



Road Needs Study

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Executive Summary

Following the visual inspection and condition rating of North Dundas' Road network, County staff are recommending the following:

1. That North Dundas commit to annual base funding of \$1,500,000 to facilitate a surface renewal overlay program of 18 km per year (2024 dollars) with modest increases year-over-year to reach a sustainable resurfacing target.
2. That North Dundas create a gravel roads policy to determine when roads would qualify for hot mix resurfacing versus granular surfacing.

Introduction

Roads are often the largest class of assets maintained by a municipality. The quality of materials, construction methodology, age and environmental conditions all affect a road's condition and expected lifespan. Regular road condition assessment surveys are necessary to track deterioration and monitor the success of the road asset management plan. These condition surveys (Road Needs Studies) are used to develop short-to-medium term capital investment plans. Timely investments in road assets are necessary to ensure that they are achieving their lowest overall lifecycle cost, which ultimately best serves the community and tax dollars collected.

At the request of the Township, the United Counties of SDG has completed a Road Needs Study of North Dundas's Road system through a visual assessment of their 410-kilometer road network. The visual inspection evaluated the presence and severity of their current condition distresses. Following the visual inspection, SDG met with North Dundas' staff to review the findings and incorporate construction history, age, average daily traffic volumes, design guidelines and other relevant information to formulate a road resurfacing plan that meets North Dundas' infrastructure expectations from both a budgetary and "ultimate condition" perspective.

The challenge with a large road network is that overall improvements are measured over the course of many years and requires Council to make commitments to a road investment strategy that extends well beyond their term. This report summarizes the findings of the inspections and provides recommendations on a road-improvement strategy that experience has shown will ultimately enhance the condition of the Township's road network over the long term. Detailed in this report is the recommendation for Council to make a 'base' budget commitment for its existing hard surface roads, and, understanding that upgrading additional roads from gravel to a hard surface requires funding in addition to this 'base budget'. This report also recommends that Council consider implementing a policy to help guide staff and provide transparency to the public on when roads would qualify for hard surfacing versus being maintained as a gravel road.

Study Methodology

The Township of North Dundas’ Road network is comprised of 195 road sections totalling 410 kilometers. The network is broken down as follows:

- 130 km - Asphalt
- 140 km - Surface Treatment
- 140 km - Granular

Road Network Condition - Physical Condition Rating

During spring 2024, the entire road network was visually assessed by County staff following the *Inventory Manual for Municipal Roads, Ministry of Transportation, February 1991* inspection methodology. Although this methodology is over thirty years old, the *Inventory Manual* remains relevant to current practices and holistic asset management principles.

The *Inventory Manual* catalogues and rates several road asset features other than the road’s physical condition. Some of these characteristics, such as road surface and right-of-way widths, are rated to identify lacking or substandard design features of a road section. However, this rating system includes categories that do not directly reflect the actual road condition and effectively change the physical condition rating of the network. Therefore, to better define and understand the road network’s physical condition, a modified rating methodology has been utilized to focus on three key characteristics that are directly attributable to the asset’s condition: *Surface Condition, Structural Adequacy* and *Maintenance Demand*.

Surface Condition

Surface condition relates to the extent to which a road provides driving ease, comfort and safety. Inadequacies of hard surfaces include excessive or uneven cross fall, ravelling and bumpiness due to cracking and distress. The rating system follows the criteria outlined in *Table 1*.

Table 1. Surface Condition

Surface Condition	
Points	Notes
10	Fully adequate, no discomfort
7-9	Minor discomfort at Speed Limit
4-6	Uncomfortable to travel at Speed Limit
1-3	Must reduce speed

Structural Adequacy

The structural adequacy point rating relates to the capability of the surface and base road structure to support traffic loads and resist deformation or rupture. Distress signs relating to the pavement’s structure may include cracking, rutting, heaving, potholes, roughness, alligator cracking, dishing, distortion and frost boils. The road’s structural adequacy is an important metric that informs the type of improvement necessary to remedy the distresses noted. *Table 2* below

summarizes the point system used to rate and evaluate the structural adequacy of the road section.

Table 2: Structural Adequacy

Structural Adequacy		
Points	% Structural Distress	Maintenance Demand
20	< 5%	Little to None
15-19	5-10%	Minor
12-14	11-15%	Average
8-11	16-20%	Above Average
1-7	> 20%	Excessive

Maintenance Demand

The point rating for this characteristic relates to the actual maintenance demand for a particular road section. Consideration is given to all road elements when making this evaluation, including cracksealing, cold patching, micro-surfacing and skin patching. The rating scale is detailed in table 3 below. The scoring for *Maintenance Demand* included both a visual inspection as well as input from Township staff.

Table 3: Maintenance Demand

Maintenance Demand	
Points	Notes
8-10	Low
5-7	Average
3-4	High
1-2	Excessive

Findings of the Road Inspections

The combination of all three key road characteristics evaluated during the visual inspections is used to establish an overall physical condition the road network. This categorization provides both an overall snapshot of the current ‘state’ of the roads and guides the capital and maintenance requirements of the roads classified within each rating.

The analysis has revealed that **15.5%** of North Dundas’ surface treated and paved road network is in “Very Good” to “Good” condition and **84.5%** of the network is in either “Fair” or “Poor” condition. Granular surface roads were not scored as their condition can be addressed and improved through regular maintenance (grading) work.

Condition Terminology

The terms “Very Good,” “Good,” “Fair” and “Poor” should be understood using the following definitions, which are directly associated with each road section’s recommended improvement activity and timing.

- 1) **Very Good:** Road platform is in excellent condition; asset is in relatively new condition and fully supports existing traffic use. Condition supports very smooth ride with little to no visual defects noted. Longer term preventative maintenance (e.g., crack sealing) to be scheduled.
- 2) **Good** – Road platform is in good condition with slight cracking, very slight distortion and fully supports existing traffic use. Condition supports a comfortable ride. Preventative maintenance to be scheduled in the near term, and the road section is a candidate for mid-term resurfacing investments to preserve the asset. Maintenance demand is minor.
- 3) **Fair** – Road platform is in fair condition with moderate cracking and intermittent distortion, and the ride condition may be uncomfortable with moderate to frequent bumps or depressions. Existing traffic use is supported; however, minor to moderate structural deficiencies is noted. Pavement rehabilitation to be scheduled in the mid-term and this road section may be a candidate for a condition hold strategy until pavement rehabilitation can be completed. Maintenance demand is greater than average
- 4) **Poor** – Road platform is in poor condition with moderate to severe alligator cracking and extensive distortion. Ride is very uncomfortable at the posted speed limit. Treatment options are limited to full rehabilitation or reconstruction in the near-term. Maintenance demand is high.

Creation of a Road Maintenance Plan

The primary objective of all road management plans is to maintain the network condition and system adequacy over the term of the plan. To accomplish this objective, selecting the most appropriate investment activity to receive the best return on investment at the correct time in the asset’s life cycle is crucial. Program funding is established to meet these goals, and any reduction to the program budget will result in a decline in the network condition and system adequacy over time.

Infrastructure will deteriorate without proper investments, and it becomes increasingly difficult to change the condition trend as deterioration worsens. Continued deferral of resurfacing and maintenance projects will result in more expensive rehabilitation and reconstruction needs.

The Township of North Dundas has previously invested in low class bituminous (LCB) construction (surface treatment), which represents 34% of the Township’s total road length. Although this type of road surface has historically been a very competitive low-cost improvement when compared to maintaining gravel roads, this type of surface is limited when it comes to

applying various preventative maintenance measures, ultimately resulting in failed surfaces that require comprehensive improvements to return it to a level of service that previously existed.

Alternatively, the high class bituminous (HCB) roads (hot mix asphalt) provide the municipality with several options and opportunities for preventative maintenance treatments, at varying costs. In addition, the rising cost of LCB construction when compared to HCB has resulted in relatively cost-competitive options for future improvements.

Optimization of the Existing Road Network

As the program is implemented, it is recommended that North Dundas create a policy to support decision-making as to when a road should be converted to (or remain) gravel versus when it should be hard surfaced. Such a policy would be beneficial to both staff and Council to ensure that the Municipality is making consistent and defensible decisions.

At minimum, the policy should weigh criteria such as traffic volumes, operational benefits, horizontal and vertical road alignment, condition/ drainage adjacent sections and community needs. Without a standardized approach, decisions with respect to road surface treatment will remain somewhat subjective, leading to inefficiencies, uneven resource allocation, and dissatisfaction among residents.

Costs and Unit Rates

Benchmark costs are used to calculate estimated project costs by improvement activity type. The unit rates that formulate these estimates have been developed by SDG field staff and reflect 2024 construction costs. The table below lists the various road improvement projects, their associated activity descriptions, assumed quantities and unit costs that have been used in the development of the capital resurfacing plan. Costs have been inflated by an anticipated consumer price index of 2% compounded in future years to support realistic financial planning.

Table 4: Road Improvement Options – Unit Rate Costs

Activity	Activity Code	Activity Description	Unit Rate per km
Asphalt Crack Sealing	Crack Sealing	Rout and seal (\$4/lm) estimated \$5000/km	\$ 5,000
Microsurfacing plus Gravel Shouldering	Microsurfacing	Single Micro	\$ 42,250
Asphalt Resurfacing (50mm)	R1	3.25m lanes -50mm Hot Mix Asphalt (\$140/t) + end joints, minor milling Granular Shouldering (\$30/t) + Driveways	\$ 134,400
Milling and Asphalt Resurfacing (50mm)	MR1	3.25m lanes -50mm Hot Mix Asphalt (\$110/t) + end joints Asphalt Milling and Hauling	\$ 157,000
Milling and Asphalt Resurfacing (100mm)	MR2	3.25m lanes -100mm Hot Mix Asphalt (\$140/t) + end joints Asphalt Milling and Hauling	\$ 288,000
Pulverize + Asphalt Resurfacing (50mm)	PR1	Pulverize, Grade and Compact (incl. water)	\$ 40,000
		50mm Granular A	\$ 35,250
		50mm Hot Mix Asphalt (\$140/t) + end joints, minor milling	\$ 111,500
		Shouldering + Driveways	\$ 13,000
		\$ 199,750	
Pulverize + Asphalt Resurfacing (100mm)	PR2	Pulverize, Grade and Compact (incl. water)	\$ 40,000
		50mm Granular A	\$ 35,250
		100mm Hot Mix Asphalt (\$130/t) + end joints, minor milling	\$ 207,000
		Shouldering + Driveways	\$ 12,750
		\$ 295,000	
Cold In-Place Recycling + Asphalt Resurfacing	CIP/R1	CIREAM 100mm + 3% AC	\$ 56,750
		50mm Hot Mix Asphalt (\$130/t) + Driveways + Shouldering	\$ 114,000
			\$ 170,750
Rural Reconstruction	RREC	Granular A	\$ 105,750
		Granular B	\$ 229,000

Activity	Activity Code	Activity Description	Unit Rate per km
		Excavation/Drainage (culverts, ditching, drains)	\$ 25,000
		Line Painting	\$ 5,000
		100mm Hot Mix Asphalt (\$130/t)	\$ 207,000
		Granular Shouldering (\$30/t) + 20% for Driveways	\$ 25,000
		Engineering, utilities, driveways, restoration	\$ 35,000
		\$ 631,750	
Urban Reconstruction	UREC	Excavation / Road Base	\$ 200,000
		Milling / Asphalt	\$ 300,000
		Drainage (Storm Sewers, Curb and Gutter)	\$ 500,000
		Eng. / Restoration / Utilities / Misc.	\$ 500,000.00
			\$ 1,500,000.00
Milling and Asphalt Resurfacing (50mm)	MR1 + 20%	3.25m lanes -50mm Hot Mix Asphalt (\$125/t) + Localized Underground Repairs	\$ 177,500
		Asphalt Milling and Hauling	
Surface Renewal Overlay (35mm)	Thin Lift Overlay	3.25m lanes -35mm Hot Mix Asphalt (\$140/t)	\$ 82,750

Road Network Replacement Value

Sustainable road network funding should replace infrastructure when it reaches its end of useful life. The required annual budget is directly related to the replacement value of the road network and its design life.

The cost to replace the road network is estimated to be **\$54,300,000**. This estimated value assumes a standard road cross section, but does not include the value of land, replacement of bridges, large culverts or sanitary and water services. Road improvements related to growth or development are also not included in this estimate.

“Best Case” Scenario - Road Resurfacing Plan

As with any Road Needs Study, it is important to provide the decision-makers with a program that considers the best-case approach of addressing the deficiencies within the existing road system. The best-case scenario often does not consider a Municipality’s existing budgetary limitations, which ultimately puts the ability for the Municipality to implement the plan at great risk due to the lack of funding necessary to implement the ideal plan.

The “Best-Case” Scenario prepared for North Dundas incorporates the following information and strategies:

- Condition review and rating
- Recent construction history
- Proposed work on adjacent road sections
- Reuse of existing road materials
- Preserving assets or holding investments to extend useful life

Based on the existing condition of the road network, the preferred application is a pulverization and resurfacing of all ‘hard’ road surfaces. Table 5 below illustrates proposed annual spending by project activity category under best-case conditions (e.g. budget can meet the demand). The prioritization of roads selected for pulverize-resurface were those in the ‘worst-condition’. Projected costs include an assumed 2% compound annual inflation rate beginning in 2025.

Table 5: Best Case Scenario

Year	Total	KM's Treated
2025	\$ 4,875,411	24
2026	\$ 2,108,439	11
2027	\$ 2,160,035	11
2028	\$ 3,473,351	17
2029	\$ 4,301,805	22
2030	\$ 1,849,382	9
2031	\$ 442,527	2
2032	\$ 7,668,203	38
2033	\$ 1,525,524	8
2034	\$ 4,091,995	21
Total	\$ 32,496,677	163

Through discussions with Township staff and understanding of the current needs throughout the Municipality, it is understood that this type of investment is not realistically achievable.

Recommended Plan – *Surface Renewal Overlay* Program

A realistic plan has been created for the Township of North Dundas which better addresses the major needs of the road network and presents an achievable budgetary goal for the municipality.

Generally, municipalities can expect to achieve a 15–20-year lifespan with hot mix roads (50mm thickness). A *Surface Renewal Overlay* plan will result in a reduced lifespan (e.g. 10-15 years); however this approach does significantly improve the overall strength of the existing roads, provides the capability to pave more kilometers at a reduced cost (when compared to 50mm thick lifts), and allows the Township to quickly address those roads that have high maintenance demands (patching), which frees up resources to complete other tasks.

The proposed plan includes the installation of minimum 35mm thick hot mix asphalt overlay (*Surface Renewal Overlay*), targeting 18 km paved in the first year and increasing a sustainable amount per year thereafter until the municipality reaches 22.5km paved per year.

This target will enable North Dundas to resurface all its existing hard surface roads within a 13-year period and provide the municipality with some financial capacity to overlay additional roads thereafter. The year-one investment is estimated to cost the municipality \$1,500,000. Table 6 illustrates the proposed budget and accomplishments (2024 dollars). Any additional roads that are desired (or designated via policy) to be hard surfaced, would require additional investment on top of the target budget. Alternatively, roads that do not meet the criteria for hard surface per the policy, should not be prioritized for treatment, rather converted to granular surface.

Table 6: Surface Renewal Overlay Plan¹

Year	Target km per year	Cumulative Km	Total Budget	Increase over previous
2025	18.0	18.0	\$ 1,485,000	--
2026	18.5	36.5	\$ 1,526,250	2.8%
2027	19.0	55.5	\$ 1,567,500	2.7%
2028	19.5	75.0	\$ 1,608,750	2.6%
2028	20.0	95.0	\$ 1,650,000	2.6%
2029	20.5	115.5	\$ 1,691,250	2.5%
2030	21.0	136.5	\$ 1,732,500	2.4%
2031	21.5	158.0	\$ 1,773,750	2.4%
2032	22.0	180.0	\$ 1,815,000	2.3%
2033	22.5	202.5	\$ 1,856,250	2.3%
2034	22.5	225.0	\$ 1,856,250	0.0%
2035	22.5	247.5	\$ 1,856,250	0.0%
2036	22.5	270.0	\$ 1,856,250	0.0%
Total	270		\$ 22,275,000	

¹ Budget of \$82,500 per kilometer paved (2024 dollars)

The above-noted program should focus on rural roads where there is better opportunity to realize cost-efficiencies and savings. Surface renewal overlays within North Dundas' villages should only be prioritized in conjunction with underground utility renewal. Alternative preservation treatments (e.g. micro-surfacing/ slurry seals) should be considered as “stop-gap” measures to hold the condition of existing surfaces.

Once this program is implemented, after year 3 (cumulative 55.5 km paved), it is anticipated that North Dundas will be able to start converting their existing hot-patching budget to a road preservation budget (e.g. crack sealing, slurry seal, micro-surfacing etc.). The targeted accomplishment for the Township's preservation program should lag three-years behind the resurfacing plan. For example, in 2028, the road preservation budget should target 18 km of work, and in 2029 the road preservation budget should target 18.5km of work.

Appendix A illustrates the proposed surface renewal overlay locations which achieve the target of 18km in 2025 and 18.5km in 2026. Although it is typical to provide a four-year overlay program as part of a road needs study, it is recommended that the Township hold off identifying roads beyond 2026 to further explore the opportunity for joint tendering with neighbouring municipalities (South Dundas, South Stormont, North Stormont), who have commenced or are considering similar surface renewal overlay programs. Given the condition of the existing road network, a minor 'refresh' of the road needs study in fall 2027 will allow staff to demonstrate the value of the above recommendations, provide a new Council with some information to help guide their decision-making, and better understand and implement joint tendering opportunities.

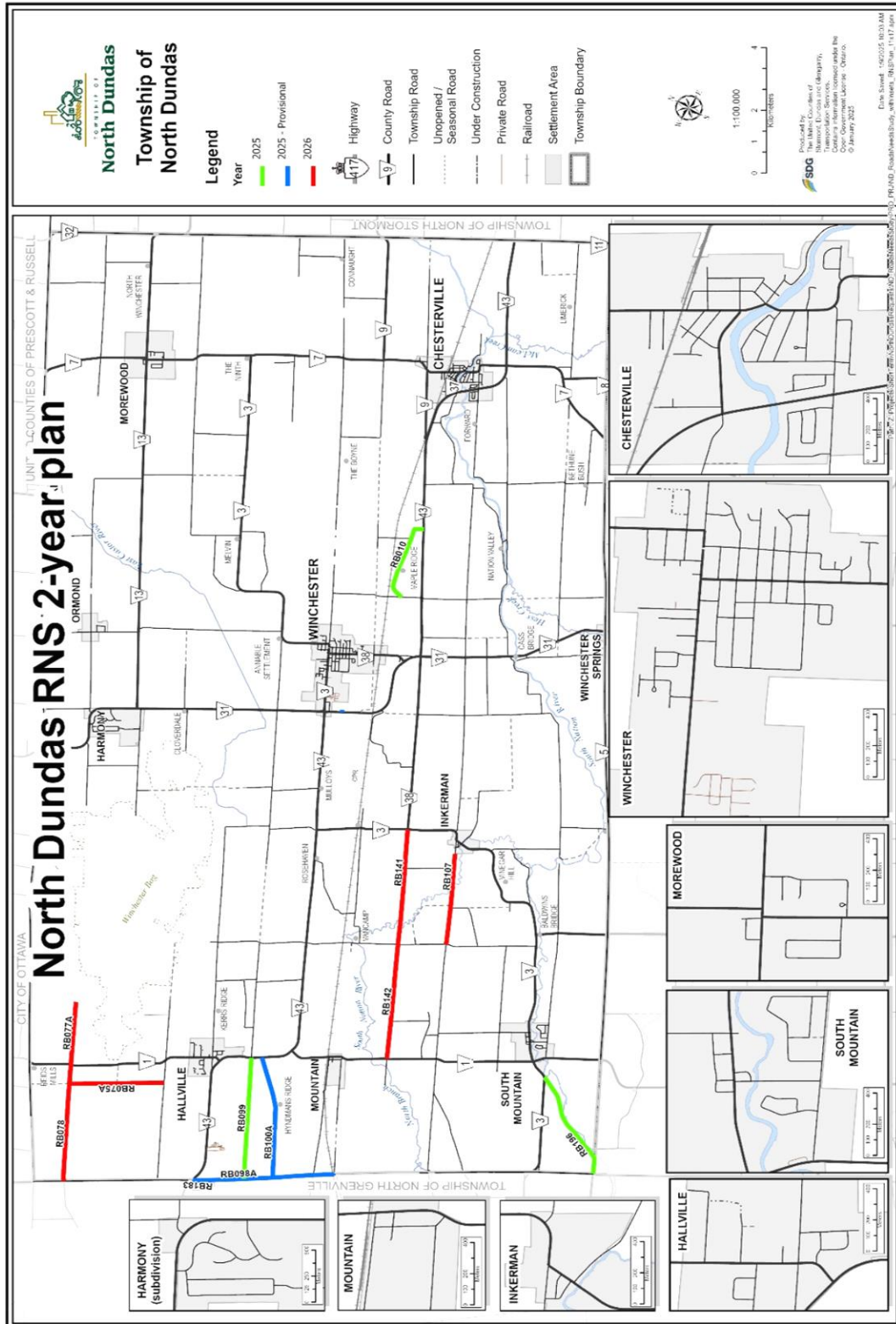
CONCLUSIONS

This report was prepared for the Township of North Dundas to provide a strategic plan for managing their current road infrastructure. Through proactive and well-informed decision-making, the Township of North Dundas can ensure minimal maintenance and provide road improvement within their network, ultimately benefiting the community and its long-term growth.

The report recommends the following:

1. That North Dundas commit to a minimum annual base funding of \$1,500,000 to facilitate a surface renewal overlay program of 18 kilometers per year (2024 dollars) with modest increases year-over-year to reach a sustainable target of 22.5 kilometers per year by 2033.
2. That North Dundas create a gravel roads policy to determine when roads would qualify for hot mix resurfacing versus granular surfacing.
3. That the 2027 surface renewal overlay locations be selected based on joint tendering opportunities with neighboring municipalities in order to take advantage of cost savings.
4. That a supplementary road inspection take place in fall 2027 to review the condition of the roads that were treated in 2025 through 2027 and confirm the locations for the subsequent four-year program.

APPENDIX A: RECOMMENDED SURFACE OVERLAY WORK – 2025 and 2026



APPENDIX B: ROAD CONDITION RATINGS (ENTIRE NETWORK)

Road Section Asset ID	Road Name	From Desc	To Desc	Length (km)	Surface Type	Total Condition Rating
RB279	Albert Street - Section 273	Ralph St.	Queen St. East	0.15	HCB	3.5
RB280	Albert Street - Section 274	Queen St.	Emma St.	0.18	HCB	4.1
RS324	Albert Street - Section 292	Clarence St.	Sesame St.	0.37	HCB	8.5
RS325	Albert Street - Section 293	Main St.	Victoria St.	0.21	HCB	4.8
RS326	Albert Street - Section 294	Victoria St.	Clarence St.	0.11	HCB	2.5
RB225	Alexander Street - Section 218	County Rd 3/Main	Dead End	0.23	HCB	3.2
RB074	Allen Road - Section 111	Belmeade Rd	French Settlement Road (Unmaintained)	1.10	G	0.0
RB075A	Allen Road - Section 112	French Settlement Rd	Loughlin Rd	2.80	LCB	22.4
RB152	Alyssa Cr. Section 24	County Rd 7	Thomas Drive around Alyssa Cr.	0.75	HCB	15.0
RB228	Annable Road - Section 221	Dufferin St.	Howard St.	0.20	HCB	4.6
RB198	Anne Street - Section 194	County Rd 38	Sesame St.	0.18	HCB	3.1
RB270	Armstrong Place - Section 263	Mary St.	Cul de Sac	0.11	HCB	2.8
RB043A	Armstrong Road - Section 39	Dead End	County Rd 31	3.40	HCB/LCB	71.4
RB231	Bailey Avenue - Section 224	Holmes St.	County Rd 3	0.39	HCB	9.8
RB116	Bailey Road - Section 171	Cameron Rd	Development Rd	1.80	G	0.0
RB051	Baker Road - Section 72	County Rd 31	River Rd	5.50	G	0.0
RS327	Baker Road - Section 295	Pemberton Rd	County Rd 31	1.80	HCB	12.6
RB066	Baldwin Road - Section 102A	Sandy Row Rd	0.1km South of Sandy Row Rd	0.10	G	0.0
RB295	Baldwin Road - Section 102B	0.1km South of Sandy Row Rd	Kirkwood Rd	1.80	G	0.0
RB052	Ball Road - Section 73	River Rd	County Rd 43	0.80	G	0.0
RB189	South Mountain Bank Street - Section 181	Maple St.	County Rd 3	0.10	HCB	1.7
RB298	Barkley Road - Section 170A	Bailey Rd	0.2km West of County Rd 3	1.30	G	0.0
RB115	Barkley Road - Section 170B	County Rd 3	0.2km West of County Rd 3	0.20	G	0.0
RB202	Beach Street - Section 198	County Rd 3	Victoria St.	0.14	HCB	5.5
RB012	Belanger Road - Section 066	County Rd 43	Maple Ridge Rd	0.60	LCB	8.4
RB016	Belanger Road - Section 067	Maple Ridge Rd	Boyne Rd	2.70	LCB	75.6

Road Section Asset ID	Road Name	From Desc	To Desc	Length (km)	Surface Type	Total Condition Rating
RB073A	Belmeade Road - Section 110	County Rd 31	County Rd 1	10.10	LCB	202.0
RB301	Belmeade Road - Section 110	County Rd 1	Dead End	1.70	LCB	66.3
RB044	Benson George Road - Section 46	County Rd 31	Dead End	1.30	G	0.0
RB158	Bisson Road - Section 33	Marionville Rd	Ormond Rd	1.50	LCB	58.5
RB087	Blaine Road - Section 131	Lillico Rd	Church Rd	1.80	G	0.0
RB050	Boundary (Mtn Twp) Road - Section 71	French Settlement Rd	Loughlin Ridge.	0.90	LCB	29.7
RB079	Boundary (Mtn Twp) Road - Section 116	Belmeade Rd	French Settlement Rd	3.70	LCB	92.5
RB171	Boundary (Mtn Twp) Road - Section 117	Loughlin Ridge Rd	County Rd 43	1.10	LCB	18.7
RB104	Boundary (Mtn Twp) Road - Section 156	Cameron Rd	Dead End	0.24	LCB	6.5
RB104A	Boundary (Mtn Twp) Road - Section 156A	Nation River Rd	Cameron Rd	4.90	G	0.0
	West Boundary Road - Section 150	Clarke Rd	N. Flesher Crescent	3.30	LCB	39.6
RB133	Boundary (Win-Fin Twp) Road - Section 53	1.6km North of Gibeault Rd	County Rd 13	1.90	LCB	66.5
RB045	Boundary (Win-Fin Twp) Road - Section 50	County Rd 9	Dead End	0.90	G	0.0
RB046A	Boundary (Win-Fin Twp) Road - Section 51	County Rd 9	Gibeault Road	2.40	LCB	74.4
RB047	Boundary (Win-Fin Twp) Road - Section 52	Gibeault Rd	1.6km North of Gibeault Rd	1.60	LCB	49.6
RB165	Boyne Road - Section 48	Town Limits	County Rd 7	9.00	LCB	216.0
RB258	Brannen Drive - Section 251	Industrial Dr.	75m East of Industrial Dr.	0.08	LCB	0.0
RB191	Bridge Street - Section 183	County Rd 3	Sandy Row Rd	0.50	LCB	11.0
RB163	Bridle Path - Section 44	Old Carriage Ln	Dead End	0.20	LCB	4.2
RB112	Brown's Road - Section 166	Guy Rd		0.50	G	0.0
RB004	Byers Road - Section 059			0.10	LCB	3.0
RB205	Caleb Street - Section 201	County Rd 38	Albert St.	0.20	LCB	7.4
RB103	Cameron Road - Section 155	County Rd 1	Boundary Rd	3.70	LCB	136.9
RB106	Cameron Road - Section 158	County Rd 1	Development Rd	3.70	LCB	136.9
RB107	Cameron Road - Section 159	Development Rd	0.2km West of Margaret St.	2.90	LCB	63.8

Road Section Asset ID	Road Name	From Desc	To Desc	Length (km)	Surface Type	Total Condition Rating
RB184	Cameron Road - Section 160	0.2km West of Margaret St.	County Rd 3	0.40	HCB	14.0
RB021	Carruthers Road - Section 019	County Rd 32	County Rd 7	4.00	LCB	96.0
RB070	Cass Bridge Road - Section 106	Pemberton Rd	County Road 31	2.60	G	0.0
RB242	Cass Crescent - Section 235	Clarence St.	Victoria St.	0.20	HCB	6.8
RB276	Casselman Street - Section 270	Water St.	Dead End	0.02	HCB	0.6
RB277	Casselman Street - Section 271	Water St.	Ralph St.	0.09	HCB	1.7
RB129	Cayer Road - Section 004	Castor River	County Rd 13	2.50	LCB	50.0
RB145	Cayer Road - Section 003	County Rd 3	Castor River	1.80	LCB	36.0
RB221	Centre Street - Section 214	North St.	Dufferin St.	0.11	HCB	1.8
RB222	Centre Street - Section 215	Dufferin St.	Queen St.	0.09	HCB	2.0
RB223	Centre Street - Section 216	Queen St.	County Rd 3	0.13	HCB	2.9
RB232	Christie Lane - Section 225	County Rd 3	Church St.	0.11	HCB	3.3
RS328	Christie Lane - Section 296	Fred St	Church St.	0.75	HCB	18.0
RB175	Christina Crescent - Section 122	St. John's St.	St. John St.	0.30	HCB	11.4
RB088A	Church Road - Section 132	County Road 43	Development Rd	3.70	HCB/LCB	129.5
RB285	Church Street - Section 280	County Rd 7	College St.	0.34	HCB	8.2
RB188	Church Street - Section 180	County Rd 3	Maple St.	0.10	HCB	1.7
	Church Street - Section 228	Cass St.	61m West of Cass St.	0.06	HCB	1.2
RB234	Church Street - Section 227	County Rd 38	Cass St.	0.25	HCB	5.5
RB236	Church Street - Section 229	61m West of Cass St.	Christie Ln.	0.41	HCB	9.8
RB207	Clarence Street - Section 203A	County Rd 38	Albert St.	0.20	HCB	3.4
RB208	Clarence Street - Section 203B	Albert St.	Dead End	0.22	HCB	5.1
RB240	Clarence Street - Section 233	County Rd 38	Louise St.	0.13	HCB	5.1
RB241	Clarence Street - Section 234	Louise St	100m West of Cass Dr.	0.27	HCB	5.9
RS329	Clarence Street - Section 297	150m West of Cass Dr.	Christine Ln.	0.16	HCB	5.9
RB096	Clark Road - Section 146	County Rd 1	0.475km West of County Rd 1	0.48	HCB	17.6
RB181	Clark Road - Section 147	0.475km West of County Rd 1	Railroad Crossing	0.60	HCB	22.2
RB182	Clark Road - Section 148	Railroad Crossing	Boundary Rd	2.70	HCB	99.9

Road Section Asset ID	Road Name	From Desc	To Desc	Length (km)	Surface Type	Total Condition Rating
RB132	Cloverdale Road - Section 45	County Rd 31	Dead End	1.30	HCB	27.3
RS330	Coleman Cr - Section 298	Shellian Ln.	Travis Tr.	0.26	HCB	7.8
RB286	College Street - Section 281	South St. West	May St.	0.18	HCB	4.1
RB287	College Street - Section 282	Mary St.	Church St.	0.35	HCB	8.1
RB288	College Street - Section 283	Church St.	Mill St.	0.54	HCB	10.3
RB007	Connaught Road - Section 049	SDG 7 Easterly	Finch/Winchester Boundary Road	4.00	LCB	140.0
RB038	Coulthart Road - Section 16	3.0km East of County Rd 7	Boundary Rd	1.00	LCB	35.0
RB131	Coulthart Road - Section 15	County Rd 7	3.0km East of County Rd 7	3.00	LCB	114.0
RS331	Country Lane - Section 299	Armstrong Rd	Lafortunate Dr.	0.63	HCB	23.9
RB028	Coyne Road - Section 055	Gibeault Rd	Connaught Rd	1.30	G	0.0
RB092	Crowder Road - Section 138	County Rd 43	Levere Rd	2.50	G	0.0
RB019	Crump Road - Section 058	County Road 7	Thibault Ct	0.20	HCB	0.0
RB019A	Crump Road - Section 058A	Laneway (1.6 km West)	Dead End	2.00	HCB	38.0
RB024	Dagenais Road - Section 020	County Road 7	Dead End	1.20	HCB	44.4
RB144	Dawley Drive - Section 001	County Rd 3	County Rd 43	0.50	HCB	11.5
RB089	Development Road - Section 133	Kerr's Ridge Rd	Dead End	0.20	G	0.0
RB140	Development Road - Section 134	Kerrs Ridge Rd	County Rd 43	2.70	LCB	62.1
RB178	Development Road - Section 135	County Rd 43	County Rd 3	6.85	HCB	150.7
RB009	Dillabough Road - Section 098	SDG 11	1100m west of SDG 11	1.10	HCB	42.9
RB192	Drew Drive - Section 184	Sandy Row Rd.	Georgian St.	0.30	HCB	6.0
RS332	Drew Drive - Section 300	Georgian St.	Sandy Row	0.65	HCB	25.4
RB294	Droppo Road - Section 95A	0.3km East of Forward Rd	0.5km West of County Rd 7	1.70	G	0.0
RB139	Droppo Road - Section 95B	County Rd 7	0.5km West of County Rd 7	0.50	HCB	19.5
RB062	Nesbitt Road - Section 92	Forward Rd	Dead End	0.30	HCB	11.7
RB218	Dufferin Street - Section 212A	Centre St.	Parmlat Entrance	0.04	HCB	1.4
RB229	Dufferin Street - Section 222	Dead End	Cul de Sac	0.32	HCB	7.4
RS333	Elizabeth Drive - Section 301	Erin Ave.	Forward Rd.	0.26	HCB	6.2
RB281	Emma Street - Section 275	Dead End	Albert St.	0.08	HCB	2.1

Road Section Asset ID	Road Name	From Desc	To Desc	Length (km)	Surface Type	Total Condition Rating
RB282	Emma Street - Section 276	Albert St.	County Rd 7	0.19	HCB	4.9
RS306	Erin Street - Section 290	Lori Ln.	Elizabeth Dr.	0.26	HCB	6.8
RB166	Falcone Lane - Section 68	County Rd 43	Cul de Sac	0.40	HCB	7.2
RB264	Faubert Avenue - Section 257	South St.	Thompson Rd	0.37	HCB	6.3
RB110	Fawcett Road - Section 164	County Rd 38	West of County Rd 31 (Start of Gravel)	2.00	G	0.0
RS334	Fawcett Road - Section 302	County Rd 31	West of County Road #31 (Start of Gravel)	1.00	G	0.0
RB159	Forest Hill Road - Section 40	County Rd 31	Dead End	0.60	HCB	24.0
RB169	Forward Road - Section 84	County Rd 43	2.8km West of County Rd 43	2.80	HCB	106.4
RB057	Forward Road S - Section 85	1.1km North of Nation Valley Rd	Nation Valley Rd	1.10	LCB	41.8
RB058	Forward Road S - Section 86	Nation Valley Rd	Nesbitt Rd	1.70	LCB	35.7
RS335	Forward Road - Section 303	Winchester Springs Rd	Nesbitt Rd	1.35	G	0.0
RB195	Francis Street - Section 187	Nationview Rd	Nationview Rd	0.30	HCB	4.5
RB252	Francis Street - Section 245	John St.	Joseph St.	0.07	HCB	1.5
RB253	Francis Street - Section 246	Joseph St.	County Rd 37	0.13	HCB	3.0
RB213	Fred Street - Section 207	County Rd 38	Community Centre	0.36	HCB	7.9
RB245	Fred Street - Section 238	Community Centre	Christie Lane	0.24	HCB	5.8
RS336	Fred Street - Section 304	County Rd 38	Dead End (East)	0.45	HCB	10.8
RB077A	French Settlement Road - Section 114	County Rd 1	East End	2.00	LCB	12.0
RB078	French Settlement Road - Section 115	County Rd 1	Boundary Rd	3.80	HCB	68.4
RB003	Frood Corners Road - Section 060	Loucks northerly	SDG 7	0.15	HCB	2.6
RB292	George Street - Section 288	Victoria St.	Mill St.	0.08	HCB	2.6
RB193	Georgian Street - Section 185	Drew Dr.	South Nation Way	0.15	HCB	3.0
RB026	Gibeault Road - Section 054	Boundary Rd	Dead End	1.30	G	0.0
RB127	Gillard's Lane - Section 279	County Road 7	Dead End	0.03	HCB	0.0
RB224	Gladstone Street - Section 217	County Rd 3	Dead End	0.35	HCB	7.4
RB217	Gordon Street - Section 211	Centre St.	Parmlat Entrance	0.04	HCB	0.8

Road Section Asset ID	Road Name	From Desc	To Desc	Length (km)	Surface Type	Total Condition Rating
RB014A	Gray Road - Section 064	0.3km W of Helmer Rd	0.7km E of Helmer Rd	1.00	LCB	17.0
RB069A	Guy Road - Section 105	County Rd 3	Pemberton Rd	3.70	LCB	40.7
RB111	Gypsy Lane - Section 165	County Rd 31	County Rd 38	1.82	G	0.0
RB040A	Harmony Road - Section 36	County Rd 31	Dead End	2.00	HCB	54.0
RB256	Harper Street - Section 249	Railroad Crossing	Cul de Sac	0.21	HCB	2.7
RB013	Helmer Road - Section 063	Maple Ridge Rd	Gray Rd	1.00	G	0.0
RB244	Henderson Crescent - Section 237	Louise St.	Louise St.	0.31	HCB	4.0
RB049	Hogoboam Road - Section 70	County Rd 31	Pemberton Rd	1.80	G	0.0
RB060	Hollister Road - Section 89	County Rd 5	County Rd 31	2.80	G	0.0
	Holmes Street - Section 223	Dead End East	Dead End West	0.14	HCB	3.5
RB248	Howard Street - Section 241	County Rd 7	Dead End	0.23	HCB	4.1
RB227	Howard Street - Section 220	County Rd 3	Dufferin St.	0.23	HCB	5.8
RB150	Hume Street - Section 22	Ralph St.	County Rd 13	0.25	HCB	9.8
RB249	Hummel Street - Section 242	County Rd 7	Dead End	0.24	HCB	7.4
RB100A	Hyndman Road - Section 152B	County Rd 43	West Boundary	3.90	LCB	78.0
RB257	Industrial Drive - Section 250	Queen St.	Railroad Crossing	0.4	HCB	6.8
RB143	Irish Headline Road - Section 190	County Rd 1	County Rd 16	4.00	LCB	116.0
RB042	Jennings Road - Section 38	Armstrong Rd	Dead End	0.30	HCB	0.0
RB071	Jennings Road - Section 107	County Rd 43	Spruit Rd	1.40	G	0.0
RB072	Jennings Road - Section 108	Spruit Rd	0.7km North of Spruit Rd	0.70	G	0.0
RB296	Jennings Road - Section 109	0.7km North of Spruit Rd	0.3km South of Armstrong Rd	4.15	G	0.0
RB250	John Street - Section 243	County Rd 7	Francis St.	0.15	HCB	2.0
RB251	John Street - Section 244	Francis St.	Dead End	0.08	HCB	1.0
RB254	Joseph Street - Section 247	County Rd 7	Francis St.	0.21	HCB	5.3
RB255	Joseph Street - Section 248	Francis St.	Harper St.	0.12	HCB	3.4
RB002	Kelly Road - Section 056	Connaught Rd	County Rd 9	1.20	G	0.0
RB176	Kelso Street - Section 123	County Rd 1	Dead End	0.10	HCB	2.1
RB177	Kerrs Ridge Road - Section 124	County Rd 43	0.3km East of County Rd 1/	0.70	HCB	26.6

Road Section Asset ID	Road Name	From Desc	To Desc	Length (km)	Surface Type	Total Condition Rating
RB081b	Kerrs Ridge Road - Section 125B	Development Rd 1	Riddell Rd	3.60	G	0.0
RB081a	Kerrs Ridge Road Section 125A	Lilico Rd	930m east of Development Rd	1.20	LCB	46.8
RS323	Kerrs Ridge Road - Section 291	0.3 km East of County Rd 1	Lilico Rd	2.10	HCB	0.0
RB272	King Street - Section 265	McMillan St.	Queen St. (SDG 7)	0.27	HCB	4.6
RB067	Kirkwood Road - Section 103	County Rd 5	Sandy Row Rd	1.50	G	0.0
RB029A	Kittle Road - Section 057	County Rd 7	Boyne Rd	3.70	LCB	29.6
RB020	Kyle Road - Section 018	County Rd 13	Carruthers Rd	1.30	G	0.0
RB063	Lafleur Road - Section 99	County Rd 3	Thompson Rd	1.60	G	0.0
RB161	Lafortune Drive - Section 42	Old Carriage Ln	Dead End	0.50	HCB	11.0
RB090	Levere Road - Section 136	Development Rd	County Rd 3	3.80	HCB	144.4
RB091	Levere Road - Section 137	County Rd 3	Dead End	0.70	G	0.0
RB093	Levere Road - Section 139	Development Rd	Dead End	0.10	G	0.0
RB085	Lillico Road - Section 129	County Rd 43	Church Rd	1.40	G	0.0
RB086	Lillico Road - Section 130	Church Road	Kerr's Ridge Rd	1.20	G	0.0
RB008	Limerick Road - Section 097	SDG 8 easterly	SDG 11	4.40	LCB	96.8
RB048	Link Road - Section 69	County Rd 31	Dead End	0.60	G	0.0
RB017	Liscumb Road - Section 002	County Rd 43	County Rd 3	2.30	LCB/HCB	52.9
RB162	Lori Elizabeth Street - Section 43	La Fortune Dr.	Dead End	0.30	HCB	7.8
RS338	Lori Lane - Section 306	Forward Rd.	Erin Ave.	0.27	HCB	9.5
RB001	Loucks Road - Section 062	SDG 7 Easterly	300m east of SDG 7	0.30	HCB	6.0
RB006A	Loucks Road - Section 061	300m east of SDG 7	Dead End	3.00	LCB	45.0
RB120	Lough Road - Section 175	Peppermill Rd	Cameron Rd	0.30	G	0.0
RB121	Lough Road - Section 176	Cameron Rd	0.4km North of County Rd 3	2.40	G	0.0
RB187	Lough Road - Section 177	0.4km North of County Rd 3	County Rd 3	0.40	HCB	10.0
RB080	Loughlin Ridge Road - Section 118	County Rd 1	East End	1.90	G	0.0
RB172	Loughlin Ridge Road - Section 118	Boundary Rd	County Rd 1	3.90	HCB	148.2
RB233	Louise Street - Section 226	Church St.	County Rd 3	0.11	HCB	3.5
RB243	Louise Street - Section 236	York St.	Clarence St.	0.36	HCB	13.3

Road Section Asset ID	Road Name	From Desc	To Desc	Length (km)	Surface Type	Total Condition Rating
RB243A	Louise Street - Section 236A	Victoria St.	York St. (220M)	0.21	HCB	5.9
RB206	MacDonald Crescent - Section 202	Dead End	Cul de Sac	0.13	HCB	2.9
RB164	Main/Boyne Road - Section 47	Ottawa St.	Town Limits	0.30	HCB	7.2
RB010	Maple Ridge Road - Section 065	Belanger Road	SDG 43	2.70	HCB/G	56.7
RB299	Maple Street - Section 178	Lough Rd	Scott Street	0.40	HCB	8.4
RB185	Margaret Street - Section 162A	Cameron St.	Sullivan St.	0.10	HCB	0.0
RB015	Marionville Road - Section 035	Spruce Dr.	County Rd 31	1.20	HCB	46.8
RB022	Marionville Road - Section 030	County Rd 32	Stevens Rd	1.50	LCB	58.5
RB023	Marionville Road - Section 031	Stevens Rd	County Rd 7	2.80	LCB	106.4
RB039	Marionville Road - Section 34	Bisson Rd	Rodney Lane	3.09	LCB	40.2
RB039A	Marionville Road - Section 34A	Rodney Lane	1.8 km West of Rodney Lane	1.80	HCB	70.2
RB039B	Marionville Road - Section 34B	1.8km West of Rodney Lane	Spruce Drive	0.63	HCB	24.6
RB157	Marionville Road - Section 32	Gregoire Rd	Bisson Rd	1.30	HCB	41.6
RB263	Martin Street - Section 256	Streeterpete Rd	South St.	0.08	HCB	1.9
RB269	Mary Street - Section 262	County Rd 7	College St.	0.32	HCB	9.3
RB173	Maurice Street - Section 120	County Rd 1	Cul de Sac	0.50	HCB	10.5
RB211	May Street - Section 206A	County Rd 38	Albert St.	0.20	HCB	4.0
RB212	May Street - Section 206B	Albert St.	Dead End	0.30	HCB	6.3
RB246A	May Street - Section 239	County Rd 38	Hospital Entrance	0.14	HCB	3.4
RB153	McConnell Court - Section 25	Hume St.	Cul de Sac	0.10	HCB	1.2
RB113	McIntosh Road - Section 168	County Rd 3	2.5km West of Pemberton Road	2.50	G	0.0
RB297	McIntosh Road - Section 167	Pemberton Rd	2.5km West of Pemberton Road	2.70	G	0.0
RB105A	McIntyre Road - Section 157	Boundary Rd	Cameron Road	2.80	LCB	53.2
RB027	McLaughlin Road - Section 017	Coulthart Rd	County Road 13	1.50	G	0.0

Road Section Asset ID	Road Name	From Desc	To Desc	Length (km)	Surface Type	Total Condition Rating
RB031A	McMillan Road - Section 094	Forward Rd	County Road 7	1.80	LCB	57.6
RB271	McMillan Street - Section 264	County Rd 7	King St.	0.12	LCB	1.8
RB154	Merkley Place - Section 26	Ralph St.	Cul de Sac	0.10	HCB	3.2
RB041A	Merkley Road - Section 37	Harmony Rd	Armstrong Rd	1.50	LCB	54.0
RB260	Michael Street - Section 253	South St. West	Streeterpete Rd	0.08	HCB	2.0
RB190	Mill Street - Section 182	County Rd 3	Bridge St.	0.15	HCB	5.9
RB156	Mill Street - Section 28	County Rd 13	County Rd 13	0.25	HCB	5.3
RB289	Mill Street - Section 284	College St.	George St.	0.23	HCB	5.8
RB290	Mill Street - Section 285	George St.	Victoria St.	0.16	HCB	4.0
RB114	Moore Road - Section 169	Timmins Rd	County Rd 3	2.00	G	0.0
RB109	Mulloy Road - Section 163	Cameron Rd	Van Camp Rd	1.40	G	0.0
RB196	Nation River Road - Section 188	County Rd 3	Boundary Rd	3.60	LCB	43.2
RB056	Nation Valley Road - Section 81	Bridge Westerly	Dead End	1.00	G	0.0
RB136	Nation Valley Road - Section 82	River Rd	1.0km East of River Rd	1.00	LCB	12.0
RB137	Nation Valley Road - Section 83	1.0km East of River Rd	Forward Rd	4.50	HCB	162.0
RB194	Nationview Drive - Section 186	Sandy Row Rd	Francis Rd	0.30	HCB	4.5
RB118	Nelson Road - Section 173	Development Rd	County Rd 1	3.70	G	0.0
RB119	Nelson Road - Section 174	County Rd 1	Dead End	0.20	G	0.0
RS339	Nesbitt Road - Section 307	Webb Rd	Forward Rd	3.70	HCB	129.5
RB138	Nesbitt Road - Section 90	County Rd 31	Webb Rd	1.40	LCB	23.8
RB125	North Street - Section 213A	Centre St.	70m East of Centre	0.07	HCB	1.1
RB220	North Street - Section 213B	70m West of Centre St.	Ottawa Street (SDG 3)	0.05	HCB	1.2
RB036	North Wing Road - Section 13	County Rd 3	Thompson Rd	2.30	G	0.0
RB101	Norton Road - Section 153	Van Camp Rd	Pepperville Rd	1.20	G	0.0
RB076	Observatory Road - Section 113	County Rd 1	Allen Road (unmaintained)	0.60	G	0.0
RB160	Old Carriage Lane - Section 41	Forest Hill Rd.	County Rd 31	1.00	HCB	10.0
RB018	Ormond Road - Section 10A	Bisson Rd	County Rd 13	3.30	G	0.0

Road Section Asset ID	Road Name	From Desc	To Desc	Length (km)	Surface Type	Total Condition Rating
RB147	Ormond Road - Section 008	County Rd 31	Rodney Rd	2.60	HCB	31.2
RB148	Ormond Road - Section 009	Rodney Rd	Bisson Rd	3.20	HCB	115.2
RB262	Pauline Street - Section 255	Streeterpete Rd.	45m South of Streeterpete Rd.	0.05	HCB	1.6
RB064	Pemberton Road - Section 100	County Rd 43	Sandy Row Rd	4.00	G	0.0
RB102	Pepperville Road - Section 154	County Road 1	Dead End	1.80	G	0.0
RB200	Quart Court - Section 196	Sesame St.	Cul de Sac	0.09	HCB	2.0
RB215	Queen Street East - Section 209	County Rd 3	Dead End	0.18	HCB	0.0
RB216	Queen Street East - Section 210	County Rd 3	Centre St.	0.19	HCB	6.8
RB283	Queen Street East - Section 277	Albert St.	King St.	0.07	HCB	1.8
RB284	Queen Street East - Section 278	King St.	County Rd 7	0.12	HCB	2.8
RB168	Queen Street West - Section 75	River Rd	County Rd 43	0.40	HCB/LCB	4.0
RB167	Queensway Road - Section 74	County Road 43	River Rd	0.30	HCB	6.9
RB055	Rae Road - Section 80	County Rd 43	River Rd	2.40	G	0.0
RB278	Ralph Street - Section 272	King St.	Albert St.	0.11	HCB	2.5
RB149	Ralph Street - Section 21	County Rd 13	Hume St.	0.50	HCB	19.5
RB082	Riddell Road - Section 126	Kerrs Ridge Rd	County Rd 43	2.90	G	0.0
RB053	River Road - Section 77a	River Road at Ball Rd	2.7 km from Ball Rd	1.70	LCB	10.2
RB053b	River Road - Section 77b	1.0km West of Queen St.	Nation Valley Rd	2.80	LCB	16.8
RB134	River Road - Section 76	Queen St. West	1.0km West of Queen St.	1.00	LCB	14.0
RB135	River Road - Section 78	Nation Valley Rd.	County Rd 31	3.80	LCB	57.0
RB267	Riverside Drive - Section 260	South St. East	South St. East	0.28	HCB	7.6
RB130	Rodney Lane - Section 005	County Rd 13	Ormond Rd	1.40	LCB	40.6
RB146A	Rodney Lane - Section 006	Ormond Rd	Marionville Rd	1.40	LCB	37.8
RB095	Ronson Road - Section 145	Simms St.	Dead End	2.10	HCB	77.7
RB097B	Ronson Road - Section 145	Boundary Rd	Dead End	0.70	LCB	0.0
RB065	Sandy Row Road - Section 101	Pemberton Rd	Closed Bridge	4.70	G	0.0

Road Section Asset ID	Road Name	From Desc	To Desc	Length (km)	Surface Type	Total Condition Rating
RB123	Sandy Row - Section 191	County Rd 16	Dead End	2.20	G	0.0
RB124	Sandy Row - Section 192	County Rd 16	1.2km East of County Rd 1	2.90	G	0.0
RB197	Sandy Row Road - Section 193	2.9km West of County Rd 16	County Rd 1	1.20	HCB	16.8
RB186	Sarah Street - Section 162B	Sullivan St.	County Rd 3	0.10	HCB	2.3
RB300	Scott Street - Section 179	County Rd 3	Maple St.	0.50	HCB	9.5
RB199	Sesame Street - Section 195	Anne St.	Winchester Albert St.	0.30	HCB	4.8
RB099	Shaw Road - Section 152A	Boundary Rd	County Rd #43	3.90	LCB	46.8
RB030	Shay Road - Section 093	Forward Rd	Dead End	0.80	HCB	31.2
RS340	Shellian Ln - Section 308	Coleman Cr. 1	Travis Tr.	0.10	HCB	3.3
RS341	Shellian Ln - Section 309	County Rd 1	Coleman Cr.	0.10	HCB	3.3
RS305	Sherrer Way - Section 289	County Rd 38	Dead End	0.20	HCB	5.0
RB179A	Simms Street - Section 143	County Rd 1	Clarke Rd	0.40	HCB	9.2
RB117	Simzer Road - Section 172	Development Rd	Dead End	0.10	G	0.0
RS342	Silver Fox Court - Section 310	Rodney Ln.	Cul-De-Sac	0.62	HCB	16.1
RS343	Silver Fox Court - Section 311	Rodney Ln.	North End	0.40	G	0.0
RS344	South Nation Way - Section 312	Georgian St.	Drew Drive	0.25	HCB	9.3
RB266	South Street East - Section 259	County Rd 7	Dead End	0.23	HCB	5.3
RB259	South Street West - Section 252	County Rd 43	Main St.	0.56	HCB	14.0
RB035	South Wing Road - Section 12	County Rd 3	County Rd 3	2.60	G	0.0
RB011	Spruce Drive - Section 007	Marionville Rd	Ormond Rd	1.30	LCB	24.7
RB083	Spruit Road - Section 127	Development Rd	2.6km East of Development Rd	2.60	G	0.0
RB084	Spruit Road - Section 128	2.6km East of Development Rd	County Road 31	5.00	HCB	80.0
RB174	St. John's - Section 121	County Rd 1	Dead End	0.30	HCB	11.4
RB005	St. Mary's Road - Section 096	Limerick Road northerly	SDG 7	0.40	G	0.0
RB034	Steen Road - Section 10B	County Rd 13	Thompson Road	1.50	G	0.0
RS345	Steen Road - Section 313	Thompson Road	County Rd 3	1.50	G	0.0
RB155	Steinburg Court - Section 27	Ralph St.	Cul de Sac	0.20	HCB	5.2

Road Section Asset ID	Road Name	From Desc	To Desc	Length (km)	Surface Type	Total Condition Rating
RB025	Stevens Road - Section 029	Carruthers Rd	Marionville Rd	1.70	G	0.0
RB261	Streeterpete Road - Section 254	Michael St.	Pauline St.	0.35	HCB	8.8
RB108	Sullivan Street - Section 161	County Rd 3	Margaret St.	0.20	G	0.0
RB054	Summers Road - Section 79	Baker Road	County Rd 43	1.30	G	0.0
RS346	Tabitha Crescent - Section 314	Lori Ln.	Lori Ln.	0.48	HCB	11.5
RS347	Thibault Ct - Section 315	Crump Rd 7	Dead End	0.60	HCB	7.8
RB151	Thomas Dr - Section 23	Alyssa Cr.	Moffat St/Cty Rd 7.	0.25	HCB	5.3
RB037	Thompson Road - Section 14	County Rd 3	County Rd 7	7.20	G	0.0
RB265	Thompson Road - Section 258	Faubert Ave.	Cul de Sac	0.33	HCB	4.3
RB068	Timmins Road - Section 104	Sandy Row Rd	County Rd 3	2.10	G	0.0
RS348	Travis Trail - Section 316	Coleman Cr.	South End	0.07	HCB	2.2
RS349	Travis Trail - Section 317	Kerr's Ridge	Shellian Ln.	0.12	HCB	3.7
RS350	Travis Trail - Section 318,	Shellian Ln.	Coleman Cr.	0.16	HCB	5.0
RB180	Van Allen Street - Section 144	County Rd 1	Dead End	0.20	HCB	4.8
RB094	Van Camp Road - Section 142	County Rd 1	Dead End	0.90	G	0.0
RB142	Van Camp Road - Section 141	Development Rd.	County Rd 1	3.70	LCB	0.0
RS351	Van Camp Road - Section 319	Development Rd.	County Rd 3	3.70	LCB	77.7
RB291	Victoria Street - Section 287	County Rd 7	College St.	0.34	HCB	6.1
RB203	Victoria Street - Section 199	Albert St.	Cul de Sac	0.34	HCB	4.8
RB204	Victoria Street - Section 200	Albert St.	County Rd 38	0.20	HCB	2.8
RB237	Victoria Street - Section 230	Church St.	205m East of Church St.	0.21	HCB	3.6
RB238	Victoria Street - Section 231	205m East of Church St.	Louise St.	0.21	HCB	4.0
RB239	Victoria Street - Section 232	Louise St.	County Rd 38	0.14	HCB	2.9
RB122	Wallace Road - Section 189	Dead End	Nation River Rd	0.10	LCB	2.6
RB126	Water Street - Section 269	Dam	Dead End	1.30	G	0.0
RB274	Water Street - Section 267	County Rd 7	220m SE of County Rd 7	0.22	HCB	3.7
RB275	Water Street - Section 268	220m SE of County Rd 7	Dam	0.09	HCB	2.8

Road Section Asset ID	Road Name	From Desc	To Desc	Length (km)	Surface Type	Total Condition Rating
RB032	Webb Road - Section 091B	Nesbitt Rd.	Dead End	1.10	G	0.0
RB061	Webb Road - Section 091A	Nesbitt Rd.	Winchester Springs Road	1.40	G	0.0
RB226	Whitney Street - Section 219	County Rd 3	Dead End	0.11	HCB	2.3
RB214	Wichers Way - Section 208	Fred St.	May St.	0.13	HCB	3.3
RB268	William Street - Section 261	County Road 7	Dead End	0.19	HCB	4.9
RB059	Winchester Springs Road - Section 87	Forward Rd.	Gary Rd	2.00	G	0.0
RB170	Winchester Springs Road - Section 88	Gary Rd.	County Rd 31	2.90	HCB	63.8
RS337	Industrial Ave - Section 305	County Rd 31	Dead End	0.06	HCB	0.0
RS352	Wintonia Dr. - Section 320	St Lawrence St.	James St.	0.25	HCB	6.0
RB209	York Street - Section 204	St. Lawrence St.	Albert St.	0.18	HCB	4.0
RB210	York Street - Section 205	Albert St.	Cul de Sac	0.18	HCB	4.1
RB247	York Street - Section 240	County Rd 38	Hospital Entrance	0.14	HCB	5.5
	Winfield Ave	dead end easterly	Bailey	0.05	HCB	1.3
				410.61		15.562

APPENDIX C: ROAD SECTIONS RATED “POOR”

