



Town of South Bruce Peninsula

2013 Road Needs Report

MMM Group Limited

FINAL REPORT

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1. INTRODUCTION

MMM Group (formerly McCormick Rankin Corporation) was retained by the Town of South Bruce Peninsula to carry out an inventory and condition appraisal of the Town's road network and to prepare a Road Needs Study Report. The purpose of the study was to provide the Town with a prioritized existing, forecast 1-5, and forecast 6-10 year needs. The findings of the study will be utilized by the Town as one of several inputs to establishing a prioritized roads capital expenditure program for the next several years.

The road infrastructure needs identified in this report reflect the Town's current needs and have not been reduced to account for improvements that are planned for the current year.

2. STUDY APPROACH

The Town supplied road needs data from the previously completed Road Needs Study in 2009. This data was assembled into a database with approximately 566 road sections and a centerline length of 433 km.

The following approach was utilized to carry out the road needs study:

- Input the available roads data from the Town's roads database into MMM's in-house database format
- Undertake 40 traffic counts and develop counts for all road sections
- Undertake field inventory and condition rating of all roads
- Preparation of GIS road section mapping
- Preparation of Road Needs Study Report

3. STUDY METHODOLOGY

3.1 Input Available Roads Data

The road inventory data from the Town's roads database was converted and input to MMM's in-house road needs software and included the following data fields:

- Road section number
- Road name
- Section limits (from, to)
- Section length

Information for the following additional data fields was collected through the road inventory and appraisal process or estimated through the in-office review:

- Surface Condition
- Structural Adequacy
- Maintenance Demand
- Drainage Condition
- Number of lanes
- Roadside environment (R, U, SU)
- Surface type
- Surface width

Road Classification was established based on traffic volume, surface type, and transportation function. The following traffic ranges were used as the first step in determining the road class.

Table 1
Road Classification Criteria

Road Class	Surface Type	Traffic Volume (AADT)
Rural Roads		
100	Gravel	< 50
200	Gravel	50-200
300	Surface Treatment	201-400
400	Hot Mix	401-1000
500	Hot Mix	1001-2000
600	Hot Mix	2001-3000
700	Hot Mix	3001-4000
800	Hot Mix	> 4000
Urban and Semi-Urban Roads		
Local	Hot Mix	<500
Collector	Hot Mix	500 – 1000
Arterial	Hot Mix	>1000

There were also some semi-urban and urban roads where the road class was assigned based on road function and connectivity to roads of higher class and not based on traffic data alone.

The format of the roads database is compatible with other infrastructure databases that the Town may develop in the future such as a municipal asset management system or a GIS based referencing system. The ability to link all

databases in the future using a road section reference is a cost effective means for the Town to work towards an integrated asset management system.

This method of linking infrastructure databases provides the Town with the ability to query and cross reference two or more relational infrastructure databases. This will ensure the co-ordination of infrastructure improvements in order to avoid situations such as reconstructing a road one year with plans to install a storm sewer in the following year.

A summary of the current road network length by surface type is provided in Table 2.

Table 2
Current Road System

Surface Type	Total Length (km)
Gravel Surface	203.426
Low Class Bituminous (LCB)	178.992
High Class Bituminous (HCB)	32.511
Other	9.546
Total	432.813

3.2 Road Section Numbering System

The existing numbering system was used. The system is based on sets of numbers that identify rural road systems north and south as well as the urban areas of Warton, Hepworth, Oliphant and Sauble Beach.

3.3 Traffic Count Data

Traffic counts were undertaken at forty (40) locations across the Town in July 2013. This data was used to estimate the traffic on the balance of the road system based in part on actual counts on adjacent road segments and based on the function of the road. The traffic volumes, traffic count date, and an identifier that shows whether the traffic data is from an actual count or has been estimated is provided for each road segment in the Master Listing of Roads in Appendix B.

3.4 Field Review and Condition Rating of Roads

The following is a brief overview of the condition rating methodology that was used for the appraisal of the Town's roads. These systems were developed

based on the methodologies, decision making process, and costing calculations that were developed by the Ministry of Transportation for the original Roadway Inventory and Maintenance System (RIMS) software package. As such, the road condition rating methodologies are consistent with the Methods Manual for Municipal Road System Needs Measurements that was produced by the MTO.

Road System Condition Ratings

Deficiencies on roadways are typically defined as the following:

- structural adequacy
- surface condition
- maintenance demand
- drainage condition

In addition, the road section is also assessed based on the following criteria:

- surface type
- surface width
- level of service

The primary focus of the road appraisal that was undertaken for the Municipality was to identify roads with structural deficiencies and in need of road surface improvements.

Paved Roads

The general philosophy used in identifying current road needs consisted of assigning an appropriate road improvement strategy based in part on the existing road condition rating and based on the Municipality's current road improvement practices. Roads were determined to either be Adequate or in need of a Spot Improvement (SR), Resurfacing (PR1, R1 or PR2, R2), or Reconstruction (BS, REC, RM, RNS or RSS).

The overall structural condition of the road was assessed based in part on Structural Adequacy, Surface Condition, Drainage Condition, and Maintenance Demand.

Structural Adequacy

Structural Adequacy measures the overall structural condition of the road and is based on a scale of 1 to 20, where 20 is reflective of a road in perfect condition.

Hard Top Roads

Roads with a Structural Adequacy of 15 to 20 are considered adequate and do not have any current needs.

Roads with a Structural Adequacy between 8 and 14 that have a combination of deteriorated road surface and some structural deficiencies were assigned a Resurfacing strategy. Urban and Semi-Urban Local and Collector Roads were assigned a Pulverizing and Resurfacing strategy with a single lift of Hot Mix/LCB (PR1) whereas Arterials were assigned a Pulverizing and Resurfacing strategy with two lifts of Hot Mix (PR2). These resurfacing improvements consist of pulverizing the existing Surface Treated (LCB) or Hot Mix (HCB) surface, excavating and replacing 10% of the entire road base, and resurfacing with double Surface Treatment (LCB) or Hot Mix (HCB).

Roads with Structural Adequacy between 1 and 7 are considered structurally deficient and were assigned a Reconstruction (REC) strategy. The Reconstruction strategies used include Base and Surface (BS) for Rural roads, Reconstruction (REC) for Semi-Urban roads, and Major Resurfacing (RM) for Urban roads.

Rural roads are defined as roads located in the rural areas of the Municipality. A Base and Surface (BS) or Reconstruction (REC) strategy was identified for many of these roads that include pulverizing the existing surface, addition of a layer of Granular A on top of the pulverized surface, and the placement LCB or a Hot Mix surface.

Semi-Urban roads are defined as roads located within an urbanized area with open ditch drainage systems. A Reconstruction (REC) strategy was used on these roads and includes the excavation of the surface and the Granular A, placement of new Granular A and a Hot Mix (HCB) surface.

Urban Roads are defined as roads with curb and gutter. A Major Resurfacing (RM) strategy was used for these roads and includes pulverizing the existing surface, excavation of 50% of the base (Granular A and B), replacement of all the curb and gutter, placement of new granular material and a Hot Mix (HCB) surface.

The improvement costs reflect road improvements between the edges of pavement including granular base, hard top surface, and curb and gutter and do not include storm sewers or ditching costs. The improvement costs have been adjusted to include Engineering, Miscellaneous, and Contingency costs.

The standard road improvement strategies used in the study are shown in Table 3.

Table 3
Structural Adequacy Point Ratings and
Type of Improvement for Hard Top Roads

Structural Adequacy	Type of Need
1 – 7	Reconstruction
8 – 11	High Priority Resurfacing Need
12 – 14	Lower Priority Resurfacing Need
15 – 20	Adequate (No current Needs)

Gravel Roads

Gravel and earth roads were rated based on the following needs and Structural Adequacy (SA) ranges:

Table 4
Structural Adequacy Point Ratings and
Type of Improvement for Gravel Roads

Structural Adequacy	Type of Need
1 – 7	Reconstruction
8 – 20	Road is Adequate with No Construction Need

Gravel roads remain relatively stable over time, notwithstanding the seasonal variations that occur during the course of any given year. Therefore, gravel roads were assessed as either adequate (structural adequacy rating 8-20) or deficient (structural adequacy rating 1-7). Gravel roads that were identified as deficient will typically require a major structural improvement (i.e., new base, excavation of subgrade) and are assessed with a Reconstruction need. It should be noted that gravel roads that were found to be adequate from a structural adequacy perspective still require routine seasonal maintenance.

Surface Condition

The Surface Condition rating is based on the drivability of the road and is rated between 1 and 10 with 10 being a road in perfect condition. For the most part there is a close relationship between structural adequacy and surface condition.

Maintenance Demand

Maintenance Demand is a rating of the level of past spot maintenance requirements which is evidenced through pot hole repairs and other surface patches. Each road section is rated based on the following criteria:

Table 5
Maintenance Demand Points Ratings

Points Rating	Type of Maintenance Demand
1 – 2	Excessive
3 – 4	High
5 – 7	Average
8 – 10	Low

Drainage Condition

Drainage Condition is assessed based on several drainage elements including the presence of adequate ditches, presence of low spots that create ponding, and adequacy of road surface cross slopes on rural cross-sections. On urban cross-sections the presence of gutters and catchbasins, slope of gutters, frequency of catchbasins, and overall adequacy of the storm sewer system are all factored into the overall drainage condition assessment which is detailed in the following table:

Table 6
Drainage Condition Points Ratings

Points Rating	Drainage Condition
1 – 7	Serious Drainage Problems
8 – 11	Well Below Standard
12 – 14	Somewhat Below Standard
15 – 20	Adequate

3.5 Preparation of Digitized Road Section Mapping

Road section mapping was created using the digitized base plan provided by the Town. Road section mapping was prepared in ERSI ArcGIS format that shows the location of road sections, road section numbers, and traffic count locations.

4. CURRENT CONDITION ASSESSMENT

4.1 Road Condition and Needs

The average Structural Adequacy rating for the current South Bruce road system was identified as 13.9 out of a maximum value of 20. A Structural Adequacy of 13.9 is reflective of a road network at approximately 70% of its as-new condition which is considered acceptable.

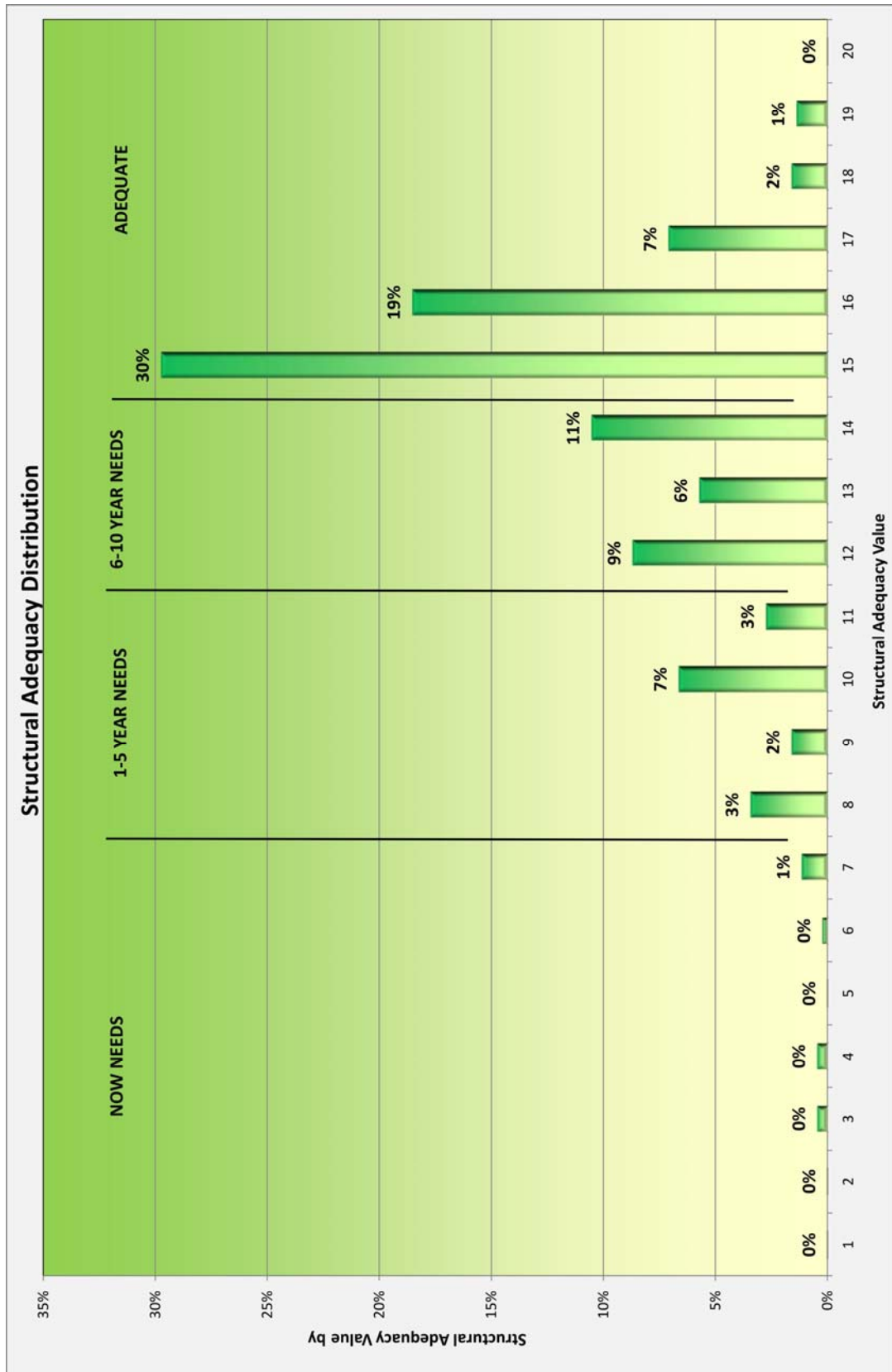
The condition of the existing road network is distributed as follows:

- 1.9 % with Major Rehabilitation Needs
- 14.7 % with Resurfacing Needs
- 83.4 % of roads are currently considered Adequate

This means that 17% of the roads within in the Town currently are in need of some level of rehabilitation or resurfacing or will have a need in the very near future.

The road condition distribution shown in Figure 1 indicates that the Town's road needs are reasonably well distributed throughout the structural adequacy range between 6 and 20 with the exception of the larger than average proportion of roads with a Structural Adequacy rating of 15. These road sections are on the verge of moving to the 6 to 10 year deficiency time period.

Construction per km Benchmark Costs were developed for typical Reconstruction and Resurfacing improvements based on current unit prices provided by the Town. The construction unit prices are included in Appendix A.



The Current Road Needs are shown in Table 7 by time and improvement type.

Table 7
Summary of Current Road Needs

Time of Need	Type of Improvement	Cost
Now	BS	\$737,100
	REC	\$786,800
Sub Total		\$1,523,900
1 -5 Years	PR1	\$379,300
	R1	\$1,353,100
Sub Total		\$1,732,400
6 – 10 Year	PR1	\$1,362,000
	R1	\$2,559,600
Sub Total		\$3,921,600
Total		\$7,177,900

A listing of all road sections is included in Appendix B.

There are several key points worth noting that will assist in understanding the meaning of 'Current Road Needs' and issues specific to the Town's road system.

- Current road needs should be interpreted as a current assessment of the roadway network condition. The total needs reflect the cost required to bring all roads back up to as new condition. It is not financially feasible nor is it desirable from an asset management perspective for a municipality to eliminate all its road needs; however, the current value of the needs provides a basis for assessing future requirements for maintaining the road network.

4.2 Road Class in Accordance with MMSMH

The road classes were developed for each road section in accordance with the guidelines for the Minimum Maintenance Standards for Municipal Highways. Road classes between 1 and 6 were identified based on a combination of traffic volume and posted speed based on the following table:

Table 8
MMSMH Road Class Matrix

Average Annual Daily Traffic (number of motor vehicles)	Posted or Statutory Speed Limit (km/h)						
	91 - 100	81 - 90	71 - 80	61 - 70	51 - 60	41 - 50	1 - 40
15,000 or more	1	1	1	2	2	2	2
12,000 - 14,999	1	1	1	2	2	3	3
10,000 - 11,999	1	1	2	2	3	3	3
8,000 - 9,999	1	1	2	3	3	3	3
6,000 - 7,999	1	2	2	3	3	3	3
5,000 - 5,999	1	2	2	3	3	3	3
4,000 - 4,999	1	2	3	3	3	3	4
3,000 - 3,999	1	2	3	3	3	4	4
2,000 - 2,999	1	2	3	3	4	4	4
1,000 - 1,999	1	3	3	3	4	4	5
500 - 999	1	3	4	4	4	4	5
200 - 499	1	3	4	4	5	5	5
50 - 199	1	3	4	5	5	5	5
0 - 49	1	3	6	6	6	6	6

The posted speed was obtained during the field condition reviews and the traffic volumes were either obtained from actual count data or based on estimated traffic volumes. The MMSMH road classes are shown in the Master Listing in Appendix B.

4.3 Recommended Prioritization of Road Improvements

The identified road needs were prioritized using the Priority Rating system which is based on road condition and traffic volumes. This prioritization method assigns priority based on degree of need and benefit to road users. Under this system a road with a Reconstruction (REC) need and high traffic volume would be assigned a higher priority than a road with a Resurfacing (PR1) need and low traffic volume.

Road improvement prioritization summaries are included for Reconstruction and for Resurfacing projects based on the calculated Priority Rating number. Separate listings were prepared for each improvement type in order to identify priorities for both Reconstruction and Resurfacing capital improvements.

Road improvement summaries based on Priority Rating numbers are included in Appendix C.

5. STUDY FINDINGS

The identified road needs for South Bruce Peninsula road system is approximately \$7,177,900 as shown in Table 11.

Table 11
Current Road System Infrastructure Needs

Type of Improvement	Improvement Costs
Road Resurfacing	\$5,654,000
Road Reconstruction	\$1,523,900
Total	\$7,177,900

The findings and recommendations of the Road Needs Study are as follows:

- The current road network has an average structural adequacy rating of 13.9 out of 20 which is considered reasonable and reflective of a road network in an acceptable average condition.
- The current road network is made up of 1.9% of road sections with major rehabilitation needs, 14.7% with resurfacing needs, and 83.4% of roads are considered adequate.
- A significant proportion of road network (approximately 84%) have a structural adequacy in the 15-20 range which means that they are considered adequate today but will require some level of maintenance within the next 5-15 years.
- A significant portion of the existing road system has a SA rating of 15 (30%) is currently considered Adequate; however, these road sections are expected to move into the 6-10 year resurfacing needs within the next 10 years.
- The existing needs are distributed 100% in the rural/semi urban areas.

6. STUDY RECOMMENDATIONS

The study recommendations are as follows:

- The Town should utilize the prioritized reconstruction and rehabilitation listings in this report to develop future road maintenance budgets
- The Town should establish a traffic data collection program and collect traffic data on an annual basis including some of the higher volume roads where traffic counts have been estimated
- The Town should undertake **annual** updates of the road needs study every 2 years or review 1/2 of the road system each year in order to maintain a current assessment of road needs and costs.

APPENDIX A

Construction Unit Prices

GLOSSARY OF ABBREVIATIONS

(ROADS)

ROAD IMPROVEMENTS

BS	-	Base and Surface
CO	-	Carry Over
NC	-	New Construction
PR1	-	Pulverizing and Resurfacing (Single Layer Asphalt)
PR2	-	Pulverizing and Resurfacing (Double Layer Asphalt)
R1	-	Basic Resurfacing (Single Layer Asphalt)
R2	-	Basic Resurfacing (Double Layer Asphalt)
REC	-	Reconstruction Nominal Storm Sewers (Rural / Semi-Urban)
RNS	-	Reconstruction Nominal Storm Sewers (Urban)
RM	-	Major Resurfacing
RSS	-	Reconstruction Including Installation of Storm Sewers
RW	-	Resurface and Widen
SD	-	Spot Drainage Improvement
SI	-	Spot Intersection Improvement
SR	-	Spot Road Improvement
SRR	-	Storm Sewer Installation and Road Reinstatement

Road Status

O	-	Open - Road Maintained all Year
P	-	Private Road
NW	-	No Winter Maintenance
NM	-	Not Maintained

EXISTING CLASS

RURAL	
100	- AADT 1 -49
200	- AADT 50 - 199
300	- AADT 200 - 399
400	- AADT 400 - 999
500	- AADT 1000 - 1999
600	- AADT 2000 - 2999
700	- AADT 3000 - 3999
800	- AADT 4000 and over
4LN	- 4 or more Lanes
SEMI-URBAN / URBAN	
L/R	- Local Residential
LCI	- Local Commercial Industrial
C/R	- Collector Residential
CCI	- Collector Commercial Industrial
ART	- Arterial

Town of South Bruce Peninsula 2013 Construction Unit Prices

Unit Prices		CURRENT
1	Excavation	14.00 / m ³
2	Hot Mix	100.00 / tonne
3	Granular A	15.00 / tonne
4	Granular B	12.50 / tonne
5	Concrete Base Placed	190.00 / m ³
6	Curb And Gutter Removed	9.00 / m
7	Curb And Gutter Placed	55.00 / m
8	Subdrain Placed	50.00 / m
9	Storm Sewer Placed	200.00 / m
10	Catch Basin Leads Placed	175.00 / m
11	Manholes Removed	400.00 ea.
12	Manholes Placed	3,500.00 ea.
13	Catch Basins Removed	400.00 ea.
14	Catch Basins Placed	1,400.00 ea.
15	Adjust Manholes	215.00 ea.
16	Adjust Catch Basins	215.00 ea.
17	Asphalt Planing	4.50 / m ²
18	Asphalt Pulverizing	0.60 / m ²

APPENDIX B

Master Listing of Roads

Section Number	Name	From	To	Road Status	Road Ex/Inv	Exist Class	Lanes	Surface Type	Platform Width	Surface Width	Count Year	AADT	SA Year	SA	Type of Improv	Time of Need	Surface Condition	Drainage Condition	Maint. Demand	MMSMH Class	Design Class	Total Cost	Length	Improv Length	Priority Rating	
5	Albani-Easthor	County Road 9	E. to End	NM	R	100	1	ETH	5.0	2.5	2013 Est.	34								5	100	-	0.3850			
10	Apple Lane	Beech Street	N. to End	P	R	100	1	G/S	5.0	2.5	2013 Est.	35								4	100	-	0.1940			
15	Barfoot Crescent	County Road 9	County Rd 18	NW	R	100	1	G/S	8.0	5.5	2013 Est.	34	2013	14			8	11	7	5	100	-	3.2730			
20	Beckons Lane	Highway 6	N. to End	O	R	100	2	G/S	7.0	4.5	2013 Est.	34	2013	14			8	11	5	5	100	-	1.3480			
25	Beech Street	County Road 9	Hope Bay Road	O	R	200	1	G/S	9.5	6.0	2013 Est.	408	2013	16			3	13	7	5	200	-	1.1250			
30	Bell Dr	Sutter Road	S. to End	O	R	200	1	G/S	8.0	3.0	2013 Est.	74	2013	3			3	6	3	5	LR	-	1.7300			
35	Berford Lake Road	N. End	Parkside Avenue	O	R	100	1	G/S	7.0	4.5	2013 Est.	34	2013	15			5	8	4	5	100	-	0.8250			
45	Berford Lake Road	Parkside Ave	Rouse Rd	O	R	200	2	LCB	12.7	6.7	2013 Est.	138	2013	12			8	14	4	4	200	-	2.0520			
46	Berford Lake Rd	Rouse Rd	Kiba Rd	O	R	200	2	LCB	12.7	6.7	2013 Est.	138	2013	11			7	14	4	4	200	-	96,400	1,6430		
47	Berford Park Road	Kiba Rd	CR 9	O	R	200	2	LCB	12.7	6.7	2013 Est.	635	2013	11			7	14	4	4	300	-	40,900	0.6860		
50	Berford Park Road	Mar Sideroad	Ivy Lane	O	R	200	2	G/S	6.8	5.5	2013 Est.	69	2013	15			6	11	4	4	LR	-	133,900	0.3750		
51	Berford Park Rd	Highway 6	E. to End	NW	R	100	1	G/S	6.8	4.3	2013 Est.	69	2013	10			6	11	4	6	100	-	1,2310			
60	Birch Lane	Hope Bay Road	Marino Lane	O	R	100	1	G/S	6.3	3.8	2013 Est.	3	2013	10			6	11	4	4	LR	-	0.3650			
65	Brook Street	County Road 9	West to Limits	O	R	100	1	G/S	8.5	6.0	2013 Est.	69	2013	14			6	11	4	6	100	-	2,0530			
70	Cameron Road	Watson Lane	E. to End	O	R	100	1	G/S	6.5	4.0	2013 Est.	34	2013	16			7	12	7	4	100	-	0.4390			
75	Catapult Lane	Watson Lane	E. to End	P	R	100	1	G/S	5.0	2.5	2013 Est.	34	2013	12			7	11	5	4	100	-	0.5870			
80	Chansaw Drive	Wrights Crescent	N. to End	O	R	100	1	G/S	6.5	4.0	2013 Est.	34	2013	12			7	11	5	4	100	-	1,6210			
85	Circle G Lane	Wright's Crescent	Delores's Road	NW	R	100	1	ETH	5.0	2.5	2013 Est.	34	2013	3			1	6	1	4	100	-	172,700	0.4070		
95	Cleanview Lane	Sunset Drive	W. to End	NM	R	100	1	G/S	5.0	2.5	2013 Est.	34	2013	11			6	10	4	4	200	-	3,0000			
100	Cook's Drive	County Road 18	S. to End	O	R	200	1	G/S	7.2	4.7	2013 Est.	69	2013	12			7	13	7	5	100	-	0.6880			
105	Coronation Street	County Road 9	3.0 km N of Purple Valley Rd	O	R	200	1	ETH	4.0	2.0	2013 Est.	422	2013	15			8	13	8	4	200	-	3,5410			
106	Coronation Street	3.0 km North of Purple Valley Road	Purple Valley Road	NM	R	100	2	LCB	9.0	7.0	2013 Est.	69	2013	10			6	10	4	4	200	-	3,6580			
120	Covenays Road	Purple Valley Road	S. to End	O	R	100	1	G/S	6.3	3.8	2013 Est.	34	2013	10			7	11	5	4	100	-	1,2850			
125	Crowford Drive	Wright's Crescent	S. to End	NM	R	100	1	G/S	4.8	2.3	2013 Est.	34	2013	10			7	11	5	4	100	-	0.7550			
130	Crooked Top Road	Boundary	S. to End	NM	R	100	1	ETH	5.0	2.5	2013 Est.	34	2013	10			7	11	5	4	100	-	0.5410			
135	Delores's Rd	Circle G Lane	Covenays's Rd	NM	R	100	1	G/S	5.8	3.3	2013 Est.	14	2013	17			7	13	8	4	200	-	1,1620			
140	Given Lane	Mar Sideroad	E. to End	P	R	200	1	G/S	7.0	6.0	2013 Est.	297	2013	17			8	12	8	4	200	-	0.9360			
145	Greig Settlement Road	Quary Rd	Quary Rd	O	R	200	2	G/S	6.5	5.0	2013 Est.	103	2013	17			8	12	8	4	200	-	3,5250			
146	Greig Settlement Rd	Greig Settlement Rd	S.W. to End	O	R	200	2	G/S	7.5	6.0	2013 Est.	34	2013	16			9	14	9	5	LR	-	0.8410			
150	Hanson Drive	Parkside Avenue	Highway 6	O	R	100	2	G/S	8.0	5.5	2013 Est.	34	2013	13			7	13	7	5	100	-	1,0160			
155	Hardman's Lane	Highway 6	W. to End	O	R	100	1	ETH	5.0	2.5	2013 Est.	34	2013	15			7	14	8	4	100	-	0.6880			
160	Hay Field Lane	Skyview Drive	W. to End	O	R	100	2	G/S	7.3	4.8	2013 Est.	212	2013	16			7	14	8	5	LR	-	1,9450			
165	Hope Bay Road	Beech Street	E. to Boundary	O	R	200	2	G/S	9.5	6.0	2013 Est.	176	2013	15			8	13	8	4	200	-	2,2070			
170	Howdenvale Road	Skyview Dr	Hwy 6	O	R	200	2	G/S	9.5	6.0	2013 Est.	176	2013	15			8	13	8	4	200	-	2,3780			
171	Howdenvale Rd	Daddy Weir Rd	Skyview Dr	O	R	100	1	G/S	6.3	3.8	2013 Est.	34	2013	13			7	11	5	4	100	-	1,9480			
185	Isaac Lake Road	Highway 6	W. to End	O	R	100	1	G/S	5.0	2.5	2013 Est.	34	2013	14			7	12	7	4	200	-	5,0820			
190	Ivy Lane	Berford Park Road	W. to End	NM	R	200	1	G/S	6.2	3.7	2013 Est.	69	2013	14			7	11	7	4	100	-	0.6610			
195	King's Crescent	County Road 9	County Road 9	O	R	200	1	G/S	5.5	3.0	2013 Est.	34	2013	10			7	11	7	4	100	-	2,5640			
200	Lawrence Road	Highway 6	W. to End	O	R	200	2	G/S	12.5	6.0	2013 Est.	69	2013	15			8	13	8	4	200	-	0.4030			
205	Lumberlost Road	Highway 6	W. to End	NW	R	100	1	G/S	5.0	2.5	2013 Est.	34	2013	15			8	14	8	4	100	-	1,0110			
210	Log Cabin Lane	Mar Sideroad	N. to End	O	R	200	2	G/S	11.0	6.0	2013 Est.	270	2013	18			9	14	8	4	200	-	1,4940			
225	Mar Sideroad	Hwy 6	Given Lane	O	R	200	2	G/S	11.0	6.0	2013 Est.	270	2013	16			9	14	9	4	200	-	2,9860			
226	Mar Sideroad	Watson Rd	Watson Rd	O	R	200	2	G/S	11.0	6.0	2013 Est.	270	2013	16			9	14	9	4	200	-	1,6100			
227	Mar Sideroad	Watson Rd	CR9	O	R	200	2	G/S	11.0	6.0	2013 Est.	270	2013	16			9	14	9	4	200	-	0.4030			
230	Marino Lane	Brook Street	Purple Valley Road	NM	S	LR	1	G/S	5.0	2.5	2013 Est.	35	2013	8			5	5	5	LR	-	0.4370				
235	McIver Road	Purple Valley Road	To Boundary	O	R	200	1	G/S	12.4	6.9	2013 Est.	504	2013	15			7	12	8	4	300	-	0.4370			
240	Morning Hill Road	Brook Street	W. to End	NM	S	LR	1	G/S	5.0	2.5	2013 Est.	35	2013	8			5	5	5	LR	-	0.4030				
245	Painters Lane	Beech Street	N. to End	P	R	100	1	G/S	5.0	2.5	2013 Est.	6	2013	15			7	12	4	5	LR	-	0.0790			
250	Parkside Avenue	Berford Lake Road	Berford Lake Road	O	R	200	1	LCB	12.2	6.7	2013 Est.	103	2013	15			8	11	7	5	200	-	1,0410			
255	Pit Road	Wrights Crescent	End	NM	R	100	1	G/S	5.2	2.7	2013 Est.	198	2013	13			7	12	7	4	100	-	0.5390			
260	Purple Valley Road	Wrights Crescent	N. to End	O	R	200	1	G/S	13.0	6.0	2013 Est.	482	2013	14			6-10	7	12	7	4	200	-	1,2370		
265	Purple Valley Road	McIver Rd	Wrights Cr	O	R	200	2	LCB	10.0	6.0	2013 Est.	866	2013	13			6-10	8	12	5	4	200	-	2,8090		
266	Purple Valley Rd	Covenays Rd	Wrights Cr	O	R	200	2	LCB	10.0	6.0	2013 Est.	866	2013	13			6-10	8	12	5	4	300	-	171,500	2,0700	
267	Purple Valley Rd	Wrights Cr	CR9	O	R	200	2	LCB	8.5	6.0	2013 Est.	990	2013	15			9	11	9	4	300	-	122,700	2,0700		
275	Red Bay Road	Highway 6	Highway 6	O	R	300	2	LCB	17.7	6.2	2013 Est.	877	2013	15			9	14	8	4	300	-	6,3380			
280	Roth Drive	Parkside Avenue	N.E. to End	O	R	200	2	G/S	8.0	5.5	2013 Est.	34	2013	12			7	8	5	4	LR	-	5,2010			
285	Rouse Road	Berford Lake Road	County Road 9	O	R	200	2	G/S	9.0	6.0	2013 Est.	154	2013	16			7	14	6	4	200	-	1,4760		</	

Section Number	Name	From	To	Road Status	Road Ex/Inv	Exist Class	Lanes	Surface Type	Platform Width	Surface Width	Count Year	AADT	SA Year	SA	Type of Improv	Time of Need	Surface Condition	Drainage Condition	Maint. Demand	MMSMH Class	Design Class	Total Cost	Length	Improv Length	Priority Rating
405	Pinebark Lane	Huron Road	W. to End	NM	R	200	1	G/S	6.0	3.5	2013 Est.	74	2013	10		7	6	5	5	200	-	0.3120			
410	Simpson Street	Howdensville Road	Isabella Street	O	S	LR	1	G/S	8.0	3.0	2013 Est.	74	2013	15		7	11	6	5	LR	7	-	0.1660		
425	Edgar Street	Kilbs Road	County Road 9	O	S	LR	2	HCB	7.9	5.4	2013 Est.	73	2013	15		8	14	8	5	LR	-	0.2630			
430	Everett Road	County Road 9	N. to End	O	S	LR	2	LCB	9.0	6.0	2013 Est.	98	2013	16		8	14	8	5	LR	-	0.8290			
435	Galls Lane	Mallory Beach Road	To End	P	S	LR	2	LCB	9.5	3.0	2013 Est.	73	2013	15		8	14	4	5	LR	-	0.2980			
440	Hector Street	County Road 9	County Road 9	O	S	LR	2	LCB	14.0	6.0	2013 Est.	36	2013	15		8	14	4	5	LR	-	0.2980			
445	Kilbs Road	Berford Lake Road	County Road 9	O	R	300	2	HCB	7.7	5.2	2013 Est.	109	2013	15		9	12	6	4	300	-	0.6100			
446	Berford Lake Road	Berford Lake Road	County Road 9	O	R	300	2	G/S	7.7	5.2	2013 Est.	109	2013	15		9	12	6	4	300	-	0.8660			
450	Mallory Beach Road	Kathleen Avenue	860 m East of Berford Lake Road	O	S	LR	2	LCB	7.6	5.1	2013 Est.	586	2013	18		9	14	8	5	LR	-	3.6460			
455	Marina Street	Urban Street	County Road 9	O	S	LR	2	HCB	7.9	5.4	2013 Est.	73	2013	12	R1	6-10	8	14	3	5	LR	14,000	0.3100	21	
460	Urban Street	County Road 9	County Road 9	O	S	LR	2	HCB	8.1	5.6	2013 Est.	73	2013	14		8	14	3	5	LR	-	37,600	0.3100	13	
465	1st Avenue	Kilbs Road	County Road 9	NM	S	LR	1	G/S	10.5	3.0	2013 Est.	14	2013	14					6	LR	-	0.1460			
470	10th Avenue	West of Mallory Beach Road	East of Mallory Beach Road	NM	S	LR	1	G/S	10.5	3.0	2013 Est.	14	2013	14					6	LR	-	0.0770			
475	11th Avenue	West of Mallory Beach Road	East of Mallory Beach Road	NM	S	LR	1	ETH	10.5	3.0	2013 Est.	36	2013	14					6	LR	-	0.0620			
480	12th Avenue	West of Mallory Beach Road	East of Mallory Beach Road	NM	S	LR	1	G/S	10.5	3.0	2013 Est.	14	2013	14					6	LR	-	0.1350			
485	13th Avenue	West of Mallory Beach Road	East of Mallory Beach Road	NM	S	LR	1	G/S	10.5	3.0	2013 Est.	14	2013	14					6	LR	-	0.1080			
490	14th Avenue	West of Mallory Beach Road	East of Mallory Beach Road	NM	S	LR	2	G/S	9.0	6.0	2013 Est.	14	2013	14					6	LR	-	0.1160			
495	15th Avenue	West of Mallory Beach Road	East of Mallory Beach Road	NM	S	LR	2	G/S	10.5	3.0	2013 Est.	14	2013	14					6	LR	-	0.0760			
500	2nd Avenue	West of Mallory Beach Road	East of Mallory Beach Road	NM	S	LR	1	ETH	9.5	3.0	2013 Est.	36	2013	14					6	LR	-	0.1470			
505	3rd Avenue	West of Mallory Beach Road	East of Mallory Beach Road	NM	S	LR	1	G/S	10.5	3.0	2013 Est.	14	2013	14					6	LR	-	0.1530			
510	4th Avenue	West of Mallory Beach Road	East of Mallory Beach Road	NM	S	LR	1	G/S	10.5	3.0	2013 Est.	14	2013	14					6	LR	-	0.1260			
515	5th Avenue	West of Mallory Beach Road	East of Mallory Beach Road	NM	S	LR	1	ETH	10.5	3.0	2013 Est.	36	2013	14					6	LR	-	0.0730			
520	7th Avenue	West of Mallory Beach Road	East of Mallory Beach Road	NM	S	LR	1	G/S	10.5	3.0	2013 Est.	14	2013	14					6	LR	-	0.1290			
525	8th Avenue	West of Mallory Beach Road	East of Mallory Beach Road	NM	S	LR	1	G/S	10.5	3.0	2013 Est.	14	2013	14					6	LR	-	0.1140			
530	9th Avenue	West of Mallory Beach Road	Mallory Beach Road	NM	S	LR	2	G/S	10.5	3.0	2013 Est.	14	2013	14					6	LR	-	0.0800			
535	Mallory Beach Road	Fifth Avenue	Kathleen Avenue	O	S	LR	2	LCB	11.3	3.8	2013 Est.	73	2013	16		8	14	9	5	LR	-	1.4650			
536	Kathleen Avenue	Mallory Beach Road	S. to End	O	S	LR	2	LCB	11.3	3.8	2013 Est.	73	2013	16		8	10	8	5	LR	-	1.7190			
540	Mallory Beach Road	N. End	Fifth Avenue	O	S	LR	2	LCB	12.1	6.6	2013 Est.	363	2013	16		7	12	7	5	LR	-	0.7520			
545	Adelaide Street	Huron Road	Park Road	O	S	LR	1	G/S	8.0	3.0	2013 Est.	95	2013	15		7	12	7	5	LR	-	0.4540			
550	Adelaide Street	Park Road	Park Road	P	S	LR	1	G/S	8.0	3.0	2013 Est.	95	2013	15		7	12	7	5	LR	-	0.8930			
555	Adis Drive	Huron Road	Lee Hut Lane	O	R	200	1	G/S	5.5	5.5	2013 Est.	146	2013	16		9	12	8	5	200	-	0.4380			
560	Avele Road	Huron Road	N. to End	O	R	200	1	G/S	7.7	5.2	2013 Est.	74	2013	15		9	12	8	5	200	-	0.4090			
565	Blue Heron Lane	Thomas Street	Adis Drive	P	R	100	1	G/S	7.2	4.7	2013 Est.	14	2013	14		7	14	7	4	LR	-	0.4090			
570	Cedar Drive	Adis Drive	Reld's Point Road	O	S	LR	1	G/S	5.5	3.0	2013 Est.	74	2013	14		7	14	7	4	LR	-	1.0590			
575	Cot's Lane	Cedar Drive	N. to End	O	R	200	1	G/S	8.2	5.7	2013 Est.	14	2013	13		7	12	7	5	200	-	0.0710			
580	Cunningham Avenue	Huron Road	E. to End	O	R	200	2	G/S	6.2	3.7	2013 Est.	74	2013	11		7	10	7	4	200	-	0.4430			
585	HEA Road	Huron Road	W. To End	O	R	200	2	G/S	6.5	4.0	2013 Est.	146	2013	15		8	12	7	4	200	-	1.5900			
610	Ice Hut Lane	North End	South End	NW	R	100	1	G/S	5.0	3.0	2013 Est.	36	2013	10		7	6	12	4	100	-	1.2420			
615	Kay Lane	Ice Hut Lane	W. to End	O	S	LR	1	G/S	5.0	2.5	2013 Est.	14	2013	14		7	10	7	4	LR	-	0.0990			
620	Kowal Lane	Huron Road	W. to End	P	R	200	1	ETH	5.0	2.5	2013 Est.	146	2013	14		3	6	3	5	LR	-	1.2370			
625	Margaretta Street	Adelaide Street	S. to End	NM	S	LR	1	G/S	4.5	2.0	2013 Est.	74	2013	4		7	13	7	5	LR	-	0.3690			
630	Park Street	Park Street	W. to End	NM	S	LR	1	G/S	6.5	3.0	2013 Est.	14	2013	14		7	13	7	5	LR	-	0.0640			
635	Penel Point Road	Huron Road	W. to End	O	R	200	2	G/S	8.5	6.0	2013 Est.	74	2013	14		7	13	7	5	200	-	0.7080			
640	Reld's Point Road	Hea Road	N. to End	NM	S	LR	2	G/S	7.7	5.2	2013 Est.	74	2013	14		7	11	7	5	LR	-	0.4470			
645	Resort Road	Huron Road	W. to End	P	S	LR	2	G/S	8.3	5.8	2013 Est.	74	2013	14		7	11	7	5	LR	-	1.5540			
650	Richards Avenue	Tyson Lane	W. to End	P	R	100	1	G/S	7.0	3.5	2013 Est.	36	2013	15		8	10	8	5	100	-	0.2640			
655	Sandy Lane	Symon Avenue	Huron Road	O	S	LR	1	G/S	6.0	3.0	2013 Est.	36	2013	15		8	10	8	5	LR	-	0.2080			
660	Thomas Street	Huron Road	E. to End	O	S	LR	2	LCB	7.9	5.4	2013 Est.	74	2013	18		9	12	9	5	LR	-	1.0860			
665	Tyson Lane	Huron Road	E. to End	O	S	LR	2	G/S	9.5	6.0	2013 Est.	74	2013	16		9	12	8	5	LR	-	0.3950			
670	Warren Street	Penel Point Road	N. to End	O	R	200	2	G/S	8.5	6.0	2013 Est.	74	2013	14		7	12	7	5	200	-	0.4120			
675	Warren Street	Penel Point Road	N. to End	O	S	LR	1	G/S	8.0	3.0	2013 Est.	36	2013	8		6	11	6	5	LR	-	0.0950			
680	Waterview Road	Margaretta Street	Margaretta Street	O	S	LR	1	G/S	8.0	3.0	2013 Est.	36	2013	11		7	12	7	5	LR	-	0.3230			
685	Young's Drive	Symon Avenue	W. to End	NM	S	LR	1	G/S	8.0	3.0	2013 Est.	36	2013	10		7	10	7	5	LR	-	0.4070			
690	Allenford Road	Hea Road	S. to End	O	S	LR	1	G/S	8.0	3.0	2013 Est.	74	2013	14		7	10	7	5	LR	-	2.0480			
695	Allenford Road	Spring Creek Road	County Road 8	O	R	200	2	LCB	12.5	6.0	2013 Est.	149	2013	10		8	12	4	4	200	-	120,700		32	
696	Allenford Rd	Silver Lake Rd	Silver Lake Rd	O	R	200	2	LCB	12.5	6.0	2013 Est.	255	2013	10	PR1	1-5	8	12	4	200	-	2,0570			
705	Allenford Road	Golden Pond Drive	Golden Pond Dr	O	R	200	2	LCB	12.5	6.0	2013 Est.	89	2013	15		8	12	6	4	200	-	1,0280			
710	Allenford Road	Park Head Road	Park Head Road	NW	R	200	2	G/S	8.0	5.5	2013 Est.	300	2013	16		8	12	6	4	200	-	1,0110			
715	Allenford Road	Blind Line	Blind Line	O	R	200	2	G/S	7.5	5.0	2013 Est.	277	2013	15		7	12	8	4	200	-	3,0860			
720	B-Line	Blind Line	End of Uthman Section</																						

Section Number	Name	From	To	Road Status	Road Ex/Inv	Exist Class	Lanes	Surface Type	Platform Width	Surface Width	Count Year	AADT	SA Year	SA	Type of Improv	Time of Need	Surface Condition	Drainage Condition	Maint. Demand	MMSMH Class	Design Class	Total Cost	Length	Improv Length	Priority Rating	
835	Elm Road	3.06 km W of North Acres Rd	North Acres Road	O	R	300	2	G/S	8.0	5.5	2013 Est.	904	2013	15		7	12	12	7	4	300	-	3,287.0			
855	Elmsnore Road	Manville Rd	Manville Rd	O	R	200	2	G/S	8.5	6.0	2013 Est.	160	2013	17		9	12	9	4	4	200	-	2,058.0			
856	Elmsnore Rd	Skipness Rd W	Skipness Rd W	O	R	200	2	G/S	8.5	6.0	2013 Est.	160	2013	17		9	12	9	4	4	200	-	2,042.0			
857	Elmsnore Rd	High Hill Rd	High Hill Rd	O	R	200	2	G/S	8.5	6.0	2013 Est.	160	2013	17		9	12	9	4	4	200	-	2,063.0			
865	Elmsnore Road	Pleasantview Rd	Pleasantview Rd	O	R	200	2	LCB	12.0	7.0	2013 Est.	304	2013	14		7	13	6	4	4	200	-	2,573.0			
866	Elmsnore Road	Pleasantview Rd	Pleasantview Rd	O	R	200	2	LCB	12.0	7.0	2013 Est.	304	2013	14		7	13	6	4	4	200	-	2,573.0			
870	Fieldside Road	Hwy 21	Hwy 21	NW	R	200	1	G/S	6.5	4.0	2013 Est.	105	2013	15	PR1	6-10	8	12	8	4	200	64,200	1,062.0		25	
875	Fieldside Road	Sideroad 5	Sideroad 5	O	R	200	2	G/S	7.0	4.5	2013 Est.	105	2013	15		8	12	8	4	4	200	-	2,104.0			
880	Fodgen Crescent	Old Oliphant Road	Old Oliphant Road	O	S	LR	2	LCB	6.5	4.0	2013 Est.	69	2013	12		7	11	7	5	5	LR	-	2,088.0			
905	High Hill Road	C-Line	Elmsnore Road	O	R	200	2	LCB	11.0	6.0	2013 Est.	172	2013	14	PR1	6-10	7	12	5	4	200	75,500	1,828.0		24	
910	High Hill Road	C-Line	Elmsnore Road	NM	R	200	1	G/S	5.5	3.0	2013 Est.	69	2013	15		8	12	8	4	4	200	-	1,325.0			
915	Legion Road	Spring Creek Road	Spring Creek Road	O	R	200	2	G/S	8.5	6.0	2013 Est.	528	2013	16		9	12	8	4	4	200	-	1,119.0			
930	Maryville Lake Road	CR 13	Elmsnore Rd	O	R	200	2	G/S	8.5	6.0	2013 Est.	100	2013	15		8	10	9	4	4	200	-	1,678.0			
931	Maryville Lake Rd	Municipal Rd	Municipal Rd	O	R	200	2	G/S	8.5	6.0	2013 Est.	100	2013	15		7	10	7	4	4	200	-	1,241.0			
932	Maryville Lake Rd	CR 14	CR 14	O	R	200	2	G/S	8.5	6.0	2013 Est.	100	2013	16		7	10	7	4	4	200	-	1,988.0			
935	Maryville Lake Road	County Road 14	County Road 14	O	R	200	2	LCB	8.0	5.5	2013 Est.	100	2013	15		8	14	9	4	4	200	-	1,988.0			
940	McRae Road	Highway 21	Highway 21	O	S	LR	2	LCB	8.0	5.5	2013 Est.	100	2013	15		5	8	4	4	4	200	-	0,178.0			
945	Meadowland Road	North Acres Rd	North Acres Rd	NM	R	200	2	LCB	7.5	5.0	2013 Est.	347	2013	10		5	8	4	4	4	200	-	1,162.0			
950	Meadowland Road	North Acres Rd	North Acres Rd	O	R	200	2	LCB	8.5	6.0	2013 Est.	314	2013	14	PR1	6-10	7	14	6	4	200	52,100	0,888.0		22	
951	Meadowland Road	North Acres Rd	Hwy 6	O	R	200	2	LCB	8.5	6.0	2013 Est.	314	2013	14		8	14	6	4	4	200	-	2,048.0			
955	Municipal Road	North End	County Road 8	O	R	200	2	G/S	7.0	4.5	2013 Est.	277	2013	14	PR1	1-5	7	10	6	4	200	-	1,189.0			
960	Municipal Road	County Road 8	County Road 8	O	R	200	2	LCB	14.5	7.0	2013 Est.	376	2013	10		8	12	4	4	200	-	121,300	2,067.0		38	
965	Municipal Road	Maryville Lake Road	Maryville Lake Road	NW	R	200	2	G/S	7.0	4.5	2013 Est.	372	2013	16		8	10	6	4	4	200	-	0,455.0			
970	Municipal Road	Maryville Lake Road	S to End	O	R	200	2	G/S	7.0	4.5	2013 Est.	69	2013	12		7	12	4	4	4	200	-	0,455.0			
975	North Diagonal	0.24 km w of Crossroad Trail	Sideroad 15	O	R	200	2	G/S	7.0	4.5	2013 Est.	277	2013	14		7	13	4	4	4	200	-	1,157.0			
980	North Diagonal	Sideroad 15	Meadowland Road	O	R	200	2	LCB	8.5	6.0	2013 Est.	347	2013	12	PR1	6-10	7	13	4	4	200	27,900	0,475.0			
985	North Diagonal	Meadowland Road	Highway 6	O	R	200	2	G/S	9.0	6.5	2013 Est.	86	2013	15		8	12	8	4	4	200	-	3,581.0			
1010	Northacres Rd	100 m N of CR 13	CR 13	O	R	200	2	G/S	7.0	5.5	2013 Est.	89	2013	14		8	13	7	4	4	200	-	0,494.0			
1011	Northacres Rd	CR 13	Old Oliphant Rd	O	R	200	2	G/S	7.0	5.5	2013 Est.	89	2013	14		4	13	7	4	4	200	-	0,494.0			
1012	Northacres Rd	CR 13	Elm St	O	R	200	2	G/S	8.0	5.5	2013 Est.	89	2013	15		7	14	7	4	4	200	-	1,614.0			
1013	Northacres Rd	Elm St	Elm St	O	R	200	2	G/S	8.0	5.5	2013 Est.	89	2013	15		7	14	7	4	4	200	-	2,049.0			
1014	Northacres Rd	Boat Lake Rd	Boat Lake Rd	O	R	200	2	G/S	8.0	5.5	2013 Est.	89	2013	15		8	14	8	4	4	200	-	2,040.0			
1015	Northacres Rd	Meadowland Rd	Meadowland Rd	O	R	200	2	G/S	8.0	5.5	2013 Est.	89	2013	15		7	10	5	4	4	200	-	2,040.0			
1016	Northacres Rd	Spy Lake Road	Spy Lake Road	NM	R	100	1	G/S	5.5	3.0	2013 Est.	35	2013	12		8	14	8	4	4	200	-	1,052.0			
1020	Old Bridge Road	Denny's Dam Road	West to End	O	R	200	2	G/S	10.0	6.0	2013 Est.	69	2013	12		6	12	5	4	4	200	-	0,474.0			
1025	Old Oliphant Road	County Road 13	Warton Limits	O	R	200	2	LCB	11.0	6.0	2013 Est.	469	2013	16		8	12	9	5	200	-	1,685.0				
1030	Park Head Road	Park Head Road	SR 5	O	R	200	2	G/S	8.5	6.0	2013 Est.	122	2013	15		8	12	8	4	4	200	-	2,089.0			
1031	Park Head Road	Park Head Road	SR 5	O	R	200	2	G/S	8.5	6.0	2013 Est.	122	2013	15		8	12	8	4	4	200	-	2,089.0			
1032	Park Head Road	0.88km W of CR 10	CR 10	O	S	LR	2	LCB	8.5	6.0	2013 Est.	346	2013	10	R1	1-5	6	12	8	4	5	LR	103,700	0,880.0		37
1045	Pleasantview Rd	Chesley Lake Rd	Chesley Lake Rd	O	R	200	2	G/S	7.5	5.0	2013 Est.	174	2013	16		8	12	8	4	4	200	-	2,113.0			
1046	Pleasantview Rd	Chesley Lake Rd	Chesley Lake Rd	O	R	200	2	G/S	7.5	5.0	2013 Est.	174	2013	16		8	12	8	4	4	200	-	2,113.0			
1055	Quarry Road	Great Settlement Road	County Road 13	O	R	200	2	G/S	9.5	7.0	2013 Est.	400	2013	16		8	11	6	4	4	200	-	2,045.0			
1060	Rankin Bridge Road	County Rd 13	County Rd 13	O	R	100	2	G/S	7.5	5.5	2013 Est.	241	2013	7	BS	NOW	6	10	4	4	5	200	190,600	1,952.0		42
1085	Rankin Bridge Road	Redgate Road	Sideroad 15	O	R	200	2	G/S	8.5	6.0	2013 Est.	202	2013	7	BS	NOW	6	10	4	4	5	200	208,000	2,343.0		40
1070	Redgate Road	Rankin Bridge Road	Sideroad 15	P	R	200	1	G/S	5.0	2.5	2013 Est.	69	2013	15		8	14	8	4	4	200	-	0,212.0			
1075	Salem Road	CR 10	W to end	O	R	200	2	G/S	8.5	6.0	2013 Est.	139	2013	15		8	14	8	4	4	200	-	2,061.0			
1076	Salem Road	CR 10	W to end	O	R	200	2	G/S	8.5	6.0	2013 Est.	139	2013	15		8	14	8	4	4	200	-	2,061.0			
1085	Sideroad 15	North Diagonal	1.3km N of Centre Diagonal	O	R	200	2	LCB	8.5	6.0	2013 Est.	239	2013	12	PR1	6-10	5	12	5	4	200	48,800	0,746.0		36	
1086	Sideroad 15	Centre Diagonal	Centre Diagonal	O	R	200	2	LCB	8.5	6.0	2013 Est.	239	2013	12	PR1	6-10	5	12	5	4	200	48,800	0,746.0		36	
1095	Sideroad 15	0.8km N of Rankin Bridge Rd	Rankin Bridge Rd	O	R	200	2	LCB	10.0	6.0	2013 Est.	245	2013	13	PR1	6-10	7	12	6	4	200	76,300	1,300.0		30	
1096	Sideroad 15	Rankin Bridge Rd	Rankin Bridge Rd	O	R	200	2	LCB	10.0	6.0	2013 Est.	245	2013	13	PR1	6-10	7	12	6	4	200	91,300	1,566.0		25	
1105	Sideroad 15	Spring Creek Rd	Spring Creek Rd	O	R	200	2	LCB	10.0	6.0	2013 Est.	245	2013	13	PR1	6-10	9	12	4	4	200	47,000	0,800.0		27	
1110	Sideroad 15	Spring Creek Road	Spring Creek Road	O	R	200	2	LCB	8.5	6.0	2013 Est.	239	2013	16		8	12	4	4	4	200	-	2,053.0			
1115	Sideroad 15	Spring Creek Road	County Road 8	C	R	200	2	G/S	12.5	6.0	2013 Est.	312	2013	16		8	12	8	4	4	200	-	2,044.0			
1120	Sideroad 5	Silver Lake Road	Park Head Road	NW	R	200	2	G/S	7.5	5.0	2013 Est.	16														

Section Number	Name	From	To	Road Status	Road Ex/Inv	Exist Class	Lanes	Surface Type	Platform Width	Surface Width	Count Year	AACT	SA Year	SA	Type of Improv	Time of Need	Surface Condition	Drainage Condition	Maint. Demand	MMSMH Class	Design Class	Total Cost	Length	Improv Length	Priority Rating	
1285	Maple Drive	County Road 14	E. to End	O	S	L/R	2	LCB	8.0	5.5	2013 Est.	100	2013	14	R1	6-10	8	14	5	5	L/R	186,700	1,584.0	1,584.0	18	
1290	Maple Lane	Manville Lake Road	Maple Drive	O	S	L/R	2	LCB	8.0	5.5	2013 Est.	100	2013	16		8	8	10	8	5	L/R	-	0,220.0	0,220.0		
1295	Camp Road	County Road 14	Chapel Crescent	O	S	L/R	2	LCB	9.8	6.8	2013 Est.	199	2013	14	R1	6-10	6	13	4	6	L/R	93,700	0,795.0	0,795.0	26	
1300	Chapel Cr	Camp Rd	Camp Rd	P	S	L/R	2	LCB			2013 Est.										L/R	-	0,797.0	0,797.0		
1303	Eastside Lane	Eastside Dr	End	P	S	L/R	2	LCB			2013 Est.										L/R	-	0,102.0	0,102.0		
1304	Eastside Dr	Camp Rd	End	P	S	L/R	2	LCB			2013 Est.										L/R	-	0,466.0	0,466.0		
1305	Foreman Drive	Blind Lane	Kimberly Lane	O	R	200	2	LCB	11.0	6.0	2013 Est.	121	2013	16		8	14	8	5	5	200	-	0,565.0	0,565.0		
1306	Golf Course Rd	Camp Rd	End	P	S	L/R	2	LCB			2013 Est.										L/R	-	0,813.0	0,813.0		
1307	Hilltop Dr	Camp Rd	End	P	S	L/R	2	LCB			2013 Est.										L/R	-	0,487.0	0,487.0		
1310	Islandview Drive	C-Line	0.24 km East	P	S	L/R	2	GS	6.5	4.0	2013 Est.	254									L/R	-	0,240.0	0,240.0		
1315	Islandview Drive	0.24 km E. of C-Line	To End	P	S	L/R	1	GS	5.0	2.5	2013 Est.	121					7	8	5	4	L/R	-	0,272.0	0,272.0		
1320	Kimberly Lane	West of Foreman Drive	East of Foreman Drive	O	S	L/R	2	LCB	11.0	6.0	2013 Est.	121	2013	16		7	10	8	7	5	L/R	-	0,613.0	0,613.0		
1325	Lake Drive	Cheesley Lake Road	0.32 km East	O	S	L/R	2	LCB	7.5	5.0	2013 Est.	121	2013	15		7	10	8	7	5	L/R	-	0,783.0	0,783.0		
1330	Sunny Lane	Cheesley Lake Road	N. to End	O	S	L/R	2	LCB	7.5	5.0	2013 Est.	121	2013	14	R1	6-10	7	12	5	6	L/R	89,000	0,755.0	0,755.0	22	
1331	Sunny Lane	Sunnyview Dr	End	P	S	L/R	2	LCB			2013 Est.										L/R	-	0,194.0	0,194.0		
1332	Sunnyview Dr	Camp Rd	End	P	S	L/R	2	LCB			2013 Est.										L/R	-	1,475.0	1,475.0		
1333	Sunny Cr	Sunnyview Dr	End	P	S	L/R	2	LCB			2013 Est.										L/R	-	0,248.0	0,248.0		
1334	Tanner St	Shore Dr	W. to End	P	S	L/R	2	GS	7.5	5.0	2013 Est.	34									L/R	-	0,051.0	0,051.0		
1335	Alice Street	Elizabeth Street	W. to End	O	S	L/R	2	LCB	10.0	6.0	2013 Est.	121	2013	15		7	8	7	5	5	L/R	-	0,437.0	0,437.0		
1345	Allenford Road	Highway 21	Alice Street	O	S	L/R	2	LCB	10.0	6.0	2013 Est.	121	2013	16		8	10	8	7	5	L/R	-	0,099.0	0,099.0		
1346	Allenford Road	Highway 21	North to end of urban section	O	S	L/R	2	LCB	10.0	6.0	2013 Est.	121	2013	10	R1	1-5	5	10	8	5	L/R	29,500	0,250.0	0,250.0	35	
1350	Elizabeth Street	Highway 21	Alice Street	O	S	L/R	2	LCB	10.0	6.0	2013 Est.	121	2013	16		8	10	8	5	5	L/R	-	0,098.0	0,098.0		
2000	Jones Street	Highway 21	N. to End	O	S	L/R	2	LCB	13.6	3.6	2013 Est.	143	2013	11	R1	1-5	6	6	4	4	L/R	14,700	0,125.0	0,125.0	37	
2005	Elizabeth Street	Queen St CR8	Sophia St	O	U	L/R	2	HCB	10.1	7.0	2013 Est.	143	2013	19		10	15	10	5	5	L/R	-	0,109.0	0,109.0		
2006	Elizabeth St	Sophia St	N. to End	O	U	L/R	2	HCB	11.0	7.0	2013 Est.	143	2013	19		10	15	10	5	5	L/R	-	0,125.0	0,125.0		
2015	John Street	Legion Road	E. to End	O	S	L/R	2	HCB	11.7	6.7	2013 Est.	143	2013	11	R1	1-5	6	10	5	5	L/R	14,000	0,119.0	0,119.0	31	
2020	McNab Street	Spencer Street	N. to End	O	S	L/R	2	LCB	9.5	5.0	2013 Est.	143	2013	15	REC	NOW	4	6	8	4	400	53,400	0,114.0	0,114.0	48	
2025	Stone School Road	Highway # 6	1.05 km north	O	R	300	2	LCB	10.0	7.5	2013 Est.	1100	2013	15	R1	1-5	8	13	8	4	L/R	39,000	0,331.0	0,331.0	31	
2030	Pine Tree Drive	Bruce Street (County Rd 10)	340 East of Bruce Street (CR 10)	O	S	L/R	2	HCB	18.2	7.7	2013 Est.	172	2013	18		7	13	8	5	5	L/R	-	0,191.0	0,191.0		
2031	Pine Tree Drive	340 m East of Bruce Street (CR 10)	To End	O	S	L/R	2	HCB	18.2	7.7	2013 Est.	172	2013	18		7	13	8	5	5	L/R	-	0,191.0	0,191.0		
2035	Royal Lane	Queen Street	S. to End	O	S	L/R	2	GS	7.0	4.0	2013 Est.	143	2013	8		5	5	5	5	5	L/R	-	0,314.0	0,314.0		
2040	Sophia Lane	Elizabeth Street	Bruce Street (Highway 6)	O	U	L/R	2	HCB	8.0	2013 Est.	143	2013	19		10	10	5	10	5	5	L/R	-	0,141.0	0,141.0		
2045	Spencer Street	Queen Street	Stone School Road	O	S	L/R	2	LCB	10.5	6.0	2013 Est.	143	2013	19		10	10	5	10	5	5	L/R	49,500	0,420.0	0,420.0	36
2050	Spring Creek Road	Bruce Street (Highway 6)	0.32 km W. of Highway 6	O	S	L/R	2	LCB	10.0	6.0	2013 Est.	177	2013	17	R1	1-5	8	11	8	3	L/R	-	0,379.0	0,379.0		
3000	Amabel-Albemarle	Huron Road/Bryant Street	Old Red Bay Road	O	R	200	2	GS	7.0	5.0	2013 Est.	37	2013	12		7	12	7	6	6	200	-	0,390.0	0,390.0		
3005	Amabel-Albemarle	Old Red Bay Road	Staines Road	O	R	200	2	GS	6.0	3.5	2013 Est.	106	2013	15		7	12	7	6	6	200	-	0,269.0	0,269.0		
3010	Bay Street	Oliphant Way	S. to End	O	S	L/R	2	LCB	11.0	6.0	2013 Est.	400	2013	16		9	14	8	5	5	L/R	-	4,430.0	4,430.0		
3015	Beechwood Drive	Old Red Bay Road	To End	O	S	L/R	2	LCB	9.5	7.0	2013 Est.	138	2013	17		9	14	8	5	5	L/R	-	0,417.0	0,417.0		
3020	Boulton Street	Oliphant Way	0.85 km North	O	S	L/R	2	LCB	7.5	6.0	2013 Est.	138	2013	13	R1	6-10	8	12	9	5	L/R	100,300	0,851.0	0,851.0	32	
3025	Boulton Street	0.85 km North of Oliphant Way	To End	O	S	L/R	2	LCB	8.0	5.5	2013 Est.	138	2013	17		9	13	8	5	5	L/R	-	0,480.0	0,480.0		
3050	Cardinal Avenue	Spyr Lake Road	Rolling Hills Drive	O	S	L/R	2	GS	10.0	6.0	2013 Est.	138	2013	15		7	10	7	5	5	L/R	-	0,423.0	0,423.0		
3055	Centre Street	Oliphant Way	South to End	O	S	L/R	2	GS	6.5	4.0	2013 Est.	138	2013	12		7	10	7	5	5	L/R	-	0,263.0	0,263.0		
3060	Charlestown Crescent	Bay Street	Bay Street	O	S	L/R	2	LCB	8.0	5.5	2013 Est.	138	2013	15		7	8	7	5	5	L/R	-	0,365.0	0,365.0		
3065	Chapin Street	Shoreline Avenue	East to End	O	S	L/R	2	GS	8.0	5.5	2013 Est.	138	2013	16		8	13	8	5	5	L/R	-	0,088.0	0,088.0		
3070	Creekside Crescent	Shamrock Boulevard	Whitfield Boulevard	O	S	L/R	2	LCB	8.5	6.0	2013 Est.	138	2013	15		8	12	8	5	5	L/R	-	0,491.0	0,491.0		
3075	Creekside Crescent	Old Red Bay Road	W. to End	O	S	L/R	2	LCB	16.0	6.0	2013 Est.	138	2013	11		7	12	5	5	5	L/R	-	0,140.0	0,140.0		
3080	Ethel Street	Bay Street	To End	O	S	L/R	2	GS	8.0	5.5	2013 Est.	138	2013	15		7	12	5	5	5	L/R	-	0,079.0	0,079.0		
3085	Eunice Street	Stevens Street	East to End	O	S	L/R	2	LCB	8.5	6.0	2013 Est.	138	2013	16		7	12	7	5	5	L/R	-	0,156.0	0,156.0		
3090	Fiddlehead Lane	Boulton Street	To End	O	S	L/R	2	LCB	10.0	6.0	2013 Est.	138	2013	16		8	13	7	5	5	L/R	-	0,287.0	0,287.0		
3095	Fifth Point Court	Bay Street	To End	O	R	200	1	GS	5.0	2.5	2013 Est.	106	2013	10		7	8	5	5	200	-	0,624.0	0,624.0			
3100	Grouse Drive	Sauble Falls Parkway	To End	O	S	L/R	2	LCB	9.0	7.0	2013 Est.	138	2013	16		8	14	7	5	5	L/R	-	0,765.0	0,765.0		
3105	Hemlock Road	Bryant Street	Bryant Street	O	S	L/R	2	LCB	12.5	6.0	2013 Est.	138	2013	16		8	14	7	5	5	L/R	-	0,176.0	0,176.0		
3115	King Island Lane	Bay Street	To End	NM	S	L/R	1	GS	5.5	3.0	2013 Est.	138	2013	16		6	2	4	2	4	L/R	-	0,182.0	0,182.0		
3120	King Street	Bay Street	To End	NM	S	L/R	1	GS	5.0	2.5	2013 Est.	138	2013	12		6	8	4	4	4	L/R	-	0,261.0	0,261.0		
3125	Lakeland Avenue	Cardinal Avenue	Bryant Street	O	S	L/R	2	LCB	11.0	6.0	2013 Est.	138	2013	15		6	12	8	6	4	300	26,800	0,456.0	0,456.0	38	
3130	Lakeview Avenue																									

Section Number	Name	From	To	Road Status	Road Ex/Inv	Exist Class	Lanes	Surface Type	Platform Width	Surface Width	Count Year	AADT	SA Year	SA	Type of Improv	Time of Need	Surface Condition	Drainage Condition	Maint. Demand	MMSMH Class	Design Class	Total Cost	Length	Improv Length	Priority Rating
3265	Shoreline Avenue	Spy Lake Road	North to End	O	S	LR	2	G/S	7.5	5.0	2013 Est.	138	2013	17		8	13	7	5	LR	-	1,587.0			
3266	Shore Acres Ave	Staines Rd	End	P	S	LR	2	LCB	7.5	5.0	2013	582	2013	17		9	12	9	4	300	LR	-	0,714.0		
3270	South Oliphant Road	Bay Street	County Road 13	O	R	200	2	LCB	9.0	6.5	2013 Est.	352	2013	13	R1	6-10	6	14	4	4	300	165,300	1,402.0	32	
3281	Spy Lake Rd	Shoreline Ave	Bryant Street	O	S	LR	2	LCB	9.0	6.5	2013 Est.	352	2013	17		9	13	9	4	4	LR	-	2,582.0		
3282	Spy Lake Rd	500 m East of Bryant Street	County Road 13	O	S	LR	2	G/S	9.0	6.5	2013 Est.	352	2013	15		7	9	7	4	4	LR	-	0,500.0		
3284	Staines Rd	Amabel-Albemarle	Shore Acres Ave	P	S	LR	2	LCB	10.0	6.0	2013 Est.	138	2013	15		7	12	5	5	LR	-	0,734.0			
3285	Steven Street	Spy Lake Road	To End	O	S	LR	2	LCB	16.0	6.0	2013 Est.	138	2013	15		7	13	7	5	LR	-	0,237.0			
3290	Sugarbush Road	Old Red Bay Road	Creekside Crescent	O	S	LR	2	G/S	5.0	2.5	2013 Est.	34	2013	6		6	8	8	5	LR	-	0,345.0			
3291	Sunast Pl	Bay Street	Rolling Hills Drive	NM	S	LR	1	G/S	9.0	7.0	2013 Est.	138	2013	15		8	12	8	5	LR	-	0,125.0			
3295	Tamarac Road	Beechwood Drive	S. to End	O	S	LR	2	LCB	12.5	6.0	2013 Est.	138	2013	9	R1	1-5	4	6	3	5	LR	25,800	0,267.0	44	
3300	Telford Street	Fiddlehead Lane	End	O	S	LR	2	LCB	12.5	6.0	2013 Est.	138	2013	16		8	10	8	5	LR	-	0,089.0			
3301	Thomas Cr	Symon Avenue	Whitefish Boulevard	O	S	LR	2	HCB	7.7	5.2	2013 Est.	74	2013	16		8	12	8	5	LR	-	0,090.0			
3305	Vimy Street	Shamrock Boulevard	Whitefish Boulevard	O	S	LR	2	LCB	15.0	6.0	2013 Est.	138	2013	16		8	12	8	5	LR	-	0,622.0			
3310	Whitefish Boulevard	Oliphant Way	S. to Lot 49	O	S	LR	2	LCB	11.0	6.0	2013 Est.	138	2013	16		7	13	7	5	LR	-	0,610.0			
3315	William Street	Spy Lake Road	Spy Lake Road	O	S	LR	2	LCB	11.0	6.0	2013 Est.	138	2013	16		7	10	7	5	LR	-	0,512.0			
4000	Allister Place	Sixth Street North	Allister Place	O	S	LR	2	LCB	11.0	6.0	2013 Est.	145	2013	12		7	10	7	5	LR	-	0,444.0			
4010	Barrie Avenue	Sauble Falls Road	To End	O	S	LR	2	G/S	5.5	3.0	2013 Est.	145	2013	15		7	8	7	5	LR	-	0,285.0			
4015	Birchwood Drive	Sixth Street North	Jewel Bridge Road	O	S	LR	2	LCB	7.0	3.0	2013 Est.	145	2013	15		7	6	5	5	LR	-	0,250.0			
4020	Bram Avenue	Fifth Street North	Wellington Street	O	S	LR	1	LCB	8.0	5.5	2013 Est.	145	2013	15		7	12	8	5	LR	-	0,225.0			
4030	Bruce Avenue	Seventh St N	Sixth St N	O	S	LR	2	LCB	8.0	5.5	2013 Est.	145	2013	16		9	9	9	5	LR	-	0,401.0			
4031	Bruce Avenue	Sixth St N	Fifth St N	O	S	LR	2	LCB	11.0	6.0	2013 Est.	145	2013	15		8	12	9	5	LR	-	0,600.0			
4035	Bunnyview Drive	Fedy Drive	North to End	O	S	LR	2	LCB	11.0	6.0	2013 Est.	145	2013	16		8	10	7	5	LR	-	0,303.0			
4040	Burton Crescent	D.Line	Sixth Street North	O	S	LR	2	LCB	7.5	5.0	2013 Est.	145	2013	16		8	10	7	5	LR	-	0,190.0			
4045	Cambridge Avenue	Kingston Street	To End	O	S	LR	2	LCB	6.5	4.0	2013 Est.	145	2013	15		8	13	9	5	LR	-	0,329.0			
4050	Campbell Crescent	Sauble Falls Road	Sauble Falls Road	O	S	LR	2	LCB	11.0	6.0	2013 Est.	145	2013	15		8	11	8	5	LR	-	0,418.0			
4060	D.Line	Sixth Street North	D.Line	O	S	LR	2	LCB	11.3	5.8	2013 Est.	728	2013	16		8	12	9	5	LR	-	0,332.0			
4065	D.Line	Jewel Bridge Road	Bunnyview Drive	O	S	LR	2	LCB	11.0	6.0	2013 Est.	145	2013	16		8	12	9	5	LR	-	0,167.0			
4065	D.Line	Martin Drive	Bunnyview Drive	O	S	LR	2	LCB	11.0	6.0	2013 Est.	145	2013	16		6	10	6	5	LR	-	0,274.0			
4070	Deer Trail Drive	D.Line	Fedy Place	O	S	LR	2	LCB	8.0	5.5	2013 Est.	145	2013	17		6	10	6	5	LR	108,400	0,920.0	25		
4070	Jewel Bridge Road	Jewel Bridge Road	Fedy Place	O	S	LR	2	LCB	8.0	5.5	2013 Est.	145	2013	14	R1	6-10	6	10	6	5	LR	-	0,950.0		
4075	Dorena Crescent	Sauble Falls Road	To End	O	S	LR	2	LCB	8	5.0	2013 Est.	145	2013	12		6	10	6	5	LR	-	0,402.0			
4080	Douglas Avenue	Sauble Falls Road	To End	NW	S	LR	2	ETH	5.0	2.5	2013 Est.	145	2013	14		6	10	6	5	LR	-	0,900.0			
4085	Dufferin Avenue	Fourth Street North	Fifth Street North	O	S	LR	2	LCB	8.5	6.0	2013 Est.	145	2013	12		6	10	6	5	LR	-	0,084.0			
4090	Eighth Street North	Lakeshore Blvd N	Second Ave N	NM	S	LR	2	G/S	7.0	4.5	2013 Est.	145	2013	15		8	12	8	5	LR	-	0,115.0			
4091	Eighth Street North	Second Ave N	Third Ave N	NM	S	LR	2	G/S	7.0	4.5	2013 Est.	145	2013	15		8	12	8	5	LR	-	0,084.0			
4100	Eldridge Avenue	Sauble Falls Road	To End	O	S	LR	2	G/S	6.5	4.0	2013 Est.	145	2013	11		6	8	4	4	5	LR	-	0,386.0		
4105	Eleventh Street North	Lakeshore Boulevard North	Second Avenue North	O	S	LR	2	LCB	8.0	5.5	2013 Est.	145	2013	14	R1	6-10	6	10	6	5	LR	32,600	0,277.0	28	
4110	Eloha Street	Sauble Falls Road	Marina Avenue	O	S	LR	1	G/S	6.5	4.0	2013 Est.	145	2013	10		7	10	7	4	4	LR	-	0,096.0		
4115	Essex Street	Sauble Falls Road	Marina Avenue	O	S	LR	1	G/S	5.5	3.0	2013 Est.	145	2013	15		7	8	4	4	5	LR	-	0,283.0		
4125	Fedy Drive	D.Line	Deer Trail Dr	O	S	LR	2	LCB	10.0	5.0	2013 Est.	363	2013	17		9	14	9	4	4	LR	-	0,920.0		
4126	Fedy Drive	D.Line	Deer Trail Dr	O	S	LR	2	LCB	10.0	5.0	2013 Est.	363	2013	17		9	14	9	4	4	LR	-	0,147.0		
4130	Fergus Avenue	London Street	Kitchener Street	NW	S	LR	1	G/S	5.5	3.0	2013 Est.	145	2013	12		7	10	7	4	4	LR	-	0,783.0		
4135	Fifth Street North	Lakeshore Boulevard North	Sauble Falls Parkway	O	S	LR	2	LCB	9.0	6.5	2013 Est.	799	2013	15		8	10	9	4	4	LR	65,900	0,599.0	41	
4140	Fifth Street North	Sauble Falls Parkway	D.Line	O	S	LR	2	LCB	10.0	6.0	2013 Est.	799	2013	13		6	10	6	5	LR	-	0,432.0			
4145	Forbes Crescent	Fifth Street North	Fifth Street North	O	S	LR	2	LCB	6.5	4.0	2013 Est.	145	2013	16		8	10	9	5	LR	-	0,293.0			
4150	Forest Place	Brichwood Drive	Fifth Street North	O	S	LR	2	LCB	7.5	5.0	2013 Est.	145	2013	16		8	15	9	5	LR	-	0,095.0			
4150	Forest Street North	Lakeshore Boulevard North	Second Avenue North	O	S	LR	2	HCB	15.0	15.0	2013 Est.	145	2013	17		8	10	9	4	200	LR	-	0,542.0		
4160	Fourth Street North	Second Avenue North	Sauble Falls Parkway	O	S	LR	2	HCB	8.0	6.0	2013 Est.	211	2013	17		8	10	9	4	200	LR	-	0,130.0		
4165	Genrob Place	Sixth Street North	To End	NW	R	200	2	LCB	8.0	5.5	2013 Est.	208	2013	17		8	14	9	5	LR	-	0,509.0			
4170	Grenik Crescent	Second Ave N	Grenik Cr	O	S	LR	2	LCB	8.5	6.0	2013 Est.	145	2013	16		8	13	9	5	LR	-	0,544.0			
4171	Grenik Crescent	Second Ave N	Grenik Cr	O	S	LR	2	LCB	8.5	6.0	2013 Est.	145	2013	16		8	14	9	5	LR	-	0,544.0			
4180	Grey Avenue	Fourth Street North	Fifth Street North	O	S	LR	2	LCB	8.5	6.0	2013 Est.	145	2013	17		8	14	9	5	LR	-	0,403.0			
4185	Guelph Street	Sauble Falls Road	Fergus Avenue	O	S	LR	2	LCB	7.5	5.0	2013 Est.	145	2013	15		8	4	4	4	5	LR	-	0,206.0		
4190	Hamilton Place	Sauble Falls Road	To End	O	S	LR	1	LCB	7.0	3.0	2013 Est.	145	2013	10		6	10	4	4	5	LR	-	0,078.0		
4195	Huron Avenue	Sauble Falls Road	Fifth Street North	O	S	LR	2	LCB	7.5	5.0	2013 Est.	145	2013	15		7	10	4	4	5	LR	-	0,420.0		
4200	Indian Trail	County Road 13	0.32 km West	O	S	LR	2	LCB	7.5	5.0	2013 Est.	145	2013	16		7	8	7	8	7	4	LR	-	0,395.0	
4205	Jewel Bridge Road	County Road 13	Spring Creek Road	O	S	LR	2	LCB	12.0	7.0	2013 Est.	728	2013	16		7	8	7	4	4	LR	-	1,255.0		
4210	Jewel Plages	Jewel Bridge Road	To End	P	S	LR	1	G/S	7.0	3.0	2013 Est.	145	2013	13		7	11	7	4	4	LR	-	0,186.0		
4215	King Edward Avenue	Sauble Falls Road	Lakeshore Boulevard North	O	S	LR	2	LCB	10.0	5.0	2013 Est.	750	2013	13	R1	6-10	6	10	6	5	LR	116,000	0,		

Town of South Bruce Peninsula Road Inventory Summary by Road Section - Master Listing

Section Number	Name	From	To	Road Status	Road Ex/Inv	Exist Class	Lanes	Surface Type	Platform Width	Surface Width	Count Year	AADT	SA Year	SA	Type of Improv	Time of Need	Surface Condition	Drainage Condition	Maint. Demand	MMSMH Class	Design Class	Total Cost	Length	Improv Length	Priority Rating
4330	Second Avenue North	Sauble Falls Rd	Kingston St	O	S	LR	2	HCB	7.5	5.0	2013 Est.	363	2013	17		9	13	9	4	LR	-	0.1490			
4331	Second Ave N	Kingston St	Grenik Cr	O	S	LR	2	HCB	7.5	5.0	2013 Est.	363	2013	17		9	13	9	4	LR	-	0.4270			
4340	Second Avenue North	North of Grenik Crescent	Sixth Street North	NM	S	LR	2	GS	9.5	4.5	2013 Est.	472	2013	13	R1	6-10	7	13	6	4	LR	122,800	1,0420	28	
4345	Seventh Street North	Third Avenue North	Second Avenue North	O	S	LR	2	GS	7.0	5.5	2013 Est.	145	2013	13						5	LR	-	0.1140		
4350	Seventh Street North	Fourth Avenue North	Fifth Street North	O	S	LR	2	LCB	7.5	5.0	2013 Est.	145	2013	16						8	LR	-	0.2840		
4355	Seventh Street North	Fifth Street North	Sauble Falls Parkway	O	S	LR	2	LCB	7.5	5.0	2013 Est.	145	2013	15						8	LR	-	0.4030		
4360	Sixth Street North	Lakeshore Boulevard North	Sauble Falls Parkway	O	S	LR	2	LCB	11.0	6.0	2013	1599	2013	13	R1	6-10	8	12	9	4	LR	110,400	0.9370	30	
4365	Sixth Street North	Sauble Falls Parkway	D Line	O	R	400	2	LCB	11.5	6.5	2013	1536	2013	16						4	LR	-	0.3660		
4370	Sixth Street North	D Line	Feyf Drive	O	S	LR	2	LCB	10.0	6.0	2013 Est.	508	2013	15						4	LR	-	0.6870		
4375	Sixth Street North	Feyf Drive	To End	NW	R	200	2	GS	7.0	4.5	2013 Est.	145	2013	14						5	LR	-	0.1960		
4380	Tenth Street North	Lakeshore Boulevard North	King Edward Avenue	O	S	LR	2	LCB	7.0	4.5	2013 Est.	145	2013	15						5	LR	-	0.0790		
4385	Tenth Street North	Second Avenue North	Second Avenue North	O	S	LR	2	LCB	8.5	6.0	2013 Est.	145	2013	10	R1	1-5	7	10	6	5	LR	13,900	0.1180	34	
4390	Tenth Street North	Second Avenue North	To End	O	S	LR	2	GS	7.5	5.0	2013 Est.	145	2013	16						4	LR	-	0.1180		
4395	Third Avenue North	Ninth Street North	Sixth Street North	O	S	LR	2	LCB	7.5	5.0	2013 Est.	145	2013	16						8	LR	-	0.5680		
4400	Third Avenue North	Sixth Street North	Fifth Street North	O	S	LR	2	LCB	8.0	5.5	2013 Est.	145	2013	16						8	LR	-	0.4010		
4405	Third Avenue North	Fifth Street North	Lampson Street	O	S	LR	2	LCB	8.0	5.5	2013 Est.	145	2013	16						8	LR	-	0.1480		
4410	Third Avenue North	Lampson Street	Fourth Street North	O	S	LR	1	ETH	5.0	2.0	2013 Est.	145	2013	10	BS	NOW	6	5	2	5	LR	31,900	0.2540	54	
4415	Toronto Avenue	Third Avenue North	To End	O	S	LR	1	GS	5.0	4.5	2013 Est.	145	2013	15						6	LR	-	0.1930		
4420	Wellington Street	Huron Avenue	King Street	O	S	LR	1	LCB	7.0	4.5	2013 Est.	145	2013	15						5	LR	-	0.3500		
4425	York Avenue	Wellington Street	King Street	O	S	LR	1	LCB	7.5	5.0	2013 Est.	145	2013	16						5	LR	-	0.3180		
4426	York Ave	Wellington Street	Seventh St N	O	S	LR	2	LCB	7.5	5.0	2013 Est.	145	2013	15						5	LR	-	0.2230		
4435	Albemarle Crescent	Wellington Street	Seventh St N	O	S	LR	2	LCB	7.5	5.0	2013 Est.	145	2013	15						6	LR	-	0.6630		
4440	Bannister Drive	Wellington Street	First Street North	O	S	LR	2	LCB	9.0	6.5	2013 Est.	145	2013	15						7	LR	-	0.2490		
4445	Bannister Drive	Wellington Street	Third Avenue South	O	S	LR	2	LCB	9	6.5	2013 Est.	145	2013	15						7	LR	-	0.5360		
4450	Bearice Place	Wellington Street	Southampton Parkway	O	S	LR	2	LCB	9.0	6.5	2013 Est.	145	2013	15						8	LR	-	0.0710		
4455	Bearice Place	Wellington Street	Clarence Avenue	NM	S	LR	2	LCB	8.5	6.0	2013 Est.	145	2013	10	R1	1-5	5	10	2	5	LR	6,400	0.0710	34	
4460	Bearice Place	Wellington Street	Clarence Avenue	O	S	LR	2	LCB	9	6.5	2013 Est.	145	2013	6	R1	1-5	5	10	2	5	LR	94,500	0.0620	40	
4465	Carson Lake Crescent	Wellington Street	County Road 13	O	S	LR	2	LCB	11.5	6.5	2013 Est.	145	2013	15						6	LR	-	0.3610		
4470	Carson Lake Crescent	Wellington Street	Southampton Parkway	O	S	LR	1	GS	5	2.5	2013 Est.	145	2013	11						6	LR	-	0.0860		
4475	Clarence Avenue	Wellington Street	Lakeshore Boulevard North	NW	S	LR	2	LCB	8.5	6.0	2013 Est.	145	2013	15						6	LR	-	0.5200		
4480	Clarence Avenue	Wellington Street	Southampton Parkway	O	S	LR	2	LCB	11.5	6.5	2013 Est.	145	2013	15						8	LR	-	0.1880		
4485	D Line	Wellington Street	County Road 8	O	S	LR	2	LCB	11	6.0	2013	1344	2013	13	R1	6-10	6	12	4	LR	239,400	2.0310	44		
4490	Davidson Drive	Wellington Street	Sixth Street North	O	S	LR	2	LCB	9	6.5	2013 Est.	145	2013	15						6	LR	-	0.3920		
4495	Davidson Drive	Wellington Street	Sauble Falls Road	O	S	LR	2	LCB	9	6.5	2013 Est.	145	2013	15						5	LR	-	0.0350		
4500	Eighth Street South	Wellington Street	Reservaton Boundary	NM	S	LR	1	GS	5	2.5	2013 Est.	145	2013	15						8	LR	-	0.2520		
4505	Emerson Avenue	Wellington Street	Second Avenue South	O	S	LR	2	LCB	7	4.5	2013 Est.	145	2013	15						7	LR	-	0.4170		
4510	Fifth Street South	Wellington Street	Ninth Street South	O	S	LR	1	GS	5	2.5	2013 Est.	145	2013	12						5	LR	-	0.1250		
4515	First Street North	Wellington Street	Third Avenue South	NW	S	LR	1	GS	5	2.5	2013 Est.	145	2013	12						5	LR	-	0.0840		
4520	First Street North	Wellington Street	Lakeshore Boulevard North	NW	S	LR	1	HCB	5.5	3.0	2013 Est.	145	2013	16						8	LR	-	0.0610		
4525	First Street North	Wellington Street	Second Avenue South	NW	S	LR	1	GS	7	3.0	2013 Est.	145	2013	12						8	LR	-	0.3000		
4526	First St S	Wellington Street	Third Avenue North	NW	S	LR	1	GS	5	2.5	2013 Est.	145	2013	15						8	LR	-	0.0810		
4530	Fourth Street South	Wellington Street	To End	NW	S	LR	1	GS	5	2.5	2013 Est.	145	2013	12						4	LR	-	0.1250		
4535	Frederick Street	Wellington Street	Third Avenue South	NW	S	LR	1	GS	5	2.5	2013 Est.	145	2013	12						4	LR	-	0.1290		
4540	Gould Avenue	Wellington Street	Graham Crescent	O	S	LR	2	LCB	12.5	6.0	2013 Est.	145	2013	15						6	LR	-	0.1290		
4545	Graham Crescent	Wellington Street	Sixth Street South	O	S	LR	2	LCB	7.5	5.0	2013 Est.	145	2013	15						8	LR	-	0.3190		
4550	Graham Crescent	Wellington Street	Brich St	O	S	LR	2	LCB	12.5	6.0	2013 Est.	145	2013	14	R1	1-5	4	12	6	5	LR	42,700	0.3620	39	
4555	Hendry Street	Wellington Street	1/2 length	O	S	LR	2	LCB	12.5	6.0	2013 Est.	145	2013	8	R1	6-10	6	14	6	5	LR	42,400	0.3600	20	
4560	Hendry Street	Wellington Street	Southampton Parkway	O	S	LR	2	LCB	8.5	6.0	2013 Est.	145	2013	15						8	LR	-	0.1680		
4565	Knibless Lane	Wellington Street	Lakeshore Blvd N	NW	S	LR	1	GS	5.5	3.0	2013 Est.	145	2013	10						5	LR	-	0.0940		
4570	Knibless Lane	Wellington Street	Second Ave N	NW	S	LR	1	GS	5.5	3.0	2013 Est.	145	2013	10						5	LR	-	0.0940		
4575	Kirkland Place	Wellington Street	Third Ave N	NW	S	LR	1	GS	5.5	3.0	2013 Est.	145	2013	10						5	LR	-	0.0940		
4580	Lakeshore Boulevard S	Wellington Street	Davidson Drive	O	S	LR	2	LCB	7.5	5.0	2013 Est.	145	2013	16						5	LR	-	0.1040		
4585	Lakeshore Boulevard S	Wellington Street	Main Street	O	S	LR	2	LCB	8.5	6.0	2013 Est.	145	2013	16						5	LR	-	0.8490		
4590	Lakeside Place	Wellington Street	South to End	O	S	LR	2	LCB	7.5	5.0	2013 Est.	145	2013	16						5	LR	-	0.3130		
4595	Lindsay Street	Wellington Street	North to End	O	S	LR	2	GS	8.5	6.0	2013 Est.	110	2013	14						5	LR	-	0.1710		
4600	Main Street	Wellington Street	Third Avenue North	O	S	LR	2	LCB	12.0	7.0	2013 Est.	145	2013	15						5	LR	-	0.3050		
4605	Mapleport Crescent	Wellington Street	Sauble Falls Parkway	O	U	LR	2	HCB	13	13.0	2013 Est.	5965	2013	17						5	LR	-	0.4550		
4610	Mar Lane	Wellington Street	Brich Street	O	S	LR	2	LCB	8.5	6.0	2013 Est.	145	2013	7	REC	NOW	4	10	2	5	LR	323,400	0.6910	43	
4615	Melbert Place	Wellington Street	Third Avenue North	NW	S	LR	1	GS	5	2.5	2013 Est.	145	2013	10						5	LR	-	0.0950		
4620	Mildmay Lane	Wellington Street	Pine Forest Drive	O	S	LR	2	LCB	9.5	7.0	2013 Est.	145	2013	15						5	LR	-	0.3220		
4625	Ninth Street South	Wellington Street	Lakeshore Boulevard North	NW																					

Section Number	Name	From	To	Road Status	Road Ex/Inv	Exist Class	Lanes	Surface Type	Platform Width	Surface Width	Count Year	AADT	SA Year	SA	Type of Improv	Time of Need	Surface Condition	Drainage Condition	Maint. Demand	MMSMH Class	Design Class	Total Cost	Length	Improv Length	Priority Rating
4725	St. Edmunds Crescent	Lindsay Street	Lindsay Street	O	S	LR	2	LCB	10	6.0	2013 Est.	145	2013	15		7	13		7	5	LR	-	0.7510		
4730	Tara Lane	Second Avenue North	Third Avenue North	NW	S	LR	1	G/S	5	2.5	2013 Est.	145	2013	9		6	6	8	4	5	LR	-	0.0540		
4735	Third Avenue North	Third Street North	Main Street	O	S	LR	2	LCB	8.5	6.0	2013 Est.	145	2013	16		8	10	6	4	4	LR	-	0.9250		
4740	Third Avenue South	Main Street	Sixth Street South	O	S	LR	2	LCB	8	5.5	2013 Est.	700	2013	15		6	10	8	6	5	LR	-	0.4180		
4745	Third Avenue South	Sixth Street South	Ninth Street South	O	S	LR	2	LCB	7	4.5	2013 Est.	145	2013	15		9	8	9	5	5	LR	-	0.4110		
4750	Third Street North	Lakeshore Blvd N	Second Ave N	O	S	LR	2	LCB	11	7.0	2013 Est.	145	2013	15		8	8	8	8	5	LR	-	0.0870		
4751	Third Street North	Second Ave N	Third Ave N	O	S	LR	1	LCB	11	7.0	2013 Est.	145	2013	16		8	8	8	9	5	LR	-	0.0880		
4752	Third Street South	Second Avenue South	Third Avenue South	O	S	LR	2	LCB	5.5	3.0	2013 Est.	145	2013	12		6	8	8	5	5	LR	-	0.1240		
4755	Walker Way	Silver Lake Road	Blith Street	O	S	LR	2	LCB	14	6.5	2013 Est.	73	2013	14	RI	6-10	7	12	7	5	LR	61,800	0.5240		18
4760	Woodland Crescent	Saunder Falls Parkway	Davidson Drive	O	S	LR	2	LCB	10	5.0	2013 Est.	145	2013	15		6	10	10	5	5	LR	-	0.3160		
5000	Ames Street West	Highway 6 (Berford Street)	Gould Street	O	S	LR	2	LCB	8.5	5.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.1420		
5005	Bayview Street	Division Street	Division Street	O	U	LR	2	LCB	8.5	5.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.2020		
5010	Bayview Street	Division Street	Water Treatment Plant	O	U	LR	2	LCB	10.7	6.9	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	1.1980		
5015	Boyd Street	Bayview Street	Bayview Street	O	U	LR	2	LCB	8	8.0	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.0920		
5020	Brown Street	William St	Frank St	O	U	LR	2	LCB	8	8.0	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.4120		
5021	Brown St	Frank St	Elm St	O	U	LR	2	LCB	8	8.0	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.5070		
5030	Centennial Crescent	Centennial Crescent	Centennial Crescent	O	U	LR	2	LCB	8.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.2410		
5031	Galloway Street	W. End	W. End	O	U	LR	2	LCB	8.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.0810		
5035	Charles Street	Centennial Crescent	Taylor Street	O	S	LR	2	LCB	12	6.0	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.1920		
5040	Claude Street	William Street	William Street	O	U	LR	2	LCB	8.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.6100		
5045	Cordingley Street	William Street	N. to End	O	U	LR	2	LCB	8.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.0510		
5050	Daniel Street	McNaughton Street	Gould Street	O	U	LR	2	LCB	15.9	8.4	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.1400		
5055	Dawson Street	North End	George Street	O	U	LR	2	LCB	4.8	4.8	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.4530		
5060	Dawson Street	George Street	Frank Street	O	U	LR	2	LCB	13.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.2050		
5065	Dawson Street	Frank Street	South End	O	U	LR	2	LCB	13.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.1570		
5075	Division Street	Old Oliphant Rd	John St	O	U	LR	2	LCB	16.6	6.6	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.5470		
5080	Division Street	Watson Street	Division Street	O	U	LR	2	LCB	13.3	5.8	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.4220		
5085	Division Street	W. to End	W. to End	O	U	LR	2	LCB	16.6	5.8	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.0680		
5090	Division Street	Berford Street	Berford Street	O	U	LR	2	LCB	8.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.0810		
5095	Edward Street	Taylor Street	Bayview Street	O	U	LR	2	LCB	8.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.1930		
5100	Elm Street	North Acres Rd	Isaac Street	O	R	300	2	LCB	11	7.0	2013 Est.	1025	2013	14	PR1	6-10	8	14	7	4	LR	105,200	1.0170		25
5101	Elm Street	0.7km W of Gould	80m W of Gould	O	R	300	2	LCB	11	7.0	2013 Est.	1025	2013	14	PR1	6-10	8	14	7	4	LR	91,800	0.8880		25
5105	Elm Street	Gould Street	Berford Street (Highway 6)	O	S	LR	2	LCB	8.5	8.5	2013 Est.	997	2013	14		8	14	14	7	4	LR	-	0.1350		
5110	Elm Street	Berford Street	Taylor Street	O	S	LR	2	LCB	16.1	6.1	2013 Est.	866	2013	14		4	4	4	4	4	LR	-	0.5680		
5115	Elm Street	Taylor Street	Fire #441108	O	S	LR	2	LCB	16.1	6.1	2013 Est.	866	2013	14		4	4	4	4	4	LR	-	0.4700		
5120	Frank Street	Dawson Street	Berford Street	O	U	LR	2	LCB	8.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.4150		
5125	Centennial Crescent	Frank Street	Galloway Street	O	U	LR	2	LCB	8.7	8.7	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.0770		
5130	George Street	West of Watson	John Street	O	S	LR	2	G/S	8.1	5.6	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.2990		
5155	George Street	Dawson St	Dawson St	O	U	LR	2	LCB	8.5	8.5	2013 Est.	394	2013	14		4	4	4	4	4	LR	-	0.1400		
5166	George Street	Dawson St	McNaughton St	O	U	LR	2	LCB	8.5	8.5	2013 Est.	394	2013	14		4	4	4	4	4	LR	-	0.1410		
5157	George Street	Gould St	Gould St	O	U	LR	2	LCB	8.5	8.5	2013 Est.	394	2013	14		4	4	4	4	4	LR	-	0.1410		
5158	George Street	Berford St	Berford St	O	U	LR	2	LCB	8.5	8.5	2013 Est.	394	2013	14		4	4	4	4	4	LR	-	0.1320		
5159	George Street	Brown St	Brown St	O	U	LR	2	LCB	8.5	8.5	2013 Est.	394	2013	14		4	4	4	4	4	LR	-	0.2840		
5165	Gould Street	North End	Isaac Street	O	U	LR	2	LCB	8.5	8.5	2013 Est.	394	2013	14		4	4	4	4	4	LR	-	0.4770		
5170	Gould Street	William St (CR13)	Jenny Street (County Rd 13)	O	S	LR	2	G/S	13.5	6.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.2500		
5171	Gould Street	William St	William St	O	U	LR	2	LCB	8	8.0	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.4070		
5172	Gould Street	Frank St	Frank St	O	U	LR	2	LCB	8	8.0	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.4070		
5185	Gould Street	Elm Street	Ames Street	O	U	LR	2	LCB	8.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.5040		
5190	Hunter Street	S. to End	S. to End	O	U	LR	2	LCB	13	5.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.2510		
5200	Isaac Street	N of George St	Frank St	O	U	LR	2	LCB	8.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.0990		
5201	Isaac Street	Frank St	S of Edward St	O	U	LR	2	LCB	8.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.2050		
5205	John Street	Division Street	George Street	O	U	LR	2	LCB	8.6	8.6	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.4130		
5210	Louisa Street	William Street	George Street	O	U	LR	2	LCB	7.9	7.9	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.4070		
5220	Mary Street	McNaughton St	Gould St	O	U	LR	2	LCB	6.7	6.7	2013 Est.	787	2013	14		4	4	4	4	4	LR	-	0.2150		
5221	Mary Street	Gould St	Berford St	O	U	LR	2	LCB	6.7	6.7	2013 Est.	787	2013	14		4	4	4	4	4	LR	-	0.1340		
5230	Mary Street	Berford St	Taylor St	O	U	LR	2	LCB	8.5	8.5	2013 Est.	1180	2013	14		4	4	4	4	4	LR	-	0.5680		
5231	Mary Street	Taylor St	E to End	O	U	LR	2	LCB	8.5	8.5	2013 Est.	1180	2013	14		4	4	4	4	4	LR	-	0.4180		
5235	McNaughton Street	Jenny St (CR13)	William St	O	U	LR	2	LCB	13	8.0	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.6110		
5236	McNaughton Street	William St	Mary St	O	U	LR	2	LCB	13	8.0	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.1150		
5237	McNaughton Street	Mary St	Pengally Ave	O	U	LR	2	LCB	4	4.0	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.1420		
5250	Pengally Avenue	Gould Street	Gould Street	O	U	LR	1	LCB	4	4.0	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.4040		
5255	Scott Street	George Street	George Street	O	U	LR	2	LCB	8.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.1860		
5260	Taylor Street	Frank St	Frank St	O	U	LR	2	LCB	8.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.5080		
5261	Taylor Street	Elm St	Elm St	O	U	LR	2	LCB	8.5	8.5	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.1710		
5270	Tyson Street	Frank Street	Frank Street	O	U	LR	2	LCB	6.8	6.8	2013 Est.	157	2013	15		5	5	5	5	5	LR	-	0.2430		
5275	Watson Street	N. End	Division Street	O	S	LR	2	LCB	8.5	6.0	2013 Est.	40	2013	15		5	5	5	5	5	LR	-	0.2620		
5280																									

APPENDIX C

Road Needs Prioritized by Priority Rating Number

Appendix C-1

Reconstruction Needs Prioritized by Priority Rating Number

Now Deficiencies

Priority Ranking	Priority Rating No.	Section Number	Name	From	To	Type of Improv	Time of Need	Total Cost	Length	Improv Length
1	80	4230	Lakeshore Boulevard N	Sauble Falls Road	King Edward Avenue	REC	NOW	410,000	0.8760	
2	54	4405	Third Avenue North	Fifth Street North	Lampton Street	BS	NOW	31,900	0.1480	
3	48	2020	McNab Street	Spencer Street	N. to End	REC	NOW	53,400	0.1140	
4	47	85	Circle G Lane	Wright's Crescent	Delores's Road	BS	NOW	172,700	1.6210	
5	45	51	Berford Park Rd	Ivy Lane	End	BS	NOW	133,900	0.5170	
6	43	4605	Mapleport Crescent	Birch Street	Birch Street	REC	NOW	323,400	0.6910	
7	42	1060	Rankin Bridge Road	County Rd 13	Redgate Road	BS	NOW	190,600	1.9520	
8	40	1065	Rankin Bridge Road	Redgate Road	Sideroad 15	BS	NOW	208,000	2.3430	

Total Number of Sections **8**
 Total Length of System **8.2620**
 Total Municipal Cost **1,523,900**

Appendix C-2

Resurfacing Needs Prioritized by Priority Rating Number

Priority Ranking	Priority Rating No.	Section Number	Name	From	To	Type of Improv	Time of Need	Total Cost	Length
1	90	4242	Lakeshore Blvd N	Fourth St N	Main St	R1	1-5	145,700	1,2360
2	75	4241	Lakeshore Blvd N	Sixth St N	Fourth St N	R1	1-5	95,100	0,8070
3	72	4716	Silver Lake Road	Elsinore Road	Municipal Road	R1	1-5	145,600	1,2270
4	51	4680	Second Avenue South	Ninth Street South	Tenth Street South (Reservation Boundary)	R1	1-5	28,300	0,2400
5	45	4715	Silver Lake Road	Southampton Pkwy	Elsinore Rd	R1	1-5	176,000	1,4830
6	44	3300	Telford Street	Fiddlehead Lane	S. to End	R1	1-5	25,800	0,2190
7	43	4670	Second Avenue North	Main Street	Mar Lane	R1	1-5	72,500	0,6150
8	40	4455	Birch Street	County Road 13	East to End	R1	1-5	94,500	0,8020
9	39	3195	Phillips Place	Fiddlehead Lane	N. to End	R1	1-5	24,000	0,2040
10	39	4550	Graham Crescent	Birch St	1/2 length	R1	1-5	42,700	0,3620
11	38	960	Municipal Road	County Road 8	Silver Lake Road	PR1	1-5	121,300	2,0670
12	37	1032	Park Head Road	0.88km W of CR 10	CR10	R1	1-5	103,700	0,8800
13	37	2000	Jones Street	Queen Street (County Rd 8)	N. to End	R1	1-5	14,700	0,1250
14	36	2045	Spencer Street	Bruce Street	Stone School Road	R1	1-5	49,500	0,4200
15	35	47	Berford Lake Rd	Kribs Rd	CR 9	PR1	1-5	40,900	0,6960
16	35	830	Denny's Dam Road	Highway 21	Old Bridge Road	R1	1-5	74,700	0,6340
17	35	1346	Allenford Road	Alice Street	North to end of urban section	R1	1-5	29,500	0,2500
18	34	4385	Tenth Street North	King Edward Avenue	Second Avenue North	R1	1-5	13,900	0,1180
19	34	4450	Beatrice Place	Clarence Avenue	East to End	R1	1-5	8,400	0,0710
20	32	695	Allenford Road	CR8	Silver Lake Rd	PR1	1-5	120,700	2,0570
21	31	2015	John Street	Legion Road	E. To End	R1	1-5	14,000	0,1190
22	31	2030	Pine Tree Drive	Bruce Street (County Rd 10)	340 East of Bruce Street (CR 10)	R1	1-5	39,000	0,3310
23	25	46	Berford Lake Rd	Rouse Rd	Kribs Rd	PR1	1-5	96,400	1,6430
24	23	1270	Golden Pond Drive	Gould Lake Road	To End	R1	1-5	155,500	1,2810

Total Number of Sections
Total Length of System
Total Municipal Cost

24
17,8870
1,732,400

Priority Ranking	Priority Rating No.	Section Number	Name	From	To	Type of Improv	Time of Need	Total Cost	Length
1	57	4240	Lakeshore Boulevard N	King Edward Ave	Sixth St N	R1	6-10	63,400	0.5380
2	44	4485	D Line	Sixth Street North	County Road 8	R1	6-10	239,400	2.0310
3	41	4140	Fifth Street North	Sauble Falls Parkway	D Line	R1	6-10	65,900	0.5590
4	41	4671	Second Avenue North	Mar Lane	6th Street North	R1	6-10	168,300	1.4280
5	39	3150	Oliphant Way	Shoreline Avenue	Bryant Street	R1	6-10	180,800	1.5340
6	39	4215	King Edward Avenue	Sauble Falls Road	Lakeshore Boulevard North	R1	6-10	116,000	0.9840
7	38	3130	Lakeview Avenue	Bryant Street	Oliphant Way	PR1	6-10	26,800	0.4560
8	37	4675	Second Avenue South	Main Street	Ninth Street South	R1	6-10	96,900	0.8220
9	36	266	Purple Valley Rd	Coveney's Rd	Wrights Cr	PR1	6-10	122,700	2.0700
10	36	1085	Sideroad 15	North Diagonal	1.3km N of Centre Diagonal	PR1	6-10	43,800	0.7460
11	36	4717	Silver Lake Rd	MUNICIPAL ROAD	CR 14	R1	6-10	251,800	2.1220
12	34	1175	Spring Creek Road	Hwy 6	South Diagonal	PR1	6-10	162,900	2.7760
13	32	3020	Boulton Street	Oliphant Way	0.85 km North	R1	6-10	100,300	0.8510
14	32	3280	Spry Lake Rd	Shoreline Ave	Bryant Street	R1	6-10	165,300	1.4020
15	31	980	North Diagonal	Sideroad 15	Meadowland Road	PR1	6-10	27,900	0.4750
16	31	1176	Spring Creek Road	South Diagonal	Allenford Rd	PR1	6-10	85,900	1.4640
17	30	1086	Sideroad 15	1.3km N of Centre Diagonal	Centre Diagonal	PR1	6-10	76,300	1.3000
18	30	1245	Crescent Street	Clifford Place	W. to End	R1	6-10	19,800	0.1680
19	30	4360	Sixth Street North	Lakeshore Boulevard North	Sauble Falls Parkway	R1	6-10	110,400	0.9370
20	28	4105	Eleventh Street North	Lakeshore Boulevard North	Second Avenue North	R1	6-10	32,600	0.2770
21	28	4340	Second Avenue North	North of Gremik Crescent	Sixth Street North	R1	6-10	122,800	1.0420
22	27	1096	Sideroad 15	0.8km N of Rankin Bridge Rd	Rankin Bridge Rd	PR1	6-10	47,000	0.8000
23	26	1250	Front Street	Clifford Place	W. to End	R1	6-10	30,300	0.2570
24	26	1295	Camp Road	County Road 14	Chapel Crescent	R1	6-10	93,700	0.7950
25	25	866	Elsinore Road	Pleasantview Rd	Hwy 21	PR1	6-10	64,200	1.0620
26	25	1095	Sideroad 15	Centre Diagonal	0.8km N of Rankin Bridge Rd	PR1	6-10	91,300	1.5560
27	25	4075	Dorena Crescent	Jewel Bridge Road	Jewel Bridge Road	R1	6-10	108,400	0.9200
28	25	5100	Elm Street	North Acres Rd	0.7km W of Gould	PR1	6-10	105,200	1.0170
29	25	5101	Elm Street	0.7km W of Gould	80m W of Gould	PR1	6-10	91,800	0.8880
30	24	265	Purple Valley Road	Mclver Rd	Coveney's Rd	PR1	6-10	171,500	2.8090
31	24	905	High Hill Road	C Line	Elsinore Road	PR1	6-10	73,500	1.2520
32	24	1145	Silver Lake Road	CR 14	Allenford Rd	PR1	6-10	119,100	2.0290
33	23	1240	Clifford Place	County Road 8	Crescent Street	R1	6-10	15,100	0.1280
34	23	1280	MacDonald Street	David Drive	To End	R1	6-10	99,800	0.8220

Priority Ranking	Priority Rating No.	Section Number	Name	From	To	Type of Improv	Time of Need	Total Cost	Length
35	22	950	Meadowland Road	North Diagonal	North Acres Rd	PR1	6-10	52,100	0.8880
36	22	1330	Shore Drive	Chesley Lake Road	N. to End	R1	6-10	89,000	0.7550
37	21	455	Martha Street	Urban Street	Edgar Street	R1	6-10	14,000	0.1150
38	21	1265	Golden Pond Drive	Allenford Road	Gould Lake Road	R1	6-10	47,100	0.3880
39	20	4551	Graham Crescent	1/2 length	Birch St	R1	6-10	42,400	0.3600
40	18	1285	Maple Drive	County Road 14	E. to End	R1	6-10	186,700	1.5840
41	18	4765	Walker Way	Silver Lake Road	Birch Street	R1	6-10	61,800	0.5240
42	13	460	Urban Street	Kribs Road	County Road 9	R1	6-10	37,600	0.3100

Total Number of Sections 42
Total Length of System 43.2410
Total Municipal Cost 3,921,600