to end	0.0	Asphalt	7.0	6.0	semi-urban	40	6	10.60	\$ 5.817	\$ 1.921	\$ 3,688	\$ 2.305	\$ 2,195	\$ 585	\$ 732	\$ 6,420	\$ 4.733	\$ 28,395
RDS 1250		McDougall Road	Finch Trail (Tee in road)	2.3	Gravel	7.0	6.0	rural	50	6	10.60	\$ 372.320	\$ 122,936	\$ 236.070	\$ 147.572	\$ 140,498	\$ 37,466	\$ 46.833	NA - gravel	\$ 220,739	\$ 1.324.434
RDS 1255	HAINES LAKE ROAD	Finch Trail	Fire Route 309A	1.1	Gravel	7.0	6.0	rural	50	6	10.60	\$ 179.294	\$ 59.201	\$ 113.681	\$ 71.065	\$ 67.658	\$ 18.042	\$ 22,553	NA - gravel	\$ 106.299	\$ 637.793
RDS 1260	HAINES LAKE ROAD	Fire Route 309A	End	0.1	Gravel	3.5	3.0	rural	50	6	7.10	\$ 13,843	\$ 3,412	\$ 6,552	\$ 4,096	\$ 7,799	\$ 2,080	\$ 2,600	NA - gravel	\$ 8,076	\$ 48,457
RDS 1265	HAMMEL AVENUE	Pineridge Drive	0.25 km north of Pineridge Drive	0.2	Asphalt	7.0	6.0	rural	50	5	10.60	\$ 39.379	\$ 13.002	\$ 24,968	\$ 15.608	\$ 14.860	\$ 3.963	\$ 4,953	\$ 43,465	\$ 32.040	\$ 192.238
RDS 1270		0.25 km north of Pineridge Drive	Parkway Avenue	2.3	Asphalt	7.0	6.3	rural	50	5	10.60	\$ 360.673	\$ 119.090	\$ 228,685	\$ 142.956	\$ 136.103	\$ 36.294	\$ 45.368	\$ 414.688	\$ 296.771	\$ 1.780.627
RDS 1275	HAMMEL AVENUE	Parkway Avenue	East to end	0.2	Asphalt	7.0	6.0	rural	50	6	10.60	\$ 32,452	\$ 10.715	\$ 20,576	\$ 12.863	\$ 12,246	\$ 3,266	\$ 4,082	\$ 35.820	\$ 26,404	\$ 158,423
RDS 1280		Pleasant View Drive	End	0.3	Asphalt	7.0	6.0	semi-urban	40	6	10.60	\$ 47.338	\$ 15.630	\$ 30.015	\$ 18.763	\$ 17.863	\$ 4,764	\$ 5.954	\$ 52.250	\$ 38.516	\$ 231.093
RDS 1285	HODDY'S SIDE ROAD	Highway 124	End	1.6	Surface Treated	7.0	6.0	rural	50	5	10.60	\$ 247.412	\$ 81.693	\$ 156.872	\$ 98.064	\$ 93.363	\$ 24.897	\$ 31.121	\$ 74,690	\$ 161.622	\$ 969.735
RDS 1290	HURDVILLE ROAD	Highway 124	0.13 km east of Highway 124	0.1	Surface Treated	7.0	6.0	rural	50	5	10.60	\$ 20,733	\$ 6,846	\$ 13,146	\$ 8,218	\$ 7,824	\$ 2,086	\$ 2,608	\$ 6,259	\$ 13,544	\$ 81,262
RDS 1295	HURDVILLE ROAD	0.13 km east of Highway 124	Hardy Henry Trail	3.1	Surface Treated	8.0	7.0	rural	50	5	11.60	\$ 533,623	\$ 184,008	\$ 353,344	\$ 220,883	\$ 184,008	\$ 49,069	\$ 61,336	\$ 171,741	\$ 351,602	\$ 2,109,614
RDS 1300	HURDVILLE ROAD	Hardy Henry Trail	Trout Lake Road	0.2	Asphalt	7.0	6.0	rural	50	5	10.60	\$ 26,981	\$ 8,909	\$ 17,107	\$ 10,694	\$ 10,182	\$ 2,715	\$ 3,394	\$ 29,781	\$ 21,953	\$ 131,716
RDS 1305		Trout Lake Road	Snowdon Road	2.8	Asphalt	7.0	6.0	rural	50	5	10.60	\$ 443,755	\$ 146.523	\$ 281.363	\$ 175.886	\$ 167.455	\$ 44.655	\$ 55.818	\$ 489,805	\$ 361.052	\$ 2,166,313
RDS 1310		Snowdon Road	Frontier Trail	0.7	Asphalt	7.0	6.0	rural	50	5	10.60	\$ 110.479	\$ 36.479	\$ 70.049	\$ 43.789	\$ 41.690	\$ 11.117	\$ 13.897	\$ 121,944	\$ 89.889	\$ 539.335
RDS 1315	HURDVILLE ROAD	Frontier Trail	0.06 km east of Frontier Trail to municipal boundary	0.1	Asphalt	7.0	6.0	rural	50	5	10.60	\$ 9,789	\$ 3,232	\$ 6,207	\$ 3,880	\$ 3,694	\$ 985	\$ 1,231	\$ 10,805	\$ 7,964	\$ 47,787
RDS 1320	HURDVILLE ROAD	0.65 km from Frontier Trail	0.96 km from Frontier Trail	0.3	Asphalt	7.0	6.0	rural	50	5	10.60	\$ 49,792	\$ 16,441	\$ 31,571	\$ 19,736	\$ 18,789	\$ 5,011	\$ 6,263	\$ 54,959	\$ 40,512	\$ 243,074
RDS 1325	FINCH TRAIL	Hanes Lake Road	0.9 km east of Hanes Lake Road	0.9	Gravel	6.0	5.0	rural	80	6	9.60	\$ 129,600	\$ 40,500	\$ 77,771	\$ 48,616	\$ 54,000	\$ 14,400	\$ 18,000	NA - gravel	\$ 76,577	\$ 459,464
RDS 1330	KIRKHAM ROAD	Highway 124	Nine Mile Narrows Trail	0.6	Surface Treated	7.0	6.0	rural	50	6	10.60	\$ 92,464	\$ 30,530	\$ 58,627	\$ 36,649	\$ 34,892	\$ 9,305	\$ 11,631	\$ 27,914	\$ 60,402	\$ 362,412
RDS 1335	KIRKHAM ROAD	Nine Mile Narrows Trail	Rymaki Trail	1.0	Surface Treated	7.0	6.0	rural	50	6	10.60	\$ 158,253	\$ 52,253	\$ 100,340	\$ 62,725	\$ 59,718	\$ 15,925	\$ 19,906	\$ 47,775	\$ 103,379	\$ 620,275
RDS 1340	KIRKHAM ROAD	Rymaki Trail	Highway 124	0.2	Surface Treated	7.0	6.0	rural	50	6	10.60	\$ 37,721	\$ 12,455	\$ 23,917	\$ 14,951	\$ 14,235	\$ 3,796	\$ 4,745	\$ 11,388	\$ 24,642	\$ 147,850
RDS 1345	LAKE FOREST DRIVE	Nobel Road	0.36 km east of Nobel Road	0.4	Surface Treated	1 12.0	6.0	rural	50	5	15.60	\$ 84,484	\$ 32,494	\$ 62,397	\$ 39,006	\$ 21,663	\$ 5,777	\$ 7,221	\$ 17,330	\$ 54,074	\$ 324,446
RDS 1350	LAKE FOREST DRIVE	0.36 km east of Nobel Road	Meadowcrest Drive	0.8	Surface Treated	1 7.0	6.0	rural	50	5	10.60	\$ 128,651	\$ 42,479	\$ 81,571	\$ 50,992	\$ 48,548	\$ 12,946	\$ 16,183	\$ 38,838	\$ 84,042	\$ 504,250
RDS 1355	LAKE FOREST DRIVE	Meadowcrest Drive	Draper Drive	1.4	Surface Treated	7.0	6.0	rural	50	5	10.60	\$ 216,817	\$ 71,591	\$ 137,473	\$ 85,937	\$ 81,818	\$ 21,818	\$ 27,273	\$ 65,454	\$ 141,636	\$ 849,818
RDS 1360	LIMBERT ROAD	North Road	Isobell Lane	0.6	Surface Treated	7.0	6.0	rural	50	5	10.60	\$ 89,786	\$ 29,646	\$ 56,929	\$ 35,587	\$ 33,882	\$ 9,035	\$ 11,294	\$ 27,105	\$ 58,653	\$ 351,917
RDS 1365	LIMBERT ROAD	Isobell Lane	Limbert Lane South/Limbert Lane North split	0.7	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 111,488	\$ 36,812	\$ 70,689	\$ 44,189	\$ 42,071	\$ 11,219	\$ 14,024	\$ 33,657	\$ 72,830	\$ 436,978
RDS 1370	LOCH ERNE ROAD	Lorimer Lake Road	Meadow Trail	3.0	surface treated	7.5	7.0	rural	50	6	11.10	\$ 498,397	\$ 168,377	\$ 323,330	\$ 202,120	\$ 179,603	\$ 47,894	\$ 59,868	\$ 167,629	\$ 329,443	\$ 1,976,661
RDS 1375	LOCH ERNE ROAD	Meadow Trail	McKellar Ferguson Boundary Road	1.0	Surface Treated	1 7.0	6.0	rural	40	6	10.60	\$ 156,374	\$ 51,633	\$ 99,149	\$ 61,980	\$ 59,009	\$ 15,736	\$ 19,670	\$ 47,207	\$ 102,152	\$ 612,910
RDS 1380	LONG LAKE ESTATES ROAD	Highway 124	2.19 km east of Highway 124 (Pinewood Road?)	2.2	Surface Treated	7.0	6.0	rural	50	5	10.60	\$ 348,548	\$ 115,087	\$ 220,997	\$ 138,150	\$ 131,528	\$ 35,074	\$ 43,843	\$ 105,222	\$ 227,690	\$ 1,366,138
RDS 1385	LORIMER LAKE ROAD	Highway 124	1.12 km north of Highway 124	1.1	Surface Treated	1 7.0	6.0	rural	50	4	10.60	\$ 178,712	\$ 59,009	\$ 113,312	\$ 70,834	\$ 67,438	\$ 17,984	\$ 22,479	\$ 53,951	\$ 116,744	\$ 700,463
RDS 1390	LORIMER LAKE ROAD	1.12 km north of Highway 124	Waterside Lane	0.0	Surface Treated	1 7.0	6.0	rural	40	5	10.60	\$ 1,316	\$ 434	\$ 834	\$ 521	\$ 496	\$ 132	\$ 165	\$ 397	\$ 859	\$ 5,157
RDS 1395	LORIMER LAKE ROAD	Waterside Lane	MacDonald Lane	0.3	Surface Treated	6.5	6.0	rural	40	5	10.10	\$ 52,930	\$ 17,032	\$ 32,706	\$ 20,445	\$ 20,962	\$ 5,590	\$ 6,987	\$ 16,770	\$ 34,684	\$ 208,107
RDS 1400	LORIMER LAKE ROAD	MacDonald Lane	Marsh Glen Lane	0.5	Surface Treated	6.5	6.0	rural	40	5	10.10	\$ 79,088	\$ 25,449	\$ 48,869	\$ 30,549	\$ 31,322	\$ 8,353	\$ 10,441	\$ 25,058	\$ 51,826	\$ 310,954
RDS 1405	LORIMER LAKE ROAD	Marsh Glen Lane	Miller Drive	0.1	Surface Treated	1 7.0	6.0	rural	40	5	10.60	\$ 18,939	\$ 6,253	\$ 12,008	\$ 7,506	\$ 7,147	\$ 1,906	\$ 2,382	\$ 5,717	\$ 12,372	\$ 74,230
RDS 1410	LORIMER LAKE ROAD	Miller Drive	Bunny Trail	0.5	Surface Treated	6.5	6.0	rural	40	5	10.10	\$ 73,536	\$ 23,663	\$ 45,439	\$ 28,405	\$ 29,123	\$ 7,766	\$ 9,708	\$ 23,299	\$ 48,188	\$ 289,126
RDS 1415	LORIMER LAKE ROAD	Bunny Trail	Pauls Bay Road	0.5	Asphalt	9.0	7.0	rural	40	6	12.60	\$ 95,787	\$ 34,210	\$ 65,691	\$ 41,065	\$ 30,408	\$ 8,109	\$ 10,136	\$ 103,769	\$ 77,835	\$ 467,010
RDS 1420	LORIMER LAKE ROAD	Pauls Bay Road	Loch Erne Road	2.0	Asphalt	9.0	7.0	rural	40	6	12.60	\$ 375,196	\$ 133,998	\$ 257,313	\$ 160,852	\$ 119,110	\$ 31,763	\$ 39,703	\$ 406,462	\$ 304,879	\$ 1,829,275
RDS 1425	LORIMER LAKE ROAD	Loch Erne Road	Backfield Bay Lane	0.8	Asphalt	7.5	6.5	rural	50	5	11.10	\$ 125,663	\$ 42,454	\$ 81,523	\$ 50,962	\$ 45,284	\$ 12,076	\$ 15,095	\$ 143,494	\$ 103,310	\$ 619,859
RDS 1430	LORIMER LAKE ROAD	Backfield Bay Lane	White Beaver Trail	0.6	Asphalt	7.5	6.5	rural	50	5	11.10	\$ 100,404	\$ 33,920	\$ 65,136	\$ 40,718	\$ 36,182	\$ 9,648	\$ 12,061	\$ 114,650	\$ 82,544	\$ 495,263
RDS 1435	LORIMER LAKE ROAD	White Beaver Trail	Kirkham Point Lane	0.0	Asphalt	7.5	6.5	rural	40	6	11.10	\$ 5,413	\$ 1,829	\$ 3,512	\$ 2,195	\$ 1,951	\$ 520	\$ 650	\$ 6,181	\$ 4,450	\$ 26,700
RDS 1440	LORIMER LAKE ROAD	Kirkham Point Lane	Eldon Lane	1.3	Asphalt	7.5	6.5	rural	40	6	11.10	\$ 209,997	\$ 70,945	\$ 136,233	\$ 85,162	\$ 75,675	\$ 20,180	\$ 25,225	\$ 239,794	\$ 172,642	\$ 1,035,853
RDS 1445	LORIMER LAKE ROAD	Eldon Lane	Cooks Cove Road	0.3	Surface Treated	1 7.5	6.5	rural	40	6	11.10	\$ 56,265	\$ 19,009	\$ 36,502	\$ 22,818	\$ 20,276	\$ 5,407	\$ 6,759	\$ 17,572	\$ 36,921	\$ 221,529
RDS 1450	LORIMER LAKE ROAD	Cooks Cove Road	0.52 km north of Cooks Cove Road	0.5	Surface Treated	1 7.5	6.5	rural	40	6	11.10	\$ 86,633	\$ 29,268	\$ 56,202	\$ 35,133	\$ 31,219	\$ 8,325	\$ 10,406	\$ 27,056	\$ 56,848	\$ 341,090
RDS 1455	LORIMER LAKE ROAD	0.52 km north of Cooks Cove Road	Rocklea Lane	0.6	Gravel	7.0	6.0	rural	40	6	10.60	\$ 90,180	\$ 29,776	\$ 57,179	\$ 35,744	\$ 34,030	\$ 9,075	\$ 11,343	NA - gravel	\$ 53,465	\$ 320,793
RDS 1460	LORIMER LAKE ROAD	Rocklea Lane	Scoffield Trail	1.6	Gravel	7.0	6.0	rural	40	6	10.60	\$ 258,808	\$ 85,455	\$ 164,097	\$ 102,581	\$ 97,663	\$ 26,044	\$ 32,554	NA - gravel	\$ 153,440	\$ 920,642
RDS 1465	LORIMER LAKE ROAD	Scoffield Trail	Lori-Lea Trail	0.2	Gravel	7.0	6.0	rural	40	6	10.60	\$ 27,022	\$ 8,922	\$ 17,134	\$ 10,711	\$ 10,197	\$ 2,719	\$ 3,399	NA - gravel	\$ 16,021	\$ 96,125

			Road Section Identificati	ion								Replacement Costs									
Section	Road Name	From	То	Length (km)	Surface Type	Platform Width	Surface Width (m)	Roadside Environment	Speed Limit (km/h)	Maintenance Class (O.Reg 239/02)	Clearing Width for Platform and Ditch (m)	Clearing / Grubbing	Excavation and Grading	300mm Granular B	150mm Granular A	Ditching	Cross Culverts	Driveway Culverts	Asphalt or Surface Treatment	Engineering and Contingency	Total Cost
RDS 1470		l ori-l ea Trail	Formans Trail	0.3	Gravel	7.0	6.0	rural	40	6	10.60	\$ 41 189	\$ 13,600	\$ 26.116	\$ 16.326	\$ 15 543	\$ 4145	\$ 5.181	NA - grave	\$ 24.420	\$ 146 520
RDS 1475		Formans Trail	Running Bear Trail	0.0	Gravel	7.0	6.0	rural	40	6	10.60	\$ 35,802	\$ 11.821	\$ 22,700	\$ 14 190	\$ 13 510	\$ 3,603	\$ 4 503	NA - gravel	\$ 21,420	\$ 127 356
RDS 1480	FIRE ROUTE 101	Municipal Drive	End	0.1	gravel	4.5	3.5	rural	80	6	8 10	\$ 13,373	\$ 3,715	\$ 7 133	\$ 4459	\$ 6.604	\$ 1.761	\$ 2,201	NA - gravel	\$ 7,850	\$ 47.097
RDS 1485		Mountain Basin Drive	End	0.2	Asphalt	8.0	6.0	rural	50	6	11.60	\$ 41.429	\$ 14,286	\$ 27,433	\$ 17.149	\$ 14,286	\$ 3.810	\$ 4,762	\$ 41.787	\$ 32,988	\$ 197.930
RDS 1490		Highway 400	0.09 km east of Highway 400	0.1	Asphalt	16.0	12.0	rural	60	4	19.60	\$ 27.796	\$ 11.345	\$ 21.786	\$ 13.619	\$ 5.673	\$ 1.513	\$ 1.891	\$ 33.186	\$ 23,362	\$ 140.171
RDS 1495		0.09 km east of Highway 400	0.16 km east of Highway 400	0.1	Asphalt	12.0	8.0	rural	60	4	15.60	\$ 16.814	\$ 6,467	\$ 12,418	\$ 7.763	\$ 4.311	\$ 1.150	\$ 1.437	\$ 16.814	\$ 13.435	\$ 80.610
RDS 1500		0.16 km east of Highway 400	0.32 km east of Highway 400	0.2	Asphalt	12.0	8.0	rural	60	4	15.60	\$ 37.152	\$ 14.289	\$ 27.439	\$ 17.153	\$ 9,526	\$ 2,540	\$ 3.175	\$ 37.152	\$ 29.685	\$ 178.111
RDS 1505	McDOUGALL ROAD	0.32 km east of Highway 400	0.33 km east of Highway 400	0.0	Asphalt	11.5	7.5	rural	60	4	15.10	\$ 3.313	\$ 1.262	\$ 2,423	\$ 1.515	\$ 878	\$ 234	\$ 293	\$ 3.209	\$ 2.625	\$ 15.751
RDS 1510	McDOUGALL ROAD	0.33 km east of Highway 400	McDougall Road West	0.9	Asphalt	11.5	7.5	rural	60	4	15.10	\$ 215.053	\$ 81.891	\$ 157.252	\$ 98.302	\$ 56,968	\$ 15.191	\$ 18,989	\$ 208.288	\$ 170.387	\$ 1.022.320
RDS 1515	McDOUGALL ROAD	McDougall Road West	Driveway for #34 Mcdougall Road	0.1	Asphalt	12.0	8.0	rural	60	4	15.60	\$ 30,858	\$ 11.868	\$ 22,790	\$ 14.247	\$ 7,912	\$ 2.110	\$ 2.637	\$ 30.858	\$ 24.656	\$ 147.937
RDS 1520	McDOUGALL ROAD	Driveway for #34 Mcdougall Road	Jacks Trail	0.2	Asphalt	11.0	7.0	rural	60	4	14.60	\$ 42,440	\$ 15,988	\$ 30,701	\$ 19.192	\$ 11.627	\$ 3.101	\$ 3.876	\$ 39.679	\$ 33.321	\$ 199.924
RDS 1525	McDOUGALL ROAD	Jacks Trail	Tully Lane	0.4	Asphalt	8.0	6.0	rural	60	4	11.60	\$ 60.959	\$ 21.020	\$ 40.364	\$ 25.233	\$ 21.020	\$ 5,605	\$ 7.007	\$ 61.484	\$ 48,538	\$ 291.231
RDS 1530	McDOUGALL ROAD	Tully Lane	Tommy Lane	0.4	Asphalt	8.0	6.0	rural	60	4	11.60	\$ 76,818	\$ 26,489	\$ 50,866	\$ 31,797	\$ 26,489	\$ 7,064	\$ 8,830	\$ 77,480	\$ 61,166	\$ 366,997
RDS 1535	McDOUGALL ROAD	Tommy Lane	Ravens Bay Trail	0.4	Asphalt	8.0	6.0	rural	60	4	11.60	\$ 76,992	\$ 26,549	\$ 50,981	\$ 31,869	\$ 26,549	\$ 7,080	\$ 8,850	\$ 77,656	\$ 61,305	\$ 367,832
RDS 1540	McDOUGALL ROAD	Ravens Bay Trail	Windfall Trail	1.8	Asphalt	8.0	6.0	rural	60	4	11.60	\$ 317,201	\$ 109,380	\$ 210,038	\$ 131,299	\$ 109,380	\$ 29,168	\$ 36,460	\$ 319,935	\$ 252,572	\$ 1,515,432
RDS 1545	McDOUGALL ROAD	Windfall Trail	Overlook Lane	1.1	Asphalt	8.0	6.0	rural	60	4	11.60	\$ 183,222	\$ 63,180	\$ 121,322	\$ 75,841	\$ 63,180	\$ 16,848	\$ 21,060	\$ 184,801	\$ 145,891	\$ 875,345
RDS 1550	McDOUGALL ROAD	Overlook Lane	Scullion Road	0.2	Asphalt	8.0	6.0	rural	60	4	11.60	\$ 41,856	\$ 14,433	\$ 27,715	\$ 17,325	\$ 14,433	\$ 3,849	\$ 4,811	\$ 42,216	\$ 33,328	\$ 199,966
RDS 1555	McDOUGALL ROAD	Scullion Road	Hanes Lake Road	1.8	Asphalt	9.0	7.0	rural	70	3	12.60	\$ 345,176	\$ 123,277	\$ 236,725	\$ 147,982	\$ 109,580	\$ 29,221	\$ 36,527	\$ 373,941	\$ 280,486	\$ 1,682,916
RDS 1560	McDOUGALL ROAD	Hanes Lake Road	Mountain Basin Lake (Bridge)	1.6	Asphalt	8.0	6.0	rural	50	5	11.60	\$ 270,596	\$ 93,309	\$ 179,178	\$ 112,008	\$ 93,309	\$ 24,882	\$ 31,103	\$ 272,929	\$ 215,463	\$ 1,292,778
RDS 1565	McDOUGALL ROAD (BRIDGE)	Mountain Basin Lake (Bridge)	Mountain Basin Lake (Bridge)	0.0	Asphalt	4.4	4.4	rural	15	5	8.00	\$ 3,865	\$ 1,063	\$ 2,041	\$ 1,276	\$ 1,932	\$ 515	\$ 644	\$ 4,145	\$ 3,096	\$ 18,576
RDS 1570	McDOUGALL ROAD	Mountain Basin Lake (Bridge)	0.32 km ease of Mountain Basin Lake (Bridge)	0.3	Asphalt	8.0	6.0	rural	50	5	11.60	\$ 55,203	\$ 19,036	\$ 36,553	\$ 22,850	\$ 19,036	\$ 5,076	\$ 6,345	\$ 55,679	\$ 43,956	\$ 263,733
RDS 1575	McDOUGALL ROAD	0.32 km ease of Mountain Basin Lake (Bridge)	Hurdville Road	5.1	Surface Treated	9.0	7.0	rural	60	4	12.60	\$ 963,900	\$ 344,250	\$ 661,052	\$ 413,238	\$ 306,000	\$ 81,600	\$ 102,000	\$ 285,600	\$ 631,528	\$ 3,789,167
RDS 1580	McDOUGALL ROAD WEST	McDougall Road	0.12 km west of McDougall Road	0.1	Asphalt	11.0	7.0	rural	50	5	14.60	\$ 26,474	\$ 9,973	\$ 19,151	\$ 11,972	\$ 7,253	\$ 1,934	\$ 2,418	\$ 24,752	\$ 20,785	\$ 124,712
RDS 1585	McDOUGALL ROAD WEST	0.12 km west of McDougall Road	Stenfors Road	0.1	Asphalt	11.0	7.0	rural	50	5	14.60	\$ 27,666	\$ 10,422	\$ 20,013	\$ 12,511	\$ 7,580	\$ 2,021	\$ 2,527	\$ 25,866	\$ 21,721	\$ 130,327
RDS 1590	McDOUGALL ROAD WEST	Stenfors Road	0.27 km west of Stenfors Road	0.3	Asphalt	11.0	7.0	rural	50	6	14.60	\$ 58,424	\$ 22,009	\$ 42,263	\$ 26,420	\$ 16,007	\$ 4,268	\$ 5,336	\$ 54,622	\$ 45,870	\$ 275,219
RDS 1595	McDOUGALL ROAD WEST	0.27 km west of Stenfors Road	Cedar Shore Road	0.2	Asphalt	9.0	7.0	rural	50	6	12.60	\$ 44,660	\$ 15,950	\$ 30,628	\$ 19,146	\$ 14,178	\$ 3,781	\$ 4,726	\$ 48,382	\$ 36,290	\$ 217,741
RDS 1600	McDOUGALL ROAD WEST	Cedar Shore Road	End	0.1	Asphalt	11.0	7.0	rural	50	6	14.60	\$ 15,622	\$ 5,885	\$ 11,301	\$ 7,064	\$ 4,280	\$ 1,141	\$ 1,427	\$ 14,606	\$ 12,265	\$ 73,591
RDS 1605	DRIVEWAY FOR #34 MCDOUGALL ROAD	McDOUGALL ROAD	End	0.1	Gravel	7.0	6.0	rural	80	6	10.60	\$ 18,912	\$ 6,244	\$ 11,991	\$ 7,496	\$ 7,137	\$ 1,903	\$ 2,379	NA - gravel	\$ 11,212	\$ 67,274
RDS 1610	ROAD	Highway 124	1.03 km north of Highway 124	1.0	gravel	7.0	6.0	rural	80	4	10.60	\$ 163,782	\$ 54,079	\$ 103,846	\$ 64,916	\$ 61,804	\$ 16,481	\$ 20,601	NA - gravel	\$ 97,102	\$ 582,611
RDS 1615	ROAD	1.03 km north of Highway 124	1.18 km north of Highway 124	0.2	gravel	7.0	5.0	rural	80	4	10.60	\$ 24,013	\$ 7,929	\$ 15,226	\$ 9,518	\$ 9,062	\$ 2,416	\$ 3,021	NA - gravel	\$ 14,237	\$ 85,421
RDS 1620	ROAD	1.18 km north of Highway 124	1.66 km north of Highway 124	0.5	gravel	7.0	6.0	rural	80	4	10.60	\$ 76,331	\$ 25,204	\$ 48,398	\$ 30,255	\$ 28,804	\$ 7,681	\$ 9,601	NA - gravel	\$ 45,255	\$ 271,530
RDS 1625	ROAD	1.66 km north of Highway 124	2.16 km north of Highway 124	0.5	gravel	7.0	6.0	rural	80	4	10.60	\$ 78,822	\$ 26,026	\$ 49,977	\$ 31,242	\$ 29,744	\$ 7,932	\$ 9,915	NA - gravel	\$ 46,732	\$ 280,390
RDS 1630	ROAD	2.16 km north of Highway 124	Franquette Avenue	0.9	gravel	7.0	5.0	rural	80	4	10.60	\$ 135,756	\$ 44,825	\$ 86,076	\$ 53,808	\$ 51,229	\$ 13,661	\$ 17,076	NA - gravel	\$ 80,486	\$ 482,916
RDS 1635	ROAD	Franquette Avenue	0.47 km north of Franquette Avenue	0.5	Surface Treated	7.0	6.0	rural	80	4	10.60	\$ 75,418	\$ 24,902	\$ 47,819	\$ 29,893	\$ 28,460	\$ 7,589	\$ 9,487	\$ 22,768	\$ 49,267	\$ 295,602
RDS 1640	ROAD	Highway 124	0.32 km south of Highway 124	0.3	Gravel	7.0	6.0	rural	80	6	10.60	\$ 51,459	\$ 16,991	\$ 32,628	\$ 20,396	\$ 19,419	\$ 5,178	\$ 6,473	NA - gravel	\$ 30,509	\$ 183,053
RDS 1645	ROAD	0.32 km south of Highway 124	Tikka Trail	0.3	Gravel	7.0	6.0	rural	80	6	10.60	\$ 45,038	\$ 14,871	\$ 28,556	\$ 17,851	\$ 16,995	\$ 4,532	\$ 5,665	NA - gravel	\$ 26,702	\$ 160,211
RDS 1650	MEADOW CREST DRIVE	Lake Forest Drive	End	1.2	Surface Treated	8.0	6.0	rural	50	5	11.60	\$ 214,277	\$ 73,889	\$ 141,886	\$ 88,696	\$ 73,889	\$ 19,704	\$ 24,630	\$ 59,111	\$ 139,216	\$ 835,296
RDS 1655	MILLER DRIVE	MacDonald Lane	0.14 km east of MacDonald Lane	0.1	Asphalt	7.0	6.0	rural	50	5	10.60	\$ 22,661	\$ 7,482	\$ 14,368	\$ 8,982	\$ 8,551	\$ 2,280	\$ 2,850	\$ 25,012	\$ 18,438	\$ 110,625
RDS 1660	MILLER DRIVE	0.14 km east of MacDonald Lane	Birch Lane	0.3	Asphalt	7.0	6.0	rural	50	5	10.60	\$ 53,896	\$ 17,796	\$ 34,173	\$ 21,362	\$ 20,338	\$ 5,424	\$ 6,779	\$ 59,489	\$ 43,852	\$ 263,110
RDS 1665	MILLER DRIVE	Birch Lane	Mik Lane	0.8	Asphalt	7.0	6.0	rural	50	5	10.60	\$ 132,830	\$ 43,859	\$ 84,221	\$ 52,648	\$ 50,125	\$ 13,367	\$ 16,708	\$ 146,614	\$ 108,074	\$ 648,446
RDS 1670	MILLER DRIVE	Mik Lane	End	0.4	Asphalt	7.0	6.0	rural	50	6	10.60	\$ 71,350	\$ 23,559	\$ 45,239	\$ 28,280	\$ 26,924	\$ 7,180	\$ 8,975	\$ 78,754	\$ 58,052	\$ 348,312
RDS 1675	MOUNTAIN BASIN DRIVE	Strawberry Lane	Mapleridge Drive	0.4	Asphalt	8.0	6.0	rural	50	6	11.60	\$ 76,646	\$ 26,430	\$ 50,752	\$ 31,726	\$ 26,430	\$ 7,048	\$ 8,810	\$ 77,307	\$ 61,030	\$ 366,180
RDS 1680	MOUNTAIN BASIN DRIVE	Mapleridge Drive	Basinview Lane	0.2	Asphalt	8.0	6.0	rural	50	6	11.60	\$ 29,835	\$ 10,288	\$ 19,755	\$ 12,349	\$ 10,288	\$ 2,743	\$ 3,429	\$ 30,092	\$ 23,756	\$ 142,536
RDS 1685	MUNICIPAL DRIVE	Nobel Road	Fire Route 101	0.0	Asphalt	9.0	8.0	rural	40	6	12.60	\$ 5,822	\$ 2,079	\$ 3,993	\$ 2,496	\$ 1,848	\$ 493	\$ 616	\$ 7,208	\$ 4,911	\$ 29,466
RDS 1690	MUNICIPAL DRIVE	Fire Route 101	End	0.3	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 49,987	\$ 16,505	\$ 31,694	\$ 19,813	\$ 18,863	\$ 5,030	\$ 6,288	\$ 55,174	\$ 40,671	\$ 244,026
RDS 1695	MURRAY POINT ROAD	Nobel Road	0.28 km west of Nobel Nobel Road	0.3	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 44,264	\$ 14,615	\$ 28,065	\$ 17,544	\$ 16,703	\$ 4,454	\$ 5,568	\$ 48,857	\$ 36,014	\$ 216,086
RDS 1700	MURRAY POINT ROAD	0.28 km west of Nobel Nobel Road	Robinson Lane	0.1	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 23,492	\$ 7,757	\$ 14,895	\$ 9,311	\$ 8,865	\$ 2,364	\$ 2,955	\$ 25,930	\$ 19,114	\$ 114,683

			Road Section Identificat	ion								Replacement									
Section	Road Name	From	То	Length (km)	Surface Type	Platform Width	Surface Width (m)	Roadside Environment	Speed Limit (km/h)	Maintenance Class (O.Reg 239/02)	Clearing Width for Platform and Ditch (m)	Clearing / Grubbing	Excavation and Grading	300mm Granular B	150mm Granular A	Ditching	Cross Culverts	Driveway Culverts	Asphalt or Surface Treatment	Engineering and Contingency	Total Cost
RDS 1705	MURRAY POINT ROAD	Robinson Lane	End	0.5	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 74,748	\$ 24,681	\$ 47,394	\$ 29,627	\$ 28,207	\$ 7,522	\$ 9,402	\$ 82,505	\$ 60,817	\$ 364,904
RDS 1710	NEWTON LANE	Oakridge Road	0.08 km north of Oakridge Road	0.1	Asphalt	7.0	6.0	rural	80	6	10.60	\$ 13,402	\$ 4,425	\$ 8,498	\$ 5,312	\$ 5,057	\$ 1,349	\$ 1,686	\$ 14,793	\$ 10,904	\$ 65,426
RDS 1715	NEWTON LANE	0.08 km north of Oakridge Road	End	0.1	Gravel	3.5	3.0	rural	80	6	7.10	\$ 8,468	\$ 2,087	\$ 4,008	\$ 2,505	\$ 4,771	\$ 1,272	\$ 1,590	NA - gravel	\$ 4,940	\$ 29,642
RDS 1720	NINE MILE LAKE ROAD	Highway 124	Old Maple Trail	1.2	Gravel	8.0	7.0	rural	50	6	11.60	\$ 205,403	\$ 70,829	\$ 136,010	\$ 85,023	\$ 70,829	\$ 18,888	\$ 23,610	NA - gravel	\$ 122,118	\$ 732,709
RDS 1725	NINE MILE LAKE ROAD	Old Maple Trail	North to end	0.4	Gravel	8.0	7.0	rural	50	6	11.60	\$ 62,540	\$ 21,566	\$ 41,412	\$ 25,887	\$ 21,566	\$ 5,751	\$ 7,189	NA - gravel	\$ 37,182	\$ 223,092
RDS 1730	NOBEL ROAD	Parry Sound Drive	0.14 km north of Parry Sound Drive	0.1	Asphalt	12.0	10.0	rural	70	3	15.60	\$ 31,701	\$ 12,193	\$ 23,413	\$ 14,636	\$ 8,128	\$ 2,168	\$ 2,709	\$ 39,626	\$ 26,915	\$ 161,488
RDS 1735	NOBEL ROAD	0.14 km north of Parry Sound Drive	0.19 km north of Parry Sound Drive	0.0	Asphalt	14.0	10.0	rural	70	3	17.60	\$ 13,200	\$ 5,250	\$ 10,081	\$ 6,302	\$ 3,000	\$ 800	\$ 1,000	\$ 14,625	\$ 10,852	\$ 65,110
RDS 1740	NOBEL ROAD	0.19 km north of Parry Sound Drive	Oakridge Road	0.3	Asphalt	14.0	10.0	rural	70	3	17.60	\$ 75,799	\$ 30,147	\$ 57,891	\$ 36,189	\$ 17,227	\$ 4,594	\$ 5,742	\$ 83,982	\$ 62,315	\$ 373,887
RDS 1745	NOBEL ROAD	Oakridge Road	Sylvan Drive	0.2	Asphalt	13.0	10.0	rural	70	3	16.60	\$ 41,377	\$ 16,202	\$ 31,112	\$ 19,449	\$ 9,970	\$ 2,659	\$ 3,323	\$ 48,606	\$ 34,540	\$ 207,238
RDS 1750	NOBEL ROAD	Sylvan Drive	Municipal Drive	0.5	Asphalt	16.0	10.0	rural	70	3	19.60	\$ 158,809	\$ 64,820	\$ 124,472	\$ 77,810	\$ 32,410	\$ 8,643	\$ 10,803	\$ 157,999	\$ 127,153	\$ 762,918
RDS 1755	NOBEL ROAD	Municipal Drive	Felsman Drive	0.9	Asphalt	12.0	10.0	rural	70	3	15.60	\$ 203,861	\$ 78,408	\$ 150,564	\$ 94,121	\$ 52,272	\$ 13,939	\$ 17,424	\$ 254,826	\$ 173,083	\$ 1,038,498
RDS 1760	NOBEL ROAD	Felsman Drive	Lake Forest Drive	0.1	Asphalt	12.0	10.0	rural	70	3	15.60	\$ 15,289	\$ 5,880	\$ 11,292	\$ 7,059	\$ 3,920	\$ 1,045	\$ 1,307	\$ 19,112	\$ 12,981	\$ 77,886
RDS 1765	NOBEL ROAD	Lake Forest Drive	0.21 km north of Lake Forest Drive	0.2	Asphalt	16.0	10.0	rural	70	3	19.60	\$ 62,787	\$ 25,627	\$ 49,211	\$ 30,763	\$ 12,814	\$ 3,417	\$ 4,271	\$ 62,466	\$ 50,271	\$ 301,627
RDS 1770	NOBEL ROAD	0.21 km north of Lake Forest Drive	0.95 km north of Lake Forest Drive	0.7	Asphalt	12.0	10.0	rural	70	3	15.60	\$ 172,382	\$ 66,301	\$ 127,315	\$ 79,587	\$ 44,200	\$ 11,787	\$ 14,733	\$ 215,477	\$ 146,357	\$ 878,139
RDS 1775	NOBEL ROAD	0.95 km north of Lake Forest Drive	George Hunt Memorial Drive	0.2	Asphalt	12.0	10.0	rural	80	3	15.60	\$ 37,819	\$ 14,546	\$ 27,932	\$ 17,461	\$ 9,697	\$ 2,586	\$ 3,232	\$ 47,274	\$ 32,110	\$ 192,658
RDS 1780	NOBEL ROAD	George Hunt Memorial Drive	Barager Boulevard	0.2	Asphalt	11.5	7.5	rural	80	3	15.10	\$ 40,670	\$ 15,487	\$ 29,739	\$ 18,590	\$ 10,774	\$ 2,873	\$ 3,591	\$ 39,391	\$ 32,223	\$ 193,338
RDS 1785	NOBEL ROAD	Barager Boulevard	Barager Boulevard	0.3	Asphalt	18.5	7.5	rural	80	3	22.10	\$ 93,566	\$ 39,162	\$ 75,202	\$ 47,010	\$ 16,935	\$ 4,516	\$ 5,645	\$ 61,919	\$ 68,791	\$ 412,747
RDS 1790	NOBEL ROAD	Barager Boulevard	Murray Point Road	0.1	Asphalt	18.5	7.5	rural	80	3	22.10	\$ 29,733	\$ 12,445	\$ 23,897	\$ 14,939	\$ 5,381	\$ 1,435	\$ 1,794	\$ 19,676	\$ 21,860	\$ 131,159
RDS 1795	NOBEL ROAD	Murray Point Road	Pineridge Drive	0.1	Asphalt	18.5	7.5	rural	80	3	22.10	\$ 45,266	\$ 18,946	\$ 36,381	\$ 22,743	\$ 8,193	\$ 2,185	\$ 2,731	\$ 29,955	\$ 33,280	\$ 199,679
RDS 1800	NOBEL ROAD	Pineridge Drive	Ryder Drive	0.3	Asphalt	18.5	7.5	rural	70	3	22.10	\$ 86,863	\$ 36,356	\$ 69,814	\$ 43,642	\$ 15,722	\$ 4,192	\$ 5,241	\$ 57,483	\$ 63,863	\$ 383,175
RDS 1805	NOBEL ROAD	Ryder Drive	170m East of Parkway Avenue	1.5	Asphalt	18.5	7.5	rural	70	3	22.10	\$ 492,263	\$ 206,038	\$ 395,647	\$ 247,327	\$ 89,097	\$ 23,759	\$ 29,699	\$ 325,762	\$ 361,919	\$ 2,171,511
RDS 1810	NOBEL ROAD	170m East of Parkway Avenue	Parkway Avenue (South side of Nobel Road)	0.2	Asphalt	18.5	7.5	rural	70	3	22.10	\$ 56,317	\$ 23,572	\$ 45,264	\$ 28,295	\$ 10,193	\$ 2,718	\$ 3,398	\$ 37,269	\$ 41,405	\$ 248,430
RDS 1815	NOBEL ROAD	Parkway Avenue (South side of Nobel Road)	Parkway Avenue (North side of Nobel Road)	0.0	Asphalt	24.9	16.5	rural	70	3	28.50	\$ 4,477	\$ 1,956	\$ 3,755	\$ 2,347	\$ 628	\$ 168	\$ 209	\$ 5,054	\$ 3,719	\$ 22,312
RDS 1820	NOBEL ROAD	Parkway Avenue (North side of Nobel Road)	0.43 km west of Parkway Avenue (North side of Nobel Road)	0.4	Asphalt	18.5	7.5	rural	70	3	22.10	\$ 141,085	\$ 59,051	\$ 113,394	\$ 70,885	\$ 25,536	\$ 6,810	\$ 8,512	\$ 93,365	\$ 103,728	\$ 622,365
RDS 1825	NOBEL ROAD	0.43 km west of Parkway Avenue (North side of Nobel Road)	Cil Road	0.9	Asphalt	15.5	7.5	rural	80	3	19.10	\$ 267,205	\$ 108,421	\$ 208,197	\$ 130,149	\$ 55,959	\$ 14,922	\$ 18,653	\$ 204,601	\$ 201,622	\$ 1,209,730
RDS 1830	NOBEL ROAD	Cil Road	Marsh Lake Road	1.7	Asphalt	15.5	7.5	rural	80	3	19.10	\$ 484,204	\$ 196,470	\$ 377,276	\$ 235,843	\$ 101,404	\$ 27,041	\$ 33,801	\$ 370,759	\$ 365,360	\$ 2,192,158
RDS 1835	NORTH ROAD	Burside Bridge Road	Pleasant View Drive	0.4	Asphalt	8.0	6.0	rural	40	5	11.60	\$ 63,190	\$ 21,789	\$ 41,842	\$ 26,156	\$ 21,789	\$ 5,811	\$ 7,263	\$ 63,734	\$ 50,315	\$ 301,889
RDS 1840	NORTH ROAD	Pleasant View Drive	Duff Crescent	0.2	Asphalt	8.0	6.0	rural	50	5	11.60	\$ 31,839	\$ 10,979	\$ 21,083	\$ 13,179	\$ 10,979	\$ 2,928	\$ 3,660	\$ 32,114	\$ 25,352	\$ 152,112
RDS 1845	NORTH ROAD	Duff Crescent	Riverview Drive	0.2	Asphalt	8.0	6.0	rural	50	5	11.60	\$ 40,378	\$ 13,923	\$ 26,736	\$ 16,714	\$ 13,923	\$ 3,713	\$ 4,641	\$ 40,726	\$ 32,151	\$ 192,904
RDS 1850	NORTH ROAD	Riverview Drive	Skerryvore Circle	0.2	Asphalt	8.0	6.0	rural	50	5	11.60	\$ 26,688	\$ 9,203	\$ 17,672	\$ 11,047	\$ 9,203	\$ 2,454	\$ 3,068	\$ 26,918	\$ 21,251	\$ 127,504
RDS 1855	NORTH ROAD	Skerryvore Circle	Grandview Drive	0.1	Asphalt	8.0	6.0	rural	50	5	11.60	\$ 16,893	\$ 5,825	\$ 11,186	\$ 6,993	\$ 5,825	\$ 1,553	\$ 1,942	\$ 17,039	\$ 13,451	\$ 80,708
RDS 1860	NORTH ROAD	Grandview Drive	Mill Lake Shores	0.4	Asphalt	8.0	6.0	rural	50	5	11.60	\$ 75,315	\$ 25,971	\$ 49,870	\$ 31,175	\$ 25,971	\$ 6,925	\$ 8,657	\$ 75,964	\$ 59,969	\$ 359,816
RDS 1865	NORTH ROAD	Mill Lake Shores	Limbert Road	0.8	Asphalt	8.0	6.0	rural	40	5	11.60	\$ 146,177	\$ 50,406	\$ 96,793	\$ 60,507	\$ 50,406	\$ 13,442	\$ 16,802	\$ 147,437	\$ 116,394	\$ 698,363
RDS 1870	NORTH ROAD	Limbert Road	End (municipal boundary)	0.6	Asphalt	8.0	6.0	rural	40	5	11.60	\$ 111,635	\$ 38,495	\$ 73,921	\$ 46,209	\$ 38,495	\$ 10,265	\$ 12,832	\$ 112,598	\$ 88,890	\$ 533,340
RDS 1875	OAKRIDGE ROAD	Nobel Road	Newton Lane	0.1	Surface Treated	7.0	6.0	rural	50	5	10.60	\$ 7,959	\$ 2,628	\$ 5,046	\$ 3,155	\$ 3,003	\$ 801	\$ 1,001	\$ 2,403	\$ 5,199	\$ 31,195
RDS 1880	OAKRIDGE ROAD FIRE ROUTE	Newton Lane	Acorn Dirve	0.1	Surface Treated	8.0	7.0	rural	80	4	11.60	\$ 12,794	\$ 4,412	\$ 8,472	\$ 5,296	\$ 4,412	\$ 1,176	\$ 1,471	\$ 4,118	\$ 8,430	\$ 50,580
RDS 1885	OAKRIDGE ROAD	Acorn Dirve	Oakridge Road North/Oakridge Road South	0.6	Surface Treated	8.0	7.0	rural	80	4	11.60	\$ 107,394	\$ 37,032	\$ 71,112	\$ 44,454	\$ 37,032	\$ 9,875	\$ 12,344	\$ 34,564	\$ 70,761	\$ 424,569
RDS 1890	OAKRIDGE ROAD NORTH	Oakridge Road North/Oakridge Road South	0.05 km north of Oakridge Road	0.0	Surface Treated	8.0	7.0	rural	80	4	11.60	\$ 8,035	\$ 2,771	\$ 5,320	\$ 3,326	\$ 2,771	\$ 739	\$ 924	\$ 2,586	\$ 5,294	\$ 31,763
RDS 1895	OAKRIDGE ROAD NORTH	0.05 km north of Oakridge Road	0.23 km north of Oakridge Road	0.2	Surface Treated	8.0	7.0	rural	80	4	11.60	\$ 31,471	\$ 10,852	\$ 20,839	\$ 13,027	\$ 10,852	\$ 2,894	\$ 3,617	\$ 10,129	\$ 20,736	\$ 124,418
RDS 1900	OAKRIDGE ROAD NORTH	0.23 km north of Oakridge Road	End	0.1	Surface Treated	8.0	7.0	rural	80	4	11.60	\$ 10,962	\$ 3,780	\$ 7,259	\$ 4,538	\$ 3,780	\$ 1,008	\$ 1,260	\$ 3,528	\$ 7,223	\$ 43,337
RDS 1905	OAKRIDGE ROAD SOUTH	Oakridge Road/Oakridge Road North	1.49 km south of Oakridge Road	1.5	Surface Treated	8.0	7.0	rural	80	4	11.60	\$ 259,980	\$ 89,648	\$ 172,149	\$ 107,614	\$ 89,648	\$ 23,906	\$ 29,883	\$ 83,672	\$ 171,300	\$ 1,027,799
RDS 1915	HAMMEL AVENUE	Nobel Road	Hamel Avenue	0.2	Asphalt	8.0	6.0	rural	50	5	11.60	\$ 28,940	\$ 9,979	\$ 19,163	\$ 11,979	\$ 9,979	\$ 2,661	\$ 3,326	\$ 29,190	\$ 23,044	\$ 138,263
RDS 1920	PARKWAY DRIVE	Nobel Road	Crawford Road	0.1	Asphalt	8.0	6.0	rural	50	5	11.60	\$ 15,517	\$ 5,351	\$ 10,275	\$ 6,423	\$ 5,351	\$ 1,427	\$ 1,784	\$ 15,651	\$ 12,356	\$ 74,135

			Road Section Identificati	on												Replace	ment Costs				
Section	Road Name	From	То	Length (km)	Surface Type	Platform Width	Surface Width (m)	Roadside Environment	Speed Limit (km/h)	Maintenance Class (O.Reg 239/02)	Clearing Width for Platform and Ditch (m)	Clearing / Grubbing	Excavation and Grading	300mm Granular B	150mm Granular A	Ditching	Cross Culverts	Driveway Culverts	Asphalt or Surface Treatment	Engineering and Contingency	Total Cost
RDS 1925	PARKWAY DRIVE	Crawford Road	Big Sound Road	0.4	Asphalt	8.0	6.0	rural	50	5	11.60	\$ 65.657	\$ 22.640	\$ 43.475	\$ 27.177	\$ 22.640	\$ 6.037	\$ 7.547	\$ 66.223	\$ 52.279	\$ 313.675
RDS 1920		Big Sound Road	Parkway Avenue	0.3	Asphalt	8.0	6.0	rural	50	6	11.60	\$ 54,970	\$ 18.955	\$ 36.399	\$ 22,754	\$ 18.955	\$ 5.055	\$ 6.318	\$ 55.443	\$ 43,770	\$ 262.618
RDS 1935		Parkway Avenue	Parkway Avenue	0.4	Asphalt	8.0	6.0	rural	50	6	11.60	\$ 67.084	\$ 23,132	\$ 44 421	\$ 27.768	\$ 23,132	\$ 6,169	\$ 7,711	\$ 67.662	\$ 53,416	\$ 320,496
RDS 1940		Highway 124	0.11 km south of Highway 124	0.1	Asphalt	21.5	15.5	rural	80	3	25.10	\$ 39.603	\$ 16.961	\$ 32.570	\$ 20.360	\$ 6.311	\$ 1.683	\$ 2.104	\$ 47.689	\$ 33.456	\$ 200.737
RDS 1945		0.11 km south of Highway 124	0.42 km south of Highway 124	0.3	Asphalt	23.0	17.0	rural	80	3	26.60	\$ 126,185	\$ 54,554	\$ 104.758	\$ 65.486	\$ 18.975	\$ 5.060	\$ 6.325	\$ 157.257	\$ 107.720	\$ 646.321
RDS 1950	PARRY SOUND DRIVE	0.42 km south of Highway 124	Nobel Road	0.4	Asphalt	9.0	7.0	rural	80	3	12.60	\$ 82.342	\$ 29.408	\$ 56.471	\$ 35.301	\$ 26,140	\$ 6.971	\$ 8.713	\$ 89.204	\$ 66.910	\$ 401.462
RDS 1955	PARRY SOUND DRIVE	Nobel Road	0.34 m south of Nobel Road (municipal boundary)	0.3	Asphalt	11.0	7.0	rural	50	4	14.60	\$ 74,568	\$ 28,091	\$ 53,942	\$ 33,720	\$ 20,430	\$ 5,448	\$ 6,810	\$ 69,716	\$ 58,545	\$ 351,269
RDS 1960	PENINSULA SHORES ROAD	Highway 124	Peninsula Shores Road East	0.8	Asphalt	7.0	6.0	rural	50	5	10.60	\$ 119,631	\$ 39,501	\$ 75,852	\$ 47,417	\$ 45,144	\$ 12,038	\$ 15,048	\$ 132,046	\$ 97,336	\$ 584,013
RDS 1965	PENINSULA SHORES ROAD EAST	Penninsula Shores Road	Granite Cliff Trail	0.1	Surface Treated	9.0	7.0	rural	80	4	12.60	\$ 20,296	\$ 7,248	\$ 13,919	\$ 8,701	\$ 6,443	\$ 1,718	\$ 2,148	\$ 6,014	\$ 13,297	\$ 79,784
RDS 1970	PENINSULA SHORES ROAD EAST	Granite Cliff Trail	End	0.1	Surface Treated	9.0	7.0	rural	80	4	12.60	\$ 22,353	\$ 7,983	\$ 15,330	\$ 9,583	\$ 7,096	\$ 1,892	\$ 2,365	\$ 6,623	\$ 14,645	\$ 87,872
RDS 1975	PENINSULA SHORES ROAD WEST	Peninsula Shores Road	End	0.3	Surface Treated	9.0	7.0	rural	80	4	12.60	\$ 48,697	\$ 17,392	\$ 33,397	\$ 20,877	\$ 15,459	\$ 4,122	\$ 5,153	\$ 14,429	\$ 31,905	\$ 191,430
RDS 1980	PINERIDGE DRIVE	Nobel Road	Hammel Avenue	0.1	Asphalt	8.0	6.0	rural	40	5	11.60	\$ 18,274	\$ 6,301	\$ 12,100	\$ 7,564	\$ 6,301	\$ 1,680	\$ 2,100	\$ 18,431	\$ 14,551	\$ 87,303
RDS 1985	PINERIDGE DRIVE	Hammel Avenue	Spadzinski Lane	0.1	Gravel	8.0	6.0	rural	40	6	11.60	\$ 21,217	\$ 7,316	\$ 14,049	\$ 8,782	\$ 7,316	\$ 1,951	\$ 2,439	NA - gravel	\$ 12,614	\$ 75,685
RDS 1990	PINERIDGE DRIVE	Spadzinski Lane	Hadley Way	0.8	Asphalt	8.0	6.0	semi-urban	40	6	11.60	\$ 140,923	\$ 48,594	\$ 93,313	\$ 58,332	\$ 48,594	\$ 12,958	\$ 16,198	\$ 142,138	\$ 112,210	\$ 673,260
RDS 1995	PINERIDGE DRIVE	Hadley Way	Windy Way	0.1	Asphalt	7.0	6.0	semi-urban	40	6	10.60	\$ 12,734	\$ 4,205	\$ 8,074	\$ 5,047	\$ 4,805	\$ 1,281	\$ 1,602	\$ 14,056	\$ 10,361	\$ 62,166
RDS 2000	PINERIDGE DRIVE	Windy Way	Earls Court	0.2	Asphalt	7.0	6.0	semi-urban	40	6	10.60	\$ 32,216	\$ 10,637	\$ 20,426	\$ 12,769	\$ 12,157	\$ 3,242	\$ 4,052	\$ 35,559	\$ 26,212	\$ 157,270
RDS 2005	PINERIDGE DRIVE	Ears Court	Steamwhistle Lane	0.2	Asphalt	8.0	6.0	semi-urban	40	6	11.60	\$ 30,053	\$ 10,363	\$ 19,900	\$ 12,440	\$ 10,363	\$ 2,764	\$ 3,454	\$ 30,312	\$ 23,930	\$ 143,580
RDS 2010	PINERIDGE DRIVE	Steamwhistle Lane	End	0.3	Asphalt	8.0	6.0	semi-urban	40	6	11.60	\$ 51,963	\$ 17,918	\$ 34,408	\$ 21,509	\$ 17,918	\$ 4,778	\$ 5,973	\$ 52,411	\$ 41,376	\$ 248,254
RDS 2015	PINEWOOD DRIVE	Long Lake Estates Road	0.41 km south of Long Lake Estates	0.4	Surface Treated	7.0	6.0	rural	40	5	10.60	\$ 64,874	\$ 21,421	\$ 41,134	\$ 25,713	\$ 24,481	\$ 6,528	\$ 8,160	\$ 19,585	\$ 42,379	\$ 254,275
RDS 2020	PINEWOOD DRIVE	0.41 km south of Long Lake Estates	0.67 km south of Long Lake Estates	0.3	Surface Treated	7.0	6.0	rural	40	5	10.60	\$ 40,849	\$ 13,488	\$ 25,900	\$ 16,191	\$ 15,415	\$ 4,111	\$ 5,138	\$ 12,332	\$ 26,685	\$ 160,108
RDS 2025	PINEWOOD DRIVE	0.67 km south of Long Lake Estates	Wiigwaas Trail	0.2	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 36,438	\$ 12,031	\$ 23,103	\$ 14,442	\$ 13,750	\$ 3,667	\$ 4,583	\$ 11,000	\$ 23,803	\$ 142,817
RDS 2030	PINEWOOD DRIVE	Wiigwaas Trail	Squirrel Avenue	1.2	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 198,398	\$ 65,509	\$ 125,795	\$ 78,637	\$ 74,867	\$ 19,965	\$ 24,956	\$ 59,894	\$ 129,604	\$ 777,624
RDS 2035	PINEWOOD DRIVE	Squirrel Avenue	Beaver Trail	0.2	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 36,054	\$ 11,905	\$ 22,860	\$ 14,290	\$ 13,605	\$ 3,628	\$ 4,535	\$ 10,884	\$ 23,553	\$ 141,315
RDS 2040	PINEWOOD DRIVE	Beaver Trail	Buttercup Road	0.2	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 31,330	\$ 10,345	\$ 19,865	\$ 12,418	\$ 11,823	\$ 3,153	\$ 3,941	\$ 9,458	\$ 20,466	\$ 122,799
RDS 2045	PINEWOOD DRIVE	Buttercup Road	Swallow Road	0.3	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 53,858	\$ 17,783	\$ 34,149	\$ 21,347	\$ 20,324	\$ 5,420	\$ 6,775	\$ 16,259	\$ 35,183	\$ 211,099
RDS 2050	PINEWOOD DRIVE	Swallow Road	Wren Place	0.0	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 2,336	\$ 771	\$ 1,481	\$ 926	\$ 882	\$ 235	\$ 294	\$ 705	\$ 1,526	\$ 9,158
RDS 2055	PINEWOOD DRIVE	Wren Place	0.23 km east of Wren Place	0.2	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 36,120	\$ 11,926	\$ 22,902	\$ 14,316	\$ 13,630	\$ 3,635	\$ 4,543	\$ 10,904	\$ 23,595	\$ 141,571
RDS 2060	PLEASANT VIEW DRIVE	North Road	Linney Lane	0.1	Asphalt	7.0	6.0	semi-urban	40	6	10.60	\$ 16,219	\$ 5,355	\$ 10,284	\$ 6,429	\$ 6,121	\$ 1,632	\$ 2,040	\$ 17,902	\$ 13,197	\$ 79,179
RDS 2065	PLEASANT VIEW DRIVE	Linney Lane	Hillview Drive	0.2	Asphalt	7.0	6.0	semi-urban	40	6	10.60	\$ 24,709	\$ 8,159	\$ 15,667	\$ 9,794	\$ 9,324	\$ 2,486	\$ 3,108	\$ 27,273	\$ 20,104	\$ 120,624
RDS 2070	PLEASANT VIEW DRIVE	Hillview Drive	End	0.1	Asphalt	7.0	6.0	semi-urban	40	6	10.60	\$ 14,289	\$ 4,718	\$ 9,060	\$ 5,663	\$ 5,392	\$ 1,438	\$ 1,797	\$ 15,771	\$ 11,626	\$ 69,754
RDS 2075		North Road	End	0.2	Asphalt	7.0	6.0	semi-urban	40	6	10.60	\$ 38,069	\$ 12.570	\$ 24.138	\$ 15.089	\$ 14.366	\$ 3.831	\$ 4,789	\$ 42.019	\$ 30.974	\$ 185.843
RDS 2080	ROBINSON LANE	Murray Point Road	0.33 km west of Murray Point Road	0.3	Gravel	4.5	3.5	rural	80	4	8.10	\$ 40.079	\$ 11.133	\$ 21.378	\$ 13.364	\$ 19.792	\$ 5.278	\$ 6.597	NA - gravel	\$ 23.524	\$ 141.145
RDS 2082	ROBINSON LANE	0.33 km west of Murray Point Road	End	0.2	Gravel	4.5	3.5	rural	80	6	8.10	\$ 20,750	\$ 5,764	\$ 11,068	\$ 6,919	\$ 10,247	\$ 2,733	\$ 3,416	NA - gravel	\$ 12,179	\$ 73,076
RDS 2085	RYDER DRIVE	Nobel Road	0.79 west of Nobel Road (End)	0.8	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 125,505	\$ 41,440	\$ 79.577	\$ 49.745	\$ 47,360	\$ 12.629	\$ 15.787	\$ 138.529	\$ 102.115	\$ 612.688
RDS 2090	SCULLION ROAD	McDougall Road	0.49 km west of McDougall Road (plow turnaround)	0.5	Gravel	7.0	6.0	rural	50	6	10.60	\$ 78,252	\$ 25,838	\$ 49,616	\$ 31,016	\$ 29,529	\$ 7,874	\$ 9,843	NA - gravel	\$ 46,394	\$ 278,362
RDS 2095	SKERRYVORE CIRCLE	Duff Crescent	Duff Crescent	0.2	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 31,821	\$ 10,507	\$ 20,176	\$ 12,613	\$ 12,008	\$ 3,202	\$ 4,003	\$ 35,124	\$ 25,891	\$ 155,345
RDS 2100	SKERRYVORE CIRCLE	Duff Crescent	North Road	0.7	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 112,925	\$ 37,287	\$ 71,600	\$ 44,759	\$ 42,613	\$ 11,364	\$ 14,204	\$ 124,644	\$ 91,879	\$ 551,275
RDS 2105	SNOWDEN ROAD	Hurdville Road	End	0.6	Gravel	4.0	3.5	rural	40	6	7.60	\$ 63,548	\$ 16,723	\$ 32,113	\$ 20,075	\$ 33,446	\$ 8,919	\$ 11,149	NA - gravel	\$ 37,195	\$ 223,167
RDS 2110	SOUNDVIEW COURT	Big Sound Road	End	0.1	Asphalt	8.0	7.0	rural	40	6	11.60	\$ 24,686	\$ 8,512	\$ 16,346	\$ 10,218	\$ 8,512	\$ 2,270	\$ 2,837	\$ 29,048	\$ 20,486	\$ 122,917
RDS 2115	SPADZINSKI LANE	Pineridge Drive	Barager Boulevard	0.2	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 35,448	\$ 11,704	\$ 22,476	\$ 14,050	\$ 13,377	\$ 3,567	\$ 4,459	\$ 39,126	\$ 28,841	\$ 173,048
RDS 2120	SQUIRREL AVENUE	Pinewood Road	End	0.6	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 102,623	\$ 33,885	\$ 65,068	\$ 40,675	\$ 38,726	\$ 10,327	\$ 12,909	\$ 30,981	\$ 67,039	\$ 402,232
RDS 2125	STRAWBERRY LANE	Mapleridge Drive	End	0.6	Gravel	5.5	3.5	rural	40	6	9.10	\$ 79,298	\$ 23,964	\$ 46,017	\$ 28,766	\$ 34,856	\$ 9,295	\$ 11,619	NA - gravel	\$ 46,763	\$ 280,576
RDS 2130	STRAWBERRY LANE	Bell Lake Road	Mapleridge Drive	0.3	Surface Treated	8.0	6.0	rural	50	5	11.60	\$ 52,122	\$ 17,973	\$ 34,513	\$ 21,575	\$ 17,973	\$ 4,793	\$ 5,991	\$ 14,378	\$ 33,863	\$ 203,181
RDS 2135	SWALLOW ROAD	Pinewood Road	0.51 km north of Pinewood Road	0.5	Surface Treated	7.0	6.0	rural	40	6	10.60	\$ 81,015	\$ 26,750	\$ 51,367	\$ 32,111	\$ 30,572	\$ 8,152	\$ 10,191	\$ 24,457	\$ 52,923	\$ 317,538
RDS 2140	SYLVAN DRIVE	0.2 km West of Nobel Road	End	0.1	Gravel	7.0	5.0	rural	40	6	10.60	\$ 15,900	\$ 5,250	\$ 10,081	\$ 6,302	\$ 6,000	\$ 1,600	\$ 2,000	NA - gravel	\$ 9,427	\$ 56,560
RDS 2145	TAYLOR CRESCENT	Burnside Bridge Road	Section 2155 (confirm name in the	0.2	Asphalt	7.0	6.0	semi-urban	40	6	10.60	\$ 24,414	\$ 8,061	\$ 15,480	\$ 9,677	\$ 9,213	\$ 2,457	\$ 3,071	\$ 26,947	\$ 19,864	\$ 119,183
RDS 2150	TAYLOR CRESCENT	Section 2155 (confirm name in the	End	0.5	Asphalt	7.0	6.0	semi-urban	40	6	10.60	\$ 86,482	\$ 28,556	\$ 54,834	\$ 34,278	\$ 32,635	\$ 8,703	\$ 10,878	\$ 95,457	\$ 70,365	\$ 422,188

		Road Section Identification														Replace	ement Costs				
Section	Road Name	From	То	Length (km)	Surface Type	Platform Width	Surface Width (m)	Roadside Environment	Speed Limit (km/h)	Maintenance Class (O.Reg 239/02)	Clearing Width for Platform and Ditch (m)	Clearing / Grubbing	Excavation and Grading	300mm Granular B	150mm Granular A	Ditching	Cross Culverts	Driveway Culverts	Asphalt or Surface Treatment	Engineering and Contingency	Total Cost
																1					
RDS 2155	Section 2155	Taylor Crescent	End	0.1	Asphalt	6.5	5.5	rural	80	6	10.10	\$ 12,429	\$ 3,999	\$ 7,680	\$ 4,801	\$ 4,922	\$ 1,313	\$ 1,641	\$ 13,198	\$ 9,996	\$ 59,979
RDS 2160	TROUT LAKE ROAD	Hurdville Road	Green Gate Road	1.1	Gravel	7.0	6.0	rural	40	6	10.60	\$ 167,936	\$ 55,450	\$ 106,480	\$ 66,563	\$ 63,372	\$ 16,899	\$ 21,124	NA - gravel	\$ 99,565	\$ 597,389
RDS 2165	TROUT LAKE ROAD	Green Gate Road	0.45 km south of Green Gate Road	0.5	Gravel	7.0	6.0	rural	40	6	10.60	\$ 71,818	\$ 23,714	\$ 45,536	\$ 28,466	\$ 27,101	\$ 7,227	\$ 9,034	NA - gravel	\$ 42,579	\$ 255,475
RDS 2170	WHITE BEAVER TRAIL	Lorimer Lake Road	Porter Lane	1.6	Gravel	8.0	7.0	rural	40	6	11.60	\$ 285,527	\$ 98,457	\$ 189,065	\$ 118,188	\$ 98,457	\$ 26,255	\$ 32,819	NA - gravel	\$ 169,754	\$ 1,018,522
RDS 2175	WHITE BEAVER TRAIL	Porter Lane	0.55 km north of Porter Lane	0.6	Gravel	8.0	7.0	rural	40	6	11.60	\$ 95,808	\$ 33,037	\$ 63,440	\$ 39,658	\$ 33,037	\$ 8,810	\$ 11,012	NA - gravel	\$ 56,961	\$ 341,763
RDS 2180	WHITE BEAVER TRAIL	0.55 km north of Porter Lane	End	1.2	Gravel	4.0	3.5	rural	40	6	7.60	\$ 140,185	\$ 36,891	\$ 70,840	\$ 44,284	\$ 73,781	\$ 19,675	\$ 24,594	NA - gravel	\$ 82,050	\$ 492,300
RDS 2185	WREN PLACE	Pinewood Road	End	0.1	Asphalt	7.0	6.0	rural	40	6	10.60	\$ 19,476	\$ 6,431	\$ 12,349	\$ 7,719	\$ 7,349	\$ 1,960	\$ 2,450	\$ 21,497	\$ 15,846	\$ 95,077
RDS 2190	WINDFALLS TRAIL	McDougall Road	Section 2200	1.2	Gravel	4.5	3.5	rural	80	6	8.10	\$ 142,349	\$ 39,541	\$ 75,930	\$ 47,465	\$ 70,296	\$ 18,746	\$ 23,432	NA - gravel	\$ 83,552	\$ 501,311
RDS 2195	WINDFALLS TRAIL	Section 2200	End	0.6	Gravel	4.5	3.5	rural	80	6	8.10	\$ 69,649	\$ 19,347	\$ 37,151	\$ 23,224	\$ 34,394	\$ 9,172	\$ 11,465	NA - gravel	\$ 40,880	\$ 245,282
RDS 2205	FRONTIER TRAIL	Hurdville Road	End	1.3	Gravel	4.0	3.5	rural	80	6	7.60	\$ 149,482	\$ 39,337	\$ 75,538	\$ 47,221	\$ 78,675	\$ 20,980	\$ 26,225	NA - gravel	\$ 87,492	\$ 524,949
RDS 2210	LINNEY LANE	Pleasant View Drive	End	0.1	Gravel	4.5	3.5	semi-urban	50	6	8.10	\$ 16,604	\$ 4,612	\$ 8,857	\$ 5,536	\$ 8,199	\$ 2,187	\$ 2,733	NA - gravel	\$ 9,746	\$ 58,474
RDS 2215	MARSH LAKE ROAD	Nobel Road	0.53 km north of Nobel Road	0.5	Asphalt	13.0	7.0	rural	80	6	16.60	\$ 132,531	\$ 51,895	\$ 99,652	\$ 62,295	\$ 31,935	\$ 8,516	\$ 10,645	\$ 108,979	\$ 101,290	\$ 607,738

Estimated	Values o	of the	Road	Infrastructure/	Replacement
Lotinutea	values e		Noud	minustructure/	Replacement

# Appendix K: Mapping



