



BURNSIDE

**Municipality of Lakeshore  
2025 Road Needs Study**

**Municipality of Lakeshore  
419 Notre Dame Street  
Belle River, ON N8L 0P8**



**BURNSIDE**

**Municipality of Lakeshore  
2025 Road Needs Study**

**Municipality of Lakeshore  
419 Notre Dame Street  
Belle River ON N8L 0P8**

**R.J. Burnside & Associates Limited  
35 Perry Street  
Woodstock ON N4S 3C4 CANADA**

**October 2025  
300058348.0000**

**Distribution List**

No. of Hard Copies	PDF	Email	Organization Name
0	Yes	Yes	Municipality of Lakeshore

**Record of Revisions**

Revision	Date	Description
0	June 6, 2025	Initial Submission to Municipality of Lakeshore
1	June 27, 2025	Revised Draft to Municipality of Lakeshore
2	August 15, 2025	Final Draft Submission to Municipality of Lakeshore
3	September 11, 2025	Final Submission to Municipality of Lakeshore
4	September 22, 2025	Revised Final Submission to Municipality of Lakeshore
5	September 25, 2025	Revised Final Submission to Municipality of Lakeshore
6	October 10, 2025	Revised Final Submission to Municipality of Lakeshore
7	October 20, 2025	Revised Final Submission to Municipality of Lakeshore
8	October 28, 2025	Revised Final Submission to Municipality of Lakeshore

**R.J. Burnside & Associates Limited**

**Report Prepared By:**

Ethan McCaw, C.E.T.  
 Transportation Planner  
 EM:cvh/tp

**Report Reviewed By:**

Henry Centen, P. Eng.  
 Senior Engineer – Transportation

## Executive Summary

R.J. Burnside & Associates Limited (Burnside) was retained by the Municipality of Lakeshore (Municipality) to conduct a Road Needs Study (RNS) and develop a five-year capital road improvement plan. This RNS updates the Municipality's existing road section inventory and condition data, as well as provides recommendations regarding the lifecycle management of the road network. In particular, this RNS identifies the Municipality's Road capital and maintenance needs over the next five-year period (2026 to 2030), provides recommendations related to ongoing maintenance requirements, provides a pre-screening for gravel road conversions, and provides recommendations on minimum road improvement budget levels.

## Inventory of Roads

Road inventory information was collected, and road condition ratings were established in August 2024 for all roads within the Municipality's Road network. Approximately 543.76 centreline km of road was inventoried as part of this study, comprised of:

- 170.41 km (31.34 %) High Class Bituminous (HCB, Asphalt)
- 271.39 km (49.91 %) Low Class Bituminous (LCB, Tar and Chip)
- 0.14 km (0.03 %) Brick
- 0.45 km (0.08 %) Concrete
- 101.38 km (18.64 %) Gravel (GST)

The severity of seven pavement distresses and eight gravel distresses were collected in accordance with American Society for Testing and Materials (ASTM) mechanical collection methodologies.

Maps presenting the overall surface types can be found in Appendix A, along with a spreadsheet of the road network inventory data.

Traffic volume ranges are estimated for this study based on historical traffic count data provided by the Municipality for various locations as well as data collected for 78 locations in 2024 as part of this RNS. Ten-year Annual Average Annual Daily Traffic (AADT) forecasts were made for all roads reviewed.

## Assessment of Road Needs

A Pavement Condition Index (PCI) was established for each road section based on distress data that was collected via mechanized collection (i.e., cameras and sensors). The condition rating (PCI) has been used to assess the improvement requirements for each segment within the road network, using Streetlogix software. Streetlogix is a road asset management platform that integrates the road inventory and condition geodatabase, road improvement decision criteria and road improvement prioritization.

The software allows for forecasting of road condition degradation, as well as an assessment of the future overall condition of the road network, for various budget scenarios.

The primary conclusions and recommendations made in this RNS are as follows:

- The total value of the existing (2024) needs for the entire network has been determined to be \$133,132,939. Road improvement needs are shown on a map and spreadsheet in Appendix D of this report.
- The estimated total cost of gravel road improvement/maintenance needs in the Municipality is approximately \$10,976,804.
- The estimated total cost of hardtop road improvement/maintenance needs in the Municipality is approximately \$122,156,135.
- Approximately 14.20% of all existing gravel roads in the Municipality are in excellent condition, 41.86% in good condition, 34.52% in fair condition, and 9.43% in poor condition.
- Approximately 24.38% of all existing hardtop roads in the Municipality are in excellent condition, 18.78% in good condition, 16.37% in fair condition, 24.83% in poor condition, 15.09% in very poor condition, and 0.56% in serious condition.
- The Municipality's overall road network (gravel and hardtop roads) has been determined to have an overall average condition rating of 66.8 out of 100, which reflects a fair overall network condition.
- Based on information provided by Municipal staff, this study assumes an existing capital budget of \$2.8 million (M) per annum for asphalt road reconstruction, \$1.9 M per annum for asphalt road rehabilitation/resurfacing, \$0.85 M per annum for surface treated roads, \$65,000 for crack sealing, and \$300,000 per annum for gravel road conversions. Based on the analysis of this study, the existing capital budget is calculated to result in a theoretical decline of 4.98 PCI points. Therefore, it is recommended that the Municipality continue to review their budget constraints to provide an increased budget for road improvements to allow for providing a satisfactory Level of Service (LOS) while maintaining appropriate lifecycle management of the hardtop road assets.
- The proposed five-year plan is shown on the map and spreadsheet in Appendix E of this report. As outlined in the point above, this plan is based on the existing capital budget, which results in a theoretical decline of 4.98 PCI points.
- Based on the analysis completed as part of this study, it has been found that the Municipality would need to invest approximately \$50,560,800 over the next five years to maintain the network condition at 66. This required budget equates to approximately \$10,112,160 per annum with a difference of \$4,497,160 compared to the proposed budget of \$5,615,000.
- It is recommended that the Municipality continue to establish an annual allowance specifically for applying cost-effective routine and/or preventive maintenance treatments on existing hardtop roads.

## Table of Contents

<b>1.0</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Previous Planning Studies .....	1
1.2	Climate Change/Environmental Impact Considerations.....	1
<b>2.0</b>	<b>The Road Study .....</b>	<b>4</b>
2.1	Road Network Inventory .....	4
2.2	Functional Road Classification.....	4
2.3	Traffic Considerations .....	5
2.4	Roadside Environment and Road Surface Type.....	7
<b>3.0</b>	<b>Road Methodology and Analysis .....</b>	<b>9</b>
3.1	Hardtop Condition Assessment .....	9
3.2	Gravel Condition Assessment.....	11
3.3	2018 vs 2024 Network Condition Comparison.....	13
3.4	Improvement Types .....	14
3.5	Determining Improvement Needs .....	15
3.6	Improvement Costs .....	21
3.7	Improvement Prioritization .....	21
3.8	Deterioration Curve .....	22
3.9	Replacement Costs.....	26
<b>4.0</b>	<b>Level of Service Considerations .....</b>	<b>27</b>
4.1	Condition Level of Service .....	27
4.2	Roadside Environment Level of Service Upgrades.....	28
4.3	Surface Type Conversion Financial Comparison.....	30
4.3.1	Financial Comparison Between Gravel and LCB .....	30
4.3.2	Financial Comparison Between LCB and HCB .....	33
4.4	Gravel Road Upgrade Pre-Screening Criteria.....	36
4.5	Gravel Road Upgrade Prioritization .....	38
<b>5.0</b>	<b>Other Road-Related Needs .....</b>	<b>39</b>
5.1	Surface Type Needs .....	39
5.2	Geometrics.....	41
5.2.1	Road Widths.....	41
5.2.2	Road Alignment.....	43
5.3	Roadside Drainage .....	43
5.4	Maintenance Considerations .....	44
5.5	Coordination with Other Projects .....	46
5.6	Railway Level Crossings .....	46
5.7	Private Roads .....	47
5.7.1	Private Road Ownership Considerations .....	48
5.7.2	Lakeshore Policy on Assumption of Private Roads.....	48
5.7.3	Previous Study .....	49
5.7.4	Alternatives for Existing Private Road Ownership/Operation .....	49
5.7.5	Functional Classification.....	50

5.7.6	Cost Estimate and Financing .....	50
<b>6.0</b>	<b>Road Improvement Needs .....</b>	<b>52</b>
6.1	Hardtop Roads Needs .....	52
6.2	Gravel Road Needs .....	53
<b>7.0</b>	<b>Budget Sensitivity Analysis .....</b>	<b>55</b>
7.1	Scenario 1 – Fixed Annual Budget .....	55
7.2	Scenario 2 – Maintain Network Condition .....	55
<b>8.0</b>	<b>Asset Management and Capital Planning Considerations .....</b>	<b>57</b>
<b>9.0</b>	<b>Conclusions and Recommendations .....</b>	<b>58</b>
9.1	Conclusions .....	58
9.2	Recommendations .....	59

## Tables

Table 1:	Summary of Existing Functional Classifications .....	5
Table 2:	Lengths of Roads with Various AADT Traffic Ranges .....	6
Table 3:	Urban HCB Road Improvement Decision Matrix .....	16
Table 4:	Semi-Urban HCB Road Improvement Decision Matrix .....	17
Table 5:	Rural HCB Road Improvement Decision Matrix .....	18
Table 6:	LCB Road Improvement Decision Matrix .....	19
Table 7:	Gravel Road Improvement Decision Matrix .....	20
Table 8:	Replacement Cost Breakdown .....	26
Table 9:	Lifecycle Costs for Gravel vs Hardtop .....	32
Table 10:	Lifecycle Costs for LCB vs HCB .....	35
Table 11:	Guidance Criteria/Considerations for Gravel Road Surface Upgrading .....	37
Table 12:	Tolerable and Recommended Surface Widths for Hardtop Roads in a Rural or Semi Urban Environment .....	41
Table 13:	Tolerable and Recommended Surface Widths for Hardtop Roads in an Urban Environment .....	41
Table 14:	Recommended Minimum Platform Width for Gravel Roads .....	42
Table 15:	Minimum Maintenance Standard Classes (O.Reg. 239/02, May 2018) .....	45
Table 16:	Railway Crossing Control Warrants .....	47
Table 17:	Qualitative Description of Hardtop Roads .....	52
Table 18:	Municipality of Lakeshore Hardtop Road Needs .....	53
Table 19:	Qualitative Description of Gravel Roads .....	54
Table 20:	Municipality of Lakeshore Gravel Road Needs .....	54
Table 21:	Maintain Network Condition Budget Breakdown .....	56

## Figures

Figure 1:	Qualitative Description of Hardtop Roads .....	11
Figure 2:	Qualitative Description of Gravel Roads .....	13
Figure 3:	Degradation Curve for Municipal Hardtop Roads .....	22
Figure 4:	Degradation Curve for Municipal Gravel Roads .....	22

2025 Road Needs Study  
October 2025

Figure 5: Theoretical HCB Degradation Curve .....24  
Figure 6: Theoretical LCB Degradation Curve .....25  
Figure 7: Average Network Condition Rating .....28

**Appendices**

Appendix A Road Inventory Database  
Appendix B Traffic Volumes (AADT) Map  
Appendix C Condition Rating Map  
Appendix D Road Improvement Needs  
Appendix E Proposed Five Year Capital Improvement Plan  
Appendix F Unit Cost Breakdowns  
Appendix G Railway Level Crossing Inventory  
Appendix H Road Ownership Map  
Appendix I Roads with Critical Condition Ratings  
Appendix J Maintain Network Condition Capital Plan

## Disclaimer

Other than by the addressee, copying or distribution of this document, in whole or in part, is not permitted without the express written consent of R.J. Burnside & Associates Limited.

In the preparation of the various instruments of service contained herein, R.J. Burnside & Associates Limited was required to use and rely upon various sources of information (including but not limited to reports, data, drawings, observations) produced by parties other than R.J. Burnside & Associates Limited. For its part R.J. Burnside & Associates Limited has proceeded based on the belief that the third party/parties in question produced this documentation using accepted industry standards and best practices and that all information was therefore accurate, correct and free of errors at the time of consultation. As such, the comments, recommendations and materials presented in this instrument of service reflect our best judgment in light of the information available at the time of preparation. R.J. Burnside & Associates Limited, its employees, affiliates and subcontractors accept no liability for inaccuracies or errors in the instruments of service provided to the client, arising from deficiencies in the aforementioned third party materials and documents.

R.J. Burnside & Associates Limited makes no warranties, either express or implied, of merchantability and fitness of the documents and other instruments of service for any purpose other than that specified by the contract.

## 1.0 Introduction

R.J. Burnside & Associates Limited (Burnside) was retained by the Municipality of Lakeshore (Municipality) to conduct a Road Needs Study (RNS) and develop a ten-year capital road improvement plan. This RNS updates the Municipality's existing road section inventory and condition data, as well as provides recommendations regarding the lifecycle management of the road network. In particular, this RNS identifies the Municipality's Road capital and maintenance needs over the next five-year period (2026 to 2030), provides recommendations related to ongoing maintenance requirements, provides a pre-screening for gravel road conversions, and provides recommendations on minimum road improvement budget levels.

The overall purpose of this study is to assist in setting up an integrated program of capital expenditures in order that the greatest benefit can be derived from available funding.

We gratefully acknowledge the assistance and contributions of the Municipality staff in the preparation of this study.

### 1.1 Previous Planning Studies

The Municipality retained Citylogix Inc. (formerly StreetScan Canada ULC) to conduct road condition ratings via American Society for Testing and Materials (ASTM) mechanical collection methodologies in 2018 and now 2024. Other previous planning study work has been reviewed in the completion of this RNS, including the following:

- Town of Lakeshore Development Charges Background Study; Watson & Associates Economists Ltd., October 2020
- Municipality of Lakeshore OSIM Bridge Inspections Report; Ambashi Engineering & Management Inc., August 2023
- Town of Lakeshore Transportation Master Plan; IBI Group, June 2008

### 1.2 Climate Change/Environmental Impact Considerations

Over the past decade there has been an increased number of extreme weather events which are putting greater stress on municipal infrastructure, and pressure to ensure levels of service are maintained. Climate change poses a real risk management question which needs to be addressed within the context of municipal decision making. Some climate change projections include (Federation of Canadian Municipalities):

- Warmer summer temperatures
- Warmer winter temperatures
- More intense storms
- Longer droughts

2025 Road Needs Study  
October 2025

- Increased frequency and amount of ice
- Summers stretching longer
- Sea level rising
- Freeze thaw cycles with more net 0-degree Celsius days

The Municipality of Lakeshore has witnessed some of these climate change projections already causing potential challenges with road washouts from extreme weather events, or quick winter thaw runoff. Many roads as well as crossroad culverts have not been designed for such intense high-volume rainstorms/weather events.

Identifying areas of concern will help the Municipality to design road and storm water assets to improve resiliency to extreme weather events. This type of investment will reduce the risk of failure of infrastructure and ensure appropriate levels of service are maintained for the public.

Another factor in climate change issues is the materials used in asset construction. The focus is to reduce the total carbon footprint on the construction of infrastructure assets. Investing in infrastructure with a long-term view provides both better levels of service as well as reducing the total carbon footprint.

Research was reviewed on the potential impacts of climate change on road infrastructure. The following points summarize the projected effects of climate change as it relates to road infrastructure:

- Washouts and flooding during severe rainfall events can overwhelm drainage features and damage pavement structures while causing water to penetrate the base and sub-base materials, leading to increased deterioration and cracking.
- Extreme heat via increased ambient temperatures will cause the asphalt to soften and lead to an increase in the road's vulnerability to rutting and cracking, increased water infiltration, weakening base/sub-base and causing surface issues.
- More frequent rainfalls may lead to flooding and higher groundwater levels, which may lead to erosion, slope instability and reduced pavement strength/load-bearing capacity.
- Warmer winters are resulting in loss of frost which will accelerate pavement deterioration and increase maintenance costs.
- Increasing ambient temperatures and the associated precipitation bring challenges which raise the possibility, the frequency, duration and severity of thermal cracking, washouts, rutting, as well as frost heave and thaw weakening may lead to premature deterioration. As a result of warmer winters, structures are anticipated to freeze later and thaw earlier. Road bases will experience several freeze/thaw cycles throughout the winter months, degrading the road during each cycle.

2025 Road Needs Study  
October 2025

In general, as a result of climate change and increasing ambient temperatures pavement rutting, longitudinal cracking and alligator cracking will be exacerbated, while transverse cracking will become less of a problem. In conclusion, as a result of climate change and global warming, maintenance, rehabilitation, and/or reconstruction will be required earlier in the service life of a road therefore increasing the required budgets for municipalities to adequately maintain their road network to a satisfactory level.

## 2.0 The Road Study

### 2.1 Road Network Inventory

Citylogix Inc. (formerly StreetScan Canada ULC) was retained by the Municipality to mechanically collect road data in 2024. Citylogix, the parent company of StreetScan, offers automated collection of pavement distress data, using vehicles that have been specifically designed for this purpose. The StreetScan vehicles are equipped with proprietary sensing technologies (i.e., LIDAR technology, 360-degree imaging and optical devices) that can detect pavement surface distresses. The use of this technology provides a detailed assessment of the PCI for each road segment. StreetScan's 360-degree camera system provides imagery of the road surface and right-of-way. The raw data collected by StreetScan is geo-located and assessed (i.e., PCI established) via software algorithms and via the video imagery collected, using StreetScan's automated software. Using advanced processing algorithms, the raw data is converted to meaningful parameters representing different aspects of the pavement condition (e.g., cracking, potholes, rutting etc.). StreetScan scanned a total of approximately 543.76 centreline km of road in the Municipality. The data was imported into Streetlogix software, where condition assessment was conducted. Provincial Highways, County Roads and private roads also exist within, or adjacent to the Municipality but are not part of this Study.

In addition to the condition assessment work completed by StreetScan in August 2024, Burnside completed a drive over of the Municipality's network in April 2025 to confirm the condition data that was collected by StreetScan.

The database and mapping are fully integrated within a GIS database and each section has been assigned a unique ID number and GIS reference number. The road network inventory is provided in Appendix A in map and spreadsheet form.

### 2.2 Functional Road Classification

Each road in the Municipality is given a classification based on intended use, design criteria, speed, etc. The functional classifications of the roads in the network can be defined as follows:

- **Provincial Highway:** Provincial highways serve high volumes of through traffic at high-speed free flow with limited access to abutting property. These highways provide vehicular and goods movement. The planned right-of-way for provincial highways is determined by the province.
- **Arterial Roads:** Arterial roads serve higher volumes of traffic at moderate to high speeds with limited private access points. These roads also provide vehicular and goods movement. The typical planned right-of-way for arterial roads is a minimum width of 24 to 45 m.

2025 Road Needs Study  
October 2025

- **Collector Roads:** These roads serve moderate volumes of traffic at moderate speeds with limited access points. These roads are intended to connect traffic from local roads to the higher volume arterial roads. The typical planned right-of-way for collector roads is a minimum width of 20 to 24 m.
- **Local Roads:** These roadways typically serve local traffic with limited through traffic. The primary focus of local roads is to connect local traffic to private access points. The typical planned right-of-way for local roads is a minimum width of 20 to 22 m.

Based on a high-level review of the Municipality's network, as well as the County Road network, it can be summarized that the Municipality is well-served by County and/or Provincial Roads.

### Existing Functional Classifications

Roadways in the Municipality are classified as either Local, Collector, or Arterial. Generally, functional classification is based on roadside environment, type of traffic, volume of traffic and desired road function (i.e., property access or through traffic). The existing functional class of each road is provided in the inventory table in Appendix A and summarized in the breakdown in Table 1.

**Table 1: Summary of Existing Functional Classifications**

Functional Classification	Total Length (km)	Amount of Total Network (%)
Arterial	20.08	3.69
Collector	349.38	64.25
Local	174.30	32.06
<b>Total</b>	<b>543.76</b>	<b>100.00</b>

### 2.3 Traffic Considerations

Traffic volume is an important consideration in determining the road improvement needs for any particular road segment within the road network. Traffic range estimates, Annual Average Daily Traffic (AADT) are included in the database in Appendix A as well as visually on the map in Appendix B for each road segment. AADT volume ranges are estimated based on historical traffic count data provided by the Municipality for various locations as well as traffic count data for 78 locations collected as part of this RNS. Approximately 101.38 km (18.64%) of the roads within the Municipality's network are gravel roads which will experience very little traffic growth over the ten-years of the proposed capital improvement plan in this RNS. Some of the roads that are in proximity to Provincial or County Roads and/or planned development may experience some increased traffic growth over the next ten-year period.

2025 Road Needs Study  
October 2025

Based on a review of Census data published by Statistics Canada, the Municipality's population in 2016 was 36,611 which grew to 40,410 in 2021. This is a growth of 3,799, or 10.37% over a period of five years which equates to approximately 2.08% per year.

Based on a review of 2020 Development Charges (DC) Background Study, the population in 2020 was 38,600 and is forecasted to grow to 44,500 by early 2030. This is a growth rate of approximately 5,900, or 15.28% over a ten year period which equates to approximately 1.53% per year.

Based on the population figures outlined above, traffic growth rates have been proposed for each road based on functional classification (i.e., arterial, collector or local. The proposed growth rates are as follows:

- Arterial Roads: 2.0% per annum
- Collector Roads: 1.5% per annum
- Local Roads: 1.0% per annum

The length of roads under the Jurisdiction of the Municipality (i.e., not including unassumed roads, or boundary roads maintained by adjacent municipalities) in the various traffic ranges are summarized in Table 2.

**Table 2: Lengths of Roads with Various AADT Traffic Ranges**

<b>AADT Traffic Range (vpd)</b>	<b>Total 2024 Existing (km)</b>	<b>Total 2034 Future (km)</b>
0 to 49	67.56	64.43
50 to 199	213.18	208.33
200 to 499	173.83	176.07
500 to 999	40.99	41.98
1,000 to 1,999	23.54	28.01
2,000 to 2,999	18.03	15.21
3,000 to 3,999	3.79	5.63
4,000 to 4,999	2.46	1.65
5,000 to 5,999	0.38	2.07
6,000 to 6,999	-	0.38
<b>Total</b>	<b>543.76</b>	<b>543.76</b>

Traffic volumes and type are also important considerations in establishing the road surface type needs for roads within the Municipality's network. Upgrading gravel roads to a hardtop surface should be completed for roads experiencing high traffic volumes, high truck volumes, high truck loading, high maintenance, or where the surrounding land use requires a different road surface (i.e., development and/or other land uses beyond agricultural and minor residential).

2025 Road Needs Study  
October 2025

Truck volumes typically range from a low of 3% on low-volume roads (Local roads) to a high of 15% on higher-volume roads (Collectors and Arterials). It is recommended that future traffic counting work in the Municipality continue to delineate vehicle classification (i.e., volume of trucks vs cars), particularly if consideration is being made to upgrade the road surface type. For low-volume rural roads, this study suggests that surface upgrading may be economical to consider where the percentage of trucks exceeds 10% of the AADT and is over 30 trucks per day. Additional surface type upgrading considerations, including the recommended AADT threshold are provided in Section 5.1.

## 2.4 Roadside Environment and Road Surface Type

The corresponding roadside environment and surface type for each road segment have been identified in the database and on the map in Appendix A. For this study, the roadside environment and surface types have been differentiated as follows:

### Roadside Environment

- **Urban Environment:** Reasonably continuous development occurs along the roadway and the roadway cross-section design includes curbs and gutters and storm sewers. Urban cross-sections often include sidewalks/pedestrian facilities on both sides of the road for collector and arterial roads with sidewalks provided on one side of the road for locals.
- **Semi-Urban Environment:** Reasonably continuous development occurs along the roadway and the roadway cross-section design includes open ditches or swales and/or does not include curbs and gutters, or storm sewers. Semi-Urban cross-sections can sometimes include sidewalks/pedestrian facilities, however, if pedestrian facilities are provided they are typically only located on one side of the road.
- **Rural Environment:** Rural roads which abut scattered rural development, farmland, or undeveloped open space. Rural cross-sections do not include sidewalks/pedestrian facilities.

Of the 543.76 km inventoried as part of this study, the roadside environment type breakdowns can be summarized as follows:

- 119.23 km (21.93%) urban
- 41.46 km (7.62%) semi-urban
- 383.08 km (70.45%) rural

A few examples of some roads within the different roadside environment categories are listed below.

- Urban – St Peter Street, Russell Woods Road, Oakwood Drive
- Semi-Urban – W Belle River Road, St Charles Street, Caille Avenue
- Rural – Renaud Line Road, S Middle Road, Rochester Townline Road

## Surface Type

- High Class Bituminous (HCB, Asphalt)
- Low Class Bituminous (LCB, Surface Treated/Tar and Chip)
- Brick
- Concrete
- Gravel (GST)

Of the 543.76 km of roads inventoried as part of this study, the surface type breakdowns can be summarized as follows:

- 170.41 km (31.34%) High Class Bituminous (HCB, Asphalt)
- 271.39 km (49.91%) Low Class Bituminous (LCB, Tar and Chip)
- 0.14 km (0.03%) Brick
- 0.45 km (0.08%) Concrete
- 101.38 km (18.64%) Gravel (GST)

## **3.0 Road Methodology and Analysis**

### **3.1 Hardtop Condition Assessment**

As outlined previously in the report, the hardtop roads (LCB and HCB) were reviewed in the field by StreetScan using various cameras and sensors to detect distresses and populate condition ratings. The mechanical pickup conducted by StreetScan utilizes methodology established by the American Society for Testing and Materials (ASTM). ASTM D6433 outlines the standard practice for condition index surveys of roads and parking lots. The condition evaluation conducted by StreetScan reviews five different distress types, as outlined below.

#### **Distress 1: Cracking (Longitudinal, Transverse, Block & Alligator)**

Longitudinal cracking can be defined as cracks that follow a path parallel to the centreline of the road. Possible causes of longitudinal wheel track cracking are overloaded vehicles while the pavement is at its weakest (early spring) and/or fatigue failure of thin asphalt.

Transverse cracking can be defined as cracks that follow a course or path approximately at right angles to the pavement centreline and are often regularly spaced along the length of the road. Possible causes of transverse cracks are natural shrinkage caused by low temperatures, frost action, and/or low temperature susceptibility of asphalt cement in asphalt mixes.

Block cracking can be defined as cracks that are interconnected and divide the pavement into approximately rectangular pieces. Possible causes of block cracking are asphalt shrinkage and daily temperature cycling. Block cracking is not load associated but rather usually indicates that the asphalt has hardened significantly.

Alligator cracking can be defined as a network of polygon cracks that have formed the pattern of alligator skin. Some possible causes of transverse alligator cracking are insufficient bearing support and/or poor base drainage and stiff or brittle asphalt mixes at cold temperatures.

#### **Distress 2: Bumps**

Bumps can be defined as small, localized upward displacement of the pavement surface. Bumps are different than shoving (single or multiple 'waves' transverse along the road) as shoving is caused by unstable pavement. Possible causes of bumps are buckling or bulging of underlying pavements, frost heaves, infiltration and buildup of material in cracks.

**Distress 3: Potholes**

Potholes can be defined as a surface deficiency where potholes are present in the road surface. Potholes are voids in the roadway surface where pieces of the pavement have become dislodged. Potholes occur when the groundwater expands and contracts after the water has entered the road base.

**Distress 4: Patching**

Patching can be defined as an area of pavement that has been replaced with new material to repair existing pavement. Patching is considered a defect in the road surface no matter how well the patch has been completed. Patches typically do not perform as well as the original pavement and generally results in some roughness. Patching is typically completed where small areas of the surface are in such rough shape that the surface needs to be removed and replaced, or where underground utility work has been completed.

**Distress 5: Crack Sealing**

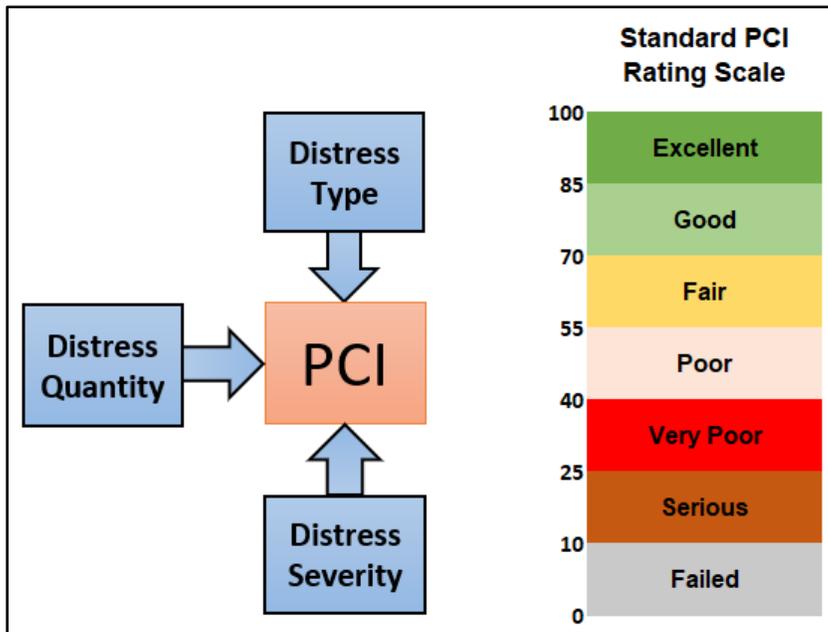
Crack sealing can be defined as cracking (longitudinal or transverse) which have been sealed with hot applied asphaltic based sealant. Crack sealing is intended to fill surface cracks with sealant to prevent water from infiltrating through the cracks into the road base and causing further degradation.

**Pavement Condition Index Process**

Using the data picked up in the field for each distress, a Pavement Condition Index (PCI) is calculated. The quantity and severity of each distress is measured and recorded with the total quantity of each distress and each severity level being added together. The total quantity of each distress at the different severity levels is divided by the total sample area (i.e., road segment surface area) and then multiplied by 100 to obtain the percent density of each distress type and severity. Then, using deduct values as outlined in ASTM D6433 or by determining a corrected deduct value, the PCI value for each road is computed.

Figure 1 below summarizes the qualitative condition ranges for hardtop roads in the Municipality.

**Figure 1: Qualitative Description of Hardtop Roads**



### 3.2 Gravel Condition Assessment

As outlined previously in the report, the gravel roads were also reviewed in the field by StreetScan using various cameras and sensors to detect distresses and populate condition ratings. The condition evaluation conducted by StreetScan reviews the severity and density of eight different distress types, as outlined below.

#### Distress 1: Crown

The crown of the road is the slope which helps provide surface drainage. Flat or reverse crowns are where the road is flat and non-existent, or reverse with road edges higher than the centre portion of the roadway.

#### Distress 2: Dust

Traffic movement creates dust clouds which reduce safe sight distances for trailing and on-coming vehicles. Dust is typically caused by traffic action that causes segregation of fine particles and the coarse aggregates. The fine particles then become airborne from moving traffic.

**Distress 3: Potholes**

Potholes can be described as bowl-shaped depressions in the road surface. Potholes can be round, oval, or irregular in shape. Possible causes of potholes are excessive moisture and traffic action, frost action, or inadequate structural strength in the roadway due to insufficient structural thickness.

**Distress 4: Breakup**

Breakup can be described as subgrade soils that have been punched up through the gravel surface, usually with the broken surface area surrounded by depression. Breakup will likely occur at the wheel tracks and is caused by inadequate structural strength due to insufficient structural thickness, traffic action combined with excessive moisture from improperly drained surfaces, and frost action.

**Distress 5: Washboarding**

Washboarding can be described as a series of closely spaced crests and valleys which resembles an old fashioned washboard surface. Washboarding occurs with the ripples perpendicular to the direction of travel. Possible causes of washboarding include traffic action combined with loose gravel, acceleration and deceleration areas such as curves and intersections, and insufficient structural strength or insufficient structural thickness.

**Distress 6: Loose Gravel**

Loose gravel can be described as a loosely compacted surface with wind-rows along the centre of the road, alongside wheel tracks, or along the shoulder, all parallel to the direction of traffic. Possible causes of loose gravel are no compaction at construction and traffic action that segregates coarse aggregates from fine particles.

**Distress 7: Rutting**

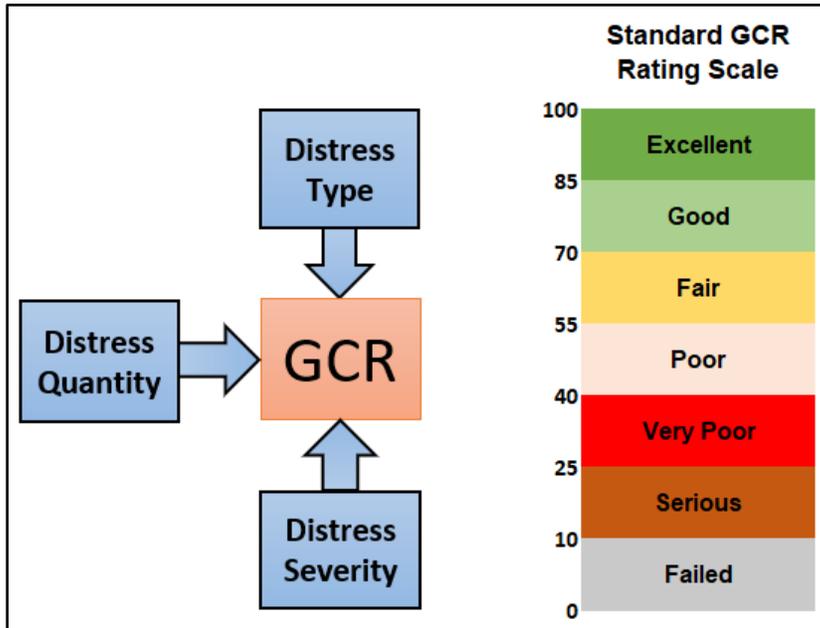
Rutting is a surface depression in the wheel path and is generally in the direction of traffic. Rutting typically resembles a longitudinal trough. Possible causes of rutting include traffic loading, inadequate structural strength of the road layers/subgrade, and excessive moisture in the road structure combined with traffic loadings.

**Distress 8: Distortion**

Distortion can be described as any deviation of road surface from its original shape (other than those described for washboard or rutting). Distortion usually takes the shape of dishing, bumps or dips which are notice-able, all of which give rise to pitch, roll, or jarring drop in a moving vehicle.

Figure 2 below summarizes the qualitative condition ranges for gravel roads in the Municipality.

**Figure 2: Qualitative Description of Gravel Roads**



### 3.3 2018 vs 2024 Network Condition Comparison

As outlined previously in the report, the Municipality retained Citylogix/StreetScan to collect updated road conditions in accordance with ASTM mechanical collection methodologies. The Municipality retained StreetScan in 2018 to conduct an initial scan of the network which consisted of all asphalt and surface treated roads with a total length of 392.25 km. The 392.25 km of road was determined to have an average PCI of 66.4 in 2018. StreetScan was retained again in 2024 which included re-scanning the asphalt and surface treated roads, as well as scanning the gravel roads, which were not scanned in 2018. Therefore, the total network length scanned in 2024 was 543.76 km which includes an additional 54.41 km of hardtop roads and 97.11 km of gravel roads. For consistency and comparison the same roads that were scanned in 2018 were reviewed in 2024 to determine how the average PCI has changed. The 392.25 km of hardtop roads scanned have an average PCI of 62.6, resulting in a decrease of 3.8 PCI points over a period of six years. Therefore, it is concluded that while the Municipality has made investments into their hardtop network, the overall condition is still in a stage of decline.

### 3.4 Improvement Types

The different road improvement types that are proposed in this study are listed below. These improvement types cover the full lifecycle of the road assets and include both capital improvements and road maintenance improvements which extend the life of the road asset. The improvement types listed below do not include ongoing operational maintenance such as winter operations, street sweeping, etc. The intention is to implement road maintenance/improvements at an appropriate time in the lifecycle of the road, to reduce the potential for roads to prematurely require more extensive and costly interventions, such as major rehabilitation or reconstruction.

#### **Routine Maintenance (RM)**

Routine maintenance is typically done when a road is in good condition and can help delay the need for more extensive rehabilitation or reconstruction. Crack sealing can prevent water from infiltrating through cracks to the road base, which ultimately helps prevent further deterioration of the road base and increases the length of time before more extensive treatments are required. Applying crack sealing efforts to single-lift pavements may not have the same effect as for multi-lift pavements as the cracking is likely to begin from the bottom, whereas multi-lift pavements are more likely to begin cracking from the surface and therefore could be sealed before the cracks continue through to the base lift of asphalt.

#### **Preventive Maintenance (PM)**

Preventive maintenance is typically done when a road is in good condition and can help delay the need for more extensive rehabilitation or reconstruction. Micro-surfacing for asphalt roads and single surface treatments for surface treated roads can prevent water from infiltrating through cracks to the road base, which ultimately helps prevent further deterioration of the road base and increases the length of time before more extensive treatments are required. Applying maintenance gravel on all gravel roads helps build up the road surface, keep the road smooth, and remove slight deficiencies while replacing lost material from routine grading and normal operations making sure the intended crown is maintained for water flow off and drainage.

#### **Resurfacing (R)**

Given that the road is in fair condition, resurfacing treatments generally consist of replacing the surface of roadways, but minimal (if any) work is done to the base of the road, aside from patching where required. Resurfacing treatments mentioned in this RNS are not to be confused with micro-surfacing treatments, which are considered a form of preventative maintenance, which is applied to roads still in good condition with only very minor amounts of cracking.

**Rehabilitation (REH)**

More extensive rehabilitation treatments are applied to roads in poor condition which have deteriorated to a point where full-depth replacement of the road surface is required to protect the integrity of the underlying granular base and to delay more extensive reconstruction being required. Rehabilitation extends the service life of a pavement and its load-carrying capacity by enhancing the pavement structure. This is achieved by eliminating age-related deterioration of the pavement or increasing the thickness of pavement layers to address increases in traffic volume.

**Reconstruction (REC)**

Reconstruction is typically completed when a road is in very poor condition, or if work is being done on infrastructure beneath a road which will require that the road be reconstructed. If the pavement structure is left to deteriorate, the road will become weak and lose its structural integrity. As the structural capacity is weakened, a pavement structure will begin to disintegrate, resulting in extensive cracking, rutting and potholes being developed. At this point, maintenance, resurfacing, or rehabilitation treatments will not be able to restore its structural integrity. Once a minimum condition level is reached, the pavement and road base may require full reconstruction to re-establish the proper base support for the pavement. Applying a lesser rehabilitation treatment may result in premature failure of any newly applied pavement surface. Once the pavement degrades below a minimum recommended condition, ongoing maintenance (i.e., filling of potholes) will typically increase significantly and/or safety or user complaints may become a concern. Reconstruction is also required when the pavement structure needs to be improved to cater to significant increases in projected traffic volumes or to accommodate road widening.

**3.5 Determining Improvement Needs**

To determine improvement types that are warranted for certain road sections, the condition ratings for hardtop and gravel roads are assigned to distress trigger ranges set for different improvement types in addition to the improvement effects on road conditions (i.e., the net benefit to the condition rating values after a certain improvement type has been completed). A decision tree has been programmed into the Streetlogix software for analysis purposes and includes benchmark costs for each improvement type. The decision tree that has been programmed into Streetlogix is summarized in Table 3 below.

**Table 3: Urban HCB Road Improvement Decision Matrix<sup>1</sup>**

<b>Improvement Type</b>	<b>Distress Trigger</b>	<b>Arterial</b>	<b>Collector</b>	<b>Local</b>	<b>Post-Treatment Condition</b>
Routine Maintenance (RM)	PCI of 80 to 95	Crack Sealing (\$5 per m <sup>2</sup> )	Crack Sealing (\$5 per m <sup>2</sup> )	Crack Sealing (\$5 per m <sup>2</sup> )	PCI + 5
Preventive Maintenance (PM)	PCI of 70 to 79	Single Micro Surfacing (\$5 per m <sup>2</sup> )	Single Micro Surfacing (\$5 per m <sup>2</sup> )	Single Micro Surfacing (\$5 per m <sup>2</sup> )	PCI + 10
Resurfacing (R)	PCI of 60 to 69	Mill + 1 HMA (40 mm) (\$24 per m <sup>2</sup> )	Mill + 1 HMA (40 mm) (\$24 per m <sup>2</sup> )	Mill + 1 HMA (40 mm) (\$24 per m <sup>2</sup> )	PCI + 20
Rehabilitation (REH)	PCI of 40 to 59	Full Depth Removal + 50% Curb and Gutter Replacement + 2 HMA (1 to 60 mm and 1 to 40 mm) (\$68 per m <sup>2</sup> )	Full Depth Removal + 50% Curb and Gutter Replacement + 2 HMA (1 to 60 mm and 1 to 40 mm) (\$75 per m <sup>2</sup> )	Full Depth Removal + 50% Curb and Gutter Replacement + 2 HMA (1 to 50 mm and 1 to 40 mm) (\$80 per m <sup>2</sup> )	PCI + 40
Reconstruction (REC)	PCI less than 40	Full Depth Removal + Total Base Replacement + Total Curb and Gutter Replacement + 2 HMA (1 to 60 mm and 1 to 40 mm) (\$145 per m <sup>2</sup> )	Full Depth Removal + Total Base Replacement + Total Curb and Gutter Replacement + 2 HMA (1-60 mm & 1 to 40 mm) (\$159 per m <sup>2</sup> )	Full Depth Removal + Total Base Replacement + Total Curb and Gutter Replacement + 2 HMA (1 to 50 mm and 1 to 40 mm) (\$152 per m <sup>2</sup> )	PCI = 100

<sup>1</sup> All costs presented in the table above are in 2024 dollars and do not account for inflation.

**Table 4: Semi-Urban HCB Road Improvement Decision Matrix<sup>2</sup>**

<b>Improvement Type</b>	<b>Distress Trigger</b>	<b>Arterial</b>	<b>Collector</b>	<b>Local</b>	<b>Post-Treatment Condition</b>
Routine Maintenance (RM)	PCI of 80 to 95	Crack Sealing (\$5 per m <sup>2</sup> )	Crack Sealing (\$5 per m <sup>2</sup> )	Crack Sealing (\$5 per m <sup>2</sup> )	PCI + 5
Preventive Maintenance (PM)	PCI of 70 to 79	Single Micro Surfacing (\$5 per m <sup>2</sup> )	Single Micro Surfacing (\$5 per m <sup>2</sup> )	Single Micro Surfacing (\$5 per m <sup>2</sup> )	PCI + 10
Resurfacing (R)	PCI of 60 to 69	N/A (Maintain until rehabilitation is required)	N/A (Maintain until rehabilitation is required)	N/A (Maintain until rehabilitation is required)	PCI + 20
Rehabilitation (REH)	PCI of 40 to 59	Pulverize + Granular A + 2 HMA (1 to 60 mm & 1 to 40 mm) + Nominal Shoulder and Ditch Repairs (\$62 per m <sup>2</sup> )	Pulverize + Granular A + 2 HMA (1 to 60 mm & 1 to 40 mm) + Nominal Shoulder and Ditch Repairs (\$55 per m <sup>2</sup> )	Pulverize + Granular A + 2 HMA (1 to 50 mm & 1 to 40 mm) + Nominal Shoulder and Ditch Repairs (\$51 per m <sup>2</sup> )	PCI + 40
Reconstruction (REC)	PCI less than 40	Pulverize + Total Base Replacement + Curb and Gutter Installation + 2 HMA (1 to 60 mm and 1 to 40 mm) (\$137 per m <sup>2</sup> )	Pulverize + Total Base Replacement + Curb and Gutter Installation + 2 HMA (1 to 60 mm and 1 to 40 mm) (\$149 per m <sup>2</sup> )	Pulverize + Total Base Replacement + Curb and Gutter Installation + 2 HMA (1 to 50 mm and 1 to 40 mm) (\$145 per m <sup>2</sup> )	PCI = 100

<sup>2</sup> All costs presented in the table above are in 2024 dollars and do not account for inflation.

**Table 5: Rural HCB Road Improvement Decision Matrix<sup>3</sup>**

<b>Improvement Type</b>	<b>Distress Trigger</b>	<b>Arterial</b>	<b>Collector</b>	<b>Local</b>	<b>Post-Treatment Condition</b>
Routine Maintenance (RM)	PCI of 80 to 95	Crack Sealing (\$5 per m <sup>2</sup> )	Crack Sealing (\$5 per m <sup>2</sup> )	Crack Sealing (\$5 per m <sup>2</sup> )	PCI + 5
Preventive Maintenance (PM)	PCI of 70 to 79	Single Micro Surfacing (\$5 per m <sup>2</sup> )	Single Micro Surfacing (\$5 per m <sup>2</sup> )	Single Micro Surfacing (\$5 per m <sup>2</sup> )	PCI + 10
Resurfacing (R)	PCI of 60 to 69	N/A (Maintain until rehabilitation is required)	N/A (Maintain until rehabilitation is required)	N/A (Maintain until rehabilitation is required)	PCI + 20
Rehabilitation (REH)	PCI of 40 to 59	Pulverize + Granular A + 2 HMA (1 to 60 mm and 1 to 40 mm) + Nominal Shoulder and Ditch Repairs (\$62 per m <sup>2</sup> )	Pulverize + Granular A + 2 HMA (1 to 60 mm & 1-40 mm) + Nominal Shoulder and Ditch Repairs (\$62 per m <sup>2</sup> )	Pulverize + Granular A + 2 HMA (1 to 50 mm and 1 to 40 mm) + Nominal Shoulder and Ditch Repairs (\$59 per m <sup>2</sup> )	PCI + 40
Reconstruction (REC)	PCI less than 40	Pulverize + Total Base Replacement + 2 HMA (1-60 mm and 1 to 40 mm) + Nominal Shoulder and Ditch Repairs (\$118 per m <sup>2</sup> )	Pulverize + Total Base Replacement + 2 HMA (1 to 60 mm and 1 to 40 mm) + Nominal Shoulder and Ditch Repairs (\$120 per m <sup>2</sup> )	Pulverize + Total Base Replacement + 2 HMA (1-50 mm and 1 to 40 mm) + Nominal Shoulder and Ditch Repairs (\$95 per m <sup>2</sup> )	PCI = 100

<sup>3</sup> All costs presented in the table above are in 2024 dollars and do not account for inflation.

**Table 6: LCB Road Improvement Decision Matrix<sup>4</sup>**

<b>Improvement Type</b>	<b>Distress Trigger</b>	<b>Collector</b>	<b>Local</b>	<b>Post-Treatment Condition</b>
Routine Maintenance (RM)	PCI of 80 to 95	Responsive Maintenance (pothole filling, edge repairs, etc.)	Responsive Maintenance (pothole filling, edge repairs, etc.)	PCI + 5
Preventive Maintenance (PM)	PCI of 70 to 79	Single Micro Surfacing (\$5 per m <sup>2</sup> )	Single Micro Surfacing (\$5 per m <sup>2</sup> )	PCI + 10
Resurfacing (R)	PCI of 60 to 69	Single Surface Treatment + Nominal Shoulder and Ditch Repairs (\$15 per m <sup>2</sup> )	Single Surface Treatment + Nominal Shoulder and Ditch Repairs (\$15 per m <sup>2</sup> )	PCI + 20
Rehabilitation (REH)	PCI of 40 to 59	Pulverize + Granular A + Double Surface Treatment + Nominal Shoulder and Ditch Repairs + Single Surface Treatment (1 year after initial application) (\$37 per m <sup>2</sup> )	Pulverize + Granular A + Double Surface Treatment + Nominal Shoulder and Ditch Repairs + Single Surface Treatment (1 year after initial application) (\$38 per m <sup>2</sup> )	PCI + 40
Reconstruction (REC)	PCI less than 40	Pulverize + Total Base Replacement + Double Surface Treatment + Nominal Shoulder and Ditch Repairs + Single Surface Treatment (1 year after initial application) (\$94 per m <sup>2</sup> )	Pulverize + Total Base Replacement + Double Surface Treatment + Nominal Shoulder and Ditch Repairs + Single Surface Treatment (1 year after initial application) (\$75 per m <sup>2</sup> )	PCI = 100

<sup>4</sup> All costs presented in the table above are in 2024 dollars and do not account for inflation.

**Table 7: Gravel Road Improvement Decision Matrix<sup>5</sup>**

Improvement Type	Distress Trigger	AADT Greater Than 400	AADT Between 200 and 400	AADT Less Than 200	Post-Treatment Condition
Routine Maintenance (RM)	PCI of 80 to 95	Ongoing Grading + Dust Suppressant	Ongoing Grading + Dust Suppressant	Ongoing Grading + Dust Suppressant	PCI + 5
Preventive Maintenance (PM)	PCI of 70 to 79	Maintenance Gravel + Dust Suppressant (once every 3 years) (\$4 per m <sup>2</sup> )	Maintenance Gravel + Dust Suppressant (once every 3 years) (\$4 per m <sup>2</sup> )	Maintenance Gravel + Dust Suppressant (once every 3 years) (\$4 per m <sup>2</sup> )	PCI + 10
Resurfacing (R) (Upgrade to Hardtop)	PCI of 60 to 69	Granular A + Double Surface Treatment + Nominal Shoulder and Ditch Repairs + Single Surface Treatment (1 year after initial application) (\$32 per m <sup>2</sup> )	Granular A + Double Surface Treatment + Nominal Shoulder and Ditch Repairs + Single Surface Treatment (1 year after initial application) (\$32 per m <sup>2</sup> )	N/A	PCI + 20
Rehabilitation (REH)	PCI of 40 to 59	Gravel2 – Base Repair/Strengthening + Gravel Shoulders + Ditch Repairs (\$38 per m <sup>2</sup> ) Upgrade – Base Repair/Strengthening + Double Surface Treatment + Gravel Shoulders + Ditch Repairs + Single Surface Treatment (1 year after initial application) (\$56 per m <sup>2</sup> ) <sup>6</sup>	Gravel2 – Base Repair/Strengthening + Gravel Shoulders + Ditch Repairs (\$38 per m <sup>2</sup> ) Upgrade – Base Repair/Strengthening + Double Surface Treatment + Gravel Shoulders + Ditch Repairs + Single Surface Treatment (1 year after initial application) (\$56 per m <sup>2</sup> ) <sup>7</sup>	Base Repair/Strengthening + Gravel Shoulders + Ditch Repairs (\$38 per m <sup>2</sup> )	PCI + 40
Reconstruction (REC)	PCI less than 40	Gravel2 – Full Base Replacement + Gravel Shoulders + Ditch Repairs (\$43 per m <sup>2</sup> ) Upgrade – Full Base Replacement + Double Surface Treatment + Gravel Shoulders + Ditch Repairs + Single Surface Treatment (1 year after initial application) (\$62 per m <sup>2</sup> ) <sup>8</sup>	Gravel2 – Full Base Replacement + Gravel Shoulders + Ditch Repairs (\$43 per m <sup>2</sup> ) Upgrade – Full Base Replacement + Double Surface Treatment + Gravel Shoulders + Ditch Repairs + Single Surface Treatment (1 year after initial application) (\$62 per m <sup>2</sup> ) <sup>9</sup>	Full Base Replacement + Gravel Shoulders + Ditch Repairs (\$43 per m <sup>2</sup> )	PCI = 100

<sup>5</sup> All costs presented in the table above are in 2024 dollars and do not account for inflation.

<sup>6</sup> For rehabilitation and reconstruction of roads in the 200 to 400 and 400 + AADT category, upgrading to surface treatment should be the default with keeping the roads as gravel being a case-by-case scenario based on design conditions and structural capacity.

<sup>7</sup> For rehabilitation and reconstruction of roads in the 200 to 400 and 400 + AADT category, upgrading to surface treatment should be the default with keeping the roads as gravel being a case-by-case scenario based on design conditions and structural capacity.

<sup>8</sup> For rehabilitation and reconstruction of roads in the 200 to 400 and 400 + AADT category, upgrading to surface treatment should be the default with keeping the roads as gravel being a case-by-case scenario based on design conditions and structural capacity.

<sup>9</sup> For rehabilitation and reconstruction of roads in the 200 to 400 and 400 + AADT category, upgrading to surface treatment should be the default with keeping the roads as gravel being a case-by-case scenario based on design conditions and structural capacity.

### 3.6 Improvement Costs

The general improvement benchmark unit costs are for budget planning purposes and have been based on theoretical costs per m<sup>2</sup> for the applicable recommended improvement standard. Improvement projects are generally completed through a combination of day labour and equipment rental, where required, or through contract work. While these unit costs are considered sufficient for planning purposes, actual costs may vary according to the following factors:

- Site-specific requirements/constraints
- Fluctuations in input costs (such as the price of asphalt, which is impacted by the price of oil)
- Budget constraints requiring consideration of lesser standards (such as maintaining vertical profiles to tolerable conditions or reducing overall improvements)
- Increased drainage repairs
- Road widening

It is recommended that standards be reviewed on a project-specific basis as budgets are established.

In addition to design dependent costs, inflation is also expected to occur and will need to be accounted for during future budgeting. The improvement costs presented in this report are based on 2024 dollars. Therefore, it is recommended that the Municipality review the improvement cost estimates and budgets on an annual basis to ensure that the budget being allocated is keeping up with inflation. Increasing the budget each year to account for inflation is critical in allowing the Municipality to continue to improve approximately the same length of road each year whereas not inflating the budget will result in the Municipality falling farther behind. It is also noted that the improvement costs outlined in this report do not include sidewalks or costs associated with private roads.

### 3.7 Improvement Prioritization

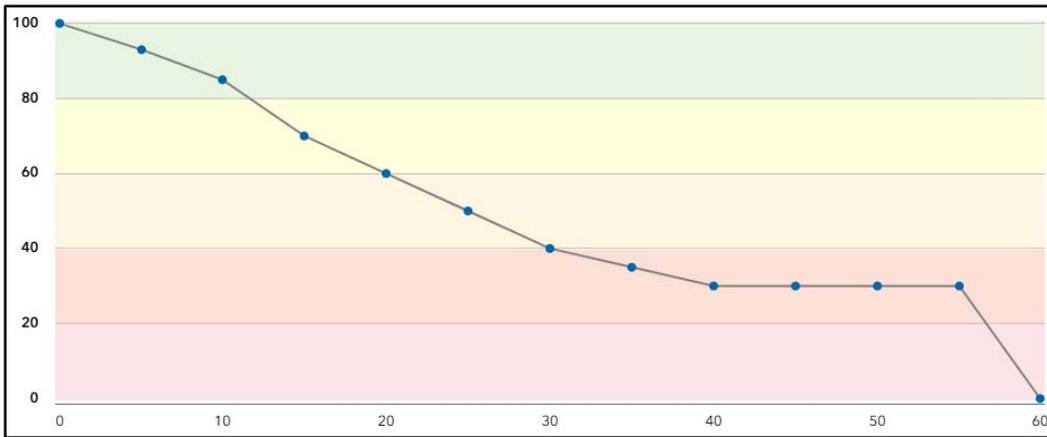
The Streetlogix model identifies a repair priority number, based on a weighting of condition (PCI) and functional classification. The model normalizes the data first within the same improvement type and then further normalizes the data within the overall network. Therefore, the priority number is a useful correlation, when applied within a particular improvement type (i.e., routine maintenance, preventive maintenance, resurfacing, rehabilitation or reconstruction).

It is noted that although scanning the roads will help identify priority, condition scanning is not completed every year, therefore the prioritization of roads might change due to degrading road conditions. Prioritization should be confirmed by administration each year during the detailed design stage through field inspections.

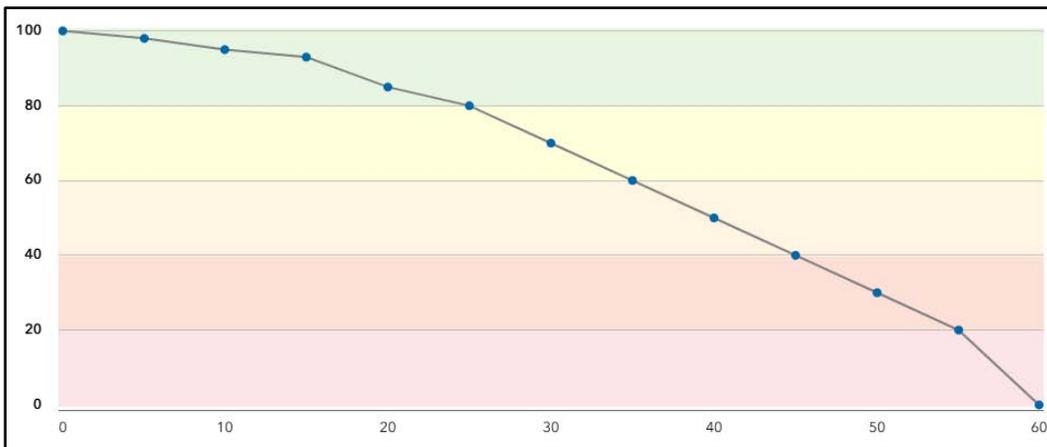
### 3.8 Deterioration Curve

Idealized degradation curves have been programmed into Streetlogix, based on surface type, road condition ratings and field inspections. The degradation curves programmed into Streetlogix are illustrated in Figure 3 and Figure 4 for hardtop and gravel roads, respectively. It is recommended that the Municipality continue to retain road surface condition values so that over time the deterioration curves can be modified to the Municipality’s local environment and maintenance practices.

**Figure 3: Degradation Curve for Municipal Hardtop Roads**



**Figure 4: Degradation Curve for Municipal Gravel Roads**



The slope of the line on any point of the deterioration curve is intended to reflect the degradation rate of the road at that point in its life cycle, based on its condition. Improvements that are implemented throughout the life cycle will improve the PCI and thereby shift the curve, to lengthen the overall life of the road asset. It is recommended that multiple interventions occur throughout the asset’s life, to provide the highest level of service (i.e., maximize the time period with the asset having good condition ratings)

and to minimize the expenditures (i.e., preventing roads from deteriorating to a state requiring more expensive interventions, such as major rehabilitation or reconstruction).

If routine and/or preventive maintenance is applied to a road section before the road surface or base is significantly impacted, then the overall life of the road section can be extended, beyond that achievable through a reconstruction/rehabilitation strategy alone, thus optimizing the use of the Municipality's resources. Figure 5 and Figure 6 below illustrate how preventative maintenance extends the useful life of asphalt (HCB) and surface treated (LCB) roads respectively.

Figure 5: Theoretical HCB Degradation Curve

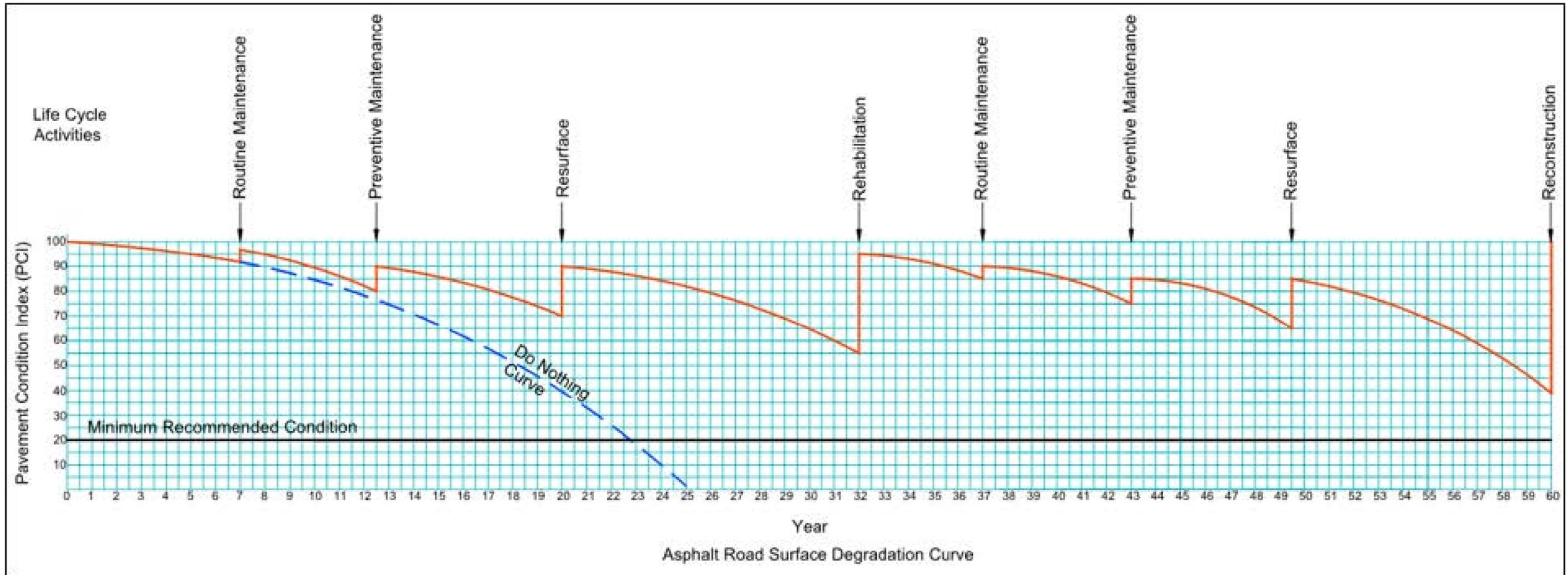
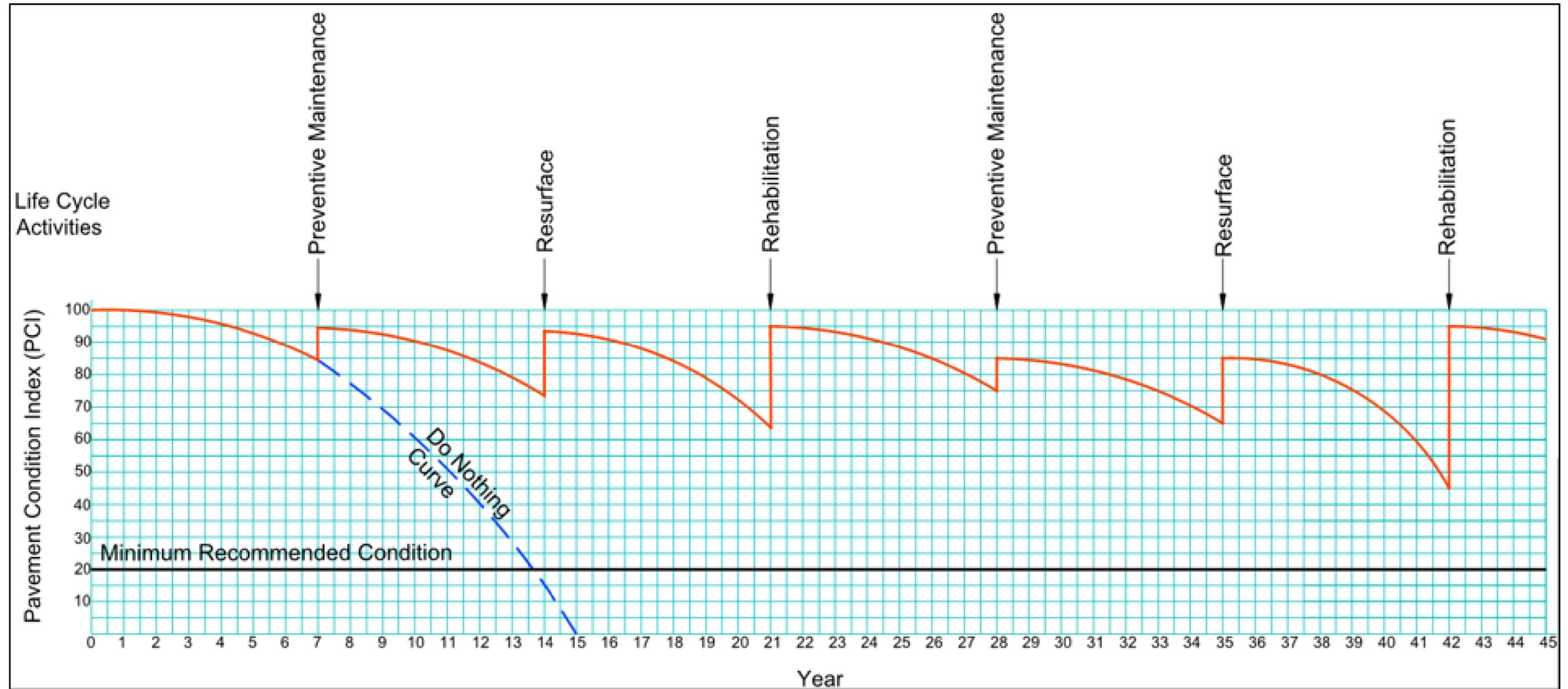


Figure 6: Theoretical LCB Degradation Curve



### 3.9 Replacement Costs

The replacement cost of a physical asset is the amount it would cost to replace the existing asset with the same (or a similar) asset. The benchmark improvement costs for “Reconstruction” improvements, as outlined in Table 3 were used to estimate the replacement cost for all roads in the Municipality. To estimate the replacement cost of gravel roads reviewed in this study, it is assumed that roads will retain their gravel surface (i.e., rather than be upgraded to a hardtop surface). In summary, the total 2024 replacement cost for all roads inventoried in this study is estimated to be nearly \$475 million (M). A breakdown of the replacement costs in the Municipality is provided in Table 8 below.

**Table 8: Replacement Cost Breakdown**

Road Asset	Replacement Cost
Gravel	\$43,654,501.00
HCB (Asphalt)	\$196,250,799.00
LCB (Surface Treated)	\$235,173,668.00
Municipality Road Network	\$475,078,968.00

## **4.0 Level of Service Considerations**

### **4.1 Condition Level of Service**

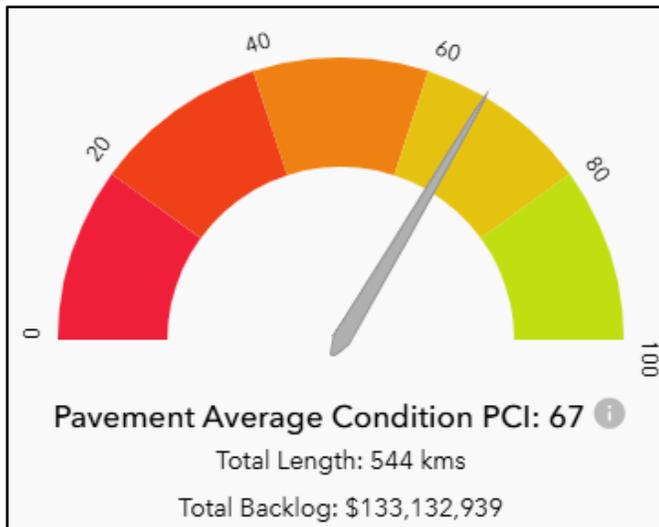
Typically, roadways with poor condition ratings are considered maintenance intensive. It is recognized that budget constraints may result in road sections deteriorating to conditions that require more intensive improvements than would be the case if less intensive improvements were implemented earlier in the lifecycle of the road. Once the pavement degrades below a minimum recommended condition, ongoing maintenance (i.e., filling of potholes, spot repairs, etc.) will typically increase significantly and/or safety or user complaints may become a concern.

A table listing the road segments that have a poor condition level of service (at or below 40) that require attention has been provided in Appendix I. If not already prioritized at the top of the list based on the improvement prioritization based on condition and functional classification, improvements to these roads should be scheduled as soon as feasible considering budget constraints.

It is important to note that the hardtop road network requires a significant investment to maintain it in a safe working order and avoid premature failure. Investing significant budget each year toward the hardtop network and striving to maintain it (i.e., offset the amount of degradation that occurs each year) should be considered the primary focus. Other level of service upgrades such as gravel conversions should be considered a secondary investment as the degradation of a gravel road is typically offset each year through maintenance gravel and routine grading.

#### **Review of Network Condition Rating**

Typically, municipalities strive to maintain a network level of service at a condition of 70 out of 100. The network level of service that is provided is limited by budget constraints. The Municipality's weighted overall network condition (gravel and hardtop) is determined to be 67 out of 100, as shown in Figure 7. The total backlog value presented in the figure below is the total estimated cost of road needs at the present moment based on where roads are within their lifecycle.

**Figure 7: Average Network Condition Rating**

The below points summarize where the Municipality's level of service currently sits with regard to the different functional classifications.

- The weighted average condition of the Municipality's arterial roads is 73 out of 100. With 2.7% of all arterial roads being below a condition rating of 40 out of 100.
- The weighted average condition of the Municipality's collector roads is 67 out of 100. With 9.3% of all collector roads being below a condition rating of 40 out of 100.
- The weighted average condition of the Municipality's local roads is 65.6 out of 100. With 7.8% of all local roads being below a condition rating of 40 out of 100.

Improvement prioritization typically follows asset management best practices, and typically prioritizes improvements based on the risk or consequence of failure meaning that if an arterial road were to fail (drop below the reconstruction threshold) there would be a greater impact than if a local road were to fail. Therefore, based on this approach it is recommended that the higher speed and higher traffic roads (arterial or collector) be a higher priority than low speed or low traffic roads (local). The prioritization captured within this study has been based on this approach.

## 4.2 Roadside Environment Level of Service Upgrades

As outlined previously in this report, an urban roadside environment is defined as reasonably continuous development along a roadway that has curbs/gutters and storm sewers while a semi-urban roadside environment is defined as reasonably continuous development along a roadway where curbs/gutters and storm sewers are not present but rather swales/ditches are used for drainage. Semi-urban cross sections often have some negative impacts on dense built up areas such as poor drainage, less pedestrian infrastructure and a less visually appealing look from having roadside swales/ditches.

2025 Road Needs Study  
October 2025

When a semi-urban cross section is converted to an urban cross section one of the many improvements is adding curbs/gutters which direct storm water run off to a storm sewer system. Improving drainage along the road can help extend the expected life of the road by preventing water from weakening the road's base from water ponding on or along the edge of the road which will help prevent cracks, potholes and potential erosion. Upgrading semi-urban cross sections in urban areas is recommended because urban cross sections are typically designed to be safer for all road users through balancing infrastructure needs (i.e., the need for sidewalks and bike lanes) as well as curbs and gutters help direct the water to outlets. It is noted that the Municipality is exploring options to upgrade the level of service in the semi-urban areas to an urban level of service during any future improvement work. Upgrading the level of service in these areas typically run into unique challenges which often lead to increased improvement costs. The typical costs of urbanizing a road would include items such as curb and gutter installation, storm sewer system installation, sidewalk installation, as well as the design/engineering work for each of these items.

As part of this RNS the improvement costs for reconstructing semi-urban roads have included installation of curbs/gutters and the contingency amount has been increased from 15% (used for other roads) to 30% to account for the unique costs that may arise during the detailed design and/or construction phase. While these costs are suitable for a planning level exercise, actual costs may vary, and detailed cost estimates should be developed during the detailed design phase.

A typical approach to implementing cross section upgrades is to use a road-by-road approach. This approach involves making improvements to individual segments one at a time. This approach can be used to address specific safety concerns on a particular road, improve accessibility to development, or to implement active transportation infrastructure (i.e., bike lanes or sidewalks). While a road-by-road approach might be more practical for certain situations to address specific requirements/issues, using a community-based approach can lead to a more cohesive improvement. A community-based approach considers the overall network within a community or neighbourhood and aims for a more holistic approach. Implementing cross section upgrades on a community basis improves the connectivity of the network, particularly where active transportation infrastructure is proposed. Additionally, completing upgrades on a community basis allows for drainage improvements to tie into each other rather than implementing curb and gutter and storm sewers on one road at a time, causing potential drainage issues where the improved road connects to non improved roads. Several municipalities have used a community-based planning model to complete road improvements through active transportation, complete streets, or road urbanization. Some examples include Thunder Bay, ON, Elmira, ON, and Clearwater, BC. It is recommended that as Lakeshore examines the potential for road urbanization, it is recommended that they consider reviewing a community-based approach.

### 4.3 Surface Type Conversion Financial Comparison

#### 4.3.1 Financial Comparison Between Gravel and LCB

The Municipality has a goal to work toward upgrading all roads to a hardtop surface. The following analysis is intended to provide a present value cost comparison for converting gravel roads to LCB (surface treatment) surfaces. The present value is used for this comparison as using the inflation and discount rate represents that the cost associated with the improvements are planned for a future date. The following data has been obtained from the Municipality, or similar lower tier municipalities. The cost comparison is provided on an idealized basis, since the comparison for any particular section will be dependent on the condition of the road base, traffic volume, traffic type, etc.

##### Gravel Roads (Typically Lower Traffic)

- The cost for the supply and placement of maintenance gravel in 2024 was approximately \$258,292.00 to treat approximately 9.6 km of road. This equates to \$26.72 per m of road.
- Dust suppressant is applied to all gravel roads every year, including those that do not receive maintenance gravel. The cost for dust suppressant in 2024 was approximately \$30,000.00 to treat 104.6 km of road. This equates to \$286.81 per km or \$0.29 per m of road.
- Routine grading is assumed to be completed four times per year for each gravel road (twice in the spring and twice in the fall), with problem sections receiving additional grading efforts. For the purposes of this study, grading has been assumed to cost \$150.00 per hour at a completion rate of 1.5 hours per km of gravel road.
- The cost for gravel road maintenance in the “maintenance gravel year” is estimated to be \$27,899.00 per km (i.e., includes maintenance gravel, dust control and grading).
- The cost for gravel road maintenance in the year without maintenance gravel is estimated to be \$1,179.00 per km (i.e., includes dust control and grading).

##### LCB Roads

- The cost for an initial double surface treatment plus an additional single surface treatment one year after initial replacement is estimated to be \$112,000.00 per km. For the purposes of this comparison, it is assumed that the double surface treatment is applied in the same year as the road preparation, however common practice is that the initial surface treatment will be applied a year or two after the initial preparation work, to allow for settlement to occur.

2025 Road Needs Study  
October 2025

- Surface maintenance is assumed to occur every five years. This is proposed via single surface treatment at an estimated cost of \$42,000.00 per km. This is a typical application frequency, which is assumed to allow the underlying base to reach its full life cycle without any significant improvement.

There are four different gravel upgrade scenarios that have been reviewed as part of this study to compare how the magnitude of initial base prep will affect the cost over the road lifecycle. The Municipality's typical practice does not include completing base strengthening as part of upgrading gravel roads. It is recommended that in the future the Municipality complete geotechnical studies of gravel upgrading candidates to confirm that the current road base is sufficient for conversion.

#### **Existing Gravel to Remain as Gravel – No Base Strengthening Required**

- Year 1 – Maintenance gravel + dust control + grading four times = \$27,899 per km
- Year 2 – Dust control + grading four times = \$1,179 per km
- Year 3 – Dust control + grading four times = \$1,179 per km
- Year 4 – Dust control + grading four times = \$1,179 per km
- Year 5 through 60, repeat Year 1, Year 2, Year 3, and Year 4 sequence

#### **Existing Gravel to Remain as Gravel – Nominal Base Strengthening Required**

- Year 1 – Base strengthening (75 mm earth excavation and 150 mm of granular A) + dust control + grading four times = \$109,203
- Year 2 – Dust control + grading four times = \$1,179 per km
- Year 3 – Dust control + grading four times = \$1,179 per km
- Year 4 – Dust control + grading four times = \$1,179 per km
- Year 5 – Maintenance gravel + dust control + grading four times = \$27,899 per km

#### **Existing Gravel to Future LCB – No Base Strengthening Required**

- Year 1 – 75 mm of granular A + double surface treatment = \$115,612 per km
- Year 2 – Single surface treatment application = \$42,000 per km
- Year 7 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 12 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 17 – Rehabilitation (pulverize + double surface treatment) = \$92,750 per km
- Year 22 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 27 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 32 – Rehabilitation (pulverize + double surface treatment) = \$92,750 per km
- Year 37 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 42 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 47 – Rehabilitation (pulverize + double surface treatment) = \$92,750 per km
- Year 52 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 57 – Resurfacing (single surface treatment) = \$42,000 per km

**Existing Gravel to Future LCB – Nominal Base Strengthening Required**

- Year 1 – Base strengthening (75 mm earth excavation and 150 mm of granular A) + double surface treatment = \$178,024 per km
- Year 2 – Single surface treatment application = \$42,000 per km
- Year 7 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 12 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 17 – Rehabilitation (pulverize + double surface treatment) = \$92,750 per km
- Year 22 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 27 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 32 – Rehabilitation (pulverize + double surface treatment) = \$92,750 per km
- Year 37 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 42 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 47 – Rehabilitation (pulverize + double surface treatment) = \$92,750 per km
- Year 52 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 57 – Resurfacing (single surface treatment) = \$42,000 per km

The cost estimates used in this comparison have been based on recent data provided by the Municipality as well as available cost data from similar lower-tier Ontario municipalities (in terms of location, population, and climate). The lifecycle costs for the various scenarios noted above are summarized in Table 9.

**Table 9: Lifecycle Costs for Gravel vs Hardtop**

Scenario	Existing Base Condition	Present Value <sup>10</sup> Cost per km of 60-year Maintenance / Improvement Lifecycle
Retain as Existing Gravel Road	Good	\$605,144.00
Retain as Existing Gravel Road	Fair	\$686,448.00
Conversion of Existing Gravel to LCB	Good	\$771,862.00
Conversion of Existing Gravel to LCB	Fair	\$834,274.00

The comparison outlined above is based on improvement and maintenance requirements for a road with relatively low truck traffic and traffic volumes less than 200 vehicles per day. Based on the results in the table above, it can be concluded that for a road with traffic volumes less than 200 vehicles per day, it is generally cheaper to implement and maintain a gravel surface.

Based on the present value costs outlined in Table 9, it can be concluded that upgrading the Municipality's roads from gravel to LCB will require an additional estimated funding of \$166,718 per km for roads with a good base and \$147,826 per km for roads with a fair base over the 60 year lifecycle to maintain a LCB surface rather than retain it as gravel.

<sup>10</sup> Present Value is based on an assumed 2% inflation rate and 4% discount rate.

2025 Road Needs Study  
October 2025

It is noted that the additional funding noted won't be distributed evenly across the 60 years, but rather it will be needed to complete the different improvements that are listed above in the comparison.

In summary, the results of the cost analysis indicate that gravel surface roads may have reduced costs over hardtop roads (i.e., capital and maintenance costs), assuming a 60-year life cycle and low traffic volumes. However, several other considerations may also be considered and may influence the decision on which surface type to apply. Some of these other considerations are difficult to associate a value to or may not provide a direct benefit to the Municipality. Additional considerations may include:

- The Level of Service Standard that is desired by the Municipality. Hardtop roads will provide improved standards for both access and traffic mobility.
- Budget availability to implement improved service standards.
- Location of any particular road section within the continuity of the overall hardtop road network (i.e., both internal to the Municipality and beyond the Municipal boundaries).
- Potential for a hardtop road to redistribute traffic away from other gravel roads as users prefer to select paved roads, thereby reducing maintenance requirements on the other gravel roads.
- Potential for the hardtop road to result in increased traffic volumes and higher travel speeds, which may adversely impact other road users (pedestrians, cyclists) or access to adjacent properties.
- Hardtop roads effectively waterproof the road base, which can reduce the potential for load-related damage.
- Hardtop roads reduce dust emissions.
- Hardtop roads provide improved vehicular operational characteristics (smoother ride, less noise, higher skid resistance, reduced vehicular maintenance costs and fuel costs).
- Impact on road maintenance requirements.
- Possible impact on real estate values for properties along the road.

#### **4.3.2 Financial Comparison Between LCB and HCB**

Similar to the lifecycle cost comparison that is outlined above for converting gravel roads to an LCB surface, the below comparison is intended to show the difference between providing and maintaining an LCB surface versus providing and maintaining an HCB surface over a 60 year lifecycle.

The cost comparison assumes that the road is being rehabilitated or reconstructed in year 1 to respond to condition deficiencies. Therefore, the work required in year 1 will reflect the existing base condition (i.e., good or poor base) and the intended surface to be implemented (i.e., LCB or HCB). It is assumed that the resulting year 1 base will be sufficient to accommodate a 60-year lifecycle, assuming that typical maintenance and

improvement work is completed to address the surface distresses throughout this period. The assumed works and costs expended during the lifecycle, depending on the surface strategy and the existing base conditions, are summarized as follows:

**Existing LCB to Remain as LCB – No Base Strengthening Required**

- Year 1 – Pulverize + 75 mm of granular A + double surface treatment = \$115,612 per km
- Year 2 – Single surface treatment application = \$42,000 per km
- Year 7 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 12 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 17 – Rehabilitation (pulverize + double surface treatment) = \$92,750 per km
- Year 22 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 27 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 32 – Rehabilitation (pulverize + double surface treatment) = \$92,750 per km
- Year 37 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 42 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 47 – Rehabilitation (pulverize + double surface treatment) = \$92,750 per km
- Year 52 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 57 – Resurfacing (single surface treatment) = \$42,000 per km

**Existing LCB to Remain as LCB – Nominal Base Strengthening Required**

- Year 1 – Pulverize + Base strengthening (75 mm earth excavation and 150 mm of granular A) + double surface treatment = \$178,024 per km
- Year 2 – Single surface treatment application = \$42,000 per km
- Year 7 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 12 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 17 – Rehabilitation (pulverize + double surface treatment) = \$92,750 per km
- Year 22 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 27 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 32 – Rehabilitation (pulverize + double surface treatment) = \$92,750 per km
- Year 37 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 42 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 47 – Rehabilitation (pulverize + double surface treatment) = \$92,750 per km
- Year 52 – Resurfacing (single surface treatment) = \$42,000 per km
- Year 57 – Resurfacing (single surface treatment) = \$42,000 per km

2025 Road Needs Study  
October 2025

### Existing LCB to Future HCB – No Base Strengthening Required

- Year 1 – Pulverize + 75 mm of granular A + 90 mm asphalt = \$283,612 per km
- Year 7 – Routine maintenance (crack sealing) = \$35,000 per km
- Year 13 – Preventive maintenance (micro surfacing) = \$35,000 per km
- Year 20 – Resurfacing (mill and pave) = \$147,000 per km
- Year 32 – Rehabilitation (pulverize and pave) = \$287,000 per km
- Year 37 – Routine maintenance (crack sealing) = \$35,000 per km
- Year 43 – Preventive maintenance (micro surfacing) = \$35,000 per km
- Year 50 – Resurfacing (mill and pave) = \$147,000 per km

### Existing LCB to Future HCB – Nominal Base Strengthening Required

- Year 1 – Pulverize + base strengthening + 90 mm asphalt = \$346,024 per km
- Year 7 – Routine maintenance (crack sealing) = \$35,000 per km
- Year 13 – Preventive maintenance (micro surfacing) = \$35,000 per km
- Year 20 – Resurfacing (mill and pave) = \$147,000 per km
- Year 32 – Rehabilitation (pulverize and pave) = \$287,000 per km
- Year 37 – Routine maintenance (crack sealing) = \$35,000 per km
- Year 43 – Preventive maintenance (micro surfacing) = \$35,000 per km
- Year 50 – Resurfacing (mill and pave) = \$147,000 per km

**Table 10: Lifecycle Costs for LCB vs HCB**

Scenario	Existing Base Condition	Present Value <sup>11</sup> Cost per km of 60-year Maintenance / Improvement Lifecycle
Retain as LCB	Good	\$771,862.00
Retain as LCB	Fair	\$834,274.00
Conversion of LCB to HCB	Good	\$1,004,612.00
Conversion of LCB to HCB	Fair	\$1,067,024.00

The comparison outlined above is based on improvement and maintenance requirements for a road with relatively low truck traffic and traffic volumes in the range of 200 to 400 vehicles per day. Based on the results presented in the table above, it is concluded that over the lifecycle of a roadway it is cheaper to install and maintain LCB surface than it is to install and maintain asphalt when considering a road in the traffic range of 200 to 400.

<sup>11</sup> Present Value is based on an assumed 2% inflation rate and 4% discount rate.

#### 4.4 Gravel Road Upgrade Pre-Screening Criteria

Some of the primary factors that should be considered when determining if a gravel road section warrants upgrading to a hardtop surface are the following:

- Traffic volumes (i.e., AADT)
- Traffic types (i.e., percentage of trucks)
- Number of driveways provided with access (residential or business)
- Connectivity to other paved roads and arterials (i.e., Provincial Highways, County Roads)
- Connectivity to facilitate travel between points of increased vehicular demands (i.e., businesses, schools etc.)
- Road platform widths
- Road structures
- Drainage
- Road conditions
- Road geometry (alignments)
- Maintenance requirements/frequency

Based on the factors listed above, the framework in Table 11 provides guidance criteria in the assessment of upgrading the Municipality's gravel roads. It is expected that the pre-screening criteria noted in Table 11 will provide a guide for consideration of upgrading needs at the project level. Therefore, each criterion should be assessed as part of the detailed design for such upgrading.

**Table 11: Guidance Criteria/Considerations for Gravel Road Surface Upgrading**

Item No.	Description	Criteria
1	Traffic Volume or Traffic Type	Based on the Municipality's current practices, AADT is typically 200 vpd or more. However, AADT alone does not justify hardtop conversions. Traffic type (i.e., truck traffic) may be a consideration for lower traffic volume ranges.
2	Network Connectivity	Road provides improved connectivity between existing hardtop roads, particularly for improved access to arterial roads.
3	Land Use Considerations	The road provides access to semi-urban or commercial land uses. The number of driveways served is also a consideration.
4	Road Alignment	Substandard vertical and/or horizontal curves should be improved before upgrading the surface type, to support operating speeds under hard top road conditions. Any cost/benefit analysis should take into consideration such increased costs.
5	Road Width and/or ROW Conditions	Road sections should be widened to a platform width of at least 8 m to support hardtop surfaces however providing a wider platform width to accommodate wider shoulder widths is recommended. Areas of encroachment of vegetation into the clear zone within the right-of-way should also be addressed before upgrading the surface type, to promote roadside safety. Any cost/benefit analysis should take into consideration the increased costs to mitigate such deficiencies.
6	Drainage	Any significant drainage deficiencies (i.e., flooding, saturated granular base, inadequate ditching etc.), should be remedied before upgrading of the surface type. Any cost/benefit analysis should take into consideration the increased costs to mitigate such deficiencies.
7	Road Structure	The road section should be able to support a hardtop surface design (i.e., adequate base and subbase materials, absence of frost boils or soft spots, etc.). Detailed geotechnical investigations are recommended for areas where road structure may be a concern. Base strengthening should be completed before any upgrading of the surface type, where required. Any cost/benefit analysis should take into consideration the increased costs to mitigate such deficiencies.

#### **4.5 Gravel Road Upgrade Prioritization**

The Municipality previously completed a review of the gravel road network to determine a priority order for upgrading of those roads. This current study has not reviewed and modified that prioritization and has carried the previous priority order through the development of the ten-year conversion plan provided in Appendix E.

## 5.0 Other Road-Related Needs

In addition to the condition of roads, this study has considered several other road-related needs that may trigger certain improvement requirements and/or timing for any particular road section. The other needs considered in this RNS include the following:

- Surface Type Needs – based on operational considerations (i.e., hardtop surfaces for urban and semi-urban areas, for sections with high truck traffic or for sections where AADT volumes justify such surfaces)
- Geometric Needs – including deficiencies in horizontal / vertical alignments or surface / platform widths
- Drainage Needs – based on the frequency of flooding on the roadway or the adequacy of roadside drainage (such as ditching and brushing)
- Maintenance considerations
- Coordination with other projects

It is recommended that roads with surface type, geometric, drainage, or coordination needs be considered independently, rather than collectively. The benefits of this approach include the following:

- Allows for better integration into a pavement management system, where road conditions will form the primary trigger for improvements
- Provides clarity in establishing the time of needs, reason for improvement, and appropriate response

The standards associated with the above road needs are based on the criteria outlined in the Inventory Manual for Municipal Roads (MTO, February 1991).

### 5.1 Surface Type Needs

Surface type should be appropriately designed to accommodate the volume of traffic and type of traffic, according to the MTO guidelines (Inventory Manual for Municipal Roads, Ministry of Transportation, 1991) and/or the Template for Lifecycle Road Improvements that have been developed for the Municipality in this RNS, as follows:

- Gravel roads are typically tolerable for traffic volumes of less than 200 vehicles per day (vpd), however, upgrades to hardtop may be considered if the roadside environment is semi-urban or for road network connectivity/hardtop continuity, subject to budget constraints and desired Level of Service.
- Surface-treated roads are typically tolerable for traffic volumes of between 200 vpd and 400 vpd, or even higher depending on road base and environmental conditions. Although consideration may be given to upgrading to asphalt for AADT  $\geq$  400 vpd. Due to budget constraints and the Municipality's experience and maintenance program for surface treatment, this study considers that roads over 400 vpd could be

2025 Road Needs Study  
October 2025

converted from gravel to surface treatment, however this should be a case-by-case scenario.

- Asphalt roads should be considered where traffic volumes exceed 400 vpd.

Upgrading of gravel roads or surface-treated roads to asphalt may be considered for roads experiencing high truck volumes high truck loading, or where high maintenance is an issue. Truck volumes typically range from a low of 3% on low-volume residential streets to a high of 15% or more on arterials and collector roads. For low-volume rural roads, this study suggests that surface upgrading may be economical to consider where the percentage of trucks exceeds 10% of the AADT and is over 30 trucks per day.

A common industry practice that is adopted by many municipalities in Ontario is where AADTs exceed 200 vpd, upgrading of gravel road surfaces to hardtop road surfaces may be considered. For AADTs in the range of 200 to 400 vpd upgrading to a Low-Class Bituminous (LCB) surface may be considered, whereas upgrading to a High-Class Bituminous (HCB) surface is recommended for AADTs exceeding 400 vpd. This threshold can be increased by the Municipality based on experience in the area and/or soil type (i.e., upgrade anything over 400 vpd instead of 200 vpd), however, increased maintenance (i.e., grading, dust suppressant and/or gravel application) may be required to maintain a reasonable level of service for the traffic experienced.

Based on the above criteria and a review of the network inventory in this study it has been determined that there are 56 roads that have a surface type need. Two gravel roads are estimated to have an AADT of 200 vpd, and 54 surface treated roads are estimated to have an AADT above 400 on these surface treated roads 19 received actual traffic counts with truck traffic percentages ranging from 1.94 to 7.0. It is recommended that the Municipality continue to monitor traffic volumes on these roads to further determine if upgrading is warranted, particularly where truck traffic is expected. The above surface type needs make up approximately 75.88 km (14%) of the Municipality's road network.

Although traffic volumes are only one factor that should be considered when assessing potential road surface upgrades, it provides a numerical minimum to begin considering and assessing the other factors, such as network connectivity and truck volumes. Road sections with volumes less than 200 vpd may be considered for upgrading to a hardtop surface, depending on other site-specific factors and conditions. Gravel surfaces can be determined to be adequate for higher traffic volumes (i.e., 200 to 400 vpd) although, it should be noted that ongoing routine maintenance (i.e., grading and dust suppressant) as well as the need for maintenance gravel application may become more frequent as a result of the additional traffic.

## 5.2 Geometrics

### 5.2.1 Road Widths

#### Hardtop Roads

Minimum tolerable and recommended minimum road widths for hardtop roads have been assessed according to criteria outlined in the Geometric Design Guide for Canadian Roads (Transportation Association of Canada [TAC], June 2017). The surface (i.e., through lane) width requirements for hardtop roads are outlined below in Table 12 and Table 13 below.

**Table 12: Tolerable and Recommended Surface Widths for Hardtop Roads in a Rural or Semi Urban Environment<sup>12</sup>**

Design Speed (km/h)	Tolerable Lower Limit	Recommended Lower Limit	Recommended Upper Limit	Tolerable Upper Limit
60 or less	5.4 m	6.0 m	7.4 m	8.0 m
70 to 100	6.5 m	7.0 m	7.4 m	8.0 m

**Table 13: Tolerable and Recommended Surface Widths for Hardtop Roads in an Urban Environment<sup>13</sup>**

Design Speed (km/h)	Tolerable Lower Limit	Recommended Lower Limit	Recommended Upper Limit	Tolerable Upper Limit
60 or less	5.4 m	6.0 m	7.4 m	8.0 m
70 to 100	6.0 m	6.6 m	7.4 m	8.0 m

The TAC criteria apply to roads which have traffic volumes of less than 450 vph in the peak direction, while the volume of traffic on the Municipality roads is much lower than this. However, providing widths that are less than 6.0 m may not provide adequate access for fire equipment or two-way travel at higher speeds. Therefore, considering these factors it is recommended that the lower limit should apply as a recommended minimum, with actual design widths exceeding these minimums, where feasible and required to accommodate other needs (i.e., parking lanes, bike lanes etc.).

Based on a review of the widths in the database, there are no existing hardtop roads with widths less than the recommended lower limit outlined above. It is recommended that the Municipality continue to review the width of hardtop roads during any detailed design work to verify that the road width still satisfies current standards.

<sup>12</sup> Road Surface Width (Two-Lane Roadways).

<sup>13</sup> Road Surface Width (Two-Lane Roadways).

## Gravel Roads

The minimum gravel road surface widths (i.e., platform width, including shoulders) have been assessed according to criteria outlined in the Geometric Guidelines for Municipal Roads (Ontario Good Roads Association [OGRA], 1998). The recommended minimum platform width requirements for gravel roads are outlined below in Table 14.

**Table 14: Recommended Minimum Platform Width for Gravel Roads<sup>14</sup>**

Design Speed (km/h)	Less than 50	50 to 249	250 to 399	400 to 999	1,000 to 2,000
80	5.5 m	6.0 m	6.5 m	7.5 m	7.5 m
70	5.5 m	6.0 m	6.5 m	7.0 m	7.0 m
60	5.5 m	6.0 m	6.5 m	6.5 m	6.5 m
50	5.5 m	6.0 m	6.5 m	6.0 m	6.5 m
40	5.5 m	6.0 m	6.5 m	6.0 m	6.0 m

Based on a review of the database, it has been found that many gravel roads do not currently meet the minimum widths outlined above.

## Shoulder Widths

Maintaining appropriate shoulder widths is also important to ensure sufficient edge strength for hardtop roads. Typically, a minimum shoulder width of 0.5 m should be provided to hold hardtop pavements in place. The Inventory Manual for Municipal Roads (MTO, February 1991) recommends design shoulder widths of 1.5 m for traffic ranges from 50 to 1,000 AADT and 2.5 m for traffic ranges from 1,000 to 3,000 AADT. Lower shoulder widths are tolerable and should be considered on a case-by-case basis in project designs. A common practice is to place hardtop surfaces in accordance with the width requirements above, from grass edge to grass edge, to minimize shoulder maintenance and for aesthetics. However, providing a hardtop surface that is beyond the normal travel lane widths for these low-volume roads minimizes the impacts along the edges of the road (i.e., traffic does not need to travel along the edge of the road, which could damage the hardtop shoulder due to the limited granular support provided). For these roads, it is still recommended that the granular extend a minimum of 0.5 m beyond the hardtop surface but with its surface vegetated.

Widening of the roads identified above has not been planned as part of the ten-year capital plan, however, each road identified on the list above should be reviewed during the detailed design stage to determine if widening should be completed to accommodate emergency access and/or to adequately accommodate two-way traffic.

<sup>14</sup> Minimum Platform Width for Varying AADT Traffic Volume Ranges (vpd).

### 5.2.2 Road Alignment

Road alignments were reviewed to determine the number of substandard horizontal/vertical curves and/or substandard gradients and/or substandard stopping sight distances (i.e., resulting from curves near driveway locations). Generally, the Municipality is flat with straight roads, resulting in minor deficiencies.

Deficient horizontal curves are defined as those which do not meet design speeds of 10 km/h over posted speeds. However, the Inventory Manual for Municipal Roads (MTO, 1991) defines curves as tolerable when they meet design speeds of 5 to 15 km/h below the posted speeds, assuming they have appropriate warning signs. The following deficiencies were flagged in the Municipality:

- Mariners Drive from Tisdale Drive to Harbour Drive
- 2nd Concession Road from Tecumseh Road to Baptiste Road
- Ruscom River Road East from County Road 2 to County Road 42

While the above roads are flagged to have horizontal alignment deficiencies, all three locations are considered tolerable. It is recommended that these locations be further reviewed, at the project level, if future improvements are planned to address condition deficiencies, to determine the following:

- Confirmation that warning signage complies with the requirements set out in the Ontario Traffic Manuals.
- Determination of the cost/benefit of improving the substandard alignments as part of the overall condition improvement project.

Improvements to alignments and/or enhanced warning signage should particularly be considered at the following locations:

- Sections that have the potential for higher speeds (i.e., existing hardtop roads or those roads proposed to be converted to hardtop).
- Sections that have higher traffic volumes and/or experience significant non-local traffic.
- Sections that have a previous history of collisions.

### 5.3 Roadside Drainage

Historical and existing drainage issues (i.e., flooding, ponding) were identified based on discussions with Municipality staff. In general, the Municipality does not have a history of flooding on any of its roads as the Municipality is relatively flat. The Municipality undertakes brushing as part of its regular maintenance practices.

Where road works are proposed, it is recommended that additional investigations be completed to determine the requirements for drainage improvements. However, it is also recognized that the practicality of achieving sufficient drainage outlets may constrain the

opportunities to improve roads in areas with drainage issues. Depending on traffic requirements in those areas, it may be more cost-effective to continue to undertake additional spring maintenance, on a yearly basis, to address such drainage issues.

#### **5.4 Maintenance Considerations**

The Level of Service for the maintenance of the Municipality's roads follows the Provincial Minimum Maintenance Standards (O. Reg. 239/02 as amended by O. Reg. 366/18). These regulations prescribe required monitoring of the roads and maintenance response requirements, based on the road's class. The road class is set by its Average Annual Daily Traffic and speed limit with Class 1 reflecting the highest standard of maintenance and Class 6 reflecting the lowest standard. The Minimum Maintenance Standards for Municipal Highways are intended to meet the following objectives:

- Provide consistent minimum standards that road users can expect to encounter in municipalities throughout the province.
- Provide municipalities with a defense for claims for damages from road users using the roadway, if they can demonstrate due diligence by having conducted regular inspections and repair work, while maintaining complete documentation to confirm that regular inspections were done, and that work required to meet these standards was completed.

The minimum road maintenance standards are prescribed by the legislation for each classification. Minimum maintenance standard classifications were established based on the AADTs that were established as part of this study. It should be noted the AADTs established are estimates and should be confirmed by traffic counts. The Municipality's minimum maintenance standard classes are summarized in Table 15 and included for each road on the inventory table in Appendix A.

**Table 15: Minimum Maintenance Standard Classes (O.Reg. 239/02, May 2018)**

Speed Limit (km/h)	AADT (vpd)	Minimum Maintenance Classification	Length of Road (km)
40 km/h or less	0 to 49	6	5.46
	50 to 199	6	38.54
	200 to 499	6	23.85
	500 to 999	5	2.44
	1,000 to 1,999	5	3.11
	2,000 to 2,999	5	2.42
	3,000 to 3,999	4	2.63
	4,000 to 4,999	4	0.92
50 km/h	0 to 49	6	4.61
	50 to 199	6	41.69
	200 to 499	5	38.26
	500 to 999	5	5.95
	1,000 to 1,999	5	7.15
	2,000 to 2,999	5	6.56
	3,000 to 3,999	4	1.16
	4,000 to 4,999	4	1.01
60 km/h	200 to 499	5	2.68
	500 to 999	4	5.39
	1,000 to 1,999	4	2.28
	2,000 to 2,999	4	5.68
	4,000 to 4,999	3	0.54
	5,000 to 5,999	3	0.38
80 km/h	0 to 49	6	57.49
	50 to 199	4	132.95
	200 to 499	4	109.03
	500 to 999	4	27.21
	1,000 to 1,999	3	11.05
	2,000 to 2,999	3	3.37
			Total Length 543.76

In general, gravel roads in the Municipality maintain an adequate condition after they are graded, and dust suppressant is applied. The Municipality grades all roads a minimum of two to four times per year (i.e., one to two times in the spring and one to two times in the fall), with heavier travelled roads or problem roads requiring additional grading during the summer months.

Maintenance demands (i.e., low, average, high) are not a primary consideration in the prioritization of road sections for improvements, however, they may be a consideration in the decision to upgrade gravel surfaces to hardtop surfaces.

## 5.5 Coordination with Other Projects

For budget allocation and phasing purposes, coordination with planned bridge projects and other infrastructure projects (drainage, water and sewer etc.), should be a consideration. Construction detours may also be a consideration in the scheduling / interface of road projects with these other projects. The Municipality should continuously review their Ontario Structure Inspection Manual (OSIM) results to ensure that bridge repairs/replacements are coordinated with road work and/or are not impacting detours from road work. Based on a review of available data, the Municipality has a significant number of structures that require rehabilitation or replacement. Many of these structures are located along municipal drains and therefore, the timelines of the work should be confirmed to ensure that they do not interfere with the road improvement timelines outlined in this report.

## 5.6 Railway Level Crossings

27 railway level crossings in the Municipality that are used by Via Rail or Canadian Pacific Kansas City (CPKC) were reviewed in this study. Various grade crossing details for each of the 27 railway level crossings were obtained and verified. Updated crossing condition information is based on observations made in the field by Burnside staff in April 2025. Reference to the location of the 27 railway crossings can be found on the inventory map in Appendix A of this report.

In addition to determining any condition deficiencies at all 27 crossings, safety requirements at all crossings have also been reviewed. To determine safety requirements an exposure index was calculated at all crossings based on the following equation:

**Exposure Index = (Number of Trains per Day) x (Daily Vehicle Crossing Volume)**

The exposure index can be calculated in future horizon years by multiplying the forecast traffic volumes by the anticipated volume of trains at the crossing in that year.

The rail crossing control warrant exposure index values, as set by Transport Canada for public crossings is outlined in Table 16. In addition, Transport Canada recommends gates for all level crossings where the railway design speed exceeds 50 mph, as per Section 9.2.1 (c) of *Grade Crossing Standards* (Transport Canada, July 2014). As per the data available from Transport Canada, the max speed of trains on the CPKC rail is 60 mph and the max speed of trains on the Via rail is 100 mph. Appendix G summarizes the level crossings on Municipal roads within the Municipality of Lakeshore.

**Table 16: Railway Crossing Control Warrants**

<b>Crossing Control Type</b>	<b>Exposure Index Warrant Value</b>
Standard Rail Crossing Sign & Stop (SRCS & Stop)	0 to 1,000
Flashing Lights and Bells (FLB)	1,000 to 49,999
Flashing Lights, Bells, and Gates (FLBG)	50,000 to 200,000
Grade Separation	Above 200,000

A full table containing all the inventory data and the calculated exposure index for each railway crossing can be found in Appendix G.

Based on the data presented in Appendix G, and the warrant criteria outlined above, railway crossing PW-RC-00011 at Patillo Road is recommended for upgrade to flashing lights, bells and gates due to the maximum train speed exceeding the 50 mph. It is also noted that this road has significant traffic at 2,500 vehicles per day.

## **5.7 Private Roads**

Within the Municipality there are about 34 private roads, located on properties owned by over 400 individuals or families, as shown in Appendix H. These roads were developed prior to amalgamation and provide access for property owners to residential development. While there does not appear to be any formal agreements for these roads it is our understanding that the Municipality has provided winter maintenance on many of these roads, with service provided by a third-party contractor and paid through the standard tax levy. Access for waste collection vehicles, emergency service vehicles, municipal maintenance vehicles and school buses may also be provided by many of these roads. In addition, informal permits have been developed for utilities to be located along these corridors.

It is our understanding that the private roads in the Municipality have been developed on privately owned lands and not on unopened Municipal rights-of-way. However, in some cases, the private road forms a connection between the ends of public roads within the road network.

Municipal staff have indicated that the ongoing provision of these maintenance services and servicing easements introduces a legal risk, to ensure that the roads function in a manner that would be consistent with roads that are owned and operated as public roads. While a detailed consideration of private roads is beyond the scope of this Road Needs Study, general considerations have been identified to assist in developing a recommendation to reduce the risk to the Municipality of the ownership and operations of these roads and corridors.

### 5.7.1 Private Road Ownership Considerations

Municipal staff have indicated that the existing ownership of the private roads varies across the Municipality, including ownership by a single owner, by multiple owners or by a condominium corporation. It is recommended that a study be carried out to determine the form and function of such ownership and agreements that are currently in place. Detailed land surveys and title searches should be completed to assess the constraints to providing functional road rights-of-way along these corridors, considering that private sheds, trees, etc., have been developed in close proximity to the roads, and existing setbacks limit the space available.

### 5.7.2 Lakeshore Policy on Assumption of Private Roads

The Municipality's current Policy on Assumption of Private Roads (Revision Date: July 26, 2006) includes the following provisions:

- The Town of Lakeshore will normally not expropriate land in order to assume a private road.
- All persons (100%) owning a portion of a private road must agree to dedicate it to the Town of Lakeshore.
- The affected property owners must agree to assume the cost of upgrading the private road to municipal standards pursuant to the Local Improvement Act or otherwise.
- The Town of Lakeshore must attempt to receive a dedication of property 20 metres in width as a proper road allowance.
- Where it is impossible for the residents to convey a 20 metre wide road allowance to the Municipality, the Municipality is to receive a dedication of the maximum width of property available. This property is to be not less than 10 metres in width in order for the Municipality to assume the property for municipal road allowance purposes.
- Prior to conveying the road allowance to the Municipality, the residents are required (at the affected residence) to construct a hard surfaced roadway of sufficient width and capacity to accommodate normal two-lane vehicular traffic including fire, municipal and garbage collection vehicles.
- Prior to the assumption of the road allowance, proper drainage for the roadway as determined by the Town be constructed and brought to a sufficient outlet at the expense of the affected residents.
- Where existing services are not able to be included in the road allowance to be conveyed to the Municipality, sufficient easements are to be provided by the residents to allow the Municipality access for repair and replacement purposes.
- Prior to the assumption of the road allowance by the Municipality, the residents are required to maintain the newly constructed road for a period of one year.
- Any and all legal, surveying, construction, or other related costs are to be the responsibility of the affected residents.

2025 Road Needs Study  
October 2025

At its February 13, 2024, meeting, Council requested Administration to bring a report proposing the feasibility of creating an amendment to the Property Standards Bylaw 23-2018 to identify parameters regarding pothole repair on private roads, together with timeframes for repair and costs for repair by the Municipality, if required. Also, Council requested that Administration bring forth a report regarding private road assumption to address the current conditions and revise the Assumption of Private Road Policy.

### **5.7.3 Previous Study**

Dillon Consulting Limited prepared a previous study (Dillon Study) in October 2007 entitled *Assessment of Private Roads in the Town of Lakeshore*. The study reviewed 23 private roads in the Municipality, identifying two that could be assumed by the Town, two that could be assumed once they were paved, five that could be assumed if widened and 14 that appeared to have constraints that made it unfeasible to widen to meet the Town's minimum 10 m right-of-way requirement.

### **5.7.4 Alternatives for Existing Private Road Ownership/Operation**

The existing private roads have developed over time and a certain level of service has been provided to the Municipality's residents, which rely on these roads for access. Therefore, in the absence of any condominium agreements for such roads, it is unlikely that fully transferring all liabilities to the owners through an agreement would be a viable alternative or effective in removing all the Municipality's liabilities.

Recognizing that there are many legal and insurance (risk) considerations that need to be further reviewed, it is recommended that the following alternatives be reviewed in a Private Road Needs Study:

- Option 1 – Maintain the status quo, with improvements to address the current risks/liabilities (i.e., private road ownership, with limited or no maintenance by the Municipality). Any ongoing Municipal involvement with the private road should be formalized and documented through an agreement between all parties. Minimum Maintenance Standards should be set out in the agreement, along with mechanisms for their completion in the case of default. It is recommended that the private road owners form a Road Association (RA) for the purpose of owning and operating the road. The Municipality's solicitor should confirm the most appropriate mechanism for implementing a RA, considering its costs and indemnity requirements. The owners should be required to obtain adequate liability insurance, although it should be acknowledged that this may be a challenge depending on the individual circumstances. The Municipality's insurance provider should confirm insurance requirements to protect the Municipality's interests. The Municipality may consider placing the affected areas in a Limited Services Residential Zone if maintenance continues to be provided privately, although safety would need to be reviewed under such an arrangement.

- Option 2 – Municipality assumes ownership of the ROW and road, with the road being upgraded to acceptable municipal standards. The ownership, operations and upgrading to be agreed upon through negotiation or via expropriation, if required. Application of Minimum Maintenance Standards to the subject roads would assist in limiting liability via ongoing monitoring and timely maintenance responses.

In summary, there is no one solution to the risk reduction/risk management for the private roads, however, the solutions will be road specific. It is recommended that the Private Road Needs Study provide further review of implementing Option 1 or Option 2 for the private roads. The costs and timeframe for such implementation should be established as part of the Private Road Needs Study.

### **5.7.5 Functional Classification**

The Municipality's Official Plan includes a functional classification for Public Lanes which are intended to carry low volumes of traffic and generally prohibit through traffic. The policy of the Municipality for Public Lanes is that they generally be developed with two lane roads with a road right-of-way width of 6 to 10 m. Typical traffic volumes on Public Lanes are generally less than 250 vehicles a day. If existing private roads can meet these requirements, then development to a Public Lane standard may be considered. Alternatively, if conditions warrant a higher standard, then development as an Urban Residential Local Road may be considered. The Dillon Study had noted that a preferred cross section would include a 7 m hardtop surface, with 1.5 m gravel shoulders on each side. However, the Study indicated that the Town may be willing to accept a 6 m hardtop surface with 0.3 m gravel shoulders on each side. It is recommended that further study be completed to assess the functional classification and unique operational requirements of each private road.

The right-of-way should be assessed for each private road to confirm its ability to accommodate property access for cars, waste collection and emergency services, as well as corridors for municipal services. While it is acknowledged that Fire Department Access Route Design set out in Section 3.2.5.6 of the Building Code does not deal with seasonal or low density residential uses, it is recommended that these provisions be considered for upgrading of private roads, where possible.

### **5.7.6 Cost Estimate and Financing**

Cost estimates should be prepared for upgrading private roads, including surveying, engineering and construction to a standard that is acceptable to the Municipality. Agreement should be developed between the Municipalities and the owners to determine how the works will be financed or cost-shared, if applicable. Cost sharing through the Local Improvement Act (O.Reg 586/06) may be considered, subject to the required percentage of owners requesting the improvement. Alternatively, the Municipality may bring the private roads to acceptable standards, financed from the tax

2025 Road Needs Study  
October 2025

levy for their upgrading and maintenance. It is noted that the Municipality does not currently have a budget for upgrading and assuming private roads. Additionally, this current study does not include a cost estimating exercise for private roads. Therefore, it is recommended that the Municipality undertake an update to the previous private roads study, including updating any cost estimates.

It is acknowledged that Municipal staff are preparing to bring a request forward in the 2026 budget to council to undertake a pilot program related to assuming private roads to determine financial requirements including all necessary surveying, geotechnical studies, detailed design, and legal requirements. This pilot project is also intended to assist in quantifying the magnitude of the overall cooperation and strategy for private road conversions going forward as this is currently unknown.

## 6.0 Road Improvement Needs

The existing road condition needs represent a quantification of the condition needs that currently exist in the road network. These needs will constantly change, in response to both the improvement interventions and to ongoing deterioration of the roads. It should be noted that the improvement needs reported in the following sections (Section 6.1 for hardtop and Section 6.2 for gravel) were determined using the decision matrix in Table 8, based on the road segment condition rating. While the needs reported below are warranted due to condition, it should be noted that the Municipality may choose to complete each need or maintain certain roads in a “holding strategy” due to operational characteristics. For example, a rural gravel road that has a condition less than or equal to 35 warrants full reconstruction (dig out the base and replace with new granular). While full depth reconstruction is warranted it is typical practice that municipalities will complete a rehabilitation improvement which includes full base repair in sections that are determined to be a problem area.

It is also noted that roads with an AADT less than 50 are typically maintained through ongoing maintenance rather than capital improvements. However, the corresponding needs with the evaluated condition rating have been reported to signify that if budgets were unlimited, those improvement types should be completed.

### 6.1 Hardtop Roads Needs

Based on the existing hardtop road condition data collected in the field in August 2024, the current hardtop road improvement needs based on where each road sits within its lifecycle were determined according to the improvement trigger criteria outlined in Table 3, as shown on the map in Appendix D. Table 17 below provides a qualitative summary based on the PCI ranges while Table 18 summarizes the hardtop road improvement need types and costs.

**Table 17: Qualitative Description of Hardtop Roads**

PCI Range	Condition	Length of Road (km)	Percentage of Total Length (%)
86 to 100	Excellent	109.44	24.78
71 to 85	Good	88.18	19.96
56 to 70	Fair	71.95	16.29
41 to 55	Poor	106.86	24.19
26 to 40	Very Poor	63.01	14.26
11 to 25	Serious	2.28	0.52
0 to 10	Failed	0.00	0.00
		<b>Total 441.71</b>	<b>100.00</b>

As shown in Table 17, nearly 44.55% of all existing hardtop roads in the Municipality are in good or excellent condition.

**Table 18: Municipality of Lakeshore Hardtop Road Needs**

Improvement Need Type	Estimated Cost	Length (km)	Percentage of Total Length (%)
No Current Improvement Need	N/A	112.48	25.47
Routine Maintenance	\$1,596,145.00	41.05	9.29
Preventive Maintenance	\$2,365,165.00	49.47	11.20
Resurface	\$7,369,551.00	46.20	10.46
Rehabilitation	\$53,872,328.00	132.11	29.91
Reconstruction	\$56,952,946.00	60.40	13.67
<b>Total</b>	<b>\$122,156,135.00</b>	<b>441.71</b>	<b>100.00</b>

Based on the table above, it has been estimated that the existing cost of hardtop road needs in the Municipality is approximately \$122,156,135. This equates to an overall average of approximately \$277,514/km of existing hardtop roads (i.e., 441.71 km). These needs presented above would bring each road back to a good condition. However, recognizing that budget constraints exist, not all of these needs will be addressed resulting in some roads degrading to the next category (i.e., resurfacing degrading to rehabilitation).

## 6.2 Gravel Road Needs

A total of approximately 101.38 km of gravel road were reviewed in August 2024. Current gravel road improvement needs were assessed based on the criteria contained in Table 3. The qualitative description of the condition of the Municipality's gravel roads is provided in Table 19. Gravel road improvement needs, types and costs are summarized in Table 20 and on the map in Appendix D. The preventive maintenance costs in the table include the supply of maintenance gravel (i.e., every four years) but exclude routine maintenance (i.e., grading and dust suppressants).

**Table 19: Qualitative Description of Gravel Roads**

Condition Rating Range	Condition	Length of Road (km)	Percentage of Total Length (%)
86 to 100	Excellent	13.02	12.84
71 to 85	Good	43.10	42.51
56 to 70	Fair	35.54	35.06
41 to 55	Poor	9.71	9.58
26 to 40	Very Poor	0.00	0.00
11 to 25	Serious	0.00	0.00
0 to 10	Failed	0.00	0.00
		<b>Total 101.38</b>	<b>100.00</b>

As shown in Table 19, nearly 56.03% of all existing gravel roads in the Municipality are in good or excellent condition.

**Table 20: Municipality of Lakeshore Gravel Road Needs**

Improvement Need Type	Estimated Cost	Length (km)	Percentage of Total Length (%)
Preventive Maintenance	\$3,217,204.00	81.63	80.52
Conversion to Hardtop	\$1,361,920.00	2.86	2.83
Rehabilitation	\$ 6,397,680.00	16.88	16.65
<b>Total</b>	<b>\$10,976,804.00</b>	<b>101.38</b>	<b>100.00</b>

Based on the table above, it has been estimated that the existing cost of gravel road needs in the Municipality is approximately \$10,976,804. These needs presented above would result in all the Municipality's gravel roads being in a good condition and being maintained through routine grading and maintenance gravel. However, recognizing that budget constraints exist and the Municipality's hardtop road network has such a large need, the gravel roads would be improved through spot repairs and maintenance gravel.

## 7.0 Budget Sensitivity Analysis

To assess minimum budget levels, Burnside has conducted a five-year budget sensitivity analysis, considering all roads in the Municipality. To conduct the analysis, the degradation within the Streetlogix software was used. Along with the degradation, the condition ratings have also been increased based on the corresponding PCI benefit of each improvement type. The following sections summarize the two budget scenarios with scenario 1 representing a fixed annual budget, and scenario 2 representing a fixed network condition.

### 7.1 Scenario 1 – Fixed Annual Budget

Based on the Municipality's capital expenditures in previous years, the average annual budget that has been allocated is \$5,615,000 (consisting of \$2,800,000 for asphalt road reconstruction, \$1,900,000 for asphalt rehabilitation/resurfacing \$850,000 for surface treated roads, and \$65,000 for crack sealing treatments.). The fixed budget of \$5,615,000 per annum has been applied for the duration of the five-year plan in scenario one to determine the network result after year five. The total forecasted expenditure for this scenario equates to \$30,123,930.

As outlined previously, the existing overall network condition (weighted by road length) was 66.8 out of 100. After running the sensitivity analysis, it has been forecasted that the condition will theoretically decline from 66.8 out of 100 to approximately 61.87 out of 100.

Based on the net decline of 7.45% over the next five years, it is concluded that the overall condition of roads in the Municipality will degrade over the next five years. The forecasted overall road network condition of approximately 61.87 out of 100 is considered to represent a "Fair" overall level of service for the Municipality. Therefore, it is recommended that the Municipality continue to review its budget constraints to provide an increased budget for road improvements to allow for providing a satisfactory condition Level of Service (LOS) while maintaining appropriate lifecycle management of the hardtop road assets.

### 7.2 Scenario 2 – Maintain Network Condition

As outlined above, the second sensitivity analysis scenario is intended to determine the budget required for the Municipality to maintain their road network at a weighted average of 66 out of 100 based on the current priority and needs of the network. As outlined above, the average annual budget that the Municipality has allocated is \$5,615,000, with the total forecasted cost of the five-year plan in scenario two being approximately \$50,560,800. This equates to a budget difference of \$22,485,800 over five years, or \$4,497,160 per year. The five-year capital plan associated with scenario two is provided in Appendix J.

2025 Road Needs Study  
October 2025

Table 21 below presents a breakdown of the proposed budget in the maintain network scenario. As noted above, this budget was determined using the current prioritization and needs of the network. In each year, improvements were allocated starting at the top of the priority list and were applied up to the point at which the network condition hit the current 66 out of 100. Ongoing degradation and inflation may adjust the budget requirements for future years. It is noted that this plan includes preventive maintenance, while this is not currently a practice used by the Municipality, it is recommended that preventive maintenance be implemented to address road deficiencies early in the lifecycle and to extend the useful service life.

**Table 21: Maintain Network Condition Budget Breakdown**

<b>Improvement Type</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
Crack Sealing	\$1,211,195	\$206,150	\$31,420	\$69,405	\$488,065
Preventive Maintenance (Micro Surfacing)	\$1,637,500	\$770,170	\$871,411	\$499,095	\$302,130
Asphalt – Resurfacing Rehabilitation	\$3,773,985	\$212,660	\$814,500	\$2,392,492	\$1,571,888
Asphalt – Reconstruction	\$4,119,356	\$2,835,758	\$2,802,100	\$2,851,115	\$5,855,410
Surface Treatment – Rehabilitation	\$0	\$3,803,230	\$5,007,950	\$4,012,280	\$1,438,560
Surface Treatment – Additional Lifts	\$1,115,850	\$1,644,000	\$0	\$198,555	\$24,570
<b>Annual Total</b>	<b>\$11,857,886</b>	<b>\$9,471,968</b>	<b>\$9,527,381</b>	<b>\$10,022,942</b>	<b>\$9,680,623</b>

The forecasted overall road network condition of approximately 66.8 out of 100 is considered to represent a “Fair” overall level of service for the Municipality. Therefore, it is recommended that the Municipality continue to review its budget constraints to provide an increased budget for road improvements to allow for providing a satisfactory condition Level of Service while maintaining appropriate lifecycle management of the hardtop road assets.

Based on the results of the two scenarios outlined above, it is recommended that the Municipality provide the required funding to maintain the network condition and offset the degradation that occurs each year. Failing to provide the required funding will result in the road network continuing to degrade, resulting in higher improvement costs to return the road network to its current level.

## **8.0 Asset Management and Capital Planning Considerations**

As part of this study, a ten-year road improvement plan has been developed to assist the Municipality in the development of a multi-year capital project plan. It is understood that the Municipality intends to use the updated condition rating data as input into its ongoing Asset Management and Capital Planning work. The updated GIS database, Excel spreadsheets and mapping assist in this ongoing future work by the Municipality. Such future work may also require updating traffic data, confirming the maintenance / improvement needs and costs based on a project-level review and completing risk analysis to establish project priority within budget limitations.

To maintain a current database for Asset Management and Capital Planning purposes, it is recommended that the Municipality complete regular updates every three to five years to update the condition ratings of the road network, and to assess ongoing deterioration rates and resulting improvement requirements.

## 9.0 Conclusions and Recommendations

### 9.1 Conclusions

The primary conclusions made in this RNS are as follows:

- The total value of the existing (2024) needs for the entire network has been determined to be \$133,132,939. Road improvement needs are shown on a map and spreadsheet in Appendix D of this report.
- The estimated total cost of gravel road improvement/maintenance needs in the Municipality is approximately \$10,976,804.
- The estimated total cost of hardtop road improvement/maintenance needs in the Municipality is approximately \$122,156,135.
- Approximately 14.20% of all existing gravel roads in the Municipality are in excellent condition, 41.86% in good condition, 34.52% in fair condition, and 9.43% in poor condition.
- Approximately 24.38% of all existing hardtop roads in the Municipality are in excellent condition, 18.78% in good condition, 16.37% in fair condition, 24.83% in poor condition, 15.09% in very poor condition, and 0.56% in serious condition.
- The Municipality's overall road network (gravel and hardtop roads) has been determined to have an overall average condition rating of 66.8 out of 100, which reflects a fair overall network condition.
- Based on information provided by Municipal staff, this study assumes an existing capital budget of \$2.8 million (M) per annum for asphalt road reconstruction, \$1.9 M per annum for asphalt road rehabilitation/resurfacing, \$0.85 M per annum for surface treated roads, \$65,000 for crack sealing, and \$300,000 per annum for gravel road conversions. Based on the analysis of this study, the existing capital budget is calculated to result in a theoretical decline of 4.98 PCI points. Therefore, it is recommended that the Municipality continue to review their budget constraints to provide an increased budget for road improvements to allow for providing a satisfactory Level of Service (LOS) while maintaining appropriate lifecycle management of the hardtop road assets.
- The proposed five-year plan is shown on the map and spreadsheet in Appendix E of this report. As outlined in the point above, this plan is based on the existing capital budget, which results in a theoretical decline of 4.98 PCI points.

## 9.2 Recommendations

The primary recommendations based on the analysis conducted in this RNS are as follows:

- Based on the analysis completed as part of this study, it has been found that the Municipality would need to invest approximately \$50,560,800 over the next five years to maintain the network condition at 66. This required budget equates to approximately \$10,112,160 per annum with a difference of \$4,497,160 compared to the proposed budget of \$5,615,000.
- It is recommended that the Municipality provide the required funding to maintain the network condition and offset the degradation that occurs each year. Failing to provide the required funding will result in the road network continuing to degrade, resulting in higher improvement costs to return the road network to its current level.
- It is recommended that the Municipality continue to establish an annual allowance specifically for applying cost-effective routine and/or preventive maintenance treatments on existing hardtop roads.
- It is recommended that the Municipality complete regular updates every three to five years to update the condition ratings of the road network, and to assess ongoing deterioration rates and resulting improvement requirements.

Burnside gratefully acknowledges the assistance and contributions of Municipal staff in the preparation of this study.



BURNSIDE

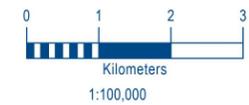
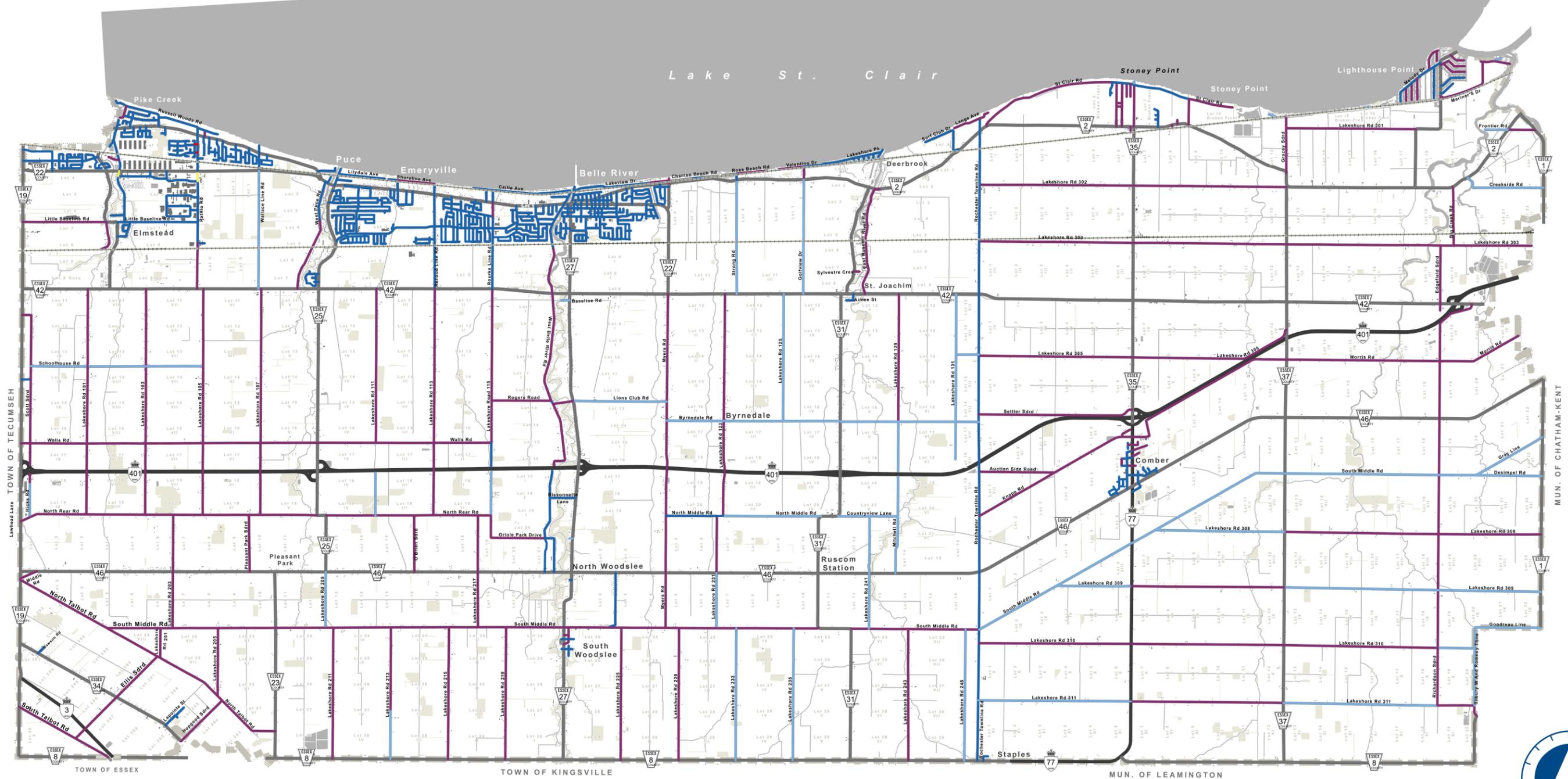
[THE DIFFERENCE IS OUR PEOPLE]



## Appendix A

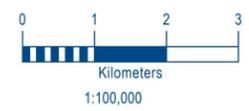
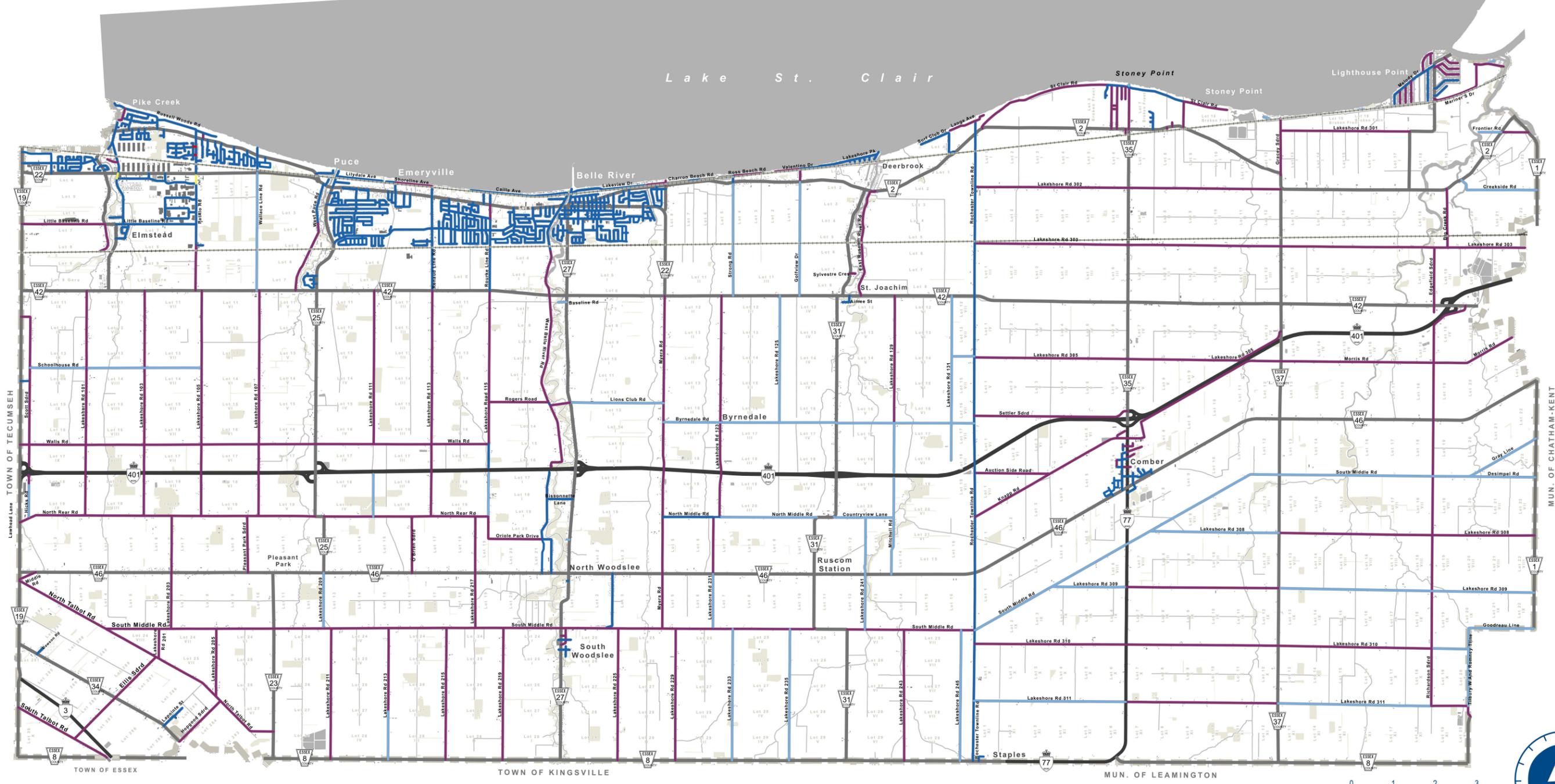
### Road Inventory Database

# Road Surface Material



Municipality of Lakeshore  
Roads Needs Study 2025

# Road Surface Material



Municipality of Lakeshore  
Roads Needs Study 2025

Appendix A - Road Inventory Database

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	Roadside Environment	Speed Limit (km/h)	AADT Range	AADT	AADT Growth Rate (%)	10-Year AADT Range	10-Year AADT Estimate	Main. Class (2024 AADT)	Main. Class (Current Database)	PCI 2020	PCI 2024	Maintenance Suggestion	Estimated Cost (\$)	Repair Priority	Replacement Cost	Replacement Cost Benchmark
66	7	Abbott Ave	County Rd 46 & Windsor Ave	William St	Asphalt	Local	184	0.18	7	1288	Semi-Urban	50	50-199	50	0.01	50-199	55	6	5	47	90	Crack Seal	\$6,440.00	44	\$186,760.00	\$145.00
246	19	Abbott Ave	County Rd 46 & Windsor Ave	William St	Asphalt	Local	84	0.08	7	588	Semi-Urban	50	50-199	50	0.01	50-199	55	6	5	50	90	Crack Seal	\$2,940.00	44	\$85,260.00	\$145.00
696	520	Adelaide St	Lenore St	South St	Asphalt	Local	362	0.36	7	2534	Urban	40	200-499	450	0.01	200-499	495	6	5	62	32	Reconstruction	\$385,168.00	9	\$385,168.00	\$152.00
293	834	Admiral Dr	Muskie Lane	Anchor St	Surface Treated	Local	96	0.10	7	672	Rural	50	50-199	50	0.01	50-199	55	6	5	62	62	Surface Treated - Added Lift	\$10,080.00	27	\$50,400.00	\$75.00
294	988	Admiral Dr	Dockside St	Muskie Lane	Surface Treated	Local	204	0.20	7	1428	Rural	50	50-199	74	0.01	50-199	81.4	6	5	80	43	Rehabilitation	\$54,264.00	25	\$107,100.00	\$75.00
588	55	Admiral Dr	Anchor St	Dead End	Surface Treated	Local	82	0.08	7	574	Rural	50	50-199	50	0.01	50-199	55	6	5	72	56	Rehabilitation	\$21,812.00	23	\$43,050.00	\$75.00
589	105	Admiral Dr	Mariner's Dr	Dockside St	Surface Treated	Local	278	0.28	7	1946	Rural	50	50-199	124	0.01	50-199	136.4	6	5	74	51	Rehabilitation	\$73,848.00	20	\$145,250.00	\$75.00
982	997	Admiral Dr	Mariner's Dr	Dead End	Surface Treated	Local	49	0.05	7	343	Rural	50	50-199	40	0.01	50-199	44	6	5	80	84	Defers Maintenance	\$8,610.00	41	\$29,690.00	\$145.00
1115	974	Adriana Lane	Charlotte Cres	Ryan Ave	Asphalt	Local	99	0.10	7	693	Urban	40	50-199	150	0.01	50-199	165	6	5	81	64	Defers Maintenance	\$3,465.00	40	\$105,336.00	\$152.00
1118	587	Adriana Lane	Vincent Cres	Ryan Ave	Asphalt	Local	92	0.09	7	644	Urban	40	50-199	100	0.01	50-199	110	6	5	95	47	Crack Seal	\$3,220.00	47	\$97,888.00	\$152.00
894	585	Advance Blvd	Croft Dr	Patillo Rd	Asphalt	Minor Collector	767	0.77	10	7670	Urban	50	2000-2999	2303	0.015	2000-2999	2648.45	5	4	63	47	Rehabilitation	\$575,250.00	34	\$1,219,530.00	\$159.00
895	535	Advance Blvd	County Rd 22	Croft Dr	Asphalt	Minor Collector	177	0.18	10	1270	Urban	50	2000-2999	2000	0.015	2000-2999	2300	5	4	62	45	Rehabilitation	\$132,750.00	33	\$281,430.00	\$159.00
322	586	Aimee St	County Rd 42	Cul-De-Sac	Asphalt	Local	317	0.32	7	2219	Rural	50	50-199	100	0.01	50-199	110	6	5	41	94	Crack Seal	\$11,095.00	46	\$210,805.00	\$95.00
40	1058	Ainslie Ave	James St	McAllister St	Surface Treated	Local	174	0.17	7	1218	Semi-Urban	50	50-199	100	0.01	50-199	110	6	5	47	41	Rehabilitation	\$46,284.00	14	\$91,350.00	\$75.00
513	167	Albert Lane	Old Tecumseh Rd	Cul-De-Sac	Asphalt	Local	477	0.48	7	3339	Semi-Urban	30	50-199	50	0.01	50-199	55	6	5	15	90	Crack Seal	\$16,695.00	44	\$484,155.00	\$145.00
488	610	Alexander Ave	County Rd 22	Dead End	Asphalt	Local	246	0.25	7	1722	Semi-Urban	40	50-199	100	0.01	50-199	110	6	5	71	86	Crack Seal	\$8,610.00	41	\$29,690.00	\$145.00
5	1449	Allison Cres	Orchard Park Dr	Cul-De-Sac	Asphalt	Local	123	0.12	7	861	Semi-Urban	40	50-199	40	0.01	50-199	44	6	5	73	60	Resurfacing	\$20,664.00	26	\$130,822.00	\$152.00
761	604	Amy Croft Dr	Manning Rd	Commercial Blvd	Asphalt	Minor Collector	696	0.70	10	6960	Urban	40	3000-3999	3000	0.015	3000-3999	3450	5	4	68	41	Rehabilitation	\$522,000.00	31	\$1,106,640.00	\$159.00
763	584	Amy Croft Dr	Commercial Blvd	Shady Spring Cres & Branton Cres	Asphalt	Minor Collector	163	0.16	10	1630	Urban	40	3000-3999	3000	0.015	3000-3999	3450	4	4	73	68	Resurfacing	\$39,120.00	47	\$259,470.00	\$159.00
764	1594	Amy Croft Dr	Shady Spring Cres & Branton Cres	Shady Spring Cres	Asphalt	Minor Collector	92	0.09	10	920	Urban	40	2000-2999	2800	0.015	2000-2999	3220	5	4	74	73	Micro Surfacing	\$4,600.00	50	\$146,280.00	\$159.00
765	569	Amy Croft Dr	Shady Spring Cres	Ravena Way & Sylvano Cres	Asphalt	Minor Collector	96	0.10	10	960	Urban	40	2000-2999	2500	0.015	2000-2999	2875	5	4	74	58	Rehabilitation	\$72,000.00	41	\$162,640.00	\$159.00
766	592	Amy Croft Dr	Ravena Way & Sylvano Cres	Branton Cres & Daniela Cres	Asphalt	Minor Collector	361	0.36	10	3610	Urban	40	2000-2999	2300	0.015	2000-2999	2645	5	4	74	69	Resurfacing	\$86,640.00	48	\$573,990.00	\$159.00
785	905	Amy Croft Dr	Branton Cres & Daniela Cres	Marina Grove Cres	Asphalt	Minor Collector	88	0.09	10	880	Urban	40	2000-2999	2200	0.015	2000-2999	2520	5	4	80	74	Micro Surfacing	\$4,400.00	51	\$139,920.00	\$159.00
924	697	Amy Croft Dr	Marina Grove Cres	Marina Grove Cres & Selina St	Asphalt	Minor Collector	221	0.22	10	2210	Urban	40	2000-2999	2000	0.015	2000-2999	2300	5	4	80	73	Micro Surfacing	\$11,050.00	50	\$351,490.00	\$159.00
326	59	Andy Croft Dr	Selina St & Marina Grove Cres	W Pike Creek Rd	Asphalt	Minor Collector	77	0.08	10	770	Urban	40	2000-2999	2028	0.015	2000-2999	2327.2	5	4	82	77	Micro Surfacing	\$3,850.00	53	\$122,430.00	\$159.00
1146	12	Anderson Ave	Anderson Ave	Taylor Ave	Asphalt	Minor Collector	189	0.19	10	1890	Urban	50	50-199	100	0.015	50-199	115	6	5	95	77	Crack Seal	\$9,450.00	64	\$300,510.00	\$159.00
1148	13	Anderson Ave	Tracey Dr	Nostadt Cres	Asphalt	Minor Collector	149	0.15	10	1490	Urban	50	50-199	100	0.015	50-199	115	6	5	92	68	Crack Seal	\$7,450.00	61	\$236,910.00	\$159.00
1150	563	Anderson Ave	Nostadt Cres	Argyle Ave	Asphalt	Minor Collector	104	0.10	10	1040	Urban	50	50-199	50	0.015	50-199	57.5	6	5	92	92	Crack Seal	\$5,200.00	62	\$165,360.00	\$159.00
1187	1088	Anderson Ave	Argyle Ave	Anderson Ave	Asphalt	Minor Collector	60	0.06	10	600	Urban	50	50-199	50	0.015	50-199	57.5	6	5	92	92	Crack Seal	\$3,000.00	62	\$95,400.00	\$159.00
455	655	Andrew Cres	Mulhall Dr	Dead End (South)	Asphalt	Local	33	0.03	7	231	Semi-Urban	40	0-49	10	0.01	0-49	11	6	5	42	91	Crack Seal	\$1,155.00	44	\$33,495.00	\$145.00
456	62	Andrew Cres	Mulhall Dr	Dead End (North)	Asphalt	Local	155	0.16	7	1085	Semi-Urban	40	0-49	30	0.01	0-49	33	6	5	23	79	Micro Surfacing	\$5,425.00	36	\$157,325.00	\$145.00
1149	591	Argyle Ave	Anderson Ave	Dead End	Asphalt	Minor Collector	44	0.04	10	440	Urban	50	0-49	10	0.015	0-49	11.5	6	5	89	99	Crack Seal	\$2,200.00	60	\$69,960.00	\$159.00
20505	1072	Arkona Crt	Oakwood Ave	Cul-De-Sac	Asphalt	Local	131	0.13	7	917	Urban	50	50-199	50	0.01	50-199	55	6	5	78	78	Micro Surfacing	\$4,585.00	37	\$139,384.00	\$152.00
1036	391	Arnald Lane	Scott Strd	Manning Rd	Asphalt	Minor Collector	219	0.22	10	2190	Urban	40	50-199	100	0.015	50-199	115	6	4	71	81	Rehabilitation	\$135,780.00	31	\$160,800.00	\$120.00
481	830	Ashwood Cres	Birchwood Cres	Whitewood Dr	Asphalt	Local	139	0.14	7	973	Urban	40	50-199	50	0.01	50-199	55	6	5	73	61	Resurfacing	\$23,352.00	26	\$147,896.00	\$152.00
960	79	Aspen Ridge Cres	Poplar Dr	Poplar Dr	Asphalt	Local	413	0.41	7	2891	Urban	50	200-499	200	0.01	200-499	220	5	5	95	85	Crack Seal	\$14,455.00	41	\$439,432.00	\$152.00
1129	588	Aspen Ridge Cres	Poplar Dr	Cypress Lane	Asphalt	Local	102	0.10	7	714	Urban	50	50-199	150	0.01	50-199	165	6	5	78	78	Micro Surfacing	\$3,570.00	37	\$108,528.00	\$152.00
1172	722	Aspen Ridge Cres	Magnolia Lane	Magnolia Lane	Asphalt	Local	137	0.14	7	2359	Urban	50	50-199	100	0.01	50-199	110	6	5	99	49	Defers Maintenance	\$3,500.00	49	\$388,568.00	\$152.00
1177	1448	Aspen Ridge Cres	Poplar Dr	Cypress Lane	Asphalt	Local	130	0.13	7	910	Urban	50	50-199	150	0.01	50-199	165	6	5	91	91	Crack Seal	\$4,550.00	45	\$138,320.00	\$152.00
1178	1382	Aspen Ridge Cres	Cypress Lane	Hemlock Lane	Asphalt	Local	94	0.09	7	658	Urban	50	50-199	150	0.01	50-199	165	6	5	100	100	Defers Maintenance	\$0.00	50	\$100,016.00	\$152.00
1179	350	Aspen Ridge Cres	Hemlock Lane	Mulberry Lane	Asphalt	Local	95	0.10	7	665	Urban	50	200-499	200	0.01	200-499	220	5	5	100	100	Defers Maintenance	\$0.00	50	\$101,080.00	\$152.00
1180	515	Aspen Ridge Cres	Mulberry Lane	Mulberry Lane	Asphalt	Local	94	0.09	7	658	Urban	50	200-499	200	0.01	200-499	220	5	5	100	100	Defers Maintenance	\$0.00	50	\$100,016.00	\$152.00
1181	350	Aspen Ridge Cres	Mulberry Lane	Mulberry Lane	Asphalt	Local	95	0.10	7	665	Urban	50	200-499	200	0.01	200-499	220	5	5	100	100	Defers Maintenance	\$0.00	50	\$100,016.00	\$152.00
1182	396	Aspen Ridge Cres	Cypress Lane	Hemlock Lane	Asphalt	Local	95	0.10	7	665	Urban	50	50-199	100	0.01	50-199	110	6	5	99	99	Defers Maintenance	\$0.00	50	\$101,080.00	\$152.00
1182	396	Aspen Ridge Cres	Mulberry Lane	Magnolia Lane	Asphalt	Local	93	0.09	7	651	Urban	50	50-199	150	0.01	50-199	165	6	5	100	100	Defers Maintenance	\$0.00	50	\$98,952.00	\$152.00
1183	80	Aspen Ridge Cres	Mulberry Lane	Mulberry Lane	Asphalt	Local	95	0.10	7	665	Urban	50	50-199	100	0.01	50-199	110	6								

Appendix A - Road Inventory Database

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	Roadside Environment	Speed Limit (km/h)	AADT Range	AADT	AADT Growth Rate (%)	10-Year AADT Range	10-Year AADT Estimate	Main. Class (2024 AADT)	Main. Class (Current Database)	PCI 2020	PCI 2024	Maintenance Suggestion	Estimated Cost (\$)	Repair Priority	Replacement Cost	Replacement Cost Benchmark
238	46	Caruhel Dr	Earl St	Emery Dr	Asphalt	Local	144	0.14	7	1008	Semi-Urban	40	50-199	100	0.01	50-199	110	6	5	51	32	Reconstruction	\$158,256.00	9	\$146,160.00	\$145.00
1161	395	Matese St	Matese St	Deady Dr	Asphalt	Local	38	0.04	7	266	Urban	40	0-49	5	0.01	0-49	5.5	6	5	100	100	Defer Maintenance	\$0.00	50	\$40,432.00	\$152.00
20508	603	Caserta Cres	Oakwood Ave	Matese St	Asphalt	Local	318	0.32	7	2226	Urban	40	50-199	100	0.01	50-199	110	6	6	100	100	Defer Maintenance	\$0.00	50	\$338,352.00	\$152.00
1073	774	Cazabon Lane	Lakeshore Rd 131	Rochester Townline Rd	Gravel	Minor Collector	541	0.54	10	5410	Rural	80	0-49	5	0.015	0-49	5.75	6	6	65	65	Preventive Maintenance	\$21,640.00	45	\$232,630.00	\$43.00
176	1237	Centre St	Front St	Front St	Asphalt	Local	69	0.07	7	483	Semi-Urban	40	50-199	80	0.01	50-199	88	6	5	80	80	Crack Seal	\$2,415.00	37	\$70,035.00	\$145.00
650	555	Centre St	Front St	E River St	Asphalt	Local	124	0.12	7	868	Semi-Urban	40	50-199	50	0.01	50-199	55	6	5	40	84	Crack Seal	\$4,340.00	40	\$125,860.00	\$145.00
651	571	Centre St	Quillette St	South St	Asphalt	Local	77	0.08	7	539	Semi-Urban	40	50-199	80	0.01	50-199	88	6	5	25	80	Crack Seal	\$2,495.00	37	\$78,155.00	\$145.00
546	726	Chambers Dr	Mcmurren Cres	Cul-De-Sac	Asphalt	Local	91	0.09	7	634	Urban	40	0-49	40	0.01	0-49	44	6	5	5	100	Reconstruction	\$96,824.00	9	\$96,824.00	\$152.00
547	683	Chambers Dr	Powers Dr	Mcmurren Cres	Asphalt	Local	172	0.17	7	1204	Urban	40	50-199	100	0.01	50-199	110	6	5	56	100	Defer Maintenance	\$0.00	50	\$183,008.00	\$152.00
548	538	Chambers Dr	Corbett Dr	Cul-De-Sac	Asphalt	Local	91	0.09	7	637	Urban	40	50-199	50	0.01	50-199	55	6	5	60	92	Reconstruction	\$96,824.00	9	\$96,824.00	\$152.00
607	326	Chambers Dr	Corbett Dr	Corbett Dr	Asphalt	Local	98	0.10	7	686	Urban	40	50-199	100	0.01	50-199	110	6	5	47	69	Resurfacing	\$16,464.00	31	\$104,272.00	\$152.00
608	49	Chambers Dr	Powers Dr	Chambers Dr	Asphalt	Local	215	0.22	7	1505	Urban	40	50-199	100	0.01	50-199	110	6	5	60	92	Crack Seal	\$7,525.00	45	\$228,760.00	\$152.00
115	782	Champlain Cr	Papineau St	Blake Ave	Asphalt	Local	249	0.25	7	1843	Urban	40	50-199	180	0.01	50-199	198	6	5	66	39	Reconstruction	\$584,136.00	13	\$584,136.00	\$152.00
1114	1073	Charlotte Cres	Ryan Ave	Ryan Ave	Asphalt	Local	455	0.46	7	3185	Urban	40	50-199	150	0.01	50-199	165	6	5	87	77	Crack Seal	\$15,925.00	47	\$484,120.00	\$152.00
3	348	Charlton Cres	King James Ave	Monarch Meadows Dr	Asphalt	Local	194	0.19	7	1358	Urban	40	50-199	60	0.01	50-199	66	6	5	66	46	Rehabilitation	\$108,640.00	17	\$206,416.00	\$152.00
340	1235	Charron Beach Rd	Stuart Lane	Stuart Lane	Surface Treated	Local	431	0.43	7	3157	Semi-Urban	40	50-199	80	0.01	50-199	88	6	5	55	20	Rehabilitation	\$119,966.00	13	\$236,775.00	\$75.00
1195	544	Charron Beach Rd	Stuart Lane	Strong Rd	Asphalt	Local	231	0.23	7	1617	Semi-Urban	40	50-199	100	0.01	50-199	110	6	5	5	5	Reconstruction	\$253,869.00	7	\$239,465.00	\$145.00
459	540	Charron St	Notre Dame St	Cul-De-Sac	Asphalt	Local	169	0.17	7	1183	Semi-Urban	40	0-49	40	0.01	0-49	44	6	5	67	30	Rehabilitation	\$60,333.00	24	\$171,535.00	\$145.00
752	327	Chelsea Park Way	Huntington Blvd	Le Roy Dr & Regency Cres	Asphalt	Local	458	0.46	7	3206	Urban	50	50-199	120	0.01	50-199	132	6	5	80	77	Micro Surfacing	\$16,030.00	36	\$487,312.00	\$152.00
753	605	Chelsea Park Way	Huntington Blvd	Cul-De-Sac	Asphalt	Local	141	0.14	7	987	Urban	50	50-199	60	0.01	50-199	66	6	5	79	70	Micro Surfacing	\$4,935.00	32	\$150,024.00	\$152.00
112	953	Cherie Cr	Blake Ave	Cul-De-Sac	Asphalt	Local	125	0.13	7	875	Urban	40	50-199	60	0.01	50-199	66	6	5	73	65	Resurfacing	\$21,000.00	29	\$133,000.00	\$152.00
468	979	Cherrywood Dr	Beechwood Dr	Walnut St	Asphalt	Local	277	0.28	7	1939	Urban	40	50-199	80	0.01	50-199	88	6	5	69	43	Rehabilitation	\$155,120.00	15	\$294,728.00	\$152.00
469	329	Cherrywood Dr	Walnut St	Cul-De-Sac	Asphalt	Local	79	0.08	7	553	Urban	40	0-49	40	0.01	0-49	44	6	5	68	42	Rehabilitation	\$44,240.00	15	\$84,056.00	\$152.00
1108	718	Chesterfield Cr	Selma St	Cul-De-Sac	Asphalt	Local	100	0.06	7	448	Urban	50	50-199	50	0.01	50-199	55	6	5	89	43	Crack Seal	\$2,240.00	49	\$68,096.00	\$152.00
443	538	Chisholm St	Notre Dame St	St Charles St	Asphalt	Local	190	0.10	7	700	Semi-Urban	40	50-199	100	0.01	50-199	110	6	5	55	39	Reconstruction	\$109,900.00	13	\$101,500.00	\$145.00
444	539	Chisholm St	Broadway St	Notre Dame St	Asphalt	Local	91	0.09	7	637	Urban	40	50-199	100	0.01	50-199	110	6	5	45	91	Crack Seal	\$3,185.00	45	\$96,824.00	\$152.00
445	44	Chisholm St	St Charles St	St Peter St	Asphalt	Local	197	0.20	7	1379	Semi-Urban	40	50-199	50	0.01	50-199	55	6	5	30	33	Reconstruction	\$216,503.00	9	\$199,955.00	\$145.00
446	1074	Chisholm St	St Peter St	Dead End	Asphalt	Local	126	0.13	7	882	Semi-Urban	40	0-49	20	0.01	0-49	22	6	5	62	47	Rehabilitation	\$44,982.00	18	\$127,890.00	\$145.00
923	349	Christine Ave	St Peter St	Donald Cres	Asphalt	Local	82	0.08	7	574	Urban	50	200-499	350	0.01	200-499	385	5	5	95	84	Crack Seal	\$2,870.00	40	\$87,248.00	\$152.00
1110	518	Christine Ave	Donald Cres	Benjamin St	Asphalt	Local	269	0.27	7	1883	Urban	50	200-499	250	0.01	200-499	275	5	5	85	5	Crack Seal	\$9,415.00	41	\$286,216.00	\$152.00
1169	533	Christine Ave	Benjamin St	Ethan St	Asphalt	Local	241	0.24	7	1687	Urban	50	50-199	150	0.01	50-199	165	6	5	99	49	Defer Maintenance	\$0.00	49	\$256,424.00	\$152.00
1170	717	Christine Ave	Ethan St	Christine Ave	Asphalt	Local	204	0.20	7	1428	Urban	50	50-199	150	0.01	50-199	165	6	5	98	48	Defer Maintenance	\$0.00	49	\$217,056.00	\$152.00
261	503	Church St	S Middle Rd	Queen St	Surface Treated	Local	184	0.18	7	1288	Urban	40	50-199	75	0.01	50-199	82.5	6	5	66	87	Defer Maintenance	\$6,500.00	48	\$96,600.00	\$75.00
282	328	Church St	Queen St	King St	Surface Treated	Local	94	0.09	7	658	Urban	40	50-199	75	0.01	50-199	82.5	6	5	52	80	Defer Maintenance	\$0.00	37	\$49,350.00	\$152.00
841	775	Church St	King St	County Rd 27	Surface Treated	Local	197	0.20	7	1379	Urban	40	50-199	50	0.01	50-199	55	6	5	20	95	Defer Maintenance	\$0.00	47	\$103,425.00	\$75.00
298	464	Clareview Dr	St Clair Rd	Tecumseh Rd	Surface Treated	Local	622	0.62	7	4354	Urban	50	200-499	400	0.01	200-499	440	5	5	56	91	Defer Maintenance	\$0.00	45	\$326,500.00	\$75.00
25	564	Cleophas Dr	Majestic Dr	Russel Woods Dr	Asphalt	Local	127	0.13	7	889	Urban	40	200-499	250	0.01	200-499	275	6	5	60	43	Rehabilitation	\$71,120.00	15	\$135,128.00	\$152.00
26	393	Cleophas Dr	Russel Woods Dr	Moceri Cres	Asphalt	Local	119	0.12	7	833	Urban	40	1000-1999	1300	0.01	1000-1999	1430	5	5	47	96	Defer Maintenance	\$0.00	48	\$126,616.00	\$152.00
567	34	Cleophas Dr	Moceri Cres	Old Tecumseh Rd	Asphalt	Local	117	0.12	7	819	Urban	40	1000-1999	1368	0.01	1000-1999	1504.8	5	5	60	45	Rehabilitation	\$65,520.00	16	\$124,488.00	\$152.00
815	583	Clydesdale Cr	Stallion Ave	Cul-De-Sac	Asphalt	Local	91	0.09	7	637	Urban	50	0-49	40	0.01	0-49	44	6	5	75	61	Resurfacing	\$15,288.00	26	\$96,824.00	\$152.00
891	711	Colonial Crossing	Oakwood Ave	Deer Run Trail	Asphalt	Local	93	0.09	7	651	Urban	50	200-499	200	0.01	200-499	220	5	5	91	65	Resurfacing	\$15,824.00	29	\$98,352.00	\$152.00
911	574	Colonial Crossing	Deer Run Trail	Deer Run Trail	Asphalt	Local	228	0.23	7	1596	Urban	50	50-199	100	0.01	50-199	110	6	5	87	34	Micro Surfacing	\$2,790.00	34	\$24,592.00	\$152.00
794	966	Columbus Dr	Cook Cr	Cook Cr	Asphalt	Local	61	0.06	7	434	Urban	50	0-49	20	0.01	0-49	22	6	5	21	80	Crack Seal	\$2,170.00	38	\$65,868.00	\$152.00
795	482	Columbus Dr	St Clair Rd	Cook Cr	Asphalt	Local	262	0.26	7	1834	Urban	50	50-199	100	0.01	50-199	110	6	5	93	78	Micro Surfacing	\$9,170.00	37	\$278,768.00	\$152.00
663	57	Comber Sdrd	Tecumseh Rd	Tecumseh Rd	Surface Treated	Local	993	0.99	7	6951	Semi-Urban	50	500-999	597	0.01	500-999	656.7	4	5	55	45	Rehabilitation	\$264,138.00	16	\$521,325.00	\$75.00
1094	1286	Comber Sdrd	End Of Hardtop	Dead End	Gravel	Local	50	0.05	7	350	Urban	50	0-49	10	0.01	0-49	11	6	5	84	77	Gravel Conversion	\$11,200.00	40	\$15,050.00	\$43.00
1095	1306	Comber Sdrd	End Of Hardtop	End Of Hardtop	Asphalt	Local	36	0.04	7	252	Urban	50														

Appendix A - Road Inventory Database

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	Roadside Environment	Speed Limit (km/h)	AADT Range	AADT	AADT Growth Rate (%)	10-Year AADT Range	10-Year AADT Estimate	Main. Class (2024 AADT)	Main. Class (Current Database)	PCI 2020	PCI 2024	Maintenance Suggestion	Estimated Cost (\$)	Repair Priority	Replacement Cost	Replacement Cost Benchmark
409	707	Dupuis St	Notre Dame St	St Charles St	Asphalt	Local	101	0.10	7	707	Semi-Urban	50	50-199	150	0.01	50-199	165	6	5	50	90	Crack Seal	\$3,535.00	44	\$102,515.00	\$145.00
410	56	Dupuis St	Notre Dame St	Notre Dame St	Asphalt	Local	91	0.09	7	637	Semi-Urban	50	50-199	100	0.01	50-199	110	6	4	53	90	Crack Seal	\$3,185.00	44	\$92,365.00	\$145.00
59	117	E Pike Creek Rd	Russel Woods Dr	Cul-De-Sac	Surface Treated	Local	123	0.12	7	861	Urban	40	0-49	10	0.01	0-49	11	6	5	99	84	Defer Maintenance	\$0.00	40	\$64,575.00	\$75.00
60	1270	E Pike Creek Rd	Elmgrove Dr	Russel Woods Dr	Surface Treated	Local	234	0.23	7	1638	Urban	40	200-499	300	0.01	200-499	330	6	5	99	78	Micro Surfacing	\$8,190.00	37	\$122,850.00	\$75.00
377	898	E Pike Creek Rd	Little Baseline Rd	Ruggaber Dr	Asphalt	Local	167	0.17	7	1169	Urban	50	1000-1999	1000	0.01	1000-1999	1100	5	4	70	61	Resurfacing	\$28,056.00	26	\$177,688.00	\$152.00
378	889	E Pike Creek Rd	Beckett Lane	County Rd 22	Asphalt	Local	276	0.28	7	1932	Urban	50	1000-1999	1524	0.01	1000-1999	1678.4	5	4	64	40	Rehabilitation	\$154,560.00	13	\$293,664.00	\$152.00
339	338	E Pike Creek Rd	Beckett Lane	Beckett Lane	Asphalt	Local	507	0.51	7	3549	Urban	50	1000-1999	1000	0.01	1000-1999	1100	5	4	64	30	Reconstruction	\$539,448.00	7	\$539,448.00	\$152.00
380	813	E Pike Creek Rd	Old Tecumseh Rd	Buckwheel Lane	Asphalt	Local	258	0.26	7	1806	Semi-Urban	50	500-999	700	0.01	500-999	770	5	4	69	84	Rehabilitation	\$92,106.00	15	\$261,870.00	\$145.00
601	1283	E Pike Creek Rd	County Rd 22	Croft Dr	Concrete	Local	123	0.12	7	861	Urban	50	3000-3999	3000	0.01	3000-3999	3300	4	4	79	82	Excluded	\$0.00	40	\$0.00	
602	45	E Pike Creek Rd	Wildier Dr	Ruggaber Dr	Asphalt	Local	727	0.73	7	5089	Urban	50	1000-1999	1500	0.01	1000-1999	1650	5	4	78	74	Micro Surfacing	\$25,445.00	34	\$773,528.00	\$152.00
603	1371	E Pike Creek Rd	Wildier Dr	Wildier Dr	Asphalt	Local	236	0.24	7	1652	Urban	50	2000-2999	2000	0.01	2000-2999	2200	5	4	81	76	Micro Surfacing	\$8,260.00	35	\$251,104.00	\$152.00
1057	287	E Pike Creek Rd	Manors Grove	Cul-De-Sac	Asphalt	Local	109	0.11	7	763	Urban	40	50-199	100	0.01	50-199	110	6	5	73	73	Micro Surfacing	\$3,815.00	34	\$115,976.00	\$152.00
1140	1273	E Pike Creek Rd	Old Tecumseh Rd	Manors Grove	Asphalt	Local	106	0.11	7	742	Urban	40	50-199	100	0.01	50-199	110	6	5	82	82	Crack Seal	\$3,710.00	39	\$112,784.00	\$152.00
649	534	E River St	Centre St	St Peter St & Kilrea Ave	Asphalt	Local	136	0.14	7	952	Semi-Urban	40	0-49	30	0.01	0-49	33	6	5	33	82	Crack Seal	\$4,760.00	28	\$138,040.00	\$145.00
852	381	E Ruscom River Rd	Honey Lane	County Rd 42	Surface Treated	Local	1879	1.88	7	13153	Rural	60	200-499	300	0.01	200-499	330	5	4	69	52	Rehabilitation	\$499,814.00	31	\$986,426.00	\$75.00
853	668	E Ruscom River Rd	Honey Lane	County Rd 2	Surface Treated	Local	805	0.81	7	5635	Rural	60	200-499	300	0.01	200-499	330	5	4	74	58	Rehabilitation	\$214,130.00	24	\$423,625.00	\$75.00
628	336	Earl St	Pierre Ave	Carahel Dr	Asphalt	Local	82	0.08	7	574	Semi-Urban	40	50-199	50	0.01	50-199	58	6	5	49	90	Crack Seal	\$2,870.00	44	\$89,230.00	\$145.00
133	47	Edgefield Sdrd	Lakeshore Rd 303	County Rd 42	Surface Treated	Minor Collector	1383	1.38	10	13830	Rural	80	50-199	150	0.015	50-199	172.5	4	4	70	28	Reconstruction	\$1,300,020.00	23	\$1,300,020.00	\$94.00
134	1143	Edgefield Sdrd	County Rd 42	Dead End	Surface Treated	Minor Collector	168	0.17	10	1680	Rural	80	50-199	50	0.015	50-199	57.5	4	4	72	37	Reconstruction	\$157,920.00	28	\$157,920.00	\$94.00
47	346	Elgith St	Lavoie St	Notre Dame St	Asphalt	Local	91	0.09	7	637	Semi-Urban	50	50-199	80	0.01	50-199	88	5	5	27	34	Reconstruction	\$100,009.00	10	\$92,365.00	\$145.00
48	1011	Elgith St	Notre Dame St	St Charles St	Asphalt	Local	101	0.10	7	707	Semi-Urban	50	50-199	100	0.01	50-199	110	6	5	28	31	Reconstruction	\$110,999.00	8	\$102,515.00	\$145.00
49	692	Elgith St	Broadway St	Lavoie St	Asphalt	Local	104	0.10	7	728	Semi-Urban	50	50-199	60	0.01	50-199	66	6	5	32	32	Reconstruction	\$114,296.00	9	\$105,560.00	\$145.00
168	995	Eleventh St	Broadway St	Notre Dame St	Asphalt	Local	299	0.30	7	2093	Semi-Urban	50	50-199	80	0.01	50-199	88	6	4	27	99	Defer Maintenance	\$0.00	49	\$303,485.00	\$145.00
169	342	Eleventh St	St Charles St	St Louis St	Asphalt	Local	90	0.09	7	630	Urban	40	500-999	700	0.01	500-999	770	5	5	33	90	Crack Seal	\$3,150.00	44	\$95,760.00	\$152.00
170	344	Eleventh St	Notre Dame St	St Charles St	Asphalt	Local	102	0.10	7	714	Urban	40	500-999	800	0.01	500-999	880	5	5	38	90	Crack Seal	\$3,570.00	44	\$108,528.00	\$152.00
683	570	Eleventh St	St Louis St	St Peter St	Asphalt	Local	111	0.11	7	777	Urban	40	500-999	600	0.01	500-999	660	5	5	51	90	Crack Seal	\$3,885.00	44	\$118,104.00	\$152.00
582	1322	Elizabeth St	Highway 77 & Main St	Windsor Ave	Asphalt	Local	224	0.22	7	1568	Semi-Urban	50	50-199	100	0.01	50-199	110	7	5	72	51	Rehabilitation	\$79,968.00	20	\$227,360.00	\$145.00
124	1045	Ellis Sdrd	Talbot Rd & Wilson Sdrd	Highway 3	Surface Treated	Minor Collector	1064	1.06	10	10640	Rural	80	200-499	400	0.015	200-499	460	4	4	51	28	Reconstruction	\$1,000,160.00	23	\$1,000,160.00	\$94.00
125	476	Ellis Sdrd	Highway 3	S Talbot Rd	Surface Treated	Minor Collector	322	0.32	10	3220	Rural	80	200-499	200	0.015	200-499	230	4	5	71	50	Rehabilitation	\$119,140.00	36	\$302,680.00	\$94.00
302	532	Elm St	St Clair Rd	Cul-De-Sac	Surface Treated	Local	321	0.32	7	2247	Semi-Urban	50	200-499	200	0.01	200-499	220	5	5	64	43	Rehabilitation	\$85,386.00	15	\$168,525.00	\$75.00
55	977	Elmgrove Dr	Russell Woods Rd	Russel Woods Dr	Asphalt	Local	62	0.06	7	434	Urban	40	200-499	350	0.01	200-499	385	6	5	99	100	Defer Maintenance	\$0.00	50	\$65,968.00	\$152.00
56	181	Elmgrove Dr	Russel Woods Dr	Old Tecumseh Rd	Asphalt	Local	148	0.15	7	1036	Urban	40	500-999	684	0.01	500-999	752.4	5	5	99	94	Crack Seal	\$5,180.00	46	\$157,472.00	\$152.00
57	220	Elmgrove Dr	Majestic Dr	Russel Woods Rd	Asphalt	Local	277	0.28	7	1939	Urban	40	200-499	350	0.01	200-499	385	6	5	99	89	Crack Seal	\$9,695.00	43	\$294,728.00	\$145.00
58	678	Elmgrove Dr	Majestic Dr	Majestic Dr	Asphalt	Local	40	0.04	7	4067	Semi-Urban	40	200-499	300	0.01	200-499	330	6	5	87	40	Crack Seal	\$20,325.00	45	\$618,184.00	\$152.00
61	141	Elmgrove Dr	E Pike Creek Rd	Cul-De-Sac	Asphalt	Local	295	0.30	7	2065	Urban	40	0-49	40	0.01	0-49	44	6	5	98	91	Crack Seal	\$10,325.00	45	\$313,880.00	\$152.00
470	1106	Elmwood Ave	Greenwood Cres	Walnut St	Asphalt	Local	182	0.18	7	1274	Urban	40	50-199	80	0.01	50-199	88	6	5	79	90	Crack Seal	\$6,370.00	44	\$193,648.00	\$152.00
471	897	Elmwood Ave	Walnut St	Greenwood Cres	Asphalt	Local	81	0.08	7	567	Urban	40	50-199	100	0.01	50-199	110	6	5	72	90	Crack Seal	\$2,835.00	44	\$86,184.00	\$152.00
472	1596	Elmwood Ave	Greenwood Cres	Willowwood Dr	Asphalt	Local	99	0.10	7	693	Urban	40	50-199	100	0.01	50-199	110	6	5	72	90	Crack Seal	\$3,465.00	44	\$105,336.00	\$152.00
473	226	Elmwood Ave	Beechwood Dr	Greenwood Cres	Asphalt	Local	97	0.10	7	679	Urban	40	50-199	80	0.01	50-199	88	6	5	73	90	Crack Seal	\$3,395.00	44	\$103,208.00	\$152.00
63	16	Emerson Ave	Wallace Ave	Dead End	Asphalt	Local	45	0.05	7	315	Semi-Urban	50	0-49	20	0.01	0-49	22	6	6	40	100	Defer Maintenance	\$0.00	50	\$45,675.00	\$145.00
64	818	Emerson Ave	Wallace Ave	Dead End	Asphalt	Local	104	0.10	7	728	Semi-Urban	50	50-199	60	0.01	50-199	66	6	5	35	100	Defer Maintenance	\$0.00	50	\$105,560.00	\$145.00
30	307	Emery Dr	County Rd 22	Carahel Dr	Asphalt	Local	151	0.15	7	1039	Semi-Urban	40	200-499	477	0.01	200-499	524.7	6	5	54	87	Crack Seal	\$8,785.00	47	\$254,765.00	\$145.00
626	345	Emery Dr	County Rd 22	Carahel Dr	Asphalt	Local	94	0.09	7	658	Semi-Urban	40	200-499	477	0.01	200-499	524.7	6	5	84	84	Crack Seal	\$9,200.00	40	\$95,410.00	\$145.00
930	409	Emery Dr	Shoreline Ave	County Rd 22	Asphalt	Local	236	0.24	7	1652	Semi-Urban	40	200-499	300	0.01	200-499	330	6	5	70	66	Defer Maintenance	\$0.00	29	\$239,540.00	\$145.00
727	337	Emma St	Auburn Ave	Pascal Ave	Asphalt	Local	224	0.22	7	1568	Urban	50	50-199	60	0.01	50-199	66	6	5	78	68	Resurfacing	\$37,632.00	30	\$238,336.00	\$152.00
730	230	Emma St	Matthew Cres	Auburn Ave	Asphalt	Local	190	0.19	7	1330	Urban	50	50-199	100	0.01	50-199	110	6	5	80	70	Micro Surfacing	\$6,650			

Appendix A - Road Inventory Database

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	Roadside Environment	Speed Limit (km/h)	AADT Range	AADT	AADT Growth Rate (%)	10-Year AADT Range	10-Year AADT Estimate	Main. Class (2024 AADT)	Main. Class (Current Database)	PCI 2020	PCI 2024	Maintenance Suggestion	Estimated Cost (\$)	Repair Priority	Replacement Cost	Replacement Cost Benchmark
424	501	Halo Cr	Meunier St	Cul-De-Sac	Asphalt	Local	49	0.05	7	343	Urban	40	0-49	20	0.01	0-49	22	6	5	71	53	Rehabilitation	\$27,440.00	41	\$52,136.00	\$152.00
791	1222	Harbour Dr	Lower Thames Lane	Dead End	Surface Treated	Local	243	0.24	7	1701	Semi-Urban	50	200-499	260	0.01	200-499	286	5	5	91	91	Defer Maintenance	\$0.00	25	\$127,575.00	\$75.00
867	1370	Harbour Dr	Lakeside Dr	Lower Thames Lane	Surface Treated	Local	127	0.13	7	889	Semi-Urban	50	200-499	280	0.01	200-499	308	5	5	20	92	Defer Maintenance	\$0.00	45	\$66,675.00	\$75.00
499	168	Harvard Dr	Patillo Rd	Cul-De-Sac	Asphalt	Local	171	0.17	7	1197	Rural	50	50-199	150	0.01	50-199	165	6	5	55	33	Reconstruction	\$113,715.00	9	\$113,715.00	\$95.00
880	1104	Harvest Lane	Cooper Cres	Cooper Cres	Asphalt	Local	140	0.14	7	980	Urban	40	50-199	50	0.01	50-199	55	6	5	86	81	Crack Seal	\$4,900.00	38	\$148,960.00	\$152.00
21020	1512	Haven Ave	Tisdelle Dr	Cul-De-Sac	Asphalt	Local	391	0.39	7	2737	Urban	50	50-199	60	0.01	50-199	66	6	5	100	100	Defer Maintenance	\$0.00	50	\$416,024.00	\$152.00
1006	1108	Hawthorn Dr	Bissonette Lane	Dead End	Asphalt	Local	650	0.65	7	4550	Rural	50	200-499	250	0.01	200-499	400.4	5	5	89	69	Crack Seal	\$22,750.00	43	\$482,350.00	\$95.00
1007	1122	Hawthorn Dr	N Rear Rd	Bissonette Lane	Asphalt	Local	999	1.00	7	6993	Rural	50	200-499	364	0.01	200-499	400.4	5	5	89	69	Micro Surfacing	\$34,965.00	34	\$684,335.00	\$95.00
711	1020	Helena Cres	Blake Ave	Blake Ave	Asphalt	Local	612	0.61	7	4284	Urban	40	200-499	50.0	0.01	200-499	275	6	5	76	66	Crack Seal	\$102,816.00	29	\$651,168.00	\$152.00
1174	1103	Hemlock Lane	Aspen Ridge Cres	Aspen Ridge Cres	Asphalt	Local	150	0.15	7	1050	Urban	50	50-199	50	0.01	50-199	55	6	5	81	81	Crack Seal	\$5,250.00	38	\$159,600.00	\$152.00
449	1378	Henry St	Evelyn St	Lalonde St S	Asphalt	Local	124	0.12	7	868	Semi-Urban	40	200-499	200	0.01	200-499	220	6	5	45	36	Reconstruction	\$136,276.00	11	\$125,860.00	\$145.00
450	173	Henry St	South St	Evelyn St	Asphalt	Local	107	0.11	7	749	Semi-Urban	40	200-499	350	0.01	200-499	385	6	5	33	33	Reconstruction	\$117,593.00	9	\$108,605.00	\$145.00
714	1123	Heritage Garden Cres	Grandview Blvd & Paradise Pl	Maple Leaf Cr	Asphalt	Local	409	0.41	7	2863	Urban	50	50-199	150	0.01	50-199	165	6	5	62	62	Resurfacing	\$68,712.00	27	\$435,176.00	\$152.00
717	1096	Heritage Garden Cres	Maple Leaf Cr	Grandview Blvd & McMahon Cres	Asphalt	Local	78	0.08	7	546	Urban	50	50-199	150	0.01	50-199	165	6	5	74	59	Rehabilitation	\$43,680.00	25	\$82,992.00	\$152.00
920	841	Hicks Rd	Lawhead Lane	Dead End	Surface Treated	Local	261	0.26	7	1827	Rural	80	50-199	75	0.01	50-199	82.5	4	4	56	32	Reconstruction	\$137,025.00	9	\$187,025.00	\$75.00
1037	727	Hicks Rd	N Rear Rd	Lawhead Lane	Gravel	Minor Collector	838	0.84	10	8380	Rural	80	50-199	100	0.015	50-199	115	4	4	74	70	Preventive Maintenance	\$33,300.00	48	\$360,340.00	\$43.00
1037	481	Hopwood Sdrd	N Talbot Rd	Talbot Rd	Surface Treated	Minor Collector	1379	1.38	10	13790	Rural	50	200-499	361	0.015	200-499	415.15	5	4	64	87	Defer Maintenance	\$0.00	58	\$1,296,260.00	\$94.00
754	1323	Huntington Blvd	Chelsea Park Way	IC Roy Dr & Regency Cres	Asphalt	Local	577	0.58	7	4039	Urban	50	50-199	160	0.01	78-150	176	6	5	64	87	Micro Surfacing	\$20,195.00	34	\$613,928.00	\$152.00
750	1116	IC Roy Dr	Huntington Blvd & Regency Cres	Regency Cres & Chelsea Park Way	Asphalt	Minor Collector	103	0.10	10	1030	Urban	40	3000-3999	3550	0.015	4000-4999	4082.5	4	4	82	58	Rehabilitation	\$77,250.00	41	\$163,770.00	\$159.00
789	17	IC Roy Dr	King Louis St	Monarch Meadows Dr	Asphalt	Minor Collector	102	0.10	10	1020	Urban	40	4000-4999	4000	0.015	4000-4999	4600	4	5	82	87	Crack Seal	\$5,100.00	58	\$162,180.00	\$159.00
790	680	IC Roy Dr	Monarch Meadows Dr	Regency Cres & Huntington Blvd	Asphalt	Minor Collector	101	0.10	10	1010	Urban	40	3000-3999	3800	0.015	4000-4999	4370	4	5	77	65	Resurfacing	\$24,240.00	45	\$160,590.00	\$159.00
849	1231	IC Roy Dr	County Rd 22	King Louis St	Asphalt	Minor Collector	286	0.29	10	2860	Urban	40	4000-4999	4202	0.015	4000-4999	4832.3	4	4	77	92	Crack Seal	\$14,300.00	61	\$454,740.00	\$159.00
909	674	IC Roy Dr	Regency Cres & Chelsea Park Way	Ryan Ave	Asphalt	Minor Collector	198	0.20	10	1980	Urban	40	3000-3999	3300	0.015	3000-3999	3795	4	4	85	69	Resurfacing	\$47,520.00	48	\$314,820.00	\$159.00
910	856	IC Roy Dr	Mancini Dr	Oakwood Ave	Asphalt	Minor Collector	247	0.25	10	2470	Urban	40	3000-3999	3200	0.015	4000-4999	4255	4	4	87	75	Micro Surfacing	\$12,350.00	51	\$382,730.00	\$159.00
940	826	IC Roy Dr	Ryan Ave	Mancini Dr	Asphalt	Minor Collector	100	0.10	10	1000	Urban	40	3000-3999	3500	0.015	4000-4999	4025	4	4	82	73	Micro Surfacing	\$5,000.00	50	\$159,000.00	\$159.00
62	1260	Industrial Dr	Main St & Knapp Rd & Highway 77	Morris Rd	Surface Treated	Minor Collector	782	0.78	10	7820	Urban	50	50-199	150	0.015	50-199	172.5	6	4	79	71	Micro Surfacing	\$39,100.00	49	\$735,080.00	\$94.00
664	1364	Isabella St	Main St	Cul-De-Sac	Surface Treated	Local	185	0.19	7	1295	Semi-Urban	50	0-49	20	0.01	0-49	22	6	5	62	54	Rehabilitation	\$49,210.00	22	\$97,125.00	\$75.00
89	643	Island Cres	Canal Rd	Dead End	Surface Treated	Local	42	0.04	7	294	Semi-Urban	40	0-49	10	0.01	0-49	11	6	5	26	100	Defer Maintenance	\$0.00	50	\$22,050.00	\$75.00
90	139	Island Cres	Canal Rd	Melody Dr	Surface Treated	Local	525	0.53	7	3675	Semi-Urban	40	200-499	220	0.01	200-499	242	6	5	24	93	Defer Maintenance	\$0.00	46	\$275,625.00	\$75.00
71	1097	James St	Taylor Ave	Main St	Asphalt	Local	129	0.13	7	903	Semi-Urban	50	50-199	150	0.01	50-199	165	6	5	36	90	Crack Seal	\$4,515.00	44	\$130,935.00	\$145.00
239	560	James St	Ainslie Ave	Taylor Ave	Asphalt	Local	125	0.13	7	875	Semi-Urban	50	50-199	100	0.01	50-199	110	6	5	45	90	Crack Seal	\$4,375.00	44	\$126,875.00	\$145.00
1103	559	Jasmine Dr	Maxwell Cres	Maxwell Cres	Asphalt	Local	175	0.18	7	1275	Urban	50	50-199	50	0.01	50-199	55	6	5	79	79	Micro Surfacing	\$6,125.00	37	\$186,200.00	\$152.00
193	1204	Jillian Cr	Karen St	Joshua Cr	Asphalt	Local	283	0.28	7	1981	Urban	50	50-199	100	0.01	50-199	110	6	5	74	73	Micro Surfacing	\$9,905.00	34	\$301,112.00	\$152.00
809	729	Jillian Cr	Karen St	Joshua Cr	Asphalt	Local	57	0.06	7	399	Urban	50	50-199	100	0.01	50-199	110	6	5	83	74	Micro Surfacing	\$1,695.00	37	\$160,618.00	\$152.00
1088	731	Jillian Cr	Resena Cr	Joshua Cr	Asphalt	Local	97	0.10	7	679	Urban	50	50-199	100	0.01	50-199	110	6	5	72	66	Micro Surfacing	\$3,395.00	36	\$103,208.00	\$152.00
915	1276	Jordan Lane	Xavier Cir	Laurendale Dr	Asphalt	Local	91	0.09	7	637	Urban	40	50-199	80	0.01	50-199	88	6	5	72	61	Resurfacing	\$15,288.00	26	\$96,824.00	\$152.00
916	1296	Jordan Lane	Xavier Cir	Laurendale Dr	Asphalt	Local	237	0.24	7	1659	Urban	40	50-199	60	0.01	50-199	66	6	5	73	52	Rehabilitation	\$132,720.00	21	\$252,168.00	\$152.00
1157	1223	Jordan Lane	Xavier Cir	Laurendale Dr	Asphalt	Local	50	0.05	7	350	Urban	50	50-199	120	0.01	50-199	132	6	5	50	100	Defer Maintenance	\$0.00	50	\$53,200.00	\$152.00
807	125	Joshua Cr	Jillian Cr	Cul-De-Sac	Asphalt	Local	54	0.05	7	378	Urban	50	0-49	30	0.01	0-49	33	6	5	78	73	Micro Surfacing	\$1,890.00	34	\$57,456.00	\$152.00
810	1098	Joshua Cr	Jillian Cr	Jillian Cr	Asphalt	Local	156	0.16	7	1092	Urban	50	50-199	100	0.01	50-199	110	6	5	79	69	Resurfacing	\$26,208.00	31	\$165,984.00	\$152.00
604	613	Jutras Dr	Jutras Dr N	Richard Ruston Dr	Asphalt	Minor Collector	146	0.15	10	1460	Urban	50	2000-2999	2000	0.015	2000-2999	2300	5	4	70	44	Rehabilitation	\$109,500.00	33	\$232,140.00	\$159.00
605	1178	Jutras Dr	Jutras Dr S	Richard Ruston Dr	Asphalt	Minor Collector	97	0.09	10	970	Urban	50	1000-1999	1500	0.015	1000-1999	1725	5	4	66	44	Rehabilitation	\$69,000.00	33	\$146,280.00	\$159.00
606	1179	Jutras Dr N	Silver Creek Industrial Dr	Jutras Dr	Asphalt	Minor Collector	557	0.56	10	5570	Urban	50	1000-1999	1500	0.015	1000-1999	1725	5	4	72	46	Rehabilitation	\$417,750.00	33	\$835,500.00	\$159.00
792	619	Jutras Dr S	Silver Creek Industrial Dr	Jutras Dr	Asphalt	Minor Collector	561	0.56	10	5610	Urban	50	2000-2999	2000	0.015	2000-2999	2300	5	4	69	37	Reconstruction	\$891,990.00	28	\$891,990.00	\$159.00
43	1192	Karen St	Jillian Cr	Monarch Meadows Dr	Asphalt	Local	101	0.10	7	707	Urban	50	50-199	150	0.01	78-150	165	6	5	76	68	Resurfacing	\$16,968.00	30	\$107,464.00	\$152.00
402	221	Kerr Cres	Wintermute Ave	Cul-De-Sac	Asphalt	Local	50	0.05	7	350	Urban	40	0-49	30	0.01	0-49	33	6</								

Appendix A - Road Inventory Database

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	Roadside Environment	Speed Limit (km/h)	AAADT Range	AAADT	AAADT Growth Rate (%)	10-Year AAADT Range	10-Year AAADT Estimate	Main. Class (2024 AAADT)	Main. Class (Current Database)	PCI 2020	PCI 2024	Maintenance Suggestion	Estimated Cost (\$)	Repair Priority	Replacement Cost	Replacement Cost Benchmark
225	255	Lakeshore Rd 217	County Rd 46	S Middle Rd	Surface Treated	Minor Collector	1311	1.31	10	13110	Rural	80	200-499	200	0.015	200-499	230	4	4	37	86	Defer Maintenance	\$0.00	58	\$1,232,340.00	\$94.00
270	594	Lakeshore Rd 219	County Rd 8	S Middle Rd	Surface Treated	Minor Collector	3153	3.15	10	31530	Rural	80	200-499	370	0.015	200-499	425.5	4	4	64	38	Reconstruction	\$2,963,820.00	29	\$2,963,820.00	\$94.00
87	1205	Lakeshore Rd 223	County Rd 46	S Middle Rd	Asphalt	Local	1406	1.41	7	9842	Rural	50	50-199	123	0.01	50-199	135.3	6	5	58	50	Rehabilitation	\$580,678.00	20	\$580,678.00	\$95.00
259	928	Lakeshore Rd 225	County Rd 8	S Middle Rd	Surface Treated	Minor Collector	3147	3.15	10	31470	Rural	80	200-499	279	0.015	200-499	320.85	4	4	62	43	Rehabilitation	\$1,164,390.00	32	\$2,958,180.00	\$94.00
258	929	Lakeshore Rd 229	S Middle Rd	County Rd 8	Surface Treated	Minor Collector	3145	3.15	10	31450	Rural	80	500-999	833	0.015	500-999	957.95	4	4	56	69	Surface Treated - Added Lift	\$471,750.00	48	\$2,956,300.00	\$94.00
276	1254	Lakeshore Rd 231	County Rd 46	S Middle Rd	Surface Treated	Minor Collector	1358	1.36	10	13580	Rural	80	0-49	32	0.015	0-49	36.8	6	4	57	40	Rehabilitation	\$502,460.00	30	\$1,276,450.00	\$94.00
1039	229	Lakeshore Rd 231	County Rd 46	S Middle Rd	Gravel	Minor Collector	1313	1.31	10	13130	Rural	80	0-49	10	0.015	0-49	11.5	6	4	73	73	Preventive Maintenance	\$52,820.00	50	\$564,990.00	\$43.00
1044	1179	Lakeshore Rd 233	County Rd 8	S Middle Rd	Gravel	Minor Collector	3141	3.14	10	31410	Rural	80	0-49	29	0.015	0-49	48.85	6	4	69	48	Preventive Maintenance	\$125,630.00	48	\$1,350,630.00	\$43.00
1045	1266	Lakeshore Rd 235	County Rd 8	S Middle Rd	Gravel	Minor Collector	3138	3.14	10	31380	Rural	80	0-49	22	0.015	0-49	25.3	6	4	67	47	Preventive Maintenance	\$125,520.00	47	\$1,349,340.00	\$43.00
1002	710	Lakeshore Rd 241	County Rd 46	Countyview Lane	Gravel	Minor Collector	1363	1.36	10	13630	Rural	80	0-49	39	0.015	0-49	44.85	6	4	67	47	Preventive Maintenance	\$54,520.00	47	\$586,090.00	\$43.00
1003	1202	Lakeshore Rd 241	S Middle Rd	County Rd 46	Gravel	Minor Collector	1316	1.32	10	13160	Rural	80	0-49	40	0.015	0-49	46	6	6	83	56	Preventive Maintenance	\$52,640.00	56	\$565,880.00	\$43.00
20520	304	Lakeshore Rd 243	Essex R	S Middle Rd	Surface Treated	Minor Collector	3129	3.13	10	31290	Rural	80	0-49	43	0.015	0-49	49.45	6	4	84	57	Defer Maintenance	\$0.00	57	\$2,941,260.00	\$94.00
1104	608	Lakeshore Rd 245	County Rd 8	S Middle Rd	Gravel	Minor Collector	3125	3.13	10	31250	Rural	80	0-49	30	0.015	0-49	34.5	6	6	46	51	Rehabilitation	\$1,187,500.00	37	\$1,343,750.00	\$43.00
295	1164	Lakeshore Rd 301	Gracey Sdrd	Couture Rd	Surface Treated	Minor Collector	1564	1.56	10	15640	Rural	80	200-499	313	0.015	200-499	359.95	4	4	51	99	Defer Maintenance	\$0.00	66	\$1,470,160.00	\$94.00
666	1277	Lakeshore Rd 301	Couture Rd	Lianhouse Rd	Surface Treated	Minor Collector	1529	1.53	10	15290	Rural	80	200-499	300	0.015	200-499	345	4	4	55	99	Defer Maintenance	\$0.00	66	\$1,437,260.00	\$94.00
135	674	Lakeshore Rd 302	Comber Sdrd	Gracey Sdrd	Surface Treated	Minor Collector	3646	3.65	10	36460	Rural	80	200-499	200	0.015	200-499	230	4	4	73	45	Rehabilitation	\$1,349,020.00	33	\$3,427,240.00	\$94.00
136	1240	Lakeshore Rd 302	Comber Sdrd	Rochester Townline Rd	Surface Treated	Minor Collector	3668	3.67	10	36680	Rural	80	50-199	198	0.015	200-499	227.7	4	4	70	29	Reconstruction	\$3,447,920.00	23	\$3,447,920.00	\$94.00
137	843	Lakeshore Rd 303	Edgefield Sdrd	Bla Creek Rd	Surface Treated	Minor Collector	313	0.31	10	3130	Rural	80	50-199	15	0.015	50-199	17.5	4	4	69	37	Reconstruction	\$294,220.00	28	\$294,220.00	\$94.00
138	1305	Lakeshore Rd 303	Gracey Sdrd	Edgefield Sdrd	Surface Treated	Minor Collector	3672	3.67	10	36720	Rural	80	200-499	250	0.015	200-499	287.5	4	4	70	45	Rehabilitation	\$1,358,640.00	33	\$3,451,680.00	\$94.00
139	1290	Lakeshore Rd 303	Comber Sdrd	Gracey Sdrd	Surface Treated	Minor Collector	3657	3.66	10	36570	Rural	80	50-199	150	0.015	50-199	172.5	4	4	70	44	Rehabilitation	\$1,353,090.00	33	\$3,437,580.00	\$94.00
140	1513	Lakeshore Rd 303	Rochester Townline Rd	Comber Sdrd	Surface Treated	Minor Collector	3673	3.67	10	36730	Rural	80	50-199	126	0.015	50-199	144.9	4	4	70	30	Reconstruction	\$3,452,620.00	24	\$3,452,620.00	\$94.00
878	734	Lakeshore Rd 303	Big Creek Rd	Municipal Boundary	Surface Treated	Minor Collector	1861	1.86	10	18610	Rural	80	500-999	913	0.015	1000-1999	1049.95	4	3	69	61	Surface Treated - Added Lift	\$279,150.00	43	\$1,749,340.00	\$94.00
145	225	Lakeshore Rd 305	Comber Sdrd	Gracey Sdrd	Surface Treated	Minor Collector	3922	3.92	10	39220	Rural	80	50-199	100	0.015	50-199	115	4	4	70	39	Reconstruction	\$3,686,680.00	29	\$3,686,680.00	\$94.00
146	228	Lakeshore Rd 305	Rochester Townline Rd	Comber Sdrd	Surface Treated	Minor Collector	3671	3.67	10	36710	Rural	80	50-199	64	0.015	50-199	73.6	4	4	85	67	Surface Treated - Added Lift	\$550,650.00	47	\$3,450,740.00	\$94.00
107	1340	Lakeshore Rd 308	Gracey Sdrd	Richardson Sdrd	Surface Treated	Minor Collector	3668	3.67	10	36680	Rural	80	50-199	60	0.015	50-199	69	4	4	76	100	Defer Maintenance	\$0.00	67	\$3,447,920.00	\$94.00
108	334	Lakeshore Rd 308	Richardson Sdrd	Essex Kent Rd	Surface Treated	Minor Collector	2447	2.45	10	24470	Rural	80	50-199	50	0.015	50-199	57.5	4	4	80	57	Defer Maintenance	\$0.00	65	\$3,400,180.00	\$94.00
1011	404	Lakeshore Rd 308	S Middle Rd	Gracey Sdrd	Gravel	Minor Collector	3085	3.09	10	30850	Rural	80	0-49	23	0.015	0-49	26.45	6	4	80	97	Rehabilitation	\$1,172,300.00	42	\$1,326,550.00	\$43.00
109	1019	Lakeshore Rd 309	Highway 77	Gracey Sdrd	Surface Treated	Minor Collector	3639	3.64	10	36390	Rural	80	50-199	72	0.015	50-199	82.8	4	4	78	66	Surface Treated - Added Lift	\$545,850.00	46	\$3,420,660.00	\$94.00
1012	313	Lakeshore Rd 309	Richardson Sdrd	Wheatley Rd	Gravel	Minor Collector	2446	2.45	10	24460	Rural	80	50-199	80	0.015	50-199	92	4	4	84	64	Preventive Maintenance	\$97,840.00	57	\$1,051,780.00	\$43.00
1013	1304	Lakeshore Rd 309	Gracey Sdrd	Richardson Sdrd	Gravel	Minor Collector	3665	3.67	10	36650	Rural	80	50-199	50	0.015	50-199	57.5	4	4	84	69	Preventive Maintenance	\$146,600.00	45	\$1,575,950.00	\$43.00
1069	1166	Lakeshore Rd 309	S Middle Rd	Highway 77	Gravel	Minor Collector	1785	1.79	10	17850	Rural	80	50-199	50	0.015	50-199	57.5	4	4	89	69	Preventive Maintenance	\$71,400.00	60	\$767,550.00	\$43.00
0	194	Lakeshore Rd 310	Gracey Sideroad	Richardson Sdrd	Surface Treated	Minor Collector	3670	3.67	10	36700	Rural	80	50-199	100	0.015	50-199	115	4	4	89	69	Defer Maintenance	\$0.00	66	\$3,449,800.00	\$94.00
130	1363	Lakeshore Rd 310	Rochester Townline Rd	Highway 77	Surface Treated	Minor Collector	3629	3.63	10	36290	Rural	80	50-199	100	0.015	50-199	115	4	4	85	87	Defer Maintenance	\$0.00	59	\$3,411,260.00	\$94.00
247	941	Lakeshore Rd 310	Highway 77	Gracey Sdrd	Surface Treated	Minor Collector	3640	3.64	10	36400	Rural	80	50-199	102	0.015	50-199	117.2	4	4	80	45	Rehabilitation	\$1,349,800.00	33	\$3,421,600.00	\$94.00
1014	1216	Lakeshore Rd 310	Tilbury W And Romney Tlne	Richardson Sdrd	Gravel	Minor Collector	881	0.88	10	8810	Rural	80	50-199	50	0.015	50-199	57.5	4	4	80	97	Preventive Maintenance	\$35,740.00	59	\$378,830.00	\$43.00
248	113	Lakeshore Rd 311	Highway 77	Gracey Sdrd	Surface Treated	Minor Collector	3636	3.64	10	36360	Rural	80	50-199	68	0.015	50-199	78.2	4	4	58	99	Defer Maintenance	\$0.00	66	\$3,417,840.00	\$94.00
580	606	Lakeshore Rd 311	Richardson Sdrd	Tilbury W And Romney Tlne	Surface Treated	Minor Collector	884	0.88	10	8840	Rural	80	50-199	80	0.015	50-199	92	4	4	86	94	Defer Maintenance	\$0.00	63	\$830,960.00	\$94.00
1015	930	Lakeshore Rd 311	Rochester Townline Rd	Highway 77	Gravel	Minor Collector	3640	3.64	10	36400	Rural	80	0-49	40	0.015	0-49	46	6	6	85	94	Preventive Maintenance	\$145,600.00	58	\$1,565,200.00	\$43.00
1067	26	Lakeshore Rd 311	Richardson Sdrd	Gracey Sdrd	Gravel	Minor Collector	3672	3.67	10	36720	Rural	80	50-199	60	0.015	50-199	69	4	4	67	67	Preventive Maintenance	\$146,880.00	47	\$1,578,960.00	\$43.00
341	1055	Lakeview Dr	Ducharme St	Cul-De-Sac	Asphalt	Local	384	0.38	7	2688	Urban	40	50-199	50	0.01	50-199	55	6	5	72	59	Rehabilitation	\$215,040.00	25	\$408,576.00	\$152.00
342	1169	Lakeview Dr	Ducharme St	First St & Lake St	Asphalt	Local	1405	1.41	7	9835	Urban	40	200-499	300	0.01	200-499	330	6	5	80	59	Rehabilitation	\$786,800.00	25	\$1,494,920.00	\$152.00
1132	1233	Lakeview Cres	Westwood Dr	Westwood Dr	Asphalt	Local	501	0.50	7	3507	Urban	50	50-199	150	0.01	50-199	165	6	5	85	95	Crack Seal	\$17,835.00	47	\$533,064.00	\$152.00
451	1131	Lalonde St S	Henry St	Cul-De-Sac	Asphalt	Local	112	0.11	7	864	Semi-Urban	40	50-199	60	0.01	50-199	66	6	5	47	47	Crack Seal	\$2,805.00	41	\$145,000.00	\$152.00
452	673	Lalonde St S	Mulhall Dr	Cul-De-Sac	Asphalt	Local	112	0.11	7	784	Semi-Urban	40	50-199	140	0.01	50-199	154	6	5	31	90	Crack Seal	\$3,920.00	44	\$113,680.00	\$145

Appendix A - Road Inventory Database

Streetscan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	Roadside Environment	Speed Limit (km/h)	AADT Range	AADT	AADT Growth Rate (%)	10-Year AADT Range	10-Year AADT Estimate	Main. Class (2024 AADT)	Main. Class (Current Database)	PCI 2020	PCI 2024	Maintenance Suggestion	Estimated Cost (\$)	Repair Priority	Replacement Cost	Replacement Cost Benchmark
829	709	Marla Cres	Rosewood Dr	Dead End	Asphalt	Local	42	0.04	7	294	Urban	50	0-49	1	0.01	0-49	1.1	6	5	94	75	Micro Surfacing	\$1,470.00	35	\$44,688.00	\$152.00
868	1219	Marla Cres	Rosewood Dr	Kettle Creek Dr	Asphalt	Local	451	0.45	7	3157	Urban	50	50-199	150	0.01	50-199	165	6	6	80	78	Micro Surfacing	\$15,785.00	37	\$479,864.00	\$152.00
529	1335	Martin Dr	Wright Lane	Martin Dr	Asphalt	Local	299	0.30	7	2093	Urban	40	200-499	250	0.01	200-499	275	6	5	45	67	Resurfacing	\$50,232.00	30	\$318,136.00	\$152.00
530	188	Martin Dr	Paisley St	Wright Lane	Asphalt	Local	231	0.23	7	1617	Urban	40	50-199	150	0.01	50-199	165	6	5	86	86	Crack Seal	\$8,085.00	41	\$245,784.00	\$152.00
531	407	Martin Dr	Martin Dr	Paisley St	Asphalt	Local	271	0.27	7	1897	Urban	40	200-499	300	0.01	200-499	330	6	5	77	52	Rehabilitation	\$151,760.00	21	\$288,344.00	\$152.00
532	457	Martin Dr	Old Tecumseh Rd	Martin Dr	Asphalt	Local	137	0.14	7	959	Urban	40	200-499	450	0.01	200-499	495	6	5	60	50	Resurfacing	\$23,016.00	26	\$145,768.00	\$152.00
1158	61	Mattese St	Orsini Ct	Caserta Cres	Asphalt	Local	185	0.19	7	1295	Urban	40	50-199	130	0.01	50-199	143	6	6	50	100	Crack Seal	\$54,800.00	50	\$196,640.00	\$152.00
1162	424	Mattese St	Oakwood Ave	Orsini Ct	Asphalt	Local	55	0.06	7	385	Urban	40	50-199	130	0.01	50-199	143	6	6	50	100	Crack Seal	\$0.00	50	\$98,520.00	\$152.00
731	1075	Matthew Cres	Girard Dr	Dead End	Asphalt	Local	45	0.05	7	315	Urban	50	0-49	1	0.01	0-49	1.1	6	5	80	74	Micro Surfacing	\$1,575.00	34	\$47,880.00	\$152.00
732	965	Matthew Cres	Girard Dr	Emma St	Asphalt	Local	96	0.10	7	672	Urban	50	50-199	80	0.01	50-199	88	6	5	78	62	Resurfacing	\$16,128.00	27	\$102,144.00	\$152.00
733	994	Matthew Cres	Emma St	Auburn Ave	Asphalt	Local	295	0.30	7	2065	Urban	50	50-199	80	0.01	50-199	88	6	5	76	62	Resurfacing	\$49,560.00	27	\$313,880.00	\$152.00
831	700	Maxwell Cres	Auburn Ave	Jasmine Dr	Asphalt	Local	204	0.20	7	1428	Urban	50	50-199	80	0.01	50-199	88	6	4	82	82	Crack Seal	\$7,140.00	39	\$217,056.00	\$152.00
832	71	Maxwell Cres	Oakwood Ave	Jasmine Dr	Asphalt	Local	240	0.24	7	1680	Urban	50	50-199	150	0.01	50-199	165	6	4	80	84	Crack Seal	\$8,400.00	40	\$255,360.00	\$152.00
1089	1300	Maxwell Cres	Oakwood Ave	Jasmine Dr	Asphalt	Local	219	0.22	7	1533	Urban	50	50-199	180	0.01	50-199	198	6	5	92	92	Crack Seal	\$7,665.00	45	\$233,016.00	\$152.00
1090	1356	Maxwell Cres	Jasmine Dr	Auburn Ave	Asphalt	Local	150	0.15	7	1050	Urban	50	50-199	180	0.01	50-199	198	6	5	75	75	Micro Surfacing	\$5,250.00	35	\$159,600.00	\$152.00
241	1314	McCallister St	Taylor Ave	Taylor Ave	Asphalt	Local	185	0.19	7	1295	Semi-Urban	50	50-199	70	0.01	50-199	77	6	37	93	Crack Seal	\$1,165.00	46	\$120,785.00	\$145.00	
577	985	McCallister St	Taylor Ave	Community Centre St & Main St	Surface Treated	Local	127	0.13	7	893	Semi-Urban	50	200-499	350	0.01	200-499	385	6	5	31	100	Defer Maintenance	\$0.00	50	\$46,675.00	\$75.00
1085	1186	McKeenan Dr	Belle River Rd	Dead End	Gravel	Local	76	0.08	7	532	Rural	10	0-49	10	0.01	0-49	11	6	4	92	92	Preventive Maintenance	\$2,128.00	45	\$27,876.00	\$43.00
719	1152	McMahon Cres	Shamrock Cr	Grandview Blvd & Heritage Garden	Asphalt	Local	103	0.10	7	721	Urban	50	50-199	120	0.01	50-199	132	6	5	66	59	Rehabilitation	\$57,680.00	25	\$109,592.00	\$152.00
721	1292	McMahon Cres	Girard Dr	Shamrock Cr	Asphalt	Local	244	0.24	7	1708	Urban	50	50-199	110	0.01	50-199	121	6	5	72	59	Rehabilitation	\$136,640.00	25	\$259,616.00	\$152.00
9	1475	McMurren Cres	Corbett Dr	Cor-De-Sac	Asphalt	Local	86	0.09	7	602	Urban	40	0-49	40	0.01	0-49	44	6	5	53	31	Reconstruction	\$91,504.00	8	\$91,504.00	\$152.00
10	1353	McMurren Cres	Chambers Dr	Corbett Dr	Asphalt	Local	99	0.10	7	693	Urban	40	50-199	80	0.01	50-199	88	6	5	56	31	Reconstruction	\$105,336.00	8	\$105,336.00	\$152.00
780	1200	Meconi Cr	Rockhaven Dr	Cul-De-Sac	Asphalt	Local	69	0.07	7	483	Urban	50	50-199	50	0.01	50-199	55	6	5	83	61	Resurfacing	\$11,592.00	26	\$73,416.00	\$152.00
352	1354	Melanie Lane	Terra Lou Dr	Ducharme St	Asphalt	Local	437	0.44	7	3059	Urban	50	200-499	250	0.01	200-499	275	5	5	86	91	Reconstruction	\$464,968.00	8	\$464,968.00	\$152.00
285	1175	Melody Dr	Lefavie Dr	Rivait Dr	Asphalt	Local	173	0.17	7	1211	Urban	40	200-499	230	0.01	200-499	253	6	5	37	100	Defer Maintenance	\$0.00	50	\$184,072.00	\$152.00
286	1211	Melody Dr	Beaume Dr	Lefavie Dr	Asphalt	Local	173	0.17	7	1211	Urban	40	50-199	140	0.01	50-199	154	6	5	60	100	Defer Maintenance	\$0.00	50	\$184,072.00	\$152.00
287	1503	Melody Dr	Island Cres	Markham Dr	Asphalt	Local	124	0.12	7	868	Urban	40	500-999	590	0.01	500-999	649	5	5	30	100	Defer Maintenance	\$0.00	50	\$131,936.00	\$152.00
288	1367	Melody Dr	Markham Dr	Tisdelle Dr	Asphalt	Local	182	0.18	7	1274	Urban	40	500-999	750	0.01	500-999	825	5	5	23	100	Defer Maintenance	\$0.00	50	\$193,648.00	\$152.00
584	1193	Melody Dr	Reaume Dr	Cul-De-Sac	Asphalt	Local	388	0.39	7	2716	Urban	40	50-199	70	0.01	50-199	77	6	5	32	100	Defer Maintenance	\$0.00	50	\$412,832.00	\$152.00
585	289	Melody Dr	Rivait Dr	Island Cres	Asphalt	Local	363	0.36	7	2541	Urban	40	200-499	360	0.01	200-499	396	6	5	42	95	Crack Seal	\$12,705.00	47	\$386,232.00	\$152.00
425	833	Meunier St	St Charles St	Halo Cr	Asphalt	Local	100	0.10	7	700	Semi-Urban	40	50-199	80	0.01	50-199	88	6	5	69	49	Rehabilitation	\$35,700.00	19	\$101,500.00	\$145.00
426	821	Meunier St	Halo Cr	St Peter St	Asphalt	Local	97	0.10	7	679	Semi-Urban	40	50-199	120	0.01	50-199	132	6	5	68	58	Rehabilitation	\$34,620.00	24	\$98,455.00	\$145.00
219	993	Middle Rd	Manning Rd	County Rd 46	Surface Treated	Local	427	0.43	7	2989	Rural	80	200-499	270	0.01	200-499	290	4	4	36	90	Defer Maintenance	\$4,427.00	44	\$224,175.00	\$152.00
509	1465	Mill St	County Rd 22	Cul-De-Sac	Asphalt	Local	167	0.17	7	1169	Urban	40	50-199	60	0.01	50-199	66	6	5	55	100	Defer Maintenance	\$0.00	50	\$177,688.00	\$152.00
871	708	Millstone Lane	Copper Cres	Copper Cres	Asphalt	Local	140	0.14	7	980	Urban	40	50-199	50	0.01	50-199	55	6	5	71	79	Micro Surfacing	\$4,900.00	37	\$148,960.00	\$152.00
1004	957	Mitchell Rd	Countryview Lane	Dead End	Gravel	Minor Collector	947	0.95	10	9470	Rural	80	50-199	50	0.015	50-199	57.5	4	6	5	79	Rehabilitation	\$359,860.00	34	\$407,210.00	\$43.00
1005	1303	Mitchell Rd	Country Rd 46	Countryview Lane	Gravel	Minor Collector	1366	1.37	10	13660	Rural	80	50-199	80	0.015	50-199	92	4	4	74	74	Preventive Maintenance	\$54,640.00	51	\$587,380.00	\$43.00
565	1366	Moceri Cres	Nicole Cir	Cul-De-Sac	Asphalt	Local	157	0.16	7	1099	Urban	40	50-199	60	0.01	50-199	66	6	5	73	62	Resurfacing	\$26,376.00	27	\$167,048.00	\$152.00
566	1483	Moceri Cres	Nicole Cir	Cleophas Dr	Asphalt	Local	86	0.09	7	602	Urban	40	50-199	90	0.01	50-199	99	6	5	73	81	Crack Seal	\$3,010.00	38	\$91,504.00	\$152.00
35	354	Monarch Meadows Dr	King James Ave	Charlton Cres	Asphalt	Local	82	0.08	7	574	Urban	40	200-499	300	0.01	200-499	330	6	5	65	42	Rehabilitation	\$45,920.00	15	\$87,248.00	\$152.00
36	844	Monarch Meadows Dr	Charlton Cres	King Louis St	Asphalt	Local	84	0.08	7	588	Urban	40	200-499	250	0.01	200-499	275	6	5	70	52	Rehabilitation	\$47,040.00	21	\$89,376.00	\$152.00
37	441	Monarch Meadows Dr	Puce Rd	King Richard Cr	Asphalt	Local	98	0.10	7	686	Urban	40	200-499	350	0.01	200-499	385	6	5	64	64	Rehabilitation	\$54,800.00	23	\$104,722.00	\$152.00
38	1239	Monarch Meadows Dr	King James Ave	King Richard Cr	Asphalt	Local	183	0.18	7	1281	Urban	40	200-499	300	0.01	200-499	330	6	5	67	62	Rehabilitation	\$102,480.00	22	\$184,712.00	\$152.00
191	513	Monarch Meadows Dr	King James Ave	King Richard Cr	Asphalt	Local	183	0.18	7	1281	Urban	40	200-499	300	0.01	200-499	330	6	5	67	62	Rehabilitation	\$102,480.00	22	\$184,712.00	\$152.00
192	571	Monarch Meadows Dr	King Louis St	King Louis St	Asphalt	Local	509	0.51	7	3563	Urban	40	200-499	250	0.01	200-499	275	6	5	73	59	Rehabilitation	\$285,040.00	25	\$541,576.00	\$152.00
859	1095	Monarch Meadows Dr	King Louis St	King Louis St	Asphalt	Local	49	0.05	7	343	Urban	40	200-499	200	0.01	200-499	220	6	5	67	45	Rehabilitation	\$27,440.00	16	\$52,136.00	\$152.00
1098	1355	Morgan Cres	King Louis St	King Louis St	Asphalt	Local	261	0.26	7	1827	Urban</															

Appendix A - Road Inventory Database

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	Roadside Environment	Speed Limit (km/h)	AADT Range	AADT	AADT Growth Rate (%)	10-Year AADT Range	10-Year AADT Estimate	Main. Class (2024 AADT)	Main. Class (Current Database)	PCI 2020	PCI 2024	Maintenance Suggestion	Estimated Cost (\$)	Repair Priority	Replacement Cost	Replacement Cost Benchmark
890	1272	Oakwood Ave	Legends Lane	Colonial Crossing	Asphalt	Minor Arterial	94	0.09	15	1410	Urban	40	2000-2999	2950	0.02	3000-3999	3540	5	5	84	74	Micro Surfacing	\$7,050.00	84	\$204,450.00	\$145.00
938	1331	Oakwood Ave	Crosswinds Dr	Legends Lane	Asphalt	Minor Arterial	93	0.09	15	1395	Urban	40	2000-2999	2950	0.02	3000-3999	3540	5	5	84	80	Crack Seal	\$6,975.00	88	\$202,275.00	\$145.00
1091	1481	Oakwood Ave	Arkona Cr	Maxwell Cres (East)	Asphalt	Minor Arterial	98	0.10	15	1470	Urban	40	3000-3999	3100	0.02	3000-3999	3720	4	5	92	92	Crack Seal	\$7,350.00	95	\$213,150.00	\$145.00
1092	1480	Oakwood Ave	Maxwell Cres (West)	Arkona Cr	Asphalt	Minor Arterial	95	0.10	15	1425	Urban	40	3000-3999	3200	0.02	3000-3999	3840	4	5	69	69	Resurfacing	\$34,200.00	81	\$206,625.00	\$145.00
1096	497	Oakwood Ave	St Anne Dr	Mateo St	Asphalt	Minor Arterial	237	0.24	15	3555	Urban	40	2000-2999	2000	0.02	2000-2999	2400	5	5	79	79	Micro Surfacing	\$17,725.00	87	\$515,475.00	\$145.00
1130	1003	Oakwood Ave	Faleria St	Pascal Ave	Asphalt	Minor Arterial	97	0.10	15	1455	Urban	40	3000-3999	3200	0.02	3000-3999	3840	4	5	100	100	Defer Maintenance	\$0.00	100	\$210,975.00	\$145.00
1134	1077	Oakwood Ave	Pascal Ave	Traditional Trail	Asphalt	Minor Arterial	93	0.09	15	1395	Urban	40	3000-3999	3200	0.02	3000-3999	3840	4	0	76	76	Resurfacing	\$33,480.00	79	\$202,875.00	\$145.00
1142	644	Oakwood Ave	Brunnar Cres	Magnolia Lane	Asphalt	Minor Arterial	222	0.22	15	3330	Urban	40	2000-2999	2000	0.02	2000-2999	2400	5	5	66	66	Micro Surfacing	\$16,650.00	86	\$482,850.00	\$145.00
1143	975	Oakwood Ave	Brunnar Cres	Brunnar Cres	Asphalt	Minor Arterial	85	0.09	15	1275	Urban	40	2000-2999	2000	0.02	2000-2999	2400	5	5	77	77	Micro Surfacing	\$6,375.00	87	\$184,875.00	\$145.00
1156	343	Oakwood Ave	Maxwell Cres	Faleria St	Asphalt	Minor Arterial	92	0.09	15	1380	Urban	40	3000-3999	3100	0.02	3000-3999	3720	4	5	100	100	Defer Maintenance	\$0.00	100	\$200,100.00	\$145.00
1159	260	Oakwood Ave	Caserta Cres	Brunnar Cres	Asphalt	Minor Arterial	86	0.09	15	1290	Urban	40	2000-2999	2000	0.02	2000-2999	2400	5	5	30	78	Micro Surfacing	\$6,450.00	87	\$187,050.00	\$145.00
1160	1502	Oakwood Ave	Mateo St	Caserta Cres	Asphalt	Minor Arterial	80	0.08	15	1200	Urban	40	2000-2999	2000	0.02	2000-2999	2400	5	5	77	77	Micro Surfacing	\$6,000.00	86	\$174,000.00	\$145.00
1185	38	Oakwood Ave	ic Roy Dr	Magnolia Lane	Asphalt	Minor Arterial	193	0.19	15	2895	Urban	40	2000-2999	2000	0.02	2000-2999	2400	5	5	78	78	Micro Surfacing	\$14,475.00	87	\$419,775.00	\$145.00
223	695	O'Brien Sdrt	N Rear Rd	County Rd 46	Surface Treated	Minor Collector	1344	1.34	10	13440	Rural	80	200-499	478	0.015	200-499	492.2	4	4	36	71	Micro Surfacing	\$67,200.00	49	\$1,263,360.00	\$94.00
598	475	Optimist St	W River St	Dead End	Asphalt	Local	399	0.40	7	2793	Semi-Urban	40	200-499	330	0.01	200-499	363	6	5	54	84	Reconstruction	\$438,500.00	10	\$404,985.00	\$145.00
17	1464	Orchard Park Dr	Decarlo Dr	Seymour Cres	Asphalt	Local	107	0.11	15	749	Urban	40	200-499	300	0.01	200-499	330	6	3	66	46	Rehabilitation	\$59,920.00	17	\$113,848.00	\$152.00
543	831	Orchard Park Dr	Allison Cres	Decarlo Dr	Asphalt	Local	143	0.14	7	1001	Urban	40	200-499	220	0.01	200-499	242	6	5	71	59	Rehabilitation	\$80,080.00	25	\$182,152.00	\$152.00
544	1161	Orchard Park Dr	Powers Dr	Allison Cres	Asphalt	Local	173	0.17	7	1211	Urban	40	50-199	150	0.01	50-199	165	6	5	80	63	Resurfacing	\$29,064.00	27	\$184,072.00	\$152.00
545	1142	Orchard Park Dr	Powers Dr	Cul-De-Sac	Asphalt	Local	193	0.19	7	1351	Urban	40	50-199	100	0.01	50-199	110	6	5	82	68	Resurfacing	\$32,424.00	30	\$205,352.00	\$152.00
1001	460	Orchard Park Dr	Patillo Rd	Seymour Cres	Brick	Local	70	0.07	7	490	Urban	40	200-499	300	0.01	200-499	330	6	5			Excluded	\$0.00	0	\$0.00	
299	1342	Oriet St	Tecumseh Rd	Dead End	Surface Treated	Local	101	0.10	7	707	Semi-Urban	50	0-49	10	0.01	0-49	11	6	5	28	87	Defer Maintenance	\$0.00	42	\$53,025.00	\$75.00
623	234	Oriele Park Dr	Hawthorn Dr	County Rd 46	Asphalt	Local	1016	1.02	7	7112	Rural	50	200-499	300	0.01	200-499	330	5	5	32	99	Defer Maintenance	\$0.00	49	\$675,640.00	\$95.00
1008	1199	Oriele Park Dr	N Rear Rd	Dead End	Gravel	Minor Collector	1046	1.05	10	10460	Rural	80	50-199	80	0.015	50-199	92	4	4	74	74	Preventive Maintenance	\$41,840.00	51	\$449,780.00	\$43.00
20523	812	Oriele Park Dr	Hawthorn Drive	N Rear Drive	Surface Treated	Minor Collector	1818	1.82	10	18180	Rural	80	200-499	300	0.015	200-499	345	4	4	93	82	Defer Maintenance	\$1,208,920.00	62	\$1,208,920.00	\$94.00
20510	732	Oriele Park Dr	Orsm Cr	Mateo Street	Asphalt	Local	40	0.04	7	280	Urban	40	0-49	1	0.01	0-49	1	6	6	32	60	Crack Seal	\$0.00	62	\$21,660.00	\$152.00
172	1118	Oriele Park Dr	Quellette St	Notre Dame St	Asphalt	Local	98	0.10	7	693	Semi-Urban	40	50-199	100	0.01	50-199	110	6	5	59	35	Reconstruction	\$108,801.00	10	\$100,485.00	\$145.00
652	1334	Oriele Park Dr	Quellette St	St Charles St	Asphalt	Local	99	0.10	7	686	Semi-Urban	40	50-199	80	0.01	50-199	88	6	5	27	78	Micro Surfacing	\$3,430.00	36	\$99,470.00	\$145.00
397	447	Oriele Park Dr	Paisley St	Martin Dr	Asphalt	Local	91	0.09	7	637	Urban	40	50-199	150	0.01	50-199	165	6	5	75	47	Rehabilitation	\$50,960.00	18	\$96,824.00	\$152.00
113	246	Painneau St	Champlain Cr	St Simon St	Asphalt	Local	96	0.10	7	672	Urban	40	50-199	100	0.01	50-199	110	6	5	73	35	Reconstruction	\$102,144.00	10	\$102,144.00	\$152.00
114	159	Painneau St	Champlain Cr	Dead End	Asphalt	Local	45	0.05	7	315	Urban	40	0-49	10	0.01	0-49	11	6	5	79	59	Rehabilitation	\$25,200.00	25	\$47,880.00	\$152.00
668	433	Paradise Pl	Grandview Blvd & Heritage Garden Cres	Cul-De-Sac	Asphalt	Local	104	0.10	7	728	Urban	50	50-199	50	0.01	50-199	55	5	5	79	48	Rehabilitation	\$58,240.00	18	\$110,656.00	\$152.00
843	126	Parque St	Parque St	Cul-De-Sac	Asphalt	Local	146	0.15	7	1022	Semi-Urban	50	0-49	20	0.01	0-49	22	6	5	58	92	Crack Seal	\$5,110.00	45	\$148,940.00	\$145.00
844	39	Parque St	County Rd 22	Parque St	Asphalt	Local	176	0.18	7	1232	Semi-Urban	50	0-49	20	0.01	0-49	22	6	5	58	92	Defer Maintenance	\$0.00	46	\$148,940.00	\$145.00
1093	500	Parque St	County Rd 22	Parque St	Asphalt	Local	24	0.02	7	168	Semi-Urban	50	0-49	20	0.01	0-49	22	6	5	100	100	Defer Maintenance	\$0.00	55	\$23,660.00	\$145.00
464	434	Parklane Dr	Southwood Dr	Willowwood Dr	Asphalt	Local	200	0.20	7	1400	Urban	40	50-199	150	0.01	50-199	165	6	5	83	79	Micro Surfacing	\$7,000.00	37	\$212,800.00	\$152.00
465	1129	Parklane Dr	W Belle River Rd	Southwood Dr	Asphalt	Local	130	0.13	7	910	Urban	40	50-199	150	0.01	50-199	165	6	5	99	77	Micro Surfacing	\$4,550.00	36	\$138,320.00	\$152.00
590	1480	Parkview Lane	Bushey St	Dead End	Asphalt	Local	101	0.10	7	707	Urban	50	50-199	60	0.01	50-199	66	6	5	72	61	Resurfacing	\$16,968.00	26	\$107,464.00	\$152.00
738	786	Pascal Ave	Girard Dr	Emma St	Asphalt	Local	149	0.15	7	1043	Urban	50	50-199	80	0.01	50-199	88	6	5	82	68	Resurfacing	\$25,032.00	30	\$168,536.00	\$152.00
739	148	Pascal Ave	Emma St	Cul-De-Sac	Asphalt	Local	72	0.07	7	504	Urban	50	0-49	40	0.01	0-49	44	6	5	84	66	Resurfacing	\$12,096.00	29	\$76,608.00	\$152.00
1084	379	Pascal Ave	Wisteria Lane	Girard Dr	Asphalt	Local	331	0.33	7	2317	Urban	50	50-199	150	0.01	50-199	165	6	5	87	87	Crack Seal	\$11,585.00	42	\$352,184.00	\$152.00
1173	317	Pascal Ave	Oakwood Ave	Wisteria Lane	Asphalt	Local	87	0.09	7	609	Urban	50	50-199	150	0.01	50-199	165	6	5	100	100	Defer Maintenance	\$0.00	50	\$92,588.00	\$152.00
391	1456	Pat Hayes Ave	Wright Lane	Cul-De-Sac	Asphalt	Local	69	0.07	7	483	Urban	40	0-49	40	0.01	0-49	44	6	5	85	75	Micro Surfacing	\$2,415.00	35	\$23,616.00	\$152.00
553	386	Pat Hayes Ave	Harvard Dr	County Rd 42	Surface Treated	Minor Arterial	1079	1.08	15	16185	Rural	60	2000-2999	2500	0.02	3000-3999	3000	4	4	74	74	Rehabilitation	\$598,845.00	36	\$1,521,980.00	\$94.00
554	458	Pat Hayes Ave	Silver Creek Industrial Dr	Richard Ruston Dr	Asphalt	Minor Arterial	301	0.30	15	4515	Urban	60	4000-4999	4500	0.02	5000-5999	5400	3	3	63	39	Reconstruction	\$654,675.00	63	\$654,675.00	\$145.00
556	1313	Pat Hayes Ave	Advance Blvd	Silver Creek Industrial Dr	Asphalt	Minor Arterial	384	0.38	15	5760	Urban	60	5000-5999	5000	0.02	6000-6999	6000	3	3	56	50	Rehabilitation	\$391,680.00	70	\$835,200.00	\$145.00
557	23	Pat Hayes Ave	Corbett Dr	Orchard Park Dr	Asphalt	Minor Arterial	201	0.20	15	3015	Urban	50	3000-3999	3300	0.02	3										

Appendix A - Road Inventory Database

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	Roadside Environment	Speed Limit (km/h)	AADT Range	AADT	AADT Growth Rate (%)	10-Year AADT Range	10-Year AADT Estimate	Main. Class (2024 AADT)	Main. Class (Current Database)	PCI 2020	PCI 2024	Maintenance Suggestion	Estimated Cost (\$)	Repair Priority	Replacement Cost	Replacement Cost Benchmark
1133	688	Regency Cres	Stub-Regency	Jillian Crnt	Asphalt	Local	392	0.39	7	2744	Urban	50	50-199	150	0.01	50-199	165	6	5	72	72	Micro Surfacing	\$13,720.00	33	\$417,088.00	\$152.00
746	499	Rego Dr	Girard Dr	Pirolli Cres & Oakwood Ave	Asphalt	Local	295	0.30	7	2065	Urban	50	50-199	60	0.01	50-199	66	6	5	73	76	Micro Surfacing	\$10,325.00	35	\$313,880.00	\$152.00
533	286	Remo Cres	Plant Rd	Cul-De-Sac (North)	Asphalt	Local	83	0.08	7	581	Urban	40	0-49	40	0.01	0-49	44	6	5	76	46	Rehabilitation	\$46,480.00	17	\$88,312.00	\$152.00
534	1479	Remo Cres	Plant Rd	Cul-De-Sac (South)	Asphalt	Local	86	0.09	7	602	Urban	40	50-199	50	0.01	50-199	55	6	5	58	58	Rehabilitation	\$48,160.00	24	\$91,504.00	\$152.00
183	1576	Renaud Line Rd	County Rd 22	Oakwood Ave	Asphalt	Minor Arterial	760	0.76	15	11400	Rural	50	4000-4999	4925	0.02	5000-5999	5910	4	4	85	72	Micro Surfacing	\$57,000.00	83	\$1,345,200.00	\$118.00
237	167	Renaud Line Rd	Oakwood Ave	Rosewood Dr	Asphalt	Minor Arterial	309	0.31	15	4635	Rural	40	1000-1999	1500	0.02	1000-1999	1800	5	4	78	74	Micro Surfacing	\$23,275.00	84	\$546,930.00	\$118.00
830	213	Renaud Line Rd	Shoreline Ave	County Rd 22	Asphalt	Minor Arterial	245	0.25	15	3675	Urban	40	200-499	200	0.02	200-499	360	50	50	36	36	Reconstruction	\$532,875.00	61	\$532,875.00	\$145.00
500	1063	Richard Ruston Dr	Lakeshore Rd 113 & County Rd 42	Patillo Rd	Asphalt	Minor Collector	176	0.18	10	1760	Urban	50	1000-1999	1500	0.02	1000-1999	1800	4	4	80	73	Micro Surfacing	\$88,050.00	84	\$1,077,980.00	\$145.00
249	1299	Richardson Sdrd	Morris Rd	County Rd 46	Surface Treated	Minor Collector	1364	1.36	10	13640	Rural	80	50-199	150	0.015	50-199	172.5	4	4	57	39	Reconstruction	\$1,282,160.00	29	\$1,282,160.00	\$94.00
250	890	Richardson Sdrd	County Rd 46	Desimpel Rd	Surface Treated	Minor Collector	1345	1.35	10	13450	Rural	80	50-199	60	0.015	50-199	69	4	4	72	50	Rehabilitation	\$497,650.00	36	\$1,264,300.00	\$94.00
251	943	Richardson Sdrd	Desimpel Rd	Lakeshore Rd 308	Surface Treated	Minor Collector	1406	1.41	10	14060	Rural	80	0-49	30	0.015	0-49	34.5	6	4	51	53	Rehabilitation	\$520,220.00	38	\$1,321,640.00	\$94.00
252	567	Richardson Sdrd	Lakeshore Rd 309	Lakeshore Rd 310	Surface Treated	Minor Collector	1373	1.37	10	13730	Rural	80	50-199	50	0.015	50-199	57.5	4	4	65	30	Reconstruction	\$1,290,620.00	24	\$1,290,620.00	\$94.00
253	1261	Richardson Sdrd	Lakeshore Rd 308	Lakeshore Rd 309	Surface Treated	Minor Collector	1333	1.33	10	13330	Rural	80	50-199	50	0.015	50-199	57.5	4	4	72	49	Rehabilitation	\$493,210.00	36	\$1,253,020.00	\$94.00
254	1549	Richardson Sdrd	Lakeshore Rd 310	Lakeshore Rd 311	Surface Treated	Minor Collector	1372	1.37	10	13720	Rural	80	50-199	60	0.015	50-199	69	4	4	84	86	Defer Maintenance	\$67,200.00	64	\$1,289,680.00	\$94.00
853	1196	Richardson Sdrd	County Rd 42	Morris Rd	Surface Treated	Minor Collector	1834	1.83	10	18340	Rural	80	200-499	250	0.015	200-499	287.5	4	4	69	41	Rehabilitation	\$678,580.00	31	\$1,723,960.00	\$94.00
282	1244	Rivald Dr	Dead End	Dead End	Surface Treated	Local	503	0.50	7	3521	Semi-Urban	40	50-199	85	0.01	50-199	88	6	5	72	45	Rehabilitation	\$133,798.00	16	\$264,075.00	\$75.00
803	1478	River Downs Ave	Puce Rd	Stallion Ave	Asphalt	Local	71	0.07	7	497	Urban	50	200-499	250	0.01	200-499	275	5	5	74	70	Micro Surfacing	\$2,485.00	32	\$75,544.00	\$152.00
816	1487	River Downs Ave	Paul Julius Crnt	Paul Julius Crnt	Asphalt	Local	146	0.15	7	1022	Urban	50	200-499	200	0.01	200-499	220	5	5	80	72	Micro Surfacing	\$5,110.00	33	\$155,344.00	\$152.00
1097	1493	River Downs Ave	Moran Cres	Moran Cres	Asphalt	Local	626	0.63	7	4382	Urban	50	200-499	200	0.01	200-499	220	5	5	83	83	Crack Seal	\$21,910.00	40	\$666,064.00	\$152.00
648	1517	Riviera Estate Dr	Fvelyn St	Lalonde St S	Asphalt	Local	106	0.11	7	742	Urban	40	50-199	80	0.01	50-199	88	6	5	32	26	Reconstruction	\$112,784.00	5	\$112,784.00	\$152.00
675	1519	Robert Crnt	Mousseau Cres	Cul-De-Sac	Asphalt	Local	58	0.06	7	406	Urban	50	50-199	60	0.01	50-199	66	6	5	74	66	Resurfacing	\$9,744.00	29	\$61,712.00	\$152.00
75	310	Rochester Townline Rd	Tecumseh Rd & County Rd 2	Lakeshore Rd 302	Asphalt	Minor Collector	1272	1.27	10	12720	Rural	80	500-999	541	0.015	500-999	622.15	4	4	60	41	Rehabilitation	\$788,640.00	31	\$1,526,400.00	\$120.00
76	1188	Rochester Townline Rd	Lakeshore Rd 302	Lakeshore Rd 303	Asphalt	Minor Collector	1344	1.34	10	13440	Rural	80	200-499	450	0.015	200-499	517.5	4	4	59	77	Micro Surfacing	\$67,200.00	52	\$1,612,800.00	\$120.00
77	1005	Rochester Townline Rd	Lakeshore Rd 303	County Rd 42	Asphalt	Minor Collector	1256	1.26	10	12560	Rural	80	200-499	460	0.015	200-499	460	4	4	62	82	Crack Seal	\$62,800.00	55	\$1,407,200.00	\$120.00
78	124	Rochester Townline Rd	Lakeshore Rd 305	Settler Sdrd	Asphalt	Minor Collector	1394	1.39	10	13940	Rural	80	50-199	150	0.015	50-199	172.5	4	4	71	90	Crack Seal	\$69,200.00	61	\$1,672,800.00	\$120.00
79	824	Rochester Townline Rd	Trepnier Sdrd	Trepnier Sdrd	Asphalt	Minor Collector	179	0.18	10	1790	Rural	80	50-199	100	0.015	50-199	115	4	4	72	90	Crack Seal	\$8,950.00	61	\$214,800.00	\$120.00
80	961	Rochester Townline Rd	Auction Sdrd	Knapp Rd	Asphalt	Minor Collector	1053	1.05	10	10530	Rural	80	50-199	80	0.015	50-199	92	4	4	80	68	Defer Maintenance	\$0.00	47	\$1,263,600.00	\$120.00
81	510	Rochester Townline Rd	Auction Sdrd	Auction Sdrd	Asphalt	Minor Collector	1186	1.19	10	11860	Rural	80	50-199	100	0.015	50-199	115	4	4	70	90	Crack Seal	\$69,300.00	61	\$1,423,200.00	\$120.00
82	562	Rochester Townline Rd	County Rd 46	S Middle Rd	Asphalt	Minor Collector	1374	1.37	10	13740	Rural	80	500-999	702	0.015	500-999	807.3	4	4	69	55	Rehabilitation	\$851,880.00	39	\$1,648,800.00	\$120.00
83	394	Rochester Townline Rd	Knapp Rd	County Rd 46	Asphalt	Minor Collector	1326	1.33	10	13260	Rural	80	50-199	80	0.015	50-199	92	4	4	79	73	Micro Surfacing	\$66,300.00	50	\$1,591,200.00	\$120.00
255	127	Rochester Townline Rd	Lakeshore Rd 311	County Rd 8	Asphalt	Minor Collector	1442	1.44	10	14420	Rural	80	200-499	350	0.015	200-499	402.5	4	4	70	54	Rehabilitation	\$894,040.00	39	\$1,730,400.00	\$120.00
256	1545	Rochester Townline Rd	S Middle Rd	Lakeshore Rd 310	Asphalt	Minor Collector	325	0.33	10	3250	Rural	80	200-499	300	0.015	200-499	345	4	4	68	50	Rehabilitation	\$201,500.00	36	\$390,000.00	\$120.00
287	823	Rochester Townline Rd	Lakeshore Rd 310	Lakeshore Rd 311	Asphalt	Minor Collector	1360	1.36	10	13600	Rural	80	200-499	340	0.015	200-499	345	4	4	68	47	Rehabilitation	\$132,000.00	34	\$1,632,000.00	\$120.00
320	976	Rochester Townline Rd	Lange Ave & Sunset View Lane	Tecumseh Rd & County Rd 2	Asphalt	Minor Collector	305	0.31	10	3050	Rural	50	200-499	210	0.015	200-499	241.5	5	5	43	80	Crack Seal	\$15,250.00	54	\$386,000.00	\$120.00
661	1459	Rochester Townline Rd	Lakeshore Rd 305	Cazabon Lane	Asphalt	Minor Collector	25	0.03	10	250	Rural	80	200-499	200	0.015	200-499	230	4	4	73	57	Rehabilitation	\$15,500.00	40	\$300,000.00	\$120.00
662	1486	Rochester Townline Rd	County Rd 42	Cazabon Lane	Asphalt	Minor Collector	1441	1.44	10	14410	Rural	80	200-499	200	0.015	200-499	230	4	4	73	90	Crack Seal	\$72,050.00	61	\$1,729,200.00	\$120.00
778	1586	Rochhaven Dr	Sylvano Cres	Sylvano Cres	Asphalt	Local	91	0.09	7	637	Urban	50	50-199	150	0.01	50-199	165	6	5	80	77	Micro Surfacing	\$3,185.00	36	\$96,824.00	\$152.00
779	164	Rochhaven Dr	Sylvano Cres	Meconi Crnt	Asphalt	Local	90	0.09	7	630	Urban	50	50-199	150	0.01	50-199	165	6	5	78	78	Micro Surfacing	\$3,150.00	37	\$95,760.00	\$152.00
781	545	Rochhaven Dr	Meconi Crnt	Daniela Cres	Asphalt	Local	90	0.09	7	630	Urban	50	50-199	150	0.01	50-199	165	6	5	81	76	Micro Surfacing	\$3,150.00	35	\$95,760.00	\$152.00
782	728	Rochhaven Dr	Daniela Cres	Daniela Cres	Asphalt	Local	89	0.09	7	623	Urban	50	50-199	150	0.01	50-199	165	6	5	79	64	Resurfacing	\$14,952.00	28	\$94,696.00	\$152.00
20514	896	Rogers Rd	Lakeshore Rd 115	W Belle River Rd	Surface Treated	Minor Collector	1424	1.42	10	14240	Rural	80	50-199	150	0.015	50-199	172.5	4	4	77	77	Micro Surfacing	\$71,820.00	53	\$1,338,560.00	\$94.00
824	1071	Renaud Line Rd	Maria Cres	Maria Cres	Asphalt	Local	120	0.12	7	840	Semi-Urban	40	200-499	233	0.01	200-499	233	5	5	79	79	Rehabilitation	\$21,840.00	37	\$145,800.00	\$152.00
825	528	Renaud Line Rd	Maria Cres	Maria Cres	Asphalt	Local	325	0.33	7	2275	Urban	50	200-499	203	0.01	200-499	233.3	5	5	82	74	Micro Surfacing	\$11,375.00	34	\$345,800.00	\$152.00
839	973	Ross Beach Rd	Strong Rd	Dead End	Surface Treated	Local	667	0.67	7	4669	Semi-Urban	40	50-199	130	0.01	50-199	143	6	4	48	90	Defer Maintenance	\$0.00	44	\$350,175.00	\$75.00
98	440	Rourke Line Rd	Westwood Dr	County Rd 42 & Lakeshore Rd 115	Asphalt	Minor Arterial	1228	1.23	15	18420	Rural	50	2000-2999	2000												

Appendix A - Road Inventory Database

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	Roadside Environment	Speed Limit (km/h)	AADT Range	AADT	AADT Growth Rate (%)	10-Year AADT Range	10-Year AADT Estimate	Main. Class (2024 AADT)	Main. Class (Current Database)	PCI 2020	PCI 2024	Maintenance Suggestion	Estimated Cost (\$)	Repair Priority	Replacement Cost	Replacement Cost Benchmark
368	468	Seventh St	Broadway St	Lavoie St	Asphalt	Local	72	0.07	7	504	Semi-Urban	50	0-49	40	0.01	0-49	44	6	5	49	28	Reconstruction	\$79,128.00	6	\$73,080.00	\$145.00
375	83	Seventh St	Railway Ave	Lavoie St	Asphalt	Local	120	0.12	7	840	Semi-Urban	50	50-199	80	0.01	50-199	88	6	5	44	71	Micro Surfacing	\$4,200.00	32	\$11,800.00	\$145.00
6	778	Seymour Cres	Orchard Park Dr	Cul-De-Sac	Asphalt	Local	135	0.14	7	945	Urban	40	50-199	60	0.01	50-199	66	6	5	66	35	Reconstruction	\$143,640.00	10	\$143,640.00	\$152.00
7	523	Seymour Cres	Corbett Dr	Orchard Park Dr	Asphalt	Local	197	0.20	7	1379	Urban	40	50-199	60	0.01	50-199	66	6	5	68	57	Rehabilitation	\$110,320.00	24	\$209,608.00	\$152.00
8	507	Seymour Cres	Corbett Dr	Cul-De-Sac	Asphalt	Local	116	0.12	7	812	Urban	40	50-199	50	0.01	50-199	55	6	5	58	33	Reconstruction	\$123,424.00	9	\$123,424.00	\$152.00
767	972	Shady Spring Cres	Amy Croft Dr	Branton Cres & Amy Croft Dr	Asphalt	Local	397	0.40	7	2779	Urban	50	50-199	130	0.01	50-199	143	6	5	84	76	Micro Surfacing	\$13,895.00	35	\$422,408.00	\$152.00
720	474	Shamrock Ct	McMahon Cres	Cul-De-Sac	Asphalt	Local	59	0.06	7	413	Urban	50	0-49	30	0.01	0-49	33	6	5	74	45	Rehabilitation	\$33,040.00	16	\$62,726.00	\$152.00
929	470	Shoreline Ave	Emercy Dr	Cul-De-Sac	Asphalt	Local	238	0.24	7	1666	Urban	40	50-199	100	0.01	50-199	110	6	5	86	74	Micro Surfacing	\$3,330.00	34	\$23,131.00	\$152.00
931	470	Shoreline Ave	Emercy Dr	Renaud Line Rd	Surface Treated	Local	878	0.88	7	6146	Urban	40	200-499	250	0.01	200-499	275	6	5	85	75	Micro Surfacing	\$30,730.00	35	\$460,950.00	\$75.00
793	508	Silver Creek Industrial Dr	Jutras Dr S	Jutras Dr N	Asphalt	Minor Collector	234	0.23	10	2340	Urban	50	2000-2999	2000	0.015	2000-2999	2300	5	5	68	51	Rehabilitation	\$175,500.00	37	\$372,060.00	\$159.00
1062	525	Silver Creek Industrial Dr	Jutras Dr S	Patillo Rd	Asphalt	Local	1000	1.00	7	7000	Urban	50	2000-2999	2000	0.01	2000-2999	2200	5	5	38	38	Reconstruction	\$1,064,000.00	12	\$1,064,000.00	\$152.00
369	647	Sixth St	Lavoie St	Notre Dame St	Asphalt	Local	91	0.09	7	637	Semi-Urban	50	50-199	80	0.01	50-199	88	6	5	44	32	Reconstruction	\$100,009.00	9	\$92,365.00	\$145.00
370	661	Sixth St	Notre Dame St	St Charles St	Asphalt	Local	101	0.10	7	707	Semi-Urban	50	50-199	60	0.01	50-199	66	6	5	56	36	Reconstruction	\$110,999.00	11	\$102,515.00	\$145.00
371	66	Sixth St	Railway Ave	Broadway St	Asphalt	Local	141	0.14	7	987	Semi-Urban	50	50-199	80	0.01	50-199	88	6	5	52	90	Crack Seal	\$4,935.00	44	\$143,115.00	\$145.00
870	665	Sixth St	Lavoie St	Lavoie St	Asphalt	Local	40	0.04	7	280	Semi-Urban	50	0-49	40	0.01	0-49	44	6	5	69	44	Rehabilitation	\$14,280.00	16	\$40,600.00	\$145.00
594	85	South Wind Cr	Bushy St	Cul-De-Sac	Asphalt	Local	64	0.06	7	448	Urban	50	50-199	50	0.01	50-199	55	6	5	68	61	Resurfacing	\$10,752.00	26	\$68,096.00	\$152.00
462	74	Southwood Dr	Parklane Dr	Westwood Dr	Asphalt	Local	98	0.10	7	686	Urban	40	200-499	280	0.01	200-499	308	6	5	99	77	Micro Surfacing	\$3,430.00	36	\$104,272.00	\$152.00
463	471	Southwood Dr	Westwood Dr	Willowood Dr	Asphalt	Local	482	0.48	7	3374	Urban	40	200-499	200	0.01	200-499	220	6	5	85	50	Rehabilitation	\$269,920.00	20	\$512,848.00	\$152.00
709	646	Southwood Dr	Willowood Dr	Westwood Dr	Asphalt	Local	372	0.37	7	2604	Urban	40	50-199	140	0.01	50-199	154	6	5	70	64	Resurfacing	\$62,496.00	28	\$395,808.00	\$152.00
327	891	Sparling Dr	Dead End	Dead End	Asphalt	Local	79	0.08	7	553	Semi-Urban	40	0-49	10	0.01	0-49	11	6	5	68	28	Reconstruction	\$86,821.00	6	\$80,185.00	\$145.00
805	1522	Spring St	Broadway St	Summer St	Asphalt	Local	72	0.07	7	504	Urban	50	200-499	450	0.01	200-499	495	5	5	77	60	Resurfacing	\$12,096.00	26	\$76,608.00	\$152.00
20511	1551	Spring St	Summer St	Summer St	Asphalt	Local	364	0.36	7	2548	Urban	50	200-499	200	0.01	200-499	220	5	5	81	81	Crack Seal	\$12,740.00	38	\$387,296.00	\$152.00
562	1496	St Andrews Dr	Flanders Rd	Flanders Rd	Asphalt	Local	211	0.21	7	1477	Urban	40	50-199	60	0.01	50-199	66	6	5	88	80	Crack Seal	\$7,385.00	38	\$224,504.00	\$152.00
616	374	St Andrews Dr	St Andrews Dr	Flanders Rd	Asphalt	Local	100	0.10	7	700	Urban	40	50-199	150	0.01	50-199	165	6	5	88	77	Micro Surfacing	\$3,500.00	36	\$106,400.00	\$152.00
617	387	St Andrews Dr	St Andrews Dr	Flanders Rd	Asphalt	Local	70	0.07	7	490	Urban	40	50-199	150	0.01	50-199	165	6	5	88	79	Micro Surfacing	\$2,450.00	37	\$74,480.00	\$152.00
854	1066	St Anne Dr	Oakwood Ave	Cul-De-Sac	Asphalt	Local	154	0.15	7	1078	Urban	40	200-499	300	0.01	200-499	330	6	5	72	44	Rehabilitation	\$86,740.00	16	\$163,856.00	\$152.00
427	1068	St Charles St	Fourth St	Chisholm St	Asphalt	Local	137	0.14	7	959	Semi-Urban	50	1000-1999	1354	0.01	1000-1999	1489.4	5	4	61	72	Micro Surfacing	\$4,795.00	33	\$139,055.00	\$145.00
428	1069	St Charles St	Meunier St	Fourth St	Asphalt	Local	80	0.08	7	560	Semi-Urban	50	1000-1999	1350	0.01	1000-1999	1485	5	4	55	65	Defer Maintenance	\$0.00	29	\$81,200.00	\$145.00
429	1209	St Charles St	Meunier St	Meunier St	Asphalt	Local	45	0.05	7	315	Semi-Urban	50	1000-1999	1300	0.01	1000-1999	1430	5	4	62	74	Micro Surfacing	\$1,575.00	34	\$45,675.00	\$145.00
430	1265	St Charles St	St Paul St	Dupuis St	Asphalt	Local	61	0.06	7	427	Semi-Urban	50	1000-1999	1300	0.01	1000-1999	1430	5	4	52	62	Defer Maintenance	\$0.00	27	\$61,915.00	\$145.00
431	1362	St Charles St	St Paul St	Sixth St	Asphalt	Local	17	0.02	7	119	Semi-Urban	50	1000-1999	1200	0.01	1000-1999	1320	5	4	54	58	Rehabilitation	\$6,069.00	24	\$17,255.00	\$145.00
432	1489	St Charles St	St Lawrence St	Sixth St	Asphalt	Local	68	0.07	7	476	Semi-Urban	50	1000-1999	1200	0.01	1000-1999	1320	5	4	54	60	Defer Maintenance	\$0.00	26	\$69,020.00	\$145.00
433	1490	St Charles St	St Lawrence St	Seventh St	Asphalt	Local	30	0.03	7	210	Semi-Urban	50	1000-1999	1200	0.01	1000-1999	1320	5	4	56	60	Defer Maintenance	\$0.00	26	\$30,450.00	\$145.00
434	1491	St Charles St	St John St	Seventh St	Asphalt	Local	53	0.05	7	371	Semi-Urban	50	1000-1999	1200	0.01	1000-1999	1320	6	5	67	67	Defer Maintenance	\$14,000.00	26	\$43,295.00	\$145.00
435	1492	St Charles St	St John St	Eighth St	Asphalt	Local	45	0.05	7	315	Semi-Urban	50	1000-1999	1200	0.01	1000-1999	1320	5	4	56	66	Rehabilitation	\$16,065.00	23	\$45,675.00	\$145.00
436	1499	St Charles St	St John St	Ninth St	Asphalt	Local	97	0.10	7	679	Semi-Urban	50	1000-1999	1200	0.01	1000-1999	1320	5	4	67	62	Defer Maintenance	\$0.00	27	\$98,455.00	\$145.00
437	1521	St Charles St	Eleventh St	Ninth St	Asphalt	Local	211	0.21	7	1477	Semi-Urban	50	1000-1999	1200	0.01	1000-1999	1320	5	4	66	58	Rehabilitation	\$75,327.00	24	\$214,165.00	\$145.00
438	1532	St Charles St	Front St	Dead End	Asphalt	Local	78	0.08	7	546	Semi-Urban	50	0-49	20	0.01	0-49	22	6	5	43	33	Reconstruction	\$85,722.00	9	\$79,170.00	\$145.00
439	1542	St Charles St	South St	Front St	Asphalt	Local	69	0.07	7	483	Semi-Urban	50	50-199	60	0.01	50-199	66	6	5	46	41	Rehabilitation	\$24,633.00	14	\$70,035.00	\$145.00
440	1543	St Charles St	Ouellette St	South St	Asphalt	Local	82	0.08	7	574	Semi-Urban	50	1000-1999	1450	0.01	1000-1999	1595	5	4	53	45	Rehabilitation	\$29,274.00	16	\$83,230.00	\$145.00
653	1547	St Charles St	Ouellette St	Ouellette St	Asphalt	Local	84	0.08	7	588	Semi-Urban	50	1000-1999	1350	0.01	1000-1999	1485	5	4	44	55	Rehabilitation	\$29,988.00	23	\$85,260.00	\$145.00
654	1552	St Charles St	Chisholm St	Zoe St	Asphalt	Local	83	0.08	7	581	Semi-Urban	50	1000-1999	1350	0.01	1000-1999	1485	5	4	30	58	Rehabilitation	\$29,611.00	24	\$84,245.00	\$145.00
311	1556	St Clair Rd	Chisholm St	Cul-De-Sac	Surface Treated	Local	196	0.20	7	1440	Semi-Urban	50	200-499	400	0.01	200-499	440	5	5	35	80	Defer Maintenance	\$3,430.00	35	\$57,075.00	\$145.00
312	1557	St Clair Rd	Comber Sdrd	Comber Sdrd	Asphalt	Local	1359	1.36	7	9513	Semi-Urban	50	200-499	395	0.01	200-499	434.5	5	4	74	40	Rehabilitation	\$485,163.00	13	\$1,379,385.00	\$145.00
313	1560	St Clair Rd	Comber Sdrd	Oak St	Asphalt	Local	90	0.09	7	630	Semi-Urban	50	200-499	400	0.01	200-499	440	5	4	73	32	Reconstruction	\$98,910.00	9	\$91,350.00	\$145.00
314	1561	St Clair Rd	Elm St	Oak St	Asphalt	Local	91	0.09	7	637	Semi-Urban	50	200-499	382	0.01	200-499	420.2	5	4	70	34	Re				

Appendix A - Road Inventory Database

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	Roadside Environment	Speed Limit (km/h)	AADT Range	AADT	AADT Growth Rate (%)	10-Year AADT Range	10-Year AADT Estimate	Main. Class (2024 AADT)	Main. Class (Current Database)	PCI 2020	PCI 2024	Maintenance Suggestion	Estimated Cost (\$)	Repair Priority	Replacement Cost	Replacement Cost Benchmark
1131	359	Sunnyside Crt	County Road 8	Cul-De-Sac	Asphalt	Minor Collector	221	0.22	10	2210	Urban	50	50-199	50	0.015	50-199	57.5	6	5	100	100	Defer Maintenance	\$0.00	67	\$351,390.00	\$159.00
318	196	Sunset View Lane	165M N Of Rochester Townline	Dead End	Surface Treated	Local	108	0.11	7	756	Rural	50	0-49	20	0.01	0-49	22	6	5	28	90	Defer Maintenance	\$0.00	44	\$56,700.00	\$75.00
319	324	Sunset View Lane	Rochester Townline Rd & Lange Ave	165M N Of Rochester Townline	Surface Treated	Local	165	0.17	7	1155	Rural	50	0-49	30	0.01	0-49	33	6	5	50	100	Defer Maintenance	\$0.00	50	\$86,625.00	\$75.00
658	766	Surf Club Dr	County Rd 2	618M N. Of County Rd 2	Asphalt	Local	618	0.62	7	4326	Rural	50	50-199	160	0.01	50-199	176	6	5	50	32	Reconstruction	\$410,970.00	9	\$410,970.00	\$95.00
704	360	Surf Club Dr	618M N. Of County Rd 2	Cul-De-Sac	Asphalt	Local	725	0.73	7	5075	Rural	50	50-199	116	0.01	50-199	127.6	6	5	55	31	Reconstruction	\$482,125.00	8	\$482,125.00	\$95.00
776	866	Sylvano Cres	Amv Croft Dr & Ravenna Way	Rockhaven Dr	Asphalt	Local	87	0.09	7	609	Urban	50	200-499	200	0.01	200-499	220	5	4	86	77	Micro Surfacing	\$3,045.00	32	\$92,568.00	\$152.00
777	1531	Sylvano Cres	Rockhaven Dr	Rockhaven Dr	Asphalt	Local	215	0.22	7	1505	Urban	50	50-199	80	0.01	50-199	88	6	5	30	77	Micro Surfacing	\$7,525.00	36	\$228,760.00	\$152.00
323	1187	Sylvestre Cres	County Rd 31	Cul-De-Sac	Surface Treated	Local	131	0.13	7	917	Rural	50	50-199	80	0.01	50-199	88	6	5	30	90	Defer Maintenance	\$0.00	44	\$68,775.00	\$75.00
73	200	Taylor Ave	James St	Mcallister St	Asphalt	Local	171	0.17	7	1197	Semi-Urban	50	50-199	100	0.01	50-199	110	5	5	80	97	Defer Maintenance	\$0.00	48	\$173,565.00	\$145.00
74	869	Taylor Ave	Mcallister St	William St	Asphalt	Local	222	0.22	7	1554	Semi-Urban	50	500-999	500	0.01	500-999	550	5	5	47	100	Defer Maintenance	\$0.00	50	\$225,330.00	\$145.00
583	332	Taylor Ave	James St	Main St	Asphalt	Local	278	0.28	7	1946	Semi-Urban	50	50-199	100	0.01	50-199	110	6	5	39	92	Crack Seal	\$9,730.00	45	\$282,170.00	\$145.00
1070	1037	Taylor Ave	County Rd 46	Anderson Ave	Asphalt	Local	233	0.23	7	1631	Semi-Urban	50	200-499	400	0.01	200-499	440	5	5	100	100	Defer Maintenance	\$0.00	50	\$236,495.00	\$145.00
1151	448	Taylor Ave	Anderson Ave	William St	Asphalt	Local	99	0.10	7	693	Semi-Urban	50	200-499	400	0.01	200-499	440	5	5	100	100	Defer Maintenance	\$0.00	50	\$100,485.00	\$145.00
682	448	Tenth St	Broadway St	Lavoie St	Asphalt	Local	164	0.16	7	1148	Semi-Urban	50	50-199	60	0.01	50-199	66	6	5	33	30	Reconstruction	\$180,236.00	7	\$166,460.00	\$145.00
350	165	Terra Lou Dr	Notre Dame St & Duck Creek Blvd	Lambert Crt	Asphalt	Local	188	0.19	7	1316	Urban	50	200-499	250	0.01	200-499	275	5	4	65	35	Reconstruction	\$200,032.00	10	\$200,032.00	\$152.00
353	1024	Terra Lou Dr	Lambert Crt	Melanie Lane	Asphalt	Local	98	0.10	7	682	Urban	50	50-199	150	0.01	50-199	160	6	5	47	43	Rehabilitation	\$54,880.00	15	\$104,272.00	\$152.00
355	341	Terra Lou Dr	Melanie Lane	George Cres	Asphalt	Local	94	0.09	7	658	Urban	50	50-199	150	0.01	50-199	165	6	5	40	46	Rehabilitation	\$52,640.00	17	\$100,016.00	\$152.00
356	736	Terra Lou Dr	George Cres	George Cres	Asphalt	Local	381	0.38	7	2667	Urban	50	200-499	230	0.01	200-499	253	5	4	35	92	Crack Seal	\$13,335.00	45	\$405,384.00	\$152.00
357	1526	Terra Lou Dr	George Cres	Ducharme St	Asphalt	Local	94	0.09	7	658	Urban	50	200-499	300	0.01	200-499	330	5	5	42	91	Crack Seal	\$3,290.00	45	\$100,016.00	\$152.00
372	1533	Third St	Railway Ave	Broadway St	Asphalt	Local	146	0.15	7	1022	Semi-Urban	50	50-199	80	0.01	50-199	88	6	5	60	32	Reconstruction	\$160,454.00	9	\$148,190.00	\$145.00
157	864	Tilbury W And Romney Tlne	Lakeshore Rd 311	Essex Kent Rd	Surface Treated	Local	263	0.26	7	1841	Rural	80	50-199	100	0.01	50-199	110	4	4	83	85	Defer Maintenance	\$0.00	41	\$138,075.00	\$75.00
1017	739	Tilbury W And Romney Tlne	Lakeshore Rd 310	Goodreau Line	Gravel	Minor Collector	505	0.51	10	5050	Rural	80	50-199	50	0.015	50-199	57.5	4	4	79	79	Preventive Maintenance	\$20,200.00	54	\$217,150.00	\$43.00
1023	886	Tilbury W And Romney Tlne	Lakeshore Rd 310	Lakeshore Rd 311	Gravel	Minor Collector	1359	1.36	10	13590	Rural	80	50-199	60	0.015	50-199	69	4	4	77	77	Preventive Maintenance	\$54,360.00	53	\$584,320.00	\$43.00
1144	1530	Tracy Dr	County Rd 46	Belmont Ave (South)	Asphalt	Minor Collector	63	0.06	10	630	Urban	50	50-199	150	0.015	50-199	172.5	6	6	93	93	Crack Seal	\$3,150.00	62	\$100,170.00	\$159.00
1152	97	Tracy Dr	Anderson Ave	Belmont Ave (North)	Asphalt	Minor Collector	56	0.06	10	560	Urban	50	50-199	150	0.015	50-199	175	6	6	93	88	Crack Seal	\$2,800.00	59	\$89,040.00	\$159.00
1153	741	Tracy Dr	Belmont Ave (South)	Anderson Ave	Asphalt	Minor Collector	41	0.04	10	410	Urban	50	50-199	100	0.015	50-199	115	6	6	100	100	Defer Maintenance	\$0.00	67	\$65,190.00	\$159.00
1188	355	Tracy Dr	Dead End	Dead End	Asphalt	Minor Collector	51	0.05	10	510	Urban	50	0-49	10	0.015	0-49	11.5	6	6	6	90	Crack Seal	\$2,550.00	61	\$81,090.00	\$159.00
126	95	Traditional Trail	Crosswinds Dr	Stonebridge Way	Asphalt	Local	95	0.10	7	665	Urban	50	50-199	100	0.01	50-199	110	6	5	71	75	Micro Surfacing	\$3,325.00	35	\$101,080.00	\$152.00
742	1004	Traditional Trail	Oakwood Lane	Legacy Lane	Asphalt	Local	323	0.32	7	2261	Urban	50	50-199	120	0.01	50-199	132	6	5	72	74	Micro Surfacing	\$11,305.34	34	\$343,672.00	\$152.00
787	94	Traditional Trail	Stonebridge Way	Legacy Lane	Asphalt	Local	95	0.10	7	665	Urban	50	50-199	100	0.01	50-199	110	6	5	76	77	Micro Surfacing	\$3,325.00	36	\$101,080.00	\$152.00
835	1529	Traditional Trail	Oakwood Ave & Deer Run Trail	Crosswinds Dr	Asphalt	Local	394	0.39	7	2758	Urban	50	50-199	130	0.01	50-199	143	6	5	76	75	Micro Surfacing	\$13,790.00	35	\$419,216.00	\$152.00
1027	1584	Trepanier Rd	Lakeshore Rd 131	Rochester Townline Rd	Gravel	Minor Collector	546	0.55	10	5460	Rural	80	0-49	20	0.015	0-49	23	6	4	76	76	Preventive Maintenance	\$21,840.00	52	\$234,780.00	\$43.00
1028	389	Trepanier Rd	Lakeshore Rd 129	Lakeshore Rd 131	Gravel	Minor Collector	1370	1.37	10	13700	Rural	80	0-49	20	0.015	0-49	23	6	4	60	60	Preventive Maintenance	\$54,800.00	52	\$589,100.00	\$43.00
1029	887	Trepanier Rd	County Rd 31	Lakeshore Rd 129	Gravel	Minor Collector	1383	1.38	10	13830	Rural	80	0-49	20	0.015	0-49	23	6	4	60	60	Rehabilitation	\$525,340.00	32	\$594,690.00	\$43.00
636	253	Trotter St	Notre Dame St	Marie St	Asphalt	Local	224	0.22	7	1568	Urban	40	50-199	100	0.01	50-199	110	6	5	68	34	Reconstruction	\$238,336.00	10	\$238,336.00	\$152.00
1186	133	Ursula Crt	Anderson Ave	Cul-De-Sac	Asphalt	Minor Collector	66	0.07	10	660	Urban	50	0-49	10	0.015	0-49	11.5	6	5	100	100	Defer Maintenance	\$0.00	67	\$104,940.00	\$159.00
838	1271	Valentino Dr	Lakeshore Pk & Golfview Dr	Cul-De-Sac	Surface Treated	Local	609	0.61	7	4263	Semi-Urban	40	50-199	140	0.01	50-199	154	6	5	56	37	Reconstruction	\$319,725.00	12	\$319,725.00	\$75.00
1190	868	Veneto St	Oakwood Ave	Campana Cres	Asphalt	Local	375	0.38	7	2625	Urban	50	50-199	100	0.01	50-199	110	6	5	93	93	Crack Seal	\$13,125.00	46	\$399,000.00	\$152.00
268	548	Victoria St	Stowe St	Dead End (North)	Asphalt	Local	82	0.08	7	574	Urban	40	0-49	5	0.01	0-49	5.5	6	5	37	94	Crack Seal	\$2,870.00	46	\$87,248.00	\$152.00
269	1008	Victoria St	Stowe St	Cul-De-Sac (South)	Asphalt	Local	166	0.17	7	1162	Urban	40	0-49	4	0.01	0-49	4.4	6	5	37	80	Crack Seal	\$5,810.00	38	\$176,624.00	\$152.00
1119	1009	Vincent Cres	Ryan Ave	Adriana Lane	Asphalt	Local	295	0.30	7	2065	Urban	40	50-199	100	0.01	50-199	110	6	5	93	93	Crack Seal	\$10,325.00	46	\$313,880.00	\$152.00
818	1531	Vintage Oak Dr	Old Tecumseh Rd	Bel Air Crt	Asphalt	Local	140	0.14	7	980	Urban	40	50-199	100	0.01	50-199	110	6	5	70	60	Resurfacing	\$23,200.00	27	\$148,260.00	\$152.00
819	486	Vintage Oak Dr	Bel Air Crt	Dead End	Asphalt	Local	41	0.04	7	287	Urban	40	0-49	10	0.01	0-49	11	6	5	72	72	Resurfacing	\$6,888.00	26	\$43,824.00	\$152.00
489	963	W Belle River Rd	Lions Club Rd	Cul-De-Sac	Surface Treated	Local	1773	1.77	7	12411	Rural	50	200-499	350	0.01	200-499	385	5	5	72	39	Reconstruction	\$930,825.00	13	\$930,825.00	\$75.00
491	1525	W Belle River Rd	Lions Club Rd	Lions Club Rd	Asphalt	Minor Collector	90	0.09	10	900	Rural	50	500-999	750	0.015	500-999	862.5	5	5	79	45	Rehabilitation	\$55,800.00	33	\$108,000.00	\$120.00
492	1528	W Belle River Rd	County Rd 42	Rogers Rd	Surface Treated	Local	2604	2.60	10	26040	Rural	50	500-999	901	0.015	1000-1999	1036.15	5	4	42	100	Defer Maintenance	\$0.			

Appendix A - Road Inventory Database

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	Roadside Environment	Speed Limit (km/h)	AADT Range	AADT	AADT Growth Rate (%)	10-Year AADT Range	10-Year AADT Estimate	Main. Class (2024 AADT)	Main. Class (Current Database)	PCI 2020	PCI 2024	Maintenance Suggestion	Estimated Cost (\$)	Repair Priority	Replacement Cost	Replacement Cost Benchmark
1121	1477	Wisteria Lane	Carole Crt	Pascal Ave	Asphalt	Local	93	0.09	7	651	Urban	50	50-199	50	0.01	50-199	55	6	5		100	Defer Maintenance	\$0.00	50	\$98,952.00	\$152.00
861	131	Woodland Cres	Poplar Dr	Poplar Dr	Asphalt	Local	508	0.51	7	3556	Urban	50	200-499	200	0.01	200-499	220	5	5	73	74	Micro Surfacing	\$17,780.00	34	\$540,512.00	\$152.00
884	130	Woodland Cres	Pinehurst Dr	Cul-De-Sac	Asphalt	Local	148	0.15	7	1036	Urban	50	50-199	60	0.01	50-199	66	6	5	77	55	Rehabilitation	\$82,880.00	23	\$167,472.00	\$152.00
885	742	Woodland Cres	Pinehurst Dr	Evergreen Dr	Asphalt	Local	105	0.11	7	735	Urban	50	50-199	80	0.01	50-199	88	6	5	83	62	Resurfacing	\$17,640.00	27	\$111,720.00	\$152.00
886	138	Woodland Cres	Evergreen Dr	Poplar Dr	Asphalt	Local	98	0.10	7	686	Urban	50	50-199	80	0.01	50-199	88	6	5	80	65	Resurfacing	\$16,464.00	29	\$104,272.00	\$152.00
392	1248	Wright Lane	Martin Dr	Pat Hayes Ave	Asphalt	Local	113	0.11	7	791	Urban	40	50-199	50	0.01	50-199	55	6	5	72	67	Resurfacing	\$18,984.00	30	\$120,432.00	\$152.00
393	764	Wright Lane	Pat Hayes Ave	Walstedt Wav	Asphalt	Local	121	0.12	7	847	Urban	40	50-199	50	0.01	50-199	55	6	5	84	65	Resurfacing	\$20,328.00	29	\$128,744.00	\$152.00
20503	129	Xavier Cir	Jordan Lane	Xavier Cir	Asphalt	Local	411	0.41	7	2877	Urban	50	50-199	120	0.01	50-199	132	6	5		97	Defer Maintenance	\$0.00	48	\$417,304.00	\$152.00
596	1504	Zoe St	St Charles St	Dead End	Asphalt	Local	44	0.04	7	308	Semi-Urban	50	0-49	10	0.01	0-49	11	6	5	20	31	Reconstruction	\$48,356.00	8	\$44,660.00	\$145.00
932	1546	Zoe St	St Charles St	Dead End	Asphalt	Local	89	0.09	7	623	Urban	50	50-199	80	0.01	50-199	88	6	5	32	35	Reconstruction	\$94,696.00	10	\$94,696.00	\$152.00



**BURNSIDE**

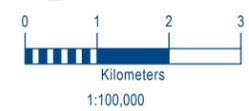
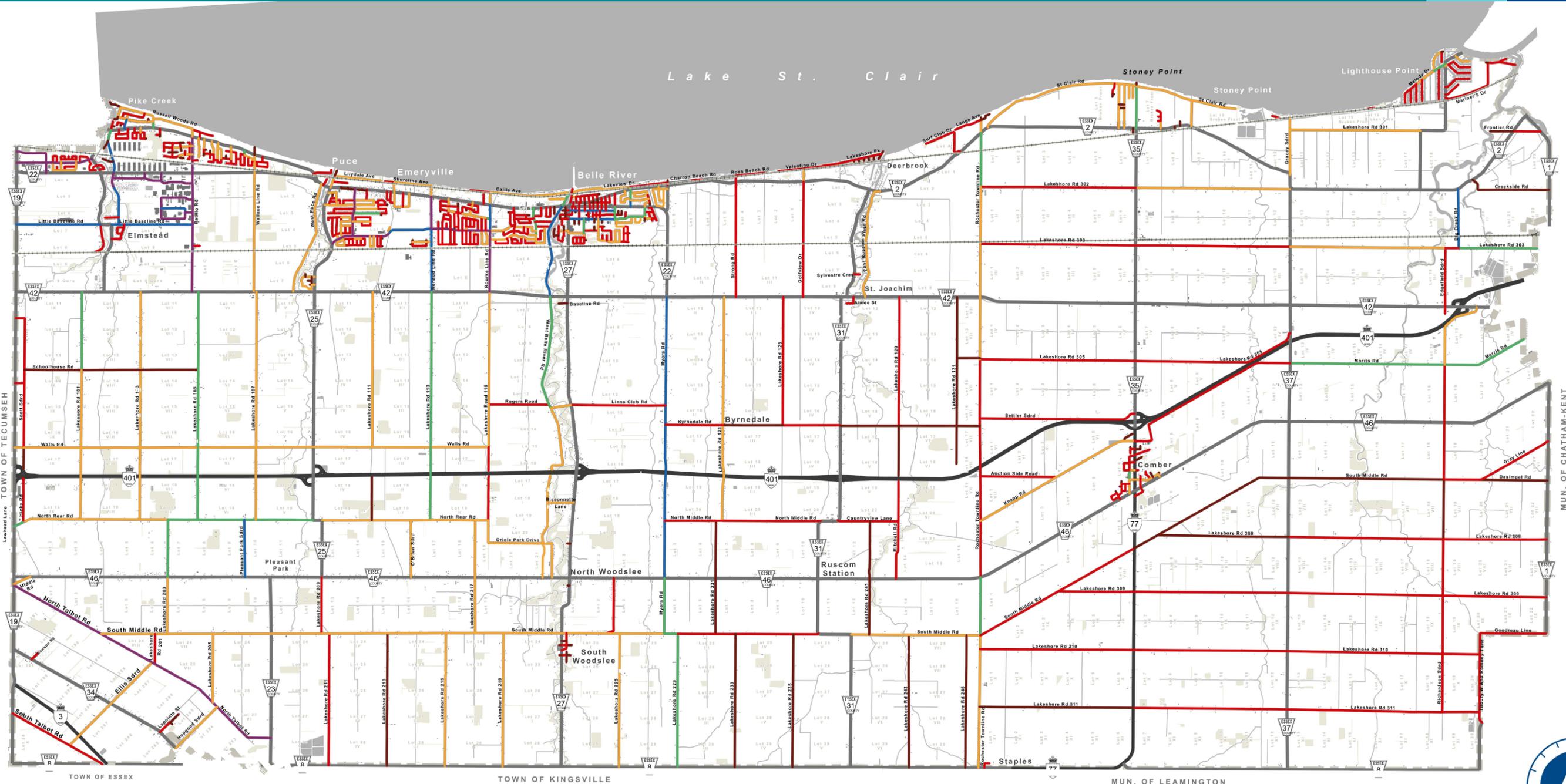
[ THE DIFFERENCE IS OUR PEOPLE ]



## Appendix B

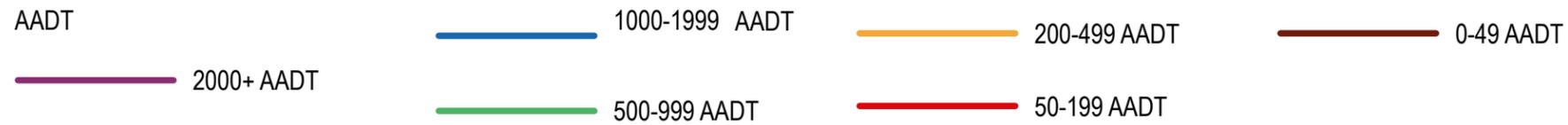
### Traffic Volumes (AADT) Map

# Existing AADTs



## Municipality of Lakeshore Roads Needs Study 2025

# Existing AADTs



Municipality of Lakeshore  
Roads Needs Study 2025



**BURNSIDE**

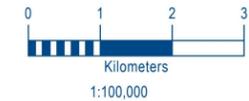
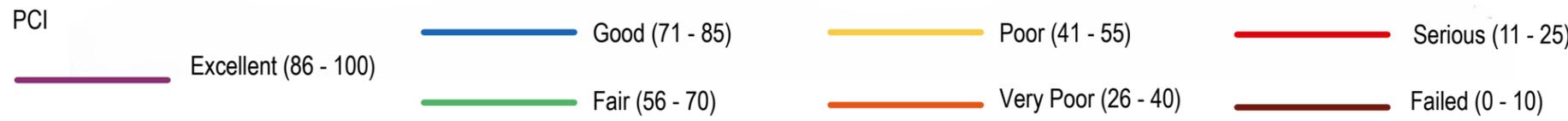
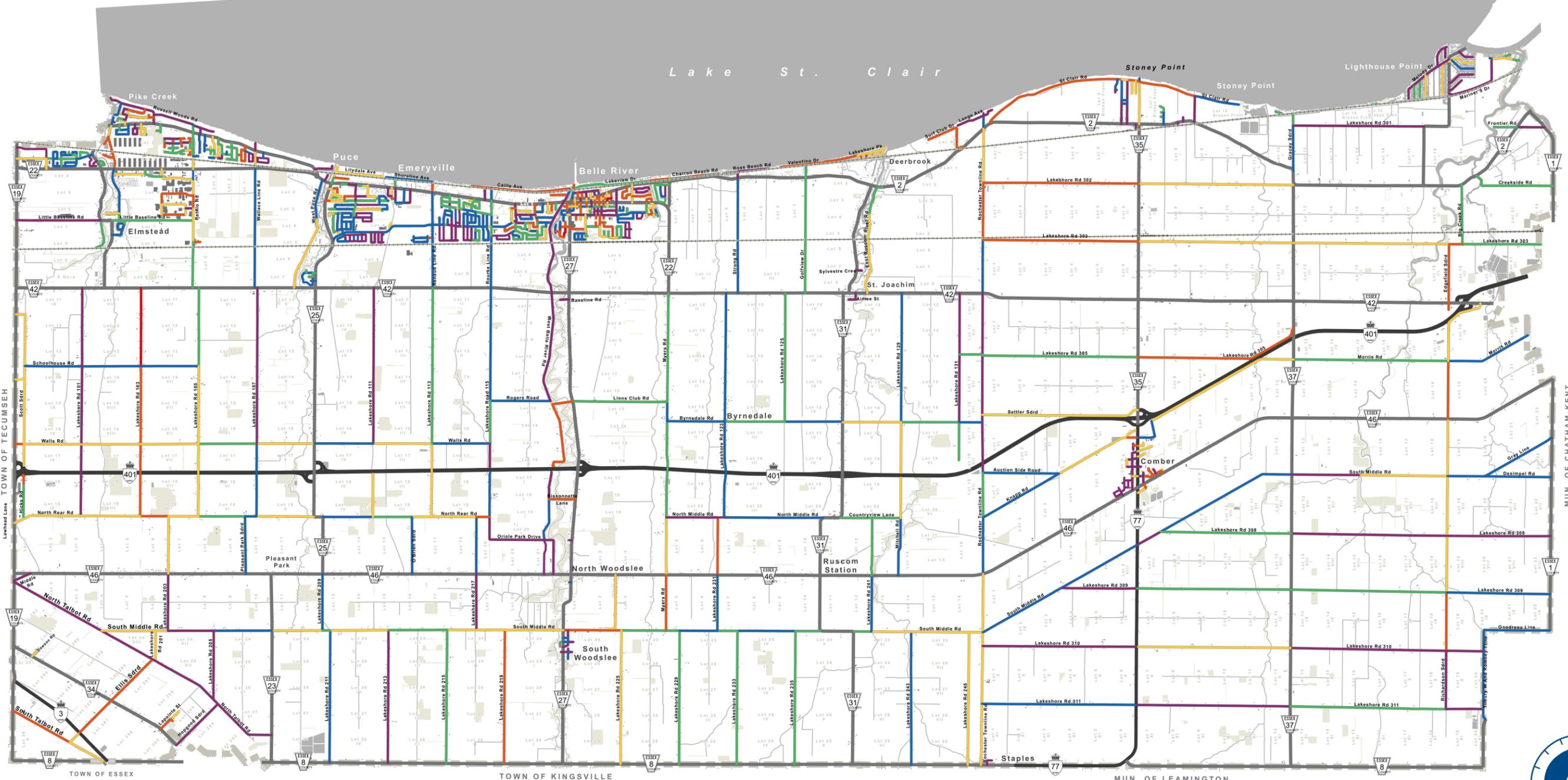
[ THE DIFFERENCE IS OUR PEOPLE ]



## Appendix C

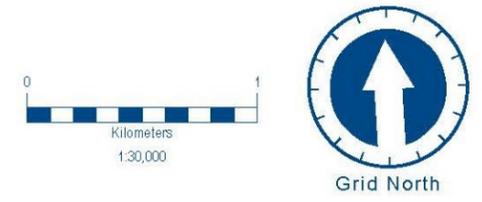
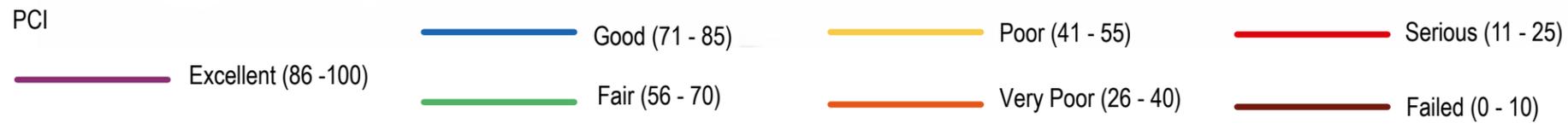
### Condition Rating Map

# 2024 Condition Ratings



Municipality of Lakeshore  
Roads Needs Study 2025

# 2024 Condition Ratings



Municipality of Lakeshore  
Roads Needs Study 2025



**BURNSIDE**

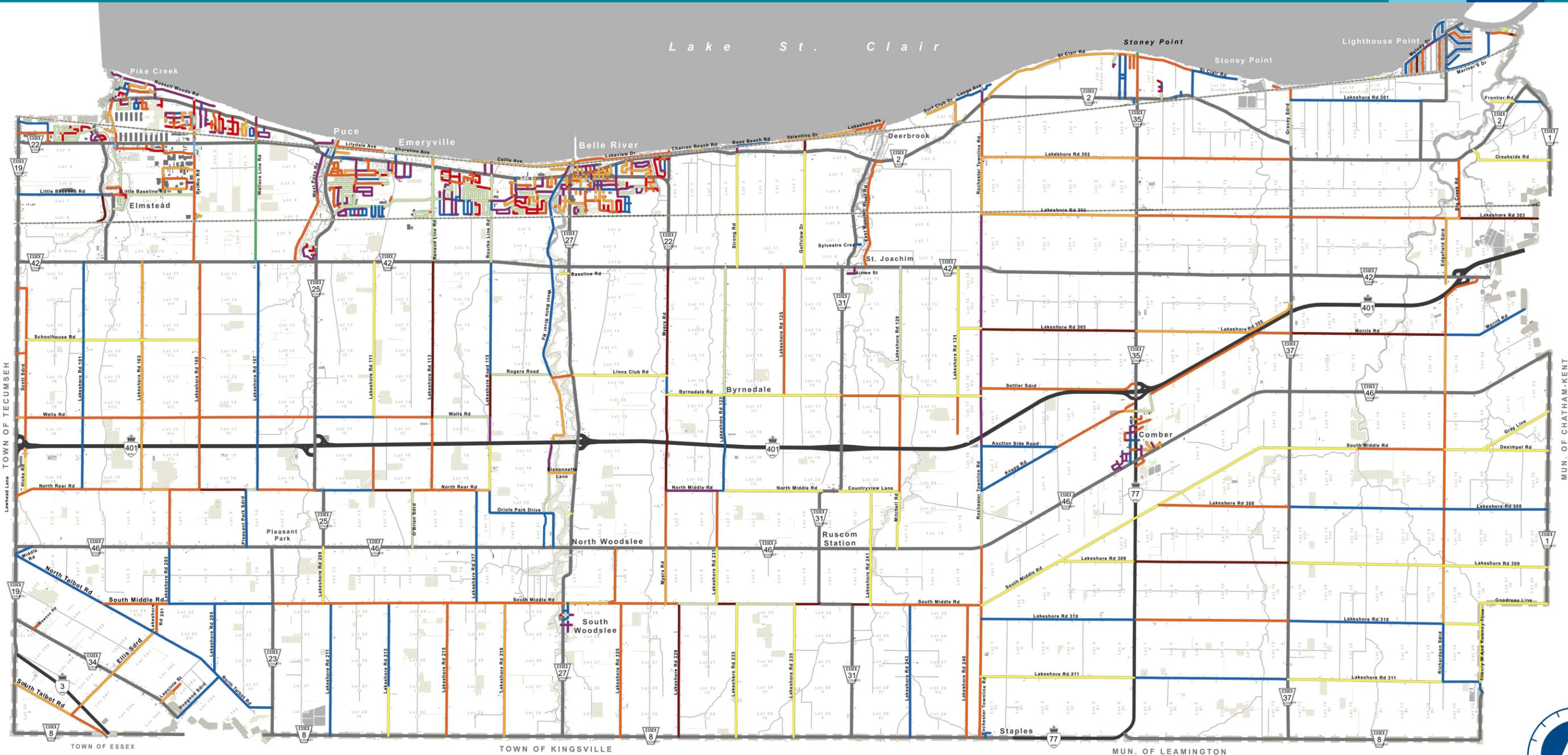
[ THE DIFFERENCE IS OUR PEOPLE ]



## Appendix D

### Road Improvement Needs

# Road Improvement Needs



Maintenance Suggestion

-  Crack Seal
-  Defer Maintenance

 Excluded

-  Gravel Conversion

 Micro Surfacing

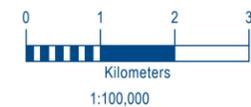
-  Preventive Maintenance

 Reconstruction

-  Rehabilitation

 Resurfacing

-  Surface Treated - Added Lift



Municipality of Lakeshore  
Roads Needs Study 2025

# Road Improvement Needs



Maintenance Suggestion

- Crack Seal
- Defer Maintenance

Excluded

Gravel Conversion

Micro Surfacing

Preventive Maintenance

Reconstruction

Rehabilitation

Resurfacing

Surface Treated - Added Lift



Municipality of Lakeshore  
Roads Needs Study 2025



**BURNSIDE**

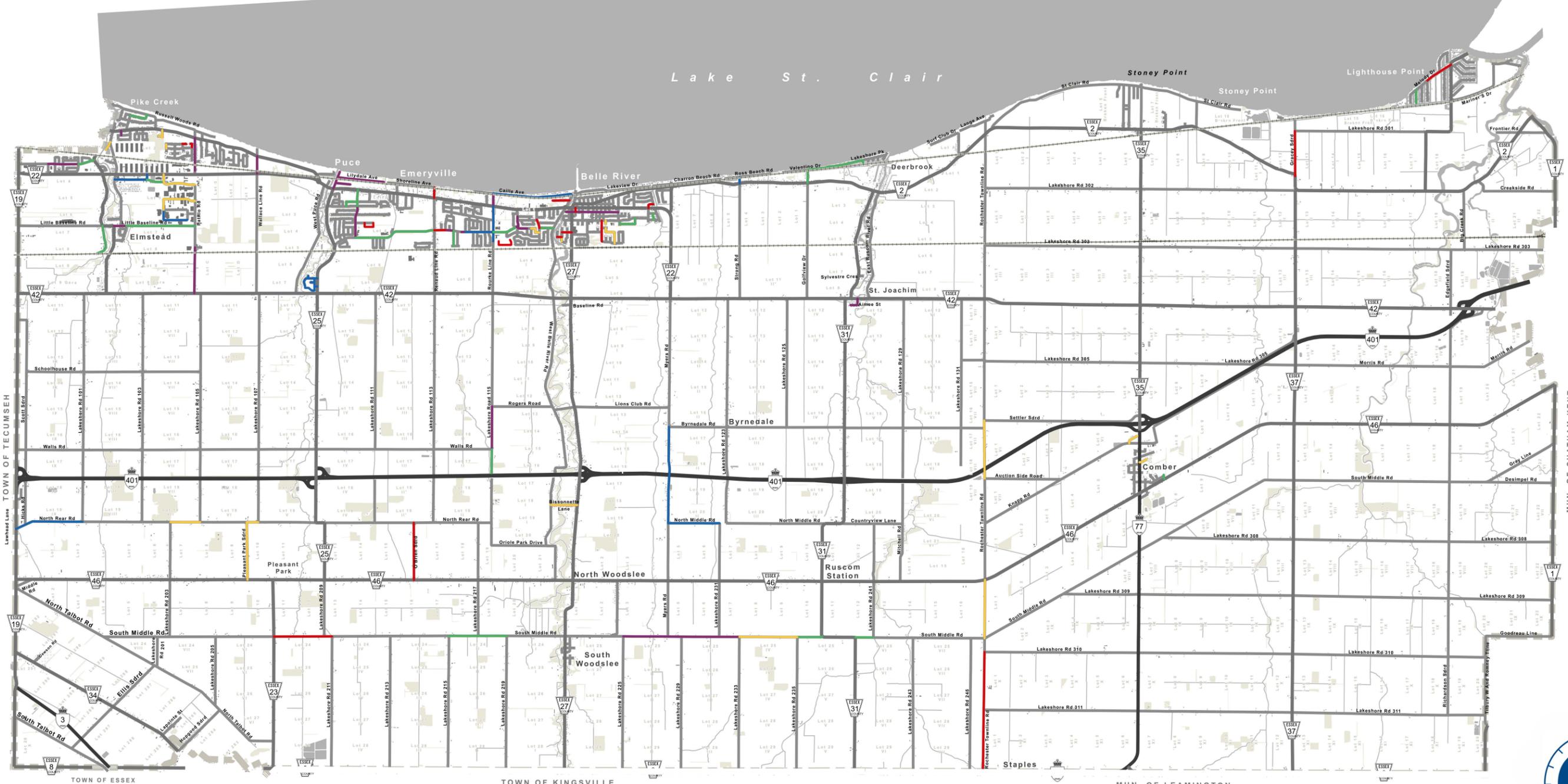
[ THE DIFFERENCE IS OUR PEOPLE ]



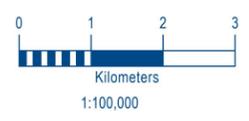
## Appendix E

### Proposed Five Year Capital Improvement Plan

# Proposed Five Year Capital Plan

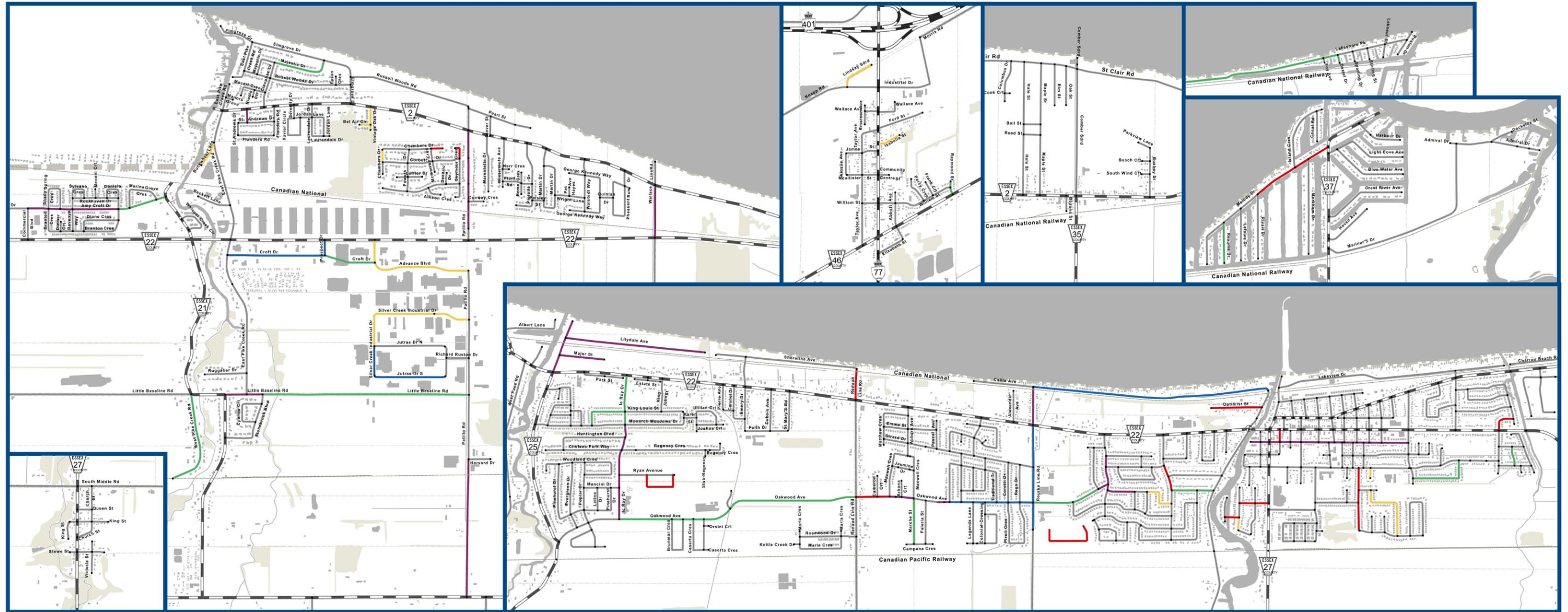


- - 
  - 
  - 
  -
- 1 (2026)
2 (2027)
3 (2028)
4 (2029)
5 (2030)



Municipality of Lakeshore  
Roads Needs Study 2025

# Proposed Five Year Capital Plan



Year of Improvement

1 (2026)

2 (2027)

3 (2028)

4 (2029)

5 (2030)



Grid North

Municipality of Lakeshore  
Roads Needs Study 2025

Appendix E – Proposed Five Year Asphalt Reconstruction Program

Year 1 (2026)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	Comments / Notes	
438	682	ST CHARLES ST	FRONT ST	DEAD END	Asphalt	Local	20	78	0.08	7	546	33	9.1	32	Reconstruction	\$87,436.00	Conversion to urban cross-section	
508	1056	MAJOR ST	PUCE RD	CUL-DE-SAC	Asphalt	Local	100	354	0.35	7	2478	33	9.1	32	Reconstruction	\$396,827.00	Design in 2025, construction in 2026	
511	651	PUCE RD	LILYDALE AVE	DEAD END	Asphalt	Local	40	142	0.14	7	994	41	14.0	39	Reconstruction	\$159,179.00	Design in 2025, construction in 2026	
439	683	ST CHARLES ST	SOUTH ST	FRONT ST	Asphalt	Local	60	69	0.07	7	483	41	14.0	39	Reconstruction	\$77,348.00	Conversion to urban cross-section	
440	684	ST CHARLES ST	OUELLETTE ST	SOUTH ST	Asphalt	Local	1450	82	0.08	7	574	45	16.5	43	Reconstruction	\$91,920.00	Conversion to urban cross-section	
507	1133	LILYDALE AVE	PUCE RD	CUL-DE-SAC	Asphalt	Local	200	1101	1.10	7	7707	46	17.1	44	Reconstruction	\$1,234,199.00	Design in 2025, construction in 2026	
512	717	PUCE RD	LILYDALE AVE	MAJOR ST	Asphalt	Local	280	143	0.14	7	1001	47	17.7	45	Reconstruction	\$160,300.00	Design in 2025, construction in 2026	
653	995	ST CHARLES ST	ZOE ST	OUELLETTE ST	Asphalt	Local	1350	84	0.08	7	588	55	22.6	53	Reconstruction	\$94,162.00	Conversion to urban cross-section	
435	679	ST CHARLES ST	EIGHTH ST	ST JOHN ST	Asphalt	Local	1200	45	0.05	7	315	56	23.2	54	Reconstruction	\$50,444.00	Conversion to urban cross-section	
437	681	ST CHARLES ST	ELEVENTH ST	NINTH ST	Asphalt	Local	1200	211	0.21	7	1477	58	24.4	56	Reconstruction	\$236,527.00	Conversion to urban cross-section	
654	996	ST CHARLES ST	CHISHOLM ST	ZOE ST	Asphalt	Local	1350	83	0.08	7	581	58	24.4	56	Reconstruction	\$93,041.00	Conversion to urban cross-section	
431	1362	ST CHARLES ST	SIXTH ST	ST PAUL ST	Asphalt	Local	1200	17	0.02	7	119	58	24.4	56	Reconstruction	\$19,057.00	Conversion to urban cross-section	
432	676	ST CHARLES ST	ST LAWRENCE ST	SIXTH ST	Asphalt	Local	1200	68	0.07	7	476	60	25.6	58	Reconstruction	\$76,227.00	Conversion to urban cross-section	
433	677	ST CHARLES ST	SEVENTH ST	ST LAWRENCE ST	Asphalt	Local	1200	30	0.03	7	210	60	25.6	58	Reconstruction	\$33,629.00	Conversion to urban cross-section	
434	678	ST CHARLES ST	ST JOHN ST	SEVENTH ST	Asphalt	Local	1200	53	0.05	7	371	60	25.6	58	Reconstruction	\$59,412.00	Conversion to urban cross-section	
510	649	PUCE RD	MAJOR ST	COUNTY RD 22	Asphalt	Local	406	144	0.14	7	1008	61	26.2	59	Reconstruction	\$161,421.00	Design in 2025, construction in 2026	
436	680	ST CHARLES ST	NINTH ST	EIGHTH ST	Asphalt	Local	1200	97	0.10	7	679	62	26.8	60	Reconstruction	\$108,735.00	Conversion to urban cross-section	
430	1265	ST CHARLES ST	ST PAUL ST	DUPUIS ST	Asphalt	Local	1300	61	0.06	7	427	62	26.8	60	Reconstruction	\$68,380.00	Conversion to urban cross-section	
428	672	ST CHARLES ST	MEUNIER ST	FOURTH ST	Asphalt	Local	1350	80	0.08	7	560	65	28.7	63	Reconstruction	\$89,678.00	Conversion to urban cross-section	
427	671	ST CHARLES ST	FOURTH ST	CHISHOLM ST	Asphalt	Local	1354	137	0.14	7	959	72	32.9	69	Reconstruction	\$153,574.00	Conversion to urban cross-section	
429	673	ST CHARLES ST	DUPUIS ST	MEUNIER ST	Asphalt	Local	1300	45	0.05	7	315	74	34.1	71	Reconstruction	\$50,444.00	Conversion to urban cross-section	
1138	1518	WALLACE LINE RD	OLD TECUMSEH RD	WATER AVE	Asphalt	Minor Arterial	250	162	0.16	15	2430	41	64.0	39	Reconstruction	\$359,397.00	Design in 2025, construction in 2026	
1101	1344	WALLACE LINE RD	COUNTY RD 22	WATER AVE	Asphalt	Minor Arterial	250	248	0.25	15	3720	50	69.5	48	Reconstruction	\$258,019.00	Design in 2025, construction in 2026	
								<b>Total Length</b>	<b>3.53</b>							<b>Total Cost</b>	<b>\$4,119,356.00</b>	
																<b>Target Budget</b>	<b>\$2,800,000.00</b>	

Year 2 (2027)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	Comments / Notes	
632	974	CAILLE AVE	ROURKE LINE RD	W RIVER ST	Asphalt	Local	350	1864	1.86	7	13048	27	5.5	25	Reconstruction	\$2,131,260.00	Design in 2026, construction in 2027	
792	1192	JUTRAS DR S	SILVER CREEK INDUSTRIAL DR	JUTRAS DR	Asphalt	Minor Collector	2000	561	0.56	10	5610	37	60.4	35	Reconstruction	\$928,006.00		
								<b>Total Length</b>	<b>2.43</b>							<b>Total Cost</b>	<b>\$3,059,266.00</b>	
																<b>Target Budget</b>	<b>\$2,800,000.00</b>	

Year 3 (2028)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	Comments / Notes	
343	554	LILLIAN LANE	MOUSSEAU CRES	MOUSSEAU CRES	Asphalt	Local	50	152	0.15	7	1064	34	9.8	31	Reconstruction	\$171,623.00		
328	536	DEZIEL DR	LAKESHORE PK	DEAD END	Asphalt	Local	5	65	0.07	7	455	37	11.6	34	Reconstruction	\$75,808.00		
27	36	MAJESTIC DR	CLEOPHAS DR	ELMGROVE DR	Asphalt	Local	150	460	0.46	7	3220	37	11.6	34	Reconstruction	\$519,386.00	Requires watermain coordination	
748	1140	KING LOUIS ST	MONARCH MEADOWS DR	IC ROY DR	Asphalt	Local	180	365	0.37	7	2555	39	12.8	36	Reconstruction	\$412,122.00		
335	543	LAKESHORE PK	GOLFVIEW DR & VALENTINO DR	FOY AVE	Asphalt	Local	190	1202	1.20	7	8414	39	12.8	36	Reconstruction	\$1,401,857.00		
578	699	RAYMOND ST	WILLIAM ST	DEAD END	Asphalt	Local	15	47	0.05	7	329	44	15.9	42	Reconstruction	\$53,068.00		
586	895	RAYMOND ST	WILLIAM ST	COUNTY RD 46	Asphalt	Local	220	57	0.06	7	399	39	50.0	38	Reconstruction	\$64,359.00		
336	544	LAKESHORE PK	FOY AVE	DEZIEL DR	Asphalt	Local	160	117	0.12	7	819	41	14.0	37	Reconstruction	\$136,454.00		
								<b>Total Length</b>	<b>2.47</b>							<b>Total Cost</b>	<b>\$2,834,677.00</b>	
																<b>Target Budget</b>	<b>\$2,800,000.00</b>	

Appendix E – Proposed Five Year Asphalt Reconstruction Program

Year 4 (2029)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	Comments / Notes
622	962	BISSONNETTE LANE	HAWTHORN DR	COUNTY RD 27	Asphalt	Local	200	623	0.62	7	4361	34	9.8	30	Reconstruction	\$448,442.00	
647	989	LALONDE ST S	MULHALL DR	RIVIERA ESTATE DR	Asphalt	Local	80	102	0.10	7	714	34	9.8	30	Reconstruction	\$117,474.00	
597	906	ST JUDE ST	ST PETER ST	CUL-DE-SAC	Asphalt	Local	30	80	0.08	7	560	34	9.8	30	Reconstruction	\$95,166.00	
233	385	BUCKWHEAT LANE	E PIKE CREEK RD	CUL-DE-SAC	Asphalt	Local	10	206	0.21	7	1442	35	10.4	31	Reconstruction	\$237,252.00	
1062	767	SILVER CREEK INDUSTRIAL DR	JUTRAS DR N	PATILLO RD	Asphalt	Local	2000	1000	1.00	7	7000	38	12.2	34	Reconstruction	\$1,151,710.00	
115	172	CHAMPLAIN CRT	PAPINEAU ST	BLAKE AVE	Asphalt	Local	180	549	0.55	7	3843	39	12.8	35	Reconstruction	\$632,289.00	
482	726	BIRCHWOOD CRES	REDWOOD CRES	WILLOWWOOD DR	Asphalt	Local	300	279	0.28	7	1953	39	12.8	36	Reconstruction	\$321,327.00	
								<b>Total Length</b>	<b>2.84</b>						<b>Total Cost</b>	<b>\$3,003,660.00</b>	
															<b>Total Budget</b>	<b>\$2,800,000.00</b>	

Year 5 (2030)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	Comments / Notes
120	177	ST SIMON ST	ST PETER ST	PAPINEAU ST	Asphalt	Local	350	175	0.18	7	1225	33	6.2	28	Reconstruction	\$212,342.00	
474	718	WILLOWWOOD DR	ST PIERRE ST	PARKLANE DR	Asphalt	Local	800	113	0.11	7	791	34	6.9	29	Reconstruction	\$132,746.00	
475	719	WILLOWWOOD DR	ELMWOOD AVE	ST PIERRE ST	Asphalt	Local	850	91	0.09	7	637	34	6.9	29	Reconstruction	\$106,901.00	
121	178	ST SIMON ST	PAPINEAU ST	DESJARDINS ST	Asphalt	Local	250	97	0.10	7	679	33	9.1	28	Reconstruction	\$113,950.00	
546	828	CHAMBERS DR	MCMURREN CRES	CUL-DE-SAC	Asphalt	Local	40	91	0.09	7	637	33	9.1	28	Reconstruction	\$106,901.00	Requires watermain coordination
450	694	HENRY ST	SOUTH ST	EVELYN ST	Asphalt	Local	350	107	0.11	7	749	33	9.1	28	Reconstruction	\$129,832.00	
8	11	SEYMOUR CRES	CORBETT DR	CUL-DE-SAC	Asphalt	Local	50	116	0.12	7	812	33	9.1	28	Reconstruction	\$136,270.00	
598	907	OPTIMIST ST	W RIVER ST	DEAD END	Asphalt	Local	330	399	0.40	7	2793	34	9.8	29	Reconstruction	\$484,139.00	
350	561	TERRA LOU DR	NOTRE DAME ST & DUCK CREEK BLVD	LAMBERT CRT	Asphalt	Local	250	188	0.19	7	1316	35	10.4	30	Reconstruction	\$220,851.00	
454	698	MULHALL DR	ANDREW CRES	LALONDE ST S	Asphalt	Local	40	113	0.11	7	791	35	10.4	30	Reconstruction	\$137,112.00	
177	290	OUELLETTE ST	NOTRE DAME ST	ST CHARLES ST	Asphalt	Local	100	99	0.10	7	693	35	10.4	30	Reconstruction	\$120,125.00	
449	693	HENRY ST	EVELYN ST	LALONDE ST S	Asphalt	Local	200	124	0.12	7	868	36	11.0	31	Reconstruction	\$150,459.00	
695	455	ST SIMON ST	DESJARDINS ST	BLAKE AVE	Asphalt	Local	200	222	0.22	7	1554	47	17.7	38	Reconstruction	\$260,792.00	
237	389	RENAUD LINE RD	SHORELINE AVE	COUNTY RD 22	Asphalt	Minor Arterial	300	245	0.25	15	3675	36	61.0	31	Reconstruction	\$588,331.00	Requires watermain coordination
								<b>Total Length</b>	<b>2.18</b>						<b>Total Cost</b>	<b>\$2,900,751.00</b>	
															<b>Total Budget</b>	<b>\$2,800,000.00</b>	

Total Cost: \$15,917,710.00  
 Total Planned Budget: \$14,000,000.00

Appendix E – Proposed Five Year Asphalt Resurfacing/Rehabilitation Program

Year 1 (2026)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
750	1142	IC ROY DR	HUNTINGTON BLVD & REGENCY CRES	REGENCY CRES & CHELSEA PARK WAY	Asphalt	Minor Collector	3550	103	0.10	10	1030	58	41.1	56	Rehabilitation	\$78,795.00
765	1161	AMY CROFT DR	SHADY SPRING CRES	RAVENYA WAY & SYLVANO CRES	Asphalt	Minor Collector	2500	96	0.10	10	960	58	41.1	56	Rehabilitation	\$73,440.00
563	845	MARJORIE DR	OLD TECUMSEH RD	ST ANDREWS DR	Asphalt	Local	130	106	0.11	7	742	69	50.0	67	Resurfacing	\$18,164.00
940	1488	IC ROY DR	RYAN AVE	MANCINI DR	Asphalt	Minor Collector	3500	100	0.10	10	1000	73	50.2	70	Resurfacing	\$24,480.00
764	1160	AMY CROFT DR	SHADY SPRING CRES & BRANTON CRES	SHADY SPRING CRES	Asphalt	Minor Collector	2800	92	0.09	10	920	73	50.2	70	Resurfacing	\$4,692.00
910	1361	IC ROY DR	MANCINI DR	OAKWOOD AVE	Asphalt	Minor Collector	3700	247	0.25	10	2470	75	51.4	72	Resurfacing	\$60,466.00
790	1188	IC ROY DR	MONARCH MEADOWS DR	REGENCY CRES & HUNTINGTON BLVD	Asphalt	Minor Collector	3800	101	0.10	10	1010	65	59.5	63	Resurfacing	\$24,725.00
763	1159	AMY CROFT DR	COMMERCIAL BLVD	SHADY SPRING CRES & BRANTON CRES	Asphalt	Minor Collector	3000	163	0.16	10	1630	68	64.9	66	Resurfacing	\$39,902.00
609	944	PATILLO RD	CONWAY CRES	BLANCHARD DR	Asphalt	Minor Arterial	3551	212	0.21	15	3180	45	66.5	43	Rehabilitation	\$220,565.00
766	1162	AMY CROFT DR	RAVENYA WAY & SYLVANO CRES	BRANTON CRES & DANIELA CRES	Asphalt	Minor Collector	2300	361	0.36	10	3610	69	66.7	67	Resurfacing	\$88,373.00
909	1360	IC ROY DR	REGENCY CRES & CHELSEA PARK WAY	RYAN AVE	Asphalt	Minor Collector	3300	198	0.20	10	1980	69	66.7	67	Resurfacing	\$48,470.00
102	140	LITTLE BASELINE RD	ELMSTEAD RD	E PIKE CREEK RD	Asphalt	Minor Arterial	1547	169	0.17	15	2535	56	73.2	54	Rehabilitation	\$175,828.00
756	1151	LITTLE BASELINE RD	E PIKE CREEK RD	STONEBROOK BLVD	Asphalt	Minor Arterial	1547	125	0.13	15	1875	64	78.0	76	Resurfacing	\$47,756.00
553	835	PATILLO RD	HARVARD DR	COUNTY RD 42	Asphalt	Minor Arterial	2500	1079	1.08	15	16185	58	74.4	56	Rehabilitation	\$610,822.00
1134	1514	OAKWOOD AVE	PASCAL AVE	TRADITIONAL TRAIL	Asphalt	Minor Arterial	3100	93	0.09	15	1395	66	79.3	64	Resurfacing	\$34,150.00
557	839	PATILLO RD	CORBETT DR	ORCHARD PARK DR	Asphalt	Minor Arterial	3300	201	0.20	15	3015	70	81.7	68	Resurfacing	\$73,807.00
560	842	PATILLO RD	OLD TECUMSEH RD	CORBETT DR	Asphalt	Minor Arterial	3300	217	0.22	15	3255	60	83.9	58	Rehabilitation	\$225,767.00
610	945	PATILLO RD	ORCHARD PARK DR	CONWAY CRES	Asphalt	Minor Arterial	3500	139	0.14	15	2085	61	85.7	59	Rehabilitation	\$144,616.00
1092	1250	OAKWOOD AVE	MAXWELL CRES (West)	ARKONA CRT	Asphalt	Minor Arterial	3200	95	0.10	15	1425	69	100.0	67	Resurfacing	\$34,884.00
								<b>Total Length</b>	<b>3.90</b>						<b>Total Cost</b>	<b>\$2,029,702.00</b>
															<b>Target Budget</b>	<b>\$1,900,000.00</b>

Appendix E – Proposed Five Year Asphalt Resurfacing/Rehabilitation Program

Year 2 (2027)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
817	1228	PAUL JULIUS CRT	RIVER DOWNS AVE	CUL-DE-SAC	Asphalt	Local	40	66	0.07	7	462	69	22.5	65	Resurfacing	\$11,536.00
815	1226	CLYDESDALE CRT	STALLION AVE	CUL-DE-SAC	Asphalt	Local	40	91	0.09	7	637	61	26.2	57	Rehabilitation	\$53,018.00
814	1225	STALLION AVE	RIVER DOWNS AVE	CLYDESDALE CRT	Asphalt	Local	40	92	0.09	7	644	67	29.9	63	Resurfacing	\$16,081.00
803	1210	RIVER DOWNS AVE	PUCE RD	STALLION AVE	Asphalt	Local	250	71	0.07	7	497	70	31.7	66	Resurfacing	\$12,410.00
816	1227	RIVER DOWNS AVE	STALLION AVE	PAUL JULIUS CRT	Asphalt	Local	200	146	0.15	7	1022	72	32.9	67	Resurfacing	\$25,519.00
1100	1335	STALLION AVE	MORGAN CRES	CLYDESDALE CRT	Asphalt	Local	40	97	0.10	7	679	77	36.0	71	Resurfacing	\$16,955.00
793	508	SILVER CREEK INDUSTRIAL DR	JUTRAS DR S	JUTRAS DR N	Asphalt	Minor Collector	2000	234	0.23	10	2340	49	37.8	47	Rehabilitation	\$182,590.00
896	1341	CROFT DR	E PIKE CREEK RD	PROSPECT DR	Asphalt	Minor Collector	2719	767	0.77	10	7670	55	39.2	51	Rehabilitation	\$598,490.00
1097	1330	RIVER DOWNS AVE	PAUL JULIUS CRT	MORGAN CRES	Asphalt	Local	200	626	0.63	7	4382	83	39.6	77	Resurfacing	\$109,419.00
1098	1331	MORGAN CRES	PUCE RD	RIVER DOWNS AVE	Asphalt	Local	200	67	0.07	7	469	84	40.2	78	Resurfacing	\$11,711.00
897	1342	PROSPECT DR	CROFT DR	COUNTY RD 22	Asphalt	Minor Collector	2000	120	0.12	10	1200	58	41.1	54	Rehabilitation	\$93,636.00
745	1137	OAKWOOD AVE	REGO DR & PIROLI CRES	ROURKE LINE RD	Asphalt	Minor Arterial	3200	105	0.11	15	1575	50	56.7	46	Rehabilitation	\$111,431.00
941	1558	ROURKE LINE RD	OAKWOOD AVE	WESTWOOD DR	Asphalt	Minor Arterial	2209	212	0.21	15	3180	60	76.8	58	Rehabilitation	\$205,110.00
99	137	ROURKE LINE RD	COUNTY RD 22	GIRARD DR	Asphalt	Minor Arterial	1500	330	0.33	15	4950	70	81.7	66	Resurfacing	\$123,602.00
889	1327	OAKWOOD AVE	COLONIAL CROSSING	TRADITIONAL TRAIL	Asphalt	Minor Arterial	2989	91	0.09	15	1365	73	83.5	68	Resurfacing	\$34,084.00
890	1328	OAKWOOD AVE	LEGENDS LANE	COLONIAL CROSSING	Asphalt	Minor Arterial	2950	94	0.09	15	1410	74	84.1	69	Resurfacing	\$35,208.00
743	1135	OAKWOOD AVE	TRADITIONAL TRAIL	CORETTI DR & PIROLI CRES	Asphalt	Minor Arterial	3000	90	0.09	15	1350	75	84.8	69	Resurfacing	\$33,710.00
744	1136	OAKWOOD AVE	CORETTI DR & PIROLI CRES	REGO DR & PIROLI CRES	Asphalt	Minor Arterial	3000	91	0.09	15	1365	76	85.4	70	Resurfacing	\$34,084.00
722	1112	ROURKE LINE RD	GIRARD DR	OAKWOOD AVE	Asphalt	Minor Arterial	1800	277	0.28	15	4155	78	86.6	72	Resurfacing	\$103,750.00
836	1252	OAKWOOD AVE	DEER RUN TRAIL & TRADITIONAL TRAIL	CROSSWINDS DR	Asphalt	Minor Arterial	2950	91	0.09	15	1365	79	87.2	73	Resurfacing	\$34,084.00
938	1477	OAKWOOD AVE	CROSSWINDS DR	LEGENDS LANE	Asphalt	Minor Arterial	2950	93	0.09	15	1395	80	87.8	74	Resurfacing	\$34,833.00
								<b>Total Length</b>	<b>3.85</b>						<b>Total Cost</b>	<b>\$1,881,261.00</b>
															<b>Target Budget</b>	<b>\$1,900,000.00</b>

Appendix E – Proposed Five Year Asphalt Resurfacing/Rehabilitation Program

Year 3 (2028)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
465	709	PARKLANE DR	W BELLE RIVER RD	SOUTHWOOD DR	Asphalt	Local	150	130	0.13	7	910	77	36.0	69	Resurfacing	\$23,178.00
928	1465	DONALD CRES	CHRISTINE AVE	ST PETER ST	Asphalt	Local	200	500	0.50	7	3500	79	37.2	70	Resurfacing	\$89,145.00
464	708	PARKLANE DR	SOUTHWOOD DR	WILLOWWOOD DR	Asphalt	Local	150	200	0.20	7	1400	79	37.2	70	Resurfacing	\$35,658.00
893	1338	CROFT DR	PROSPECT DR	ADVANCE BLVD	Asphalt	Minor Collector	2500	401	0.40	10	4010	68	47.2	62	Resurfacing	\$102,135.00
924	1453	AMY CROFT DR	MARINA GROVE CRES	MARINA GROVE CRES & SELINA ST	Asphalt	Minor Collector	2000	221	0.22	10	2210	73	50.2	66	Resurfacing	\$56,289.00
785	1181	AMY CROFT DR	BRANTON CRES & DANIELA CRES	MARINA GROVE CRES	Asphalt	Minor Collector	2200	88	0.09	10	880	74	50.8	67	Resurfacing	\$22,414.00
926	1455	AMY CROFT DR	SELINA ST & MARINA GROVE CRES	W PIKE CREEK RD	Asphalt	Minor Collector	2028	77	0.08	10	770	77	52.6	69	Resurfacing	\$19,612.00
232	382	LITTLE BASELINE RD	STONEBROOK BLVD	PATILLO RD	Asphalt	Minor Arterial	1500	1622	1.62	15	24330	70	81.7	64	Resurfacing	\$619,685.00
1142	1523	OAKWOOD AVE	BRUNMAR CRES	MAGNOLIA LANE	Asphalt	Minor Arterial	2000	222	0.22	15	3330	77	86.0	69	Resurfacing	\$84,815.00
1160	1555	OAKWOOD AVE	MATESE ST	CASERTA CRES	Asphalt	Minor Arterial	2000	80	0.08	15	1200	77	86.0	69	Resurfacing	\$30,564.00
1159	1554	OAKWOOD AVE	CASERTA CRES	BRUNMAR CRES	Asphalt	Minor Arterial	2000	86	0.09	15	1290	78	86.6	69	Resurfacing	\$32,856.00
1185	1581	OAKWOOD AVE	MAGNOLIA LANE	IC ROY DR	Asphalt	Minor Arterial	2000	193	0.19	15	2895	78	86.6	69	Resurfacing	\$73,736.00
855	1287	OAKWOOD AVE	ST ANNE DR	RENAUD LINE RD	Asphalt	Minor Arterial	1647	1015	1.02	15	15225	78	86.6	69	Resurfacing	\$387,781.00
1143	1524	OAKWOOD AVE	BRUNMAR CRES	BRUNMAR CRES	Asphalt	Minor Arterial	2000	85	0.09	15	1275	79	87.2	70	Resurfacing	\$32,474.00
1096	1288	OAKWOOD AVE	ST ANNE DR	MATESE ST	Asphalt	Minor Arterial	2000	237	0.24	15	3555	79	87.2	70	Resurfacing	\$90,546.00
97	131	OAKWOOD AVE	ROURKE LINE RD	WHITEWOOD DR	Asphalt	Minor Arterial	450	313	0.31	15	4695	81	88.4	72	Resurfacing	\$119,582.00
96	130	OAKWOOD AVE	WHITEWOOD DR	BAYBERRY CRES	Asphalt	Minor Arterial	200	226	0.23	15	3390	83	89.6	74	Resurfacing	\$86,343.00
								<b>Total Length</b>	<b>5.70</b>						<b>Total Cost</b>	<b>\$1,906,813.00</b>
															<b>Target Budget</b>	<b>\$1,900,000.00</b>

Year 4 (2029)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
607	942	CHAMBERS DR	CORBETT DR	CORBETT DR	Asphalt	Local	100	98	0.10	7	686	69	19.8	61	Resurfacing	\$17,822.00
819	1232	VINTAGE OAK DR	BEL AIR CIR	DEAD END	Asphalt	Local	10	41	0.04	7	287	60	11.9	50	Rehabilitation	\$24,851.00
820	1233	BEL AIR CIR	VINTAGE OAK DR	CUL-DE-SAC	Asphalt	Local	50	87	0.09	7	609	60	25.6	50	Rehabilitation	\$52,733.00
818	1231	VINTAGE OAK DR	OLD TECUMSEH RD	BEL AIR CIR	Asphalt	Local	100	140	0.14	7	980	62	26.8	52	Rehabilitation	\$84,858.00
895	1340	ADVANCE BLVD	COUNTY RD 22	CROFT DR	Asphalt	Minor Collector	2000	177	0.18	10	1770	45	33.1	38	Rehabilitation	\$143,689.00
894	1339	ADVANCE BLVD	CROFT DR	PATILLO RD	Asphalt	Minor Collector	2303	767	0.77	10	7670	47	34.4	39	Rehabilitation	\$622,651.00
82	98	ROCHESTER TOWNLINE RD	COUNTY RD 46	S MIDDLE RD	Asphalt	Minor Collector	702	1374	1.37	10	13740	55	39.2	47	Rehabilitation	\$922,091.00
								<b>Total Length</b>	<b>2.68</b>						<b>Total Cost</b>	<b>\$1,868,695.00</b>
															<b>Target Budget</b>	<b>\$1,900,000.00</b>

Appendix E – Proposed Five Year Asphalt Resurfacing/Rehabilitation Program

Year 5 (2030)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
257	425	ROCHESTER TOWNLINE RD	LAKESHORE RD 310	LAKESHORE RD 311	Asphalt	Minor Collector	300	1360	1.36	10	13600	47	34.4	38	Rehabilitation	\$930,920.00
255	423	ROCHESTER TOWNLINE RD	LAKESHORE RD 311	COUNTY RD 8	Asphalt	Minor Collector	350	1442	1.44	10	14420	54	38.6	44	Rehabilitation	\$987,049.00
823	1236	OAKWOOD AVE	RENAUD LINE RD	CAMERON CRT	Asphalt	Minor Arterial	3500	168	0.17	15	2520	73	83.5	62	Resurfacing	\$66,780.00
833	1249	OAKWOOD AVE	CAMERON CRT	MAXWELL CRES	Asphalt	Minor Arterial	3350	96	0.10	15	1440	78	86.6	65	Resurfacing	\$38,160.00
								<b>Total Length</b>	<b>8.34</b>						<b>Total Cost</b>	<b>\$2,022,909.00</b>
															<b>Target Budget</b>	<b>\$1,900,000.00</b>

Total Cost \$9,709,380.00  
 Total Planned Budget \$9,500,000.00

Appendix E – Proposed Five Year Surface Treatment Program

Year 1 (2026)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
278	460	S MIDDLE RD	MYERS RD	LAKESHORE RD 229	Surface Treated	Minor Collector	750	321	0.32	10	3210	58	41.1	56	Rehabilitation	\$121,145.00
280	462	S MIDDLE RD	LAKESHORE RD 231	LAKESHORE RD 233	Surface Treated	Minor Collector	150	476	0.48	10	4760	62	43.5	60	ST - Add Lift	\$72,828.00
279	461	S MIDDLE RD	LAKESHORE RD 229	LAKESHORE RD 231	Surface Treated	Minor Collector	150	890	0.89	10	8900	71	49.0	69	ST - Add Lift	\$136,170.00
147	246	S MIDDLE RD	LAKESHORE RD 225	MYERS RD	Surface Treated	Minor Collector	250	1052	1.05	10	10520	59	66.7	57	Rehabilitation	\$397,025.00
20513	134	LAKESHORE RD 115	WALLS RD	ROGERS RD	Surface Treated	Minor Collector	200	1006	1.01	10	10060	68	94.4	66	ST - Add Lift	\$153,918.00
								<b>Total Length</b>	<b>3.75</b>						<b>Total Cost</b>	<b>\$881,086.00</b>
															<b>Target Budget</b>	<b>\$845,000.00</b>

Year 2 (2027)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
22	26	N REAR RD	HICKS RD	LAKESHORE RD 101	Surface Treated	Minor Collector	450	1369	1.37	10	13690	46	33.7	42	Rehabilitation	\$526,928.00
23	27	N REAR RD	MANNING RD	HICKS RD	Surface Treated	Minor Collector	500	234	0.23	10	2340	53	35.3	49	Rehabilitation	\$90,067.00
84	114	MYERS RD	BYRNEDALE RD	N MIDDLE RD	Surface Treated	Minor Collector	1100	2266	2.27	10	22660	63	44.1	59	ST - Add Lift	\$353,723.00
								<b>Total Length</b>	<b>3.87</b>						<b>Total Cost</b>	<b>\$970,718.00</b>
															<b>Target Budget</b>	<b>\$845,000.00</b>

Year 3 (2028)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
284	467	REAUME DR	MELODY DR	DEAD END	Surface Treated	Local	60	317	0.32	7	2219	59	22.0	53	Rehabilitation	\$89,492.00
101	139	W PIKE CREEK RD	LITTLE BASELINE RD	DEAD END	Surface Treated	Local	100	789	0.79	7	5523	63	27.4	57	ST - Add Lift	\$87,926.00
151	250	S MIDDLE RD	LAKESHORE RD 217	LAKESHORE RD 219	Surface Treated	Minor Collector	350	673	0.67	10	6730	42	31.3	38	Rehabilitation	\$264,220.00
702	1078	S MIDDLE RD	LAKESHORE RD 215	LAKESHORE RD 217	Surface Treated	Minor Collector	300	690	0.69	10	6900	54	35.3	48	Rehabilitation	\$270,894.00
106	148	S MIDDLE RD	COUNTY RD 31	LAKESHORE RD 241	Surface Treated	Minor Collector	250	422	0.42	10	4220	60	42.3	54	ST - Add Lift	\$67,182.00
276	458	S MIDDLE RD	LAKESHORE RD 235	COUNTY RD 31	Surface Treated	Minor Collector	100	598	0.60	10	5980	61	42.9	55	ST - Add Lift	\$95,202.00
337	546	GOLFVIEW DR	VALENTINO DR & LAKESHORE PK	COUNTY RD 2	Surface Treated	Minor Collector	350	309	0.31	10	3090	62	43.5	56	ST - Add Lift	\$49,193.00
								<b>Total Length</b>	<b>3.80</b>						<b>Total Cost</b>	<b>\$924,109.00</b>
															<b>Target Budget</b>	<b>\$845,000.00</b>

Year 4 (2029)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
664	1011	ISABELLA ST	MAIN ST	CUL-DE-SAC	Surface Treated	Local	20	185	0.19	7	1295	54	18.0	46	Rehabilitation	\$53,263.00
680	1056	LINDSAY SDRD	KNAPP RD	CUL-DE-SAC	Surface Treated	Minor Collector	40	280	0.28	10	2800	49	31.3	41	Rehabilitation	\$112,140.00
18	22	N REAR RD	LAKESHORE RD 203	LAKESHORE RD 105	Surface Treated	Minor Collector	600	702	0.70	10	7020	54	34.7	46	Rehabilitation	\$281,151.00
2	5	N REAR RD	PLEASANT PARK SDRD	LAKESHORE RD 107	Surface Treated	Minor Collector	500	272	0.27	10	2720	71	49.0	63	ST - Add Lift	\$44,173.00
277	459	S MIDDLE RD	LAKESHORE RD 233	LAKESHORE RD 235	Surface Treated	Minor Collector	100	1368	1.37	10	13680	76	52.0	66	ST - Add Lift	\$222,163.00
222	356	PLEASANT PARK SDRD	N REAR RD	COUNTY RD 46	Surface Treated	Minor Collector	1113	1352	1.35	10	13520	80	54.5	69	ST - Add Lift	\$219,565.00
								<b>Total Length</b>	<b>4.16</b>						<b>Total Cost</b>	<b>\$932,455.00</b>
															<b>Target Budget</b>	<b>\$845,000.00</b>

Appendix E – Proposed Five Year Surface Treatment Program

Year 5 (2030)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
699	1075	S MIDDLE RD	NAYLOR SDRD	LAKESHORE RD 209	Surface Treated	Minor Collector	350	1189	1.19	10	11890	50	30.3	40	Rehabilitation	\$485,707.00
700	1076	S MIDDLE RD	LAKESHORE RD 209	LAKESHORE RD 211	Surface Treated	Minor Collector	250	186	0.19	10	1860	56	39.8	46	Rehabilitation	\$75,981.00
223	358	O'BRIEN SDRD	N REAR RD	COUNTY RD 46	Surface Treated	Minor Collector	428	1344	1.34	10	13440	71	49.0	61	ST - Add Lift	\$222,566.00
297	498	GRACEY SDRD	LAKESHORE RD 301	TECUMSEH RD	Surface Treated	Minor Collector	200	1064	1.06	10	10640	73	50.2	62	ST - Add Lift	\$176,198.00
								<b>Total Length</b>	<b>3.78</b>						<b>Total Cost</b>	<b>\$960,452.00</b>
															<b>Target Budget</b>	<b>\$845,000.00</b>

Total Cost \$4,668,820.00  
 Total Planned Budget \$4,225,000.00

Appendix E – Proposed Five Year Crack Sealing Program

Year 1 (2026)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
92	126	BEECHWOOD DR	OAKWOOD AVE	BIRCHWOOD CRES	Asphalt	Local	100	47	0.05	7	329	87	42.1	85	Crack Seal	\$1,678.00
484	1002	BIRCHWOOD CRES	BEECHWOOD DR	ASHWOOD CRES	Asphalt	Local	303	215	0.22	7	1505	94	46.3	93	Crack Seal	\$7,676.00
322	586	AIMEE ST	COUNTY RD 42	CUL-DE-SAC	Asphalt	Local	100	317	0.32	7	2219	94	46.3	93	Crack Seal	\$11,317.00
93	127	BEECHWOOD DR	ELMWOOD AVE	OAKWOOD AVE	Asphalt	Local	80	138	0.14	7	966	94	46.3	93	Crack Seal	\$4,927.00
94	128	BEECHWOOD DR	CHERRYWOOD DR	ELMWOOD AVE	Asphalt	Local	60	87	0.09	7	609	95	47.0	94	Crack Seal	\$3,106.00
100	138	ROURKE LINE RD	CAILLE AVE	COUNTY RD 22	Asphalt	Minor Arterial	250	299	0.30	15	4485	85	64.7	82	Crack Seal	\$22,874.00
1091	1248	OAKWOOD AVE	ARKONA CRT	MAXWELL CRES (East)	Asphalt	Minor Arterial	3100	98	0.10	15	1470	92	95.1	90	Crack Seal	\$7,497.00
95	129	OAKWOOD AVE	BAYBERRY CRES	BEECHWOOD DR	Asphalt	Minor Arterial	100	86	0.09	15	1290	94	97.1	93	Crack Seal	\$6,579.00
								<b>Total Length</b>	<b>1.29</b>						<b>Total Cost</b>	<b>\$65,654.00</b>
															<b>Target Budget</b>	<b>\$65,000.00</b>

Year 2 (2027)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
338	548	STRONG RD	ROSS BEACH RD	COUNTY RD 2	Asphalt	Minor Collector	100	149	0.15	10	1490	92	45.8	88	Crack Seal	\$7,748.00
1044	375	N MIDDLE RD	MYERS RD	LAKESHORE RD 231	Asphalt	Minor Collector	142	1216	1.22	10	12160	94	63.0	91	Crack Seal	\$63,232.00
								<b>Total Length</b>	<b>1.37</b>						<b>Total Cost</b>	<b>\$70,980.00</b>
															<b>Target Budget</b>	<b>\$65,000.00</b>

Year 3 (2028)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
20499	1544	MARCHE ST	OAKWOOD AVE	CAMPANA CRES	Asphalt	Local	150	359	0.36	7	2513	95	47.0	91	Crack Seal	\$13,344.00
789	1187	IC ROY DR	KING LOUIS ST	MONARCH MEADOWS DR	Asphalt	Minor Collector	4000	102	0.10	10	1020	67	58.2	79	Crack Seal	\$5,416.00
1009	133	LAKESHORE RD 115	WALLS RD	DEAD END	Asphalt	Minor Collector	50	559	0.56	10	5590	91	61.2	85	Crack Seal	\$29,683.00
849	1271	IC ROY DR	COUNTY RD 22	KING LOUIS ST	Asphalt	Minor Collector	4202	286	0.29	10	2860	72	61.5	86	Crack Seal	\$15,187.00
								<b>Total Length</b>	<b>1.31</b>						<b>Total Cost</b>	<b>\$63,630.00</b>
															<b>Target Budget</b>	<b>\$65,000.00</b>

Year 4 (2029)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
81	97	ROCHESTER TOWNLINE RD	TREPANIER RD	AUCTION SDRD	Asphalt	Minor Collector	100	1186	1.19	10	11860	54	60.6	81	Crack Seal	\$64,163.00
79	95	ROCHESTER TOWNLINE RD	SETTLER SDRD	TREPANIER RD	Asphalt	Minor Collector	100	179	0.18	10	1790	60	60.6	81	Crack Seal	\$9,684.00
								<b>Total Length</b>	<b>1.37</b>						<b>Total Cost</b>	<b>\$73,847.00</b>
															<b>Target Budget</b>	<b>\$65,000.00</b>

Appendix E – Proposed Five Year Crack Sealing Program

Year 5 (2030)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
585	894	MELODY DR	RIVAIT DR	ISLAND CRES	Asphalt	Local	360	363	0.36	7	2541	95	35.7	87	Crack Seal	\$14,026.00
1118	1485	ADRIANA LANE	VINCENT CRES	RYAN AVE	Asphalt	Local	100	92	0.09	7	644	95	35.7	87	Crack Seal	\$3,555.00
1132	1507	LAKEWOOD CRES	WESTWOOD DR	WESTWOOD DR	Asphalt	Local	150	501	0.50	7	3507	95	35.7	87	Crack Seal	\$19,359.00
1119	1486	VINCENT CRES	RYAN AVE	ADRIANA LANE	Asphalt	Local	100	295	0.30	7	2065	93	45.7	82	Crack Seal	\$11,399.00
288	471	MELODY DR	MARKHAM DR	TISDELLE DR	Asphalt	Local	750	182	0.18	7	1274	100	50.0	95	Crack Seal	\$7,032.00
287	470	MELODY DR	ISLAND CRES	MARKHAM DR	Asphalt	Local	590	124	0.12	7	868	100	50.0	95	Crack Seal	\$4,791.00
								<b>Total Length</b>	<b>1.56</b>						<b>Total Cost</b>	<b>\$60,162.00</b>
															<b>Target Budget</b>	<b>\$65,000.00</b>

Total Cost \$334,273.00  
 Total Planned Budget \$325,000.00

Appendix E – Proposed Ten-Year Gravel Road Conversion Program

**Year 1 (2026)**

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Proposed Improvement Type	Proposed Improvement Cost	Base Cost
1032	1256	Byrnedale Rd	Myers Rd	Lakeshore Rd 123	Gravel	Minor Collector	60	1362	1.36	10	13620	79	Conversion	\$435,840.00	\$32.00
								<b>Total Length</b>	<b>1.36</b>				<b>Total Cost</b>	<b>\$435,840.00</b>	
													<b>Target Budget</b>	<b>\$300,000.00</b>	

**Year 2 (2027)**

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Proposed Improvement Type	Proposed Improvement Cost	Base Cost
1012	313	Lakeshore Rd 309	Richardson Sdrd	Wheatley Rd	Gravel	Minor Collector	80	2446	2.45	10	24460	84	Conversion	\$782,720.00	\$32.00
								<b>Total Length</b>	<b>2.45</b>				<b>Total Cost</b>	<b>\$782,720.00</b>	
													<b>Target Budget</b>	<b>\$300,000.00</b>	

**Year 3 (2028)**

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Proposed Improvement Type	Proposed Improvement Cost	Base Cost
1034	1568	Schoolhouse Rd	Lakeshore Rd 101	Lakeshore Rd 103	Gravel	Minor Collector	23	1390	1.39	10	13900	77	Conversion	\$444,800.00	\$32.00
								<b>Total Length</b>	<b>1.39</b>				<b>Total Cost</b>	<b>\$444,800.00</b>	
													<b>Target Budget</b>	<b>\$300,000.00</b>	

**Year 4 (2029)**

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Proposed Improvement Type	Proposed Improvement Cost	Base Cost
1033	1565	Schoolhouse Rd	Lakeshore Rd 103	Lakeshore Rd 105	Gravel	Minor Collector	20	1364	1.36	10	13640	72	Conversion	\$436,480.00	\$32.00
								<b>Total Length</b>	<b>1.39</b>				<b>Total Cost</b>	<b>\$436,480.00</b>	
													<b>Target Budget</b>	<b>\$300,000.00</b>	

**Year 5 (2030)**

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Proposed Improvement Type	Proposed Improvement Cost	Base Cost
1013	1304	Lakeshore Rd 309	Gracey Sdrd	Richardson Sdrd	Gravel	Minor Collector	50	3665	3.67	10	36650	64	Conversion	\$1,172,800.00	\$32.00
								<b>Total Length</b>	<b>3.67</b>				<b>Total Cost</b>	<b>\$1,172,800.00</b>	
													<b>Target Budget</b>	<b>\$300,000.00</b>	

**Year 6 (2031)**

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Proposed Improvement Type	Proposed Improvement Cost	Base Cost
1015	930	Lakeshore Rd 311	Rochester Townline Rd	Highway 77	Gravel	Minor Collector	40	3640	3.64	10	36400	85	Conversion	\$1,164,800.00	\$32.00
								<b>Total Length</b>	<b>3.64</b>				<b>Total Cost</b>	<b>\$1,164,800.00</b>	
													<b>Target Budget</b>	<b>\$300,000.00</b>	

**Year 7 (2032)**

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m²)	2024 PCI	Proposed Improvement Type	Proposed Improvement Cost	Base Cost
1046	1179	Lakeshore Rd 233	County Rd 8	S Middle Rd	Gravel	Minor Collector	39	3141	3.14	10	31410	69	Conversion	\$1,005,120.00	\$32.00
								<b>Total Length</b>	<b>3.14</b>				<b>Total Cost</b>	<b>\$1,005,120.00</b>	
													<b>Target Budget</b>	<b>\$300,000.00</b>	

Appendix E – Proposed Ten-Year Gravel Road Conversion Program

Year 8 (2033)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Proposed Improvement Type	Proposed Improvement Cost	Base Cost
1045	1266	Lakeshore Rd 235	County Rd 8	S Middle Rd	Gravel	Minor Collector	22	3138	3.14	10	31380	67	Conversion	\$1,004,160.00	\$32.00
								<b>Total Length</b>	<b>3.14</b>				<b>Total Cost</b>	<b>\$1,004,160.00</b>	
													<b>Target Budget</b>	<b>\$300,000.00</b>	

Year 9 (2034)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Proposed Improvement Type	Proposed Improvement Cost	Base Cost
1038	1120	Lakeshore Rd 209	County Rd 46	S Middle Rd	Gravel	Minor Collector	150	1328	1.33	10	13280	71	Conversion	\$424,960.00	\$32.00
								<b>Total Length</b>	<b>1.33</b>				<b>Total Cost</b>	<b>\$424,960.00</b>	
													<b>Target Budget</b>	<b>\$300,000.00</b>	

Year 10 (2035)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Proposed Improvement Type	Proposed Improvement Cost	Base Cost
1002	710	Lakeshore Rd 241	County Rd 46	Countryview Lane	Gravel	Minor Collector	39	1363	1.36	10	13630	67	Conversion	\$436,160.00	\$32.00
1003	1202	Lakeshore Rd 241	S Middle Rd	County Rd 46	Gravel	Minor Collector	40	1316	1.32	10	13160	83	Conversion	\$421,120.00	\$32.00
								<b>Total Length</b>	<b>2.68</b>				<b>Total Cost</b>	<b>\$857,280.00</b>	
													<b>Target Budget</b>	<b>\$300,000.00</b>	

Total Cost \$7,728,960.00  
Total Planned Budget \$3,000,000.00



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]



## Appendix F

### Unit Cost Breakdowns

Unit Costs	Units	Unit Cost	Notes
Milling (Partial Depth)	m2	\$4.99	
Full Depth Asphalt Removal	m2	\$8.43	
Pulverizing	m2	\$3.25	
Supply and Place Granular A	t	\$36.20	2.4 tonnes per m3
Supply and Place Granular B	t	\$24.21	2.0 tonnes per m3
Earth Excavation	m3	\$32.00	
Curb and Gutter Removal	m	\$36.40	
Curb and Gutter Replacement	m	\$133.00	
Supply and Place Asphalt	t	\$150.00	
Tack Coat	m2	\$1.00	
Single Surface Treatment	m2	\$6.00	
Double Surface Treatment	m2	\$10.00	
Triple Surface Treatment	m2	\$13.50	
Catch Basin/Manhole Adjustments	m2	\$553.67	\$553.67 per structure at 30 structures per km
Microsurfacing (Single)	m2	\$4.87	
Microsurfacing (Double)	m2	\$9.74	
Crack Sealing	m2	\$5.00	
Maintenance Gravel + Calcium Chloride	m2	\$3.86	2024 cost = \$258,292.32 to place gravel on 9,668m of road (\$26.72 per m of road) -> $\$26.72 / 7 = \mathbf{\$3.82/m^2}$ + Dust Control = \$30,000 to treat 104.60 km of gravel road annually = \$0.2868 per m of road -> $0.2791 / 7 = \mathbf{0.04 \text{ per m}^2}$
Gravel Shoulders	m	\$6.53	
Ditch Repairs	m2	\$5.00	

## Resurfacing

### Urban Arterial Road Resurfacing

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Milling		15	40		m2		\$4.99	\$4.99
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2			\$150.00	\$14.70
Contingencies	15%							\$3.10
							<b>Total =</b>	<b>\$23.79</b>

### Urban Collector Road Resurfacing

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Milling		10	40		m2		\$4.99	\$4.99
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2			\$150.00	\$14.70
Contingencies	15%							\$3.10
							<b>Total =</b>	<b>\$23.79</b>

### Urban Local Road Resurfacing

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Milling		7	40		m2		\$4.99	\$4.99
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2			\$150.00	\$14.70
Contingencies	15%							\$3.10
							<b>Total =</b>	<b>\$23.79</b>

### LCB Road Resurfacing

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Single Surface Treatment		7			m2		\$6.00	\$6.00
Gravel Shoulders					m		\$6.53	\$1.87
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	15%							\$1.93
							<b>Total =</b>	<b>\$14.80</b>

## Rehabilitation

### Urban Arterial HCB Rehabilitation

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Full Depth Asphalt Removal		15			m2		\$8.43	\$8.43
Curb and Gutter Removal	50%				m		\$36.40	\$2.43
Curb and Gutter Replacement	50%				m		\$133.00	\$8.87
Structure Adjustments					each	30	\$553.67	\$1.11
Asphalt			60	0.147t/m2	t		\$150.00	\$22.05
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t		\$150.00	\$14.70
Contingencies	15%							\$8.79
							<b>Total =</b>	<b>\$67.37</b>

### Urban Collector HCB Rehabilitation

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Full Depth Asphalt Removal		10			m2		\$8.43	\$8.43
Curb and Gutter Removal	50%				m		\$36.40	\$3.64
Curb and Gutter Replacement	50%				m		\$133.00	\$13.30
Structure Adjustments					each	30	\$553.67	\$1.66
Asphalt			60	0.147t/m2	t		\$150.00	\$22.05
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t		\$150.00	\$14.70
Contingencies	15%							\$9.72
							<b>Total =</b>	<b>\$74.50</b>

### Urban Local HCB Rehabilitation

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Full Depth Asphalt Removal		7			m2		\$8.43	\$8.43
Curb and Gutter Removal	50%				m		\$36.40	\$5.20
Curb and Gutter Replacement	50%				m		\$133.00	\$19.00
Structure Adjustments					each	30	\$553.67	\$2.37
Asphalt			50	0.1225t/m2	t		\$150.00	\$18.38
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t		\$150.00	\$14.70
Contingencies	15%							\$10.36
							<b>Total =</b>	<b>\$79.44</b>

### Semi-Urban Arterial HCB Rehabilitation

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		15			m2		\$3.25	\$3.25
Granular A	50%		150	2.4t/m3	t		\$36.20	\$6.52
Asphalt			60	0.147t/m2	t		\$150.00	\$22.05
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t		\$150.00	\$14.70
Gravel Shoulders					m		\$6.53	\$0.87
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	15%							\$8.01
							<b>Total =</b>	<b>\$61.39</b>

### Semi-Urban Collector HCB Rehabilitation

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		10			m2		\$3.25	\$3.25
Granular A	50%		150	2.4t/m3	t		\$36.20	\$6.52
Asphalt			60	0.147t/m2	t		\$150.00	\$22.05
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t		\$150.00	\$14.70
Contingencies	15%							\$7.13
							<b>Total =</b>	<b>\$54.64</b>

**Semi-Urban Local HCB Rehabilitation**

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		7			m2		\$3.25	\$3.25
Granular A	50%		150	2.4t/m3	t		\$36.20	\$6.52
Asphalt			50	0.1225t/m2	t		\$150.00	\$18.38
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t		\$150.00	\$14.70
Contingencies	15%							\$6.57
							<b>Total =</b>	<b>\$50.42</b>

**Rural Arterial HCB Rehabilitation**

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		15			m2		\$3.25	\$3.25
Granular A	50%		150	2.4t/m3	t		\$36.20	\$6.52
Asphalt			60	0.147t/m2	t		\$150.00	\$22.05
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t		\$150.00	\$14.70
Gravel Shoulders					m		\$6.53	\$0.87
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	15%							\$8.01
							<b>Total =</b>	<b>\$61.39</b>

**Rural Collector HCB Rehabilitation**

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		10			m2		\$3.25	\$3.25
Granular A	50%		150	2.4t/m3	t		\$36.20	\$6.52
Asphalt			60	0.147t/m2	t		\$150.00	\$22.05
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t		\$150.00	\$14.70
Gravel Shoulders					m		\$6.53	\$1.31
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	15%							\$8.07
							<b>Total =</b>	<b>\$61.90</b>

**Rural Local HCB Rehabilitation**

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		7			m2		\$3.25	\$3.25
Granular A	50%		150	2.4t/m3	t		\$36.20	\$6.52
Asphalt			50	0.1225t/m2	t		\$150.00	\$18.38
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t		\$150.00	\$14.70
Gravel Shoulders					m		\$6.53	\$1.87
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	15%							\$7.61
							<b>Total =</b>	<b>\$58.31</b>

**Collector LCB Road Rehabilitation**

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		10			m2		\$3.25	\$3.25
Granular A	50%		150	2.4t/m3	t		\$36.20	\$6.52
Double Surface Treatment					t		\$10.00	\$10.00
Single Surface Treatment (1 Year After Double Application)					m2		\$6.00	\$6.00
Gravel Shoulders					m		\$6.53	\$1.31
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	15%							\$4.81
							<b>Total =</b>	<b>\$36.88</b>

**Local LCB Road Rehabilitation**

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		7			m2		\$3.25	\$3.25
Granular A	50%		150	2.4t/m3	t		\$36.20	\$6.52
Double Surface Treatment					t		\$10.00	\$10.00
Single Surface Treatment (1 Year After Double Application)					m2		\$6.00	\$6.00
Gravel Shoulders					m		\$6.53	\$1.87
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	15%							\$4.89
							<b>Total =</b>	<b>\$37.53</b>

## Reconstruction

### Urban Arterial HCB Reconstruction

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Full Depth Asphalt Removal		15			m2		\$8.43	\$8.43
Earth Excavation		17	450		m3		\$32.00	\$16.32
Granular A		15	450	2.4t/m3	t		\$36.20	\$39.10
Curb and Gutter Removal					m		\$36.40	\$4.85
Curb and Gutter Replacement					m		\$133.00	\$17.73
Structure Adjustments					each	30	\$553.67	\$1.11
Asphalt			60	0.147t/m2	t		\$150.00	\$22.05
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t		\$150.00	\$14.70
Contingencies	15%							\$18.79
							<b>Total =</b>	<b>\$144.08</b>

### Urban Collector HCB Reconstruction

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Full Depth Asphalt Removal		10			m2		\$8.43	\$8.43
Earth Excavation		12	450		m3		\$32.00	\$17.28
Granular A		10	450	2.4t/m3	t		\$36.20	\$39.10
Curb and Gutter Removal					m		\$36.40	\$7.28
Curb and Gutter Replacement					m		\$133.00	\$26.60
Structure Adjustments					each	30	\$553.67	\$1.66
Asphalt			60	0.147t/m2	t		\$150.00	\$22.05
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t		\$150.00	\$14.70
Contingencies	15%							\$20.71
							<b>Total =</b>	<b>\$158.81</b>

### Urban Local HCB Reconstruction

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Full Depth Asphalt Removal		7			m2		\$8.43	\$8.43
Earth Excavation		9	300		m3		\$32.00	\$12.34
Granular A		7	300	2.4t/m3	t		\$36.20	\$26.06
Curb and Gutter Removal					m		\$36.40	\$10.40
Curb and Gutter Replacement					m		\$133.00	\$38.00
Structure Adjustments					each	30	\$553.67	\$2.37
Asphalt			50	0.1225t/m2	t		\$150.00	\$18.38
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t		\$150.00	\$14.70
Contingencies	15%							\$19.75
							<b>Total =</b>	<b>\$151.44</b>

### Semi-Urban Arterial HCB Reconstruction

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		15			m2		\$3.25	\$3.25
Earth Excavation		17	450		m3		\$32.00	\$16.32
Granular A		15	450	2.4t/m3	t		\$36.20	\$39.10
Curb and Gutter Placement					m		\$133.00	\$17.73
Asphalt			60	0.147t/m2	t		\$150.00	\$22.05
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t	30	\$150.00	\$14.70
Contingencies	30%							\$34.24
							<b>Total =</b>	<b>\$148.39</b>

**Semi-Urban Collector HCB Reconstruction**

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		10			m2		\$3.25	\$3.25
Earth Excavation		12	450		m3		\$32.00	\$17.28
Granular A		10	450	2.4t/m3	t		\$36.20	\$39.10
Curb and Gutter Placement							\$133.00	\$26.60
Asphalt			60	0.147t/m2	t		\$150.00	\$22.05
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t	30	\$150.00	\$14.70
Contingencies	30%							\$37.19
							<b>Total =</b>	<b>\$161.17</b>

**Semi-Urban Local HCB Reconstruction**

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		7			m2		\$3.25	\$3.25
Earth Excavation		9	300		m3		\$32.00	\$12.34
Granular A		7	300	2.4t/m3	t		\$36.20	\$26.06
Curb and Gutter Placement							\$133.00	\$38.00
Asphalt			50	0.1225t/m2	t		\$150.00	\$18.38
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t	30	\$150.00	\$14.70
Gravel Shoulders					m		\$6.53	\$1.87
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	30%							\$36.18
							<b>Total =</b>	<b>\$156.78</b>

**Rural Arterial HCB Reconstruction**

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		15			m2		\$3.25	\$3.25
Earth Excavation		17	450		m3		\$32.00	\$16.32
Granular A		15	450	2.4t/m3	t		\$36.20	\$39.10
Asphalt			60	0.147t/m2	t		\$150.00	\$22.05
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t	30	\$150.00	\$14.70
Gravel Shoulders					m		\$6.53	\$0.87
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	15%							\$15.34
							<b>Total =</b>	<b>\$117.63</b>

**Rural Collector HCB Reconstruction**

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		10			m2		\$3.25	\$3.25
Earth Excavation		12	450		m3		\$32.00	\$17.28
Granular A		10	450	2.4t/m3	t		\$36.20	\$39.10
Asphalt			60	0.147t/m2	t		\$150.00	\$22.05
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t	30	\$150.00	\$14.70
Gravel Shoulders					m		\$6.53	\$1.31
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	15%							\$15.55
							<b>Total =</b>	<b>\$119.23</b>

**Rural Local HCB Reconstruction**

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		7			m2		\$3.25	\$3.25
Earth Excavation		9	300		m3		\$32.00	\$12.34
Granular A		7	300	2.4t/m3	t		\$36.20	\$26.06
Asphalt			50	0.1225t/m2	t		\$150.00	\$18.38
Tack Coat					m2		\$1.00	\$1.00
Asphalt			40	0.098t/m2	t	30	\$150.00	\$14.70
Gravel Shoulders					m		\$6.53	\$1.87
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	15%							\$12.39
							<b>Total =</b>	<b>\$94.99</b>

**Collector LCB Road Reconstruction**

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		10			m2		\$3.25	\$3.25
Earth Excavation		12	450		m3		\$32.00	\$17.28
Granular A		10	450	2.4t/m3	t		\$36.20	\$39.10
Double Surface Treatment					t		\$10.00	\$10.00
Single Surface Treatment (1 Year After Double Application)					m2		\$6.00	\$6.00
Gravel Shoulders					m		\$6.53	\$1.31
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	15%							\$12.29
							<b>Total =</b>	<b>\$94.22</b>

**Local LCB Road Reconstruction**

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverize		7			m2		\$3.25	\$3.25
Earth Excavation		9	300		m3		\$32.00	\$12.34
Granular A		7	300	2.4t/m3	t		\$36.20	\$26.06
Double Surface Treatment					t		\$10.00	\$10.00
Single Surface Treatment (1 Year After Double Application)					m2		\$6.00	\$6.00
Gravel Shoulders					m		\$6.53	\$1.87
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	15%							\$9.68
							<b>Total =</b>	<b>\$74.20</b>

## Gravel Roads

### Rural Gravel Rehabilitation

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Earth Excavation		7	150		m3		\$32.00	\$4.80
Granular A		7	300	2.4t/m3	t		\$36.20	\$26.06
Ditch Repairs					m2		\$5.00	\$1.43
Contingencies	15%							\$4.84
							<b>Total =</b>	<b>\$37.41</b>

### Rural Gravel Rehabilitation (Conversion to Hardtop)

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Earth Excavation		7	150		m3		\$32.00	\$4.80
Granular A		7	300	2.4t/m3	t		\$36.20	\$26.06
Double Surface Treatment					t		\$10.00	\$10.00
Single Surface Treatment (1 Year After Double Application)					m2		\$6.00	\$6.00
Ditch Repairs					m2		\$5.00	\$1.43
Contingencies	15%							\$7.24
							<b>Total =</b>	<b>\$55.54</b>

### Rural Gravel Reconstruction

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Earth Excavation		7	300		m3		\$32.00	\$9.60
Granular A		7	300	2.4t/m3	t		\$36.20	\$26.06
Ditch Repairs					m2		\$5.00	\$1.43
Contingencies	15%							\$5.56
							<b>Total =</b>	<b>\$42.66</b>

### Rural Gravel Reconstruction (Conversion to Hardtop)

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Earth Excavation		7	300		m3		\$32.00	\$9.60
Granular A		7	300	2.4t/m3	t		\$36.20	\$26.06
Double Surface Treatment					t		\$10.00	\$10.00
Single Surface Treatment (1 Year After Double Application)					m2		\$6.00	\$6.00
Ditch Repairs					m2		\$5.00	\$1.43
Contingencies	15%							\$7.96
							<b>Total =</b>	<b>\$61.06</b>

### Rural Gravel (Conversion to HCB)

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Granular A	50%	7	150		t		\$36.20	\$6.52
Asphalt			60	0.147t/m2	t		\$150.00	\$22.05
Gravel Shoulders					m		\$6.53	\$1.87
Ditch Repairs					m2		\$5.00	\$5.00
Contingencies	15%							\$5.31
							<b>Total =</b>	<b>\$40.75</b>



**BURNSIDE**

[ THE DIFFERENCE IS OUR PEOPLE ]



## Appendix G

### Railway Level Crossing Inventory

# Appendix G – Railway Crossing

Level Crossing ID	Road Name	Railway Authority (Type of Use)	Train Frequency (# per day)	Traffic Volume (AADT)	Exposure Index	Existing Control Type	Crossing Comments
PW-RC-00001	Rochester Townline Road	CPKC (Freight)	9	450	4,050	FLB	Crossing material is wood and is in good condition. The approaches are asphalt and are in good condition with no cracking
PW-RC-00002	Rourke Line Road	CPKC (Freight)	9	2,000	18,000	FLBG	Crossing material is concrete plates and is in good condition. The approaches are asphalt and are in good condition with no cracking
PW-RC-00004	Big Creek Road	CPKC (Freight)	9	1,033	9,297	FLBG	Crossing material is asphalt and is in very good condition. The approaches are surface treatment and are in fair condition with some cracking and distresses. CP was working at this crossing at the time of inspection
PW-RC-00005	East Ruscom River Road	CPKC (Freight)	9	300	2,700	FLB	Crossing material is wood and is in good condition. The approaches are surface treatment and are in fair condition with some distresses
PW-RC-00006	Golfview Drive	CKPC (Freight)	9	99	891	SRCS	Crossing Material is wood and is in fair condition. The approaches are gravel and are in fair condition. The crossing is a bit bumpy
PW-RC-00007	Strong Road	CKPC (Freight)	9	50	450	SRCS	Crossing material is wood with asphalt ramps on either side and is in good condition. The approaches are gravel and are in fair condition
PW-RC-00008	West Belle River Road	CKPC (Freight)	9	1,150	10,350	FLB	Crossing material is wood and is in fair condition. The approaches are asphalt with the approach north of the tracks in good condition and the approach to the south in fair condition with some deficiencies
PW-RC-00009	West Puce Road	CKPC (Freight)	9	400	3,600	FLB	Crossing material is asphalt and is in poor condition. The crossing is bumpy and rough. The approaches are surface treatment and are in fair condition
PW-RC-00010	Wallace Line Road	CKPC (Freight)	9	200	1,800	FLBG	Crossing material is asphalt and is in fair condition however the crossing is bumpy and rough. The approaches are asphalt and are in fair condition
PW-RC-00011	Patillo Road	CKPC (Freight)	9	2,500	22,500	FLB	Crossing material is asphalt and is in poor condition. The crossing is bumpy and rough. The approaches are surface treatment and are in fair condition. Control type is recommended for upgrade to FLBG due to max train speed being over 50 mph. It is also noted that this road has significant traffic.
PW-RC-00012	Renaud Line Road	CKPC (Freight)	9	1,500	13,500	FLBG	Crossing material is asphalt and is brand new. The approaches are asphalt and are in fair condition with some cracking and sealed cracks
PW-RC-00031	Rochester Townline Road	Via Rail (Passenger)	10	541	5,410	FLBG	Crossing material is asphalt and is in good condition. The approaches are asphalt and are in fair condition with some distresses
PW-RC-00032	Rourke Line Road	Via Rail (Passenger)	10	250	2,500	FLBG	Crossing material is asphalt and is in fair condition. The approaches are asphalt and are in good condition
PW-RC-00033	Stuart Line	Via Rail (Passenger)	10	130	1,300	FLBG	Crossing material is asphalt and is in good condition. The approaches are asphalt and are in fair condition
PW-RC-00034	Renaud Line Road	Via Rail (Passenger)	10	300	3,000	FLBG	Crossing material is asphalt and is in good condition. The approaches are asphalt and are in good condition. The approach to the south has some minor distresses
PW-RC-00035	Emery Drive	Via Rail (Passenger)	10	300	3,000	FLBG	Crossing and approaches are asphalt and are in good condition
PW-RC-00036	Couture Road	Via Rail (Passenger)	10	250	2,500	FLBG	Crossing material is asphalt and is in good condition. The approaches are surface treatment and are in good condition.
PW-RC-00037	Gracey Sideroad	Via Rail (Passenger)	10	200	2,000	FLBG	Crossing material is wood and is in fair condition. The approaches are surface treatment and are in poor condition
PW-RC-00038	Golfview Drive	Via Rail (Passenger)	10	350	3,500	FLBG	Crossing material is wood and is in good condition. The approaches are surface treatment and are in fair condition

## Appendix G – Railway Crossing

Level Crossing ID	Road Name	Railway Authority (Type of Use)	Train Frequency (# per day)	Traffic Volume (AADT)	Exposure Index	Existing Control Type	Crossing Comments
PW-RC-00039	Strong Road	Via Rail (Passenger)	10	100	1,000	FLBG	Crossing material is wood and is in fair condition. The approaches are asphalt and are in good condition
PW-RC-00040	Ducharme Street	Via Rail (Passenger)	10	300	3,000	FLBG	Crossing and approaches are asphalt and in good condition
PW-RC-00041	East Pike Creek Road	Via Rail (Passenger)	10	1,000	10,000	FLBG	Crossing material is asphalt and is in poor condition. The crossing is bumpy and rough. The approaches are asphalt and are in fair condition
PW-RC-00042	First Street	Via Rail (Passenger)	10	100	1,000	FLBG	Crossing material is asphalt and is in good condition. The approaches are asphalt and are in good condition with minimal cracking
PW-RC-00043	Wallace Line Road	Via Rail (Passenger)	10	250	2,500	FLBG	Road was closed and blocked with concrete barriers at the time of inspection
PW-RC-00044	Puce Road	Via Rail (Passenger)	10	280	2,800	FLBG	Crossing and approaches are asphalt and in good condition
PW-RC-00045	Patillo Road	Via Rail (Passenger)	10	3,551	35,510	FLBG	Crossing material is asphalt and is in fair condition. The approaches are asphalt and are in good condition
PW-RC-00046	West River Street	Via Rail (Passenger)	10	566	5,660	FLBG	Crossing and approaches are asphalt and in good condition.



**BURNSIDE**

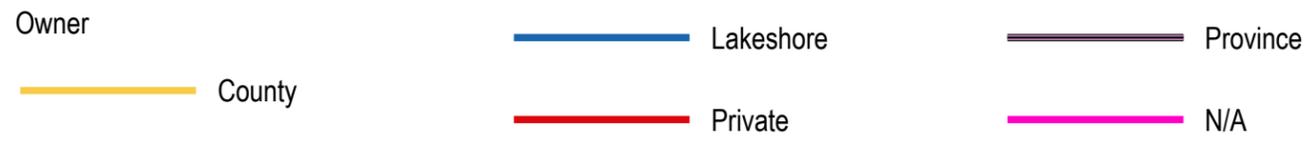
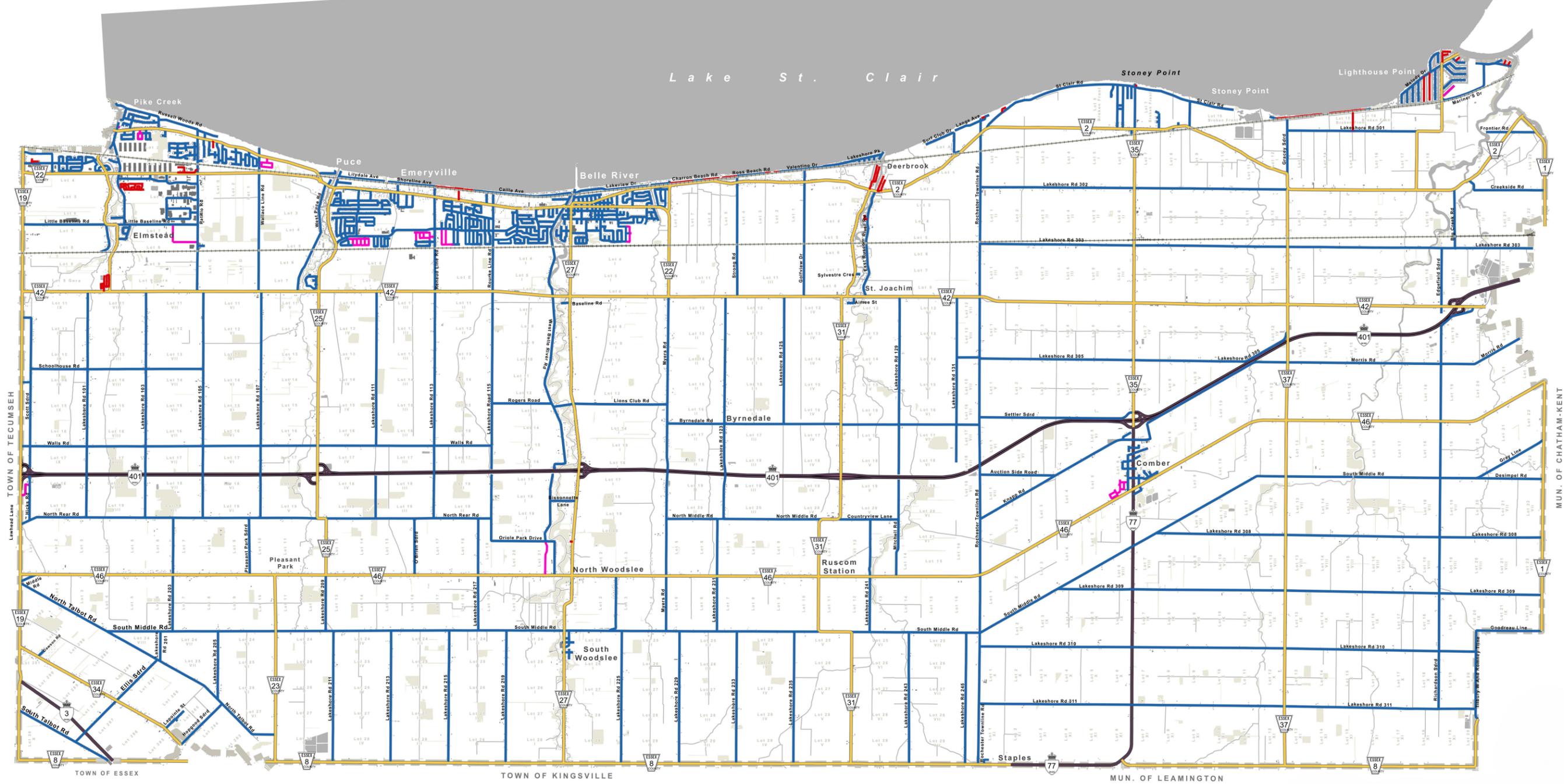
[ THE DIFFERENCE IS OUR PEOPLE ]



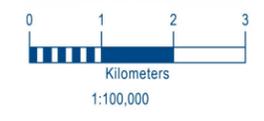
## Appendix H

### Road Ownership Map

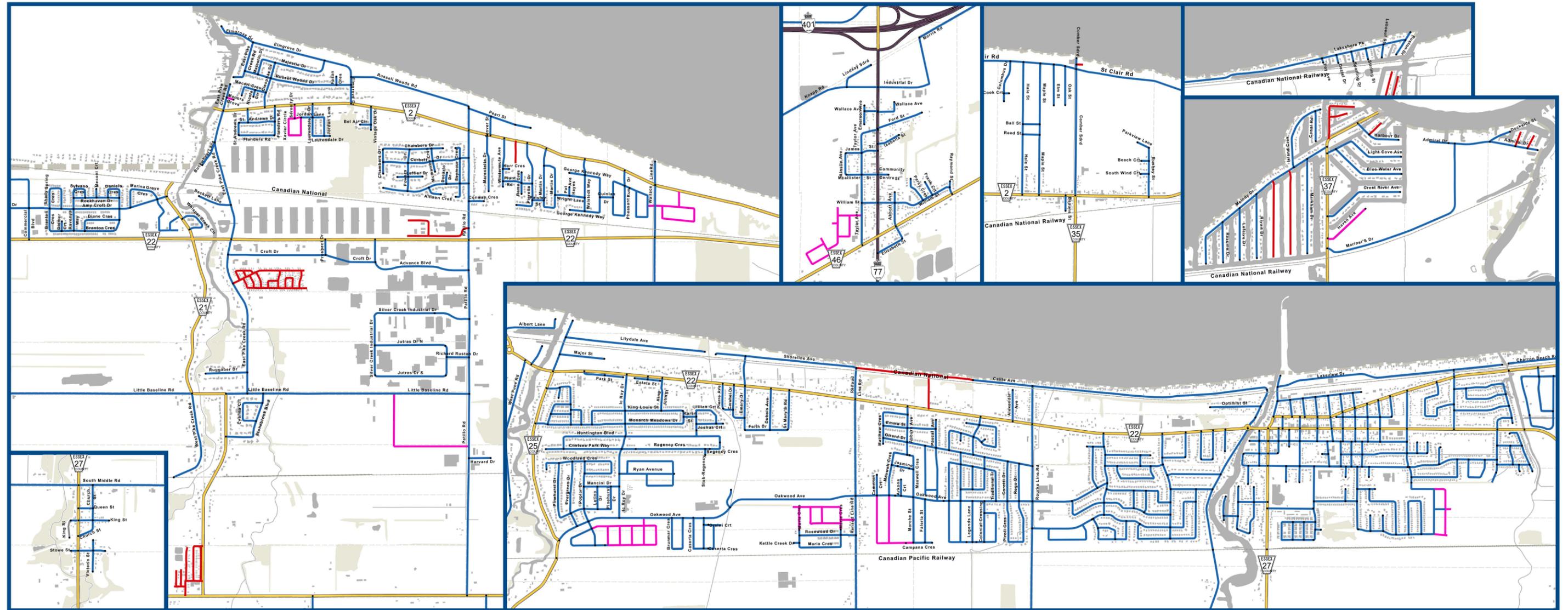
# Road Ownership



## Municipality of Lakeshore Roads Needs Study 2025



# Road Ownership



Owner

County

— Lakeshore

— Private

— Province

— N/A



Municipality of Lakeshore  
Roads Needs Study 2025



**BURNSIDE**

[THE DIFFERENCE IS OUR PEOPLE]



## Appendix I

### Roads with Critical Condition Ratings

# Appendix I – Critical Condition Ratings

StreetScan ID	Facility ID	Road Segment	Length (m)	Surface Type	PCI 2024	Improvement Need	Estimated Cost
646	703	Evelyn St from Henry St to Riviera Estate Dr	252	Asphalt	23	Reconstruction	\$268,128.00
206	1117	Lakeshore Rd 103 from County Rd 42 to Schoolhouse Rd	1840	Surface Treated	24	Reconstruction	\$1,729,600.00
681	1339	Lavoie St from Tenth St to Ninth St	91	Asphalt	25	Reconstruction	\$100,009.00
44	1013	Ninth St from Lavoie St to Notre Dame St	92	Asphalt	25	Reconstruction	\$101,108.00
207	900	Lakeshore Rd 103 from Schoolhouse Rd to Walls Rd	1837	Surface Treated	26	Reconstruction	\$1,726,780.00
648	1517	Riviera Estate Dr from Evelyn St to Lalonde St S	106	Asphalt	26	Reconstruction	\$112,784.00
632	36	Caille Ave from Rourke Line Rd to W River St	1864	Asphalt	27	Reconstruction	\$2,048,536.00
133	47	Edgefield Sdrd from Lakeshore Rd 303 to County Rd 42	1383	Surface Treated	28	Reconstruction	\$1,300,020.00
124	1045	Ellis Sdrd from Talbot Rd & Wilson Sdrd to Highway 3	1064	Surface Treated	28	Reconstruction	\$1,000,160.00
366	65	Seventh St from Lavoie St to Notre Dame St	91	Asphalt	28	Reconstruction	\$100,009.00
368	468	Seventh St from Broadway St to Lavoie St	72	Asphalt	28	Reconstruction	\$79,128.00
327	891	Sparling Dr from Lakeshore Pk to Dead End	79	Asphalt	28	Reconstruction	\$86,821.00
136	1240	Lakeshore Rd 302 from Rochester Townline Rd to Comber Sdrd	3668	Surface Treated	29	Reconstruction	\$3,447,920.00
367	987	Seventh St from Notre Dame St to St Charles St	101	Asphalt	29	Reconstruction	\$110,999.00
1195	544	Charron Beach Rd from Stuart Lane to Strong Rd	231	Asphalt	30	Reconstruction	\$253,869.00
379	338	E Pike Creek Rd from Buckwheat Lane to Beckett Lane	507	Asphalt	30	Reconstruction	\$539,448.00
205	1149	Lakeshore Rd 103 from Walls Rd to N Rear Rd	1693	Surface Treated	30	Reconstruction	\$1,591,420.00
140	1513	Lakeshore Rd 303 from Rochester Townline Rd to Comber Sdrd	3673	Surface Treated	30	Reconstruction	\$3,452,620.00
922	1121	Lapointe St from Lapointe St to Dead End	63	Asphalt	30	Reconstruction	\$41,895.00
365	213	Lavoie St from Ninth St to Eighth St	98	Asphalt	30	Reconstruction	\$107,702.00
385	78	Pheasant Run Dr from Quinlan Dr to Mcpharlin Ave	219	Asphalt	30	Reconstruction	\$233,016.00
110	663	Poisson Crt from St Peter St to Cul-De-Sac	83	Asphalt	30	Reconstruction	\$91,217.00
252	567	Richardson Sdrd from Lakeshore Rd 309 to Lakeshore Rd 310	1373	Surface Treated	30	Reconstruction	\$1,290,620.00
682	448	Tenth St from Broadway St to Lavoie St	164	Asphalt	30	Reconstruction	\$180,236.00
48	1011	Eighth St from Notre Dame St to St Charles St	101	Asphalt	31	Reconstruction	\$110,999.00
453	816	Evelyn St from Henry St to Cul-De-Sac	118	Asphalt	31	Reconstruction	\$129,682.00
9	1475	Mcmurren Cres from Corbett Dr to Cul-De-Sac	86	Asphalt	31	Reconstruction	\$91,504.00
10	1353	Mcmurren Cres from Chambers Dr to Corbett Dr	99	Asphalt	31	Reconstruction	\$105,336.00
352	1354	Melanie Lane from Terra Lou Dr to Ducharme St	437	Asphalt	31	Reconstruction	\$464,968.00
358	1580	Royal Cres from Broadway St to Ducharme St	625	Asphalt	31	Reconstruction	\$665,000.00
373	469	Second St from Railway Ave to Broadway St	134	Asphalt	31	Reconstruction	\$147,266.00
704	360	Surf Club Dr from 618M N. Of County Rd 2 to Cul-De-Sac	725	Asphalt	31	Reconstruction	\$482,125.00
596	1504	Zoe St from St Charles St to Dead End	44	Asphalt	31	Reconstruction	\$48,356.00
696	520	Adelaide St from Lenore St to South St	362	Asphalt	32	Reconstruction	\$385,168.00
238	46	Caruhel Dr from Earl St to Emery Dr	144	Asphalt	32	Reconstruction	\$158,256.00
548	538	Chambers Dr from Corbett Dr to Cul-De-Sac	91	Asphalt	32	Reconstruction	\$96,824.00
49	692	Eighth St from Broadway St to Lavoie St	104	Asphalt	32	Reconstruction	\$114,296.00
411	686	Fourth St from Notre Dame St to St Charles St	101	Asphalt	32	Reconstruction	\$110,999.00
920	841	Hicks Rd from Lawhead Lane to Dead End	261	Surface Treated	32	Reconstruction	\$137,025.00
921	1238	Lapointe St from Talbot Rd to Lapointe St	337	Asphalt	32	Reconstruction	\$224,105.00
51	1134	Lavoie St from Seventh St to Sixth St	98	Asphalt	32	Reconstruction	\$107,702.00
227	1352	N Rear Rd from Lakeshore Rd 217 to Oriole Park Dr	309	Surface Treated	32	Reconstruction	\$290,460.00
384	1082	Pheasant Run Dr from Mcpharlin Ave to Quinlan Dr	457	Asphalt	32	Reconstruction	\$486,248.00
478	245	Rue Labbe from Bayberry Cres to Beechwood Dr	88	Asphalt	32	Reconstruction	\$93,632.00
150	487	S Middle Rd from Church St to Lakeshore Rd 223	975	Surface Treated	32	Reconstruction	\$916,500.00
369	647	Sixth St from Lavoie St to Notre Dame St	91	Asphalt	32	Reconstruction	\$100,009.00
313	1560	St Clair Rd from Oak St to Comber Sdrd	90	Asphalt	32	Reconstruction	\$98,910.00
315	1563	St Clair Rd from Maple St to Elm St	106	Asphalt	32	Reconstruction	\$116,494.00
659	1569	St Clair Rd from Columbus Dr to Hale St	103	Asphalt	32	Reconstruction	\$113,197.00
658	766	Surf Club Dr from County Rd 2 to 618M N. Of County Rd 2	618	Asphalt	32	Reconstruction	\$410,970.00
372	1533	Third St from Railway Ave to Broadway St	146	Asphalt	32	Reconstruction	\$160,454.00
217	1505	Walls Rd from Manning Rd to Scott Sdrd	220	Surface Treated	32	Reconstruction	\$115,500.00
68	1327	William St from Frank Crt to Raymond St	153	Asphalt	32	Reconstruction	\$162,792.00
69	300	William St from Percy Cres to Frank Crt	84	Asphalt	32	Reconstruction	\$89,376.00
243	1135	William St from Abbott Ave to Percy Cres	236	Asphalt	32	Reconstruction	\$251,104.00
477	1017	Willowood Dr from County Rd 22 to Maplewood Dr	187	Asphalt	32	Reconstruction	\$198,968.00
447	178	Baby St from St Peter St to Dead End	124	Asphalt	33	Reconstruction	\$136,276.00
840	767	Caille Ave from Rourke Line Rd to Dead End	469	Asphalt	33	Reconstruction	\$515,431.00
546	724	Chambers Dr from Mcmurren Cres to Cul-De-Sac	91	Asphalt	33	Reconstruction	\$96,824.00
445	44	Chisholm St from St Charles St to St Peter St	197	Asphalt	33	Reconstruction	\$216,503.00
179	1291	Front St from St Charles St to Centre St	99	Asphalt	33	Reconstruction	\$108,801.00
499	168	Harvard Dr from Patillo Rd to Cul-De-Sac	171	Asphalt	33	Reconstruction	\$113,715.00
450	173	Henry St from South St to Evelyn St	107	Asphalt	33	Reconstruction	\$117,593.00
354	1466	Lambert Crt from Terra Lou Dr to Cul-De-Sac	41	Asphalt	33	Reconstruction	\$43,624.00
508	1056	Major St from Puce Rd to Cul-De-Sac	354	Asphalt	33	Reconstruction	\$389,046.00
20	291	N Rear Rd from Lakeshore Rd 103 to Lakeshore Rd 203	670	Surface Treated	33	Reconstruction	\$629,800.00
620	894	Russel Woods Dr from Fasan Cres to Elmgrove Dr	115	Asphalt	33	Reconstruction	\$122,360.00
149	368	S Middle Rd from County Rd 27 to Church St	112	Surface Treated	33	Reconstruction	\$105,280.00
8	507	Seymour Cres from Corbett Dr to Cul-De-Sac	116	Asphalt	33	Reconstruction	\$123,424.00
438	1532	St Charles St from Front St to Dead End	78	Asphalt	33	Reconstruction	\$85,722.00
120	208	St Simon St from St Peter St to Papineau St	175	Asphalt	33	Reconstruction	\$192,325.00
121	321	St Simon St from Papineau St to Desjardins St	97	Asphalt	33	Reconstruction	\$103,208.00
622	906	Bissonnette Lane from Hawthorn Dr to County Rd 27	623	Asphalt	34	Reconstruction	\$414,295.00
47	346	Eighth St from Lavoie St to Notre Dame St	91	Asphalt	34	Reconstruction	\$100,009.00
619	1105	Fasan Cres from Russel Woods Dr to Cul-De-Sac	66	Asphalt	34	Reconstruction	\$70,224.00
647	926	Lalonde St S from Mulhall Dr to Riviera Estate Dr	102	Asphalt	34	Reconstruction	\$108,528.00
343	247	Lillian Lane from Mousseau Cres to Mousseau Cres	152	Asphalt	34	Reconstruction	\$161,728.00
598	475	Optimist St from W River St to Dead End	399	Asphalt	34	Reconstruction	\$438,501.00
244	1012	Percy Cres from William St to Cul-De-Sac	208	Asphalt	34	Reconstruction	\$221,312.00
382	664	Quinlan Dr from Pheasant Run Dr to George Kennedy Way	104	Asphalt	34	Reconstruction	\$110,656.00
314	1561	St Clair Rd from Elm St to Oak St	91	Asphalt	34	Reconstruction	\$100,009.00
660	1572	St Clair Rd from Gagnier Lane to Columbus Dr	2789	Surface Treated	34	Reconstruction	\$1,464,225.00
597	1577	St Jude St from St Peter St to Cul-De-Sac	80	Asphalt	34	Reconstruction	\$87,920.00
636	253	Trottier St from Notre Dame St to Marie St	224	Asphalt	34	Reconstruction	\$238,336.00
474	1523	Willowood Dr from St Pierre St to Parklane Dr	113	Asphalt	34	Reconstruction	\$120,232.00
475	1555	Willowood Dr from Elmwood Ave to St Pierre St	91	Asphalt	34	Reconstruction	\$96,824.00
712	828	Beckett Lane from E Pike Creek Rd to Cul-De-Sac	265	Surface Treated	35	Reconstruction	\$139,125.00
233	611	Buckwheat Lane from E Pike Creek Rd to Cul-De-Sac	206	Asphalt	35	Reconstruction	\$219,184.00
122	514	Cartier Cres from Desjardins St to Cul-De-Sac	96	Asphalt	35	Reconstruction	\$102,144.00

## Appendix I – Critical Condition Ratings

StreetScan ID	Facility ID	Road Segment	Length (m)	Surface Type	PCI 2024	Improvement Need	Estimated Cost
934	772	Front St from St Charles St to Cul-De-Sac	79	Asphalt	35	Reconstruction	\$86,821.00
454	1365	Mulhall Dr from Andrew Cres to Lalonde St S	113	Asphalt	35	Reconstruction	\$124,187.00
177	1118	Ouellette St from Notre Dame St to St Charles St	99	Asphalt	35	Reconstruction	\$108,801.00
113	246	Papineau St from Champlain Crt to St Simon St	96	Asphalt	35	Reconstruction	\$102,144.00
386	595	Pheasant Run Dr from Old Tecumseh Rd to Mcpharlin Ave	120	Asphalt	35	Reconstruction	\$127,680.00
15	439	Powers Dr from Chambers Dr to Corbett Dr	107	Asphalt	35	Reconstruction	\$113,848.00
6	778	Seymour Cres from Orchard Park Dr to Cul-De-Sac	135	Asphalt	35	Reconstruction	\$143,640.00
317	1567	St Clair Rd from Tecumseh Rd to Gagnier Lane	528	Surface Treated	35	Reconstruction	\$277,200.00
350	165	Terra Lou Dr from Notre Dame St & Duck Creek Blvd to Lambert Crt	188	Asphalt	35	Reconstruction	\$200,032.00
65	738	Wallace Ave from Emerson Ave to Main St	105	Surface Treated	35	Reconstruction	\$55,125.00
932	1546	Zoe St from St Charles St to Dead End	89	Asphalt	35	Reconstruction	\$94,696.00
449	1378	Henry St from Evelyn St to Lalonde St S	124	Asphalt	36	Reconstruction	\$136,276.00
850	480	Knapp Rd from Lindsay Sdrd to Highway 77 & Industrial Dr & Main St	245	Surface Treated	36	Reconstruction	\$230,300.00
877	811	Lake St from Lakeview Dr & First St to Dead End	92	Asphalt	36	Reconstruction	\$97,888.00
237	163	Renaud Line Rd from Shoreline Ave to County Rd 22	245	Asphalt	36	Reconstruction	\$532,875.00
864	964	S Talbot Rd from Manning Rd to Ellis Sdrd	1541	Surface Treated	36	Reconstruction	\$1,448,540.00
370	661	Sixth St from Notre Dame St to St Charles St	101	Asphalt	36	Reconstruction	\$110,999.00
328	958	Deziel Dr from Lakeshore Pk to Dead End	65	Asphalt	37	Reconstruction	\$71,435.00
134	1143	Edgefield Sdrd from County Rd 42 to Dead End	168	Surface Treated	37	Reconstruction	\$157,920.00
792	619	Jutras Dr S from Silver Creek Industrial Dr to Jutras Dr	561	Asphalt	37	Reconstruction	\$891,990.00
137	843	Lakeshore Rd 303 from Edgefield Sdrd to Big Creek Rd	313	Surface Treated	37	Reconstruction	\$294,220.00
27	387	Majestic Dr from Cleophas Dr to Elmgrove Dr	460	Asphalt	37	Reconstruction	\$489,440.00
838	1271	Valentino Dr from Lakeshore Pk & Golfview Dr to Cul-De-Sac	609	Surface Treated	37	Reconstruction	\$319,725.00
123	1554	Wilson Sdrd from N Talbot Rd to Ellis Sdrd & Talbot Rd	1376	Surface Treated	37	Reconstruction	\$1,293,440.00
270	594	Lakeshore Rd 219 from S Middle Rd to County Rd 8	3153	Surface Treated	38	Reconstruction	\$2,963,820.00
86	857	Myers Rd from County Rd 46 to S Middle Rd	1311	Surface Treated	38	Reconstruction	\$1,232,340.00
1062	525	Silver Creek Industrial Dr from Jutras Dr N to Patillo Rd	1000	Asphalt	38	Reconstruction	\$1,064,000.00
482	907	Birchwood Cres from Redwood Cres to Willowood Dr	279	Asphalt	39	Reconstruction	\$296,856.00
115	782	Champlain Crt from Papineau St to Blake Ave	549	Asphalt	39	Reconstruction	\$584,136.00
443	558	Chisholm St from Notre Dame St to St Charles St	100	Asphalt	39	Reconstruction	\$109,900.00
748	446	King Louis St from Monarch Meadows Dr to Ic Roy Dr	365	Asphalt	39	Reconstruction	\$388,360.00
335	1119	Lakeshore Pk from Golfview Dr & Valentino Dr to Foy Ave	1202	Asphalt	39	Reconstruction	\$1,320,998.00
145	225	Lakeshore Rd 305 from Comber Sdrd to Gracey Sdrd	3922	Surface Treated	39	Reconstruction	\$3,686,680.00
554	458	Patillo Rd from Silver Creek Industrial Dr to Richard Ruston Dr	301	Asphalt	39	Reconstruction	\$654,675.00
586	72	Raymond St from William St to County Rd 46	57	Asphalt	39	Reconstruction	\$60,648.00
249	1299	Richardson Sdrd from Morris Rd to County Rd 46	1364	Surface Treated	39	Reconstruction	\$1,282,160.00
489	963	W Belle River Rd from Lions Club Rd to Cul-De-Sac	1773	Surface Treated	39	Reconstruction	\$930,825.00
486	136	Whitewood Dr from Oakwood Ave to Beechwood Dr	373	Asphalt	39	Reconstruction	\$396,872.00
340	1235	Charron Beach Rd from Stuart Lane to Dead End	451	Surface Treated	40	Rehabilitation	\$119,966.00
378	889	E Pike Creek Rd from Beckett Lane to County Rd 22	276	Asphalt	40	Rehabilitation	\$154,560.00
505	1454	King James Ave from Gammon Cres to King Richard Crt	220	Asphalt	40	Rehabilitation	\$123,200.00
226	1254	Lakeshore Rd 231 from N Middle Rd to County Rd 46	1358	Surface Treated	40	Rehabilitation	\$502,460.00
141	1138	Lions Club Rd from W Belle River Rd to County Rd 27	481	Surface Treated	40	Rehabilitation	\$127,946.00
37	441	Monarch Meadows Dr from Puce Rd to King Richard Crt	98	Asphalt	40	Rehabilitation	\$54,880.00
344	251	Mousseau Cres from Lillian Lane to Duck Creek Blvd	124	Asphalt	40	Rehabilitation	\$69,440.00
824	127	Rosewood Dr from Renaud Line Rd to Marla Cres	120	Asphalt	40	Rehabilitation	\$42,840.00
579	1548	S Middle Rd from Lakeshore Rd 223 to Lakeshore Rd 225	285	Surface Treated	40	Rehabilitation	\$105,450.00
312	1557	St Clair Rd from Comber Sdrd to Claireview Dr	1359	Asphalt	40	Rehabilitation	\$485,163.00
242	1581	Windsor Ave from Elizabeth St to County Rd 46 & Abbott Ave	111	Asphalt	40	Rehabilitation	\$39,627.00



**BURNSIDE**

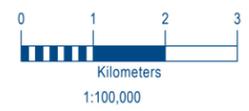
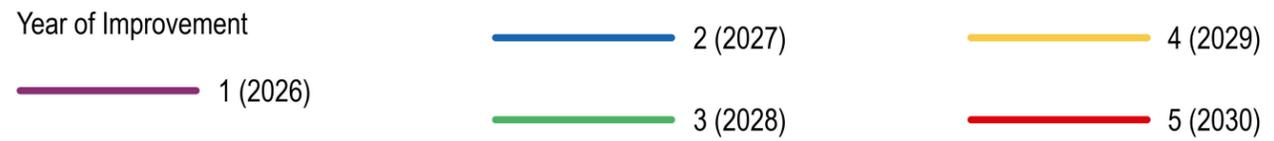
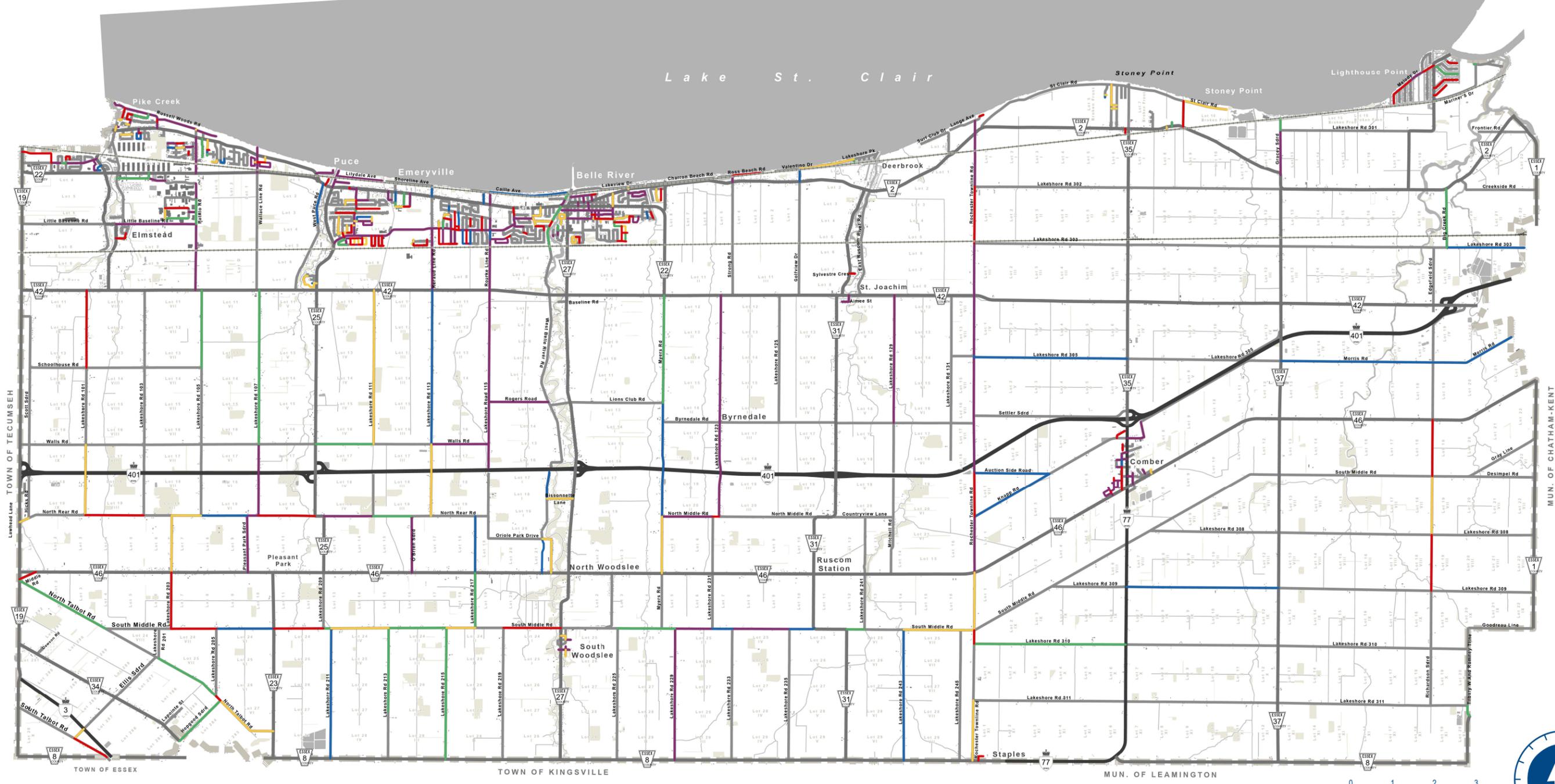
[THE DIFFERENCE IS OUR PEOPLE]



## Appendix J

### Maintain Network Condition Capital Plan

# Maintain Condition Five Year Capital Plan



## Municipality of Lakeshore Roads Needs Study 2025

# Maintain Condition Five Year Capital Plan



Year of Improvement

- 1 (2026)
- 2 (2027)



Municipality of Lakeshore  
Roads Needs Study 2025

## Appendix J - Proposed Five Year Asphalt Reconstruction Program (Maintain Network Scenario)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	Comments / Notes		
<b>Year 1 (2026)</b>																			
438	682	ST CHARLES ST	FRONT ST	DEAD END	Asphalt	Local	20	78	0.08	7	546	33	9.1	32	Reconstruction	\$87,436.00	Conversion to urban cross-section		
508	1056	MAJOR ST	PUCE RD	CUL-DE-SAC	Asphalt	Local	100	354	0.35	7	2478	33	9.1	32	Reconstruction	\$396,827.00	Design in 2025, construction in 2026		
511	651	PUCE RD	LILYDALE AVE	DEAD END	Asphalt	Local	40	142	0.14	7	994	41	14.0	39	Reconstruction	\$159,179.00	Design in 2025, construction in 2026		
439	683	ST CHARLES ST	SOUTH ST	FRONT ST	Asphalt	Local	60	69	0.07	7	483	41	14.0	39	Reconstruction	\$77,348.00	Conversion to urban cross-section		
440	684	ST CHARLES ST	OUELLETTE ST	SOUTH ST	Asphalt	Local	1450	82	0.08	7	574	45	16.5	43	Reconstruction	\$91,920.00	Conversion to urban cross-section		
507	1133	LILYDALE AVE	PUCE RD	CUL-DE-SAC	Asphalt	Local	200	1101	1.10	7	7707	46	17.1	44	Reconstruction	\$1,234,199.00	Design in 2025, construction in 2026		
512	717	PUCE RD	LILYDALE AVE	MAJOR ST	Asphalt	Local	280	143	0.14	7	1001	47	17.7	45	Reconstruction	\$160,300.00	Design in 2025, construction in 2026		
653	995	ST CHARLES ST	ZOE ST	OUELLETTE ST	Asphalt	Local	1350	84	0.08	7	588	55	22.6	53	Reconstruction	\$94,162.00	Conversion to urban cross-section		
435	679	ST CHARLES ST	EIGHTH ST	ST JOHN ST	Asphalt	Local	1200	45	0.05	7	315	56	23.2	54	Reconstruction	\$50,444.00	Conversion to urban cross-section		
437	681	ST CHARLES ST	ELEVENTH ST	NINTH ST	Asphalt	Local	1200	211	0.21	7	1477	58	24.4	56	Reconstruction	\$236,527.00	Conversion to urban cross-section		
654	996	ST CHARLES ST	CHISHOLM ST	ZOE ST	Asphalt	Local	1350	83	0.08	7	581	58	24.4	56	Reconstruction	\$93,041.00	Conversion to urban cross-section		
431	1362	ST CHARLES ST	SIXTH ST	ST PAUL ST	Asphalt	Local	1200	17	0.02	7	119	58	24.4	56	Reconstruction	\$19,057.00	Conversion to urban cross-section		
432	676	ST CHARLES ST	ST LAWRENCE ST	SIXTH ST	Asphalt	Local	1200	68	0.07	7	476	60	25.6	58	Reconstruction	\$76,227.00	Conversion to urban cross-section		
433	677	ST CHARLES ST	SEVENTH ST	ST LAWRENCE ST	Asphalt	Local	1200	30	0.03	7	210	60	25.6	58	Reconstruction	\$33,629.00	Conversion to urban cross-section		
434	678	ST CHARLES ST	ST JOHN ST	SEVENTH ST	Asphalt	Local	1200	53	0.05	7	371	60	25.6	58	Reconstruction	\$59,412.00	Conversion to urban cross-section		
510	649	PUCE RD	MAJOR ST	COUNTY RD 22	Asphalt	Local	406	144	0.14	7	1008	61	26.2	59	Reconstruction	\$161,421.00	Design in 2025, construction in 2026		
436	680	ST CHARLES ST	NINTH ST	EIGHTH ST	Asphalt	Local	1200	97	0.10	7	679	62	26.8	60	Reconstruction	\$108,735.00	Conversion to urban cross-section		
430	1265	ST CHARLES ST	ST PAUL ST	DUPUIS ST	Asphalt	Local	1300	61	0.06	7	427	62	26.8	60	Reconstruction	\$68,380.00	Conversion to urban cross-section		
428	672	ST CHARLES ST	MEUNIER ST	FOURTH ST	Asphalt	Local	1350	80	0.08	7	560	65	28.7	63	Reconstruction	\$89,678.00	Conversion to urban cross-section		
427	671	ST CHARLES ST	FOURTH ST	CHISHOLM ST	Asphalt	Local	1354	137	0.14	7	959	72	32.9	69	Reconstruction	\$153,574.00	Conversion to urban cross-section		
429	673	ST CHARLES ST	DUPUIS ST	MEUNIER ST	Asphalt	Local	1300	45	0.05	7	315	74	34.1	71	Reconstruction	\$50,444.00	Conversion to urban cross-section		
1138	1518	WALLACE LINE RD	OLD TECUMSEH RD	WATER AVE	Asphalt	Minor Arterial	250	162	0.16	15	2430	41	64.0	39	Reconstruction	\$359,397.00	Design in 2025, construction in 2026		
1101	1344	WALLACE LINE RD	COUNTY RD 22	WATER AVE	Asphalt	Minor Arterial	250	248	0.25	15	3720	50	69.5	48	Reconstruction	\$258,019.00	Design in 2025, construction in 2026		
									<b>Total Length</b>	<b>3.53</b>							<b>Total Cost (2026)</b>	<b>\$4,119,356.00</b>	
<b>Year 2 (2027)</b>																			
632	974	CAILLE AVE	ROURKE LINE RD	W RIVER ST	Asphalt	Local	350	1864	1.86	7	13048	27	5.5	25	Reconstruction	\$2,131,260.00	Design in 2026, construction in 2027		
237	389	Renaud Line Rd	Shoreline Ave	County Rd 22	Asphalt	Minor Arterial	300	245	0.25	15	3675	36	58.4	35	Reconstruction	\$532,875.00			
343	554	LILLIAN LANE	MOUSSEAU CRES	MOUSSEAU CRES	Asphalt	Local	50	152	0.15	7	1064	34	9.8	31	Reconstruction	\$171,623.00			
									<b>Total Length</b>	<b>2.26</b>							<b>Total Cost (2027)</b>	<b>\$2,835,758.00</b>	
<b>Year 3 (2028)</b>																			
554	836	Patillo Rd	Silver Creek Industrial Dr	Richard Ruston Dr	Asphalt	Minor Arterial	4500	301	0.30	15	4515	39	60.39	38	Reconstruction	\$654,675.00			
600	916	Patillo Rd	Richard Ruston Dr	Little Baseline Rd	Asphalt	Minor Arterial	2500	287	0.29	15	4305	41	61.04	39	Reconstruction	\$624,225.00			
792	1192	JUTRAS DR S	SILVER CREEK INDUSTRIAL DR	JUTRAS DR	Asphalt	Minor Collector	2000	561	0.56	10	5610	37	60.4	35	Reconstruction	\$928,006.00			
328	536	DEZIEL DR	LAKESHORE PK	DEAD END	Asphalt	Local	5	65	0.07	7	455	37	11.6	34	Reconstruction	\$75,808.00			
27	36	MAJESTIC DR	CLEOPHAS DR	ELMGROVE DR	Asphalt	Local	150	460	0.46	7	3220	37	11.6	34	Reconstruction	\$519,386.00	Requires watermain coordination		
									<b>Total Length</b>	<b>1.67</b>							<b>Total Cost (2028)</b>	<b>\$2,802,100.00</b>	
<b>Year 4 (2029)</b>																			
748	1140	KING LOUIS ST	MONARCH MEADOWS DR	IC ROY DR	Asphalt	Local	180	365	0.37	7	2555	39	12.8	36	Reconstruction	\$412,122.00			
335	543	LAKESHORE PK	GOLFVIEW DR & VALENTINO DR	FOY AVE	Asphalt	Local	190	1202	1.20	7	8414	39	12.8	36	Reconstruction	\$1,401,857.00			
578	699	RAYMOND ST	WILLIAM ST	DEAD END	Asphalt	Local	15	47	0.05	7	329	44	15.9	42	Reconstruction	\$53,068.00			
586	895	RAYMOND ST	WILLIAM ST	COUNTY RD 46	Asphalt	Local	220	57	0.06	7	399	39	50.0	38	Reconstruction	\$64,359.00			
336	544	LAKESHORE PK	FOY AVE	DEZIEL DR	Asphalt	Local	160	117	0.12	7	819	41	14.0	37	Reconstruction	\$136,454.00			
622	962	BISSONNETTE LANE	HAWTHORN DR	COUNTY RD 27	Asphalt	Local	200	623	0.62	7	4361	34	9.8	30	Reconstruction	\$448,442.00			
597	906	ST JUDE ST	ST PETER ST	CUL-DE-SAC	Asphalt	Local	30	80	0.08	7	560	34	9.8	30	Reconstruction	\$95,166.00			
474	718	WILLOWWOOD DR	ST PIERRE ST	PARKLANE DR	Asphalt	Local	800	113	0.11	7	791	34	6.9	29	Reconstruction	\$132,746.00			
475	719	WILLOWWOOD DR	ELMWOOD AVE	ST PIERRE ST	Asphalt	Local	850	91	0.09	7	637	34	6.9	29	Reconstruction	\$106,901.00			
									<b>Total Length</b>	<b>2.70</b>							<b>Total Cost (2029)</b>	<b>\$2,851,115.00</b>	
<b>Year 5 (2030)</b>																			
606	930	Jutras Dr N	Silver Creek Industrial Dr	Jutras Dr	Asphalt	Minor Collector	1500	557	0.56	10	5570	46	29.0	38	Reconstruction	\$885,630.00			
21	25	N Rear Rd	Lakeshore Rd 101	Lakeshore Rd 103	Surface Treated	Minor Collector	361	1402	1.40	10	14020	49	29.6	39	Reconstruction	\$1,317,880.00			
148	247	S Middle Rd	Lakeshore Rd 219	County Rd 27	Surface Treated	Minor Collector	350	1376	1.38	10	13760	48	29.6	39	Reconstruction	\$1,293,440.00			
680	1056	Lindsay Sdrd	Knapp Rd	Cul-De-Sac	Surface Treated	Minor Collector	40	280	0.28	10	2800	49	29.6	39	Reconstruction	\$263,200.00			
253	410	Richardson Sdrd	Lakeshore Rd 308	Lakeshore Rd 309	Surface Treated	Minor Collector	50	1333	1.33	10	13330	49	29.6	39	Reconstruction	\$1,253,020.00			
900	1348	S Talbot Rd	Ellis Sdrd	Dead End	Surface Treated	Minor Collector	100	896	0.90	10	8960	49	29.6	39	Reconstruction	\$842,240.00			
									<b>Total Length</b>	<b>5.84</b>							<b>Total Cost (2030)</b>	<b>\$5,855,410.00</b>	

Year 1	\$4,119,356.00
Year 2	\$2,835,758.00
Year 3	\$2,802,100.00
Year 4	\$2,851,115.00
Year 5	\$5,855,410.00
<b>Total 5-Year Cost</b>	<b>\$18,463,739.00</b>

## Appendix J - Proposed Five Year Asphalt Resurfacing/Rehabilitation Program (Maintain Network Scenario)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	
<b>Year 1 (2026)</b>																	
609	944	Patillo Rd	Conway Cres	Blanchard Dr	Asphalt	Minor Arterial	3551	212	0.21	15	3180	45	63.64	43	Rehabilitation	\$216,240.00	
599	915	Patillo Rd	Little Baseline Rd	Harvard Dr	Asphalt	Minor Arterial	2500	505	0.51	15	7575	49	66.23	47	Rehabilitation	\$515,100.00	
1101	1344	Wallace Line Rd	County Rd 22	Water Ave	Asphalt	Minor Arterial	250	248	0.25	15	3720	50	66.88	48	Rehabilitation	\$252,960.00	
745	1137	Oakwood Ave	Rego Dr & Piroli Cres	Rourke Line Rd	Asphalt	Minor Arterial	3200	105	0.11	15	1575	50	66.88	48	Rehabilitation	\$107,100.00	
556	838	Patillo Rd	Advance Blvd	Silver Creek Industrial Dr	Asphalt	Minor Arterial	5000	384	0.38	15	5760	50	66.88	48	Rehabilitation	\$391,680.00	
558	840	Patillo Rd	Blanchard Dr	County Rd 22	Asphalt	Minor Arterial	3550	92	0.09	15	1380	55	70.13	53	Rehabilitation	\$93,840.00	
102	140	Little Baseline Rd	Elmstead Rd	E Pike Creek Rd	Asphalt	Minor Arterial	1547	169	0.17	15	2535	56	70.78	54	Rehabilitation	\$172,380.00	
553	835	Patillo Rd	Harvard Dr	County Rd 42	Asphalt	Minor Arterial	2500	1079	1.08	15	16185	58	72.08	56	Rehabilitation	\$598,845.00	
560	842	Patillo Rd	Old Tecumseh Rd	Corbett Dr	Asphalt	Minor Arterial	3300	217	0.22	15	3255	60	73.38	58	Rehabilitation	\$221,340.00	
610	945	Patillo Rd	Orchard Park Dr	Conway Cres	Asphalt	Minor Arterial	3500	139	0.14	15	2085	61	74.03	59	Rehabilitation	\$141,780.00	
790	1188	Ic Roy Dr	Monarch Meadows Dr	Regency Cres & Huntington Blvd	Asphalt	Minor Collector	3800	101	0.10	10	1010	65	43.29	63	Resurfacing	\$24,240.00	
893	1338	Croft Dr	Prospect Dr	Advance Blvd	Asphalt	Minor Collector	2500	401	0.40	10	4010	68	45.24	66	Resurfacing	\$96,240.00	
763	1159	Amy Croft Dr	Commercial Blvd	Shady Spring Cres & Branton Cres	Asphalt	Minor Collector	3000	163	0.16	10	1630	68	45.24	66	Resurfacing	\$39,120.00	
766	1162	Amy Croft Dr	Ravenya Way & Sylvano Cres	Branton Cres & Daniela Cres	Asphalt	Minor Collector	2300	361	0.36	10	3610	69	45.89	67	Resurfacing	\$86,640.00	
909	1360	Ic Roy Dr	Regency Cres & Chelsea Park Way	Ryan Ave	Asphalt	Minor Collector	3300	198	0.20	10	1980	69	45.89	67	Resurfacing	\$47,520.00	
756	1151	Little Baseline Rd	E Pike Creek Rd	Stonebrook Blvd	Asphalt	Minor Arterial	1547	125	0.13	15	1875	64	75.97	62	Resurfacing	\$45,000.00	
1134	1514	Oakwood Ave	Pascal Ave	Traditional Trail	Asphalt	Minor Arterial	3100	93	0.09	15	1395	66	77.27	64	Resurfacing	\$33,480.00	
1092	1250	Oakwood Ave	Maxwell Cres (West)	Arkona Crt	Asphalt	Minor Arterial	3200	95	0.10	15	1425	69	79.22	67	Resurfacing	\$34,200.00	
232	382	Little Baseline Rd	Stonebrook Blvd	Patillo Rd	Asphalt	Minor Arterial	1500	1622	1.62	15	24330	70	79.87	68	Resurfacing	\$583,920.00	
557	839	Patillo Rd	Corbett Dr	Orchard Park Dr	Asphalt	Minor Arterial	3300	201	0.20	15	3015	70	79.87	68	Resurfacing	\$72,360.00	
									<b>Total Length</b>	<b>6.51</b>						<b>Total Cost (2026)</b>	<b>\$3,773,985.00</b>
<b>Year 2 (2027)</b>																	
661	1003	Rochester Townline Rd	Cazabon Lane	Lakeshore Rd 305	Asphalt	Minor Collector	200	25	0.03	10	250	57	37.2	53	Rehabilitation	\$15,500.00	
941	1495	Rourke Line Rd	Oakwood Ave	Westwood Dr	Asphalt	Minor Arterial	2209	212	0.21	15	3180	62	73.7	58	Rehabilitation	\$197,160.00	
									<b>Total Length</b>	<b>0.24</b>						<b>Total Cost (2027)</b>	<b>\$212,660.00</b>
<b>Year 3 (2028)</b>																	
896	1341	Croft Dr	E Pike Creek Rd	Prospect Dr	Asphalt	Minor Collector	2719	767	0.77	10	7670	55	35.0	49	Rehabilitation	\$575,250.00	
765	1161	Amy Croft Dr	Shady Spring Cres	Ravenya Way & Sylvano Cres	Asphalt	Minor Collector	2500	96	0.10	10	960	58	36.9	52	Rehabilitation	\$72,000.00	
750	1142	Ic Roy Dr	Huntington Blvd & Regency Cres	Regency Cres & Chelsea Park Way	Asphalt	Minor Collector	3550	103	0.10	10	1030	58	36.9	52	Rehabilitation	\$77,250.00	
897	1342	Prospect Dr	Croft Dr	County Rd 22	Asphalt	Minor Collector	2000	120	0.12	10	1200	58	36.9	52	Rehabilitation	\$90,000.00	
									<b>Total Length</b>	<b>1.09</b>						<b>Total Cost (2028)</b>	<b>\$814,500.00</b>
<b>Year 4 (2029)</b>																	
793	1193	Silver Creek Industrial Dr	Jutras Dr S	Jutras Dr N	Asphalt	Minor Collector	2000	234	0.23	10	2340	51	31.7	43	Rehabilitation	\$175,500.00	
255	423	Rochester Townline Rd	Lakeshore Rd 311	County Rd 8	Asphalt	Minor Collector	350	1442	1.44	10	14420	54	33.5	46	Rehabilitation	\$894,040.00	
82	98	Rochester Townline Rd	County Rd 46	S Middle Rd	Asphalt	Minor Collector	702	1374	1.37	10	13740	55	34.2	47	Rehabilitation	\$851,880.00	
611	946	Patillo Rd	Russell Woods Rd	Pearl St	Asphalt	Local	250	15	0.02	7	105	73	28.1	64	Resurfacing	\$2,520.00	
617	957	St Andrews Dr	Marjorie Dr	St Andrews Dr	Asphalt	Local	150	70	0.07	7	490	79	30.6	68	Resurfacing	\$11,760.00	
562	844	St Andrews Dr	Marjorie Dr	Flanders Rd	Asphalt	Local	60	211	0.21	7	1477	80	31.3	69	Resurfacing	\$35,448.00	
269	441	Victoria St	Stowe St	Cul-De-Sac (South)	Asphalt	Local	40	166	0.17	7	1162	80	31.3	69	Resurfacing	\$27,888.00	
826	1239	Marla Cres	Rosewood Dr	Dead End	Asphalt	Local	10	44	0.04	7	308	80	31.3	69	Resurfacing	\$7,392.00	
551	833	Corbett Dr	Powers Dr	Mcmurren Cres	Asphalt	Local	200	197	0.20	7	1379	40	31.3	69	Resurfacing	\$33,096.00	
360	571	Ducharme St	Lakeview Dr	Broadway St	Asphalt	Local	300	56	0.06	7	392	80	31.3	69	Resurfacing	\$9,408.00	
706	1095	St Peter St	Philip Cres	Christine Ave	Asphalt	Local	650	236	0.24	7	1652	80	31.3	69	Resurfacing	\$39,648.00	
880	1315	Harvest Lane	Cooper Cres	Cooper Cres	Asphalt	Local	50	140	0.14	7	980	81	31.3	69	Resurfacing	\$23,520.00	
913	1365	Cooper Cres	Harvest Lane	Harvest Lane	Asphalt	Local	80	312	0.31	7	2184	81	31.3	69	Resurfacing	\$52,416.00	
904	1355	Mancini Dr	Pinehurst Dr	Ic Roy Dr	Asphalt	Local	490	67	0.07	7	469	80	31.3	69	Resurfacing	\$11,256.00	
828	1241	Kettle Creek Dr	Marla Cres	Dead End	Asphalt	Local	5	45	0.05	7	315	81	31.3	69	Resurfacing	\$7,560.00	
796	1201	Cook Crt	Columbus Dr	Cul-De-Sac	Asphalt	Local	20	40	0.04	7	280	81	31.3	69	Resurfacing	\$6,720.00	
866	1298	St Peter St	Donald Cres	Philip Cres	Asphalt	Local	600	151	0.15	7	1057	80	31.3	69	Resurfacing	\$25,368.00	
401	645	Wintermute Ave	Old Tecumseh Rd	Kerr Cres	Asphalt	Local	250	241	0.24	7	1687	81	31.3	69	Resurfacing	\$40,488.00	
566	857	Mocerri Cres	Nicole Cir	Cleophas Dr	Asphalt	Local	90	86	0.09	7	602	81	31.3	69	Resurfacing	\$14,448.00	
20511	1206	Spring St	Summer St	Summer St	Asphalt	Local	200	364	0.36	7	2548	81	31.3	69	Resurfacing	\$61,152.00	
1116	1482	Ryan Ave	Ic Roy Dr	Charlotte Cres	Asphalt	Local	230	63	0.06	7	441	81	31.3	69	Resurfacing	\$10,584.00	
1174	1570	Hemlock Lane	Aspen Ridge Cres	Aspen Ridge Cres	Asphalt	Local	50	150	0.15	7	1050	81	31.3	69	Resurfacing	\$25,200.00	
1175	1571	Mulberry Lane	Aspen Ridge Cres	Aspen Ridge Cres	Asphalt	Local	80	150	0.15	7	1050	81	31.3	69	Resurfacing	\$25,200.00	
									<b>Total Length</b>	<b>5.85</b>						<b>Total Cost (2029)</b>	<b>\$2,392,492.00</b>

## Appendix J - Proposed Five Year Asphalt Resurfacing/Rehabilitation Program (Maintain Network Scenario)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	
<b>Year 5 (2030)</b>																	
256	424	Rochester Townline Rd	S Middle Rd	Lakeshore Rd 310	Asphalt	Minor Collector	300	325	0.33	10	3250	50	30.3	40	Rehabilitation	\$201,500.00	
80	96	Rochester Townline Rd	Auction Sdrd	Knapp Rd	Asphalt	Minor Collector	80	1053	1.05	10	10530	68	41.4	58	Rehabilitation	\$652,860.00	
829	1242	Marla Cres	Rosewood Dr	Dead End	Asphalt	Local	1	42	0.04	7	294	75	27.8	63	Resurfacing	\$7,056.00	
674	1046	Mousseau Cres	Stevenson Crt	Robert Crt	Asphalt	Local	100	161	0.16	7	1127	77	29.0	65	Resurfacing	\$27,048.00	
462	706	Southwood Dr	Parklane Dr	Westwood Dr	Asphalt	Local	280	98	0.10	7	686	77	29.0	65	Resurfacing	\$16,464.00	
868	1300	Marla Cres	Rosewood Dr	Kettle Creek Dr	Asphalt	Local	150	451	0.45	7	3157	78	29.0	65	Resurfacing	\$75,768.00	
905	1356	Pinehurst Dr	Letino Dr	Mancini Dr	Asphalt	Local	90	282	0.28	7	1974	78	29.0	65	Resurfacing	\$47,376.00	
882	1320	Poplar Dr	Pinehurst Dr	Oakwood Ave	Asphalt	Local	300	106	0.11	7	742	77	29.0	65	Resurfacing	\$17,808.00	
879	1314	Cooper Cres	Harvest Lane	Millstone Lane	Asphalt	Local	100	87	0.09	7	609	78	29.0	65	Resurfacing	\$14,616.00	
643	985	Whitewood Dr	Ashwood Cres	Redwood Cres	Asphalt	Local	180	88	0.09	7	616	78	29.0	65	Resurfacing	\$14,784.00	
788	1186	Stonebridge Way	Traditional Trail	Legacy Lane	Asphalt	Local	50	180	0.18	7	1260	78	29.0	65	Resurfacing	\$30,240.00	
777	1173	Sylvano Cres	Rockhaven Dr	Rockhaven Dr	Asphalt	Local	80	215	0.22	7	1505	77	29.0	65	Resurfacing	\$36,120.00	
747	1139	Coretti Dr	Girard Dr	Piroli Cres & Oakwood Ave	Asphalt	Local	80	313	0.31	7	2191	77	29.0	65	Resurfacing	\$52,584.00	
752	1144	Chelsea Park Way	Huntington Blvd	Ic Roy Dr & Regency Cres	Asphalt	Local	120	458	0.46	7	3206	77	29.0	65	Resurfacing	\$76,944.00	
936	1474	St Peter St	Francis Cres (West)	Donald Cres	Asphalt	Local	650	90	0.09	7	630	77	29.0	65	Resurfacing	\$15,120.00	
757	1152	Stonebrook Blvd	Cyanna Crt	Elmstead Rd	Asphalt	Local	130	338	0.34	7	2366	78	29.0	65	Resurfacing	\$56,784.00	
928	1465	Donald Cres	Christine Ave	St Peter St	Asphalt	Local	200	500	0.50	7	3500	79	29.6	66	Resurfacing	\$84,000.00	
464	708	Parklane Dr	Southwood Dr	Willowood Dr	Asphalt	Local	150	200	0.20	7	1400	79	29.6	66	Resurfacing	\$33,600.00	
871	1303	Millstone Lane	Cooper Cres	Cooper Cres	Asphalt	Local	50	140	0.14	7	980	79	29.6	66	Resurfacing	\$23,520.00	
1103	1366	Jasmine Dr	Maxwell Cres	Maxwell Cres	Asphalt	Local	50	175	0.18	7	1225	79	29.6	66	Resurfacing	\$29,400.00	
1117	1483	Carole Crt	Girard Dr	Wisteria Lane	Asphalt	Local	100	347	0.35	7	2429	79	29.6	66	Resurfacing	\$58,296.00	
									<b>Total Length</b>	<b>5.65</b>						<b>Total Cost (2030)</b>	<b>\$1,571,888.00</b>

Year 1	\$3,773,985.00
Year 2	\$212,660.00
Year 3	\$814,500.00
Year 4	\$2,392,492.00
Year 5	\$1,571,888.00
<b>Total 5-Year Cost</b>	<b>\$8,765,525.00</b>

# Appendix J - Proposed Five Year Surface Treatment Program (Maintain Network Scenario)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost		
<b>Year 1 (2026)</b>																		
20513	134	Lakeshore Rd 115	Walls Rd	Rogers Rd	Surface Treated	Minor Collector	200	1006	1.01	10	10060	68	45.24	66	Surface Treated - Added Lift	\$150,900.00		
258	430	Lakeshore Rd 229	S Middle Rd	County Rd 8	Surface Treated	Minor Collector	833	3145	3.15	10	31450	69	45.89	67	Surface Treated - Added Lift	\$471,750.00		
2	5	N Rear Rd	Pleasant Park Sdrd	Lakeshore Rd 107	Surface Treated	Minor Collector	500	272	0.27	10	2720	71	47.19	69	Surface Treated - Added Lift	\$40,800.00		
223	358	O'Brien Sdrd	N Rear Rd	County Rd 46	Surface Treated	Minor Collector	428	1344	1.34	10	13440	71	47.19	69	Surface Treated - Added Lift	\$201,600.00		
279	461	S Middle Rd	Lakeshore Rd 229	Lakeshore Rd 231	Surface Treated	Minor Collector	150	890	0.89	10	8900	71	47.19	69	Surface Treated - Added Lift	\$133,500.00		
62	73	Industrial Dr	Main St & Knapp Rd & Highway 77	Morris Rd	Surface Treated	Minor Collector	150	782	0.78	10	7820	71	47.19	69	Surface Treated - Added Lift	\$117,300.00		
									<b>Total Length</b>	<b>7.44</b>							<b>Total Cost (2026)</b>	<b>\$1,115,850.00</b>
<b>Year 2 (2027)</b>																		
19	23	N Rear Rd	Lakeshore Rd 105	Pleasant Park Sdrd	Surface Treated	Minor Collector	500	1101	1.10	10	11010	61	39.7	57	Rehabilitation	\$407,370.00		
878	1313	Lakeshore Rd 303	Big Creek Rd	Municipal Boundary	Surface Treated	Minor Collector	913	1861	1.86	10	18610	61	39.7	57	Rehabilitation	\$688,570.00		
276	458	S Middle Rd	Lakeshore Rd 235	County Rd 31	Surface Treated	Minor Collector	100	598	0.60	10	5980	61	39.7	57	Rehabilitation	\$221,260.00		
234	386	Lakeshore Rd 113	County Rd 42 & Renaud Line Rd	Walls Rd	Surface Treated	Minor Collector	833	3668	3.67	10	36680	61	39.7	57	Rehabilitation	\$1,357,160.00		
337	546	Golfview Dr	Valentino Dr & Lakeshore Pk	County Rd 2	Surface Treated	Minor Collector	350	309	0.31	10	3090	62	40.4	58	Rehabilitation	\$114,330.00		
280	462	S Middle Rd	Lakeshore Rd 231	Lakeshore Rd 233	Surface Treated	Minor Collector	150	476	0.48	10	4760	62	40.4	58	Rehabilitation	\$176,120.00		
84	114	Myers Rd	Byrnedale Rd	N Middle Rd	Surface Treated	Minor Collector	1100	2266	2.27	10	22660	63	41.0	59	Rehabilitation	\$838,420.00		
190	310	Morris Rd	Gracey Sdrd	Richardson Sdrd	Surface Treated	Minor Collector	637	3650	3.65	10	36500	68	42.3	61	Surface Treated - Added Lift	\$547,500.00		
109	164	Lakeshore Rd 309	Highway 77	Gracey Sdrd	Surface Treated	Minor Collector	72	3639	3.64	10	36390	66	43.0	62	Surface Treated - Added Lift	\$545,850.00		
146	245	Lakeshore Rd 305	Rochester Townline Rd	Comber Sdrd	Surface Treated	Minor Collector	64	3671	3.67	10	36710	67	43.6	63	Surface Treated - Added Lift	\$550,650.00		
									<b>Total Length</b>	<b>21.24</b>							<b>Total Cost (2027)</b>	<b>\$5,447,230.00</b>
<b>Year 3 (2028)</b>																		
700	1076	S Middle Rd	Lakeshore Rd 209	Lakeshore Rd 211	Surface Treated	Minor Collector	250	186	0.19	10	1860	56	35.7	50	Rehabilitation	\$68,820.00		
132	219	Big Creek Rd	Tecumseh Rd	Lakeshore Rd 303	Surface Treated	Minor Collector	1033	1398	1.40	10	13980	56	35.7	50	Rehabilitation	\$517,260.00		
203	335	Lakeshore Rd 105	County Rd 42	Schoolhouse Rd	Surface Treated	Minor Collector	600	1842	1.84	10	18420	56	35.7	50	Rehabilitation	\$681,540.00		
296	497	Gracey Sdrd	Laforet Beach Rd & Crystal Beach Rd	Lakeshore Rd 301	Surface Treated	Minor Collector	200	302	0.30	10	3020	57	36.3	51	Rehabilitation	\$111,740.00		
701	1077	S Middle Rd	Lakeshore Rd 213	Lakeshore Rd 215	Surface Treated	Minor Collector	250	1385	1.39	10	13850	57	36.3	51	Rehabilitation	\$512,450.00		
278	460	S Middle Rd	Myers Rd	Lakeshore Rd 229	Surface Treated	Minor Collector	750	321	0.32	10	3210	58	36.9	52	Rehabilitation	\$118,770.00		
271	447	Lakeshore Rd 215	S Middle Rd	County Rd 8	Surface Treated	Minor Collector	276	3145	3.15	10	31450	59	37.6	53	Rehabilitation	\$1,163,650.00		
147	246	S Middle Rd	Lakeshore Rd 225	Myers Rd	Surface Treated	Minor Collector	250	1052	1.05	10	10520	59	37.6	53	Rehabilitation	\$389,240.00		
515	786	Myers Rd	County Rd 22 & County Rd 42	Lions Club Rd	Surface Treated	Minor Collector	1259	2558	2.56	10	25580	60	38.2	54	Rehabilitation	\$946,460.00		
106	148	S Middle Rd	County Rd 31	Lakeshore Rd 241	Surface Treated	Minor Collector	250	422	0.42	10	4220	60	38.2	54	Rehabilitation	\$156,140.00		
230	379	N Rear Rd	Finn Lane	O'Brien Sdrd	Surface Treated	Minor Collector	350	924	0.92	10	9240	60	38.2	54	Rehabilitation	\$341,880.00		
									<b>Total Length</b>	<b>13.54</b>							<b>Total Cost (2028)</b>	<b>\$5,007,950.00</b>
<b>Year 4 (2029)</b>																		
125	188	Ellis Sdrd	Highway 3	S Talbot Rd	Surface Treated	Minor Collector	200	322	0.32	10	3220	50	31.0	42	Rehabilitation	\$119,140.00		
275	457	S Middle Rd	Lakeshore Rd 245	Rochester Townline Rd	Surface Treated	Minor Collector	200	323	0.32	10	3230	50	31.0	42	Rehabilitation	\$119,510.00		
220	354	Lakeshore Rd 203	N Rear Rd	County Rd 46	Surface Treated	Minor Collector	585	1354	1.35	10	13540	52	32.3	44	Rehabilitation	\$500,980.00		
251	408	Richardson Sdrd	Desimpel Rd	Lakeshore Rd 308	Surface Treated	Minor Collector	30	1406	1.41	10	14060	53	32.9	45	Rehabilitation	\$520,220.00		
23	27	N Rear Rd	Manning Rd	Hicks Rd	Surface Treated	Minor Collector	500	234	0.23	10	2340	53	32.9	45	Rehabilitation	\$86,580.00		
152	251	S Middle Rd	Lakeshore Rd 211	Lakeshore Rd 213	Surface Treated	Minor Collector	250	1373	1.37	10	13730	53	32.9	45	Rehabilitation	\$508,010.00		
702	1078	S Middle Rd	Lakeshore Rd 215	Lakeshore Rd 217	Surface Treated	Minor Collector	300	690	0.69	10	6900	54	33.5	46	Rehabilitation	\$255,300.00		
274	456	S Middle Rd	Lakeshore Rd 243	Lakeshore Rd 245	Surface Treated	Minor Collector	213	1366	1.37	10	13660	54	33.5	46	Rehabilitation	\$505,420.00		
85	115	Myers Rd	N Middle Rd	County Rd 46	Surface Treated	Minor Collector	1150	1354	1.35	10	13540	54	33.5	46	Rehabilitation	\$500,980.00		
199	330	Lakeshore Rd 113	Walls Rd	N Rear Rd	Surface Treated	Minor Collector	833	1720	1.72	10	17200	54	33.5	46	Rehabilitation	\$636,400.00		
18	22	N Rear Rd	Lakeshore Rd 203	Lakeshore Rd 105	Surface Treated	Minor Collector	600	702	0.70	10	7020	54	33.5	46	Rehabilitation	\$259,740.00		
311	513	St Clair Rd	Claireview Dr	Cul-De-Sac	Surface Treated	Local	400	1061	1.06	7	7427	80	31.3	69	Surface Treated - Added Lift	\$111,405.00		
303	504	Reed St	Hale St	Maple St	Surface Treated	Local	10	133	0.13	7	931	81	31.3	69	Surface Treated - Added Lift	\$13,965.00		
260	432	Queen St	County Rd 27	Church St	Surface Treated	Local	10	115	0.12	7	805	21	31.3	69	Surface Treated - Added Lift	\$12,075.00		
262	434	Church St	Queen St	King St	Surface Treated	Local	75	94	0.09	7	658	40	31.3	69	Surface Treated - Added Lift	\$9,870.00		
310	511	Hale St	St Clair Rd	Ball St	Surface Treated	Local	400	488	0.49	7	3416	80	31.3	69	Surface Treated - Added Lift	\$51,240.00		
									<b>Total Length</b>	<b>12.74</b>							<b>Total Cost (2029)</b>	<b>\$4,210,835.00</b>

## Appendix J - Proposed Five Year Surface Treatment Program (Maintain Network Scenario)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	
<b>Year 5 (2030)</b>																	
250	407	Richardson Sdrd	County Rd 46	Desimpel Rd	Surface Treated	Minor Collector	60	1345	1.35	10	13450	50	30.3	40	Rehabilitation	\$497,650.00	
3	6	N Rear Rd	Lakeshore Rd 107	Puce Rd	Surface Treated	Minor Collector	550	1354	1.35	10	13540	50	30.3	40	Rehabilitation	\$500,980.00	
699	1075	S Middle Rd	Naylor Sdrd	Lakeshore Rd 209	Surface Treated	Minor Collector	350	1189	1.19	10	11890	50	30.3	40	Rehabilitation	\$439,930.00	
60	71	E Pike Creek Rd	Elmgrove Dr	Russel Woods Dr	Surface Treated	Local	300	234	0.23	7	1638	78	29.0	65	Surface Treated - Added Lift	\$24,570.00	
									<b>Total Length</b>	<b>4.12</b>						<b>Total Cost (2030)</b>	<b>\$1,463,130.00</b>

Year 1	\$1,115,850.00
Year 2	\$5,447,230.00
Year 3	\$5,007,950.00
Year 4	\$4,210,835.00
Year 5	\$1,463,130.00
<b>Total 5-Year Cost</b>	<b>\$17,244,995.00</b>

## Appendix J - Proposed Five Year Micro Surfacing Program (Maintain Network Scenario)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	
<b>Year 1 (2026)</b>																	
764	1160	Amy Croft Dr	Shady Spring Cres & Branton Cres	Shady Spring Cres	Asphalt	Minor Collector	2800	92	0.09	10	920	73	47.84	70	Micro Surfacing	\$4,600.00	
940	1488	Ic Roy Dr	Ryan Ave	Mancini Dr	Asphalt	Minor Collector	3500	100	0.10	10	1000	73	47.84	70	Micro Surfacing	\$5,000.00	
83	99	Rochester Townline Rd	Knapp Rd	County Rd 46	Asphalt	Minor Collector	80	1326	1.33	10	13260	73	47.84	70	Micro Surfacing	\$66,300.00	
924	1453	Amy Croft Dr	Marina Grove Cres	Marina Grove Cres & Selina St	Asphalt	Minor Collector	2000	221	0.22	10	2210	73	47.8	70	Micro Surfacing	\$11,050.00	
297	498	Gracey Sdrd	Lakeshore Rd 301	Tecumseh Rd	Surface Treated	Minor Collector	200	1064	1.06	10	10640	73	47.84	70	Micro Surfacing	\$53,200.00	
785	1181	Amy Croft Dr	Branton Cres & Daniela Cres	Marina Grove Cres	Asphalt	Minor Collector	2200	88	0.09	10	880	74	48.48	71	Micro Surfacing	\$4,400.00	
910	1361	Ic Roy Dr	Mancini Dr	Oakwood Ave	Asphalt	Minor Collector	3700	247	0.25	10	2470	75	49.13	72	Micro Surfacing	\$12,350.00	
142	239	Lakeshore Rd 129	County Rd 42	Trepanier Rd	Surface Treated	Minor Collector	78	3040	3.04	10	30400	76	49.78	73	Micro Surfacing	\$152,000.00	
277	459	S Middle Rd	Lakeshore Rd 233	Lakeshore Rd 235	Surface Treated	Minor Collector	100	1368	1.37	10	13680	76	49.78	73	Micro Surfacing	\$68,400.00	
143	242	Lakeshore Rd 123	County Rd 42	Byrnedale Rd	Surface Treated	Minor Collector	258	3023	3.02	10	30230	76	49.78	73	Micro Surfacing	\$151,150.00	
926	1455	Amy Croft Dr	Selina St & Marina Grove Cres	W Pike Creek Rd	Asphalt	Minor Collector	2028	77	0.08	10	770	77	50.43	74	Micro Surfacing	\$3,850.00	
20514	233	Rogers Rd	Lakeshore Rd 115	W Belle River Rd	Surface Treated	Minor Collector	150	1424	1.42	10	14240	77	50.43	74	Micro Surfacing	\$71,200.00	
20512	342	Walls Rd	Lakeshore Road 113	Lakeshore Road 115	Surface Treated	Minor Collector	200	1371	1.37	10	13710	79	51.73	76	Micro Surfacing	\$68,550.00	
320	524	Rochester Townline Rd	Lange Ave & Sunset View Lane	Tecumseh Rd & County Rd 2	Asphalt	Minor Collector	210	305	0.31	10	3050	80	52.38	77	Micro Surfacing	\$15,250.00	
1	4	N Rear Rd	Puce Rd	Finn Lane	Surface Treated	Minor Collector	350	1175	1.18	10	11750	80	52.38	77	Micro Surfacing	\$58,750.00	
222	356	Pleasant Park Sdrd	N Rear Rd	County Rd 46	Surface Treated	Minor Collector	1113	1352	1.35	10	13520	80	52.38	77	Micro Surfacing	\$67,600.00	
144	243	Lakeshore Rd 123	Byrnedale Rd	N Middle Rd	Surface Treated	Minor Collector	200	2262	2.26	10	22620	81	53.03	78	Micro Surfacing	\$113,100.00	
201	333	Lakeshore Rd 107	Walls Rd	N Rear Rd	Surface Treated	Minor Collector	450	1712	1.71	10	17120	82	53.68	79	Micro Surfacing	\$85,600.00	
20518	135	Lakeshore Rd 115	County Road 42	Rogers Road	Surface Treated	Minor Collector	266	2660	2.66	10	26600	82	53.68	79	Micro Surfacing	\$133,000.00	
98	136	Rourke Line Rd	Westwood Dr	County Rd 42 & Lakeshore Rd 115	Asphalt	Minor Arterial	2000	1228	1.23	15	18420	73	81.17	70	Micro Surfacing	\$92,100.00	
823	1236	Oakwood Ave	Renaud Line Rd	Cameron Crt	Asphalt	Minor Arterial	3500	168	0.17	15	2520	73	81.17	70	Micro Surfacing	\$12,600.00	
830	1243	Renaud Line Rd	Rosewood Dr	Lakeshore Rd 113 & County Rd 42	Asphalt	Minor Arterial	1500	1174	1.17	15	17610	73	81.17	70	Micro Surfacing	\$88,050.00	
889	1327	Oakwood Ave	Colonial Crossing	Traditional Trail	Asphalt	Minor Arterial	2989	91	0.09	15	1365	73	81.17	70	Micro Surfacing	\$6,825.00	
184	300	Renaud Line Rd	Oakwood Ave	Rosewood Dr	Asphalt	Minor Arterial	1500	309	0.31	15	4635	74	81.82	71	Micro Surfacing	\$23,175.00	
890	1328	Oakwood Ave	Legends Lane	Colonial Crossing	Asphalt	Minor Arterial	2950	94	0.09	15	1410	74	81.82	71	Micro Surfacing	\$7,050.00	
743	1135	Oakwood Ave	Traditional Trail	Coretti Dr & Piroli Cres	Asphalt	Minor Arterial	3000	90	0.09	15	1350	75	82.47	72	Micro Surfacing	\$6,750.00	
744	1136	Oakwood Ave	Coretti Dr & Piroli Cres	Rego Dr & Piroli Cres	Asphalt	Minor Arterial	3000	91	0.09	15	1365	76	83.12	73	Micro Surfacing	\$6,825.00	
1142	1523	Oakwood Ave	Brunmar Cres	Magnolia Lane	Asphalt	Minor Arterial	2000	222	0.22	15	3330	77	83.77	74	Micro Surfacing	\$16,650.00	
1160	1555	Oakwood Ave	Matese St	Caserta Cres	Asphalt	Minor Arterial	2000	80	0.08	15	1200	77	83.77	74	Micro Surfacing	\$6,000.00	
833	1249	Oakwood Ave	Cameron Crt	Maxwell Cres	Asphalt	Minor Arterial	3350	96	0.10	15	1440	78	84.4	75	Micro Surfacing	\$7,200.00	
667	1017	Oakwood Ave	Evergreen Dr	Puce Rd	Asphalt	Minor Arterial	4213	184	0.18	15	2760	78	84.42	75	Micro Surfacing	\$13,800.00	
862	1294	Oakwood Ave	Ic Roy Dr	Poplar Dr	Asphalt	Minor Arterial	4200	248	0.25	15	3720	78	84.42	75	Micro Surfacing	\$18,600.00	
863	1295	Oakwood Ave	Poplar Dr	Evergreen Dr	Asphalt	Minor Arterial	4200	97	0.10	15	1455	78	84.42	75	Micro Surfacing	\$7,275.00	
855	1287	Oakwood Ave	St Anne Dr	Renaud Line Rd	Asphalt	Minor Arterial	1647	1015	1.02	15	15225	78	84.42	75	Micro Surfacing	\$76,125.00	
722	1112	Rourke Line Rd	Girard Dr	Oakwood Ave	Asphalt	Minor Arterial	1800	277	0.28	15	4155	78	84.42	75	Micro Surfacing	\$20,775.00	
1159	1554	Oakwood Ave	Caserta Cres	Brunmar Cres	Asphalt	Minor Arterial	2000	86	0.09	15	1290	78	84.42	75	Micro Surfacing	\$6,450.00	
1185	1581	Oakwood Ave	Magnolia Lane	Ic Roy Dr	Asphalt	Minor Arterial	2000	193	0.19	15	2895	78	84.42	75	Micro Surfacing	\$14,475.00	
836	1252	Oakwood Ave	Deer Run Trail & Traditional Trail	Crosswinds Dr	Asphalt	Minor Arterial	2950	91	0.09	15	1365	79	85.06	76	Micro Surfacing	\$6,825.00	
1096	1288	Oakwood Ave	St Anne Dr	Matese St	Asphalt	Minor Arterial	2000	237	0.24	15	3555	79	85.06	76	Micro Surfacing	\$17,775.00	
1143	1524	Oakwood Ave	Brunmar Cres	Brunmar Cres	Asphalt	Minor Arterial	2000	85	0.09	15	1275	79	85.06	76	Micro Surfacing	\$6,375.00	
938	1477	Oakwood Ave	Crosswinds Dr	Legends Lane	Asphalt	Minor Arterial	2950	93	0.09	15	1395	80	85.71	77	Micro Surfacing	\$6,975.00	
97	131	Oakwood Ave	Rourke Line Rd	Whitewood Dr	Asphalt	Minor Arterial	450	313	0.31	15	4695	81	86.4	78	Micro Surfacing	\$23,475.00	
									<b>Total Length</b>	<b>29.47</b>						<b>Total Cost (2026)</b>	<b>\$1,637,500.00</b>
<b>Year 2 (2027)</b>																	
705	1094	St Peter St	Christine Ave	Eleventh St	Asphalt	Local	650	15	0.02	7	105	83	35.9	77	Micro Surfacing	\$525.00	
400	644	Wintermute Ave	Kerr Cres	Plant Rd	Asphalt	Local	150	97	0.10	7	679	85	37.2	79	Micro Surfacing	\$3,395.00	
20517	315	Auction Sdrd	Rochester Townline Rd	Knapp Rd	Surface Treated	Minor Collector	60	1798	1.80	10	17980	83	52.6	77	Micro Surfacing	\$89,900.00	
514	785	Myers Rd	Lions Club Rd	Byrnedale Rd	Surface Treated	Minor Collector	1200	455	0.46	10	4550	84	53.2	78	Micro Surfacing	\$22,750.00	
273	449	Lakeshore Rd 211	S Middle Rd	County Rd 8	Surface Treated	Minor Collector	181	3114	3.11	10	31140	84	53.2	78	Micro Surfacing	\$155,700.00	
20516	366	Knapp Rd	Rochester Townline Rd	Auction Sdrd	Surface Treated	Minor Collector	250	2069	2.07	10	20690	84	53.2	78	Micro Surfacing	\$103,450.00	
20520	426	Lakeshore Rd 243	Essex 8	S Middle Rd	Surface Treated	Minor Collector	43	3129	3.13	10	31290	84	53.2	78	Micro Surfacing	\$156,450.00	
189	309	Morris Rd	Richardson Sdrd	Municipal Boundary	Surface Treated	Minor Collector	650	2037	2.04	10	20370	76	53.9	79	Micro Surfacing	\$101,850.00	
153	252	S Middle Rd	Lakeshore Rd 205	Naylor Sdrd	Surface Treated	Minor Collector	356	1375	1.38	10	13750	85	53.9	79	Micro Surfacing	\$68,750.00	
224	359	Lakeshore Rd 217	N Rear Rd	County Rd 46	Surface Treated	Minor Collector	395	1348	1.35	10	13480	85	53.9	79	Micro Surfacing	\$67,400.00	
									<b>Total Length</b>	<b>15.44</b>						<b>Total Cost (2027)</b>	<b>\$770,170.00</b>

## Appendix J - Proposed Five Year Micro Surfacing Program (Maintain Network Scenario)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	
<b>Year 3 (2028)</b>																	
538	820	Wintermute Ave	Plant Rd	Dead End	Asphalt	Local	10	43	0.04	7	301	83	34.2	74	Micro Surfacing	\$1,505.00	
832	1247	Maxwell Cres	Jasmine Dr	Oakwood Ave	Asphalt	Local	150	240	0.24	7	1680	84	34.8	75	Micro Surfacing	\$8,400.00	
626	968	Emery Dr	Caruhel Dr	Faith Dr	Asphalt	Local	477	94	0.09	7	658	84	34.8	75	Micro Surfacing	\$3,290.00	
942	1511	Admiral Dr	Mariner'S Dr	Dead End	Surface Treated	Local	10	49	0.05	7	343	84	34.8	75	Micro Surfacing	\$1,715.00	
923	1450	Christine Ave	St Peter St	Donald Cres	Asphalt	Local	350	82	0.08	7	574	84	34.8	75	Micro Surfacing	\$2,870.00	
633	975	W River St	Caille Ave	Optimist St	Asphalt	Local	566	143	0.14	7	1001	85	35.4	76	Micro Surfacing	\$5,005.00	
210	343	Walls Rd	Puce Rd	Lakeshore Rd 111	Surface Treated	Local	200	1391	1.39	7	9737	57	35.4	76	Micro Surfacing	\$48,685.00	
539	821	Marentette Dr	Old Tecumseh Rd	Cul-De-Sac	Asphalt	Local	200	445	0.45	7	3115	40	35.4	76	Micro Surfacing	\$15,575.00	
157	260	Tilbury W And Romney Tline	Lakeshore Rd 311	Essex Kent Rd	Surface Treated	Local	100	263	0.26	7	1841	85	35.4	76	Micro Surfacing	\$9,205.00	
960	1502	Aspen Ridge Cres	Poplar Dr	Poplar Dr	Asphalt	Local	200	413	0.41	7	2891	85	35.4	76	Micro Surfacing	\$14,455.00	
29	38	Dubois Ave	County Rd 22	Faith Dr	Asphalt	Local	150	326	0.33	7	2282	85	35.4	76	Micro Surfacing	\$11,410.00	
451	695	Lalonde St S	Henry St	Cul-De-Sac	Asphalt	Local	60	123	0.12	7	861	85	35.4	76	Micro Surfacing	\$4,305.00	
290	475	Blue Water Ave	Light Cove Ave	Cul-De-Sac	Surface Treated	Local	130	594	0.59	7	4158	49	35.4	76	Micro Surfacing	\$20,790.00	
1110	1464	Christine Ave	Donald Cres	Benjamin St	Asphalt	Local	250	269	0.27	7	1883	85	35.4	76	Micro Surfacing	\$9,415.00	
299	500	Oriet St	Tecumseh Rd	Dead End	Surface Treated	Local	10	101	0.10	7	707	87	37.3	79	Micro Surfacing	\$3,535.00	
225	360	Lakeshore Rd 217	County Rd 46	S Middle Rd	Surface Treated	Minor Collector	200	1311	1.31	10	13110	86	53.4	78	Micro Surfacing	\$65,550.00	
572	866	N Talbot Rd	Lakeshore Rd 201	Lakeshore Rd 205	Surface Treated	Minor Collector	2200	1658	1.66	10	16580	86	53.4	78	Micro Surfacing	\$82,900.00	
130	200	Lakeshore Rd 310	Rochester Townline Rd	Highway 77	Surface Treated	Minor Collector	100	3629	3.63	10	36290	87	54.0	79	Micro Surfacing	\$181,450.00	
575	869	N Talbot Rd	Manning Rd	S Middle Rd	Surface Treated	Minor Collector	2304	2358	2.36	10	23580	87	54.0	79	Micro Surfacing	\$117,900.00	
200	332	Lakeshore Rd 107	County Rd 42	Walls Rd	Surface Treated	Minor Collector	344	3669	3.67	10	36690	87	54.0	79	Micro Surfacing	\$183,450.00	
672	1037	Hopgood Sdrd	N Talbot Rd	Talbot Rd	Surface Treated	Minor Collector	361	1379	1.38	10	13790	87	54.0	79	Micro Surfacing	\$68,950.00	
21030	448	Lakeshore Rd 213	S Middle Rd	End Of Pavement	Surface Treated	Minor Collector	48	1991	1.99	10	19910	87	54.0	79	Micro Surfacing	\$11,051.00	
									<b>20.57</b>							<b>Total Cost (2028)</b>	<b>\$871,411.00</b>
<b>Year 4 (2029)</b>																	
639	981	Maplewood Dr	County Rd 22 & Notre Dame St	Maplewood Dr	Asphalt	Local	50	195	0.20	7	1365	32	31.9	70	Micro Surfacing	\$6,825.00	
831	1246	Maxwell Cres	Auburn Ave	Jasmine Dr	Asphalt	Local	80	204	0.20	7	1428	82	31.9	70	Micro Surfacing	\$7,140.00	
629	971	Faith Dr	Emery Dr	Dubois Ave	Asphalt	Local	300	197	0.20	7	1379	82	31.9	70	Micro Surfacing	\$6,895.00	
175	288	St Peter St	Front St	Kilrea Ave & E River St	Asphalt	Local	80	85	0.09	7	595	32	31.9	70	Micro Surfacing	\$2,975.00	
901	1352	Letino Dr	Mancini Dr	Pinehurst Dr	Asphalt	Local	60	178	0.18	7	1246	82	31.9	70	Micro Surfacing	\$6,230.00	
457	701	Kilrea Ave	E River St & St Peter St	Cul-De-Sac	Asphalt	Local	60	145	0.15	7	1015	32	31.9	70	Micro Surfacing	\$5,075.00	
24	30	Cameron Crt	Oakwood Ave	Cul-De-Sac	Asphalt	Local	80	163	0.16	7	1141	82	31.9	70	Micro Surfacing	\$5,705.00	
649	991	E River St	Centre St	St Peter St & Kilrea Ave	Asphalt	Local	30	136	0.14	7	952	32	31.9	70	Micro Surfacing	\$4,760.00	
888	1326	Evergreen Dr	Woodland Cres	Pinehurst Dr	Asphalt	Local	150	409	0.41	7	2863	82	31.9	70	Micro Surfacing	\$14,315.00	
1025	285	St Peter St	Poisson Crt	St Lawrence St	Asphalt	Local	1300	43	0.04	7	301	82	31.9	70	Micro Surfacing	\$1,505.00	
1136	1516	Water Ave	Wallace Line Rd	Rafih Cres	Asphalt	Local	100	58	0.06	7	406	82	31.9	70	Micro Surfacing	\$2,030.00	
1140	1520	E Pike Creek Rd	Old Tecumseh Rd	Manors Grove	Asphalt	Local	100	106	0.11	7	742	82	31.9	70	Micro Surfacing	\$3,710.00	
1164	1559	Bay St	Old Tecumseh Rd	Water Ave	Asphalt	Local	100	129	0.13	7	903	82	31.9	70	Micro Surfacing	\$4,515.00	
460	704	St Pierre St	W Belle River Rd	Willowwood Dr	Asphalt	Local	100	421	0.42	7	2947	83	32.5	71	Micro Surfacing	\$14,735.00	
398	642	Pierella Dr	Paisley St	Cul-De-Sac	Asphalt	Local	60	166	0.17	7	1162	83	32.5	71	Micro Surfacing	\$5,810.00	
178	291	Front St	Centre St	St Peter St	Asphalt	Local	20	96	0.10	7	672	33	32.5	71	Micro Surfacing	\$3,360.00	
638	980	Maplewood Dr	Willowwood Dr	Maplewood Dr	Asphalt	Local	50	181	0.18	7	1267	43	32.5	71	Micro Surfacing	\$6,335.00	
1097	1330	River Downs Ave	Paul Julius Crt	Morgan Cres	Asphalt	Local	200	626	0.63	7	4382	83	32.5	71	Micro Surfacing	\$21,910.00	
59	70	E Pike Creek Rd	Russel Woods Dr	Cul-De-Sac	Surface Treated	Local	10	123	0.12	7	861	84	33.1	72	Micro Surfacing	\$4,305.00	
650	992	Centre St	Front St	E River St	Asphalt	Local	50	124	0.12	7	868	34	33.1	72	Micro Surfacing	\$4,340.00	
881	1319	Pinehurst Dr	Evergreen Dr	Poplar Dr	Asphalt	Local	60	110	0.11	7	770	84	33.1	72	Micro Surfacing	\$3,850.00	
906	1357	Pinehurst Dr	Poplar Dr	Letino Dr	Asphalt	Local	100	107	0.11	7	749	84	33.1	72	Micro Surfacing	\$3,745.00	
304	505	Ball St	Hale St	Maple St	Surface Treated	Local	10	133	0.13	7	931	84	33.1	72	Micro Surfacing	\$4,655.00	
1098	1331	Morgan Cres	Puce Rd	River Downs Ave	Asphalt	Local	200	67	0.07	7	469	84	33.1	72	Micro Surfacing	\$2,345.00	
1115	1481	Adriana Lane	Charlotte Cres	Ryan Ave	Asphalt	Local	150	99	0.10	7	693	84	33.1	72	Micro Surfacing	\$3,465.00	
20521	1083	Lucs Lane	Tecumseh Rd	End	Surface Treated	Local	10	76	0.08	7	532	89	37.5	79	Micro Surfacing	\$2,660.00	
209	341	Lakeshore Rd 101	Walls Rd	N Rear Rd	Surface Treated	Minor Collector	250	1686	1.69	10	16860	88	53.5	78	Micro Surfacing	\$84,300.00	
570	864	N Talbot Rd	Hopgood Sdrd	Naylor Sdrd	Surface Treated	Minor Collector	2300	1567	1.57	10	15670	89	54.2	79	Micro Surfacing	\$78,350.00	
1059	739	Lakeshore Rd 111	Walls Rd	County Rd 42	Surface Treated	Minor Collector	200	3665	3.67	10	36650	89	54.2	79	Micro Surfacing	\$183,250.00	
									<b>11.30</b>							<b>Total Cost (2029)</b>	<b>\$499,095.00</b>

## Appendix J - Proposed Five Year Micro Surfacing Program (Maintain Network Scenario)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	
<b>Year 5 (2030)</b>																	
703	1082	Beaune St	Tecumseh Rd	Dead End	Surface Treated	Local	10	120	0.12	7	840	53	37.0	78	Micro Surfacing	\$4,200.00	
323	529	Sylvestre Cres	County Rd 31	Cul-De-Sac	Surface Treated	Local	80	131	0.13	7	917	30	37.0	78	Micro Surfacing	\$4,585.00	
219	353	Middle Rd	Manning Rd	County Rd 46	Surface Treated	Local	200	427	0.43	7	2989	26	37.0	78	Micro Surfacing	\$14,945.00	
318	522	Sunset View Lane	165M N Of Rochester Townline	Dead End	Surface Treated	Local	20	108	0.11	7	756	90	37.0	78	Micro Surfacing	\$3,780.00	
839	1257	Ross Beach Rd	Strong Rd	Dead End	Surface Treated	Local	130	667	0.67	7	4669	41	37.0	78	Micro Surfacing	\$23,345.00	
791	1189	Harbour Dr	Lower Thames Lane	Dead End	Surface Treated	Local	260	243	0.24	7	1701	91	37.7	79	Micro Surfacing	\$8,505.00	
298	499	Claireview Dr	St Clair Rd	Tecumseh Rd	Surface Treated	Local	400	622	0.62	7	4354	91	37.7	79	Micro Surfacing	\$21,770.00	
497	741	Lakeshore Rd 101	County Rd 42	Schoolhouse Rd	Surface Treated	Minor Collector	589	1844	1.84	10	18440	90	53.7	78	Micro Surfacing	\$92,200.00	
221	355	Lakeshore Rd 203	County Rd 46	S Middle Rd	Surface Treated	Minor Collector	300	1344	1.34	10	13440	90	53.7	78	Micro Surfacing	\$67,200.00	
571	865	N Talbot Rd	Lakeshore Rd 205	Hopgood Sdrd	Surface Treated	Minor Collector	2200	149	0.15	10	1490	91	54.3	79	Micro Surfacing	\$7,450.00	
154	253	S Middle Rd	Lakeshore Rd 203	Lakeshore Rd 205	Surface Treated	Minor Collector	350	1083	1.08	10	10830	91	54.3	79	Micro Surfacing	\$54,150.00	
									<b>6.74</b>							<b>Total Cost (2030)</b>	<b>\$302,130.00</b>

Year 1	\$1,637,500.00
Year 2	\$770,170.00
Year 3	\$871,411.00
Year 4	\$499,095.00
Year 5	\$302,130.00
<b>Total 5-Year Cost</b>	<b>\$4,080,306.00</b>

# Appendix J - Proposed Five Year Crack Sealing Program (Maintain Network Scenario)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
<b>Year 1 (2026)</b>																
92	126	Beechwood Dr	Oakwood Ave	Birchwood Cres	Asphalt	Local	100	47	0.05	7	329	87	40.91	85	Crack Seal	\$1,645.00
57	68	Elmgrove Dr	Majestic Dr	Russell Woods Rd	Asphalt	Local	350	277	0.28	7	1939	89	42.21	87	Crack Seal	\$9,695.00
263	435	King St	Church St	Dead End	Asphalt	Local	40	129	0.13	7	903	89	42.21	87	Crack Seal	\$4,515.00
1024	284	St Peter St	St Paul St	Poisson Crt	Asphalt	Local	1300	39	0.04	7	273	89	42.21	87	Crack Seal	\$1,365.00
266	438	Stowe St	County Rd 27	Dead End	Asphalt	Local	5	57	0.06	7	399	17	42.86	88	Crack Seal	\$1,995.00
371	590	Sixth St	Railway Ave	Broadway St	Asphalt	Local	80	141	0.14	7	987	90	42.86	88	Crack Seal	\$4,935.00
665	1012	William St	Main St	Abbott Ave	Asphalt	Local	441	134	0.13	7	938	33	42.86	88	Crack Seal	\$4,690.00
67	78	Frank Crt	William St	Cul-De-Sac	Asphalt	Local	40	119	0.12	7	833	90	42.86	88	Crack Seal	\$4,165.00
376	595	Railway Ave	Sixth St	Dupuis St	Asphalt	Local	80	97	0.10	7	679	90	42.86	88	Crack Seal	\$3,395.00
169	282	Eleventh St	St Charles St	St Louis St	Asphalt	Local	700	90	0.09	7	630	30	42.86	88	Crack Seal	\$3,150.00
470	714	Elmwood Ave	Greenwood Cres	Walnut St	Asphalt	Local	80	182	0.18	7	1274	45	42.86	88	Crack Seal	\$6,370.00
550	832	Corbett Dr	Mcmurren Cres	Seymour Cres	Asphalt	Local	247	215	0.22	7	1505	31	42.86	88	Crack Seal	\$7,525.00
71	82	James St	Taylor Ave	Main St	Asphalt	Local	150	129	0.13	7	903	38	42.86	88	Crack Seal	\$4,515.00
628	970	Earl St	Pierre Ave	Caruhel Dr	Asphalt	Local	50	82	0.08	7	574	33	42.86	88	Crack Seal	\$2,870.00
415	659	St Louis St	St John St	St Lawrence St	Asphalt	Local	150	85	0.09	7	595	32	42.86	88	Crack Seal	\$2,975.00
265	437	Stowe St	Victoria St	Dead End	Asphalt	Local	20	96	0.10	7	672	32	42.86	88	Crack Seal	\$3,360.00
246	399	Abbott Ave	William St	Dead End	Asphalt	Local	50	84	0.08	7	588	29	42.86	88	Crack Seal	\$2,940.00
423	667	St Paul St	St Louis St	St Peter St	Asphalt	Local	100	94	0.09	7	658	33	42.86	88	Crack Seal	\$3,290.00
418	662	St John St	St Charles St	St Louis St	Asphalt	Local	80	101	0.10	7	707	30	42.86	88	Crack Seal	\$3,535.00
170	283	Eleventh St	Notre Dame St	St Charles St	Asphalt	Local	800	102	0.10	7	714	41	42.86	88	Crack Seal	\$3,570.00
472	716	Elmwood Ave	Greenwood Cres	Willowood Dr	Asphalt	Local	100	99	0.10	7	693	46	42.86	88	Crack Seal	\$3,465.00
419	663	St John St	St Louis St	St Peter St	Asphalt	Local	60	96	0.10	7	672	30	42.86	88	Crack Seal	\$3,360.00
899	1345	Wallace Line Rd	Old Tecumseh Rd	Dead End	Asphalt	Local	20	184	0.18	7	1288	25	42.86	88	Crack Seal	\$6,440.00
452	696	Lalonde St S	Henry St	Mulhall Dr	Asphalt	Local	140	112	0.11	7	784	90	42.86	88	Crack Seal	\$3,920.00
66	77	Abbott Ave	County Rd 46 & Windsor Ave	William St	Asphalt	Local	50	184	0.18	7	1288	33	42.86	88	Crack Seal	\$6,440.00
404	648	Railway Ave	Fourth St	Third St	Asphalt	Local	80	100	0.10	7	700	33	42.86	88	Crack Seal	\$3,500.00
627	969	Pierre Ave	County Rd 22	Earl St	Asphalt	Local	50	196	0.20	7	1372	24	42.86	88	Crack Seal	\$6,860.00
683	1059	Eleventh St	St Louis St	St Peter St	Asphalt	Local	600	111	0.11	7	777	27	42.86	88	Crack Seal	\$3,885.00
416	660	St Louis St	Eleventh St	St John St	Asphalt	Local	150	353	0.35	7	2471	31	42.86	88	Crack Seal	\$12,355.00
267	439	Stowe St	County Rd 27	Victoria St	Asphalt	Local	100	118	0.12	7	826	31	42.86	88	Crack Seal	\$4,130.00
513	784	Albert Lane	Old Tecumseh Rd	Cul-De-Sac	Asphalt	Local	50	477	0.48	7	3339	26	42.86	88	Crack Seal	\$16,695.00
405	649	Railway Ave	Dupuis St	Fourth St	Asphalt	Local	80	101	0.10	7	707	32	42.86	88	Crack Seal	\$3,535.00
407	651	Railway Ave	Third St	Second St	Asphalt	Local	150	101	0.10	7	707	31	42.86	88	Crack Seal	\$3,535.00
473	717	Elmwood Ave	Beechwood Dr	Greenwood Cres	Asphalt	Local	80	97	0.10	7	679	53	42.86	88	Crack Seal	\$3,395.00
420	664	St Lawrence St	St Charles St	St Louis St	Asphalt	Local	80	102	0.10	7	714	31	42.86	88	Crack Seal	\$3,570.00
239	392	James St	Ainslie Ave	Taylor Ave	Asphalt	Local	100	125	0.13	7	875	42	42.86	88	Crack Seal	\$4,375.00
471	715	Elmwood Ave	Walnut St	Greenwood Cres	Asphalt	Local	100	81	0.08	7	567	52	42.86	88	Crack Seal	\$2,835.00
406	650	Railway Ave	Second St	First St	Asphalt	Local	200	100	0.10	7	700	33	42.86	88	Crack Seal	\$3,500.00
625	967	King Louis St	Ic Roy Dr	King John St	Asphalt	Local	250	285	0.29	7	1995	31	42.86	88	Crack Seal	\$9,975.00
409	653	Dupuis St	Notre Dame St	St Charles St	Asphalt	Local	150	101	0.10	7	707	55	42.86	88	Crack Seal	\$3,535.00
410	654	Dupuis St	Broadway St	Notre Dame St	Asphalt	Local	100	91	0.09	7	637	57	42.86	88	Crack Seal	\$3,185.00
422	666	St Paul St	St Charles St	St Louis St	Asphalt	Local	100	102	0.10	7	714	27	42.86	88	Crack Seal	\$3,570.00
20510	1553	Orsini Crt	Matese Street	Dead End	Asphalt	Local	1	40	0.04	7	280	90	42.86	88	Crack Seal	\$1,400.00
61	72	Elmgrove Dr	E Pike Creek Rd	Cul-De-Sac	Asphalt	Local	40	295	0.30	7	2065	91	43.51	89	Crack Seal	\$10,325.00
958	1368	Poplar Dr	Oakwood Ave	Aspen Ridge Cres	Asphalt	Local	500	62	0.06	7	434	91	43.51	89	Crack Seal	\$2,170.00
357	568	Terra Lou Dr	George Cres	Ducharme St	Asphalt	Local	300	94	0.09	7	658	91	43.51	89	Crack Seal	\$3,290.00
58	69	Elmgrove Dr	E Pike Creek Rd	Majestic Dr	Asphalt	Local	300	581	0.58	7	4067	91	43.51	89	Crack Seal	\$20,335.00
455	699	Andrew Cres	Mulhall Dr	Dead End (South)	Asphalt	Local	10	33	0.03	7	231	51	43.51	89	Crack Seal	\$1,155.00
959	1501	Poplar Dr	Aspen Ridge Cres	Aspen Ridge Cres	Asphalt	Local	250	137	0.14	7	959	91	43.51	89	Crack Seal	\$4,795.00

# Appendix J - Proposed Five Year Crack Sealing Program (Maintain Network Scenario)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
444	688	Chisholm St	Broadway St	Notre Dame St	Asphalt	Local	100	91	0.09	7	637	91	43.51	89	Crack Seal	\$3,185.00
1026	286	St Peter St	Meunier St	St Paul St	Asphalt	Local	1300	91	0.09	7	637	91	43.51	89	Crack Seal	\$3,185.00
1113	1479	Ryan Ave	Vincent Cres	Adriana Lane	Asphalt	Local	230	206	0.21	7	1442	91	43.51	89	Crack Seal	\$7,210.00
1177	1573	Aspen Ridge Cres	Poplar Dr	Cypress Lane	Asphalt	Local	150	130	0.13	7	910	91	43.51	89	Crack Seal	\$4,550.00
1180	1576	Aspen Ridge Cres	Mulberry Lane	Magnolia Lane	Asphalt	Local	200	94	0.09	7	658	91	43.51	89	Crack Seal	\$3,290.00
687	1063	St Peter St	Baby St	South St	Asphalt	Local	1350	146	0.15	7	1022	92	44.16	90	Crack Seal	\$5,110.00
583	890	Taylor Ave	James St	Main St	Asphalt	Local	100	278	0.28	7	1946	92	44.16	90	Crack Seal	\$9,730.00
608	943	Chambers Dr	Powers Dr	Chambers Dr	Asphalt	Local	100	215	0.22	7	1505	92	44.16	90	Crack Seal	\$7,525.00
356	567	Terra Lou Dr	George Cres	George Cres	Asphalt	Local	230	381	0.38	7	2667	92	44.16	90	Crack Seal	\$13,335.00
843	1261	Park St	Park Street	Cul-De-Sac	Asphalt	Local	20	146	0.15	7	1022	92	44.16	90	Crack Seal	\$5,110.00
20504	1549	Serenity Dr	Old Tecumseh Rd	Xavier Cir	Asphalt	Local	80	108	0.11	7	756	92	44.16	90	Crack Seal	\$3,780.00
1089	1244	Maxwell Cres	Oakwood Ave	Jasmine Dr	Asphalt	Local	180	219	0.22	7	1533	92	44.16	90	Crack Seal	\$7,665.00
1112	1478	Deer Run Trail	Legends Lane	Crosswinds Dr	Asphalt	Local	100	94	0.09	7	658	92	44.16	90	Crack Seal	\$3,290.00
1120	1487	Ryan Ave	Charlotte Cres	Vincent Cres	Asphalt	Local	230	154	0.15	7	1078	92	44.16	90	Crack Seal	\$5,390.00
1125	1493	Westwood Dr	Lakewood Cres (West)	Lakewood Cres (East)	Asphalt	Local	350	272	0.27	7	1904	92	44.16	90	Crack Seal	\$9,520.00
1137	1517	Rafih Cres	Rafih Cres	Water Ave	Asphalt	Local	200	177	0.18	7	1239	92	44.16	90	Crack Seal	\$6,195.00
1139	1519	Manors Grove	E Pike Creek Rd	Cul-De-Sac	Asphalt	Local	5	56	0.06	7	392	92	44.16	90	Crack Seal	\$1,960.00
542	824	Pearl St	Patillo Rd	Stover St	Asphalt	Local	100	186	0.19	7	1302	93	44.81	91	Crack Seal	\$6,510.00
621	961	Russell Woods Rd	Elmgrove Dr	Patillo Rd	Asphalt	Local	300	962	0.96	7	6734	93	44.81	91	Crack Seal	\$33,670.00
351	562	George Cres	Terra Lou Dr	Terra Lou Dr	Asphalt	Local	200	396	0.40	7	2772	93	44.81	91	Crack Seal	\$13,860.00
241	394	Mcallister St	Ainslie Ave	Taylor Ave	Asphalt	Local	70	119	0.12	7	833	93	44.81	91	Crack Seal	\$4,165.00
20500	1545	Faleria St	Oakwood Avenue	Campana Crescent	Asphalt	Local	150	342	0.34	7	2394	93	44.81	91	Crack Seal	\$11,970.00
1063	823	Pearl St	Victoria St	Cul-De-Sac	Asphalt	Local	100	326	0.33	7	2282	93	44.81	91	Crack Seal	\$11,410.00
1072	976	W River St	Notre Dame St	Optimist St	Asphalt	Local	566	181	0.18	7	1267	93	44.81	91	Crack Seal	\$6,335.00
1107	1459	Selina St	Amy Croft Dr	Chesterfield Crt	Asphalt	Local	150	357	0.36	7	2499	93	44.81	91	Crack Seal	\$12,495.00
1119	1486	Vincent Cres	Ryan Ave	Adriana Lane	Asphalt	Local	100	295	0.30	7	2065	93	44.81	91	Crack Seal	\$10,325.00
1126	1494	Westwood Dr	Rourke Line Rd	Lakewood Cres (West)	Asphalt	Local	350	130	0.13	7	910	93	44.81	91	Crack Seal	\$4,550.00
1190	1586	Veneto St	Oakwood Ave	Campana Cres	Asphalt	Local	100	375	0.38	7	2625	93	44.81	91	Crack Seal	\$13,125.00
484	728	Birchwood Cres	Beechwood Dr	Ashwood Cres	Asphalt	Local	303	215	0.22	7	1505	94	46.1	93	Crack Seal	\$7,525.00
93	127	Beechwood Dr	Elmwood Ave	Oakwood Ave	Asphalt	Local	80	138	0.14	7	966	94	46.1	93	Crack Seal	\$4,830.00
322	528	Aimee St	County Rd 42	Cul-De-Sac	Asphalt	Local	100	317	0.32	7	2219	94	46.1	93	Crack Seal	\$11,095.00
631	973	St Mary'S Rd	County Rd 22	Faith Dr	Asphalt	Local	284	311	0.31	7	2177	94	46.1	93	Crack Seal	\$10,885.00
268	440	Victoria St	Stowe St	Dead End (North)	Asphalt	Local	5	82	0.08	7	574	94	46.1	93	Crack Seal	\$2,870.00
56	67	Elmgrove Dr	Russel Woods Dr	Old Tecumseh Rd	Asphalt	Local	684	148	0.15	7	1036	94	46.1	93	Crack Seal	\$5,180.00
374	593	Fourth St	Railway Ave	Broadway St	Asphalt	Local	80	158	0.16	7	1106	94	46.1	93	Crack Seal	\$5,530.00
1111	1473	Francis Cres	St Peter St	St Peter St	Asphalt	Local	200	375	0.38	7	2625	94	46.1	93	Crack Seal	\$13,125.00
1163	1558	Water Ave	Bay St	Water Ave	Asphalt	Local	100	566	0.57	7	3962	94	46.1	93	Crack Seal	\$19,810.00
1184	1580	Magnolia Lane	Oakwood Ave	Aspen Ridge Cres	Asphalt	Local	200	61	0.06	7	427	94	46.1	93	Crack Seal	\$2,135.00
585	894	Melody Dr	Rivait Dr	Island Cres	Asphalt	Local	360	363	0.36	7	2541	95	46.75	94	Crack Seal	\$12,705.00
94	128	Beechwood Dr	Cherrywood Dr	Elmwood Ave	Asphalt	Local	60	87	0.09	7	609	95	46.75	94	Crack Seal	\$3,045.00
20499	1544	Marche St	Oakwood Ave	Campana Cres	Asphalt	Local	150	359	0.36	7	2513	95	46.75	94	Crack Seal	\$12,565.00
1118	1485	Adriana Lane	Vincent Cres	Ryan Ave	Asphalt	Local	100	92	0.09	7	644	95	46.75	94	Crack Seal	\$3,220.00
1132	1507	Lakewood Cres	Westwood Dr	Westwood Dr	Asphalt	Local	150	501	0.50	7	3507	95	46.75	94	Crack Seal	\$17,535.00
1183	1579	Aspen Ridge Cres	Hemlock Lane	Mulberry Lane	Asphalt	Local	100	95	0.10	7	665	95	46.75	94	Crack Seal	\$3,325.00
686	1062	St Peter St	Chisholm St	Baby St	Asphalt	Local	1350	107	0.11	7	749	96	47.4	95	Crack Seal	\$3,745.00
26	35	Cleophas Dr	Russel Woods Dr	Moceri Cres	Asphalt	Local	1300	119	0.12	7	833	96	47.4	95	Crack Seal	\$4,165.00
1079	1064	St Peter St	Chisholm St	Lenore St	Asphalt	Local	1300	114	0.11	7	798	96	47.4	95	Crack Seal	\$3,990.00
1080	1065	St Peter St	Lenore St	Meunier St	Asphalt	Local	1300	120	0.12	7	840	96	47.4	95	Crack Seal	\$4,200.00
1135	1515	Rafih Cres	Water Ave	Rafih Cres	Asphalt	Local	150	379	0.38	7	2653	96	47.4	95	Crack Seal	\$13,265.00
500	766	Richard Ruston Dr	Jutras Dr	Patillo Rd	Asphalt	Minor Collector	3000	176	0.18	10	1760	36	55.63	82	Crack Seal	\$8,800.00

# Appendix J - Proposed Five Year Crack Sealing Program (Maintain Network Scenario)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
1145	1526	Belmont Ave	Tracey Dr	Tracey Dr	Asphalt	Minor Collector	100	410	0.41	10	4100	88	58.23	86	Crack Seal	\$20,500.00
1152	1533	Tracey Dr	Anderson Ave	Belmont Ave (North)	Asphalt	Minor Collector	100	56	0.06	10	560	88	58.23	86	Crack Seal	\$2,800.00
1149	1530	Argyle Ave	Anderson Ave	Dead End	Asphalt	Minor Collector	10	44	0.04	10	440	89	58.87	87	Crack Seal	\$2,200.00
849	1271	Ic Roy Dr	County Rd 22	King Louis St	Asphalt	Minor Collector	4202	286	0.29	10	2860	72	59.52	88	Crack Seal	\$14,300.00
81	97	Rochester Townline Rd	Trepanier Rd	Auction Sdrd	Asphalt	Minor Collector	100	1186	1.19	10	11860	54	59.52	88	Crack Seal	\$59,300.00
75	91	Rochester Townline Rd	Tecumseh Rd & County Rd 2	Lakeshore Rd 302	Asphalt	Minor Collector	541	1272	1.27	10	12720	41	59.52	88	Crack Seal	\$63,600.00
79	95	Rochester Townline Rd	Settler Sdrd	Trepanier Rd	Asphalt	Minor Collector	100	179	0.18	10	1790	60	59.52	88	Crack Seal	\$8,950.00
662	1004	Rochester Townline Rd	County Rd 42	Cazabon Lane	Asphalt	Minor Collector	200	1441	1.44	10	14410	51	59.52	88	Crack Seal	\$72,050.00
77	93	Rochester Townline Rd	Lakeshore Rd 303	County Rd 42	Asphalt	Minor Collector	400	1256	1.26	10	12560	42	59.52	88	Crack Seal	\$62,800.00
78	94	Rochester Townline Rd	Lakeshore Rd 305	Settler Sdrd	Asphalt	Minor Collector	150	1394	1.39	10	13940	56	59.52	88	Crack Seal	\$69,700.00
1148	1529	Anderson Ave	Tracey Dr	Nostadt Cres	Asphalt	Minor Collector	100	149	0.15	10	1490	90	59.52	88	Crack Seal	\$7,450.00
1188	1584	Tracey Dr	Belmont Ave (North)	Dead End	Asphalt	Minor Collector	10	51	0.05	10	510	90	59.52	88	Crack Seal	\$2,550.00
1009	133	Lakeshore Rd 115	Walls Rd	Dead End	Asphalt	Minor Collector	50	559	0.56	10	5590	91	60.17	89	Crack Seal	\$27,950.00
338	548	Strong Rd	Ross Beach Rd	County Rd 2	Asphalt	Minor Collector	100	149	0.15	10	1490	92	60.82	90	Crack Seal	\$7,450.00
1150	1531	Anderson Ave	Nostadt Cres	Argyle Ave	Asphalt	Minor Collector	50	104	0.10	10	1040	92	60.82	90	Crack Seal	\$5,200.00
1144	1525	Tracey Dr	County Rd 46	Belmont Ave (South)	Asphalt	Minor Collector	150	63	0.06	10	630	93	61.47	91	Crack Seal	\$3,150.00
1147	1528	Nostadt Cres	Anderson Ave	Anderson Ave	Asphalt	Minor Collector	100	256	0.26	10	2560	93	61.47	91	Crack Seal	\$12,800.00
1187	1583	Anderson Ave	Argyle Ave	Anderson Ave	Asphalt	Minor Collector	50	60	0.06	10	600	93	61.47	91	Crack Seal	\$3,000.00
1044	375	N Middle Rd	Myers Rd	Lakeshore Rd 231	Asphalt	Minor Collector	142	1216	1.22	10	12160	94	62.77	93	Crack Seal	\$60,800.00
1146	1527	Anderson Ave	Anderson Ave	Taylor Ave	Asphalt	Minor Collector	100	189	0.19	10	1890	95	63.42	94	Crack Seal	\$9,450.00
96	130	Oakwood Ave	Whitewood Dr	Bayberry Cres	Asphalt	Minor Arterial	200	226	0.23	15	3390	83	87.66	80	Crack Seal	\$16,950.00
100	138	Rourke Line Rd	Caille Ave	County Rd 22	Asphalt	Minor Arterial	250	299	0.30	15	4485	85	88.96	82	Crack Seal	\$22,425.00
1091	1248	Oakwood Ave	Arkona Crt	Maxwell Cres (East)	Asphalt	Minor Arterial	3100	98	0.10	15	1470	92	94.2	90	Crack Seal	\$7,350.00
95	129	Oakwood Ave	Bayberry Cres	Beechwood Dr	Asphalt	Minor Arterial	100	86	0.09	15	1290	94	96.1	93	Crack Seal	\$6,450.00
<b>Total Length</b>									<b>29.30</b>	<b>Total Cost (2026)</b>						<b>\$1,211,195.00</b>
<b>Year 2 (2027)</b>																
794	1199	Columbus Dr	Cook Crt	Dead End	Asphalt	Local	20	62	0.06	7	434	86	38.5	81	Crack Seal	\$2,170.00
530	812	Martin Dr	Paisley St	Wright Lane	Asphalt	Local	150	231	0.23	7	1617	86	38.5	81	Crack Seal	\$8,085.00
549	831	Corbett Dr	Chambers Dr	Powers Dr	Asphalt	Local	180	196	0.20	7	1372	36	38.5	81	Crack Seal	\$6,860.00
488	732	Alexander Ave	County Rd 22	Dead End	Asphalt	Local	100	246	0.25	7	1722	86	38.5	81	Crack Seal	\$8,610.00
728	1118	Auburn Ave	Emma St	Girard Dr	Asphalt	Local	200	111	0.11	7	777	86	38.5	81	Crack Seal	\$3,885.00
1099	1334	Morgan Cres	River Downs Ave	Cul-De-Sac	Asphalt	Local	10	43	0.04	7	301	86	38.5	81	Crack Seal	\$1,505.00
30	39	Emery Dr	County Rd 22	Caruhel Dr	Asphalt	Local	477	251	0.25	7	1757	87	39.1	82	Crack Seal	\$8,785.00
1084	1129	Pascal Ave	Wisteria Lane	Girard Dr	Asphalt	Local	150	331	0.33	7	2317	87	39.1	82	Crack Seal	\$11,585.00
1114	1480	Charlotte Cres	Ryan Ave	Adriana Lane	Asphalt	Local	150	455	0.46	7	3185	87	39.1	82	Crack Seal	\$15,925.00
1106	1456	Selina St	W Pike Creek Rd	Chesterfield Crt	Asphalt	Local	150	155	0.16	7	1085	88	40.4	84	Crack Seal	\$5,425.00
1006	112	Hawthorn Dr	Bissonnette Lane	Dead End	Asphalt	Local	364	650	0.65	7	4550	89	41.0	85	Crack Seal	\$22,750.00
1108	1460	Chesterfield Crt	Selina St	Cul-De-Sac	Asphalt	Local	50	64	0.06	7	448	89	41.0	85	Crack Seal	\$2,240.00
21028	740	W Puce Rd	County Road 22	340 W Puce Rd	Asphalt	Local	400	958	0.96	7	6706	45	41.7	86	Crack Seal	\$33,530.00
955	1476	Legends Lane	Oakwood Ave	Deer Run Trail	Asphalt	Local	130	323	0.32	7	2261	97	47.4	95	Crack Seal	\$11,305.00
73	84	Taylor Ave	James St	Mcallister St	Asphalt	Local	100	171	0.17	7	1197	97	47.4	95	Crack Seal	\$5,985.00
20503	1548	Xavier Cir	Jordan Lane	Xavier Cir	Asphalt	Local	120	411	0.41	7	2877	97	47.4	95	Crack Seal	\$14,385.00
1109	1461	Mullins Dr	County Rd 46	N Rear Rd	Asphalt	Local	250	822	0.82	7	5754	97	47.4	95	Crack Seal	\$28,770.00
1128	1500	Deer Run Trail	Oakwood Ave	Crosswinds Dr	Asphalt	Local	150	410	0.41	7	2870	97	47.4	95	Crack Seal	\$14,350.00
<b>Total Length</b>									<b>5.89</b>	<b>Total Cost (2027)</b>						<b>\$206,150.00</b>

# Appendix J - Proposed Five Year Crack Sealing Program (Maintain Network Scenario)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	
<b>Year 3 (2028)</b>																	
705	1094	St Peter St	Christine Ave	Eleventh St	Asphalt	Local	650	15	0.02	7	105	83	41.1	85	Crack Seal	\$525.00	
1170	1566	Christine Ave	Ethan St	Christine Ave	Asphalt	Local	150	204	0.20	7	1428	98	47.5	95	Crack Seal	\$7,140.00	
495	738	W Belle River Rd	Notre Dame St & W River St	St Pierre St	Asphalt	Minor Collector	1218	413	0.41	10	4130	98	64.1	95	Crack Seal	\$20,650.00	
21032	736	W Belle River Rd	Park Lane Dr	500 W Belle River Rd	Asphalt	Minor Collector	1150	559	0.56	10	5590	88	64.1	95	Crack Seal	\$3,105.00	
									<b>1.19</b>							<b>Total Cost (2028)</b>	<b>\$31,420.00</b>
<b>Year 4 (2029)</b>																	
623	964	Oriole Park Dr	Hawthorn Dr	County Rd 46	Asphalt	Local	300	1016	1.02	7	7112	99	47.5	95	Crack Seal	\$35,560.00	
168	281	Eleventh St	Broadway St	Notre Dame St	Asphalt	Local	80	299	0.30	7	2093	99	47.5	95	Crack Seal	\$10,465.00	
1169	1565	Christine Ave	Benjamin St	Ethan St	Asphalt	Local	150	241	0.24	7	1687	99	47.5	95	Crack Seal	\$8,435.00	
1172	1568	Aspen Ridge Cres	Magnolia Lane	Magnolia Lane	Asphalt	Local	100	337	0.34	7	2359	99	47.5	95	Crack Seal	\$11,795.00	
1144	1525	Tracey Dr	County Rd 46	Belmont Ave (South)	Asphalt	Minor Collector	150	63	0.06	10	630	93	62.9	93	Crack Seal	\$3,150.00	
									<b>1.96</b>							<b>Total Cost (2029)</b>	<b>\$69,405.00</b>
<b>Year 5 (2030)</b>																	
64	75	Emerson Ave	Wallace Ave	Dead End	Asphalt	Local	60	104	0.10	7	728	100	47.53	95	Crack Seal	\$3,640.00	
691	1067	St Peter St	Eleventh St	St Jude St	Asphalt	Local	1206	302	0.30	7	2114	100	47.53	95	Crack Seal	\$10,570.00	
286	469	Melody Dr	Reaume Dr	Lefaive Dr	Asphalt	Local	140	173	0.17	7	1211	100	47.53	95	Crack Seal	\$6,055.00	
547	829	Chambers Dr	Powers Dr	Mcmurren Cres	Asphalt	Local	100	172	0.17	7	1204	100	47.53	95	Crack Seal	\$6,020.00	
52	63	Majestic Dr	Russel Woods Dr	Cleophas Dr	Asphalt	Local	100	226	0.23	7	1582	100	47.53	95	Crack Seal	\$7,910.00	
644	986	Beechwood Dr	County Rd 22	Rue Labbe	Asphalt	Local	61	104	0.10	7	728	100	47.53	95	Crack Seal	\$3,640.00	
54	65	Russel Woods Dr	Majestic Dr	Cleophas Dr	Asphalt	Local	450	106	0.11	7	742	100	47.53	95	Crack Seal	\$3,710.00	
645	987	Beechwood Dr	Rue Labbe	Cherrywood Dr	Asphalt	Local	50	65	0.07	7	455	100	47.53	95	Crack Seal	\$2,275.00	
285	468	Melody Dr	Lefaive Dr	Rivait Dr	Asphalt	Local	230	173	0.17	7	1211	100	47.53	95	Crack Seal	\$6,055.00	
509	778	Mill St	County Rd 22	Cul-De-Sac	Asphalt	Local	60	167	0.17	7	1169	100	47.53	95	Crack Seal	\$5,845.00	
630	972	Faith Dr	Dubois Ave	St Mary'S Rd	Asphalt	Local	200	140	0.14	7	980	100	47.53	95	Crack Seal	\$4,900.00	
289	474	Crest River Ave	Tisdelle Dr	Cul-De-Sac	Asphalt	Local	110	646	0.65	7	4522	100	47.53	95	Crack Seal	\$22,610.00	
287	470	Melody Dr	Island Cres	Markham Dr	Asphalt	Local	590	124	0.12	7	868	100	47.53	95	Crack Seal	\$4,340.00	
403	647	Railway Ave	Seventh St	Sixth St	Asphalt	Local	80	99	0.10	7	693	100	47.53	95	Crack Seal	\$3,465.00	
417	661	St Louis St	St Lawrence St	St Paul St	Asphalt	Local	150	83	0.08	7	581	28	47.53	95	Crack Seal	\$2,905.00	
55	66	Elmgrove Dr	Russell Woods Rd	Russel Woods Dr	Asphalt	Local	350	62	0.06	7	434	100	47.53	95	Crack Seal	\$2,170.00	
421	665	St Lawrence St	St Louis St	St Peter St	Asphalt	Local	60	95	0.10	7	665	36	47.53	95	Crack Seal	\$3,325.00	
74	85	Taylor Ave	Mcallister St	William St	Asphalt	Local	500	222	0.22	7	1554	100	47.53	95	Crack Seal	\$7,770.00	
63	74	Emerson Ave	Wallace Ave	Dead End	Asphalt	Local	20	45	0.05	7	315	100	47.53	95	Crack Seal	\$1,575.00	
288	471	Melody Dr	Markham Dr	Tisdelle Dr	Asphalt	Local	750	182	0.18	7	1274	100	47.53	95	Crack Seal	\$6,370.00	
402	646	Kerr Cres	Wintermute Ave	Cul-De-Sac	Asphalt	Local	30	50	0.05	7	350	100	47.53	95	Crack Seal	\$1,750.00	
584	891	Melody Dr	Reaume Dr	Cul-De-Sac	Asphalt	Local	70	388	0.39	7	2716	100	47.53	95	Crack Seal	\$13,580.00	
20506	1522	Brunmar Cres	Oakwood Ave	Oakwood Ave	Asphalt	Local	300	558	0.56	7	3906	100	47.53	95	Crack Seal	\$19,530.00	
20508	1551	Caserta Cres	Oakwood Ave	Matese St	Asphalt	Local	100	318	0.32	7	2226	100	47.53	95	Crack Seal	\$11,130.00	
21021	7	Decarlo Dr	Orchard Park Dr	Cul-De-Sac	Asphalt	Local	80	82	0.08	7	574		47.53	95	Crack Seal	\$2,870.00	
21020	1496	Haven Ave	Tisdelle Dr	Cul-De-Sac	Asphalt	Local	60	391	0.39	7	2737	100	47.53	95	Crack Seal	\$13,685.00	
1043	374	N Middle Rd	Lakeshore Rd 231	Lakeshore Road 123	Asphalt	Local	150	148	0.15	7	1036	100	47.53	95	Crack Seal	\$5,180.00	
1070	887	Taylor Ave	County Rd 46	Anderson Ave	Asphalt	Local	400	233	0.23	7	1631	100	47.53	95	Crack Seal	\$8,155.00	
1081	1066	St Peter St	St Lawrence St	St Simon St	Asphalt	Local	1300	46	0.05	7	322	100	47.53	95	Crack Seal	\$1,610.00	
1082	1068	St Peter St	St Jude St	St John St	Asphalt	Local	1300	56	0.06	7	392	100	47.53	95	Crack Seal	\$1,960.00	
1083	1069	St Peter St	St John St	St Simon St	Asphalt	Local	1300	37	0.04	7	259	100	47.53	95	Crack Seal	\$1,295.00	
1086	1209	Summer St	Summer St	Spring St	Asphalt	Local	400	273	0.27	7	1911	100	47.53	95	Crack Seal	\$9,555.00	
1093	1265	Park St	County Rd 22	Park St	Asphalt	Local	20	24	0.02	7	168	100	47.53	95	Crack Seal	\$840.00	
1102	1362	Regency Cres	Ic Roy Dr	Jillian Crt	Asphalt	Local	200	561	0.56	7	3927	100	47.53	95	Crack Seal	\$19,635.00	
1121	1489	Wisteria Lane	Carole Crt	Pascal Ave	Asphalt	Local	50	93	0.09	7	651	100	47.53	95	Crack Seal	\$3,255.00	
1122	1490	Carole Crt	Wisteria Lane	Cul-De-Sac	Asphalt	Local	25	43	0.04	7	301	100	47.53	95	Crack Seal	\$1,505.00	

## Appendix J - Proposed Five Year Crack Sealing Program (Maintain Network Scenario)

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	AADT	Length (m)	Length (km)	Width (m)	Area (m <sup>2</sup> )	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	
1123	1491	Pascal Ave	Oakwood Ave	Wisteria Lane	Asphalt	Local	150	87	0.09	7	609	100	47.53	95	Crack Seal	\$3,045.00	
1124	1492	Westwood Dr	Driftwood Cres	Lakewood Cres	Asphalt	Local	300	97	0.10	7	679	100	47.53	95	Crack Seal	\$3,395.00	
1127	1499	Crosswinds Dr	Oakwood Ave	Deer Run Trail	Asphalt	Local	130	323	0.32	7	2261	100	47.53	95	Crack Seal	\$11,305.00	
1141	1521	Blake Ave	Helena Cres (East)	Benjamin St	Asphalt	Local	100	100	0.10	7	700	55	47.53	95	Crack Seal	\$3,500.00	
1151	1532	Taylor Ave	Anderson Ave	William St	Asphalt	Local	400	99	0.10	7	693	100	47.53	95	Crack Seal	\$3,465.00	
1154	1542	Campana Cres	Marche St	Faleria St	Asphalt	Local	50	90	0.09	7	630	100	47.53	95	Crack Seal	\$3,150.00	
1155	1543	Campana Cres	Faleria St	Dead End	Asphalt	Local	50	55	0.06	7	385	100	47.53	95	Crack Seal	\$1,925.00	
1157	1547	Jordan Lane	Xavier Cir	Xavier Cir	Asphalt	Local	120	50	0.05	7	350	100	47.53	95	Crack Seal	\$1,750.00	
1158	1552	Matese St	Orsini Crt	Caserta Cres	Asphalt	Local	130	185	0.19	7	1295	100	47.53	95	Crack Seal	\$6,475.00	
1161	1556	Caserta Cres	Matese St	Dead End	Asphalt	Local	5	38	0.04	7	266	100	47.53	95	Crack Seal	\$1,330.00	
1162	1557	Matese St	Oakwood Ave	Orsini Crt	Asphalt	Local	130	55	0.06	7	385	100	47.53	95	Crack Seal	\$1,925.00	
1165	1560	Water Ave	Water Ave	Bay St	Asphalt	Local	100	132	0.13	7	924	100	47.53	95	Crack Seal	\$4,620.00	
1166	1561	Water Ave	Wallace Line Rd	Water Ave	Asphalt	Local	100	58	0.06	7	406	100	47.53	95	Crack Seal	\$2,030.00	
1167	1563	Blake Ave	Benjamin St	Christine Ave	Asphalt	Local	100	90	0.09	7	630	100	47.53	95	Crack Seal	\$3,150.00	
1168	1564	Blake Ave	Christine Ave	Dead End	Asphalt	Local	1	16	0.02	7	112		47.53	95	Crack Seal	\$560.00	
1171	1567	Ethan St	Christine Ave	Dead End	Asphalt	Local	2	45	0.05	7	315	100	47.53	95	Crack Seal	\$1,575.00	
1173	1569	Cypress Lane	Aspen Ridge Cres	Aspen Ridge Cres	Asphalt	Local	50	149	0.15	7	1043	100	47.53	95	Crack Seal	\$5,215.00	
1176	1572	Magnolia Lane	Aspen Ridge Cres	Aspen Ridge Cres	Asphalt	Local	100	150	0.15	7	1050	100	47.53	95	Crack Seal	\$5,250.00	
1178	1574	Aspen Ridge Cres	Cypress Lane	Hemlock Lane	Asphalt	Local	150	94	0.09	7	658	100	47.53	95	Crack Seal	\$3,290.00	
1179	1575	Aspen Ridge Cres	Hemlock Lane	Mulberry Lane	Asphalt	Local	200	95	0.10	7	665	100	47.53	95	Crack Seal	\$3,325.00	
1181	1577	Aspen Ridge Cres	Cypress Lane	Hemlock Lane	Asphalt	Local	100	95	0.10	7	665	100	47.53	95	Crack Seal	\$3,325.00	
1182	1578	Aspen Ridge Cres	Mulberry Lane	Magnolia Lane	Asphalt	Local	150	93	0.09	7	651	100	47.53	95	Crack Seal	\$3,255.00	
1189	1585	Campana Cres	Oakwood Ave	Veneto St	Asphalt	Local	150	468	0.47	7	3276	100	47.53	95	Crack Seal	\$16,380.00	
1191	1587	Campana Cres	Veneto St	Marche St	Asphalt	Local	100	194	0.19	7	1358	100	47.53	95	Crack Seal	\$6,790.00	
1192	1590	Benjamin St	Ethan St	Christine Ave (South)	Asphalt	Local	100	196	0.20	7	1372	100	47.53	95	Crack Seal	\$6,860.00	
1193	1591	Ethan St	Benjamin St	Christine Ave	Asphalt	Local	50	90	0.09	7	630	100	47.53	95	Crack Seal	\$3,150.00	
1194	1592	Benjamin St	Ethan St	Christine Ave (North)	Asphalt	Local	100	159	0.16	7	1113	100	47.53	95	Crack Seal	\$5,565.00	
1198	1600	Commercial Blvd	Manning Rd	Amy Croft Dr	Asphalt	Local	2500	920	0.92	7	6440	100	47.53	95	Crack Seal	\$32,200.00	
76	92	Rochester Townline Rd	Lakeshore Rd 302	Lakeshore Rd 303	Asphalt	Minor Collector	450	1344	1.34	10	13440	37	64.2	95	Crack Seal	\$67,200.00	
789	1187	Ic Roy Dr	King Louis St	Monarch Meadows Dr	Asphalt	Minor Collector	4000	102	0.10	10	1020	67	64.2	95	Crack Seal	\$5,100.00	
494	737	W Belle River Rd	St Pierre St	Parklane Dr	Asphalt	Minor Collector	1000	134	0.13	10	1340	100	64.2	95	Crack Seal	\$6,700.00	
1131	1505	Sunnyside Crt	County Road 8	Cul-De-Sac	Asphalt	Minor Collector	50	221	0.22	10	2210	100	64.2	95	Crack Seal	\$11,050.00	
1153	1534	Tracey Dr	Belmont Ave (South)	Anderson Ave	Asphalt	Minor Collector	100	41	0.04	10	410	100	64.2	95	Crack Seal	\$2,050.00	
1186	1582	Ursula Crt	Anderson Ave	Cul-De-Sac	Asphalt	Minor Collector	10	66	0.07	10	660	100	64.2	95	Crack Seal	\$3,300.00	
1130	1504	Oakwood Ave	Faleria St	Pascal Ave	Asphalt	Minor Arterial	3200	97	0.10	15	1455	100	97.53	95	Crack Seal	\$7,275.00	
1156	1546	Oakwood Ave	Maxwell Cres	Faleria St	Asphalt	Minor Arterial	3100	92	0.09	15	1380	100	97.53	95	Crack Seal	\$6,900.00	
									<b>12.91</b>							<b>Total Cost (2030)</b>	<b>\$488,065.00</b>

Year 1	\$1,211,195.00
Year 2	\$206,150.00
Year 3	\$31,420.00
Year 4	\$69,405.00
Year 5	\$488,065.00
<b>Total 5-Year Cost</b>	<b>\$2,006,235.00</b>

