Municipality of Lakeshore
Regular Council Meeting Agenda

Tuesday, November 4, 2025, 6:00 PM
Council Chambers, 419 Notre Dame Street, Belle River

Pages

1. Call to Order

2. Closed Session

3. Singing of O Canada

4. Land Acknowledgement

5. Moment of Reflection

6. Disclosures of Pecuniary Interest

7. Recognitions

8. Announcements by Mayor

9. Public Meetings under the Municipal Act, 2001

    1. Section 357, Municipal Act Tax Adjustments 6

        Recommendation:
        Authorize the reduction of taxes under section 357 of the *Municipal Act, 2001* totaling $5,304.70 for adjustments affecting the 2023, 2024, and 2025 taxation years, as presented at the November 4, 2025 Council meeting.

10. Public Meetings under the Planning Act

1. Official Plan and Zoning By-law Amendments to permit up to four residential dwelling units as of right, Housing Accelerator Fund Initiative 8 9

Recommendation:
Adopt Official Plan Amendment No. 22 (OPA-02-2025) and Zoning By-law Amendment (ZBA-08-2025) to amend the Municipality of Lakeshore's policies and regulations with the effect of permitting up to four residential units on a single lot within fully serviced urban residential and mixed use areas of the Municipality; and

Direct the Clerk to read By-laws 81-2025 (OPA-02-2025) and 82-2025 (ZBA-08-2025) during the Consideration of By-laws, all as presented at the November 4, 2025 Council meeting.

1. Lakeshore Horizons 20

11. Public Presentations

12. Delegations

1. 2025 Road Needs Study 33

Recommendation:
Endorse the 2025 Road Needs Study as presented at the November 4, 2025 Council Meeting.

1. R.J. Burnside & Associates Limited 179

2. Energy Conservation and Demand Management (ECDM) Plan 198

Recommendation:
Direct the Clerk to read By-law 79-2025 to adopt an Energy Conservation and Demand Management (ECDM) Plan, 2024-2028 completed by Aladaco Consulting Inc. dated September 26, 2025 as required under O. Reg. 25/23; and

Direct Administration to bring forward the recommended projects in future budget years for funding, all as presented at the November 4, 2025 Council meeting.

1. Aladaco Consulting 203

13. Completion of Unfinished Business

14. Approval of Minutes

Recommendation:
Approve minutes of the previous meeting as listed on the Consent Agenda.

1. October 21, 2025 Regular Council Meeting Minutes 215

15. Consent Agenda

Recommendation:
Receive the items as listed on the Consent Agenda.

1. Ministry of Municipal Affairs and Housing - Municipality of Lakeshore Official Plan Amendment 18 Provincial One Window Comments 220

2. Community Planning Division Quarterly Status Update – Q2 and Q3 2025 226

3. Approach to Designating Properties Listed on the Municipal Register 231

4. Assessment of Bill 17 (Protect Ontario by Building Faster and Smarter Act, 2025) 245

16. Reports for Direction

1. Tender Award – East Branch of Big Creek Drain - Maintenance 252

Recommendation:
Award the Tender for East Branch of Big Creek Drain Brushing to Monden Excavating Ltd. for a total project cost of $105,830.40, including applicable HST, as presented at the November 4, 2025 Council Meeting.

2. Tender Award – 2025 Streetlight Wiring Replacement Project (Flanders Subdivision) 255

Recommendation:
Award the tender for the 2025 Street Light Wiring Replacement Project to Field Electrical Contractors Inc in the amount of $125,561.66, including applicable HST; and

Direct Administration to reallocate the remaining funds of $69,284.20 to complete the Streetlight Wiring Replacement in North Woodslee along County Road 46 from County Road 27 west to Oriole Park Drive, as presented at the November 4, 2025 Council meeting.

3. 2026 - 2027 Winter Control Contract - Two (2) Year Extension 258

Recommendation:
Award a contract extension for Winter Control for snow plowing and salting to Landscape Effects Group for a period of two (2) years commencing on December 1, 2025 and continuing to December 1, 2027, in the amount of up to a maximum of $31,143.65 per event, including applicable HST, as presented at the November 4, 2025 Council meeting.

4. Housing Accelerator Fund, Initiative 2, County Road 22 Corridor Study – Background Report 261

Recommendation:
Direct Administration and the Horizons Team to proceed with the next steps in the County Road 22 Corridor Strategy update to implement Initiative 2 of the Housing Accelerator Fund program, as presented at the November 4, 2025 Council meeting.

5. Lakeshore Community Benefit Fund Grant Applications for 2025 295

Recommendation:
Direct Administration to process the Lakeshore Community Benefit Fund Grant Applications for applications # _____ to a maximum per application of $5,000, as presented at the November 4, 2025 Council meeting.

17. Notices of Motion

1. Councillor Ruston - Speed Sign on Oriole Park 380

Recommendation:
Direct Administration to move the 40km/h speed sign on Oriole Park from the current position to approximately 200 feet west of the intersection at Mullins Drive and Hawthorne.

2. Councillor Ruston - Tree Plan 381

Recommendation:
Direct Administration to explore opportunities to work with the Essex Region Conservation Authority (ERCA) on a tree plan, with an initial report on estimated costs and ERCA services to be brought back to Council in January 2026. The plan should include but not be limited to tree nurseries, wind breaks and general tree planting.

18. Reports from County Council Representatives

19. Report from Closed Session

20. Consideration of By-laws

Recommendation:
By-law 67-2025 be read a third time and adopted; and

By-laws 76-2025, 77-2025, 79-2025, 80-2025, 81-2025 and 82-2025 be read and passed in open session on November 4, 2025.

1. By-law 67-2025, Being a By-law for the Bridge over the 11th Concession Branch of the Alexander Drain in the Municipality of Lakeshore 382

2. By-law 76-2025, Being a By-law to Delegate Authority for the Declaration of Significant Weather Events 385

3. By-law 77-2025, Being a By-law to Confirm the Proceedings of the October 21, 2025 Council Meeting 386

4. By-law 79-2025, Being a By-law to Adopt an Energy Conservation and Demand Management Plan 387

5. By-law 80-2025, Being a By-law to Amend By-law 34-2019 (Appointment By-law) 449

6. By-law 81-2025, Being a By-law to adopt OPA No. 22 to the Lakeshore Official Plan (Municipality of Lakeshore) 455

7. By-law 82-2025, Being a By-law to amend By-law 2-2012, Zoning By-law for the Municipality of Lakeshore (ZBA-08-2025) 459

21. Non-Agenda Business

22. Addendum

23. Adjournment

Recommendation:
Adjourn the meeting at ___ PM.

Municipality of Lakeshore – Report to Council

Corporate Services

Accounting and Revenue

To:	Mayor and Members of Council
From:	Rebecca Watkins, Team Leader - Revenue
Date:	October 6, 2025
Subject:	Section 357, Municipal Act Tax Adjustments

Recommendation

Authorize the reduction of taxes under section 357 of the *Municipal Act, 2001* totaling $5,304.70 for adjustments affecting the 2023, 2024, and 2025 taxation years, as presented at the November 4, 2025 Council meeting.

Background

Under section 357 of the *Municipal Act, 2001*, ratepayers may make application to the municipality for adjustments to property taxes as a result of changes to the property which affect the assessed value. Such changes may include demolition of structures, assessment office clerical errors, reduced space used for business, properties becoming exempt, etc.

Strategic Objectives

This report does not relate to a strategic objective, however the approval sought through this report is an annual requirement of the *Municipal Act, 2001*.

Comments

Administration has reviewed all applications received and the properties meeting the requirement under section 357 of the *Municipal Act, 2001* to receive property tax adjustments are listed in the attached Schedule “A”.

Administration is supportive of the Municipal Property Assessment Corporation’s revised assessment amounts and Administration recommends approving the adjustment to taxes.

Others Consulted

The Municipal Property Assessment Corporation provided assessment information to assist in adjustment calculations.

Financial Impacts

The tax reduction breakdown are as follows:

Municipal portion: $2,633.36
County portion: $2,086.01
Education portion: $585.33

Total: $5,304.70

The municipal portion of the cost is charged to the Corporate Accounts budget centre, Property Tax Write-offs Expense account, and the garbage fee reductions ($nil) are charged to the Solid Waste budget centre.

Attachments

Schedule A – S.357 Applications – Eligible Properties for Tax Adjustments.

Report Approval Details

Document Title:	Section 357 Adjustments - November 2025.docx
Attachments:	- Schedule A - S.357 Applications - Eligible Properties for Tax Adjustments.pdf
Final Approval Date:	Oct 28, 2025

This report and all of its attachments were approved and signed as outlined below:

Prepared by Rebecca Watkins

Submitted by Justin Rousseau

Approved by the Corporate Leadership Team

Schedule A - S. 357 Applications - Properties Eligible for Tax Adjustments

Roll #	Location of Property	Year	Class	Reduction	Municipal Tax	County Tax	Education Tax	Garbage	Total Tax Writeoff	Reason
3751 510 000 11650	2143 COUNTY RD 46	2025	RT	7,000	37.27	29.75	8.13	-	75.15	Barn Demolition
3751 740 000 19700	9478 ST CLAIR RD	2024	RT	128,000	114.65	90.73	25.68	-	231.06	House Demolition
3751 740 000 19700	9478 ST CLAIR RD	2025	RT	128,000	898.11	716.80	195.84	-	1,810.75	House Demolition
3751 900 000 12700	6424 MAIN ST	2025	RT	52,500	287.63	229.56	62.72	-	579.91	House Demolition
3751 410 000 00100	353 LAKEVIEW DR	2023	RT	128,000	421.47	327.34	97.12	-	845.93	Cottage Demolition
3751 410 000 00100	353 LAKEVIEW DR	2024	RT	128,000	874.23	691.83	195.84	-	1,761.90	Cottage Demolition
					2,633.36	**2,086.01**	**585.33**	**-**	**5,304.70**	

Municipality of Lakeshore – Report to Council

Development Services

Planning Services

To: Mayor and Members of Council

From: Matt Alexander, Planning Consultant (WSP)

Date: October 28, 2025

Subject: Official Plan and Zoning By-law Amendments to permit up to four residential dwelling units as of right, Housing Accelerator Fund Initiative 8

Recommendation

Adopt Official Plan Amendment No. 22 (OPA-02-2025) and Zoning By-law Amendment (ZBA-08-2025) to amend the Municipality of Lakeshore's policies and regulations with the effect of permitting up to four residential units on a single lot within fully serviced urban residential and mixed use areas of the Municipality.

Direct the Clerk to read By-laws 81-2025 (OPA-02-2025) and 82-2025 (ZBA-08-2025) during the Consideration of By-laws, all as presented at the November 4, 2025 Council meeting.

Strategic Objectives

This report does not relate to a strategic objective. However, the Municipality of Lakeshore is committed to enabling housing development through improving planning approval times, leveraging federal and provincial funding, and ensuring efficient implementation of Initiatives under the Housing Accelerator Fund, Round 2 (HAF2).

Background

In 2023, the federal government launched the $4-billion Housing Accelerator Fund (HAF), which provides funding to local governments to support initiatives that remove barriers to housing supply, accelerate the growth of supply and support the development of equitable, affordable, low-carbon and climate-resilient communities.

At its August 15, 2023 meeting, through resolution #240-08-2023, Council supported in principle the draft Lakeshore Housing Action Plan as a component of the Municipality's HAF application which was submitted in 2023. Lakeshore was not successful in its first application for HAF funding.

CMHC requested applications for further HAF funding with the requirement to commit to implementing bylaws for 4 units as-of-right in the updated action plan.

On September 3, 2024 Council passed Resolution# 273-09-2024 which stated:

> Whereas a formal partnership is developing with Center for Cities;
>
> And whereas new areas will be built empowering the municipal-developer approach;
>
> And whereas current infrastructure in the Municipality of Lakeshore is strained;
>
> And whereas investments in infrastructure will determine what gets built and where;
>
> And whereas intentional growth allows Lakeshore to take control of the process;
>
> And whereas 4 requirements are needed to consider 4 units that include design, demand, site and financial;
>
> Now therefore, Council approve Option #1 as presented at the August 13, 2024 Council meeting and further considered at the September 3, 2024 Council meeting, to commit to implementing a Zoning By-law Amendment for 4 units as-of-right; direct Administration to amend the Housing Action Plan and direct Administration to apply for the Housing Accelerator Fund funding.

The Municipality engaged WSP to prepare amendments to the Official Plan and Zoning By-law to implement the direction above. WSP reviewed the Official Plan for policies that could preclude the development of four units on fully serviced urban lands designated residential and mixed use. WSP also reviewed the Zoning By-law to identify regulations to be amended to permit up to four units as of right.

The recommended amendments would have the effect of permitting up to four residential dwelling units on a single lot within fully serviced areas of the Municipality designated residential, hamlet, waterfront and mixed-use. Policies and regulations related to natural heritage conservation, hazard lands, servicing requirements, heights and setbacks, land use compatibility, building code, fire code, or other general policies would continue to apply.

The recommended changes would allow a lot with a single-detached dwelling to add up to three additional residential units within the main building and/or as detached accessory building(s) subject to other requirements. A lot with a semi-detached dwelling or duplex would be permitted to add up to two additional residential units. A lot with a triplex would be permitted to add one additional residential unit. A lot with a fourplex would not be permitted to add more residential units to the lot.

The areas of the Municipality with full municipal services, or planned to have full services, are identified in Table 7.1 of the Official Plan. These include the following Urban, Hamlet, Waterfront and Urban Fringe Areas: Belle River, Comber, Lighthouse Cove, Maidstone, Stoney Point/Pointe-Aux-Roches, North and South Woodslee, Rochester Place/Deerbrook, St. Joachim, Belle River Strip, Ruscom River Strip, Puce River Strip, various unnamed Settlement Areas along the Lake St. Clair shoreline,

Essex Fringe and Tilbury Fringe. Some of these areas have servicing challenges and cannot accommodate new development. The recommended amendments will not override the requirement for adequate municipal servicing.

The recommended changes will help implement the Lakeshore Housing Action Plan and fulfil Council's commitment to permit up to four lots as-of-right. Initiative 8 of the HAF project agreement identifies: Gentle Density through OP and Zoning By-law Updates to implement 4 Units as-of-right in all residential zones.

Comments

Recommended Official Plan Amendment

The Lakeshore Official Plan generally encourages infill and intensification throughout serviced urban areas designated Residential and Mixed-Use. The land use policies for these areas and designations do not place a limit on the number of residential dwellings that may be permitted on a single lot, however there are policies that indicate that infill and intensification will only be permitted where the development is compatible with the "density" and "character" of surrounding existing uses. These policies could be interpreted as contrary to the commitment to allow four units as of right. A minor amendment to remove the references to density and character are proposed.

Section 4.3.1.6 of the Official Plan addresses Accessory Residential Dwellings. Under the current policy, only one accessory residential dwelling is permitted on a single lot, subject to a zoning by-law amendment, site plan agreement or other conditions. To meet Council's commitment, it is recommended that this policy be amended to permit up to three accessory residential dwelling units on a single lot with no requirement for a zoning by-law amendment, site plan agreement or other conditions. Other policies related to servicing, parking, etc. will continue to apply.

Section 6.4 of the Official Plan provides policies for the Waterfront designation. Policy 6.4.1 a) limits development to a single residential unit on a lot suitably sized to accommodate appropriate servicing. This would exclude lots within fully serviced waterfront areas, as identified in Table 7.1, from accommodating four units as of right. It is recommended that the following be added as a new policy 6.4.1 g):

> In areas identified in Table 7.1 as having full municipal water and sewage services, up to four residential units may be permitted within the Waterfront designation, subject to other policies of this plan.

Zoning By-law

The Municipality of Lakeshore Zoning By-law 2-2012 includes provisions for up to two additional dwelling units per lot accessory to a single-detached, semi-detached and townhouse dwellings. The recommended amendment would update this to three additional residential units, and add provisions to allow semi-detached, duplex, triplex and fourplex dwellings in fully serviced municipal zones. Minimum lot area, frontage and

cover provisions are recommended to be updated, applying standards from the R2 zone to the R1 and HR zones. The following summarizes key changes that are proposed.

Section 6.7 of the Zoning By-law provides general provisions for Additional Residential Units. Currently, a maximum of two additional residential dwelling units are permitted per lot as an accessory use to a single-detached, semi-detached, or townhouse dwelling. It is proposed that this be increased to three to bring the maximum number of dwelling units up to four, in accordance with the commitment made by Council. It is also recommended that additional residential dwelling units be permitted as an accessory use to a duplex or triplex dwelling.

It is proposed that Section 6.7.a) be amended to add *duplex* or *triplex dwellings* and that 6.7.b) be amended as follows:

> A maximum of ~~two~~ **three** *additional residential units* shall be permitted per *lot*. **This may include a mix of *units* within the main building and one or more *accessory buildings*** ~~This may include a maximum of two additional residential units within the main dwelling where there are no additional residential units in any accessory buildings on the same lot, or one additional residential unit within the main dwelling and one additional residential unit in an accessory building on the same lot where the main dwelling contains no more than two dwelling units~~.

Section 6.42.1 of the Zoning By-law includes parking requirements for various uses. To implement Housing Plan Initiative #5: Update Zoning By-law to Reduce Parking Space Requirements from the Lakeshore Housing Action Plan, the following amendments to minimum parking requirements for several residential uses are proposed:

Purpose or Use	**Minimum Parking Spaces Request**
Single detached dwelling~~, semi-detached dwelling~~, *converted dwelling*~~, townhouse dwelling~~	2.0 *parking spaces* per primary *dwelling unit*. (By-law 80-2024; ZBA-13-2024)
Duplex dwelling, ***semi-detached dwelling,*** *triplex dwelling,* ***fourplex dwelling****, townhouse dwelling*	~~1.5~~ **1.0** *parking spaces* per *dwelling unit*

Currently a fourplex dwelling is not identified as a residential use in the Zoning By-law. To enable this housing form, a new definition is proposed:

> **DWELLING, FOURPLEX or FOURPLEX** - shall mean a *dwelling* containing four *dwelling units*, each having an independent entrance to the outside, or from a shared stairway, and separated from the adjoining unit or units by a horizontal common wall, ceiling, or floor**.**

To permit four units as of right in residential and mixed-use zones, several residential uses are proposed to be added as permitted uses to the R1, R2, RW1, HR, and MU zones. Additionally, as noted above, fourplex is not currently identified as a residential use and it is also proposed to be added as a permitted use to several zones. The larger asterisks in the table below denotes where residential uses are proposed to be added as permitted uses in the zones.

Residential Uses	R1	R2	RW1	HR	MU
Single Detached	*	*	*	*	* (existing)
Semi Detached	*****	*	*****	*	* (existing)
Duplex	*****	*	*****	*****	* (existing)
Triplex	*****	*	*****	*****	* (existing)
Fourplex	*****	*****	*****	*****	*****

Provisions for semi-detached, townhouse, duplex, triplex and fourplex are proposed to be added to the R1 zone based on existing permissions in the R2 zone. The same provisions are proposed to be added to the HR zone. Additionally, a new maximum number of residential dwelling units of four (4) is proposed to be added as a zone regulation to R1. The bold font in the table below indicates the proposed changes

R1	Regulations
See Table 7.1	Permitted Uses
500 m2 **(*single detached dwelling*); or** **270 m2 (*semi-detached dwelling*); or** **223 m2 (*townhouse dwelling*); or** **550 m2 (*duplex dwelling*); or** **600 m2 (*triplex* or *fourplex dwelling*)**	Minimum Lot Area

R1	Regulations
15.0 m **(*single detached dwelling*); or** **9.0 m, except on a *corner lot* where it shall be 12.0 m (*semi-detached dwelling*); or** **8.0 m for interior *units*, 9.5 m for exterior *units* and 12.5 m for exterior *units* on a *corner lot* (*townhouse dwelling*); or** **18.0 m (*duplex dwelling*); or** **20.0 m (*triplex* or *fourplex dwelling*)**	Minimum Lot Frontage
35% **(*single detached dwelling* and *semi-detached dwelling*); or** **40% (*townhouse dwelling*, *duplex dwelling, triplex dwelling*, and *fourplex dwelling*)**	Maximum Lot Coverage (Including accessory buildings)
1.5 m (where a private *garage* is attached or detached from the *main building*); or 3.0 m on one side and 1.5 m on the other side (where no private *garage* is attached or detached from the *main building*) **0.0 m where two *dwellings* share a common wall**	Interior Side Yard
Maximum *Dwelling Units*: 4 (including *Additional Residential Units*)	Other Provisions

Conclusion

The proposed amendments will implement the commitment of Council to permit four units as of right in municipally serviced residential and mixed-use areas of the Municipality and implement Initiative 8 of the Housing Accelerator Fund program.

It is recommended that Council adopt Official Plan Amendment No. 22 and Zoning By-law Amendment ZBA-08-2025 to amend policies and regulations with the effect of

permitting up to four residential units on a single lot within fully serviced urban residential and mixed-use areas of the Municipality.

Direct the Clerk to read By-laws 81-2025 and 82-2025 during the Consideration of By-laws, all as presented at the November 4, 2025 Council meeting

Others Consulted

Notice was given to agencies and the general public as required under the provisions of the *Planning Ac*t and Regulations. As of the writing of this report, no written submissions have been received from members of the public.

Financial Impacts

There are no adverse financial budget impacts resulting from the recommendation. Additional costs may arise in the case of an appeal to the Ontario Land Tribunal.

It should be noted that increased density has positive long-term financial implications for servicing and infrastructure, as the consolidation of services and assets is proven to be more cost-effective and sustainable over time. Additionally, supporting four units as-of-right is a requirement under both the CHIF and HAF federal grant programs, which together provide more than $43 million in funding.

Attachments

Appendix A – Covering report, Horizons Team

Report Approval Details

Document Title:	Official Plan and Zoning By-law Amendments to permit four units as of right HAF Initiative.docx
Attachments:	- Appendix A - HAF Initiative_ Zoning By-law Amendment Gentle Density.pdf
Final Approval Date:	Oct 29, 2025

This report and all of its attachments were approved and signed as outlined below:

Prepared by Matt Alexander

Submitted by Tammie Ryall

Approved by Justin Rousseau and Tyson Cragg

TO: Mayor and Members of Council

FROM: Lakeshore Horizons Steering Committee (Kendra Fry, Nicole Anderson, Anneke Smit, Rino Bortolin, Dorian Moore, Jim Tischler, Crystal Waddell) (Centre for Cities/Municipality of Lakeshore partnership)

COUNCIL MEETING DATE: November 4th, 2025

SUBJECT: HAF Initiative: Zoning By-law Amendment – Gentle Density: Permitting Up to Four Units as of Right

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Purpose & Overview

The purpose of this report is to present to Council a zoning by-law amendment that will permit up to four residential units as of right within all low-density residential zones across the Municipality of Lakeshore.

This amendment is a key deliverable under Lakeshore's federal Housing Accelerator Fund (HAF) agreement and represents an important step toward creating more housing choice and gentle density options throughout the community.

Background & Context

In adopting this zoning by-law amendment, which allows up to four residential units as of right across all low-density neighbourhoods, the Municipality of Lakeshore continues to demonstrate progressive and forward-thinking leadership. This proactive measure responds directly to the needs and aspirations identified through the municipality's Housing Needs Assessment (HNA) community survey and Lakeshore Horizons engagement sessions, where residents emphasized the importance of creating attainable, diverse, and flexible housing options that support all stages of life. As Lakeshore's population continues to evolve—with shifting household sizes, an aging demographic, and growing demand for entry-level and rental housing—this by-law positions the municipality at the forefront of modern, people-centered planning. It embraces gentle density as a way to strengthen neighbourhood vitality, enhance affordability, preserve farmland, and ensure the community remains inclusive and sustainable for future generations.

Through funding from the Housing Accelerator Fund, the Municipality engaged WSP Canada to undertake a comprehensive review and modernization of its zoning by-law. A central focus of this work was to simplify residential permissions and reduce regulatory barriers to new housing.

Permitting four units as of right across low-density zones is consistent with provincial direction and supports Lakeshore's broader housing objectives, including affordability, sustainability, and community vitality.

Discussion

The proposed amendment introduces gentle density permissions that allow property owners to develop up to four units within the existing residential fabric. This may include small multi-unit buildings such as duplexes, triplexes, and fourplexes, as well as additional residential units within or accessory to existing homes.

Supporting bylaw updates include:

- Simplified definitions to clarify multi-unit housing types.
- Streamlined confirmed parking standards that better reflect the needs of smaller-scale developments.
- General provisions to ensure development continues to meet building, servicing, and design standards.

These changes work together to encourage gradual, context-sensitive growth while maintaining the character of existing neighbourhoods.

Alignment and Rationale

This by-law amendment advances several municipal objectives:

- Supports HAF Commitments: Fulfills a required zoning reform milestone under the federal funding agreement.
- Encourages Diverse Housing: Expands attainable options for families, seniors, and new residents.
- Promotes Sustainable Growth: Utilizes existing infrastructure and services efficiently reducing the environmental impact.
- Reduces Administrative Burden: Enables new housing forms without the need for site-specific rezoning or variances resulting in quicker building timelines.

The amendment reflects best practices in planning and positions Lakeshore as a forward-looking municipality embracing balanced and responsible growth.

Official Plan Considerations

While this amendment completes the necessary zoning framework, some Official Plan language will require future refinement to ensure full policy alignment. A housekeeping amendment will be brought forward to harmonize the Official Plan with the updated zoning permissions.

Next Steps

If approved by Council, the amendment will:

1. Be formally adopted and submitted to CMHC as a verified HAF deliverable.
2. Initiate follow-up work on Official Plan updates.
3. Support public education and outreach on gentle density opportunities within Lakeshore.

Conclusion

This zoning amendment represents an important step for the Municipality of Lakeshore. By permitting up to four residential units as of right, the community is embracing gentle density and setting the foundation for more diverse, attainable, and sustainable housing options. The by-law reflects the values expressed by residents through Lakeshore's Housing Needs Assessment and Horizons engagement sessions, aligns with provincial and federal housing priorities, and reinforces Lakeshore's commitment to proactive, evidence-based planning. Through this action, Lakeshore continues to lead by example—building a community that grows responsibly, inclusively, and with a clear vision for the future.

Lakeshore HORIZONS
Tomorrow | Together

HAF DELIVERABLES

Ensuring What Residents Value Shapes Lakeshore's Growth

Lakeshore | WINDSOR LAW Centre for Cities

Lakeshore

\+ WINDSOR LAW Centre for Cities

= Lakeshore HORIZONS Tomorrow | Together

A collaboration focused on shaping the future of growth in Lakeshore.

Comprehensive Development System (CDS)

- **A Systems Change Framework:** Leading the way for growth and development in an accessible and efficient manner
- **Purpose**: Ensure growth is created from the lens of what residents value and to coincide with fiscal and environmental responsibilities.
- **Aligns With**: Policy, regulation, public engagement, and implementation tools

A change in the system - intended to lead to positive change and a resilient and fiscally solvent future for Lakeshore

Housing Accelerator Fund (HAF): Dates & Deliverables

- **$7.4M HAF Grant:** Federal funding to boost housing supply. Ties into the work being done for the CDS.
- **Purpose**: Remove barriers & streamline planning approvals.
- **Lakeshore's Commitments:** Align with Comprehensive Development System & increase annual housing units.
- **Impact**: Multi-year improvements to approvals, infrastructure, and innovative growth.

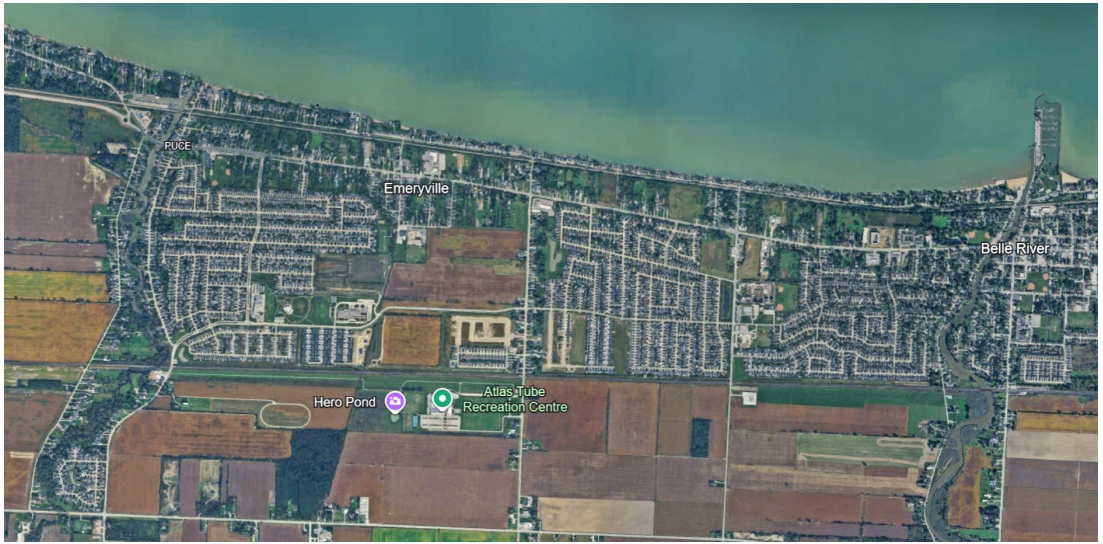
DELIVERABLES

- Create Project Team
- Affordable Housing Strategy
- Gentle Density Along Corridors
- 4 Units as of Right
- Community Improvement Plan (CIP)
- Pattern Book
- Community Charrette
- Public Lands - EOI/RFQ
- HNA - Housing Needs Assessment
- CR22 Corridor - Gentle Density Report
- Implementing Housing Options - Up to 4 Units
- Expression of Interest (EOI) Sites
- CIP Focus Group
- Uploading Pattern Books options from CMHC
- Yearly Unit Counts

Gentle Density: County Rd 22 Corridor

PILOT AREA

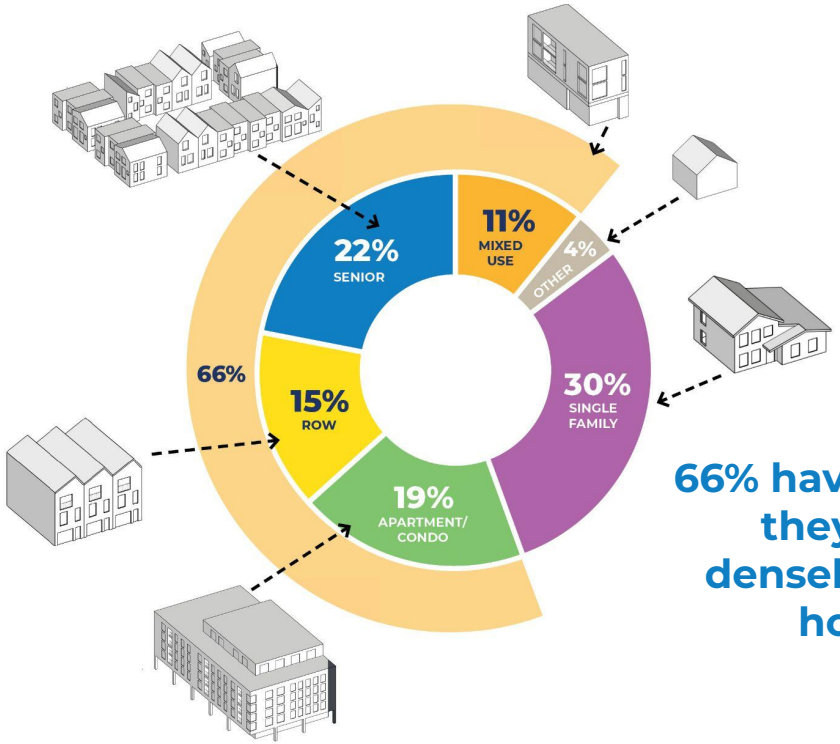
- ➔ Lakeshore is growing - HAF Deliverable to define areas of increased density
- ➔ Pilot: County Rd 22 Corridor West Puce Rd to West River St
- ➔ WSP Report
- ➔ Density is best implemented in areas of existing infrastructure - for municipal solvency
- ➔ Density planned in existing neighbourhoods helps protect farmland and the natural environment
- ➔ To be reflected in zoning changes



Need for an Increase in Housing Options

HOUSING NEEDS ASSESSMENT (HNA)

- Housing options ensures there is something for everybody.
- Allows affordable options for
  - Ageing in place
  - University aged children
  - Young families
- Downsizing opens up single family homes for families



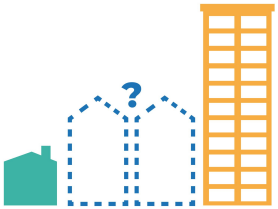
66% have stipulated they need more densely populated housing types

Complete Neighbourhood

- Neighbourhoods designed to have most of your daily needs within a short walk, bike ride, or transit trip

Gentle Density

- Fits into neighbourhood character
- Protect ecological corridors & farmland
- Better for municipal solvency



Missing Middle

- Range of housing between single family homes and high rises - duplex; 4-plex; small apt building; townhouse
- Generally up to 6 storeys

Small Scale Developers

- 4 plexes can fit into typical lot sizes
- incremental development / small scale developers

Housing Options

- More options for variety of needs
- More accessible units
- 3 units as of right is a bylaw that already exists

Gentle Density: Increase Housing Options - up to 4 Units

HOUSING OPTIONS

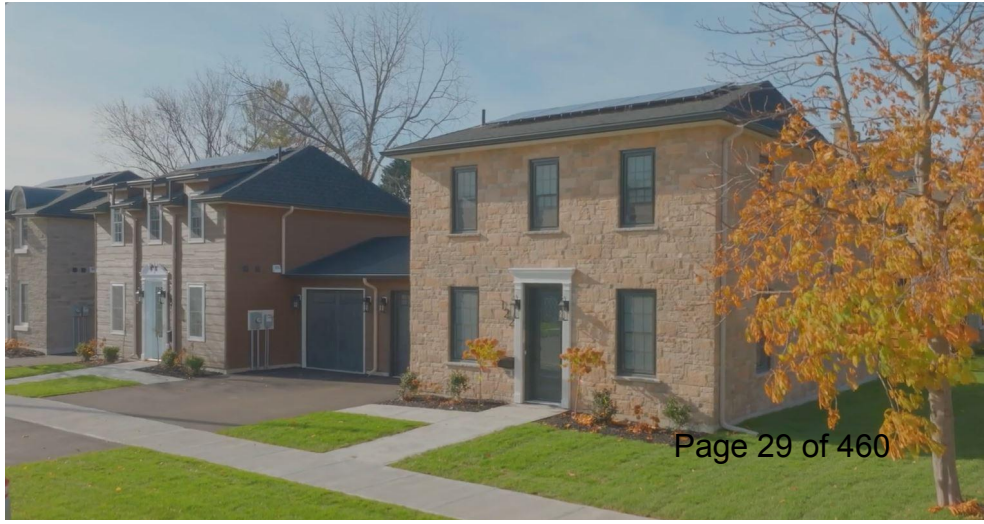
- ➔ Housing Needs Assessment (HNA) identified residents need for more options
- ➔ HAF deliverables - 4 Units
- ➔ Examples of Gentle Density and 4-Plexes that fit well within the existing character of the neighbourhood
- ➔ Example from CMHC Design Catalogue

Huron County
Adding Density

4-PLEX - TOWN OF SEAFORTH

Perth / Huron County
Adding Density

1. TOWNHOUSES - STRATFORD
2. 4-PLEX - STRATFORD
3. HOUSING INFILL - GODERICH



THANK
YOU

Municipality of Lakeshore – Report to Council

Operations

Engineering

To:	Mayor and Members of Council
From:	Krystal Kalbol, P. Eng - Corporate Leader, Operations Jeff Wilson - Division Leader Public Works
Date:	September 15, 2025
Subject:	2025 Road Needs Study

Recommendation

Endorse the 2025 Road Needs Study as presented at the November 4, 2025 Council Meeting.

Strategic Objectives

The below is the relative Strategic Objective related to this report:

1a) Building and Stewarding Municipal Infrastructure - Update Asset Management Plan

Background

The last comprehensive Road Needs Study (RNS) was completed in 2009 by Dillon Consulting Ltd.

It should be noted that a review of the 2009 RNS was completed in 2013 to provide minimal updates, however a full study was not undertaken and was only reviewed to assist with the 5-year planning process. The last road scan was completed in 2018. Based on the above, Council approved an update to the RNS in the 2024 budget and Administration initiated the RNS update.

At the May 15, 2024, meeting of Council, the following resolution was passed:

Resolution #175-05-2024

> Award Step 1) Field Assessment and Scan for the 2024 Roads Needs Study to StreetScan for a total cost of $159,260.50 including applicable HST; and
>
> Award Step 2) Engineering and Reporting for the 2024 Roads Needs Study to analyze data and complete the Roads Needs Study to R.J. Burnside &

> Associates Limited for a total cost of $84,359.04 including applicable HST, as presented at the May 14, 2024 Council meeting.

As noted above, the 2025 RNS was comprised of two components:

1) Complete video-logging and pavement condition analyses of 543.76 centerline kilometer (km) of road inventory provided by StreetScan and supported by Citylogix software; and

2) Complete a comprehensive Engineering review of the road network, provide support for the Municipalities Asset Management Plan and provide capital budget planning.

A RNS is a crucial planning tool for Lakeshore to ensure its road infrastructure is safe, efficient, and sustainable. Since roads are critical public assets that require ongoing management and investment, the primary goal of the study is to develop a comprehensive strategic plan for the maintenance, repair, and improvement of roads and related infrastructure.

Over time, roads deteriorate due to factors like traffic volume, weather, and age. A RNS provides a systematic approach to identify and prioritize necessary interventions.
A key outcome of the RNS is a multi-year work plan that involves a focus on preventative maintenance with a strategy to extend pavement life cycling, by applying lower square meter costs today to keep the road asset from reaching the reconstruction stage (high square meter costs) into the foreseeable future.

This long-term perspective allows for strategic investments, prevents reactive emergency repairs, and can lead to cost savings over the life cycle of the asset.

Comments

The RNS identified a decrease in the network condition over the last several years which is expected to continue if the roads budget contribution does not increase, as recommended.

Below is the recommended financial contribution as identified in the 2025 RNS to maintain Lakeshore's roadway at the network condition of Fair (66):

> 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.

Below is a breakdown of the recommended 2025 RNS annual contribution compared to the 2009 RNS:

Item	2009 RNS/ Approved Budget	2025 RNS
Operations and Maintenance Budget		
Maintenance (Crack Sealing)	$70,000	$401,247
Preventative Maintenance (New) (Micro Surfacing/Added Lifts/Fog Sealing)	$0	$816,061
Total Operations and Maintenance Budget	**$70,000**	**$1,217,308**
Capital Budget		
Road Reconstruction	$2,800,000	$3,692,748
Road Rehabilitation (Asphalt)	$1,900,000	$1,753,105
Road Rehabilitation (Surface Treatment)	$845,000	$2,852,404
Surface Treatment – Added Lifts	$0	$596,595
Total Capital Budget	**$5,545,000**	**$8,894,852**
Total	**$5,615,000**	**$10,112,160**
Total Difference (Deficit)		**-$4,497,160**

Item	**2009 RNS/ Approved Budget**	**2025 RNS**
Maintenance Stone Application (budget amount) (Note 1)	$375,000 (2025)	$408,000 (2026)
Total Operations and Maintenance Budget	**$375,000**	**$408,000**
Gravel Conversion (Note 1)	$300,000	$ 304,186
Total Capital Budget	$300,000	$304,186
Total	**$675,000**	**$712,186**
Total Difference		**-$37,186**

Note 1: Maintenance stone application was added by Administration. Gravel road conversion is not included in the RNS as this is not considered a “need”.

The recommendations in the 2025 RNS identify the following which represents a 49.5% overall increase:

1) A 140% increase to the required maintenance related to crack sealing;
2) A 114 % increase to a new Preventative Maintenance Program, in addition to the existing required maintenance;
3) A 15.9% increase in the Road Reconstruction Program;
4) An 8% decrease in the Asphalt Rehabilitation Program;
5) A 108% in the Surface Treatment Rehabilitation program; and
6) No change to the Gravel Conversion Program contribution.

The following table reflects the original 2009 RNS recommendation (specifically for maintenance and rehabilitation), shows a breakdown of the last five (5) years compared to the recommended budget in the 2025 RNS. The below table does not include the recommended Road Reconstruction costs that are included in the 2025 RNS.

Year	Maintenance (Crack Sealing and Maintenance Stone Application)	Asphalt Rehabilitation (Resurfacing)	Surface Treatment Rehabilitation and Added Lifts	Gravel Conversion	Total
2009 RNS	**$445,000**	**$1,900,000**	**$845,000**	**$300,000**	**$3,490,000**
2020	$380,000	$700,000	$1,242,000	$0	$2,322,000
2021	$380,000	$1,037,000	$960,695	$0	$2,377,695
2022	$380,000	$1,277,000	$675,000	$1,062,000	$3,394,000
2023	$445,000	$728,000	$872,810	$1,505,000	$3,550,810
2024	$445,000	$4,000,000	$1,538,280	$0	$5,983,280
2025	$445,000	$2,900,000	$972,206	$290,000	$4,607,206
2025 RNS	**$1,625,308**	**$1,753,105**	**$3,463,849**	**$304,186**	**$7,146,448**

Over 2024 and 2025, Council has directed an increase to the annual roads budget, this spending is more in line with the recommendation provided in the 2025 RNS.

An updated 5-year roads plan (that reflects the new scanned roadway conditions from 2025) has been provided in the 2025 RNS. This plan is in line with the previously approved budget from the 2009 RNS (see Appendix E).

Depending on the budget deliberations and any increases, the plans will be adjusted to the approved budget numbers. If the recommended increase is agreed upon by Council, as presented, the new plan can be seen in Appendix J of the report.

Others Consulted

RJ Burnside & Associates was consulted as part of this report.

Financial Impacts

Currently there has been no increase to the 2026 budget in the Operations Budget related to roadway maintenance. These changes will be reflected in the 2027 budget based on timing of the completion of the attached report. Therefore, the Operations Budget for Maintenance will remain $445,000 for 2026. This should increase to $1,180,308 in 2027.

The 2026 Capital Budget has included the recommended changes. Therefore, the Capital Budget contribution should increase by $3,354,038 for 2026 and in subsequent years, as recommended.

Based on the above, the 2027 budget should reflect a total $4,534,346 increase in both the operations and capital budget centers. This represents an approximate property tax levy increase of 11% just to address the Road Needs Study.

Further, an increase in the Roads Program cannot be achieved with the current resources in the Public Works Department. A Team Leader – Roads and Fleet has been brought forward in budget over the last several years to manage existing workload and this program would be an increase to the level of service. Failure to continue to improve staffing levels can result in lowered service levels in Public Works.

Attachments

Municipality of Lakeshore 2025 Road Needs Study

Report Approval Details

Document Title:	2025 Roads Needs Study .docx
Attachments:	- Appendix A - Roads Needs Study.pdf
Final Approval Date:	Oct 28, 2025

This report and all of its attachments were approved and signed as outlined below:

Prepared by Jeff Wilson

Submitted by Krystal Kalbol

Approved by Justin Rousseau and Tyson Cragg

Municipality of Lakeshore
2025 Road Needs Study

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

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
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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.

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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

- 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.

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.

- 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-serviced 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
Total	**543.76**	**100.00**

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.

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

AADT Traffic Range (vpd)	Total 2024 Existing (km)	Total 2034 Future (km)
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
Total	**543.76**	**543.76**

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).

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. Pates 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

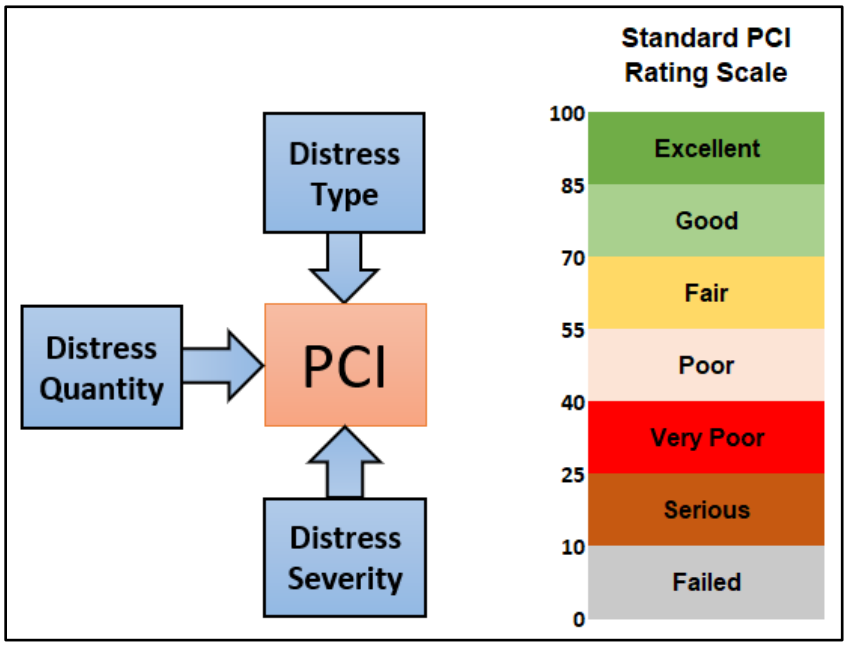
Crack sealing can be defined as cracking (longitudinal or transverse) which have been sealed with hot applied asphaltic based sealant. Crack sealing is intended to fill surface cracks with sealant to prevent water from infiltrating through the cracks into the road base and causing further degradation.

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 caused 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

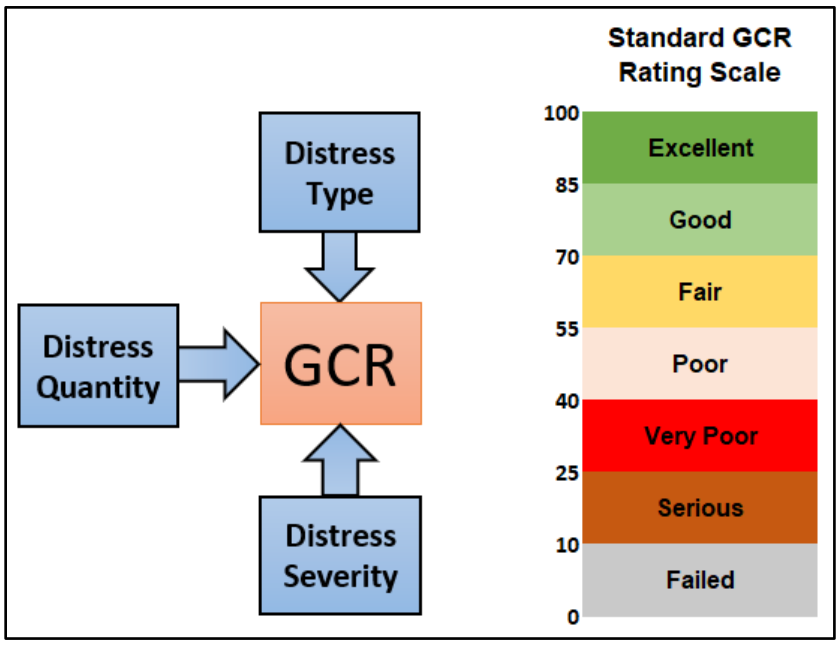
Rutting is a surface depression in the wheel path and is generally in the direction of traffic. Rutting typically resembles a longitudinal trough. Possible causes of rutting include traffic loading, inadequate structural strength of the road layers/subgrade, and excessive moisture in the road structure 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[1]

Improvement Type	Distress Trigger	Arterial	Collector	Local	Post-Treatment Condition
Routine Maintenance (RM)	PCI of 80 to 95	Crack Sealing ($5 per m^2)	Crack Sealing ($5 per m^2)	Crack Sealing ($5 per m^2)	PCI + 5
Preventive Maintenance (PM)	PCI of 70 to 79	Single Micro Surfacing ($5 per m^2)	Single Micro Surfacing ($5 per m^2)	Single Micro Surfacing ($5 per m^2)	PCI + 10
Resurfacing (R)	PCI of 60 to 69	Mill + 1 HMA (40 mm) ($24 per m^2)	Mill + 1 HMA (40 mm) ($24 per m^2	Mill + 1 HMA (40 mm) ($24 per m^2	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^2)	Full Depth Removal + 50% Curb and Gutter Replacement + 2 HMA (1 to 60 mm and 1 to 40 mm) ($75 per m^2)	Full Depth Removal + 50% Curb and Gutter Replacement + 2 HMA (1 to 50 mm and 1 to 40 mm) ($80 per m^2)	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^2)	Full Depth Removal + Total Base Replacement + Total Curb and Gutter Replacement + 2 HMA (1-60 mm & 1 to 40 mm) ($159 per m^2)	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^2)	PCI = 100

[1] 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[2]

Improvement Type	Distress Trigger	Arterial	Collector	Local	Post-Treatment Condition
Routine Maintenance (RM)	PCI of 80 to 95	Crack Sealing ($5 per m^2)	Crack Sealing ($5 per m^2)	Crack Sealing ($5 per m^2)	PCI + 5
Preventive Maintenance (PM)	PCI of 70 to 79	Single Micro Surfacing ($5 per m^2)	Single Micro Surfacing ($5 per m^2)	Single Micro Surfacing ($5 per m^2)	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^2)	Pulverize + Granular A + 2 HMA (1 to 60 mm & 1 to 40 mm) + Nominal Shoulder and Ditch Repairs ($55 per m^2)	Pulverize + Granular A + 2 HMA (1 to 50 mm & 1 to 40 mm) + Nominal Shoulder and Ditch Repairs ($51 per m^2)	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^2)	Pulverize + Total Base Replacement + Curb and Gutter Installation + 2 HMA (1 to 60 mm and 1 to 40 mm) ($149 per m^2)	Pulverize + Total Base Replacement + Curb and Gutter Installation + 2 HMA (1 to 50 mm and 1 to 40 mm) ($145 per m^2)	PCI = 100

[2] 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[3]

Improvement Type	Distress Trigger	Arterial	Collector	Local	Post-Treatment Condition
Routine Maintenance (RM)	PCI of 80 to 95	Crack Sealing ($5 per m^2)	Crack Sealing ($5 per m^2)	Crack Sealing ($5 per m^2)	PCI + 5
Preventive Maintenance (PM)	PCI of 70 to 79	Single Micro Surfacing ($5 per m^2)	Single Micro Surfacing ($5 per m^2)	Single Micro Surfacing ($5 per m^2)	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^2)	Pulverize + Granular A + 2 HMA (1 to 60 mm & 1-40 mm) + Nominal Shoulder and Ditch Repairs ($62 per m^2)	Pulverize + Granular A + 2 HMA (1 to 50 mm and 1 to 40 mm) + Nominal Shoulder and Ditch Repairs ($59 per m^2)	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^2)	Pulverize + Total Base Replacement + 2 HMA (1 to 60 mm and 1 to 40 mm) + Nominal Shoulder and Ditch Repairs ($120 per m^2)	Pulverize + Total Base Replacement + 2 HMA (1-50 mm and 1 to 40 mm) + Nominal Shoulder and Ditch Repairs ($95 per m^2)	PCI = 100

[3] All costs presented in the table above are in 2024 dollars and do not account for inflation.

Table 6: LCB Road Improvement Decision Matrix[4]

Improvement Type	Distress Trigger	Collector	Local	Post-Treatment Condition
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 o 79	Single Micro Surfacing ($5 per m^2)	Single Micro Surfacing ($5 per m^2)	PCI + 10
Resurfacing (R)	PCI of 60 to 69	Single Surface Treatment + Nominal Shoulder and Ditch Repairs ($15 per m^2)	Single Surface Treatment + Nominal Shoulder and Ditch Repairs ($15 per m^2)	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^2)	Pulverize + Granular A + Double Surface Treatment + Nominal Shoulder and Ditch Repairs + Single Surface Treatment (1 year after initial application) ($38 per m^2)	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^2)	Pulverize + Total Base Replacement + Double Surface Treatment + Nominal Shoulder and Ditch Repairs + Single Surface Treatment (1 year after initial application) ($75 per m^2)	PCI = 100

[4] All costs presented in the table above are in 2024 dollars and do not account for inflation.

Table 7: Gravel Road Improvement Decision Matrix[5]

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^2)	Maintenance Gravel + Dust Suppressant (once every 3 years) ($4 per m^2)	Maintenance Gravel + Dust Suppressant (once every 3 years) ($4 per m^2)	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^2)	Granular A + Double Surface Treatment + Nominal Shoulder and Ditch Repairs + Single Surface Treatment (1 year after initial application) ($32 per m^2)	N/A	PCI + 20
Rehabilitation (REH)	PCI of 40 to 59	Gravel2 – Base Repair/Strengthening + Gravel Shoulders + Ditch Repairs ($38 per m^2) Upgrade – Base Repair/Strengthening + Double Surface Treatment + Gravel Shoulders + Ditch Repairs + Single Surface Treatment (1 year after initial application) ($56 per m^2)[6]	Gravel2 – Base Repair/Strengthening + Gravel Shoulders + Ditch Repairs ($38 per m^2) Upgrade – Base Repair/Strengthening + Double Surface Treatment + Gravel Shoulders + Ditch Repairs + Single Surface Treatment (1 year after initial application) ($56 per m^2)[7]	Base Repair/Strengthening + Gravel Shoulders + Ditch Repairs ($38 per m^2)	PCI + 40
Reconstruction (REC)	PCI less than 40	Gravel2 – Full Base Replacement + Gravel Shoulders + Ditch Repairs ($43 per m^2) Upgrade – Full Base Replacement + Double Surface Treatment + Gravel Shoulders + Ditch Repairs + Single Surface Treatment (1 year after initial application) ($62 per m^2)[8]	Gravel2 – Full Base Replacement + Gravel Shoulders + Ditch Repairs ($43 per m^2) Upgrade – Full Base Replacement + Double Surface Treatment + Gravel Shoulders + Ditch Repairs + Single Surface Treatment (1 year after initial application) ($62 per m^2)[9]	Full Base Replacement + Gravel Shoulders + Ditch Repairs ($43 per m^2)	PCI = 100

[5] All costs presented in the table above are in 2024 dollars and do not account for inflation.
[6] 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.
[7] 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.
[8] 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.
[9] 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^2 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

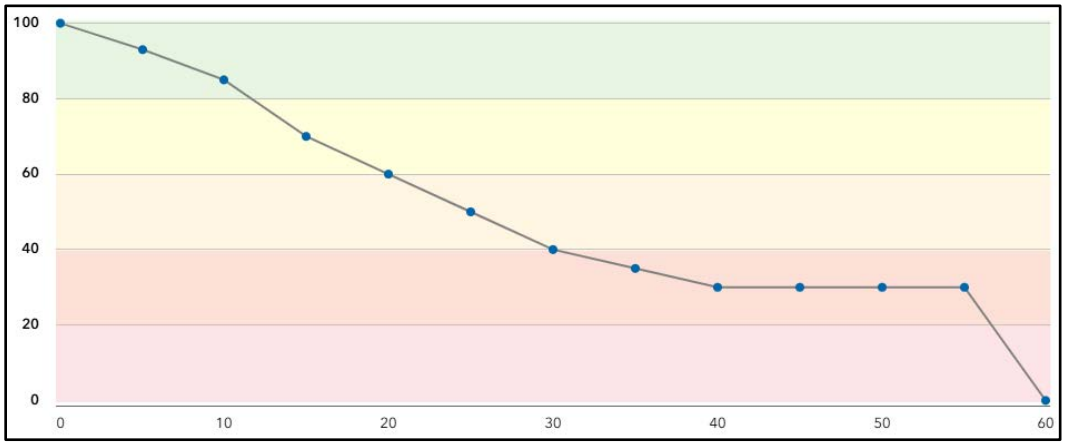
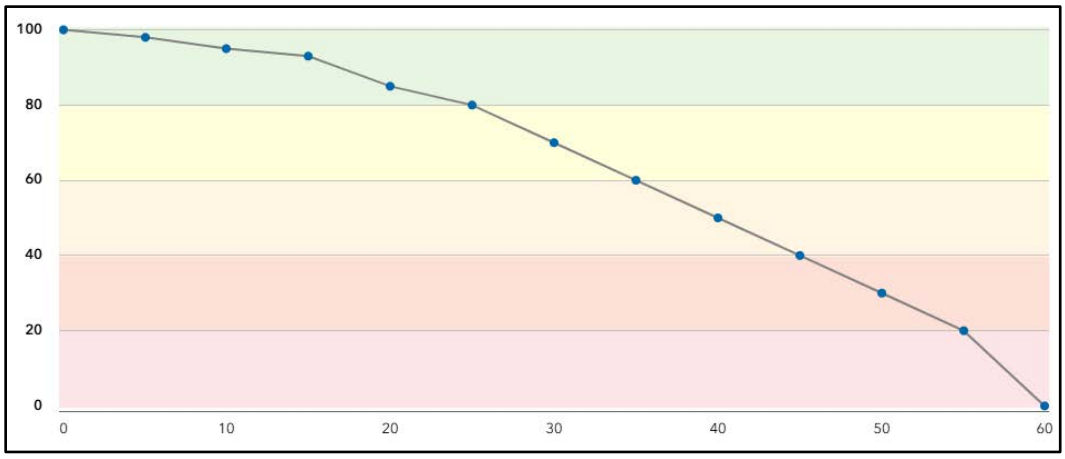


Figure 4: Degradation Curve for Municipal Gravel Roads



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

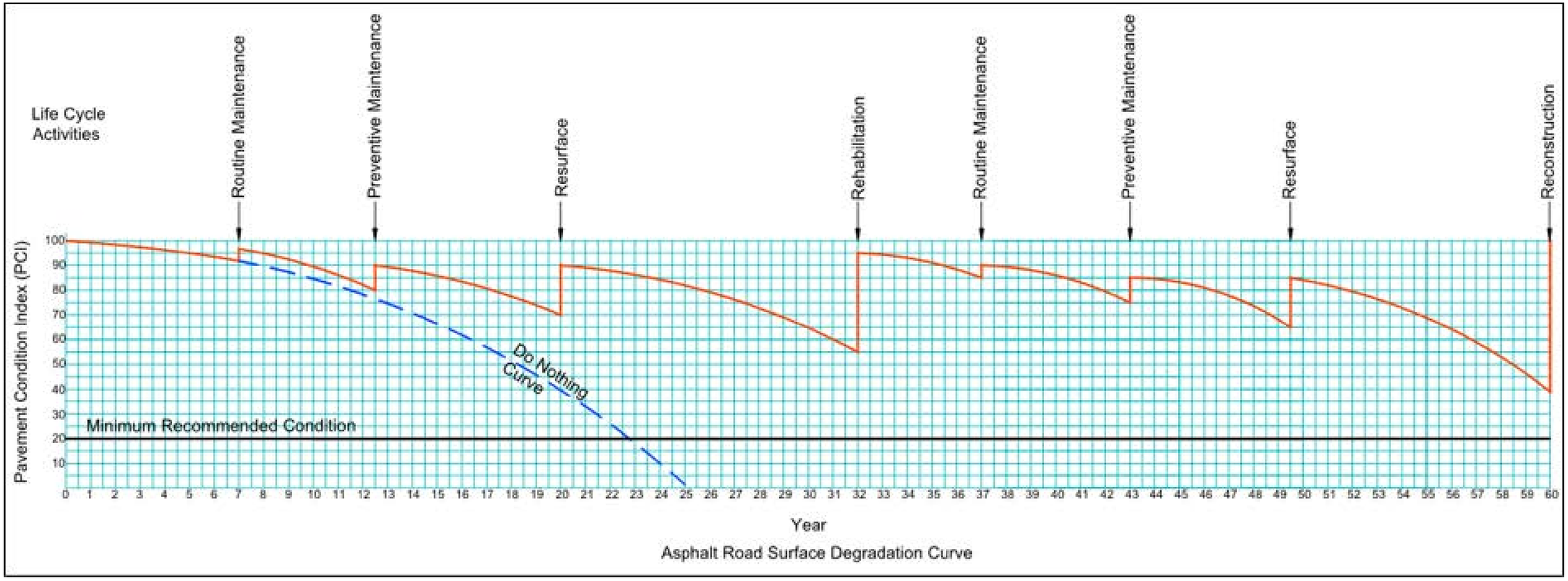
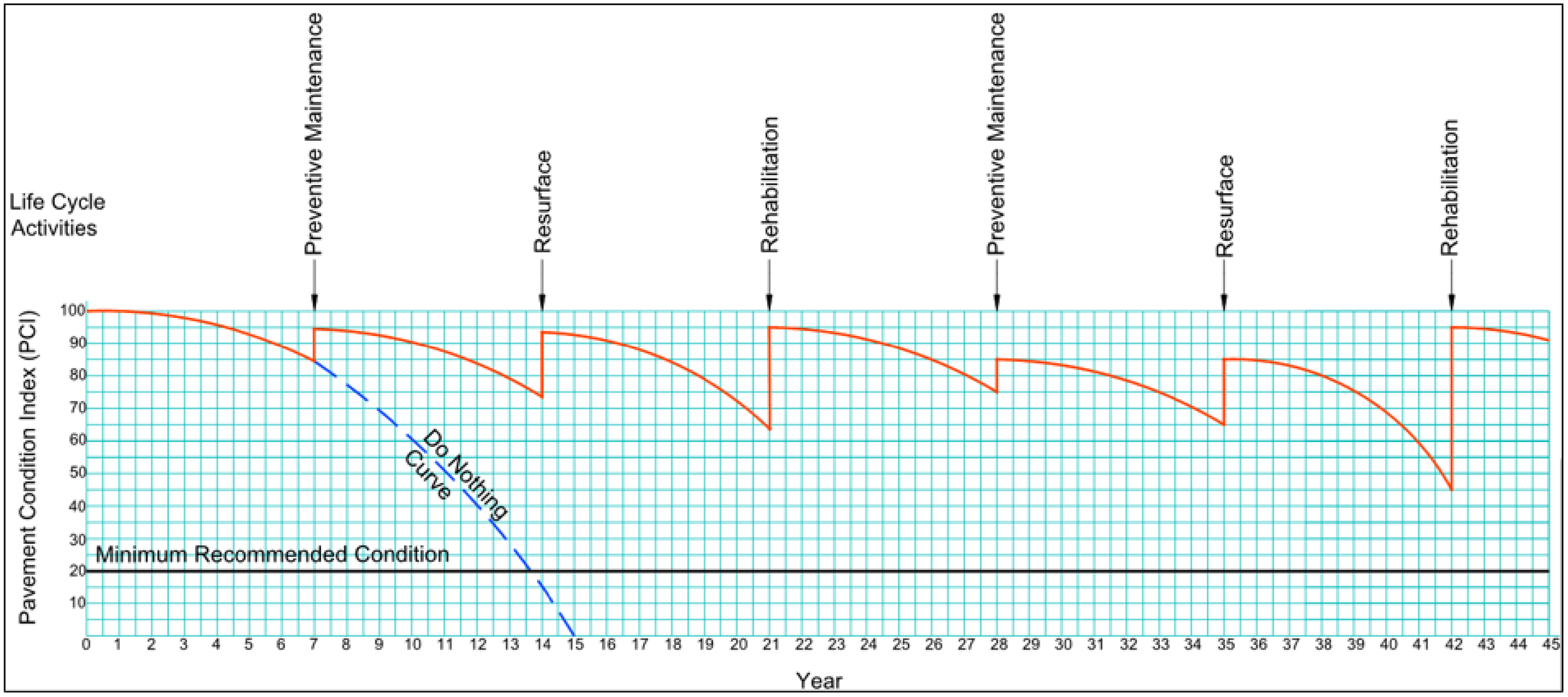


Figure 6: Theoretical LCB Degradation Curve



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.

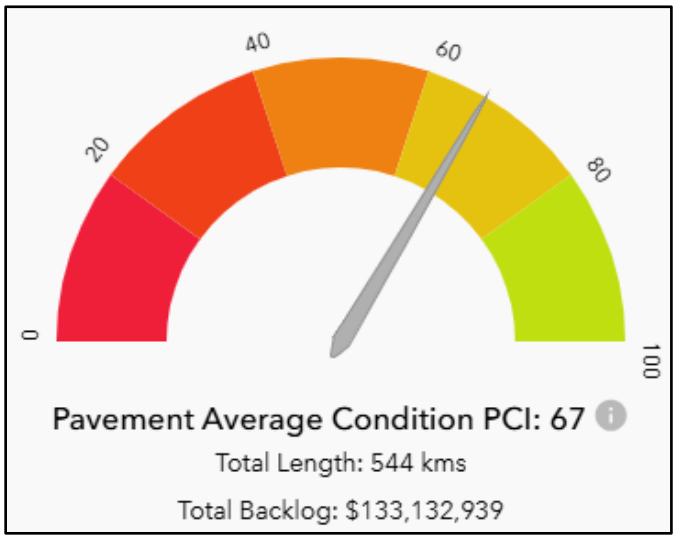
A table listing the road segments that have a poor condition level of service (at or below 40) that require attention has been provided in Appendix I. If not already prioritized at the top of the list based on the improvement prioritization based on condition and functional classification, improvements 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.

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 and 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.

- 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[10] 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.

[10] Present Value is based on an assumed 2% inflation rate and 4% discount rate.

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

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[11] 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.

[11] 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 >= 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

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[12]

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[13]

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.

[12] Road Surface Width (Two-Lane Roadways).
[13] 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[14]

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.

[14] 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 Canda 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

Crossing Control Type	Exposure Index Warrant Value
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.

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

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
		Total 441.71	**100.00**

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
Total	**$122,156,135.00**	**441.71**	**100.00**

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
		Total 101.38	**100.00**

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
Total	**$10,976,804.00**	**101.38**	**100.00**

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.

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

Improvement Type	2026	2027	2028	2029	2030
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
Annual Total	**$11,857,886**	**$9,471,968**	**$9,527,381**	**$10,022,942**	**$9,680,623**

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:

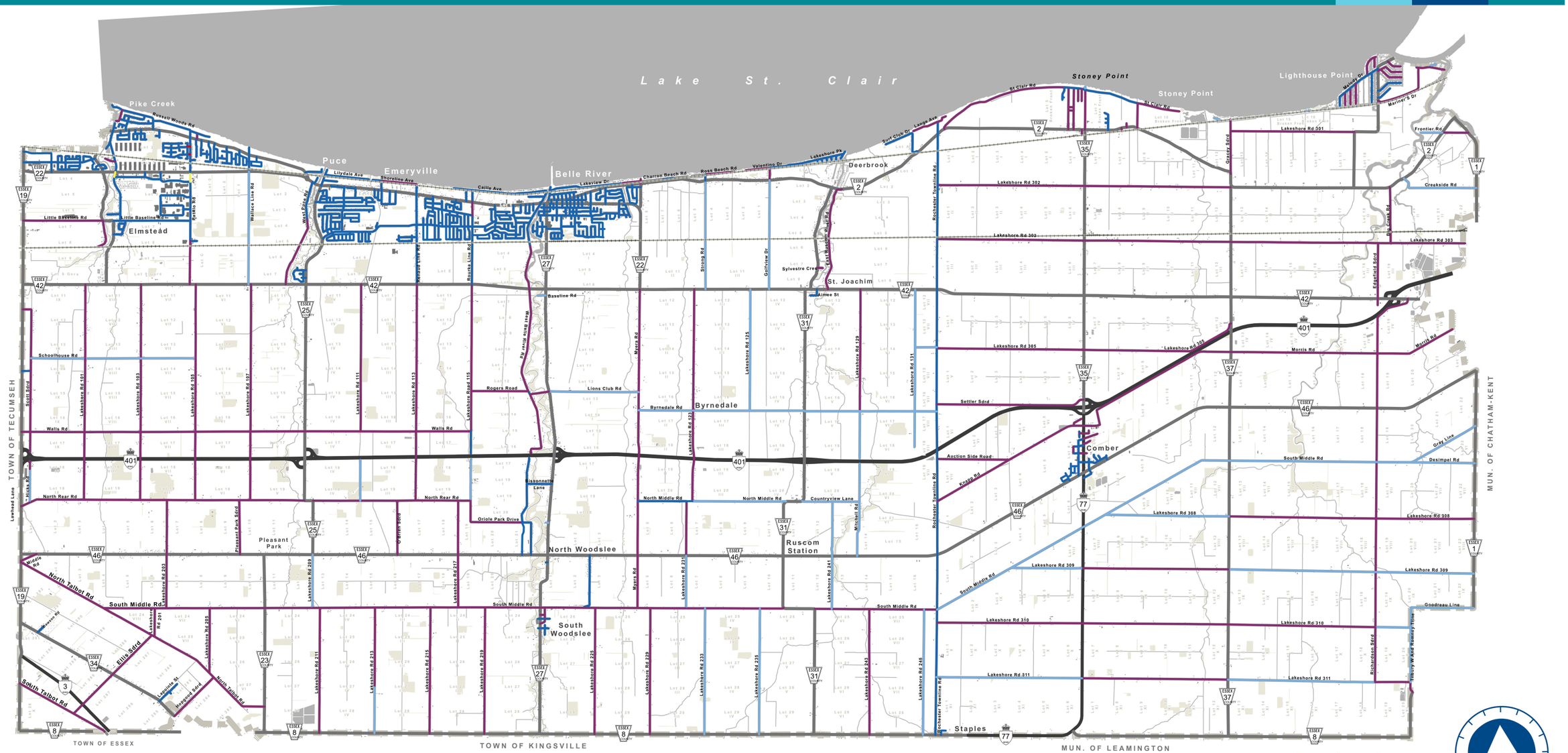
- Based on the analysis completed as part of this study, it has been found that the Municipality would need to invest approximately $50,560,800 over the next five years to maintain the network condition at 66. This required budget equates to approximately $10,112,160 per annum with a difference of $4,497,160 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.

Appendix A

Road Inventory Database

Road Surface Material



Surface Type

- Asphalt
- Brick
- Concrete
- Gravel
- Paved
- Surface Treated

0 1 2 3
Kilometers
1:100,000

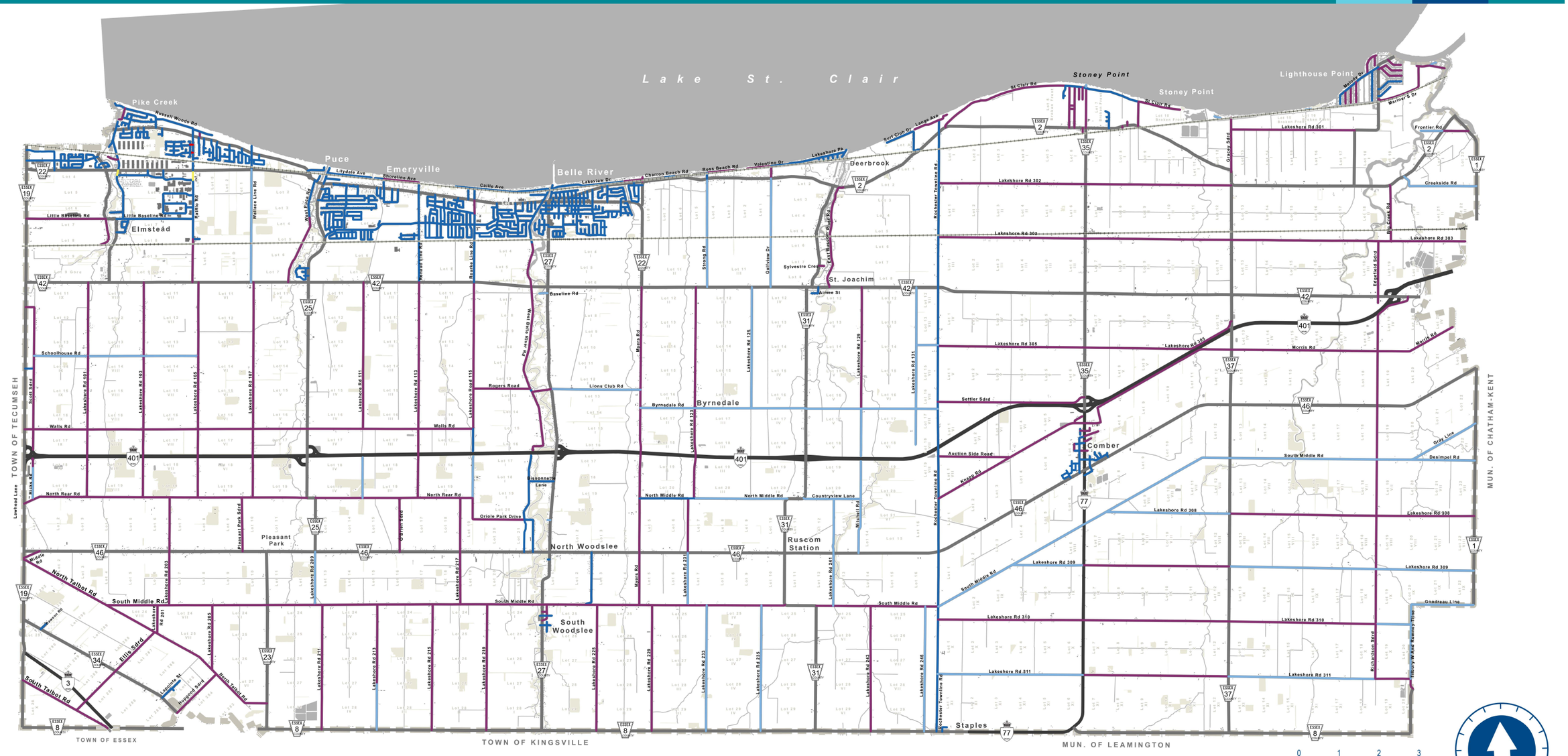
Grid North

Municipality of Lakeshore Roads Needs Study 2025

BURNSIDE

Appendix A

Road Surface Material



Surface Type

- Asphalt
- Brick
- Concrete
- Gravel
- Paved
- Surface Treated

0 1 2 3
Kilometers
1:100,000

Grid North

Municipality of Lakeshore Roads Needs Study 2025

BURNSIDE

Appendix A

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^2)	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	Replacment Cost	Replacment 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	William St	Dead End	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	72	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	15	$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	1057	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	$73,948.00	20	$145,950.00	$75.00
942	990	Admiral Dr	Mariner'S Dr	Dead End	Surface Treated	Local	49	0.05	7	343	Rural	50	0-49	10	0.01	0-49	11	6	5	80	84	Defer Maintenance	$0.00	40	$25,725.00	$75.00
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		84	Crack Seal	$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	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	1770	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	$249,690.00	$145.00
5	1449	Allison Cres	Orchard Park Dr	Cul-De-Sac	Asphalt	Local	123	0.12	7	861	Urban	40	0-49	40	0.01	0-49	44	6	5	73	60	Resurfacing	$20,664.00	26	$130,872.00	$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	4	3	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	$259,170.00	$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	3000-3999	3220	5	4	74	73	Micro Surfacing	$4,600.00	50	$146,280.00	$159.00
765	592	Amy Croft Dr	Shady Spring Cres	Ravenya 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	$152,640.00	$159.00
766	569	Amy Croft Dr	Ravenya 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	2530	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	$351,390.00	$159.00
926	59	Amy 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	2332.2	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	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			90	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			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		93	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			89	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	Micro Surfacing	$4,585.00	37	$139,384.00	$152.00
1036	391	Arnald Lane	Manning Rd	Scott Sdrd	Asphalt	Minor Collector	219	0.22	10	2190	Rural	80	50-199	100	0.015	50-199	115	4	4		41	Rehabilitation	$135,780.00	31	$262,800.00	$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	Micro Surfacing	$3,570.00	37	$108,528.00	$152.00
1172	722	Aspen Ridge Cres	Magnolia Lane	Magnolia Lane	Asphalt	Local	337	0.34	7	2359	Urban	50	50-199	100	0.01	50-199	110	6	5		99	Defer Maintenance	$0.00	49	$358,568.00	$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	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	Defer 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	Defer Maintenance	$0.00	50	$101,080.00	$152.00
1180	515	Aspen Ridge Cres	Mulberry Lane	Magnolia Lane	Asphalt	Local	94	0.09	7	658	Urban	50	200-499	200	0.01	200-499	220	5	5		91	Crack Seal	$3,290.00	45	$100,016.00	$152.00
1181	517	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		100	Defer 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	Defer Maintenance	$0.00	50	$98,952.00	$152.00
1183	80	Aspen Ridge Cres	Hemlock Lane	Mulberry Lane	Asphalt	Local	95	0.10	7	665	Urban	50	50-199	100	0.01	50-199	110	6	5		95	Crack Seal	$3,325.00	47	$101,080.00	$152.00
728	721	Auburn Ave	Emma St	Girard Dr	Asphalt	Local	111	0.11	7	777	Urban	50	200-499	200	0.01	200-499	220	5	4	88	86	Crack Seal	$3,885.00	41	$118,104.00	$152.00
734	609	Auburn Ave	Matthew Cres	Emma St	Asphalt	Local	105	0.11	7	735	Urban	50	200-499	200	0.01	200-499	220	5	4	88	67	Resurfacing	$17,640.00	30	$111,720.00	$152.00
735	1001	Auburn Ave	Girard Dr	Maxwell Cres	Asphalt	Local	99	0.10	7	693	Urban	50	50-199	80	0.01	50-199	88	6	4	80	68	Resurfacing	$16,632.00	30	$105,336.00	$152.00
919	1000	Auburn Ave	County Rd 22	Matthew Cres	Asphalt	Local	66	0.07	7	462	Urban	50	200-499	250	0.01	200-499	275	5	4	80	62	Resurfacing	$11,088.00	27	$70,224.00	$152.00
20517	60	Auction Sdrd	Rochester Townline Rd	Knapp Rd	Surface Treated	Minor Collector	1798	1.80	10	17980	Rural	80	50-199	60	0.015	50-199	69	4	6		83	Defer Maintenance	$0.00	56	$1,690,120.00	$94.00
447	178	Baby St	St Peter St	Dead End	Asphalt	Local	124	0.12	7	868	Semi-Urban	40	0-49	10	0.01	0-49	11	6	5	48	33	Reconstruction	$136,276.00	9	$125,860.00	$145.00
304	777	Ball St	Hale St	Maple St	Surface Treated	Local	133	0.13	7	931	Semi-Urban	50	0-49	10	0.01	0-49	11	6	5	41	84	Defer Maintenance	$0.00	40	$69,825.00	$75.00
1078	682	Baseline Rd	Belle River Rd	Dead End	Gravel	Local	213	0.21	7	1491	Rural	80	0-49	10	0.01	0-49	11	6	4		90	Preventive Maintenance	$5,964.00	44	$64,113.00	$43.00
1164	765	Bay St	Old Tecumseh Rd	Water Ave	Asphalt	Local	129	0.13	7	903	Urban	50	50-199	100	0.01	50-199	110	6	5		82	Crack Seal	$4,515.00	39	$137,256.00	$152.00
480	960	Bayberry Cres	Rue Labbe	Oakwood Ave	Asphalt	Local	334	0.33	7	2338	Urban	40	50-199	80	0.01	50-199	88	6	5	66	41	Rehabilitation	$187,040.00	14	$355,376.00	$152.00
300	177	Beach Crt	Bushey St	Cul-De-Sac	Asphalt	Local	62	0.06	7	434	Urban	50	50-199	50	0.01	50-199	55	6	5	68	61	Resurfacing	$10,416.00	26	$65,968.00	$152.00
703	1258	Beaune St	Tecumseh Rd	Dead End	Surface Treated	Local	120	0.12	7	840	Semi-Urban	50	0-49	10	0.01	0-49	11	6	5	35	90	Defer Maintenance	$0.00	44	$63,000.00	$75.00
712	828	Beckett Lane	E Pike Creek Rd	Cul-De-Sac	Surface Treated	Local	265	0.27	7	1855	Urban	50	0-49	20	0.01	0-49	22	6	5	55	35	Reconstruction	$139,125.00	10	$139,125.00	$75.00
91	565	Beechwood Dr	Birchwood Cres	Whitewood Dr	Asphalt	Local	110	0.11	7	770	Urban	40	50-199	100	0.01	50-199	110	6	5	66	64	Resurfacing	$18,480.00	28	$117,040.00	$152.00
92	694	Beechwood Dr	Oakwood Ave	Birchwood Cres	Asphalt	Local	47	0.05	7	329	Urban	40	50-199	100	0.01	50-199	110	6	5	50	87	Crack Seal	$1,645.00	42	$50,008.00	$152.00
93	11	Beechwood Dr	Elmwood Ave	Oakwood Ave	Asphalt	Local	138	0.14	7	966	Urban	40	50-199	80	0.01	50-199	88	6	5	43	94	Crack Seal	$4,830.00	46	$146,832.00	$152.00
94	292	Beechwood Dr	Cherrywood Dr	Elmwood Ave	Asphalt	Local	87	0.09	7	609	Urban	40	50-199	60	0.01	50-199	66	6	5	66	95	Crack Seal	$3,045.00	47	$92,568.00	$152.00
487	689	Beechwood Dr	Whitewood Dr	Westwood Dr	Asphalt	Local	96	0.10	7	672	Urban	40	50-199	80	0.01	50-199	88	6	5	80	63	Resurfacing	$16,128.00	27	$102,144.00	$152.00
644	691	Beechwood Dr	County Rd 22	Rue Labbe	Asphalt	Local	104	0.10	7	728	Urban	40	50-199	61	0.01	50-199	67.1	6	5	64	100	Defer Maintenance	$0.00	50	$110,656.00	$152.00
645	978	Beechwood Dr	Rue Labbe	Cherrywood Dr	Asphalt	Local	65	0.07	7	455	Urban	40	50-199	50	0.01	50-199	55	6	5	55	100	Defer Maintenance	$0.00	50	$69,160.00	$152.00
820	554	Bel Air Cir	Vintage Oak Dr	Cul-De-Sac	Asphalt	Local	87	0.09	7	609	Urban	40	50-199	50	0.01	50-199	55	6	6	74	60	Resurfacing	$14,616.00	26	$92,568.00	$152.00
1145	962	Belmont Ave	Tracey Dr	Tracey Dr	Asphalt	Minor Collector	410	0.41	10	4100	Urban	50	50-199	100	0.015	50-199	115	6	6		88	Crack Seal	$20,500.00	59	$651,900.00	$159.00
1192	607	Benjamin St	Ethan St	Christine Ave (South)	Asphalt	Local	196	0.20	7	1372	Urban	50	50-199	100	0.01	50-199	110	6			100	Defer Maintenance	$0.00	50	$208,544.00	$152.00
1194	989	Benjamin St	Ethan St	Christine Ave (North)	Asphalt	Local	159	0.16	7	1113	Urban	50	50-199	100	0.01	50-199	110	6			100	Defer Maintenance	$0.00	50	$169,176.00	$152.00
132	516	Big Creek Rd	Tecumseh Rd	Lakeshore Rd 303	Surface Treated	Minor Collector	1398	1.40	10	13980	Rural	80	1000-1999	1033	0.015	1000-1999	1187.95	3	4	60	56	Rehabilitation	$517,260.00	40	$1,314,120.00	$94.00
482	907	Birchwood Cres	Redwood Cres	Willowwood Dr	Asphalt	Local	279	0.28	7	1953	Urban	40	200-499	300	0.01	200-499	330	6	5	68	39	Reconstruction	$296,856.00	13	$296,856.00	$152.00
483	718	Birchwood Cres	Ashwood Cres	Redwood Cres	Asphalt	Local	97	0.10	7	679	Urban	40	200-499	300	0.01	200-499	330	6	5	68	62	Resurfacing	$16,296.00	27	$103,208.00	$152.00
484	1002	Birchwood Cres	Beechwood Dr	Ashwood Cres	Asphalt	Local	215	0.22	7	1505	Urban	40	200-499	303	0.01	200-499	333.3	6	5	51	94	Crack Seal	$7,525.00	46	$228,760.00	$152.00
622	906	Bissonnette Lane	Hawthorn Dr	County Rd 27	Asphalt	Local	623	0.62	7	4361	Rural	50	200-499	200	0.01	200-499	220	5	5	61	34	Reconstruction	$414,295.00	10	$414,295.00	$95.00
116	719	Blake Ave	Helena Cres (West)	Helena Cres (East)	Asphalt	Local	100	0.10	7	700	Urban	40	200-499	300	0.01	200-499	330	6	5	87	62	Resurfacing	$16,800.00	27	$106,400.00	$152.00
117	397	Blake Ave	Champlain Crt	Helena Cres (West)	Asphalt	Local	99	0.10	7	693	Urban	40	200-499	250	0.01	200-499	275	6	5	74	45	Rehabilitation	$55,440.00	16	$105,336.00	$152.00
118	959	Blake Ave	Fay Crt	Champlain Crt	Asphalt	Local	107	0.11	7	749	Urban	40	200-499	200	0.01	200-499	220	6	5	64	45	Rehabilitation	$59,920.00	16	$113,848.00	$152.00
119	58	Blake Ave	Cherie Crt	Fay Crt	Asphalt	Local	101	0.10	7	707	Urban	40	200-499	200	0.01	200-499	220	6	5	77	47	Rehabilitation	$56,560.00	18	$107,464.00	$152.00
694	1469	Blake Ave	St Simon St	Cherie Crt	Asphalt	Local	98	0.10	7	686	Urban	40	200-499	200	0.01	200-499	220	6	5	69	47	Rehabilitation	$54,880.00	18	$104,272.00	$152.00
1141	1102	Blake Ave	Helena Cres (East)	Benjamin St	Asphalt	Local	100	0.10	7	700	Urban	50	50-199	100	0.01	50-199	110	6			100	Defer Maintenance	$0.00	50	$106,400.00	$152.00
1167	76	Blake Ave	Benjamin St	Christine Ave	Asphalt	Local	90	0.09	7	630	Urban	50	50-199	100	0.01	50-199	110	6	5		100	Defer Maintenance	$0.00	50	$95,760.00	$152.00
1168	561	Blake Ave	Christine Ave	Dead End	Asphalt	Local	16	0.02	7	112	Urban	50	0-49	1	0.01	0-49	1.1	6	5		100	Defer Maintenance	$0.00	50	$17,024.00	$152.00
290	179	Blue Water Ave	Light Cove Ave	Cul-De-Sac	Surface Treated	Local	594	0.59	7	4158	Semi-Urban	50	50-199	130	0.01	50-199	143	6	5	60	85	Defer Maintenance	$0.00	41	$311,850.00	$75.00
768	698	Branton Cres	Amy Croft Dr & Shady Spring Cres	Diemer Crt	Asphalt	Local	265	0.27	7	1855	Urban	50	200-499	350	0.01	200-499	385	5	5	85	72	Micro Surfacing	$9,275.00	33	$281,960.00	$152.00
770	9	Branton Cres	Diemer Crt	Ravenya Way	Asphalt	Local	96	0.10	7	672	Urban	50	200-499	250	0.01	200-499	275	5	5	80	73	Micro Surfacing	$3,360.00	34	$102,144.00	$152.00
771	170	Branton Cres	Ravenya Way	Diane Cres	Asphalt	Local	87	0.09	7	609	Urban	50	200-499	250	0.01	200-499	275	5	5	82	74	Micro Surfacing	$3,045.00	34	$92,568.00	$152.00
772	1471	Branton Cres	Diane Cres	Diane Cres	Asphalt	Local	331	0.33	7	2317	Urban	50	200-499	230	0.01	200-499	253	5	5	81	75	Micro Surfacing	$11,585.00	35	$352,184.00	$152.00
773	519	Branton Cres	Diane Cres	Daniela Cres & Amy Croft Dr	Asphalt	Local	87	0.09	7	609	Urban	50	200-499	300	0.01	200-499	330	5	5	80	74	Micro Surfacing	$3,045.00	34	$92,568.00	$152.00
684	385	Brian St	St Louis St	Cul-De-Sac	Asphalt	Local	86	0.09	7	602	Urban	50	0-49	40	0.01	0-49	44	6	5	74	74	Micro Surfacing	$3,010.00	34	$91,504.00	$152.00
20506	290	Brunmar Cres	Oakwood Ave	Oakwood Ave	Asphalt	Local	558	0.56	7	3906	Urban	40	200-499	300	0.01	200-499	330	6			100	Defer Maintenance	$0.00	50	$593,712.00	$152.00
233	611	Buckwheat Lane	E Pike Creek Rd	Cul-De-Sac	Asphalt	Local	206	0.21	7	1442	Urban	50	0-49	10	0.01	0-49	11	6	5	41	35	Reconstruction	$219,184.00	10	$219,184.00	$152.00
591	18	Bushey St	Parkview Lane	Beach Crt	Asphalt	Local	104	0.10	7	728	Semi-Urban	50	50-199	75	0.01	50-199	82.5	6	5	47	68	Defer Maintenance	$0.00	30	$105,560.00	$145.00
592	1309	Bushey St	South Wind Crt	Tecumseh Rd	Asphalt	Local	181	0.18	7	1267	Semi-Urban	50	200-499	240	0.01	200-499	264	5	5	33	75	Micro Surfacing	$6,335.00	35	$183,715.00	$145.00
593	693	Bushey St	Beach Crt	South Wind Crt	Asphalt	Local	102	0.10	7	714	Semi-Urban	50	50-199	150	0.01	50-199	165	6	5	49	81	Crack Seal	$3,570.00	38	$103,530.00	$145.00
1030	589	Byrnedale Rd	Lakeshore Rd 125	Country Rd 31	Gravel	Minor Collector	1364	1.36	10	13640	Rural	80	50-199	70	0.015	50-199	80.5	4	4		75	Preventive Maintenance	$54,560.00	51	$586,520.00	$43.00
1031	536	Byrnedale Rd	Lakeshore Rd 123	Lakeshore Rd 125	Gravel	Minor Collector	1413	1.41	10	14130	Rural	80	0-49	40	0.015	0-49	46	6	4		61	Preventive Maintenance	$56,520.00	43	$607,590.00	$43.00
1032	1256	Byrnedale Rd	Myers Rd	Lakeshore Rd 123	Gravel	Minor Collector	1362	1.36	10	13620	Rural	80	50-199	60	0.015	50-199	69	4	4		79	Preventive Maintenance	$54,480.00	54	$585,660.00	$43.00
632	36	Caille Ave	Rourke Line Rd	W River St	Asphalt	Local	1864	1.86	7	13048	Semi-Urban	40	200-499	350	0.01	200-499	385	6	5	46	27	Reconstruction	$2,048,536.00	5	$1,891,960.00	$145.00
840	767	Caille Ave	Rourke Line Rd	Dead End	Asphalt	Local	469	0.47	7	3283	Semi-Urban	40	50-199	100	0.01	50-199	110	6	5	46	33	Reconstruction	$515,431.00	9	$476,035.00	$145.00
24	687	Cameron Crt	Oakwood Ave	Cul-De-Sac	Asphalt	Local	163	0.16	7	1141	Urban	50	50-199	80	0.01	50-199	88	6	5	94	82	Crack Seal	$5,705.00	39	$173,432.00	$152.00
1154	1140	Campana Cres	Marche St	Faleria St	Asphalt	Local	90	0.09	7	630	Urban	50	50-199	50	0.01	50-199	55	6	5		100	Defer Maintenance	$0.00	50	$95,760.00	$152.00
1155	726	Campana Cres	Faleria St	Dead End	Asphalt	Local	55	0.06	7	385	Urban	50	50-199	50	0.01	50-199	55	6	5		100	Defer Maintenance	$0.00	50	$58,520.00	$152.00
1189	543	Campana Cres	Oakwood Ave	Veneto St	Asphalt	Local	468	0.47	7	3276	Urban	50	50-199	150	0.01	50-199	165	6	5		100	Defer Maintenance	$0.00	50	$497,952.00	$152.00
1191	895	Campana Cres	Veneto St	Marche St	Asphalt	Local	194	0.19	7	1358	Urban	50	50-199	100	0.01	50-199	110	6	5		100	Defer Maintenance	$0.00	50	$206,416.00	$152.00
88	172	Canal Rd	Island Cres	Dead End	Surface Treated	Local	236	0.24	7	1652	Semi-Urban	40	50-199	80	0.01	50-199	88	6	5	28	93	Defer Maintenance	$0.00	46	$123,900.00	$75.00
1117	733	Carole Crt	Girrard Dr	Wisteria Lane	Asphalt	Local	347	0.35	7	2429	Urban	40	50-199	100	0.01	50-199	110	6	5		79	Micro Surfacing	$12,145.00	37	$369,208.00	$152.00
1122	730	Carole Crt	Wisteria Lane	Cul-De-Sac	Asphalt	Local	43	0.04	7	301	Urban	40	0-49	25	0.01	0-49	27.5	6	5		100	Defer Maintenance	$0.00	50	$45,752.00	$152.00
122	514	Cartier Cres	Desjardins St	Cul-De-Sac	Asphalt	Local	96	0.10	7	672	Urban	40	0-49	40	0.01	0-49	44	6	5	68	35	Reconstruction	$102,144.00	10	$102,144.00	$152.00
28	232	Caruhel Dr	County Rd 22	Earl St	Asphalt	Local	195	0.20	7	1365	Semi-Urban	40	50-199	100	0.01	50-199	110	6	5	62	46	Rehabilitation	$69,615.00	17	$197,925.00	$145.00

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 (m²)	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	Replacment Cost	Replacment 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	Caserta Cres	Matese St	Dead End	Asphalt	Local	38	0.04	7	266	Urban	40	0-49	5	0.01	0-49	5.5	6	6		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	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	Preventive Maintenance	$21,640.00	45	$232,630.00	$43.00
176	1237	Centre St	South St	Front St	Asphalt	Local	69	0.07	7	483	Semi-Urban	40	50-199	80	0.01	50-199	88	6	5	40	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	45	84	Crack Seal	$4,340.00	40	$125,860.00	$145.00
651	551	Centre St	Ouellette 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	$2,695.00	37	$78,155.00	$145.00
546	724	Chambers Dr	Mcmurren Cres	Cul-De-Sac	Asphalt	Local	91	0.09	7	637	Urban	40	0-49	40	0.01	0-49	44	6	5	65	33	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	56	32	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 Crt	Papineau St	Blake Ave	Asphalt	Local	549	0.55	7	3843	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	Adriana Lane	Asphalt	Local	455	0.46	7	3185	Urban	40	50-199	150	0.01	50-199	165	6	5		87	Crack Seal	$15,925.00	42	$484,120.00	$152.00
31	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	Dead End	Surface Treated	Local	451	0.45	7	3157	Semi-Urban	40	50-199	80	0.01	50-199	88	6	5	55	40	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		30	Reconstruction	$253,869.00	7	$234,465.00	$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	58	Rehabilitation	$60,333.00	24	$171,535.00	$145.00
752	327	Chelsea Park Way	Huntington Blvd	Ic 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 Crt	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	713	Chesterfield Crt	Selina St	Cul-De-Sac	Asphalt	Local	64	0.06	7	448	Urban	50	50-199	50	0.01	50-199	55	6	5		89	Crack Seal	$2,240.00	43	$68,096.00	$152.00
443	558	Chisholm St	Notre Dame St	St Charles St	Asphalt	Local	100	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	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	Defer Maintenance	$0.00	49	$256,424.00	$152.00
1170	712	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	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	97	Defer Maintenance	$0.00	48	$96,600.00	$75.00
262	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	$75.00
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	Claireview 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	$326,550.00	$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 Crt	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	$15,624.00	29	$98,952.00	$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	73	Micro Surfacing	$7,980.00	34	$242,592.00	$152.00
794	966	Columbus Dr	Cook Crt	Dead End	Asphalt	Local	62	0.06	7	434	Urban	50	0-49	20	0.01	0-49	22	6	5	90	86	Crack Seal	$2,170.00	41	$65,968.00	$152.00
795	482	Columbus Dr	St Clair Rd	Cook Crt	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	St Clair Rd	Tecumseh Rd	Surface Treated	Local	993	0.99	7	6951	Semi-Urban	50	500-999	597	0.01	500-999	656.7	5	4	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	Gravel Conversion	$11,200.00	40	$15,050.00	$43.00
1095	1306	Comber Sdrd	St Clair Rd	End Of Hardtop	Asphalt	Local	36	0.04	7	252	Urban	50	0-49	10	0.01	0-49	11	6	5		52	Rehabilitation	$20,160.00	21	$38,304.00	$152.00
762	64	Commercial Blvd	Amy Croft Dr	County Rd 22	Asphalt	Local	246	0.25	7	1722	Urban	50	4000-4999	4644	0.01	5000-5999	5108.4	4	4	70	47	Rehabilitation	$137,760.00	18	$261,744.00	$152.00
1198	876	Commercial Blvd	Manning Rd	Amy Croft Dr	Asphalt	Local	920	0.92	7	6440	Urban	50	2000-2999	2500	0.01	2000-2999	2750	5	5		100	Defer Maintenance	$0.00	50	$978,880.00	$152.00
72	1372	Community Centre St	Main St & Mcallister St	Dead End	Surface Treated	Local	85	0.09	7	595	Semi-Urban	50	50-199	75	0.01	50-199	82.5	6	5	31	100	Defer Maintenance	$0.00	50	$44,625.00	$75.00
612	347	Conway Cres	Patillo Rd	Cul-De-Sac	Asphalt	Local	119	0.12	7	833	Urban	40	50-199	50	0.01	50-199	55	6	5	78	75	Micro Surfacing	$4,165.00	35	$126,616.00	$152.00
796	1302	Cook Crt	Columbus Dr	Cul-De-Sac	Asphalt	Local	40	0.04	7	280	Urban	50	0-49	20	0.01	0-49	22	6	5	83	81	Crack Seal	$1,400.00	38	$42,560.00	$152.00
821	142	Cooper Cres	Lenore St	Millstone Lane	Asphalt	Local	91	0.09	7	637	Urban	40	50-199	130	0.01	50-199	143	6	5	73	77	Micro Surfacing	$3,185.00	36	$96,824.00	$152.00
872	773	Cooper Cres	Millstone Lane	Lenore St	Asphalt	Local	76	0.08	7	532	Urban	40	50-199	140	0.01	50-199	154	6	5	81	73	Micro Surfacing	$2,660.00	34	$80,864.00	$152.00
873	312	Cooper Cres	Millstone Lane	Harvest Lane	Asphalt	Local	87	0.09	7	609	Urban	40	50-199	100	0.01	50-199	110	6	5	80	72	Micro Surfacing	$3,045.00	33	$92,568.00	$152.00
879	1141	Cooper Cres	Harvest Lane	Millstone Lane	Asphalt	Local	87	0.09	7	609	Urban	40	50-199	100	0.01	50-199	110	6	5	82	78	Micro Surfacing	$3,045.00	37	$92,568.00	$152.00
913	870	Cooper Cres	Harvest Lane	Harvest Lane	Asphalt	Local	312	0.31	7	2184	Urban	40	50-199	80	0.01	50-199	88	6	5	90	81	Crack Seal	$10,920.00	38	$331,968.00	$152.00
549	858	Corbett Dr	Chambers Dr	Powers Dr	Asphalt	Local	196	0.20	7	1372	Urban	40	50-199	180	0.01	50-199	198	6	5	55	86	Crack Seal	$6,860.00	41	$208,544.00	$152.00
550	720	Corbett Dr	Mcmurren Cres	Seymour Cres	Asphalt	Local	215	0.22	7	1505	Urban	40	200-499	247	0.01	200-499	271.7	6	5	71	90	Crack Seal	$7,525.00	44	$228,760.00	$152.00
551	175	Corbett Dr	Powers Dr	Mcmurren Cres	Asphalt	Local	197	0.20	7	1379	Urban	40	200-499	200	0.01	200-499	220	6	5	64	80	Crack Seal	$6,895.00	37	$209,608.00	$152.00
1064	723	Corbett 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	
747	1301	Coretti Dr	Girard Dr	Piroli Cres & Oakwood Ave	Asphalt	Local	313	0.31	7	2191	Urban	50	50-199	80	0.01	50-199	88	6	5	74	77	Micro Surfacing	$10,955.00	36	$333,032.00	$152.00
1040	465	Countryview Lane	Lakeshore Rd 241	Mitchell Rd	Gravel	Minor Collector	672	0.67	10	6720	Rural	80	50-199	60	0.015	50-199	69	4	4		67	Preventive Maintenance	$26,880.00	47	$288,960.00	$43.00
1041	684	Countryview Lane	County Rd 31	Lakeshore Rd 241	Gravel	Minor Collector	764	0.76	10	7640	Rural	80	50-199	80	0.015	50-199	92	4	4		68	Preventive Maintenance	$30,560.00	47	$328,520.00	$43.00
1197	502	Couture Beach Rd	Couture Rd	Dead End	Gravel	Local	140	0.14	7	980	Rural	15	50-199	50	0.01	50-199	55	6	0		68	Preventive Maintenance	$3,920.00	30	$42,140.00	$43.00
1018	61	Creekside Rd	Tecumseh Rd	Baptiste Rd	Gravel	Minor Collector	1975	1.98	10	19750	Rural	80	0-49	40	0.015	0-49	46	6	6		64	Preventive Maintenance	$79,000.00	45	$849,250.00	$43.00
289	541	Crest River Ave	Tisdelle Dr	Cul-De-Sac	Asphalt	Local	646	0.65	7	4522	Urban	50	50-199	110	0.01	50-199	121	6	5	53	100	Defer Maintenance	$0.00	50	$687,344.00	$152.00
893	174	Croft Dr	Prospect Dr	Advance Blvd	Asphalt	Minor Collector	401	0.40	10	4010	Urban	50	2000-2999	2500	0.015	2000-2999	2875	5	4	79	68	Resurfacing	$96,240.00	47	$637,590.00	$159.00
896	1110	Croft Dr	E Pike Creek Rd	Prospect Dr	Asphalt	Minor Collector	767	0.77	10	7670	Urban	50	2000-2999	2719	0.015	3000-3999	3126.85	5	4	76	55	Rehabilitation	$575,250.00	39	$1,219,530.00	$159.00
127	1007	Crosswinds Dr	Traditional Trail	Girard Dr	Asphalt	Local	94	0.09	7	658	Urban	50	200-499	250	0.01	200-499	275	5	5	73	76	Micro Surfacing	$3,290.00	35	$100,016.00	$152.00
235	740	Crosswinds Dr	Oakwood Ave	Legacy Lane	Asphalt	Local	90	0.09	7	630	Urban	50	200-499	250	0.01	200-499	275	5	5	77	76	Micro Surfacing	$3,150.00	35	$95,760.00	$152.00
236	776	Crosswinds Dr	Legacy Lane	Traditional Trail	Asphalt	Local	197	0.20	7	1379	Urban	50	50-199	100	0.01	50-199	110	6	5	79	77	Micro Surfacing	$6,895.00	36	$209,608.00	$152.00
1127	398	Crosswinds Dr	Oakwood Ave	Deer Run Trail	Asphalt	Local	323	0.32	7	2261	Urban	40	50-199	130	0.01	50-199	143	6	6		100	Defer Maintenance	$0.00	50	$343,672.00	$152.00
760	815	Cyanna Crt	Stonebrook Blvd	Stonebrook Blvd	Asphalt	Local	384	0.38	7	2688	Urban	50	50-199	80	0.01	50-199	88	6	5	92	77	Micro Surfacing	$13,440.00	36	$408,576.00	$152.00
1173	37	Cypress Lane	Aspen Ridge Cres	Aspen Ridge Cres	Asphalt	Local	149	0.15	7	1043	Urban	50	50-199	50	0.01	50-199	55	6	5		100	Defer Maintenance	$0.00	50	$158,536.00	$152.00
783	566	Daniela Cres	Rockhaven Dr	Rockhaven Dr	Asphalt	Local	215	0.22	7	1505	Urban	50	50-199	80	0.01	50-199	88	6	5	79	72	Micro Surfacing	$7,525.00	33	$228,760.00	$152.00
784	537	Daniela Cres	Rockhaven Dr	Amy Croft Dr & Branton Cres	Asphalt	Local	86	0.09	7	602	Urban	50	200-499	200	0.01	200-499	220	5	5	78	67	Resurfacing	$14,448.00	30	$91,504.00	$152.00
576	572	Dawson Rd	Talbot Rd	Cul-De-Sac	Asphalt	Local	198	0.20	7	1386	Rural	40	50-199	100	0.01	50-199	110	6	5	68	45	Rehabilitation	$81,774.00	16	$131,670.00	$95.00
21021	652	Decarlo Dr	Orchard Park Dr	Cul-De-Sac	Asphalt	Local	82	0.08	7	574	Urban	40	50-199	80	0.01	50-199	88	6	5			Excluded	$0.00	0	$0.00	
912	81	Deer Run Trail	Colonial Crossing	Colonial Crossing	Asphalt	Local	403	0.40	7	2821	Urban	50	50-199	150	0.01	50-199	165	6	5	89	63	Resurfacing	$67,704.00	27	$428,792.00	$152.00
1105	20	Deer Run Trail	Colonial Crossing	Legends Lane	Asphalt	Local	93	0.09	7	651	Urban	50	50-199	80	0.01	50-199	88	6	5		70	Micro Surfacing	$3,255.00	32	$98,952.00	$152.00
1112	40	Deer Run Trail	Legends Lane	Crosswinds Dr	Asphalt	Local	94	0.09	7	658	Urban	40	50-199	100	0.01	50-199	110	6	6		92	Crack Seal	$3,290.00	45	$100,016.00	$152.00
1128	42	Deer Run Trail	Oakwood Ave	Crosswinds Dr	Asphalt	Local	410	0.41	7	2870	Urban	40	50-199	150	0.01	50-199	165	6	6		97	Defer Maintenance	$0.00	48	$436,240.00	$152.00
1047	557	Desimpel Rd	Gray Line	Wheatley Rd	Gravel	Minor Collector	1603	1.60	10	16030	Rural	80	0-49	20	0.015	0-49	23	6	4		81	Preventive Maintenance	$64,120.00	55	$689,290.00	$43.00
1048	1071	Desimpel Rd	Richardson Sdrd	Gray Line	Gravel	Minor Collector	851	0.85	10	8510	Rural	80	50-199	50	0.015	50-199	57.5	4	4		75	Preventive Maintenance	$34,040.00	51	$365,930.00	$43.00
1076	43	Desimpel Rd	Richardson Sdrd	Dead End	Gravel	Minor Collector	2059	2.06	10	20590	Rural	80	0-49	30	0.015	0-49	34.5	6	6		55	Rehabilitation	$782,420.00	39	$885,370.00	$43.00
441	783	Desjardins St	Cartier Cres	Lenore St	Asphalt	Local	248	0.25	7	1736	Urban	40	50-199	100	0.01	50-199	110	6	5	70	59	Rehabilitation	$138,880.00	25	$263,872.00	$152.00
442	855	Desjardins St	St Simon St	Cartier Cres	Asphalt	Local	91	0.09	7	637	Urban	40	50-199	100	0.01	50-199	110	6	5	72	59	Rehabilitation	$50,960.00	25	$96,824.00	$152.00
328	958	Deziel Dr	Lakeshore Pk	Dead End	Asphalt	Local	65	0.07	7	455	Semi-Urban	40	0-49	5	0.01	0-49	5.5	6	5	81	37	Reconstruction	$71,435.00	12	$65,975.00	$145.00
774	176	Diane Cres	Branton Cres	Branton Cres	Asphalt	Local	351	0.35	7	2457	Urban	50	50-199	160	0.01	50-199	176	6	5	81	75	Micro Surfacing	$12,285.00	35	$373,464.00	$152.00
769	1325	Diemer Crt	Branton Cres	Cul-De-Sac	Asphalt	Local	76	0.08	7	532	Urban	50	50-199	50	0.01	50-199	55	6	5	81	75	Micro Surfacing	$2,660.00	35	$80,864.00	$152.00
637	1158	Diesbourg Blvd	Notre Dame St	Marie St	Asphalt	Local	219	0.22	7	1533	Urban	40	50-199	100	0.01	50-199	110	6	5	57	42	Rehabilitation	$122,640.00	15	$233,016.00	$152.00
1052	984	Dockside St	Harbour Dr	Dead End	Gravel	Local	180	0.18	7	1260	Rural	50	50-199	50	0.01	50-199	55	6	5		66	Preventive Maintenance	$5,040.00	29	$54,180.00	$43.00
928	690	Donald Cres	Christine Ave	St Peter St	Asphalt	Local	500	0.50	7	3500	Urban	50	200-499	200	0.01	200-499	220	5	5	78	79	Micro Surfacing	$17,500.00	37	$532,000.00	$152.00
673	641	Dorothy Crt	Mousseau Cres	Cul-De-Sac	Asphalt	Local	53	0.05	7	371	Urban	50	50-199	50	0.01	50-199	55	6	5	70	55	Rehabilitation	$29,680.00	23	$56,392.00	$152.00
797	48	Driftwood Cres	Foxwood Cres	Westwood Dr	Asphalt	Local	84	0.08	7	588	Urban	40	50-199	120	0.01	50-199	132	6	5	81	72	Micro Surfacing	$2,940.00	33	$89,376.00	$152.00
798	1070	Driftwood Cres	Westwood Dr	Foxwood Cres	Asphalt	Local	229	0.23	7	1603	Urban	40	50-199	80	0.01	50-199	88	6	5	84	70	Micro Surfacing	$8,015.00	32	$243,656.00	$152.00
799	1484	Driftwood Cres	Foxwood Cres	Foxwood Cres	Asphalt	Local	217	0.22	7	1519	Urban	40	50-199	80	0.01	50-199	88	6	5	85	63	Resurfacing	$36,456.00	27	$230,888.00	$152.00
29	556	Dubois Ave	County Rd 22	Faith Dr	Asphalt	Local	326	0.33	7	2282	Semi-Urban	40	50-199	150	0.01	50-199	165	6	5	50	85	Crack Seal	$11,410.00	41	$330,890.00	$145.00
359	477	Ducharme St	Broadway St	Terra Lou Dr	Asphalt	Local	96	0.10	7	672	Urban	40	500-999	950	0.01	1000-1999	1045	5	5	68	55	Rehabilitation	$53,760.00	23	$102,144.00	$152.00
360	1018	Ducharme St	Lakeview Dr	Broadway St	Asphalt	Local	56	0.06	7	392	Urban	40	200-499	300	0.01	200-499	330	6	5	72	80	Crack Seal	$1,960.00	38	$59,584.00	$152.00
361	904	Ducharme St	Melanie Lane	Notre Dame St	Asphalt	Local	148	0.15	7	1036	Urban	40	1000-1999	1050	0.01	1000-1999	1155	5	5	72	46	Rehabilitation	$82,880.00	17	$157,472.00	$152.00
362	656	Ducharme St	Royal Cres	Melanie Lane	Asphalt	Local	47	0.05	7	329	Urban	40	500-999	850	0.01	500-999	935	5	5	68	49	Rehabilitation	$26,320.00	19	$50,008.00	$152.00
363	1036	Ducharme St	Terra Lou Dr	Royal Cres	Asphalt	Local	119	0.12	7	833	Urban	40	500-999	834	0.01	500-999	917.4	5	5	73	43	Rehabilitation	$66,640.00	15	$126,616.00	$152.00
347	817	Duck Creek Blvd	Mousseau Cres	Dead End	Asphalt	Local	63	0.06	7	441	Urban	50	0-49	10	0.01	0-49	11	6	5	58	42	Rehabilitation	$35,280.00	15	$67,032.00	$152.00
348	669	Duck Creek Blvd	Mousseau Cres	Terra Lou Dr & Notre Dame St	Asphalt	Local	126	0.13	7	882	Urban	50	500-999	800	0.01	500-999	880	5	4	75	63	Resurfacing	$21,168.00	27	$134,064.00	$152.00
349	573	Duck Creek Blvd	Mousseau Cres	St Peter St	Asphalt	Local	112	0.11	7	784	Urban	50	500-999	750	0.01	500-999	825	5	4	77	63	Resurfacing	$18,816.00	27	$119,168.00	$152.00
710	983	Duck Creek Blvd	St Peter St	Mousseau Cres	Asphalt	Local	38	0.04	7	266	Urban	50	200-499	270	0.01	200-499	297	5	5	64	59	Rehabilitation	$21,280.00	25	$40,432.00	$152.00
408	771	Dupuis St	Railway Ave	Broadway St	Asphalt	Local	169	0.17	7	1183	Semi-Urban	50	50-199	100	0.01	50-199	110	6	4	72	46	Rehabilitation	$60,333.00	17	$171,535.00	$145.00

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^2)	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	Replacment Cost	Replacment 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	Broadway 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	Ruggaber Dr	Little Baseline Rd	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	1676.4	5	4	64	40	Rehabilitation	$154,560.00	13	$293,664.00	$152.00
379	338	E Pike Creek Rd	Buckwheat Lane	Beckett Lane	Asphalt	Local	507	0.51	7	3549	Urban	50	1000-1999	1000	0.01	1000-1999	1100	5	4	63	30	Reconstruction	$539,448.00	7	$539,448.00	$152.00
380	813	E Pike Creek Rd	Old Tecumseh Rd	Buckwheat Lane	Asphalt	Local	258	0.26	7	1806	Semi-Urban	50	500-999	700	0.01	500-999	770	5	4	66	42	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	84	Excluded	$0.00	40	$0.00	
602	45	E Pike Creek Rd	Wilder 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	Croft Dr	Wilder 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	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	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	38	$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	21	$986,475.00	$75.00
853	668	E Ruscom River Rd	Tellier Rd & County Rd 2	Honey Lane	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	$422,625.00	$75.00
628	339	Earl St	Pierre Ave	Caruhel Dr	Asphalt	Local	82	0.08	7	574	Semi-Urban	40	50-199	50	0.01	50-199	55	6	5	49	90	Crack Seal	$2,870.00	44	$83,230.00	$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	Eighth 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	27	34	Reconstruction	$100,009.00	10	$92,365.00	$145.00
48	1011	Eighth 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	Eighth 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	31	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	542	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	6	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	4	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	Russell 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	$152.00
58	679	Elmgrove Dr	E Pike Creek Rd	Majestic Dr	Asphalt	Local	581	0.58	7	4067	Urban	40	200-499	300	0.01	200-499	330	6	5	97	91	Crack Seal	$20,335.00	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	10	Emery Dr	County Rd 22	Caruhel Dr	Asphalt	Local	251	0.25	7	1757	Semi-Urban	40	200-499	477	0.01	500-999	524.7	6	5	54	87	Crack Seal	$8,785.00	42	$254,765.00	$145.00
626	345	Emery Dr	Caruhel Dr	Faith Dr	Asphalt	Local	94	0.09	7	658	Semi-Urban	40	200-499	477	0.01	500-999	524.7	6	5	58	84	Crack Seal	$3,290.00	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	$6,650.00	32	$202,160.00	$152.00
846	14	Estate St	County Rd 22	Estate St	Asphalt	Local	24	0.02	7	168	Semi-Urban	50	0-49	20	0.01	0-49	22	6	5	69	72	Micro Surfacing	$840.00	33	$24,360.00	$145.00
847	670	Estate St	Estate St	Cul-De-Sac (West)	Asphalt	Local	104	0.10	7	728	Semi-Urban	50	0-49	10	0.01	0-49	11	6	5	69	65	Defer Maintenance	$0.00	29	$105,560.00	$145.00
848	1373	Estate St	Estate St	Cul-De-Sac (East)	Asphalt	Local	100	0.10	7	700	Semi-Urban	50	0-49	10	0.01	0-49	11	6	5	70	51	Rehabilitation	$35,700.00	20	$101,500.00	$145.00
1171	681	Ethan St	Christine Ave	Dead End	Asphalt	Local	45	0.05	7	315	Urban	50	0-49	2	0.01	0-49	2.2	6	5		100	Defer Maintenance	$0.00	50	$47,880.00	$152.00
1193	1284	Ethan St	Benjamin St	Christine Ave	Asphalt	Local	90	0.09	7	630	Urban	50	50-199	50	0.01	50-199	55	6			100	Defer Maintenance	$0.00	50	$95,760.00	$152.00
453	816	Evelyn St	Henry St	Cul-De-Sac	Asphalt	Local	118	0.12	7	826	Semi-Urban	40	0-49	40	0.01	0-49	44	6	5	42	31	Reconstruction	$129,682.00	8	$119,770.00	$145.00
646	703	Evelyn St	Henry St	Riviera Estate Dr	Asphalt	Local	252	0.25	7	1764	Urban	40	50-199	100	0.01	50-199	110	6	5	26	23	Reconstruction	$268,128.00	3	$268,128.00	$152.00
887	1127	Evergreen Dr	Pinehurst Dr	Oakwood Ave	Asphalt	Local	113	0.11	7	791	Urban	40	200-499	250	0.01	200-499	275	6	5	70	47	Rehabilitation	$63,280.00	18	$120,232.00	$152.00
888	996	Evergreen Dr	Woodland Cres	Pinehurst Dr	Asphalt	Local	409	0.41	7	2863	Urban	40	50-199	150	0.01	50-199	165	6	5	95	82	Crack Seal	$14,315.00	39	$435,176.00	$152.00
629	675	Faith Dr	Emery Dr	Dubois Ave	Asphalt	Local	197	0.20	7	1379	Semi-Urban	40	200-499	300	0.01	200-499	330	6	5	28	82	Crack Seal	$6,895.00	39	$199,955.00	$145.00
630	1321	Faith Dr	Dubois Ave	St Mary'S Rd	Asphalt	Local	140	0.14	7	980	Semi-Urban	40	200-499	200	0.01	200-499	220	6	5	44	100	Defer Maintenance	$0.00	50	$142,100.00	$145.00
20500	1307	Faleria St	Oakwood Avenue	Campana Crescent	Asphalt	Local	342	0.34	7	2394	Urban	50	50-199	150	0.01	50-199	165	6	5		93	Crack Seal	$11,970.00	46	$363,888.00	$152.00
619	1105	Fasan Cres	Russel Woods Dr	Cul-De-Sac	Asphalt	Local	66	0.07	7	462	Urban	40	0-49	30	0.01	0-49	33	6	5	59	34	Reconstruction	$70,224.00	10	$70,224.00	$152.00
111	1308	Fay Crt	Blake Ave	Cul-De-Sac	Asphalt	Local	124	0.12	7	868	Urban	40	50-199	60	0.01	50-199	66	6	5	77	62	Resurfacing	$20,832.00	27	$131,936.00	$152.00
1071	1109	Finn Lane	N Rear Rd	Dead End	Gravel	Minor Collector	1014	1.01	10	10140	Rural	80	0-49	10	0.015	0-49	11.5	6	5		50	Rehabilitation	$385,320.00	36	$436,020.00	$43.00
188	552	First St	Railway Ave	Broadway St	Asphalt	Local	126	0.13	7	882	Urban	50	50-199	120	0.01	50-199	132	6	4	77	72	Micro Surfacing	$4,410.00	33	$134,064.00	$152.00
458	1107	First St	Lake St & Lakeview Dr	Railway Ave	Asphalt	Local	112	0.11	7	784	Urban	50	50-199	120	0.01	50-199	132	6	4	70	59	Rehabilitation	$62,720.00	25	$119,168.00	$152.00
561	311	Flanders Rd	Old Tecumseh Rd	St Andrews Dr	Asphalt	Local	121	0.12	7	847	Urban	40	50-199	130	0.01	50-199	143	6	5	89	72	Micro Surfacing	$4,235.00	33	$128,744.00	$152.00
614	467	Flanders Rd	St Andrews Dr	Flanders Rd	Asphalt	Local	110	0.11	7	770	Urban	40	50-199	150	0.01	50-199	165	6	5	78	74	Micro Surfacing	$3,850.00	34	$117,040.00	$152.00
615	1111	Flanders Rd	St Andrews Dr	Cul-De-Sac	Asphalt	Local	281	0.28	7	1967	Urban	40	50-199	150	0.01	50-199	165	6	5	84	76	Micro Surfacing	$9,835.00	35	$298,984.00	$152.00
245	41	Ford St	Main St	Cul-De-Sac	Surface Treated	Local	371	0.37	7	2597	Semi-Urban	50	50-199	80	0.01	50-199	88	6	5	60	46	Rehabilitation	$98,686.00	17	$194,775.00	$75.00
374	15	Fourth St	Railway Ave	Broadway St	Asphalt	Local	158	0.16	7	1106	Semi-Urban	50	50-199	80	0.01	50-199	88	6	4	50	94	Crack Seal	$5,530.00	46	$160,370.00	$145.00
411	686	Fourth 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	32	32	Reconstruction	$110,999.00	9	$102,515.00	$145.00
412	1126	Fourth St	Broadway St	Notre Dame St	Asphalt	Local	90	0.09	7	630	Semi-Urban	50	0-49	40	0.01	0-49	44	6	4	56	48	Rehabilitation	$32,130.00	18	$91,350.00	$145.00
800	825	Foxwood Cres	Driftwood Cres	Driftwood Cres	Asphalt	Local	208	0.21	7	1456	Urban	40	50-199	60	0.01	50-199	66	6	5	83	71	Micro Surfacing	$7,280.00	32	$221,312.00	$152.00
329	702	Foy Ave	Lakeshore Pk	Dead End	Asphalt	Local	36	0.04	7	252	Semi-Urban	40	0-49	5	0.01	0-49	5.5	6	5	66	46	Rehabilitation	$12,852.00	17	$36,540.00	$145.00
1111	982	Francis Cres	St Peter St	St Peter St	Asphalt	Local	375	0.38	7	2625	Urban	50	200-499	200	0.01	200-499	220	5	6		94	Crack Seal	$13,125.00	46	$399,000.00	$152.00
67	553	Frank Crt	William St	Cul-De-Sac	Asphalt	Local	119	0.12	7	833	Urban	50	0-49	40	0.01	0-49	44	6	5	50	90	Crack Seal	$4,165.00	44	$126,616.00	$152.00
178	658	Front St	Centre St	St Peter St	Asphalt	Local	96	0.10	7	672	Semi-Urban	40	0-49	20	0.01	0-49	22	6	5	33	83	Crack Seal	$3,360.00	39	$97,440.00	$145.00
179	1291	Front St	St Charles St	Centre St	Asphalt	Local	99	0.10	7	693	Semi-Urban	40	0-49	40	0.01	0-49	44	6	5	43	33	Reconstruction	$108,801.00	9	$100,485.00	$145.00
934	772	Front St	St Charles St	Cul-De-Sac	Asphalt	Local	79	0.08	7	553	Semi-Urban	40	0-49	30	0.01	0-49	33	6	5	71	35	Reconstruction	$86,821.00	10	$80,185.00	$145.00
1053	1099	Frontier Rd	Tecumseh Line	Dead End	Gravel	Minor Collector	547	0.55	10	5470	Rural	80	0-49	10	0.015	0-49	11.5	6	6		68	Preventive Maintenance	$21,880.00	47	$235,210.00	$43.00
20522	1207	Frontier Rd	Tecumseh Rd	Chatham-Kent County Td 1	Surface Treated	Minor Collector	651	0.65	10	6510	Rural	80	50-199	50	0.015	50-199	57.5	4	6		93	Defer Maintenance	$0.00	62	$611,940.00	$94.00
39	171	Gammon Cres	King James Ave	Cul-De-Sac	Asphalt	Local	82	0.08	7	574	Urban	40	0-49	40	0.01	0-49	44	6	5	68	47	Rehabilitation	$45,920.00	18	$87,248.00	$152.00
413	685	Gayle St	St Louis St	Cul-De-Sac	Asphalt	Local	87	0.09	7	609	Urban	50	0-49	40	0.01	0-49	44	6	5	78	76	Micro Surfacing	$3,045.00	35	$92,568.00	$152.00
351	249	George Cres	Terra Lou Dr	Terra Lou Dr	Asphalt	Local	396	0.40	7	2772	Urban	50	200-499	200	0.01	200-499	220	5	4	27	93	Crack Seal	$13,860.00	46	$421,344.00	$152.00
387	376	George Kennedy Way	Walstedt Way	Cul-De-Sac	Asphalt	Local	118	0.12	7	826	Urban	40	50-199	60	0.01	50-199	66	6	5	68	64	Resurfacing	$19,824.00	28	$125,552.00	$152.00
388	705	George Kennedy Way	Quinlan Dr	Walstedt Way	Asphalt	Local	236	0.24	7	1652	Urban	40	50-199	60	0.01	50-199	66	6	5	81	64	Resurfacing	$39,648.00	28	$251,104.00	$152.00
389	1115	George Kennedy Way	Walstedt Way	Quinlan Dr	Asphalt	Local	271	0.27	7	1897	Urban	40	50-199	100	0.01	50-199	110	6	5	83	61	Resurfacing	$45,528.00	26	$288,344.00	$152.00
390	1214	George Kennedy Way	Walstedt Way	Cul-De-Sac	Asphalt	Local	125	0.13	7	875	Urban	40	50-199	60	0.01	50-199	66	6	5	83	66	Resurfacing	$21,000.00	29	$133,000.00	$152.00
128	676	Girard Dr	Mcmahon Cres	Crosswinds Dr	Asphalt	Local	93	0.09	7	651	Urban	50	200-499	250	0.01	200-499	275	5	5	76	73	Micro Surfacing	$3,255.00	34	$98,952.00	$152.00
129	1232	Girard Dr	Crosswinds Dr	Grandview Blvd	Asphalt	Local	101	0.10	7	707	Urban	50	200-499	300	0.01	200-499	330	5	5	81	74	Micro Surfacing	$3,535.00	34	$107,464.00	$152.00
723	1233	Girard Dr	Grandview Blvd	Legacy Lane	Asphalt	Local	91	0.09	7	637	Urban	50	200-499	300	0.01	200-499	330	5	5	74	74	Micro Surfacing	$3,185.00	34	$96,824.00	$152.00
724	1048	Girard Dr	Legacy Lane	Coretti Dr	Asphalt	Local	185	0.19	7	1295	Urban	50	200-499	400	0.01	200-499	440	5	5	76	61	Resurfacing	$31,080.00	26	$196,840.00	$152.00
725	814	Girard Dr	Coretti Dr	Rego Dr	Asphalt	Local	91	0.09	7	637	Urban	50	200-499	450	0.01	200-499	495	5	4	80	60	Resurfacing	$15,288.00	26	$96,824.00	$152.00
726	1051	Girard Dr	Rego Dr	Rourke Line Rd	Asphalt	Local	107	0.11	7	749	Urban	50	500-999	500	0.01	500-999	550	5	4	79	62	Resurfacing	$17,976.00	27	$113,848.00	$152.00
729	8	Girard Dr	Matthew Cres	Auburn Ave	Asphalt	Local	191	0.19	7	1337	Urban	50	50-199	80	0.01	50-199	88	6	5	77	67	Resurfacing	$32,088.00	30	$203,224.00	$152.00
736	1264	Girard Dr	Pascal Ave	Mcmahon Cres	Asphalt	Local	104	0.10	7	728	Urban	50	50-199	150	0.01	50-199	165	6	5	75	59	Rehabilitation	$58,240.00	25	$110,656.00	$152.00
737	1208	Girard Dr	Auburn Ave	Carole Crt	Asphalt	Local	143	0.14	7	1001	Urban	50	200-499	200	0.01	200-499	220	5	5	75	58	Rehabilitation	$80,080.00	24	$152,152.00	$152.00
939	677	Girard Dr	Carole Crt	Pascal Ave	Asphalt	Local	88	0.09	7	616	Urban	50	50-199	150	0.01	50-199	165	6	5	71	48	Rehabilitation	$49,280.00	18	$93,632.00	$152.00
337	678	Golfview Dr	Valentino Dr & Lakeshore Pk	County Rd 2	Surface Treated	Minor Collector	309	0.31	10	3090	Semi-Urban	50	200-499	350	0.015	200-499	402.5	5	5	73	62	Surface Treated - Added Lift	$46,350.00	43	$290,460.00	$94.00
1055	248	Golfview Dr	County Rd 42	County Rd 2	Gravel	Minor Collector	2716	2.72	10	27160	Rural	80	50-199	99	0.015	50-199	113.85	4	4		66	Preventive Maintenance	$108,640.00	46	$1,167,880.00	$43.00
1016	24	Goodreau Line	Tilbury W And Romney Tline	Wheatley Rd	Gravel	Minor Collector	1551	1.55	10	15510	Rural	80	50-199	50	0.015	50-199	57.5	4	4		74	Preventive Maintenance	$62,040.00	51	$666,930.00	$43.00
296	899	Gracey Sdrd	Laforet Beach Rd & Crystal Beach Rd	Lakeshore Rd 301	Surface Treated	Minor Collector	302	0.30	10	3020	Rural	80	200-499	200	0.015	200-499	230	4	4	29	57	Rehabilitation	$111,740.00	40	$283,880.00	$94.00
297	1226	Gracey Sdrd	Lakeshore Rd 301	Tecumseh Rd	Surface Treated	Minor Collector	1064	1.06	10	10640	Rural	80	200-499	200	0.015	200-499	230	4	4	25	73	Micro Surfacing	$53,200.00	50	$1,000,160.00	$94.00
678	903	Grandview Blvd	County Rd 22	Heritage Garden Cres & Paradise Pl	Asphalt	Local	64	0.06	7	448	Urban	50	200-499	300	0.01	200-499	330	5	4	74	60	Resurfacing	$10,752.00	26	$68,096.00	$152.00
715	781	Grandview Blvd	Paradise Pl & Heritage Garden Cres	Heritage Garden Cres & Mcmahon	Asphalt	Local	106	0.11	7	742	Urban	50	200-499	300	0.01	200-499	330	5	4	79	58	Rehabilitation	$59,360.00	24	$112,784.00	$152.00
718	466	Grandview Blvd	Mcmahon Cres & Heritage Garden Cres	Girard Dr	Asphalt	Local	141	0.14	7	987	Urban	50	200-499	300	0.01	200-499	330	5	4	72	62	Resurfacing	$23,688.00	27	$150,024.00	$152.00
1010	602	Gray Line	Desimpel Rd	Wheatley Rd	Gravel	Minor Collector	1855	1.86	10	18550	Rural	80	50-199	50	0.015	50-199	57.5	4	4		80	Preventive Maintenance	$74,200.00	54	$797,650.00	$43.00
466	614	Greenwood Cres	Elmwood Ave	Elmwood Ave	Asphalt	Local	462	0.46	7	3234	Urban	40	50-199	140	0.01	50-199	154	6	5	31	72	Micro Surfacing	$16,170.00	33	$491,568.00	$152.00
308	725	Hale St	Ball St	Reed St	Surface Treated	Local	80	0.08	7	560	Semi-Urban	50	200-499	420	0.01	200-499	462	5	4	53	100	Defer Maintenance	$0.00	50	$42,000.00	$75.00
309	1176	Hale St	Reed St	Tecumseh Rd	Surface Treated	Local	474	0.47	7	3318	Semi-Urban	50	200-499	421	0.01	200-499	463.1	5	4	50	93	Defer Maintenance	$0.00	46	$248,850.00	$75.00
310	1114	Hale St	St Clair Rd	Ball St	Surface Treated	Local	488	0.49	7	3416	Semi-Urban	50	200-499	400	0.01	200-499	440	5	4	60	80	Defer Maintenance	$0.00	38	$256,200.00	$75.00

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^2)	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	Replacment Cost	Replacment Cost Benchmark
424	501	Halo Crt	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	21	$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	31	91	Defer Maintenance	$0.00	45	$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	Defer Maintenance	$0.00	50	$416,024.00	$152.00
1006	1108	Hawthorn Dr	Bissonnette Lane	Dead End	Asphalt	Local	650	0.65	7	4550	Rural	50	200-499	364	0.01	200-499	400.4	5	5		89	Crack Seal	$22,750.00	43	$432,250.00	$95.00
1007	1122	Hawthorn Dr	N Rear Rd	Bissonnette Lane	Asphalt	Local	999	1.00	7	6993	Rural	50	200-499	364	0.01	200-499	400.4	5	5		73	Micro Surfacing	$34,965.00	34	$664,335.00	$95.00
711	1020	Helena Cres	Blake Ave	Blake Ave	Asphalt	Local	612	0.61	7	4284	Urban	40	200-499	250	0.01	200-499	275	6	5	76	66	Resurfacing	$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	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 Crt	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 Crt	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	$137,025.00	$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		70	Preventive Maintenance	$33,520.00	48	$360,340.00	$43.00
672	481	Hopgood 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	59	$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	50-199	176	6	5	78	74	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	5	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	3700	0.015	4000-4999	4255	4	4	87	75	Micro Surfacing	$12,350.00	51	$392,730.00	$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	1225	Urban	50	50-199	50	0.01	50-199	55	6	5		79	Micro Surfacing	$6,125.00	37	$186,200.00	$152.00
193	1204	Jillian Crt	Karen St	Joshua Crt	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 Crt	Joshua Crt	Karen St	Asphalt	Local	57	0.06	7	399	Urban	50	50-199	100	0.01	50-199	110	6	5	83	74	Micro Surfacing	$1,995.00	34	$60,648.00	$152.00
1088	731	Jillian Crt	Regency Cres	Joshua Crt	Asphalt	Local	97	0.10	7	679	Urban	50	50-199	100	0.01	50-199	110	6	5		77	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	Laurendale Dr	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	Xavier Cir	Asphalt	Local	50	0.05	7	350	Urban	50	50-199	120	0.01	50-199	132	6	5		100	Defer Maintenance	$0.00	50	$53,200.00	$152.00
807	125	Joshua Crt	Jillian Crt	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 Crt	Jillian Crt	Jillian Crt	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 S	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 N	Richard Ruston Dr	Asphalt	Minor Collector	92	0.09	10	920	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	612	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	5	72	46	Rehabilitation	$417,750.00	34	$885,630.00	$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 Crt	Monarch Meadows Dr	Asphalt	Local	101	0.10	7	707	Urban	50	50-199	150	0.01	50-199	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	5	60	100	Defer Maintenance	$0.00	50	$53,200.00	$152.00
828	180	Kettle Creek Dr	Marla Cres	Dead End	Asphalt	Local	45	0.05	7	315	Urban	50	0-49	5	0.01	0-49	5.5	6	6	71	81	Crack Seal	$1,575.00	38	$47,880.00	$152.00
457	227	Kilrea Ave	E River St & St Peter St	Cul-De-Sac	Asphalt	Local	145	0.15	7	1015	Semi-Urban	40	50-199	60	0.01	50-199	66	6	5	39	82	Crack Seal	$5,075.00	38	$147,175.00	$145.00
32	1269	King Charles St	King Richard Crt	King James Ave	Asphalt	Local	157	0.16	7	1099	Urban	40	50-199	80	0.01	50-199	88	6	5	72	59	Rehabilitation	$87,920.00	25	$167,048.00	$152.00
502	672	King James Ave	King Richard Crt	Charlton Cres	Asphalt	Local	43	0.04	7	301	Urban	40	200-499	250	0.01	200-499	275	6	5	77	50	Rehabilitation	$24,080.00	20	$45,752.00	$152.00
503	1329	King James Ave	Charlton Cres	King Charles St	Asphalt	Local	34	0.03	7	238	Urban	40	200-499	250	0.01	200-499	275	6	5	73	59	Rehabilitation	$19,040.00	25	$36,176.00	$152.00
504	169	King James Ave	King Charles St	Monarch Meadows Dr	Asphalt	Local	83	0.08	7	581	Urban	40	200-499	200	0.01	200-499	220	6	5	73	45	Rehabilitation	$46,480.00	16	$88,312.00	$152.00
505	1454	King James Ave	Gammon Cres	King Richard Crt	Asphalt	Local	220	0.22	7	1540	Urban	40	200-499	300	0.01	200-499	330	6	5	68	40	Rehabilitation	$123,200.00	13	$234,080.00	$152.00
506	1324	King James Ave	Puce Rd	Gammon Cres	Asphalt	Local	104	0.10	7	728	Urban	40	200-499	300	0.01	200-499	330	6	5	74	43	Rehabilitation	$58,240.00	15	$110,656.00	$152.00
624	618	King John St	County Rd 22	King Louis St	Asphalt	Local	259	0.26	7	1813	Urban	40	50-199	150	0.01	50-199	165	6	5	62	43	Rehabilitation	$145,040.00	15	$275,576.00	$152.00
625	1217	King Louis St	Ic Roy Dr	King John St	Asphalt	Local	285	0.29	7	1995	Urban	40	200-499	250	0.01	200-499	275	6	5	59	90	Crack Seal	$9,975.00	44	$303,240.00	$152.00
748	446	King Louis St	Monarch Meadows Dr	Ic Roy Dr	Asphalt	Local	365	0.37	7	2555	Urban	40	50-199	180	0.01	50-199	198	6	5	65	39	Reconstruction	$388,360.00	13	$388,360.00	$152.00
749	116	King Louis St	King John St	Monarch Meadows Dr	Asphalt	Local	171	0.17	7	1197	Urban	40	200-499	200	0.01	200-499	220	6	5	72	45	Rehabilitation	$95,760.00	16	$181,944.00	$152.00
33	615	King Richard Crt	King Charles St	King James Ave	Asphalt	Local	205	0.21	7	1435	Urban	40	50-199	100	0.01	50-199	110	6	5	72	46	Rehabilitation	$114,800.00	17	$218,120.00	$152.00
34	1131	King Richard Crt	Monarch Meadows Dr	King Charles St	Asphalt	Local	85	0.09	7	595	Urban	40	50-199	100	0.01	50-199	110	6	5	69	47	Rehabilitation	$47,600.00	18	$90,440.00	$152.00
263	621	King St	Church St	Dead End	Asphalt	Local	129	0.13	7	903	Urban	40	0-49	40	0.01	0-49	44	6	5	22	89	Crack Seal	$4,515.00	43	$137,256.00	$152.00
264	1100	King St	County Rd 27	Church St	Asphalt	Local	113	0.11	7	791	Urban	40	50-199	75	0.01	50-199	82.5	6	5	28	77	Micro Surfacing	$3,955.00	36	$120,232.00	$152.00
842	1467	King St	County Rd 27	Dead End	Asphalt	Local	60	0.06	7	420	Urban	40	0-49	10	0.01	0-49	11	6	5	25	63	Resurfacing	$10,080.00	27	$63,840.00	$152.00
679	1047	Knapp Rd	Auction Sdrd	Lindsay Sdrd	Surface Treated	Minor Collector	1830	1.83	10	18300	Rural	80	200-499	300	0.015	200-499	345	4	4	60	46	Rehabilitation	$677,100.00	34	$1,720,200.00	$94.00
850	480	Knapp Rd	Lindsay Sdrd	Highway 77 & Industrial Dr & Main St	Surface Treated	Minor Collector	245	0.25	10	2450	Rural	80	200-499	305	0.015	200-499	350.75	4	4	67	36	Reconstruction	$230,300.00	28	$230,300.00	$94.00
20516	406	Knapp Rd	Rochester Townline Rd	Auction Sdrd	Surface Treated	Minor Collector	2069	2.07	10	20690	Rural	80	200-499	250	0.015	200-499	287.5	4	4		84	Defer Maintenance	$0.00	57	$1,944,860.00	$94.00
1196	244	Laforet Beach Rd	Gracey Sdrd	Dead End	Gravel	Local	160	0.16	7	1120	Rural	15	50-199	100	0.01	50-199	110	6	5		56	Rehabilitation	$42,560.00	23	$48,160.00	$43.00
877	811	Lake St	Lakeview Dr & First St	Dead End	Asphalt	Local	92	0.09	7	644	Urban	40	50-199	100	0.01	50-199	110	6	5	55	36	Reconstruction	$97,888.00	11	$97,888.00	$152.00
331	617	Lakeshore Pk	Leboeuf St	Ruston Dr	Asphalt	Local	177	0.18	7	1239	Semi-Urban	40	50-199	100	0.01	50-199	110	6	5	73	42	Rehabilitation	$63,189.00	15	$179,655.00	$145.00
332	819	Lakeshore Pk	Stirling St	Leboeuf St	Asphalt	Local	142	0.14	7	994	Semi-Urban	40	50-199	130	0.01	50-199	143	6	5	70	41	Rehabilitation	$50,694.00	14	$144,130.00	$145.00
333	620	Lakeshore Pk	Sparling Dr	Stirling St	Asphalt	Local	118	0.12	7	826	Semi-Urban	40	50-199	130	0.01	50-199	143	6	5	71	45	Rehabilitation	$42,126.00	16	$119,770.00	$145.00
334	1180	Lakeshore Pk	Deziel Dr	Sparling Dr	Asphalt	Local	119	0.12	7	833	Semi-Urban	40	50-199	160	0.01	50-199	176	6	5	69	55	Rehabilitation	$42,483.00	23	$120,785.00	$145.00
335	1119	Lakeshore Pk	Golfview Dr & Valentino Dr	Foy Ave	Asphalt	Local	1202	1.20	7	8414	Semi-Urban	40	50-199	190	0.01	200-499	209	6	5	72	39	Reconstruction	$1,320,998.00	13	$1,220,030.00	$145.00
336	1124	Lakeshore Pk	Foy Ave	Deziel Dr	Asphalt	Local	117	0.12	7	819	Semi-Urban	40	50-199	160	0.01	50-199	176	6	5	74	41	Rehabilitation	$41,769.00	14	$118,755.00	$145.00
208	1225	Lakeshore Rd 101	Schoolhouse Rd	Walls Rd	Surface Treated	Minor Collector	1833	1.83	10	18330	Rural	80	200-499	350	0.015	200-499	402.5	4	4	80	100	Defer Maintenance	$0.00	67	$1,723,020.00	$94.00
209	881	Lakeshore Rd 101	Walls Rd	N Rear Rd	Surface Treated	Minor Collector	1686	1.69	10	16860	Rural	80	200-499	250	0.015	200-499	287.5	4	4	73	88	Defer Maintenance	$0.00	59	$1,584,840.00	$94.00
497	361	Lakeshore Rd 101	County Rd 42	Schoolhouse Rd	Surface Treated	Minor Collector	1844	1.84	10	18440	Rural	80	500-999	589	0.015	500-999	677.35	4	4	77	90	Defer Maintenance	$0.00	61	$1,733,360.00	$94.00
205	1149	Lakeshore Rd 103	Walls Rd	N Rear Rd	Surface Treated	Minor Collector	1693	1.69	10	16930	Rural	80	200-499	250	0.015	200-499	287.5	4	4	50	30	Reconstruction	$1,591,420.00	24	$1,591,420.00	$94.00
206	1117	Lakeshore Rd 103	County Rd 42	Schoolhouse Rd	Surface Treated	Minor Collector	1840	1.84	10	18400	Rural	80	200-499	241	0.015	200-499	277.15	4	4	57	24	Reconstruction	$1,729,600.00	20	$1,729,600.00	$94.00
207	900	Lakeshore Rd 103	Schoolhouse Rd	Walls Rd	Surface Treated	Minor Collector	1837	1.84	10	18370	Rural	80	200-499	200	0.015	200-499	230	4	4	57	26	Reconstruction	$1,726,780.00	22	$1,726,780.00	$94.00
202	1125	Lakeshore Rd 105	Schoolhouse Rd	Walls Rd	Surface Treated	Minor Collector	1830	1.83	10	18300	Rural	80	500-999	550	0.015	500-999	632.5	4	3	63	45	Rehabilitation	$677,100.00	33	$1,720,200.00	$94.00
203	1049	Lakeshore Rd 105	County Rd 42	Schoolhouse Rd	Surface Treated	Minor Collector	1842	1.84	10	18420	Rural	80	500-999	600	0.015	500-999	690	4	3	65	56	Rehabilitation	$681,540.00	40	$1,731,480.00	$94.00
204	1171	Lakeshore Rd 105	Walls Rd	N Rear Rd	Surface Treated	Minor Collector	1707	1.71	10	17070	Rural	80	500-999	500	0.015	500-999	575	4	3	59	47	Rehabilitation	$631,590.00	34	$1,604,580.00	$94.00
200	54	Lakeshore Rd 107	County Rd 42	Walls Rd	Surface Treated	Minor Collector	3669	3.67	10	36690	Rural	80	200-499	344	0.015	200-499	395.6	4	4	46	87	Defer Maintenance	$0.00	59	$3,448,860.00	$94.00
201	827	Lakeshore Rd 107	Walls Rd	N Rear Rd	Surface Treated	Minor Collector	1712	1.71	10	17120	Rural	80	200-499	450	0.015	500-999	517.5	4	4	41	82	Defer Maintenance	$0.00	56	$1,609,280.00	$94.00
1059	1130	Lakeshore Rd 111	Walls Rd	County Rd 42	Gravel	Minor Collector	3665	3.67	10	36650	Rural	80	200-499	200	0.015	200-499	230	4	4		89	Preventive Maintenance	$146,600.00	60	$1,575,950.00	$43.00
199	1597	Lakeshore Rd 113	Walls Rd	N Rear Rd	Surface Treated	Minor Collector	1720	1.72	10	17200	Rural	60	500-999	833	0.015	500-999	957.95	4	5	68	54	Rehabilitation	$636,400.00	39	$1,616,800.00	$94.00
234	91	Lakeshore Rd 113	County Rd 42 & Renaud Line Rd	Walls Rd	Surface Treated	Minor Collector	3668	3.67	10	36680	Rural	60	500-999	833	0.015	500-999	957.95	4	5	71	61	Surface Treated - Added Lift	$550,200.00	43	$3,447,920.00	$94.00
1009	860	Lakeshore Rd 115	Walls Rd	Dead End	Asphalt	Minor Collector	559	0.56	10	5590	Rural	80	50-199	50	0.015	50-199	57.5	4	4		91	Crack Seal	$27,950.00	61	$670,800.00	$120.00
20513	1280	Lakeshore Rd 115	Walls Rd	Rogers Rd	Surface Treated	Minor Collector	1006	1.01	10	10060	Rural	80	200-499	200	0.015	200-499	230	4	4		68	Surface Treated - Added Lift	$150,900.00	47	$945,640.00	$94.00
20518	1157	Lakeshore Rd 115	County Road 42	Rogers Road	Surface Treated	Minor Collector	2660	2.66	10	26600	Rural	80	200-499	266	0.015	200-499	305.9	4	4		82	Defer Maintenance	$0.00	56	$2,500,400.00	$94.00
143	378	Lakeshore Rd 123	County Rd 42	Byrnedale Rd	Surface Treated	Minor Collector	3023	3.02	10	30230	Rural	80	200-499	258	0.015	200-499	296.7	4	4	85	76	Micro Surfacing	$151,150.00	52	$2,841,620.00	$94.00
144	314	Lakeshore Rd 123	Byrnedale Rd	N Middle Rd	Surface Treated	Minor Collector	2262	2.26	10	22620	Rural	80	200-499	200	0.015	200-499	230	4	4	55	81	Defer Maintenance	$0.00	55	$2,126,280.00	$94.00
1022	325	Lakeshore Rd 125	County Rd 42	Byrnedale Rd	Gravel	Minor Collector	3029	3.03	10	30290	Rural	80	50-199	52	0.015	50-199	59.8	4	6		56	Rehabilitation	$1,151,020.00	40	$1,302,470.00	$43.00
142	845	Lakeshore Rd 129	County Rd 42	Trepanier Rd	Surface Treated	Minor Collector	3040	3.04	10	30400	Rural	80	50-199	78	0.015	50-199	89.7	4	4	86	76	Micro Surfacing	$152,000.00	52	$2,857,600.00	$94.00
1021	1228	Lakeshore Rd 129	Trepanier Rd	Dead End	Gravel	Minor Collector	1184	1.18	10	11840	Rural	80	0-49	5	0.015	0-49	5.75	6	6		55	Rehabilitation	$449,920.00	39	$509,120.00	$43.00
1020	942	Lakeshore Rd 131	Trepanier Rd	Dead End	Gravel	Minor Collector	898	0.90	10	8980	Rural	80	0-49	5	0.015	0-49	5.75	6	6		58	Rehabilitation	$341,240.00	41	$386,140.00	$43.00
1074	1154	Lakeshore Rd 131	Cazabon Lane	County Rd 42	Gravel	Minor Collector	1444	1.44	10	14440	Rural	80	0-49	11	0.015	0-49	12.65	6	6		92	Preventive Maintenance	$57,760.00	62	$620,920.00	$43.00
1075	1221	Lakeshore Rd 131	Trepanier Rd	Cazabon Lane	Gravel	Minor Collector	1594	1.59	10	15940	Rural	80	0-49	10	0.015	0-49	11.5	6	6		92	Preventive Maintenance	$63,760.00	62	$685,420.00	$43.00
568	377	Lakeshore Rd 201	S Middle Rd	N Talbot Rd	Surface Treated	Minor Collector	707	0.71	10	7070	Rural	80	50-199	100	0.015	50-199	115	4	4	74	41	Rehabilitation	$261,590.00	31	$664,580.00	$94.00
220	250	Lakeshore Rd 203	N Rear Rd	County Rd 46	Surface Treated	Minor Collector	1354	1.35	10	13540	Rural	80	500-999	585	0.015	500-999	672.75	4	4	55	52	Rehabilitation	$500,980.00	37	$1,272,760.00	$94.00
221	1210	Lakeshore Rd 203	County Rd 46	S Middle Rd	Surface Treated	Minor Collector	1344	1.34	10	13440	Rural	80	200-499	300	0.015	200-499	345	4	4	61	90	Defer Maintenance	$0.00	61	$1,263,360.00	$94.00
569	1172	Lakeshore Rd 205	S Middle Rd	N Talbot Rd	Surface Treated	Minor Collector	1617	1.62	10	16170	Rural	80	200-499	337	0.015	200-499	387.55	4	4	51	100	Defer Maintenance	$0.00	67	$1,519,980.00	$94.00
1038	1120	Lakeshore Rd 209	County Rd 46	S Middle Rd	Gravel	Minor Collector	1328	1.33	10	13280	Rural	80	50-199	150	0.015	50-199	172.5	4	4		71	Preventive Maintenance	$53,120.00	49	$571,040.00	$43.00
273	1203	Lakeshore Rd 211	S Middle Rd	County Rd 8	Surface Treated	Minor Collector	3114	3.11	10	31140	Rural	80	50-199	181	0.015	200-499	208.15	4	4	31	84	Defer Maintenance	$0.00	57	$2,927,160.00	$94.00
21030	1145	Lakeshore Rd 213	S Middle Rd	End Of Pavement	Surface Treated	Minor Collector	1991	1.99	10	2210.27	Rural	80	0-49	48	0.015	50-199	55.2	6	4	35	87	Defer Maintenance	$0.00	59	$207,765.38	$94.00
21031	1369	Lakeshore Rd 213	End Of Pavement	County Rd 8	Gravel	Minor Collector	1142	1.14	10	1267.96	Rural	80	0-49	48	0.015	50-199	55.2	6	4	35	87	Preventive Maintenance	$5,072.00	59	$54,522.28	$43.00
271	431	Lakeshore Rd 215	S Middle Rd	County Rd 8	Surface Treated	Minor Collector	3145	3.15	10	31450	Rural	80	200-499	276	0.015	200-499	317.4	4	4	74	59	Rehabilitation	$1,163,650.00	42	$2,956,300.00	$94.00
224	254	Lakeshore Rd 217	N Rear Rd	County Rd 46	Surface Treated	Minor Collector	1348	1.35	10	13480	Rural	80	200-499	395	0.015	200-499	454.25	4	4	74	85	Defer Maintenance	$0.00	58	$1,267,120.00	$94.00

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^2)	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	Replacment Cost	Replacment 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	S Middle Rd	County Rd 8	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	$934,990.00	$95.00
259	928	Lakeshore Rd 225	S Middle Rd	County Rd 8	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
226	1254	Lakeshore Rd 231	N Middle Rd	County Rd 46	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	$1,276,520.00	$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	Preventive Maintenance	$52,520.00	50	$564,590.00	$43.00
1046	1179	Lakeshore Rd 233	County Rd 8	S Middle Rd	Gravel	Minor Collector	3141	3.14	10	31410	Rural	80	0-49	39	0.015	0-49	44.85	6	4		69	Preventive Maintenance	$125,640.00	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	Preventive Maintenance	$125,520.00	47	$1,349,340.00	$43.00
1002	710	Lakeshore Rd 241	County Rd 46	Countryview Lane	Gravel	Minor Collector	1363	1.36	10	13630	Rural	80	0-49	39	0.015	0-49	44.85	6	4		67	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	Preventive Maintenance	$52,640.00	56	$565,880.00	$43.00
20520	304	Lakeshore Rd 243	Essex 8	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	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	1227	Lakeshore Rd 301	Couture Rd	Lighthouse 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	671	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	Rochester Townline Rd	Comber Sdrd	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	Big Creek Rd	Surface Treated	Minor Collector	313	0.31	10	3130	Rural	80	50-199	150	0.015	50-199	172.5	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	6	80	97	Defer Maintenance	$0.00	65	$2,300,180.00	$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		59	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	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		64	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	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		99	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	946	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	117.3	4	4	80	45	Rehabilitation	$1,346,800.00	33	$3,421,600.00	$94.00
1014	1218	Lakeshore Rd 310	Tilbury W And Romney Tline	Richardson Sdrd	Gravel	Minor Collector	881	0.88	10	8810	Rural	80	50-199	50	0.015	50-199	57.5	4	4		87	Preventive Maintenance	$35,240.00	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 Tline	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	Preventive Maintenance	$145,600.00	58	$1,565,200.00	$43.00
1067	26	Lakeshore Rd 311	Gracey Sdrd	Richardson Sdrd	Gravel	Minor Collector	3672	3.67	10	36720	Rural	80	50-199	60	0.015	50-199	69	4	4		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	1293	Lakewood Cres	Westwood Dr	Westwood Dr	Asphalt	Local	501	0.50	7	3507	Urban	50	50-199	150	0.01	50-199	165	6	5		95	Crack Seal	$17,535.00	47	$533,064.00	$152.00
451	1113	Lalonde St S	Henry St	Cul-De-Sac	Asphalt	Local	123	0.12	7	861	Semi-Urban	40	50-199	60	0.01	50-199	66	6	5	42	85	Crack Seal	$4,305.00	41	$124,845.00	$145.00
452	673	Lalonde St S	Henry St	Mulhall Dr	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	$145.00
647	926	Lalonde St S	Mulhall Dr	Riviera Estate Dr	Asphalt	Local	102	0.10	7	714	Urban	40	50-199	80	0.01	50-199	88	6	5	35	34	Reconstruction	$108,528.00	10	$108,528.00	$152.00
354	1466	Lambert Crt	Terra Lou Dr	Cul-De-Sac	Asphalt	Local	41	0.04	7	287	Urban	50	0-49	20	0.01	0-49	22	6	4	42	33	Reconstruction	$43,624.00	9	$43,624.00	$152.00
321	1146	Lange Ave	Rochester Townline Rd & Sunset View	Cul-De-Sac	Surface Treated	Local	658	0.66	7	4606	Rural	40	50-199	110	0.01	50-199	121	6	5	40	100	Defer Maintenance	$0.00	50	$345,450.00	$75.00
671	1060	Lapointe St	Lapointe St	Cul-De-Sac	Asphalt	Local	281	0.28	7	1967	Rural	40	0-49	15	0.01	0-49	16.5	6	6	67	48	Rehabilitation	$116,053.00	18	$186,865.00	$95.00
921	1238	Lapointe St	Talbot Rd	Lapointe St	Asphalt	Local	337	0.34	7	2359	Rural	40	50-199	100	0.01	50-199	110	6	6	58	32	Reconstruction	$224,105.00	9	$224,105.00	$95.00
922	1121	Lapointe St	Lapointe St	Dead End	Asphalt	Local	63	0.06	7	441	Rural	40	0-49	10	0.01	0-49	11	6	6	44	30	Reconstruction	$41,895.00	7	$41,895.00	$95.00
613	1220	Laurendale Dr	Old Tecumseh Rd	Jordan Lane	Asphalt	Local	105	0.11	7	735	Urban	40	200-499	200	0.01	200-499	220	6	5	68	42	Rehabilitation	$58,800.00	15	$111,720.00	$152.00
917	954	Laurendale Dr	Jordan Lane	Jordan Lane	Asphalt	Local	236	0.24	7	1652	Urban	40	50-199	80	0.01	50-199	88	6	5	69	44	Rehabilitation	$132,160.00	16	$251,104.00	$152.00
918	1167	Laurendale Dr	Jordan Lane	Cul-De-Sac	Asphalt	Local	46	0.05	7	322	Urban	40	0-49	10	0.01	0-49	11	6	5	77	58	Rehabilitation	$25,760.00	24	$48,944.00	$152.00
50	1359	Lavoie St	Sixth St	Cul-De-Sac	Asphalt	Local	51	0.05	7	357	Semi-Urban	50	0-49	20	0.01	0-49	22	6	5	65	45	Rehabilitation	$18,207.00	16	$51,765.00	$145.00
51	1134	Lavoie St	Seventh St	Sixth St	Asphalt	Local	98	0.10	7	686	Semi-Urban	50	50-199	100	0.01	50-199	110	6	5	63	32	Reconstruction	$107,702.00	9	$99,470.00	$145.00
364	195	Lavoie St	Eighth St	Seventh St	Asphalt	Local	97	0.10	7	679	Semi-Urban	50	50-199	100	0.01	50-199	110	6	5	66	43	Rehabilitation	$34,629.00	15	$98,455.00	$145.00
365	213	Lavoie St	Ninth St	Eighth St	Asphalt	Local	98	0.10	7	686	Semi-Urban	50	50-199	100	0.01	50-199	110	6	5	66	30	Reconstruction	$107,702.00	7	$99,470.00	$145.00
681	1339	Lavoie St	Tenth St	Ninth St	Asphalt	Local	91	0.09	7	637	Semi-Urban	50	50-199	60	0.01	50-199	66	6	5	38	25	Reconstruction	$100,009.00	4	$92,365.00	$145.00
325	425	Leboeuf St	Lakeshore Pk	Dead End	Asphalt	Local	103	0.10	7	721	Semi-Urban	40	0-49	20	0.01	0-49	22	6	5	80	42	Rehabilitation	$36,771.00	15	$104,545.00	$145.00
283	336	Lefaive Dr	Melody Dr	Cul-De-Sac	Surface Treated	Local	406	0.41	7	2842	Semi-Urban	40	50-199	70	0.01	50-199	77	6	5	68	61	Surface Treated - Added Lift	$42,630.00	26	$213,150.00	$75.00
11	89	Leffler Dr	Powers Dr	Cul-De-Sac (West)	Asphalt	Local	86	0.09	7	602	Urban	40	0-49	40	0.01	0-49	44	6	5	67	58	Rehabilitation	$48,160.00	24	$91,504.00	$152.00
12	901	Leffler Dr	Powers Dr	Cul-De-Sac (East)	Asphalt	Local	113	0.11	7	791	Urban	40	0-49	40	0.01	0-49	44	6	5	71	59	Rehabilitation	$63,280.00	25	$120,232.00	$152.00
740	1132	Legacy Lane	Crosswinds Dr	Stonebridge Way	Asphalt	Local	94	0.09	7	658	Urban	50	50-199	100	0.01	50-199	110	6	5	74	75	Micro Surfacing	$3,290.00	35	$100,016.00	$152.00
741	1468	Legacy Lane	Traditional Trail	Girard Dr	Asphalt	Local	91	0.09	7	637	Urban	50	200-499	200	0.01	200-499	220	5	4	81	76	Micro Surfacing	$3,185.00	35	$96,824.00	$152.00
857	1165	Legacy Lane	Stonebridge Way	Traditional Trail	Asphalt	Local	254	0.25	7	1778	Urban	50	50-199	100	0.01	50-199	110	6	5	72	75	Micro Surfacing	$8,890.00	35	$270,256.00	$152.00
955	952	Legends Lane	Oakwood Ave	Deer Run Trail	Asphalt	Local	323	0.32	7	2261	Urban	50	50-199	130	0.01	50-199	143	6	6	87	97	Defer Maintenance	$0.00	48	$343,672.00	$152.00
448	1289	Lenore St	Desjardins St	St Peter St	Asphalt	Local	276	0.28	7	1932	Urban	40	500-999	689	0.01	500-999	757.9	5	5	56	54	Rehabilitation	$154,560.00	22	$293,664.00	$152.00
697	192	Lenore St	Adelaide St	Desjardins St	Asphalt	Local	57	0.06	7	399	Urban	40	500-999	600	0.01	500-999	660	5	5	68	41	Rehabilitation	$31,920.00	14	$60,648.00	$152.00
822	616	Lenore St	Adelaide St	Cooper Cres	Asphalt	Local	108	0.11	7	756	Urban	40	200-499	310	0.01	200-499	341	6	5	69	41	Rehabilitation	$60,480.00	14	$114,912.00	$152.00
874	1251	Lenore St	Cooper Cres	Lenore St	Asphalt	Local	87	0.09	7	609	Urban	40	50-199	140	0.01	50-199	154	6	5	72	44	Rehabilitation	$48,720.00	16	$92,568.00	$152.00
875	1170	Lenore St	Cooper Cres	Lenore St	Asphalt	Local	59	0.06	7	413	Urban	40	50-199	160	0.01	50-199	176	6	5	67	58	Rehabilitation	$33,040.00	24	$62,776.00	$152.00
876	1242	Lenore St	Lenore St	Dead End	Asphalt	Local	45	0.05	7	315	Urban	40	0-49	1	0.01	0-49	1.1	6	5	72	58	Rehabilitation	$25,200.00	24	$47,880.00	$152.00
901	1168	Letino Dr	Mancini Dr	Pinehurst Dr	Asphalt	Local	178	0.18	7	1246	Urban	50	50-199	60	0.01	50-199	66	6	5	94	82	Crack Seal	$6,230.00	39	$189,392.00	$152.00
291	837	Light Cove Ave	Blue Water Ave	Cul-De-Sac	Surface Treated	Local	573	0.57	7	4011	Semi-Urban	50	50-199	100	0.01	50-199	110	6	5	78	55	Rehabilitation	$152,418.00	23	$300,825.00	$75.00
292	1245	Light Cove Ave	Tisdelle Dr	Blue Water Ave	Surface Treated	Local	76	0.08	7	532	Semi-Urban	50	200-499	230	0.01	200-499	253	5	5	69	48	Rehabilitation	$20,216.00	18	$39,900.00	$75.00
343	247	Lillian Lane	Mousseau Cres	Mousseau Cres	Asphalt	Local	152	0.15	7	1064	Urban	50	50-199	50	0.01	50-199	55	6	5	69	34	Reconstruction	$161,728.00	10	$161,728.00	$152.00
507	1133	Lilydale Ave	Puce Rd	Cul-De-Sac	Asphalt	Local	1101	1.10	7	7707	Semi-Urban	50	200-499	200	0.01	200-499	220	5	4	61	46	Rehabilitation	$393,057.00	17	$1,117,515.00	$145.00
680	193	Lindsay Sdrd	Knapp Rd	Cul-De-Sac	Surface Treated	Minor Collector	280	0.28	10	2800	Rural	80	0-49	40	0.015	0-49	46	6	5	55	49	Rehabilitation	$103,600.00	36	$263,200.00	$94.00
141	1138	Lions Club Rd	W Belle River Rd	County Rd 27	Surface Treated	Local	481	0.48	7	3367	Rural	80	200-499	250	0.01	200-499	275	4	4	72	40	Rehabilitation	$127,946.00	13	$252,525.00	$75.00
1019	1618	Lions Club Rd	Belle River Rd	Myers Rd	Gravel	Minor Collector	2235	2.24	10	22350	Rural	80	50-199	50	0.015	50-199	57.5	4	4		67	Preventive Maintenance	$89,400.00	47	$961,050.00	$43.00
102	1177	Little Baseline Rd	Elmstead Rd	E Pike Creek Rd	Asphalt	Minor Arterial	169	0.17	15	2535	Urban	60	1000-1999	1547	0.02	1000-1999	1856.4	4	4	82	56	Rehabilitation	$172,380.00	73	$367,575.00	$145.00
232	1358	Little Baseline Rd	Stonebrook Blvd	Patillo Rd	Asphalt	Minor Arterial	1622	1.62	15	24330	Urban	80	1000-1999	1500	0.02	1000-1999	1800	3	3	74	70	Micro Surfacing	$121,650.00	82	$3,527,850.00	$145.00
498	1297	Little Baseline Rd	Manning Rd	W Pike Creek Rd	Surface Treated	Minor Arterial	1986	1.99	15	29790	Rural	60	1000-1999	1500	0.02	1000-1999	1800	4	4	57	94	Defer Maintenance	$0.00	96	$2,800,260.00	$94.00
756	955	Little Baseline Rd	E Pike Creek Rd	Stonebrook Blvd	Asphalt	Minor Arterial	125	0.13	15	1875	Urban	60	1000-1999	1547	0.02	1000-1999	1856.4	4	4	78	64	Resurfacing	$45,000.00	78	$271,875.00	$145.00
20521	1061	Lucs Lane	Tecumseh Rd	End	Surface Treated	Local	76	0.08	7	532	Rural	50	0-49	10	0.01	0-49	11	6	6		89	Defer Maintenance	$0.00	43	$39,900.00	$75.00
1176	657	Magnolia Lane	Aspen Ridge Cres	Aspen Ridge Cres	Asphalt	Local	150	0.15	7	1050	Urban	50	50-199	100	0.01	50-199	110	6	5		100	Defer Maintenance	$0.00	50	$159,600.00	$152.00
1184	927	Magnolia Lane	Oakwood Ave	Aspen Ridge Cres	Asphalt	Local	61	0.06	7	427	Urban	50	200-499	200	0.01	200-499	220	5	5		94	Crack Seal	$2,135.00	46	$64,904.00	$152.00
27	387	Majestic Dr	Cleophas Dr	Elmgrove Dr	Asphalt	Local	460	0.46	7	3220	Urban	40	50-199	150	0.01	50-199	165	6	5	65	37	Reconstruction	$489,440.00	12	$489,440.00	$152.00
52	25	Majestic Dr	Russel Woods Dr	Cleophas Dr	Asphalt	Local	226	0.23	7	1582	Urban	40	50-199	100	0.01	50-199	110	6	5	50	100	Defer Maintenance	$0.00	50	$240,464.00	$152.00
508	1056	Major St	Puce Rd	Cul-De-Sac	Asphalt	Local	354	0.35	7	2478	Semi-Urban	40	50-199	100	0.01	50-199	110	6	5	56	33	Reconstruction	$389,046.00	9	$359,310.00	$145.00
902	410	Mancini Dr	Poplar Dr	Letino Dr	Asphalt	Local	107	0.11	7	749	Urban	50	200-499	380	0.01	200-499	418	5	5	91	78	Micro Surfacing	$3,745.00	37	$113,848.00	$152.00
903	1348	Mancini Dr	Letino Dr	Pinehurst Dr	Asphalt	Local	106	0.11	7	742	Urban	50	200-499	440	0.01	200-499	484	5	5	91	78	Micro Surfacing	$3,710.00	37	$112,784.00	$152.00
904	1182	Mancini Dr	Pinehurst Dr	Ic Roy Dr	Asphalt	Local	67	0.07	7	469	Urban	50	200-499	490	0.01	500-999	539	5	5	90	80	Crack Seal	$2,345.00	38	$71,288.00	$152.00
1139	1046	Manors Grove	E Pike Creek Rd	Cul-De-Sac	Asphalt	Local	56	0.06	7	392	Urban	40	0-49	5	0.01	0-49	5.5	6	6		92	Crack Seal	$1,960.00	45	$59,584.00	$152.00
716	706	Maple Leaf Crt	Heritage Garden Cres	Cul-De-Sac	Asphalt	Local	36	0.04	7	252	Urban	50	0-49	20	0.01	0-49	22	6	5	73	56	Rehabilitation	$20,160.00	23	$38,304.00	$152.00
305	1320	Maple St	St Clair Rd	Ball St	Surface Treated	Local	479	0.48	7	3353	Semi-Urban	50	200-499	400	0.01	200-499	440	5	5	45	97	Defer Maintenance	$0.00	48	$251,475.00	$75.00
306	1173	Maple St	Reed St	Tecumseh Rd	Surface Treated	Local	473	0.47	7	3311	Semi-Urban	50	200-499	438	0.01	200-499	481.8	5	4	42	100	Defer Maintenance	$0.00	50	$248,325.00	$75.00
307	1139	Maple St	Ball St	Reed St	Surface Treated	Local	82	0.08	7	574	Semi-Urban	50	200-499	400	0.01	200-499	440	5	4	46	100	Defer Maintenance	$0.00	50	$43,050.00	$75.00
638	1144	Maplewood Dr	Willowwood Dr	Maplewood Dr	Asphalt	Local	181	0.18	7	1267	Urban	40	50-199	50	0.01	50-199	55	6	5	60	83	Crack Seal	$6,335.00	39	$192,584.00	$152.00
639	1474	Maplewood Dr	County Rd 22 & Notre Dame St	Maplewood Dr	Asphalt	Local	195	0.20	7	1365	Urban	40	50-199	50	0.01	50-199	55	6	5	56	82	Crack Seal	$6,825.00	38	$207,480.00	$152.00
20499	1234	Marche St	Oakwood Ave	Campana Cres	Asphalt	Local	359	0.36	7	2513	Urban	50	50-199	150	0.01	50-199	165	6	5		95	Crack Seal	$12,565.00	47	$381,976.00	$152.00
539	1185	Marentette Dr	Old Tecumseh Rd	Cul-De-Sac	Asphalt	Local	445	0.45	7	3115	Urban	40	200-499	200	0.01	200-499	220	6	5	68	80	Crack Seal	$15,575.00	37	$473,480.00	$152.00
635	1224	Marie St	Trottier St	Diesbourg Blvd	Asphalt	Local	94	0.09	7	658	Urban	40	50-199	100	0.01	50-199	110	6	5	72	55	Rehabilitation	$52,640.00	23	$100,016.00	$152.00
925	388	Marina Grove Cres	Amy Croft Dr	Amy Croft Dr & Selina St	Asphalt	Local	383	0.38	7	2681	Urban	50	50-199	130	0.01	50-199	143	6	5	78	65	Resurfacing	$64,344.00	29	$407,512.00	$152.00
587	1155	Mariner'S Dr	Lighthouse Rd & Tisdelle Dr	Admiral Dr	Surface Treated	Local	1589	1.59	7	11123	Rural	50	50-199	134	0.01	50-199	147.4	6	5	59	94	Defer Maintenance	$0.00	46	$834,225.00	$75.00
563	956	Marjorie Dr	Old Tecumseh Rd	St Andrews Dr	Asphalt	Local	106	0.11	7	742	Urban	40	50-199	130	0.01	50-199	143	6	5	80	69	Resurfacing	$17,808.00	31	$112,784.00	$152.00
281	436	Markham Dr	Melody Dr	Cul-De-Sac	Asphalt	Local	743	0.74	7	5201	Semi-Urban	40	50-199	140	0.01	50-199	154	6	5	72	43	Rehabilitation	$265,251.00	15	$754,145.00	$145.00
826	1153	Marla Cres	Rosewood Dr	Dead End	Asphalt	Local	44	0.04	7	308	Urban	50	0-49	10	0.01	0-49	11	6	6	76	80	Crack Seal	$1,540.00	38	$46,816.00	$152.00
827	1174	Marla Cres	Kettle Creek Dr	Rosewood Dr	Asphalt	Local	58	0.06	7	406	Urban	50	50-199	100	0.01	50-199	110	6	6	77	72	Micro Surfacing	$2,030.00	33	$61,712.00	$152.00

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^2)	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	Replacment Cost	Replacment 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	54	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	60	Resurfacing	$23,016.00	26	$145,768.00	$152.00
1158	6	Matese St	Orsini Crt	Caserta Cres	Asphalt	Local	185	0.19	7	1295	Urban	40	50-199	130	0.01	50-199	143	6	6		100	Defer Maintenance	$0.00	50	$196,840.00	$152.00
1162	424	Matese St	Oakwood Ave	Orsini Crt	Asphalt	Local	55	0.06	7	385	Urban	40	50-199	130	0.01	50-199	143	6	6		100	Defer Maintenance	$0.00	50	$58,520.00	$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	Jasmine Dr	Oakwood Ave	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	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	Micro Surfacing	$5,250.00	35	$159,600.00	$152.00
241	1314	Mcallister St	Ainslie Ave	Taylor Ave	Asphalt	Local	119	0.12	7	833	Semi-Urban	50	50-199	70	0.01	50-199	77	6	5	37	93	Crack Seal	$4,165.00	46	$120,785.00	$145.00
577	985	Mcallister St	Taylor Ave	Community Centre St & Main St	Surface Treated	Local	127	0.13	7	889	Semi-Urban	50	200-499	350	0.01	200-499	385	5	5	31	100	Defer Maintenance	$0.00	50	$66,675.00	$75.00
1085	1186	Mckeegan Dr	Belle River Rd	Dead End	Gravel	Local	76	0.08	7	532	Rural	50	0-49	10	0.01	0-49	11	6			92	Preventive Maintenance	$2,128.00	45	$22,876.00	$43.00
719	1152	Mcmahon Cres	Shamrock Crt	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 Crt	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	Cul-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 Crt	Rockhaven Dr	Cul-De-Sac	Asphalt	Local	69	0.07	7	483	Urban	40	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	59	31	Reconstruction	$464,968.00	8	$464,968.00	$152.00
285	1175	Melody Dr	Lefaive 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	Reaume Dr	Lefaive 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 Crt	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 Crt	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	$34,629.00	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	200	0.01	200-499	220	4	4	36	90	Defer Maintenance	$0.00	44	$224,175.00	$75.00
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	Cooper Cres	Cooper 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		47	Rehabilitation	$359,860.00	34	$407,210.00	$43.00
1005	1303	Mitchell Rd	County 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	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 Crt	Asphalt	Local	98	0.10	7	686	Urban	40	200-499	350	0.01	200-499	385	6	5	64	40	Rehabilitation	$54,880.00	13	$104,272.00	$152.00
38	1239	Monarch Meadows Dr	King Richard Crt	King James Ave	Asphalt	Local	183	0.18	7	1281	Urban	40	200-499	300	0.01	200-499	330	6	5	67	54	Rehabilitation	$102,480.00	22	$194,712.00	$152.00
191	513	Monarch Meadows Dr	Ic Roy Dr	Karen 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
192	571	Monarch Meadows Dr	Karen 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
859	1095	Monarch Meadows Dr	King Louis St	Ic Roy Dr	Asphalt	Local	261	0.26	7	1827	Urban	40	200-499	350	0.01	200-499	385	6	5	74	59	Rehabilitation	$146,160.00	25	$277,704.00	$152.00
1098	1355	Morgan Cres	Puce Rd	River Downs Ave	Asphalt	Local	67	0.07	7	469	Urban	50	200-499	200	0.01	200-499	220	5	5		84	Crack Seal	$2,345.00	40	$71,288.00	$152.00
1099	1298	Morgan Cres	River Downs Ave	Cul-De-Sac	Asphalt	Local	43	0.04	7	301	Urban	50	0-49	10	0.01	0-49	11	6	5		86	Crack Seal	$1,505.00	41	$45,752.00	$152.00
189	511	Morris Rd	Richardson Sdrd	Municipal Boundary	Surface Treated	Minor Collector	2037	2.04	10	20370	Rural	80	500-999	650	0.015	500-999	747.5	4	4	63	85	Defer Maintenance	$0.00	58	$1,914,780.00	$94.00
190	408	Morris Rd	Gracey Sdrd	Richardson Sdrd	Surface Treated	Minor Collector	3650	3.65	10	36500	Rural	80	500-999	637	0.015	500-999	732.55	4	4	65	65	Surface Treated - Added Lift	$547,500.00	45	$3,431,000.00	$94.00
837	27	Morris Rd	Industrial Dr	Gracey Sdrd	Surface Treated	Minor Collector	3734	3.73	10	37340	Rural	80	50-199	142	0.015	50-199	163.3	4	4	71	44	Rehabilitation	$1,381,580.00	33	$3,509,960.00	$94.00
344	251	Mousseau Cres	Lillian Lane	Duck Creek Blvd	Asphalt	Local	124	0.12	7	868	Urban	50	200-499	260	0.01	200-499	286	5	5	71	40	Rehabilitation	$69,440.00	13	$131,936.00	$152.00
345	981	Mousseau Cres	Duck Creek Blvd	Lillian Lane	Asphalt	Local	105	0.11	7	735	Urban	50	50-199	180	0.01	50-199	198	6	4	71	48	Rehabilitation	$58,800.00	18	$111,720.00	$152.00
346	288	Mousseau Cres	Lillian Lane	Stevenson Crt	Asphalt	Local	91	0.09	7	637	Urban	50	50-199	130	0.01	50-199	143	6	5	67	46	Rehabilitation	$50,960.00	17	$96,824.00	$152.00
674	701	Mousseau Cres	Stevenson Crt	Robert Crt	Asphalt	Local	161	0.16	7	1127	Urban	50	50-199	100	0.01	50-199	110	6	5	73	77	Micro Surfacing	$5,635.00	36	$171,304.00	$152.00
676	991	Mousseau Cres	Dorothy Crt	Lillian Lane	Asphalt	Local	50	0.05	7	350	Urban	50	50-199	170	0.01	50-199	187	6	5	69	60	Resurfacing	$8,400.00	26	$53,200.00	$152.00
677	504	Mousseau Cres	Robert Crt	Dorothy Crt	Asphalt	Local	83	0.08	7	581	Urban	50	50-199	110	0.01	50-199	121	6	5	74	68	Resurfacing	$13,944.00	30	$88,312.00	$152.00
1175	1315	Mulberry Lane	Aspen Ridge Cres	Aspen Ridge Cres	Asphalt	Local	150	0.15	7	1050	Urban	50	50-199	80	0.01	50-199	88	6	5		81	Crack Seal	$5,250.00	38	$159,600.00	$152.00
454	1365	Mulhall Dr	Andrew Cres	Lalonde St S	Asphalt	Local	113	0.11	7	791	Semi-Urban	40	0-49	40	0.01	0-49	44	6	5	52	35	Reconstruction	$124,187.00	10	$114,695.00	$145.00
1109	1241	Mullins Dr	County Rd 46	N Rear Rd	Asphalt	Local	822	0.82	7	5754	Urban	50	200-499	250	0.01	200-499	275	5	6		97	Defer Maintenance	$0.00	48	$874,608.00	$152.00
84	1201	Myers Rd	Byrnedale Rd	N Middle Rd	Surface Treated	Minor Collector	2266	2.27	10	22660	Rural	80	1000-1999	1100	0.015	1000-1999	1265	3	4	89	63	Surface Treated - Added Lift	$339,900.00	44	$2,130,040.00	$94.00
85	645	Myers Rd	N Middle Rd	County Rd 46	Surface Treated	Minor Collector	1354	1.35	10	13540	Rural	80	1000-1999	1150	0.015	1000-1999	1322.5	3	4	75	54	Rehabilitation	$500,980.00	39	$1,272,760.00	$94.00
86	857	Myers Rd	County Rd 46	S Middle Rd	Surface Treated	Minor Collector	1311	1.31	10	13110	Rural	80	500-999	750	0.015	500-999	862.5	4	4	70	38	Reconstruction	$1,232,340.00	29	$1,232,340.00	$94.00
514	902	Myers Rd	Lions Club Rd	Byrnedale Rd	Surface Treated	Minor Collector	455	0.46	10	4550	Rural	80	1000-1999	1200	0.015	1000-1999	1380	3	4	87	84	Defer Maintenance	$0.00	57	$427,700.00	$94.00
515	1206	Myers Rd	County Rd 22 & County Rd 42	Lions Club Rd	Surface Treated	Minor Collector	2558	2.56	10	25580	Rural	80	1000-1999	1259	0.015	1000-1999	1447.85	3	4	86	60	Surface Treated - Added Lift	$383,700.00	42	$2,404,520.00	$94.00
1042	1482	N Middle Rd	County Rd 31	Wheatfield Rd	Gravel	Minor Collector	921	0.92	10	9210	Rural	80	50-199	150	0.015	50-199	172.5	4	4		72	Preventive Maintenance	$36,840.00	50	$396,030.00	$43.00
1043	1570	N Middle Rd	Lakeshore Rd 231	Lakeshore Road 123	Asphalt	Local	148	0.15	7	1036	Rural	80	50-199	150	0.01	50-199	165	4	4		100	Defer Maintenance	$0.00	50	$98,420.00	$95.00
1044	1571	N Middle Rd	Myers Rd	Lakeshore Rd 231	Asphalt	Minor Collector	1216	1.22	10	12160	Rural	80	50-199	142	0.015	50-199	163.3	4	4		94	Crack Seal	$60,800.00	63	$1,459,200.00	$120.00
1066	1078	N Middle Rd	Lakeshore Rd 123	Wheatfield Rd	Gravel	Minor Collector	1415	1.42	10	14150	Rural	80	50-199	150	0.015	50-199	172.5	4	4		81	Preventive Maintenance	$56,600.00	55	$608,450.00	$43.00
1	456	N Rear Rd	Puce Rd	Finn Lane	Surface Treated	Minor Collector	1175	1.18	10	11750	Rural	80	200-499	350	0.015	200-499	402.5	4	4	61	80	Defer Maintenance	$0.00	54	$1,104,500.00	$94.00
2	115	N Rear Rd	Pleasant Park Sdrd	Lakeshore Rd 107	Surface Treated	Minor Collector	272	0.27	10	2720	Rural	80	500-999	500	0.015	500-999	575	4	4	71	71	Micro Surfacing	$13,600.00	49	$255,680.00	$94.00
3	330	N Rear Rd	Lakeshore Rd 107	Puce Rd	Surface Treated	Minor Collector	1354	1.35	10	13540	Rural	80	500-999	550	0.015	500-999	632.5	4	4	71	50	Rehabilitation	$500,980.00	36	$1,272,760.00	$94.00
18	423	N Rear Rd	Lakeshore Rd 203	Lakeshore Rd 105	Surface Treated	Minor Collector	702	0.70	10	7020	Rural	80	500-999	600	0.015	500-999	690	4	4	66	54	Rehabilitation	$259,740.00	39	$659,880.00	$94.00
19	22	N Rear Rd	Lakeshore Rd 105	Pleasant Park Sdrd	Surface Treated	Minor Collector	1101	1.10	10	11010	Rural	80	500-999	500	0.015	500-999	575	4	4	70	61	Surface Treated - Added Lift	$165,150.00	43	$1,034,940.00	$94.00
20	291	N Rear Rd	Lakeshore Rd 103	Lakeshore Rd 203	Surface Treated	Minor Collector	670	0.67	10	6700	Rural	80	200-499	400	0.015	200-499	460	4	4	66	33	Reconstruction	$629,800.00	26	$629,800.00	$94.00
21	980	N Rear Rd	Lakeshore Rd 101	Lakeshore Rd 103	Surface Treated	Minor Collector	1402	1.40	10	14020	Rural	80	200-499	361	0.015	200-499	415.15	4	4	71	49	Rehabilitation	$518,740.00	36	$1,317,880.00	$94.00
22	1246	N Rear Rd	Hicks Rd	Lakeshore Rd 101	Surface Treated	Minor Collector	1369	1.37	10	13690	Rural	80	200-499	450	0.015	500-999	517.5	4	4	62	46	Rehabilitation	$506,530.00	34	$1,286,860.00	$94.00
23	971	N Rear Rd	Manning Rd	Hicks Rd	Surface Treated	Minor Collector	234	0.23	10	2340	Rural	80	500-999	500	0.015	500-999	575	4	4	63	53	Rehabilitation	$86,580.00	38	$219,960.00	$94.00
227	1352	N Rear Rd	Lakeshore Rd 217	Oriole Park Dr	Surface Treated	Minor Collector	309	0.31	10	3090	Rural	80	200-499	350	0.015	200-499	402.5	4	4	66	32	Reconstruction	$290,460.00	25	$290,460.00	$94.00
228	30	N Rear Rd	O'Brien Sdrd	Lakeshore Rd 113	Surface Treated	Minor Collector	459	0.46	10	4590	Rural	80	200-499	450	0.015	500-999	517.5	4	4	70	42	Rehabilitation	$169,830.00	31	$431,460.00	$94.00
229	1326	N Rear Rd	Lakeshore Rd 113	Lakeshore Rd 217	Surface Treated	Minor Collector	1061	1.06	10	10610	Rural	80	200-499	400	0.015	200-499	460	4	4	72	41	Rehabilitation	$392,570.00	31	$997,340.00	$94.00
230	285	N Rear Rd	Finn Lane	O'Brien Sdrd	Surface Treated	Minor Collector	924	0.92	10	9240	Rural	80	200-499	350	0.015	200-499	402.5	4	4	69	60	Surface Treated - Added Lift	$138,600.00	42	$868,560.00	$94.00
570	1516	N Talbot Rd	Hopgood Sdrd	Naylor Sdrd	Surface Treated	Minor Collector	1567	1.57	10	15670	Rural	80	2000-2999	2300	0.015	2000-2999	2645	3	3	91	89	Defer Maintenance	$0.00	60	$1,472,980.00	$94.00
571	1520	N Talbot Rd	Lakeshore Rd 205	Hopgood Sdrd	Surface Treated	Minor Collector	149	0.15	10	1490	Rural	80	2000-2999	2200	0.015	2000-2999	2530	3	3	85	91	Defer Maintenance	$0.00	61	$140,060.00	$94.00
572	1559	N Talbot Rd	Lakeshore Rd 201	Lakeshore Rd 205	Surface Treated	Minor Collector	1658	1.66	10	16580	Rural	80	2000-2999	2200	0.015	2000-2999	2530	3	3	80	86	Defer Maintenance	$0.00	58	$1,558,520.00	$94.00
573	1341	N Talbot Rd	Wilson Sdrd	Lakeshore Rd 201	Surface Treated	Minor Collector	73	0.07	10	730	Rural	60	2000-2999	2200	0.015	2000-2999	2530	4	3	82	100	Defer Maintenance	$0.00	67	$68,620.00	$94.00
574	98	N Talbot Rd	S Middle Rd	Wilson Sdrd	Surface Treated	Minor Collector	1379	1.38	10	13790	Rural	60	2000-2999	2300	0.015	2000-2999	2645	4	3	88	92	Defer Maintenance	$0.00	62	$1,296,260.00	$94.00
575	240	N Talbot Rd	Manning Rd	S Middle Rd	Surface Treated	Minor Collector	2358	2.36	10	23580	Rural	60	2000-2999	2304	0.015	2000-2999	2649.6	4	3	88	87	Defer Maintenance	$0.00	59	$2,216,520.00	$94.00
564	318	Nicole Cir	Moceri Cres	Cul-De-Sac	Asphalt	Local	56	0.06	7	392	Urban	40	0-49	20	0.01	0-49	22	6	5	61	47	Rehabilitation	$31,360.00	18	$59,584.00	$152.00
44	1013	Ninth St	Lavoie St	Notre Dame St	Asphalt	Local	92	0.09	7	644	Semi-Urban	50	50-199	80	0.01	50-199	88	6	4	25	25	Reconstruction	$101,108.00	4	$93,380.00	$145.00
45	992	Ninth St	Notre Dame St	St Charles St	Asphalt	Local	102	0.10	7	714	Semi-Urban	50	50-199	100	0.01	50-199	110	6	4	68	50	Rehabilitation	$36,414.00	20	$103,530.00	$145.00
46	704	Ninth St	Broadway St	Lavoie St	Asphalt	Local	134	0.13	7	938	Semi-Urban	50	50-199	60	0.01	50-199	66	6	4	50	43	Rehabilitation	$47,838.00	15	$136,010.00	$145.00
595	1094	North 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	63	48	Rehabilitation	$50,960.00	18	$96,824.00	$152.00
1147	642	Nostadt Cres	Anderson Ave	Anderson Ave	Asphalt	Minor Collector	256	0.26	10	2560	Urban	50	50-199	100	0.015	50-199	115	6	6		93	Crack Seal	$12,800.00	62	$407,040.00	$159.00
301	820	Oak St	St Clair Rd	Dead End	Surface Treated	Local	306	0.31	7	2142	Semi-Urban	50	200-499	250	0.01	200-499	275	5	5	56	45	Rehabilitation	$81,396.00	16	$160,650.00	$75.00
95	1330	Oakwood Ave	Bayberry Cres	Beechwood Dr	Asphalt	Minor Arterial	86	0.09	15	1290	Urban	40	50-199	100	0.02	50-199	120	6	5	37	94	Crack Seal	$6,450.00	96	$187,050.00	$145.00
96	1076	Oakwood Ave	Whitewood Dr	Bayberry Cres	Asphalt	Minor Arterial	226	0.23	15	3390	Urban	40	200-499	200	0.02	200-499	240	6	5	47	83	Crack Seal	$16,950.00	90	$491,550.00	$145.00
97	219	Oakwood Ave	Rourke Line Rd	Whitewood Dr	Asphalt	Minor Arterial	313	0.31	15	4695	Urban	40	200-499	450	0.02	500-999	540	6	4	53	81	Crack Seal	$23,475.00	88	$680,775.00	$145.00
667	335	Oakwood Ave	Evergreen Dr	Puce Rd	Asphalt	Minor Arterial	184	0.18	15	2760	Urban	40	4000-4999	4213	0.02	5000-5999	5055.6	4	4	88	78	Micro Surfacing	$13,800.00	87	$400,200.00	$145.00
743	241	Oakwood Ave	Traditional Trail	Coretti Dr & Piroli Cres	Asphalt	Minor Arterial	90	0.09	15	1350	Urban	40	3000-3999	3000	0.02	3000-3999	3600	4	5	73	75	Micro Surfacing	$6,750.00	85	$195,750.00	$145.00
744	1247	Oakwood Ave	Coretti Dr & Piroli Cres	Rego Dr & Piroli Cres	Asphalt	Minor Arterial	91	0.09	15	1365	Urban	40	3000-3999	3000	0.02	3000-3999	3600	4	5	73	76	Micro Surfacing	$6,825.00	85	$197,925.00	$145.00
745	968	Oakwood Ave	Rego Dr & Piroli Cres	Rourke Line Rd	Asphalt	Minor Arterial	105	0.11	15	1575	Urban	40	3000-3999	3200	0.02	3000-3999	3840	4	5	85	50	Rehabilitation	$107,100.00	70	$228,375.00	$145.00
823	1511	Oakwood Ave	Renaud Line Rd	Cameron Crt	Asphalt	Minor Arterial	168	0.17	15	2520	Urban	40	3000-3999	3500	0.02	4000-4999	4200	4	4	80	73	Micro Surfacing	$12,600.00	84	$365,400.00	$145.00
833	1450	Oakwood Ave	Cameron Crt	Maxwell Cres	Asphalt	Minor Arterial	96	0.10	15	1440	Urban	40	3000-3999	3350	0.02	4000-4999	4020	4	4	83	78	Micro Surfacing	$7,200.00	87	$208,800.00	$145.00
836	70	Oakwood Ave	Deer Run Trail & Traditional Trail	Crosswinds Dr	Asphalt	Minor Arterial	91	0.09	15	1365	Urban	40	2000-2999	2950	0.02	3000-3999	3540	5	5	80	79	Micro Surfacing	$6,825.00	87	$197,925.00	$145.00
855	1319	Oakwood Ave	St Anne Dr	Renaud Line Rd	Asphalt	Minor Arterial	1015	1.02	15	15225	Urban	40	1000-1999	1647	0.02	1000-1999	1976.4	5	5	84	78	Micro Surfacing	$76,125.00	87	$2,207,625.00	$145.00
862	919	Oakwood Ave	Ic Roy Dr	Poplar Dr	Asphalt	Minor Arterial	248	0.25	15	3720	Urban	40	4000-4999	4200	0.02	5000-5999	5040	4	4	81	78	Micro Surfacing	$18,600.00	87	$539,400.00	$145.00
863	1357	Oakwood Ave	Poplar Dr	Evergreen Dr	Asphalt	Minor Arterial	97	0.10	15	1455	Urban	40	4000-4999	4200	0.02	5000-5999	5040	4	4	82	78	Micro Surfacing	$7,275.00	87	$210,975.00	$145.00
889	505	Oakwood Ave	Colonial Crossing	Traditional Trail	Asphalt	Minor Arterial	91	0.09	15	1365	Urban	40	2000-2999	2989	0.02	3000-3999	3586.8	5	5	70	73	Micro Surfacing	$6,825.00	84	$197,925.00	$145.00

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^2)	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	Replacment Cost	Replacment 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 Crt	Maxwell Cres (East)	Asphalt	Minor Arterial	98	0.10	15	1470	Urban	40	3000-3999	3100	0.02	3000-3999	3720	4	5		92	Crack Seal	$7,350.00	95	$213,150.00	$145.00
1092	740	Oakwood Ave	Maxwell Cres (West)	Arkona Crt	Asphalt	Minor Arterial	95	0.10	15	1425	Urban	40	3000-3999	3200	0.02	3000-3999	3840	4	5		69	Resurfacing	$34,200.00	81	$206,625.00	$145.00
1096	497	Oakwood Ave	St Anne Dr	Matese St	Asphalt	Minor Arterial	237	0.24	15	3555	Urban	40	2000-2999	2000	0.02	2000-2999	2400	5	5		79	Micro Surfacing	$17,775.00	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	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	3100	0.02	3000-3999	3720	4	0		66	Resurfacing	$33,480.00	79	$202,275.00	$145.00
1142	644	Oakwood Ave	Brunmar Cres	Magnolia Lane	Asphalt	Minor Arterial	222	0.22	15	3330	Urban	40	2000-2999	2000	0.02	2000-2999	2400	5	5		77	Micro Surfacing	$16,650.00	86	$482,850.00	$145.00
1143	975	Oakwood Ave	Brunmar Cres	Brunmar Cres	Asphalt	Minor Arterial	85	0.09	15	1275	Urban	40	2000-2999	2000	0.02	2000-2999	2400	5	5		79	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	Defer Maintenance	$0.00	100	$200,100.00	$145.00
1159	260	Oakwood Ave	Caserta Cres	Brunmar Cres	Asphalt	Minor Arterial	86	0.09	15	1290	Urban	40	2000-2999	2000	0.02	2000-2999	2400	5	5		78	Micro Surfacing	$6,450.00	87	$187,050.00	$145.00
1160	1502	Oakwood Ave	Matese St	Caserta Cres	Asphalt	Minor Arterial	80	0.08	15	1200	Urban	40	2000-2999	2000	0.02	2000-2999	2400	5	5		77	Micro Surfacing	$6,000.00	86	$174,000.00	$145.00
1185	38	Oakwood Ave	Magnolia Lane	Ic Roy Dr	Asphalt	Minor Arterial	193	0.19	15	2895	Urban	40	2000-2999	2000	0.02	2000-2999	2400	5	5		78	Micro Surfacing	$14,475.00	87	$419,775.00	$145.00
223	695	O'Brien Sdrd	N Rear Rd	County Rd 46	Surface Treated	Minor Collector	1344	1.34	10	13440	Rural	80	200-499	428	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	34	Reconstruction	$438,501.00	10	$404,985.00	$145.00
17	1464	Orchard Park Dr	Decarlo Dr	Seymour Cres	Asphalt	Local	107	0.11	7	749	Urban	40	200-499	300	0.01	200-499	330	6	5	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	$152,152.00	$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	6	28	87	Defer Maintenance	$0.00	42	$53,025.00	$75.00
623	234	Oriole 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	4	32	99	Defer Maintenance	$0.00	49	$675,640.00	$95.00
1008	1199	Oriole 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	Preventive Maintenance	$41,840.00	51	$449,780.00	$43.00
20523	812	Oriole 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	Defer Maintenance	$0.00	62	$1,708,920.00	$94.00
20510	732	Orsini Crt	Matese Street	Dead End	Asphalt	Local	40	0.04	7	280	Urban	40	0-49	1	0.01	0-49	1.1	6	6		90	Crack Seal	$1,400.00	44	$42,560.00	$152.00
177	1118	Ouellette St	Notre Dame St	St Charles St	Asphalt	Local	99	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	Ouellette St	St Charles St	Centre St	Asphalt	Local	98	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	Paisley St	Martin Dr	Pierella 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	Papineau St	Champlain Crt	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	Papineau St	Champlain Crt	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	6	5	71	48	Rehabilitation	$58,240.00	18	$110,656.00	$152.00
843	126	Park St	Park Street	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	$148,190.00	$145.00
844	39	Park St	Park St	County Rd 22	Asphalt	Local	176	0.18	7	1232	Semi-Urban	50	0-49	20	0.01	0-49	22	6	5	30	60	Defer Maintenance	$0.00	26	$178,640.00	$145.00
1093	500	Park St	County Rd 22	Park St	Asphalt	Local	24	0.02	7	168	Semi-Urban	50	0-49	20	0.01	0-49	22	6	5		100	Defer Maintenance	$0.00	50	$24,360.00	$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	$158,536.00	$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	Crack Seal	$11,585.00	42	$352,184.00	$152.00
1123	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	Defer Maintenance	$0.00	50	$92,568.00	$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	$73,416.00	$152.00
553	386	Patillo Rd	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	3	74	58	Rehabilitation	$598,845.00	74	$1,521,390.00	$94.00
554	458	Patillo Rd	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	Patillo Rd	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	Patillo Rd	Corbett Dr	Orchard Park Dr	Asphalt	Minor Arterial	201	0.20	15	3015	Urban	50	3000-3999	3300	0.02	3000-3999	3960	4	3	72	70	Micro Surfacing	$15,075.00	82	$437,175.00	$145.00
558	320	Patillo Rd	Blanchard Dr	County Rd 22	Concrete	Minor Arterial	92	0.09	15	1380	Urban	50	3000-3999	3550	0.02	4000-4999	4260	4	3	69	55	Excluded	$0.00	73	$0.00	
559	68	Patillo Rd	Pearl St	Old Tecumseh Rd	Asphalt	Local	171	0.17	7	1197	Urban	40	200-499	322	0.01	200-499	354.2	6	5	75	62	Resurfacing	$28,728.00	27	$181,944.00	$152.00
560	432	Patillo Rd	Old Tecumseh Rd	Corbett Dr	Asphalt	Minor Arterial	217	0.22	15	3255	Urban	50	3000-3999	3300	0.02	3000-3999	3960	4	3	71	60	Resurfacing	$78,120.00	76	$471,975.00	$145.00
599	435	Patillo Rd	Little Baseline Rd	Harvard Dr	Asphalt	Minor Arterial	505	0.51	15	7575	Urban	60	2000-2999	2500	0.02	3000-3999	3000	4	3	66	49	Rehabilitation	$515,100.00	69	$1,098,375.00	$145.00
600	1083	Patillo Rd	Richard Ruston Dr	Little Baseline Rd	Asphalt	Minor Arterial	287	0.29	15	4305	Urban	60	2000-2999	2500	0.02	3000-3999	3000	4	3	56	41	Rehabilitation	$292,740.00	64	$624,225.00	$145.00
609	112	Patillo Rd	Conway Cres	Blanchard Dr	Asphalt	Minor Arterial	212	0.21	15	3180	Urban	50	3000-3999	3551	0.02	4000-4999	4261.2	4	3	60	45	Rehabilitation	$216,240.00	66	$461,100.00	$145.00
610	284	Patillo Rd	Orchard Park Dr	Conway Cres	Asphalt	Minor Arterial	139	0.14	15	2085	Urban	50	3000-3999	3500	0.02	4000-4999	4200	4	3	67	61	Resurfacing	$50,040.00	76	$302,325.00	$145.00
611	1460	Patillo Rd	Russell Woods Rd	Pearl St	Asphalt	Local	15	0.02	7	105	Urban	40	200-499	250	0.01	200-499	275	6	5	74	73	Micro Surfacing	$525.00	34	$15,960.00	$152.00
1065	462	Patillo Rd	Advance Blvd	County Rd 22	Concrete	Minor Arterial	237	0.24	15	3555	Urban	60	4000-4999	4500	0.02	5000-5999	5400	3	3		75	Excluded	$0.00	35	$0.00	
817	546	Paul Julius Crt	River Downs Ave	Cul-De-Sac	Asphalt	Local	66	0.07	7	462	Urban	50	0-49	40	0.01	0-49	44	6	5	77	69	Resurfacing	$11,088.00	31	$70,224.00	$152.00
542	438	Pearl St	Patillo Rd	Stover St	Asphalt	Local	186	0.19	7	1302	Urban	40	50-199	100	0.01	50-199	110	6	5	91	93	Crack Seal	$6,510.00	46	$197,904.00	$152.00
1063	590	Pearl St	Victoria St	Cul-De-Sac	Asphalt	Local	326	0.33	7	2282	Urban	40	50-199	100	0.01	50-199	110	6	5		93	Crack Seal	$11,410.00	46	$346,864.00	$152.00
244	1012	Percy Cres	William St	Cul-De-Sac	Asphalt	Local	208	0.21	7	1456	Urban	50	50-199	100	0.01	50-199	110	6	5	60	34	Reconstruction	$221,312.00	10	$221,312.00	$152.00
384	1082	Pheasant Run Dr	Mcpharlin Ave	Quinlan Dr	Asphalt	Local	457	0.46	7	3199	Urban	40	50-199	160	0.01	50-199	176	6	5	68	32	Reconstruction	$486,248.00	9	$486,248.00	$152.00
385	78	Pheasant Run Dr	Quinlan Dr	Mcpharlin Ave	Asphalt	Local	219	0.22	7	1533	Urban	40	50-199	100	0.01	50-199	110	6	5	53	30	Reconstruction	$233,016.00	7	$233,016.00	$152.00
386	595	Pheasant Run Dr	Old Tecumseh Rd	Mcpharlin Ave	Asphalt	Local	120	0.12	7	840	Urban	40	500-999	534	0.01	500-999	587.4	5	5	72	35	Reconstruction	$127,680.00	10	$127,680.00	$152.00
707	282	Philip Cres	St Peter St	Dead End	Asphalt	Local	142	0.14	7	994	Urban	50	50-199	90	0.01	50-199	99	6	5	74	62	Resurfacing	$23,856.00	27	$151,088.00	$152.00
398	714	Pierella Dr	Paisley St	Cul-De-Sac	Asphalt	Local	166	0.17	7	1162	Urban	40	50-199	60	0.01	50-199	66	6	5	86	83	Crack Seal	$5,810.00	40	$176,624.00	$152.00
399	832	Pierella Dr	Plant Rd	Paisley St	Asphalt	Local	130	0.13	7	910	Urban	40	50-199	150	0.01	50-199	165	6	5	80	63	Resurfacing	$21,840.00	27	$138,320.00	$152.00
535	82	Pierella Dr	Old Tecumseh Rd	Plant Rd	Asphalt	Local	328	0.33	7	2296	Urban	40	200-499	250	0.01	200-499	275	6	5	77	48	Rehabilitation	$183,680.00	18	$348,992.00	$152.00
627	970	Pierre Ave	County Rd 22	Earl St	Asphalt	Local	196	0.20	7	1372	Semi-Urban	40	50-199	50	0.01	50-199	55	6	5	52	90	Crack Seal	$6,860.00	44	$198,940.00	$145.00
881	659	Pinehurst Dr	Evergreen Dr	Poplar Dr	Asphalt	Local	110	0.11	7	770	Urban	40	50-199	60	0.01	50-199	66	6	5	80	84	Crack Seal	$3,850.00	40	$117,040.00	$152.00
883	437	Pinehurst Dr	Woodland Cres	Evergreen Dr	Asphalt	Local	521	0.52	7	3647	Urban	40	50-199	180	0.01	50-199	198	6	5	80	58	Rehabilitation	$291,760.00	24	$554,344.00	$152.00
905	399	Pinehurst Dr	Letino Dr	Mancini Dr	Asphalt	Local	282	0.28	7	1974	Urban	50	50-199	90	0.01	50-199	99	6	5	95	78	Micro Surfacing	$9,870.00	37	$300,048.00	$152.00
906	667	Pinehurst Dr	Poplar Dr	Letino Dr	Asphalt	Local	107	0.11	7	749	Urban	50	50-199	100	0.01	50-199	110	6	5	90	84	Crack Seal	$3,745.00	40	$113,848.00	$152.00
858	662	Piroli Cres	Oakwood Ave & Coretti Dr	Oakwood Ave & Rego Dr	Asphalt	Local	757	0.76	7	5299	Urban	50	200-499	300	0.01	200-499	330	5	5	74	72	Micro Surfacing	$26,495.00	33	$805,448.00	$152.00
536	283	Plant Rd	Remo Cres	Pierella Dr	Asphalt	Local	86	0.09	7	602	Urban	40	50-199	150	0.01	50-199	165	6	5	80	57	Rehabilitation	$48,160.00	24	$91,504.00	$152.00
537	716	Plant Rd	Wintermute Ave	Remo Cres	Asphalt	Local	148	0.15	7	1036	Urban	40	50-199	150	0.01	50-199	165	6	5	59	67	Resurfacing	$24,864.00	30	$157,472.00	$152.00
222	529	Pleasant Park Sdrd	N Rear Rd	County Rd 46	Surface Treated	Minor Collector	1352	1.35	10	13520	Rural	80	1000-1999	1113	0.015	1000-1999	1279.95	3	4	57	80	Defer Maintenance	$0.00	54	$1,270,880.00	$94.00
110	663	Poisson Crt	St Peter St	Cul-De-Sac	Asphalt	Local	83	0.08	7	581	Semi-Urban	40	0-49	20	0.01	0-49	22	6	5	45	30	Reconstruction	$91,217.00	7	$84,245.00	$145.00
860	1345	Poplar Dr	Woodland Cres	Woodland Cres	Asphalt	Local	96	0.10	7	672	Urban	50	50-199	100	0.01	50-199	110	6	5	84	78	Micro Surfacing	$3,360.00	37	$102,144.00	$152.00
882	696	Poplar Dr	Pinehurst Dr	Oakwood Ave	Asphalt	Local	106	0.11	7	742	Urban	50	200-499	300	0.01	200-499	330	5	5	75	77	Micro Surfacing	$3,710.00	36	$112,784.00	$152.00
907	77	Poplar Dr	Mancini Dr	Pinehurst Dr	Asphalt	Local	174	0.17	7	1218	Urban	50	200-499	200	0.01	200-499	220	5	5	89	76	Micro Surfacing	$6,090.00	35	$185,136.00	$152.00
908	648	Poplar Dr	Woodland Cres	Mancini Dr	Asphalt	Local	103	0.10	7	721	Urban	50	200-499	220	0.01	200-499	242	5	5	80	74	Micro Surfacing	$3,605.00	34	$109,592.00	$152.00
958	969	Poplar Dr	Oakwood Ave	Aspen Ridge Cres	Asphalt	Local	62	0.06	7	434	Urban	50	500-999	500	0.01	500-999	550	5	5	86	91	Crack Seal	$2,170.00	45	$65,968.00	$152.00
959	1059	Poplar Dr	Aspen Ridge Cres	Aspen Ridge Cres	Asphalt	Local	137	0.14	7	959	Urban	50	200-499	250	0.01	200-499	275	5	5	94	91	Crack Seal	$4,795.00	45	$145,768.00	$152.00
13	660	Powers Dr	Leffler Dr	Orchard Park Dr	Asphalt	Local	113	0.11	7	791	Urban	40	50-199	80	0.01	50-199	88	6	5	71	57	Rehabilitation	$63,280.00	24	$120,232.00	$152.00
14	353	Powers Dr	Corbett Dr	Leffler Dr	Asphalt	Local	108	0.11	7	756	Urban	40	50-199	80	0.01	50-199	88	6	5	70	62	Resurfacing	$18,144.00	27	$114,912.00	$152.00
15	439	Powers Dr	Chambers Dr	Corbett Dr	Asphalt	Local	107	0.11	7	749	Urban	40	50-199	80	0.01	50-199	88	6	5	58	35	Reconstruction	$113,848.00	10	$113,848.00	$152.00
897	784	Prospect Dr	Croft Dr	County Rd 22	Asphalt	Minor Collector	120	0.12	10	1200	Urban	50	2000-2999	2000	0.015	2000-2999	2300	5	4	70	58	Rehabilitation	$90,000.00	41	$190,800.00	$159.00
510	649	Puce Rd	Major St	County Rd 22	Asphalt	Local	144	0.14	7	1008	Semi-Urban	40	200-499	406	0.01	200-499	446.6	6	5	78	61	Defer Maintenance	$0.00	26	$146,160.00	$145.00
511	651	Puce Rd	Lilydale Ave	Dead End	Asphalt	Local	142	0.14	7	994	Semi-Urban	40	0-49	40	0.01	0-49	44	6	5	40	41	Rehabilitation	$50,694.00	14	$144,130.00	$145.00
512	717	Puce Rd	Lilydale Ave	Major St	Asphalt	Local	143	0.14	7	1001	Semi-Urban	40	200-499	280	0.01	200-499	308	6	5	65	47	Rehabilitation	$51,051.00	18	$145,145.00	$145.00
260	522	Queen St	County Rd 27	Church St	Surface Treated	Local	115	0.12	7	805	Urban	40	0-49	10	0.01	0-49	11	6	5	36	80	Defer Maintenance	$0.00	37	$60,375.00	$75.00
382	664	Quinlan Dr	Pheasant Run Dr	George Kennedy Way	Asphalt	Local	104	0.10	7	728	Urban	40	50-199	50	0.01	50-199	55	6	5	62	34	Reconstruction	$110,656.00	10	$110,656.00	$152.00
383	392	Rafih Cres	Pheasant Run Dr	Rafih Cres	Asphalt	Local	100	0.10	7	700	Urban	40	200-499	200	0.01	200-499	220	6	5	85	72	Micro Surfacing	$3,500.00	33	$106,400.00	$152.00
1135	715	Rafih Cres	Water Ave	Rafih Cres	Asphalt	Local	379	0.38	7	2653	Urban	40	50-199	150	0.01	50-199	165	6	5		96	Defer Maintenance	$0.00	48	$403,256.00	$152.00
1137	650	Rafih Cres	Rafih Cres	Water Ave	Asphalt	Local	177	0.18	7	1239	Urban	40	200-499	200	0.01	200-499	220	6	5		92	Crack Seal	$6,195.00	45	$188,328.00	$152.00
376	967	Railway Ave	Sixth St	Dupuis St	Asphalt	Local	97	0.10	7	679	Semi-Urban	50	50-199	80	0.01	50-199	88	6	5	64	90	Crack Seal	$3,395.00	44	$98,455.00	$145.00
403	1257	Railway Ave	Seventh St	Sixth St	Asphalt	Local	99	0.10	7	693	Semi-Urban	50	50-199	80	0.01	50-199	88	6	5	48	100	Defer Maintenance	$0.00	50	$100,485.00	$145.00
404	653	Railway Ave	Fourth St	Third St	Asphalt	Local	100	0.10	7	700	Semi-Urban	50	50-199	80	0.01	50-199	88	6	5	53	90	Crack Seal	$3,500.00	44	$101,500.00	$145.00
405	654	Railway Ave	Dupuis St	Fourth St	Asphalt	Local	101	0.10	7	707	Semi-Urban	50	50-199	80	0.01	50-199	88	6	5	62	90	Crack Seal	$3,535.00	44	$102,515.00	$145.00
406	666	Railway Ave	Second St	First St	Asphalt	Local	100	0.10	7	700	Semi-Urban	50	200-499	200	0.01	200-499	220	5	5	60	90	Crack Seal	$3,500.00	44	$101,500.00	$145.00
407	1553	Railway Ave	Third St	Second St	Asphalt	Local	101	0.10	7	707	Semi-Urban	50	50-199	150	0.01	50-199	165	6	5	66	90	Crack Seal	$3,535.00	44	$102,515.00	$145.00
869	1032	Railway Ave	Seventh St	Cul-De-Sac	Asphalt	Local	67	0.07	7	469	Semi-Urban	50	0-49	30	0.01	0-49	33	6	5	81	45	Rehabilitation	$23,919.00	16	$68,005.00	$145.00
775	114	Ravenya Way	Branton Cres	Sylvano Cres & Amy Croft Dr	Asphalt	Local	171	0.17	7	1197	Urban	50	200-499	200	0.01	200-499	220	5	5	80	68	Resurfacing	$28,728.00	30	$181,944.00	$152.00
578	699	Raymond St	William St	Dead End	Asphalt	Local	47	0.05	7	329	Urban	50	0-49	15	0.01	0-49	16.5	6	5	33	44	Rehabilitation	$26,320.00	16	$50,008.00	$152.00
586	72	Raymond St	William St	County Rd 46	Asphalt	Local	57	0.06	7	399	Urban	50	200-499	220	0.01	200-499	242	5	5	65	39	Reconstruction	$60,648.00	13	$60,648.00	$152.00
284	1368	Reaume Dr	Melody Dr	Dead End	Surface Treated	Local	317	0.32	7	2219	Semi-Urban	40	50-199	60	0.01	50-199	66	6	5	72	59	Rehabilitation	$84,322.00	25	$166,425.00	$75.00
642	1189	Redwood Cres	Birchwood Cres	Whitewood Dr	Asphalt	Local	174	0.17	7	1218	Urban	40	50-199	60	0.01	50-199	66	6	5	70	47	Rehabilitation	$97,440.00	18	$185,136.00	$152.00
303	568	Reed St	Hale St	Maple St	Surface Treated	Local	133	0.13	7	931	Semi-Urban	50	0-49	10	0.01	0-49	11	6	5	35	81	Defer Maintenance	$0.00	38	$69,825.00	$75.00
751	69	Regency Cres	Chelsea Park Way & Ic Roy Dr	Stub-Regency	Asphalt	Local	657	0.66	7	4599	Urban	50	500-999	579	0.01	500-999	636.9	5	5	79	54	Rehabilitation	$367,920.00	22	$699,048.00	$152.00
1102	1501	Regency Cres	Ic Roy Dr	Jillian Crt	Asphalt	Local	561	0.56	7	3927	Urban	50	200-499	200	0.01	200-499	220	5	5		100	Defer Maintenance	$0.00	50	$596,904.00	$152.00

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m^2)	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	Replacment Cost	Replacment Cost Benchmark
1133	688	Regency Cres	Stub-Regency	Jillian Crt	Asphalt	Local	392	0.39	7	2744	Urban	50	50-199	150	0.01	50-199	165	6	5		72	Micro Surfacing	$13,720.00	33	$417,088.00	$152.00
746	499	Rego Dr	Girard Dr	Piroli 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	73	58	Rehabilitation	$48,160.00	24	$91,504.00	$152.00
183	1573	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
184	1576	Renaud Line Rd	Oakwood Ave	Rosewood Dr	Asphalt	Minor Arterial	309	0.31	15	4635	Rural	50	1000-1999	1500	0.02	1000-1999	1800	5	4	78	74	Micro Surfacing	$23,175.00	84	$546,930.00	$118.00
237	163	Renaud Line Rd	Shoreline Ave	County Rd 22	Asphalt	Minor Arterial	245	0.25	15	3675	Urban	40	200-499	300	0.02	200-499	360	6	5	50	36	Reconstruction	$532,875.00	61	$532,875.00	$145.00
830	218	Renaud Line Rd	Rosewood Dr	Lakeshore Rd 113 & County Rd 42	Asphalt	Minor Arterial	1174	1.17	15	17610	Rural	50	1000-1999	1500	0.02	1000-1999	1800	5	4	80	73	Micro Surfacing	$88,050.00	84	$2,077,980.00	$118.00
500	1063	Richard Ruston Dr	Jutras Dr	Patillo Rd	Asphalt	Minor Collector	176	0.18	10	1760	Urban	50	3000-3999	3000	0.015	3000-3999	3450	4	4	68	86	Crack Seal	$8,800.00	58	$279,840.00	$159.00
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	71	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	96	Defer Maintenance	$0.00	64	$1,289,680.00	$94.00
851	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	Rivait Dr	Melody Dr	Dead End	Surface Treated	Local	503	0.50	7	3521	Semi-Urban	40	50-199	80	0.01	50-199	88	6	5	67	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	Stallion Ave	Paul Julius Crt	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	Paul Julius Crt	Morgan Cres	Asphalt	Local	626	0.63	7	4382	Urban	50	200-499	200	0.01	200-499	220	5	5		83	Crack Seal	$21,910.00	40	$666,064.00	$152.00
648	1517	Riviera Estate Dr	Evelyn 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 Crt	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	500-999	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	400	0.015	200-499	460	4	4	62	82	Crack Seal	$62,800.00	55	$1,507,200.00	$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	$69,700.00	61	$1,672,800.00	$120.00
79	824	Rochester Townline Rd	Settler Sdrd	Trepanier Rd	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	Trepanier Rd	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	$59,300.00	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	122	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
257	823	Rochester Townline Rd	Lakeshore Rd 310	Lakeshore Rd 311	Asphalt	Minor Collector	1360	1.36	10	13600	Rural	80	200-499	300	0.015	200-499	345	4	4	68	47	Rehabilitation	$843,200.00	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	$366,000.00	$120.00
661	1459	Rochester Townline Rd	Cazabon Lane	Lakeshore Rd 305	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	$30,000.00	$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	Rockhaven 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	Rockhaven Dr	Sylvano Cres	Meconi Crt	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	Rockhaven Dr	Meconi Crt	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	Rockhaven 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	Micro Surfacing	$71,200.00	53	$1,338,560.00	$94.00
824	127	Rosewood Dr	Renaud Line Rd	Marla Cres	Asphalt	Local	120	0.12	7	840	Semi-Urban	50	200-499	203	0.01	200-499	223.3	5	5	29	40	Rehabilitation	$42,840.00	13	$121,800.00	$145.00
825	528	Rosewood Dr	Marla Cres	Marla Cres	Asphalt	Local	325	0.33	7	2275	Urban	50	200-499	203	0.01	200-499	223.3	5	6	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	5	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	0.02	2000-2999	2400	5	4	77	73	Micro Surfacing	$92,100.00	84	$2,173,560.00	$118.00
99	67	Rourke Line Rd	County Rd 22	Girard Dr	Surface Treated	Minor Arterial	330	0.33	15	4950	Urban	40	1000-1999	1500	0.02	1000-1999	1800	5	4	72	70	Micro Surfacing	$24,750.00	82	$465,300.00	$94.00
100	593	Rourke Line Rd	Caille Ave	County Rd 22	Asphalt	Minor Arterial	299	0.30	15	4485	Urban	40	200-499	250	0.02	200-499	300	6	5	73	85	Crack Seal	$22,425.00	91	$650,325.00	$145.00
722	1473	Rourke Line Rd	Girard Dr	Oakwood Ave	Asphalt	Minor Arterial	277	0.28	15	4155	Urban	40	1000-1999	1800	0.02	2000-2999	2160	5	4	80	78	Micro Surfacing	$20,775.00	87	$602,475.00	$145.00
941	1558	Rourke Line Rd	Oakwood Ave	Westwood Dr	Asphalt	Minor Arterial	212	0.21	15	3180	Rural	40	2000-2999	2209	0.02	2000-2999	2650.8	5	4	73	62	Defer Maintenance	$0.00	77	$375,240.00	$118.00
358	1580	Royal Cres	Broadway St	Ducharme St	Asphalt	Local	625	0.63	7	4375	Urban	40	200-499	300	0.01	200-499	330	6	5	57	31	Reconstruction	$665,000.00	8	$665,000.00	$152.00
478	245	Rue Labbe	Bayberry Cres	Beechwood Dr	Asphalt	Local	88	0.09	7	616	Urban	40	50-199	60	0.01	50-199	66	6	5	60	32	Reconstruction	$93,632.00	9	$93,632.00	$152.00
479	87	Rue Labbe	Bayberry Cres	Dead End	Asphalt	Local	48	0.05	7	336	Urban	40	0-49	10	0.01	0-49	11	6	5	61	45	Rehabilitation	$26,880.00	16	$51,072.00	$152.00
231	231	Ruggaber Dr	E Pike Creek Rd	Cul-De-Sac	Asphalt	Local	329	0.33	7	2303	Urban	50	50-199	80	0.01	50-199	88	6	5	81	53	Rehabilitation	$184,240.00	21	$350,056.00	$152.00
53	367	Russel Woods Dr	E Pike Creek Rd	Majestic Dr	Asphalt	Local	106	0.11	7	742	Urban	40	200-499	350	0.01	200-499	385	6	5	56	44	Rehabilitation	$59,360.00	16	$112,784.00	$152.00
54	428	Russel Woods Dr	Majestic Dr	Cleophas Dr	Asphalt	Local	106	0.11	7	742	Urban	40	200-499	450	0.01	200-499	495	6	5	48	100	Defer Maintenance	$0.00	50	$112,784.00	$152.00
618	883	Russel Woods Dr	Cleophas Dr	Fasan Cres	Asphalt	Local	522	0.52	7	3654	Urban	40	200-499	400	0.01	200-499	440	6	5	70	47	Rehabilitation	$292,320.00	18	$555,408.00	$152.00
620	894	Russel Woods Dr	Fasan Cres	Elmgrove Dr	Asphalt	Local	115	0.12	7	805	Urban	40	200-499	400	0.01	200-499	440	6	5	62	33	Reconstruction	$122,360.00	9	$122,360.00	$152.00
621	128	Russell Woods Rd	Elmgrove Dr	Patillo Rd	Asphalt	Local	962	0.96	7	6734	Urban	40	200-499	300	0.01	200-499	330	6	5	92	93	Crack Seal	$33,670.00	46	$1,023,568.00	$152.00
324	1259	Ruston Dr	Lakeshore Pk	Cul-De-Sac	Asphalt	Local	134	0.13	7	938	Semi-Urban	40	0-49	30	0.01	0-49	33	6	5	66	55	Rehabilitation	$47,838.00	23	$136,010.00	$145.00
330	1544	Ruston Dr	Lakeshore Pk	Cul-De-Sac	Asphalt	Local	75	0.08	7	525	Semi-Urban	40	0-49	10	0.01	0-49	11	6	5	69	41	Rehabilitation	$26,775.00	14	$76,125.00	$145.00
1113	1485	Ryan Ave	Vincent Cres	Adriana Lane	Asphalt	Local	206	0.21	7	1442	Urban	40	200-499	230	0.01	200-499	253	6	5		91	Crack Seal	$7,210.00	45	$219,184.00	$152.00
1116	1507	Ryan Ave	Ic Roy Dr	Charlotte Cres	Asphalt	Local	63	0.06	7	441	Urban	40	200-499	230	0.01	200-499	253	6	5		81	Crack Seal	$2,205.00	38	$67,032.00	$152.00
1120	1579	Ryan Ave	Charlotte Cres	Vincent Cres	Asphalt	Local	154	0.15	7	1078	Urban	40	200-499	230	0.01	200-499	253	6	5		92	Crack Seal	$5,390.00	45	$163,856.00	$152.00
106	1338	S Middle Rd	County Rd 31	Lakeshore Rd 241	Surface Treated	Minor Collector	422	0.42	10	4220	Rural	80	200-499	250	0.015	200-499	287.5	4	4	71	60	Surface Treated - Added Lift	$63,300.00	42	$396,680.00	$94.00
131	1159	S Middle Rd	Lakeshore Rd 241	Lakeshore Rd 243	Surface Treated	Minor Collector	938	0.94	10	9380	Rural	80	200-499	250	0.015	200-499	287.5	4	4	67	47	Rehabilitation	$347,060.00	34	$881,720.00	$94.00
147	96	S Middle Rd	Lakeshore Rd 225	Myers Rd	Surface Treated	Minor Collector	1052	1.05	10	10520	Rural	80	200-499	250	0.015	200-499	287.5	4	4	69	59	Rehabilitation	$389,240.00	42	$988,880.00	$94.00
148	134	S Middle Rd	Lakeshore Rd 219	County Rd 27	Surface Treated	Minor Collector	1376	1.38	10	13760	Rural	80	200-499	350	0.015	200-499	402.5	4	4	68	48	Rehabilitation	$509,120.00	35	$1,293,440.00	$94.00
149	368	S Middle Rd	County Rd 27	Church St	Surface Treated	Minor Collector	112	0.11	10	1120	Urban	50	200-499	250	0.015	200-499	287.5	5	4	60	33	Reconstruction	$105,280.00	26	$105,280.00	$94.00
150	487	S Middle Rd	Church St	Lakeshore Rd 223	Surface Treated	Minor Collector	975	0.98	10	9750	Rural	50	200-499	200	0.015	200-499	230	5	4	58	32	Reconstruction	$916,500.00	25	$916,500.00	$94.00
151	1062	S Middle Rd	Lakeshore Rd 217	Lakeshore Rd 219	Surface Treated	Minor Collector	673	0.67	10	6730	Rural	80	200-499	350	0.015	200-499	402.5	4	4	73	42	Rehabilitation	$249,010.00	31	$632,620.00	$94.00
152	35	S Middle Rd	Lakeshore Rd 211	Lakeshore Rd 213	Surface Treated	Minor Collector	1373	1.37	10	13730	Rural	80	200-499	250	0.015	200-499	287.5	4	4	58	53	Rehabilitation	$508,010.00	38	$1,290,620.00	$94.00
153	1064	S Middle Rd	Lakeshore Rd 205	Naylor Sdrd	Surface Treated	Minor Collector	1375	1.38	10	13750	Rural	80	200-499	356	0.015	200-499	409.4	4	4	50	85	Defer Maintenance	$0.00	58	$1,292,500.00	$94.00
154	1065	S Middle Rd	Lakeshore Rd 203	Lakeshore Rd 205	Surface Treated	Minor Collector	1083	1.08	10	10830	Rural	80	200-499	350	0.015	200-499	402.5	4	4	60	91	Defer Maintenance	$0.00	61	$1,018,020.00	$94.00
155	1515	S Middle Rd	N Talbot Rd	Lakeshore Rd 201	Surface Treated	Minor Collector	1274	1.27	10	12740	Rural	80	200-499	300	0.015	200-499	345	4	4	65	43	Rehabilitation	$471,380.00	32	$1,197,560.00	$94.00
156	1162	S Middle Rd	Lakeshore Rd 201	Lakeshore Rd 203	Surface Treated	Minor Collector	289	0.29	10	2890	Rural	80	200-499	300	0.015	200-499	345	4	4	69	43	Rehabilitation	$106,930.00	32	$271,660.00	$94.00
274	430	S Middle Rd	Lakeshore Rd 243	Lakeshore Rd 245	Surface Treated	Minor Collector	1366	1.37	10	13660	Rural	80	200-499	213	0.015	200-499	244.95	4	4	71	54	Rehabilitation	$505,420.00	39	$1,284,040.00	$94.00
275	1360	S Middle Rd	Lakeshore Rd 245	Rochester Townline Rd	Surface Treated	Minor Collector	323	0.32	10	3230	Rural	80	200-499	200	0.015	200-499	230	4	4	77	50	Rehabilitation	$119,510.00	36	$303,620.00	$94.00
276	429	S Middle Rd	Lakeshore Rd 235	County Rd 31	Surface Treated	Minor Collector	598	0.60	10	5980	Rural	80	50-199	100	0.015	50-199	115	4	4	52	61	Surface Treated - Added Lift	$89,700.00	43	$562,120.00	$94.00
277	506	S Middle Rd	Lakeshore Rd 233	Lakeshore Rd 235	Surface Treated	Minor Collector	1368	1.37	10	13680	Rural	80	50-199	100	0.015	50-199	115	4	4	53	76	Micro Surfacing	$68,400.00	52	$1,285,920.00	$94.00
278	822	S Middle Rd	Myers Rd	Lakeshore Rd 229	Surface Treated	Minor Collector	321	0.32	10	3210	Rural	80	500-999	750	0.015	500-999	862.5	4	4	73	58	Rehabilitation	$118,770.00	41	$301,740.00	$94.00
279	1476	S Middle Rd	Lakeshore Rd 229	Lakeshore Rd 231	Surface Treated	Minor Collector	890	0.89	10	8900	Rural	80	50-199	150	0.015	50-199	172.5	4	4	56	71	Micro Surfacing	$44,500.00	49	$836,600.00	$94.00
280	84	S Middle Rd	Lakeshore Rd 231	Lakeshore Rd 233	Surface Treated	Minor Collector	476	0.48	10	4760	Rural	80	50-199	150	0.015	50-199	172.5	4	4	52	62	Surface Treated - Added Lift	$71,400.00	43	$447,440.00	$94.00
579	1548	S Middle Rd	Lakeshore Rd 223	Lakeshore Rd 225	Surface Treated	Minor Collector	285	0.29	10	2850	Rural	80	200-499	200	0.015	200-499	230	4	4	58	40	Rehabilitation	$105,450.00	30	$267,900.00	$94.00
699	1461	S Middle Rd	Naylor Sdrd	Lakeshore Rd 209	Surface Treated	Minor Collector	1189	1.19	10	11890	Rural	80	200-499	350	0.015	200-499	402.5	4	4	64	50	Rehabilitation	$439,930.00	36	$1,117,660.00	$94.00
700	1500	S Middle Rd	Lakeshore Rd 209	Lakeshore Rd 211	Surface Treated	Minor Collector	186	0.19	10	1860	Rural	80	200-499	250	0.015	200-499	287.5	4	4	64	56	Rehabilitation	$68,820.00	40	$174,840.00	$94.00
701	352	S Middle Rd	Lakeshore Rd 213	Lakeshore Rd 215	Surface Treated	Minor Collector	1385	1.39	10	13850	Rural	80	200-499	250	0.015	200-499	287.5	4	4	68	57	Rehabilitation	$512,450.00	40	$1,301,900.00	$94.00
702	1566	S Middle Rd	Lakeshore Rd 215	Lakeshore Rd 217	Surface Treated	Minor Collector	690	0.69	10	6900	Rural	80	200-499	300	0.015	200-499	345	4	4	66	54	Rehabilitation	$255,300.00	39	$648,600.00	$94.00
1049	5	S Middle Rd	Lakeshore Rd 308	Gracey Sdrd	Gravel	Minor Collector	3445	3.45	10	34450	Rural	80	0-49	29	0.015	0-49	33.35	6	4		84	Preventive Maintenance	$137,800.00	57	$1,481,350.00	$43.00
1050	358	S Middle Rd	Highway 77	Lakeshore Rd 308	Gravel	Minor Collector	635	0.64	10	6350	Rural	80	0-49	40	0.015	0-49	46	6	4		86	Preventive Maintenance	$25,400.00	58	$273,050.00	$43.00
1051	461	S Middle Rd	Rochester Townline Rd	Lakeshore Rd 309	Gravel	Minor Collector	2128	2.13	10	21280	Rural	80	50-199	50	0.015	50-199	57.5	4	6		79	Preventive Maintenance	$85,120.00	54	$915,040.00	$43.00
1068	73	S Middle Rd	Lakeshore Rd 309	Highway 77	Gravel	Minor Collector	2061	2.06	10	20610	Rural	80	50-199	50	0.015	50-199	57.5	4	4		83	Preventive Maintenance	$82,440.00	56	$886,230.00	$43.00
1077	357	S Middle Rd	Gracey Sdrd	Dead End	Gravel	Minor Collector	1586	1.59	10	15860	Rural	80	0-49	30	0.015	0-49	34.5	6	6		87	Preventive Maintenance	$63,440.00	59	$681,980.00	$43.00
864	964	S Talbot Rd	Manning Rd	Ellis Sdrd	Surface Treated	Minor Collector	1541	1.54	10	15410	Rural	80	50-199	142	0.015	50-199	163.3	4	4	55	36	Reconstruction	$1,448,540.00	28	$1,448,540.00	$94.00
900	281	S Talbot Rd	Ellis Sdrd	Dead End	Surface Treated	Minor Collector	896	0.90	10	8960	Rural	80	50-199	100	0.015	50-199	115	4	4	52	49	Rehabilitation	$331,520.00	36	$842,240.00	$94.00
1033	1565	Schoolhouse Rd	Lakeshore Rd 103	Lakeshore Rd 105	Gravel	Minor Collector	1364	1.36	10	13640	Rural	80	0-49	20	0.015	0-49	23	6	4		72	Preventive Maintenance	$54,560.00	50	$586,520.00	$43.00
1034	1568	Schoolhouse Rd	Lakeshore Rd 101	Lakeshore Rd 103	Gravel	Minor Collector	1390	1.39	10	13900	Rural	80	0-49	23	0.015	0-49	26.45	6	4		77	Preventive Maintenance	$55,600.00	53	$597,700.00	$43.00
1035	322	Schoolhouse Rd	Scott Sdrd	Lakeshore Rd 101	Gravel	Minor Collector	1354	1.35	10	13540	Rural	80	0-49	20	0.015	0-49	23	6	4		85	Preventive Maintenance	$54,160.00	58	$582,220.00	$43.00
195	373	Scott Sdrd	Manning Rd	Schoolhouse Rd	Surface Treated	Local	1428	1.43	7	9996	Rural	80	50-199	104	0.01	50-199	114.4	4	4	66	41	Rehabilitation	$379,848.00	14	$749,700.00	$75.00
196	75	Scott Sdrd	Schoolhouse Rd	Arnald Lane	Surface Treated	Local	317	0.32	7	2219	Rural	80	50-199	100	0.01	50-199	110	4	4	64	41	Rehabilitation	$84,322.00	14	$166,425.00	$75.00
197	1067	Scott Sdrd	Arnald Lane	Walls Rd	Surface Treated	Local	1519	1.52	7	10633	Rural	80	50-199	100	0.01	50-199	110	4	4	71	43	Rehabilitation	$404,054.00	15	$797,475.00	$75.00
198	123	Scott Sdrd	Walls Rd	Dead End	Surface Treated	Local	508	0.51	7	3556	Rural	80	0-49	10	0.01	0-49	11	6	4	67	42	Rehabilitation	$135,128.00	15	$266,700.00	$75.00
373	469	Second St	Railway Ave	Broadway St	Asphalt	Local	134	0.13	7	938	Semi-Urban	50	50-199	100	0.01	50-199	110	6	5	49	31	Reconstruction	$147,266.00	8	$136,010.00	$145.00
1106	509	Selina St	W Pike Creek Rd	Chesterfield Crt	Asphalt	Local	155	0.16	7	1085	Urban	50	50-199	150	0.01	50-199	165	6	5		88	Crack Seal	$5,425.00	43	$164,920.00	$152.00
1107	829	Selina St	Amy Croft Dr	Chesterfield Crt	Asphalt	Local	357	0.36	7	2499	Urban	50	50-199	150	0.01	50-199	165	6	5		93	Crack Seal	$12,495.00	46	$379,848.00	$152.00
20504	63	Serenity Dr	Old Tecumseh Rd	Xavier Cir	Asphalt	Local	108	0.11	7	756	Urban	50	50-199	80	0.01	50-199	88	6	5		92	Crack Seal	$3,780.00	45	$114,912.00	$152.00
194	986	Settler Sdrd	Rochester Townline Rd	Comber Sdrd	Surface Treated	Minor Collector	3716	3.72	10	37160	Rural	80	50-199	100	0.015	50-199	115	4	4	66	41	Rehabilitation	$1,374,920.00	31	$3,493,040.00	$94.00
366	65	Seventh 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	43	28	Reconstruction	$100,009.00	6	$92,365.00	$145.00
367	987	Seventh 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	40	29	Reconstruction	$110,999.00	7	$102,515.00	$145.00

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m^2)	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	Replacment Cost	Replacment 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	Broadway 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	$121,800.00	$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 Crt	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	$62,776.00	$152.00
929	873	Shoreline Ave	Emery 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	$8,330.00	34	$253,232.00	$152.00
931	470	Shoreline Ave	Emery Dr	Renaud Line Rd	Surface Treated	Local	878	0.88	7	6146	Urban	40	200-499	250	0.01	200-499	275	6	5	84	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 N	Patillo Rd	Asphalt	Local	1000	1.00	7	7000	Urban	50	2000-2999	2000	0.01	2000-2999	2200	5	5		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	Broadway 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 Crt	Bushey 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	Willowwood 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	Willowwood 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	Lakeshore Pk	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			81	Crack Seal	$12,740.00	38	$387,296.00	$152.00
562	1496	St Andrews Dr	Marjorie Dr	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	887	St Andrews Dr	Marjorie Dr	St Andrews Dr	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	$86,240.00	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	Dupuis 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	Sixth St	St Paul 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	Seventh St	St Lawrence 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	5	4	67	60	Defer Maintenance	$0.00	26	$53,795.00	$145.00
435	1492	St Charles St	Eighth St	St John St	Asphalt	Local	45	0.05	7	315	Semi-Urban	50	1000-1999	1200	0.01	1000-1999	1320	5	4	66	56	Rehabilitation	$16,065.00	23	$45,675.00	$145.00
436	1499	St Charles St	Ninth St	Eighth St	Asphalt	Local	97	0.10	7	679	Semi-Urban	50	1000-1999	1200	0.01	1000-1999	1320	5	4	57	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	Zoe 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	$29,631.00	24	$84,245.00	$145.00
311	1556	St Clair Rd	Claireview Dr	Cul-De-Sac	Surface Treated	Local	1061	1.06	7	7427	Semi-Urban	50	200-499	400	0.01	200-499	440	5	5	35	80	Defer Maintenance	$0.00	38	$557,025.00	$75.00
312	1557	St Clair Rd	Comber Sdrd	Claireview Dr	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	Oak St	Comber Sdrd	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	Reconstruction	$100,009.00	10	$92,365.00	$145.00
315	1563	St Clair Rd	Maple St	Elm St	Asphalt	Local	106	0.11	7	742	Semi-Urban	50	200-499	350	0.01	200-499	385	5	4	75	32	Reconstruction	$116,494.00	9	$107,590.00	$145.00
316	1564	St Clair Rd	Hale St	Maple St	Asphalt	Local	133	0.13	7	931	Semi-Urban	50	200-499	300	0.01	200-499	330	5	4	78	42	Rehabilitation	$47,481.00	15	$134,995.00	$145.00
317	1567	St Clair Rd	Tecumseh Rd	Gagnier Lane	Surface Treated	Local	528	0.53	7	3696	Rural	50	200-499	250	0.01	200-499	275	5	4	76	35	Reconstruction	$277,200.00	10	$277,200.00	$75.00
659	1569	St Clair Rd	Columbus Dr	Hale St	Asphalt	Local	103	0.10	7	721	Semi-Urban	50	200-499	250	0.01	200-499	275	5	4	66	32	Reconstruction	$113,197.00	9	$104,545.00	$145.00
660	1572	St Clair Rd	Gagnier Lane	Columbus Dr	Surface Treated	Local	2789	2.79	7	19523	Rural	50	200-499	226	0.01	200-499	248.6	5	4	68	34	Reconstruction	$1,464,225.00	10	$1,464,225.00	$75.00
418	1574	St John St	St Charles St	St Louis St	Asphalt	Local	101	0.10	7	707	Semi-Urban	40	50-199	80	0.01	50-199	88	6	5	29	90	Crack Seal	$3,535.00	44	$102,515.00	$145.00
419	1575	St John St	St Louis St	St Peter St	Asphalt	Local	96	0.10	7	672	Semi-Urban	40	50-199	60	0.01	50-199	66	6	5	23	90	Crack Seal	$3,360.00	44	$97,440.00	$145.00
597	1577	St Jude St	St Peter St	Cul-De-Sac	Asphalt	Local	80	0.08	7	560	Semi-Urban	40	0-49	30	0.01	0-49	33	6	5	30	34	Reconstruction	$87,920.00	10	$81,200.00	$145.00
420	1578	St Lawrence St	St Charles St	St Louis St	Asphalt	Local	102	0.10	7	714	Semi-Urban	40	50-199	80	0.01	50-199	88	6	5	24	90	Crack Seal	$3,570.00	44	$103,530.00	$145.00
421	1585	St Lawrence St	St Louis St	St Peter St	Asphalt	Local	95	0.10	7	665	Semi-Urban	40	50-199	60	0.01	50-199	66	6	5	35	100	Defer Maintenance	$0.00	50	$96,425.00	$145.00
414	1587	St Louis St	Gayle St	Eleventh St	Asphalt	Local	80	0.08	7	560	Urban	50	50-199	120	0.01	50-199	132	6	5	81	59	Rehabilitation	$44,800.00	25	$85,120.00	$152.00
415	1590	St Louis St	St John St	St Lawrence St	Asphalt	Local	85	0.09	7	595	Semi-Urban	40	50-199	150	0.01	50-199	165	6	5	32	90	Crack Seal	$2,975.00	44	$86,275.00	$145.00
416	1591	St Louis St	Eleventh St	St John St	Asphalt	Local	353	0.35	7	2471	Urban	40	50-199	150	0.01	50-199	165	6	5	42	90	Crack Seal	$12,355.00	44	$375,592.00	$152.00
417	1592	St Louis St	St Lawrence St	St Paul St	Asphalt	Local	83	0.08	7	581	Semi-Urban	40	50-199	150	0.01	50-199	165	6	5	32	100	Defer Maintenance	$0.00	50	$84,245.00	$145.00
685	1600	St Louis St	Brian St	Gayle St	Asphalt	Local	80	0.08	7	560	Urban	50	50-199	60	0.01	50-199	66	6	5	76	76	Micro Surfacing	$2,800.00	35	$85,120.00	$152.00
631	1160	St Mary'S Rd	County Rd 22	Faith Dr	Asphalt	Local	311	0.31	7	2177	Semi-Urban	40	200-499	284	0.01	200-499	312.4	6	5	46	94	Crack Seal	$10,885.00	46	$315,665.00	$145.00
422	1488	St Paul St	St Charles St	St Louis St	Asphalt	Local	102	0.10	7	714	Semi-Urban	40	50-199	100	0.01	50-199	110	6	5	35	90	Crack Seal	$3,570.00	44	$103,530.00	$145.00
423	99	St Paul St	St Louis St	St Peter St	Asphalt	Local	94	0.09	7	658	Semi-Urban	40	50-199	100	0.01	50-199	110	6	5	34	90	Crack Seal	$3,290.00	44	$95,410.00	$145.00
174	1453	St Peter St	South St	Front St	Asphalt	Local	66	0.07	7	462	Semi-Urban	40	50-199	100	0.01	50-199	110	6	5	99	52	Rehabilitation	$23,562.00	21	$66,990.00	$145.00
175	498	St Peter St	Front St	Kilrea Ave & E River St	Asphalt	Local	85	0.09	7	595	Semi-Urban	40	50-199	80	0.01	50-199	88	6	5	28	82	Crack Seal	$2,975.00	38	$86,275.00	$145.00
686	362	St Peter St	Chisholm St	Baby St	Asphalt	Local	107	0.11	7	749	Urban	40	1000-1999	1350	0.01	1000-1999	1485	5	5	100	96	Defer Maintenance	$0.00	48	$113,848.00	$152.00
687	1181	St Peter St	Baby St	South St	Asphalt	Local	146	0.15	7	1022	Urban	40	1000-1999	1350	0.01	1000-1999	1485	5	4	99	92	Crack Seal	$5,110.00	45	$155,344.00	$152.00
691	90	St Peter St	Eleventh St	St Jude St	Asphalt	Local	302	0.30	7	2114	Urban	40	1000-1999	1206	0.01	1000-1999	1326.6	5	4	100	100	Defer Maintenance	$0.00	50	$321,328.00	$152.00
705	132	St Peter St	Christine Ave	Eleventh St	Asphalt	Local	15	0.02	7	105	Urban	50	500-999	650	0.01	500-999	715	5	4	99	83	Crack Seal	$525.00	40	$15,960.00	$152.00
706	207	St Peter St	Philip Cres	Christine Ave	Asphalt	Local	236	0.24	7	1652	Urban	50	500-999	650	0.01	500-999	715	5	4	76	80	Crack Seal	$8,260.00	38	$251,104.00	$152.00
865	1361	St Peter St	Francis Cres (East) & Philip Cres	Francis Cres (West)	Asphalt	Local	127	0.13	7	889	Urban	50	500-999	650	0.01	500-999	715	5	4	74	76	Micro Surfacing	$4,445.00	35	$135,128.00	$152.00
866	319	St Peter St	Donald Cres	Philip Cres	Asphalt	Local	151	0.15	7	1057	Urban	50	500-999	600	0.01	500-999	660	5	4	75	80	Crack Seal	$5,285.00	38	$160,664.00	$152.00
936	452	St Peter St	Francis Cres (West)	Donald Cres	Asphalt	Local	90	0.09	7	630	Urban	50	500-999	650	0.01	500-999	715	5	4	70	77	Micro Surfacing	$3,150.00	36	$95,760.00	$152.00
937	92	St Peter St	Duck Creek Blvd	Francis Cres (East) & Philip Cres	Asphalt	Local	96	0.10	7	672	Urban	50	500-999	650	0.01	500-999	715	5	4	73	78	Micro Surfacing	$3,360.00	37	$102,144.00	$152.00
1024	239	St Peter St	St Paul St	Poisson Crt	Asphalt	Local	39	0.04	7	273	Urban	40	1000-1999	1300	0.01	1000-1999	1430	5	4		89	Crack Seal	$1,365.00	43	$41,496.00	$152.00
1025	459	St Peter St	Poisson Crt	St Lawrence St	Asphalt	Local	43	0.04	7	301	Urban	40	1000-1999	1300	0.01	1000-1999	1430	5	4		82	Crack Seal	$1,505.00	39	$45,752.00	$152.00
1026	242	St Peter St	Meunier St	St Paul St	Asphalt	Local	91	0.09	7	637	Urban	40	1000-1999	1300	0.01	1000-1999	1430	5	4		91	Crack Seal	$3,185.00	45	$96,824.00	$152.00
1079	316	St Peter St	Chisholm St	Lenore St	Asphalt	Local	114	0.11	7	798	Urban	40	1000-1999	1300	0.01	1000-1999	1430	5	4		96	Defer Maintenance	$0.00	48	$121,296.00	$152.00
1080	1455	St Peter St	Lenore St	Meunier St	Asphalt	Local	120	0.12	7	840	Urban	40	1000-1999	1300	0.01	1000-1999	1430	5	4		96	Defer Maintenance	$0.00	48	$127,680.00	$152.00
1081	233	St Peter St	St Lawrence St	St Simon St	Asphalt	Local	46	0.05	7	322	Urban	40	1000-1999	1300	0.01	1000-1999	1430	5	4		100	Defer Maintenance	$0.00	50	$48,944.00	$152.00
1082	259	St Peter St	St Jude St	St John St	Asphalt	Local	56	0.06	7	392	Urban	40	1000-1999	1300	0.01	1000-1999	1430	5	4		100	Defer Maintenance	$0.00	50	$59,584.00	$152.00
1083	323	St Peter St	St John St	St Simon St	Asphalt	Local	37	0.04	7	259	Urban	40	1000-1999	1300	0.01	1000-1999	1430	5	4		100	Defer Maintenance	$0.00	50	$39,368.00	$152.00
460	342	St Pierre St	W Belle River Rd	Willowwood Dr	Asphalt	Local	421	0.42	7	2947	Urban	40	50-199	100	0.01	50-199	110	6	5	99	83	Crack Seal	$14,735.00	40	$447,944.00	$152.00
120	208	St Simon St	St Peter St	Papineau St	Asphalt	Local	175	0.18	7	1225	Semi-Urban	40	200-499	350	0.01	200-499	385	6	5	61	33	Reconstruction	$192,325.00	9	$177,625.00	$145.00
121	321	St Simon St	Papineau St	Desjardins St	Asphalt	Local	97	0.10	7	679	Urban	40	200-499	250	0.01	200-499	275	6	5	62	33	Reconstruction	$103,208.00	9	$103,208.00	$152.00
695	455	St Simon St	Desjardins St	Blake Ave	Asphalt	Local	222	0.22	7	1554	Urban	40	200-499	200	0.01	200-499	220	6	5	65	47	Rehabilitation	$124,320.00	18	$236,208.00	$152.00
814	524	Stallion Ave	River Downs Ave	Clydesdale Crt	Asphalt	Local	92	0.09	7	644	Urban	50	0-49	40	0.01	0-49	44	6	5	74	67	Resurfacing	$15,456.00	30	$97,888.00	$152.00
1100	4	Stallion Ave	Morgan Cres	Clydesdale Crt	Asphalt	Local	97	0.10	7	679	Urban	50	0-49	40	0.01	0-49	44	6	5		77	Micro Surfacing	$3,395.00	36	$103,208.00	$152.00
698	356	Stevenson Crt	Mousseau Cres	Cul-De-Sac	Asphalt	Local	167	0.17	7	1169	Urban	50	50-199	80	0.01	50-199	88	6	5	68	42	Rehabilitation	$93,520.00	15	$177,688.00	$152.00
326	158	Stirling St	Lakeshore Pk	Dead End	Asphalt	Local	88	0.09	7	616	Semi-Urban	40	0-49	20	0.01	0-49	22	6	5	79	53	Rehabilitation	$31,416.00	21	$89,320.00	$145.00
786	93	Stone Mill Crt	County Rd 27	Cul-De-Sac	Asphalt	Local	45	0.05	7	315	Rural	50	0-49	25	0.01	0-49	27.5	6	5	30	78	Micro Surfacing	$1,575.00	36	$29,925.00	$95.00
788	243	Stonebridge Way	Traditional Trail	Legacy Lane	Asphalt	Local	180	0.18	7	1260	Urban	50	50-199	50	0.01	50-199	55	6	5	75	78	Micro Surfacing	$6,300.00	37	$191,520.00	$152.00
757	451	Stonebrook Blvd	Cyanna Crt	Elmstead Rd	Asphalt	Local	338	0.34	7	2366	Urban	50	50-199	130	0.01	50-199	143	6	5	85	78	Micro Surfacing	$11,830.00	37	$359,632.00	$152.00
758	547	Stonebrook Blvd	Cyanna Crt	Cyanna Crt	Asphalt	Local	151	0.15	7	1057	Urban	50	50-199	100	0.01	50-199	110	6	5	83	77	Micro Surfacing	$5,285.00	36	$160,664.00	$152.00
759	882	Stonebrook Blvd	Little Baseline Rd	Cyanna Crt	Asphalt	Local	74	0.07	7	518	Urban	50	50-199	150	0.01	50-199	165	6	5	80	69	Resurfacing	$12,432.00	31	$78,736.00	$152.00
540	333	Stover St	Pearl St	Old Tecumseh Rd	Surface Treated	Local	150	0.15	7	1050	Urban	40	50-199	150	0.01	50-199	165	6	5	97	97	Defer Maintenance	$0.00	48	$78,750.00	$75.00
265	135	Stowe St	Victoria St	Dead End	Asphalt	Local	96	0.10	7	672	Urban	40	0-49	20	0.01	0-49	22	6	5	63	90	Crack Seal	$3,360.00	44	$102,144.00	$152.00
266	315	Stowe St	County Rd 27	Dead End	Asphalt	Local	57	0.06	7	399	Urban	40	0-49	5	0.01	0-49	5.5	6	5	28	90	Crack Seal	$1,995.00	44	$60,648.00	$152.00
267	88	Stowe St	County Rd 27	Victoria St	Asphalt	Local	118	0.12	7	826	Urban	40	50-199	100	0.01	50-199	110	6	5	62	90	Crack Seal	$4,130.00	44	$125,552.00	$152.00
338	885	Strong Rd	Ross Beach Rd	County Rd 2	Asphalt	Minor Collector	149	0.15	10	1490	Semi-Urban	50	50-199	100	0.015	50-199	115	6	5	51	92	Crack Seal	$7,450.00	62	$222,010.00	$149.00
1056	785	Strong Rd	County Rd 42	County Rd 2	Gravel	Minor Collector	2708	2.71	10	27080	Rural	80	50-199	50	0.015	50-199	57.5	4	6		81	Preventive Maintenance	$108,320.00	55	$1,164,440.00	$43.00
103	449	Stuart Lane	Charron Beach Rd	County Rd 2 & Broadway St	Surface Treated	Local	51	0.05	7	357	Rural	40	50-199	130	0.01	50-199	143	6	5	55	56	Rehabilitation	$13,566.00	23	$26,775.00	$75.00
104	366	Stuart Lane	Charron Beach Rd	Dead End	Surface Treated	Local	59	0.06	7	413	Semi-Urban	40	0-49	10	0.01	0-49	11	6	5	70	45	Rehabilitation	$15,694.00	16	$30,975.00	$75.00
943	426	Stub-Regency	Regency Cres	Dead End	Asphalt	Local	47	0.05	7	329	Urban	50	0-49	1	0.01	0-49	1.1	6	5	81	62	Resurfacing	$7,896.00	27	$50,008.00	$152.00
801	162	Summer St	Spring St	Autumn St	Asphalt	Local	115	0.12	7	805	Urban	50	200-499	450	0.01	200-499	495	5	6	84	59	Rehabilitation	$64,400.00	25	$122,360.00	$152.00
802	453	Summer St	Autumn St	County Rd 2	Asphalt	Local	96	0.10	7	672	Urban	50	200-499	446	0.01	200-499	490.6	5	5	86	60	Resurfacing	$16,128.00	26	$102,144.00	$152.00
1086	309	Summer St	Summer St	Spring St	Asphalt	Local	273	0.27	7	1911	Urban	50	200-499	400	0.01	200-499	440	5			100	Defer Maintenance	$0.00	50	$290,472.00	$152.00
1087	252	Summer St	Spring St	Spring St	Asphalt	Local	831	0.83	7	5817	Urban	50	200-499	410	0.01	200-499	451	5	6		65	Resurfacing	$139,608.00	29	$884,184.00	$152.00

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^2)	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	Replacment Cost	Replacment 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	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	0	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	Amy Croft Dr & Ravenya Way	Rockhaven Dr	Asphalt	Local	87	0.09	7	609	Urban	50	200-499	200	0.01	200-499	220	5	4	86	70	Micro Surfacing	$3,045.00	32	$92,568.00	$152.00
777	454	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	80	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	35	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	6	5	30	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	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	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	1014	Terra Lou Dr	Lambert Crt	Melanie Lane	Asphalt	Local	98	0.10	7	686	Urban	50	50-199	150	0.01	50-199	165	6	4	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	4	50	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 Tline	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 Tline	Goodreau Line	Lakeshore Rd 310	Gravel	Minor Collector	505	0.51	10	5050	Rural	80	50-199	50	0.015	50-199	57.5	4	4		79	Preventive Maintenance	$20,200.00	54	$217,150.00	$43.00
1023	886	Tilbury W And Romney Tline	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	Preventive Maintenance	$54,360.00	53	$584,370.00	$43.00
1144	1530	Tracey 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	Crack Seal	$3,150.00	62	$100,170.00	$159.00
1152	97	Tracey Dr	Anderson Ave	Belmont Ave (North)	Asphalt	Minor Collector	56	0.06	10	560	Urban	50	50-199	100	0.015	50-199	115	6	6		88	Crack Seal	$2,800.00	59	$89,040.00	$159.00
1153	741	Tracey 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	Defer Maintenance	$0.00	67	$65,190.00	$159.00
1188	355	Tracey Dr	Belmont Ave (North)	Dead End	Asphalt	Minor Collector	51	0.05	10	510	Urban	50	0-49	10	0.015	0-49	11.5	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	Legacy Lane	Oakwood Ave	Asphalt	Local	323	0.32	7	2261	Urban	50	50-199	120	0.01	50-199	132	6	5	72	74	Micro Surfacing	$11,305.00	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	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	Preventive Maintenance	$54,800.00	42	$589,100.00	$43.00
1029	865	Trepanier Rd	County Rd 31	Lakeshore Rd 129	Gravel	Minor Collector	1383	1.38	10	13830	Rural	80	0-49	40	0.015	0-49	46	6	4		55	Rehabilitation	$525,540.00	39	$594,690.00	$43.00
636	253	Trottier 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	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	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	40	0.01	0-49	44	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	Crack Seal	$10,325.00	46	$313,880.00	$152.00
818	1531	Vintage Oak Dr	Old Tecumseh Rd	Bel Air Cir	Asphalt	Local	140	0.14	7	980	Urban	40	50-199	100	0.01	50-199	110	6	5	70	62	Resurfacing	$23,520.00	27	$148,960.00	$152.00
819	486	Vintage Oak Dr	Bel Air Cir	Dead End	Asphalt	Local	41	0.04	7	287	Urban	40	0-49	10	0.01	0-49	11	6	6	72	60	Resurfacing	$6,888.00	26	$43,624.00	$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	Rogers 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	Minor Collector	2604	2.60	10	26040	Rural	50	500-999	901	0.015	1000-1999	1036.15	5	5	42	100	Defer Maintenance	$0.00	67	$2,447,760.00	$94.00
494	1583	W Belle River Rd	St Pierre St	Parklane Dr	Asphalt	Minor Collector	134	0.13	10	1340	Semi-Urban	50	1000-1999	1000	0.015	1000-1999	1150	5	4	48	100	Defer Maintenance	$0.00	67	$199,660.00	$149.00
495	836	W Belle River Rd	Notre Dame St & W River St	St Pierre St	Asphalt	Minor Collector	413	0.41	10	4130	Semi-Urban	50	1000-1999	1218	0.015	1000-1999	1400.7	5	4	51	98	Defer Maintenance	$0.00	65	$615,370.00	$149.00
21032	884	W Belle River Rd	Park Lane Dr	500 W Belle River Rd	Asphalt	Minor Collector	559	0.56	10	620.97	Rural	50	1000-1999	1150	0.015	1000-1999	1322.5	5	4		98	Defer Maintenance	$0.00	65	$74,516.40	$120.00
21033	375	W Belle River Rd	500 W Belle River Rd	County Rd 42	Surface Treated	Minor Collector	1141	1.14	10	1266.05	Rural	50	1000-1999	1150	0.015	1000-1999	1322.5	5	4		99	Defer Maintenance	$0.00	66	$119,008.70	$94.00
101	1527	W Pike Creek Rd	Little Baseline Rd	Dead End	Surface Treated	Local	789	0.79	7	5523	Urban	50	50-199	100	0.01	50-199	110	6	5	72	63	Surface Treated - Added Lift	$82,845.00	27	$414,225.00	$75.00
21028	916	W Puce Rd	County Road 22	340 W Puce Rd	Asphalt	Local	958	0.96	7	744.03	Semi-Urban	50	200-499	400	0.01	200-499	440	5	5		85	Crack Seal	$3,720.00	40	$107,884.35	$145.00
21029	1518	W Puce Rd	340 W Puce Rd	County Road 42	Surface Treated	Local	1736	1.74	7	1349.05	Semi-Urban	50	200-499	400	0.01	200-499	440	5	5		45	Rehabilitation	$51,264.00	16	$101,178.75	$75.00
633	411	W River St	Caille Ave	Optimist St	Asphalt	Local	143	0.14	7	1001	Urban	40	500-999	566	0.01	500-999	622.6	5	5	99	85	Crack Seal	$5,005.00	41	$152,152.00	$152.00
1072	161	W River St	Notre Dame St	Optimist St	Asphalt	Local	181	0.18	7	1267	Urban	40	500-999	566	0.01	500-999	622.6	5	5		93	Crack Seal	$6,335.00	46	$192,584.00	$152.00
65	738	Wallace Ave	Emerson Ave	Main St	Surface Treated	Local	105	0.11	7	735	Semi-Urban	50	50-199	100	0.01	50-199	110	6	5	46	35	Reconstruction	$55,125.00	10	$55,125.00	$75.00
240	736	Wallace Ave	Main St	Cul-De-Sac	Surface Treated	Local	203	0.20	7	1421	Semi-Urban	50	0-49	30	0.01	0-49	33	6	5	45	43	Rehabilitation	$53,998.00	15	$106,575.00	$75.00
899	166	Wallace Line Rd	Old Tecumseh Rd	Dead End	Asphalt	Local	184	0.18	7	1288	Urban	40	0-49	20	0.01	0-49	22	6	5	8	90	Crack Seal	$6,440.00	44	$195,776.00	$152.00
1061	496	Wallace Line Rd	County Rd 42	County Rd 22	Gravel	Minor Arterial	2814	2.81	15	42210	Rural	80	200-499	200	0.02	200-499	240	4	4		84	Gravel Conversion	$1,350,720.00	90	$1,815,030.00	$43.00
1101	405	Wallace Line Rd	County Rd 22	Water Ave	Asphalt	Minor Arterial	248	0.25	15	3720	Urban	50	200-499	250	0.02	200-499	300	5	5		50	Rehabilitation	$252,960.00	70	$539,400.00	$145.00
1138	1015	Wallace Line Rd	Old Tecumseh Rd	Water Ave	Asphalt	Minor Arterial	162	0.16	15	2430	Urban	50	200-499	250	0.02	200-499	300	5	5		41	Rehabilitation	$165,240.00	64	$352,350.00	$145.00
210	944	Walls Rd	Puce Rd	Lakeshore Rd 111	Surface Treated	Local	1391	1.39	7	9737	Rural	80	200-499	200	0.01	200-499	220	4	4	79	85	Defer Maintenance	$0.00	41	$730,275.00	$75.00
211	867	Walls Rd	Lakeshore Rd 111	Lakeshore Rd 113	Surface Treated	Local	1383	1.38	7	9681	Rural	80	200-499	250	0.01	200-499	275	4	4	79	55	Rehabilitation	$367,878.00	23	$726,075.00	$75.00
212	160	Walls Rd	Lakeshore Rd 105	Lakeshore Rd 107	Surface Treated	Local	1375	1.38	7	9625	Rural	80	200-499	350	0.01	200-499	385	4	4	82	57	Rehabilitation	$365,750.00	24	$721,875.00	$75.00
213	340	Walls Rd	Lakeshore Rd 107	Puce Rd	Surface Treated	Local	1356	1.36	7	9492	Rural	80	200-499	450	0.01	200-499	495	4	4	71	54	Rehabilitation	$360,696.00	22	$711,900.00	$75.00
214	735	Walls Rd	Lakeshore Rd 103	Lakeshore Rd 105	Surface Treated	Local	1366	1.37	7	9562	Rural	80	200-499	250	0.01	200-499	275	4	4	72	44	Rehabilitation	$363,356.00	16	$717,150.00	$75.00
215	737	Walls Rd	Scott Sdrd	Lakeshore Rd 101	Surface Treated	Local	1352	1.35	7	9464	Rural	80	200-499	350	0.01	200-499	385	4	4	62	41	Rehabilitation	$359,632.00	14	$709,800.00	$75.00
216	861	Walls Rd	Lakeshore Rd 101	Lakeshore Rd 103	Surface Treated	Local	1400	1.40	7	9800	Rural	80	200-499	275	0.01	200-499	302.5	4	4	70	42	Rehabilitation	$372,400.00	15	$735,000.00	$75.00
217	1505	Walls Rd	Manning Rd	Scott Sdrd	Surface Treated	Local	220	0.22	7	1540	Rural	80	200-499	450	0.01	200-499	495	4	4	53	32	Reconstruction	$115,500.00	9	$115,500.00	$75.00
20512	1534	Walls Rd	Lakeshore Road 113	Lakeshore Road 115	Surface Treated	Minor Collector	1371	1.37	10	13710	Rural	80	200-499	200	0.015	200-499	230	4	4		79	Micro Surfacing	$68,550.00	54	$1,288,740.00	$94.00
467	1582	Walnut St	Cherrywood Dr	Elmwood Ave	Asphalt	Local	86	0.09	7	602	Urban	40	50-199	80	0.01	50-199	88	6	5	63	43	Rehabilitation	$48,160.00	15	$91,504.00	$152.00
394	915	Walstedt Way	George Kennedy Way	Wright Lane	Asphalt	Local	177	0.18	7	1239	Urban	40	200-499	250	0.01	200-499	275	6	5	81	64	Resurfacing	$29,736.00	28	$188,328.00	$152.00
395	838	Walstedt Way	Wright Lane	George Kennedy Way	Asphalt	Local	107	0.11	7	749	Urban	40	50-199	100	0.01	50-199	110	6	5	84	67	Resurfacing	$17,976.00	30	$113,848.00	$152.00
396	1137	Walstedt Way	Old Tecumseh Rd	George Kennedy Way	Asphalt	Local	128	0.13	7	896	Urban	40	200-499	475	0.01	500-999	522.5	6	5	82	66	Resurfacing	$21,504.00	29	$136,192.00	$152.00
1136	1344	Water Ave	Wallace Line Rd	Rafih Cres	Asphalt	Local	58	0.06	7	406	Urban	40	50-199	100	0.01	50-199	110	6	5		82	Crack Seal	$2,030.00	39	$61,712.00	$152.00
1163	840	Water Ave	Bay St	Water Ave	Asphalt	Local	566	0.57	7	3962	Urban	50	50-199	100	0.01	50-199	110	6	5		94	Crack Seal	$19,810.00	46	$602,224.00	$152.00
1165	140	Water Ave	Water Ave	Bay St	Asphalt	Local	132	0.13	7	924	Urban	50	50-199	100	0.01	50-199	110	6	5		100	Defer Maintenance	$0.00	50	$140,448.00	$152.00
1166	835	Water Ave	Wallace Line Rd	Water Ave	Asphalt	Local	58	0.06	7	406	Urban	50	50-199	100	0.01	50-199	110	6	5		100	Defer Maintenance	$0.00	50	$61,712.00	$152.00
461	842	Westwood Dr	Southwood Dr	Willowwood Dr	Asphalt	Local	394	0.39	7	2758	Urban	40	50-199	130	0.01	50-199	143	6	5	85	60	Resurfacing	$66,192.00	26	$419,216.00	$152.00
708	945	Westwood Dr	Willowwood Dr	Southwood Dr	Asphalt	Local	246	0.25	7	1722	Urban	40	200-499	350	0.01	200-499	385	6	5	77	63	Resurfacing	$41,328.00	27	$261,744.00	$152.00
811	1495	Westwood Dr	Southwood Dr	Driftwood Cres	Asphalt	Local	113	0.11	7	791	Urban	40	200-499	300	0.01	200-499	330	6	5	78	61	Resurfacing	$18,984.00	26	$120,232.00	$152.00
812	1151	Westwood Dr	Driftwood Cres	Beechwood Dr	Asphalt	Local	188	0.19	7	1316	Urban	40	200-499	300	0.01	200-499	330	6	5	80	64	Resurfacing	$31,584.00	28	$200,032.00	$152.00
813	1514	Westwood Dr	Beechwood Dr	Driftwood Cres	Asphalt	Local	92	0.09	7	644	Urban	40	200-499	300	0.01	200-499	330	6	5	82	77	Micro Surfacing	$3,220.00	36	$97,888.00	$152.00
1124	1250	Westwood Dr	Driftwood Cres	Lakewood Cres	Asphalt	Local	97	0.10	7	679	Urban	40	200-499	300	0.01	200-499	330	6	5		100	Defer Maintenance	$0.00	50	$103,208.00	$152.00
1125	382	Westwood Dr	Lakewood Cres (West)	Lakewood Cres (East)	Asphalt	Local	272	0.27	7	1904	Urban	40	200-499	350	0.01	200-499	385	6	5		92	Crack Seal	$9,520.00	45	$289,408.00	$152.00
1126	137	Westwood Dr	Rourke Line Rd	Lakewood Cres (West)	Asphalt	Local	130	0.13	7	910	Urban	40	200-499	350	0.01	200-499	385	6	5		93	Crack Seal	$4,550.00	46	$138,320.00	$152.00
755	839	Whisper Creek Cir	W Pike Creek Rd	W Pike Creek Rd	Asphalt	Local	312	0.31	7	2184	Urban	50	50-199	120	0.01	50-199	132	6	5	76	68	Resurfacing	$52,416.00	30	$331,968.00	$152.00
485	299	Whitewood Dr	Beechwood Dr	Ashwood Cres	Asphalt	Local	249	0.25	7	1743	Urban	40	50-199	180	0.01	50-199	198	6	5	85	63	Resurfacing	$41,832.00	27	$264,936.00	$152.00
486	136	Whitewood Dr	Oakwood Ave	Beechwood Dr	Asphalt	Local	373	0.37	7	2611	Urban	40	50-199	140	0.01	50-199	154	6	5	65	39	Reconstruction	$396,872.00	13	$396,872.00	$152.00
643	1236	Whitewood Dr	Ashwood Cres	Redwood Cres	Asphalt	Local	88	0.09	7	616	Urban	40	50-199	180	0.01	50-199	198	6	5	88	78	Micro Surfacing	$3,080.00	37	$93,632.00	$152.00
669	1243	Whitewood Dr	Redwood Cres	Willowwood Dr	Asphalt	Local	213	0.21	7	1491	Urban	40	200-499	200	0.01	200-499	220	6	5	81	73	Micro Surfacing	$7,455.00	34	$226,632.00	$152.00
68	1327	William St	Frank Crt	Raymond St	Asphalt	Local	153	0.15	7	1071	Urban	50	200-499	200	0.01	200-499	220	5	5	62	32	Reconstruction	$162,792.00	9	$162,792.00	$152.00
69	300	William St	Percy Cres	Frank Crt	Asphalt	Local	84	0.08	7	588	Urban	50	200-499	200	0.01	200-499	220	5	5	55	32	Reconstruction	$89,376.00	9	$89,376.00	$152.00
70	1328	William St	Taylor Ave	Main St	Asphalt	Local	127	0.13	7	889	Semi-Urban	50	200-499	400	0.01	200-499	440	5	5	67	46	Rehabilitation	$45,339.00	17	$128,905.00	$145.00
243	1135	William St	Abbott Ave	Percy Cres	Asphalt	Local	236	0.24	7	1652	Urban	50	200-499	300	0.01	200-499	330	5	5	62	32	Reconstruction	$251,104.00	9	$251,104.00	$152.00
665	1136	William St	Main St	Abbott Ave	Asphalt	Local	134	0.13	7	938	Semi-Urban	50	200-499	441	0.01	200-499	485.1	5	5	46	90	Crack Seal	$4,690.00	44	$136,010.00	$145.00
474	1523	Willowwood Dr	St Pierre St	Parklane Dr	Asphalt	Local	113	0.11	7	791	Urban	40	500-999	800	0.01	500-999	880	5	5	72	34	Reconstruction	$120,232.00	10	$120,232.00	$152.00
475	1555	Willowwood Dr	Elmwood Ave	St Pierre St	Asphalt	Local	91	0.09	7	637	Urban	40	500-999	850	0.01	500-999	935	5	5	70	34	Reconstruction	$96,824.00	10	$96,824.00	$152.00
476	1249	Willowwood Dr	Elmwood Ave	Maplewood Dr	Asphalt	Local	55	0.06	7	385	Urban	40	500-999	900	0.01	500-999	990	5	5	72	45	Rehabilitation	$30,800.00	16	$58,520.00	$152.00
477	1017	Willowwood Dr	County Rd 22	Maplewood Dr	Asphalt	Local	187	0.19	7	1309	Urban	40	500-999	933	0.01	1000-1999	1026.3	5	5	63	32	Reconstruction	$198,968.00	9	$198,968.00	$152.00
640	1294	Willowwood Dr	Parklane Dr	Birchwood Cres	Asphalt	Local	103	0.10	7	721	Urban	40	500-999	700	0.01	500-999	770	5	5	69	59	Rehabilitation	$57,680.00	25	$109,592.00	$152.00
641	1295	Willowwood Dr	Birchwood Cres	Whitewood Dr	Asphalt	Local	97	0.10	7	679	Urban	40	500-999	500	0.01	500-999	550	5	5	69	49	Rehabilitation	$54,320.00	19	$103,208.00	$152.00
670	1287	Willowwood Dr	Westwood Dr	Southwood Dr	Asphalt	Local	89	0.09	7	623	Urban	40	200-499	200	0.01	200-499	220	6	5	72	62	Resurfacing	$14,952.00	27	$94,696.00	$152.00
713	1112	Willowwood Dr	Whitewood Dr	Westwood Dr	Asphalt	Local	99	0.10	7	693	Urban	40	200-499	350	0.01	200-499	385	6	5	68	62	Resurfacing	$16,632.00	27	$105,336.00	$152.00
123	1554	Wilson Sdrd	N Talbot Rd	Ellis Sdrd & Talbot Rd	Surface Treated	Minor Collector	1376	1.38	10	13760	Rural	50	200-499	350	0.015	200-499	402.5	5	5	71	37	Reconstruction	$1,293,440.00	28	$1,293,440.00	$94.00
242	1581	Windsor Ave	Elizabeth St	County Rd 46 & Abbott Ave	Asphalt	Local	111	0.11	7	777	Semi-Urban	50	50-199	100	0.01	50-199	110	6	5	72	40	Rehabilitation	$39,627.00	13	$112,665.00	$145.00
400	1252	Wintermute Ave	Kerr Cres	Plant Rd	Asphalt	Local	97	0.10	7	679	Urban	40	50-199	150	0.01	50-199	165	6	5	38	85	Crack Seal	$3,395.00	41	$103,208.00	$152.00
401	1288	Wintermute Ave	Old Tecumseh Rd	Kerr Cres	Asphalt	Local	241	0.24	7	1687	Urban	40	200-499	250	0.01	200-499	275	6	5	70	81	Crack Seal	$8,435.00	38	$256,424.00	$152.00
538	1524	Wintermute Ave	Plant Rd	Dead End	Asphalt	Local	43	0.04	7	301	Urban	40	0-49	10	0.01	0-49	11	6	5	46	83	Crack Seal	$1,505.00	40	$45,752.00	$152.00

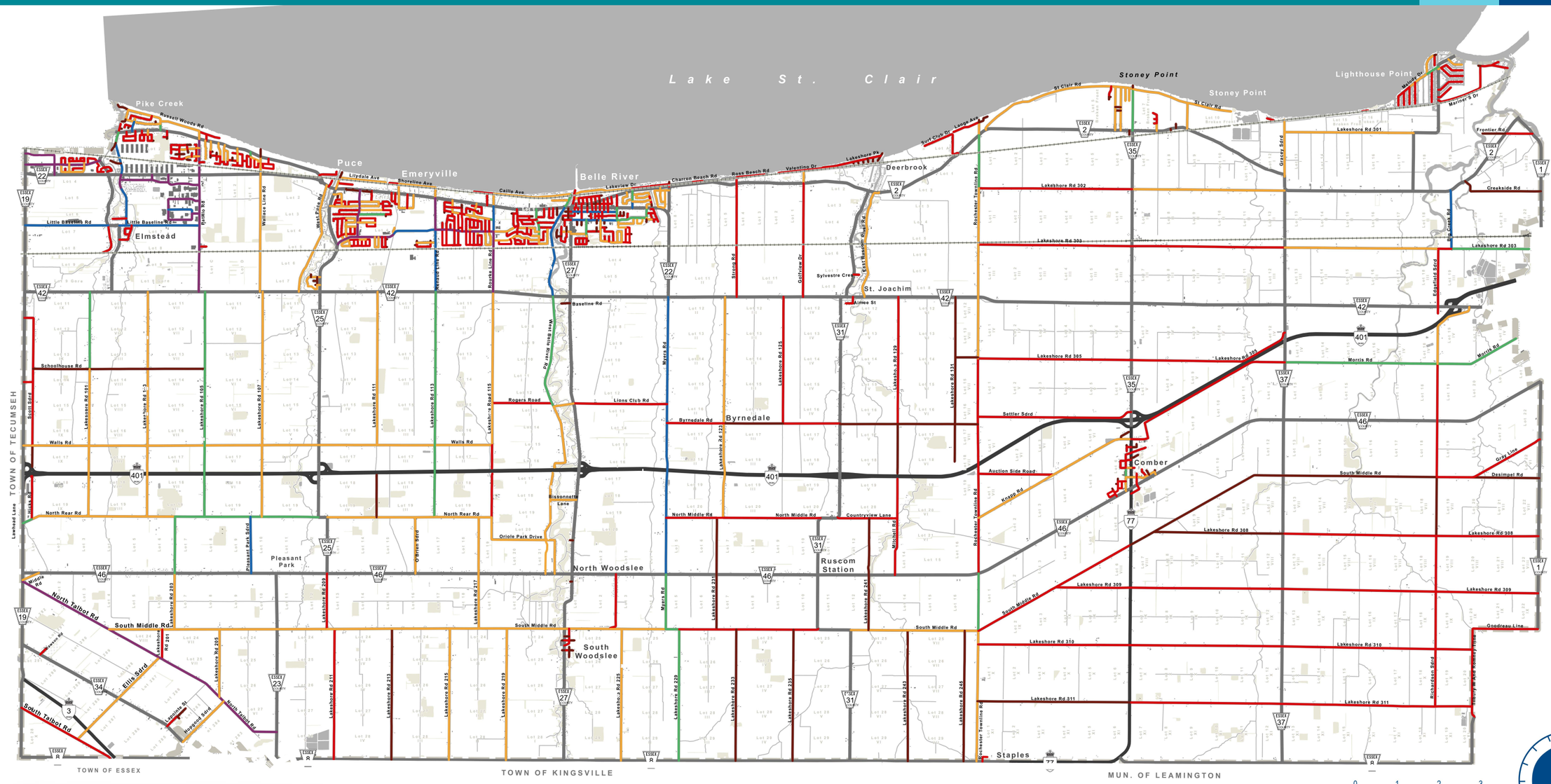
Appendix A - Road Inventory Database

StreetScan ID	Facility ID	Street Name	From Street Name	To Street Name	Surface Type	Functional Classification	Length (m)	Length (km)	Width (m)	Area (m^2)	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	Replacment Cost	Replacment 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	$157,472.00	$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	$120,232.00	$152.00
393	764	Wright Lane	Pat Hayes Ave	Walstedt Way	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	$437,304.00	$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

Appendix B

Traffic Volumes (AADT) Map

Existing AADTs



AADT

- 2000+ AADT
- 1000-1999
- 500-999 AADT
- 200-499 AADT
- 50-199 AADT
- 0-49 AADT

0 1 2 3
Kilometers
1:100,000

Grid North

Municipality of Lakeshore Roads Needs Study 2025

BURNSIDE

Appendix B

AADT

2000+ AADT

1000-1999 AADT

500-999 AADT

200-499 AADT

50-199 AADT

0-49 AADT

0 1
Kilometers
1:30,000

Grid North

Municipality of Lakeshore
Roads Needs Study 2025

Appendix B

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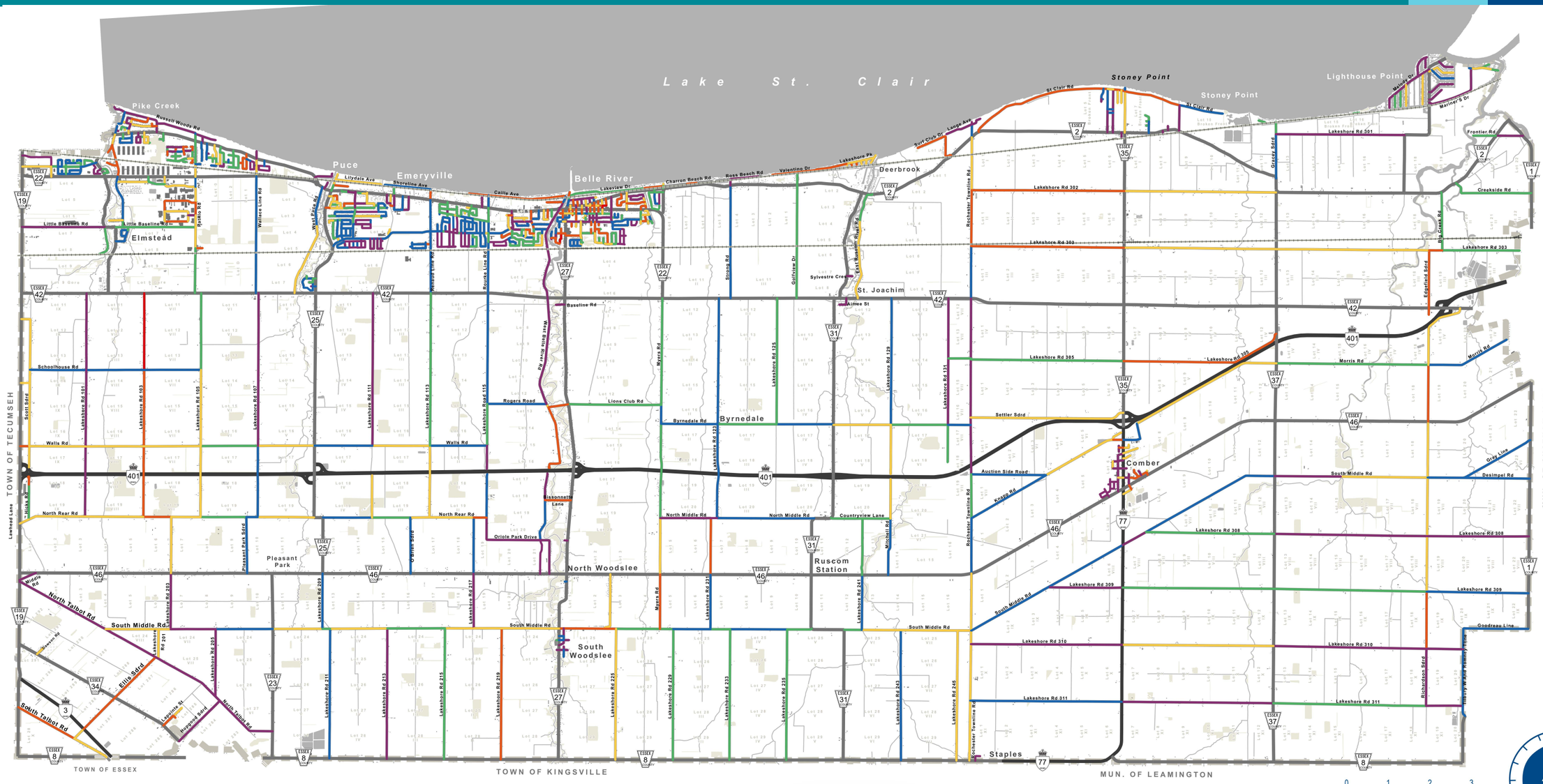
Appendix C

Condition Rating Map

2024 Condition Ratings



PCI

- Excellent (86 - 100)
- Good (71 - 85)
- Fair (56 - 70)
- Poor (41 - 55)
- Very Poor (26 - 40)
- Serious (11 - 25)
- Failed (0 - 10)

0 1 2 3
Kilometers
1:100,000

Grid North

Municipality of Lakeshore Roads Needs Study 2025

BURNSIDE

Appendix C

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2024 Condition Ratings

PCI

- Excellent (86 -100)
- Good (71 - 85)
- Fair (56 - 70)
- Poor (41 - 55)
- Very Poor (26 - 40)
- Serious (11 - 25)
- Failed (0 - 10)

0 1
Kilometers
1:30,000

Grid North

Municipality of Lakeshore
Roads Needs Study 2025

BURNSIDE

Appendix C

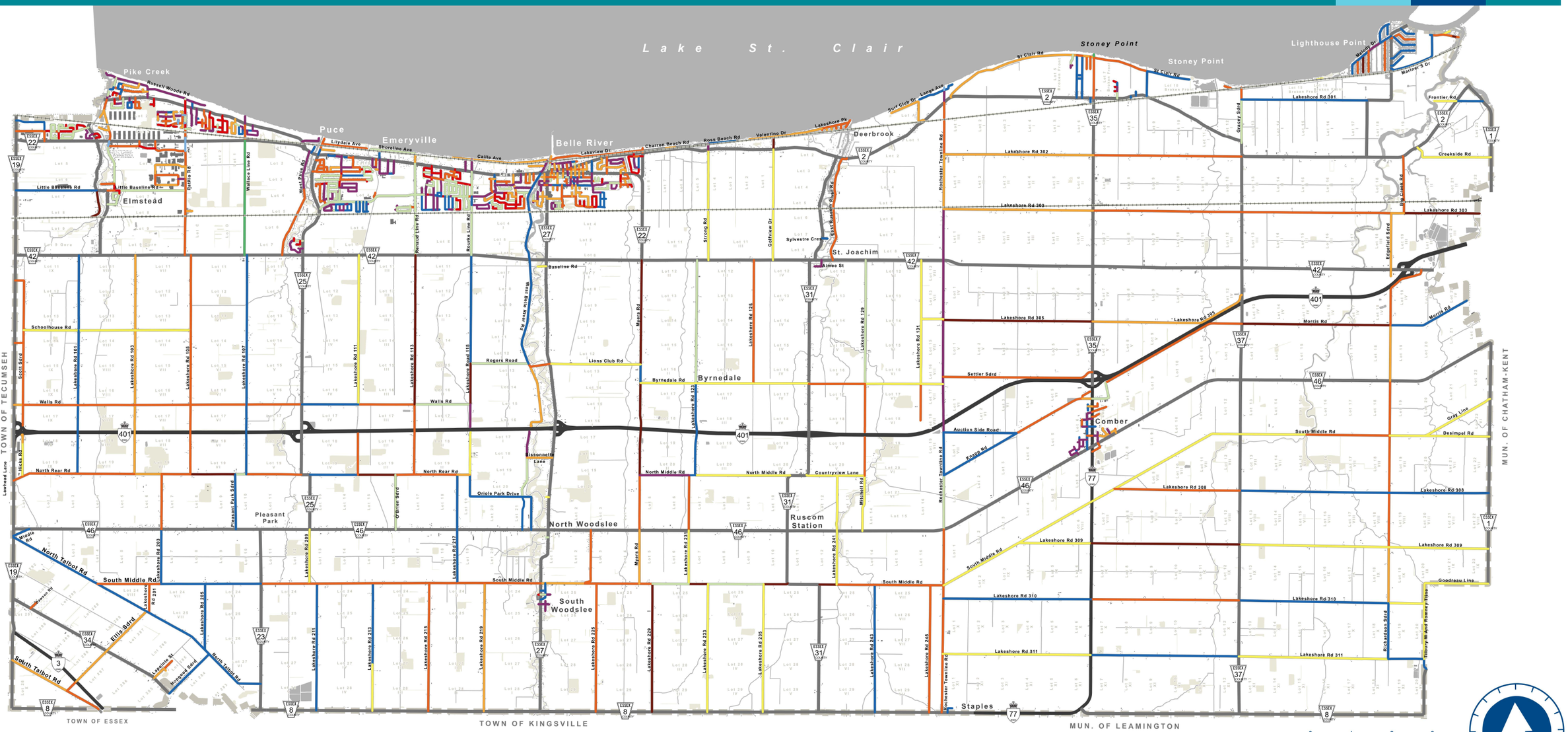
BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix D

Road Improvement Needs

Road Improvement Needs



Municipality of Lakeshore Roads Needs Study 2025

BURNSIDE

Appendix D

Road Improvement Needs

Maintenance Suggestion

- Crack Seal
- Defer Maintenance
- Excluded
- Gravel Conversion
- Micro Surfacing
- Preventive Maintenance
- Reconstruction
- Rehabilitation
- Resurfacing
- Surface Treated - Added Lift

0 — 1 Kilometers

1:30,000

Grid North

Municipality of Lakeshore
Roads Needs Study 2025

Appendix D

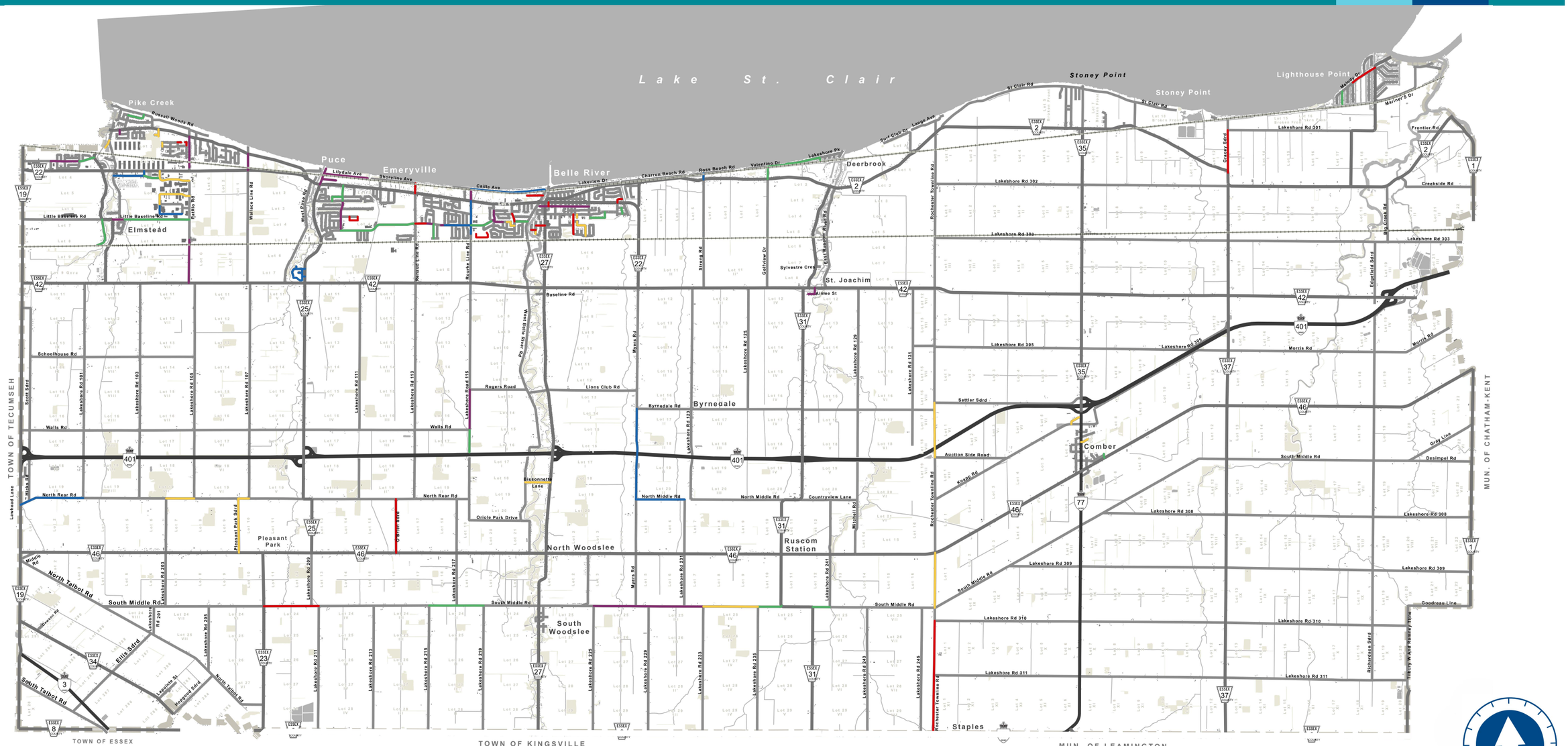
BURNSIDE

[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)

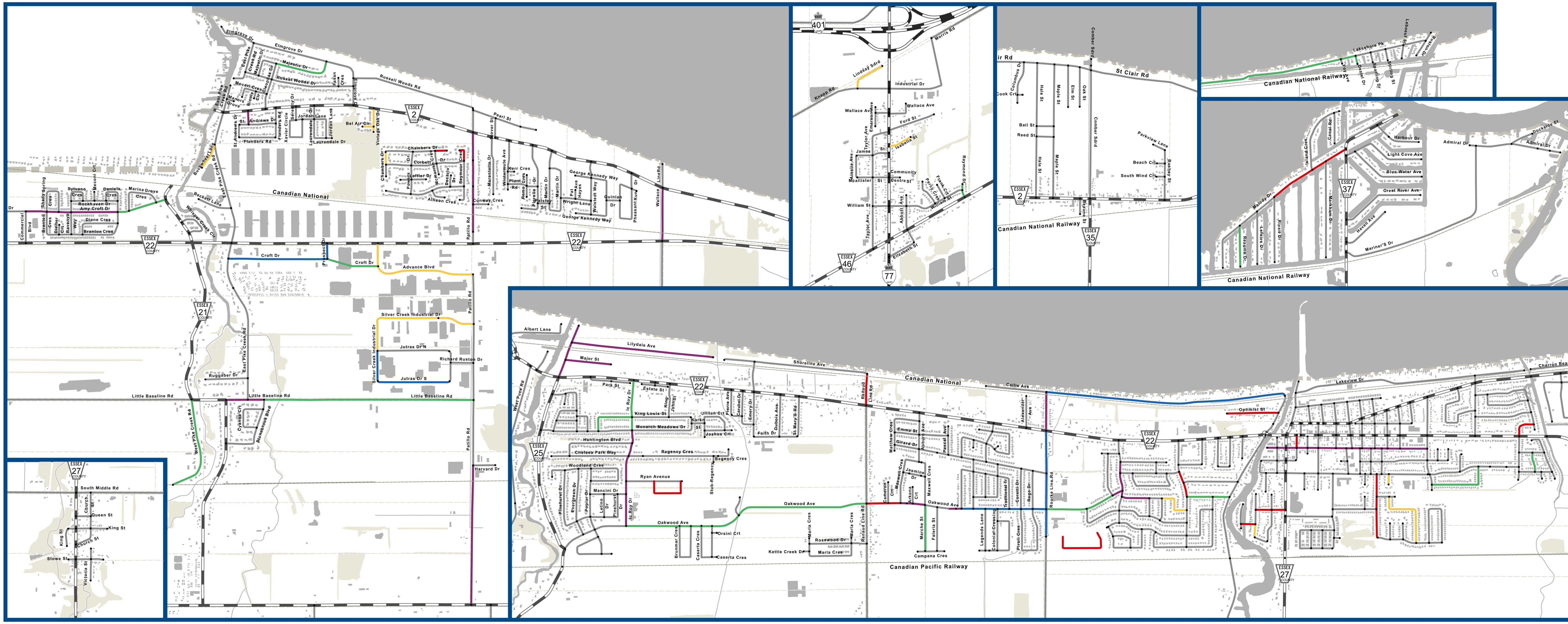
5 (2030)

Municipality of Lakeshore Roads Needs Study 2025

BURNSIDE

Appendix E

Proposed Five Year Capital Plan



Year of Improvement

1 (2026)

2 (2027)

3 (2028)

4 (2029)

5 (2030)

0 1
Kilometers
1:30,000

Grid North

Municipality of Lakeshore
Roads Needs Study 2025

Burnside

Appendix E

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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 (m^2)	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
								Total Length	**3.53**						**Total Cost**	**$4,119,356.00**	
															Target Budget	**$2,800,000.00**	

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 (m^2)	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	
								Total Length	**2.43**						**Total Cost**	**$3,059,266.00**	
															Target Budget	**$2,800,000.00**	

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 (m^2)	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	
								Total Length	**2.47**						**Total Cost**	**$2,834,677.00**	
															Target Budget	**$2,800,000.00**	

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 (m^2)	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	
								Total Length	**2.84**						**Total Cost**	**$3,003,660.00**	
															Total Budget	**$2,800,000.00**	

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 (m^2)	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
								Total Length	**2.18**						**Total Cost**	**$2,900,751.00**	
															Total Budget	**$2,800,000.00**	

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^2)	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
								Total Length	**3.90**						**Total Cost**	**$2,029,702.00**
															Target Budget	**$1,900,000.00**

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 (m^2)	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
								Total Length	**3.85**						**Total Cost**	**$1,881,261.00**
															Target Budget	**$1,900,000.00**

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 (m^2)	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
								Total Length	**5.70**						**Total Cost**	**$1,906,813.00**
															Target Budget	**$1,900,000.00**

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 (m^2)	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
								Total Length	**2.68**						**Total Cost**	**$1,868,695.00**
															Target Budget	**$1,900,000.00**

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 (m^2)	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
								Total Length	**8.34**						**Total Cost**	**$2,022,909.00**
															Target Budget	**$1,900,000.00**

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
								Total Length	**3.75**						**Total Cost**	**$881,086.00**
															Target Budget	**$845,000.00**

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
								Total Length	**3.87**						**Total Cost**	**$970,718.00**
															Target Budget	**$845,000.00**

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
								Total Length	**3.80**						**Total Cost**	**$924,109.00**
															Target Budget	**$845,000.00**

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
								Total Length	**4.16**						**Total Cost**	**$932,455.00**
															Target Budget	**$845,000.00**

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 (m^2)	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
								Total Length	**3.78**						**Total Cost**	**$960,452.00**
															Target Budget	**$845,000.00**

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 (m^2)	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
								Total Length	**1.29**						**Total Cost**	**$65,654.00**
															Target Budget	**$65,000.00**

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 (m^2)	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
								Total Length	**1.37**						**Total Cost**	**$70,980.00**
															Target Budget	**$65,000.00**

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 (m^2)	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
								Total Length	**1.31**						**Total Cost**	**$63,630.00**
															Target Budget	**$65,000.00**

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 (m^2)	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
								Total Length	**1.37**						**Total Cost**	**$73,847.00**
															Target Budget	**$65,000.00**

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 (m^2)	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
								Total Length	**1.56**						**Total Cost**	**$60,162.00**
															Target Budget	**$65,000.00**

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 (m^2)	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
								Total Length	**1.36**				**Total Cost**	**$435,840.00**	
													Target Budget	**$300,000.00**	

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 (m^2)	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
								Total Length	**2.45**				**Total Cost**	**$782,720.00**	
													Target Budget	**$300,000.00**	

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 (m^2)	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
								Total Length	**1.39**				**Total Cost**	**$444,800.00**	
													Target Budget	**$300,000.00**	

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 (m^2)	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
								Total Length	**1.39**				**Total Cost**	**$436,480.00**	
													Target Budget	**$300,000.00**	

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 (m^2)	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
								Total Length	**3.67**				**Total Cost**	**$1,172,800.00**	
													Target Budget	**$300,000.00**	

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 (m^2)	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
								Total Length	**3.64**				**Total Cost**	**$1,164,800.00**	
													Target Budget	**$300,000.00**	

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 (m^2)	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
								Total Length	**3.14**				**Total Cost**	**$1,005,120.00**	
													Target Budget	**$300,000.00**	

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^2)	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
								Total Length	**3.14**				**Total Cost**	**$1,004,160.00**	
													Target Budget	**$300,000.00**	

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^2)	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
								Total Length	**1.33**				**Total Cost**	**$424,960.00**	
													Target Budget	**$300,000.00**	

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^2)	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
								Total Length	**2.68**				**Total Cost**	**$857,280.00**	
													Target Budget	**$300,000.00**	

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

BURNSIDE

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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 = **$3.82/m2** + Dust Control = $30,000 to treat 104.60 km of gravel road annually = $0.2868 per m of road -> 0.2791 / 7 = **0.04 per m2**
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
							Total =	**$23.79**

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
							Total =	**$23.79**

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
							Total =	**$23.79**

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
							Total =	**$14.80**

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
							Total =	**$67.37**

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
							Total =	**$74.50**

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
							Total =	**$79.44**

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
							Total =	**$61.39**

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
							Total =	**$54.64**

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
							Total =	**$50.42**

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
							Total =	**$61.39**

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
							Total =	**$61.90**

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
							Total =	**$58.31**

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
							Total =	**$36.88**

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
							Total =	**$34.48**

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
							Total =	**$144.08**

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
							Total =	**$158.81**

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
							Total =	**$151.44**

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
							Total =	**$148.39**

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
							Total =	**$161.17**

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
							Total =	**$156.78**

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
							Total =	**$117.63**

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
							Total =	**$119.23**

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%							$14.46
							Total =	**$94.99**

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
							Total =	**$94.22**

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
							Total =	**$74.20**

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
							Total =	**$37.41**

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
							Total =	**$55.54**

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
							Total =	**$42.66**

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
							Total =	**$61.06**

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
							Total =	**$40.75**

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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.

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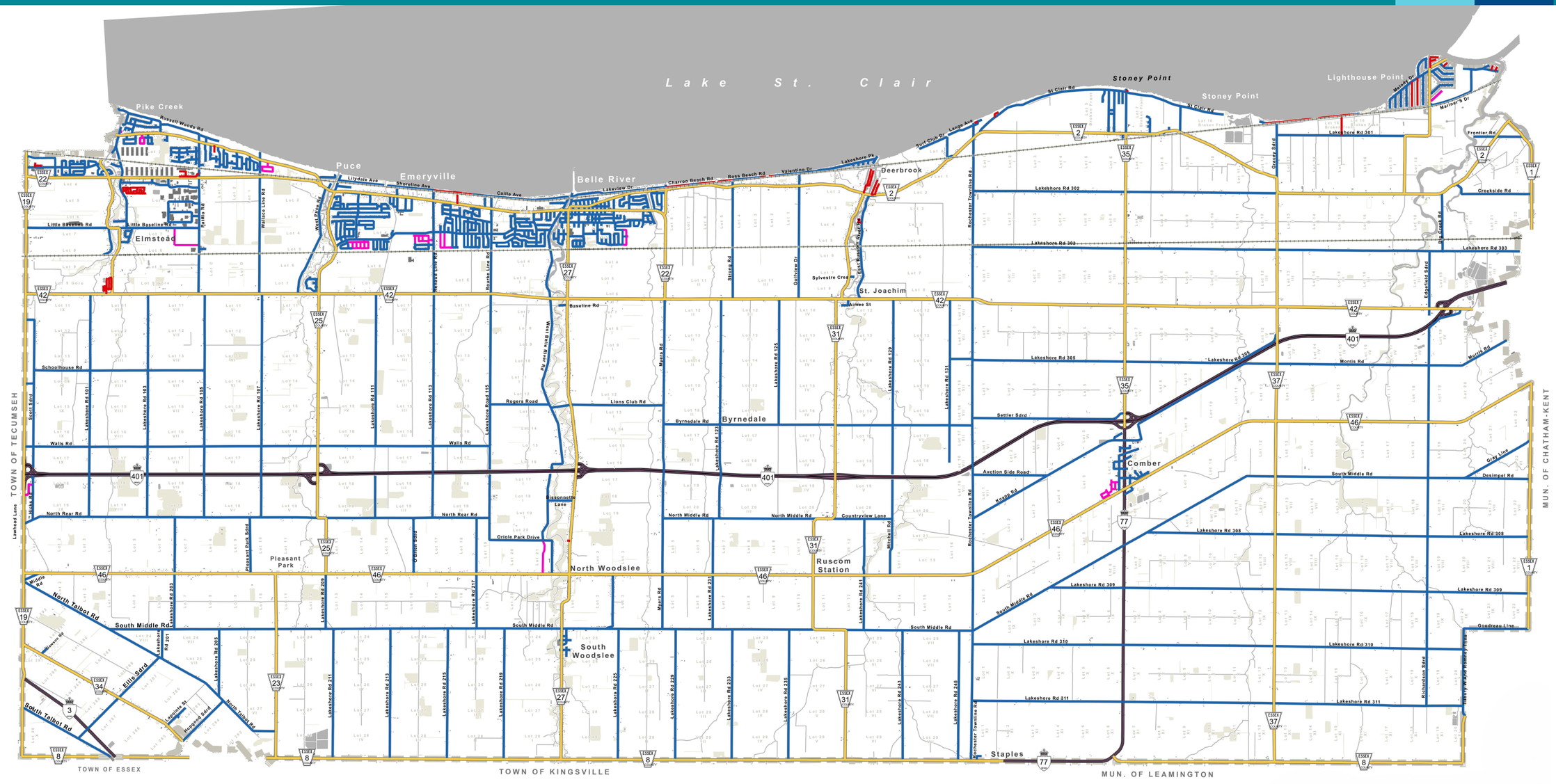
Appendix H

Road Ownership Map

Road Ownership



Owner

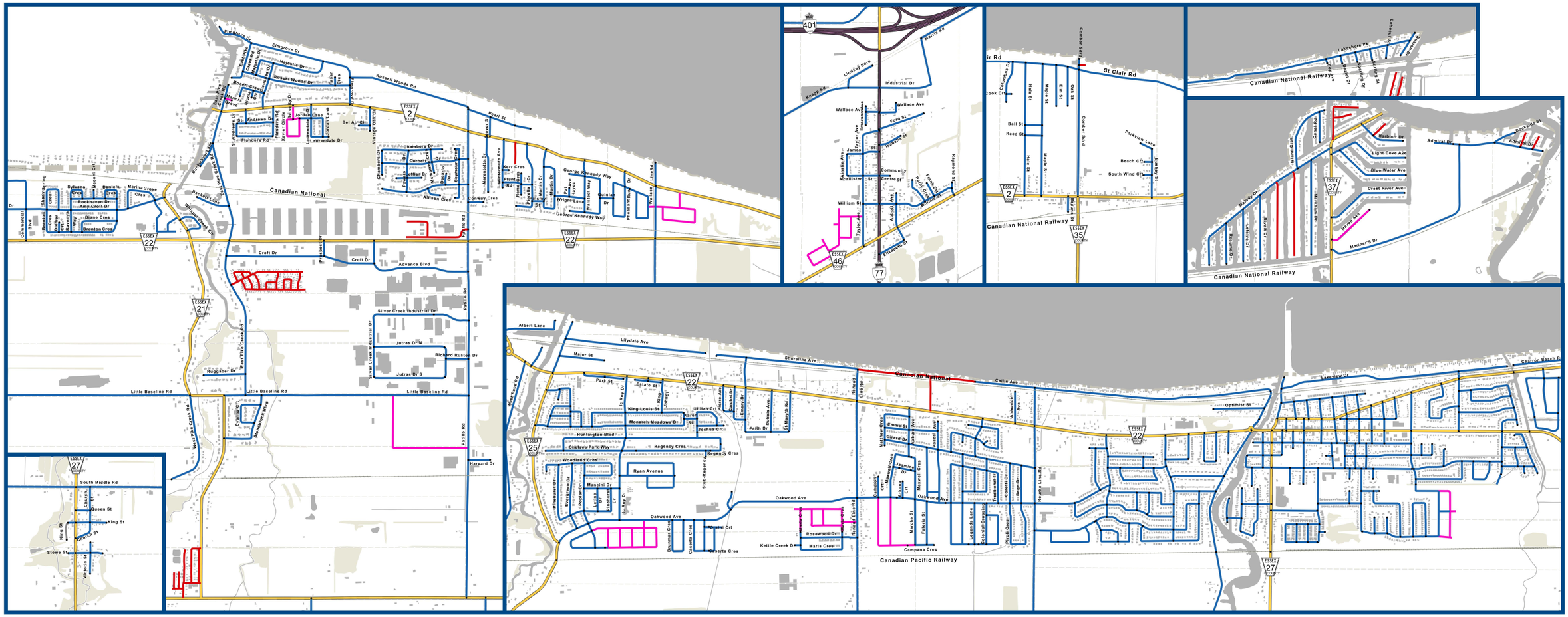
- County
- Lakeshore
- Private
- Province
- N/A

Municipality of Lakeshore
Roads Needs Study 2025

0 1 2 3
Kilometers
1:100,000

Grid North

Road Ownership



Owner

- County
- Lakeshore
- Private
- Province
- N/A

0 1
Kilometers
1:30,000

Grid North

Municipality of Lakeshore
Roads Needs Study 2025

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Appendix H

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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	Willowwood 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	Willowwood Dr from St Pierre St to Parklane Dr	113	Asphalt	34	Reconstruction	$120,232.00
475	1555	Willowwood 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

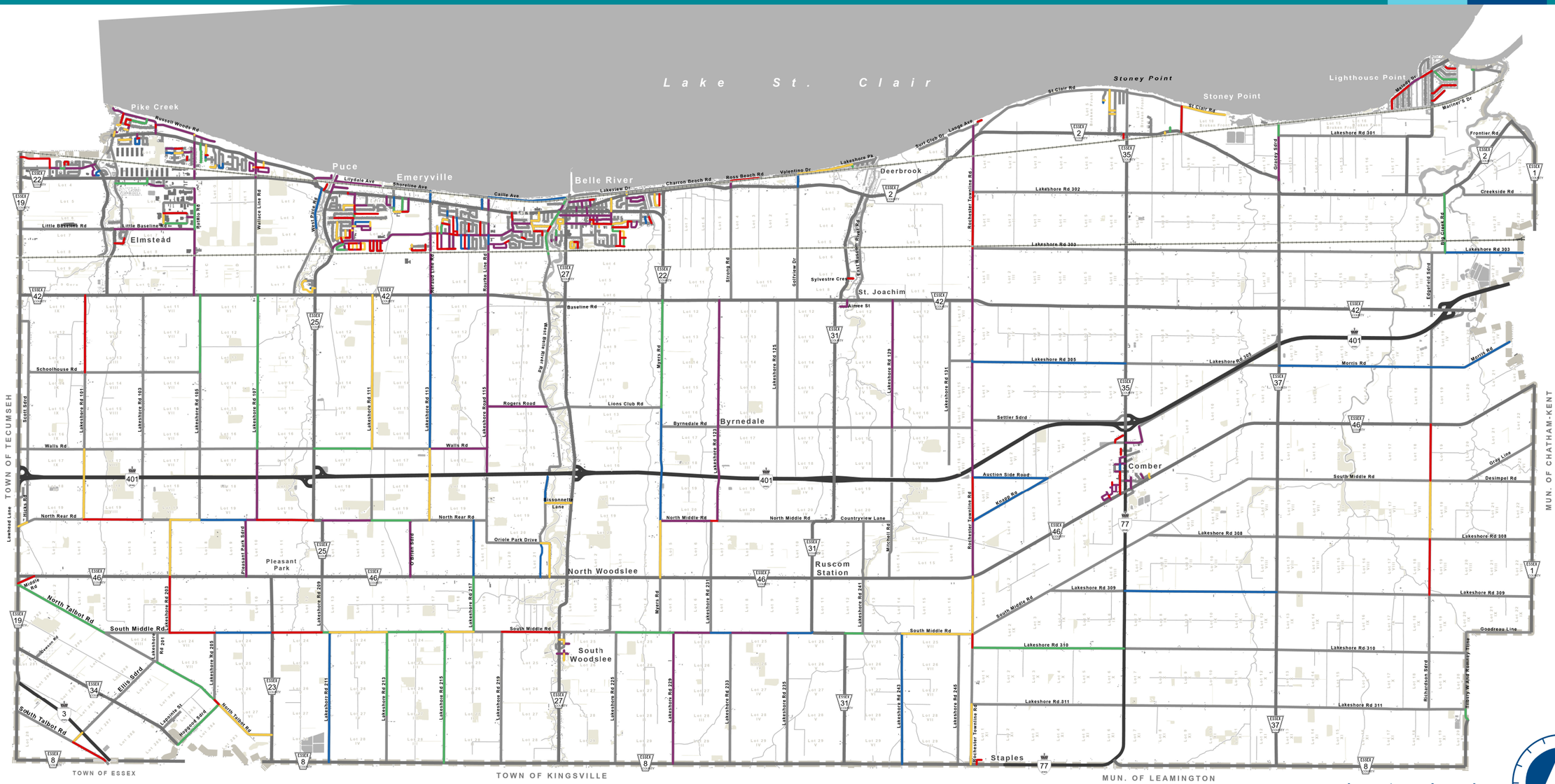
Appendix I – Critical Condition Ratings

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 Willowwood 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

Appendix J

Maintain Network Condition Capital Plan

Maintain Condition Five Year Capital Plan



Municipality of Lakeshore
Roads Needs Study 2025

BURNSIDE

Appendix J

Maintain Condition Five Year Capital Plan

Year of Improvement

1 (2026)

2 (2027)

0 1

Kilometers

1:30,000

Grid North

Municipality of Lakeshore
Roads Needs Study 2025

BURNSIDE

Appendix J

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^2)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost	Comments / Notes
Year 1 (2026)																	
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
								Total Length	**3.53**						**Total Cost (2026)**	**$4,119,356.00**	
Year 2 (2027)																	
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	
								Total Length	**2.26**						**Total Cost (2027)**	**$2,835,758.00**	
Year 3 (2028)																	
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
								Total Length	**1.67**						**Total Cost (2028)**	**$2,802,100.00**	
Year 4 (2029)																	
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	
								Total Length	**2.70**						**Total Cost (2029)**	**$2,851,115.00**	
Year 5 (2030)																	
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	
								Total Length	**5.84**						**Total Cost (2030)**	**$5,855,410.00**	

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
Total 5-Year Cost	$18,463,739.00

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^2)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
Year 1 (2026)																
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
								Total Length	**6.51**						**Total Cost (2026)**	**$3,773,985.00**
Year 2 (2027)																
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
								Total Length	**0.24**						**Total Cost (2027)**	**$212,660.00**
Year 3 (2028)																
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
								Total Length	**1.09**						**Total Cost (2028)**	**$814,500.00**
Year 4 (2029)																
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	Moceri 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
								Total Length	**5.85**						**Total Cost (2029)**	**$2,392,492.00**

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^2)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
Year 5 (2030)																
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	Willowwood 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	Girrard Dr	Wisteria Lane	Asphalt	Local	100	347	0.35	7	2429	79	29.6	66	Resurfacing	$58,296.00
							Total Length		**5.65**						**Total Cost (2030)**	**$1,571,888.00**

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
Total 5-Year Cost	$8,765,525.00

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^2)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
Year 1 (2026)																
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
								Total Length	**7.44**						**Total Cost (2026)**	**$1,115,850.00**
Year 2 (2027)																
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
								Total Length	**21.24**						**Total Cost (2027)**	**$5,447,230.00**
Year 3 (2028)																
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
								Total Length	**13.54**						**Total Cost (2028)**	**$5,007,950.00**
Year 4 (2029)																
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
								Total Length	**12.74**						**Total Cost (2029)**	**$4,210,835.00**

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^2)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
Year 5 (2030)																
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
								Total Length	**4.12**						**Total Cost (2030)**	**$1,463,130.00**

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
Total 5-Year Cost	$17,244,995.00

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^2)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
Year 1 (2026)																
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
								Total Length	**29.47**						**Total Cost (2026)**	**$1,637,500.00**
Year 2 (2027)																
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
									15.44						**Total Cost (2027)**	**$770,170.00**

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^2)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
Year 3 (2028)																
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
									20.57						**Total Cost (2028)**	**$871,411.00**
Year 4 (2029)																
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
									11.30						**Total Cost (2029)**	**$499,095.00**

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^2)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
Year 5 (2030)																
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
									6.74						**Total Cost (2030)**	**$302,130.00**

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
Total 5-Year Cost	$4,080,306.00

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^2)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
Year 1 (2026)																
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	Willowwood 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^2)	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^2)	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
									Total Length	**29.30**					**Total Cost (2026)**	**$1,211,195.00**
Year 2 (2027)																
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
										5.89					**Total Cost (2027)**	**$206,150.00**

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^2)	2024 PCI	Repair Priority	Improvement Year PCI	Proposed Improvement Type	Proposed Improvement Cost
Year 3 (2028)																
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
									1.19						**Total Cost (2028)**	**$31,420.00**
Year 4 (2029)																
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
									1.96						**Total Cost (2029)**	**$69,405.00**
Year 5 (2030)																
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^2)	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
									12.91						**Total Cost (2030)**	**$488,065.00**

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
Total 5-Year Cost	$2,006,235.00

Road Needs Study
Municipality of Lakeshore

November 4, 2025

Ethan McCaw, C.E.T.
Transportation Planner

Agenda

- Purpose
- Road Network Inventory
- Traffic Estimates
- Hardtop Road Condition/Needs
- Gravel Road Condition/Needs
- Lifecycle Improvement Matrix, Degradation Curves, Useful Life
- Financial Review of Gravel vs Hardtop
- Improvement Costs
- Five Year Capital Plan/Budget

Purpose

- Road and Traffic Inventory Update
- Condition Assessment
- Review Maintenance/Improvement Strategy & Priorities
- Review Five Year Capital Plan and Budgets

Road Inventory

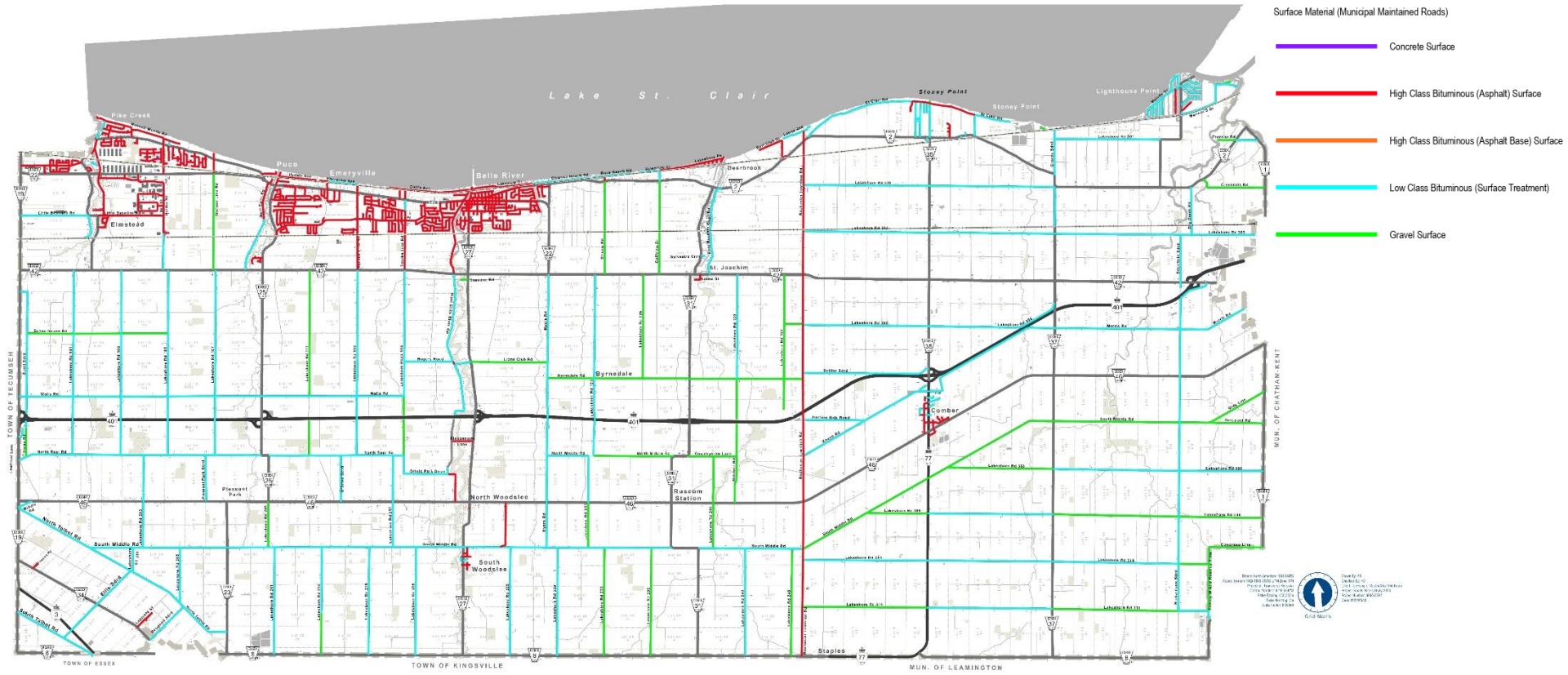
Road Summary by Surface Type

Surface Type	Length (Centreline km)	Surface Type (%)
Asphalt (HCB)	170.32	31.32
Surface Treatment (LCB)	271.39	49.91
Brick	0.22	0.04
Concrete (CONC)	0.45	0.08
Gravel (GST)	101.38	18.64
Total	**543.76**	**100.00**

Road Summary by Roadside Environment

Roadside Environment	Length (Centreline km)	Network Amount (%)
Urban	119.23	21.93
Semi-Urban	41.46	7.62
Rural	383.08	70.45
Total	**543.76**	**100.00**

Road Surface Type Inventory Map



Traffic Estimates

AADT Traffic Range (vehicles/day)	Total 2024 Length (centreline km)	Future 2034 Estimate (centreline km)
<50	67.56	64.43
50-199	213.18	208.33
200-499	173.83	176.07
500-999	40.99	41.98
1000-1999	23.54	28.01
2000-2999	18.03	15.21
3000-3999	3.79	5.63
4000-4999	2.46	1.65
5000-5999	0.38	2.07
6000-7999	-	0.38
Total	**543.76**	**543.76**

[1] Future AADT total represents an annual growth rate of 2.0% for arterial roads, 1.5% for collector roads and 1.0% for local roads.

Hardtop Road Condition

Qualitative Description of Hardtop Road Network

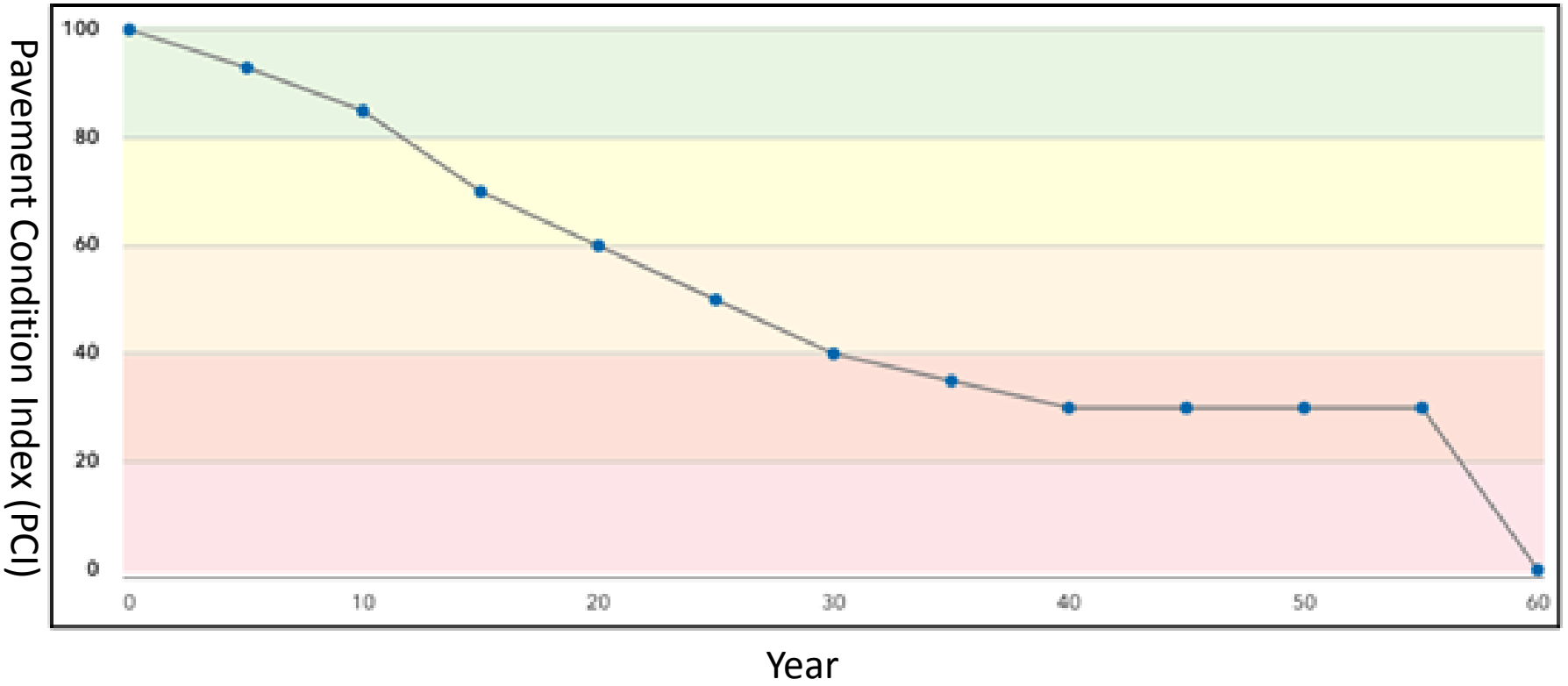
PCI Range	Condition	Length of Road (centreline km)	Percentage of Total Length (%)
86 to 100	Excellent	109.44	24.78
71 to 85	Good	88.18	19.96
56 to 70	Fair	71.95	16.29
41 to 55	Poor	106.86	24.19
26 to 40	Very Poor	63.01	14.26
11 to 25	Serious	2.28	0.52
Below 10	Failed	0.00	0.00
Total	-	**441.71**	**100.00**

Gravel Road Condition

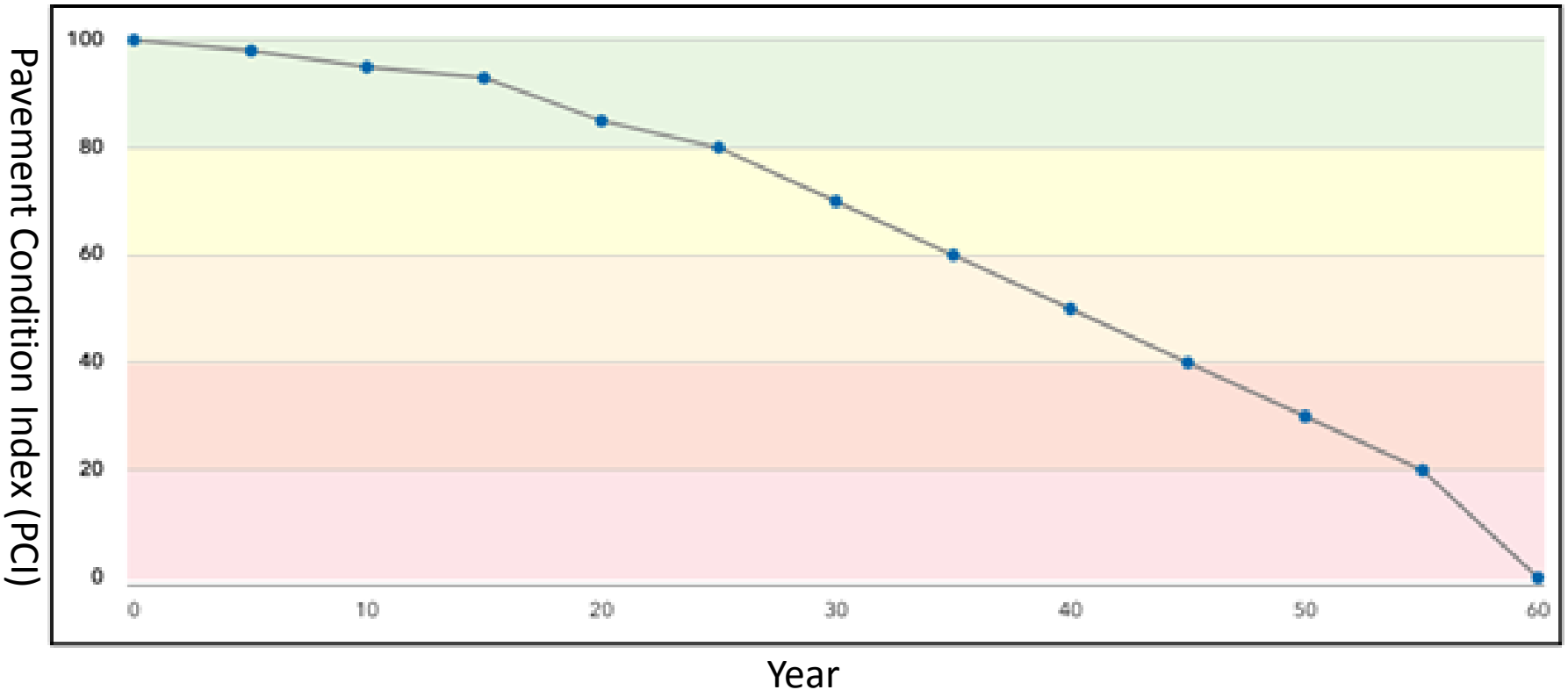
Qualitative Description of Gravel Road Network

GCI Range	Condition	Length of Road (Centreline km)	Percentage of Total Length (%)
86 to 100	Excellent	13.02	12.84
71 to 84	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
Below 10	Failure	0.00	0.00
Total	-	**101.38**	**100.00**

Hardtop Road Degradation Curve



Gravel Road Degradation Curve



Road Surface Type Needs

- Gravel roads are typically tolerable for low volume roads with hardtop surfaces for higher volume roads and/or urban and semi-urban land uses.
- An AADT threshold of 200 can be used as a general screening for the consideration of upgrading of gravel roads to a hardtop surface. However, this AADT is a screening guideline only, to be considered along with other site-specific factors/impacts of such upgrading of the surface type.
- Other factors to consider include land use type, access considerations, truck traffic, hardtop connectivity, maintenance requirements, etc.

Gravel vs Hardtop Financial Comparison

- Present value construction and maintenance costs (per km) for a 60-year lifecycle were calculated based on data from the Municipality as well as similar lower-tier municipalities.
- Present value cost (per km) to retain a gravel road with good base is $605,144 and fair base is $686,448.
- Present value cost (per km) to upgrade a gravel road to LCB with good base is $771,862 and fair base is $834,274.
- Therefore, on low volume roads gravel surfaces are expected to have reduced costs over hardtop roads. Additional budget being allocated to upgrading of gravel roads to hardtop reflects an improved Level of Service.

Hardtop Improvement Costs

- "Now" needs based on current Pavement Condition Index. The needs in any given year will be based on inflation, degradation and improvements applied.

Amount of Hardtop Road Needs

Improvement Need Type	Cost (in CAD Dollars)	Length (in kilometres)	Percentage of Total Length
No Current Improvement Need	N/A	112.48	25.47
Routine Maintenance	$1,596,145	41.05	9.29
Preventive Maintenance	$2,365,165	49.47	11.20
Resurface	$7,369,551	46.20	10.46
Rehabilitation	$53,872,328	132.11	29.91
Reconstruction	$56,952,946	60.40	13.67
Total	**$122,156,135**	**441.71**	**100.00**

Lakeshore Gravel Road Needs

Improvement Need Type	Amount of Gravel Road Needs		
	Cost (in CAD Dollars)	Length (in centerline kilometres)	Percentage of Total Length (%)
Preventive Maintenance	$3,217,204	81.63	80.52
Conversion to Hardtop	$1,361,920	2.86	2.83
Rehabilitation	$6,937,680	16.88	16.65
Total	**$10,976,804**	**101.38**	**100.00**

- Routine gravel maintenance (grading, calcium application) not shown in the table beside.
- Preventive maintenance (maintenance gravel) is applied once every three years.
- Rehabilitation or reconstruction need shown represents full rehabilitation or reconstruction, however gravel roads with low AADTs could have localized spot improvements rather than full rehabilitation or reconstruction.

Budget Allocation

- The Municipality invests approximately $5,915,000 annually split between all capital improvements such as;
  - Asphalt road reconstruction
  - Asphalt road resurfacing/rehabilitation
  - Surface treated road re-treatment
  - Crack sealing, and
  - Gravel conversions
- The 5-year capital plan based on the existing budget will equate to $30,630,183 or approximately $6,126,037 per annum which results in a forecasted network condition of 61.87/100 (existing 66.8).
- The 5-year capital plan intended to maintain the network condition at 66 equates to $50,560,800 or approximately $10,202,160 per annum.

Five Year Improvement Plan (Based on Maintaining Condition)

Road Improvement	Length of Road Treated (km)	Cost Estimate
Reconstruction of Asphalt Roads	16.01	$18,463,739
Resurfacing & Rehabilitation of Asphalt Roads	19.34	$8,765,525
Re-treatment of LCB Roads	59.07	$17,244,995
Preventive Maintenance (Micro-surfacing)	83.51	$4,080,306
Crack Sealing of Asphalt Roads	51.25	$2,006,235
Total	**229.18**	**$50,560,800**

Budget Sensitivity Analysis

- Sensitivity analysis was completed for two budget scenarios, taking into account proposed improvements and ongoing degradation.
- The results of the two scenarios are as follows:
  - Scenario 1 (Fixed Current budget): total cost of $30,630,183 and resulting 5-year condition of 61.87/100
  - Scenario 2 (Maintain network of 66/100): total cost of $50,560,800 this equates to a budget difference of $21,010,800 over five years, or $4,202,160 per year

Private Roads

- Dillon Consulting Limited prepared a previous study (October 2007) that assessed private roads and identified what upgrades each road needs and whether upgrading and assuming is feasible.
- There are approximately 34 private roads located on properties owned by 400 individuals or families
- The Municipality's current policy was reviewed to understand how private roads are being administered and assumed
- This current study does not provide recommendations on policy changes and or requirements for assumption or provide recommendations on the estimated costs of assuming private roads.
- It is recommended that the Municipality undertake a private road needs study update.
- Administration staff are planning to undertake a pilot program in 2026 to quantify the financial, survey, geotechnical, and legal requirements associated with assuming private roads, going forward.

Main Conclusion and Recommendations

- The results of this RNS may be incorporated into the Municipality's ongoing Asset Management studies and annual budget planning.
- It is recommended that the Municipality establish an annual budget to apply cost-effective preventive maintenance treatments to hardtop roads.
- Based on the sensitivity analysis performed during this study, the annual budget of $5.9 M for all capital improvements is not sufficient to maintain the current network condition.
- It is recommended that updates to the condition ratings for the road network be completed every 3 to 5 years to assess ongoing deterioration rates and resulting improvement requirements.

Municipality of Lakeshore – Report to Council

Operations

Energy Management and Utilities

To: Mayor and Members of Council

From: Marco Villella, P.Eng., Division Leader – Energy Management and Utilities

Date: September 23, 2025

Subject: Energy Conservation and Demand Management (ECDM) Plan

Recommendation

Direct the Clerk to read By-law 79-2025 to adopt an Energy Conservation and Demand Management (ECDM) Plan, 2024-2028 completed by Aladaco Consulting Inc. dated September 26, 2025 as required under O. Reg. 25/23; and

Direct Administration to bring forward the recommended projects in future budget years for funding, all as presented at the November 4, 2025 Council meeting.

Strategic Objectives

This does not relate to a Strategic Objective however it is a requirement under provincial legislation for the public sector's energy reporting and conservation and demand management plans.

Background

Ontario Regulation 25/23 (Broader Public Sector: Energy Reporting and Conservation and Demand Management Plans) under the *Electricity Act, 1998* requires local governments to report on energy and Greenhouse Gas (GHG) emissions annually from owned and operated buildings and to produce an Energy Conservation and Demand Management (ECDM) Plan every five years.

The ECDM is a corporate wide plan that focuses on the GHG emissions that are directly controlled by the Municipality. As noted above these are based on the buildings owned and operated by the Municipality. These plans do not address community GHG emissions or emissions outside the geographic boundary of the Municipality.

The first ECDM Plan was completed by the Municipality in 2014 with an update undertaken in 2019. This current plan is required to meet regulatory requirements.

In October 2024, the Municipality retained Aladaco Consulting Inc. who was the successful proponent to provide professional services to complete an update to the ECDM Plan.

As part of the scope of work, Aladaco Consulting conducted Level 1 American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) energy audits for all existing Municipal facilities that consume energy.

These Level 1 energy audits included a walkthrough analysis and involved a high-level review of a facility's operations and energy usage and formed the basis of the ECDM Plan.

Comments

The Municipality's ECDM Plan 2024-2028 has been appended and is required to be submitted to the Ministry of Energy and Mines.

The following sections have been included in the ECDM Plan:

Section 1: Introduction

The introduction discusses the purpose, scope of the plan, and engagement to finalize the plan.

Section 2: The Past (2019-2023 Historical Energy and GHG Performance)

Energy consumption and GHG emissions trends for facilities, W&WW sites and parks over the past five years were analyzed in this section, identifying key patterns and factors influencing municipal energy use. It highlights completed energy efficiency projects and their impact, as well as achievements in reducing emissions. Additionally, it reviews the performance of existing renewable energy systems within Lakeshore's operations.

Section 3: The Present (2023 Baseline Energy and GHG Performance Focus)

Lakeshore's 2023 baseline for energy consumption and GHG emissions are discussed in this section, serving as a reference point for future performance evaluation. It also establishes new reduction targets for the 2024-2028 period, ensuring alignment with municipal sustainability goals.

Section 4: The Future (2024-2028 Energy and GHG Reduction Strategies)

Energy Conservation Measures (ECMs) and programs recommended for the next five years within this section of the plan. It also evaluates the feasibility for integrating renewable energy sources to reduce energy consumption and GHG emissions. It provides a high-level implementation plan and identifies key implementation challenges, including financial and operational constraints, as well as considers the impact of projected changes in Ontario's electricity emissions. This section also included renewable energy options for additional consideration.

Section 5: Fleet Energy Consumption and GHG Emissions

This is an additional value added to the scope of the ECDM Plan completed by the consultant. Fleet energy use is not required to be included in the plan or undertaken by regulation, but it is a beneficial analysis in understanding the Municipality's entire GHG emission impacts. Lakeshore's fleet energy use and emissions were analyzed in this section, highlighting recent improvements in fuel tracking and introduces fleet electrification as the key emissions reduction strategy. A phased approach for transitioning Municipal vehicles and expanding EV charging infrastructure is being recommended.

Summary of Key Recommendations

The table below is a list of key recommendations identified in the ECDM Plan for 2024-2028:

Recommendation	Timeline	Expected Impact
Utility Data Management Software	Immediate	Implementation of Utility Data Management Software will streamline utility tracking, improve energy reporting and analysis, assist Energy Management and Utilities Division in decision making. This item will be included in the 2026 budget.
Adopt corporate energy/low-carbon policies	2026	Corporate energy/low-carbon policies will provide a structured evaluation of efficiency and low-carbon investments, provide energy efficient options for procurement. Align corporate policies and create bylaws to align with this recommendation.
Implement Level 1 Audit ECMs and perform strategic review of past Level 2 Audits	2026-2028	Supporting capital and facility upgrades will achieve 5% energy reduction by 2028 (10-15% potential with fleet energy consumption and GHG emissions) if ECMs are implemented.
Conduct Level 2 Audits at priority sites: Town Hall, Operations Centre, and Fire Station #4.	2026-2028	Refining future project scopes will recognize additional energy usage and savings.

Recommendation	Timeline	Expected Impact
Municipal Fleet Electrification (Phase 1): Light Duty Vehicles and EV infrastructure at (a) Operations Centre, (b) Town Hall, (c) ATRC	2026-2028	Implementation of electric vehicles will recognize immediate fleet GHG reductions and operational cost savings when fleet electrification is implemented. If implemented, this would likely introduce a Municipal Fleet Electrification (Phase 2): Medium/Heavy Duty Vehicles in future ECDM plans.
Explore renewable integration (solar PV expansion etc.)	2026-2027	Renewable energy sources will recognize long-term emission reduction and energy resiliency.

A full copy of the ECDM Plan is attached to By-law 79-2025 and will also be published on the Municipality's website as required by O. Reg. 25/23.

Others Consulted

Aladaco Consulting Inc. was consulted in preparation of this report.

Financial Impacts

The financial impacts are summarized below:

- The annual funding requirements for capital energy management projects related to Municipal facilities will be approximately $125,000 per year over the next five years to recognize the targets within the ECDM Plan; and
- In addition, the recommendation of electrification of Municipal Fleet Light Duty vehicles is estimated to be an additional $125,000 per year over the next 5 years. The transition to electric vehicles includes infrastructure to support the transition (EV charging stations) and has been included in the above.

The recommended activities and energy conservation measures (ECMs) discussed within the ECDM Plan will be brought forward in future budget years starting with the 2026 budget year for funding allocation.

It should be noted that there are many existing incentives/rebates and grants made available through the utility providers and IESO that can assist with the financials costs for these projects. Administration will continue to explore and apply to these funding opportunities to reduce the annual budget requests where possible.

Report Approval Details

Document Title:	Energy Conservation Demand and Management (ECDM) Plan.docx
Attachments:	
Final Approval Date:	Oct 27, 2025

This report and all of its attachments were approved and signed as outlined below:

Prepared by Marco Villella

Submitted by Krystal Kalbol

Approved by the Corporate Leadership Team

Aladaco Consulting Inc.

Energy Conservation and Demand Management Plan (ECDMP) 2024-2028

Municipality of Lakeshore

Nov 4, 2025

Agenda

- Aladaco Introduction
- General Scope of Work
- Lakeshore's Corporate Energy Journey
  - The Past – Energy and GHG Trends from 2019-2023
  - The Present – 2023 Baseline and Facility Benchmarking
  - The Future – 2024-2028 Target and Key Recommendations
- Questions/Discussion Period

Introductions - Aladaco

- Aladaco Consulting Inc
  - Founded in 2007
  - Energy professionals providing services to help organizations navigate and reach energy efficiency and decarbonization goals
  - Energy management and M&V, GHG inventorying and decarbonization pathways, CDM planning
  - Energy efficiency program management for utilities and regulators

Taylor Wilson
Technical Lead - Energy & Carbon Management
CET, CEM, CMVP

General Scope of Work

Energy Audits

- Completed Level 1 (qualitative) energy audits at all facilities, parks and W&WW sites
- Identified energy conservation measures (ECMs) for near-term implementation

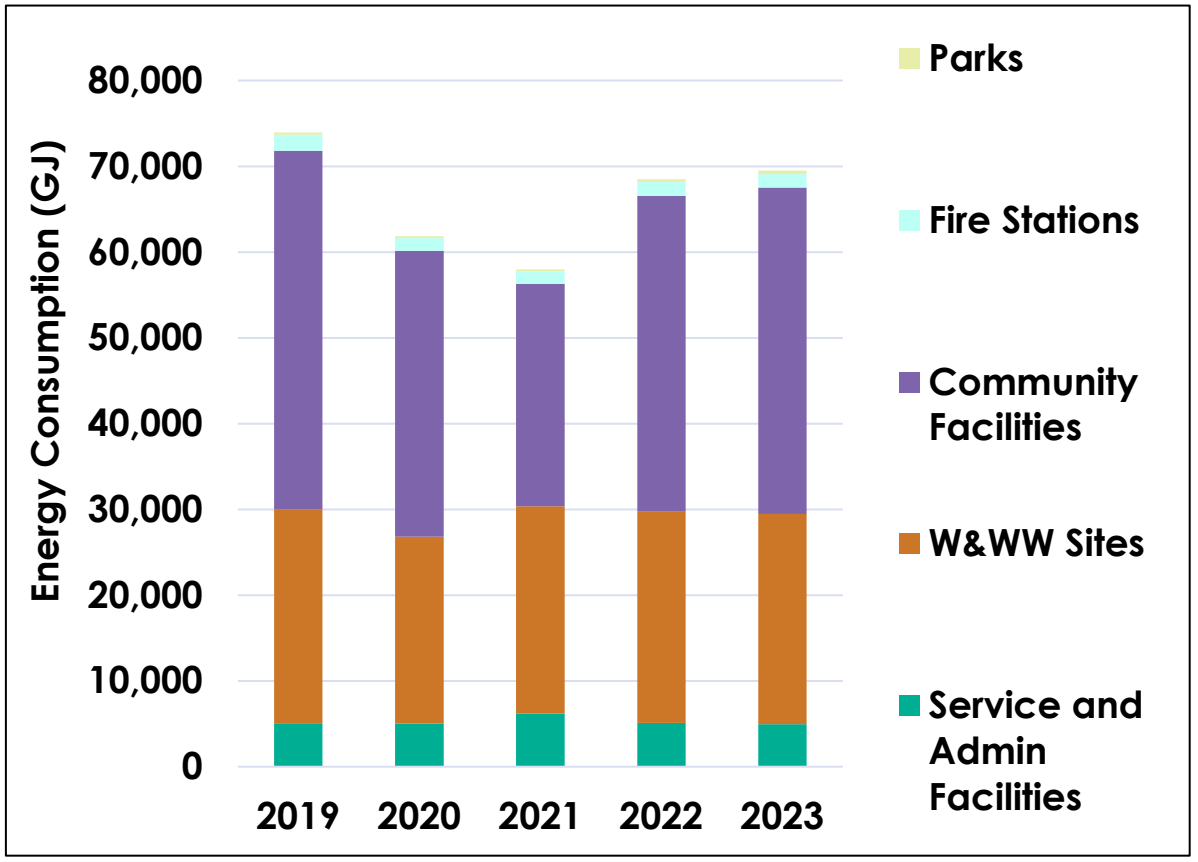
Development of Energy Conservation and Demand Management Plan (ECDMP)

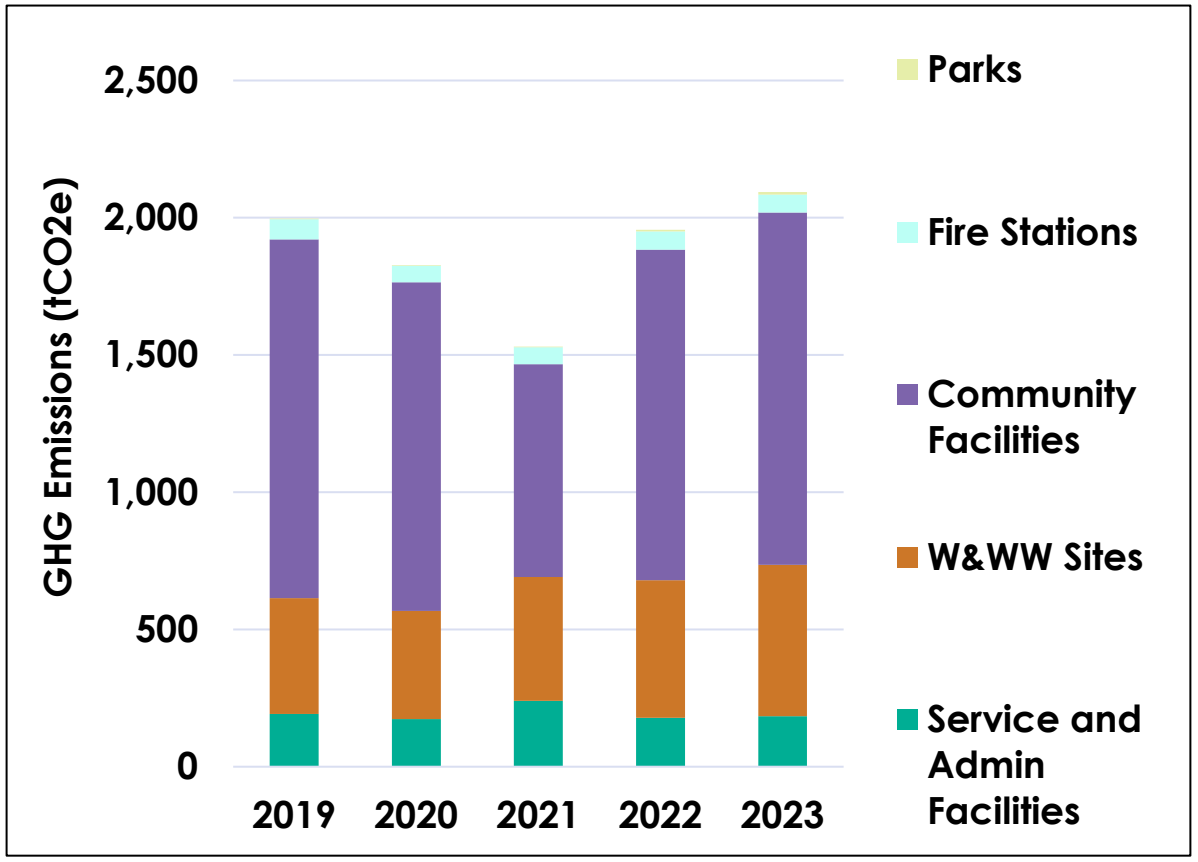
- Fulfills mandatory reporting under O. Reg 25/23
- Relates to Corporate Operations (buildings, parks, W&WW)
- Establishes baseline and 5-year roadmap (2024-2028) for Corporate energy and GHG reductions

Development of Community Energy Management Plan (CEMP)

- Relates to the larger Community
- Analyzes sectoral energy consumption and GHG emissions, benchmarks against peers
- Recommends programs, policies, and renewables to support local sustainability

The Past
2019-2023 Trends

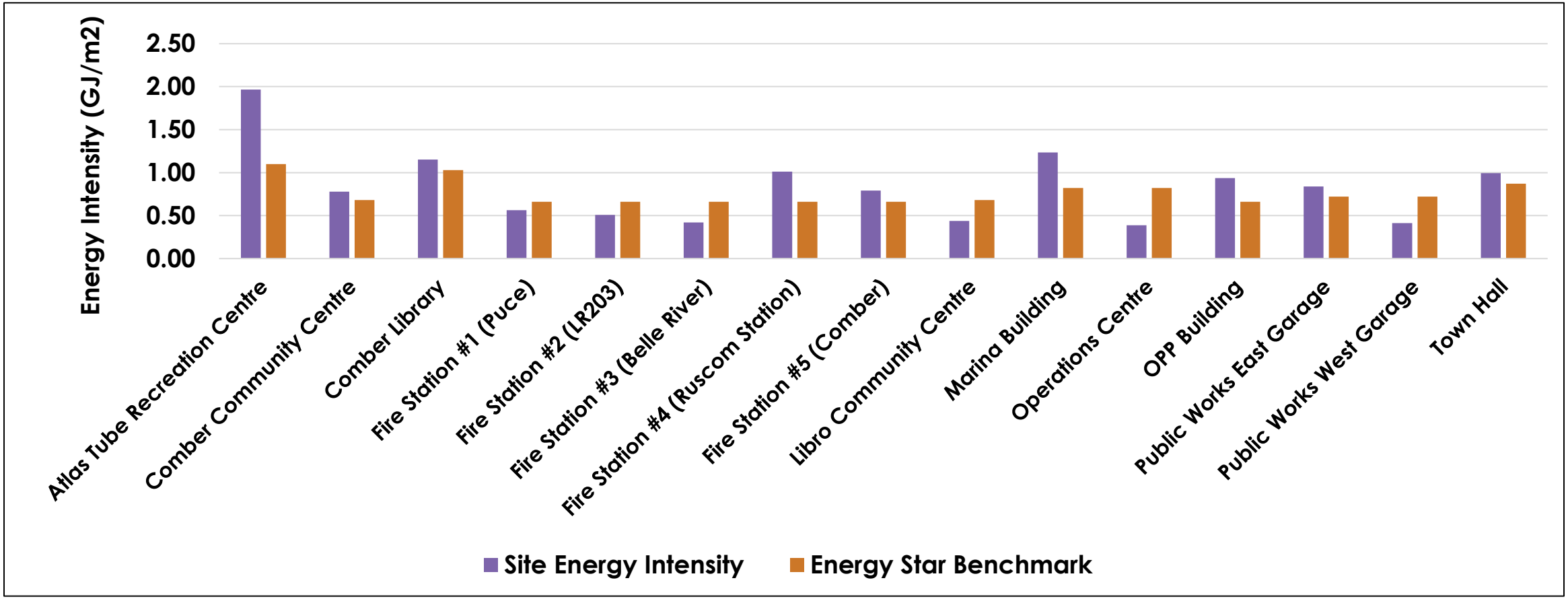




The Present
2023 Baseline Energy Consumption and GHG Emissions

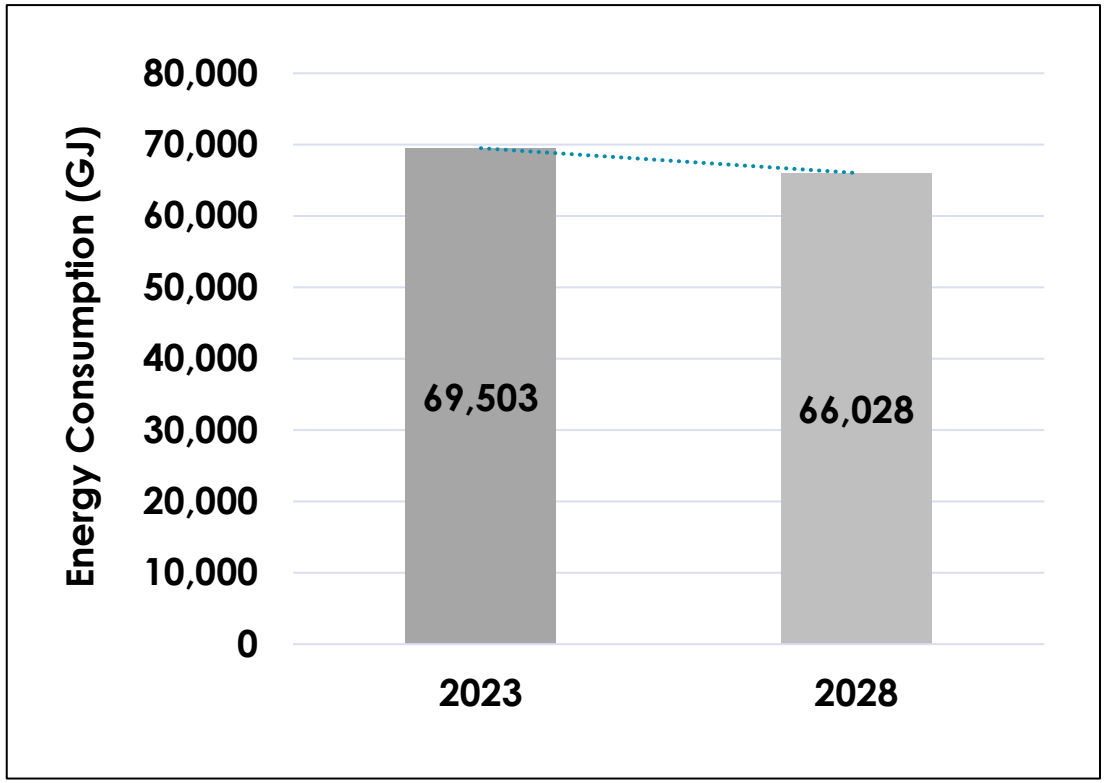
Asset Category	2023 Energy Consumption (GJ)	% of Total	2023 GHG Emissions (tCO2e)	% of Total
Service and Admin Facilities	4,956	7.1%	184	8.8%
W&WW Sites	24,505	35.3%	551	26.3%
Community Facilities	38,065	54.8%	1,283	61.3%
Fire Stations	1,564	2.3%	65	3.1%
Parks	413	0.6%	9	0.4%
Totals	**69,503**	**100%**	**2,093**	**100%**

The Present
Facility Benchmarking



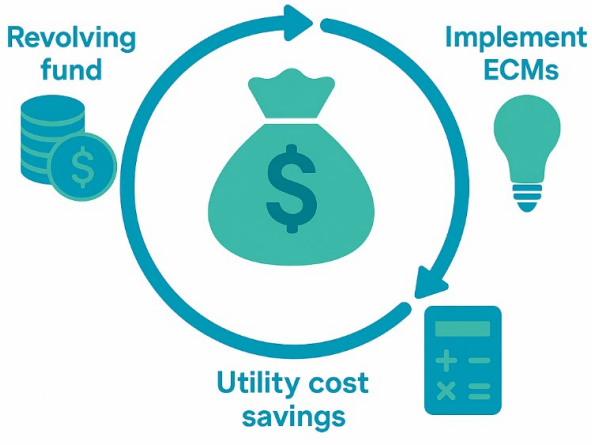
The Future
2024-2028 Target and Outlook

- **Target:** 5% total energy reduction by end of 2028
- Comparable to peers (e.g. Windsor has 6% target in 2024-2028 EMP)
- Represents a practical, achievable goal despite population and service growth
- Progress tracked against 2023 baseline



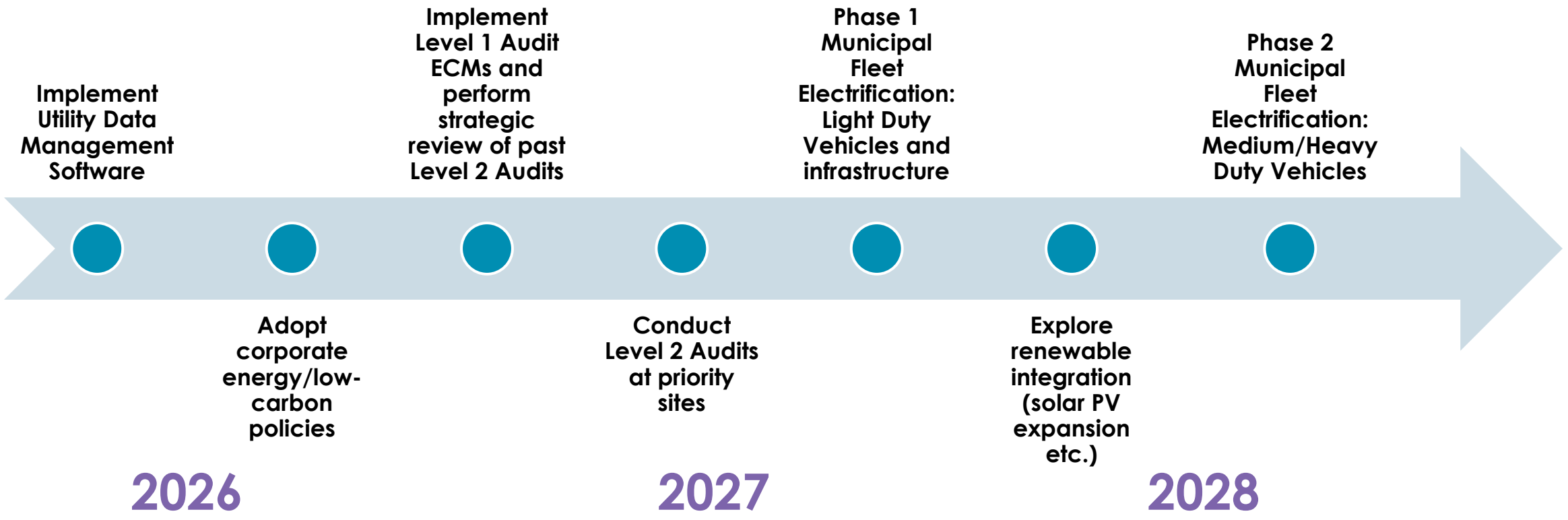
The Future
Energy Conservation Measures from Level 1 Audits

- Level 1 audits identified 10-15% total potential savings if all ECMs are implemented.
- Recommended funding allocation: $125k/yr through 2028 (exclusive of Fleet).
- External funding via grants/ incentives are available.



Asset Category	# of Sites ECM Identified in	Typical Cost	Typical Payback
LED Lighting Retrofit	26	Low-Med	Short (<5 years)
Lighting Controls	24	Low	Short (<5 years)
Smart/Programmable Thermostats	15	Low	Short (<5 years)
Appliance Upgrades	10	Med	Medium (5-10 years)
Other HVAC Controls	11	Low-Med	Medium (5-10 years)
Other Unique ECMs	4	Varies	Varies

Summary of Key Recommendations
Timeline



Summary of Key Recommendations
Recommendation Details and Alignment

Recommendation	Timeline	Alignment	Expected Impact
Utility Data Management Software	Immediate	2026 Budget year	Streamline utility tracking, improve energy reporting and analysis, assist in decision making.
Adopt corporate energy/low-carbon policies	2026	Corporate purchasing policy and bylaw	Structured evaluation of efficiency and low-carbon investments.
Implement Level 1 Audit ECMs and perform strategic review of past Level 2 Audits	2026-2028	Future budget cycles and facility upgrades where possible.	5% energy reduction by 2028, 10-15% potential if all ECMs are implemented.
Conduct Level 2 Audits at priority sites: Town Hall, Operations Centre, and Fire Station #4.	2026-2028	Post renovations for Town Hall	Refine project scopes and potential additional savings.
Phase 1 Municipal Fleet Electrification: Light Duty Vehicles and EV infrastructure at (a) Operations Centre, (b) Town Hall, (c) ATRC	2026-2028	Future budget cycles	Immediate fleet GHG reductions and operational cost savings.
Explore renewable integration (solar PV expansion etc.)	2026-2027	Solar PV expansion initiatives	Long-term emissions reductions and energy resiliency.
Phase 2 Municipal Fleet Electrification: Medium/Heavy Duty Vehicles	Beyond 2028	Future budget cycles and as the EV technology advances.	Long-term fleet decarbonization

Questions?

ALADACO | Powering Progress with Sustainable Solutions

Municipality of Lakeshore

Minutes of the Regular Council Meeting

Tuesday, October 21, 2025, 6:00 PM
Council Chambers, 419 Notre Dame Street, Belle River

Members Present:	Mayor Tracey Bailey, Deputy Mayor Kirk Walstedt, Councillor Ryan McNamara, Councillor Michael Hoffman, Councillor Kelsey Santarossa, Councillor John Kerr, Councillor Ian Ruston, Councillor Larissa Vogler
Staff Present:	Chief Administrative Officer Tyson Cragg, Deputy Chief Administrative Officer - Chief Financial Officer Justin Rousseau, Corporate Leader - Community Health and Safety Frank Jeney, Corporate Leader - Growth and Sustainability Tammie Ryall, Division Leader - Capital Projects Wayne Ormshaw, Division Leader - Legal Services Zachary Knox, Division Leader - Legislative Services Brianna Coughlin, Team Leader - Legislative Services Cindy Lanoue, IT Technical Analyst Erik Pelland

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1. Call to Order

Mayor Bailey called the meeting to order at 6:02 PM in Council Chambers.

2. Closed Session

3. Singing of O Canada

4. Land Acknowledgement

5. Moment of Reflection

6. Disclosures of Pecuniary Interest

7. Recognitions

8. Announcements by Mayor

9. Public Meetings under the Planning Act

10. Public Presentations

11. Delegations

12. Completion of Unfinished Business

13. Approval of Minutes

266-10-2025
Moved By Councillor Vogler
Seconded By Councillor Santarossa

Approve minutes of the previous meeting as listed on the Consent Agenda.

1. October 7, 2025 Regular Council Meeting Minutes

Carried Unanimously

14. Consent Agenda

267-10-2025
Moved By Councillor Vogler
Seconded By Councillor Ruston

Receive the items as listed on the Consent Agenda.

1. 2025 By-law Enforcement Third Quarter Activity Report
2. Building Services Quarterly Report – 2025 – Q3
3. Closed Meeting Quarterly Report – Q3 2025

Carried Unanimously

15. Reports for Direction

1. 2025 Annual Renewal of the Workplace Violence and Harassment Policy and the Health and Safety Policy

268-10-2025
Moved By Councillor Hoffman
Seconded By Councillor McNamara

Renew the Workplace Violence and Harassment Policy and the Health and Safety Policy, as presented at the October 21, 2025 Council meeting.

Carried Unanimously

2. 2026 Interim Levy By-Law

269-10-2025
Moved By Deputy Mayor Walstedt
Seconded By Councillor Ruston

Direct the Clerk to read By-law 72-2025 during the Consideration of By-laws, to adopt the Interim Tax Levy for 2026, as presented at the October 21, 2025 Council meeting.

Carried Unanimously

3. Property Taxes – Uncollectible 2025

270-10-2025
Moved By Councillor Santarossa
Seconded By Councillor Vogler

Authorize the write off of uncollectible property taxes for Roll numbers, 3751 050 000 10075, 3751 210 000 07601, 3751 720 000 09301, 3751 720 000 26600, 3751 740 000 14900, 3751 750 000 26801, from previous years in the amount of $1,586.05, as presented at the October 21, 2025 Council meeting.

Carried Unanimously

4. 2026 Council Meeting Schedule

271-10-2025
Moved By Councillor Vogler
Seconded By Councillor Hoffman

Approve the 2026 schedule of Regular Council Meetings, as presented at the October 21, 2025 Council meeting.

Carried Unanimously

16. Notices of Motion

1. Councillor McNamara - Declaration of Significant Weather Events

272-10-2025
Moved By Councillor McNamara
Seconded By Councillor Hoffman

Delegate authority to declare significant weather events, pursuant to Ontario Regulation 239/02 and the *Municipal Act, 2001*, to the Corporate Leader – Operations; and

Direct the Clerk to prepare the necessary by-law.

Carried Unanimously

17. Reports from County Council Representatives

18. Report from Closed Session

19. Consideration of By-laws

273-10-2025
Moved By Councillor Ruston
Seconded By Councillor McNamara

By-laws 72-2025 and 73-2025 be read and passed in open session on October 21, 2025.

Carried Unanimously

1. By-law 72-2025, Being a By-law to Authorize an Interim Tax Levy Prior to the Adoption of the Estimates for the Year 2026

2. By-law 73-2025, Being a By-law to Confirm the Proceedings of the October 7, 2025 Council Meeting

20. Non-Agenda Business

21. Addendum

22. Adjournment

274-10-2025
Moved By Councillor Kerr
Seconded By Councillor Hoffman

Adjourn the meeting at 6:24 PM.

Carried Unanimously

_____
Tracey Bailey
Mayor

_____
Brianna Coughlin
Clerk

**Ministry of
Municipal Affairs
and Housing**

Municipal Services Office
Western Region
659 Exeter Road, 2nd Floor
Tel: 519-873-4020
Toll Free: 1-800-265-4736

**Ministére des
Affaires municipales
et du Logement**

Bureau des services municipaux
région de l'Ouest
659 Exeter Road, 2e étage
Tél: 519-873-4020
San frais: 1-800-265-4736

Ontario

October 9, 2025

Via Email ONLY

Rebecca Belanger, Manager of Planning Services
County of Essex
360 Fairview Ave. W. Suite 302
Essex, ON N8M 1Y6
RBelanger@countyofessex.ca

Re: **Municipality of Lakeshore Official Plan Amendment 18**
Provincial One Window Comments
MMAH File: 37-EOPA-236876

Dear Rebecca Belanger,

Thank you for circulating the Municipality of Lakeshore Official Plan Amendment 18 (OPA 18) to the Ministry of Municipal Affairs and Housing (MMAH) for review and comment.

OPA 18 was circulated to the Ministry of Agriculture, Food and Agribusiness (OMAFA) through the One Window Planning Service. Please find enclosed the One Window comment table for your consideration.

We look forward to continuing to work with you as the County finalizes its decision for OPA 18. Gabriel Kim, Planner, can be reached by telephone at 519- 860-1456 or by e-mail at Gabriel.Kim@ontario.ca.

Sincerely,

Gabriel Kim

Planner
Ministry of Municipal Affairs and Housing
Municipal Services Office - West
659 Exeter Road, 2nd Floor
London ON N6E 1L3
Tel: 519-860-1456
E-mail: Gabriel.Kim@ontario.ca

Enclosures: One Window Comment Table

Cc (e-mail only): Tammie Ryall, Municipality of Lakeshore

Ken Mott, OMAFA

Drew Crinklaw, OMAFA

Provincial One Window Comments for the Municipality of Lakeshore Official Plan Amendment 18				
Item	OP Policy Number	Comments/Concerns	Policy Basis/Rationale	Proposed Revision
1	6.2.1 h) i)	This policy requires the completion of certain studies in order to permit commercial greenhouses in agricultural areas. According to PPS policy 4.3.2.1 and 4.3.2.2, agricultural uses are permitted, and all types, sizes and intensities of agricultural uses shall be promoted in prime agricultural areas. Regarding subsection a), the term Master Drainage Study could potentially be misinterpreted to mean a municipal-wide study. It is understood that the intended scope of this study would be site-specific, regional or area-wide, consistent with Policy 7.3.3 of the Municipality of Lakeshore Official Plan. The proposed modification reflects the term used in Policy 7.3.3, to clarify the intended scope of this requirement. Regarding subsection b), there may be implementation issues with requiring continued monitoring through a completion of a study. The proposed	PPS policy 4.3.2.1 and 4.3.2.2, Implementation	~~Notwithstanding any provisions of OPA #18 or the Lakeshore Official Plan to the contrary a CGF shall not be considered a permitted use in the implementing zoning by-law until such time as t~~The ~~following have been completed~~ following shall be completed to the satisfaction of the Municipality and the applicable local Conservation Authorities: a) A ~~Master Drainage Study~~ stormwater management plan to evaluate the watershed drainage systems and derive specific stormwater design criteria such as: allowable release rate(s) and flood control measures for development to proceed without adversely impacting the overall drainage system from an erosion and flood control perspective; b) Implementation of ~~A~~a water quality ~~study~~ program to monitor the downstream impacts of greenhouse activities. ~~The study should include monitoring conducted upstream and downstream of greenhouse activities prior to, during and after construction and should continue throughout the operation of greenhouses~~; and c) Determination of financial and community impact on Lakeshore.

		modification replaces 'study' with 'program' to clarify that continued monitoring is required.		
2	6.2.1 h) vi)	This policy prohibits greenhouses in agricultural areas. According to PPS policy 4.3.2.1 and 4.3.2.2, agricultural uses are permitted in agricultural areas and all types, sizes and intensities of agricultural uses shall be promoted.	PPS policy 4.3.2.1 and 4.3.2.2	~~**CGF shall be prohibited on all lands designated "Agricultural" north of County Road 42 between Manning Road (County Road 19) and the north/south leg of County Road 22;**~~
3	6.2.1 h) vii)	Terms such as 'eliminate' may be challenging to enforce and do not promote or protect all types, sizes and intensities of agricultural uses and normal farm practices, in accordance with PPS policy 4.3.2.2.	Implementation and PPS policy 4.3.2.2	CGF shall be designed to ~~**eliminate any**~~ **minimize the** impact resulting from the use of supplementary grow lighting;
4	6.2.1 h) ix)	Terms such as 'eliminate' and 'prohibit' may be challenging to enforce and do not promote or protect all types, sizes and intensities of agricultural uses and normal farm practices, in accordance with PPS policy 4.3.2.2.	Implementation and PPS policy 4.3.2.2	CGF shall be designed to ~~**eliminate**~~ **minimize** the impact of ~~**any**~~ odours generated from the growing or processing so as to ~~**prohibit**~~ **minimize** the transmission of odour beyond the greenhouse structure;
5	6.2.1 h) xxvii)	A modification is recommended to make it clear that not all CGF will require rate-of-flow control facilities. The modification clarifies that rate-of-flow control facilities would only be applicable to CGF's using municipal water.	Implementation	All CGF will require on-site water storage and **those on piped municipal water shall also require the** installation of rate-of-flow control facilities. Rate-of-flow will be established by the applicable water provider and subject to inspection by the Municipality;

6	6.2.1 h) xxv)	ZBA-01-2023 includes setback requirements that would significantly restrict greenhouse development in the prime agricultural area of the Municipality. It is also unclear how these setback distances were determined. This is not consistent with PPS policy 4.3.2.2, which states that in prime agricultural areas, all types, sizes and intensities of agricultural uses shall be promoted and protected.	PPS policy 4.3.2.2	The Municipality will monitor and review the CG~~H~~F policies **of this Plan and the development standards in the Comprehensive Zoning By-law, as informed by the County-wide greenhouse study,** and will: a) identify trends in greenhouse issues in the region; b) analyze the impact of future water main expansions; c) analyze trends in the price of land; d) determine future demand for commercial greenhouses in Lakeshore; and **e) review the setback requirements of the zoning by-law.** Reporting to Council on the monitoring of the policies**, the Zoning By-law development standards,** and issues will be in the form of annual briefings or status reports.

Suggestions for Consideration

Item	OP Policy Number	Comments/Concerns	Policy Basis/Rationale	Suggested Revision
1.	6.2.1 h) iii)	To group all site plan matters into one policy, OMAFA staff suggest that elements of subsection h) v) be merged into subsection h) iii).	Conciseness and readability	CGF are subject to Site Plan Control in accordance with Section 8.3.4**, such that all supporting buildings and structures, including but not limited to, loading, packing, water storage, housing, stand-by power systems, chillers, CO^2 systems, ventilation fans and waste disposal containers are located and/or oriented as to minimize impacts on sensitive land uses**. All CGF site plan applications will be circulated to the relevant Conservation Authority for review;
2.	6.2.1 h) v)	Related to the item above, OMAFA staff suggest that subsection h) v) be deleted in	Conciseness and readability	~~**CGF shall be required to locate and/or orient all supporting buildings, structures, including but not limited to, loading, packing, water storage, housing, stand-by power systems, chillers, CO^2 systems,**~~

		its entirety, as it will be merged with h) iii) per above.		~~ventilation fans and waste disposal containers as to maximize the separation distance in proximity to sensitive land uses;~~
3.	6.2.1 h) xxv)	If the regional stormwater management plan referenced here is intended to cover the same subject matter as either the Master Drainage Study or water quality study referred to in other policies of the OPA, OMAFA staff suggest this policy either be deleted (due to potential redundancy) or that the policy be modified here to indicate this is a different study that may be undertaken by the municipality in the future.	Clarity, PPS Policy 4.3.2.2 (refer to suggested modification #1 above)	Stormwater management systems will be required to demonstrate conformity to regional stormwater requirements, such as a universal release rate, in accordance with policy 6.2.1 h) xxv);
4.	6.2.1 h) xxviii)	It is suggested that subsection h) xxviii) be deleted in its entirety, in lieu of subsection h) iii) which covers the same subject matter, and also requires all site plan control applications for CGF's to be circulated to the relevant Conservation Authority for review. It is noted that ERCA may apply the Environmental Impact Assessment Guidelines, or others at their discretion, during their review of these circulations.	Efficiency	~~CGF shall be designed and oriented so as to maximize buffering between it and sensitive land uses to minimize or mitigate adverse effects as defined in Provincial Planning Statement and detailed in ECRA's Environmental Impact Assessment Guidelines. Generally, "adverse effect" can be summarized as impairment of the quality of the natural environment; injury or damage to property, plant, or animal life; harm or material discomfort to any person; an adverse effect on the health of any person; impairment of the safety of any person; rendering any property or plant or animal life unfit for human use; loss of enjoyment or normal use of property; and interference with normal conduct of business.~~

Municipality of Lakeshore – Report to Council

Growth and Sustainability

Planning Services

To:	Mayor and Members of Council
From:	Urvi Prajapati, Interim Division Leader – Community Planning
Date:	October 9, 2025
Subject:	Community Planning Division Quarterly Status Update – Q2 and Q3 2025

Recommendation

This report is presented for information only at the November 4, 2025 Council meeting.

Strategic Objectives

This does not relate to any Strategic Objectives but is a core service to the Municipality.

Background

This report is to provide a summary of all Planning Act applications underway from Q2 and Q3 2025 (April 1, 2025 to September 30, 2025). Typical processing times, and ongoing or upcoming continuous improvement initiatives, are also included. The following applications are included as part of this review:

- Pre-consultation (PCN)
- Site Plan Control (SPC)
- Temporary Patio (SPC-Temp Patio)
- Zoning By-Law Amendment (ZBA)
- Part Lot Control Applications (PLC)
- Condominium (C-A)
- Subdivision (S-A)
- Minor Variance
- Consent

During the last Council meeting dedicated to Planning Act matters on May 6, 2025, a chart with the total applications processed for Q1 (January 1, 2025 – March 31, 2025) was included. As this is a quarterly report, only the activities for Q2 and Q3 2025 are included. Tracking is currently done on an annual basis, so quarterly comparisons are not available. As explained below, the Community Planning Division will be moving towards a more effective means of tracking files, including developing key performance indicators for service delivery. The following chart outlines total applications being

processed from April 1, 2025, to September 30, 2025. These totals do not identify the number of applications approved or denied.

Type	**Volume**	**Comments**
Pre-Consultation (PCN)	15	Total applications received in Q2 and Q3
Site Plan Control (SPC)	8	Total number of files deemed complete in Q2 and Q3.
Zoning By-law Amendment (ZBA)	5	Total applications received in Q2 and Q3.
Condominium (C-A)	0	No new applications received in Q2 and Q3, however, 3 remain open from previous years which have received draft approved status and are waiting for the developer to finalize.
Subdivision (S-A)	0	No new applications have been received in Q2 and Q3, however, 12 remain open from previous years which are pending draft approval or have received draft approved status and are waiting for the developer to finalize.
Minor Variance	14	14 applications processed in Q2 and Q3.
Consent	5	5 applications processed in Q2 andQ3.
TOTAL	**47**	

Currently Community Planning Services is actively processing an estimated 20 planning applications through the system. These include a number of proposals that require a high level of technical analysis. These include subdivision applications, site plan applications, and zoning by-law applications that, depending on complexity, can take more than a year to process.

Site Plan Agreements

As per the reporting requirements in the Site Plan Control Area By-Law (106-2024), the Division Leader – Community Planning exercised the delegated authority of site plan approval for the following applications for Q2 and Q3 2025 (April 1, 2025, to September 30, 2025):

1) Site Plan Agreement (file SPC-08-2024) was fully executed on April 25, 2025 as Instrument Number CE1226534 over the lands known as 516 Blanchard Dr. The purpose of the agreement was to allow for the development of a building addition for an existing automobile repair establishment.

2) Site Plan Agreement (file SPC-04-2024) was fully executed on May 5, 2025 as Instrument Number CE1227746 over the lands known as 1294 County Road 22. The purpose of the agreement was to allow for the development of a drive through restaurant (Dairy Queen) and a mixed-use building encompassing residential and commercial uses. An amending agreement was subsequently executed on September 23, 2025 to permit the return of partial indemnity deposit.

The last report to Council on Site Plan Agreements (SPA's) was on May 6, 2025 including SPA's approved up to March 31, 2025.

To be included in this quarterly report of executed agreements, the following conditions need to be met:

1) The SPA is signed by the owner or member of the corporation who has the authority to bind the company
2) The SPA is signed by the Clerk;
3) The SPA signed by the Mayor;
4) Securities are collected by Lakeshore (currently at the set value of $4,000.00 for Minor Site Plan Agreements and $25,000.00 for Major Site Plan Agreements); and
5) The Legal Division confirms that the agreement is registered on title.

In addition to the agreements noted above, there are approximately ten SPAs that are nearing completion. Community Planning in partnership with Operations and Legal Services has been actively working on developing new templates and processes to improve Site Plan Agreement delivery. It is to be noted that this will help to finalize and register agreements quicker going forward.

Housing Accelerator Funding (HAF)

The last Community Planning Status Update to Council on May 6, 2025 provided updates on the implementation plan for the Round 2 of (HAF2) grant. Lakeshore's HAF2 Approved Action Plan Initiatives emphasizes public engagement, policy improvements, and density-related Zoning By-law changes. While the work does not directly target enhancements to current planning operations (e.g.: a planning approval guide/manual, or a Lean process improvement exercise to map the process and target specific pinch points), the systematic changes aim to achieve similar outcomes for improved long-term planning service delivery. To support these outcomes, the Community Planning Division has been actively working on the initiatives highlighted as part of the application. Moving forward, these initiatives will be worked on with the new Community Development Officers who are on the Horizons team.

- Initiative 2: As-of right zoning along primary corridors and in urban cores.
    - An information report is being prepared and will be presented to Council as a first step, in partnership with the Horizons Team.

- Initiative 3: Housing Supportive Community Improvement Plans (CIP)
    - A Housing CIP Plan Report was presented and approved by Council on August 12, 2025. Community Planning has since been working on developing a CIP Guide in partnership with Dillon to be able to launch the chosen CIP programs. A delegation by-law and a report will be presented to Council.

- Initiative 4: Affordable Housing Strategy – Update and Implement
    - A draft Affordable Housing Strategy Report was prepared and approved by Council on August 12, 2025 by SHS Inc. in partnership with Community Planning. The final Affordable Housing Strategy report will be posted on the website and a Monitoring and Evaluation Plan will be developed to track progress.

- Initiative 5: Municipal Land Inventory
    - A report was presented and approved with amendments by Council on May 20, 2025 called Surplus and Underused Land Recommendations. Community Planning prepared and delivered the report and the Horizons Team is working on the next steps.

- Initiative 6: Standard Design and Guidance Materials for Missing Middle and ARU's
    - A report on Phase 2: Pattern Book ARU and Missing Middle was presented and approved by Council on August 12. Community Planning prepared and delivered the report. Next steps are the integration of the Pattern Book into the Development Manual and other pertinent policy documents.

- Initiative 7: Housing Acceleration Project Team
    - Community Planning and others have been working diligently since the approval of the staffing report as presented on March 25, 2025 to achieve this initiative.

- Initiative 8: Gentle Density through OP and Zoning By-law Updates to implement 4 Units as-of-right in all residential zones
    - Community Planning has undertaken the work to prepare the Official Plan and Zoning By-law Amendment to be delivered to Council at a future meeting.

- Initiative 9: Housing Needs Assessment
    - A report was presented and approved by Council on March 25, 2025 and it has been posted on the Lakeshore website.

Financial Impacts

As this is a report for information as an update on the activities of the Community Planning Division, there are no direct financial impacts.

Report Approval Details

Document Title:	Community Planning Division Quarterly Status Update – Q2 and Q3 2025.docx
Attachments:	
Final Approval Date:	Oct 27, 2025

This report and all of its attachments were approved and signed as outlined below:

Prepared by Urvi Prajapati

Submitted by Tammie Ryall

Approved by the Corporate Leadership Team

Municipality of Lakeshore – Report to Council

Growth and Sustainability

Planning Services

To:	Mayor and Members of Council
From:	Tammie Ryall, Corporate Leader – Growth and Sustainability
Date:	September 25, 2025
Subject:	Approach to Designating Properties Listed on the Municipal Register

Recommendation

This report is provided for information only at the November 4, 2025 Council meeting.

Strategic Objectives

This does not relate to any Strategic Objectives but is a core service to the Municipality

Background

The More Homes Built Faster Act (Bill 23) and the Homeowner Protection Act (Bill 200) amended the Ontario Heritage Act to update requirements for the designation of listed properties with cultural heritage value or interest. Under these amendments, properties are now required to meet at least two of the nine criteria established for assessing cultural heritage value or interest.

The amendments also require Municipalities to issue a notice of intention to designate listed properties before January 1, 2027, otherwise, the properties will be removed from the register and are not able to be re-listed for five years.

On August 13, 2024 staff provided a report to Council that summarized recent changes to the Ontario Heritage Act including a deadline to designate any listed properties by January 1, 2027. Staff presented options for Council to address heritage matters in light of the legislated timeline.

Staff recommended Option 2, which would maintain the status quo of having no formal Heritage Committee, but direct staff to engage a qualified heritage planner on an as-needed basis.

Council passed resolution #267-08-2024:

> Defer consideration of the report to a Committee of the Whole discussion, requested for October 2024.

On October 1, 2024 Council received the same report, attachments and recommendation. Council passed resolution #321-10-2024:

> Receive the Establishing a Municipal Heritage Committee and Heritage Act Changes report for information only.

As a result of this motion, no changes to the approach to Heritage were made and the status quo has been maintained.

Comments

There are currently 72 properties listed as having potential Cultural Heritage significance in the Municipality of Lakeshore's Municipal Register under the Ontario Heritage Act.

Examples of the listed properties include the Ouellette Homestead and Farm, the Diesbourg London Brick Duplex, the John Freeman Wall Black Historical Site, and the Tremblay Beach Conservation Area – Indian Burial Grounds.

Applicable Legislation

The Ontario Heritage Act

The Ontario Heritage Act (OHA) gives municipalities the authority to protect heritage properties and archaeological sites through Part IV and V of the OHA. The OHA empowers Council to "designate" individual properties as being of "cultural heritage value or interest" if they meet at least two of the nine criteria of Ontario Regulation 9/06 for determining whether it is of cultural heritage value or interest.

Once a Council designates a property, it is recognized through a by-law and added to a "Register" maintained by the municipal clerk.

Listing a property in the Municipal Register formally recognizes its cultural heritage value and provides interim protection from demolition or removal under section 27 of the OHA. In accordance with subsection 27(9) of the OHA, property owners applying for a demolition permit are required to provide Council with at least 60 days prior notice in writing to the owner's intention to demolish or remove the building, allowing time to consider options for conserving the property. As a result of changes to the OHA by Bill 23, municipalities are required to issue a Notice of Intention to Designate (NOID) for properties listed on the Municipal Register prior to January 1, 2023, when those properties are subject to a prescribed event or the submission of a Planning Act Application (such as an Official Plan, Zoning By-Law, or Plan of Subdivision). The municipality is required to issue the NOID within 90 days.

If a property is determined to have cultural heritage value or interest of Provincial significance, the Minister of Tourism, Culture and Sports. Provincial designation may be considered if a property meets the criteria in Ontario Regulation 10/06 and the minister determines that there is a provincial interest in designating the property.

Lakeshore Official Plan

Section 4.2.3 of the Lakeshore Official Plan highlights the importance of the municipality's cultural heritage resources as key elements of its history and community identity, underscoring the commitment to their preservation and enhancement. Section 27 of the OHA requires municipalities to maintain a register of properties that are "of cultural heritage value or interest." This is echoed by the Official Plan which states that the Municipality will promote the conservation of significant built heritage resources and cultural heritage landscapes, archaeological sites and areas identified as having archaeological potential and may use the OHA for these purposes.

As set out in the Lakeshore Official Plan, the Municipality may require a Built Heritage Impact Assessment to evaluate whether a listed property possesses cultural heritage value or interest and to assess any potential negative impacts from the proposed development as part of a complete application. As a result of Bill 23 however, the Municipality can only impose this requirement on properties that have been fully evaluated and designated.

Heritage Designation Process

Under Section 27 of the Ontario Heritage Act, to designate a property and protect it from demolition, the property now must meet at least two of the nine criteria established for assessing cultural heritage value or interest, as specified in *O. Reg. 9/06*. The criteria are outlined below and have been grouped according to their respective sub-categories:

Design Criteria:

1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.

Historical Value:

4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

Contextual value:

7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.

8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
9. The property has contextual value because it is a landmark.

To designate a property under Section 29 of the Ontario Heritage Act, it is required that it be shown that the property meets the established criteria. This is done through the preparation of a Cultural Heritage Evaluation Report (CHER) by a qualified professional.

Issuing a Notice of Intention to Designate

The Notice of Intention to Designate should include a full description of the property, a clear explanation of its cultural significance and key features, and instructions for how to submit objections. This statement identifies the important features of the property, and helps property owners, the public, and other interested parties understand what is being protected. This information also guides future proposals for changes or demolitions, making clear what is required to be preserved.

The process of designating a property may be initiated by a property owner who may want to recognize the cultural heritage value of the property and take advantage of any tax credits or grants that may be available. The process can also be initiated by the municipality.

The NOID is required to be served to the property owner and the Ontario Heritage Trust, and it is required to be published in the local newspaper. As mentioned above, once the NOID is issued, any existing permits for changes or demolition are cancelled as of the date the notice is delivered. Temporary restrictions are applied, and the property is treated as if it is already designated, which means changes or demolition are not allowed without further review and assessment.

Heritage Designation Timeframe

Table 1 below provides a summary of the key milestones, timelines and actions under the OHA related to the designation of a property that is listed on the Municipal Register following the issuance of a NOID. In summary, if there are no objections following the issuance of the NOID, then Council is able to pass a by-law that would designate a property that is listed on the Municipal Register within 120 days of the 30-day objection period. If there is an objection, Council will have a 90-day period to review the objection and consider either amending the statement of cultural heritage significance or value to provide further rationale for the designating the property or withdrawing the NOID and not pursue designating the property. Should a by-law be passed and an appeal made, the Ontario Land Tribunal (the Tribunal) will hear the matter.

Table 1: Milestones, Timelines and Key Actions related to Designation of a Heritage Property

Milestone	Timeline	Actions	Applicable Legislation under the OHA
Publication of Notice of Intention to Designate (NOID)	Day 0	Notice published in local newspaper; starts objection period.	Section 29.3
Objection Period	Days 1–30	Anyone wishing to object must send their objection to the municipal clerk within 30 days of NOID publication.	Section 29.7
Council Review of Objection	Within 90 days after the 30-day objection period ends	Council is required decide whether to withdraw the NOID. If application to repeal by-law is rejected, owner must wait 12 months before re-applying.	Section 30.1.8
Passing Designation By-law	Within 120 days after objection period (if no objection or objections are dismissed)	Council may pass a designation by-law, including details on cultural heritage value and attributes. By-law and notification of appeal rights served to owner, objectors, and the Trust. Public notification issued.	Section 29.8
Appeal Period for By-law	Within 30 days of by-law passage	Further appeals may be filed. The by-law must include a site plan, scale drawing, or written description identifying heritage areas.	Section 29.11
Registration of By-law	If no appeal is filed	By-law comes into force and is registered against	Sections 29.12–29.13

Milestone	Timeline	Actions	Applicable Legislation under the OHA
		the property at the land registry office. A copy is served on the Trust.	
Tribunal Hearing on Appeal	As necessary	If an appeal is made, a Tribunal hearing occurs to decide whether the by-law is upheld, repealed, or amended. Appeals can be dismissed without hearing for specific reasons (lack of grounds, bad faith, or non-payment of fees).	Sections 29.14–29.17
Final Outcome	After appeal is resolved, withdrawn, or dismissed	By-law's enforcement delayed until appeal resolution.	Section 29.18

Evaluating all 69 listed properties may take a significant amount of time depending on the availability of information related to the property, the capacity of the heritage experts involved, and the statutory timelines discussed above.

Conclusion

If Council wishes to proceed with the designation of any, or all, listed properties, a motion directing Administration will be required. Moreover, if Council supports undertaking a heritage review, a cost estimate will be prepared for Council consideration during Budget deliberations.

If Council does not pursue designation of the listed properties the properties will lose their protected status on January 1, 2027 and cannot be included again in the register for a period of 5 years.

This report was prepared with the assistance of Matt Alexander, RPP, Practice Lead, WSP Planning Consultants.

Financial Impacts

There are no budget implications related to the Recommendation. If Council chooses to undertake evaluation of any of the listed properties, then a cost estimate will be prepared based on the number of properties identified for evaluation to be considered.

Attachments

Appendix 1 - List of properties on the Municipal Heritage Register

Report Approval Details

Document Title:	Approach to Designating Properties Listed on the Municipal Register.docx
Attachments:	- Appendix A - List of properties on the Municipal Heritage Register.pdf
Final Approval Date:	Oct 28, 2025

This report and all of its attachments were approved and signed as outlined below:

Prepared by Tammie Ryall

Approved by the Corporate Leadership Team

Listed under the Heritage Act

Reference Number	Address	Current Building Name	Zoning	Registration	Initial Use	Current Use
1	617 W Belle River Rd	Ouellette Homestead And Farm	A	Listed		To be confirmed
2	10258 Highway 77	Farm House	A	Listed	To be confirmed	To be confirmed
3	942 N Rear Rd	Byrne Farm	A	Listed	Barn	To be confirmed
4	1078 Countryview Lane	St. Lads Farm	A	Listed		Removed from the list by Council in June 2022
5	2864 County Rd 46	Lajoie Farm House	A	Listed		To be confirmed
6	15628 County Rd 46	St. George's Cemetery	A	Listed		To be confirmed
7	1022 County Rd 42	Bme Historical Church Site And Cemetery	A	Listed		To be confirmed
8	2423 County Rd 46	Ruscom United Church Cemetery	A	Listed		To be confirmed
9	8847 Highway 77	Windmill	A	Listed		To be confirmed
10	8140 Highway 77	Two Sided Corn Crib	A	Listed		To be confirmed
11	1380 Lakeshore Rd 203	Farm House, Corn Crib, Silo	A	Listed		To be confirmed
12	11550 Gracey Sdrd	Two Sided Corn Crib	A	Listed		To be confirmed
13	537 W Belle River Rd	Jesuit Monument	A	Listed		To be confirmed

14	594 County Rd 2	Murphy Farm House	A	Listed	To be confirmed	Dwelling
15	2200 Gracey Sdrd	Dendooven Farm House	A	Listed	To be confirmed	Dwelling
16	1376 Lakeshore Rd 203	Farm House, Corn Crib, Silo	A-68	Listed		To be confirmed
17	7343 Tecumseh Rd	Annunciation Rectory, School And Cemetery	CA	Listed	To be confirmed	School
18	561 Broadway St	Cooper Court	CA	Listed		To be confirmed
19	504 Notre Dame St	Belle River Legion	CA	Listed		To be confirmed
20	592 Notre Dame St	Victorian Red Brick With Gingerbread Trim	CA	Listed		To be confirmed
21	615 St Charles St	Diesbourg London Brick Duplex	CA	Listed		To be confirmed

22	582 Notre Dame St	"Stone Garden" Bed & Breakfast - Field Stone Arts & Crafts Bungalow	CA	Listed		To be confirmed
23	220 Ouellette St	Apt. Building - Log Structure Built Under Brick	CA	Listed		To be confirmed
24	6310 Main St	Red Brick With Victorian Trim	CA	Listed		To be confirmed
25	6401 Main St	Dunlop Home - London Brick Victorian	CA	Listed		To be confirmed
26	6640 Tecumseh Rd	Log House	CA-8	Listed		Commercial Business
27	436 Elmstead Rd	Elmstead Grain Elevators	CS-4	Listed		To be confirmed
28	2616 County Rd 27	Woodslee United Church	HC	Listed	To be confirmed	Church
29	1688 County Rd 46	St John's Catholic Church & Cemetery	HC	Listed	To be confirmed	Church
30	1757 Oriole Park Dr	St. John's Elementary School	HC	Listed	To be confirmed	School
31	1683 County Rd 46	Abandoned Scottish Cemetery	HR	Listed	To be confirmed	Dwelling
32	2736 County Rd 42	St. Joachim Former Bank Building	HR	Listed	To be confirmed	Dwelling
33	2549 County Rd 27	Dr. Millen's Homestead	HR	Listed	To be confirmed	Dwelling
34	2613 County Rd 27	Cinder Brick House	HR	Listed	To be confirmed	Dwelling

35	86 Stowe St	Rochester Former School House	HR	Listed	To be confirmed	Dwelling
36	1731 County Rd 42	St. Simon St. Jude Cemetery	I1	Listed		To be confirmed
37	474 St Charles St	St. Simon St. Jude Church & "Angelique" Bell Monument	I1	Listed		To be confirmed
38	6424 Taylor Ave	Church Of Ascension	I1	Listed		To be confirmed
39	6420 Taylor Ave	Continuation School	I1	Listed		To be confirmed
40	6800 Gracey Sdrd	Mcdowell Cemetery	I2	Listed		To be confirmed
41	12997 S Middle Rd	Our Lady Of Lourdes Cemetery	I2	Listed		To be confirmed

42	2974 County Rd 27	Woodslee United Church Cemetery	I2	Listed	Cemetery	Cemetery
43	6512 Main St	Rebekah Hall	I2	Listed	To be confirmed	The building burnt down and hence was removed from the list by Council in June 2020
44	1093 Puce Rd	Maidstone Museum	I2	Listed		To be confirmed
45	859 Puce Rd	John Freeman Wall Black Historical Site	I2	Listed		To be confirmed
46	10405 Highway 77	Maple Grove School & Memorial Forest	I2	Listed		To be confirmed
47	1561 Lakeshore Rd 209	Maidstone Conservation Area	P	Listed		To be confirmed
48	614 St Charles St	Laurin Durocheau Home	R1	Listed		To be confirmed
49	344 South St	Cinder Brick Building	R1	Listed		To be confirmed
50	432 South St	Tudor Style Home And Freight Train Station	R1	Listed		To be confirmed
51	6321 Taylor Ave	Potential Residential District	R1	Listed		To be confirmed
52	6343 Taylor Ave	Potential Residential District	R1	Listed		To be confirmed
53	6341 Taylor Ave	Potential Residential District	R1	Listed		To be confirmed

54	6339 Taylor Ave	Potential Residential District	R1	Listed		To be confirmed
55	6335 Taylor Ave	Potential Residential District	R1	Listed		To be confirmed
56	6327 Taylor Ave	Potential Residential District	R1	Listed		To be confirmed
57	6326 Main St	Cinder Block House	R1	Listed		To be confirmed
58	6322 Main St	Sided House With Gingerbread Trim	R1	Listed		To be confirmed
59	7005 County Rd 46	"This Old House" Bed & Breakfast	R1	Listed		To be confirmed
60	6419 Main St	Red Brick	R1	Listed		To be confirmed
61	6338 Main St	House	R1	Listed		To be confirmed
62	180 Patillo Rd	Patillo Homestead And Orchards	R1	Listed		To be confirmed

63	752 Notre Dame St	Fieldstone House With Fireplace Feature	R1(h8)	Listed		To be confirmed
64	6300 Main St	Former Royal Bank	R1-25	Listed		To be confirmed
65	495 Broadway St	Leo Sylvestre Home	R2	Listed		To be confirmed
66	516 St Charles St	Dr. Poisson Home (Retirement Home)	R2-6	Listed		To be confirmed
67	0 E Ruscom River Rd	Field Stone River Chapel	RW1	Listed		Chapel, prayer location
68	304 E Ruscom River Rd	Log House	RW1	Listed		Dwelling and Garage
69	435 Elmstead Rd	Elmstead General Store & Post Office	RW1-13	Listed		To be confirmed
70	2628 St Clair Rd	Former Goose Inn	RW2	Listed	To be confirmed	Dwelling
71	475 Charron Beach	Foerg Home - Limestone Colonial	RW2	Listed	To be confirmed	Dwelling
72	1565 Lakeshore Rd 131	Tremblay Barn - 300 Year Old Jesuit Pear Tree	W & EP	Listed		To be confirmed
73	145 County Rd 2	Tremblay Beach Conservation Area - Indian Burial	W & EP	Listed		Conservation Park
74	The Belle River	The Belle River		Listed		

Municipality of Lakeshore – Report to Council

Operations

Engineering

To:	Mayor and Members of Council
From:	Tracy Beadow, Division Leader – Engineering and Infrastructure Urvi Prajapati, Interim Division Leader – Community Planning
Date:	October 9, 2025
Subject:	Assessment of Bill 17 (Protect Ontario by Building Faster and Smarter Act, 2025)

Recommendation

This report is presented for information only at the November 4, 2025 Council meeting.

Strategic Objectives

2a) Developing Our Future Communities - Develop a 25-year Community Plan for all communities

5b) Modernize Citizen-Centered Services - Bylaw Modernization (including a calendar of bylaw review and effective enforcement strategies/capabilities)

Background

On May 12, 2025, the Ontario government proposed legislative changes to streamline and standardize municipal development processes and development charges framework through Bill 17, *"Protect Ontario by Building Faster and Smarter Act, 2025",* provided at Attachment A. Bill 17 came into force on June 5, 2025 when Royal Assent was received. Most of the changes came into effect upon Royal Assent, however some changes are dependent on the passing of subsequent regulations and proclamations by the Lieutenant Governor in Council. The status of each change is noted in the table below. This report summarizes the changes outlined in Bill 17, and the potential impacts to the Municipality.

The changes that are of relevance to the Municipality are discussed below. Changes to legislation that do not affect the Municipality, such as those related to the Greater Toronto Area, have not been included.

Comments

Item	Description	Comments
Planning Act		
Limiting Complete Application Requirements **Status**: Proposed Regulation has not been completed yet	Limits requested reports to those listed in the Official Plan when deeming an application to be complete, unless the Municipality obtains written approval from the Ministry of Municipal Affairs and Housing ("MMAH"). Limits the scope of permitted studies and excludes studies such as sun/shadow casting, wind, urban design and lighting.	The Official Plan currently has a substantial list of potential studies that could be requested in support of an application. However, if requested studies are limited the Municipality may not be able to respond to concerns related to potential non-compatibility and/or adverse impacts (i.e. lighting plans).
Qualified Persons **Status**: In Effect	Reports prepared by a qualified professional must be automatically deemed a complete application. The list of "prescribed professions" that will satisfy this requirement has not been provided, although it could include Registered Professional Planners, Professional Engineers, etc.	Reports submitted by proponents commonly require revision (misunderstanding of relevant background information, lack of proper review of guidance, etc.). Deeming an application complete initiates the timeline in which a decision is required on an application (e.g. the PA establishes 60 days for a site plan approval). However, the Municipality still has the responsibility to make an appropriate decision, and therefore requires complete and correct information to make such decision. Addressing deficiencies in submitted reports after the timeline has been initiated will add time to the review/approval processes and will hinder the Municipality's ability to provide a decision on applications within the prescribed timelines. This may permit an applicant to seek an appeal to the Ontario Land Tribunal ("OLT"), regardless of the quality of the supporting information.

		To react to the Planning Act change, a more robust pre-consultation process can be implemented to direct applicants to the requirements that must be met to assist in the delivery of adequate submissions. In addition, all requirements and concerns will be identified, to the extent reasonably possible, during the pre-consultation phase.
Zoning and Site Plan Control for Schools **Status**: In Effect	School developments to be permitted as-of-right on urban lands zoned for residential. No Official Plan Policy or Zoning By-Law can prohibit the use of a parcel of urban residential land for an elementary or secondary school or any ancillary uses. Further, existing By-Laws with such restrictions are retroactively deemed to be of no force and effect. In addition, Site Plan Control requirements are no longer required for portable classrooms on school sites that were in existence after January 1, 2007, in order to increase the speed at which portable classrooms can be placed.	Administration generally does not have concerns with respect to the as-of-right zoning changes, as school facilities should be located within urban areas. By allowing as-of-right zoning, school facilities within existing residential areas can be facilitated through the Site Plan Control process. However, secondary schools typically generate large traffic volumes, and therefore some locations may be a concern if the surrounding roads are not of a suitable standard or capacity. Administration would identify traffic and roadway concerns as soon as possible through the pre-consultation process. To allow the placement of portable classrooms without undergoing the Site Plan Control process, the critical concern is typically stormwater management. An alternative, stream-lined review process can be developed to address the critical items. This would facilitate rapid accommodation of portables while ensuring adequate measures are in place to address critical items such as stormwater management.
Variation to Minor Variance Requirements Related to Setbacks	Gives MMAH the ability to pass a regulation to allow variations to set-back distances to be permitted as-of-right. The current proposed	The proposed change will essentially establish reduced setback requirements, as it will likely become commonplace to design to the revised standards (i.e. 10% less than current standards in the Zoning By-Law). The current minor variance process is

Status: Regulation Proposed, not yet approved.	regulation identifies a 10% variance. Applies to properties within a settlement area, serviced, residentially zoned and not within 300 metres of a railway line or 120 metres of a wetland, shoreline, inland lake, or river or stream valley.	intended to provide a minor variance in unique circumstances with supporting rationale, with the review and approval the delegated responsibility of the Committee of Adjustment.
Development Charges Act		
Deferral of DC Payment to Occupancy for Residential Development **Status:** To come into force on a future date to be named by the Lieutenant Governor in Council	DC payments for residential development (other than rental housing, which is subject to payment in installments) would be payable upon the earlier of the issuance of an occupancy permit, or the day the building is first occupied. Municipalities will not be allowed to impose interest on the deferral of DC payment to occupancy.	Deferring the timing of payment for all residential development to occupancy will have cashflow implications for municipalities. The impacts may include additional financing costs for capital projects, increased administrative costs associated with administering securities and occupancies, potential delays in capital project timing, and lost interest for the period between building permit issuance and occupancy/actual collection.
Exemption for Long-Term Care Homes **Status**: In Effect	Exemption of long-term care homes from the payment of DCs	The Act does not allow reductions in DCs to be funded by other types of development, therefore this proposed exemption and associated DC payment shortfall would have to be funded from taxes/rates paid by all tax/ratepayers.
Definition of Capital Costs, Subject to Regulation **Status**: In Effect	Expands the scope of the Province's authority to limit eligible DC capital costs via regulation. The Province intends to engage with	Reductions in DC-eligible capital costs will have to be funded from taxes/rates paid by all tax/rate payers. Changes to the definition of capital costs through regulation will require municipalities to adjust funding for capital projects swiftly.

	municipalities and the development community to determine potential restrictions on what costs can be recovered through DCs.	
Removal of Interest for Legislated Installments for Rental Housing and Institutional Development **Status**: To come into force on a future date to be named by the Lieutenant Governor in Council	Removes the ability to charge interest on installments for rental housing and institutional development. Removes municipalities ability to require immediate payment of outstanding installments when use changes from rental housing or institutional to another use.	This proposed change would remove the Municipality's ability to charge interest to help offset the delayed receipt of funds from rental housing and institutional development and to cover Municipal costs associated with this lending program.
Ability for Rental Housing and Institutional Development to Pay a DC Earlier than a By-Law Requires **Status**: In Effect	Allows a person to waive the requirement to pay in installments, so that payment can be made at time of building permit issuance, without the need for an agreement.	Currently, if a person wishes to waive the requirement to pay their DC for rental housing and institutional development in installments (at occupancy and 5 years thereafter), an agreement under section 27 of the Act is required. This may become problematic if a developer pays DCs before indexing or before municipalities pass a new DC by-law where a publicly available DC background study may be indicating a potential increase in charges.
Defining Local Services in the Regulation **Status**: In Effect	Allows the Province to make regulations to determine what constitutes a local service.	Currently, the Municipality determines what capital works will be funded by a developer as part of a plan of subdivision approval (e.g. local sanitary sewers, local roads etc.) and

		which will be funded by the DC By-Law through a local service policy. The Province can pass regulations to determine what constitutes a local service. What is deemed a local service in one municipality will vary depending on the size, density, and types of development and the unique local servicing schemes. Establishing a "one-size-fits-all" approach could have unintended financial implications for both the local development community and the Municipality.
Simplified DC By-Law Process to Reduce Charges **Status**: In Effect	Municipalities can amend their DC by-law for any one of the following reasons: • repeal or change a DC bylaw expiry date (consistent with current provisions); • reduce a DC charge; or • eliminate indexing.	The simplified process includes passing of an amending by-law and providing notice of passing of the amending by-law. There would be no requirement to prepare a DC background study, undertake public consultation, and no ability to appeal to the Ontario Land Tribunal. This proposed change provides simplicity and efficiency.
Building Code Act		
Municipalities do not have authority to create or enforce their own construction standards **Status**: In Effect	Introduces wording that more clearly establishes that municipalities do not have the authority to pass by-laws respecting the construction or demolition of buildings.	Provides consistency, reduced costs and increased uniformity of technical standards for builders.

Financial Impacts

Some of the proposed Development Charges Act changes continue a trend in legislative changes that have the potential to impact municipal finances. However, the full impact will not be known until the release of the final Regulations. As noted previously in this Report, where there are anticipated DC funding shortfalls, there will

need to be an increase in annual taxes/rates for all tax/rate payers unless another funding source is identified such as senior government infrastructure programs. In addition, the proposal to allow all residential development to defer DC payments to the time of occupancy will create administrative demands that may result in the need for the hiring of additional staff to satisfy new administrative procedures. If that is the case, DC calculations should take these costs into account.

Administration is currently working on a major Development Charge Study review, and changes in legislation and rules may impact the timing and calculations of that study.

Report Approval Details

Document Title:	Assessment of Bill 17 (Protect Ontario by Building Faster and Smarter Act, 2025).docx
Attachments:	
Final Approval Date:	Oct 28, 2025

This report and all of its attachments were approved and signed as outlined below:

Prepared by Tracy Beadow and Urvi Prajapati

Submitted by Krystal Kalbol and Tammie Ryall

Approved by the Corporate Leadership Team

Municipality of Lakeshore – Report to Council

Operations

Drainage

To:	Mayor and Members of Council
From:	Brigan Barlow C.Tech, Team Lead – Drainage Superintendent
Date:	November 4, 2025
Subject:	Tender Award – East Branch of Big Creek Drain - Maintenance

Recommendation

Award the Tender for East Branch of Big Creek Drain Brushing to Monden Excavating Ltd. for a total project cost of $105,830.40, including applicable HST, as presented at the November 4, 2025 Council Meeting.

Strategic Objectives

1a) Building and Stewarding Municipal Infrastructure - Update Asset Management Plan

Background

The East Branch of the Big Creek Drain is an open municipal drain established by an M. Armstrong P.Eng. report dated June 9, 1978, which was adopted by By-law No.75-79 under the provisions of the *Drainage Act* (the Act).

The drain is approximately 5,700 metres in length and is situated on private lands throughout the former Township of Tilbury North and Tilbury West. The drain crosses several municipal roads and proceeds into the Municipality of Chatham-Kent in its upper reaches.

As per Section 74 of the Act, the Municipality is responsible for repair and maintenance of municipal drains. On February 5, 2024, a request for maintenance was received by a landowner who is assessed for drainage into the East Branch of the Big Creek Drain. A review of the drain was conducted by Administration, and the drain was found to be in disrepair due to overgrown trees and brush on the banks of the drain, causing obstruction.

Notification of drain maintenance was sent by mail to all owners assessed for drainage to the East Branch of the Big Creek Drain and on August 20, 2025 an on-site meeting was held with landowners abutting the drain. It was agreed by attendees and Administration that brushing of the drain banks would be a reasonable approach to

restore the design cross-section of the channel and allow for flows to move through the drain without obstruction.

All necessary environmental evaluation and permitting have been completed for this project.

The Request for Tender (RFT) for this project was advertised on Bids and Tenders on Thursday, September 17, 2025.

Comments

Prior to the tender closing on Tuesday September 30, 2025, six (6) compliant bids were received.

The tender amounts received are shown below:

Tenderer	Price (excluding HST)	Price (including applicable HST)
Monden Excavating Ltd.	$ 104,000.00	$105,830.40
Nasci Construction Services Ltd.	$ 136,350.00	$138,749.76
Jon Hamelin Construction Ltd.	$ 179,450.00	$182,608.32
Rivard Excavating and Bulldozing Ltd.	$ 195,000.00	$198,432.00
Mark G Contracting Inc.	$ 196,490.00	$199,948.22
Nevan Construction Inc.	$ 444,167.00	$451,984.34

Monden Excavating Ltd. has confirmed that construction work can commence within a few weeks of the award and expects it to be completed by March 14, 2026.

Administration is satisfied that Monden Excavating Ltd. has the required resources and expertise to undertake this project and recommends that Council award the above-noted project to Monden Excavating Ltd.

Financial Impacts

In accordance with Section 74 of the Act, actual costs of maintenance are assessed to lands and roads, on a prorated basis, in the same proportions as the schedule of assessment of the most recent drainage report and by-law.

Areas assessed in the East Branch of the Big Creek Drain include roads and private lands in the Municipality of Lakeshore, Municipality of Chatham-Kent and Municipality of Leamington.

The tender amount was prorated against the assessment schedule in the M. Armstrong P.Eng report dated June 09, 1978, By-law No. 75-79, to determine actual costs assessable for this project.

The table below shows the cost distribution from the original 1978 assessment along with the prorated cost to be billed based on the tender value:

Stakeholder	**1978 Assessment**	**Prorated Cost**
Lakeshore Roads	$732.00	$1,146.48
Lakeshore Private Lands	$15,345.00	$24,033.85
Chatham-Kent Roads	$2,540.00	$3,978.23
Chatham-Kent Private Lands	$47,812.00	$74,884.76
Leamington Roads	$33.00	$51.69
Leamington Private Lands	$861.00	$1,348.53
Essex County Roads	$247.00	$386.86
TOTAL	**$67,570.00**	**$105,830.40**

The Municipality of Lakeshore's road assessment is expected to be $1,146.48, including HST for this project based on the current tender value of the work. This amount will be incurred against the Roads and Fleet Drain Assessments budget.

Report Approval Details

Document Title:	Tender Award – East Branch of Big Creek Drain - Maintenance.docx
Attachments:	
Final Approval Date:	Oct 28, 2025

This report and all of its attachments were approved and signed as outlined below:

Prepared by Brigan Barlow

Submitted by Wayne Ormshaw and Krystal Kalbol

Approved by the Corporate Leadership Team

Municipality of Lakeshore – Report to Council

Infrastructure Services

Public Works

To: Mayor and Members of Council

From: Jeff Wilson, Division Leader – Public Works

Date: October 7, 2025

Subject: Tender Award – 2025 Streetlight Wiring Replacement Project (Flanders Subdivision)

Recommendation

Award the tender for the 2025 Street Light Wiring Replacement Project to Field Electrical Contractors Inc in the amount of $125,561.66, including applicable HST; and

Direct Administration to reallocate the remaining funds of $69,284.20 to complete the Streetlight Wiring Replacement in North Woodslee along County Road 46 from County Road 27 west to Oriole Park Drive, as presented at the November 4, 2025 Council meeting.

Strategic Objectives

1a) Building and Stewarding Municipal Infrastructure - Update Asset Management Plan

Background

Streetlight wiring (both underground and overhead) in several urban and semi urban areas are past their expected lifecycle and in need of upgrades to become compliant with today's standards.

The Electrical code for many streetlight wiring installations has changed and upgrading will assist with streetlight outages due to wiring failures.

Municipal streetlights are included in the CSS (Continuous Safety Services) program from Electrical Safety Authority (ESA). This ensures proper compliance as well as proactive measures to keep our infrastructure up to date and safe.

In 2024 Council approved a budget submission for the replacement of streetlight wiring as a 5-year program.

Flanders Subdivision was proposed to be undertaken and was budgeted in 2024 (design) and 2025 (replacement) in the total amount of $200,000.

It should be noted that both streetlight wiring in North Woodslee (along County Road 46 from County Road 27 west to Oriole Park Drive) and in Ruscom (along County Road 31 from County Road 46 north) have been identified by ESA to have significant compliance issues.

A 2026 budget submission has been submitted to complete the streetlight rewiring replacements in Ruscom however North Woodslee was not included in the 2026 budget.

Comments

The tender for Streetlight Wiring Replacement Project was publicly advertised on Bids & Tenders on Friday September 19, 2025. This tender identified 2 phases to be completed within Flanders Subdivision.

There were five (5) bid submissions received before the closing on September 19, 2025, however only 4 were determined to be compliant.

The following table outlines summary of compliant bids that were submitted:

Tenderer	**Price (excluding HST)**	**Price (including applicable HST)**
Field Electrical Contractors Inc	$123,390.00	$125,561.66
Sterling Ridge Utilities Inc	$167,180.00	$170,122.37
Rorison Electric Limited	$187,960.00	$191,268.10
Powerserve Inc	$194,380.00	$197,801.09

Administration is satisfied that Field Electrical Contractors have the experience, certification, and equipment to complete this project.

Based on the award of tender timing, a portion of the project may be moved to be completed in the spring of 2026, weather dependent.

Financial Impacts

The following provides a summary of the project costs and associated budget:

Item	Total Project Cost (excluding HST)	Total Project Cost (including applicable HST)	Approved Budget	Difference (over)/under
Field Electrical Contractors Inc (Tender for Replacement)	$123,390.00	$125,561.66	$150,000.00	
PBX Engineering (Detailed Design)	$5,065.00	$5,154.14	$50,000.00	
Total	**$128,455.00**	**$130,715.80**	**$200,000.00**	**$69,284.20**

Based on the above results, it is recommended that the difference be utilized to complete the Streetlight Wiring Replacement in North Woodslee along County Road 46 from County Road 27 west to Oriole Park Drive as this will be sufficient budget to complete that project. This work will be procured as required under the Procurement By-law.

Report Approval Details

Document Title:	Tender Award - 2025 Streetlighting Wiring Replacement Project (Flanders Subdivision).docx
Attachments:	
Final Approval Date:	Oct 28, 2025

This report and all of its attachments were approved and signed as outlined below:

Prepared by Jeff Wilson

Submitted by Krystal Kalbol

Approved by the Corporate Leadership Team

Municipality of Lakeshore – Report to Council

Infrastructure Services

Public Works

To:	Mayor and Members of Council
From:	Jeff Wilson, Division Leader – Public Works
Date:	October 7, 2025
Subject:	2026 - 2027 Winter Control Contract - Two (2) Year Extension

Recommendation

Award a contract extension for Winter Control for snow plowing and salting to Landscape Effects Group for a period of two (2) years commencing on December 1, 2025 and continuing to December 1, 2027, in the amount of up to a maximum of $31,143.65 per event, including applicable HST, as presented at the November 4, 2025 Council meeting.

Strategic Objectives

Although this is not a Strategic Objective of Council, it is a core service of the Municipality.

Background

The original tender for Winter Control was publicly advertised on Bids & Tenders on Saturday, October 21, 2022. Landscape Effects Group was the successful bidder and awarded the Winter Control contract in November 2022. This contract was valid for three (3) years and included the provision for a two (2) year extension.

The below provides a summary of the scope of the contract:

SIDEWALKS IN BUSINESS SECTIONS - includes sidewalks located within the main business districts of Belle River, St. Joachim, Stoney Point, Comber and South Woodslee and the commercial district on Amy Croft Drive (from Manning Road to Commercial Blvd).
MUNICIPAL PROPERTIES - contains all the municipal properties within the Municipality of Lakeshore, such as the Town Hall, OPP station, fire stations, libraries, treatment plants, recreation centers and other smaller municipal properties.
PRIVATE ROADS - all the private roads within the Municipality of Lakeshore as directed by Council in 2008.

ADDITIONAL SIDEWALKS/TRAILS/BRIDGES - additional sidewalks, trails and pedestrian bridges within the municipal road right-of-way (where school zones exist).
TRAILS and PATHWAYS in PARKS - includes approved trails and pathways located within Lakeshore parks.

Comments

Landscape Effects Group has been completing winter control for the Municipality of Lakeshore since 2011. Administration is confident in their response times and ability to complete the contract and therefore administration recommends a two (2) year contract extension.

The contract extension will be valid from December 1, 2025 to December 1, 2027.

It is important to note that the contract costs are to plow and salt each sidewalk/trail/ facility/private road one time during an event.

While Public Works (internal operators) may traverse the municipal road system several times for a specific snow event to meet the Minimum Maintenance Standards for Municipal Highways (O, Reg. 239/02) under the *Municipal Act, 2001* , the aforementioned Winter Control contract typically only clears once during a particular event, however pending the severity of the storm it may warrant more clearing operations pending the minimum maintenance standard requirements. An event is outlined in the minimum maintenance standards, and mobilization by the Contractor is directed by Administration.

It should be noted that although private roadways are included in the Winter Control Contract, these are not municipal roadways, therefore Minimum Maintenance standards do not apply however Lakeshore has applied these standards to winter control operations for private roads.

Financial Impacts

Based on the estimated events, the below summarizes the total cost and approved budget for 2025:

Item	**Cost (including applicable HST)**
2025 Winter Control Contract (based on 10 Plowing events and 15 salting events)	$403,885.44
2025 Winter Control Budget	$443,490.00
Estimated Variance under/(over)	**$39,604.56**

It should be noted that the 2025 Winter Control Budget is from January 1 to December 31.

Administration has reviewed the history of winter control events over the last 12 contract seasons and has averaged 12 plowing events and 15 salting events. It is recognized that although there have been mild winters during the last 6 seasons resulting in lower anticipated events, some seasons exceeded this.

To provide a balance, the 2025 budget was based on 10 plowing and 15 salting events.

The 2025 overall combined operating budget for Winter Control is currently within the budgeted amounts, provided there are no significant number of events in the later part of 2025.

Based on the unpredictable nature of the number of events that may occur per year, Administration is recommending this operating account remain at the current budget identified above with the understanding that a variance may need to be recognized at the end of the year based on the actual number of events received.

Report Approval Details

Document Title:	2026 - 2027 Winter Control Contract - Two (2) Year Extension.docx
Attachments:	
Final Approval Date:	Oct 29, 2025

This report and all of its attachments were approved and signed as outlined below:

Prepared by Jeff Wilson

Submitted by Krystal Kalbol

Approved by the Corporate Leadership Team

Municipality of Lakeshore – Report to Council

Corporate Services

Planning Services

To: Mayor and Members of Council

From: Tammie Ryall, RPP, Corporate Leader, Community Planning

Date: October 10, 2025

Subject: Housing Accelerator Fund, Initiative 2, County Road 22 Corridor Study – Background Report

Recommendation

Direct Administration and the Horizons Team to proceed with the next steps in the County Road 22 Corridor Strategy update to implement Initiative 2 of the Housing Accelerator Fund program, as presented at the November 4, 2025 Council meeting.

Strategic Objectives

This report does not relate to a strategic objective. However, the Municipality of Lakeshore is committed to enabling housing development through improving planning approval times, leveraging federal and provincial funding, and ensuring efficient implementation of Initiatives under the Housing Accelerator Fund, Round 2 (HAF2).

Background

In 2012 the Municipality of Lakeshore adopted the “Corridor Transformation Strategy” for the County Road 22 corridor from County Road 19 in the west, to Belle River in the east. Since 2012 there have been numerous policy updates at the Provincial, County and local levels which have prompted the municipality to undertake a review and update of the strategy.

The Corridor 22 Study Area (“Study Area”) focuses on the section of County Road 22 extending from County Road 19 (Manning Road) in the west to the community of Belle River in the east. This corridor serves as a key transportation and development spine, connecting residential neighbourhoods, commercials areas, and community facilities to the broader regional network, including direct links to the City of Windsor and Highway 401.

The Municipality engaged WSP to prepare a background report to provide an overview of the location of the County Road 22 Corridor, its current condition, and the types of development activity that have occurred since the 2012 Corridor Transformation Study. (Attachment 1). It summarizes key policies from the County of Essex Official Plan and

Lakeshore Official Plan, as well as the Lakeshore Zoning By-law to establish how the Strategy fits into the broader planning policy framework. The existing Corridor Transformation Strategy and the recent County Road 22 Corridor Enhancement Project undertaken by the County are also summarized.

The Report concludes with a summary of recommended updates that may be modified or refined based on the community design charettes and public consultation undertaken by the Horizons Group. The public engagement will provide information to set community priorities to inform changes to the Official Plan, Zoning By-law and the Corridor Strategy.

Report Highlights

The Study Area is characterized by a mix of established and developing residential subdivisions, commercial nodes, institutional uses, and agricultural lands, with several areas identified for future growth and redevelopment. County Road 22 is a primary east-west route under the jurisdiction of the County of Essex that accommodates significant commuter traffic, goods movement, and local access, making it a vital component of Lakeshore's transportation network.

A total of 69 planning applications since 2010 have been submitted, with nearly half (42%) of applications submitted from 2020 to 2025, reflecting gradual reinvestment and evolving land use patterns within the study area. The majority of applications include commercial and multi-unit residential developments, with fewer applications for institutional and industrial developments.

Policies at the Provincial, Regional and Local level support redevelopment and intensification along the Corridor. It is identified as a Mixed-Use Corridor for the purposes of implementing the County of Essex Official Plan which provides policies to make the corridor more pedestrian-friendly, safer for people on bicycles and to reduce entrances onto the County Road to improve traffic flow.

The Lakeshore Official Plan applies policies to permit medium density residential development and a mix of commercial, retail, light employment and community and institutional uses throughout the corridor.

The 2012 Corridor Strategy provides guidance for new development to support these policies directions while achieving a built form that will be attractive, functional and appropriate for the area. The Strategy is, however more than ten years old and the policy context and local context has changed over time, prompting a new strategy which should include the following:

- Update terminology for consistency with current planning policy
- Replace or supplement photos with current photos of the Corridor
- Update streetscape renderings to align with approved changes to the streetscape as part of the Corridor Enhancement Project
- Update guidelines and recommendations to better align with community priorities where appropriate

Through the partnership with the University of Windsor, Centre for Cities the Horizons Group will facilitate public engagement including design charettes and public engagement that will help inform an update to the strategy.

Through the public engagement, intensification of residential development and types of units will be explored which could include purpose-built triplexes, fourplexes and other forms of medium and high-density housing to implement Initiative 2 of the HAF agreement.

The updated Strategy should include conformity with new provincial and local land use policies, stakeholder consultations, updates to mapping and illustrations, and finalization of the updated Strategy. This will also result in updated Official Plan policies and zoning regulations, as needed.

It is recommended that Council receive County Road 22 Corridor Strategy Background Report for information and direct Administration to proceed with the next steps in the Corridor Strategy update as per the Recommendation Section of this report.

Financial Impacts

In the March 15, 2025 Report to Council, Initiative 2, As-of-right zoning along primary corridors and in urban cores was described as:

- Support: Lakeshore Team and C4C with planning consultant support
- Description: Based on the results of the design charettes, update zoning regulations to allow for mid- and high-density residential zones, enabling multi-unit residential development above commercial properties. Coordinate with operations plans for providing municipal servicing.
- Timeline: Q1 2026
- Estimated Cost: $100,000

The Horizons group will be undertaking work for community engagement including design charettes under the HAF funding agreement. The amount required for the planning consultant to support the recommended updates to the Corridor Study, the Official Plan and Zoning By-law that may need to be modified or refined based on the design charette and public consultation is estimated to be $26,000, to be taken from the $100,000 HAF funding noted above.

Attachments:

Attachment 1 – Horizons Report
Attachment 2 – County Road 22 Corridor Strategy Background Report

Report Approval Details

Document Title:	Housing Accelerator Fund Initiative 2 - County Road 22 Corridor Strategy Background Report.docx
Attachments:	- Attachment 1 Cover Report_ County Rd 22 Strategy Background Report.pdf - Attachment 2 County Road 22 Corridor Strategy Background Report WSP.pdf
Final Approval Date:	Oct 28, 2025

This report and all of its attachments were approved and signed as outlined below:

Prepared by Tammie Ryall

Approved by the Corporate Leadership Team

TO: Mayor and Members of Council

FROM: Lakeshore Horizons Steering Committee (Anneke Smit, Rino Bortolin, Dorian Moore, Jim Tischler, Crystal Waddell, Nicole Anderson, Kendra Fry) (Centre for Cities/Municipality of Lakeshore partnership)

COUNCIL MEETING DATE: November 4, 2025

SUBJECT: County Rd. 22 Strategy Background Report alignment with the Comprehensive Development System (CDS)

Purpose

The purpose of this report is to present Council with a review of the County Rd. 22 Corridor Strategy Background Report within the broader Comprehensive Development System (CDS) currently underway through the Lakeshore Horizons Project. The Corridor Strategy will serve as an important component for supporting greater housing density and sustainable growth.

Background and Context

The Municipality of Lakeshore since 2012 has focused on the development of the County Road 22 corridor. This focus has taken the form of a Transformation Strategy (2012) and the Corridor Alternatives and Strategy Study (2022). The County Road 22 (CR22) Alternatives and Strategy Study fulfills the Housing Accelerator Fund (HAF) Initiative which requires the adoption of a strategy to incorporate Gentle Density in an accelerated housing development initiative. The CR22 Strategy introduces density targets aimed at encouraging a range of housing types, including attainable and affordable options, particularly in areas prioritized for growth and intensification.

The County Road 22 (CR22) Strategy Background Report has been developed by WSP and as part of the process, WSP engaged with the Horizons team—who are developing Lakeshore's Comprehensive Development System (CDS)—to ensure alignment with broader planning objectives, specifically the development of form-based development models within the CDS process. This collaboration consisted of one focused working session on 23 October 2025 in which members of the Horizons Steering Committee provided feedback on WSP's draft CR22 Strategy Background Report and shared considerations from their engagement and analysis work, to inform the final development strategy for County Road 22.

The Comprehensive Development System (CDS) integrates land use policy, approvals processes, infrastructure coordination, and incentive frameworks into a cohesive model for a streamlined approvals process. The County Road 22 Strategy is an important supplement to this system. It will provide the building blocks for the Municipality to direct responsible growth through strategic planning and engagement led vision.

Discussion

The Horizons Team supports the aspiration goals of the The County Road 22 (CR22) Alternatives and Strategy Study while also requesting that density targets are reviewed after a series of community engagement sessions. The purpose of this post-community engagement review is to ensure that the density targets align with development patterns identified by the Horizons Team to fulfill the required HAF dwelling unit starts.

The Horizons Team will perform a review of the County's Official Plan and the Municipality's Official Plan in order to align with the results of the community engagement process during the creation of the CDS. The County's requirement for density is set as a "minimum". Through its commitment to Horizons, the Municipality of Lakeshore aims to increase density targets to align with occurring growth, the need for housing type options, the need for complete neighbourhoods, and that promote sustainability for this area.The CDS, in alignment with the County Road 22 (CR22) Alternatives and Strategy, will focus on supporting mid-rise intensification, development densities identified in the County's Official Plan, and will utilize pre-identified development patterns.

The result of this coordination will be:

1. A process that will also explore opportunities to harmonize and enhance the established Essex County Official Plan and Town of Lakeshore Official Plan.
2. A process that will align community values established through the engagement process with development patterns that are congruent with the County Road 22 corridor.
3. A process that will elicit clear physical expectations to the development community leading to a physically and financially sustainable environment.
4. A process that will result in development patterns designed to protect farmlands and natural lands.

Conclusion & Next Steps

The Horizons Team will work collaboratively with Administration to build upon the CR22 Strategy framework, conduct stakeholder and public consultation, and bring forward for Council consideration future amendments to established Plans. The CR22 Strategy is expected to be an evolving initiative, with an emphasis on measurable outcomes. Periodic updates will be provided to Council and the public as additional components of the CDS come into effect .

Municipality of Lakeshore

County Road 22 Corridor Strategy Background Report

DRAFT

October, 2025

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1. Introduction

1.1 Scope of the study

In 2012 the Municipality of Lakeshore adopted the “Corridor Transformation Strategy” for the County Road 22 corridor from County Road 19 in the west, to Belle River in the east. Since 2012 there have been numerous policy updates at the Provincial, County and local levels which have prompted the municipality to undertake a review and update of the strategy.

The components of this review and update include:

- Background Report – intended to provide an overview of the current policy context and existing condition of the corridor.
- Design charette and engagement report – to identify the priorities of the public for the future development of the corridor.
- Corridor Strategy Update – to bring the strategy up to date with current policies, local priorities and the needs of the community.

1.2 Report Overview

This background report provides an overview of the location of the County Road 22 Corridor, its current condition, and the types of development activity that have occurred since the 2012 Corridor Transformation Study. It summarizes key policies from the County of Essex Official Plan and Lakeshore Official Plan, as well as the Lakeshore Zoning By-law to establish how the Strategy fits into the broader planning policy framework. The existing Corridor Transformation Strategy and the recent County Road 22 Corridor Enhancement Project undertaken by the County are also summarized.

The Report concludes with a summary of recommended updates that may be modified or refined based on the design charette and public consultation.

2. Background

2.1 Location

The Corridor 22 Study Area (“Study Area”) is located within the Municipality of Lakeshore, and focuses on the section of County Road 22 extending from County Road 19 (Manning Road) in the west to the community of Belle River in the east. This corridor serves as a key transportation and development spine, connecting residential neighbourhoods, commercials areas, and community facilities to the broader regional network, including direct links to the City of Windsor and Highway 401.

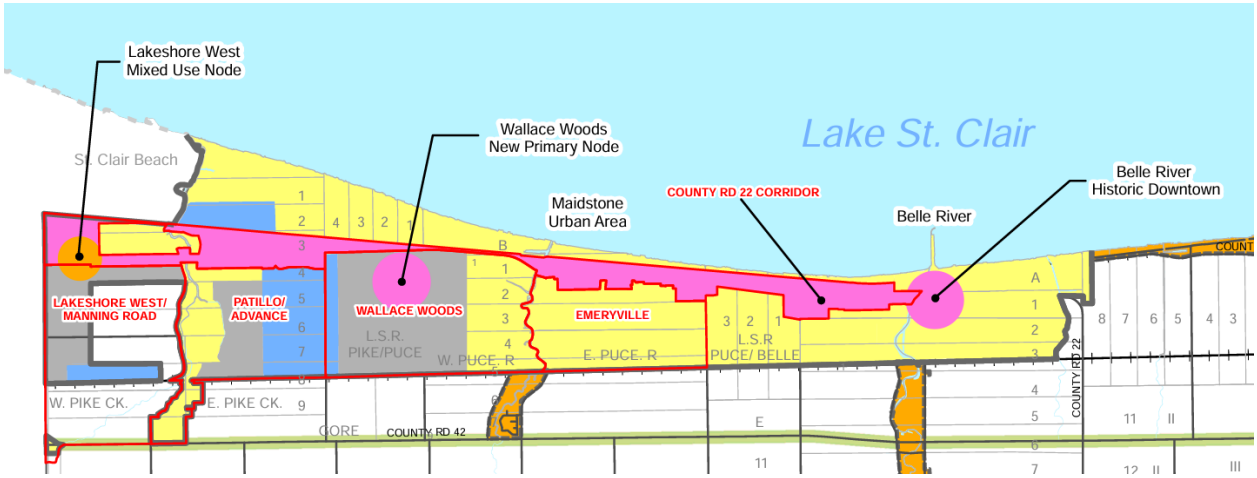


Figure 2-1 Lakeshore Official Plan Schedule "A" Community Structure (detail)

The County Road 22 Mixed Use Corridor boundaries are shown above in a detail from Schedule “A” of the Official Plan. The Study Area is shown in more detail below in a series of maps from the Corridor Transformation Strategy document, moving from the west end of the study area to the east end of the study area (Figures 2-1 to 2-4).

The Study Area is characterized by a mix of established and developing residential subdivisions, commercial nodes, institutional uses, and agricultural lands, with several areas identified for future growth and redevelopment. County Road 22 is a primary east-west route under the jurisdiction of the County of Essex that accommodates significant commuter traffic, goods movement, and local access, making it a vital component of Lakeshore’s transportation network.

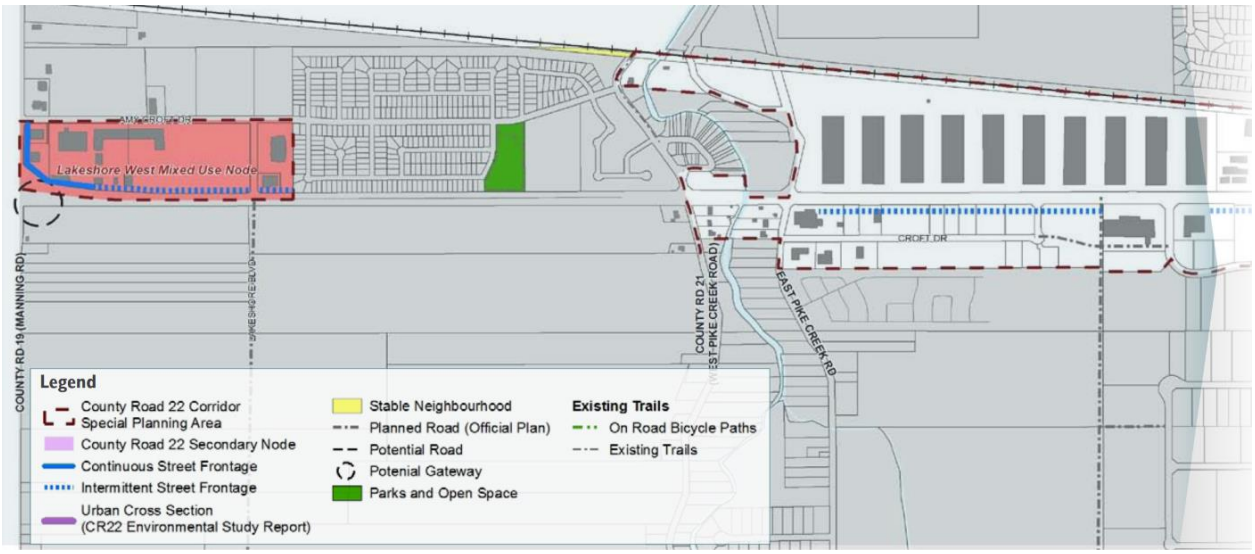


Figure 2-2 Study Area Map A (Corridor Transformation Strategy Figure 1 (detail))

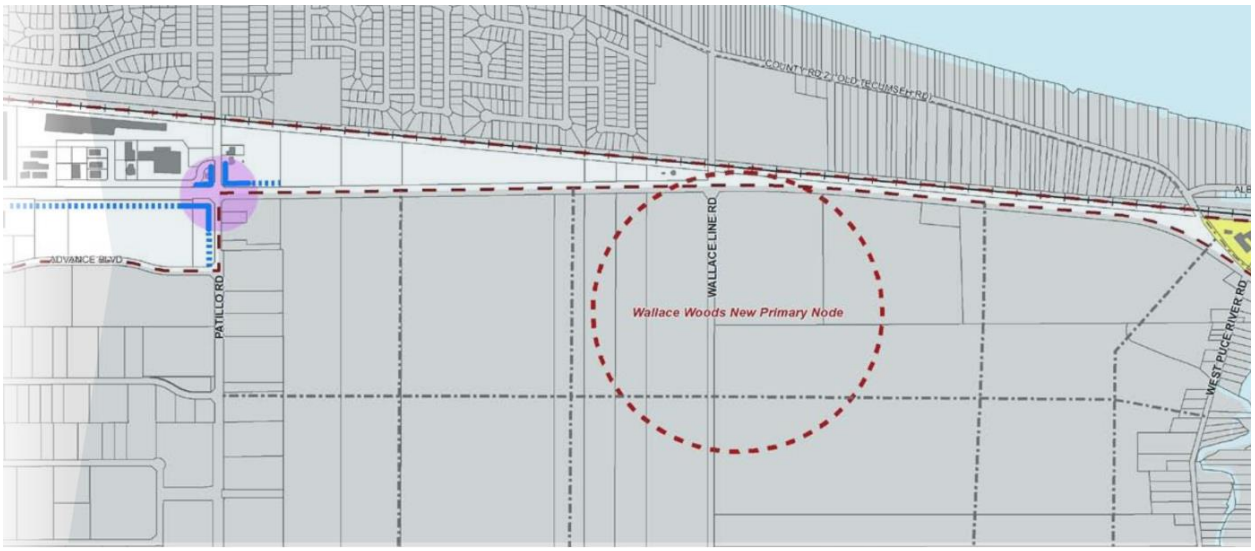


Figure 2-3 Study Area Map B (Corridor Transformation Strategy Figure 1 (detail))

Figure 2-4 Study Area Map C (Corridor Transformation Strategy Figure 1 (detail))

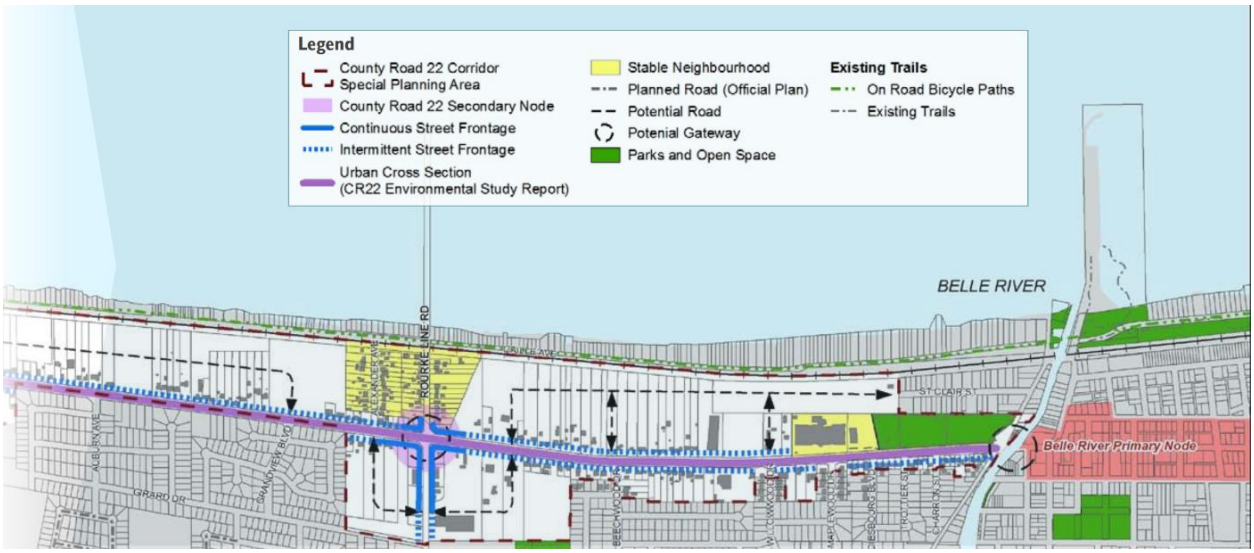


Figure 2-5 Study Area Map D (Corridor Transformation Strategy Figure 1 (detail))

2.2 Development Activity

Since the implementation of the current Corridor Strategy there has been modest development along the corridor. Table 1 provides a tally of all planning applications received within the study area since 2010, including site plan approvals, rezonings, plan of condominiums, official plan amendments and consent applications.

Table 1: Development Activity

Year Application Received	Application Type				
	Site Plan Control	Consent	Official Plan Amendments	Zoning By-law Amendments	Plan of Condominium
2010	3	-	-	1	-
2011	4	-	-	-	-
2012	5	-	-	-	-
2013	1	-	-	-	-
2014	3	-	-	-	-
2015	3	-	1	3	-
2016	3	-	-	-	-
2017	3	-	1	1	-
2018	1	-	-	1	-
2019	1	-	-	1	4
2020	1	2	-	2	-
2021	4	2	-	1	-
2022	0	2	-	2	-
2023	1	-	-	2	-
2024	2	1	-	3	3
2025	1	-	-	-	-
Total	**36**	**7**	**2**	**17**	**7**

A total of 69 planning applications since 2010 have been submitted, with nearly half (42%) of applications submitted from 2020 to 2025, reflecting gradual reinvestment and evolving land use patterns within the study area. The majority of applications include commercial and multi-unit residential developments, with fewer applications for institutional and industrial developments.

Recently, through pre-application consultation meetings, there has been expressed interest in redeveloping properties along the corridor, particularly between Belle River and west to the Puce River.

3. Legislative Context

3.1 County of Essex Official Plan

The County of Essex Official Plan (2025), ("County OP") was adopted by Council on November 6, 2024, and approved by the Ministry of Municipal Affairs and Housing on August 16, 2025. The County Official Plan provides direction regarding issues of County interest, such as setting intensification and density targets.

In the Municipality of Lakeshore, the County has set a minimum intensification target of 30% for new housing units (Policy 4.A.5.1.) and minimum net residential density targets (Policy 4.A.6.2.) of:

- 25 units per hectare for Low Density Residential
- 50 units per hectare for Medium Density Residential
- 80 units per hectare for High Density Residential

The County Official Plan directs that residential intensification is to be provided in every Primary Settlement Area as identified on Schedule A2: Settlement Structure Plan. The study area is located within a Primary Settlement Area of Lakeshore. The Study Area is also within the County Road 22 Mixed Use Corridor (Special Planning Area).

Relevant County policies for Primary Settlement Areas and Mixed Use Corridors, include the following:

Primary Settlement Areas

Policy 4.A.2.1 states that Primary Settlement Areas are the largest communities and are the traditional centres of settlement and commerce in the County. It is a priority for the County to focus growth and investment in Primary Settlement Areas. The locations and boundaries of Primary Settlement Areas within the County have been identified on Schedule "A-2" (Appendix 1). Primary Settlement Areas are Strategic Growth Areas.

Policy 4.A.2.2 establishes that Primary Settlement Areas are characterized by the following:

a) Largest in geographic area and generally the largest settlement areas in terms of population;

b) Full municipal servicing is provided/expected;

c) A broad mix and the highest concentration of commercial uses and services intended to meet the daily needs of residents is provided. This should include a commercial core or downtown;

d) Employment lands are included in the Primary Settlement Area;

e) Institutional uses such as schools, hospital/health care, day care and government services are located in Primary Settlement Areas; and,

f) The broadest mix of housing is located in Primary Settlement Areas, including areas of intensification for housing.

Policy 4.A.2.3 directs that Primary Settlement Areas shall provide full municipal sewage services, municipal water services, stormwater management services, and a wide range of land uses and densities with a healthy mixture of housing types including affordable housing options and alternative housing forms for special needs groups. Primary Settlement Areas shall be designed to be walkable communities with densities, land uses, road patterns and built forms that can support active transportation and public transit.

Policy 4.A.2.4 directs that local municipal Official Plans shall establish appropriate land uses in accordance with the policies of this Plan for Primary Settlement Areas to achieve complete communities.

Under policy 4.A.2.5, all new development within Primary Settlement Areas shall only occur on full municipal water services and municipal sewage services, unless there are interim servicing policies in the local municipal Official Plan that are in effect at the time of approval of this Plan.

Policy 4.A.2.7 directs that Downtown/Uptown areas should maintain and/or enhance their existing character. Mixed-use development and an accessible pedestrian-oriented streetscape are supported through the identification of Mixed-Use Corridors in Primary Settlement Areas. The preparation of Community Improvement Plans is also encouraged.

Policy 4.A.2.9 states that all types of land use are permitted within the “Primary Settlement Areas” designation subject to the specific land use policies of the local municipal Official Plans.

Policy 4.A.2.10 states that cost effective development patterns and those which will minimize land consumption and reduce servicing costs are supported and shall be the preferred form of development county-wide. Land use patterns which may be detrimental to the environment, to agricultural lands, and to the conservation of cultural heritage resources or public health and safety shall be avoided.

Policy 4.A.2.11 establishes that the County supports universal accessibility in the built environment and encourages the building industry to incorporate such features into new structures that support potential for all residents to equitably participate in the community.

Policy 4.A.2.12 directs that development in Primary Settlement Areas will integrate land use planning, fiscal planning, and infrastructure planning to responsibly manage forecasted growth and to support:

a) A diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market bases and affordable housing needs.

b) Opportunities for the integration of gentle density, and a mix and range of housing options that considers the evolving character of residential neighbourhoods.

c) Implementation of Infrastructure Master Plans for planned growth, including a financial strategy to implement the Infrastructure Master Plans.

d) Asset Management Plans

The overall direction from the County OP is that Primary Settlement Areas are intended to develop as urban mixed use areas with compact, efficient development patterns that include a diverse range of housing types and other uses.

Mixed Use Corridors

The County OP directs local municipalities to identify Mixed Use Corridors and provides a number of policies throughout the plan to be applied to those corridors.

Policy 4.B.3.3 states that Local Municipalities will develop Official Plan policies and implementing Zoning By-laws to permit and facilitate special needs housing within all residential designations, mixed use corridors, and downtowns.

Policy 11.E.10 directs that Local Municipalities are to enhance the pedestrian and cycling environments so there are greater opportunities for active transportation for convenient travel, recreational, health, environmental, and economic reasons by:

a) Requiring the design of new local roads in residential areas in a grid street pattern with shorter block lengths that are generally less than 250 metres between intersecting streets to encourage walking and cycling;

b) Requiring the design of roads on mixed use corridors to use shorter block lengths that are generally 120 metres between intersecting streets to encourage walking and cycling;

c) Integrating transit supportive design;

d) Providing consistent information and signage to support exploration and travel throughout the community on foot, bicycle, and other non-motorized forms of transport;

e) Integrating pedestrian and cycling facilities into existing, expanded, and new development areas;

f) Creating urban design guidelines that support pedestrian and cycling activity;

g) Implementing Crime Prevention Through Environmental Design (CPTED) principles;

h) Securing dedication for trail corridors; and,

i) Providing pedestrian and cyclist connections to transit stops.

Policy 11.F.3 directs that Local Municipalities should identify mixed used corridors and main streets in their Official Plan. The planning and design of complete streets in mixed use corridors and main streets for County Roads should include:

a) An integration of the built form and planned land use function with the design of the road corridor;

b) Transit and active transportation are the priority for transportation focus;

c) Reduced setbacks from the road right-of-way to integrate access to buildings and/or groups of buildings from the public sidewalk;

d) The provision of pedestrian sidewalks, crosswalks, and other active transportation services for pedestrians on both sides of the street;

e) The provision of any planned transit lanes, high-occupancy vehicle lanes, queue jump lanes for transit, and other transit signal priority needs to support an integrated mobility network;

f) Cycling facilities including parking for bicycles;

g) High quality landscaping that supports a human-centric urban design approach for the mixed-use corridor and main streets;

h) Landscaped island refuge areas on longer blocks of greater than 120 m between intersecting streets;

i) On-street parking may be permitted; and,

j) A height to corridor ratio that creates a generally consistent street enclosure and a high quality pattern of development.

Under Policy 4.A.1.7. of the Plan, the County identifies a forecasted housing mix that includes, Low Density Residential 48%, Medium Density Residential 27%, and High Density Residential 25%. Further, the County has set a target that a minimum of twenty percent (20%) of all new housing units created will be affordable housing units (Policy 4.B.1.1).

The overall direction from the County OP regarding Mixed Use Corridors is that they should be designed to accommodate public transit, walking and cycling as safe and convenient alternatives to driving.

3.2 Lakeshore Official Plan

The Lakeshore Official Plan ("Official Plan") was approved by the Ontario Municipal Board in 2010[1]. The Official Plan establishes a comprehensive, long-term vision for the future of Lakeshore. Lakeshore is envisioned as a healthy, integrated Municipality with managed growth that protects the environment, contributes to economic prosperity, is well connected, and improves the quality of life for all residents and visitors making Lakeshore a desirable place to live, work and enjoy recreational opportunities.

The Study Area is identified as the County Road 22 Mixed Use Corridor (Special Planning Area), as reflected in Schedule C11 of the Official Plan. The County Road 22 Mixed Use Corridor provides a strategic corridor and connection between the Belle River Historic Downtown, the proposed Wallace Woods New Primary Node, and the Lakeshore West Mixed Use Node. As such, it is important for all policy within and surrounding this area to support the Special Planning Area, providing a flexible policy framework that encourages growth through infill, intensification, redevelopment and adaptability to a mixed use transit supportive corridor.

The Official Plan designates lands within the Study Area as Mixed Use, Residential, Employment and Parks and Open Space, as shown on Schedule C11, titled "Land Use – County Road 22 Special Planning Area" (Appendix 2).

The following is a summary of the key policies of these designations.

[1] An update to the Official Plan was adopted as Amendment No. 16 in March, 2021 however it has not yet been approved and is not in effect. The policies referenced in this report have not been affected by the amendment.

3.2.1 Mixed Use

Lands surrounding major intersections along the Study Area are designated Mixed Use, reflecting its intended role as vibrant, higher-intensity development area that blends residential, commercial, institutional, and community services within a compact, walkable environment.

The Mixed Use designation permits a broad range of land uses, including retail and service businesses, medium- to high-density housing, mixed-use buildings, and public spaces (Policy 6.9.1). Growth is anticipated to be accommodated through infill, intensification and redevelopment and the development of vacant and/or underutilized lands (Policy 3.3.9 (e)). One Mixed Use Node is identified in the Study Area (Lakeshore West) and provides more direction for new development.

Mixed Use Nodes

Section 3.3.8 of the Lakeshore Official Plan provides general policies for Mixed Use Nodes that:

- Encourage a broader mix of land uses;
- Encourage high standards of community and urban design;
- Encourage densities and development patterns that support public transit opportunities;
- Provide appropriate transitions with adjacent land uses to avoid land use conflicts;
- Promote the creation of a linked network of pedestrian pathways and public open spaces; and
- Provide an appropriate level of transportation infrastructure and parking accommodation.

Section 3.3.8.1 specifically addresses the Lakeshore West Mixed Use Node, which is located in the western portion of the study area. The Node is envisaged as a major concentration of commercial, retail, office and entertainment uses serving the Town and region. It is also intended to function as a gateway to the Town and create a sense of community identity.

Section 3.3.8.1(a) states, “The Lakeshore West Mixed Use Node will primarily accommodate a major concentration of commercial, retail, office and entertainment uses serving the Town and the region, subject to the land use policies of Section 6.9. This may include a range and mix of commercial and retail uses including Large Format Retail, restaurants, entertainment uses, and professional offices.”

Section 3.3.8.1(c) states, “The development of the Lakeshore West Mixed Use Node will reflect the existing character and function of the area.”

Section 3.3.8.1(d) states, “The Lakeshore West Mixed Use Node will provide a gateway to the Town and create a sense of community identity through the implementation of the community design policies of Section 4.2.1 of this Plan, at the time of development approval.”

County Road 22 Mixed Use Corridor

In addition to the general policies for Mixed Use Nodes, and the Lakeshore West Mixed Use Node, Section 3.3.9 of the Official Plan provide specific policies that are identify the Study Area as the County Road 22 Mixed Use Corridor.

Section 3.3.9 states, “Country Road 22 is envisaged as a higher intensity mixed use corridor extending across the Maidstone and Belle River Urban Areas. The Mixed Use Corridor provides a strategic corridor and connection between the Belle River Historic Downtown, the proposed Wallace Woods New Primary Node, and the Lakeshore West Mixed Use Node. Growth within the corridor will occur through infilling, intensification and redevelopment and the development of vacant and/or underutilized lands.”

The policies for the County Road 22 Mixed Use Corridor include:

a) The County Road 22 Mixed Use Corridor is intended to accommodate a mix of commercial, retail and residential uses.

e) The Town will encourage infill, intensification and redevelopment and the development of vacant and/or underutilized lands.

f) The Town will encourage medium density residential uses and mixed use buildings in a variety of built forms.

g) Subject to the approval of the County, and in consultation with the Town, direct access to the corridor will be limited in favour of shared/consolidated access points.

h) The Town will promote future public transit opportunities along the corridor by encouraging transit supportive densities, transit supportive land uses and transit supportive site design. The Town will pursue opportunities for a local and regional public transit system with neighbouring municipalities, the County and transit providers.

i) The Town will ensure appropriate land use and built form compatibility between adjacent uses through transitions in building heights, massing, siting, landscaping and buffering measures.

j) The Town will ensure a high quality of urban design along the corridor which may include special boulevard treatments, streetscaping, plantings, signage controls and the provision of street furniture, in consultation with the County as appropriate and necessary.

k) The Town will work with the Business Improvement Association in Belle River to evaluate extending the boundaries of the Central Area Designation to match the boundaries of the Business Improvement Area in Belle River.

Policy 3.3.9 (b) enables the Municipality to undertake a corridor study, which was completed in 2012, resulting in the existing Corridor Strategy. Under policies 3.3.9 (c) and (d), where there is a Primary Node or Mixed Use Node identified within the Corridor, the policies for Primary Nodes and Mixed Use Nodes will apply.

Mixed Use Designation

Section 6.9 of the Lakeshore Official Plan applies to lands designated “Mixed Use” on Schedule “C”. The Mixed Use Designation provides for a range of commercial and residential uses characteristic of a transit supportive and higher intensity mixed use corridor. The policies provide for a transition of density, height and built form to ensure land use compatibility with adjacent uses.

Permitted uses within the Mixed Use designation include a range of residential, commercial, retail, light employment, community and institutional uses. Residential uses in a building of commercial character will only be permitted above the ground floor. Large format retail exceeding 3,000 square metres in floor area are permitted subject to certain criteria and a site-specific zoning exception. Medium density residential uses are also permitted subject to certain criteria to minimize impacts of the development on surrounding land uses.

3.2.2 Residential

The majority of the Study Area is designated Residential and is planned primarily for housing while allowing a mix of forms and densities to support a complete and connected community. The predominate use of land is intended for low-density residential dwelling types, while still permitting, subject to specific criteria, medium-density residential dwellings, supportive housing, institutional uses and small scale neighbourhood commercial uses (Residential Designation Policy 6.6.1). Medium density residential uses, special needs housing, senior citizens' homes or similar housing facilities for senior citizens including nursing homes are subject to the following criteria under Policy 6.6.1 (b):

i) the density, height and character of the development will be compatible with adjacent uses;

ii) the height and massing of the buildings at the edge of the medium density residential development will have regard to the height and massing of the buildings in any adjacent low density residential area and may be subject to additional setbacks, or landscaping to provide an appropriate transition;

iii) the development will be encouraged to have direct access to an arterial or collector road, where possible and appropriate;

iv) the watermains and sanitary sewers will be capable of accommodating the development, or the proponent will commit to extending services at no cost to the Town, save and except where private septic systems will be permitted;

v) the development is adequately serviced by parks and school facilities;

vi) the development will be designed and landscaped, and buffering will be provided to ensure that the visual impact of the development on adjacent uses is minimized;

vii) all required parking will be provided on the site, and cash-in-lieu of required parking in accordance with the policies of Section 7.2.2.2 of this Plan, will not be accepted by the Town;

viii) in developments incorporating walk-up apartments, block townhouse dwellings and similar medium profile residential buildings, on-site recreational facilities or amenities such as private open space or playground equipment may be required;

ix) except for a triplex dwelling, fourplex dwelling or other similar small scale developments, a report on the adequacy of the road network to accommodate the expected traffic flows

and the adequacy of water and sewer services may be required to be prepared by the proponent and approved by the Town; and

x) triplexes, fourplexes, freehold street townhouses or other similar small scale developments, may be subject to site plan control, in accordance with the policies of Section 8.3.4 of this Plan.

Under Policy 6.6.1 (f), places of worship, neighbourhood community and cultural centres and institutional uses are subject to the following criteria:

i) the use will have direct access to an arterial or collector road;

ii) the use will have an overall site area of up to a maximum of 2 hectares;

iii) the density, height and character of the development will be compatible with adjacent uses;

iv) the watermains and sanitary sewers will be capable of accommodating the development, or the proponent will commit to extending services at no cost to the Town, save and except where private septic systems will be permitted;

v) the development will be designed and landscaped, and buffering will be provided to ensure that the visual impact of the development on adjacent uses is minimized;

vi) all required parking will be provided on the site, and cash-in-lieu of required parking in accordance with the policies of Section 7.2.2.2 of this Plan, will not be accepted by the Town;

vii) driveway access will be approved by the Town or County; and

viii) the use will be subject to site plan control, in accordance with the policies of Section 8.3.4 of this Plan.

Under Policy 6.6.1 (i), small scale neighbourhood convenience commercial and personal service uses to serve the daily shopping needs of a neighbourhood, are subject to the following criteria:

i) no more than one commercial structure or building will be permitted on any site or in any one location, and the gross floor area of the commercial use will generally not exceed 300 square metres;

ii) the building height will be limited to one storey unless residential apartments are located on the upper floor(s), in which case the maximum building height will be compatible with the surrounding residential uses;

iii) landscaping, fencing, berming and other screening will be provided adjacent to residential land uses where appropriate;

iv) all required parking will be provided on the site, and cash-in-lieu of required parking in accordance with the policies of Section 7.2.2.2 of this Plan, will not be accepted by the Town;

v) driveway access will be approved by the Town and/or County;

vi) the commercial use will be located at or in close proximity, generally no more than 50 metres, from the intersection of arterial or collector roads, and will not be located mid-block within a residential area;

vii) the commercial use will be subject to a zoning by-law amendment, in accordance with Section 8.3.2 of this Plan; and

viii) the use will be subject to site plan control, in accordance with the policies of Section 8.3.4 of this Plan.

3.2.3 Parks and Open Space

Schedule C.11 Land Use (County Road 22 Special Planning Area) of the Official Plan identifies two parcels, on the eastern and western side of the Study Area designated Parks and Open Space. Development is limited to passive and active recreational opportunities, such as recreational facilities, community centres, and community parks.

3.2.4 Natural Resources and Hazard Lands

Schedule B.2 – Natural Heritage Features and Schedule B.3 – Natural Resources and Human Hazards, does not identify any natural heritage features or natural resources and human hazards in the Study Area.

Schedule B.4 – Natural Hazards and Floodprone Areas identifies portions of the Study Areas as part of the Limit of Regulated Area and Lake St. Clair Floodprone Area. Policy 5.4.1 of the Official Plan permits all uses legally existing prior to the date the Official Plan came into effect in 2010. Within the Lake St. Clair Floodprone Area, reasonable compromise will be made between the extent of the hazard and the continued use and future development of the area. Under Policy 5.4.1 (f), all lands within the Limit of the Regulated Area are regulated by the Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulations under the *Conservation Authorities Act*.

3.2.5 Summary of Policy Considerations:

The Official Plan land use planning framework generally conforms to and is consistent with Provincial and Regional policies. The Lakeshore OP policies provide direction on development and permitted uses within the corridor, which are primarily contemplated as residential, commercial, and institutional uses, some of which are only permitted subject to additional policy criteria.

The Lakeshore OP establishes that the Study Area is envisioned for mixed-use development, which promotes vibrant, higher intensity uses that blend residential, commercial, institutional, and community services within a compact, walkable environment. This includes supporting medium- to high-density housing, mixed-use buildings, and public spaces, while ensuring appropriate transitions to avoid land use conflicts and enhancing public transit opportunities.

Portions of the Study Area are identified as being within the Lake St. Clair Floodprone Area and the entire Study Area is identified as being within the Limit of Regulated Area. While reasonable

compromise will be made between the extent of the hazard and the continued use and future development of the area, consultation with the appropriate Conservation Authority should be made when proposing development within or near these lands.

3.3 Town of Lakeshore Zoning By-law 2-2012 (2012)

The Municipality of Lakeshore Zoning By-law 2-2012 ("Zoning By-law") was approved by Council on January 10, 2012. The Zoning By-law establishes a range of provisions and standards to implement the land use planning policy framework applicable to the Town.

The Zoning By-law zones the Study Area as Mixed Use (MU), Residential – Low Density (R1), Residential – Medium Density (R2), Residential Waterfront – Watercourse (RW1), Minor Institutional (I2), Service Commercial (CS), Urban Reserve (UR), Parks and Open Space (P), Central Area (CA), and General Employment (M1).

3.3.1 Mixed Use (MU)

This zone implements the Mixed Use designation of the Official Plan. Permitted land uses are existing low-density residential uses, a range of commercial and retail uses, and institutional uses. The lot and building requirements are supportive of the permitted uses, with additional front yard setbacks requirements for lots fronting on County Road 22.

3.3.2 Residential – Low Density (R1)

The Residential – Low Density zone allows for low intensity land uses such as single detached dwellings, group home dwellings, home occupations and bed and breakfast establishments. Additional residential unit(s) within an existing dwelling or in an accessory structure are also permitted. The lot and building requirements are supportive of the permitted uses, with a minimum lot area of 500 m^2 and a minimum lot frontage of 15.0 metres, and modest minimum front, rear and side yard requirements.

3.3.3 Residential – Medium Density (R2)

The Residential - Medium Density zone permits a variety of residential uses such as, semi-detached dwellings, duplex and triplex dwellings, and townhouse dwellings in addition to all uses within the R1 zone. The lot and building requirements are also similar to those of the R1 zone but has varying minimum lot requirements dependent on the type of dwelling.

3.3.4 Residential Waterfront – Watercourse (RW1)

The Residential Waterfront zone permits a similar range of land uses as the Residential – Low Density zone, including seasonal dwellings. The lot and building requirements are generally supportive of the permitted uses however, the requirements vary depending on access to municipal sanitary servicing.

3.3.5 Minor Institutional (I2)

A variety of institutional uses are permitted within the Minor Institutional zone, including places of worship, daycares, libraries, and public and private clubs. The lot and building requirements are supportive of the permitted uses, with a minimum lot area of 500 m^2, a minimum lot frontage of 15.0 metres, and minimum front, rear and side yard requirements.

3.3.6 Service Commercial (CS)

The Service Commercial zone implements the Service Commercial designation of the Official Plan. Permitted land uses are destination oriented commercial uses, and retail uses. Accessory dwelling unit(s) are permitted, subject to being in combination with a non-residential use. The lot and building requirements are supportive of the permitted uses. There is no minimum lot area, however development is limited to 50% lot coverage and minimum rear and side yard requirements are dependent on the abutting property zoning.

3.3.7 General Employment (M1)

The General Employment zone permits a variety of industrial, employment, accessory commercial and related uses. The lot and building requirements are supportive of the permitted uses, with a minimum lot area of 500 m^2 and a minimum lot frontage of 18.0 metres. The minimum rear and side yard requirements are dependent on if the abutting property is zoned residential, institutional, or open space.

3.3.8 Urban Reserve (UR)

The Urban Reserve zone implements the Urban Reserve designation of the Official Plan and is generally intended to accommodate future urban and employment uses. Permitted land uses are agricultural, forestry uses, home occupations, and a variety of existing uses such as single detached dwellings, mobile homes, group homes, bed and breakfast establishments, and greenhouses. The lot and building requirements are stringent primarily due to the lands being reserved for future development where further study is required prior to development. The lot requirements vary dependent on a residential use or agricultural and accessory uses. The maximum permitted height is 10.5 metres.

3.3.9 Parks and Open Space (P)

The Parks and Open Space zone permits limited development and is supportive of the conservation and enhancement of land and/or the environment. Permitted land uses include public and private parks, golf courses, fairs or exhibition grounds, conservation areas, and public and private clubs. The lot and building requirements are supportive of the permitted uses, with no minimum lot area and a minimum lot frontage of 15.0 metres, and modest minimum front, rear and side yard requirements.

3.3.10 Central Area (CA)

The Central Area is generally intended for the traditional downtown main streets and high activity centres of the Town. The Central Area zone permits a range of existing residential uses,

and a variety of commercial and institutional uses, including shopping centres, supermarkets, retail establishments, places of worship, and public and private schools. In the Central Area zone, there are no minimum lot area, lot frontage, and front yard requirements, and reasonable rear and side yard requirements.

It should be noted that certain lands within the Corridor are also subject to site-specific exceptions. The site-specific exceptions, as detailed in Section 9.0 of the Zoning By-law, provide specific regulation such as permitted uses, site-specific development standards, and definitions that apply only to the lands within the exception.

3.3.11 Summary of Policy Considerations:

There are a total of ten (10) zones that apply to lands within the Study Area. Permitted uses within these zones are generally existing uses, a range of residential uses, commercial and retail uses, institutional uses, and employment uses.

The minimum lot and building requirements are generally representative of a more urban nature of the permitted land uses, with smaller minimum lot areas and modest minimum yard requirements.

3.4 Corridor Transformation Strategy for County Road 22 (2012)

The Corridor Transformation Strategy for County Road 22 was developed in 2012 a to provide a comprehensive framework guiding the long-term development of the corridor. The Strategy envisions County Road 22 transitioning from an auto-oriented arterial to a Mixed Use, transit-supportive “Urban Avenue” that serves as a central growth corridor for Lakeshore. The intent is to accommodate a diverse mix of commercial, residential, employment, and community uses, with the greatest intensities directed to Primary and Secondary Nodes along the corridor.

The Strategy outlines a series of principles and design guidelines applicable to all proposed developments for the transformation of County Road 22, including:

- **Secondary Nodes**: A series of Secondary Nodes are established to direct the most intensive and mixed use development which is supportive of future transit along the Corridor.
- **Interim and Ultimate Development**: The guidelines encourage a long-term vision for more intensive development within nodes while recognizing that interim forms of development may be accommodated in the short to medium term, while not precluding the achievement of the ultimate built forms. Development applications which do not meet the intent of the guidelines should only be considered when accompanied by a Master Site Plan which illustrates how the site may be intensified and built-out over time.
- **Streetscape**: An attractive and well designed streetscape is encouraged that provides for consistent streetscape elements to define the character of the Town and its distinct communities. The Town will work with the County in this regard.

- **Built Form**: The guidelines provide for the development of a ‘continuous’ street frontage which provides for a more comfortable and pedestrian-oriented environment within Secondary Nodes and mixed use areas, while accommodating ‘intermittent’ street frontages along the Corridor where employment and commercial uses predominate.
- **Parking, Site Access and Circulation**: Parking areas should be appropriately located and screened from public view to add visual amenity to the streetscape and encourage pedestrian activity. Direct vehicle access to the Corridor should be limited in favour of shared access locations, where feasible, and in consultation with the County.
- **Landscaping**: The provisions of street trees and other plantings within and adjacent to the right-of-way is encouraged to provide a consistent streetscape and improve pedestrian amenity along the Corridor.
- **Parks, Open Space and Trails**: An integrated network of parks, open spaces and trails is encouraged in keeping with the Town’s Waterfront Development Strategy and Trails Master Plan, and the County Wide Active Transportation (CWATS) Master Plan.
- **Signage**: Guidelines are provided to direct signage along the Corridor to avoid visual clutter and create a more attractive streetscape.
- **Gateways**: Gateway locations are identified as appropriate locations to mark a unique place and reinforce a sense of community identity.

Development is expected to emphasize street-oriented, medium-density built forms, reduced setbacks, and active frontages, while limiting large surface parking areas through requirements for rear- and side-yard parking, shared access arrangements, and driveway consolidation. Streetscape improvements, including consistent landscaping, pedestrian and cycling infrastructure, coordinated signage, and gateway features, are intended to reinforce a unified corridor identity and improve safety and connectivity.

The Strategy includes numerous photos of development within the corridor to show the types of land uses and built form that existed at the time it was prepared. Other photos and renderings are included to illustrate the type of built form and public realm improvements described by the Strategy to give a sense of what the Study Area could look like in the future.

Implementation of the Strategy is expected to be accomplished through the development review process. The Strategy should be used as a guide for reviewing new proposals for development within the Corridor. Official Plan Amendments, Zoning By-law Amendments, Plans of Subdivision or Condominium, and Site Plan applications should be reviewed for opportunities to contribute to the ultimate vision for the Corridor as provided by the Strategy. The Strategy does not have the same statutory authority as an Official Plan or Secondary Plan policy, Community Planning Permit System or Zoning By-law, but it provides a cohesive vision for development that can be referenced by Municipal staff to influence the outcome of development proposals.

3.5 County Road 22 Corridor Enhancement Project

The County of Essex and the Municipality of Lakeshore are preparing to enhance the County Road 22 corridor between I.C. Roy Drive and West Belle River Road. The proposed enhancements are based on the recommendations of the County Road 22 Environmental

Assessment Study (2006) and the County Road 22 Corridor Alternatives and Strategies Study (2022), as well as input received after Public Consultation Centres held in June of 2024 and March of 2025.

The Class Environmental Assessment (EA) for Improvements to County Road 22 was finalized in 2006, followed by the completion of the County Wide Active Transportation Systems (CWATS) Master Plan in 2012. Since completion of the 2006 Class EA, the 2012 CWATS Master Plan and the 2012 Corridor Transformation Study, approaches to roadway planning and design have advanced considerably, emphasising complete streets, accessibility, vision zero principles, and the provision of dedicated pedestrian and cycling infrastructure.

As a result, the County Road 22 Corridor Alternatives and Strategy Study was launched in 2020, and the intent of the Study was to develop an alternative design that builds upon the previously County adopted 2006 EA and the 2012 CWATS. The goals of the preferred alternative were to:

- Accommodate expected future growth, targeting the 2031 planning horizon;
- Improve traffic operations on the County Road 22 corridor;
- Accommodate vehicular (including provisions for future transit), pedestrian and cyclist traffic;
- Improve safety for all road users;
- Reduce the number of accesses to County Road 22 in order to improve efficiency and safety along the corridor and to support the desired “built form” envisioned by the Corridor Transformation Strategy; and
- Improve streetscaping to enhance the visual appeal, encourage active transportation and strengthen the sense of community.

The Study reviewed existing conditions, land use and future growth and completed 2 phases of public engagement. The first phase of public engagement was to collect feedback on corridor conditions, constraints, preferences for improvements along the corridor to inform the confirmation of the preferred design solution. While the second phase of public engagement was to present the design alternatives of the corridor.

In March 2022, the alternative design for Corridor 22 was presented to Council. The alternative design included a multi-use pathway on the south side as well as separated cycle tracks to support active transportation within the corridor. The alternative design also features wide boulevards to allow for enhanced streetscaping. The County Road 22 Corridor Alternatives and Strategy Study was completed in late 2022.

As the project advanced to the detailed design stage, a Public Information Centre was held in June 2024 to provide feedback on the detailed design. As a result of the feedback received, a modified design was prepared and presented to Council. Council approved the modified design presented in September 2024, with the following modifications:

1. Eliminate the cycle tracks on both sides of County Road 22 while maintaining a sidewalk on the north side, a multi-use path on the south side and a centre turning lane for traffic.

2. Extend Faith Drive from St. Mary's Road to Renaud Line before the reconstruction of County Road 22 begins.
3. Ensure that traffic signals at the intersection of County Road 22 and Emery Drive are installed after or while Faith Drive is extended.
4. Remove proposed benches and trees.
5. Host another Public Consultation Centre to gather feedback on the updated design.

Once the modified design was updated, a second Public Information Centre was held in March 2025 to present the updated recommended improvements design for County Road 22 from I.C. Roy Drive to West Belle River Road. Currently, the County and the Municipality are preparing to make major enhancements to the County Road 22 corridor between I.C. Roy Drive and West Belle River Road.

Any updates to the Corridor Strategy should reflect and support the implementation of the Corridor Enhancement Project and ensure that new development does not conflict with the designs and objectives of the project.

3.6 Housing Accelerator Fund (HAF)

Lakeshore has been allocated $7,436,162 in funding over four years from 2025 to 2029 through the federal Housing Accelerator Fund. The CMHC-Lakeshore intergovernmental Housing Accelerator Fund Contribution Agreement was signed on January 24, 2025, and publicly announced on February 3, 2025. In order to ensure the Municipality continues to receive funding the Municipality is required to implement all nine Approved Action Plan initiatives on time and to accelerate housing development approvals to meet its total housing supply growth target of 898 net new housing units by Q1 2029. Capital projects, specifically infrastructure improvements, will also be required.

A formal partnership with the University of Windsor's Centre for Cities to assist in implementing the initiatives for the duration of the project has been finalized through a Memorandum of Understanding and a subsequent contractual project agreement. Through this relationship, a Horizons team has been formed.

Initiative 1 under the HAF funding Action Plan forms the basis for intensification and gentle density through the implementation of as-of-right zoning along primary corridors and in urban cores.

The Corridor Strategy will be updated based on the results of the design charettes facilitated by Centre for Cities and will inform updates to zoning regulations to allow for mid- and high-density residential zones, enabling multi-unit residential development above commercial properties. This approach will help the Municipality and County coordinate on providing municipal servicing and streetscape improvements over time.

The final report on the HAF funding Action Plan is due for Council consideration by February 14, 2026. The County Road 22 Corridor is the ideal geographic corridor to achieve the goal of intensification and gentle density due to existing and planned services, potential for redevelopment and intensification of underused sites, and location of existing services and commercial activity.

4. Summary of Recommended Updates

The County Road 22 Corridor Strategy was prepared nearly fifteen years ago in 2012. Since then, the County of Essex has updated its Official Plan and initiated the County Road 22 Corridor Enhancement Project. Based on the review conducted for this report, the Corridor Strategy remains generally in line with the direction of the current County Official Plan, but it may be advisable to consider an update to the Corridor Strategy.

The following updates to the Corridor Strategy are recommended:

- Update terminology for consistency with current planning policy
- Replace or supplement photos with current photos of the Corridor
- Update streetscape renderings to align with approved changes to the streetscape as part of the Corridor Enhancement Project
- Update guidelines and recommendations to better align with community priorities where appropriate

The general principles and intended outcomes of the Corridor Strategy remain desirable and reflect best practices for achieving complete communities and designing streetscapes that are safer and more inviting for people on foot, bike and public transit. The recommended updates would help renew interest in the Corridor Strategy, bring it in alignment with the Enhancement Project and help encourage its implementation over the next 10-15 years.

5. Next Steps

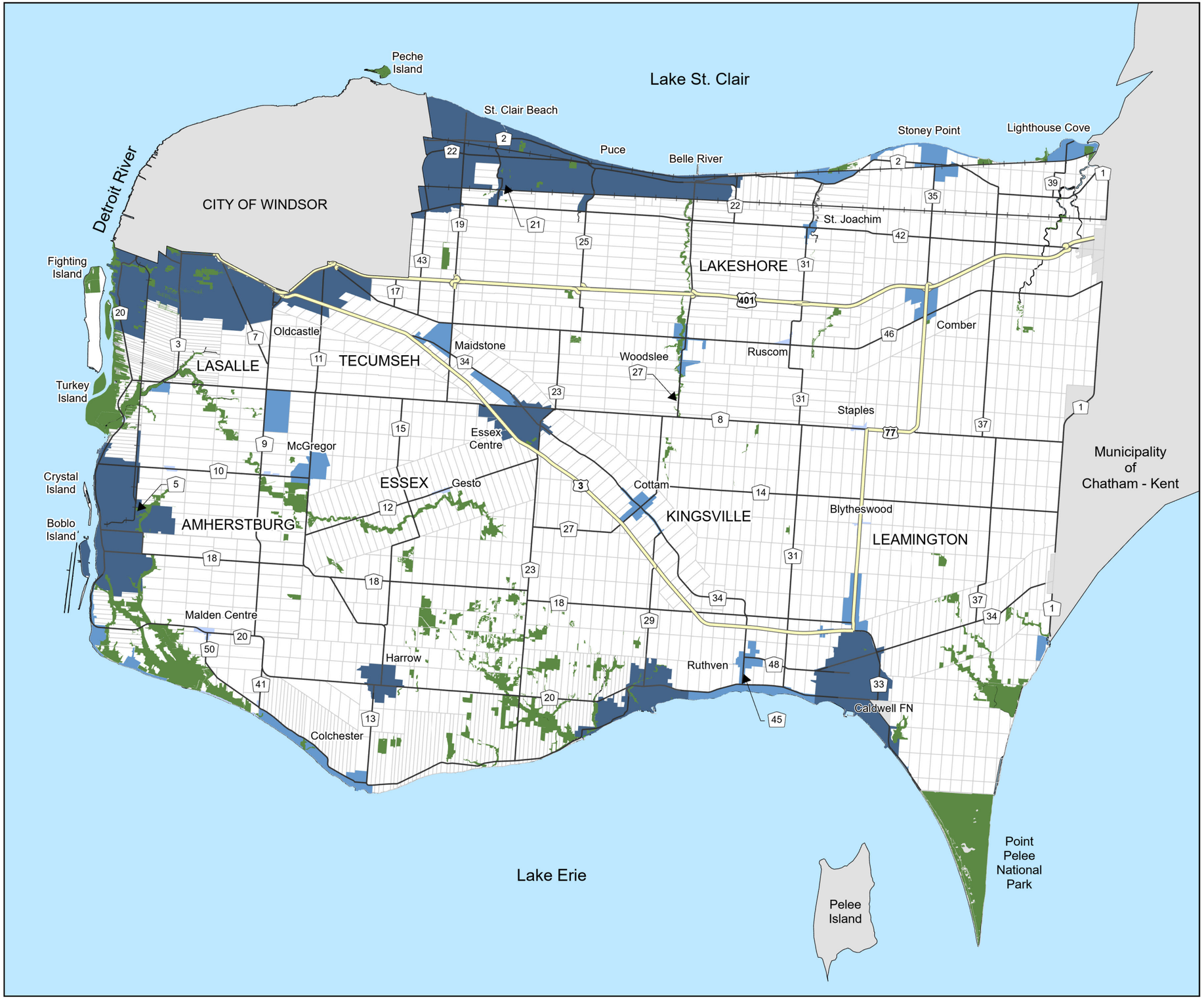
The Municipality of Lakeshore, in partnership with Centre for Cities, will undertake a community charette to gather input from the community on potential updates to the Corridor Strategy. The results of the charette will be reviewed to help inform updates to the Corridor Strategy.

Since the Corridor Strategy is not a statutory document, there are no minimum requirements for public consultation, however it would be appropriate to hold at least one public open house to present the draft updates to the community before presenting a final version to Council for adoption. In addition, those land owners who have development proposals will be engaged.

Once adopted, the updated Corridor Strategy should be used to help guide development within the Study Area. Future updates to the Lakeshore Official Plan and Zoning By-law may include direction requiring that development proponents demonstrate how their proposals will contribute to the implementation of the Corridor Strategy.

Over time, the implementation of the Corridor Strategy will help this important location in Lakeshore become a more active, prosperous and complete community.

Appendix 1 – County of Essex Official Plan Schedule A-2



Schedule A2

Settlement Structure Plan

- Railway
- County Roads
- Provincial Highway
- Lot Fabric
- Primary Settlement Areas
- Secondary Settlement Areas
- Hamlet
- Natural Environment Designation

Created: April 2024
Last Revised: June 2025

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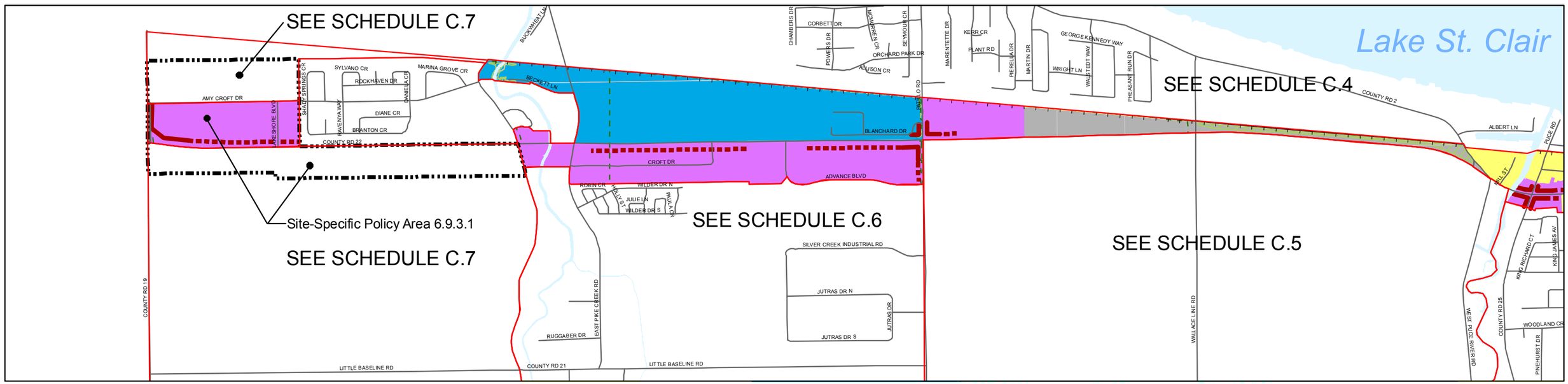
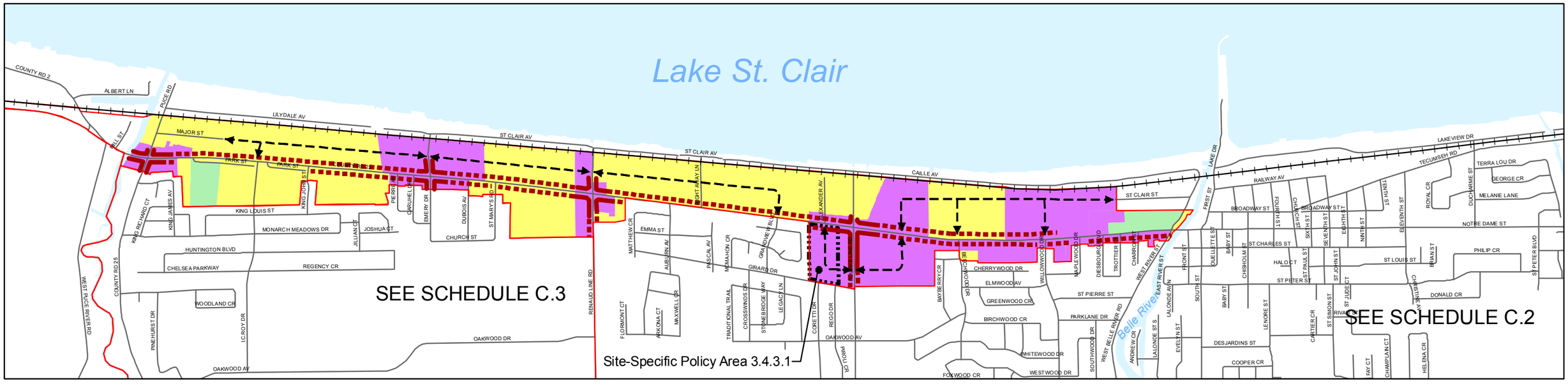
20 km

Appendix 2 – Lakeshore Official Plan Schedule C11





LAND USE DESIGNATION (SECTION 6.0)

- Agricultural Designation
- Hamlet Designation
- Waterfront Residential Designation
- Urban Fringe Designation
- Residential Designation
- Service Commercial Designation
- Recreational Commercial Designation
- Mixed Use Designation
- Central Area Designation
- Employment Designation
- Major Institutional Designation
- Natural Conservation Designation
- Parks and Open Space Designation
- Urban Reserve Designation

LEGEND

- Urban Area Boundary
- Hamlet Area Boundary
- Waterfront Area Boundary
- Urban Fringe Area Boundary
- Town Boundary
- Site-Specific Policy Area
- Special Planning Area
- Lake St. Clair Floodprone Areas/ Inland Floodplain Development Control Area
- Limit of the Regulated Area
- Woodlands
- Candidate Provincially Significant Wetlands
- Continuous Street Frontage
- Intermittent Street Frontage
- Potential Road Connection

N W E S

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Interpretation Note: This Schedule will be read and interpreted in conjunction with the Official Plan in its entirety.
Land Use Designations on this Schedule must be interpreted in conjunction with Schedule B.2 (Natural Heritage Features).

Town of Lakeshore OFFICIAL PLAN

SCHEDULE "C.11" LAND USE (COUNTY ROAD 22 SPECIAL PLANNING AREA)

MMM GROUP

Revision Date: January 10, 2012

M:\Jobs\2009\14.09208.001.P01 - Town of Lakeshore\Mapping\GIS\mxd\2012 01\Schedule C11 - Land Use - County Road 22 Special Planning Area (New MU).mxd

Municipality of Lakeshore – Report to Council

Corporate Services

Deputy Chief Administrative Officer

To: Mayor and Members of Council

From: Justin Rousseau, Deputy Chief Administrative Officer/Chief Financial Officer

Date: October 14, 2025

Subject: Lakeshore Community Benefit Fund Grant Applications for 2025

Recommendation

Direct Administration to process the Lakeshore Community Benefit Fund Grant Applications for applications # _____ to a maximum per application of $5,000, as presented at the November 4, 2025 Council meeting.

Strategic Objectives

This does not relate to a Strategic Objective however it is a core service of the Municipality.

Background

The Municipality of Lakeshore is dedicated to fostering a vibrant community, promoting inclusivity, and supporting organizations that contribute to the social and cultural fabric of the municipality. The Lakeshore Community Benefit Fund Grant supports charitable and not-for-profit organizations that benefit the residents of Lakeshore by providing financial assistance across various categories.

Eligible organizations include:

- Charitable organizations registered with the Canada Revenue Agency
- Registered not-for-profit organizations
- Associations or societies that are recognized at law as not-for-profit

Funding categories include:

- Social and Community Services
- Senior or Youth Activities
- Historical, Arts, and Cultural Events or Organizations
- Community Beautification and Protection/Preservation of the Environment

The Municipality of Lakeshore may award cash grants, up to maximum of 50%, or $5,000, whichever is less, of the cost of the capital project.

The program was introduced in 2020 with annual funding of $25,500. The deadline for 2025 applications was September 30.

Comments

Below is a listing of the 2025 applications received, including whether they comply with the Community Benefit Fund Policy, the requested amount, and the eligible amount:

Organization	Application #	Date Received	Complies with Policy	Project Budget	Grant Request Amount	Eligible Amount [a]
Comber and District Historical Society	1	2025-07-10	Yes	$5,000	$3,500	$2,500
Community Support Centre of Essex County	2	2025-08-26	Yes	$6,830	$3,000	$3,000
Proverbs Heritage Organization	3	2025-08-28	Yes [b]	$10,000	$5,000	$5,000
1st Comber Scouting	4	2025-09-16	Yes [c]	$5,075	$5,000	$2,537
Windsor Essex County Humane Society	5	2025-09-10	No [d]	$10,000	$5,000	$0
Windsor Essex Child/Youth Advocacy Centre (WECYAC)	6	2025-09-19	No [d]	$5,000	$5,000	$0
Lakeshore Lighting Girls Hockey Association	7	2025-09-21	Yes	$4,997	$5,000	$2,498
Maidstone & Area Historical Society	8	2025-09-24	Yes [b]	$2,000	$1,000	$1,000
The Beaudoin Family	9	2025-09-25	No [e]		$5,000	$0

Good Neighbour Club of Belle River and Area	10	2025-09-26	Yes [b]	$6,000	$2,907	$2,907
Wonderbroads Charitable Dragon Boat Racing Organization	11	2025-09-29	Yes [f]	$11,500	$5,000	$5,000
Organization	**Application #**	**Date Received**	**Complies with Policy**	**Project Budget**	**Grant Request Amount**	**Eligible Amount [a]**
Skate Lakeshore Association	12	2025-09-29	Yes	$5,085	$2,540	$2,540
Club De L'Age D'Or Le Foyer Pointe-Aux-Roches	13	2025-09-29	No [b, g]	$3,940	$1,970	$0
927 St. Joachim L'Association (927SJL)	14	2025-09-29	Yes [b]	$22,000	$5,000	$5,000
Total					$54,917	$31,982

Notes:

[a] Eligible Amount is determined by Administration as per the Community Benefit Fund Grant Policy

[b] Additional support is provided to this organization through the Grant Fund Program (Policy CS-0069).

[c] The address of the organization is located outside of Municipality of Lakeshore, however, the capital project is for Comber St. Andrew's United Church, which is located in Lakeshore and benefitting Lakeshore residents.

[d] Neither the organization, nor the capital project is located in Lakeshore, the residents of the Municipality of Lakeshore can benefit from the organization by participating the events and/or receiving the services provided by the organization.

[e] This applicant is not an organization that falls into the “Organization” identified in Section 1.2 a) and/or provides services that fall into “Funding Categories” identified in Section 2.1 of the Community Benefit Fund Grants Policy. The application has not been included for review as it is an individual and not an organization. [f] The address of the organization is located outside of Municipality of Lakeshore, however, the dragon boat and the trailer are stored at the Sandbar Puce Marina on and off season.

[g] This application is to fund an event, but not for a capital project.

Financial Impacts

The 2025 budget has allocated $25,500 for the Lakeshore Community Benefit Fund Grant Program. The total eligible request of $31,982 exceeds the available funding by $6,482.

Should Council wish to limit grants to the available budget of $25,500, they may opt to prioritize or reduce funding for some applications. A recommendation to enforce a maximum per organization of $5,000 has been incorporated to align with the annual funding limitations.

Should Council wish to authorize grants in excess of the available budget of $25,500, they may opt to fund the overage from the Community Benefit Reserve. The forecasted balance of the Community Benefit Reserve at the end of 2025 is approximately $753,644.

Attachments

- Application forms

Report Approval Details

Document Title:	Lakeshore Community Benefit Fund Grant Applications for 2025.docx
Attachments:	- Lakeshore Community Benefit Fund Applications_Redacted.pdf
Final Approval Date:	Oct 28, 2025

This report and all of its attachments were approved and signed as outlined below:

Prepared by Justin Rousseau

Approved by the Corporate Leadership Team

Name of Community Organization/Group *

Comber and District Historial Sodiety

Full Address / PO Box (including postal code) *

N0P 1J0

Contact Person and Job Title *

[redacted]

Email Address *

[redacted]

Phone Number *

[redacted]

Would you like to opt-in to receive additional communications from the Municipality of Lakeshore? *

- (•) Yes
- ( ) No

Type Of Organization *

Charitable organization registered with the Canada

Organization Details *

873286363

Number of Volunteers in Organization

6

Number of Paid Employees In Organization

1

Grant Request Amount ($5000.00 maximum) *

$3,500.00

Has your organization received a grant in previous year(s) from the Municipality of Lakeshore? *

Yes

Please specify amount of grant per year

2023 - $6,914.35

Will your organization require grants in future years?

Yes

Is this a capital project? *

- ○ Yes
- ◉ No

Please note, grant applications will only be accepted for capital projects. Please revise your application to reflect this requirement.

Project Details *

Military Service "Wall of Honour" for our Comber and area WW1 and WWII Veterans .. A 7 ' x 12' Framed White Vinyl wall with 3" x 5" framed photos
for each of our local vets mounted on a separate mounted panel (on the wall)(WW1/WWII/other) with lighting and signage. Approx cost of project is $4,000.00.

Project Benefits to the Municipality of Lakeshore

How will this project benefit Lakeshore and its communities? *

This will be a public display featured in the main room of the Comber and District Historical Society Museum. It is our intention to honour our local vets who served in WW1/WWII as well as other wars.

What is the anticipated # of residents participating or benefiting from the project? *

Our Comber Museum is open from May 24th weekend to Thanksgiving weekend in October. During this 5 month period we average 300 people that visit our museum.

Is your organization based in the Municipality of Lakeshore? *

Yes

Number of Lakeshore residents using/participating in the service?

350

Total number of people (including residents of Lakeshore) participating in/using the service?

2000

Did you apply for grants in other municipalities? *

No

Do you have a detailed budget for the proposed project? *

Yes

Please attach a copy of the project budget and any other relevant information including the most recent financial statements of the organization.

Disclaimer and Signature

I / We certify that the information contained in this application is true and complete to the best of my/our knowledge.

Signature

Name of Signature *

[redacted]

Position of Signature

President - Comber and District Historical Society Museum

Signature 2 (if needed)

Name of Community Organization/Group *

Community Support Centre of Essex County

Full Address / PO Box (including postal code) *

4-962 Old Tecumseh Rd Lakeshore, On N0R 1A0

Contact Person and Job Title *

[redacted] Financial bookkeeper

Email Address *

[redacted]

Phone Number *

[redacted]

Would you like to opt-in to receive additional communications from the Municipality of Lakeshore? *

- (•) Yes
- ( ) No

Type Of Organization *

Registered not-for-profit organization

Organization Details *

CSC is registered under 10696 2608 RR 0001. Serving 7,000 residents through: Adult Day Program, Community Food Pantry, Compassion Care Community, Congregate Dining, Foot Care, Home Supports, Meals on Wheels, Transportation, Visiting Programs and more

Number of Volunteers in Organization

210

Number of Paid Employees In Organization

34

Grant Request Amount ($5000.00 maximum) *

3000

Has your organization received a grant in previous year(s) from the Municipality of Lakeshore? *

Yes

Please specify amount of grant per year

5000

Will your organization require grants in future years?

Yes

Is this a capital project? *

- (•) Yes
- ( ) No

Project Details *

We are requesting half of the cost of a new oven. Each day, CSC prepares over 100 meals for Meals on Wheels, melas for Congregate Dining and completes food rescue with the Food Pantry (Food Bank). CSC is seeking half of the cost of replacing the oven. CSC intends to pay the other half, the delivery and the installation costs.

Project Benefits to the Municipality of Lakeshore

How will this project benefit Lakeshore and its communities? *

This project directly benefits the many residents who receive Meals on Wheels, attend Congregate Dining and Utilize the Food Bank

What is the anticipated # of residents participating or benefiting from the project? *

3960

Is your organization based in the Municipality of Lakeshore? *

Yes

Number of Lakeshore residents using/participating in the service?

3960

Total number of people (including residents of Lakeshore) participating in/using the service?

4782

Did you apply for grants in other municipalities? *

No

Do you have a detailed budget for the proposed project? *

Yes

Please attach a copy of the project budget and any other relevant information including the most recent financial statements of the organization.

Disclaimer and Signature

I / We certify that the information contained in this application is true and complete to the best of my/our knowledge.

Signature

Name of Signature *

[redacted]

Position of Signature

Financial Bookkeeper

Signature 2 (if needed)

Name of Community Organization/Group *

Proverbs Heritage Organization

Full Address / PO Box (including postal code) *

932 Lakeshore Rd.107 Essex Ont. N8M2X7

Contact Person and Job Title *

[redacted]

Email Address *

[redacted]

Phone Number *

[redacted]

Would you like to opt-in to receive additional communications from the Municipality of Lakeshore? *

- (•) Yes
- ( ) No

Type Of Organization *

Charitable organization registered with the Canada

Organization Details *

104335435RR0001

Number of Volunteers in Organization

30

Number of Paid Employees In Organization

0

Grant Request Amount ($5000.00 maximum) *

$5000.00

Has your organization received a grant in previous year(s) from the Municipality of Lakeshore? *

Yes

Please specify amount of grant per year

$11,000.00

Will your organization require grants in future years?

Yes

Is this a capital project? *

- (•) Yes
- ( ) No

Project Details *

We are applying for funding to support the continued restoration of the Little Log Cabin at the John Freeman Walls Historic Site and Underground Railroad Museum. This historic structure, which recently received a donated steel-shingle roof from Double AA Roofing, is a vital part of the museum's storytelling and heritage landscape.

The next phase of work will focus on replacing the deteriorated electrical lines and finishing the floors. This is why we are applying for this grant. The requested $5000 will be matched and used towards the electrical components and wood flooring. This building it is the central hub of our electricity at the museum. These improvements are essential to ensure the cabin is structurally sound, safe for visitors, and ready for expanded use.

Once restored, the Little Log Cabin will serve as an interpretive space for guided tours, a workshop hub for schools, and a storytelling center for community events. It will allow visitors to experience history in a more immersive way while strengthening the museum's capacity to host educational programs, cultural activities, and intergenerational learning opportunities.

Importantly, this restoration will also engage local students and volunteers, continuing the meaningful practice of hands-on learning. By involving youth in the preservation of this landmark, we not only protect physical heritage but also inspire the next generation to take pride in Lakeshore's history of freedom, resilience, and community.

Project Benefits to the Municipality of Lakeshore

How will this project benefit Lakeshore and its communities? *

Ultimately, this project strengthens Lakeshore's cultural landscape, ensuring that its residents and visitors can explore, celebrate, and connect with a vital piece of Canadian and local history year-round, while benefiting from a rich, cross-curricular educational experience that integrates art, literature, science, and history into meaningful, memorable learning. This will benefit the town of Lakeshore by positively and intrinsically enriching its community members.

Funding the restoration of the Little Log Cabin will provide Lakeshore with a safe, year-round cultural and educational space, addressing a critical gap in the museum's current operations. Presently, the John Freeman Walls Historic Site is largely closed during the winter months, limiting school visits, community engagement, and experiential learning opportunities. By restoring the cabin's flooring, electrical systems, and assessing the foundation, we will create a functional indoor space that can be used throughout the year, regardless of weather.

This year-round space will allow the museum to welcome more grade-school visits, particularly during Black History Month and other key educational periods, when the outdoor grounds are often inaccessible. Students will gain immersive, cross-curricular learning experiences, exploring history, art, science, and English through literature, storytelling, and interpretive activities that bring the Underground Railroad and the Walls family story to life. The cabin will host workshops, storytelling sessions, and hands-on activities that encourage creativity, critical thinking, and reflection, making heritage learning dynamic and interactive.

In addition, our museum draws crowds from both Canada and the US. We partner with a tour bus group named Footsteps to Freedom and this season alone we toured about 700 US visitors from their group. We also toured about 200 addition visitors from the US. These figures aren't including the thousand+ local & Canada wide visitors we see each summer season. These visitors complete their tour and ask us about local food, shopping and tourism establishments/attractions to travel to and we provide a list of exciting Lakeshore destinations for them. With a year-round facility like the Little Log Cabin that we are hoping to restore we can funnel guests from far and wide into the surrounding lakeshore community to eat and to explore.

Moreover, by involving local students and volunteers in the restoration and ongoing programming, the project continues to foster intergenerational learning, skill development, and community stewardship.

What is the anticipated # of residents participating or benefiting from the project? *

With being able to be open year-round and operating out of this cabin as a resource center for school groups we anticipate 2500 visitors per year. This summer our museum grounds welcomed around 1400 visitors during our 5month summer season restoring this building allows us to be open almost double the time enabling us to see double the visitors

Is your organization based in the Municipality of Lakeshore? *

Yes

Number of Lakeshore residents using/participating in the service?

1500

Total number of people (including residents of Lakeshore) participating in/using the service?

3000

Did you apply for grants in other municipalities? *

No

Do you have a detailed budget for the proposed project? *

Yes

Please attach a copy of the project budget and any other relevant information including the most recent financial statements of the organization.

Disclaimer and Signature

I / We certify that the information contained in this application is true and complete to the best of my/our knowledge.

Signature

Name of Signature *

[redacted]

Position of Signature

Owner & Curator

Signature 2 (if needed)

Name of Community Organization/Group *

1st Comber Scouting

Full Address / PO Box (including postal code) *

37 Satinwood Cres. Leamington ON N8H 0P1

Contact Person and Job Title *

[redacted]

Email Address *

[redacted]

Phone Number *

[redacted]

Would you like to opt-in to receive additional communications from the Municipality of Lakeshore? *

- (•) Yes
- ( ) No

Type Of Organization *

Registered not-for-profit organization

Organization Details *

Scouts Canada

Number of Volunteers in Organization

6

Number of Paid Employees In Organization

0

Grant Request Amount ($5000.00 maximum) *

$5000.00

Has your organization received a grant in previous year(s) from the Municipality of Lakeshore? *

No

Please specify amount of grant per year

$5000.00

Will your organization require grants in future years?

No

Is this a capital project? *

- ○ Yes
- ◉ No

Please note, grant applications will only be accepted for capital projects. Please revise your application to reflect this requirement.

Project Details *

Comber St. Andrew's United Church has provided a location for Comber Scouting to create a community rest area on Main Street, Comber for our many walkers to enjoy at the south end of the village. It will include a cement pad to house a bench, a walking path from the sidewalk, a birdhouse, and multiple shrubs to provide shade and beautification. The bulk of work and the ongoing maintenance will be done by the Comber Scouts themselves, allowing them to learn care and maintenance of landscaping as well as the pleasure of sharing their work with the community.

Project Benefits to the Municipality of Lakeshore

How will this project benefit Lakeshore and its communities? *

The project will enhance the visual of the Main Street of Comber as well as providing shade and a seating area for our residents at the south end of the village. The activity performed by the Scouting group will advance their knowledge of landscaping care and help curb climate change.

What is the anticipated # of residents participating or benefiting from the project? *

As many as 1000 residents could possible benefit from this project.

Is your organization based in the Municipality of Lakeshore? *

Yes

Number of Lakeshore residents using/participating in the service?

30

Total number of people (including residents of Lakeshore) participating in/using the service?

35

Did you apply for grants in other municipalities? *

No

Do you have a detailed budget for the proposed project? *

No

Please attach a copy of the project budget and any other relevant information including the most recent financial statements of the organization.

Disclaimer and Signature

I / We certify that the information contained in this application is true and complete to the best of my/our knowledge.

Signature

Name of Signature *

[redacted]

Position of Signature

Community Advocate

Signature 2 (if needed)

Name of Community Organization/Group *

Windsor Essex County Humane Society

Full Address / PO Box (including postal code) *

N8W 5V8

Contact Person and Job Title *

[redacted] Executive Director

Email Address *

[redacted]

Phone Number *

[redacted]

Would you like to opt-in to receive additional communications from the Municipality of Lakeshore? *

- (•) Yes
- ( ) No

Type Of Organization *

Charitable organization registered with the Canada

Organization Details *

118902055RC0001

Number of Volunteers in Organization

400

Number of Paid Employees In Organization

50

Grant Request Amount ($5000.00 maximum) *

5000.00

Has your organization received a grant in previous year(s) from the Municipality of Lakeshore? *

No

Please specify amount of grant per year

5000.00

Will your organization require grants in future years?

No

Is this a capital project? *

- (•) Yes
- ( ) No

Project Details *

"Welcoming Paws: Humane Intake & Visitor Entrance Upgrade"

Overview:
Renovate the entrance and intake/pound area to create a more welcoming, functional, and humane space for both animals and visitors. As we start 2026 we are commemorating our 100th year in existence - a Century of Caring. This welcoming area would be a great way to create a sense of arrival and commemorate this milestone.

This project would focus on:
-Improved signage and accessibility for visitors and staff.
-Secure and weather-protected intake area for animals arriving in distress.
-Soundproofing and climate control to reduce stress for animals during intake.
-Durable, easy-to-clean flooring and surfaces to improve hygiene and reduce disease transmission.
-A small waiting nook or visitor-friendly vestibule with educational materials about adoption, fostering, and animal care.

Project Benefits to the Municipality of Lakeshore

How will this project benefit Lakeshore and its communities? *

Although the Windsor/Essex County Humane Society is not physically located within the municipality of Lakeshore, it plays a vital role in serving Lakeshore residents through animal intake, adoption, and municipal animal control support. The proposed renovation of the entrance and intake/pound area will directly benefit Lakeshore residents by improving the intake experience for animals surrendered or found within the community, ensuring they are received in a safe, calm, and hygienic environment. A more welcoming and accessible entrance will enhance the adoption experience for Lakeshore families, encouraging responsible pet ownership and increasing adoption success rates. Additionally, the upgraded space will support emergency intake and municipal partnerships, including those with Lakeshore Animal Control, while offering educational materials that promote humane care and community awareness. This investment strengthens regional animal welfare infrastructure and ensures Lakeshore residents continue to receive high-quality, compassionate service.

What is the anticipated # of residents participating or benefiting from the project? *

The Windsor/Essex County Humane Society serves the entire Essex County region, including the municipality of Lakeshore. Based on intake and adoption data, it is estimated that approximately 1000 Lakeshore residents interact with the Humane Society annually—whether through surrendering animals, adopting pets, accessing animal control services, or participating in educational outreach. The renovated entrance and intake area will directly benefit these residents by improving the safety, accessibility, and overall experience of visiting the facility. Additionally, the project will enhance the Humane Society's ability to support Lakeshore's municipal animal control efforts, ensuring that stray and surrendered animals from the community are received in a humane and professional environment.

Is your organization based in the Municipality of Lakeshore? *

No

Number of Lakeshore residents using/participating in the service?

1000

Total number of people (including residents of Lakeshore) participating in/using the service?

14000

Did you apply for grants in other municipalities? *

Yes

Do you have a detailed budget for the proposed project? *

Yes

Please attach a copy of the project budget and any other relevant information including the most recent financial statements of the organization.

Disclaimer and Signature

I / We certify that the information contained in this application is true and complete to the best of my/our knowledge.

Signature

Name of Signature *

[redacted]

Position of Signature

Executive Director

Signature 2 (if needed)

Name of Community Organization/Group *

Windsor Essex Child/Youth Advocacy Centre (WECYAC)

Full Address / PO Box (including postal code) *

St. Clair College, Centre for Applied Health Sciences, 2000 Talbot Rd W, Windsor ON, N9A 6S4

Contact Person and Job Title *

[redacted] Executive Director

Email Address *

[redacted]

Phone Number *

[redacted]

Would you like to opt-in to receive additional communications from the Municipality of Lakeshore? *

- ○ Yes
- ◉ No

Type Of Organization *

Charitable organization registered with the Canada

Organization Details *

71130 7926 RR0001

Number of Volunteers in Organization

16

Number of Paid Employees In Organization

6

Grant Request Amount ($5000.00 maximum) *

5000

Has your organization received a grant in previous year(s) from the Municipality of Lakeshore? *

Yes

Please specify amount of grant per year

5000

Will your organization require grants in future years?

Yes

Is this a capital project? *

- (•) Yes
- ( ) No

Project Details *

Project Description

The Windsor-Essex Child/Youth Advocacy Centre (WECYAC) is applying for funding to create a healing, trauma-informed space for children, youth, and families who come to our Centre during times of crisis. This project represents a long-term capital investment that will benefit families across Windsor-Essex, including the 10–15% of children we serve who come from the Municipality of Lakeshore. By transforming the waiting area into a healing environment, families in crisis will feel supported, safe, and cared for.

Families often spend many hours at WECYAC while children participate in interviews with police, CAS workers, translators, or Indigenous representatives. During this time, caregivers and siblings wait nearby, often experiencing significant stress and worry.

Currently, our family waiting area is furnished with torn and outdated sofas that do not provide the calm and supportive environment children and families need. With a $5,000 investment, we will transform this space into a healing environment that reduces anxiety and promotes a sense of safety.

Proposed Budget:

Professional Fee (Design/Setup Support): $500

Sofas and Chairs (family and child seating): $3,000

Carpet/Area Rug (comfort and sound absorption): $500

Lighting and Accessories (lamps, decor, comfort tools): $1,000

These upgrades will create a calm, welcoming space that helps children, siblings, and caregivers manage stress during long and difficult appointments.

Project Benefits to the Municipality of Lakeshore

How will this project benefit Lakeshore and its communities? *

In 2019, more than two in five Canadians aged 15 and older reported experiencing childhood maltreatment, such as witnessing family violence or experiencing physical or sexual abuse before the age of 15. These early traumas are strongly associated with increased risks of further victimization later in life (State of the Criminal Justice System: A Focus on Youth, 2024, Research and Statistics Division). For the 10–15% of WECYAC clients who come from the Municipality of Lakeshore, these risks are very real, making timely access to safe, trauma-informed support essential. Our doors are always open when a child is ready to share their story, and we provide a safe, trauma-informed space where healing can begin. Last year, WECYAC supported 877 individuals, and demand for our services continues to grow.

WECYAC supports Lakeshore residents by ensuring that children, youth, and families have access to care, education, and resources during their most difficult moments. Whether it is connecting families to services, offering practical resources, or helping children and caregivers navigate feelings of guilt, shame, and crisis, our Centre exists to ensure that no child has to suffer alone.

This project will create a calm, welcoming environment that reduces anxiety and strengthens families' ability to cope during times of crisis. It is a lasting investment in community well-being, ensuring every Lakeshore child and their siblings and supporting caregivers has a place where they are heard, supported, and cared for.

What is the anticipated # of residents participating or benefiting from the project? *

101

Is your organization based in the Municipality of Lakeshore? *

No

Number of Lakeshore residents using/participating in the service?

101

Total number of people (including residents of Lakeshore) participating in/using the service?

877

Did you apply for grants in other municipalities? *

Yes

Do you have a detailed budget for the proposed project? *

Yes

Please attach a copy of the project budget and any other relevant information including the most recent financial statements of the organization.

Disclaimer and Signature

I / We certify that the information contained in this application is true and complete to the best of my/our knowledge.

Signature

Name of Signature *

[redacted]

Position of Signature

Executive Director

Signature 2 (if needed)

Name of Community Organization/Group *

Lakeshore Lighting Girls Hockey Association

Full Address / PO Box (including postal code) *

PO Box 223 N0R 1A0

Contact Person and Job Title *

[redacted] Treasurer

Email Address *

[redacted]

Phone Number *

[redacted]

Would you like to opt-in to receive additional communications from the Municipality of Lakeshore? *

- ○ Yes
- ◉ No

Type Of Organization *

Association or society otherwise recognized at law

Organization Details *

835520958 RC0001

Number of Volunteers in Organization

Approximately 150

Number of Paid Employees In Organization

0

Grant Request Amount ($5000.00 maximum) *

$5000

Has your organization received a grant in previous year(s) from the Municipality of Lakeshore? *

No

Please specify amount of grant per year

Will your organization require grants in future years?

No

Is this a capital project? *

- (•) Yes
- ( ) No

Project Details *

We would like to purchase goalie equipment for the organization. This equipment will be used for a numbers of girls to try goalie. Goalie equipment is very expensive and will be used for years to come. The organization has a very difficult time attracting girls to play net as the investment is so large. This will allow younger teams the opportunity to try different girls through the year in net on a rotational basis. It will also allow any older girls the opportunity to try net who otherwise would not be able too. It will also allow equitable opportunities for all girls regardless of any financial hardships there family may be in.

Project Benefits to the Municipality of Lakeshore

How will this project benefit Lakeshore and its communities? *

This grant will benefit Lakeshore by allowing our hockey program to continue to grow. Being able to provide this equipment will allow us to attract more girls who would like the opportunity to try playing net without the additional cost. It is still more difficult to acquire sponsorship for the girls then it is for boy hockey programs. We are trying to keep our cost as low as possible with registration to allow for as many girls to participate as we can.

What is the anticipated # of residents participating or benefiting from the project? *

500 registered plus the countless parents, siblings. grandparents , and friends who come out and watch these girls paly

Is your organization based in the Municipality of Lakeshore? *

Yes

Number of Lakeshore residents using/participating in the service?

Total number of people (including residents of Lakeshore) participating in/using the service?

Did you apply for grants in other municipalities? *

No

Do you have a detailed budget for the proposed project? *

Yes

Please attach a copy of the project budget and any other relevant information including the most recent financial statements of the organization.

Disclaimer and Signature

I / We certify that the information contained in this application is true and complete to the best of my/our knowledge.

Signature

Name of Signature *

[redacted]

Position of Signature

Treasuer

Signature 2 (if needed)

Name of Community Organization/Group *

Maidstone & Area Historical Society

Full Address / PO Box (including postal code) *

1093 Puce Rd (Cty Rd #25

Contact Person and Job Title *

[redacted] President

Email Address *

[redacted]

Phone Number *

[redacted]

Would you like to opt-in to receive additional communications from the Municipality of Lakeshore? *

- (•) Yes
- ( ) No

Type Of Organization *

Registered not-for-profit organization

Organization Details *

1696450

Number of Volunteers in Organization

36

Number of Paid Employees In Organization

0

Grant Request Amount ($5000.00 maximum) *

$1000

Has your organization received a grant in previous year(s) from the Municipality of Lakeshore? *

Yes

Please specify amount of grant per year

11500.00

Will your organization require grants in future years?

Yes

Is this a capital project? *

- (•) Yes
- ( ) No

Project Details *

Maidstone Heritage Native Gardens is a 19 year established garden project housing over 50 species of Native trees, shrubs, and plants all with an educational purpose whether it be for food, Indigenous medicine, cloth dying and to assist in the protection of Pollinators. In a sense the MAHS operates a living museum outside. Through the years we have established many programs to educated all ages of our community about these plants both historically as we as the importance they have on our ecosystem. Some of these programs are the Open Garden Tour, Butterfly Day, Pollinator Day. We operate a seasonal Butterfly House that is registered with MNRF to teach the metamorphism of the Monarch Butterfly. In 2020 these gardens were certified as "Habitat Friendly" by the Canadian Wildlife Federation.
Each year the MAHS places laminated signage throughout the gardens to provide information about the plants, trees and shrub. This signage only lasts till the end of a season and has to be repeated yearly which is an on going expense to MAHS. We would like to install permanent 8"x10" Aluminum Composite Paneling signs with wrought iron frame stands. These new permanent signs would not only enhance the gardens but provide year round information on the gardens for guests and tourist to read.

Project Benefits to the Municipality of Lakeshore

How will this project benefit Lakeshore and its communities? *

This project will help further the public education and engagement programs that the Maidstone Museum offers to the community as well will help to benefit the tourism aspect the museum brings to Lakeshore and Essex County

What is the anticipated # of residents participating or benefiting from the project? *

We have seen an increase this year on guests to the museum. Our tracking as of Sept 25 shows we have had 1,812 guest and tourist come to the museum for various events and drop ins

Is your organization based in the Municipality of Lakeshore? *

Yes

Number of Lakeshore residents using/participating in the service?

1400

Total number of people (including residents of Lakeshore) participating in/using the service?

2000

Did you apply for grants in other municipalities? *

No

Do you have a detailed budget for the proposed project? *

Yes

Please attach a copy of the project budget and any other relevant information including the most recent financial statements of the organization.

Disclaimer and Signature

I / We certify that the information contained in this application is true and complete to the best of my/our knowledge.

Signature

Name of Signature *

[redacted]

Position of Signature

President

Signature 2 (if needed)

Name of Community Organization/Group *

Good Neighbour Club of Belle River and Area

Full Address / PO Box (including postal code) *

272 St Paul St, Box 522, Belle River, ON N0R1A0

Contact Person and Job Title *

[redacted] President

Email Address *

[redacted]

Phone Number *

[redacted]

Would you like to opt-in to receive additional communications from the Municipality of Lakeshore? *

- (•) Yes
- ( ) No

Type Of Organization *

Registered not-for-profit organization

Organization Details *

Reg 118941251 ONC 256232

Number of Volunteers in Organization

40

Number of Paid Employees In Organization

1

Grant Request Amount ($5000.00 maximum) *

$2,907.00

Has your organization received a grant in previous year(s) from the Municipality of Lakeshore? *

No

Please specify amount of grant per year

0

Will your organization require grants in future years?

Yes

Is this a capital project? *

- (•) Yes
- ( ) No

Project Details *

This project with the purchase of 100 new Banquet Chairs with vinyl seat and back will add a new look for any of of special events and Dinner/Dances as we only had 10 old banquet chairs before. This will provide a sense of pride for the members of Lakeshore and the community. The new chairs will above all provide comfort, and
safety for all and especially for those with health issues which couldn't sit for very long on hard chair seats. These vinyl seat will be easy to clean and maintain over the years.

Project Benefits to the Municipality of Lakeshore

How will this project benefit Lakeshore and its communities? *

This purhase will serve Lakeshore and its communities for many years to come as these chairs are of good quality. This purchase of new Banquet Chairs will provide pride to the user and should attract more members of the community to particiapte in the activities and events that take place at the Good Neighbour Club nd even attract more rentals.
There's nothing better than attending an event and have a comfortable seat for a few hours especially if you have health or back issues.

What is the anticipated # of residents participating or benefiting from the project? *

Probably 800 per year

Is your organization based in the Municipality of Lakeshore? *

Yes

Number of Lakeshore residents using/participating in the service?

650

Total number of people (including residents of Lakeshore) participating in/using the service?

800

Did you apply for grants in other municipalities? *

No

Do you have a detailed budget for the proposed project? *

No

Please attach a copy of the project budget and any other relevant information including the most recent financial statements of the organization.

Disclaimer and Signature

I / We certify that the information contained in this application is true and complete to the best of my/our knowledge.

Signature

Name of Signature *

[redacted]

Position of Signature

VICE PRESIDENT

Signature 2 (if needed)

Name of Signature 2

[redacted]

Position of Signature 2

PRESIDENT

Name of Community Organization/Group *

Wonderbroads Charitable Dragon Boat Racing Organization

Full Address / PO Box (including postal code) *

4249 Casgrain Dr, Windsor, ON (personal address of fundraising chair person)

Contact Person and Job Title *

[redacted] Fundraising Committee Chair

Email Address *

[redacted]

Phone Number *

[redacted]

Would you like to opt-in to receive additional communications from the Municipality of Lakeshore? *

- (•) Yes
- ( ) No

Type Of Organization *

Charitable organization registered with the Canada

Organization Details *

851512475 RR0001

Number of Volunteers in Organization

30

Number of Paid Employees In Organization

Grant Request Amount ($5000.00 maximum) *

$5000

Has your organization received a grant in previous year(s) from the Municipality of Lakeshore? *

No

Please specify amount of grant per year

Will your organization require grants in future years?

Yes

Is this a capital project? *

- (•) Yes
- ( ) No

Project Details *

The project we require funding for is a new dragon boat for the team. Our existing boat is over 20 years old and it requires costly maintenance and does not support our future needs. The estimated cost of a slightly used boat is $11,500.

Project Benefits to the Municipality of Lakeshore

How will this project benefit Lakeshore and its communities? *

All breast cancer survivors are encouraged to join the team and would benefit from the sport of dragon boating. The latest research strongly states that a healthy lifestyle combined with exercise is a means of extending the rate of survival from breast cancer. This applies to all residents of Lakeshore as well as surrounding communities.

What is the anticipated # of residents participating or benefiting from the project? *

The number of residents who will benefit is only limited to the numbers of survivors that join our team and benefit from the message of a healthy lifestyle that we promote though our campaigns and participation in community events

Is your organization based in the Municipality of Lakeshore? *

Yes

Number of Lakeshore residents using/participating in the service?

Total number of people (including residents of Lakeshore) participating in/using the service?

Did you apply for grants in other municipalities? *

No

Do you have a detailed budget for the proposed project? *

No

Please attach a copy of the project budget and any other relevant information including the most recent financial statements of the organization.

Disclaimer and Signature

I / We certify that the information contained in this application is true and complete to the best of my/our knowledge.

Signature

Name of Signature *

[redacted]

Position of Signature

Fundraising Committee Chair

Signature 2 (if needed)

Name of Community Organization/Group *

Skate Lakeshore Association

Full Address / PO Box (including postal code) *

447 Renaud Line Rd, Belle River, ON N8L 0K3

Contact Person and Job Title *

[redacted] Member, Board of Directors

Email Address *

[redacted]

Phone Number *

[redacted]

Would you like to opt-in to receive additional communications from the Municipality of Lakeshore? *

- (•) Yes
- ( ) No

Type Of Organization *

Registered not-for-profit organization

Organization Details *

557209

Number of Volunteers in Organization

30

Number of Paid Employees In Organization

.25

Grant Request Amount ($5000.00 maximum) *

$2540.00

Has your organization received a grant in previous year(s) from the Municipality of Lakeshore? *

Yes

Please specify amount of grant per year

Will your organization require grants in future years?

Yes

Is this a capital project? *

- (•) Yes
- ( ) No

Project Details *

The Skate Lakeshore Association is striving to build its off-ice training program. Investing in off-ice training equipment is a strategic step toward building a stronger, more sustainable skating program that benefits the entire community. Off-ice training is widely recognized as an essential component of athlete development in figure and power skating. By providing equipment such as resistance bands, balance trainers, and strength/flexibility building tools, we enable skaters to develop critical skills—strength, flexibility, coordination, and endurance—beyond the constraints of limited ice time. This accelerates skill acquisition, improves performance, and reduces the risk of injury.

Access to off-ice training equipment also enhances program accessibility and affordability. Training can occur in multi-use community spaces, reducing reliance on costly ice rentals and allowing us to serve more participants at a lower cost. This creates a welcoming pathway for beginners, helping them build confidence in a safe environment before stepping on the ice, and supports the progression of athletes at all levels.

Skate Lakeshore is respectfully requesting consideration of a grant for 50% of the capital costs associated with the investment in this off-ice training equipment to help build athlete training and the Skate Lakeshore programs complementary to limited ice availability.

Project Benefits to the Municipality of Lakeshore

How will this project benefit Lakeshore and its communities? *

The benefits of this investment into an off-ice skating program extend beyond individual participants. A stronger, more competitive skating program attracts new members, retains youth in positive, structured physical activity, and positions the club to host events, competitions, and exhibitions. These events generate local economic activity and foster community pride. Most importantly, by promoting physical literacy, lifelong fitness, and personal growth, the skating program becomes a valuable community asset, contributing to the overall health and well-being of residents.

What is the anticipated # of residents participating or benefiting from the project? *

500

Is your organization based in the Municipality of Lakeshore? *

Yes

Number of Lakeshore residents using/participating in the service?

460

Total number of people (including residents of Lakeshore) participating in/using the service?

575

Did you apply for grants in other municipalities? *

No

Do you have a detailed budget for the proposed project? *

Yes

Please attach a copy of the project budget and any other relevant information including the most recent financial statements of the organization.

Disclaimer and Signature

I / We certify that the information contained in this application is true and complete to the best of my/our knowledge.

Signature

Name of Signature *

[redacted]

Position of Signature

Member, Board of Directors

Signature 2 (if needed)

Name of Community Organization/Group *

Club De L'Age D'Or Le Foyer Pointe-Aux-Roches

Full Address / PO Box (including postal code) *

7500 Tecumseh Rd,. E., Pointe aux Roches, on

Contact Person and Job Title *

[redacted] President

Email Address *

[redacted]

Phone Number *

[redacted]

Would you like to opt-in to receive additional communications from the Municipality of Lakeshore? *

- (•) Yes
- ( ) No

Type Of Organization *

Registered not-for-profit organization

Organization Details *

CRA 118865906

Number of Volunteers in Organization

20

Number of Paid Employees In Organization

1

Grant Request Amount ($5000.00 maximum) *

3940

Has your organization received a grant in previous year(s) from the Municipality of Lakeshore? *

No

Please specify amount of grant per year

11,500

Will your organization require grants in future years?

No

Is this a capital project? *

- (•) Yes
- ( ) No

Project Details *

This project is to promote french culture and foster an appreciation for french songs with a very well known musician, composer and signer, Brian St-Pierre from Lefaive, Ontario. Looking to the younger generation to more french culture from the North as well foster an appreciation to the more mature audience.
This project will be in conjunction and held l'Essor Secondary School as they are waving the fee for the auditorium. Our main cost is for the musician's fee, one over night stay on his journey plus tax to Southern Ontario amounts to $3540.00. There will promotional and advertising cost and entrance tickets which I'm being consertive with for an additional $400.00 for a grand total of $3940. Our request for 50% of the total cost is $1, 970.00

Project Benefits to the Municipality of Lakeshore

How will this project benefit Lakeshore and its communities? *

Lakeshore and communities will benefit by the presence a very talented French musician, composer and signer that will enrich their wellbeing and appreciation for the French language. This will benefit the youth, young adults to foster an appreciaiton for the French language and songs. They can and will bring people to the area which may be looking for accomodations for out of town people and with that looking for local restaurants also.

What is the anticipated # of residents participating or benefiting from the project? *

350

Is your organization based in the Municipality of Lakeshore? *

Yes

Number of Lakeshore residents using/participating in the service?

250

Total number of people (including residents of Lakeshore) participating in/using the service?

325

Did you apply for grants in other municipalities? *

No

Do you have a detailed budget for the proposed project? *

No

Please attach a copy of the project budget and any other relevant information including the most recent financial statements of the organization.

Disclaimer and Signature

I / We certify that the information contained in this application is true and complete to the best of my/our knowledge.

Signature

Name of Signature *

[redacted]

Position of Signature

PRESIDENT

Signature 2 (if needed)

Name of Signature 2

[redacted]

Position of Signature 2

TREASURER

Name of Community Organization/Group *

927 St. Joachim L'Association (927SJL)

Full Address / PO Box (including postal code) *

2722 County Rd. 42, P.O. Box 78, St. Joachim, ON N0R 1S0

Contact Person and Job Title *

[redacted] Secretary 927SJL

Email Address *

[redacted]

Phone Number *

[redacted]

Would you like to opt-in to receive additional communications from the Municipality of Lakeshore? *

- (•) Yes
- ( ) No

Type Of Organization *

Registered not-for-profit organization

Organization Details *

813410

Number of Volunteers in Organization

317

Number of Paid Employees In Organization

0

Grant Request Amount ($5000.00 maximum) *

$5,000.00

Has your organization received a grant in previous year(s) from the Municipality of Lakeshore? *

Yes

Please specify amount of grant per year

$5,000.00

Will your organization require grants in future years?

Yes

Is this a capital project? *

- (•) Yes
- ( ) No

Project Details *

The St. Joachim Church was built in 1881 and was a fixture and a landmark in the small community in Lakeshore until it closed in 2000. The congregation moved to a new church near Comber. Lakeshore has identified the property as an heritage property.

927 ST. JOACHIM L'ASSOCIATION (927/SJL), a Not for Profit corporation, purchased the St. Joachim Church on November 30, 2024. Paul Mullins, a resident of Lakeshore from Woodslee, was instrumental in facilitating the purchase of St. Joachim Church from the Dioceses of London for a nominal sum. He was able to secure a donation of $120,000 from Stoney Pointe Solar Inc., a private corporation, to determine the feasibility of restoring the landmark at the end of the French Line (Essex County Rd 31). Numerous volunteers have joined the effort to save the building.

927/SJL's long term plan is to restore, preserve and repurpose the building; transforming it into a francophone focused community centre including a museum, a performing arts centre, a library and other uses of benefit to the community and surrounding areas.

Prior to 927/SJL's purchase of the building, it was vacant and without any utilities for the past 24 years. The lack of electrical services and maintenance led to water flooding the basement and deterioration of the building. Engineering inspections have confirmed the building is structurally sound and that a complete renovation is possible. In 2025, significant progress was made to make the building safe and secure and to develop a plan to repurpose this historic landmark.

Engineering and feasibility reports were acquired at a cost of approximately $25,000 to determine the feasibility of restoration.

To begin the Phase one Stabilization Plan, donations from Stoney Point Solar Inc. and community donations received at the Open Doors event held at the site on November 2nd & 3rd 2024 enabled us to continue the Phase One Stabilization Plan.

BELOW IS A SUMMARY OF THE WORK THAT HAS BEEN DONE TO DATE:

November 2024 Initial Assessment - Complete - Basement pumped and cleaned - Front window reinstalled - Initial main floor and orchestra cleaning - Building purchased by 927 St. Joachim L'Association April 2024 Update: PHASE 1: Stabilization, Safety and Security - Complete - The front door's broken glass was repaired and secured -Flooring has been repaired or replaced where needed - Unsecured plaster was repaired and necessary drywall was removed - The entire building's main floor and basement were cleaned - Side entrance roofs were replaced May 2025 Update: Complete: Ductwork cleaned - New electrical panel installed - New furnace installed - New sump pump installed - Connected to hydro - Professional mold remediation June 2025 Update: Complete: Hardwood flooring purchased for the sanctuary - Flower beds were renewed and planted - Landscaping behind the building has been refreshed - Exterior restoration ongoing. - Basement lighting installed July 2025 Update: PHASE 2: Basement Restoration - In progress PHASE 3: Main Floor Restoration - In progress Complete - Bell tower windows replaced - East, West and North windows repaired and caulked in progress: - Grant writing and fundraising - Restore original sacristy room windows - Install emergency and exit lights - Design and install basement access ramp - Connect to municipal water - Painting/sealing Upcoming: Expose historical wainscotting - Main floor hardwood.

Project Benefits to the Municipality of Lakeshore

How will this project benefit Lakeshore and its communities? *

A group of local residents of St. Joachim and neighboring communities have always been interested in restoring the building after it was closed in 2000.
An Open Doors was held on November 2nd and 3rd, 2024 to determine the interest of the community in re-purposing the building. There was an overwhelming response by 200 people who attended and over 50 individuals made dozens of suggestions for future community uses. We held our first Open House on September 14, 2025. Again, there was an overwhelming response by the over 300 people who attended. We had another dozen individuals sign-up to volunteer. Combined funds from a barbecue and bake good sales as well as donations from community members was over $10,000.00

Strong community support has been demonstrated by the response at both Open Houses held in November of 2024 and September 14th, 2025. We have many community volunteers: Board: 6, Construction: 5, Landscape renewal: 3, Gardening planting: 3, Larger core group:26, Open Doors attendees: 200, 15 new people who signed up to volunteer at our Open Doors. September 2025 - Open house attendees: 300 Facebook followers 280.

The following donations demonstrate strong community support:
$120,000 donation from Stoney Point Solar Farm
$38,800 in cash donations received from community members
$11,500 museum grant from the Municipality of Lakeshore
$3,000 donation from Pointe Aux Roches Wind
$1,500 sponsorship from Belle River Wind

We are very pleased to have partnered with the John Freeman Walls Historic Site and with Proverbs Heritage Organization which supports The John Freeman Walls Historic Site and Underground Railroad Museum. Through these partnerships 927SJL can now issue "Charitable Donation receipts" through the Proverbs Heritage Organization and through the Canada Helps portal.

This project addresses the urgent need to preserve and revitalize a 144-year-old Franco-Ontarian heritage building - a former French Catholic church that has stood vacant for 25 years. While the building once served as a place of worship, it will now be transformed into a non-denominational, inclusive community center where everyone is welcome. This new chapter in its history reflects a broader vision: to create a shared space that brings people together. Once a central hub for its community, the church's closure left a lasting impact on local residents. By restoring it as a vibrant, accessible gathering space, the project aims to reconnect and empower the community and surrounding areas through programs, events and shared experiences. The former St. Joachim Church building is deeply woven into the fabric of the region and holds profound significance for the 1,426 residents of St. Joachim and for the entire Lakeshore community. Its inherent architectural and historical value makes it not only a cherished landmark for the local community but also a meaningful destination for 40,000 residents of the Municipality of Lakeshore.

The rural community of St. Joachim and surrounding areas will benefit greatly, as the renewed space will support mental health, strengthen the community safety net, and provide vital opportunities for connection in a region with few gathering spaces. St. Joachim Church is important to the fabric of the neighborhood and its

residents. The site possesses inherent architectural and historical value making it a “tourist attraction/destination” to all those who visit the Municipality of Lakeshore in the future. The civic value of this landmark is immeasurable. With proper management there are a multitude of possible uses that will be able to serve the local residents and allow us to generate revenue in the future.

ATTESTATION
St. Joachim Church was built in 1881 and was the origin of the community. The first mass was held on March 5th, 1882. It was the heart of the community for over a century. Its official heritage designation date was December 11th, 2007. “This initiative brings life back to our small community and celebrates our history” - resident Karen Belisle. By restoring the church to public use it will provide the community an ongoing foundation for growth, connection and service, fostering a sense of belonging for all who participate in its programs and activities.

What is the anticipated # of residents participating or benefiting from the project? *

40,000

Is your organization based in the Municipality of Lakeshore? *

Yes

Number of Lakeshore residents using/participating in the service?

1

Total number of people (including residents of Lakeshore) participating in/using the service?

1

Did you apply for grants in other municipalities? *

No

Do you have a detailed budget for the proposed project? *

Yes

Please attach a copy of the project budget and any other relevant information including the most recent financial statements of the organization.

Disclaimer and Signature

I / We certify that the information contained in this application is true and complete to the best of my/our knowledge.

Signature

Name of Signature *

[redacted]

Position of Signature

Secretary, Board of 927 St. Joachim L'association

Signature 2 (if needed)

Notice of Motion submitted by Councillor Ruston related to Speed Sign on Oriole Park.

Direct Administration to move the 40km/h speed sign on Oriole Park from the current position to approximately 200 feet west of the intersection at Mullins Drive and Hawthorne.

Notice of Motion submitted by Councillor Ruston related to Tree Planting

Direct Administration to explore opportunities to work with the Essex Region Conservation Authority (ERCA) on a tree plan, with an initial report on estimated costs and ERCA services to be brought back to Council in January 2026. The plan should include but not be limited to tree nurseries, wind breaks and general tree planting.

Municipality of Lakeshore

By-law 67-2025

Being a By-law for the Bridge over the 11th Concession Branch of the Alexander Drain in the Municipality of Lakeshore

Whereas pursuant to section 78 of the *Drainage Act*, R.S.O. 1990, c.D.17, Council may pass by-laws to undertake major improvement projects for the better use, maintenance and report of drainage works or of lands or roads, in accordance with the report of an engineer appointed by the Municipality, and without the petition required by section 4 of the *Drainage Act*;

And whereas the Council of the Municipality of Lakeshore has procured a report under section 78 of the *Drainage Act* for the construction of a Bridge over the 11th Concession Branch of the Alexander Drain;

And whereas the report dated August 20, 2025 has been authorized by N.J. Peralta Engineering Ltd. and the attached report forms part of this by-law;

And whereas the estimated total cost of the drainage work is $66,130.00;

And whereas $0.00 is the amount to be contributed by the Municipality of Lakeshore for the drainage works.

Now therefore the Council of the Municipality of Lakeshore enacts as follows:

1. The report attached as Schedule “A” to this by-law is adopted and the drainage works is authorized and shall be completed as specified in the report.

2. The Municipality of Lakeshore may borrow on the credit of the Municipality the amount of $66,130.00, being the amount necessary for the improvement of the drainage works.

3. The Municipality of Lakeshore may issue debentures for the amount borrowed less the total amount of:

   a. grants received under section 85 of the Drainage Act;
   b. monies paid as allowances;
   c. commuted payments made in respect of lands and roads assessed with the municipality;
   d. money paid under subsection 61(3) of the Drainage Act; and
   e. money assessed in and payable by another municipality.

4. Such debentures shall be made payable within 5 years from the date of the debentures and shall bear interest at a rate of 1% more than the municipal lending rates as posted by Infrastructure Ontario on the date of sale of such debentures.

   a. A special equal annual rate sufficient to redeem the principal and interest on the debenture(s) shall be levied upon the lands and roads as shown in the schedule and shall be collected in the same manner and at the same as other taxes are collected in each year for 5 years after the passing of this by-law.

   b. Where the assessment exceeds $10,000, debentures may be issued for a 10-year period. A special equal annual rate sufficient to redeem the principal and interest on the debenture(s) shall be levied upon the lands and roads as shown in the schedule and shall be collected in the same manner and at the same as other taxes are collected in each year for 10 years after the passing of this by-law.

   c. For paying the amount $0.00, being the amount assessed upon the lands and roads belonging to or controlled by the Municipality, a special rate sufficient to pay the amount assessed plus interest thereon shall be levied upon the whole rateable property in the Municipality of Lakeshore in each year for 5 years after the passing of this by-law to be collected in the same manner and at the same time as other taxes collected.

   d. All assessments of $1,500.00 or less are payable in the first year in which the assessments are imposed.

5. This by-law shall be known as the “Bridge over the 11th Concession Branch of the Alexander Drain By-law”.

6. This By-law comes into force and effect upon passage.

Read a first and second time, and provisionally adopted, in open session on October 7, 2025.

_____

Mayor
Tracey Bailey

_____

Clerk
Brianna Coughlin

Read a final time and passed in open session on November 4, 2025.

_____

Mayor
Tracey Bailey

_____

Clerk
Brianna Coughlin

Written approval of this by-law was given by Mayoral Direction MDE-__-2025 dated _____, 2025.

Municipality of Lakeshore

By-law 76-2025

Being a By-law to Delegate Authority for the Declaration of Significant Weather Events

Whereas sections 8, 9 and 11 of the *Municipal Act, 2001*, S.O. 2001, c. 25, provide that a municipality has broad authority, including the authority to pass by-laws respecting the economic, social and environmental well-being of the municipality;

And whereas on October 21, 2025, Council passed resolution #272-10-2025 to delegate authority to the Corporate Leader – Operations to declare significant weather events pursuant to Ontario Regulation 239/02 and the *Municipal Act, 2001*;

Now therefore the Council of the Municipality of Lakeshore enacts as follows:

1. The Corporate Leader – Operations is delegated the authority to declare significant weather events pursuant to Ontario Regulation 239/02.

2. The delegated authority described in Section 1 does not include the authority to declare emergencies pursuant to the *Emergency Management and Civil Protection Act*.

3. In the event of a conflict between this by-law and another Lakeshore by-law, this by-law prevails.

4. The delegation in this by-law is subject to any restrictions on such delegation under the *Municipal Act, 2001*, S.O. 2001, c.25 or any other Act.

5. This By-law comes into force and effect upon passage.

Read and passed in open session on November 4, 2025.

_____

Mayor
Tracey Bailey

_____

Clerk
Brianna Coughlin

Written approval of this by-law was given by Mayoral Direction MDE-__2025 dated _____, 2025.

Municipality of Lakeshore

By-law 77-2025

Being a By-law to Confirm the Proceedings of the Council of the Municipality of Lakeshore

Whereas in accordance with the *Municipal Act 2001*, S.O. 2001, c. 25, municipalities are given powers and duties in accordance with this Act and many other Acts for purposes which include providing the services and other things that a municipality considers are necessary or desirable for the municipality;

And whereas in accordance with said Act, the powers of a municipality shall be exercised by its Council;

And whereas municipal powers, including a municipality's capacity, rights, powers and privileges shall be exercised by by-law unless the municipality is specifically authorized to do otherwise;

And whereas it is deemed expedient that the proceedings of the Council of the Municipality of Lakeshore at these sessions be confirmed and adopted by By-law.

Now therefore the Council of the Municipality of Lakeshore enacts as follows:

1. The actions of the Council of the Municipality of Lakeshore in respect of all recommendations in reports of Committees, all motions and resolutions and all other actions passed and taken by the Council of the Municipality of Lakeshore, documents and transactions entered into during the October 21, 2025 session of Council be adopted and confirmed as if the same were expressly embodied in this By-law.

2. The Mayor or the Deputy Mayor together with the Clerk are authorized and directed to execute all documents necessary to the action taken by this Council as described in paragraph 1 of this By-law and to affix the Seal of the Municipality of Lakeshore to all documents referred to in said paragraph 1 above.

3. For the purposes of the exercise of the authority of the head of council to veto a by-law in accordance with section 284.11 of the *Municipal Act, 2001*, this Confirming By-law shall be deemed to be separate Confirming By-laws for each item listed on the meeting agenda.

Read and passed in an open session on November 4, 2025.

_____

Mayor
Tracey Bailey

_____

Clerk
Brianna Coughlin

Written approval of this by-law was given by Mayoral Direction MDE-__-2025 dated _____, 2025.

Municipality of Lakeshore

By-law 79-2025

Being a By-law to Adopt an Energy Conservation and Demand Management Plan

Whereas section 8 of the *Municipal Act, 2001*, S.O. 2001, c. 25, provides that a municipality has the authority to govern its affairs as it considers appropriate and to enhance the municipality' s ability to respond to municipal issues;

And whereas Ontario Regulation 25/23 (“Broader Public Sector: Energy Reporting and Conservation and Demand Management Plans”) requires municipalities to prepare an energy conservation and demand management plan and to publish the approved plan on the municipal website;

And whereas it is deemed necessary to adopt an Energy Conservation and Demand Management Plan as recommended by the Manager, Energy Management and Utilities at the November 4, 2025 Council meeting;

Now therefore the Council of the Municipality of Lakeshore enacts as follows:

1. Schedule “A” to this By-Law is adopted and shall be referred to as the “Energy Conservation and Demand Management Plan”.

2. This by-law shall be known as the “Energy Conservation and Demand Management Plan By-law”.

3. This By-law comes into force and effect upon passage.

Read and passed in open session on November 4, 2025.

_____

Mayor
Tracey Bailey

_____

Clerk
Brianna Coughlin

Written approval of this by-law was given by Mayoral Direction MDE-__-2025 dated _____, 2025.

Schedule A to
By-law 79-2025

ENERGY CONSERVATION AND DEMAND MANAGEMENT PLAN (ECDMP) 2024-2028

Prepared For: Municipality of Lakeshore

Date: September 26th, 2025

ALADACO CONSULTING INC.
6-425 Hespeler Road, Suite 378
Cambridge, ON N1R 8J6

aladaco.com

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Executive Summary

The Municipality of Lakeshore's 2024 Energy Conservation and Demand Management Plan sets a clear, actionable roadmap for reducing municipal energy use from 2024 to 2028 in alignment with the five year window of Ontario Regulation 25/23. Developed by Aladaco Consulting, the plan reflects Lakeshore's strategic commitment to sustainable infrastructure and responsible energy stewardship, expanding its focus beyond regulatory minimums to include all major municipal facilities, parks, water/wastewater sites, and fleet assets.

Progress to Date (2019–2023)

Over the past five years, Lakeshore has seen modest but meaningful energy reductions, particularly through facility lighting retrofits, HVAC upgrades, and enhanced water efficiency measures. However, changes to Ontario's electricity grid emissions have contributed to an overall increase in Lakeshore's GHG emissions during this period, highlighting the importance of sustained energy efficiency efforts. A 600 kWDC solar PV system at the Atlas Tube Recreation Centre remains the flagship renewable energy initiative.

2023 Baseline & Performance Snapshot

In 2023, Lakeshore consumed 69,503 GJ of energy and emitted 2,093 tCO_2e, with the Atlas Tube Recreation Centre, Denis St. Pierre Wastewater Treatment plant and John George Water Treatment Plant representing the largest contributors. Natural gas accounted for 39% of energy but nearly 67% of emissions. A benchmarking exercise identified nine facilities with above-average energy intensity, providing clear targets for improvement.

2024–2028 Targets and Strategies

Lakeshore is targeting an energy consumption reduction of 5% by 2028. To support this, Level 1 energy audits identified a range of cost-effective Energy Conservation Measures across buildings, water & wastewater sites and parks. High-priority measures include lighting and HVAC controls and additional recommendations are made for standardization of building automation systems as well as improved utility data management software. Several sites have also been flagged for deeper Level 2 audits.

Fleet and Electrification

Fleet energy consumption and emissions have remained steady since 2018, even as municipal services have expanded, which is an encouraging sign of improved operational efficiency. A phased transition to electric vehicles is recommended, beginning with light-duty fleet replacement and targeted deployment of EV chargers at key hubs such as the Operations Centre.

Renewables and Low-Carbon Integration

The plan evaluates solar photovoltaic, wind, and biogas cogeneration technologies. Solar PV presents the strongest near-term opportunity, supported by favorable local solar potential and incentive programs. Biogas at the Denis St. Pierre WWTP offers long-term potential pending a recommended feasibility assessment.

Implementation & Funding

A five-step framework guides implementation, supported by policy updates (e.g., lifecycle costing for energy investments), internal coordination, and external funding opportunities. Anticipated barriers such as capital constraints and limited staff resources are addressed with practical solutions, including bundling projects, adopting energy tracking software, and exploring a revolving energy fund.

Lakeshore's 2024 Energy Conservation and Demand Management Plan reflects a balanced, strategic approach to energy management - driven by data, grounded in best practices, and tailored to local priorities.

1. Introduction

1.1 Purpose and Scope

The Municipality of Lakeshore ("Lakeshore") has engaged Aladaco Consulting ("Aladaco") to develop its Energy Conservation and Demand Management Plan (ECDMP) as part of its commitment to sustainable growth and responsible infrastructure management. This plan aligns with Lakeshore's 2022-2026 Strategic Objectives, particularly "Building and Stewarding Municipal Infrastructure," by promoting energy efficiency, reducing greenhouse gas (GHG) emissions, and optimizing municipal assets. Level 1 (high-level) energy audits were completed at all facilities, water and wastewater (W&WW) sites and municipal parks as part of Aladaco's scope of work. The results of these audits, including identified Energy Conservation Measures (ECMs) are summarized and inform opportunities described in this ECDMP.

In response to Ontario Regulation 25/23: *Broader Public Sector: Energy Reporting and Conservation and Demand Management Plans*, this ECDMP fulfills the requirement for broader public sector organizations to report on energy use and outline conservation strategies. The regulation requires that plans are completed every five years, published on the public agency's website and include:

- A summary of annual GHG emissions by prescribed operations (see Table 1)
- Results of previous activities and measures to conserve or reduce energy use
- Cost and saving estimates for current and proposed measures
- Details of renewable energy systems operated and their annual energy production
- Description of ground source, solar thermal, and other renewable or heat pump technologies in use or planned
- The expected length of time that the current and proposed measures will be in place
- Confirmation that the plan has been approved by senior management

Table 1 below provides a list of building and facility types that must be included in an ECDMP per the regulation.

Table 1 - O.Reg 25/23 Prescribed Building and Facility Types for Municipalities[1]

Prescribed Buildings and Facilities
1. Administrative offices and related facilities
2. Public libraries
3. Cultural facilities, indoor recreational facilities and community centres
4. Ambulance stations and associated offices and facilities
5. Fire stations and associated offices and facilities
6. Police stations and associated offices and facilities
7. Storage facilities where equipment or vehicles are maintained, repaired or stored
8. Buildings or facilities related to the treatment of water or sewage
9. Parking garages

Lakeshore has chosen to take a holistic approach to energy management by reviewing all municipal assets rather than limiting the scope to only those required per Table 1. In addition to the Prescribed Buildings and Facilities, Lakeshore has included parks, W&WW pumping stations, fleet vehicles, remote (sanitary/stormwater/municipal drain) pumping stations, streetlighting, and traffic lighting in the development of this ECDMP. This broader perspective supports more effective decision-making and a comprehensive understanding of the municipality's energy and emissions profile.

Preliminary analyses showed that the overall energy contribution of remote pumping stations, streetlighting, and traffic lighting was relatively low. These assets also had correspondingly low GHG emissions, as their energy use was limited to electricity consumption with no natural gas component. However, there were notable challenges in acquiring complete utility data for all years of the ECDMP term across these asset types. As a result, they were excluded from the detailed scope of this report. A recommendation has been made in this ECDMP to improve utility data management through software integration to support more consistent and comprehensive reporting on these assets in future planning cycles.

The data years within this ECDMP cover the period of 2019–2023 for facilities, W&WW sites, and parks, and include electricity and natural gas consumption. Fleet data includes fuel consumption (gasoline, diesel) and is reported separately for 2024, as earlier data was not available.

[1] O. Reg. 25/23 BROADER PUBLIC SECTOR: ENERGY REPORTING AND CONSERVATION AND DEMAND MANAGEMENT PLANS | ontario.ca

Energy use is measured in gigajoules (GJ) and associated GHG emissions are reported in tonnes of carbon dioxide equivalent (tCO_2e).

A full inventory of assets included can be found in Appendix A (Facilities/Parks/W&WW Sites) and Appendix B (Fleet).

Community Energy Management Plan (CEMP)

While this ECDMP focuses on Lakeshore's Corporate facilities, water and wastewater sites, parks, and fleet, Lakeshore is also developing its first Community Energy Management Plan (CEMP). The CEMP will complement this document by assessing energy consumption and GHG emissions across the broader Community, and by recommending actions related to energy savings, incentive programs, and public education. Together, the ECDMP and CEMP will provide a comprehensive view of energy and climate action in Lakeshore, with one addressing Corporate operations and the other addressing the wider Community.

1.2 Document Contents

This document is divided into 4 main sections:

- **Section 2: The Past (2019-2023 Historical Energy and GHG Performance)**

  This section analyzes energy consumption and GHG emissions trends for facilities, W&WW sites and parks over the past five years, identifying key patterns and factors influencing municipal energy use. It highlights completed energy efficiency projects and their impact, as well as achievements in reducing emissions. Additionally, it reviews the performance of existing renewable energy systems within Lakeshore's operations.

- **Section 3: The Present (2023 Baseline Energy and GHG Performance Focus)**

  This section establishes Lakeshore's 2023 baseline for energy consumption and GHG emissions, serving as a reference point for future performance evaluation. It also establishes new reduction targets for the 2024-2028 period, ensuring alignment with municipal sustainability goals.

- **Section 4: The Future (2024-2028 Energy and GHG Reduction Strategies)**

  This section outlines the prioritized ECMs and programs recommended for the next five years. It also evaluates the feasibility for integrating renewable energy sources to reduce energy consumption and GHG emissions. It provides a high-level implementation plan and identifies key implementation challenges, including financial and operational constraints, as well as considers the impact of projected changes in Ontario's electricity emissions.

- **Section 5: Fleet Energy Consumption and GHG Emissions**

  This section details Lakeshore's fleet energy use and emissions, recent improvements in fuel tracking, and a comparison of 2024 data to 2018. It highlights fleet electrification as the key emissions reduction strategy, outlining a

phased approach for transitioning vehicles and expanding EV charging infrastructure.

1.3 Leadership, Engagement, and Governance

The development of Lakeshore's ECDMP has been a collaborative effort grounded in shared responsibility and strong leadership. Energy management at Lakeshore is led by the Division Leader – Energy Management and Utilities, who is responsible for cross-departmental coordination, tracking performance, and driving continuous improvement in energy and emissions outcomes. Lakeshore has committed to engaging all necessary departments in support of these outcomes.

The ECDMP has been formally reviewed and approved by Lakeshore's senior management, reaffirming the organization's commitment to reducing greenhouse gas emissions, improving operational efficiency, and advancing long-term sustainability goals. Through this plan, Lakeshore continues to enhance transparency, accountability, and energy stewardship across all levels of its operations.

2. The Past: 2019-2023 Historical Energy and GHG Performance

2.1 Energy and GHG Emissions Trends

This section presents an overview of energy consumption and GHG emissions across Lakeshore's municipal facilities, W&WW sites, and parks over the 2019–2023 period. It includes a high-level trend analysis, key performance drivers, and contextual factors affecting year-over-year variations. The purpose of this analysis is to understand how energy use and emissions have evolved over time, identify areas of progress or concern, and assist in establishing a foundation for setting future reduction targets and planning energy-saving initiatives.

Note that complete utility data for 2019 was not available. Specifically 2019 natural gas data was unavailable across all sites[2] and electricity data for the Stoney Point Water Treatment Plant (WTP) was also unavailable. To support consistent year-to-year comparisons, 2019 natural gas values were estimated using 2023 site-specific consumption, adjusted to reflect the heating degree days of 2019. This approach acknowledges that natural gas usage is largely attributed to space heating and is highly weather-dependent. For the Stoney Point WTP, 2019 electricity use was estimated by averaging the site's consumption from 2022 and 2023. This facility makes up only about 3% of total municipal electricity use, so its impact on overall trends is relatively minor. While these estimates improve data continuity, readers should be aware that 2019 figures carry some uncertainty and may not fully reflect actual consumption.

Energy and GHG performance trends are illustrated in Figure 1 and Figure 2, respectively. See Appendix A for a full inventory of assets included in each category.

[2] Enbridge Gas indicated that 2019 data was unavailable in their system due to the amalgamation between legacy Union Gas and Enbridge Gas during this period. This data may have been contained in another repository. Aladaco and Lakeshore agreed that the value in pursuing this missing data was not justified.

Figure 1 - 2019-2023 Facility/W&WW Site/Park Energy Consumption by Category

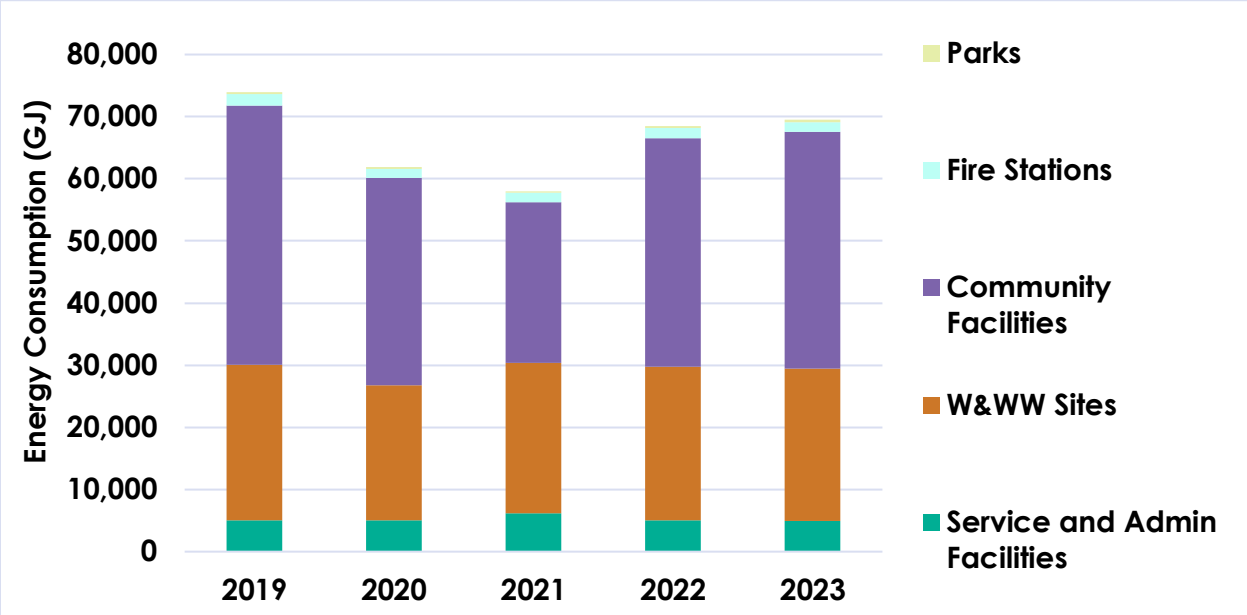
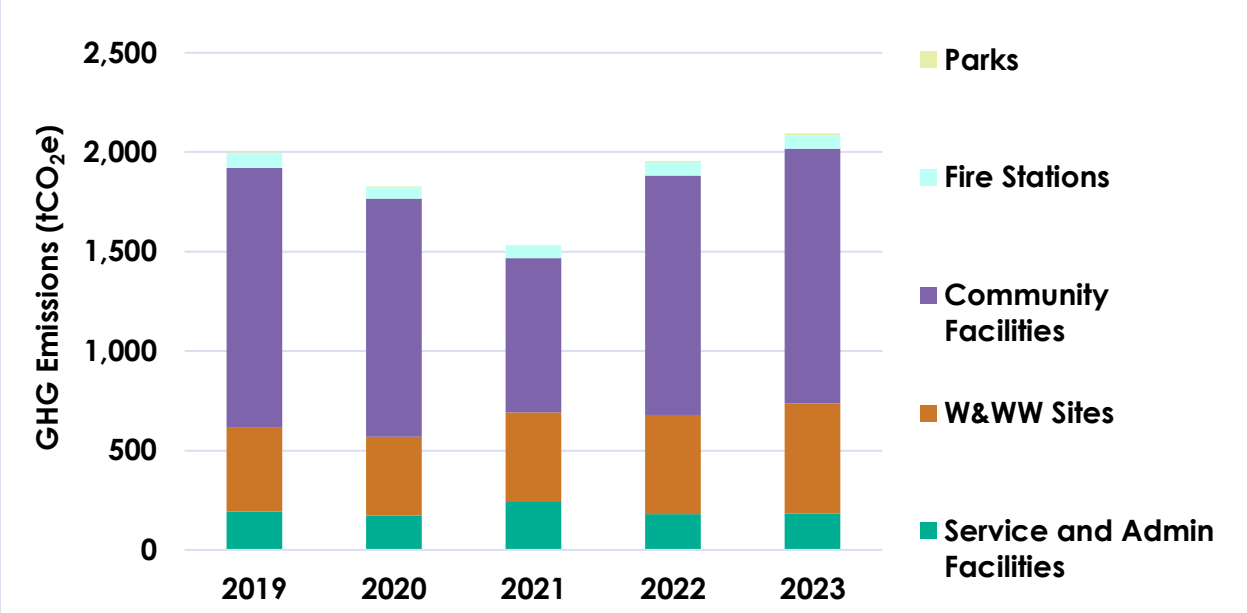


Figure 2 - 2019-2023 Facility/W&WW Site/Park GHG Emissions by Category



As illustrated in Figure 1, overall energy consumption across Lakeshore's facilities, W&WW sites, and parks declined slightly between 2019 and 2023. This decrease was led by reductions in the community facilities and fire stations categories. Cooling Degree Days (CDD), which indicate cooling demand, and Heating Degree Days (HDD), which indicate heating demand, were higher in 2019 than in 2023 (approximately 12% and 19% respectively). This higher demand for heating and cooling is a primary driver of increased energy consumption. These weather factors, paired with energy efficiency

efforts outlined in Section 2.2, are expected to have contributed to the observed difference in consumption between the 2019 and 2023 values.

It is also important to reiterate that 2019 data includes some estimated values, particularly for natural gas consumption, which introduces a degree of uncertainty in the year-to-year comparison.

Energy consumption was lowest in 2020 and 2021, reflecting the impacts of COVID-19. These years saw widespread facility closures and reduced operations, trends that were common across municipalities during the pandemic.

GHG emissions, shown in Figure 2, followed a similar dip in 2020 and 2021, largely for the same COVID-related reasons. However, unlike energy use, total GHG emissions in 2023 were higher than in 2019 despite slightly lower overall energy consumption. This is primarily due to an increase in Ontario's electricity emissions factor, which rose from 29 gCO_2e/kWh in 2019 to 59 gCO_2e/kWh in 2023. This shift means that using the same amount of electricity in 2023 results in roughly twice the associated emissions, presenting new challenges for meeting decarbonization goals. Further discussion on this topic can be found in *Section 4.4.2 – Ontario Electricity Emissions Projections*.

2.2 Completed Energy and GHG Emission Reduction Initiatives

Lakeshore has taken several important steps to improve energy efficiency and reduce GHG emissions across its facilities, aligning well with its strategic goals of modernizing municipal operations and building resilient infrastructure.

One of the most impactful ongoing initiatives is the LED Lighting Retrofit Program, which has replaced a significant number of legacy lighting systems (including incandescent, fluorescent, and high-intensity discharge fixtures) with high-efficiency LED alternatives across facilities, W&WW sites and parks. Complementing this, occupancy sensor controls have been added in select facilities to reduce unnecessary lighting use.

Major capital upgrades have also contributed to Lakeshore's progress. Renovations at the Operations Centre and ongoing improvements at the Town Hall include enhancements to major facility systems such as HVAC, lighting, and building controls; key areas highlighted in the 2019 ECDMP. These improvements are expected to have average effective useful lives of 15+ years and provide long-term energy and cost savings while modernizing core infrastructure.

Additional measures targeting water and natural gas consumption include low-flow fixtures and sensor-based water controls, which help to reduce both hot water use and related energy demand.

Quantitative cost and savings data for these initiatives are not available. This is largely due to how the measures were implemented, often as part of broader capital projects, across multiple departments, or executed incrementally as part of routine asset renewal. This makes it difficult to isolate specific financial or energy-related details. The

impact of the COVID-19 pandemic on facility operations and energy use during the implementation period further complicates analysis of savings.

However, based on aggregate energy consumption trends, the combined effect of these projects is estimated to have resulted in annual energy savings of approximately 5 to 10 percent.

Together, these initiatives help Lakeshore meet its energy and environmental goals while also promoting more informed, measurable, and accountable decisions around infrastructure upgrades and service delivery.

2.3 Renewable Energy Performance

Lakeshore operates a 600kW$_{DC}$ rooftop Solar Photovoltaic (PV) system at the Atlas Tube Recreation Centre. This system is subject to a Feed-In-Tariff (FIT) contract with the Independent Electricity System Operator (IESO). In this arrangement, energy generated is effectively sold to the electricity grid as opposed to consumed on site. Table 2 below provides a summary of the electricity generated by the system from 2019-2023. All values provided are in kilowatt hours (kWh).

Table 2 - Atlas Tube Recreation Centre Solar PV Generation (2019-2023)

Month	2019	2020	2021	2022	2023
January	29,819	29,595	29,373	29,153	28,934
February	39,029	38,737	38,446	38,158	37,872
March	58,257	57,820	57,387	56,956	56,529
April	66,253	65,756	65,263	64,773	64,287
May	81,648	81,036	80,428	79,825	79,226
June	77,861	77,277	76,697	76,122	75,551
July	78,719	78,129	77,543	76,961	76,384
August	69,359	68,839	68,322	67,810	67,301
September	52,505	52,111	51,720	51,332	50,947
October	42,421	42,103	41,787	41,474	41,163
November	28,826	28,609	28,395	28,182	27,970
December	22,718	22,547	22,378	22,210	22,044

Month	2019	2020	2021	2022	2023
Totals	**647,413**	**642,558**	**637,739**	**632,956**	**628,208**

This solar PV system is generating roughly 1,050kWh annually per kW_{DC} installed which is considered typical performance.

3. The Present: 2023 Baseline Energy and GHG Performance Focus

3.1 Energy and GHG Baseline (2023)

In 2023, Lakeshore's facilities, parks, and water and wastewater (W&WW) infrastructure collectively consumed a total of 69,503 GJ of energy, resulting in 2,093 tCO_2e in GHG emissions. This baseline provides a comprehensive snapshot of energy use and emissions across key municipal asset groups and serves as a foundation for identifying opportunities for efficiency improvements and emissions reductions.

Table 3 provides a breakdown of 2023 energy consumption and resultant emissions by asset category (see Appendix A for breakdown and facility list). Community Facilities, largely driven by the Atlas Tube Recreation Center, are the largest contributor to Lakeshore's energy and emissions profile within the scope studied.

Table 3 - 2023 Energy Consumption (GJ) and GHG Emissions (tCO2e) by Category

Asset Category	2023 Energy Consumption (GJ)	% of Total	2023 GHG Emissions (tCO2e)	% of Total
Service and Admin Facilities	4,956	7.1%	184	8.8%
W&WW Sites	24,505	35.3%	551	26.3%
Community Facilities	38,065	54.8%	1,283	61.3%
Fire Stations	1,564	2.3%	65	3.1%
Parks	413	0.6%	9	0.4%
Totals	**69,503**	**100%**	**2,093**	**100%**

In 2023, electricity accounted for 61% of energy consumption and 33% of GHG emissions. While natural gas consumption accounted for approximately 39% of energy consumption, its resultant emissions represent 67% of the total. The disproportionate contribution of natural gas to total GHG emissions highlights the need to reduce consumption of natural gas as a priority in the decarbonization plan.

Table 4 provides a further breakdown of energy consumption and GHG emissions by relevant asset type (facility, park or W&WW site). For visual convenience, these have been sorted from highest to lowest contributor to Lakeshore's energy consumption.

Table 4 - 2023 Energy Consumption (GJ) and GHG Emissions (tCO2e) by Asset

#	Asset Category	Asset Name	2023 Energy Consumption (GJ)	% of Total	2023 GHG Emissions (tCO2e)	% of Total
1	Community Facilities	Atlas Tube Recreation Centre	36,453	52.4%	1,230.31	58.8%
2	W&WW Sites	Denis St. Pierre WWTP[3]	13,912	20.0%	270.73	12.9%
3	W&WW Sites	John George WTP	7,026	10.1%	203.43	9.7%
4	W&WW Sites	Stoney Point WTP	1,811	2.6%	48.49	2.3%
5	Service and Admin Facilities	Operations Centre	1,414	2.0%	50.18	2.4%
6	Service and Admin Facilities	Town Hall	1,236	1.8%	37.62	1.8%
7	Service and Admin Facilities	OPP Building	951	1.4%	35.83	1.7%
8	Service and Admin Facilities	Public Works East Garage	823	1.2%	38.03	1.8%
9	W&WW Sites	South Woodslee WWTP	652	0.9%	10.69	0.5%
10	W&WW Sites	Comber Pumping Station	585	0.8%	9.60	0.5%
11	Community Facilities	Marina Building	585	0.8%	9.59	0.5%
12	Service and Admin Facilities	Public Works West Garage	532	0.8%	22.73	1.1%
13	Community Facilities	Comber Community Centre	479	0.7%	21.00	1.0%
14	Fire Stations	Fire Station #5 (Comber)	425	0.6%	17.12	0.8%
15	Fire Stations	Fire Station #4 (Ruscom Station)	397	0.6%	18.34	0.9%

[3] Denis St. Pierre (DSP) underwent a major expansion, with groundbreaking in November 2021, to increase its treatment capacity by roughly 70%. The works were substantially completed in summer/late 2023, including upgrades to pumping, aeration, clarification, screening, grit removal and UV disinfection systems. This expansion likely contributes to higher energy consumption at DSP in 2023 due to both increased throughput and more treatment processes.

#	Asset Category	Asset Name	2023 Energy Consumption (GJ)	% of Total	2023 GHG Emissions (tCO2e)	% of Total
16	Community Facilities	Libro Community Centre	358	0.5%	13.28	0.6%
17	W&WW Sites	North Woodslee WWTP	320	0.5%	5.24	0.3%
18	Fire Stations	Fire Station #1 (Puce)	283	0.4%	12.21	0.6%
20	Fire Stations	Fire Station #2 (LR203)	246	0.4%	10.44	0.5%
21	Fire Stations	Fire Station #3 (Belle River)	213	0.3%	7.26	0.3%
22	W&WW Sites	Haycroft Pumping Station	199	0.3%	3.26	0.2%
23	Community Facilities	Comber Library	189	0.3%	8.90	0.4%
24	Park	River Ridge Park	131	0.2%	4.44	0.2%
25	Park	Stoney Point Park	91	0.1%	1.49	0.1%
26	Park	West Beach	80	0.1%	1.30	0.1%
27	Park	Comber Community Centre Park	22	0.0%	0.37	0.0%
28	Park	Geralyn Tellier-Perdu Memorial Park	20	0.0%	0.33	0.0%
29	Park	Lakeview Park	14	0.0%	0.23	0.0%
30	Park	Optimist Park	14	0.0%	0.23	0.0%
31	Park	Maidstone Park	12	0.0%	0.19	0.0%
32	Park	Centennial Park	10	0.0%	0.16	0.0%
33	Park	Ladouceur Park/Lions Club Park	9	0.0%	0.15	0.0%
34	Park	Leffler Peace Park	9	0.0%	0.15	0.0%
35	Park	Lions Park[4]	0	0.0%	0.00	0.0%
36	Park	Shanahan Park[4]	0	0.0%	0.00	0.0%
37	Community Facilities	Stoney Point Library[4]	0	0.0%	0.00	0.0%
		Totals	**69,503**	**100.0%**	**2,093**	**100.0%**

These energy and emissions breakdowns provide a clear picture of where Lakeshore's biggest impacts lie, particularly at the Atlas Tube Recreation Centre and major water and wastewater sites. By highlighting top contributors and the high emissions from natural gas use, this analysis supports focused planning and prioritization of low-carbon

[4] Lions Park, Shanahan Park and Stoney Point Library all contribute to Lakeshore's overall energy and GHG profile however do not have their own utility metering. Their respective contributions are not known but are captured within the values of other sites within this table. For example, Shanahan Park is serviced by the nearby Fire Station #2.

actions. It sets a strong foundation for developing practical targets to be achieved during the 2024–2028 period.

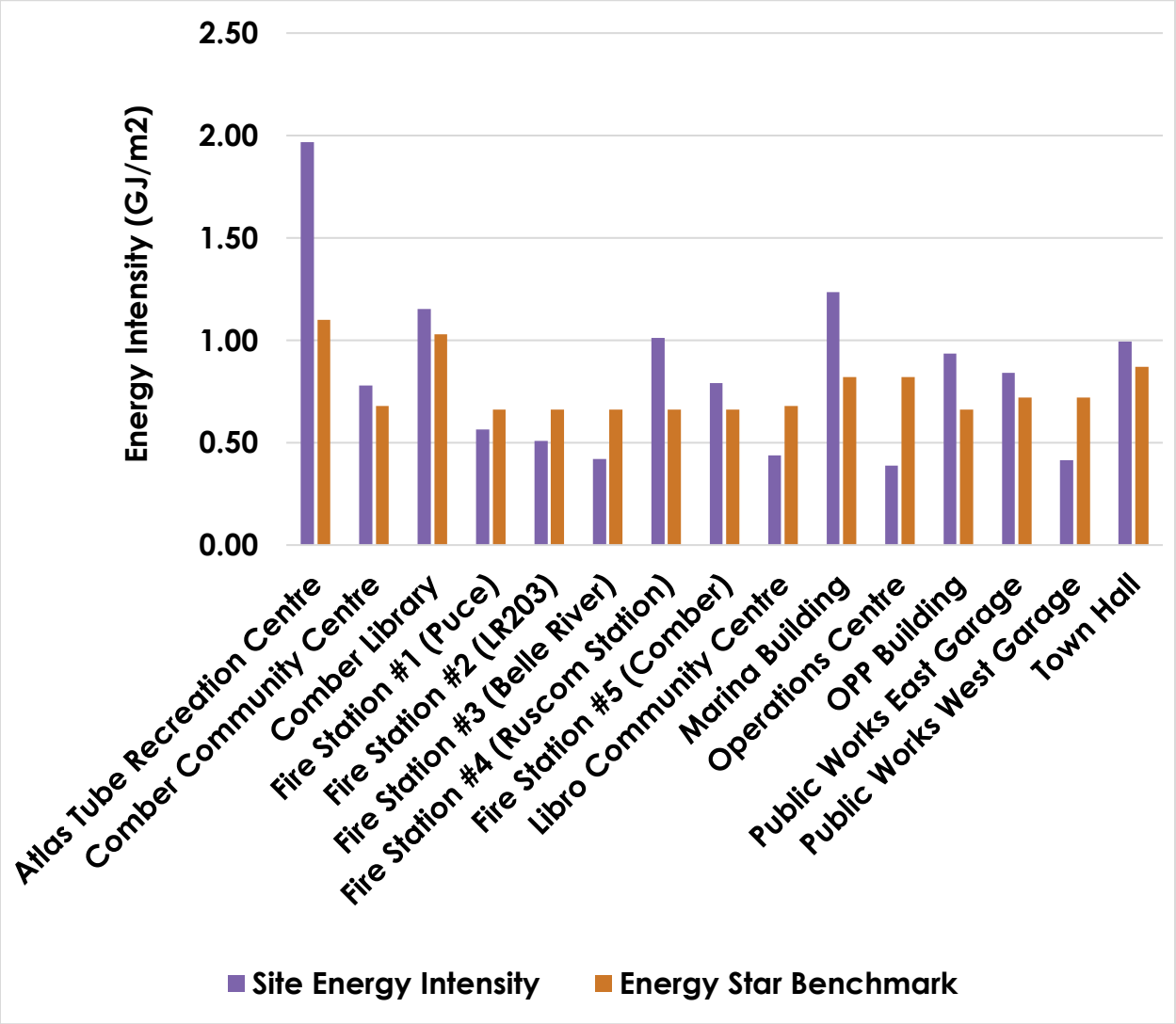
3.1.1 Facility Benchmarking

Benchmarking energy performance of Corporate facilities against industry standards offers valuable insights into operational efficiency. By comparing energy use intensity to similar buildings across Canada, Lakeshore can assess its performance, identify areas for improvement, and ensure alignment with broader industry practices. However, while benchmarking is a helpful first step, it doesn't give a complete picture of a facility's energy performance. It may not reflect unique building uses, weather differences, or specialized operations that don't match standard benchmarks.

Figure 3 below compares 2023 energy use intensity (EUI) for Lakeshore's Corporate facilities against industry standards provided in Energy Star Portfolio Manager's Technical Reference - Canadian Energy Use Intensity by Property Type[5]. Note that not all facilities were included in the benchmarking analysis. Most energy benchmarks are designed for commercial buildings and calculate energy use intensity on a gross floor area basis. The energy consumption at these facilities is primarily driven by weather factors. However, energy consumption at facilities such as water and wastewater assets as well as parks are influenced by different operational factors, making direct comparisons less applicable.

[5] https://portfoliomanager.energystar.gov/pdf/reference/Canadian%20National%20Median%20Table.pdf

Figure 3 - Facility Energy Use Intensity Benchmarking



The benchmarking exercise identified that six of the fifteen sites met or exceeded the Energy Star benchmark (i.e. their energy use intensity was at or below benchmark value). However, nine sites that did not meet the benchmark are:

- Atlas Tube Recreation Centre
- Comber Community Centre
- Comber Library
- Fire Station #4 (Ruscom Station)
- Fire Station #5 (Comber)
- Marina Building
- OPP Building
- Public Works East Garage
- Town Hall

The Energy Conservation Measures (ECMs) described later in this report will assist in bringing these facilities closer to the benchmark EUI.

Further observations about each specific facility's benchmarking results are provided in their respective audit reports.

3.2 Establishing Targets (2024-2028)

Lakeshore is targeting a **5%** reduction in overall annual energy consumption for facilities, W&WW sites and parks by the end of 2028, relative to 2023 levels. This target reflects a meaningful but practical step toward greater energy efficiency across municipal operations. It is based on total energy use, not adjusted for changes in population or service levels, making it an absolute target rather than a per capita one. As growth is expected to continue in the Lakeshore area over the next several years, this target becomes more ambitious in practice, requiring improved energy performance despite increasing demands on facilities and infrastructure.

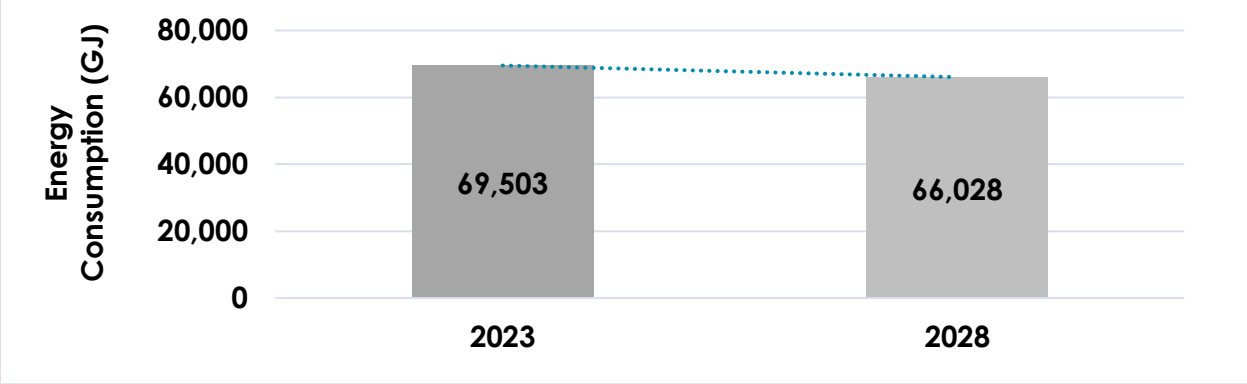
This 5% reduction goal is aligned with best practices in municipal energy management and is comparable to commitments in nearby communities[6]. By pursuing a target in this range, Lakeshore is balancing ambition with feasibility, providing a clear and measurable objective for energy conservation planning and implementation.

Table 5 and Figure 4 below summarize the 2023 baseline energy consumption, the reduction target, and the resultant target consumption for 2028.

Table 5 - 2024-2028 Energy Reduction Target

2023 Energy Consumption (GJ)	Energy Reduction Target	2028 Energy Consumption Target (GJ)
69,503	5%	66,028

Figure 4 - 2024-2028 Energy Reduction Target



[6] For example, the City of Windsor has established a 6% overall energy reduction goal in its 2024–2028 Energy Management Plan. Ref: 2024-2028_Energy_Management_Plan.pdf

4. The Future: 2024-2028 Energy and GHG Reduction Strategies

4.1 Energy Audit Findings and Strategic Recommendations

This section summarizes key findings from Lakeshore's Level 1 energy audits and outlines strategic next steps to support implementation and continuous improvement. It includes a consolidated ECM matrix highlighting common retrofit opportunities across facilities, W&WW sites, and parks, as well as recommendations for deeper Level 2 audits, Building Automation System (BAS) standardization, and improved utility data management through software integration. These findings provide a practical foundation for prioritizing investments and enhancing Lakeshore's long-term energy and emissions performance.

4.1.1 Audit ECM Matrix

The ECM matrix (Table 6) below provides a convenient, high-level summary of ECMs identified in the Level 1 energy audits for each site. The sites are organized by category, corresponding to the colour legend provided in Appendix A. An "X" in the table represents an opportunity for the ECM identified at the respective site.

The "Appliance Upgrades" category includes Energy Star appliances, high-efficiency furnaces, AC units, commercial washing machines, and domestic hot water heater upgrades.

The "Other HVAC Controls" category covers measures such as garage door heater interlocks, VFDs for air handler fans, destratification fans, HVAC controls recommissioning, exhaust fan controls, HVAC dampers, thermostat setpoint adjustments, and BAS optimization or replacement.

This ECM matrix offers Lakeshore a practical, at-a-glance reference to track and prioritize implementation opportunities across its facilities, W&WW sites, and parks. It can serve as a checklist to guide project planning, funding applications, or future audits, while helping staff quickly identify which locations share similar retrofit needs. Standardizing common upgrades (such as LED tube replacements, HVAC controls, or appliance models) can reduce costs by creating economies of scale, simplifying procurement, and streamlining both maintenance and future replacements. Consistency across sites also improves staff familiarity with equipment, reduces training requirements, and supports more efficient inventory management of spare parts.

More details on specific ECMs (including site existing conditions, qualitative savings estimates, and non-financial considerations) can be found in the respective facility's Level 1 audit report.

These Level 1 audits are primarily qualitative in nature. They are walkthrough assessments that serve to identify opportunities but do not include detailed energy savings estimates or financial analysis. Based on the opportunities identified, a conservative estimate of the combined energy savings across all identified ECMs if fully implemented would be in the range of 10-15 percent. The estimated total cost of

implementing these measures is projected to be in the range of $200-400k (exclusive of internal labor) based on typical retrofit pricing for municipal buildings.

Internal labour requirements may include technical staff time for project coordination and oversight, maintenance staff to assist with tasks such as fixture swaps, equipment replacements, or commissioning, and municipal resources for materials handling, utility shut-downs, or site access preparation. In some cases, staff may also be needed to manage contractor activities, provide operational knowledge of building systems, or handle follow-up work such as preventative maintenance on newly installed equipment.

The average effective useful life of the recommended measures is expected to be 10 to 15 years, aligning with industry norms for equipment and controls upgrades.

Table 6 - Level 1 Energy Audit Potential ECM Matrix

Facility/Park	LED Lighting Retrofit	Lighting Occupancy Controls	Smart/ Programmable Thermostats	Building Envelope Improvements	Appliance Upgrades	Other HVAC Controls	Other Unique ECMs
Atlas Tube Recreation Centre	x	x				x	
Marina Building	x				x	x	
Libro Community Centre	x	x				x	
Comber Library	x	x				x	
Comber Community Centre	x	x	x		x	x	
Stoney Point Library	x	x				x	
Fire Station #1	x		x	x	x		
Fire Station #2	x		x		x		
Fire Station #3	x	x			x		
Fire Station #4	x	x	x		x	x	
Fire Station #5	x	x	x				
Lions Park							
Stoney Point Park	x	x					
Ladouceur Park/Lions Club Park		x					
Lakeview Park							
West Beach							
Optimist Park	x						
Maidstone Park	x	x					
Centennial Park	x						
Leffler Peace Park							

Facility/Park	LED Lighting Retrofit	Lighting Occupancy Controls	Smart/ Programmable Thermostats	Building Envelope Improvements	Appliance Upgrades	Other HVAC Controls	Other Unique ECMs
River Ridge Park		x				x	
Shanahan Park							
Geralyn Tellier-Perdu Memorial Park		x					x
Comber Community Centre Park		x					x
Operations Centre		x		x		x	x
Town Hall	x	x	x				
Public Works West Garage	x	x			x		
OPP Building	x		x	x		x	
Public Works East Garage	x	x	x		x		
Denis St. Pierre WWTP	x	x	x				
Haycroft Pumping Station	x	x	x				
South Woodslee WWTP	x		x				
North Woodslee WWTP	x	x	x				
Comber Pumping Station	x	x	x				
John George WTP	x	x	x		x	x	x
Stoney Point WTP	x	x	x		x		

4.1.2 Additional Recommendations

4.1.2.1 Level 2 Audit Recommendations and Strategic Review of Past Audits

The Level 1 energy audits, benchmarking, and energy/GHG analyses conducted across Lakeshore's facilities provide a high-level assessment of energy performance, identifying key trends and opportunities for improvement. These initial evaluations help pinpoint sites where energy consumption patterns, operational inefficiencies, or benchmarking comparisons suggest a need for deeper investigation.

For facilities with significant energy savings potential, a more detailed energy audit is recommended. Typically in such cases municipalities receive maximum benefit from a Level 2 equivalent audit. Unlike the qualitative nature of Level 1 audits, Level 2 audits provide quantitative estimates for ECM metrics, including projected energy savings, implementation costs, and financial payback. This data-driven approach offers greater confidence in decision-making and investment planning for ECM implementation. A Level 2 equivalent audit can incorporate the most valuable elements of the defined ASHRAE Level 2 audit requirements and omit less actionable elements to ensure best value for the municipality.

Based on the findings from the initial assessments, the following sites have been identified as strong candidates for Level 2 equivalent energy audits.

1. **Town Hall**

   The Town Hall was one the poorest performers in the benchmarking exercise and was undergoing renovations during the initial Level 1 audit, which likely impacted energy performance. Despite being audited previously in 2014, its 2023 EUI remains significantly above the Canadian average, indicating persistent inefficiencies and ongoing opportunities for cost-effective improvements. It is recommended to complete a Level 2 audit at this site once the facility is back in regular use, with monitoring of energy performance through 2026 to better establish post-renovation consumption patterns.

2. **Operations Centre**

   Despite performing well in the benchmarking exercise, the Operations Centre is a key candidate for further analysis due to being one of the larger energy-consuming facilities in Lakeshore. A Level 2 audit would enable more detailed quantification of ECMs identified during the Level 1 assessment and could also include a preliminary assessment of the feasibility of a solar PV system above the garage. Additionally, reviewing the facility's electricity interval data as part of the audit could provide deeper insight into operational patterns, peak demand behavior, and potential cost savings opportunities, offering a level of analysis not possible through the utility bill data used in the Level 1 audit.

3. **Fire Station #4**

Despite its limited operating hours, Fire Station #4 performed poorly in the benchmarking analysis with an EUI roughly 50% higher than the Canadian average. A Level 2 audit will help clarify the sources of inefficiency and further identify viable ECMs.

Although the sites identified above represent relatively low energy consumption compared to Lakeshore's overall totals (Table 4), this is largely because just three facilities (Atlas Tube Recreation Centre, Denis St. Pierre WWTP, and John George WTP) together account for over 80% of Corporate energy consumption and emissions. As a result, other sites appear smaller in relative terms but still present meaningful opportunities for targeted efficiency improvements.

Lakeshore is also encouraged to revisit the findings of previously completed Level 2 audits from 2014 (Denis St. Pierre WWTP, Stoney Point WTP, Maidstone Public Works Garage, John George WTP) and 2019 (Atlas Tube Recreation Centre, Libro Community Centre/Library). While many of these sites remain significant energy users, we recommend first prioritizing a strategic comparison as opposed to immediately completing updated Level 2 audits.

A focused review of these audits, paired with updated utility rates and current facility operating conditions, can help determine:

- Which ECMs have already been implemented,
- Which remain outstanding and viable,
- And how expected savings and costs should be recalibrated.

This strategic review approach delivers high value at lower cost by leveraging prior analytic work as a foundation for targeted action. If this strategic review identifies that gaps persist such as new systems or controls on site, we recommend commissioning new Level 2 energy audits for those specific sites.

4.1.2.2 Building Automation System (BAS) Standardization

The effectiveness of Lakeshore's existing BAS vary across sites. Several facilities experiencing ongoing issues related to system reliability, connectivity, and maintenance. Connectivity failures often require manual on-site intervention, increasing staff workload and reducing operational efficiency. Additionally, a lack of readily available, qualified technicians for troubleshooting and training has further complicated system management.

To improve system reliability, streamline maintenance, and enhance energy management, Lakeshore should consider implementing a standardized BAS platform across all major sites. A unified system with consistent controls and interfaces would simplify operations, improve remote monitoring capabilities, and reduce downtime associated with technical failures. Standardization would also facilitate staff training, ensuring personnel can efficiently operate and maintain the system across multiple facilities.

While retrofitting all sites to a common platform may present interoperability challenges, this transition should be considered when replacing major HVAC equipment and other BAS-controlled loads. A phased approach, aligned with capital upgrades, would help mitigate integration challenges while progressively moving toward a more reliable and efficient automation system.

4.1.2.3 Improve Utility Data Management through Software Integration

Lakeshore currently manages utility data by manually entering information from bills or requesting historical records from utility providers such as Hydro One, ELK, and Enbridge. This manual process is time-consuming, can be prone to errors, and limits the ability to analyze energy performance effectively.

Adopting an energy management software solution would automate data collection, improve accuracy, and centralize utility cost and consumption data. These platforms can integrate directly with utility providers or use automated bill parsing, reducing or eliminating the need for manual entry. Built-in dashboards and reporting tools allow staff to monitor trends, identify savings opportunities, and detect billing anomalies.

Several municipalities have successfully implemented platforms like EnergyCAP[7] to streamline energy tracking and reporting. For example, the City of Peterborough uses EnergyCAP to manage and analyze electricity and natural gas data across its facilities, as outlined in their 2024–2028 Corporate Energy Management Plan[8].

In our experience such tools can significantly enhance data management and decision-making capabilities. EnergyCAP is provided as an example. Aladaco is not affiliated with any vendor and a review of commercially available options is recommended.

Costs for these tools are typically divided into two components:

- **Software license fee**: Ranges from $5,000 to $15,000+ annually, depending on the number of meters and selected features.
- **Professional services fee**: Covers implementation, training, and database setup. This cost varies based on system complexity and data readiness.

Though these systems require ongoing investment, they can substantially reduce administrative workload and support more strategic, data-driven energy management.

4.1.2.4 Corporate Energy Efficiency and Low-Carbon Alternatives Policy

To support Lakeshore's commitment to reducing energy consumption and enhancing sustainability, it is recommended that the municipality adopt a Corporate Energy Efficiency and Low-Carbon Alternatives Policy. This policy would establish a structured approach to evaluating energy systems and fleet vehicle upgrades, ensuring that

[7] Energy Management & Monitoring Solutions | EnergyCAP
[8] City of Peterborough Corporate Energy Management Plan Update 2024-2028

energy efficiency and low-carbon options are systematically considered in capital investment decisions.

Policy Overview

The proposed policy mandates that for all energy system or fleet vehicle upgrades exceeding a specified dollar threshold, departments must:

- Evaluate at least one high-efficiency or low-carbon alternative.
- Conduct a comprehensive life cycle cost analysis (LCCA) for each alternative to assess long-term economic viability, considering factors such as energy savings, maintenance, and operational costs.

This approach emphasizes a holistic understanding of costs over the asset's lifespan, moving beyond initial capital expenditures. By doing so, it encourages informed decision-making that balances fiscal responsibility with environmental stewardship.

Flexibility and Practicality

Unlike more prescriptive mandates (e.g., requiring all-electric new builds), this policy offers flexibility. It does not eliminate conventional options but ensures that energy-efficient and low-carbon alternatives are duly considered and assessed. This balanced approach is designed to garner broader support from both Council and staff, facilitating practical implementation without compromising on energy and sustainability goals.

Transparency and Accountability

Incorporating LCCA into the evaluation process enhances transparency, providing council with clear, quantifiable metrics to inform their decisions. This aligns with best practices in asset management and has been adopted by other Ontario municipalities. For example, the City of Peterborough has integrated LCCA into their design procedures for all energy projects[9].

Implementation Considerations

- **Threshold Determination**: Establish clear financial thresholds that trigger the policy's requirements, ensuring applicability to significant projects without overburdening routine operations.
- **Standardized Tools**: Develop or adopt standardized LCCA tools and templates to facilitate consistent and efficient evaluations across departments.
- **Training and Support**: Provide training for relevant staff to ensure competency in conducting LCCA for energy projects and understanding its implications. Opportunities could include:

[9] Corporate-Energy-Management-Plan.pdf

- formal certifications such as the Certified Energy Manager (CEM) designation offered by the Association of Energy Engineers (AEE) and Canadian Institute for Energy Training (CIET), which covers implementation of energy management plans and financial analysis of energy projects
- participation in the Dollars to $ense Energy Management Workshops[10] offered by CIET and TdS Dixon, which provide practical training on linking energy savings to financial performance and developing business cases

Both of these options may be eligible for training incentives[11] through the IESO Save on Energy Programs. Other options, such as municipal asset management courses or targeted workshops on life cycle cost analysis, can also strengthen staff capacity to evaluate both technical and financial aspects of energy projects

- **Monitoring and Review**: Implement mechanisms to monitor the policy's application and effectiveness, allowing for periodic reviews and adjustments as necessary.

By adopting this policy, Lakeshore can systematically integrate energy efficiency and low-carbon considerations into its capital planning processes, supporting its broader sustainability objectives while maintaining fiscal prudence.

4.2 Renewable Energy Integration Opportunities

Integrating renewable energy technologies into Lakeshore's infrastructure can significantly enhance sustainability, reduce greenhouse gas emissions, and promote long-term economic benefits. This section explores three viable options: Solar PV Systems, Wind Energy, and Biogas Cogeneration, detailing their technologies, benefits, limitations, and specific opportunities/general feasibility within Lakeshore.

4.2.1 Solar PV

Technology Overview: Solar PV systems convert sunlight directly into electricity using semiconductor materials. These systems can be installed on rooftops, ground-mounted, or integrated into building designs to supply clean energy.

Benefits:

- **Renewable Energy Source:** Utilizes abundant solar energy, reducing reliance on fossil fuels.
- **Lower Electricity Bills:** Generates on-site electricity, decreasing energy costs.
- **Low Maintenance:** Requires minimal upkeep with long operational lifespans.

Limitations:

[10] Dollars to $ense Energy Management Workshops™ - CIET
[11] Training Incentives | Save on Energy

- **Intermittent Energy Production:** Dependent on sunlight availability, leading to variable output.
- **Initial Investment:** High upfront costs for equipment and installation.
- **Space Requirements:** Adequate space needed for installation to achieve desired energy output.

Current and Potential Applications in Lakeshore: The Atlas Tube Centre currently operates a solar PV system under a FIT contract, as discussed in Section 2.3. Discussions are underway to expand this system through a net-metering arrangement, allowing energy generated to directly offset on-site consumption. If approved by Council and funded, the proposed project would add approximately 870kW$_{DC}$ of new solar PV capacity -830kW$_{DC}$ on the rooftop and 40kW$_{DC}$ from a solar canopy added near the pickleball courts.

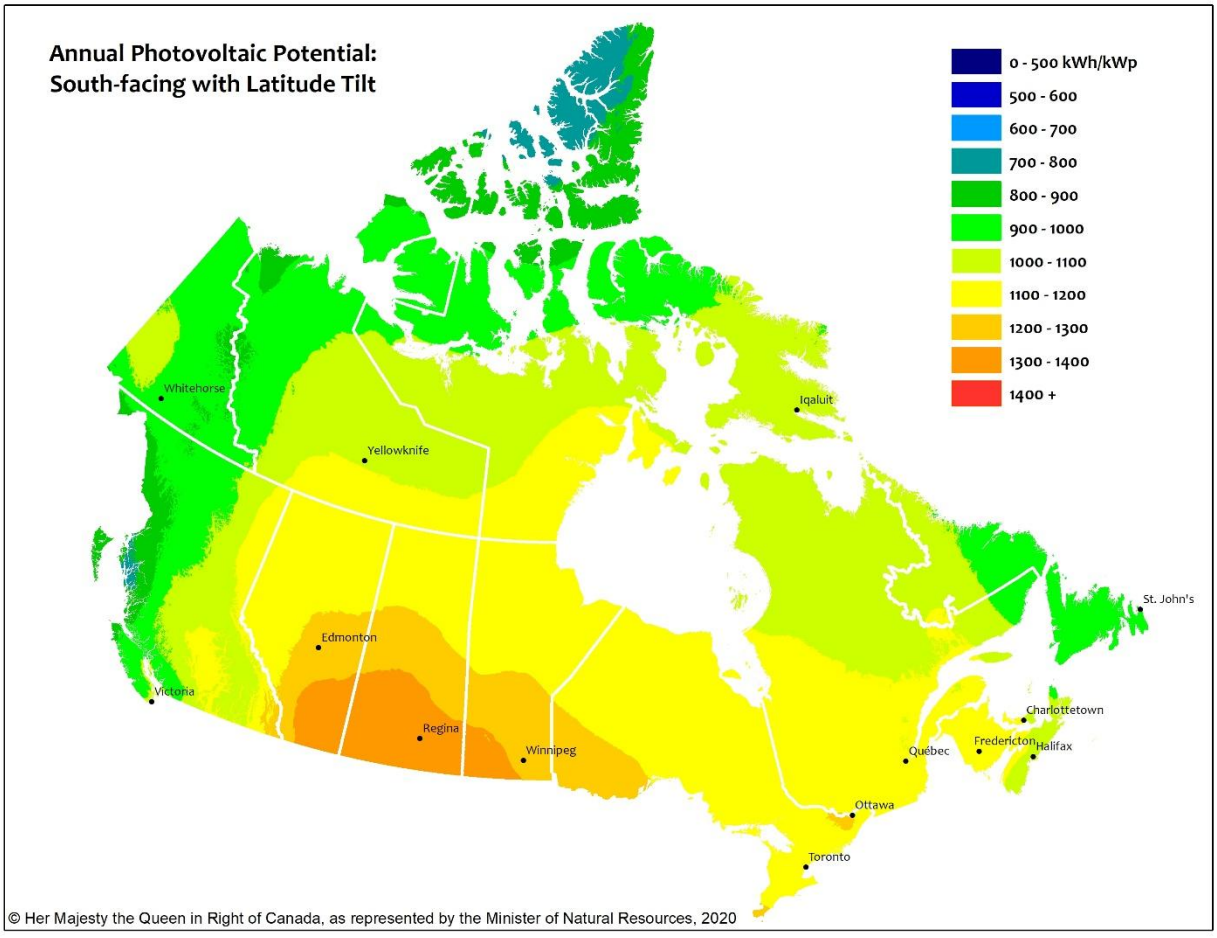
Audit observations indicate considerable roof space available for additional rooftop solar PV installations, particularly over the garage area at the Operations Centre. Other potential sites include the Comber Community Centre and several fire halls/public works garages, which feature large, flat roofs suitable for solar arrays.

Ground-mounted solar PV systems may also be a viable option for Lakeshore. It is recommended that Lakeshore review available land at Corporate facilities to identify potential sites for future installations.

General Solar Feasibility in Lakeshore: Lakeshore benefits from a favorable solar resource, with average annual solar irradiation levels of approximately 4 kWh/m²/day, according to Natural Resources Canada (NRCan)[12]. This places it among the better-performing regions in Ontario for solar energy production, making solar PV a viable and productive option for reducing electricity demand and emissions. The region's relatively high number of sunny days and consistent solar exposure support strong system performance and return on investment.

[12] https://natural-resources.canada.ca/energy-sources/renewable-energy/photovoltaic-potential-solar-resource-maps-canada

Figure 5 - Canadian Map of Solar Generation Potential (Natural Resources Canada)[12]



The estimated annual energy production of about 1,200-1,300 kWh per kWdc of installed solar capacity in the Lakeshore region is higher than the Canadian average (Figure 5). This means that a 10kWdc system can be expected to offset approximately 12,000-13,000kWh of facility grid consumption annually.

The cost of installing solar PV systems varies but typically ranges from an installed price of $2,000 to $3,000 per kWdc, depending on system size and installation specifics.

Given these factors, the integration of additional solar PV capacity is recommended as a future initiative, to be pursued when budget availability and external funding opportunities align.

Current Funding Opportunity: The Save On Energy Retrofit Program has a new offering of significant incentives for solar PV systems aimed at load displacement. Key eligibility criteria stipulate that these must be rooftop systems, serve to reduce on-site energy consumption and cannot be net-metered. This means that all generated electricity must be used directly on-site rather than fed back into the grid. Incentives include:

- **Microgeneration Projects (up to 10 kWdc):** Eligible for $1,000 per kWdc.

- **Small-Medium Generation Projects (greater than 10 kW up to 1 MWac):** Eligible for $860 per kWac.

Both incentive offerings are capped at 50% of eligible project costs.

4.2.2 Wind

Technology Overview: Wind energy systems harness wind currents to drive turbines, generating electricity. These systems can range from small-scale installations for individual use to large wind farms supplying power to the grid.

Benefits:

- **Clean Energy Production:** Generates electricity without emitting greenhouse gases.
- **Cost-Effective:** After initial installation, wind energy has low operational costs.
- **Scalable:** Can be implemented at various scales to meet different energy needs.

Limitations:

- **Site Specificity:** Requires locations with consistent, strong wind speeds for optimal performance.
- **Aesthetic and Noise Concerns:** Potential visual and auditory impacts on local communities.
- **Wildlife Impact:** Risk of harm to birds if not properly sited.

General Wind Feasibility in Lakeshore: Lakeshore's proximity to Lake St. Clair suggests there may be potential for wind energy development. However, an analysis using NRCan's RETScreen Expert software showed an average daily wind speed of 4.8 m/s (17.35 km/h) in the area. According to NRCan's Wind Energy Systems Guide[13], this wind speed is considered poor for high-efficiency wind energy generation. While these findings suggest limited viability, site-specific assessments would still be required to determine whether localized conditions could support wind energy projects.

The cost of installing wind turbines varies significantly based on scale and location, ranging from as low as $1,600[14] (utility-scale) to $9,000[15] (small systems) per kW of installed capacity. As any of Lakeshore's wind applications impacting Corporate assets would fall under the small system category, this renewable energy option is less economically attractive than Solar PV. As such, further exploration of wind options is not recommended at this time but could be revisited in the next CDMP.

[13] WindEnergy_buyersguide_ENG.pdf
[14] CER – Market Snapshot: The cost to install wind and solar power in Canada is projected to significantly fall over the long term
[15] Electricity generation using small wind turbines for home or farm use | ontario.ca

4.2.3 Biogas Cogeneration

Technology Overview: Biogas cogeneration, also known as combined heat and power (CHP), involves capturing biogas produced through the anaerobic digestion of organic waste, typically at wastewater treatment plants or landfill sites, and using it as fuel to simultaneously generate electricity and usable heat. This methane-rich gas is often flared for safety and odor control, resulting in wasted energy potential. Cogeneration systems instead convert that biogas into productive energy in the form of electricity and heat, offering an efficient and environmentally responsible alternative.

Benefits:

- **Energy Recovery:** Turns a waste byproduct into a valuable energy source, improving overall facility efficiency.
- **GHG Reduction:** Captures and utilizes methane, a potent greenhouse gas, reducing emissions significantly.
- **Operational Resilience:** Provides on-site power and heat, improving energy reliability and lowering utility costs.
- **Circular Economy:** Aligns with sustainability goals by integrating waste management and energy generation.

Limitations:

- **Upfront Cost:** High capital investment is required for CHP systems and supporting infrastructure.
- **Maintenance Needs:** Systems are technically complex and require skilled operation and regular upkeep.
- **Feedstock Dependency:** Energy generation relies on a consistent and sufficient supply of organic material, such as sewage sludge.

Potential Application in Lakeshore: Lakeshore's existing wastewater treatment systems are aerobic, which means biogas cogeneration is not currently feasible. However, this remains a viable opportunity for any future wastewater treatment facilities. Should Lakeshore consider upgrading or developing new WWTP infrastructure, they are encouraged to revisit biogas CHP as a strategic sustainability measure. In such a scenario, engaging its operating partners, the Ontario Clean Water Agency (OCWA), and external consultants to conduct biogas potential assessments would be a prudent next step.

Several Ontario municipalities have already adopted this technology with success. For example, the Region of Waterloo has implemented biogas cogeneration systems at

multiple wastewater facilities[16], including in Kitchener and Galt, to reduce operating costs and emissions by using digester gas to generate electricity and heat onsite.

Funding Opportunities: The Save On Energy Industrial Energy Efficiency Program (IEEP) offers significant financial incentives for waste energy recovery projects, such as biogas cogeneration systems. Incentives are based on the amount of electricity generated and offset from the grid. Because biogas cogeneration systems also produce usable heat—often for space or water heating—they can reduce natural gas consumption as well. As a result, they may also qualify for Enbridge incentives targeting natural gas reduction. Lakeshore is encouraged to explore these funding opportunities, along with other available programs listed in Appendix D.

4.3 Implementation Plan

Achieving Lakeshore's energy conservation and emissions reduction targets will require a structured, strategic approach. This Implementation Plan outlines the key actions and frameworks recommended to meet the established 5% energy reduction target by 2028, as detailed in Section 3.2.

4.3.1 Key Strategies for Achieving Established Goals

To support consistent progress over the 2024–2028 planning period, Lakeshore should follow a clear and actionable implementation framework. These strategies integrate policy, project execution, and data-driven oversight to prioritize investments, streamline operations, and track results effectively. Figure 6 below outlines the five-step implementation framework that is recommended to form the backbone of Lakeshore's energy management efforts.

[16] Wastewater treatment plant innovation wins award – Region of Waterloo

Figure 6 - Five-Step Implementation Framework

Implement Utility Data Software and Monitor Progress

As detailed in Section 4.1.2.3, deploy an energy tracking platform to automate data collection, monitor savings, and support annual reviews to track progress toward the 2028 target.

Implement the Corporate Energy Efficiency and Low-Carbon Alternatives Policy

Adopt and apply the policy described in Section 4.1.2.4 to all capital projects meeting specified thresholds. This policy ensures that energy efficiency and lifecycle costing are formally integrated into project planning and procurement across departments.

Deploy Identified ECMs from Level 1 and past Level 2 audits

Use the ECM Matrix (Table 6) as a foundation for action.

Also perform a strategic review of opportunities identified in past Level 2 audits.

Emphasize measures with high impact and cost efficiency, including:

- ► Bulk purchasing common retrofit measures such as LED linear fixtures, flat panels, and tubes.
- ► Standardized deployment of occupancy sensors and smart thermostats.
- ► Prioritize facilities with multiple applicable ECMs for more efficient project bundling and procurement.

Conduct Level 2 Energy Audits at Key Facilities

Perform deeper audits at the sites identified in Section 4.1.2.1 to obtain detailed savings projections, cost estimates, and payback periods. These audits will inform capital budgeting and unlock more substantial opportunities.

Implement Capital ECMs During Major Renovations

Align capital ECM execution with facility lifecycle events (e.g., HVAC replacements, roof upgrades) to reduce disruption and maximize cost-effectiveness.

4.3.2 Resource Allocation and Program Management Framework

Lakeshore's Division Leader – Energy Management and Utilities will serve as the program lead for ECDMP implementation. Their responsibilities will include:

- Overseeing ECM implementation and tracking.
- Coordinating with asset managers, capital planners, maintenance and procurement staff.
- Managing external consultants for Level 2 audits or complex retrofit designs.
- Reporting on progress to relevant stakeholders.

Support will be provided by:

- Departmental staff tasked with specific measures (e.g., Parks, Recreation, Water/Wastewater).
- Finance staff to coordinate budget alignment and fund tracking.
- IT and operations teams to assist with BAS integration and utility data platforms.

To ensure consistency and efficiency:

- Lakeshore may standardize retrofit specifications (e.g., LED lighting, BAS platforms). Standardizing common upgrades across facilities can reduce overall costs through economies of scale, simplify procurement, and streamline future maintenance and replacements. It also allows staff to become more familiar with a consistent set of technologies, reducing training needs and improving efficiency in managing spare parts.
- Project bundling can be used to streamline procurement and reduce unit costs.

4.4 Anticipated Challenges and Solutions

4.4.1 Project Implementation Challenges

Achieving Lakeshore's proposed energy reduction target will require coordinated effort, long-term investment, and sustained support from staff and decision-makers.

While this ECDMP outlines a practical roadmap of ECMs and strategic recommendations, it is important to acknowledge that implementation challenges are anticipated. These challenges are not unique to Lakeshore; they reflect broader considerations in the municipal sector, including resource constraints, aging infrastructure, and evolving policy landscapes. Identifying and proactively addressing these barriers will be key to successful implementation.

Table 7 - Anticipated Challenges and Solutions

Challenge	Description	Potential Solutions or Mitigation Strategies
Lack of Capital Budget	Many ECMs and fuel-switching projects require significant upfront investment, which may not always align with available municipal capital budgets.	Explore external funding opportunities listed in Appendix D. Note that program eligibility varies by project type and may require minimum project sizes.
Limited Staff Resources	Implementing ECMs across departments requires staff time, technical expertise, and project coordination that may not be readily available. A further challenge is that the Division Leader – Energy Management and Utilities is currently a temporary full-time role. This creates uncertainty for future implementation of the program framework, which is a multi-year approach requiring consistent leadership and long-term planning.	To mitigate these challenges, it is recommended that the Division Leader – Energy Management and Utilities position be made permanent, providing the consistent leadership needed to implement the framework, oversee energy initiatives, and guide long-term energy and GHG reduction planning. Additional internal support can be provided by assigning departmental staff to support with specific initiatives. External consultants can also be engaged as needed to support technical design, feasibility assessments, and implementation planning for more complex projects.
Project Complexity	Some projects (e.g., HVAC upgrades, fuel switching, building automation standardization) require complex technical and operational planning.	Leverage the results of energy audits to develop detailed scopes, cost estimates, and timelines. Bundle projects to reduce disruption and improve project value. Leverage the expertise of unbiased energy consultants where necessary.
Low Economic Return on Fuel Switching	Projects that involve switching from natural gas to electricity often have poor paybacks under current market conditions, especially with the potential removal of the federal carbon tax.	Consider applying an internal cost of carbon or assigning value to GHG reductions to justify projects that otherwise fall short on financial metrics alone.

Challenge	Description	Potential Solutions or Mitigation Strategies
Uncertainty in Incentive Programs	External funding programs are subject to change and often have variable eligibility requirements, deadlines, and performance thresholds.	Stay informed of updates to programs such as Save On Energy, Enbridge, and the Low Carbon Economy Fund. Consider developing internal tracking tools or leveraging consultant support.
Siloed Budgeting Processes	Energy cost savings are often realized in one department while capital costs are borne by another, creating a disconnect in incentives.	Promote cross-departmental collaboration and energy literacy in budgeting. Consider internal mechanisms like a revolving energy fund.
Aging Infrastructure	Many buildings and systems are at or near end-of-life, which can limit the ability to implement ECMs without major capital upgrades.	Align ECM implementation with planned capital upgrades to reduce duplication and increase cost-effectiveness.
Council Priorities and Budget Decisions	Traditional budgeting processes often focus on line items rather than strategic outcomes, potentially deprioritizing energy projects despite their long-term value.	Advocate for rolling, outcome-based budgeting linked to strategic goals. Engage council transparency with clear project metrics (cost, savings).

Funding and Financing Considerations

A recurring challenge in municipal energy planning is securing the upfront capital needed to implement recommended measures. Lakeshore should proactively explore the full range of external funding programs listed in Appendix D, including programs from the IESO, Enbridge, NRCan, and FCM. It is important to note that:

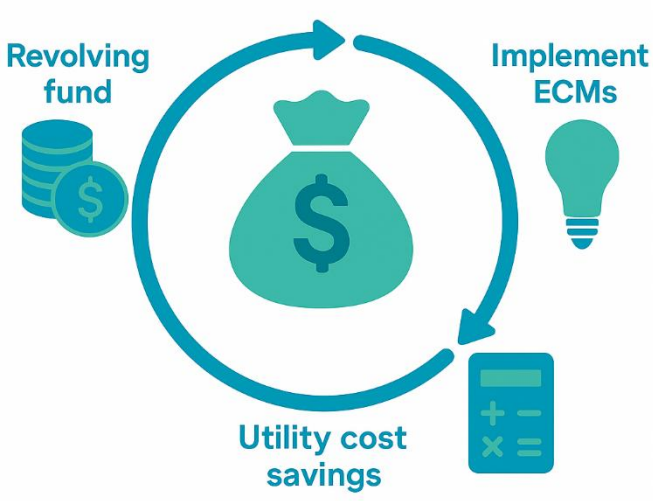
- Program eligibility varies depending on project size, type, and energy savings.
- Some programs have minimum consumption thresholds or performance reporting requirements.
- Programs and incentive levels are subject to change, so early engagement is recommended.

Revolving Energy Fund – A Potential Internal Solution

To address internal funding gaps and build long-term financial capacity, Lakeshore is strongly recommended to explore creating a Revolving Energy Fund (Figure 7). This type of fund operates by:

- Allocating initial seed funding (e.g., from reserve accounts or initial project savings).
- Using the fund to implement ECMs that generate utility cost savings, and
- Returning a portion or all of the savings back into the fund to finance future energy projects.

Figure 7 - Revolving Energy Fund Concept



This model creates a self-sustaining funding mechanism that grows over time and reduces dependence on external grants or annual budget cycles. Revolving funds are used successfully in many Canadian municipalities to accelerate progress on energy and climate goals.

For example, the Town of Caledon in Ontario established a Corporate Energy Revolving Fund (CERF) using revenue from municipally-owned solar projects and repurposed energy funds[17],[18]. The fund finances efficiency upgrades and is replenished by savings from reduced utility costs and incentive programs. This approach has enabled Caledon to continuously reinvest in additional energy projects while improving financial and environmental performance.

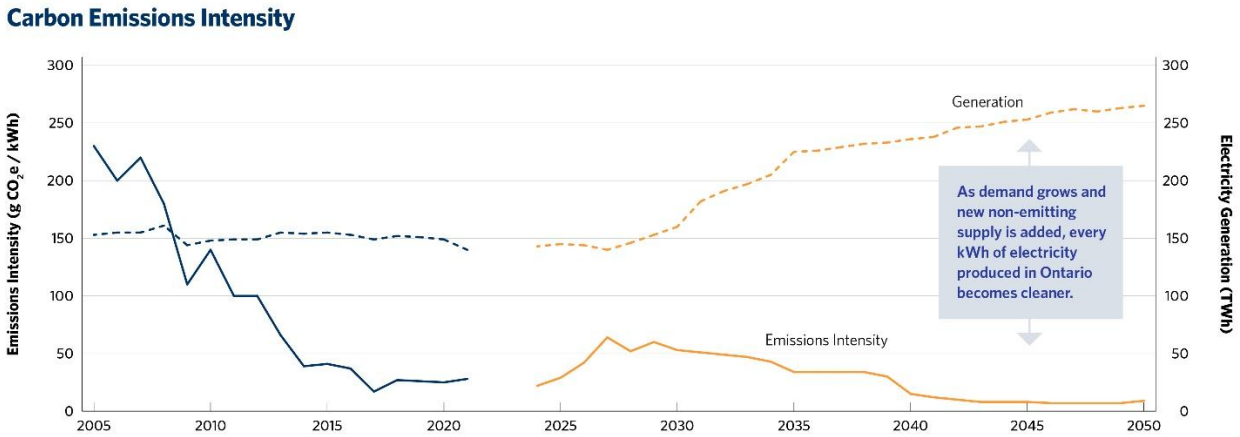
4.4.2 Ontario Electricity Emissions Projections

Ontario's electricity supply is primarily generated from non-emitting sources, with nuclear and hydroelectric power making up the largest share of the energy mix. This reliance on clean energy has kept the province's GHG emissions factor for electricity production relatively low. However, electricity demand is expected to grow significantly - by 75% - from 151 terawatt-hours (TWh) in 2025 to 263 TWh by 2050.

[17] Town to complete eco-friendly projects thanks to Energy Revolving Fund | Caledon Citizen
[18] Caledon's Corporate Energy Revolving Fund is sustaining itself

To meet this rising demand, Ontario plans to add more non-emitting energy sources, such as wind, solar, hydro, and biofuel generation. Despite these efforts, additional natural gas-fired generation will also be required in the energy mix to ensure reliability during peak periods. As a result, the emissions intensity of electricity is expected to increase notably in the short term before leveling off and ultimately declining post-2030 (Figure 8).

Figure 8 - Ontario Total Electricity Generation and Emissions Intensity Projections (IESO)[19]



What this means is that for the same amount of electricity consumed, Lakeshore's electricity-related emissions are expected to rise in the short term. While Lakeshore has not established a GHG reduction target (but rather an energy reduction target) for the 2024-2028 term, this trend remains important, as it will significantly influence the emissions profile reported in the next ECDMP. Therefore, reducing electricity consumption through improved energy efficiency remains a key strategy, not only for achieving energy reduction targets but also for managing GHG emissions in future planning and reporting efforts.

[19] Six Graphs and a Map: 2024 Annual Planning Outlook and Emissions Update

5. Fleet Energy Consumption and GHG Emissions

Lakeshore operates a fleet of vehicles to support the delivery of municipal services, including road and park maintenance, fire services as well as transportation for facilities, engineering, building and by-law staff. These vehicles currently rely on gasoline or diesel and contribute to Lakeshore's overall energy consumption and GHG emissions profile.

Since the previous ECDMP, there has been a gap in available fleet fuel consumption data. However, near the end of 2023, Lakeshore implemented a new fuel management system that enables accurate tracking of fuel use by vehicle. This system will support both aggregated and disaggregated reporting, improving data accuracy and enhancing the ability to monitor and manage fleet-related emissions over time.

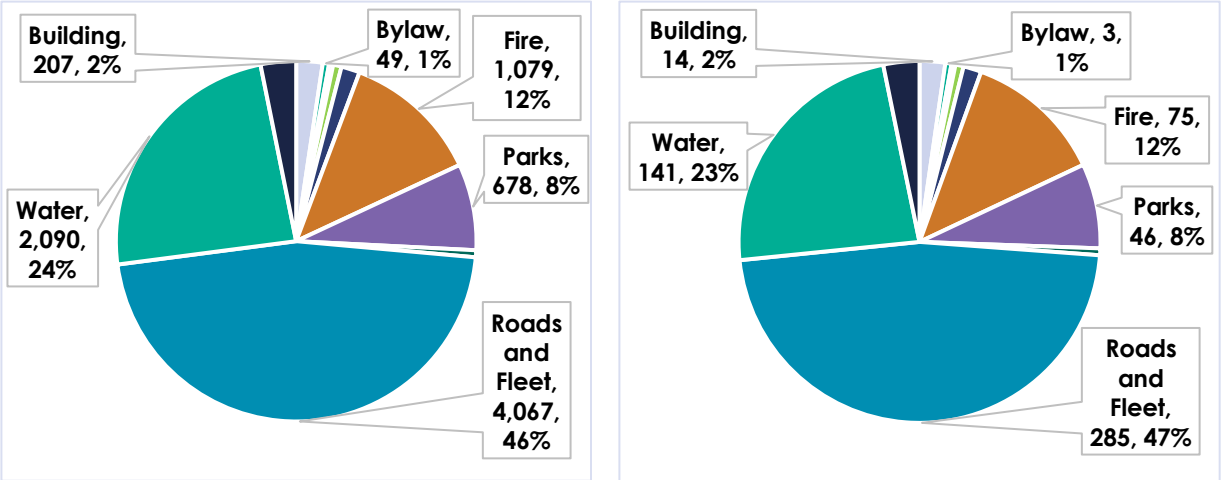
A comparison of available 2024 fleet fuel data versus that reported for 2018 in the 2019 ECDMP (labelled "Fleet and Equipment") is provided in Table 8 below. Total fleet energy consumption and GHG emissions have remained virtually unchanged since 2018. This is a positive outcome, as population growth over this period has increased the demand for municipal services, often necessitating additional vehicles. Maintaining stable fuel use and emissions despite fleet expansion reflects improved efficiency in fleet operations and management.

Table 8 - Fleet Energy Consumption and GHG Emissions (2024 vs 2018)

Metric	2018	2024	Change (%)
Energy Consumption (GJ)	8,675	8,747	<1%
GHG Emissions (tCO2e)	604	604	0%

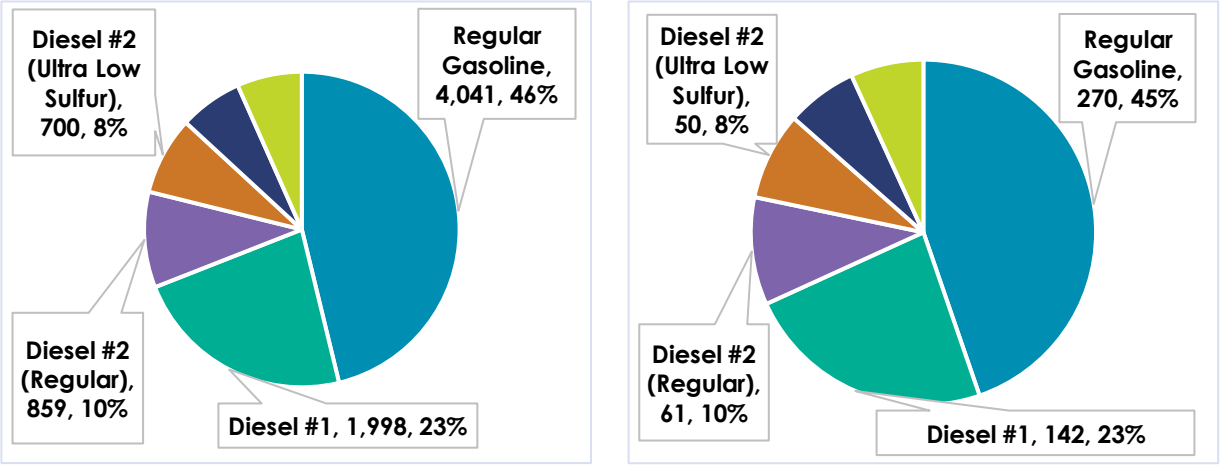
A breakdown of 2024 fleet fuel data by department is provided in Figure 9 below. For visual convenience, not all contributors have data labels.

Figure 9 - Fleet Energy Consumption (GJ - left) and GHG Emissions (tCO2e - right) by Department



A breakdown of 2024 fleet fuel data by fuel type is provided in Figure 10 below. For visual convenience, only the top 4 largest contributors have data labels. The remaining 2 contributors are Diesel #2 (Ultra Low Sulfur Dyed) and Diesel Off-Rd, which combined account for approximately 13% of energy consumption and 14% of GHG emissions.

Figure 10 - Fleet Energy Consumption (GJ - left) and GHG Emissions (tCO2e - right) by Fuel Type



Per Figure 10, there is a relatively even split of energy and emissions from gasoline-powered and diesel-powered vehicles. This implies a similar, relatively even split between the use of light-duty (primarily gasoline-powered) and medium/heavy-duty (primarily diesel-powered) vehicles. These proportions are important when identifying efficiency solutions and in development of a phased fleet electrification strategy.

5.1 Electrifying Municipal Vehicle Fleet

Electrifying Lakeshore's municipal vehicle fleet presents the largest opportunity to reduce fleet-related GHG emissions. This is because the emissions associated with driving an electric vehicle (EV) using electrical energy from Ontario's grid are significantly lower than those from driving a gasoline or diesel vehicle. Transitioning to EVs will not only reduce emissions but also lower long-term operating costs due to higher efficiencies and reduced maintenance requirements of electric drivetrains. Grant opportunities are often available to help subsidize both vehicle purchases and charging infrastructure, and Lakeshore should continue to actively explore these programs to reduce project costs.

Lakeshore currently owns and operates two dual-port Level 2 EV chargers, located at Atlas Tube and Lakeview Park. These chargers are for public use and not fleet use. They provide valuable insight into EV charger operation and user behavior, offering lessons that can inform future expansion. Understanding utilization patterns, maintenance requirements, and energy demands from these initial installations will help optimize the deployment of additional chargers across the municipality.

5.1.1 Phased Approach to Fleet Electrification

A structured, phased approach is recommended to transition the municipal fleet to electric vehicles while ensuring the necessary charging infrastructure is in place.

5.1.1.1 Phase 1: Light-Duty Vehicle Electrification

The first phase of electrification should focus on replacing light-duty vehicles, such as sedans and SUVs, currently used by the building, engineering, by-law departments as well as certain vehicles in water, fire and parks departments. These vehicle types have widely available electric alternatives[20] that are highly cost-effective when considering the total cost of ownership. Additionally, incentives are available to help offset the initial cost of EVs (see Appendix D for potential funding sources).

To support these vehicles, a staged rollout of charging infrastructure is proposed in consultation with Lakeshore's Fleet Management Program. This phased approach aligns with upcoming municipal fleet lease renewals, ensuring that charging capacity is ready as EVs are introduced. Phase 1 is expected to be completed within the ECDMP period (2024–2028).

Phase 1a (2026) – Operations Centre: Install Level 2 charging stations to serve municipal fleet vehicles based at this hub.

Phase 1b (2027) – Town Hall: Install Level 2 charging stations to support Town Hall fleet vehicles.

Phase 1c (2028) – Atlas Tube Recreation Centre: Install additional charging stations (details to be finalized) to support fleet vehicles assigned to this location.

For Phases 1a-c above, the number of chargers/ports should align with the Municipal Fleet lease renewal program.

Prior to installation, electrical capacity at each site should be reviewed to confirm available load and determine whether upgrades are required. Where possible, energy efficiency measures may be implemented to free up capacity and minimize costly transformer or panel upgrades.

5.1.1.2 Phase 2: Medium- and Heavy-Duty Vehicle Electrification

The second phase will focus on the electrification of medium-duty and heavy-duty vehicles, including road maintenance trucks and other specialized municipal vehicles. Currently, electric alternatives for these vehicle types are limited, but future advancements in technology and vehicle availability will make this transition more feasible.

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[20] Plug 'N Drive provides a comprehensive list of electric vehicles (primarily light and medium-duty) available in Canada. This list is filterable by MSRP, vehicle type, brand and more. Electric Vehicles | PlugNDrive Buyer's Guide

Phase 2 will also involve the deployment of higher-power Level 2 chargers (15kW+) and Level 3 DC fast chargers (DCFC) to support larger vehicles with higher battery capacities. These chargers will be essential for high-duty-cycle or critical vehicles that must remain available at all times. The East and West Public Works yards are key locations for future charging infrastructure expansion to accommodate these vehicles as the fleet transitions over time.

6. Conclusion

The Municipality of Lakeshore's 2024 ECDMP provides a practical foundation for reducing energy consumption, managing costs, and lowering emissions across municipal operations. Building on progress achieved since 2019, this CDMP integrates practical recommendations with Lakeshore's broader objectives of sustainable infrastructure and responsible asset management.

Implementation will follow the five-step framework introduced in Section 4.3, guiding Lakeshore through planning, funding, execution, monitoring, and continuous improvement. To ensure effective delivery, measures will be sequenced with annual budget approvals and aligned with major facility renewal projects, maximizing both cost-effectiveness and operational benefits. A summary of Key Recommendations with high-level timelines and expected impact is provided in Table 9 below.

Table 9 - Summary of Key Recommendations

Recommendation	Timeline	Alignment	Expected Impact
Utility Data Management Software	Immediate	2026 Budget year	Streamline utility tracking, improve energy reporting and analysis, assist Energy Management and Utilities Division in decision making.
Adopt corporate energy/low-carbon policies	2026	Corporate purchasing policy and bylaw	Provide a structured evaluation of efficiency and low-carbon investments, provide energy efficient options for procurement.
Implement Level 1 Audit ECMs and perform strategic review of past Level 2 Audits	2026-2028	Future budget cycles and facility upgrades where possible.	5% energy reduction by 2028, 10-15% potential if all ECMs are implemented.
Conduct Level 2 Audits at priority sites: Town Hall, Operations Centre, and Fire Station #4.	2026-2028	Post renovations for Town Hall	Refine project scopes and potential additional savings.
Phase 1 Municipal Fleet Electrification: Light Duty Vehicles and EV	2026-2028	Future budget cycles	Immediate fleet GHG reductions and operational cost savings.

Recommendation	Timeline	Alignment	Expected Impact
infrastructure at (a) Operations Centre, (b) Town Hall, (c) ATRC			
Phase 2 Municipal Fleet Electrification: Medium/Heavy Duty Vehicles	Beyond 2028	Future budget cycles and as the EV technology advances.	Long-term fleet decarbonization
Explore renewable integration (solar PV expansion etc.)	2026-2027	Solar PV expansion initiatives	Long-term emissions reductions and energy resiliency.

Together, these actions provide a practical roadmap for Lakeshore to reduce energy consumption and GHG emissions, improve energy resilience, and deliver on Council's sustainability commitments. Achieving the 5% reduction target by 2028 will mark tangible progress, while the broader pipeline of measures positions Lakeshore for deeper savings and low-carbon opportunities beyond this plan. Success will depend on strong coordination, strategic investment, and consistently integrating energy considerations into everyday decision-making. This will enable Lakeshore to lead by example in building a more efficient and resilient future, while complementing the broader Community Energy Management Plan now underway.

Long-Term Financial Planning and Funding Model

Achieving the objectives of this ECDMP will require sustained financial commitment over the five-year planning horizon. To support implementation of identified ECMs across municipal facilities, it is recommended that Lakeshore allocate approximately $125,000 per year over the next five years. In parallel, advancing fleet electrification through EV charging and electrical infrastructure upgrades will require an additional $125,000 per year over the same period. These planned annual investments, supported by available incentive programs and internal funding mechanisms such as a Revolving Energy Fund, will enable Lakeshore to systematically implement projects, reduce long-term operating costs, and achieve the targeted energy and emissions reductions set out in this Plan.

7. Disclaimer

This document was prepared by Aladaco in close collaboration with Lakeshore's Division Leader of Energy Management & Utilities and is intended solely for Lakeshore's use. Other parties should not rely on this report in whole or in part. The information contained herein is based on data available at the time of preparation and is subject to limitations, assumptions, and qualifications stated herein.

Aladaco applied professional judgment in the development of this report with respect to estimates and opinions on costs, schedules, and technical matters, based on its experience and the information available at the time of report preparation. Aladaco cannot guarantee the accuracy of such estimates or opinions due to potential changes in market conditions or other factors outside of its control.

Reliance on these estimates is at the reader's own risk. By acceptance of this report, Lakeshore acknowledges these limitations and confirms that the report satisfies the requirements of the scope of work.

8. Acronyms

BAS: Building Automation System

CDD: Cooling Degree Day

ECM: Energy Conservation Measure

ECDMP: Energy Conservation and Demand Management Plan

EUI: Energy Use Intensity

EV: Electric Vehicle

FIT: Feed-In Tariff

GHG: Greenhouse Gas

HDD: Heating Degree Day

HVAC: Heating, Ventilation, and Air Conditioning

IESO: Independent Electricity System Operator

LCCA: Life Cycle Cost Analysis

LED: Light Emitting Diode

NRCan: Natural Resources Canada

OCWA: Ontario Clean Water Agency

O. Reg. 25/23: Ontario Regulation 25/23: *Broader Public Sector: Energy Reporting and Conservation and Demand Management Plans*

PV: Photovoltaic

WTP: Water Treatment Plant

WWTP: Wastewater Treatment Plant

W&WW: Water and Wastewater

9. Glossary

Carbon Dioxide Equivalent (CO_2e)

A common unit of greenhouse gas (GHG) emissions. CO2e represents the equivalent carbon dioxide emissions that have an equivalent global warming potential to the actual emissions of all GHG from a site, end-use, or measure (CO2, CH4, etc.).

Cooling Degree Day (CDD)
A measure of how warm the outdoor air is relative to a base temperature (typically around 18°C). The higher the CDD value, the greater the cooling demand required to maintain indoor comfort. CDDs are commonly used to estimate building energy consumption for air conditioning.

Energy Conservation Measure (ECM)

Measures that improve the energy efficiency of a facility and offer energy cost savings. ECMs in this report include retrofits and low-cost / no-cost upgrades.

Energy Use Intensity (EUI)

A benchmarking metric that measures a building's energy performance, expressed as energy consumption per unit area over a year (e.g., ekWh or GJ/m²). Lower EUI values indicate more energy-efficient buildings.

Equivalent Energy

The summation of all energy used for the building (typically gas and electricity) in a common unit (typically ekWh or GJ).

Greenhouse Gas (GHG)

A gas that traps heat in the Earth's atmosphere. They contribute to the greenhouse effect by absorbing infrared radiation, e.g., carbon dioxide and chlorofluorocarbons.

Heating Degree Day (HDD)
A measure of how cold the outdoor air is relative to a base temperature (typically 18°C). The higher the HDD value, the greater the heating demand required to maintain indoor comfort. HDDs are commonly used to estimate building energy consumption for space heating.

Life Cycle Cost Analysis (LCCA)

A method of assessing the total cost of ownership of an asset or system, including acquisition, operation, maintenance, and disposal over its entire life.

Net Metering

A billing arrangement that allows excess electricity generated by a renewable system (like solar PV) to be fed into the grid in exchange for utility bill credits.

Photovoltaic (PV)

A technology that converts sunlight directly into electricity using solar panels.

Revolving Energy Fund

A self-sustaining funding mechanism where utility savings from energy efficiency projects are reinvested into future energy improvements.

Appendices

Appendix A - Asset List (Facilities/W&WW Sites/Parks)

Colour Legend:

Community Facilities
Parks
W&WW Sites
Fire Stations
Service and Admin Facilities

Facility/Park/W&WW Site Name	Category	Address	Township	Gross Floor Area (m^2)
Atlas Tube Recreation Centre	Community Facilities	447 Renaud Line	Belle River	18,542
Centennial Park	Park	1031 County Road 22	Belle River	N/A
Comber Community Centre	Community Facilities	7100 Community Centre Street	Comber	617
Comber Community Centre Park	Park	7100 Community Centre Street	Comber	N/A
Comber Library	Community Facilities	6405 Main Street	Comber	164
Comber Pumping Station	W&WW Sites	6528 Taylor Avenue	Comber	297
Denis St. Pierre WWTP	W&WW Sites	276 Rourke Line	Belle River	262
Fire Station #1 (Puce)	Fire Stations	1031 County Road 22	Belle River	502
Fire Station #2 (LR203)	Fire Stations	1465 Lakeshore Road 203	Maidstone	484
Fire Station #3 (Belle River)	Fire Stations	592 St. Charles Street	Belle River	506
Fire Station #4 (Ruscom Station)	Fire Stations	2095 County Road 31	Ruscom Station	392
Fire Station #5 (Comber)	Fire Stations	6400 Main Street	Comber	538
Geralyn Tellier-Perdu Memorial Park	Park	1250 County Road 31	Sant Joachim	N/A

Facility/Park/W&WW Site Name	Category	Address	Township	Gross Floor Area (m^2)
Haycroft Pumping Station	W&WW Sites	6995 Lakeshore Road 303	Stoney Point	172
John George WTP	W&WW Sites	492 + 497 Lakeview Drive	Belle River	5,946
Ladouceur Park/Lions Club Park	Park	245 Ouellette Street	Belle River	N/A
Lakeview Park	Park	535 Lakeview Drive	Belle River	N/A
Leffler Peace Park	Park	405 Old Tecumseh Road	Belle River	N/A
Libro Community Centre	Community Facilities	1925 South Middle Road	Woodslee	817
Lions Park	Park	999 Quenneville Drive	Lighthouse Cove	N/A
Maidstone Park	Park	1566 Oakwood Drive	Belle River	N/A
Marina Building	Community Facilities	600 Lake Street	Belle River	474
North Woodslee WWTP	W&WW Sites	1766 Oriole Park Drive	Woodslee	251
Operations Centre	Service and Admin Facilities	304 Rourke Line	Belle River	3,651
OPP Building	Service and Admin Facilities	774 Notre Dame Street	Belle River	1,016
Optimist Park	Park	775 Notre Dame Street	Belle River	N/A
Public Works East Garage	Service and Admin Facilities	2095 County Road 31	Ruscom Station	980
Public Works West Garage	Service and Admin Facilities	1089 Puce Road	Lakeshore	1,289
River Ridge Park	Park	1100 Oakwood Avenue	Belle River	N/A
Shanahan Park	Park	1465 Lakeshore Road 203	Maidstone	N/A
South Woodslee WWTP	W&WW Sites	52 King Street	Woodslee	60
Stoney Point Library	Community Facilities	800 Comber Sideroad	Stoney Point	89
Stoney Point Park	Park	800 Comber Sideroad	Stoney Point	N/A

Facility/Park/W&WW Site Name	Category	Address	Township	Gross Floor Area (m^2)
Stoney Point WTP	W&WW Sites	6011 St. Clair Road	Stoney Point	585
Town Hall	Service and Admin Facilities	419 Notre Dame Street	Belle River	1,244
West Beach Park	Park	121 West River Street	Belle River	N/A

Appendix B - Asset List (Fleet)

Department	Identifier	Model
Building	Veh: 630	2015 Nissan Micra
Building	Veh: 639	2017 Ford Focus
Building	Veh: 643	2018 Ford Escape
Building	Veh: 659	2020 Ford Escape
Building	Veh: DGBC	2022 Ford Escape
Bylaw	Veh: 661	2020 Ford Escape
Bylaw	Veh: 673	2020 Ford Escape
Drainage	Veh: 653	2019 Ford F150
Engineering	Veh: 654	2019 Ford Escape
Engineering	Veh: 671	2022 GM Equinox
Engineering	Veh: 675	2022 Ford F150
Facilities	Veh: 627	2014 Ram CV Minivan
Facilities	Veh: 682	2023 Ram Pro Master 2500
Fire	Veh: 2699	2022 Ford Explorer
Fire	Veh: 3162	2008 Spartan Rosenbauer
Fire	Veh: 3163	2008 Spartan Rosenbauer
Fire	Veh: 3164	2008 Spartan Rosenbauer
Fire	Veh: 3165	2008 Spartan Rosenbauer
Fire	Veh: 3464	Ford F150
Fire	Veh: 3507	2022 Ford Explorer
Fire	Veh: 4291	2022 Ford Escape
Fire	Veh: 4933	2022 Ford Escape
Fire	Veh: 5418	2003 Freightliner FL80
Fire	Veh: 5419	2003 Freightliner FL80
Fire	Veh: 5797	2000 Spartan Saulsbury
Fire	Veh: 6000	2016 Dodge Ram
Fire	Veh: 6792	2008 Spartan Rosenbauer
Fire	Veh: 6793	2008 Spartan Rosenbauer
Fire	Veh: 7378	2004 Spartan Smeal
Fire	Veh: 772	2015 Dodge Durango
Fire	Veh: 9356	1997 Freightliner FL70
Fire	Veh: Command 1	2022 Ford Explorer
Fire	Veh: Command 2	2022 Ford Explorer
Fire	Veh: Command 3	Ford F150
Fire	Veh: Engine 1	2000 Spartan Saulsbury
Fire	Veh: Engine 2	2008 Spartan Rosenbauer
Fire	Veh: Engine 3	2008 Spartan Rosenbauer

Department	Identifier	Model
Fire	Veh: Engine 4	2008 Spartan Rosenbauer
Fire	Veh: Engine 5	2003 Freightliner FL80
Fire	Veh: FPO 1	2022 Ford Escape
Fire	Veh: FPO 2	2022 Ford Escape
Fire	Veh: Ladder 1	2004 Spartan Smeal
Fire	Veh: Rescue 1	1997 Freightliner FL70
Fire	Veh: Rescue 3	2008 Spartan Rosenbauer
Fire	Veh: Support 1	2016 Dodge Ram
Fire	Veh: Tanker 2	2003 Freightliner FL80
Fire	Veh: Tanker 4	2008 Spartan Rosenbauer
Fire	Veh: Tanker 5	2008 Spartan Rosenbauer
Parks	Veh: 1643	Massey Tractor
Parks	Veh: 620	2013 Ford F350
Parks	Veh: 621	2014 Ford F150
Parks	Veh: 635	2016 Ram 1500
Parks	Veh: 645	2018 GM Silverado
Parks	Veh: 649	2019 Ford F150
Parks	Veh: 658	2019 Ford F450
Parks	Veh: 663	2020 Ford Escape
Parks	Veh: 669	2022 Kubota RTV 1100
Parks	Veh: 672	2021 Kubota RTV 1100
Parks	Veh: 677	2022 Ford F-150
Parks	Veh: 686	2024 Ram 2500
Parks	Veh: FL2611	Massey Tractor
Recreation	Veh: 655	2019 Ford F150
Roads	Veh: 304	1990 John Deer Grader
Roads	Veh: 317	2006 Sterling Truck
Roads	Veh: 319	1992 John Deere Grader
Roads	Veh: 321	2007 John Deere Loader
Roads	Veh: 602	2008 Volvo Grader
Roads	Veh: 603	2007 International Truck
Roads	Veh: 607	2010 Ford F550
Roads	Veh: 609	2010 International Truck
Roads	Veh: 618	2012 Freightliner Truck
Roads	Veh: 622	John Deere Backhoe
Roads	Veh: 623	2014 Mack
Roads	Veh: 624	2013 Mack Truck
Roads	Veh: 625	2014 Ford F150
Roads	Veh: 629	2015 Ford F550

Department	Identifier	Model
Roads	Veh: 632	2015 Freightliner Truck
Roads	Veh: 636	2017 Mack
Roads	Veh: 637	2017 McCormick Tractor
Roads	Veh: 640	2017 Ford F150
Roads	Veh: 641	2018 Freightliner
Roads	Veh: 642	2017 Ford F150
Roads	Veh: 646	2018 Ford F550
Roads	Veh: 651	2019 Ford F150
Roads	Veh: 652	2019 Ford F150
Roads	Veh: 657	Kubota Skidsteer
Roads	Veh: 664	2019 Mack Truck
Roads	Veh: 665	2020 JCB Backhoe
Roads	Veh: 667	2020 Ford F-150
Roads	Veh: 674	2022 Ford F150
Roads	Veh: 678	2022 Freightliner Truck
Roads	Veh: 679	2022 Ram 4500
Roads	Veh: 680	Case Tractor
Roads	Veh: 691	Ravo
Roads	Veh: 693	Case 521 Loader
Roads	Veh: 8501008198271173	Sweeper
Water	Veh: 407	2008 Ford F-250
Water	Veh: 610	2010 Ford F450
Water	Veh: 617	Chev Rental Van
Water	Veh: 626	2014 Chevrolet Equinox
Water	Veh: 628	2014 Dodge SXT Minivan
Water	Veh: 631	2016 Ford F450
Water	Veh: 633	2016 Dodge Journey
Water	Veh: 634	2016 Dodge Journey
Water	Veh: 644	2018 GM Silverado
Water	Veh: 647	2018 Chevrolet Silverado
Water	Veh: 648	2018 Ford F550
Water	Veh: 650	2019 Ford F150
Water	Veh: 662	2020 Ford Escape
Water	Veh: 676	2022 Ford F-150
Water	Veh: 683	2024 Ford Escape
Water	Veh: 684	Chevy 1500 4x4

Appendix C - Water and Wastewater Plant Volumetric Flow Rates

Facility	2019 m^3	2020 m^3	2021 m^3	2022 m^3	2023 m^3
Denis St. Pierre	4,882,528	5,492,108	5,051,821	4,124,009	4,785,727
North Woodslee	16,665	16,082	16,176	15,426	19,602
South Woodslee	16,563	17,042	15,436	15,341	16,477
Wastewater Total	**4,915,756**	**5,525,232**	**5,083,433**	**4,154,776**	**4,821,806**
John George	3,429,149	3,626,906	3,507,596	3,913,805	3,525,830
Stoney Point	639,051	650,370	677,873	776,716	728,124
Water Total	**4,068,200**	**4,277,276**	**4,185,469**	**4,690,521**	**4,253,954**

Appendix D - Potential Funding Sources

Funding Source/Program Name	Funding Entity	Program Description	Funding Amount
Green Municipal Fund	Federation of Canadian Municipalities (FCM)	Funding to implement studies and capital projects at Partners for Climate Protection (PCP) Program Milestone 4. Several funding streams covering projects such as planning and development of sustainable affordable housing, stormwater management/quality studies, fleet electrification.	Both loans and grant funding that vary based on project.
Zero Emissions Vehicle Infrastructure Program (ZEVIP)	Natural Resources Canada (NRCan)	The Zero Emission Vehicle Infrastructure Program (ZEVIP) provides funding towards the deployment of electric vehicle (EV) chargers and hydrogen refuelling stations across Canada. It operates on an annual calendar of application windows. Funding for smaller EV charging projects with under 20 Level 2 connectors or 2 fast-chargers can be found through organizations authorized to redistribute a component of the ZEVIP funding.	Up to 50% of your total project costs. Max funding amount dependent on charger level: Level 2: $5,000/connector Level 3: $100,000/connector
Save On Energy - Instant Discounts Program	IESO	Instant, point-of-sale discounts are available for existing commercial, agricultural, industrial, institutional and multi-unit	Ranges from $2/unit for T5 LED tubes to $140/unit for high-lumen LED Highbay fixtures

Funding Source/Program Name	Funding Entity	Program Description	Funding Amount
		residential buildings and facilities in Ontario that purchase eligible lighting products from participating distributors/dealers.	
Save On Energy - Retrofit Program	IESO	Provides prescriptive and custom (based on energy and demand savings) incentives for a variety of electricity reduction measures such as high-efficiency lighting, HVAC, motors, compressed air measures as well as variable frequency drives.	Custom incentives are the higher of $1200/kW or $0.13/kWh of savings. Prescriptive incentives vary based on measure type, size, application. Some incentive caps apply.
Save On Energy - Energy Performance Program	IESO	Rewards organizations on a pay-for-performance basis for making behavioural and operational changes that support capital investment projects, enabling them to grow their energy savings over a number of years. Participating facilities must consume >1.5GWh annually, however up to 5 similar facilities can be aggregated to meet this threshold.	Participants receive a performance incentive based on electricity savings, calculated as the incentive rate multiplied by metered savings against a baseline model. Rates are $0.15/kWh for savings on weekdays from June 1 to September 30 (3–9 p.m. EDT) and $0.04/kWh for all other periods.

Funding Source/Program Name	Funding Entity	Program Description	Funding Amount
Incentives for Zero-Emission Vehicles (iZEV and iMHZEV)	Transport Canada	Point of sale incentives for Canadian organizations who buy or lease an eligible vehicle. Eligible vehicles range from light to heavy-duty vehicles and must be: battery-electric plug-in hybrid electric hydrogen fuel cell	Range from as low as $625 for a 12-month lease of a light-duty plug-in hybrid vehicle to $200,000 for the purchase of certain heavy-duty zero-emission vehicles. Some vehicle MSRP restrictions apply.
Enbridge Natural Gas Efficiency Programs	Enbridge	A range of prescriptive and custom programs providing incentives to offset costs of upgrading to energy-efficient natural gas equipment (or other equipment affecting natural gas consumption). Measures include: • Boilers • Condensing make-up air units • Air curtains/door dock seals • Destratification fans • Demand-controlled ventilation • Heat and energy recovery ventilators Funding also available for on-site energy assessments in some circumstances.	Range based on equipment type, size and application. Enbridge Energy Solutions Advisors are employed to consult with to match potential natural gas reduction projects with the proper funding stream.
Low Carbon Economy Fund (LCEF)	Govt. of Canada	Provides financial support for organizations to implement large GHG reduction projects and	Applicants may request from $1-25M in funding.

Funding Source/Program Name	Funding Entity	Program Description	Funding Amount
		employ low-carbon technologies. Program is competitive (merit-based) with a $170M budget. The most cost-effective types of projects: • Waste diversion • Biomass retrofits • Industrial retrofits • Anaerobic digesters • Waste heat recovery • HVAC system retrofits • Carbon capture and utilization • District energy system upgrades	Max cost-share specific to municipalities is 50%, therefore an eligible project must have expenditures (project costs) >$2M.
Canadian Infrastructure Bank – Green Infrastructure Programs	Canadian Infrastructure Bank, in partnership with SOFIAC	Building Retrofits Initiative provides attractive financing to reduce investment barriers and decarbonize buildings. Offers a team of experts that work with the public and private sector as well as other market participants to modernize and improve the energy efficiency of existing buildings.	Varies based on project

Municipality of Lakeshore

By-law 80-2025

Being a By-law to Amend By-law 34-2019 to Appoint Statutory Officials and Enforcement Officers for the Corporation of the Town of Lakeshore

Whereas the *Municipal Act, 2001,* S.O. 2001, c. 25, and other statutes of the Province of Ontario require the appointment of officials to occupy positions within the municipal government;

And whereas on March 19, 2019, the Council of the Corporation of the Town of Lakeshore enacted By-law 34-2019 to Appoint Statutory Officials and Enforcement Officers for the Corporation of the Town of Lakeshore;

And whereas on August 9, 2022, the Council of the Municipality of Lakeshore enacted By-law 78-2022 to amend By-law 34-2019, being a by-law to Appoint Statutory Officials and Enforcement Officers for the Corporation of the Town of Lakeshore, and to amend By-law 19-2019, being a by-law to Constitute, Appoint and Empower a Committee of Adjustment and to Appoint a Secretary-Treasurer to the Committee of Adjustment and to Repeal any Previous By-laws Dealing with the same Subject Matter;

And whereas on June 27, 2023, the Council of the Municipality of Lakeshore enacted By-law 43-2023 to repeal Schedule “A” of 78-2022 and to amend By-law 19-2019, being a by-law to Constitute, Appoint and Empower a Committee of Adjustment and to Appoint a Secretary-Treasurer to the Committee of Adjustment and to Repeal any Previous By-laws Dealing with the same Subject Matter;

And whereas on February 13, 2024, the Council of the Municipality of Lakeshore enacted By-law 21-2024 to repeal Schedule “A” of 43-2023 and to amend By-law 34-2019, to include the appointment of the Assistant Drainage Superintendent position;

And whereas on December 10, 2024, the Council of the Municipality of Lakeshore enacted By-law 117-2024 to repeal Schedule “A” of 43-2023 and to amend By-law 34-2019, to include the appointment of the Assistant Drainage Superintendent position;

And whereas it is deemed necessary to amend Schedule “A” of By-law 34-2019 to include updated titles of statutory officials and enforcement officers due to an administrative directive by the Chief Administrative Officer adopted on October 23, 2025;

Now therefore the Council of the Municipality of Lakeshore enacts as follows:

1. Schedule “A” of By-law 117-2024 is repealed.
2. By-law 34-2019 shall be amended as follows:
    a. Schedule “A” of By-law 34-2019 is repealed and replaced by Schedule “A” to this by-law.

3. This by-law comes into force upon passage.

Read and passed in open session on November 4, 2025.

_____

Mayor
Tracey Bailey

_____

Clerk
Brianna Coughlin

Written approval of this by-law was given by Mayoral Direction MDE-__-2025 dated _____, 2025.

Schedule “A”
to By-law 80-2025

Schedule “A”
to By-law 34-2019

Statutory Appointments pursuant to Various Acts

Column A	Column B	Column C
Statutory Position	**Designated Official**	**Applicable Statute**
Chief Administrative Officer	Chief Administrative Officer	*Municipal Act, 2001*, S.O. 2001, c.25, s.229
Clerk	Municipal Clerk Deputy Clerk	*Municipal Act, 2001*, S.O. 2001, c.25 and all applicable legislation
Acts as the head for the purposes of the *Municipal Freedom of Information and Protection of Privacy Act*	Municipal Clerk Deputy Clerk	*Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c.M.56
Treasurer	Deputy Chief Administrative Officer and Treasurer	*Municipal Act, 2001*, S.O. 2001, c.25 and all applicable legislation
Deputy Treasurer	Manager, Accounting and Revenue Manager, Financial Planning and Analysis	*Municipal Act, 2001*, S.O. 2001, c.25 and all applicable legislation
Secretary/Treasurer, Committee of Adjustment	Planner I Senior Planner	*Planning Act, R.S.O. 1990, c.P.13*
Deputy Clerk for the purpose of signing certificates of consent	Secretary/Treasurer, Committee of Adjustment	*Planning Act,* R.S.O. 1990, c.P.13 s. 53(42)

Column A	Column B	Column C
Statutory Position	**Designated Official**	**Applicable Statute**
Chief Building Official	Chief Building Official	*Building Code Act*, S.O. 1992, c.23 and all applicable legislation
Building Inspector	Building Inspector(s)	*Building Code Act*, S.O. 1992, c.23 and all applicable legislation
By-law Compliance Officer	Building Inspector(s) Manager, By-law Compliance By-law Compliance Officer(s) Officers appointed pursuant to the *Community Safety and Policing Act, 2019,* contracted to perform services for the Municipality of Lakeshore Service provider contracted for by-law compliance services	*Municipal Act, 2001*, S.O. 2001, c.25

Column A	Column B	Column C
Statutory Position	**Designated Official**	**Applicable Statute**
Provincial Offences Officers	Building Inspector(s) Manager, By-law Compliance By-law Compliance Officer(s) Service provider contracted for Animal Control services Officers appointed pursuant to the *Community Safety and Policing Act, 2019,* contracted to perform services for the Municipality of Lakeshore Service provider contracted for by-law compliance services	*Provincial Offences Act,* S.O. 1990, c.P.33
Municipal Law Officer or By-law Enforcement Officer	Building Inspector(s) Manager, By-law Compliance By-law Compliance Officer(s) Officers appointed pursuant to the *Community Safety and Policing Act, 2019,* contracted to perform services for the Municipality of Lakeshore Service provider contracted for by-law enforcement services	*Municipal Act, 2001*, S.O. 2001, c.25

Column A	Column B	Column C
Statutory Position	**Designated Official**	**Applicable Statute**
Fire Chief	Fire Chief Deputy Fire Chief	*Fire Protection and Prevention Act*, S.O. 1997, c.4
Community Emergency Management Coordinator	Fire Chief Deputy Fire Chief	*Emergency Management and Civil Protection Act*, R.S.O. 1990, c. E. 9
Drainage Superintendent	Drainage Superintendent Assistant Drainage Superintendent	*Drainage Act*, R.S. O. 1990, c. D. 17
Weed Inspector	Manager, By-law Compliance Manager, Public Works Supervisor, Roads and Fleet Supervisor, Parks and Trails	*Weed Control Act*, R. S. O. 1990, c.W.5

Municipality of Lakeshore

By-law 81-2025

Being a By-law to adopt OPA No. 22 to the Lakeshore Official Plan (Municipality of Lakeshore)

Whereas the *Planning Act,* R.S.O. 1990, c. P. 13 permits municipal Councils to adopt amendments to Official Plans in accordance with the procedure outlined in the Act and corresponding regulations;

And whereas the Council of the Municipality of Lakeshore supports amendments to the Official Plan as provided herein:

Now therefore the Council of the Municipality of Lakeshore enacts as follows:

1. Amendment No. 22 to the Official Plan for the Municipality of Lakeshore, consisting of the attached explanatory text, is adopted.

2. The Clerk is authorized and directed to make application to the County of Essex for approval of Amendment No. 22 to the Official Plan for the Municipality of Lakeshore.

3. This by-law shall come into force in accordance with Sections 17 and 21 of the *Planning Act*, R.S.O. 1990, c. P. 13.

Read and passed in open session on November 4, 2025.

_____

Mayor
Tracey Bailey

_____

Clerk
Brianna Coughlin

Written approval of this by-law was given by Mayoral Direction MDE-__-2025 dated _____, 2025.

The Constitutional Statement

Part A - The Preamble: Does not constitute part of this amendment.

Part B - The Amendment: Consisting of the following explanatory text constitutes Amendment No. 22 to Municipality of Lakeshore Official Plan

Also attached is Part C - The Appendices: which does not constitute part of this amendment. These appendices contain the planning analysis and public involvement associated with this amendment.

Official Plan Amendment No. 22

Part A - The Preamble

Purpose and basis of the amendment - The purpose of the proposed Official Plan Amendment ("OPA") is to permit the development of up to four residential units on a single lot as of right in areas of the Municipality with full municipal water and sewer services in accordance with Housing Accelerator Fund direction.

The Planning analysis for the changes being made as part of OPA No. 22 are described in the documents referred to in the Planning Analysis section of the amendment.

Part B – The Amendment

Details of the Amendment
The Official Plan for the Municipality of Lakeshore, as modified, is hereby amended as follows:

1. Policy 3.3.8.1 c) is amended by adding "while permitting infill and intensification in accordance with other policies of this plan" after the word "area".

2. Policy 4.2.1 e) (Section 4.2.1.f) as amended by Official Plan Amendment 16 "OPA 16") is amended by deleting "scaled and".

3. Policy 4.3.1.2 a) i) is deleted and replaced with the following:

   "small scale intensification through modifications to an existing dwelling to include additional dwelling units or construction of a new building containing up to four dwelling units;".

4. Policy 4.3.1.2 c) (v) (Section 4.3.1.2 d) (v) as amended by OPA 16) is amended by adding "design of the" before "proposed development".

5. Policy 4.3.1.6 a) (Section 4.3.1.5.1 c) as amended by OPA 16) is deleted and replaced with the following:

   "A maximum of three ARUs will be permitted on a serviced lot. ARUs may be located as follows:

   i) ARUs may be located within the principal dwelling or within one or more accessory structures; and
   ii) ARUs will be permitted on the same lot as a garden suite or mobile home, only if the total number of dwelling units does not exceed four on the lot."

6. Policy 6.3.1 b) (as amended by OPA 16) is deleted and replaced with the following:

   “In areas identified in Table 7.1 as having full municipal water and sewage services, up to four residential units, including Additional Residential Units in accordance with the policies of Section 4.3.1.5.1, may be permitted within the Hamlet designation.”

7. Policy 6.4.1 is amended by adding a new policy g) as follows:

   “In areas identified in Table 7.1 as having full municipal water and sewage services, up to four residential units, including Additional Residential Units in accordance with the policies of Section 4.3.1.5.1, may be permitted within the Waterfront designation, subject to other policies of this plan.”

8. Policy 6.6.1 b) i) is deleted and replaced with the following: “the height and design of the development will be compatible with adjacent uses;”

9. Policy 6.6.1 c) (as amended by OPA 16) is amended by deleting, “A second dwelling unit” and replacing it with “Second dwelling units”.

10. Policy 6.9.1 h) ii) is deleted and replaced with the following: “the height and design of the development will be compatible with adjacent uses;”

11. Policy 6.10.1 e) i) is deleted and replaced with the following: “the height and design of the development will be compatible with adjacent uses;”

12. Policy 6.10.2 f) is amended by deleting “, density”.

Part C – Appendix

Appendix A – Planning Analysis

The Planning Analysis in support of this Official Plan Amendment is contained within the following attachments:

- Staff Report: Official Plan and Zoning By-law Amendments to permit up to four units as of right, dated November 4, 2025.

Appendix B – Public Participation

The minutes of the public meeting of September 3, 2024, and November 4, 2025 are attached for information purposes.

Municipality of Lakeshore

By-law 82-2025

Being a By-law to amend By-law 2-2012, Zoning By-law for the Municipality of Lakeshore (ZBA-08-2025)

Whereas By-law 2-2012 is the Municipality's comprehensive zoning by-law regulating the use of lands and the character, location and use of buildings and structures within the Municipality of Lakeshore;

And whereas the Council of the Municipality of Lakeshore deems it expedient and in the best interest of proper planning to further amend By-law 2-2012;

And whereas this amendment is in conformity with the Lakeshore Official Plan;

Now therefore the Council of the Municipality of Lakeshore enacts as follows:

1. Section 4.0 "Definitions" is amended by inserting the following as a new paragraph 76 d) i):

   76. d) i) DWELLING, FOURPLEX or FOURPLEX - shall mean a *dwelling* containing four *dwelling units*, each having an independent entrance to the outside, or from a shared stairway, and separated from the adjoining unit or units by a horizontal common wall, ceiling, or floor**.**

2. Provision 6.7 a) is amended to add "*duplex*, *triplex*," after "*semi-detached*,"

3. Provision 6.7 b) is deleted and replaced with:

   "A maximum of three *additional residential units* shall be permitted per *lot*. This may include a mix of *additional residential units* within the main building and one or more *accessory buildings*."

4. Provision 6.7 c) is amended by deleting "The exterior entrance to an *additional residential unit* shall not be permitted on an elevation or façade of the main *dwelling* that faces a *street*, *highway* or *road*."

5. Table 6.42.1 is amended by:

   a) in the first row under "Residential Uses", in the left-hand column, replacing "*Single detached dwelling*, *semi-detached dwelling*, converted *dwelling, townhouse dwelling"* with "*single detached dwelling*, converted *dwelling*";

   b) In the second row under "Residential Uses", in the left-hand column, replacing "*Duplex dwelling, triplex dwelling*", with "*Duplex dwelling, semi-detached dwelling, triplex dwelling, fourplex dwelling, townhouse dwelling*", and, in the right-hand column, replacing "1.5 *parking spaces* per *dwelling unit*", with "1.0 *parking space* per *dwelling unit*";

6. Table 7.1 Permitted Uses is amended as follows:

   a) Adding "*Semi-detached dwelling*" as a permitted use in the following zones: R1 and RW1;

   b) Adding "*Duplex Dwelling*" and "*Triplex Dwelling*" as permitted uses in the following zones: R1, RW1, and HR;

   c) Adding "*Fourplex dwelling*" as a new use;

   d) Adding "*Fourplex dwelling*" as a permitted use in the following zones: R1, R2, RW1, HR, CA, and MU.

7. The tables in section 8.1 (Urban Residential Zone Regulations) and

section 8.4 (Hamlet Zone Regulations) are amended by:

a) Adding the following to the minimum *lot area* in the R1 zone, after 500m^2: "(*single detached dwelling*); or 270 m^2 (*semi-detached dwelling*); or 223 m^2 (*townhouse dwelling*); or 550 m^2 (*duplex dwelling*); or 600 m^2 (*triplex* and *fourplex dwelling*)"; and to add "and *fourplex*" after "*triplex*" in the minimum lot area in the R2 zone.

b) deleting the minimum *lot area* in the HR zone and replacing it with the following: "550 m^2 (*single detached dwelling*, where *municipal sanitary servicing* is available); or 270 m^2 (*semi-detached dwelling*, where *municipal sanitary servicing* is available); or 223 m^2 (*townhouse dwelling*); or 550 m^2 (*duplex dwelling*); or 600 m^2 (*triplex* and *fourplex dwelling*); or 2,000 m^2 *(single detached dwelling*, where *municipal sanitary servicing* is unavailable); or 1,100 m^2 (*semi-detached dwelling*, where *municipal sanitary servicing* is unavailable).

c) adding the following to the minimum *lot frontage* in the R1 zone: "(*single detached dwelling*); or 9.0 m, except on a *corner lot* where it shall be 12.0 m (*semi-detached dwelling*); or 8.0 m for interior *units*, 9.5 m for exterior *units* and 12.5 m for exterior *units* on a *corner lot* (*townhouse dwelling*); or 18.0 m (*duplex dwelling*); or 20.0 m (*triplex* and *fourplex dwelling*)"

d) deleting and replacing the maximum *lot coverage* for the R1, R2 and HR zones with the following: "35% (*single detached dwelling* and *semi-detached dwelling*); or 40% (*townhouse dwelling, duplex dwelling, triplex dwelling,* and *fourplex dwelling*)."

e) Adding to the *interior side yard* for the R1 and HR zones, "0.0 m where two *dwellings* share a common wall".

f) Adding to other provisions for the R1 and HR zones, "Maximum *Dwelling Units*: 4 (including *Additional Residential Units*)"

8. This by-law shall come into force and take effect in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P. 13.

Read and passed in open session on November 4, 2025.

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Mayor
Tracey Bailey

_____

Clerk
Brianna Coughlin

Written approval of this by-law was given by Mayoral Direction MDE-__-2025 dated __, 2025.