THE CORPORATION OF THE TOWNSHIP OF KING
Report to Council

Monday, June 12, 2023

Public Works Department - Capital Division
Report Number PW-CAP-2023-006
10 Year Paving Strategy, Gravel Road Conversion Strategy and Pavement Management Plan Update

RECOMMENDATION(S):

The Director of Public Works respectfully submits the following recommendation(s):

1. Report Number PW-CAP-2023-006 be received; and

2. That the Roads Needs Study, including the 10 Year Paving Strategy and Pavement Management Plan Update and the new Gravel Conversion Program be approved by Council.

REPORT HIGHLIGHTS:

- Completion of the Road Needs Study
- 10 Year Paving Strategy and Pavement Management Plan Update
- New Gravel Conversions Program

PURPOSE:

The purpose of this report is for Council to approve the Road Needs Study, including the 10 year paving strategy and Pavement Management Plan Update, and the new Gravel Conversions Program, attached as Appendix 'A' to this report.

BACKGROUND:

In February 2020 Council endorsed the 2020 Transportation Master Plan. Within the Master Plan, one of the Short-Term Recommendations included the development of a 10 Year Paving Strategy and Pavement Management Plan. This included an implementation plan to prioritize and phase the recommended paving program. The 10-year Paving Strategy was approved at Council in December 2020. This document was to be updated throughout the life of the program every two years through a Road Needs Study.
The original Road Needs Study scope of work did not include developing a separate 10-Year Capital Plan for our Gravel Conversion Program.
In May 2022, Council requested that a new Gravel Road Conversion Program be created in order to take into consideration the unique nature and needs of our gravel road assets. The 10 Year Paving Strategy, Pavement Management Plan and Gravel Road Conversion Program all form part of the road needs assessment.

ANALYSIS:

In 2022, Public Works staff procured the services of RJ Burnside and Associates to conduct a Road Needs Study that included the 10 Year Paving Strategy and Pavement Management Plan Update and a new Gravel Conversion Program.

As part of the 2022 Road Needs Study completed by R.J. Burnside and Associates, the Gravel Roads Conversion Program, the Road Improvement Program and their respective prioritization lists have been updated. The 2022 Road Needs Study utilized the most recent traffic data, road usage information, and the results of a visual condition survey of the subject roads to determine the revised prioritization lists. Please see Appendix 'A' of this report for the 2022 Road Needs Study and revised prioritizations.

This Road Needs Study also assessed localized drainage, potential roadside safety improvements, traffic volumes, need for culvert replacements, and technical data from geotechnical investigations. As a result, the revised road improvement prioritization lists take a wholistic approach to each road segment incorporating these other important improvements into the recommendations. The result of these changes will provide broader, more comprehensive improvements to our road network over the cycle of implementation.

FINANCIAL CONSIDERATIONS:

The paving program is budgeted annually as part of the budget process for Council approval each year.

ALIGNMENT TO STRATEGIC PLAN:

The 2019-2022 Corporate Strategic Plan was formally adopted by Council on September 21, 2020 which emphasizes all of the ICSP Pillars (Financial, Economic, Socio-Cultural and Environmental) and is also aligned with the long-term vision defined in the Official Plan. The 2019-2022 Corporate Strategic Plan aims to ensure staff initiatives focus on current Term of Council priorities in support of the Township's long-term vision to 2031.

This report is in alignment with the CSP's Priority Area(s), associated Objective(s) and/or Key Action(s):

Investing in Infrastructure

Connecting People and Places
- Improve Road Network

This Roads Needs Study including the new Gravel Conversions Program and Road Improvement Program establishes the physical condition of the road network and determines roads maintenance needs and costs. The prioritization lists are provided to help develop a multi-year capital plan and assist with asset management planning.

CONCLUSION:

It is recommended that Council approve the Roads Needs Study, including the 10 year paving strategy and Pavement Management Plan Update, and the new Gravel Conversions Program.

ATTACHMENTS:

King Roads Needs Study

Prepared By:

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Recommended By:

Samantha Fraser
Director of Public Works

Approved for Submission By:

Daniel Kostopoulos
Chief Administrative Officer

BURNSIDE

Township of King Road Needs Study

Township of King
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King City ON L7B 1A1

Township of King Road Needs Study

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Record of Revisions

Revision	Date	Description
0	November 2022	Initial Submission to Township of King
1	March 2023	Draft Submission to Township of King
2	March 2023	Final Submission to Township of King
3	June 2023	Updated Final Submission to Township of King

R.J. Burnside & Associates Limited

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Executive Summary

This Report is the Road Needs Study (RNS) which is comprised of the 10-year paving strategy update, pavement management update and new gravel road paving strategy. The RNS updates the Township of King's (the Township) road inventory, establishes the physical condition of the road network and determines the road maintenance and improvement needs and costs. A general prioritization of the road improvement needs is provided for the Township to help develop a multi-year capital plan that will assist the Township in asset management planning.

Inventory of Roads

Road inventory information was collected, and road condition ratings were established in April and July 2022 for all the assumed roads within the Township's road network. Approximately 350.608 km of roads are inventoried in this study which includes 330.210 km of roads that are assumed by the Township and 20.398 km of roads that have not yet been assumed by the Township. The assumed roads inventoried are comprised of:

- 58.629 km of gravel rural roads.
- 1.373 km of gravel semi-urban roads.
- 25.686 km of surface treatment rural roads.
- 6.714 km of surface treatment semi-urban roads.
- 121.489 km of asphalt rural roads.
- 29.441 km of asphalt semi-urban roads.
- 86.878 km of asphalt urban roads.

Maps of the overall surface types are presented in Appendix A, along with an Excel spreadsheet of the inventory and condition data.

Traffic volume ranges are estimated for the roads in this study, based upon traffic counts provided by the Township, taken at select locations from 2016 to 2021. Traffic volumes for a ten-year horizon period were also estimated, based on growth forecasts in the Township's Transportation Master Plan.

Assessment of Road Needs

A pavement condition index (PCI) was established for each road section, based on rating systems developed by the Ministry of Transportation (MTO). The PCI has been used to assess the improvement requirements for each segment within the road network. An improvement matrix has been developed by R.J. Burnside & Associates Limited (Burnside) for the Township that identifies the appropriate improvement type, considering the condition of the road, roadside environment, surface type, traffic volumes and recommended best practices for the life cycle management of road assets. The lifecycle improvements include routine maintenance, preventive maintenance,

resurfacing, rehabilitation and reconstruction. A Priority Guide Number (PGN) and a Priority Rating Number (PRN) were developed to prioritize improvement needs.

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

- 10 Year Paving Strategy Update.
- Gravel Road Paving Strategy.
- Conduct a Township-wide traffic count study prior to the next RNS.
- Existing gravel or Low Class Bituminous (LCB) roads that may warrant upgrading (i.e., to LCB or High Class Bituminous (HCB) surfaces) have been identified.
- Road sections with the following issues/deficiencies have been identified in this RNS:
  - Potential for deficient sightlines.
  - Less than tolerable (i.e., deficient) road widths
- The total road network needs (i.e., current, today needs) for hardtop roads was determined to be $26.5 million, and the total need to upgrade the remaining gravel roads was determined to be $9.7 million.
- It is recommended that the Township establish an annual allowance specifically for applying cost-effective routine and preventive maintenance treatments on existing hardtop roads. Typical crack sealing budgets for similar municipalities are approximately $180 per centreline km of road, therefore the recommended crack sealing budget for King Township is $41,000 per annum.
- It is recommended that the Township further review their road maintenance budget to maintain their roads at a higher level of service. The needs over the next five years require a budget of approximately $4.2 million to make the necessary improvements.
- It is recommended the Township align the road needs study finding, as presented in this report, with its Asset Management Plan. O.Reg 588/17 requires that all municipalities establish a service level for their critical infrastructure by 2025. This will assist with prioritization of road improvements in the next RNS.
- Two intersections along the 8th Concession may have deficient sightlines. It is recommended that the Township complete a detailed sightline analysis study for the intersections of 15th Sideroad and 8th Concession as well as 17th Sideroad and 8th Concession.

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

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1.0 Introduction

R.J. Burnside & Associates Limited (Burnside) was retained by the Township of King (the Township) to conduct a Road Needs Study (RNS) and develop a 10-year road improvement plan. The road improvement plan includes three categories, the 10 Year Paving Strategy update, the Pavement Improvement Plan and the new Gravel Road Paving Strategy. This RNS updates the Township's road inventory, establishes the physical condition of the road network and determines the road maintenance and improvement needs and costs. A general prioritization of the road improvement needs is provided for the Township to help develop a multi-year capital plan that will assist the Township in asset management planning.

A complete Road Management Plan (RMP) considers the full range of issues that may affect the ongoing maintenance, improvement, and management of a road network, culminating in the completion of a multi-year road improvement plan. Outlined in this report is the 10-year road improvement plan that has been developed by Burnside using the current road conditions, priority rating and traffic volumes of the Township's road network.

We gratefully acknowledge the assistance and contributions of the Township staff in the preparation of this Study.

1.1 Previous Road Needs Studies and Background Studies

The Township completed two Road Needs Studies in the past, including the 2011 Road Needs Study (2011 Study) and a 2016 Road Needs Study (2016 Study). The previous studies' methodologies were based on the Inventory Manual for Township Roads (Ministry of Transportation, 1991).

A Technical Memorandum (Draft) was completed in 2019 that summarized the results of a Gravel Road Improvement Study (2019 Gravel Study) that was completed for the Township. The 2019 Gravel Study provided an assessment of the costs to improve and resurface the Township's gravel roads.

The Township's 2020 Transportation Master Plan (2020 TMP), dated 2020, was also reviewed and projected growth was considered. In addition, as Burnside has completed various road reconstruction and bridge / culvert Capital Works projects in recent years, these projects were considered in the assessment.

2.0 The Road Study

2.1 Road Inventory

A total of 350.608 km of roads were inventoried as part of this RNS including 330.210 km of roads that have been assumed by the Township, and 20.398 km of roads that have not yet been assumed by the Township. Roads are identified by their road names and identification numbers and road segments have been identified by reference to their location, with respect to intersecting roads. The road database and road inventory mapping are provided in Appendix A for reference purposes.

The database and mapping are fully integrated within a geographic information system (GIS) and each section has been assigned a unique ID number and GIS reference number. Data related to the road sections are obtained through a field review of the overall road network including:

- Road ID, Name, From, To
- Length
- Road Width
- Boundary Road
- Roadside Environment: Rural, Semi-urban and Urban
- Functional Class
- Minimum Maintenance Class
- Annual Average Daily Traffic: Existing and Projected
- Number of Lanes
- Surface Type: Gravel, High and Low Class Bituminous (asphalt)
- Platform Width
- Surface Width
- Shoulder Width
- Speed Limit
- Structural Adequacy Rating of the Road
- Distress Manifestation Index (DMI): various types of road distress, with quantification of the density and severity of the distress
- Ride Comfort Rating (RCR): qualitative assessment of ride comfort
- Calculation of Pavement Condition Index (PCI): based on DMI and RCR, using the Ministry of Transportation (MTO) formulae

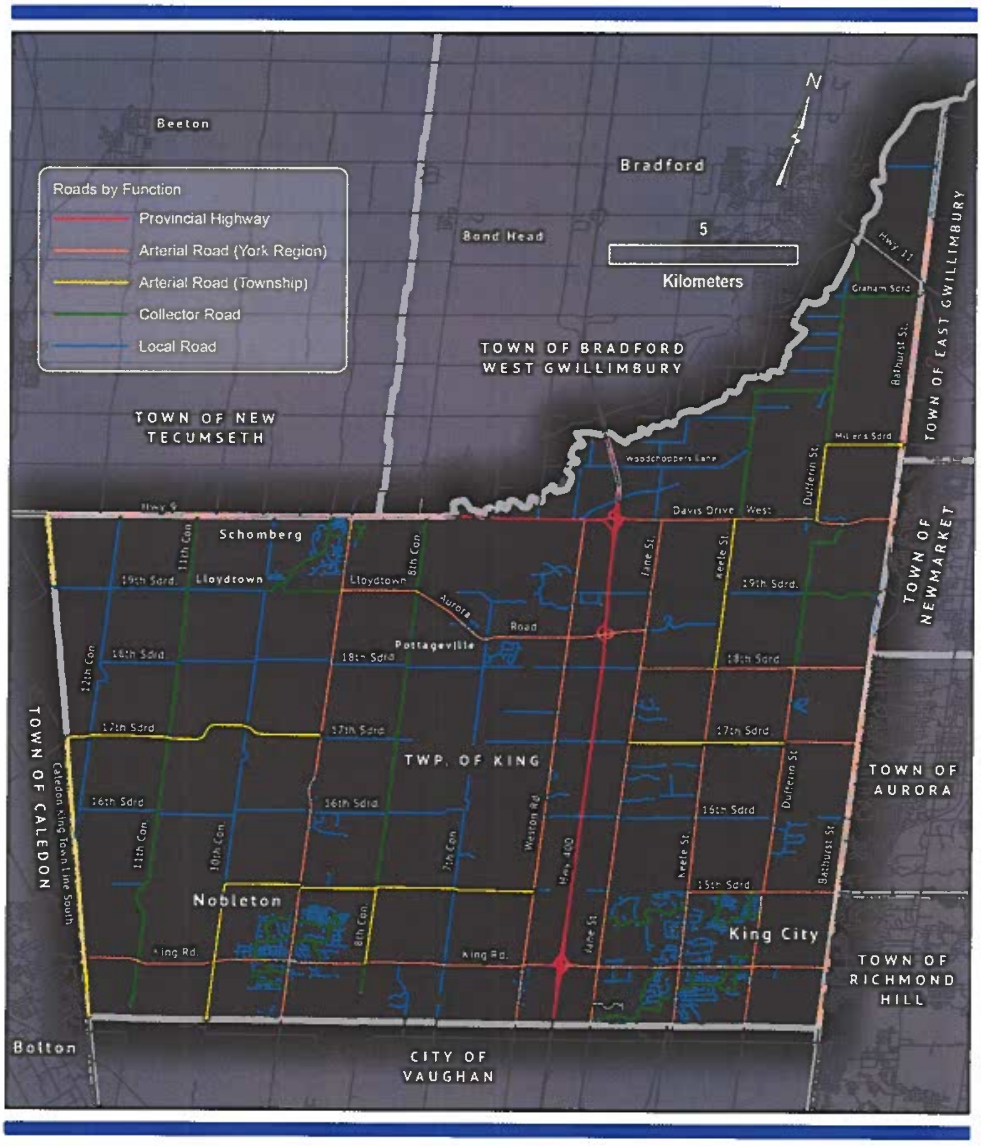
2.2 Functional Road Classifications

Based on the Township's Official Plan, the class of all roads within the Township are defined as follows:

- **Arterial Roads**: Includes both Regional and Township roads. Arterial roads serve higher volumes of intra-urban traffic at moderate to high speeds with limited private access. These roads also provide regional vehicular movement, goods movement, transit priority and active transportation. The planned right-of-way (ROW) width is up to 36 m and may include cycle tracks and multi-use paths.
- **Urban Collector**: These roads collect traffic from local roads and connect them to arterial roads. Urban collector roads are typically used by local traffic with limited through traffic. Private access and on-street parking can also be permitted. The roadway will accommodate pedestrian and cyclist traffic via the provision of sidewalk and cycling facilities. The planned ROW width is 26 m and elements within the cross section will vary depending on environment.
- **Rural Collector**: These roadways are typically located outside the urban areas. Rural collector roads serve regional and interregional vehicular movement at higher speeds. The planned ROW width is 26 m and includes features that assist in goods movement, farming supportive design measures, paved shoulders, and multi-use paths.
- **Urban Local**: Serves local traffic of typically low volumes. Private access is permitted on these roadways and intersections are typically stop or yield controlled. Cyclists may share the roadway with vehicles and pedestrian facilities may vary depending on environment. The planned ROW width is 20 m.
- **Rural Local**: These roadways are typically located outside villages and are similar to urban local roads. The planned right-of-way width is 20 m.

Figure 1 shows the existing generalized road classifications of the Township's roads as listed in Schedule F of the Township's Official Plan.

Figure 1: Existing Road Classification Map



2.3 Traffic Considerations

Traffic volume is an important consideration for determining the road improvement needs for any road segment within the road network. Traffic range estimates for Annual Average Daily Traffic (AADT) for each road section are included in the database in

Appendix A. the AADT volume ranges for this study are estimates based on historical traffic count work completed in 2016, 2020 and 2021 at select locations throughout the road network. Based on the Township's TMP, a growth rate of 2.1% compounded annually was applied for all segments with the exception of local roads from the base year traffic count to the existing year (2022). The estimated 2022 traffic volume ranges are shown graphically on the plan in Appendix B. The same growth rate was used to estimate the 2032 traffic volumes. The volume ranges for 2032 are presented graphically in Appendix B as well.

The lengths of roads that have been assumed by the Township in the various traffic volume ranges are summarized in Table 1.

Table 1: Length of Roads with Various AADT Traffic Ranges

AADT Traffic Range (vpd)	Length of Road in Traffic Range (km)	
	Existing (2022)	**Year 2032**
0 – 49	13.339	11.411
50 – 199	75.965	58.976
200 –399	70.744	65.636
400 – 999	87.940	96.193
1,000 – 1,999	57.197	54.763
2,000 – 2,999	9.561	23.041
3,000 – 3,999	4.745	7.015
4,000 – 4,999	2.232	2.456
5,000 – 5,999	2.127	2.232
6,000 – 7,999	4.722	4.147
8,000 – 9,999	0	2.702
10,000 – 11,999	1.638	0
12,000 – 14,999	0	1.638
Total	**330.210**	**330.210***

* Future AADT totals will vary based on growth within the Township and additional roads being assumed by the Township.

Traffic volumes and traffic types (auto, truck) are also important considerations in establishing the road surface needs for roads within the road network. Consideration may be given to upgrading gravel roads or surface treated roads to an asphalt surface, for roads experiencing high traffic volumes, high truck volumes or high truck loading, or where high maintenance is an ongoing issue.

Where traffic volumes exceed 200 vehicles per day (vpd), upgrading of gravel road surfaces to hard top road surfaces may be considered. Similarly, where traffic volumes exceed 400 vpd, upgrading of surface treatment roads to asphalt roads may be considered, per industry practice.

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. Information on truck volumes on the Township's roads was not available for this current study. It is recommended that the Township develop a traffic counting program and release a Request for Proposal (RFP) a few months prior to their next RNS update to ensure that the AADT volumes being used are current. Also, it is recommended that any future traffic counting work in the Township distinguish vehicle classifications (i.e., heavy truck volumes) particularly if consideration is being made to upgrade the road's surface type. For low volume rural roads, this study recommends that surface upgrading may be economical to consider where the percentage of trucks exceed 10% of the AADT provided the absolute volume of truck traffic is over 30 trucks per day.

2.4 Roadside Environment and Surface Type

The roadside environment and surface type for each road section have been identified in the database in Appendix A, with the surface type also illustrated on the map. For the purposes of this study the roadside environment and surface type have been differentiated as follows:

Roadside Environment

- **Urban Environment**: Reasonably continuous development occurs along the roadway and the roadway design includes curbs and/or gutters and storm sewers.
- **Semi-Urban Environment**: Reasonably continuous development occurs along the roadway and the roadway design includes open ditches or swales and does not include curbs and/or gutters or storm sewers.
- **Rural Environment**: Rural roads which abut scattered rural development, farmland, or undeveloped land.

Surface Type

- Gravel
- Low Class Bituminous (LCB, Surface Treatment)
- High Class Bituminous (HCB, Asphalt)

The roadside environment and road surface types within the Township are summarized in Table 2.

Table 2: Roadside Environment Categorized by Surface Type

Surface Type	Roadside Environment	Length (km)	Percent of Total
Gravel	Rural	58.629	17.755%
	Semi-Urban	1.373	0.416%
LCB	Rural	25.686	7.779%
	Semi-Urban	6.714	2.033%
HCB	Rural	121.489	36.791%
	Semi-Urban	29.441	8.916%
	Urban	86.878	26.310%
Total		**330.210**	**100%**

Of the 330.210 km of roads inventoried, the roadside environments and surface types are summarized as follows:

- Roadside Environment: 205.804 km rural (62.325%), 37.528 km semi-urban (11.365%) and 86.878 km urban (26.310%).
- Road Surface Type: 60.002 km gravel (18.171%), 32.400 km LCB (9.812%), and 237.808 km HCB (72.017%).

3.0 Methodology

This study uses various Ministry of Transportation Ontario (MTO) procedures for the evaluation of the condition of the roads including the following:

- SP-024 Manual for Condition Rating of Flexible Pavements – Distress Manifestations, Ministry of Transportation, 1989.
- SP-021 Manual for Condition Rating of Surface-Treated Pavements – Distress Manifestations, Ministry of Transportation, 1989.
- SP-025 Manual for Condition Rating of Gravel Surface Roads, Ministry of Transportation, 1989.
- The Formulations to Calculate Pavement Condition Indices, Ministry of Transportation, 2007.
- Inventory Manual for Municipal Roads, Ministry of Transportation, 1991.

In addition to using the above manuals for condition evaluation, this study also uses the MTO prioritization methodology (Priority Rating and Priority Guide Number). This study uses the MTO methodology for all aspects of the project as these are the most commonly used methodologies for RNSs in Ontario and are based on technical inputs.

The inventory has also included the development of GIS mapping, and related database, for the Township's roads.

3.1 Hardtop Surface Paving Program and Pavement Management

3.1.1 Desktop Review

Burnside completed a desktop review of the background information provided by the Township to facilitate the field work and project setup prior to any field collection commencing. The following tasks were part of the desktop review to initiate this project.

The previous RNS reports (2011 Study & 2016 Study) were reviewed to determine the methodology used, tasks completed and the procedures that were used. Additionally, the previous reports were reviewed to determine how roads were identified (i.e., unique identifier for that study, Municipal ID, Road Name, etc.).

The 2020 Paving Strategy was reviewed to become familiar with the recommendations of the previous report and the 10-year capital improvement plan. The review of the 2020 study also allowed Burnside to become familiar with the Township's approach to road improvements and their progress over the previous 2 years.

The Township's 2020 Transportation Master Plan (TMP) was reviewed to determine the annual growth rate that is projected for the Township's roads.

Historical traffic volumes (AADTs) were reviewed to determine any areas of the Township's road network that was missing and would need attention (i.e., traffic volume forecasting/estimating or data collection). Based on the review of the 2020 TMP, a growth rate of 2.1% per annum (i.e., annual traffic growth) was determined.

The Township's Official Plan was also reviewed to determine the road classification descriptions as they apply to King, as well as to determine the existing road classification for each road segment within the Township.

Setup of a GIS linked field collection application that can be used on a tablet or phone using Arc GIS products (Survey 123, Field Maps, etc.). As part of this task, a GIS database for this study was created and the Township's road network was imported to determine what data was missing. This GIS application was created to link the data being collected in the field to the GIS database.

Review of relevant, and current road improvement cost data/information for Ontario was completed to determine unit costs for the components of the various types of improvements proposed in this study. This unit cost data was then used during detailed analysis of the proposed improvement types to determine a cost per m^2 for each improvement (i.e., cost per m^2 to reconstruct an asphalt road).

3.1.2 Visual Condition Survey

A visual assessment of the Township's hardtop road network took place in July 2022, to determine the condition rating of the road surface. Specific pavement distress ratings (i.e., Severity and Density) were assigned for 15 different distress types for hardtop road sections, based generally on the "Flexible Pavement Condition Evaluation Form" developed by the Ministry of Transportation.

The severity of a distress can be simply defined as how bad the distress is (i.e., slight cracking). The Severity of a distress is based on a scale of engineering judgement from previous experience and contains five levels. The five levels of severity are Very Slight, Slight, Moderate, Severe and Very Severe.

The density of the distress is also assigned which can be defined as the extent of the issues (i.e., how frequent the distress is present on the road). Like the severity, density is also based on engineering judgement from experience and contains five levels. The five levels of density are Few, Intermittent, Frequent, Extensive and Throughout.

As mentioned above, the review of hardtop roads requires 15 different distress types to be assigned to the road segment. The 15 distress types for hardtop roads consist of the following.

Distress 1: Ravelling and Loss of Surface Aggregate

Ravelling and surface aggregate loss is a surface defect and consists of the pavement surface breaking up with small pockmarks where the surface aggregate is lost from. This surface distress can be caused by a lack of bond between the asphalt and the underlying binder. Surface aggregate loss can also be caused by poor asphalt content and/or high air voids in the asphalt. Figure 2 below is an example of ID ORRD-0103 (10th Concession between 16th Sideroad and 2.05 km North) where very slight, intermittent surface aggregate loss was detected.

Figure 2: Ravelling and Aggregate Loss Example

Distress 2: Flushing

Flushing is a surface defect that consists of the asphalt cement (binding content in the asphalt mixture) on the asphalt surface. Flushing is most likely to occur in the wheel tracks during hot weather. Flushing can be caused by high asphalt cement content in the asphalt mix relative to the voids. During hot days, asphalt cements expand and fills any air voids present in the asphalt surface, is the air voids are too low and the road is prone to high traffic volumes, flushing is likely to occur. Figure 3 below is an example of ID ORRD-0053 (11th Concession between 16th Sideroad and 17th Sideroad) where slight, frequent asphalt cement flushing was detected.

Figure 3: Flushing Example

Distress 3: Rippling and Shoving

Rippling and shoving is a surface deformation that consists of waves in the pavement surface. Rippling is where regular transverse waves are present, and shoving is where single or multiple waves are located transversely along the road. Rippling and shoving can be caused by poor construction practices, heavy traffic on steep grade changes (downgrade or upgrade), low stability in the asphalt mixture or an unstable granular base. Figure 4 below is an example of ID ORRD-0012 (19th Sideroad between King-Newmarket boundary and Old Bathurst Street) where severe, few rippling and shoving was detected.

Figure 4: Rippling and Shoving Example

Distress 4: Wheel Track Rutting

Wheel track rutting is a surface deformation that can be defined as longitudinal depressions in the form of a single or double wheel in the wheel path of a lane. Wheel track rutting is a result of deformation due to frequent load combined with pavement material displacement. Some causes of wheel track rutting include, poorly compacted asphalt lifts, unstable granular base, unstable shoulder material or allowing traffic onto a hot asphalt mat before letting it cool. Figure 5 below is an example of ID ORRD-0053 (11th Concession between 16th Sideroad and 17th Sideroad) where severe, intermittent wheel track rutting was detected.

Figure 5: Wheel Track Rutting Example

Distress 5: Distortion

Distortion is also a surface deformation and can be defined as any deviation of the pavement surface from its original shape (other than described under rippling or shoving). Usually distortions result from settlement, slope failure or volumes changes due to moisture change. Some of the possible causes of distortion include, Lack of subgrade support, roadside embankment slope failure, improper maintenance or culvert failures. Figure 6 below is an example of ID ORRD-0194 (8th Concession between 17th Sideroad and 17th Sideroad) where severe, few distortions were detected.

Figure 6: Distortion Example

Distress 6: Longitudinal Wheel Track Cracking (Single or Multiple)

Longitudinal wheel track cracking can be defined as cracks that follow a path approximately parallel to the centre line of the road and located near or at the centre of the wheel path. Possible causes of longitudinal wheel track cracking are overloaded vehicles while the pavement is at the weakest (early spring) and/or fatigue failure of thin asphalt. Figure 7 below is an example of ID ORRD-0055 (17th Sideroad between 12th Concession and Caledon King Townline South) where severe, frequent wheel track cracking was detected.

Figure 7: Wheel Track Cracking Example

Distress 7: Longitudinal Wheel Track Cracking (Alligator)

Longitudinal wheel track alligator cracking can be defined as, as network of polygon cracks in the form of an alligator pattern that follow a path approximately parallel to the centre line of the road and located near or at the centre of the wheel path. Possible causes of longitudinal wheel track alligator cracking are, insufficient bearing support and/or poor base drainage and stiff or brittle asphalt mixes at cold temperatures. Figure 8 below is an example of ID ORRD-0103 (10th Concession between 16th Sideroad and 2.06 km North) where severe, few wheel track alligator cracking was detected.

Figure 8: Wheel Track Alligator Cracking Example

Distress 8: Centreline Cracking (Single or Multiple)

Centreline cracking can be defined as single or multiple cracks that have occurred in the pavement surface that are located at or near the centreline of the roadway. Some possible causes of centreline cracking are, poor longitudinal joint construction, variable granular depths due to constructing lanes separately and/or moisture changes. Figure 9 below is an example of ID BRRD-0001 (Kettleby Road between Keele Street and Lorne Avenue) where moderate, intermittent centreline cracking was detected.

Figure 9: Centreline Cracking Example

Distress 9: Centreline Cracking (Alligator)

Centreline alligator cracking can be defined as a network of polygon cracks that have formed the pattern of alligator skin and are located at or near the centreline of the roadway. Some possible causes for centreline alligator cracking are insufficient bearing support and/or poor base drainage and stiff or brittle asphalt mixes at cold temperatures. Figure 10 below is an example of ID ORRD-0103 (10th Concession between 16th Sideroad and 2.06km North) where severe, few centreline alligator cracking was detected.

Figure 10: Centreline Alligator Cracking Example

Distress 10: Pavement Edge Cracking (Single or Multiple)

Pavement edge cracking can be defined as cracks that are parallel to extending out from the pavement lane edge. Pavement edge cracks can either be fairly continuous/straight or consist of crescent shaped cracks. Possible causes of pavement edge cracking are frost action, insufficient bearing support and/or excessive traffic loading at the edge of the pavement, poor drainage along the road edge/shoulder, pavement edge line painted in the wrong place, allowing traffic to travel on the edge of the pavement/shoulder. Figure 11 below is an example of ID ORRD-0135 (Jane Street between Woodchoppers Lane and Edward Avenue) where slight, frequent pavement edge cracking was detected.

Figure 11: Pavement Edge Cracking Example

Distress 11: Pavement Edge Cracking (Alligator)

Pavement edge alligator cracking can be defined as a network of polygon cracks that have formed the pattern of alligator skin and are located at or near the edge of the pavement surface. Some possible causes of pavement edge alligator cracking are insufficient bearing support and/or poor base drainage and stiff or brittle asphalt mixes at cold temperatures. Figure 12 below is an example of ID BRRD-0001 (Kettleby Road between Keele Street and Lorne Avenue) where severe, extensive pavement edge alligator cracking was detected.

Figure 12: Pavement Edge Alligator Cracking Example

Distress 12: Transverse Cracking (Half, Full or Single/Multiple)

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 ate natural shrinkage caused by low temperatures, frost action, and/or low temperature susceptibility of asphalt cement in asphalt mixes. Figure 13 below is an example of ID ORRD-0055 (17th Sideroad between 12th Concession and Caledon King Townline South) where moderate, throughout transverse cracking was detected.

Figure 13: Transverse Cracking Example

Distress 13: Transverse Cracking (Alligator)

Transverse alligator cracking can be defined as a network of polygon cracks that have formed the pattern of alligator skin and are located at right angles to the roadway centreline. Some possible causes of pavement edge alligator cracking are insufficient bearing support and/or poor base drainage and stiff or brittle asphalt mixes at cold temperatures. Figure 14 below is an example of ID ORRD-0165.1 (12th Concession between Caledon King Townline and 120m North of Caledon King Townline) where moderate, few transverse alligator cracking was detected.

Figure 14: Transverse Alligator Cracking Example

Distress 14: Longitudinal Meander or Mid-lane Cracking

Longitudinal meander or mid-lane cracking can be defined as cracking that is usually quite long in length and wanders from edge to edge of the pavement or a crack that is usually straight and parallel to the centreline of the road. Possible causes of longitudinal meander or mid-lane cracking are frost action (greater heave at the centreline than at the edges), poor construction practices and/or faulty construction equipment resulting in a weak plane that fails due to thermal shrinkage. Figure 15 below is an example of ID ORRD-0124 (Graham Sideroad between Bathurst Street and Pumphouse Road) where moderate, intermittent mid-lane cracking was detected.

Figure 15: Mid-lane Cracking Example

Distress 15: Potholing and Patching

Potholing and patching can be defined as a section of a road segment that has had potholes occur and are currently there or have been patched. Potholes are voids in the roadway surface where pieces of the pavement have become dislodged. Potholes occur when the ground water expands and contracts after the water has entered into the road base. Figure 16 below is an example of ID ORRD-0234 (Bathurst Street between Queensville Sideroad West and Hochreiter Road) where moderate, intermittent potholing and patching was detected.

Figure 16: Potholing and Patching Example

Completed Hardtop Road Evaluation Page

For the completion of the field collection of the condition data, the severity and density of each distress is assigned on the "Flexible Pavement Condition Evaluation Form" developed by the Ministry of Transportation. Below in Figure 17 is an example of a completed evaluation from for ID ORRD-0105 (19th Sideroad between Hodgson Avenue and Hodgson Avenue) which currently yields a PCI of 54 (poor condition) and warrants a rehabilitation improvement.

Figure 17: Completed Hardtop Evaluation Form

HARDTOP PAVEMENT CONDITION EVALUATION FORM

Survey Date: 2022-06-24 Section ID: ORRD-0105

Road (Street) Name: 19th Sideroad Section Length: 0.489 km

Location from: Hodgson Avenue to Hodgson Avenue

Comments:

Ride Comfort Rating (at posted speed)

10	9	8	(7)	6	5	4	3	2	1
Very Good	Good			Fair			Poor		Very Poor

					Severity of Distress (Si)					Density of Distress (Di)				
					Very Slight	Slight	Moderate	Severe	Very Severe	Few	Intermittent	Frequent	Extensive	Throughout
										<10	10-20	20-40	40-80	>80
Pavement				Wi	0.25	0.5	1	1.5	2	0.25	0.5	1	1.5	2
Surface Defects		Raveling & loss of surface aggregate	1	1.5			X					X		
		Flushing	2	0.5										
Surface Deformations		Rippling and Shoving	3	1.0										
		Wheel Track Rutting	4	3.0			X					X		
		Distortion	5	3.0		X					X			
Cracking	Longitudinal Wheel Track	Single and Multiple	6	1.0			X					X		
		Alligator	7	3.0			X						X	
	Centreline	Single and Multiple	8	0.5										
		Alligator	9	2.0										
	Pavement Edge	Single and Multiple	10	0.5		X				X				
		Alligator	11	1.5										
	Transverse	Half, full and multiple	12	1.0			X				X			
		Alligator	13	3.0										
	Longitudinal – meander or mid-lane		14	1.0										
	Potholes/Patching		15	3.0		X				X				

3.2 Gravel Paving Program and Management

3.2.1 Desktop Review

Burnside completed a desktop review of the background information provided by the Township to facilitate the field work and project setup prior to any field collection commencing. The following tasks were part of the desktop review to initiate this project.

The previous RNS reports (2011 Study & 2016 Study) were reviewed to determine the methodology used, tasks completed and the procedures that were used. Additionally, the previous reports were reviewed to determine how roads were identified (i.e., unique identifier for that study, Municipal ID, Road Name, etc).

The 2020 Paving Strategy was reviewed to become familiar with the recommendations of the previous report and the 10-year capital improvement plan. The review of the 2020 study also allowed Burnside to become familiar with the Township's approach to road improvements and their progress over the previous 2 years.

The Township's 2020 Transportation Master Plan (TMP) was reviewed to determine the annual growth rate that is projected for the Township's roads.

Review of the Technical Memorandum (Draft) that was completed in 2019 to summarize the results of a Gravel Road Improvement Study (2019 Gravel Study) that was completed for the Township. The 2019 Gravel Study provided an assessment of the costs to improve and resurface the Township's gravel roads.

Historical traffic volumes (AADTs) were reviewed to determine any areas of the Township's road network that was missing and would need attention (i.e., traffic volume forecasting/estimating or data collection). Based on the review of the 2020 TMP, a growth rate of 2.1% per annum (i.e., annual traffic growth) was determined.

The Township's Official Plan was also reviewed to determine the road classification descriptions as they apply to King, as well as to determine the existing road classification for each road segment within the Township.

Setup of a GIS linked field collection application that can be used on a tablet or phone using Arc GIS products (Survey 123, Field Maps, etc). As part of this task, a GIS database for this study was created and the Township's road network was imported to determine what data was missing. This GIS application was created to link the data being collected in the field to the GIS database

Review of relevant, and current road improvement cost data/information for Ontario was completed to determine unit costs for the components of the various types of improvements proposed in this study. This unit cost data was then used during detailed analysis of the proposed improvement types to determine a cost per m^2 for each improvement (i.e., cost per m^2 to pave/convert a gravel road to an asphalt road).

3.2.2 Visual Condition Survey

A visual assessment of the Township's gravel road network took place in April 2022, to determine the condition rating of the road surface. Specific pavement distress ratings (i.e., Severity and Density) were assigned for 6 different distress types for gravel road

sections, based generally on the "Gravel Condition Evaluation Form" developed by the Ministry of Transportation.

The severity of a distress can be simply defined as how bad the distress is (i.e., slight cracking). The Severity of a distress is based on a scale of engineering judgement from previous experience and contains five levels. The five levels of severity are; Very Slight, Slight, Moderate, Severe and Very Severe.

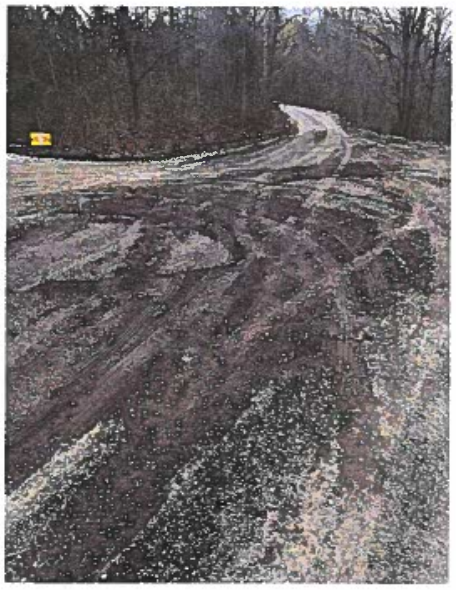
The density of the distress is also assigned which can be defined as the extent of the issues (i.e., how frequent the distress is present on the road). Like the severity, density is also based on engineering judgement from past experience and contains five levels. The five levels of density are; Few, Intermittent, Frequent, Extensive and Throughout.

As mentioned above, the review of hardtop roads requires 6 different distress types to be assigned to the road segment. The 6 distress types for hardtop roads consist of the following.

Distress 1: Soft Spots

Soft spots occurring along a gravel road can be defined as areas of the road surface and/or subgrade that have been made weak due to poor drainage of the road surface and the road base. Figure 18 below is an example of ID ORRD-0144 (Elmpine Trail between Mill Road and West end) where moderate, few soft spots were detected.

Figure 18: Soft Spot Example



Distress 2: Spring Breakup

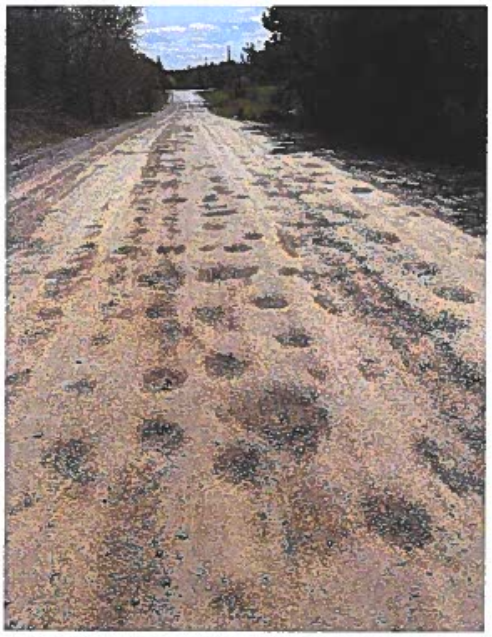
Spring breakup can be defined as extremely soft or muddy road surface conditions as a result of melting snow/ice and frost. Spring breakup is likely to occur in March and April but is subject to the winter conditions/thawing timeframe. Figure 19 below is an example of ID ORRD-0134 (Spruce Hill Road between 300m East of Jane Street and East end) where moderate, few spring breakup was detected.

Figure 19: Spring Breakup Example

Distress 3: Potholing

Potholing can be defined as small depressions or voids in the road surface which are caused by excessive moisture content, poor drainage and/or poorly graded aggregate. Figure 20 below is an example of 12th Concession where severe, frequent potholes were detected.

Figure 20: Potholing Example



Distress 4: Washboarding

Washboarding can be defined as a series of ridges and/or depressions across the road surface that are caused by lack of surface cohesion. The lack of surface cohesion can be a result of loss of fines in the road surface which usually result in very dry conditions within the road surface. Figure 21 below is an example of washboarding on a gravel road. This distress was not picked up severe enough in King Township for it to be clear/visible in photos, therefore this example photo will provide better context as to what washboarding is.

Figure 21: Washboarding Example (Photo from King Not Available)

Distress 5: Distortion

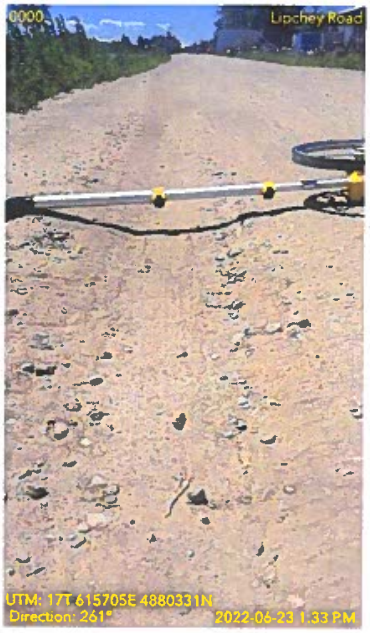
Distortion is a surface deformation and can be defined as any deviation of the road surface from its original shape. Usually distortions result from settlement, slope failure or volumes changes due to moisture change. Some of the possible causes of distortion include, Lack of subgrade support, roadside embankment slope failure, improper maintenance or culvert failures. Figure 22 below is an example of ID ORRD-0200 (Lipchey Road between Keele Street and East end) where slight, intermittent distortion was detected.

Figure 22: Distortion Example

Distress 6: Rutting

Rutting is a surface deformation that can be defined as longitudinal depressions in the form of a single or double wheel in the wheel path of a lane. Wheel track rutting is a result of deformation due to frequent load combined with surface material displacement. Some causes of wheel track rutting include poorly compacted road base material, unstable granular base or unstable shoulder material. Figure 23 below is an example of ID ORRD-0200 (Lipchey Road between Keele Street and East end) where severe, intermittent ruting was detected.

Figure 23: Rutting Example



Completed Gravel Road Evaluation Page

For the completion of the field collection of the condition data, the severity and density of each distress is assigned on the "Gravel Condition Evaluation Form" developed by the Ministry of Transportation. Below in Figure 24 is an example of a completed evaluation from for ID ORRD-0239 (18th Sideroad from Jane Street to west end) which is currently scheduled to be upgraded to an asphalt surface in Year 1 of the 10 year plan (2023).

Figure 24: Completed Gravel Evaluation Form

GRAVEL CONDITION EVALUATION FORM

Survey Date: 2022-04-13 Section ID: ORRD-0239

Road (Street) Name: 18th sideroad Section Length: 0.82 km

Location from: June Street to: West end.

Comments: Severe rutting. To be upgraded from gravel in 2023

Ride Comfort Rating (at posted speed)

10	9	8	7	6	5	4	3	2	1
Very Good		Good		Fair			Poor		Very Poor

	Rating	Severity of Distress (Si)					Density of Distress (Di)				
		Very Slight	Slight	Moderate	Severe	Very Severe	Few	Intermittent	Frequent	Extensive	Throughout
							<10	10-20	20-40	40-80	>80
Pavement	Rating										
Structural Adequacy (1-20)	17										
Soft Spots					X		X				
Spring Breakup											
Potholes			X					X			
Washboarding											
Distortion											
Rutting					X		X				
Drainage Adequacy (1-15)	15										

4.0 Analysis

4.1 Hardtop Surface Program and Pavement Management

4.1.1 Pavement Condition Index

Based on the distress types determined during the condition survey and using the Ministry of Transportation (MTO) formulae

The condition rating is based on a visual review of the severity, extent (density) and weighting of various distress types, as well as a Ride Comfort Rating, which reflects the rideability of the surface. A Distress Manifestation Index (DMI) is calculated, using MTO formulae, from the visual distress data collected in the field. The condition rating methodology follows the procedures developed by the MTO for flexible pavements and surface-treated pavements (MTO, 1989)

The calculation of the PCI follows the methods outlined by the MTO for such calculations (MTO, 2007). A PCI has been calculated for each road section according to the following formulae:

Asphalt: $PCI = 13.75 + (9 \times DMI) - (7.5 \times e^{(8.5-RCR)/3.02})$

Surface Treatment: $PCI = 12.75 + (9 \times DMI) - (5.5 \times e^{(9.94-RCR)/3.46})$

Where:

- DMI = Distress Manifestation Index, which is a systematic method of classifying and assessing the visible consequences of various surface distress mechanisms. The DMI classifies distress manifestations into various categories which are given a weighting factor (W), and which are classified according to their severity (S) and density (D). A summary of the factors considered is included in Appendix C. The total DMI is obtained by summation of the distress manifestations for the relevant factors and the following formulae:

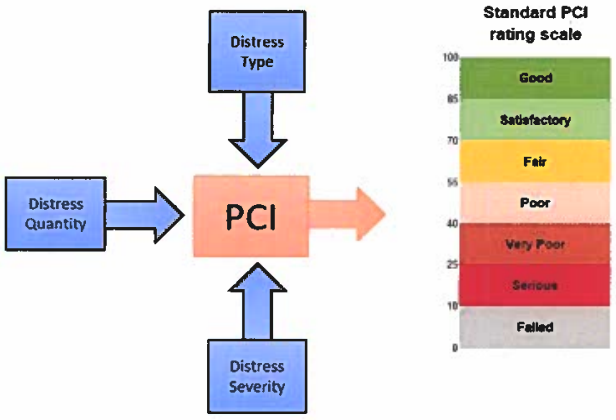
  Asphalt: DMI = 10 x (208 – summation of W x (D+S))/208

  Surface Treatment: DMI = 10 x (135 – summation of W x (D+S))/135

- RCR = Ride Comfort Rating, which is a subjective ride quality assessment as perceived by the traveling public and which has been determined by the field assessment of the roads.

The qualitative description of the various PCI ranges is shown in Figure 23.

Figure 25: Qualitative Description of PCI Ranges



Based on the above methodology/procedure, the updated PCI for each road segment is illustrated on a map in Appendix D and shown in the excel spreadsheets in Appendix A.

There are 22 hardtop roads in the township with poor condition Ratings (PCI<55), which currently require significant rehabilitation or full reconstruction. If sufficient budget is available to replace these roads, then these roads should be completed as soon as feasible as the roads currently sit in a state of disrepair that is not favoured by the level of service that should be provided. These roads (like the others) are subject to ongoing deterioration and will continue to degrade passed the state they are currently in. Table 3 below summarizes the 22 roads that have a poor condition rating and should be replace as soon as feasible.

Table 3: Hardtop Roads with Poor Condition Ratings (PCI<55)

Municipal ID	Road Segment	Surface Type	AADT (vpd)	PCI	Improvement Cost
KRRD-0032	McKellar Lane, from Kingscross Drive to End (Cul-de-Sac)	HCB	0-49	36	$102,744.00
KRRD-0105	Kingsworth Road, from Westgate Circle to Blueberry Lane	HCB	200-399	40	$270,864.00
SRRD-0053	Magnum Drive, from Proctor Road to End (Cul-de-Sac)	LCB	1,000-1,999	41	$200,925.00
ORRD-0195	Holancin Road, from Highway 9 to 2nd Concession	LCB	50-199	42	$721,656.00
KRRD-0148	Station Road, from Burton Grove to West Street	HCB	1,000-1,999	44	$64,440.00
ORRD-0236	16th Sideroad, from Highway 400 Overpass to Weston Road	HCB	1,000-1,999	47	$504,525.00
KRRD-0005	Manitou Drive, from Kingscross Drive to Fork	HCB	50-199	47	$299,088.00
KRRD-0073	Westgate Boulevard, from Jane Street to Westgate Circle	HCB	200-399	48	$112,320.00
ORRD-0128	Strawberry Lane, from Keele Street to Aileen Avenue	HCB	400-999	49	$570,899.00
KRRD-0093	Chelsea Lane, from Fork to End (West Cul-de-Sac)	HCB	0-49	50	$140,832.00
ORRD-0025	16th Sideroad, from 8th Concession to Trainor Court	HCB	400-999	51	$415,961.00
KRRD-0043	Westgate Circle, from Kingsworth Road to Westgate Boulevard	HCB	400-999	51	$6,272.00
KRRD-0031	Blueberry Lane, from Kingsworth Road to End (Cul-de-Sac)	HCB	50-199	52	$122,976.00
KRRD-0047	Chelsea Lane, from Kingscross Drive to Fork	HCB	0-49	52	$66,600.00
ORRD-0098	Hilda Road, from Diana Drive to End (Cul-de-Sac)	HCB	50-199	52	$164,016.00
ORRD-0178	16th Sideroad, from Trainor Court to Highway 27	HCB	400-999	53	$236,670.00
KRRD-0060	Keri Court, from Kingscross Drive to End (Cul-de-Sac)	HCB	0-49	53	$49,220.00

Municipal ID	Road Segment	Surface Type	AADT (vpd)	PCI	Improvement Cost
BRRD-0001	Kettleby Road, from Keele Street to Lorne Avenue	HCB	1,000-1,999	53	$461,531.00
ORRD-0105	19th Sideroad, from Hodgson Avenue to Hodgson Avenue	LCB	400-999	54	$127,764.00
ORRD-0065	Rupke Road, from Highway 9 to End (Canal)	LCB	200-399	54	$127,788.00
KRRD-0059	Chelsea Lane, from Fork to End (East Cul-de-Sac)	HCB	50-199	55	$120,096.00
KRRD-0077	Kingsworth Road, from Blueberry Lane to Watch Hill Road	HCB	200-399	55	$137,816.00
				Total Cost	**$5,025,003.00**

4.1.2 Surface Type Needs

The surface type of a roadway should be appropriately designed to accommodate the volume and type of traffic. According to the MTO guidelines (*Inventory Manual for Municipal Roads, Ministry of Transportation*, 1991), upgrading of surface treated roads to asphalt may be considered for roads experiencing high truck volumes or high truck loading, AADT values higher than 400 vpd or where high maintenance is an issue. For low volume rural roads, it is suggested that surface upgrading may be economical where the percentage of trucks exceed 10% of the AADT and is over 30 trucks per day.

Gravel roads are typically suitable for low truck traffic and AADT values of less than 200 vpd. Typically, surface treated roads are recommended for roadways that have an AADT between 200 and 400 vpd, with asphalt recommended for roads with AADTs higher than 400 vpd.

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. Information on truck volumes on the Township's roads was not available for this current study.

Based on the above surface type considerations, a review of the data in Appendix A indicates that there are a number of roads in the Township that presently meet these surface type criteria, as summarized in Table 4.

Table 4: Existing Surface Treated Roads That May Warrant Upgrading

Road	Road Length (m)	AADT (vpd)	Rationale for Upgrade
LCB with AADT > 1,000 vpd			
11th Concession, from 16th Sideroad to 17th Sideroad	2012	1534	Traffic Volume
17th Sideroad, from Highway 27 to 10th Concession	2053	3000	Traffic Volume

Road	Road Length (m)	AADT (vpd)	Rationale for Upgrade
17th Sideroad, from 10th Concession to 1.4 km W. of 10th Concession	1441	2898	Traffic Volume
17th Sideroad, from 1.4 km W. of 10th Concession to 11th Concession	839	2898	Traffic Volume
17th Sideroad, from 11th Concession to 12th Concession	2090	2743	Traffic Volume
Magnum Drive, from Proctor Road to End (Cul-de-Sac)	367	1092	Traffic Volume
8th Concession, from 15th Sideroad to 16th Sideroad	2054	1010	Traffic Volume

Where budgets allow, it is recommended that surface types be upgraded to meet the minimum desirable levels of service for surface types. However, where budget is the limiting factor, surface type standards may be reduced to tolerable standards, assuming that the road base has been properly designed and constructed and appropriate maintenance is applied. Where this lower standard surface type is used, a corresponding reduction in useful life is likely. In some areas, other constraints (e.g., ROW widths, horizontal or vertical curve deficiencies, etc.) may preclude the upgrading of such road sections without first addressing those factors.

4.1.3 Road Widths

The existing widths for the roads in the network are shown in the inventory in Appendix A. The surface widths shown represent the hard top width (excluding shoulders) for hard top roads. Recommended lane widths generally vary with traffic volume and traffic speed for higher volume roads, and according to the type of use for lower volume roads.

Minimum tolerable and recommended minimum road widths for hard-top 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 hard-top roads are outlined below in Table 5.

Table 5: Tolerable and Recommended Surface Widths for Hardtop Roads (Based on Criteria in TAC)

Roadside Environment	Design Speed (km/h)	Road Surface Width (Two-Lane Roadways)			
		Tolerable Lower Limit	Recommended Lower Limit	Recommended Upper Limit	Tolerable Upper Limit
Rural or Semi-Urban	60 or less	5.4 m	6.0 m	7.4 m	8.0 m
	70 to 100	6.5 m1	7.0 m	7.4 m	8.0 m
Urban	60 or less	5.4 m	6.0 m	7.4 m	8.0 m

Roadside Environment	Design Speed (km/h)	Road Surface Width (Two-Lane Roadways)			
		Tolerable Lower Limit	Recommended Lower Limit	Recommended Upper Limit	Tolerable Upper Limit
	70 to 100	6.0 m	6.6 m	7.4 m	8.0 m

Note: 1. For rural or semi-urban roadways with a design speed of 70 to 100 km/h, a minimum tolerable surface width of 3.25 m per lane was applied, which is consistent with minimum width criteria for secondary highways with an AADT less than 1,000 vpd outlined in the *Geometric Design Standards for Ontario Highways* (Ministry of Transportation Ontario, 1989).

The hardtop roads in the Township, that have been identified to have widths that currently do not meet the recommended lower width limit, are summarized in Table 6.

Table 6: Summary of Hardtop Roads with Deficient Widths

Road	Road Length (m)	Posted Speed (km/h)	AADT (vpd)	Width (m)
Spring Street, from Weston Road to End (West)	65	50	26	3.5
Lorne Avenue, from Kettleby Road to 165 m N. of Kettleby Road	167	40	94	4.0
Laskay Lane, from Weston Road to End (East)	147	50	26	4.2
Old Church Road, from Weston Road to End (East)	194	50	26	4.5
Rebellion Way, from Queen Street to End (North)	102	50	22	4.5
Victoria Street, from Queen Street to End East	133	50	81	4.5
16th Sideroad, from Bathurst Street to End (West)	753	40	25	5.0
19th Sideroad, from Hodgson Avenue to Weston Road	167	50	244	5.0
Queen Street, from Rebellion Way to 10th Concession	247	50	231	5.0
Centre Street, from Rebellion Way to End (West)	211	50	23	5.0
Edwards Mill Lane, from Church Street to End (North)	54	50	15	5.0
7th Concession, from Lloyd's Lane to 19th Sideroad	376	50	126	5.1
7th Concession, from Lloydtown/Aurora Road to Lloyd's Lane	1023	50	727	5.1
Dearbourne Avenue, from Keele Street to End (West)	747	40	113	5.1
Centre Street, from Church Street to Rebellion Way	351	50	53	5.2

The roads identified in the above table are low speed roadways that are experiencing low traffic volumes. While the widths in the above noted road segments are less than ideal, these width deficiencies are not considered critical in the short term. It is recommended that the widths on these roads be increased to meet recommended standards as part of any future improvement works.

4.1.4 Road Safety Review

During the field inspection, it was observed that two intersections along 8th Concession currently may have deficient sightlines. The intersection of 15th Sideroad and 8th Concession, as well as the intersection of 17th Sideroad and 8th Concession were determined to have possible sightline obstructions resulting in safety concerns. It is recommended the Township should complete a detailed sightline analysis study for both intersections.

4.1.5 Improvement Types

The different improvement types that are proposed in this study are listed below. These improvement types cover the full lifecycle of the road assets and require the Township to keep up with the road maintenance to prevent leaving the roads until they slip into a more extensive category like Rehabilitation or Reconstruction.

Routine Maintenance (RM):

Routine maintenance for hardtop roads consists of crack sealing. Routine maintenance (i.e., crack sealing) decreases further crack deterioration by preventing moisture damage to the pavement structure and it often adds approximately 3 to 5 years to the lifespan of a roadway. Routine maintenance can help delay the need for more extensive rehabilitation or reconstruction and Routine/preventive maintenance is typically done when a road is in good condition but is starting to show slight deficiencies.

Preventive Maintenance (PM):

Preventive maintenance for hardtop roads consists of the application of slurry seal or micro surfacing. Preventive Maintenance can help to delay the need for more extensive rehabilitation or reconstruction. Preventive maintenance is typically done when a road is in good condition but is starting to show slight deficiencies. Micro-surfacing or slurry seal 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.

Resurfacing (R):

For urban roads or semi urban/rural roads with higher traffic volumes, this study proposes that the resurfacing improvement consist of milling and paving (shave and

pave). For semi urban/rural roads that experience low traffic volumes, the resurfacing improvement proposed in this study is full depth removal + 1 (50mm) lift of hot mix asphalt (HMA). During the planning process, it should be determined if the low-speed semi urban/rural roads that are being planned currently have one or two lifts of asphalt. If it is determined that the low-speed semi urban/rural roads have more than one lift of asphalt, milling and paving may be chosen as this is a cheaper alternative than removing all the existing asphalt.

For this study, the resurfacing category has been split into two subcategories, 6 to 10 years and 1 to 5 years. This timeline is to indicate how long the Township has before significant rehabilitation is required (i.e., sufficient budget is not available). To represent this difference in the costing shown in the improvement matrix, the resurface 1 to 5 year indicates full depth removal as the pavement distresses have most likely made it through to the road base. It should be noted that this more expensive resurfacing does not include all actions that would be taken under rehabilitation, therefore repairing the road while it still warrants this category will allow the Township to save money.

Resurfacing treatments are typically done when a road is in fair condition. 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):

For urban roads, rehabilitation consists of full depth removal + 2 (50 mm) lifts of HMA and spot curb replacements. For semi urban or rural roads, rehabilitation consists of pulverizing the existing surface and spreading a thin lift of granular A over the pulverized base to add stability to the road base and then installing 2 (50mm) lifts of HMA.

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

Reconstruction (REC):

For urban roads, reconstruction consists of full depth removal, full depth base replacement (dig out and replace) + 2 (50 mm) lifts of HMA and full curb replacement.

For semi urban/rural roads, reconstruction consists of full depth removal, full depth base replacement (dig out and replace) + 2 (50 mm) lifts of HMA and nominal shoulder/ditch repairs.

Reconstructions are typically done 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 pavements are left to deteriorate, they become weak and lose their structural integrity. As its structural capacity is weakened, a pavement 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 reestablish 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 (e.g., filling of potholes) will typically increase significantly and/or safety or user complaints may become a concern. Reconstruction is also required when the pavement needs to be improved, to cater to significant increases in projected traffic volumes or to accommodate road widening.

Determining Improvement Needs:

To determine the improvement types that are warranted for certain road sections, the PCI values collected in the field were assigned to the distress trigger value ranges set for different improvement types. The trigger value ranges set for each improvement type are summarized in Table 7 along with estimated benchmark treatment costs. In addition, the forecasted improvement effects resulting from the various life cycle treatments are shown in Table 7 (i.e., the net benefit to the PCI values after a certain improvement type is implemented). The net benefit that is presented as a result of implementing a given improvement type is to represent that maintaining the condition of roads and performing routine and preventive maintenance will lengthen the lifecycle of a road segment (i.e., performing crack sealing with help extend the useful life of a road segment).

Table 7: Hardtop Road Improvement Matrix

Improvement	Urban – Hard Top (HCB)			Semi-Urban or Rural – Hard Top (HCB/LCB)				
	Post-Treatment Condition	Any AADT	Distress-Triggers	Post-Treatment Condition	AADT>=1000	1000>AADT>=400	AADT<400	Distress-Triggers
Routine Maintenance (RM)	PCI + 5	Crack Sealing ($0.75 per m^2)	95>PCI>=90	PCI + 5	HCB – Crack Sealing ($0.75 per m^2) LCB – N/A (Responsive Maintenance)			95>PCI>=90
Preventive Maintenance (PM)	PCI +10	Micro Surfacing and Minor Patching ($6 per m^2)	90>PCI>=80	PCI + 10	Micro-Surfacing ($6 per m^2)	Slurry Seal ($4 per m2)		90>PCI>=80
Resurface 6 to 10 Year (R, 6-10)	PCI + 15	Mill + 1 HMA (50 mm)	80>PCI>=70	PCI + 15	Mill + 1 HMA (50 mm) Overlay + Patching + Nominal Shoulder Repair ($23 per m^2)	Mill + 1 HMA (50 mm) Overlay + Patching ($22 per m2)	Full Depth Removal + 1 HMA (50 mm) + Patching ($24 per m^2) (If asphalt thickness allows for milling $20 per m^2)	80>PCI>=70
Resurface 1 to 5 Year (R, 1-5)	PCI + 20	Full Depth Removal + 2 HMA (50 mm each) ($40 per m^2)	70>PCI>=60	PCI + 20	Pulverize + 2 HMA (50 mm each) + Nominal Shoulder Repair ($39 per m^2)	Pulverize + 2 HMA (50 mm each) + Nominal Shoulder Repair ($39 per m^2)	Pulverize + 2 HMA (50 mm each) + Nominal Shoulder Repair ($39 per m^2)	70>PCI>=60
Rehabilitation (REH)	PCI + 40	Full Depth Removal + 2 HMA (50 mm each) + Spot Curb Replacement ($45 per m^2)	60>PCI>=40	PCI + 40	Pulverize + Granular A + 2 HMA (50 mm each) + Nominal Shoulder Repair ($49 per m^2)	Pulverize + Granular A + 2 HMA (50 mm each) + Nominal Shoulder Repair ($49 per m^2)	Pulverize + Granular A + 2 HMA (50mm each) ($46 per m2)	PCI<40
Reconstruction (REC)	PCI = 100	Full Depth Removal + 2 HMA (50mm each) + Total Base and Replacement + Total Curb Replacement + Nominal Storm Sewer Adjustment ($95 per m^2)	PCI<40	PCI = 100	Full Depth Removal + 2 HMA (50 mm each) + Total Base Replacement + Nominal Shoulder/Ditch Repair ($75 per m^2)	Full Depth Removal + 2 HMA (50 mm each) + Total Base Replacement + Nominal Shoulder/Ditch Repair ($75 per m^2)	Full Depth Removal + 2 HMA (50 mm each) + Total Base Replacement + Nominal Shoulder/Ditch Repair ($72 per m^2)	PCI<40

4.1.6 Improvement Costs

The general improvement benchmark unit costs (costs per square metre) are for budget planning purposes and have been based on recent costing experience 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 oil).
- Budget constraints requiring consideration of lesser standards (such as maintaining vertical profiles to tolerable conditions, rather than design standards, or reducing overall improvements).

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

Benchmark improvement costs (per square metre) are outlined in Table 7 above as well as in the unit cost breakdowns in Appendix F and are based on recent data provided from the Township. The improvement types/costs consider surface types, traffic volumes, road conditions and roadside environments. Given that the improvement benchmark costs are estimated on a square metre basis, the improvement costs for any particular road section will also capture individual road widths.

4.1.7 Improvement Prioritization

For the prioritization of improvements proposed in this study, the MTO prioritization methodology was used. The MTO has developed a Priority Rating (PR) formula (in the *Inventory Manual for Municipal Roads*, 1991) that can be used to prioritize road improvements based on condition ratings, improvement costs, and traffic volumes.

The Priority Rating formula used for the improvement prioritization in this RNS is as follows:

$$PR = 0.2\,(100 - CR) \times (AADT + 40)^{1/4}$$

The higher the PR value, the higher the priority of the road section improvement relative to its condition and the traffic it is serving. This MTO formula will help prioritize improvements that are priority driven by road conditions and high traffic volumes.

In addition to condition related prioritization formulas, the road improvement needs can be prioritized based on non-condition related triggers such as drainage, road width, platform width, surface type, local input from Township staff, maintenance demand, etc.

If a road is determined to have a road width and/or platform width that is less than ideal, then that road should be reviewed to determine if the current width is suitable for the current surface type and can wait for widening treatment until upgrade, or if it should be widened as soon as possible (i.e., a current surface treated road has a road width that is less than the recommended minimum for surface treated roads but given the site specific geometrics and traffic, the road width can continue to remain as is but will need to be widened prior to the road being upgraded to an asphalt surface).

4.1.8 Road Budget Consideration

Based on the 2022 and the 2023 Budget and Business Plan, the Township has allocated $1.72 million per annum for hardtop Roads and Related Infrastructure improvement. The Township does not currently have a separate budget established for routine/preventive maintenance efforts.

As part of the recommendations of this study, it is recommended that the Township establish this routine/preventive maintenance budget to help maintain their roads at a higher level of service and prevent them from slipping into a more extensive improvement category. Typical crack sealing budgets in Ontario account for approximately $180 per centre line kilometer of road. Based on $180 per centreline km of road, a target crack sealing budget for King Township would be $41,000 per year.

4.1.9 Hardtop Road Improvement Needs

Based on the analysis of the road condition data and review of the prioritization triggers previously outlined in the report for the Township's hardtop roads, a 10-year road improvement plan has been developed. The 10 year plans in the following three sections have been established using the MTO prioritization methodology outlined in this report, as well as the budget targets that have been established using the current operational budget.

A total of approximately 270.208 km of hardtop roads were reviewed as part of this study. Based on the priority rating number, traffic volumes, condition and geographic location the improvement of hard top roads was prioritized based on the previously outlined budget target of $1.72 million. Degradation curves for LCB/HCB roads were used to estimate a deterioration rate for each roadway based on its current improvement category. The deterioration rate was then used to determine the estimated PCI and improvement cost at the time of upgrade. The early years of the 10-year plan were utilized to improve any road segments that are in poor condition based on the surrounding land use. For example, any roads with a PCI of <40, or any rural highspeed roads with a PCI of <50 were prioritized in the early years to prevent these roads from requiring a more extensive improvement type. A full spreadsheet version of the 10-year plans, along with an enlarged map can be found in Appendix H.

4.1.9.1 Preventive Maintenance Plan

As part of this road study, Burnside completed analysis to determine a list of roads within the Township that should receive crack sealing in the next three years if sufficient budget is available. The recommended preventive maintenance plan considers all hardtop roads with a PCI between 90 to 95 which would warrant crack sealing. The implementation of the crack sealing has been prioritized based on the PR which accounts for traffic and condition of each road. Table 8 and Figure 26 outline the roads that have been proposed for routine and/or preventive maintenance.

Figure 26: Preventive Maintenance Plan (2024-2027)

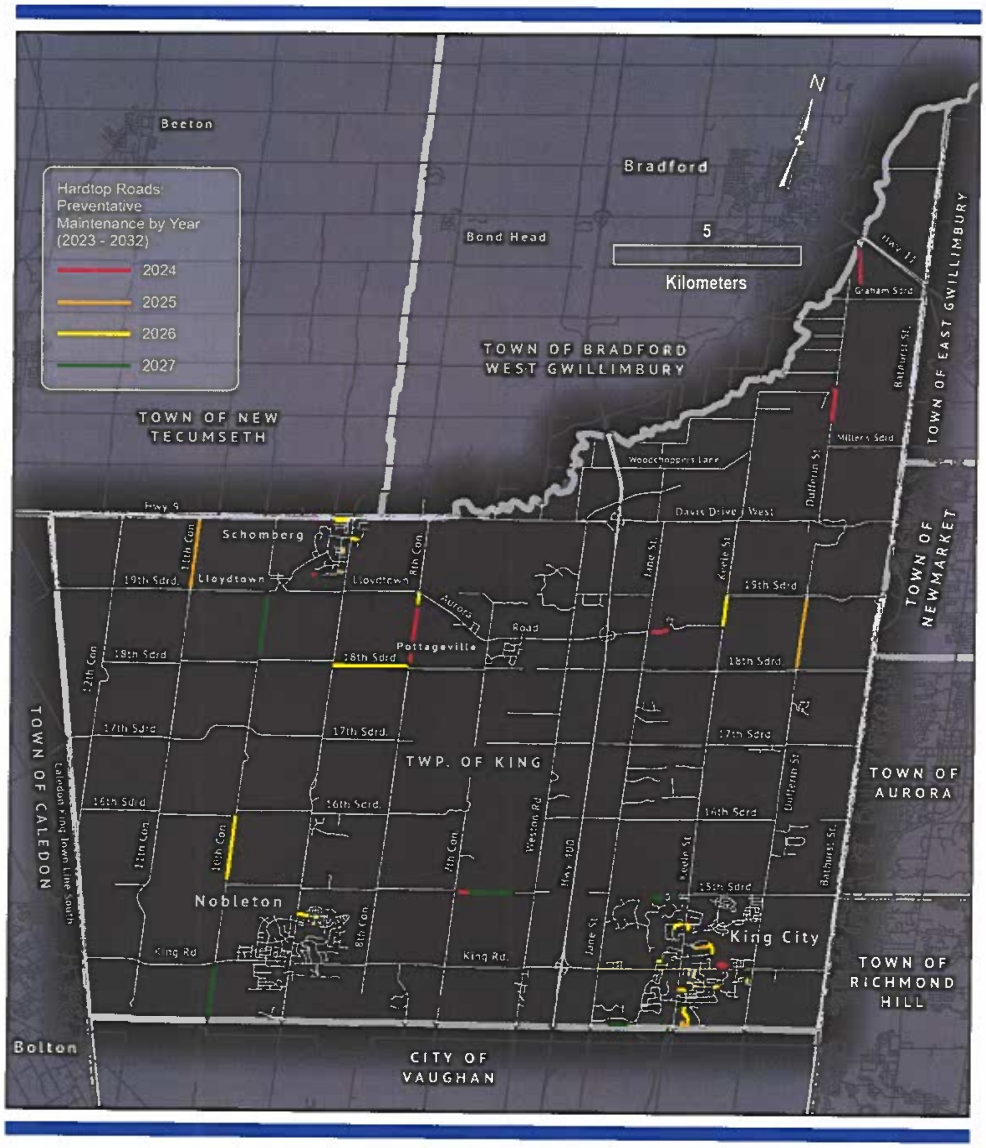


Table 8: Preventive Maintenance Plan (2024-2027)

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
2024					
SRRD-0041	Main Street from Ben Boy Avenue to Greco Ridge Lane	92	141	Crack Sealing (Routine Maintenance)	$1,058.00
ORRD-0031	Pumphouse Road from Graham Sideroad to End	91	1438	Crack Sealing (Routine Maintenance)	$7,010.00
ORRD-0185	8th Concession from 18th Sideroad to 1.7 km N. of 18th Sideroad	90	1705	Crack Sealing (Routine Maintenance)	$7,800.00
SRRD-0060	Roselena Drive from Quaker House Lane to End	90	225	Crack Sealing (Routine Maintenance)	$1,434.00
BRRD-0002	Kettleby Road from Lorne Avenue to Jane Street	91	693	Crack Sealing (Routine Maintenance)	$3,378.00
KRRD-0022	Kingscross Drive from Carmichael Crescent to McKellar Lane	91	136	Crack Sealing (Routine Maintenance)	$683.00
KRRD-0054	Warren Road from Cadden Court to Alex Campbell Crescent	92	69	Crack Sealing (Routine Maintenance)	$424.00
ORRD-0086	Keele Street from Woodchoppers Lane to 110 m N. of Woodchoppers Lane	91	107	Crack Sealing (Routine Maintenance)	$642.00
ORRD-0266	Dufferin Street from 630 m N. of Miller's Sideroad to King Street	92	995	Crack Sealing (Routine Maintenance)	$5,149.00
KRRD-0099	Kingscross Drive from Keri Court to Chelsea Lane	92	172	Crack Sealing (Routine Maintenance)	$864.00
ORRD-0272	15th Sideroad from 1.8 km E. of Weston Road to 7th Concession	90	382	Crack Sealing (Routine Maintenance)	$2,063.00

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
ARRD-0005	King Street from Dufferin Street to King Street Fork	92	234	Crack Sealing (Routine Maintenance)	$1,071.00
KRRD-0009	Patton Street from Hollingsworth Drive to Kingslynn Drive	93	104	Crack Sealing (Routine Maintenance)	$624.00
KRRD-0037	Bennet Drive from Banner Lane to Forde Crescent	90	90	Crack Sealing (Routine Maintenance)	$473.00
KRRD-0083	Chuck Ormsby Crescent from Richard Serra Court to Ron Coles Lane	91	327	Crack Sealing (Routine Maintenance)	$2,085.00
KRRD-0108	Alex Campbell Crescent from Alex Campbell Crescent (Loop) to King Road	92	447	Crack Sealing (Routine Maintenance)	$2,682.00
KRRD-0129	Alex Campbell Crescent from King Road to Alex Campbell Crescent (Loop)	92	190	Crack Sealing (Routine Maintenance)	$1,140.00
NRRD-0113	Skyline Trail from Bluff Trail to Aspen King Road	91	104	Crack Sealing (Routine Maintenance)	$624.00
NRRD-0127	Woodhill Avenue from Gilbert Fuller Drive to Hawthorne Valley Road	92	62	Crack Sealing (Routine Maintenance)	$372.00
NRRD-0177	Parkheights Trail from Middlehead Trail to Kettle Valley Trail	92	145	Crack Sealing (Routine Maintenance)	$1,196.00
NRRD-0179	Parkheights Trail from Kettle Valley Trail to Blueberry Run Trail	92	80	Crack Sealing (Routine Maintenance)	$660.00
2024 Total Length (km)			**7.846**	**2024 Total Cost**	**$41,433.00**
2025					
NRRD-0233	Northcott Way from New Scotland Court to End	91	58	Crack Sealing (Routine Maintenance)	$348.00

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
NRRD-0243	Wellar Avenue from Cross Avenue to 90 m N. of Cross Avenue	90	87	Crack Sealing (Routine Maintenance)	$522.00
ORRD-0059	Fairfield Drive from Eden Vale Drive to Eden Vale Drive	91	207	Crack Sealing (Routine Maintenance)	$1,242.00
ORRD-0227	Dufferin Street from 18th Sideroad to 19th Sideroad	93	2062	Crack Sealing (Routine Maintenance)	$11,135.00
SRRD-0030	Maynard Drive from Cutler Court to Moore Park Drive	92	133	Crack Sealing (Routine Maintenance)	$848.00
SRRD-0037	Jessop Avenue from Cooper Drive to Cooper Drive	90	273	Crack Sealing (Routine Maintenance)	$1,740.00
KRRD-0065	Carmichael Crescent from Keele Street to Curran Court	92	89	Crack Sealing (Routine Maintenance)	$534.00
KRRD-0072	Kingslynn Drive from Patton Street to End	91	165	Crack Sealing (Routine Maintenance)	$804.00
KRRD-0086	Patricia Drive from McBride Crescent to Elizabeth Grove	91	295	Crack Sealing (Routine Maintenance)	$1,549.00
KRRD-0132	Chuck Ormsby Crescent from Ron Coles Lane to Ron Coles Lane	92	353	Crack Sealing (Routine Maintenance)	$2,118.00
KRRD-0135	Findlay Avenue from Burns Boulevard to Dennis Drive	91	193	Crack Sealing (Routine Maintenance)	$1,230.00
KRRD-0150	Fisher Street from King Road to End	91	201	Crack Sealing (Routine Maintenance)	$1,206.00
KRRD-0179	Humber Valley Crescent from East Humber Drive to East Humber Drive	92	618	Crack Sealing (Routine Maintenance)	$3,708.00
KRRD-0244	Warren Road from Patton Street to 120 m E. of Patton Street	93	121	Crack Sealing (Routine Maintenance)	$662.00

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
NRRD-0013	Woodhill Avenue from Farmcrest Court to Gilbert Fuller Drive	93	130	Crack Sealing (Routine Maintenance)	$780.00
NRRD-0168	Parkheights Trail from Blueberry Run Trail to Parkeight Trail (Traffic Circle)	93	67	Crack Sealing (Routine Maintenance)	$553.00
ORRD-0102	11th Concession from 19th Sideroad to Highway 9	94	2045	Crack Sealing (Routine Maintenance)	$13,344.00
2025 Total Length (km)			**7.097**	**2025 Total Cost**	**$42,323.00**
2026					
ORRD-0129	18th Sideroad from 8th Concession to Highway 27	91	2037	Crack Sealing (Routine Maintenance)	$9,167.00
ORRD-0225.2	10th Concession from 90 m N. of 15th Sideroad to 16th Sideroad	91	1756	Crack Sealing (Routine Maintenance)	$7,902.00
ORRD-0271	8th Concession from 1.7 km N. of 18th Sideroad to Lloydtown/Aurora Road	93	310	Crack Sealing (Routine Maintenance)	$1,558.00
SRRD-0018	Dillane Drive from Sproule Street to Dr. Kay Drive	93	180	Crack Sealing (Routine Maintenance)	$1,215.00
SRRD-0033	Waterlily Trail from Mapleton Mills Drive to Mapleton Mills Drive	91	463	Crack Sealing (Routine Maintenance)	$2,986.00
NRRD-0160	Fairmont Ridge Trail from Bighorn Trail to Fairmont Ridge Trail (Traffic Circle)	95	81	Crack Sealing (Routine Maintenance)	$529.00
NRRD-0181	Fairmont Ridge Trail from Kettle Valley Trail to Highway 27	95	303	Crack Sealing (Routine Maintenance)	$1,932.00
ORRD-0014	Keele Street from Kettleby Road to 19th Sideroad	95	831	Crack Sealing (Routine Maintenance)	$3,802.00

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
KRRD-0026	Patton Street from King Road to Hollingsworth Drive	94	269	Crack Sealing (Routine Maintenance)	$1,614.00
KRRD-0036	Melrose Avenue from Martin Street to Charles Street	92	141	Crack Sealing (Routine Maintenance)	$899.00
KRRD-0090	Curran Court from Carmichael Crescent to End	91	174	Crack Sealing (Routine Maintenance)	$1,044.00
KRRD-0096	Warren Road from Patricia Drive to Lavender Valley Road	94	151	Crack Sealing (Routine Maintenance)	$963.00
KRRD-0111	McClure Drive from Pellatt Grove to Curtis Crescent	91	59	Crack Sealing (Routine Maintenance)	$376.00
KRRD-0126	Nicort Road from Lilly Valley Crescent to Terry View Drive	94	53	Crack Sealing (Routine Maintenance)	$318.00
KRRD-0134	Chuck Ormsby Crescent from Ron Coles Lane to Richard Serra Court	93	416	Crack Sealing (Routine Maintenance)	$2,496.00
KRRD-0145	Elizabeth Grove from Keele Street to McBride Crescent	94	213	Crack Sealing (Routine Maintenance)	$1,118.00
KRRD-0162	McClure Drive from Curtis Crescent to Aukland Lane	91	205	Crack Sealing (Routine Maintenance)	$1,230.00
KRRD-0177.2	Dennison Street from 610 m E. of Valleycrest Drive to East Humber Drive	90	271	Crack Sealing (Routine Maintenance)	$1,626.00
2026 Total Length (km)			**7.913**	**2026 Total Cost**	**$40,773**
2027					
KRRD-0181	East Humber Drive from Dennison Street to End	94	97	Crack Sealing (Routine Maintenance)	$582.00
KRRD-0184	Melrose Avenue from John Street to Martin Street	92	147	Crack Sealing (Routine Maintenance)	$937.00

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
KRRD-0190	Sir Henry Court from Elmers Lane to End	93	129	Crack Sealing (Routine Maintenance)	$774.00
KRRD-0195	15th Sideroad from Cairns Gate to Elmers Lane	93	265	Crack Sealing (Routine Maintenance)	$1,391.00
KRRD-0226	Scott Crescent from Collard Drive to Collard Drive	91	699	Crack Sealing (Routine Maintenance)	$3,355.00
KRRD-0230	Sir Henry Court from Lake Marie Trail to Elmers Lane	93	247	Crack Sealing (Routine Maintenance)	$1,482.00
KRRD-0231	Elmers Lane from Lake Marie Trail to Sir Henry Court	93	315	Crack Sealing (Routine Maintenance)	$1,890.00
KRRD-0241	Hambly Avenue from Humber Crescent to 50 m S. of Humber Crescent	92	50	Crack Sealing (Routine Maintenance)	$263.00
NRRD-0014	Ellis Avenue from Wellington Street to Robinson Road	94	314	Crack Sealing (Routine Maintenance)	$2,002.00
NRRD-0021	Parkheights Trail from Parkheights Trail (Traffic Circle) to West Coast Trail	94	144	Crack Sealing (Routine Maintenance)	$1,188.00
NRRD-0030	Royal Avenue from King Road to Lynwood Crescent	91	217	Crack Sealing (Routine Maintenance)	$977.00
NRRD-0072	Ellis Avenue from Robinson Road to Faris Avenue	94	114	Crack Sealing (Routine Maintenance)	$727.00
NRRD-0086	Northcott Way from Westbrooke Boulevard to Skyline Trail	93	161	Crack Sealing (Routine Maintenance)	$966.00
NRRD-0110	Skyline Trail from Westbrooke Boulevard to Piper Court	93	96	Crack Sealing (Routine Maintenance)	$576.00

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
NRRD-0111	Parkheights Trail from James Bowan Court to Parkheights Trail (Traffic Circle)	94	111	Crack Sealing (Routine Maintenance)	$916.00
NRRD-0156	Paradise Valley Trail from West Coast Trail to Anderson Cove Trail	93	61	Crack Sealing (Routine Maintenance)	$398.00
ORRD-0051	10th Concession from Huntington Road to King Road	93	1574	Crack Sealing (Routine Maintenance)	$7,909.00
ORRD-0061	15th Sideroad from 0.53 km E. of Weston Road to 1.8 km E. of Weston Road	93	1225	Crack Sealing (Routine Maintenance)	$6,615.00
ORRD-0074	Fairfield Drive from Eden Vale Drive to Norcliffe Drive	93	114	Crack Sealing (Routine Maintenance)	$684.00
ORRD-0161	10th Concession from 18th Sideroad to 19th Sideroad	91	2000	Crack Sealing (Routine Maintenance)	$9,750.00
2027 Total Length (km)			**8.411**	**2027 Total Cost**	**$43,381.00**

4.1.9.2 Resurfacing Plan

Burnside completed analysis to determine a list of roads within the Township that should receive resurfacing over the next 10 years, as the Township's budget will allow for. The recommended resurfacing plan considers all hardtop roads that will warrant resurfacing or rehabilitation over the next 10 years. The implementation of the resurfacing improvements has been prioritized based on the PR which accounts for traffic and condition of each road. Table 9 and Figure 27 outline the roads that have been proposed for routine and/or preventive maintenance.

Figure 27: 10 Year Resurfacing Plan (2023-2032)

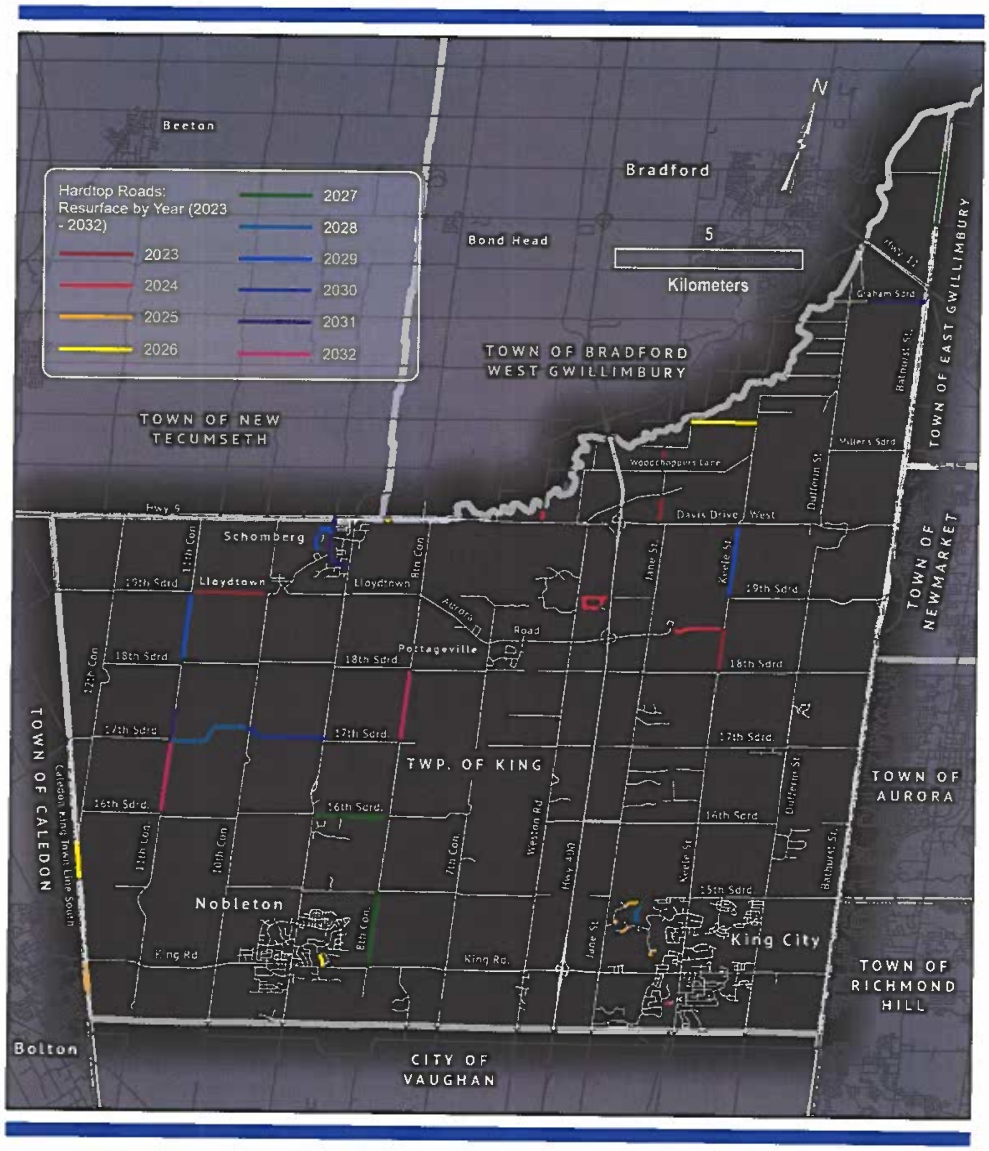


Table 9: 10 Year Resurfacing Plan (2023-2032)

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
Year 1 (2023)					
ORRD-0020	Keele Street from Lloydtown/Aurora Road Traffic Circle to Kettleby Road	65	1365	Pulverize + 2 HMA (Resurfacing)	$356,655.00
ORRD-0250	Jane Street from Davis Drive West to South Canal Bank Road	68	818	Pulverize + 2 HMA (Resurfacing)	$267,969.00
ORRD-0135	Jane Street from Woodchoppers Lane to Edward Avenue	83	681	Pulverize + 2 HMA (Resurfacing)	$175,305.00
ORRD-0137	19th Sideroad from 10th Concession to 11th Concession	95	2049	Pulverize + 2 HMA (Resurfacing)	$479,466.00
Year 1 Length (km)			4.913	Year 1 Cost	1,279,395.00
Year 2 (2024)					
ORRD-0105	19th Sideroad from Hodgson Avenue to Hodgson Avenue	54	489	Pulverize + 2 HMA (Resurfacing)	127,764.00
ORRD-0065	Rupke Road from Highway 9 to End	54	448	Pulverize + 2 HMA (Resurfacing)	$108,342.00
ORRD-0158	Hodgson Avenue from William's Court to 19th Sideroad	66	719	Pulverize + 2 HMA (Resurfacing)	$187,863.00
ORRD-0002	19th Sideroad from End (Cul-de-Sac) to Hodgson Avenue	70	228	Pulverize + 2 HMA (Resurfacing)	$59,592.00
ORRD-0048	Hodgson Avenue from 19th Sideroad to William's Court	77	264	Resurface	$68,991.00
ORRD-0109	19th Sideroad from Hodgson Avenue to Weston Road	77	167	Pulverize + 2 HMA (Resurfacing)	$32,565.00
KRRD-0148	Station Road from Burton Grove to West Street	44	139	Full depth asphalt removal + 2 HMA + Spot curb replacement (Rehabilitation)	$64,440.00

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
BRRD-0001	Kettleby Road from Keele Street to Lorne Avenue	53	1495	Pulverize + Granular A + 2 HMA (Rehabilitation)	$461,531.00
KRRD-0204	Station Road from West Street to Burns Boulevard	68	284	Full depth asphalt removal + 2 HMA (Resurfacing)	$111,320.00
Year 2 Length (km)			4.233	Year 2 Cost	$1,241,854.00
Year 3 (2025)					
KRRD-0043	Westgate Circle from Kingsworth Road to Westgate Boulevard	51	16	Pulverize + Granular A + 2 HMA (Rehabilitation)	$6,272.00
KRRD-0067	Westgate Circle from Kingscross Drive to Kingsworth Road	58	58	Pulverize + Granular A + 2 HMA (Rehabilitation)	$22,736.00
ORRD-0056	16th Sideroad from Jane Street to Highway 400 Overpass	62	983	Pulverize + Granular A + 2 HMA (Rehabilitation)	$308,259.00
KRRD-0080	Westgate Circle from Westgate Boulevard to Kingscross Drive	66	54	Pulverize + 2 HMA (Resurfacing)	$12,636.00
KRRD-0087	Manitou Drive (East Cul-de-Sac) from Fork to End	60	173	Pulverize + Granular A + 2 HMA (Rehabilitation)	$53,314.00
KRRD-0081	Manitou Drive (South Cul-de-Sac) from Fork to End (Cul-de-Sac)	64	159	Pulverize + Granular A + 2 HMA (Rehabilitation)	$48,990.00
ORRD-0118	Albion Vaughan Road from Old King Road to 72m N. of Old King Road	77	71	Milling + Patching + 1 HMA (Resurfacing)	$11,109.00
ORRD-0226	Albion Vaughan Road from 340 m N. of Queensgate Boulevard to Old King Road	80	852	Milling + Patching + 1 HMA (Resurfacing)	$143,060.00
KRRD-0077	Kingsworth Road from Blueberry Lane to Watch Hill Road	55	454	Pulverize + Granular A + 2 HMA (Rehabilitation)	$137,816.00

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
KRRD-0018	Kingscross Drive from Cranberry Lane to Snowberry Lane	67	285	Pulverize + Granular A + 2 HMA (Rehabilitation)	$111,720.00
ORRD-0094	Albion Vaughan Road from 72 m N. of Old King Road to Caledon King Town Line South	84	175	Milling + Patching + 1 HMA (Resurfacing)	$24,150.00
Year 3 Length (km)		**3.280**		**Year 3 Cost**	**$880,062.00**
Year 4 (2026)					
ORRD-0128	Strawberry Lane from Keele Street to Aileen Avenue	49	1739	Pulverize + Granular A + 2 HMA (Rehabilitation)	$570,899.00
ORRD-0202	Caledon King Town Line South from Columbia Way to Mt. Pleasant Road	70	240	Pulverize + 2 HMA (Resurfacing)	$34,164.00
ORRD-0203	Caledon King Town Line South from Mt. Pleasant Road to 12th Concession	74	783	Pulverize + 2 HMA (Resurfacing)	$111,462.00
NRRD-0237	Greenside Drive from King Road to 35 m N. of King Road	72	35	Pulverize + Granular A + 2 HMA (Resurfacing)	$13,377.00
NRRD-0141	Greenside Drive from Noblewood Drive to Noblewood Drive	73	261	Pulverize + Granular A + 2 HMA (Resurfacing)	$99,762.00
NRRD-0121	Greenside Drive from 35 m N. of King Road to Noblewood Drive	74	40	Pulverize + Granular A + 2 HMA (Resurfacing)	$15,288.00
ORRD-0132	Showa Court from Highway 9 to End (Cul-de-Sac)	65	67	Pulverize + Granular A + 2 HMA (Rehabilitation)	$85,358.00
Year 4 Length (km)		**3.165**		**Year 4 Cost**	**$930,310.00**
Year 5 (2027)					
ORRD-0025	16th Sideroad from 8th Concession to Trainor Court	51	1306	Pulverize + Granular A + 2 HMA (Rehabilitation)	$415,961.00

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
ORRD-0178	16th Sideroad from Trainor Court to Highway 27	53	743	Pulverize + Granular A + 2 HMA (Rehabilitation)	$236,670.00
ORRD-0234	Bathurst Street from Queensville Sideroad West to Hochreiter Road	62	1443	Pulverize + Granular A + 2 HMA (Rehabilitation)	$459,620.00
ORRD-0224	8th Concession from King Road to 15th Sideroad	60	2092	Pulverize + Granular A + 2 HMA (Rehabilitation)	$666,302.00
ORRD-0060	Bathurst Street from Hochreiter Road to King – Bradford Boundary	64	576	Pulverize + Granular A + 2 HMA (Rehabilitation)	$183,456.00
Year 5 Length (km)		**6.160**		**Year 5 Cost**	**$1,962,009.00**
Year 6 (2028)					
KRRD-0053	Watch Hill Road from Champlain Crescent to Kingsworth Road	59	734	Pulverize + Granular A + 2 HMA (Rehabilitation)	$237,356.00
ORRD-0024	17th Sideroad from 10th Concession to 1.4 km W. of 10th Concession	72	1441	Pulverize + Granular A + 2 HMA (Resurfacing)	$488,943.00
ORRD-0157	17th Sideroad from 1.4 km W. of 10th Concession to 11th Concession	76	839	Pulverize + Granular A + 2 HMA (Resurfacing)	$284,661.00
Year 6 Length (km)		**3.014**		**Year 6 Cost**	**$1,010,960.00**
Year 7 (2029)					
ORRD-0026	11th Concession from 18th Sideroad to 19th Sideroad	70	1967	Pulverize + Granular A + 2 HMA (Rehabilitation)	$626,514.00
ORRD-0151	11th Concession from 18th Sideroad to 18th Sideroad	71	71	Pulverize + Granular A + 2 HMA (Rehabilitation)	$22,638.00
ORRD-0096	Keele Street from 19th Sideroad to Davis Drive West	71	2045	Pulverize + Granular A + 2 HMA (Rehabilitation)	$671,349.00

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
SRRD-0015	Western Avenue from Brownsville Court to Main Street	69	491	Pulverize + Granular A + 2 HMA (Rehabilitation)	$204,526.00
SRRD-0014	Western Avenue from Elmwood Avenue to Brownsville Court	68	562	Pulverize + Granular A + 2 HMA (Rehabilitation)	$234,073.00
Year 7 Length (km)		**5.136**		**Year 7 Cost**	**$1,759,100.00**
Year 8 (2030)					
ORRD-0039	17th Sideroad from Highway 27 to 10th Concession	77	2053	Pulverize + Granular A + 2 HMA (Rehabilitation)	$673,995.00
KRRD-0079	Kingscross Drive from Snowberry Lane to Westgate Circle	71	231	Pulverize + Granular A + 2 HMA (Rehabilitation)	$90,552.00
Year 8 Length (km)		**2.284**		**Year 8 Cost**	**$764,547.00**
Year 9 (2031)					
ORRD-0268	11th Concession from 17th Sideroad to 0.8 km N. of 17th Sideroad	75	787	Pulverize + Granular A + 2 HMA (Rehabilitation)	$258,377.00
SRRD-0051	Main Street from Cooper Drive to Church Street	80	441	Milling + Patching + 1 HMA (Resurfacing)	$101,430.00
PRRD-0013	Archibald Road from Cook Drive to Cutting Crescent	70	169	Full depth asphalt removal + 2 HMA + Spot curb replacement (Rehabilitation)	$64,665.00
ORRD-0124	Graham Sideroad from Bathurst Street to Pumphouse Road	76	1568	Pulverize + Granular A + 2 HMA (Rehabilitation)	$553,210.00
SRRD-0067	Main Street from Dr. Kay Drive to Western Avenue	82	152	Milling + Patching + 1 HMA (Resurfacing)	$34,960.00
SRRD-0013	Main Street from Greco Ridge Lane to Highway 9	85	71	Milling + Patching + 1 HMA (Resurfacing)	$16,330.00

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
SRRD-0004	Main Street from Western Avenue to Ben Boy Avenue	86	144	Milling + Patching + 1 HMA (Resurfacing)	$33,120.00
SRRD-0041	Main Street from Ben Boy Avenue to Greco Ridge Lane	92	141	Milling + Patching + 1 HMA (Resurfacing)	$32,430.00
SRRD-0058	Main Street from Church Street to Dr. Kay Drive	84	484	Milling + Patching + 1 HMA (Resurfacing)	$111,320.00
SRRD-0045	Main Street from Highway 27 to Cooper Drive	86	236	Milling + Patching + 1 HMA (Resurfacing)	$54,280.00
Year 9 Length (km)		**4.193**		**Year 9 Cost**	**$1,260,122.00**
Year 10 (2032)					
ORRD-0194	8th Concession from 17th Sideroad to 17th Sideroad	73	19	Pulverize + Granular A + 2 HMA (Rehabilitation)	$6,223.00
ORRD-0159	8th Concession from 17th Sideroad to 18th Sideroad	83	1987	Pulverize + Granular A + 2 HMA (Rehabilitation)	$652,337.00
ORRD-0114	8th Concession from 18th Sideroad to 18th Sideroad	98	60	Milling + Patching + 1 HMA (Resurfacing)	$8,844.00
ORRD-0053	11th Concession from 16th Sideroad to 17th Sideroad	78	2012	Pulverize + Granular A + 2 HMA (Rehabilitation)	$660,520.00
Year 10 Length (km)		**4.078**		**Year 10 Cost**	**$1,327,924.00**

4.1.9.3 Reconstruction Plan

In addition to the preventive maintenance and resurfacing plan, Burnside completed analysis to determine a list of roads within the Township that should receive full reconstruction over the next 10 years, as the Township's budget will allow for. The recommended reconstruction plan considers all hardtop roads with a PCI less than 40, which would warrant reconstruction. The implementation of the reconstruction improvements has been prioritized based on the PR which accounts for traffic and condition of each road. Table 10 and Figure 28 outline the roads that have been proposed for routine and/or preventive maintenance.

Figure 28: 10 Year Reconstruction Plan (2023-2032)

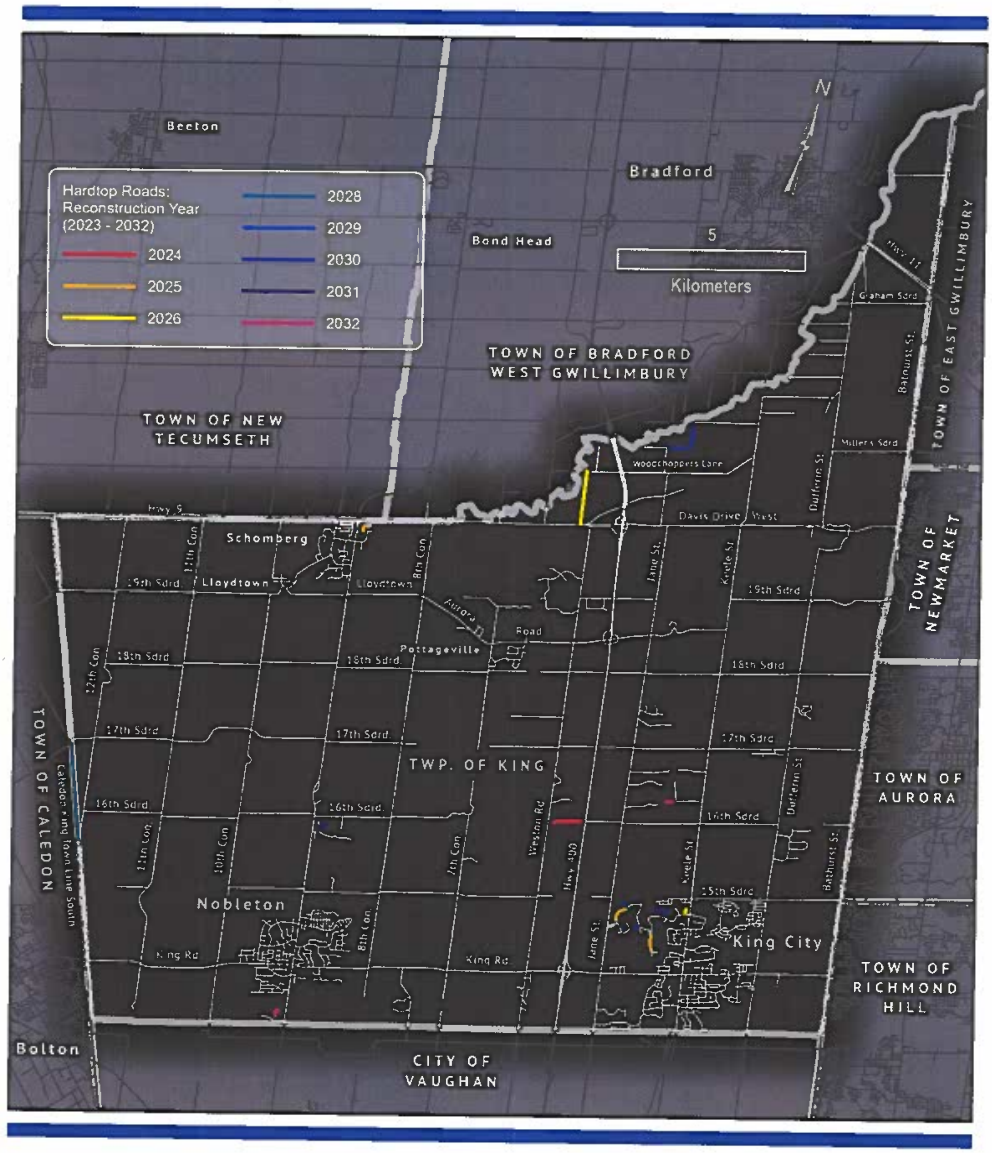


Table 10: 10 Year Reconstruction Plan (2023-2032)

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
Year 1 (2023)					
No Proposed Reconstructions					
Year 2 (2024)					
ORRD-0236	16th Sideroad from Highway 400 Overpass to Weston Road	47	1004	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$504,525.00
Year 2 Length (km)			**1.004**	**Year 2 Cost**	**$504,525.00**
Year3 (2025)					
SRRD-0053	Magnum Drive from Proctor Road to End (Cul-de-Sac)	41	367	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$200,925.00
KRRD-0073	Westgate Boulevard from Jane Street to Westgate Circle	48	260	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$112,320.00
KRRD-0005	Manitou Drive from Kingcross Drive to Fork	47	620	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$299,088.00
KRRD-0105	Kingsworth Road from Westgate Circle to Blueberry Lane	40	570	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$270,864.00
Year 3 Length (km)			**1.817**	**Year 3 Cost**	**$883,197.00**
Year 4 (2026)					

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
ORRD-0195	Holancin Road from Highway 9 to 2nd Concession	42	1496	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$721,656.00
KRRD-0032	McKellar Lane from Kingcross Drive to End (Cul-de-Sac)	36	213	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$102,744.00
Year 4 Length (km)			**1.709**	**Year 4 Cost**	**$824,400.00**
Year 5 (2027)					
No Proposed Reconstructions					
Year 6 (2028)					
ORRD-0076	Caledon King Town Line South from 12th Concession to 17th Sideroad	62	2702	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$744,750.00
Year 6 Length (km)			**2.702**	**Year 6 Cost**	**$744,750.00**
Year 7 (2029)					
ORRD-0093	Loch Erne Lane from Nobleton Lakes Drive to Hilliard Grove	66	168	Full depth asphalt removal + Total base replacement + Total curb replacement + 2 HMA (Reconstruction)	$127,680.00
Year 7 Length (km)			0.168	**Year 7 Cost**	**$127,680.00**
Year 8 (2030)					
ORRD-0258	Aileen Avenue from Edward Avenue to Strawberry Lane	65	702	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$352,725.00

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
ORRD-0150	Edward Avenue from Aileen Avenue to Jane Street	67	613	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$289,650.00
KRRD-0031	Blueberry Lane from Kingsworth Road to End	52	234	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$122,976.00
KRRD-0048	Kingscross Drive from Champlain Crescent to Cranberry Lane	69	255	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$153,000.00
Year 8 Length (km)			**1.804**	**Year 8 Cost**	**$918,351.00**
Year 9 (2031)					
ORRD-0192	Loch Erne Lane from Hilliard Grove to End (Cul-de-Sac)	63	312	Full depth asphalt removal + Total base replacement + Total curb replacement + 2 HMA (Reconstruction)	$237,120.00
KRRD-0059	Chelsea Lane from Fork to End (Cul-de-Sac)	55	249	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$120,096.00
KRRD-0093	Chelsea Lane from Fork to End (West Cul-de-Sac)	50	292	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$140,832.00

Municipal ID	Road Segment	PCI	Length (m)	Improvement Type	Improvement Cost
KRRD-0047	Chelsea Lane from Kingscross Drive to Fork	52	138	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$66,600.00
Year 9 Length (km)			**0.991**	**Year 9 Cost**	**$564,648.00**
Year 10 (2032)					
ORRD-0041	Cavell Avenue from Fog Road to End (West)	68	310	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$151,125.00
ORRD-0098	Hilda Road from Diana Drive to End (Cul-de-Sac)	52	340	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$164,016.00
NRRD-0142	Lynwood Crescent from King Road to Royal Avenue	68	110	Full depth asphalt removal + Total base replacement + 2 HMA (Reconstruction)	$57,750.00
YRRD-0001	Laskay Mills Drive from Weston Road to Rolling Court	64	107	Full depth asphalt removal + Total base replacement + Total curb replacement + 2 HMA (Reconstruction)	$81,320.00
Year 10 Length (km)			**0.867**	**Year 10 Cost**	**$454,211.00**

4.2 Gravel Paving Program and Management

4.2.1 Gravel Condition Rating

Similar to the condition rating system developed for hardtop roads, Burnside developed the "Gravel Condition Evaluation Form". The Form incorporates rating schema from the Inventory Manual for Municipal Roads (Ministry of Transportation Ontario [MTO], 1991), such as the Structural Adequacy and Drainage Rating. The various distress types shown in the Form have been collected in the field to support the overall Structural Adequacy Rating (scale between 1 to 20). The gravel road condition review also included establishing a Ride Comfort Rating (scale between 1 and 10) and a Drainage Rating (scale between 1 to 15), as well as providing comments on the specific distress observations (if any) on each gravel road section.

Based on the distress types determined during the condition survey and using the Ministry of Transportation (MTO) formulae

The Gravel Condition Rating (GCR) is determined based on a visual review of the severity, extent (density) and weighting of various distress types, as well as a Ride Comfort Rating, which reflects the rideability of the surface. A Distress Manifestation Index (DMI) is calculated, using MTO formulae, from the visual distress data collected in the field. The condition rating methodology follows the procedures developed by the MTO for gravel surface roads (MTO, 1989)

The calculation of the GCR follows the methods outlined by the MTO for such calculations (MTO, 2007). A GCR has been calculated for each road section according to the following formulae:

Gravel Surface: $GCR = 12.75 + (9 \times DMI) - (5.5 \times e^{(9.94-RCR)/3.46})$

Where:

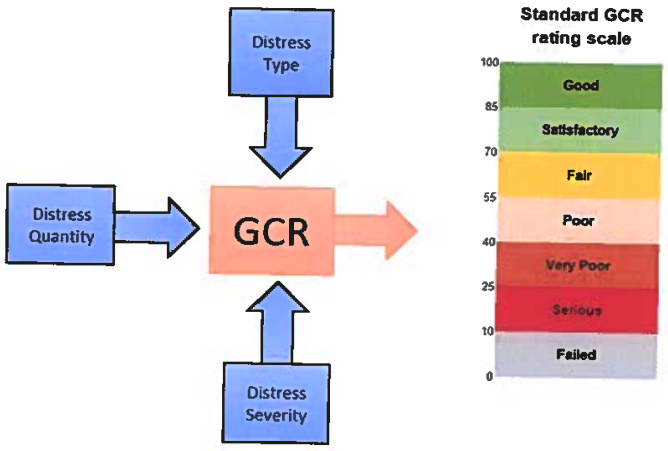
- DMI = Distress Manifestation Index, which is a systematic method of classifying and assessing the visible consequences of various surface distress mechanisms. The DMI classifies distress manifestations into various categories which are given a weighting factor (W), and which are classified according to their severity (S) and density (D). A summary of the factors considered is included in Appendix C. The total DMI is obtained by summation of the distress manifestations for the relevant factors and the following formulae:

  Gravel Surface: $DMI = 10 \times (135 - \text{summation of } W \times (D+S))/135$

- RCR = Ride Comfort Rating, which is a subjective ride quality assessment as perceived by the traveling public and which has been determined by the field assessment of the roads.

The qualitative description of the various GCR ranges is shown in Figure 24.

Figure 29: Qualitative Description of GCR Ranges



Based on the above methodology/procedure, the updated GCR for each road segment is illustrated on a map in Appendix D and shown in the excel spreadsheets in Appendix A.

There are two gravel roads in the township with poor condition Ratings (GCR<55), which currently require significant rehabilitation or full reconstruction. If sufficient budget is available to replace these roads, then these roads should be completed as soon as feasible as the roads currently sit in a state of disrepair that is not favoured by the level of service that should be provided. These roads (like the others) are subject to ongoing deterioration and will continue to degrade passed the state they are currently in. Table 11 below summarizes the two roads that have a poor condition rating and should be replace as soon as feasible.

Table 11: Gravel Roads with Poor Condition Ratings (GCR<55)

Road Segment	Surface Type	AADT (vpd)	GCR
Lipchey Road, from Keele Street to End (East)	Gravel	50-199	15
South Canal Bank Road, from Jane Street to End (East)	Gravel	50-199	43

4.2.2 Surface Type Needs

The surface type of a roadway should be appropriately designed to accommodate the volume and type of traffic. According to the MTO guidelines (*Inventory Manual for*

Municipal Roads, Ministry of Transportation, 1991), The surface type requirements are as follows:

- Gravel roads are typically suitable for traffic volumes of less than 200 vehicles per day (vpd), however, upgrades to hardtop may be considered if roadside environment is semi-urban or for road network connectivity/hardtop continuity, subject to budget constraints and desired Level of Service. To minimize maintenance concerns, it is suggested that roads that have traffic volumes exceeding 200 vpd may be considered for a hard top surface (i.e., surface treatment for roads with 200 to 400 vpd AADT and asphalt for roads with over 400 vpd AADT).
- Asphalt roads may be considered where there is a high percentage of truck traffic, to maximize the road life.

Upgrading of gravel roads to asphalt may be considered for roads experiencing high truck volumes or high truck loading, AADT volumes higher than 200 or where high maintenance is an issue. For low volume rural roads, it is suggested that surface upgrading may be economical where the percentage of trucks exceed 10% of the AADT and is over 30 trucks per day.

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. Information on truck volumes on the Township's roads was not available for this current study and it is recommended that future traffic counting work in the Township also delineate truck volumes, particularly if consideration is being made to upgrade the road's surface type. For low volume rural roads, this study suggests that surface upgrading may be economical to consider where the percentage of trucks exceed 10% of the AADT and is over 30 trucks per day.

Based on the above surface type considerations, a review of the data in Appendix A indicates that there are 18 gravel roads in the Township that presently meet these surface type criteria, as summarized in Table 12.

It is acknowledged that the Township plans to upgrade most, if not all, of its gravel roads, as the budget allows, to improve the overall Level of Service provided by its road network. Roads that are planned for upgrading should be reviewed at the detailed design stage, to ensure that the geotechnical conditions and design conditions (e.g., widths, cross section geometry, vertical and horizontal alignments, etc.) are conducive to such upgrading and / or increase the benchmark costs established in this study, to account for any related upgrading required to support the upgraded surface type.

Table 12: Existing Gravel Roads That May Warrant Upgrading

Road Segment	Length (m)	AADT (vpd)	Rationale for Upgrade
Semi-Urban Gravel Road			
Lipchey Road, from Keele Street to End (East)	886	60	Land use/ Environment
Elmpine Trail, from Mill Road to End (West)	487	153	Land use/ Environment
2nd Concession from Davis Road to Hanemaayer Lane	631	421	Traffic Volume
2nd Concession from Hanemaayer Lane to Holancin Road	205	421	Traffic Volume
19th Sideroad from 11th Concession to 12th Concession	2075	425	Traffic Volume
10th Concession from 165 m S. of 15th Sideroad to 15th Sideroad	166	436	Traffic Volume
10th Concession from 145 m N. of King Road to 165m S. of 15th Sideroad	1834	436	Traffic Volume
Davis Road from 160 m N. of South Canal Bank Road to 2nd Concession	794	437	Traffic Volume
16th Sideroad from 7th Concession to 8th Concession	2113	444	Traffic Volume
Dufferin Street from 1.4 km N. of 19th Sideroad to Davis Drive West	1129	494	Traffic Volume
Dufferin Street from 400 m N. of 19th Sideroad to 1.4 km N. of 19th Sideroad	998	494	Traffic Volume
12th Concession from 120 m N. of Caledon King Townline to 16th Sideroad	823	517	Traffic Volume
Mill Road from King – Vaughn Boundary to Elmpine Trail	422	566	Traffic Volume
Mill Road from Humber Trail to King Road	900	566	Traffic Volume
Mill Road from Elmpine Trail to Humber Trail	376	566	Traffic Volume
19th Sideroad from 230 m W. of Dufferin Street to 1.86 km W. of Dufferin Street	1635	865	Traffic Volume
19th Sideroad from 1.86 km W. of Dufferin Street to Keele Street	282	865	Traffic Volume
Caledon King Town Line North from Halls Lake Sideroad to Highway 9	1978	1690	Traffic Volume

Where budgets allows, it is recommended that surface types be upgraded to meet these minimum desirable levels of service for surface types. However, where budget is the limiting factor, surface type standards may be reduced to tolerable standards, assuming that the road base has been properly designed and constructed and appropriate maintenance is applied. Where this lower standard surface type is used, a corresponding reduction in useful life is likely. In some areas, other constraints (e.g., ROW widths, horizontal or vertical curve deficiencies, etc.) may preclude the upgrading of such road sections without first addressing those factors.

4.2.3 Road Width

The minimum gravel road surface widths (i.e., platform width, travel width plus 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 13.

Table 13: Recommended Minimum Platform Widths for Gravel Roads (Based on OGRA)

Design Speed (km/h)	Minimum Platform Width for Varying AADT Traffic Volume Ranges (vpd)				
	<50 vpd	50 – 249 vpd	250 – 399 vpd	400 – 999 vpd	1,000 – 2,000 vpd
80	5.5 m	6.0 m	6.5 m	7.5 m	7.5 m
70				7.0 m	7.0 m
60				6.5 m	6.5 m
50				6.0 m	6.5 m
40				6.0 m	6.0 m

There are ten gravel roads in the Township that have been identified to have widths that currently do not meet the recommended lower width limit and are summarized in Table 9.

Table 14: Summary of Gravel Roads with Deficient Platform Widths

Road	Road Length (m)	Posted Speed (km/h)	AADT (vpd)	Width (m)
Burrows Road from Weston Road to Weston Road	512	80	8	3.3
Elmpine Trail, from Mill Road to End (West)	487	50	153	5.0
Toll Road, from Bathurst Street to Highway 11	2051	60	74	5.0
17th Sideroad from Jane Street to End (West)	921	80	245	5.5
Emma Road from Dufferin Street to End (West)	975	80	253	6.10
Graham Sideroad, from Dufferin Street to End (West)	393	50	253	6.1

Road	Road Length (m)	Posted Speed (km/h)	AADT (vpd)	Width (m)
Wilhelmena Road from Dufferin Street to End (Canal)	758	80	253	6.1
Juliana Road from Dufferin Street to End (East)	1090	80	253	6.1
19th Sideroad, from 1.86 km W. of Dufferin Street to Keele Street	282	60	865	6.1
12th Concession from 120 m N. of Caledon King Townline to 16th Sideroad	823	80	517	7.3

Some of the gravel roads with deficient platform widths are located on roads with low traffic volumes (i.e., less than 400 vpd), and therefore may not be considered critical (i.e., not justifying widening to address the width deficiency). For the higher volume/higher speed roads, the magnitude of the width deficiencies is generally not that significant. However, consideration may be given to completing some widening of these roads as part of future maintenance work (i.e., maintenance gravel for gravel roads or surface treatment / asphalt resurfacing maintenance for hardtop roads). While none of the platform width deficiencies are considered critical in the short term, it is recommended that widths be upgraded to meet minimum acceptable standards when, or if, such sections are rehabilitated or reconstructed to address condition needs.

4.2.4 Improvement Types

The different improvement types that are proposed in this study are listed below. These improvement types cover the full lifecycle of the road assets and require the Township to keep up with the road maintenance to prevent leaving the roads until they slip into a more extensive category like Rehabilitation or Reconstruction.

Routine Maintenance (RM):

Routine maintenance for gravel roads consists of grading and application of dust suppressants (calcium). Routine maintenance can help delay the need for more extensive rehabilitation or reconstruction and often adds a few years to the lifespan of a roadway. Routine/preventive maintenance is typically done when a road is in good condition but is starting to show slight deficiencies.

Preventive Maintenance (PM):

Preventive maintenance for gravel roads consists of the application of maintenance gravel (gravel top-up). Preventive Maintenance can help to delay the need for more extensive rehabilitation or reconstruction. Preventive maintenance is typically done when a road is in good condition but is starting to show slight deficiencies.

Resurfacing (R):

Resurfacing for gravel roads, as proposed in this study consists of upgrading the gravel surface to a hardtop surface. Through discussion with Township staff, it is understood that the preferred surface type is Hot Mix Asphalt (HMA) and where applicable, roads should be upgraded to a HMA surface. This study proposes that the resurfacing improvement consists of nominal base strengthening (i.e., adding a thin lift of granular A to the existing surface) + two (50 mm) lifts of HMA.

Resurfacing treatments are typically done when a road is in fair condition. Given that the road is in fair condition, resurfacing treatments generally consist of upgrading the surface of gravel roads, but minimal work is done to the base of the road, aside from patching where required.

Rehabilitation (REH):

Rehabilitation for gravel roads, as proposed in this study consists of upgrading the gravel surface to a hardtop surface. Through discussion with Township staff, it is understood that the preferred surface type is Hot Mix Asphalt (HMA) and where applicable, roads should be upgraded to a HMA surface. This study proposes that the rehabilitation improvement consists of partial base strengthening (i.e., excavating part of the existing base and replacing the material with new granular A material) + two (50 mm) lifts of HMA.

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 road structure. This is achieved by eliminating the age-related deterioration of the pavement or increasing the thickness of pavement layers to address increases in traffic volume.

Reconstruction (REC):

Reconstruction for gravel roads, as proposed in this study consists of upgrading the gravel surface to a hardtop surface. Through discussion with Township staff, it is understood that the preferred surface type is Hot Mix Asphalt (HMA) and where applicable, roads should be upgraded to a HMA surface. This study proposes that the

reconstruction improvement consists of full base strengthening (i.e., excavating all the existing base and replacing the material with new granular A and granular B material) + two (50 mm) lifts of HMA.

Reconstructions are typically done when a road is in very poor condition. If roads are left to deteriorate, they become weak and lose their structural integrity. As its structural capacity is weakened, a road 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 surface and road base may require full reconstruction to reestablish the proper base support for the road surface. Applying a lesser rehabilitation treatment may result in premature failure of any newly applied surface material. Once the road degrades below a minimum recommended condition, ongoing maintenance (e.g., filling of potholes) will typically increase significantly and/or safety or user complaints may become a concern. Reconstruction is also required when the road needs to be improved, to cater to significant increases in projected traffic volumes or to accommodate road widening.

Determining Improvement Needs:

To determine the improvement types that are warranted for certain road sections, the GCR values collected in the field were assigned to the distress trigger value ranges set for different improvement types. The trigger value ranges set for each improvement type are summarized in Table 15 along with estimated benchmark treatment costs. In addition, the forecasted improvement effects resulting from the various life cycle treatments are shown in Table 15 (i.e., the net benefit to the GCR values after a certain improvement type is implemented). The net benefit that is presented because of implementing a given improvement type is to represent that maintaining the condition of roads and performing routine and preventive maintenance will lengthen the lifecycle of a road segment (i.e., performing crack sealing with help extend the useful life of a road segment).

Table 15: Gravel Road Improvement Matrix

Improvement	Semi-Urban or Rural - Gravel				
	Post-Treatment Condition	AADT>=400	400>AADT>=200	AADT<200	Distress Triggers
Routine Maintenance (RM)	N/A	N/A	N/A	Grading + Dust Suppressants	GCR>=60
Preventive Maintenance (PM)	N/A	N/A	N/A	Maintenance Gravel (once every three years) + Calcium Chloride [$0.55 per m^2]	
Resurface (R)	N/A	2 HMA + Nominal Base Strengthening + Nominal Ditch Repair [$45 per m^2]	2 HMA + Nominal Base Strengthening + Nominal Ditch Repair [$40 per m^2]	2 HMA + Nominal Base Strengthening + Nominal Ditch Repair [$40 per m^2] (Policy Upgrade)	
Rehabilitation (REH)	N/A	2 HMA + Partial Base Strengthening + Nominal Ditch Repair [$51 per m^2]	2 HMA + Partial Base Strengthening + Nominal Shoulder/Ditch Repair [$49 per m^2]	2 HMA + Partial Base Strengthening + Nominal Shoulder/Ditch Repair [$49 per m^2]	60>GCR>=40
Reconstruction (REC)	PCI=100	2 HMA + Total Base Replacement + Nominal Shoulder/Ditch Repair [$70 per m^2]	2 HMA + Total Base Replacement + Nominal Shoulder/Ditch Repair [$70 per m^2]	2 HMA + Total Base Replacement + Nominal Shoulder/Ditch Repair [$70 per m^2]	GCR<40

4.2.5 Improvement Costs

General improvement benchmark unit costs (costs per square metre) are for budget planning purposes and have been based on recent costing experience 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 oil); and
- Budget constraints requiring consideration of lesser standards (such as maintaining vertical profiles to tolerable conditions, rather than design standards, or reducing overall improvements)

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

Benchmark improvement costs (per square metre) are outlined in Table 15 above as well as unit cost breakdowns in Appendix F and are based on recent data provided from the Township. The improvement types/costs consider surface types, traffic volumes, road conditions and roadside environments. Since the improvement benchmark costs are estimated on a square metre basis, the improvement costs for any particular road section will also capture individual road widths.

4.2.6 Improvement Prioritization

For the prioritization of the gravel upgrades proposed in this study, non-condition related triggers were used. Local Township staff knowledge regarding road functionality, stability (i.e., condition during freeze/thaw season), maintenance demand and drainage were used to determine the order of prioritization for upgrade of the Township's gravel roads.

If a road is determined to have a road width and/or platform width that is less than ideal, this road should be reviewed to determine if the current width is suitable for the current surface type and can wait for widening treatment until upgrade, or if it should be widened as soon as possible (i.e., a current gravel road has a road width that is less than the recommended minimum for gravel roads but given the site specific geometrics and traffic, the road width can continue to remain as is but will need to be widened prior to the road being upgraded to an asphalt surface).

4.2.7 Road Budget Consideration

The Township has adopted a policy to upgrade/pave all of the gravel roads in the network. As part of this policy, the township has allocated an annual budget for gravel

road upgrade. Based on the 2022 and the 2023 Budget and Business Plan, the Township has allocated $0.8 million per annum for gravel road conversion/paving.

4.2.8 Gravel Conversion Plan

A total of approximately 60.002 km of gravel roads was reviewed as part of this study. Since most of the Township's gravel roads are in good condition (GCR>60), the remaining roads were prioritized based on non-condition related triggers such as local knowledge of condition deterioration, maintenance demand and functionality as well as proximity to the surrounding hardtop network. Occasionally roads were not recommended for upgrading due to specific issues that may arise if the road is provided with a hard top surface. These issues could consist of significant horizontal/vertical alignment upgrading, roadside encroachment, as well as type of traffic utilizing the road. Providing a hardtop surface on roads where speeding is currently an issue, or the focus of a road is to serve access for local residents, upgrading to a hard top surface and attracting other network traffic would not be considered a benefit. Table 16 and Figure 30 below outline the proposed roads to be upgraded as part of the 10-year plan. A full spreadsheet version of the 10-year plan, along with an enlarged map can be found in Appendix G.

Figure 30: 10 Year Gravel Upgrade Plan

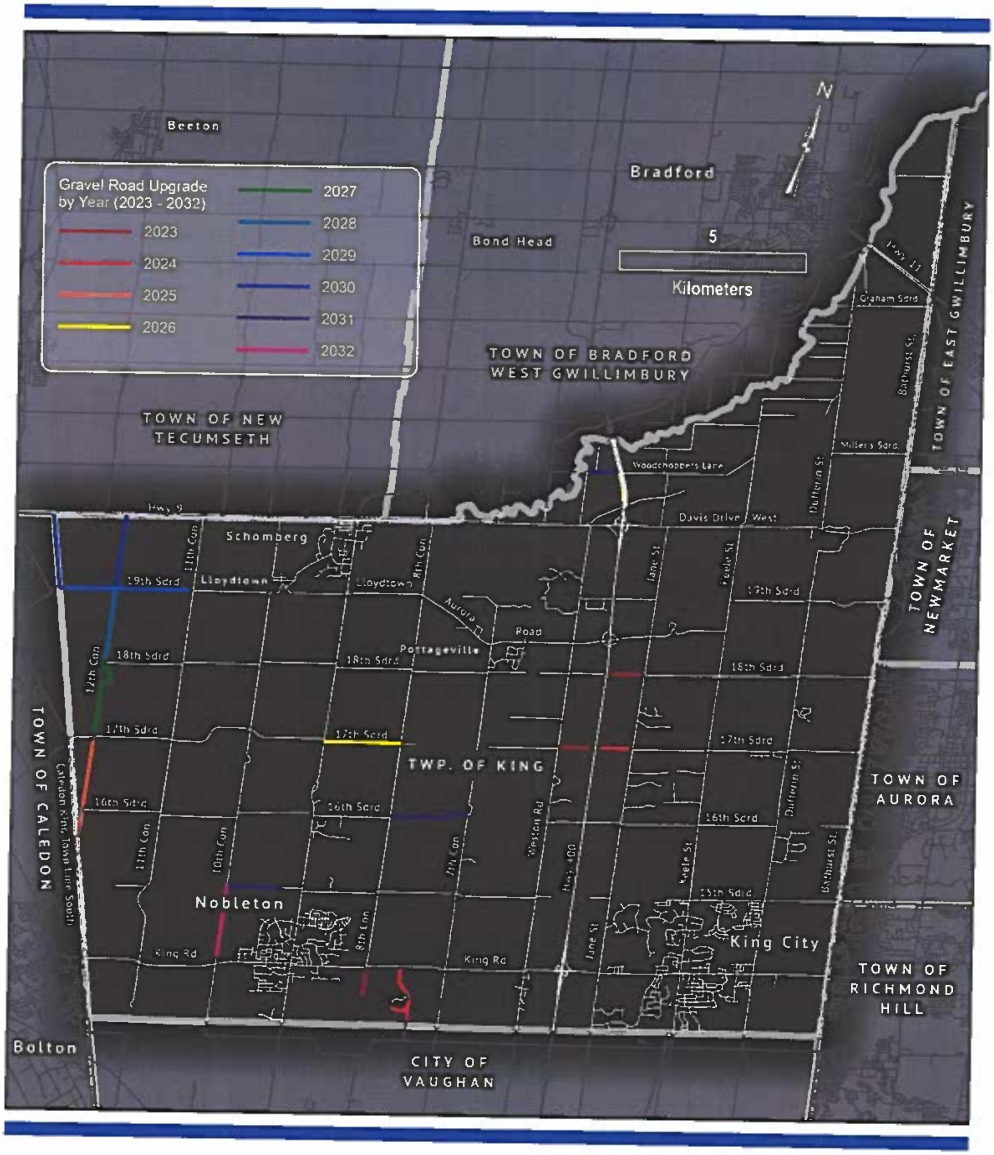


Table 16: Gravel Road Conversion 10 Year Plan

Municipal ID	Road Segment	Length (m)	Improvement Cost
Year 1 (2023)			
ORRD-0016	17th Sideroad from Weston Road to East end	946	$253,520.00
ORRD-0092	8th Concession from South end to King Road	799	$194,960.00
ORRD-0239	18th Sideroad from Jane Street to West end	952	$255,120.00
ORRD-0244	Toll Road from Bathurst Street to Highway 11	2051	$410,200.00
Year 1 Total (km)		**4.748**	**$1,113,800.00**
Year 2 (2024)			
ORRD-0175	Mill Road from King – Vaughn Boundary to Elmpine Trail	422	$138,645.00
ORRD-0156	Mill Road from Elmpine Trail to Humber Trail	376	$123,525.00
ORRD-0052	Mill Road from Humber Trail to King Road	900	$295,650.00
ORRD-0144	Elmpine Trail from Mill Road to West end	487	$97,400.00
ORRD-0251	17th Sideroad from Jane Street to West end	921	$202,640.00
Year 2 Total (km)		**3.106**	**$857,860.00**
Year 3 (2025)			
ORRD-0165.2	12th Concession from 120 m N. of Caledon King Townline to 16th Sideroad	823	$270,360.00
ORRD-0212	12th Concession from 16th Sideroad to 17th Sideroad	2029	$592,480.00
Year 3 Total (km)		**2.852**	**$862,840.00**
Year 4 (2026)			
ORRD-0196	17th Sideroad from 8th Concession to Highway 27	2042	$547,240.00
ORRD-0040.2	Davis Road from 160 m N. of South Canal Bank Road to 2nd Concession	794	$282,285.00
Year 4 Total (km)		**2.836**	**$829,525.00**
Year 5 (2027)			
ORRD-0147	12th Concession from 17th Sideroad to 1.5 km N. of 17th Sideroad	1504	$493,320.00
ORRD-0081	12th Concession from 1.5 km N. of 17th Sideroad to 2.2 km N. of 17th Sideroad	660	$216,480.00
ORRD-0062	12th Concession from 2.2 km N. of 17th Sideroad to 18th Sideroad	118	$38,720.00
Year 5 Total (km)		**2.282**	**$748,520.00**

Municipal ID	Road Segment	Length (m)	Improvement Cost
Year 6 (2028)			
ORRD-0207	12th Concession from 18th Sideroad to 19th Sideroad	2031	$674,280.00
Year 6 Total (km)		**2.031**	**$674,280.00**
Year 7 (2029)			
ORRD-0148	19th Sideroad from 12th Concession to Caledon King Townline North	1505	$439,480.00
ORRD-0209	19th Sideroad from 11th Concession to 12th Concession	2075	$681,660.00
Year 7 Total (km)		**3.580**	**$1,121,140.00**
Year 8 (2030)			
ORRD-0119	12th Concession from 19th Sideroad to Highway 9	2045	$736,200.00
ORRD-0230	Caledon King Townline North from 19th Sideroad to Halls Lake Sideroad	51	$8,680.00
ORRD-0077	Caledon King Townline North from Halls Lake Sideroad to Highway 9	1978	$378,293.00
Year 8 Total (km)		**4.074**	**$1,123,173.00**
Year 9 (2031)			
ORRD-0013	15th Sideroad from 0.55 km E. of Highway 27 to 10th Concession	1465	$427,800.00
ORRD-0180	16th Sideroad from 7th Concession to 8th Concession	2113	$694,125.00
ORRD-0160	2nd Concession from Davis Road to Hanemaayer Lane	631	$212,985.00
ORRD-0073	2nd Concession from Hanemaayer Lane to Holancin Road	205	$69,210.00
Year 9 Total (km)		**4.414**	**$1,404,120.00**
Year 10 (2032)			
ORRD-0256.2	10th Concession from 145 m N. of King Road to 165 m S. of 15th Sideroad	1834	$652,005.00
ORRD-0257	10th Concession from 165 m S. of 15th Sideroad to 15th Sideroad	166	$58,995.00
ORRD-0225.1	10th Concession from 15th Sideroad to 90 m N. of 15th Sideroad	142	$51,120.00
Year 10 Total (km)		**2.142**	**$762,120.00**

5.0 Asset Management and Capital Planning Considerations

The needs outlined in this study are determined to be the current (2023) needs and are subject to ongoing deterioration. The current needs of the Township roads equate to $26.5 million for hardtop and $9.7 million to upgrade the remaining gravel roads. The current needs are subject to ongoing deterioration, which may require future improvements to be more extensive (i.e., a current resurface need with a PCI of 65 that is being pushed for 3 years until enough budget is available, might require rehabilitation in 3 years rather than resurfacing). If the Township's goal is to maintain a certain level of service and keep up with the road needs, the current budgets will need to be reviewed and increased to a level where the Township is comfortable with the expenditures and level of service for all the roads.

The previous Road Needs Studies have provided general considerations for establishing a capital improvement plan for the road network, based on the condition, needs, and other factors. As part of this study, a 10-year road improvement plan has been developed to assist the township in the development of a multi-year capital project plan. It is understood that the Township intends to use the updated condition rating data as input to their ongoing Asset Management and Capital Planning work. The updated GIS database, Excel spreadsheets and mapping will assist in this ongoing future work by the Township. Such future work may also require updating traffic data, confirming the maintenance / improvement needs and costs based on project-level review and completing a 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 Township complete regular updates every 2 years to update the condition ratings of their road network, to assess ongoing deterioration rates and resulting improvement requirements.

The 2021 Asset Management Plan for the township presented a need to invest $3.7M per year, on average, for all township road assets. The current allocation for maintenance is less than this amount, leaving a shortfall per year. Over time, this shortfall tends to increase disproportionately, as the deterioration of roads follows an increasing exponential deterioration curve (as opposed to linear) and the gap could increase to a point of never being able to "catch up". Therefore, it is recommended the township align its road maintenance needs with its Asset Management Plan to ensure an effective and efficient roadway network. To illustrate this point, a calculation of the actual road needs for the next five years versus the planned allocated budget, reveals a need for approximately $4.2 million versus the current allocation of $2.52 million. This is also reflected in Appendix E where some roads requiring maintenance are not in the 10-year program, as those in the program reflect a greater need and are prioritized within the budget constraints that exist.

Figure 31: Asset Management Plan Budget Needs Table

Table 4-1: Summary of 100-year Average Annual Funding Need and Average Annual Funding in 10-year Capital Plan by Asset Class (2021$)

Asset Class	100-year Average Annual Funding Required	Average Annual Expenditures in Current 10-year Capital Plan	Average Expenditures as a Percentage of Funding Required
Tax Supported			
Roads	$3,740,000	$2,680,000[1]	67%
Bridges and Structural Culverts	$1,820,000	$1,430,000	79%
Stormwater	$3,120,000	$490,000	16%
Sub-total: Tax Supported	$8,680,000	$4,600,000	53%
Rate Supported			
Water	$1,150,000	$1,780,000	155%
Wastewater	$1,100,000	$850,000	77%
Sub-total: Rate Supported	$2,250,000	$2,630,000	117%
Total	**$10,930,000**	**$7,240,000**	**66%**

Source: King Township Asset Management Plan (2021)

Should the Township increase their annual road improvement budget to eliminate/keep up with the needs of the network, it is recommended that the Township adopt a life cycle approach to allocate budgets towards road improvement needs. Project improvements, using a lifecycle management approach may be prioritized using a Priority Guide Number (PGN). Burnside has slightly adjusted MTO's PGN formula, to reflect the condition rating methodologies developed for this study.

The PGN has built-in factors which account for asset management best practices, to strive to recommend the right treatment to the right road at the right time, based on where the road section lies within its life cycle. As described in this RNS, to be most cost-effective, timely expenditures should be made using routine maintenance, preventive maintenance, and resurfacing treatments, rather than allowing further degradation requiring much more costly rehabilitation or reconstruction treatments.

The PGN formula used in this RNS is as follows:

$$PGN = \frac{(100 - \text{Condition Rating}) * \text{TF} * \text{LCF}}{10000 * Road\ Width * (cost\ per\ square\ metre)}$$

where:

- PGN is the Priority Guide Number
- Condition Rating is the Pavement Condition Index of the selected road segment
- TF is the Traffic Factor, which is an estimate of the traffic served over the life cycle of the improvement based on the warranted improvement type, the existing AADT and the 10-year projected AADT presented in Table 1 and is as follows:
  - routine maintenance TF = (Existing AADT + Yr. 10 AADT) x 0.38
  - preventive maintenance TF = (Existing AADT + Yr. 10 AADT) x 0.42
  - resurfacing TF = (Existing AADT + Yr. 10 AADT) x 0.5
  - rehabilitation or reconstruction TF = Yr. 10 AADT
- LCF is the Life Cycle Factor, which is the typical number of days that is assumed to be added to the pavement life as a result of the treatment, as follows:
  - 0 for routine maintenance treatments
  - 1095 for preventive maintenance treatments
  - 3650 for or resurfacing treatments
  - 7300 for rehabilitation and reconstruction treatments
- Road Width is the surface width of a given road section (in metres)

The higher the PGN value, the higher the priority of the road section improvement relative to its condition, the traffic it is serving and the cost of improving the section to provide the most service to traffic for the dollar expended. This provides a measure of comparison between improvement requirements of any road section relative to other road sections. The PGN value is summarized in Appendix A.

BURNSIDE
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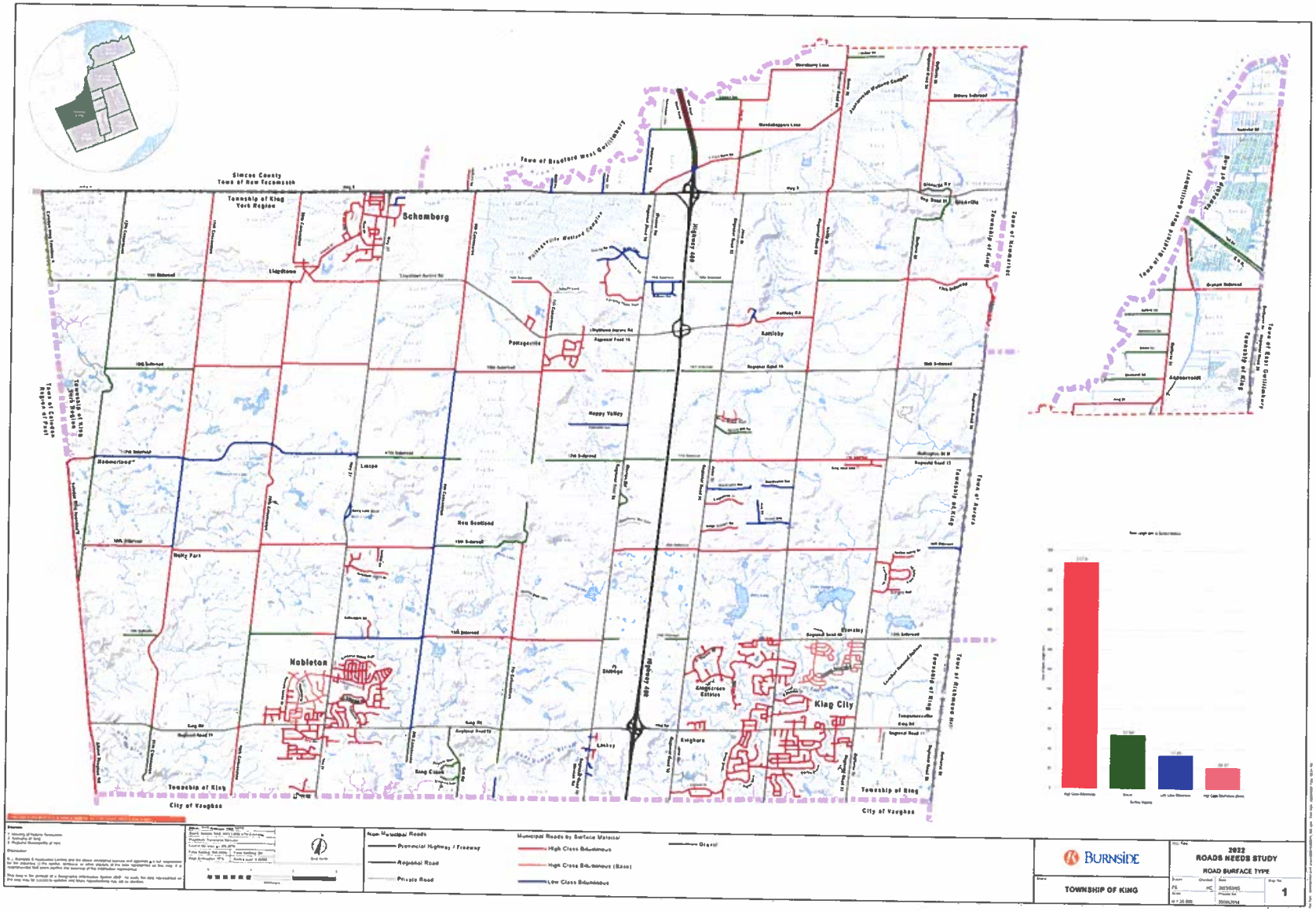
Appendix A

Road Inventory Maps and Table


Simcoe County
Town of New Tecumseth
Township of King
York Region
Schomberg
Town of Bradford West Gwillimbury
Township of King
Town of Newmarket
Township of King
Peace Region
Town of Georgina
Township of King
Lloydtone
Pottageville
Ramsiby
Happy Valley
Lemon
Ken Scotland
Dolly Part
Nobleton
Highway 400
King City
Township of King
City of Vaughan
Township of King
City of Vaughan
Municipal Roads
Provincial Highway / Freeway
Regional Road
Private Road
Municipal Roads by Surface Material
High Class Bituminous
High Class Bituminous (Base)
Low Class Bituminous
Gravel
BURNSIDE
TOWNSHIP OF KING
2022
ROADS NEEDS STUDY
ROAD SURFACE TYPE
1

Appendix A - Road Inventory Database (Sorted by Road Name

Municipal ID	Previous RHS ID	Name	Name From	Name To	Community	Boundary Road	Maintenance Class	Surface Material	Roadside Environment	Posted Speed Limit (km/h)	AADT Source	AADT	Road Length (m)	Road Width (m)	Platform Width (m)	Surface Area (m² calc.)	OSIM Culverts/Bridges
ORRD-0042	136	10th Concession	17th Sideroad	19th Sideroad	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	00050-00191	113	1902	6.00	7.90	10982	Structure 0219 & 0317
ORRD-0044	136	10th Concession	4	18th Sideroad	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	00050-00191	165	71	6.50	7.90	462	Structure 0221
ORRD-0051	225	10th Concession	Huntington Road	King Road	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	00400-00999	782	1574	5.70	8.00	10948	
ORRD-0103	351	10th Concession	18th Sideroad	2.08km N. of 18th Sideroad	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00050-00191	171	2081	5.70	6.70	11748	
ORRD-0161	0	10th Concession	18th Sideroad	19th Sideroad	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00050-00191	165	2000	6.50	7.90	13000	
ORRD-0174	223	10th Concession	Queen Street	Highway 9	King Twp. (Rural)	No	3	High Class Bituminous	Rural	80 km/h	00200-00399	242	1810	7.20	8.60	11582	
ORRD-0225.1	193	10th Concession	2.08km N. of 18th Sideroad	17th Sideroad	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00050-00191	171	338	5.70	6.70	1927	
ORRD-0225.2	0	10th Concession	17th Sideroad	90m N. of 15th Sideroad	King Twp. (Rural)	Not Recorded	5	Gravel	Rural	60 km/h	00200-00399	229	163	6.20	9.00	1278	
ORRD-0228	0	10th Concession	90m N. of 15th Sideroad	15th Sideroad	King Twp. (Rural)	No	6	High Class Bituminous	Rural	60 km/h	00200-00399	265	1758	6.00	7.90	10548	
ORRD-0256	181	10th Concession	15th Sideroad	16th Sideroad	King Twp. (Rural)	No	5	High Class Bituminous	Rural	60 km/h	00200-00399	265	147	6.00	7.90	882	
ORRD-0256.2	181	10th Concession	King Road	145m N. of King Road	King Twp. (Rural)	Not Recorded	4	High Class Bituminous	Rural	60 km/h	00400-00999	527	157	7.00	9.00	1099	
ORRD-0257	306	10th Concession	145m N. of King Road	185m S. of 15th Sideroad	King Twp. (Rural)	No	6	Gravel	Rural	50 km/h	00400-00999	436	1834	6.50	7.90	14489	
ORRD-0026	183	11th Concession	185m S. of 15th Sideroad	15th Sideroad	King Twp. (Rural)	No	5	Gravel	Rural	60 km/h	00400-00999	436	166	6.50	7.90	1311	
ORRD-0033	186	11th Concession	15th Sideroad	16th Sideroad	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01000-01999	1903	1967	6.50	9.00	12786	
ORRD-0034	113	11th Concession	16th Sideroad	15th Sideroad	King Twp. (Rural)	No	5	High Class Bituminous	Rural	50 km/h	01000-01999	1534	79	6.50	10.30	814	
ORRD-0053	78	11th Concession	15th Sideroad	240m N. of 15th Sideroad	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00400-00999	402	235	6.50	10.30	1526	
ORRD-0067	241	11th Concession	16th Sideroad	17th Sideroad	King Twp. (Rural)	No	4	Low Class Bituminous	Rural	40 km/h	01000-01999	1534	2012	6.70	8.50	13480	
ORRD-0101	177	11th Concession	King Road	End (South)	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00050-00191	61	1284	5.70	8.70	9903	
ORRD-0102	185	11th Concession	240m N. of 15th Sideroad	15th Sideroad	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00400-00999	402	1861	6.50	10.30	11707	Structure 0222, 0323 & 0335
ORRD-0126	137	11th Concession	15th Sideroad	1.3km N. of King Road	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01000-01999	1526	2045	8.70	10.18	17791	
ORRD-0131	215	11th Concession	1.3km N. of King Road	18th Sideroad	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00050-00191	153	821	6.30	8.50	5802	Structure 0321 & 0322
ORRD-0199	0	11th Concession	18th Sideroad	King Road	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01000-01999	1903	71	6.50	9.00	1311	
ORRD-0266	173	11th Concession	King Road	1.2km N. of King Road	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00050-00191	182	1273	6.30	8.50	9020	
ORRD-0279	179	11th Concession	17th Sideroad	0.8km N. of 17th Sideroad	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01000-01999	1708	787	6.70	9.10	5273	
ORRD-0082	83	12th Concession	0.8km N. of 17th Sideroad	2.2km N. of 17th Sideroad	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01000-01999	1708	1272	6.50	9.00	8268	
ORRD-0091	98	12th Concession	1.8km N. of 17th Sideroad	2.2km N. of 17th Sideroad	King Twp. (Rural)	No	5	Gravel	Rural	80 km/h	00050-00191	127	118	7.20	8.70	849	Structure 0215 & 0313
ORRD-0118	333	12th Concession	18th Sideroad	Highway 9	King Twp. (Rural)	No	5	Gravel	Rural	60 km/h	00050-00191	127	660	7.20	8.70	8412	
ORRD-0147	141	12th Concession	15th Sideroad	1.5km N. of 17th Sideroad	King Twp. (Rural)	No	5	Gravel	Rural	80 km/h	00050-00191	177	2043	8.00	10.30	18400	
ORRD-0165.1	153	12th Concession	17th Sideroad	120m N. of Caledon King Townline	King Twp. (Rural)	Not Recorded	5	Gravel	Rural	80 km/h	00050-00191	127	1564	7.20	9.20	12332	
ORRD-0165.2	16	12th Concession	120m N. of Caledon King Townline	18th Sideroad	King Twp. (Rural)	Not Recorded	5	High Class Bituminous	Rural	80 km/h	00400-00999	430	85	6.40	7.80	544	
ORRD-0207	55	12th Concession	18th Sideroad	19th Sideroad	King Twp. (Rural)	No	3	Gravel	Rural	80 km/h	00400-00999	127	823	6.30	7.30	5008	
ORRD-0212	0	12th Concession	19th Sideroad	18th Sideroad	King Twp. (Rural)	No	5	Gravel	Rural	80 km/h	00200-00399	384	2031	7.50	8.99	16957	Structure 0304
KRND-0194	6	15th Sideroad	18th Sideroad	17th Sideroad	King Twp. (Rural)	No	4	Gravel	Rural	60 km/h	00200-00399	384	2029	6.90	7.39	14612	
KRND-0195	5	15th Sideroad	Keele Street	Caleb Gate	King City	No	5	High Class Bituminous	Rural	40 km/h	00400-00999	518	288	7.00	8.80	1862	
KRND-0209	5	15th Sideroad	Caleb Gate	Elmers Lane	King City	No	6	High Class Bituminous	Rural	40 km/h	00400-00999	518	255	7.00	8.80	1653	
ORRD-0013	293	15th Sideroad	Elmers Lane	Lake Maria Trail	King City	No	5	High Class Bituminous	Rural	40 km/h	00400-00999	518	78	7.99	8.99	646	
ORRD-0061	157	15th Sideroad	0.55km E. of Highway 27	10th Concession	King Twp. (Rural)	No	5	Gravel	Rural	80 km/h	00050-00191	108	1445	8.30	7.30	10995	
ORRD-0075	149	15th Sideroad	0.53km East of Weston Road	1.8km East of Weston Road	King Twp. (Rural)	No	4	High Class Bituminous	Rural	60 km/h	00400-00999	599	1225	7.20	8.60	8820	
ORRD-0089	48	15th Sideroad	260m East of 7th Concession	9th Concession	King Twp. (Rural)	No	5	High Class Bituminous	Rural	60 km/h	00200-00399	296	1823	7.00	8.50	12761	
ORRD-0097	195	15th Sideroad	11th Concession	End (West)	King Twp. (Rural)	No	6	Gravel	Rural	60 km/h	00050-00191	32	804	5.10	6.10	4904	
ORRD-0099	241	15th Sideroad	Alpha Street	End (West)	King Twp. (Rural)	No	6	Gravel	Rural	60 km/h	00050-00191	17	536	5.60	6.10	3270	
ORRD-0106	232	15th Sideroad	9th Concession	Keppendrin Road	King Twp. (Rural)	No	4	Low Class Bituminous	Rural	60 km/h	00400-00999	727	1298	6.40	6.29	8230	
ORRD-0136	213	15th Sideroad	Keppendrin Road	Highway 27	King Twp. (Rural)	No	5	Low Class Bituminous	Rural	50 km/h	00200-00399	727	760	8.00	9.85	6940	Structure 0206, 0208, 0207 & 0208
ORRD-0280	239	15th Sideroad	Weston Road	End (East)	King Twp. (Rural)	No	4	Gravel	Rural	60 km/h	00050-00191	186	388	5.10	6.10	2367	Structure 0302
ORRD-0272	12	15th Sideroad	Highway 27	0.65km E. of Highway 27	King Twp. (Rural)	No	5	High Class Bituminous	Rural	60 km/h	00050-00191	108	547	8.20	7.30	3646	
ORRD-0273	10	15th Sideroad	1.8km East of Weston Road	7th Concession	King Twp. (Rural)	No	4	High Class Bituminous	Rural	60 km/h	00200-00399	699	362	7.20	8.50	2759	
ORRD-0276	13	15th Sideroad	Weston Road	0.53km East of Weston Road	King Twp. (Rural)	No	4	High Class Bituminous	Rural	60 km/h	00400-00999	599	529	7.99	11.00	4029	
ORRD-0007	133	16th Sideroad	7th Concession	260m East of 7th Concession	King Twp. (Rural)	No	6	High Class Bituminous	Rural	60 km/h	00200-00399	296	263	7.20	8.50	1984	
ORRD-0005	175	16th Sideroad	Highway 27	10th Concession	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00050-00191	72	2914	7.99	8.58	14112	
ORRD-0058	84	16th Sideroad	9th Concession	Trainor Court	King Twp. (Rural)	No	5	High Class Bituminous	Rural	60 km/h	00400-00999	643	1308	6.60	8.60	8468	
ORRD-0110	317	16th Sideroad	Jane Street	Highway 400 Overpass	King Twp. (Rural)	No	5	High Class Bituminous	Rural	50 km/h	01000-01999	1145	883	6.40	6.29	6791	
ORRD-0130	139	16th Sideroad	10th Concession	11th Concession	King Twp. (Rural)	No	4	High Class Bituminous	Rural	60 km/h	00400-00999	519	2048	7.40	9.40	15155	
ORRD-0179	324	16th Sideroad	Bathurst Street	End (West)	King Twp. (Rural)	No	6	Low Class Bituminous	Rural	40 km/h	00050-00921	25	753	8.00	8.00	3765	
ORRD-0189	113	16th Sideroad	Trainor Court	Highway 27	King Twp. (Rural)	No	5	High Class Bituminous	Rural	60 km/h	00050-00191	643	743	8.00	9.50	4830	
ORRD-0191	291	16th Sideroad	7th Concession	9th Concession	King Twp. (Rural)	No	6	Gravel	Rural	60 km/h	00400-00999	444	2113	6.90	7.30	10426	
ORRD-0222	36	16th Sideroad	Kestle Street	Jang Street	King Twp. (Rural)	No	5	High Class Bituminous	Rural	40 km/h	00400-00999	599	2082	6.90	8.80	13741	
ORRD-0223	211	16th Sideroad	Dufferin Street	Keele Street	King Twp. (Rural)	No	6	High Class Bituminous	Rural	40 km/h	00050-00999	437	2102	7.20	9.80	19142	Structure 0308
ORRD-0229	331	16th Sideroad	11th Concession	12th Concession	King Twp. (Rural)	No	4	High Class Bituminous	Rural	60 km/h	00400-00999	557	2060	7.20	8.80	15079	
ORRD-0018	294	17th Sideroad	Highway 400 Overpass	Weston Road	King Twp. (Rural)	No	4	High Class Bituminous	Rural	60 km/h	01000-01999	1145	1004	6.70	9.78	8727	
ORRD-0024	33	17th Sideroad	Weston Road	End (East)	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00050-00191	184	944	6.70	8.70	6338	
ORRD-0039	263	17th Sideroad	10th Concession	1.44m W. of 10th Concession	King Twp. (Rural)	No	4	Low Class Bituminous	Rural	80 km/h	02000-02999	2895	1441	6.70	8.70	12537	
ORRD-0055	79	17th Sideroad	Highway 27	12th Concession	King Twp. (Rural)	No	3	Low Class Bituminous	Rural	80 km/h	03000-03999	3000	2053	8.70	8.60	13765	
ORRD-0129	237	17th Sideroad	12th Concession	Caledon King Town Line South	King Twp. (Rural)	No	3	High Class Bituminous	Rural	80 km/h	00400-00999	173	667	8.90	8.70	4488	
ORRD-0153	339	17th Sideroad	420m W. of King View Crescent	Keele Street	King Twp. (Rural)	No	3	High Class Bituminous	Rural	80 km/h	00050-00191	3727	1336	8.70	8.60	9965	
ORRD-0157	123	17th Sideroad	11th Concession	12th Concession	King Twp. (Rural)	No	4	Low Class Bituminous	Rural	80 km/h	02000-02999	3743	2090	8.70	8.50	18183	
ORRD-0199	130	17th Sideroad	1.44m W. of 10th Concession	11th Concession	King Twp. (Rural)	No	4	Low Class Bituminous	Rural	80 km/h	02000-02999	2998	839	6.70	8.50	7298	
ORRD-0206	139	17th Sideroad	8th Concession	Highway 27	King Twp. (Rural)	No	6	Gravel	Rural	80 km/h	00050-00191	57	2043	6.70	7.90	13961	
ORRD-0232	82	17th Sideroad	Dufferin Street	King View Crescent	King Twp. (Rural)	No	3	High Class Bituminous	Rural	80 km/h	00400-00999	3727	367	8.70	8.69	3459	Structure 0324
ORRD-0251	57	17th Sideroad	Weston Road	End (East)	King Twp. (Rural)	No	6	Gravel	Rural	80 km/h	00050-00041	32	1834	6.50	8.50	10987	Structure 0314
ORRD-0252	4020	17th Sideroad	Jane Street	End (West)	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00200-00399	243	621	6.50	8.50	5086	
ORRD-0264	337	17th Sideroad	Keele Street	Jane Street	King Twp. (Rural)	No	3	High Class Bituminous	Rural	80 km/h	00400-00999	3000	2020	8.70	8.60	17334	
ORRD-0267	85	17th Sideroad	King View Crescent	420m W. of King View Crescent	King Twp. (Rural)	No	3	High Class Bituminous	Rural	80 km/h	00400-00999	6369	432	8.70	8.70	3827	
ORRD-0063	272	18th Sideroad	8th Concession	End (East)	King Twp. (Rural)	No	5	Gravel	Rural	60 km/h	00050-00191	139	396	5.10	6.10	2438	
ORRD-0062	273	18th Sideroad	7th Concession	8th Concession	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00050-00191	152	2029	8.00	10.40	12174	
ORRD-0117	0	18th Sideroad	10th Concession	11th Concession	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00050-00191	98	2048	6.80	7.80	12294	
ORRD-0128	21	18th Sideroad	Weston Road	End (East)	King Twp. (Rural)	No	6	Gravel	Rural	80 km/h	00050-00041	48	842	6.80	7.30	6877	Structure 0003
ORRD-0143	111	18th Sideroad	9th Concession	Highway 27	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	00400-00999	557	2037	6.80	7.80	12222	
ORRD-0156	197	18th Sideroad	11th Concession	12th Concession	King Twp. (Rural)	No	5	Gravel	Rural	80 km/h	00050-00191	127	2083	7.40	8.29	19164	
ORRD-0218	183	18th Sideroad	17th Concession	16th Concession	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00200-00399	332	2028	8.00	9.50	13168	
ORRD-0233	347	18th Sideroad	Weston Road	End (West)	King Twp. (Rural)	No	6	High Class Bituminous	Rural	40 km/h	00050-00191	32	748	6.90	7.30	4890	
ORRD-0236	4020	18th Sideroad	380m E. of 7th Concession	End (East)	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	00200-00399	223	953	6.00	7.00	3630	
ORRD-0243	55	18th Sideroad	Jane Street	End (West)	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00050-00191	62	952	5.70	6.70	6378	
ORRD-0002	207	19th Sideroad	7th Concession	380m E. of 7th Concession	King Twp. (Rural)	No	5	High Class Bituminous	Semi-Urban	80 km/h	00050-00191	197	371	8.70	8.19	3481	
ORRD-0012	17	19th Sideroad	End (Old Bed)	Hedgeson Avenue	King Twp. (Rural)	No	5	Low Class Bituminous	Rural	50 km/h	00200-00399	251	228	8.70	7.90	1529	
ORRD-0036	269	19th Sideroad	King - Newmarket Boundary	Old Bathurst Street	King Twp. (Rural)	No	5	High Class Bituminous	Rural	40 km/h	01000-01999	1350	258	7.10	8.10	1839	
ORRD-0047	123	19th Sideroad	1.35km W. of Old Bathurst Street	Dufferin Street	King Twp. (Rural)	No	5	High Class Bituminous	Rural	40 km/h	01000-01999	1350	543	7.10	8.10	3855	
ORRD-0071	279	19th Sideroad	Little Rabbit Road	10th Concession	King Twp. (Rural)	No	5	High Class Bituminous	Rural	50 km/h	00400-00999	671	198	8.00	8.00	1175	
ORRD-0108	365	19th Sideroad	7th Concession	End (West)	King Twp. (Rural)	No	6	High Class Bituminous	Rural	50 km/h	00400-00999	49	835	6.60	7.30	3819	
ORRD-0109	37	19th Sideroad	Hedgeson Avenue	Hedgeson Avenue	King Twp. (Rural)	No	6	Low Class Bituminous	Rural	40 km/h	00400-00999	440	489	6.70	7.90	3276	
ORRD-0133	79	19th Sideroad	Hedgeson Avenue	Weston Road	King Twp. (Rural)	No	6	Low Class Bituminous	Rural	50 km/h	00200-00399	244	167	5.00	4.00	835	
ORRD-0137	313	19th Sideroad	830m W. of Old Bathurst Street	1.35km W. of Old Bathurst Street	King Twp. (Rural)	No	5	High Class Bituminous	Rural	50 km/h	00200-00399	1358	717	7.10	9.10	6091	
ORRD-0143	227	19th Sideroad	10th Concession	11th Concession	King Twp. (Rural)	No	4	High Class Bituminous	Rural	60 km/h	01000-01999	1358	2049	8.00	8.00	12294	
ORRD-0148	305	19th Sideroad	830m W. of Old Bathurst Street	Caledon King Town Line North	King Twp. (Rural)	No	5	High Class Bituminous	Rural	40 km/h	01000-01999	1350	536	7.10	8.10	4473	
ORRD-0181.1	113	19th Sideroad	12th Concession	230m W. of Dufferin Street	King Twp. (Rural)	No	5	Gravel	Rural	80 km/h	00050-00191	148	1505	7.30	7.30	10987	
ORRD-0181.2	42	19th Sideroad	1.86km W. of Dufferin Street	230m W. of Dufferin Street	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00400-00999	865	1635	8.30	7.30	11936	
ORRD-0209	333	19th Sideroad	Dufferin Street	11th Concession	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	00400-00999	865	227	9.39	7.30	1430	
ORRD-0238	85	19th Sideroad	12th Concession	Jane Street	King Twp. (Rural)	No	5	Gravel	Rural	80 km/h	00400-00999	425	2078	8.00	7.30	15148	
ORRD-0269	115	19th Sideroad	End (West)	1.86km W. of Dufferin Street	King Twp. (Rural)	No	5	Gravel	Rural	80 km/h	00400-00999	32	1074	6.00	7.30	7840	
ORRD-0073	349	2nd Concession	Keele Street	Highway 9	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00050-00041	865	780	6.10	6.10	4758	
ORRD-0190	189	2nd Concession	Nobleton Road	Hennessey Lane	King Twp. (Rural)	No	4	Gravel	Rural	60 km/h	00400-00999	421	296	8.00	7.50	1539	
ORRD-0005	227	7th Concession	Davis Road	End (South)	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00400-00999	421	631	8.00	7.50	4733	Structure 0329
ORRD-0009	36	7th Concession	0.88km E. of 16th Sideroad	Lloydtown/Aurora Road	King Twp. (Rural)	No	5	Gravel	Rural	80 km/h	00200-00399	216	1206	8.00	8.19	11430	Structure 0023
ORRD-0018	0	7th Concession	Lloydtown/Aurora Road	Pine Valley Drive	Pottageville	No	5	High Class Bituminous	Rural	80 km/h	00400-00999	727	1023	8.10	8.10	8317	
ORRD-0030	343	7th Concession	Pine Valley Drive	Queen's Own Lane	King (North)	No	5	Low Class Bituminous	Rural	80 km/h	00400-00999	32	484	8.70	7.50	3122	
ORRD-0070	345	7th Concession	Queen's Own Lane	1.08km N. of Queen's Own Lane	Pottageville	No	5	High Class Bituminous	Rural	60 km/h	00200-00399	365	1078	7.20	8.80	7769	
ORRD-0080	187	7th Concession	1.08km N. of Queen's Own Lane	Lloydtown/Aurora Road	Pottageville	No	5	High Class Bituminous	Semi-Urban	50 km/h	00400-00999	883	364	7.00	9.40	2569	
ORRD-0150	188	7th Concession	16th Sideroad	Bachly Crescent	Pottageville	No	5	High Class Bituminous	Semi-Urban	50 km/h	00400-00999	883	121	7.00	9.40	847	
ORRD-0126	235	7th Concession	Bachly Crescent	19th Sideroad	King Twp. (Rural)	No	5	High Class Bituminous	Semi-Urban	50 km/h	00400-00999	883	36	7.00	9.40	252	Structure 0306
ORRD-0127	307	7th Concession	19th Sideroad	End (North)	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00050-00191	126	1062	8.10	6.10	6356	
ORRD-0148	187	7th Concession	16th Sideroad	King Road	King Twp. (Rural)	No	4	High Class Bituminous	Rural	60 km/h	00400-00999	599	179	7.20	8.80	1248	
ORRD-0155	225	7th Concession	King Road	End (South)	King Twp. (Rural)	No	5	Gravel	Rural	80 km/h	00050-00191	72	781	8.70	8.70	5232	
ORRD-0157.1	233	7th Concession	19th Sideroad	2.1km N. of King Road	King Twp. (Rural)	No	6	High Class Bituminous	Rural	50 km/h	00200-00399	129	378	8.10	8.19	1815	
ORRD-0157.2	87	7th Concession	2.1km N. of King Road	15th Sideroad	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00200-00399	365	1703	6.00	8.50	14476	Structure 0001
ORRD-0221	23	7th Concession	15th Sideroad	Queen's Own Lane	King Twp. (Rural)	Not Reported	4	High Class Bituminous	Rural	80 km/h	00200-00399	302	409	7.00	9.00	2863	
ORRD-0241	48	7th Concession	Bachly Crescent	Bachly Crescent	Pottageville	No	5	High Class Bituminous	Rural	80 km/h	00200-00399	365	977	7.20	8.80	6874	Structure 0311
ORRD-0261	289	7th Concession	16th Sideroad	0.88km E. of 16th Sideroad	King Twp. (Rural)	No	5	High Class Bituminous	Semi-Urban	50 km/h	00400-00999	883	259	7.00	9.40	1820	
ORRD-0037	169	8th Concession	16th Sideroad	16th Sideroad	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	00200-00399	316	855	8.00	8.19	6130	
ORRD-0048	325	8th Concession	Lloydtown/Aurora Road	Highway 9	King Twp. (Rural)	No	4	Low Class Bituminous	Rural	60 km/h	00400-00999	841	36	7.90	9.20	360	
								High Class Bituminous	Rural	80 km/h	00400-00999	777	2077	7.60	8.69	14539	Structure 0014

Appendix A - Road Inventory Database (Sorted by Road Name)

Municipal ID	Previous RRR ID	Name	Name From	Name To	Community	Boundary Road	Multilane/ Class	Surface Material	Roadside Environment	Posted Speed Limit (km/h)	AADT Range	AADT	Road Length (km)	Road Width (m)	Platform Width (m)	Surface Area (sq. m)	OSIM Culvert/Bridge
ORRD-0082	201		End (South)	King Road	King Twp. (Rural)	No	6	Gravel	Rural	40 km/h	000050-00199	170	799	5.10	6.10	4874	
ORRD-0154	127		6th Concession	18th Sideroad	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	000400-00999	995	80	6.70		402	
ORRD-0152	73		6th Concession	16th Sideroad	King Twp. (Rural)	No	5	Low Class Bituminous	Rural	60 km/h	000050-00199	114	2004	6.70	8.50	13427	
ORRD-0158	278		6th Concession	17th Sideroad	King Twp. (Rural)	No	5	Low Class Bituminous	Rural	60 km/h	000050-00199	145	1967	6.70	8.50	13313	
ORRD-0159	297		6th Concession	18th Sideroad	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01200-01999	1292	1705	6.10	8.10	10400	
ORRD-0164	277		6th Concession	15th Sideroad	King Twp. (Rural)	No	4	Low Class Bituminous	Rural	80 km/h	01200-01999	1010	2054	8.50	8.50	13351	
ORRD-0224	183		6th Concession	17th Sideroad	King Twp. (Rural)	No	4	Low Class Bituminous	Semi-Urban	60 km/h	00400-00999	690	18	8.50	8.50	137	
ORRD-0271	219		6th Concession	19th Sideroad	King Twp. (Rural)	No	4	Low Class Bituminous	Rural	80 km/h	00049-00999	948	2093	8.50	8.50	13966	
KRRD-0085	9	Adelle Place	1.7km N. of 18th Sideroad	Hiriart Road	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01000-01999	1293	310	6.70	8.50	2077	
ORRD-0259	291	Alison Avenue	Edmond Avenue	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	50 km/h	00200-00399	341	84	8.00		672	
NRRD-0178	0	Albert Hill Court	Macmurchy Avenue	End (Cul-de-Sac)	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	00400-00999	587	702	6.70	7.80	4703	
ORRD-0919	293	Alden Vaughan Road	Queensgate Blvd	Nobleton	King	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	180	158	4.50		1952	
ORRD-0084	0	Alden Vaughan Road	72m N. of Old King Road	340m N. of Queensgate Blvd	King Twp. (Rural)	Yes	2	High Class Bituminous	Semi-Urban	60 km/h	10000-11999	10447	336	7.00		2352	Structure 0315
ORRD-0116	163	Alden Vaughan Road	Old King Road	Caledon King Town Line South	King Twp. (Rural)	Yes	3	High Class Bituminous	Urban	80 km/h	10000-11999	10467	175	8.00		1050	
ORRD-0213	308	Alden Vaughan Road	Queensgate Blvd.	72m N. of Old King Road	King Twp. (Rural)	Yes	2	High Class Bituminous	Urban	80 km/h	10000-11999	10467	71	6.80		483	
ORRD-0226	0	Alden Vaughan Road	340m N. of Queensgate Blvd	King/Vaughan Boundary	King Twp. (Rural)	Yes	2	High Class Bituminous	Rural	80 km/h	10000-11999	10467	204	7.30		1428	Structure 0011
KRRD-0106	1181	Alex Campbell Crescent	Alex Campbell Crescent (Loop)	Old King Rd.	King Twp. (Rural)	Yes	2	High Class Bituminous	Urban	80 km/h	10000-11999	10467	852	7.30		6209	
KRRD-0129	1181	Alex Campbell Crescent	King Road	King Road	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	929	447	8.00	8.50	3576	
NRRD-0019	2131	Anderson Cove Trail	Fairmont Ridge Trail	Alex Campbell Crescent (Loop)	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	929	190	8.00	8.50	1520	
NRRD-0026	2131	Anderson Cove Trail	Parkhaights Trail	Paradise Valley Trail	Nobleton	No	5	High Class Bituminous	Urban	50 km/h	00400-00999	456	182	6.70	8.70	1583	
PRRD-0002	4005	Archibald Road	Fairmount Ridge Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	454	293	6.70	8.70	2548		
PRRD-0013	4004	Archibald Road	230m W. of Cutting Crescent	Cutting Crescent	Pottageville	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	909	101	8.00	8.50	1111		
PRRD-0016	4005	Archibald Road	Cook Drive	Cutting Crescent	Pottageville	No	5	High Class Bituminous	Urban	40 km/h	00050-00199	198	213	8.50	8.50	1811		
PRRD-0029	4004	Archibald Road	Cutting Crescent	Cook Drive	Pottageville	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	563	188	8.50	8.50	1437		
PRRD-0009	4012	Armstrong Crescent	Cutting Crescent	235m W. of Cutting Crescent	Pottageville	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	198	165	8.50	8.50	1405		
NRRD-0150	0	Aspen 75Ha Court	Cook Drive	Cook Drive	Pottageville	No	6	High Class Bituminous	Urban	50 km/h	00400-00999	563	234	8.50	8.50	1988		
KRRD-0163	1114	Auldland Lane	Skydive Trail	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	229	696	8.50	8.50	5083		
KRRD-0087	0	Austin Rumble Court	Bethnell Court	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	98	156	8.00		1248		
KRRD-0131	0	Austin Rumble Court	Richard Berra Court	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	171	344	8.00	8.50	1866		
PRRD-0003	4019	Bachly Crescent	Burton Grove	Richard Berra Court	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	167	751	8.00		6008		
PRRD-0012	4018	Bachly Crescent	Cook Drive	7th Concession	Pottageville	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00199	167	139	8.00		1112		
NRRD-0189	0	Ballard Drive	7th Concession	Cook Drive	Pottageville	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00199	129	186	6.00	8.00	1128		
NRRD-0232	0	Ballard Drive	Larkin Avenue	Oliver Emmerson Avenue	Nobleton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00199	129	283	8.00	8.00	1899		
KRRD-0014	1052	Banner Lane	Oliver Emmerson Avenue	Whitney Avenue	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	302	101	8.50		858		
KRRD-0023	1050	Banner Lane	Warren Road	Elizabeth Drive	King City	No	5	High Class Bituminous	Urban	40 km/h	00200-00399	302	273	8.50		2331		
KRRD-0048	0	Banner Lane	330m S. of King Road	Bennett Drive	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	532	342	8.50	8.50	2907		
KRRD-0057	0	Banner Lane	Bennett Drive	Kingslynn Drive	King City	No	5	High Class Bituminous	Rural	40 km/h	00400-00999	555	31	7.80	8.80	242		
KRRD-0229	1048	Banner Lane	Kingslynn Drive	Warren Road	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	00400-00999	555	104	7.20	9.40	749		
KRRD-0242	1050	Banner Lane	King Road	30m S. of King Road	King City	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	555	197	8.00		856		
KRRD-0119	0	Basil Ridge Court	30m S. of King Road	330m S. of King Road	King City	No	6	High Class Bituminous	Urban	40 km/h	01000-01999	1693	27	8.00	8.50	218		
KRRD-0260	11	Bathurst Street	Lavender Valley Road	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	592	300	8.00	10.00	2400		
QRRD-0234	349	Bathurst Street	Hochstatter Road	King - Bradford Boundary	King Twp. (Rural)	Yes	5	High Class Bituminous	Urban	40 km/h	00200-00399	343	87	8.00		696		
QRRD-0217	89	Bathurst Street	Queensville Sideroad West	Hochstatter Road	King Twp. (Rural)	Yes	5	High Class Bituminous	Rural	50 km/h	01000-01999	1181	578	6.50	8.50	3744	Structure 0204
SRRD-0098	3079	Bell's Lake Road	Highway 27	Highway 27	King Twp. (Rural)	No	5	Low Class Bituminous	Rural	40 km/h	00400-00999	827	390	6.70	8.70	2913		
SRRD-0099	0	Ben Boy Avenue	Rose Cottage Lane	Waterlily Trail	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	394	63	8.70	8.70	722		
KRRD-0059	3078	Ben Boy Avenue	Ralph Street	Dufferin Vista Court	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	328	123	8.70		1070		
KRRD-0037	1043	Bennet Drive	Dufferin Vista Court	Rose Cottage Lane	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	388	348	8.70	8.70	2158		
KRRD-0046	1038	Bennet Drive	Banner Lane	Fenja Crescent	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00399	307	80	7.60	10.00	830		
KRRD-0121	1039	Bennet Drive	Fenja Crescent	Warren Road	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	307	143	8.00	8.50	1136		
KRRD-0235	1049	Bennet Drive	180m E. of Settle Crescent	Fenja Crescent (East Intersection)	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	307	102	8.00	8.50	818		
ARRD-0003 X	327	Bernhardt Road	Fenja Crescent (West Intersection)	180m E. of Fenja Crescent	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00399	307	190	7.20	8.80	1368		
ARRD-0003 X	327.2	Bernhardt Road	Dufferin Street	200m W. of Dufferin Street	Aranorvalt	No	-1	High Class Bituminous	Rural	Not Recorded	00200-00399	306	186	6.70	8.70	1117		
NRRD-0183	0	Bigham Trail	200m W. of Dufferin Street	End (West)	Aranorvalt	No	-1	Gravel	Rural	Not Recorded	00200-00399	306	1208	6.70	8.70	8099		
NRRD-0023	2128	Black Duck Trail	Coastal Trail	Black Tusk Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	458	353	8.70		2291		
NRRD-0144	2127	Black Duck Trail	Black Duck Trail (Traffic Circle)	Paradise Valley Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	339	191	8.70	8.70	1679		
NRRD-0145	2127	Black Duck Trail	Parkhaights Trail	Thomas Noble Court	Nobleton	No	5	High Class Bituminous	Urban	50 km/h	00200-00399	229	99	8.70	8.70	861		
NRRD-0159	0	Black Tusk Trail	Thomas Noble Court	Black Duck Trail (Traffic Circle)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	328	177	8.70	8.70	1540		
NRRD-0086	2127	Blue Beech Trail	West Coast Trail	Bigham Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	458	235	8.70		2044		
KRRD-0031	1152	Blueberry Lane	Bluff Trail	Bluff Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	361	177	8.00	8.70	1416		
KRRD-0182	0	Blueberry Run Trail	Knightsmith Road	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00399	100	234	7.30	9.60	1708		
NRRD-0094	2135	Bluff Trail	Parkhaights Trail	Coastal Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	458	198	8.50		1682		
NRRD-0097	2135	Bluff Trail	Chapel Gully Trail	Chapel Gully Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	361	193	8.00	8.70	1544		
NRRD-0098	2135	Bluff Trail	Cape George Trail	Cape George Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	361	89	8.00	8.70	640		
NRRD-0100	2139	Bluff Trail	Parkhaights Trail (Traffic Circle)	Blue Beech Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	361	81	8.00	8.70	648		
NRRD-0102	2135	Bluff Trail	Cape George Trail	Cape George Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	361	199	8.00	8.70	909		
NRRD-0106	2135	Bluff Trail	Chapel Gully Trail	Bluff Trail (Traffic Circle)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	361	181	8.00	8.70	1286		
NRRD-0114	2135	Bluff Trail	Blue Beech Trail	Blue Beech Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	361	84	8.70	8.70	731		
KRRD-0210	0	Bri Way	Robert Berry Crescent	Chapel Gully Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	361	79	8.00	8.70	624		
KRRD-0155	0	Bithell Court	Auldland Lane	Burns Boulevard	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	290	89	8.00		713		
NRRD-0131	0	Brule Trail	Weston Road	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	171	186	8.00		1328		
KRRD-0163	316	Brule Trail	Simcoe Road	Simcoe Road	King Twp. (Rural)	No	6	Low Class Bituminous	Semi-Urban	40 km/h	00050-00199	123	847	8.70	9.70	4489	Structure 0333
NRRD-0179	0	Brule Trail	Simcoe Road	Carrying Place Trail	King Twp. (Rural)	No	6	Low Class Bituminous	Semi-Urban	40 km/h	00050-00199	123	3	8.70		24	
KRRD-0187	316	Brule Trail	Simcoe Road	End (Cul-de-Sac)	King Twp. (Rural)	No	6	Low Class Bituminous	Semi-Urban	50 km/h	00050-00199	123	268	8.70	8.70	1796	
KRRD-0101	1164	Burns Boulevard	Carrying Place Trail	Findley Avenue	King Twp. (Rural)	No	6	Low Class Bituminous	Semi-Urban	50 km/h	00050-00199	123	381	8.70	8.70	3553	Structure 0327
KRRD-0203	1158	Burns Boulevard	Wellington Way	Cutting Drive	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	290	348	8.00	8.50	2784	
KRRD-0208	1158	Burns Boulevard	Findley Avenue	Stelton Road	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	329	179	8.80	9.80	1764	
KRRD-0209	1158	Burns Boulevard	Stelton Road	Daniels Drive	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	329	85	8.80	9.80	837	
KRRD-0211	1164	Burns Boulevard	Findley Avenue	Stelton Road	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	329	102	8.80	9.80	1008	
KRRD-0212	1164	Burns Boulevard	Charles Street	Bri Way	King City	No	5	High Class Bituminous	Urban	60 km/h	00200-00399	290	116	8.50	8.50	986	
KRRD-0214	1164	Burns Boulevard	Robert Berry Crescent	Wellington Way	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	290	439	8.50	8.50	3655	
KRRD-0222	1154	Burns Boulevard	Cutting Drive	Robert Berry Crescent	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	290	187	8.50	8.50	1589	
KRRD-0216	412	Burtons Road	Weston Road	Findley Avenue	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	329	758	9.80	9.80	7428	
KRRD-0027	1072	Burton Grove	Weston Road	Weston Road	King Twp. (Rural)	No	6	Gravel	Rural	80 km/h	00000-00041	0	512	2.30	4.90	2202	
KRRD-0110	0	Burton Grove	McBride Crescent	Keats Street	King City	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	563	253	8.00	8.50	2024	
KRRD-0120	0	Burton Grove	McBride Crescent	Austin Rumble Court	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	383	123	8.00		984	
KRRD-0078	1036	Caddon Court	Parkside Drive	Findley Avenue	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	383	931	8.00		7448	
KRRD-0162	0	Caddon Court	Warren Road	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	383	147	8.20	8.50	1205	
KRRD-0183	0	Calma Gate	15th Sideroad	Golfcity Court	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	215	193	8.20		1591	
QRRD-0077	308	Caledon King Town Line North	Golfcity Court	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	519	183	8.20		1501	
QRRD-0230	297	Caledon King Town Line North	Hells Lake Sideroad	Highway 9	King Twp. (Rural)	Yes	4	Gravel	Rural	80 km/h	01000-01999	1690	1878	7.70	8.50	15613	Structure 0328
QRRD-0076	151	Caledon King Town Line South	19th Sideroad	Hells Lake Sideroad	King Twp. (Rural)	No	6	Gravel	Rural	80 km/h	00000-00041	245	51	7.70	8.50	434	
QRRD-0107	355	Caledon King Town Line South	17th Sideroad	17th Sideroad	King Twp. (Rural)	Yes	3	High Class Bituminous	Rural	80 km/h	08000-07999	7087	2702	7.35	9.85	19860	
KRRD-0201	0	Caledon King Town Line South	King Rd.	19th Sideroad	King Twp. (Rural)	Yes	3	High Class Bituminous	Rural	80 km/h	08000-07999	7087					
QRRD-0222	0	Caledon King Town Line South	11th Concession (Unopened)	Columbia Way	King Twp. (Rural)	Yes	3	High Class Bituminous	Rural	80 km/h	08000-08999	4561	2036	8.30		12827	
QRRD-0203	127	Caledon King Town Line South	Columbia Way	Mt. Pleasant Road	King Twp. (Rural)	Yes	3	High Class Bituminous	Rural	80 km/h	08000-08999	4561	186	7.00	10.00	1372	
KRRD-0197	1182	Carmichael Crescent	Mt. Pleasant Road	12th Concession	King Twp. (Rural)	Yes	3	High Class Bituminous	Rural	80 km/h	03000-03999	3626	240	7.30		1753	
NRRD-0021	1170	Cattibar Court	Di Meo Lane	End (Cul-de-Sac)	Nobleton	No	-1	High Class Bituminous	Rural	80 km/h	03000-03999	3626	783	7.30		5716	
NRRD-0108	2139	Centre Place	McClure Drive	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	Not Recorded	00400-00999	458	64	7.50		480	
KRRD-0095	0	Cape George Trail	Bluff Trail	Bluff Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	58	84	8.00	8.50	672	
KRRD-0074	0	Carmichael Crescent	Keats Street	Curran Court	King City	No	5	High Class Bituminous	Urban	40 km/h	00200-00399	361	227	8.00	8.70	1816	
KRRD-0127	0	Carmichael Crescent	Curran Court	Jenkinson Grove	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	690	89	8.00		712	
KRRD-0197	1182	Carmichael Crescent	Jenkinson Grove	Di Nardo Court	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	690	130	8.00		1040	
KRRD-0119	0	Carrying Place Trail	Di Nardo Court	Keats Street	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	690	303	8.00		2424	
QRRD-0204	9	Carrying Place Trail	Weston Road	19th Sideroad	King Twp. (Rural)	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	742	568	8.00	8.50	4863	
QRRD-0207	0	Castle Mountain Court	19th Sideroad	Bruce Trail	King Twp. (Rural)	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	464	1192	8.20	8.50	10132	
SRRD-0079	3042	Castlewood Avenue	Parkhaights Trail	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Urban	50 km/h	00400-00999	464	578	8.50	8.50	4913	
QRRD-0022	71	Cavell Avenue	Church Street	Elmwood Avenue	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	329	162	7.00		1134	
QRRD-0041	187	Cavell Avenue	Keats Street	Fog Road	King Twp. (Rural)	No	6	Low Class Bituminous	Urban	40 km/h	00400-00999	227	184	8.50	8.50	1564	
NRRD-0038	0	Cedarwood Crescent	Fog Road	End (West)	King Twp. (Rural)	No	6	Low Class Bituminous	Semi-Urban	50 km/h	00400-00999	411	706	8.50	8.00	4369	
NRRD-0081	2080	Cedarwood Crescent	Hillside Drive	Sunset Drive	Nobleton	No	6	Low Class Bituminous	Semi-Urban	50 km/h	00400-00999	411	310	8.50	8.00	2915	
NRRD-0079	0	Cedarwood Crescent	Simon Henry Avenue	End (North)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	589	93	8.50		853	
NRRD-0179	0	Cedarwood Crescent	Sunset Drive	Simon Henry Avenue	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	229	64	8.50	8.80	544	
LRRD-0001	3030	Centre Street	Hillside Drive	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	589	63	8.50		536	
LRRD-0008	3038	Centre Street	Rebellion Way	End (West)	Lloydtown	No	6	High Class Bituminous	Urban	50 km/h	00400-00999	589	117	8.00		992	
YRRD-0006	264	Centre View Avenue	Church Street	Rebellion Way	Lloydtown	No	6	High Class Bituminous	Urban	50 km/h	00008-00049	23	211	6.00	8.20	1055	
YRRD-0020	263	Centre View Avenue	45m E. of Weston Road	Prince Adam Court	Lashay	No	6	High Class Bituminous	Semi-Urban	50 km/h	00050-00199	53	251	6.20	6.40	1825	Structure 0223
KRRD-0007	1148	Chamelain Crescent	Weston Road	45m E. of Weston Road	Lashay	No	6	High Class Bituminous	Urban	50 km/h	00050-00199	171	84	7.00	8.50	705	
NRRD-0205	2126	Chapel Gully Trail	Khazanna Drive	End (Loop)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00199	171	45	8.00	8.50	360	
			Bluff Trail	Bluff Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	361	129	8.00	8.70	1006	

Appendix A - Road Inventory Database (Sorted by Road Name

Unique ID	Previous RRID	Name	Name From	Name To	Community	Boundary Road	Maintenance Class	Surface Material	Roadside Environment	Posted Speed Limit (km/h)	AADT Source	AADT	Road Length (m)	Road Width (m)	Platform Width (m)	Surface Area (m²)	OSIM Culverts/Bridges
KRRD-0034	1086	Charley Street	James Street	Melrose Avenue	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00350	348	112	9.00	9.00	1008	
KRRD-0137	1088	Charles Street	Burns Boulevard	James Street	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00350	348	122	9.00	9.00	1098	
KRRD-0057	1132	Chelsea Lane	Kingscross Drive	Fork	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00042	43	136	6.70	6.70	911	
KRRD-0058	1130	Chelsea Lane	Fork	End (East Cul-de-Sac)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00042	43	138	6.70	6.70	925	
KRRD-0059	0	Chelsea Lane	Fork	End (West Cul-de-Sac)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00198	178	248	6.70	9.70	1658	
NRRD-0004	2065	Chinook Drive	Hiseman Avenue	Hiseman Avenue	King City	No	6	High Class Bituminous	Rural	40 km/h	00000-00042	40	282	6.70		1856	
NRRD-0044	2063	Chinook Drive	Hiseman Avenue	End (North)	Nobleton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00198	94	152	6.30	9.70	832	
NRRD-0071	2064	Chinook Drive	King Road	Hiseman Avenue	Nobleton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00198	94	43	6.30	9.70	271	
KRRD-0083	0	Chuck Grimsby Crescent	Richard Berra Court	Ron Coles Lane	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00042-00998	774	115	6.50	9.70	725	
KRRD-0132	0	Chuck Grimsby Crescent	Ron Coles Lane	Ron Coles Lane	King City	No	6	High Class Bituminous	Urban	40 km/h	00040-00998	497	397	6.50		2780	Structure 0332
KRRD-0134	0	Chuck Grimsby Crescent	Ron Coles Lane	Richard Berra Court	King City	No	6	High Class Bituminous	Urban	40 km/h	00040-00998	497	353	6.00		2604	
LRRD-0007	3040	Church Street	Centre Street	Robellion Way	King City	No	6	High Class Bituminous	Urban	40 km/h	00040-00998	497	418	6.00		3328	
SRRD-0006	3041	Church Street	Edwards Mill Lane	Western Avenue	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00350	271	293	6.60		1934	
SRRD-0022	3046	Church Street	Western Avenue	Castlewood Avenue	Schomberg	No	5	High Class Bituminous	Urban	50 km/h	00040-00998	626	306	8.40	9.40	1756	
SRRD-0026	3040	Church Street	Castlewood Avenue	Centre Street	Schomberg	No	5	High Class Bituminous	Urban	50 km/h	00200-00350	271	137	6.60		904	
SRRD-0052	3041	Church Street	Main Street	Edwards Mill Lane	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	00200-00350	271	992	6.70		7780	Structure 9225
ORRD-0015	81	Churchill Avenue	Weston Road	End (West)	King Twp. (Rural)	No	6	Low Class Bituminous	Semi-Urban	40 km/h	00050-00198	628	46	6.40	9.40	306	
KRRD-0178	0	Claudvieux Street	Wells Orchard Crescent	Tatton Court	King City	No	6	Low Class Bituminous	Semi-Urban	40 km/h	00200-00350	343	1398	6.00	7.30	8376	
KRRD-0075	1056	Clearview Crescent	Keele Street	Clearview Heights	King City	No	5	High Class Bituminous	Urban	40 km/h	00040-00998	422	187	8.00		1496	
KRRD-0113	1058	Clearview Heights	McBride Crescent	Elizabeth Grove	King City	No	5	High Class Bituminous	Semi-Urban	50 km/h	00200-00350	422	75	7.00	8.50	525	
KRRD-0149	1059	Clearview Heights	Clearview Crescent	McBride Crescent	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00040-00998	489	292	7.00	9.00	2044	
NRRD-0184	0	Coastal Trail	Blueberry Run Trail	Nisbens Trail	Nobleton	No	6	High Class Bituminous	Semi-Urban	50 km/h	00040-00998	432	201	7.00	8.50	1407	
KRRD-0222 1	255	Collard Drive	Winter Road	175m N. of Winter Road	King City	No	6	High Class Bituminous	Urban	40 km/h	00040-00998	454	257	8.50		2185	
KRRD-0223 2	1180	Collard Drive	175m N. of Winter Road	Burns Boulevard	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00058-00199	102	154	6.40	9.80	998	
KRRD-9025	256	Collard Drive	Scott Crescent	Winter Road	King City	No	6	High Class Bituminous	Urban	40 km/h	00058-00199	102	166	8.50	8.50	1581	
KRRD-0227	255	Collard Drive	Scott Crescent (West Intersection)	Scott Crescent (East Intersection)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00058-00199	102	245	6.40	9.80	1568	
KRRD-0228	256	Collard Drive	Jane Street	Scott Crescent	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00198	102	552	6.40	9.80	3533	
PRRD-0002	4000	Cook Drive	Shanks Drive	Armstrong Crescent	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00058-00199	102	449	6.40	9.80	2874	
PRRD-0004	4010	Cook Drive	110m W. of Archibald Road	Archibald Road	Pottageville	No	5	High Class Bituminous	Urban	40 km/h	00040-00998	922	238	8.50	8.50	2023	
PRRD-0007	4000	Cook Drive	Munshaw Court	Archibald Road	Pottageville	No	6	High Class Bituminous	Urban	40 km/h	00200-00350	275	231	6.80		1571	
PRRD-0018	4000	Cook Drive	Archibald Road	Shanks Drive	Pottageville	No	5	High Class Bituminous	Urban	40 km/h	00040-00998	922	43	6.50	8.50	368	
PRRD-0014	4000	Cook Drive	Armstrong Crescent	Armstrong Crescent	Pottageville	No	5	High Class Bituminous	Urban	40 km/h	00040-00998	922	119	8.50	8.50	1012	
PRRD-0015	4000	Cook Drive	Armstrong Crescent	Munshaw Court	Pottageville	No	5	High Class Bituminous	Urban	40 km/h	00040-00998	922	141	8.50	8.50	1199	
PRRD-0017	4000	Cook Drive	Munshaw Court	Archibald Road	Pottageville	No	6	High Class Bituminous	Urban	40 km/h	00040-00998	922	169	8.50	8.50	1352	
PRRD-0018	4000	Cook Drive	Lloydtown/Aurora Road	110m W. of Archibald Road	Pottageville	No	5	High Class Bituminous	Urban	40 km/h	00040-00998	922	176	8.50	8.50	1498	
SRRD-0031	3066	Cooper Drive	Archibald Road	Dr. Kay Drive	Schomberg	No	5	High Class Bituminous	Urban	50 km/h	00200-00350	922	114	8.50	8.50	969	
SRRD-0040	3064	Cooper Drive	Dr. Kay Drive	Dr. James Drive	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	01808-01999	1024	306	8.50	8.50	2601	
SRRD-0061	3064	Cooper Drive	Dr. James Drive	Dr. James Drive	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	00200-00350	922	176	8.50	8.50	1498	
SRRD-0073	3004	Cooper Drive	Dr. James Drive	Main Street	Schomberg	No	5	High Class Bituminous	Urban	50 km/h	00405-00998	922	114	8.50	8.50	969	
NRRD-0178	8	Coppermine Court	Main Street	Rice Drive	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	01808-01999	1024	306	8.50	8.50	2601	
KRRD-0011	1180	Cranberry Lane	Paradise Valley Trail	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	01999-01999	1024	113	8.50	8.50	961	
NRRD-0036	2004	Creekview Road	Kingscross Drive	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00400-00998	1024	165	8.50	8.50	1733	
NRRD-0118	2004	Creekview Road	Jamel Avenue	End (South)	Nobleton	No	5	High Class Bituminous	Semi-Urban	40 km/h	00050-00198	459	156	6.70		1357	
NRRD-0087	2000	Cross Avenue	Parkview Drive	Jamel Avenue	Nobleton	No	5	High Class Bituminous	Semi-Urban	40 km/h	00050-00198	72	252	7.30	9.60	1840	
KRRD-0051	1060	Crossley Court	Walter Avenue	Elizabeth Drive	Nobleton	No	6	High Class Bituminous	Semi-Urban	50 km/h	00200-00350	312	196	6.40	8.40	994	
KRRD-0090	1184	Curran Court	Patricia Drive	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Semi-Urban	50 km/h	00200-00350	313	86	6.40	8.40	550	
KRRD-0183	1112	Curtis Crescent	Carmichael Crescent	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00058-00199	183	200	7.30	8.70	1488	
SRRD-0011	3016	Cutler Court	McClure Drive	McClure Drive	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00350	343	202	8.50	8.50	1717	
PRRD-0009	4008	Cutting Crescent	Maynard Drive	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00040-00998	171	174	8.00	8.50	1392	
ORRD-0040 1	283 2	Davis Road	Archibald Road	South Canal Bank Road	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00040-00998	947	900	8.00	8.50	7200	
ORRD-0040 2	41	Davis Road	South Canal Bank Road	180m N. of South Canal Bank Road	Pottageville	No	6	High Class Bituminous	Urban	40 km/h	00050-00198	72	81	8.50	8.50	774	
ORRD-0139	47	Davis Road	180m N. of South Canal Bank Road	2nd Concession	Pottageville	No	6	High Class Bituminous	Urban	50 km/h	00200-00350	459	156	8.70		1357	
ORRD-0080	125	Deerbourne Avenue	2nd Concession	King-Simcoe County Boundary	King Twp. (Rural)	No	4	Low Class Bituminous	Rural	80 km/h	00400-00998	312	196	6.40	8.40	994	
ORRD-0140	0	Deerbourne Avenue	Jane Street	End (East)	King Twp. (Rural)	No	6	Low Class Bituminous	Rural	50 km/h	00400-00998	437	538	8.00	7.80	5634	
KRRD-0208	1166	Dennis Drive	Keele Street	End (West)	King Twp. (Rural)	No	6	Low Class Bituminous	Rural	50 km/h	00050-00198	145	1066	8.00	7.00	6528	
KRRD-0217	0	Dennis Drive	Flindley Avenue	Walkington Way	King City	No	6	Low Class Bituminous	Rural	40 km/h	00050-00198	145	1053	8.00	7.00	6528	
KRRD-0158	1078	Dennison Street	Wellington Way	Burns Boulevard	King City	No	6	High Class Bituminous	Urban	40 km/h	00040-00998	717	717	8.10	8.10	3810	
KRRD-0177 1	1078	Dennison Street	Keele Street	Valleycrest Drive	King City	No	6	High Class Bituminous	Urban	40 km/h	00040-00998	406	346	8.00	8.50	2920	
KRRD-0177 2	1078	Dennison Street	Valleycrest Drive	610m E. of Valleycrest Drive	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00350	393	146	8.70		1270	
KRRD-0177 3	1099	Dennison Street	610m E. of Valleycrest Drive	East Humber Drive	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00198	132	182	8.00	8.50	1536	
KRRD-0187	1003	Dino Street	East Humber Drive	King Boulevard	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00198	132	612	8.00	8.50	4998	
KRRD-0180	1009	Dove Street	Williams Street	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00198	132	371	8.00	8.50	2168	Structure 9293
NRRD-0181	0	Di Meo Lane	Williams Street	Wilson Road	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	00200-00350	202	244	7.00	8.00	1708	
NRRD-0182	0	Di Meo Lane	Wilson Road	Cattlair Court	Nobleton	No	-1	High Class Bituminous	Semi-Urban	50 km/h	00200-00350	203	232	7.00	8.00	1652	
KRRD-0112	1190	Dillane Drive	Cattlair Court	Petersen Place	Nobleton	No	-1	High Class Bituminous	Urban	Not Recorded	00050-00198	131	40	7.90		309	
ORRD-0029	226	Diana Drive	Carmichael Crescent	End (Cul-de-Sac)	King City	No	-1	High Class Bituminous	Urban	Not Recorded	00050-00198	131	47	8.50		400	
ORRD-0219	189	Diana Drive	Highway 27	Hilda Road	King Twp. (Rural)	No	6	High Class Bituminous	Urban	40 km/h	00050-00198	100	300	8.00	8.50	2400	
SRRD-0013	0	Dillane Drive	Hilda Road	End (West)	King Twp. (Rural)	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00198	50	302	6.30	8.70	1903	
SRRD-0049	0	Dillane Drive	Bernyale Street	Dr. Kay Drive	Schomberg	No	5	High Class Bituminous	Semi-Urban	40 km/h	00050-00198	50	354	6.30	9.70	2243	
KRRD-0035	1012	Doctors Lane	Proctor Road	Bernyale Street	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	01808-01999	1092	180	8.00		1820	
SRRD-0009	3070	Dr. James Drive	King Road	End (South)	King City	No	6	High Class Bituminous	Urban	40 km/h	01808-01999	1092	371	8.00		3339	
SRRD-0038	3076	Dr. James Drive	Willard Hunt Court	Cooper Drive	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00200-00350	456	187	12.80	12.80	2138	
SRRD-0042	3076	Dr. James Drive	Merchant Circle	Willard Hunt Court	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00040-00998	456	140	8.50	8.50	1190	
SRRD-0058	3069	Dr. Kay Drive	Cooper Drive	Merchant Circle	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00400-00998	456	99	8.50	8.50	842	
ERRD-0016 1	8888	Dr. Kay Drive	Dillane Drive	Ross Cottage Lane	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	00400-00998	456	119	8.50	8.50	1012	
ERRD-0018 2	3058	Dr. Kay Drive	320m W. of Cooper Drive	Main Street	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	00200-00350	2510	158	9.00	12.00	1404	
SRRD-0021	3060	Dr. Kay Drive	Cooper Drive	320m W. of Cooper Drive	Schomberg	Not Recorded	5	High Class Bituminous	Urban	40 km/h	00200-00350	2510	111	11.00		1254	
ARRD-0001	222	Dufferin Street	Ross Cottage Lane	Cooper Drive	Schomberg	No	6	High Class Bituminous	Semi-Urban	40 km/h	02200-02350	2368	212	19.90	11.70	2170	Structure 9334
ARRD-0002	222	Dufferin Street	King Street	Bernhardt Road	Ansnorveldt	No	5	High Class Bituminous	Urban	50 km/h	02200-02350	2510	88	9.00	12.00	776	
ARRD-0004	223	Dufferin Street	Bernhardt Road	Emma Road	Ansnorveldt	No	5	High Class Bituminous	Semi-Urban	40 km/h	02200-02350	2147	406	6.70	8.60	2734	
ORRD-0069	323	Dufferin Street	Emma Road	Williamsburg Road	Ansnorveldt	No	5	High Class Bituminous	Semi-Urban	40 km/h	02200-02350	2147	611	6.70	8.58	4084	
ORRD-0091	129	Dufferin Street	Graham Sideroad	End (North)	King Twp. (Rural)	No	6	Gravel	Semi-Urban	40 km/h	02200-02350	2147	398	6.70	8.90	2973	
ORRD-0094	239	Dufferin Street	Williamsburg Road	Juliana Road	King Twp. (Rural)	No	6	Gravel	Rural	80 km/h	00050-00198	14	343	6.70	8.90	3836	
ORRD-0011	111	Dufferin Street	Miller's Sideroad	630m N. of Miller's Sideroad	King Twp. (Rural)	No	4	High Class Bituminous	Semi-Urban	40 km/h	02200-02350	2147	480	6.70	8.60	3216	
ORRD-0037 1	289	Dufferin Street	1.46m N. 19th Sideroad	Davis Drive West	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01200-01350	1833	637	7.00	9.80	4389	
ORRD-0037 2	291	Dufferin Street	19th Sideroad	400m. N. 19th Sideroad	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00400-00998	484	1139	6.60	9.60	10939	
NRRD-0048	165	Dufferin Street	400m. N. 19th Sideroad	1.46m N. 19th Sideroad	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	00400-00998	484	403	6.60	9.60	2618	
ORRD-0178	31	Dufferin Street	Davis Drive West	Glenville Road	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00400-00998	484	988	6.00	9.60	9541	
ORRD-0199	187	Dufferin Street	Aviterra Road	Graham Sideroad	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01000-01350	1418	45	6.60	9.60	293	
ORRD-0227	153	Dufferin Street	Glenville Road	Miller's Sideroad	King Twp. (Rural)	No	5	High Class Bituminous	Semi-Urban	40 km/h	02200-02350	2147	553	6.70	8.70	3705	
ORRD-0286	321	Dufferin Street	19th Sideroad	19th Sideroad	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01000-01350	1418	2057	7.70	9.60	15839	
NRRD-0010	0	Dufferin Vista Court	630m N. of Miller's Sideroad	King Street	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01000-01350	1418	1510	7.20	9.90	14848	
NRRD-0042	3078	Dufferin Vista Court	Summit Ridge Drive	End (Cul-de-Sac)	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	01000-01998	1633	995	9.90	10.20	6864	Structure 9012
NRRD-0043	345	Dufferin Vista Court	Summit Ridge Drive	Ben Boy Avenue	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00200-00350	329	43	8.70		374	
NRRD-0033	1082	East Humber Drive	Hobleton Lake Drive	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00350	329	84	8.70	8.70	731	
KRRD-0186	1082	East Humber Drive	Humber Valley Crescent	Dempsey Street	King City	No	5	High Class Bituminous	Urban	50 km/h	00050-00198	115	190	8.50	8.50	1530	
KRRD-0181	1082	East Humber Drive	Keele Street	Humber Valley Crescent	King City	No	5	High Class Bituminous	Urban	40 km/h	01000-01998	1033	82	8.00	8.50	656	
KRRD-0182	1082	East Humber Drive	Dennison Street	End (East)	King City	No	5	High Class Bituminous	Urban	40 km/h	01000-01998	1033	244	8.00	9.50	1953	
KRRD-0123	341	Eden Vista Drive	Humber Valley Crescent	Humber Valley Crescent	King City	No	5	High Class Bituminous	Urban	40 km/h	01000-01998	1033	97	8.00	8.50	776	
KRRD-0008	299	Edward Avenue	Fairfield Drive	End (West)	King Twp. (Rural)	No	6	High Class Bituminous	Urban	40 km/h	01000-01998	1033	517	8.00	8.50	4136	
KRRD-0150	178	Edward Avenue	Jane Street	End (West)	King Twp. (Rural)	No	4	Gravel	Urban	40 km/h	00050-00198	198	1088	8.00	8.50	9688	Structure 9013
KRRD-0253	4020	Edward Pottage Crescent	Aileen Avenue	Jane Street	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00050-00198	97	814	8.00	7.90	6851	
ORRD-0254	4023	Edward Pottage Crescent	Lloydtown/Aurora Road	Edward Pottage Crescent (Cul-de-Sac)	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	00400-00998	743	613	8.90	8.70	3982	
ORRD-0255	181	Edward Pottage Crescent	235m N. of Lloydtown/Aurora Road	Edward Pottage Crescent (Cul-de-Sac)	King Twp. (Rural)	No	5	High Class Bituminous	Urban	50 km/h	00200-00350	213	224	8.50	8.50	1904	
KRRD-0240	241	Edward Pottage Crescent (Cul-de-Sac)	Lloydtown/Aurora Road	235m N. of Lloydtown/Aurora Road	King Twp. (Rural)	No	5	High Class Bituminous	Urban	50 km/h	00200-00350	213	164	8.50	8.50	1394	
LRRD-0047	3047	Edwards Mill Lane	Edwards Mill Lane	End (Cul-de-Sac)	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	00200-00350	215	234	6.50	8.50	1989	
NRRD-0137	2018	Elizabeth Drive	Church Street	End (North)	Schomberg	No	6	High Class Bituminous	Urban	50 km/h	00200-00350	215	90	6.50	8.50	810	
NRRD-0203	2018	Elizabeth Drive	Cobbs Avenue	End (North)	Nobleton	No	6	High Class Bituminous	Urban	50 km/h	00200-00350	15	54	5.00	5.00	270	
KRRD-0092	1064	Elizabeth Grove	Keele Street	Cross Avenue	Nobleton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00350	214	74	7.30	8.70	540	
KRRD-0038	1064	Elizabeth Grove	Clearview Heights	Patricia Drive	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00350	248	380	7.30	8.70	2774	
KRRD-0107	1064	Elizabeth Grove	McBride Crescent	Patton Street	King City	No	5	High Class Bituminous	Urban	40 km/h	00200-00350	204	88	9.00	8.50	792	
KRRD-0139 1	0	Elizabeth Grove	Banner Lane	Clearview Heights	King City	No	6	High Class Bituminous	Semi-Urban	50 km/h	00040-00998	800	185	7.00	9.00	1296	
KRRD-0139 2	1064	Elizabeth Grove	110m E. of Patton Street	Banner Lane	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00350	204	45	8.00	8.50	360	
KRRD-0145	1064	Elizabeth Grove	Patton Street	110m E. of Patton Street	King City	No	5	High Class Bituminous	Urban	40 km/h	00040-00998	800	56	7.00		392	
NRRD-0014	2039	Ellis Avenue	Keele Street	McBride Crescent	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	00040-00998	800	107	7.00	9.00	748	
NRRD-0072	2039	Ellis Avenue	Wellington Street	Robinson Road	Nobleton	No	5	High Class Bituminous	Semi-Urban	50 km/h	00400-00998	809	213	7.00	9.00	1491	
NRRD-0074	2039	Ellis Avenue	Robinson Road	Faris Avenue	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01998	1216	314	8.50	8.50	2669	
NRRD-0113	2055	Ellis Avenue	Faris Avenue	Henry Gate	Nobleton	No	5	High Class Bituminous	Urban	50 km/h	01000-01998	1216	114	8.50	8.50	969	
NRRD-0125	2055	Ellis Avenue	Henry Gate	End (West)	Nobleton	No	5	High Class Bituminous	Urban	50 km/h	01000-01998	1216	124	8.50	8.50	1054	
NRRD-0134	2037	Ellis Avenue	Wilde Avenue	Wilde Avenue	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00400-00998	536	56	8.20	8.50	484	
			Highway 27	Wellington Street	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00400-00998	536	286	8.00	8.50	2288	
											01000-01998	1076	154	8.50	8.50	1309	

Appendix A - Road Inventory Database (Sorted by Road Name

Municipal ID	Previous RRS ID	Name	Name From	Name To	Community	Boundary Road	Maintenance Class	Surface Material	Roadside Environment	Posted Speed Limit (kph)	AADT Range	AADT	Road Length (m)	Road Width (m)	Platform Width (m)	Surface Area (m² ±5%)	OSIM Culvert/Bridge
KRRD-0156	0	Elmers Lane	15th Sideroad	Lake Merle Trail	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	518	236	6.00		1888	
KRRD-0231	0	Elmers Lane	Lake Merle Trail	Sir Henry Court	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	518	319	6.00		2520	
ORRD-0144	231	Elmgrove Trail	Mill Road	End (West)	King Twp. (Rural)	No	4	Gravel	Semi-Urban	60 km/h	00050-00199	153	487	4.00	5.00	2435	
BRRD-0056	3044	Elmwood Avenue	Western Avenue	Castlewood Avenue	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	104	136	8.50	8.50	1156	
ARRD-0006	329	Emma Road	Dufferin Street	End (West)	Aurora/rural	No	4	Gravel	Rural	80 km/h	00700-00999	253	873	5.10	6.10	5848	
ORRD-0104	119	Enderby Hall	Dufferin Street	End (Cul-de-Sac)	King Twp. (Rural)	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	118	297	8.60	9.50	2376	
ORRD-0045	180	Fairfield Drive	Enderby Hall	Eden Vista Drive	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	555	405	8.60	8.50	3443	
ORRD-0056	347	Fairfield Drive	Eden Vista Drive	Hardcastle Drive	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	555	207	8.60	9.50	1656	
ORRD-0074	54	Fairfield Drive	Hardcastle Drive	Enderby Hall	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	555	114	8.60	8.50	812	Structure 0301
ORRD-0122	363	Fairfield Drive	Enderby Hall	Eden Vista Drive	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	555	241	8.60	8.50	1929	
ORRD-0236	30	Fairfield Drive	Hardcastle Drive	Dufferin Street	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	555	345	8.60	8.50	2760	
NRRD-0017	2123	Fairmount Ridge Trail	Anderson Cove Trail	West Coast Trail	Nobleton	No	5	High Class Bituminous	Urban	50 km/h	01000-01999	1637	81	8.70	8.70	706	
NRRD-0019	2133	Fairmont Ridge Trail	Black Duck Trail (Traffic Circle)	Anderson Cove Trail	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1637	88	8.70	8.70	660	
NRRD-0154	2133	Fairmont Ridge Trail	West Coast Trail	Bishorn Trail	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1637	82	8.70	8.70	713	
NRRD-0199	2133	Fairmont Ridge Trail	Bishorn Trail	Fairmont Ridge Trail (Traffic Circle)	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1637	81	8.70	8.70	705	
NRRD-0174	6	Fairmont Ridge Trail	Blueberry Run Trail	Kettle Valley Trail	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1576	79	8.60		672	
NRRD-0181	0	Fairmont Ridge Trail	Kettle Valley Trail	Highway 27	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1578	353	8.60		2376	
NRRD-0223	0	Fairmont Ridge Trail	Highway 27	Blueberry Run Trail	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1578	65	8.50		553	
NRRD-0229	0	Fairmont Ridge Trail / Black Duck Trail (Traffic Circle)	Black Duck Trail	Ella Avenue	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	01000-01999	1578	82	8.70		713	
NRRD-0217	0	Fairmont Ridge Trail / Sampson Trail (Traffic Circle)	Sampson Trail	135m W. of Kinsley Street	Nobleton	No	6	High Class Bituminous	Urban	30 km/h	01000-01999	1578	87	6.70		650	
NRRD-0078	2048	Farris Avenue	135m W. of Kinsley Street	Ella Avenue	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	184	88	4.00	8.50	760	
NRRD-0079	0	Farris Avenue	Kinsley Street	135m W. of Kinsley Street	Nobleton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00199	184	88	4.00	8.50	760	
NRRD-0244	2044	Farris Avenue	20m W. of Wellington Street	Kinsley St	Nobleton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00999	243	139	7.90	9.90	952	
NRRD-0095	2129	Fairmorest Court	Woodhill Avenue	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00999	299	187	8.70	8.70	1159	
KRRD-0135	1162	Findley Avenue	Burns Boulevard	Dennis Drive	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	98	200	8.10	8.70	1520	
KRRD-0297	1182	Findley Avenue	Dennis Drive	Burns Boulevard	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00999	264	183	8.50	8.50	1641	
KRRD-0150	1014	Fisher Street	King Road	End (Cul-de-Sac)	King City	No	5	High Class Bituminous	Urban	40 km/h	00200-00999	264	378	8.00	8.50	2956	
ORRD-0182	367	Fog Road	Carrell Avenue	End (North)	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00999	296	201	8.00	8.50	1608	
KRRD-0140	1048	Forest Crescent	140m E. of Bernat Drive	Bernat Drive	King Twp. (Rural)	No	6	Low Class Bituminous	Semi-Urban	50 km/h	00200-00199	147	527	5.50	6.50	2899	
KRRD-0237	1044	Forsta Crescent	Bernat Drive	140m E. of Bernat Drive	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00999	296	283	8.00	8.50	2244	
ORRD-0184	153	Forest Trail	Humber Trail	End (South)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00999	296	140	7.00	10.00	980	
NRRD-0098	2030	Forsteros Crescent	Highwood Drive	End (Cul-de-Sac)	King Twp. (Rural)	No	6		Rural	50 km/h	00050-00199	98	190	5.00		1200	
KRRD-0041	0	Fourth Street	West Street	End (East)	Nobleton	No	6	Gravel	Rural	50 km/h	00050-00199	153	41	5.00	6.00	246	
KRRD-0181	0	Galeddy Court	Celine Gate	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	98	76	6.60	8.40	903	
NRRD-0188	0	Gent Cyclers Court	Middlehead Trail	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	50 km/h	00050-00199	72	28	6.00		168	
NRRD-0125	2122	Gilbert Fuller Drive	Woodhill Avenue	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00999	98	124	8.20		1017	
NRRD-0043	1118	Gilligan Circle	McClure Drive	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	458	156	8.70		1357	
ORRD-0111.1	317	Glenville Road	Davis Drive West	140m N. of Davis Drive West	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00999	36	263	8.00	8.50	2104	
ORRD-0111.2	297	Glenville Road	140m N. of Davis Drive West	Dufferin Street	King Twp. (Rural)	No	-1	High Class Bituminous	Urban	40 km/h	00200-00999	36	98	8.00	8.50	784	
NRRD-0043	2031	Goodfellow Crescent	600m W. of Hill Farm Road (West Intersection)	Dufferin Street	King Twp. (Rural)	No	-1		Rural	Not Recorded	00050-00199	85	142	5.70	6.70	909	
NRRD-0042	2036	Goodfellow Crescent	Hill Farm Road	500m W. of Hill Farm Road	Nobleton	No	5	Gravel	Rural	Not Recorded	00050-00199	85	782	5.70	6.70	5106	
ORRD-0120	0	Graham Boulevard	Dufferin Street	End (West)	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	524	210	8.00	8.50	1680	
ORRD-0124	66	Graham Boulevard	Bathurst Street	Pumphouse Road	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	524	595	8.00	8.50	3880	
ORRD-0154	237	Graham Boulevard	Pumphouse Road	Dufferin Street	King Twp. (Rural)	No	5	Gravel	Rural	50 km/h	00200-00999	253	257	8.10	8.10	2397	
KRRD-0188	0	Great Heron Court	King Boulevard	End (Cul-de-Sac)	King Twp. (Rural)	No	5	High Class Bituminous	Rural	50 km/h	01000-01999	1522	1568	7.20	8.80	11790	
NRRD-0088	0	Greenbee Lane	Strutins Trail	Westbrooke Boulevard	King City	No	6	High Class Bituminous	Rural	50 km/h	01000-01999	1522	473	6.70	9.10	3169	
NRRD-0085	2027	Greenside Drive	Highwood Drive	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	98	190	5.00		1200		
NRRD-0121	2027	Greenside Drive	Nobleton	Hill Farm Road	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00999	361	181	8.00		1298	
NRRD-0141	2027	Greenside Drive	Hill Farm Road	Nobleton Drive	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00200-00999	2186	378	9.60	9.80	3724	
NRRD-0237	2027	Greenside Drive	Nobleton Drive	Highwood Drive	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00200-00999	2186	40	8.60	9.80	392	
KRRD-0008	1106	Hambly Avenue	King Road	35m N. of King Road	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	00200-00999	2186	261	8.90	8.80	2558	
KRRD-0048	1102	Hambly Avenue	60m S. of Humber Crescent	End	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00999	2186	35	8.80	8.80	343	
KRRD-0077	0	Hambly Avenue	Humber Crescent	Heritage Park	King City	No	6	High Class Bituminous	Urban	40 km/h	00999-00199	73	49	8.00	8.80	529	
KRRD-0085	0	Hambly Avenue	30m N. of Humber Crescent	Martin Street	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00399	300	55	7.00	9.40	385	
KRRD-0115	1102	Hambly Avenue	Martin Street	90m N. of Martin Street	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	253	47	8.00		376	
KRRD-0249	1103	Hambly Avenue	Heritage Park	Humber Crescent	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	253	78	8.00		1200	
KRRD-0241	1100	Hambly Avenue	Humber Crescent	30m N. of Humber Crescent	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00399	300	44	7.00	8.40	308	
KRRD-0243	1109	Hambly Avenue	30m N. of Humber Crescent	60m S. of Humber Crescent	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00399	300	49	7.00	8.40	343	
NRRD-0022	2068	Hawaiian Avenue	90m N. of Martin Street	Norman Drive	King City	No	6	High Class Bituminous	Semi-Urban	50 km/h	00200-00399	300	50	7.00	8.40	350	
NRRD-0029	2069	Hawaiian Avenue	Norman Drive	Chinook Drive	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	300	17	8.00	8.80	136	
NRRD-0050	2068	Hawaiian Avenue	Chinook Drive	Chinook Drive	Nobleton	No	5	High Class Bituminous	Semi-Urban	40 km/h	00400-00999	780	12	6.30	9.80	76	
NRRD-0064	2068	Hawaiian Avenue	Chinook Drive	Nobleton	Nobleton	No	5	High Class Bituminous	Semi-Urban	40 km/h	00200-00999	222	200	8.10	8.50	1700	
NRRD-0128	2068	Hawaiian Avenue	Hazelbury Drive	Hanley Drive	Nobleton	No	5	High Class Bituminous	Semi-Urban	40 km/h	00400-00999	780	88	8.30	8.80	805	
NRRD-0002	2124	Hawthorne Valley Road	Hanley Drive	End (Cul-de-Sac)	Nobleton	No	5	High Class Bituminous	Semi-Urban	40 km/h	00400-00999	780	84	8.20	8.80	693	
NRRD-0049	2072	Hazelbury Drive	Woodhill Avenue	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00999	299	79	8.30	8.50	498	
NRRD-0148	2070	Hazelbury Drive	Hawthorne Avenue	Wilgen Road	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00999	944	963	8.00	8.50	4488	
NRRD-0099	2050	Henry Gate	Hawaiian Avenue	Wilgen Road	Nobleton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00399	361	178	6.30	8.30	1071	
KRRD-0028	1106	Herbster Park	King Road	Ella Avenue	Nobleton	No	5	High Class Bituminous	Semi-Urban	40 km/h	00050-00199	131	178	6.00	8.20	1054	
KRRD-0068	19	Hicks Road	Kyle Street	Hendry Avenue	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	582	115	8.50	8.50	978	
NRRD-0003	2034	Hill Farm Road	Diane Drive	End (Cul-de-Sac)	King Twp. (Rural)	No	6	High Class Bituminous	Semi-Urban	50 km/h	00400-00999	486	117	7.00	8.40	819	
NRRD-0015	2035	Hill Farm Road	Goodfellow Crescent	Organdale Drive	Nobleton	No	5	High Class Bituminous	Semi-Urban	40 km/h	00999-00199	72	340	6.70	8.50	2278	Structure 0303
NRRD-0116	2035	Hill Farm Road	Organdale Drive	Goodfellow Crescent	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1654	261	8.00	8.50	2088	
NRRD-0123	2034	Hill Farm Road	Goodfellow Crescent	Bluff Trail (Traffic Circle)	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1654	292	8.00	8.50	2336	
NRRD-0126	2034	Hill Farm Road	Bluff Trail (Traffic Circle)	Goodfellow Crescent	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1654	801	8.00	8.50	6408	
NRRD-0183	2034	Hill Farm Road	Goodfellow Crescent	Lynwood Crescent	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1654	145	8.00	8.50	1160	
ORRD-0172	53	Hilland Drive	Lynwood Crescent	Wilgen Road	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1654	118	8.00	8.50	978	
NRRD-0010	2054	Hillside Drive	Loch Erne Lane	End (Cul-de-Sac)	King Twp. (Rural)	No	6	High Class Bituminous	Urban	40 km/h	01000-01999	1654	118	8.60	8.50	823	
NRRD-0011	2053	Hillside Drive	Nobleview Drive	End (West)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	115	139	8.00	8.50	1112	
NRRD-0012	2053	Hillside Drive	Midway	Nobleview Drive	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00050-00049	72	82	8.50	8.50	627	
ORRD-0048	221	Hodgson Avenue	Cedarwood Crescent	Midway	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	70	131	8.60	8.50	1116	
ORRD-0158	217	Hodgson Avenue	19th Sideroad	William's Court	King Twp. (Rural)	No	5	Low Class Bituminous	Semi-Urban	40 km/h	00050-00199	70	206	8.50	8.50	1758	
ORRD-0212	0	Hogan Court	William's Court	19th Sideroad	King Twp. (Rural)	No	6	Low Class Bituminous	Semi-Urban	50 km/h	00200-00399	300	264	8.70	9.00	1795	Structure 0237
ORRD-0195	67	Holgate Road	Langdon Drive	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00399	300	719	8.70	8.70	4817	Structure 0214
ORRD-0055	1026	Hollingsworth Drive	Highway 9	2nd Concession	King Twp. (Rural)	No	4	High Class Bituminous	Urban	40 km/h	00200-00399	329	552	8.50		4862	
ORRD-0088	1022	Hollingsworth Drive	Patton Street	End (West)	King City	No	5	Low Class Bituminous	Rural	80 km/h	00050-00199	185	1426	6.70	8.00	10223	
NRRD-0089	2032	Hollywood Crescent	Patton Street	Kingsmere Drive	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00199	72	140	7.80	8.70	980	
NRRD-0229	2032	Hollywood Crescent	Nobleswood Drive	115m E. of Nobleswood Drive	Nobleton	No	5	High Class Bituminous	Semi-Urban	40 km/h	00050-00199	193	277	8.20	9.80	1717	
KRRD-0185	1104	Humber Crescent	115m E. of Nobleswood Drive	End (Cul-de-Sac)	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00050-00199	534	114	8.00	8.50	812	
KRRD-0121	349	Humber Trail	Hambly Avenue	Hill Road	King City	No	8	High Class Bituminous	Semi-Urban	40 km/h	00200-00399	315	261	8.60	8.50	2088	
ORRD-0141	101	Humber Trail	Mill Road	End (West)	King Twp. (Rural)	No	8			40 km/h	00200-00399	314	341	7.60	8.20	2387	
ORRD-0178	1064	Humber Trail	Forest Trail	End (West)	King Twp. (Rural)	No	6	Gravel	Rural	60 km/h	00050-00199	153	183	6.00	8.00	1098	
KRRD-0099	2140	Humber Valley Crescent	East Humber Drive	East Humber Drive	King City	No	6	High Class Bituminous	Urban	50 km/h	00050-00199	153	328	6.00	8.00	1968	
KRRD-0161	0	James Bowman Court	Panhaighta Trail	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	693	618	8.00	8.50	4944	
KRRD-0122	0	James Stokes Court	Nhishoni Road	Peter Glass Road	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	80	137	8.80	8.80	1206	
KRRD-0154	0	James Stokes Court	Raymond Lava Court	Kingham Road	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	178	229	8.00		1809	
KRRD-0158	0	James Stokes Court	Peter Glass Road	End (East)	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	178	104	8.00		832	
KRRD-0044	1080	James Street	Peter Glass Road	Raymond Lava Court	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	178	48	8.00		382	
ORRD-0017	229	John Street	John Street	Charles Street	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	179	111	8.00		888	
ORRD-0179	197	Jane Street	South Canal Bank Road	Woodchoppers Lane	King Twp. (Rural)	No	4	High Class Bituminous	Semi-Urban	40 km/h	00050-00199	179	293	8.20	8.50	1905	
ORRD-0252	99	Jane Street	Woodchoppers Lane	Edward Avenue	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	00400-00999	886	845	8.80	9.20	4388	
ORRD-0132	2026	Janet Avenue	Davis Drive West	Bough Canal Bank Road	King Twp. (Rural)	No	3	High Class Bituminous	Rural	80 km/h	00400-00999	963	681	8.80	7.90	4485	Structure 0211
KRRD-0006	1186	Jane Street	Creekview Road	Nobleton	King Twp. (Rural)	No	6	High Class Bituminous	Rural	80 km/h	00400-00999	721	616	8.40	8.40	5971	
BRRD-0037	3044	Jardinson Grove	Tawas Trail	Carmichael Crescent	King City	No	6	High Class Bituminous	Urban	50 km/h	00050-00199	129	311	8.50	8.50	2644	
KRRD-0017	1088	Jessica Avenue	Cowpar Drive	Cooper Drive	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00200-00999	254	232	8.00	8.50	1856	
KRRD-0192	1088	John Street	Jessica Street	Mathews Avenue	King City	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	456	273	8.50	8.50	2321	
KRRD-0147	0	John Street	King Road	James Street	King City	No	6	High Class Bituminous	Semi-Urban	50 km/h	00050-00199	192	110	7.00	8.50	770	
ORRD-0211	155	John Tanner Court	Langdon Drive	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00199	192	117	7.00	8.50	819	
ORRD-0185	2036	Julliana Road	Dufferin Street	End (East)	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00050-00199	278	43	6.00		344	
ORRD-0014	81	Keaka Road	Goodfellow Crescent	End (Cul-de-Sac)	Nobleton	No	6		Rural	80 km/h	00200-00999	253	1090	5.20	8.10	8648	
ORRD-0020	311	Keala Street	Keelaley Road	19th Sideroad	King Twp. (Rural)	No	6	High Class Bituminous	Urban	50 km/h	00050-00199	72	185	8.90	8.50	1573	
ORRD-0021	41	Keala Street	Mapletown/Hungry Road Traffic Circle	Keelaley Road	King Twp. (Rural)	No	5	High Class Bituminous	Rural	50 km/h	00200-00999	2364	931	8.10	7.90	6068	
ORRD-0078	396	Keala Street	110m N. of Woodchoppers Lane	Strawberry Lane	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01000-01999	1868	1365	8.70	8.50	9145	
ORRD-0085	0	Keala Street	Davis Drive West	1.45km N. of Davis Drive West	King Twp. (Rural)	No	3	High Class Bituminous	Rural	80 km/h	01000-01999	1809	755	8.50	8.50	4834	
ORRD-0086	186	Keala Street	Strawberry Lane	Lindsay Road	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01000-01999	1683	1456	7.90	8.70	10185	
ORRD-0087	395	Keala Street	Woodchoppers Lane	110m N. of Woodchoppers Lane	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01000-01999	1748	293	8.70	8.70	1883	
ORRD-0096	7	Keala Street	19th Sideroad	19th Sideroad	King Twp. (Rural)	No	4	High Class Bituminous	Semi-Urban	80 km/h	01000-01999	1809	107	8.00		856	
ORRD-0139	280	Keala Street	19th Sideroad	Davis Drive West	King Twp. (Rural)	No	5	High Class Bituminous	Rural	60 km/h	02000-02999	2250	18	8.10		110	Structure 0018
ORRD-0214	281A	Keala Street	Lindsay Road	King Street	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	01000-01999	1922	2055	8.70	8.50	13791	
ORRD-0186	0	Kennedyville Road	1.45km N. of Davis Drive West	Woodchoppers Lane	King Twp. (Rural)	No	3	High Class Bituminous	Rural	80 km/h	01000-01999	1748	448	8.70	8.70	3902	
			15th Sideroad	End (Cul-de-Sac)	King Twp. (Rural)	No	6	High Class Bituminous	Rural	80 km/h	01000-01999	1683	529	7.00	9.70	3640	
								High Class Bituminous	Rural	40 km/h	00200-00999	327	446	6.70	8.50	2988	

Appendix A - Road Inventory Database (Sorted by Road Name)

Municipal ID	Previous RRS ID	Name	Name From	Name To	Community	Boundary Road	Maintenance Class	Surface Material	Roadside Environment	Posted Speed Limit (km/h)	AADT Status	AADT	Road Length (m)	Road Width (m)	Platform Width (m)	Surface Area (m² rdwy)	OSM Culvert/Bridge
NRRD-0043	2086	Kehoe Court	Russell Bridge Drive	End (Cul-de-Sac)	Hobbiton	No	6	High Class Bituminous	Urban	40 km/h	00000-00198	66	185	8.50	8.90	1573	
KRRD-0060	1139	Kerl Court	Khagagosa Drive	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	72	123	8.70	8.70	1070	
NRRD-0211	0	Kettle Valley Trail	Perthdalings Trail	Feltmarsh Ridge Trail	Hobbiton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00004	72	123	8.70		1070	
BRRD-0001	103	Kettleby Road	Keele Street	Lamb Avenue	Kettleby	No	5	High Class Bituminous	Urban	50 km/h	00000-00000	458	205	8.50		1743	
BRRD-0002	106	Kettleby Road	Lamb Avenue	Jane Street	Kettleby	No	5	High Class Bituminous	Rural	80 km/h	01000-01000	1098	1486	8.30	8.30	9418	Structure 0008 & 0025
KRRD-0224	1000	King Boulevard	King Road	Dew Street	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	01000-01000	1198	593	8.60	9.40	4660	Structure 0024
QRRD-0113	217	King Hills Lane	Dew Street	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	423	183	8.60	9.00	1676		
ARRD-0006	315	King Street	200m E. of Jane Street	King Twp. (Rural)	No	5	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	423	178	8.60	8.00	1008		
QRRD-0183	0	King Street	Dufferin Street	King St. Fork	No	5	Gravel	Rural	70 km/h	00000-00000	97	304	8.10	8.10	1854		
QRRD-0116	87	King View Crescent	King St. Fork	Keele Street	No	5	High Class Bituminous	Rural	40 km/h	01000-01000	1104	234	8.10	7.30	1427		
QRRD-0179	188	King View Crescent	Lang Road	End (Cul-de-Sac)	King Twp. (Rural)	No	5	High Class Bituminous	Rural	60 km/h	01000-01000	1104	1884	8.10	7.30	11523	
QRRD-0173	191	King View Crescent	King View Crescent (Fork)	Lang Road	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00000-00000	288	365	8.70	8.00	3445	
QRRD-0177	33	King View Crescent	17th Sideroad	King View Crescent	King Twp. (Rural)	No	5	High Class Bituminous	Rural	50 km/h	00000-00000	288	317	8.70	8.00	2734	
KRRD-0150	0	Kingdom Road	King View Crescent (Fork)	End (Cul-de-Sac)	King Twp. (Rural)	No	5	High Class Bituminous	Semi-Urban	60 km/h	00000-00000	288	116	8.70	11.00	777	Structure 0018 & 0316
QRRD-0184	220	Kingsbridge Drive	King Road	James Bridge Court	King City	No	6	High Class Bituminous	Rural	80 km/h	00000-00000	288	293	8.70	10.00	1953	Structure 0305
KRRD-0003	1122	Kingscross Drive	John Street	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	348	199	8.00		1352	
KRRD-0004	1142	Kingscross Drive	Chelsea Lane	Manjou Drive	King City	No	5	High Class Bituminous	Semi-Urban	50 km/h	00000-00000	218	898	8.50	8.00	5824	Structure 0018
KRRD-0018	1144	Kingscross Drive	Manjou Drive	Champlain Crescent	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	01000-01000	1303	742	8.70	8.70	4971	Structure 0339
KRRD-0020	1123	Kingscross Drive	Champlain Crescent	Snowberry Lane	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	881	304	8.70	9.70	2637	
KRRD-0021	1123	Kingscross Drive	Snowberry Lane	Leichtart Lane	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	881	295	8.00	11.00	2290	
KRRD-0035	1122	Kingscross Drive	Leichtart Lane	McKeller Lane	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	01000-01000	1303	143	8.70	8.70	954	
KRRD-0048	1144	Kingscross Drive	McKeller Lane	Karl Court	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	01000-01000	1303	136	8.70	8.70	911	
KRRD-0079	1144	Kingscross Drive	Champlain Crescent	Cranberry Lane	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	01000-01000	1303	425	8.70	9.70	2847	
KRRD-0062	1122	Kingscross Drive	Snowberry Lane	Westeaig Circle	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	881	256	8.00	11.00	2048	
KRRD-0058	1028	Kingsford Court	Karl Court	Chelsea Lane	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	881	231	8.00	11.00	1848	Structure 0329
KRRD-0072	1024	Kingsford Drive	Hollingsworth Drive	Banner Lane	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	01000-01000	1303	172	8.70	8.70	1152	
KRRD-0109	1026	Kingsford Drive	Patton Street	End (West)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	294	98	7.00	8.90	672	
QRRD-0242	206	Kingswood Drive	Jane Street	Hollingsworth Drive	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	294	193	8.50	9.20	1673	
KRRD-0077	1145	Kingsworth Road	Shaftsbury Lane	End (Cul-de-Sac)	King Twp. (Rural)	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	294	203	7.00	9.40	1421	
KRRD-0100	1145	Kingsworth Road	Westeaig Circle	Welch Hill Road	King City	No	6	High Class Bituminous	Urban	50 km/h	00000-00000	88	983	8.50	8.50	8198	
NRRD-0198	3044	Kinsley Street	Blueberry Lane	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	236	454	6.90	8.70	2988		
KRRD-0201	0	Lake Maria Trail	King Road	Faris Avenue	Hobbiton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	236	870	6.60	8.20	3782	Structure 0331
KRRD-0202	0	Lake Maria Trail	Sir Henry Court	Elmers Lane	King City	No	6	High Class Bituminous	Semi-Urban	50 km/h	00000-00000	236	144	6.70	7.90	965	
QRRD-0057	271	Lang Road	19th Sideroad	Sir Henry Court	King City	No	5	High Class Bituminous	Urban	40 km/h	00000-00000	516	86	8.00		688	
KRRD-0146	0	Langdon Drive	King View Crescent	End (South)	King Twp. (Rural)	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	516	73	6.70		489	
KRRD-0218	0	Langdon Drive	190m N. of Wallbridge Way	John Tanner Court	King City	No	6	High Class Bituminous	Semi-Urban	50 km/h	00000-00000	15	98	6.70	11.60	678	
KRRD-0220	0	Langdon Drive	John Tanner Court	Tiers Court	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	278	92	8.00		720	
KRRD-0221	0	Langdon Drive	Tiers Court	Hogan Court	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	278	143	8.00		1144	
KRRD-0236	1172	Langdon Drive	Hogan Court	Burns Boulevard	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	278	163	8.00		1464	
NRRD-0181	9	Larkin Avenue	Wallbridge Way	190m N. of Wallbridge Way	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	278	67	8.00		536	
NRRD-0182	0	Larkin Avenue	Mahaffy Court	Starrett Street	Hobbiton	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	278	177	8.00	8.50	1505	
NRRD-0183	0	Larkin Avenue	Starrett Street	Willdig Avenue	Hobbiton	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	302	158	8.50		1422	
YRRD-0011	0	Lashley Lane	Bayland Drive	Bayland Drive	Hobbiton	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	302	208	8.50		1777	
YRRD-0001	244 1	Lashley Mills Drive	Weston Road	End (East)	Lashley	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	302	115	8.50		978	
YRRD-0012	244 2	Lashley Mills Drive	Weston Road	Rolling Court	Lashley	No	6	Low Class Bituminous	Rural	50 km/h	00000-00000	26	147	4.20		617	
KRRD-0088	0	Lavender Valley Road	Rolling Court	End (Cul-de-Sac)	Lashley	No	5	High Class Bituminous	Urban	50 km/h	00000-00000	243	107	8.00		856	
KRRD-0117	0	Lavender Valley Road	Basil Ridge Court	Rita Court	King City	No	5	High Class Bituminous	Urban	50 km/h	00000-00000	243	87	8.00		696	
KRRD-0118	0	Lavender Valley Road	Spring Hill Drive	Basil Ridge Court	King City	No	5	High Class Bituminous	Urban	40 km/h	00000-00000	627	83	8.00		535	
QRRD-0205	0	Leonard Road	Rita Court	Warren Road	King City	No	5	High Class Bituminous	Urban	50 km/h	00000-00000	627	78	8.00		504	
KRRD-0198	0	Lilly Valley Crescent	Highway 9	King - Simcoe County Boundary	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	00000-00000	627	166	8.50		1437	
QRRD-0200	0	Lilydun Trail	Nicort Road	Nicort Road	King City	No	5	High Class Bituminous	Rural	80 km/h	00000-00000	627	308	8.90		2484	
LRRD-0011	3030	Little Rebel Road	Keelie Street	End (East)	King Twp. (Rural)	No	5	High Class Bituminous	Urban	50 km/h	00000-00000	244	481	7.70	8.80	3535	
QRRD-0063	291	Lloydtown/Aurora Road	19th Sideroad	Rebellion Way	King Twp. (Rural)	No	-1		Semi-Urban	Not Recorded	00000-00000	627	434	8.00		3472	
QRRD-0083	0	Loch Erne Lane	Highway 27	Rebellion Way	King Twp. (Rural)	No	6	High Class Bituminous	Semi-Urban	50 km/h	00000-00000	80	986	6.20	7.80	6986	
QRRD-0182	217	Loch Erne Lane	Nobleton Lakes Drive	Hilliard Drive	King Twp. (Rural)	No	6	High Class Bituminous	Rural	80 km/h	00000-00000	662	295	7.00	10.00	2065	
KRRD-0096	1128	Lockhart Lane	Kingscross Drive	End (Cul-de-Sac)	King Twp. (Rural)	No	6	High Class Bituminous	Rural	80 km/h	00000-00000	858	1519	6.30	8.70	9513	
BRRD-0003	109	Lomo Avenue	Kettleby Road	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	319	198	8.00	8.58	1344	
BRRD-0004	0	Lomo Avenue	Lomo Avenue	185m N. of Kettleby Road	Kettleby	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	319	312	8.00	8.60	3498	
NRRD-0043	2016	Lynwood Crescent	Lomo Avenue	End (South)	Kettleby	No	6	Low Class Bituminous	Rural	40 km/h	00000-00000	72	292	6.70	8.70	1954	
NRRD-0079	2014	Lynwood Crescent	235m N. of Norman Avenue	Hill Farm Road	Nobleton	No	6	High Class Bituminous	Rural	40 km/h	00000-00000	94	167	4.00	9.00	948	
NRRD-0142	2014	Lynwood Crescent	Royal Avenue	Norman Avenue	Nobleton	No	6	High Class Bituminous	Rural	40 km/h	00000-00000	276	261	8.10		1531	
NRRD-0241	2014	Lynwood Crescent	King Road	Royal Avenue	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	378	183	8.90	8.50	1396	
NRRD-0098	0	Machaughty Avenue	Norman Avenue	235m N. of Norman Avenue	Nobleton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	487	197	7.00	8.80	748	
NRRD-0089	2063	MacFarland Drive	Albert Hill Court	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	487	110	7.00	8.80	770	
BRRD-0063	3002	Magnum Drive	McCutcheon Avenue	Highway 27	Nobleton	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	487	224	7.00	8.60	1836	
NRRD-0173	9	Mahaffy Court	Proctor Road	End (Cul-de-Sac)	Schomberg	No	5	High Class Bituminous	Urban	50 km/h	00000-00000	302	393	8.50		3406	
BRRD-0004	3058	Main Street	Larkin Avenue	End (Cul-de-Sac)	Schomberg	No	5	Low Class Bituminous	Semi-Urban	40 km/h	01000-01000	688	182	10.00	10.00	1820	
BRRD-0013	3056	Main Street	Western Avenue	Nobleton	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	1093	267	7.30	8.70	2078	
BRRD-0041	3056	Main Street	Orsini Ridge Lane	Ben Bay Avenue	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	302	300	8.00		2400	
BRRD-0045	0	Main Street	Ben Bay Avenue	Highway 9	Schomberg	No	4	High Class Bituminous	Urban	40 km/h	00000-00000	2880	144	10.00	10.00	1440	
BRRD-0051	3052	Main Street	Highway 27	Orsini Ridge Lane	Schomberg	No	4	High Class Bituminous	Urban	40 km/h	00000-00000	2880	71	10.00	10.00	710	
BRRD-0058	3054	Main Street	Cooper Drive	Schomberg	Schomberg	No	4	High Class Bituminous	Urban	40 km/h	00000-00000	2880	141	10.00	10.00	1410	
BRRD-0067	3060	Main Street	Church Street	Church Street	Schomberg	No	4	High Class Bituminous	Urban	40 km/h	00000-00000	3218	236	10.00		2360	
KRRD-0028	1136	Main Street	Dr. Kay Drive	Schomberg	Schomberg	No	4	High Class Bituminous	Urban	50 km/h	00000-00000	3453	441	10.00	10.00	4410	Structure 0031 & 224
KRRD-0029	1136	Mainline Drive	Kingscross Drive	Western Avenue	Schomberg	No	4	High Class Bituminous	Urban	50 km/h	00000-00000	3453	464	10.00	10.00	4640	Structure 0022
KRRD-0081	1148	Maltby Drive (East Cul-de-Sac)	Fork	Fork	King City	No	6	High Class Bituminous	Semi-Urban	50 km/h	00000-00000	3660	153	10.00	10.00	1530	
KRRD-0082	1138	Maltby Drive (South Cul-de-Sac)	Fork	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	187	520	8.70	8.70	4524	
BRRD-0027	3078	Mapleton Mills Drive	Fork	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	187	173	8.70	8.70	1159	
BRRD-0028	3072	Marchant Circle	Wakefield Trail	Wakefield Trail	Schomberg	No	5	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	187	159	8.70	8.70	1065	
BRRD-0042	3016	Marlyn Court	Morris Park Drive	End (Cul-de-Sac)	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	566	321	8.90	8.90	3781	
KRRD-0053 1	1084	Martin Street	160m W. of Norman Drive	End (Cul-de-Sac)	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	566	94	8.50	8.50	714	
KRRD-0053 2	1086	Martin Street	Malcore Avenue	King City	No	6	High Class Bituminous	Urban	50 km/h	00000-00000	58	41	8.60	8.90	349		
KRRD-0063	1088	Martin Street	160m W. of Norman Drive	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	358	197	8.90	9.00	1773		
KRRD-0201	0	Mary Agar Court	Hendry Avenue	Norman Drive	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	358	189	8.50	8.66	1399		
BRRD-0026	3014	Maynard Drive	Mundale Drive	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	358	258	8.50	8.90	2183		
BRRD-0027	3014	Maynard Drive	Outlet Court	Marlyn Drive	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	160	161	8.00		1288		
JRRD-0029	1074	McBride Crescent	Highway 27	Outlet Court	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	00000-00000	160	133	8.50	8.50	1131		
KRRD-0042	1082	McBride Crescent	Peabody Drive	Burton Drive	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	788	84	8.50	8.50	714		
KRRD-0076	1082	McBride Crescent	Elizabeth Grove	Clearview Heights	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	375	132	8.30	8.50	1096		
KRRD-0062	1110	McClure Drive	Clearview Heights	Fredrick Drive	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	375	99	7.00	8.90	693		
KRRD-0199	1110	McClure Drive	Silkworn Circle	Pellett Grove	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	375	100	7.00	8.50	700		
KRRD-0194	1110	McClure Drive	Curtis Crescent	Cambrie Place	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	183	86	8.50	8.50	731		
KRRD-0111	1110	McClure Drive	McClure Drive	Delbank Circle	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	183	175	8.50	8.50	1488		
KRRD-0182	1110	McClure Drive	Pellett Grove	Curtis Crescent	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	183	84	8.90	8.50	672		
KRRD-0194	1110	McClure Drive	Curtis Crescent	Autoland Lane	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	183	86	8.50	8.50	731		
KRRD-0228	1110	McClure Drive	McClure Drive	Carmichael Crescent	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	183	209	8.00	8.50	1672		
BRRD-0017	3012	McClure Drive	Kesta Street	Curtis Crescent	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	183	84	8.90	8.50	762		
KRRD-0032	1134	McKeller Lane	Residence Drive	End (Cul-de-Sac)	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	188	411	8.00	8.50	3288		
KRRD-0026	1092	Melrose Avenue	Khagagosa Drive	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	188	119	8.50	8.50	1012		
KRRD-0061	1092	Melrose Avenue	Martin Street	Charles Street	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	26	212	8.70	8.70	1427		
KRRD-0184	1092	Melrose Avenue	Charles Street	End (West)	King City	No	5	High Class Bituminous	Semi-Urban	50 km/h	00000-00000	328	141	8.50	8.66	1199		
NRRD-0185	0	Middlehead Trail	John Street	Martin Street	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	00000-00000	328	78	8.50	8.50	846		
NRRD-0187	0	Middlehead Trail	Grand Cedars Court	Bethnal	Schomberg	No	5	High Class Bituminous	Semi-Urban	50 km/h	00000-00000	328	147	8.50	8.50	1250		
NRRD-0018	2058	Midvale	Nobile Oaks Court	Grand Cedars Court	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	458	44	8.70		383		
BRRD-0036	3015	Mill Dam Court	Miranda Drive	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	458	77	8.70		670		
QRRD-0052	171	Mill Road	Residence Drive	End (Cul-de-Sac)	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	32	196	8.50	8.50	1666		
QRRD-0166	71	Mill Road	Humber Trail	King Road	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00000-00000	256	133	6.50	8.50	1148		
QRRD-0175	139	Mill Road	Elmwine Trail	Humber Trail	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00000-00000	586	900	6.90	7.30	6570	Structure 0309 & 0315
YRRD-0008	0	Mill Road	King - Vaughan Boundary	Elmwine Trail	King Twp. (Rural)	No	4	Gravel	Rural	80 km/h	00000-00000	586	578	6.90	7.30	3745	
YRRD-0007	248	Mill Street	Second Street	End (West)	Lashley	No	4	Gravel	Rural	80 km/h	00000-00000	586	425	6.00	7.30	2763	
QRRD-0050	179	Mill Street	Weston Road	Second Street	Lashley	No	6	High Class Bituminous	Rural	50 km/h	00000-00000	72	120	6.00	7.30	3081	
BRRD-0002	3008	Miller's Bigwood	Bethurst Street	Bethurst Street	Lashley	No	6	Low Class Bituminous	Semi-Urban	50 km/h	00000-00000	72	58	6.00		770	
BRRD-0075	3009	Moore Park Drive	Maynard Drive	Dufferin Street	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	00000-00000	72	58	6.00	8.70	498	
BRRD-0034	3026	Moore Park Drive	Residence Drive	Marlynn Drive	Schomberg	No	6	High Class Bituminous	Urban	50 km/h	01000-01000	1197	2047	8.00	7.30	12282	
BRRD-0053	3030	Moore Park Drive	Marlynn Court	Maynard Drive	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	730	335	8.50	8.50	2844	
QRRD-0249	283	Mount Mullins Drive	Cooper Drive	End (Cul-de-Sac)	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	730	187	8.50	8.50	1420	
PRRD-0008	4016	Mumpleton Court	James Mumpleton Drive	Residence Drive	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	730	131	8.50	8.50	1114	
NRRD-0171	0	Mundale Drive	Cook Drive	Orlin Chappell Court	King Twp. (Rural)	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	730	101	8.50	8.50	859	
KRRD-0126	0	Mundale Drive	Oliver Emmerson Avenue	End (Cul-de-Sac)	Pottageville	No	6	High Class Bituminous	Urban	50 km/h	00000-00000	97	344	9.00		2752	Structure 0010
		Mygrot Road	Lilly Valley Crescent	Mary Agar Court	Hobbiton	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	53	108	8.50	8.50	901	
				Terry View Drive	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00000	273	367	8.50		3290	
										60 km/h	00000-00000	934	53	8.00		424	

Appendix A - Road Inventory Database (Sorted by Road Name

Municipal ID	Previous ID	Name	Name From	Name To	Community	Boundary Road	Functional Class	Surface Material	Roadside Environment	Posted Speed Limit (km/h)	AADT Range	AADT	Road Length (m)	Road Width (m)	Pavement Width (m)	Surface Area (m² rounded)	OSM Culverts/Bridges
KRRD-0189	0	Nicori Road	Lilly Valley Crescent	Adiella Place	King City	No	5	High Class Bituminous	Urban	50 km/h	00400-00999	934	89	8.50		756	
KRRD-0189	0	Nicori Road	Terry View Drive	Lilly Valley Crescent	King City	No	5	High Class Bituminous	Urban	50 km/h	00400-00999	934	200	8.00		1600	
KRRD-0187	0	Nicori Road	Dullarlin Street	Middlehead Trail	King City	No	5	High Class Bituminous	Urban	50 km/h	00400-00999	934	83	9.00		664	
KRRD-0190	0	Noble Oaks Court	Middlehead Trail	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	29	107	8.70		931	
ORRD-0087	299	Nobleton Lakes Drive	Loch Erne Lane	End (Cul-de-Sac)	King Twp. (Rural)	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	963	994	8.50	8.50	7832	
ORRD-0171	203	Nobleton Lakes Drive	Highway 27	Earlswood Crescent	King Twp. (Rural)	No	3	High Class Bituminous	Urban	40 km/h	00400-00999	963	81	8.00	8.50	648	
ORRD-0270	236	Nobleton Lakes Drive	Earlswood Crescent	Loch Erne Lane	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	963	60	8.00	8.50	499	
NRRD-0033	2052	Noblelake Drive	Simon Henry Avenue	Hillside Drive	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	258	62	8.50		527	
NRRD-0043	2053	Noblelake Drive	Hillside Drive	King Road	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	258	129	8.50		1182	
NRRD-0126	2052	Noblelake Drive	King Road	Fairestava Crescent	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	258	231	8.50		1878	
NRRD-0041	2029	Noblewood Drive	Fairestava Crescent	Hollywood Crescent	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	1762	184	8.40	8.00	1178	
NRRD-0078	2029	Noblewood Drive	Hollywood Crescent	Greenside Drive	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1762	197	8.40	9.00	1761	
NRRD-0079	2029	Noblewood Drive	Greenside Drive	Fairestava Crescent	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1762	178	8.40	9.00	1726	
ORRD-0106	0	Nordlife Drive	Fairfield Drive	Scotch Valley Drive	King Twp. (Rural)	No	6	High Class Bituminous	Urban	50 km/h	01000-01999	1762	176	8.40	9.00	1726	
ORRD-0108	121	Nordlife Drive	Scotch Valley Drive	End (Cul-de-Sac)	King Twp. (Rural)	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	16	207	8.50	8.50	1760	Structure 0004,0005,0006,0007 & 210
KRRD-0079	1086	Norman Avenue	Highway 27	Lynwood Crescent	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	18	64	8.00	8.50	544	
KRRD-0052	1086	Norman Drive	Hamlby Avenue	Martin Street	King City	No	5	High Class Bituminous	Semi-Urban	50 km/h	00200-00399	292	251	8.90	7.90	1456	
NRRD-0045	2145	Northcott Way	George Armstrong Lane	Hamlby Avenue	King City	No	5	Low Class Bituminous	Urban	50 km/h	00400-00999	403	413	8.50	8.50	3613	
NRRD-0067	2145	Northcott Way	Westbrooke Boulevard	Skyline Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	403	105	8.00	8.50	840	
NRRD-0117	2145	Northcott Way	Kaska Road	Westbrooke Boulevard	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	466	161	8.00	8.50	1288	
NRRD-0233	2145	Northcott Way	Skyline Trail	New Scotland Court	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	466	95	8.00	8.50	760	
ORRD-0005	349	Old Bathurst Street	Bathurst Street	End (Cul-de-Sac)	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	466	178	8.00	8.50	1432	
ORRD-0084	275	Old Bathurst Street	Bathurst Street	700m N. of Bathurst Street	King Twp. (Rural)	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	466	68	8.00	8.50	544	
YRRD-0005	247	Old Church Road	700m N. of Bathurst Street	19th Sideroad	King Twp. (Rural)	No	6	High Class Bituminous	Rural	40 km/h	00050-00199	113	737	8.00	9.00	4,302	
YRRD-0009	251	Old Forest Road	Weston Road	End (East)	Lashay	No	8	Low Class Bituminous	Rural	60 km/h	00050-00199	113	429	6.00	6.00	2574	
NRRD-0027	2000	Old King Road	Centre View Avenue	End (West)	Lashay	No	8	Low Class Bituminous	Semi-Urban	50 km/h	00000-00049	26	194	7.40	6.50	873	
NRRD-0212	0	Oliver Emmerson Avenue	Highway 27	King Road	Nobleton	No	6	Low Class Bituminous	Semi-Urban	50 km/h	00050-00199	72	66	6.80	9.40	391	
NRRD-0213	0	Oliver Emmerson Avenue	Mundia Drive	Lariah Avenue	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	536	181	8.10	9.60	1486	
NRRD-0214	0	Oliver Emmerson Avenue	Lariah Avenue	Ballard Drive	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	302	179	11.00		1969	
NRRD-0215	0	Oliver Emmerson Avenue	Ballard Drive	Willsie Avenue	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	302	269	8.50		2380	
NRRD-0024	2086	Orlaith Court	Highway 27	Mungia Drive	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00200-00399	302	204	11.90		2344	
NRRD-0070	2130	Paradise Valley Trail	Russell Bridge Drive	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	302	120	11.00		1432	
NRRD-0153	2130	Paradise Valley Trail	Anderson Cove Trail	Black Duck Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	86	183	8.50	8.50	1556	
NRRD-0156	2130	Paradise Valley Trail	Unnamed (Planned Road)	West Coast Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	458	78	8.70	8.70	687	
NRRD-0175	0	Paradise Valley Trail	West Coast Trail	Anderson Cove Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	458	197	8.70	8.70	1716	
NRRD-0188	0	Paradise Valley Trail	Fairmont Ridge Trail	Caspermine Court	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	458	81	8.70	8.70	701	
NRRD-0021	2126	Parkhaights Trail	Caspermine Court	Unnamed (Planned Road)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	458	111	8.50		944	
NRRD-0111	2126	Parkhaights Trail	Parkhaights Trail (Traffic Circle)	West Coast Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	458	304	8.70		2297	
NRRD-0182	2125	Parkhaights Trail	James Bowman Court	Parkhaights Trail (Traffic Circle)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	536	144	11.00	11.70	1584	
NRRD-0177	2125	Parkhaights Trail	Blueberry Run Trail	Parkhaights Trail (Traffic Circle)	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	536	111	11.00	11.70	1221	
NRRD-0178	2125	Parkhaights Trail	Middlehead Trail	Kettle Valley Trail	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	536	87	11.00	11.80	737	
NRRD-0179	2125	Parkhaights Trail	Highway 27	Middlehead Trail	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	536	145	11.00	11.80	1665	
NRRD-0206	3126	Parkhaights Trail	Kettle Valley Trail	Blueberry Run Trail	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	536	178	14.20	11.80	2542	
NRRD-0208	2126	Parkhaights Trail	Black Duck Trail	James Bowman Court	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	536	80	11.00	11.80	880	
NRRD-0209	2126	Parkhaights Trail	West Coast Trail	Anderson Cove Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	536	248	11.00	11.70	2728	
NRRD-0210	3126	Parkhaights Trail	Anderson Cove Trail	Castle Mountain Court	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	536	100	11.70	11.70	1170	
NRRD-0157	0	Parkhaights Trail (Traffic Circle)	Castle Mountain Court	Black Duck Trail	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	536	44	11.70	11.70	515	
NRRD-0187	0	Parkhaights Trail (Tryllis Circle)	Parkhaights Trail	Parkhaights Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	536	48	11.70	11.70	373	
NRRD-0007	2002	Parkview Drive	Parkhaights Trail	Parkhaights Trail	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	536	98	8.40		827	
NRRD-0119	2002	Parkview Drive	Ellis Avenue	Crossbray Road	Nobleton	No	5	High Class Bituminous	Urban	30 km/h	00400-00999	536	84	8.40		709	
NRRD-0030	1998	Patricia Drive	Crestview Road	End (East)	Nobleton	No	5	High Class Bituminous	Semi-Urban	50 km/h	00400-00999	423	104	8.40		873	
KRRD-0098	1998	Patricia Drive	Crossbray Court	Burton Grove	King City	No	5	High Class Bituminous	Semi-Urban	50 km/h	00400-00999	423	40	8.40	8.40	336	
KRRD-0139	1057	Patricia Drive	McBride Crescent	Elizabeth Grove	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	747	140	8.00	8.50	1120	
KRRD-0141	1998	Patricia Drive	McBride Crescent	Crossbray Court	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00399	286	395	7.00	9.40	2765	
KRRD-0143	1998	Patricia Drive	Elizabeth Grove	Crossbray Court	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00400-00999	423	201	7.00	8.40	1407	
NRRD-0008	1018	Patton Street	Burton Grove	Warren Road	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	747	324	8.90	8.50	2682	
NRRD-0095	1018	Patton Street	Hollingsworth Drive	Kingsbury Drive	King City	No	5	High Class Bituminous	Urban	50 km/h	00400-00999	747	217	8.50	8.50	1845	
KRRD-0098	1018	Patton Street	King Road	Hollingsworth Drive	King City	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1368	184	8.00	8.50	832	
NRRD-0092	1018	Patton Street	Kingsbury Drive	Warren Road	King City	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1368	269	8.00	8.50	2153	
NRRD-0013	1118	Pellatt Grove	Warren Road	Elizabeth Grove	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	00400-00999	997	104	7.60	8.70	726	
KRRD-0153	0	Peter Gilles Road	McClure Drive	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00400-00999	997	101	7.00	8.70	707	
NRRD-0184	0	Petersen Place	King Road	James Stokes Court	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	72	101	8.00	8.50	808	
NRRD-0185	0	Petersen Place	Di Maio Lane	End (East)	Nobleton	No	-1	High Class Bituminous	Urban	40 km/h	00050-00199	341	203	8.00		1624	
NRRD-0080	2144	Pearl Court	Stirling Trail	End (West)	Nobleton	No	-1	High Class Bituminous	Urban	Not Recorded	00050-00199	143	24	7.50		180	
YRRD-0003	256	Prince Adam Court	Centre View Avenue	End (Cul-de-Sac)	Nobleton	No	6	High Class Bituminous	Urban	Not Recorded	00050-00199	143	31	7.50		233	
YRRD-0004	256	Prince Adam Court	Centre View Avenue	End (Cul-de-Sac)	Lashay	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	98	77	8.00	9.30	616	
ERRD-0045	3008	Procter Road	Centre View Avenue	End (Cul-de-Sac)	Lashay	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00199	171	104	7.60	9.50	780	
ERRD-0053	3008	Procter Road	Dillana Drive	End (Cul-de-Sac)	Schomberg	No	6	High Class Bituminous	Semi-Urban	50 km/h	00050-00199	171	104	7.50	9.50	780	
ERRD-0054	3008	Procter Road	Meighan Drive	Dillana Drive	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	02000-02999	3140	107	8.50		910	
ERRD-0055	3000	Procter Road	Highway 27	Meighan Drive	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	02000-02999	3140	131	8.50		1114	
ERRD-0223	215	Pumphouse Road	Graham Sideroad	End (Canal)	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	02000-02999	3140	127	8.50		1335	
LRRD-0006	3026	Queen Street	Rosedene Drive	End (Cul-de-Sac)	Schomberg	No	6	High Class Bituminous	Rural	50 km/h	01000-01999	1715	1439	8.50	9.50	9347	
LRRD-0001	0	Queen Street	Rebellion Way	10th Concession	Lloydtown	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	180	99	9.80	8.50	842	
LRRD-0002	3024	Rebellion Way	James Stokes Court	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Semi-Urban	50 km/h	00200-00399	231	247	8.00	7.10	1235	
LRRD-0003	3022	Rebellion Way	Centre Street	Queen Street	Lloydtown	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	341	148	8.00		1169	
LRRD-0004	3023	Rebellion Way	Church Street	Little Rabbit Road	Lloydtown	No	6	High Class Bituminous	Semi-Urban	40 km/h	00400-00999	11	80	8.50	10.10	620	
LRRD-0005	3022	Rebellion Way	Lloydtown/Aurora Road	Church Street	Schomberg	No	4	High Class Bituminous	Semi-Urban	50 km/h	00050-00199	139	133	7.90	12.70	991	Structure 0229
LRRD-0006	3034	Rebellion Way	Little Rabbit Road	Centre Street	Lloydtown	No	5	High Class Bituminous	Semi-Urban	60 km/h	00400-00999	832	186	8.70	12.70	1268	
KRRD-0116	0	Rio Court	Queen Street	End (North)	Lloydtown	No	6	High Class Bituminous	Semi-Urban	50 km/h	00050-00199	139	104	8.70	12.70	697	
KRRD-0160	0	Rio Court	Lavender Valley Road	Barking Hill Drive	King City	No	5	High Class Bituminous	Urban	40 km/h	00000-00049	22	102	4.90	8.90	458	
BRRD-0031	3009	Rico Drive	Spring Hill Drive	End (Cul-de-Sac)	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	827	291	8.00		2328	
KRRD-0089	0	Richard Berry Court	Cedar Drive	End (Loop)	Schomberg	No	6	High Class Bituminous	Urban	30 km/h	00400-00999	827	134	8.90		993	
KRRD-0102	0	Richard Berry Court	Chuck Ormsby Crescent	Chuck Ormsby Crescent	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	171	227	8.50	8.50	1930	
KRRD-0106	0	Richard Berry Court	Aurelia Rumble Court	Chuck Ormsby Crescent	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	343	189	8.00		1569	
KRRD-0215	0	Robert Berry Crescent	Aurelia Rumble Court	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	343	181	8.00		1449	
KRRD-0216	0	Robert Berry Crescent	Burma Boulevard	100m E. of Burma Boulevard	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	343	247	8.00		1978	
KRRD-0217	0	Robert Berry Crescent	Ikri Way	710m to Robert Berry Crescent intersection	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	290	97	8.00		778	
KRRD-0047	2104	Robinson Road	Ikri Way	210m E. of Ikri Way	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	290	708	8.00		5664	
YRRD-0010	252	Rolling Court	Ellis Avenue	Millard Avenue	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	290	298	8.00		1984	
KRRD-0133	0	Rose Cottage Lane	Lashay Mills Drive	End (Cul-de-Sac)	Lashay	No	5	High Class Bituminous	Urban	50 km/h	00400-00999	841	649	8.50	8.50	4580	
BRRD-0001	3079	Rose Cottage Lane	Chuck Ormsby Crescent	Chuck Ormsby Crescent	King City	No	6	High Class Bituminous	Urban	50 km/h	00050-00199	171	208	8.00	8.50	1849	
BRRD-0066	3079	Rose Cottage Lane	Waterfly Trail	Bunsell Ridge Drive	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	180	187	8.00		1254	
BRRD-0089	3078	Rose Cottage Lane	Summit Ridge Drive	Ben Boy Avenue	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	00050-00199	841	134	8.90	8.90	1153	
BRRD-0097	3010	Rosedene Drive	Dr. Kay Drive	Waterfly Trail	Schomberg	No	5	High Class Bituminous	Urban	50 km/h	00400-00999	841	87	8.90	8.90	748	
BRRD-0035	3011	Rosedene Drive	Moore Park Drive	McGuire Court	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	00400-00999	841	140	8.90	8.90	1204	
BRRD-0042	3011	Rosedene Drive	Mill Dam Court	80m E. of Mill Dam Court	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1441	150	8.50	8.50	1275	
BRRD-0080	3011	Rosedene Drive	Mill Dam Court	Quaker House Lane	Schomberg	No	5	High Class Bituminous	Urban	50 km/h	01000-01999	1441	78	8.90	8.50	663	
BRRD-0070	3010	Rosedene Drive	McGuire Court	End (Cul-de-Sac)	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1441	222	8.58	8.50	1887	
KRRD-0029	2010	Royal Avenue	King Road	80m E. of Mill Dam Court	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	01000-01999	1441	225	8.90	8.50	1913	
ORRD-0065	318	Rugha Road	Highway 9	Lynwood Crescent	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	01000-01999	1441	132	8.90	8.50	1122	
NRRD-0005	0	Russell Bridge Drive	End (Canal)	King Twp. (Rural)	No	4	Low Class Bituminous	Semi-Urban	40 km/h	00050-00199	175	217	6.00	9.00	1302	Structure 0226	
NRRD-0040	2085	Russell Bridge Drive	Kahoe Court	80m N. of Kahoe Court	Nobleton	No	5	High Class Bituminous	Rural	80 km/h	00200-00399	275	448	8.20	9.30	3778	
NRRD-0058	2109	Russell Bridge Drive	O'Neill Court	Kahoe Court	Nobleton	No	5	High Class Bituminous	Urban	40 km/h	00200-00399	387	95	8.50		688	
NRRD-0064	2109	Russell Bridge Drive	Bunsell Drive	Shearstown Drive	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	180	129	8.50	8.50	1097	
NRRD-0130	2086	Russell Bridge Drive	Bread Way	Bunsell Drive	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	223	224	8.50	8.50	1921	
NRRD-0347	2094	Russell Bridge Drive	40m N. of Shearstown Drive	O'Neill Court	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00200-00399	223	296	8.50	8.50	2516	
NRRD-0189	2132	Samson Trail	Shearstown Drive	40m N. of Shearstown Drive	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	180	101	8.80	8.50	809	
NRRD-0192	2132	Samson Trail	Parkhaights Trail (Traffic Circle)	Fairmont Ridge Trail (Traffic Circle)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	180	38	8.50	8.50	323	
NRRD-0186	2132	Samson Trail	Fairmont Ridge Trail (Traffic Circle)	Ridgerun Trail	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00050-00199	180	184	8.80	8.80	1443	
ORRD-0183	43	Scotch Valley Drive	Thornhill Trail	Unnamed (Planned Road)	Nobleton	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	458	173	8.80	8.80	1522	
KRRD-0224	259	Scott Crescent	Nordlife Drive	End (Cul-de-Sac)	King Twp. (Rural)	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	458	80	8.90	8.90	704	
KRRD-0084	0	Scugog Gate	Collard Drive (West Intersection)	Collard Drive (East Intersection)	King City	No	6	High Class Bituminous	Urban	40 km/h	00000-00049	16	495	6.00	8.50	3960	
YRRD-0013	250	Second Street	Keele Street	Chuck Ormsby Crescent	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00399	344	669	6.40	9.60	4474	
ORRD-0095	4002	Sharks Drive	Mill Street	End (South)	Lashay	No	6	High Class Bituminous	Urban	40 km/h	00400-00999	486	112	12.50		1400	
ORRD-0132	111	Shiona Court	Cook Drive	End (East)	Pottageville	No	6	Low Class Bituminous	Semi-Urban	50 km/h	00050-00199	72	65	6.00	9.70	390	
KRRD-0170	0	Shiva Court	Highway 9	End (Cul-de-Sac)	King Twp. (Rural)	No	6	High Class Bituminous	Urban	40 km/h	00000-00049	43	83	8.50	9.50	706	
ORRD-0009	303	Simcoe Road	Stan Roots Street	Stan Roots Street	King City	No	6	High Class Bituminous	Rural	50 km/h	00400-00999	672	67	26.00		1742	
ORRD-0084	313	Simcoe Road	Bruly Trail	End (Cul-de-Sac)	King Twp. (Rural)	No	6	Low Class Bituminous	Urban	40 km/h	00400-00999	423	277	8.00		2218	
			Bruly Trail	End (Cul-de-Sac)	King Twp. (Rural)	No	6	Low Class Bituminous	Semi-Urban	40 km/h	00050-00199	164	226	8.70	8.70	1827	
									Semi-Urban	50 km/h	00050-00199	109	348	8.70	8.70	2232	

Appendix A - Road Inventory Database (Sorted by Road Name

Municipal ID	Previous Road ID	Name	Name From	Name To	Community	Boundary Road	Maintenance Class	Surface Material	Roadside Environment	Posted Speed Limit (km/h)	AADT Source	AADT	Road Length (km)	Road Width (m)	Platform Width (m)	Surface Area (m² calc.)	CWM Culverts/Bridges
NRRD-0066	2068	Simon Henry Avenue	Cedarwood Crescent	Noblestown Drive	Noblestown	No	5	High Class Bituminous	Urban	40 km/h	00050-00018	61	536	8.50	9.00	3954	
KRRD-0180	0	Sir Henry Court	Elmers Lane	End (Cul-de-Sac)	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00066	519	129	8.00		1032	
KRRD-0230	0	Sir Henry Court	Lake Marie Trail	Elmers Lane	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00066	519	347	8.00		1878	
NRRD-0062	2141	Skyline Trail	Piper Court	Greenlee Lane	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	486	58	8.00	8.70	448	
NRRD-0063	2141	Skyline Trail	Greenlee Lane	MacBeath Way	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	486	141	8.00	8.70	1128	
NRRD-0061	2139	Skyline Trail	Parkhaleigh Trail (Traffic Circle)	Bluff Trail (Traffic Circle)	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	486	269	8.00	8.70	2152	
NRRD-0110	2141	Skyline Trail	Westbrooke Boulevard	Piper Court	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	486	266	8.00	8.70	2128	
NRRD-0113	2141	Skyline Trail	Bluff Trail (Traffic Circle)	Aspen King Court	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	486	96	8.00	8.70	768	
NRRD-0115	2141	Skyline Trail	Aspen King Court	Westbrooke Boulevard	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	486	104	8.00	8.70	832	
NRRD-0082	0	Skyline Trail / Bluff Trail / Hill farm Road (Traffic Circle)	Skyline Trail	Skyline Trail	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	486	118	8.00	8.70	944	
KRRD-0128	1149	Strawberry Lane	Kingsmoss Drive	End (Loop)	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00394	361	89	6.70		883	
ORRD-0035	89	South Canal Bank Road	West Road	Jane Street	King Twp. (Rural)	No	6	High Class Bituminous	Semi-Urban	40 km/h	00050-00191	58	179	7.00	9.00	1253	
ORRD-0064	349	South Canal Bank Road	Davis Road	Highway 400	King Twp. (Rural)	No	6	High Class Bituminous	Rural	80 km/h	00050-00191	155	1070	6.70	6.70	8099	
ORRD-0206	161	South Canal Bank Road	Jane Street	End (East)	King Twp. (Rural)	No	6	Low Class Bituminous	Rural	50 km/h	00050-00191	155	65	5.70	6.70	370	
ORRD-0215	45	South Canal Bank Road	Highway 9	Davis Road	King Twp. (Rural)	No	6	Gravel	Rural	15 km/h	00050-00191	155	544	8.00	7.90	4243	Structure 0325
ORRD-0259	19	South Canal Bank Road	Highway 400	West Road	King Twp. (Rural)	No	6	High Class Bituminous	Rural	50 km/h	00050-00191	155	1127	7.20	8.10	8114	
KRRD-0118	0	Spring Hill Drive	King Road	Adelia Place	King City	No	5	Low Class Bituminous	Rural	80 km/h	00050-00191	155	55	5.70	6.70	313	
KRRD-0120	0	Spring Hill Drive	Adelia Place	Lavender Valley Road	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	290	327	8.00		2656	
KRRD-0161	0	Spring Hill Drive	Lavender Valley Road	Rita Court	King City	No	5	High Class Bituminous	Urban	50 km/h	00200-00396	290	311	8.50		2644	
YRRD-0002	0	Spring Street	Weston Road	End (West)	King City	No	5	High Class Bituminous	Urban	50 km/h	00200-00396	290	118	8.70		1009	
SRRD-0002	0	Sprucie Street	Dillane Drive	Laskay	King City	No	6	High Class Bituminous	Rural	80 km/h	00050-00191	29	85	3.50		226	
ORRD-0134	301	Spruce Hill Road	300m E. of Jane Street	End (East)	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00050-00191	72	207	8.50		1790	
KRRD-0171	0	Stan Roots Street	King Road	Elm Hill Crescent	King Twp. (Rural)	No	6	Gravel	Rural	60 km/h	00050-00191	53	832	8.00	8.00	6656	
KRRD-0172	0	Stan Roots Street	Elm Hill Crescent	Elm Hill Crescent	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	290	78	8.00		624	
KRRD-0173	0	Stan Roots Street	Elm Hill Crescent	Tatton Court	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	290	115	8.00		920	
NRRD-0082	0	Starrett Street	Larkin Avenue	Mary Agar Court	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	290	88	8.00		704	
KRRD-0144	1154	Station Road	Burton Grove	West Street	Noblestown	No	5	High Class Bituminous	Urban	40 km/h	00200-00396	302	110	8.90		835	
KRRD-0204	1156	Station Road	West Street	Burns Boulevard	King City	No	4	High Class Bituminous	Urban	60 km/h	01000-01896	1482	136	10.50	10.30	1432	
ORRD-0128	95	Strawberry Lane	Keele Street	Aileen Avenue	King City	No	5	High Class Bituminous	Urban	40 km/h	01000-01896	1482	284	9.80	9.80	2783	Structure 0016
SRRD-0048	3977	Summit Ridge Crt	Dufferin Vista Court	Rose Cottage Lane	King Twp. (Rural)	No	6	High Class Bituminous	Rural	80 km/h	00400-00066	415	1739	6.70	7.90	11651	Structure 0216 & 0312
KRRD-0025	0	Sudbloom Street	Tatton Court	End (North)	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00700-00396	339	845	8.70	8.70	7131	
NRRD-0077	2102	Sunset Drive	Russell Bridge Drive	Cedarwood Crescent	King City	No	6	High Class Bituminous	Urban	50 km/h	00050-00189	58	41	8.50		349	
KRRD-0016	0	Tatton Court	Dufferin Street	155m W. of Dufferin Street	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00050-00189	191	123	9.50	8.50	1083	
KRRD-0019	0	Tatton Court	Stan Roots Street	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	348	199	8.00		1264	
KRRD-0024	0	Tatton Court	Bumbleare Street	Wells Orchard Crescent	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	348	172	8.00		1376	
KRRD-0189	0	Tatton Court	Claudview Street	Stan Roots Street	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	348	53	4.00		424	
KRRD-0178	0	Tatton Court	Wells Orchard Crescent	Claudview Street	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	348	85	8.00		680	
KRRD-0233	0	Tatton Court	154m W. of Dufferin Street	Bumbleare Street	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	348	89	8.00		717	
KRRD-0040	1196	Tawse Trail	Jamieson Grove	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	348	87	8.50		485	
KRRD-0144	0	Tawse Trail	Jamieson Grove	End (West)	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	43	112	8.00	8.90	896	
KRRD-0124	0	Terry View Drive	Valley Point Crescent	End (South)	King City	No	5	High Class Bituminous	Urban	40 km/h	00050-00014	43	18	8.00		144	
KRRD-0125	0	Terry View Drive	Nicort Road	Valley Point Crescent	King City	No	5	High Class Bituminous	Urban	60 km/h	00400-00066	423	25	8.00		200	
KRRD-0146	2134	Thomas Noble Court	Black Duck Trail	End (Cul-de-Sac)	King City	No	5	High Class Bituminous	Urban	50 km/h	00400-00066	423	91	8.00		728	
NRRD-0083	2143	Tibbish Court	Aspen King Court	End (Cul-de-Sac)	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	329	193	8.00	8.90	1699	
KRRD-0208	0	Tiara Court	Lansdown Drive	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	486	124	8.00	8.70	992	
ORRD-0044	0	Toll Road	Bathurst Street	Highway 11	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	00050-00189	72	41	6.90		328	
ORRD-0003	329	Trefnor Court	19th Sideroad	End (Cul-de-Sac)	King Twp. (Rural)	No	5	Gravel	Rural	60 km/h	00050-00191	74	2051	8.00	5.00	10255	
KRRD-0123	0	Valley Point Crescent	Terry View Drive	End (Cul-de-Sac)	King City	No	5	High Class Bituminous	Urban	40 km/h	00700-00396	226	334	8.50	8.50	2838	
KRRD-0094	1078	Valleycrest Drive	Dennison Street	End (Cul-de-Sac)	King City	No	5	High Class Bituminous	Urban	50 km/h	00700-00396	219	133	8.00		1064	
LRRD-0010	3026	Victoria Street	Queen Street	End West	Laskay	No	6	High Class Bituminous	Urban	40 km/h	00050-00189	58	80	8.00	8.80	720	
KRRD-0091	1170	Wallington Way	Burns Boulevard	Lansdown Drive	King City	No	6	High Class Bituminous	Urban	50 km/h	00050-00189	61	133	4.50	8.60	599	
KRRD-0092	1170	Wallington Way	Lansdown Drive	Dennis Drive	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	340	188	8.50	8.50	1883	
KRRD-0012	0	Warren Road	120m E. of Pinton Street	Banner Lane	King City	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	340	220	8.50	8.50	1856	
KRRD-0015	1034	Warren Road	50m N. of Bennet Drive	Caddan Court	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00066	844	189	8.00		1512	
KRRD-0094	1034	Warren Road	Caddan Court	Alex Campbell Crescent	King City	No	6	High Class Bituminous	Urban	50 km/h	03000-07666	2218	345	8.50	8.50	2081	
KRRD-0096	1034	Warren Road	Patricia Drive	Lavender Valley Road	King City	No	5	High Class Bituminous	Urban	40 km/h	03000-07666	2218	68	8.20	8.60	568	
KRRD-0122	1032	Warren Road	Banner Lane	Patricia Drive	King City	No	5	High Class Bituminous	Urban	50 km/h	00400-00066	827	151	8.50	8.50	1284	
KRRD-0142	1030	Warren Road	Lavender Valley Road	Bennet Drive	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00066	827	254	8.00	8.80	2032	
KRRD-0234	1030	Warren Road	Bennet Drive	50m N. of Bennet Drive	King City	No	5	High Class Bituminous	Urban	50 km/h	00400-00066	827	232	8.50	8.50	1972	
KRRD-0244	1029	Warren Road	Pinton Street	120m E. of Pinton Street	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00066	827	47	8.00	8.80	376	
KRRD-0063	1148	Welch Hill Road	Chamblain Crescent	Kings-worth Road	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00400-00066	827	121	7.30	8.80	883	
NRRD-0029	3060	Westerly Trail	Ben Boy Avenue	Mapleton Mills Drive	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00400-00066	676	734	6.60	9.20	4844	
SRRD-0033	3060	Westerly Trail	Mapleton Mills Drive	Mapleton Mills Drive	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	329	82	6.60	8.60	705	
SRRD-0035	3060	Westerly Trail	Mapleton Mills Drive	Mapleton Mills Drive	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	329	463	8.60	8.60	3982	
SRRD-0054	3060	Westerly Trail	Ben Boy Avenue	Mapleton Mills Drive	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	329	272	8.60	8.60	2339	
NRRD-0026	2129	Westpoint Court	Black Duck Trail	End (Cul-de-Sac)	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	329	91	8.60	8.60	783	
PRRD-0011	4019	Weston Court	Cook Drive	End (Cul-de-Sac)	Pottageville	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	458	263	8.70	8.70	2288	
NRRD-0133	0	Wicker Avenue	King Road	Cross Avenue	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00050-00189	115	222	8.50	8.60	1887	
NRRD-0143	2034	Weller Avenue	80m N. of Cross Avenue	Hill Farm Road	Noblestown	No	6	High Class Bituminous	Semi-Urban	40 km/h	00400-00066	279	373	8.00		2984	
NRRD-0243	3023	Weller Avenue	Cross Avenue	80m N. of Cross Avenue	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	343	274	8.00	9.50	2192	
NRRD-0031	3042	Wellington Street	80m S. of Faris Avenue	Ellis Avenue	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	343	97	8.00	8.50	698	
NRRD-0031 E	3043	Wellington Street	Faris Avenue	80m S. of Faris Avenue	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	343	107	8.00	8.50	855	
NRRD-0093	3042	Wellington Street	King Road	Faris Avenue	Noblestown	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00396	343	81	7.80	8.50	631	
KRRD-0174	0	Wells Orchard Crescent	Claudview Street	Tatton Court	King City	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00396	252	147	7.00	7.90	1029	
KRRD-0175	0	Wells Orchard Crescent	Elm Hill Crescent	Claudview Street	King City	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	473	264	8.00		2112	
ORRD-0063	131	West Canal Bank Road	Highway 9	King - Simcoe County Boundary	King Twp. (Rural)	No	5	High Class Bituminous	Urban	40 km/h	00400-00066	473	101	8.00		808	
NRRD-0024	0	West Coast Trail	Fairmont Ridge Trail	Paradise Valley Trail	Noblestown	No	5	Low Class Bituminous	Rural	50 km/h	00200-00396	244	374	8.50	8.50	1783	
NRRD-0184	0	West Coast Trail	Black Tusk Trail	Fairmont Ridge Trail	Noblestown	No	5	High Class Bituminous	Urban	40 km/h	00400-00066	836	196	8.70		1723	
NRRD-0204	0	West Coast Trail	Parkhaleigh Trail	Black Tusk Trail	Noblestown	No	5	High Class Bituminous	Urban	40 km/h	00400-00066	836	181	8.70		1575	
KRRD-0019	0	West Street	Station Road	Fourth Street	King City	No	4	High Class Bituminous	Urban	40 km/h	00400-00066	836	98	8.70		853	
NRRD-0107	2142	Westbrooke Boulevard	Grapeview Lane	Skyline Trail	Noblestown	No	6	High Class Bituminous	Urban	30 km/h	00050-00115	72	70	8.00		420	
NRRD-0149	2142	Westbrooke Boulevard	Heathcott Way	Grapeview Lane	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	486	268	8.00	8.50	2312	
SRRD-0014	3028	Western Avenue	Elmwood Avenue	Brownsville Court	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	486	147	8.00	8.60	1176	
SRRD-0018	3028	Western Avenue	Brownsville Court	Main Street	Schomberg	No	6	High Class Bituminous	Urban	60 km/h	00400-00066	793	562	8.50		4777	
SRRD-0019	3049	Western Avenue	Church Street	Elmwood Avenue	Schomberg	No	5	High Class Bituminous	Urban	40 km/h	00400-00066	842	491	8.50	8.50	4174	Structure 0227
NRRD-0073	1147	Westgate Boulevard	John Street	Westgate Circle	King City	No	5	High Class Bituminous	Urban	40 km/h	00400-00066	811	195	8.50	8.50	1469	
KRRD-0043	0	Westgate Circle	Kingsworth Road	Westgate Boulevard	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	00200-00396	219	290	6.90	8.20	1880	
KRRD-0057	0	Westgate Circle	Kingsmoss Drive	Kingsworth Road	King City	No	5	High Class Bituminous	Rural	40 km/h	00050-00189	884	18	8.00		128	
KRRD-0060	0	Westgate Circle	Kingsworth Road	Kingsmoss Drive	King City	No	5	High Class Bituminous	Semi-Urban	40 km/h	00400-00066	884	59	8.00		484	
ORRD-0237	117	Williamsburg Road	Dufferin Street	End (Canal)	King Twp. (Rural)	No	5	High Class Bituminous	Semi-Urban	40 km/h	00400-00066	884	54	8.00		324	
NRRD-0005	2106	Willis Avenue	Robinson Road	Ballard Drive	Noblestown	No	4	Gravel	Rural	80 km/h	00200-00396	353	756	8.10	8.10	4824	Structure 0316
NRRD-0151	2106	Willis Avenue	Ellis Avenue	Robinson Road	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	302	298	8.50	8.50	2543	
NRRD-0173	2106	Willis Avenue	Larkin Avenue	Albert Hill Court	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00700-00396	302	216	8.50	8.50	1836	
NRRD-0196	2106	Willis Avenue	Ballard Drive	Oliver Emmerson Avenue	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	302	102	8.50	8.50	867	
NRRD-0200	2106	Willis Avenue	Oliver Emmerson Avenue	Larkin Avenue	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	302	89	8.50	8.50	757	
SRRD-0088	3074	Willard Hunt Court	Dr. Jones Drive	End (Cul-de-Sac)	Schomberg	No	6	High Class Bituminous	Urban	40 km/h	00200-00396	302	97	8.00	8.50	776	
KRRD-0095	1005	William Street	Dew Street	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	50 km/h	00050-00189	189	74	8.50	8.50	629	
KRRD-0138	1004	William Street	Bennet Lane	Dew Street	King City	No	6	High Class Bituminous	Urban	40 km/h	00050-00189	52	58	9.20	8.80	534	
ORRD-0091	208	William's Court	Hodgson Avenue	End (Cul-de-Sac)	King Twp. (Rural)	No	6	High Class Bituminous	Semi-Urban	40 km/h	00200-00396	341	165	7.70	8.40	1266	
NRRD-0017	2074	Wilson Road	Henley Drive	Hazelbury Drive	Noblestown	No	6	Low Class Bituminous	Semi-Urban	40 km/h	00200-00189	86	129	6.70	8.70	844	Structure 0208
NRRD-0189	2075	Wilson Road	Highway 27	Di Mee Lane	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	450	84	8.50	8.50	798	
NRRD-0197	2074	Wilson Road	Di Mee Lane	Henley Drive	Noblestown	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	450	120	8.50	8.50	1020	
KRRD-0186	257	Winter Road	Collard Drive	End (Cul-de-Sac)	King City	No	6	High Class Bituminous	Urban	40 km/h	00400-00066	450	75	8.50	8.50	638	
KRRD-0112	77	Wist Road	South Canal Bank Road	Woodchoppers Lane	King Twp. (Rural)	No	5	High Class Bituminous	Semi-Urban	40 km/h	00050-00189	86	196	6.40	9.80	1267	
ORRD-0231	63	Wist Road	Woodchoppers Lane	King-Simcoe County Boundary	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00200-00396	297	900	6.60	7.90	5850	
ORRD-0078	241	Woodchoppers Lane	Jane Street	Keele Street	King Twp. (Rural)	No	4	High Class Bituminous	Rural	80 km/h	00050-00189	193	883	8.70	7.70	6452	
ORRD-0084	18	Woodchoppers Lane	Keele Street	900m S. of Keele Street	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00200-00396	326	112	8.70	7.70	750	
ORRD-0186	185	Woodchoppers Lane	Jane Street	West Road	King Twp. (Rural)	No	6	High Class Bituminous	Rural	80 km/h	01000-01896	1041	893	8.70	8.10	6179	Structure 0212
ORRD-0190	25	Woodchoppers Lane	1.4km W. of Keele Street	West Road	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	00200-00396	326	1085	8.70	7.70	7378	
ORRD-0282	81	Woodchoppers Lane	900m S. of Keele Street	Jane Street	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	01000-01896	1041	1088	8.90	8.40	7975	
NRRD-0013	2119	Woodhill Avenue	Fairmount Court	1.4km W. of Keele Street	King Twp. (Rural)	No	5	High Class Bituminous	Rural	80 km/h	01000-01896	1041	478	9.80	9.10	4761	
NRRD-0026	2118	Woodhill Avenue	King Road	Gilbert Fuller Drive	Noblestown	No	5	High Class Bituminous	Urban	40 km/h	01000-01896	1056	130	9.00	8.50	1040	
NRRD-0127	2119	Woodhill Avenue	Gilbert Fuller Drive	Fairmount Court	Noblestown	No	5	High Class Bituminous	Urban	40 km/h	01000-01896	1056	195	8.80	10.30	1872	
				Hawthorne Valley Road	Noblestown	No	5	High Class Bituminous	Urban	40 km/h	01000-01896	1056	62	8.00	8.90	496	

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Appendix B

AADT Map

2032
ROADS NEEDS STUDY
ANNUAL AVERAGE DAILY TRAFFIC
RANGE B (2027)
TOWNSHIP OF KING
BURNSIDE
Township of King
Town of East Gwillimbury
Town of Newmarket
Town of Aurora
Town of Richmond Hill
City of Vaughan
King City
Nobleton
Schomberg
Highway 400
Simcoe County
Township of King
York Region
Town of Caledon
Region of Peel

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Appendix C

Distress Factors for Road Conditions Assessment

APPENDIX C
Distress Factors for Road Condition Assessment
Calculation of Distress Manifestation Index (DMI) and Pavement Condition Index (PCI)

Weighting Factors

Distress Manfestation For Asphalt Roads	Weighting Factor (W)	Distress Manifestation For Surface Treated Roads	Weighting Factor (W)	Distress Manifestation For Gravel Roads	Weighting Factor (W)
Ravelling and course aggesgate loss	3.0	Cover Aggregate Loss	3.0	Flat/reversse crown	2.0
Flushing	1.5	Flushing	2.0	Loose gravel	1.5
Rippling and showing	1.0	Rippling and Shoving	2.0	Dust	0.5
Wheel track rutting	3.0	Wheel track rutting	3.0	Break-up	3.0
Distortion	3.0	Distortion	3.0	Washboarding	1.0
Longitundinal wheel track - single/multiple cracking	1.5	Streaking	1.0	Rutting	3.0
Longitundinal wheel track - alligator cracking	3.0	Alligator Cracking	3.0	Distortion	3.0
Centerline - single/multiple cracking	0.5	Edge Cracking	1.0	Potholes	2.0
Centerline - alligator cracking	2.0	Edge Break	2.0		
Pavement edge - single/multiple cracking	0.5	Transverse Cracking	0.5		
Pavement edge - alligator cracking	1.5	Longitudinal Cracking	1.0		
Transverse - singel/multiple cracking	1.0	Potholing	1.0		
Transverse - alligator cracking	3.0				
Longitudinal, meander and midlane cracking	1.0				
Random cracking	0.5				

Density Factors

Density of Distress Asphalt or Gravel Roads)	Density Factor (D)
Few (<10%)	0.5
Intermittent (10 to 20%)	1.0
Frequent (20 to 40%)	2.0
Extensive (40 to 80%)	3.0
Throughout (>80%)	4.0

Severity Factors

Severity of Distress (Asphalt or Gravel Roads)	Severity Factor (S)
Very Slight	0.5
Slight	1.0
Moderate	2.0
Severe	3.0
Very Severe	4.0

Ride Condtion Rating Factors

Ride Condition Rating (RCR)	Factor
Very Poor	1
Poor	2 to 3
Fair	4 to 6
Good	7 to 9
Very Good	10

Empirical Formulae For Calculation of Distress Manifestation Index (DMI)

Surface Type	Formulae For Distress Manifestation Index (DMI)
Asphalt	DMI = 10 x (208 - summation of W x (D+S))/208
Surface Treatment or Gravel or Earth	DMI = 10 x (135 - summation of W x (D+S))/135

Empirical Formulae For Calculation of Pavement Condition Index (PCI)

Surface Type	Formulae For Pavement Condition Index (PCI)
Asphalt	$PCI = 13.75 + (9 \times DMI) - (7.5 \times e^{(6.5-RCR)/3.02})$
Surface Treatment or Gravel or Earth	$PCI = 12.75 + (9 \times DMI) - (5.5 \times e^{(9.94-RCR)/3.46})$

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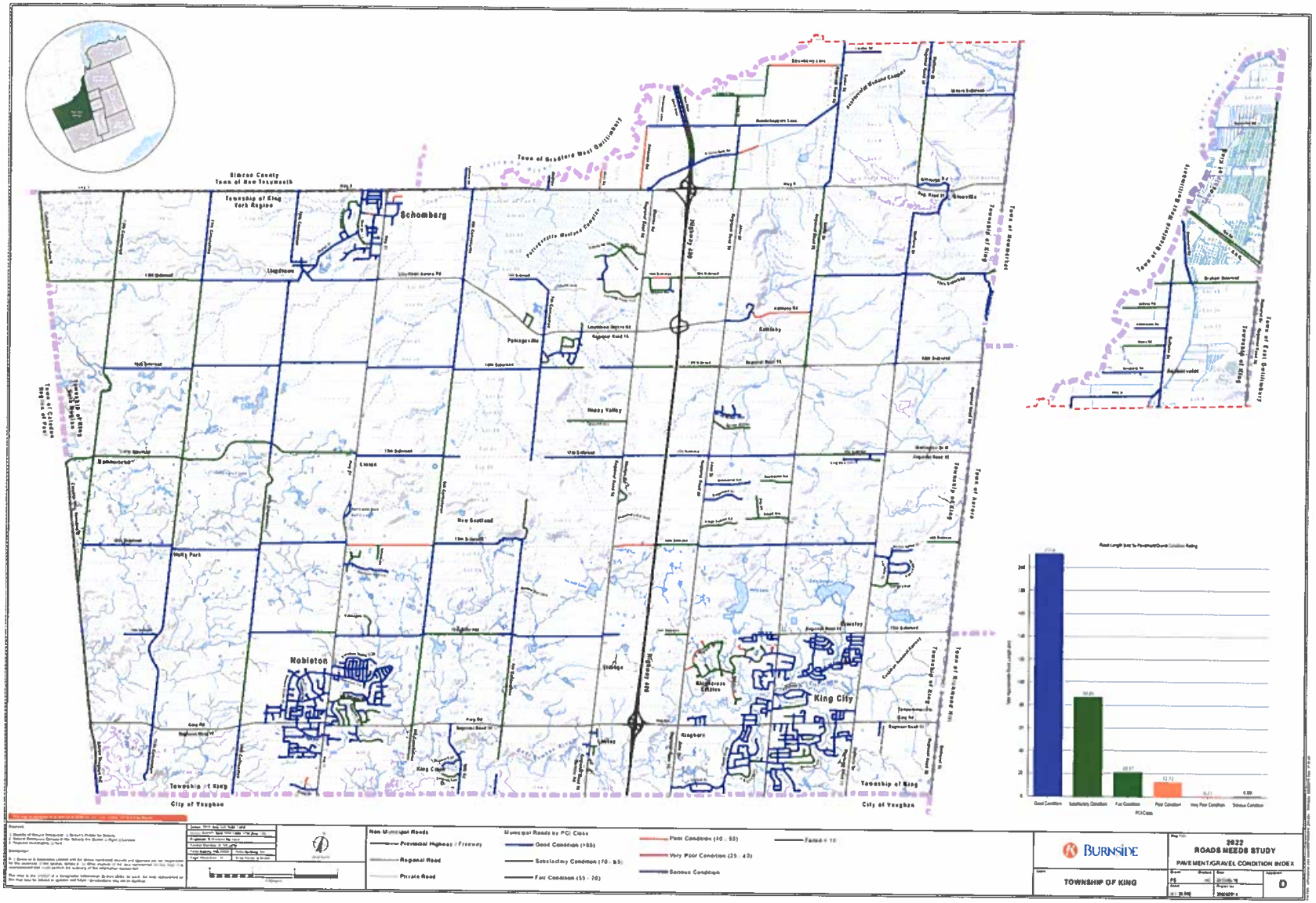
Appendix D

Pavement Condition Rating Map

Appendix D


Township of King
York Region
Schomberg
Nobleton
King City
Kettleby
Pottageville
Laskay
Snowdon
New Scotland
Holly Park
Kingsbridge
Township of King
City of Vaughan
Non Municipal Roads
Provincial Highway / Freeway
Regional Road
Private Road
Municipal Roads by PCI Class
Good Condition (>85)
Satisfactory Condition (70 - 85)
Fair Condition (55 - 70)
Poor Condition (40 - 55)
Very Poor Condition (25 - 40)
Serious Condition
Failed (< 10)
BURNSIDE
TOWNSHIP OF KING
2022
ROADS NEEDS STUDY
PAVEMENT/GRAVEL CONDITION INDEX
D

BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix E

Road Condition Improvement Needs, Map and Table

2022
ROAD NETWORK STUDY
ROAD RECONSTRUCTION
IMPROVEMENT NEEDS
BURNSIDE
TOWNSHIP OF KING
Township of King
Town of Newmarket
Town of Aurora
Town of Richmond Hill
City of Vaughan
King City
Nobleton
Schomberg
Highway 400
Township of East Gwillimbury
Town of Georgina
Town of Bradford West Gwillimbury
Town of Caledon
Region of Peel
Simcoe County
Township of King
York Region

Appendix E - Road Improvement Needs (Sorted by PCI)

Municipal ID	Name	Name From	Name To	Community	Boundary Road	Surface Material	Roadside Environment	AADT	Ride Comfort Rating (RCR)	Structural Adequacy (1-20)	SAI	PCI	PCI Class	Priority Rating (PR)	Priority Guide Number (PGN)	Road Length (m)	Road Width (m)	Platform Width (m)	Surface Area (m²)	Proposed Lifecycle Improvement	Improvement Cost	Benchmark Cost ($/m²)	OSIM Culverts/Bridges
ORRD-0200	Lindsay Road	Keele Street	End (East)	King Twp. (Rural)	No	Gravel	Semi-Urban	60	3	8	4.74	12	Serious Condition	64	14.8	895	8.20	7.80	6999	Reconstruction	$489,930.00	$70.00	
KRRD-0032	McKellar Lane	Kingsmere Drive	End (Cul-de-Sac)	King City	No	High Class Bituminous	Semi-Urban	30	4	4	6.14	38	Very Poor Condition	38	7.7	213	6.70	6.70	1427	Reconstruction	$102,744.00	$72.00	
KRRD-0156	Kingsworth Road	Westgate Circle	Bayberry Lane	King City	No	High Class Bituminous	Semi-Urban	238	5	3	5.50	40	Poor Condition	49	73.6	375	6.60	6.20	3282	Rehabilitation	$173,852.00	$40.00	
SRRD-0093	Magnum Drive	Proctor Road	End (Cul-de-Sac)	Schomberg	No	Low Class Bituminous	Semi-Urban	1092	4	6	6.90	41	Poor Condition	60	291.7	367	7.30	6.70	3679	Rehabilitation	$131,271.00	$40.00	
ORRD-0156	Hogmon Road	Highway 9	2nd Concession	King Twp. (Rural)	No	Low Class Bituminous	Rural	196	4	5	6.10	42	Poor Condition	45	60.3	1498	6.70	8.00	10072	Rehabilitation	$401,888.00	$40.00	
ORRD-0208	South Canal Bank Road	Jane Street	End (East)	King Twp. (Rural)	No	Gravel	Rural	150	4	6	6.74	43	Poor Condition	43	37.3	344	6.90	7.80	4343	Rehabilitation	$267,307.00	$40.00	
KRRD-0148	Station Road	Burton Grove	West Street	King City	No	[illegible]	Urban	1442	4	2	5.29	44	Poor Condition	75	290.1	130	10.30	10.30	1433	Rehabilitation	$44,440.00	$40.00	
KRRD-0036	Manitou Drive	Kingsmere Drive	Fork	King City	No	High Class Bituminous	Semi-Urban	167	5	4	6.29	47	Poor Condition	48	44.4	625	6.70	6.70	4154	Rehabilitation	$191,084.00	$40.00	
ORRD-0230	16th Sideroad	Highway 400 Overpass	Weston Road	King Twp. (Rural)	No	High Class Bituminous	Rural	1146	6	3	5.86	47	Poor Condition	62	299.2	1004	6.70	6.70	6727	Rehabilitation	$329,673.00	$40.00	Structure 8008 & 8025
KRRD-0073	Westgate Boulevard	Jane Street	Westgate Circle	King City	No	High Class Bituminous	Semi-Urban	218	6	3	5.70	48	Poor Condition	42	69.7	298	6.90	6.20	1560	Rehabilitation	$71,760.00	$40.00	Structure 8024
ORRD-0135	Strawberry Lane	Keele Street	Aileen Avenue	King Twp. (Rural)	No	High Class Bituminous	Rural	415	[illegible]	[illegible]	[illegible]	[illegible]	Poor Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
KRRD-0082	Chelsea Lane	Fork	End (West) (Cul-de-Sac)	King City	No	High Class Bituminous	Rural	40	[illegible]	[illegible]	[illegible]	[illegible]	Poor Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
KRRD-0042	Westgate Circle	Kingsworth Road	Westgate Boulevard	King City	No	High Class Bituminous	Rural	684	[illegible]	[illegible]	[illegible]	[illegible]	Poor Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
ORRD-0025	19th Sideroad	8th Concession	Tanner Court	King Twp. (Rural)	No	High Class Bituminous	Rural	443	[illegible]	[illegible]	[illegible]	[illegible]	Poor Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
KRRD-0031	Bayberry Lane	Kingsworth Road	End (Cul-de-Sac)	King City	No	High Class Bituminous	Semi-Urban	190	[illegible]	[illegible]	[illegible]	[illegible]	Poor Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	Structure 0330
KRRD-0047	Chelsea Lane	Kingsmere Drive	Fork	King City	No	High Class Bituminous	Semi-Urban	43	[illegible]	[illegible]	[illegible]	[illegible]	Poor Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
KRRD-0099	Hills Road	Cheryl Drive	End (Cul-de-Sac)	King City	No	High Class Bituminous	Semi-Urban	72	[illegible]	[illegible]	[illegible]	[illegible]	Poor Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
KRRD-0081	Kettleby Road	Keele Street	Lanes Avenue	Kettleby	No	High Class Bituminous	Rural	1046	[illegible]	[illegible]	[illegible]	[illegible]	Poor Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
KRRD-0059	Keri Court	Kingsmere Drive	End (Cul-de-Sac)	King City	No	High Class Bituminous	Semi-Urban	22	[illegible]	[illegible]	[illegible]	[illegible]	Poor Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
ORRD-0170	16th Sideroad	Tanner Court	Highway 27	King Twp. (Rural)	No	High Class Bituminous	Rural	443	[illegible]	[illegible]	[illegible]	[illegible]	Poor Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
ORRD-0093	Rapha Road	Highway 9	End (Canal)	King Twp. (Rural)	No	Low Class Bituminous	Rural	273	[illegible]	[illegible]	[illegible]	[illegible]	Poor Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
ORRD-0088	16th Sideroad	Hodgson Avenue	Hodgson Avenue	King Twp. (Rural)	No	Low Class Bituminous	Rural	440	[illegible]	[illegible]	[illegible]	[illegible]	Poor Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
KRRD-0077	Chelsea Lane	Fork	End (East) (Cul-de-Sac)	King City	No	High Class Bituminous	Semi-Urban	128	[illegible]	[illegible]	[illegible]	[illegible]	Fair Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
KRRD-0047	Kingsworth Road	Bayberry Lane	Warsh Hill Road	King City	No	High Class Bituminous	Semi-Urban	238	[illegible]	[illegible]	[illegible]	[illegible]	Fair Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
KRRD-0052	Westgate Circle	Kingsworth Road	Kingsworth Road	King City	No	High Class Bituminous	Semi-Urban	884	[illegible]	[illegible]	[illegible]	[illegible]	Fair Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
KRRD-0053	Warsh Hill Road	Champion Crescent	Kingsworth Road	King City	No	High Class Bituminous	Semi-Urban	376	[illegible]	[illegible]	[illegible]	[illegible]	Fair Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
YRRD-0013	Lackey Mills Drive	Rolling Court	End (Cul-de-Sac)	Lackey	No	High Class Bituminous	Urban	243	[illegible]	[illegible]	[illegible]	[illegible]	Fair Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
KRRD-0067	Manitou Drive (East Cul-de-Sac)	Fork	End (Cul-de-Sac)	King City	No	High Class Bituminous	Semi-Urban	167	[illegible]	[illegible]	[illegible]	[illegible]	Fair Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
ORRD-0105	17th Concession	Caledon King Townline	170m N. of Caledon King Townline	King Twp. (Rural)	Not Recorded	High Class Bituminous	Rural	438	[illegible]	[illegible]	[illegible]	[illegible]	Fair Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rehabilitation	[illegible]	[illegible]	
ORRD-0224	8th Concession	King Road	15th Sideroad	King Twp. (Rural)	No	High Class Bituminous	Rural	948	[illegible]	[illegible]	[illegible]	[illegible]	Fair Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	
ORRD-0254	16th Concession	King Road	145m N. of King Road	King Twp. (Rural)	Not Recorded	Low Class Bituminous	Rural	627	[illegible]	[illegible]	[illegible]	[illegible]	Fair Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	
YRRD-0013	Second Street	Mill Street	End (South)	Lackey	No	Low Class Bituminous	Semi-Urban	72	[illegible]	[illegible]	[illegible]	[illegible]	Fair Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	
ORRD-0128	Strawberry Lane	Kingsgrove Drive	End (Lane)	King City	No	High Class Bituminous	Semi-Urban	54	[illegible]	[illegible]	[illegible]	[illegible]	Fair Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	
...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Fair Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	
ORRD-0250	Spruce Hill Road	Wellington Street	Westgate Boulevard	King Twp. (Rural)	No	High Class Bituminous	Rural	672	7	10	7.90	65	Fair Condition	36	-1	87	6.50	6.70	4400	Resurface	$174,174.00	$30.00	
ORRD-0083	Tanner Court	Kingsgrove Drive	End (Cul-de-Sac)	King City	No	High Class Bituminous	Rural	567	8	14	7.82	65	Fair Condition	36	31	782	26.00		1742	Resurface	$67,930.00	$30.00	
ORRD-0083	Leah Erne Lane	Hedgeson Lakes Drive	Hilland Drive	King Twp. (Rural)	No	High Class Bituminous	Semi-Urban	604	6	11	7.72	66	Fair Condition	37	-1	34	6.70	7.80	4793	Resurface	$183,417.00	$30.00	
ORRD-0142	Deerbrooke Avenue	Keele Street	End (West)	King Twp. (Rural)	No	High Class Bituminous	Urban	228	8	11	7.00	66	Fair Condition	20	0	334	6.00		324	Resurface	$12,636.00	$30.00	
ORRD-0104	Hodgson Avenue	William's Court	15th Sideroad	King Twp. (Rural)	No	High Class Bituminous	Urban	219	7	9	7.19	66	Fair Condition	30	13.4	168	6.50	6.50	2839	Resurface	$113,560.00	$40.00	
ORRD-0172	Hilland Drive	Leah Erne Lane	End (Cul-de-Sac)	King Twp. (Rural)	No	High Class Bituminous	Rural	113	7	13	7.37	66	Fair Condition	24	7.6	747	5.10	6.10	1344	Resurface	$53,760.00	$40.00	
ORRD-0010	Kingsmere Drive	Cranberry Lane	End (Cul-de-Sac)	King City	No	Low Class Bituminous	Semi-Urban	300	8	5	7.00	66	Fair Condition	29	15.4	719	6.70	8.00	3916	Resurface	$148,580.00	$30.00	
ORRD-0030	Edward Avenue	Jane Street	Strawberry Lane	King City	No	High Class Bituminous	Urban	115	7	8	7.13	66	Fair Condition	24	4.0	130	6.00	6.50	4617	Resurface	$187,063.00	$30.00	
ORRD-0159	Edward Avenue	Aileen Avenue	End (West)	King Twp. (Rural)	No	High Class Bituminous	Semi-Urban	601	8	12	7.62	67	Fair Condition	34	28.4	295	8.00	11.00	1112	Resurface	$44,480.00	$40.00	
ORRD-0162	Bryle Trail	Jane Street	End (East)	King Twp. (Rural)	No	Gravel	Rural	57	7	14	7.44	67	Fair Condition	21	38.8	614	8.00	7.80	2290	Resurface	$99,979.00	$30.00	
ORRD-0280	16th Sideroad	Bimson Road	Bimson Road	King Twp. (Rural)	No	High Class Bituminous	Rural	745	7	3	7.33	67	Fair Condition	35	38.4	613	8.30	8.70	4651	Routine Maintenance	$194,640.00	$40.00	Structure 0379
ORRD-0284	Station Road	Highway 27	0.9km E. of Highway 27	King Twp. (Rural)	No	High Class Bituminous	Semi-Urban	123	7	5	7.46	67	Fair Condition	24	-1	8	6.70		3062	Resurface	$150,610.00	$30.00	
KRRD-0142	Lynwood Crescent	West Street	Byrne Boulevard	King City	No	High Class Bituminous	Rural	100	8	6	7.24	67	Fair Condition	23	5.7	647	6.30		54	Resurface	$2,100.00	$30.00	
ORRD-0051	Caroll Avenue	King Road	Royal Avenue	Nobleton	No	High Class Bituminous	Urban	1462	7	15	7.30	68	Fair Condition	40	47.1	384	6.30	7.30	3445	Resurface	$134,394.00	$30.00	
ORRD-0089	Jane Street	Fog Road	End (West)	King Twp. (Rural)	No	High Class Bituminous	Semi-Urban	467	7	20	7.30	68	Fair Condition	30	21.6	118	8.00	9.00	2793	Resurface	$111,320.00	$40.00	
YRRD-0014	Weston Avenue	Davis Drive West	South Canal Bank Road	King Twp. (Rural)	No	Low Class Bituminous	Semi-Urban	411	7	15	7.56	68	Fair Condition	23	28.5	210	7.00	6.00	779	Resurface	$30,830.00	$30.00	
ORRD-0049	Kingsmere Drive	Elmwood Avenue	Brownsville Court	Schomberg	No	High Class Bituminous	Rural	734	8	18	6.96	68	Fair Condition	34	28.2	319	6.50	6.00	2615	Resurface	$78,895.00	$30.00	
SRRD-0075	Westgate Avenue	Champion Crescent	Cranberry Lane	King City	No	High Class Bituminous	Urban	783	8	12	7.00	68	Fair Condition	34	-1	919	6.40	6.40	6071	Resurface	$207,660.00	$30.00	
ORRD-0032	16th Sideroad	Brownsville Court	Main Street	Schomberg	No	High Class Bituminous	Semi-Urban	601	8	6	6.00	68	Fair Condition	32	-1	582	6.50		4777	Resurface	$191,080.00	$40.00	
ORRD-0020	11th Concession	End (Cul-de-Sac)	Hodgson Avenue	King Twp. (Rural)	No	High Class Bituminous	Urban	842	8	20	7.15	69	Fair Condition	34	36.7	796	6.00	11.00	3046	Resurface	$78,500.00	$30.00	
ORRD-0131	Bryle Trail	Weston Road	19th Sideroad	King Twp. (Rural)	No	High Class Bituminous	Rural	251	8	13	7.76	70	Satisfactory Condition	26	30.3	401	6.60	8.00	4174	Resurface	$166,960.00	$40.00	
ORRD-0144	Elmgrove Trail	Bimson Road	Bimson Road	King Twp. (Rural)	No	Low Class Bituminous	Rural	1903	8	8	7.21	70	Satisfactory Condition	26	22.2	220	6.70	7.80	1579	Resurface	$39,940.00	$20.00	
ORRD-0142	Fog Road	Mill Road	End (West)	King Twp. (Rural)	No	Gravel	Semi-Urban	123	8	7	7.44	70	Satisfactory Condition	40	150.6	1967	6.50	8.00	17706	Resurface	$390,870.00	$23.00	
ORRD-0202	Caledon King Town Line South	Cavell Avenue	End (North)	King Twp. (Rural)	No	[illegible]	Semi-Urban	153	8	15	7.44	70	Satisfactory Condition	21	10.0	607	6.70	6.70	4400	Resurface	$99,200.00	$20.00	
ORRD-0253	Edward Pettigo Crescent	Columbia Way	Mt. Pleasant Road	King Twp. (Rural)	No	Low Class Bituminous	Semi-Urban	147	7	18	7.70	70	Satisfactory Condition	22	153.8	407	4.00	5.00	2436	Routine Maintenance	$97,400.00	$40.00	
PRRD-0013	Archibald Road	Lloydtown/Aurora Road	Edward Pettigo Crescent (Cul-de-Sac)	King Twp. (Rural)	Yes	High Class Bituminous	Rural	3026	7	8	7.64	70	Satisfactory Condition	22	19.0	527	5.50	6.50	2000	Resurface	$57,200.00	$20.00	
KRRD-0069	Lockhart Lane	Dyck Drive	Cutting Crescent	Pottageville	No	High Class Bituminous	Urban	215	7	14	7.62	70	Satisfactory Condition	40	-1	240	7.30		1732	Resurface	$46,280.00	$23.00	
KRRD-0179	Kingsgrove Drive	Kingsgrove Drive	End (Cul-de-Sac)	King City	No	High Class Bituminous	Urban	563	7	11	7.61	70	Satisfactory Condition	24	15	224	8.00	6.50	1904	Resurface	$38,080.00	$20.00	
ORRD-0086	Keele Street	Bayberry Lane	Westgate Circle	King City	No	High Class Bituminous	Semi-Urban	72	6	8	8.20	71	Satisfactory Condition	30	30.2	189	6.50	6.50	1437	Resurface	$28,740.00	$20.00	
ORRD-0104	Eversley Hall	19th Sideroad	Davis Drive West	King City	No	High Class Bituminous	Semi-Urban	801	7	18	7.89	71	Satisfactory Condition	18	5.1	282	6.70	6.70	1056	Resurface	$20,740.00	$20.00	
ORRD-0151	11th Concession	Fairfield Drive	End (Cul-de-Sac)	King Twp. (Rural)	No	High Class Bituminous	Rural	1022	8	14	7.32	71	Satisfactory Condition	30	44.3	231	6.00	11.00	1848	Resurface	$46,344.00	$24.00	
ORRD-0244	Tell Road	18th Sideroad	18th Sideroad	King Twp. (Rural)	No	High Class Bituminous	Urban	119	7	20	7.80	71	Satisfactory Condition	29	142.0	2046	6.75	8.00	13701	Resurface	$48,056.00	$23.00	
YRRD-0006	Old Church Road	Bathurst Street	Highway 11	King Twp. (Rural)	No	High Class Bituminous	Rural	1903	8	20	7.40	71	Satisfactory Condition	29	8.2	287	8.00	8.50	2370	Resurface	$315,123.00	$23.00	
ARRD-0003	Barnhardt Road	Weston Road	End (East)	Lackey	No	Gravel	Rural	74	7	17	7.96	71	Satisfactory Condition	30	145.8	71	6.50	8.00	467	Resurface	$47,520.00	$20.00	
ARRD-0237	Greenside Drive	Dufferin Street	200m W. of Dufferin Street	Ansnorveld	No	Low Class Bituminous	Semi-Urban	29	8	18	7.52	71	Satisfactory Condition	18	72	2051	4.00	5.00	10258	Routine Maintenance	$410,280.00	$40.00	
ORRD-0024	17th Sideroad	King Road	35m N. of King Road	King Twp. (Rural)	No	High Class Bituminous	Rural	309	8	3	8.37	72	Satisfactory Condition	17	3.3	184	4.50	5.50	873	Resurface	$17,460.00	$20.00	
ORRD-0082	8th Concession	16th Concession	1.4km W. of 16th Concession	King Twp. (Rural)	No	High Class Bituminous	Urban	2100	7	15	7.66	72	Satisfactory Condition	24	24.8	189	5.70	6.70	1117	Resurface	$26,800.00	$24.00	
ORRD-0153	17th Sideroad	End (South)	King Road	King Twp. (Rural)	No	Low Class Bituminous	Rural	2098	8	13	7.67	72	Satisfactory Condition	36	122.2	35	8.00	8.00	343	Resurface	$8,040.00	$24.00	
KRRD-0011	Cranberry Lane	11th Concession	12th Concession	King Twp. (Rural)	No	Gravel	Rural	170	7	16	8.01	72	Satisfactory Condition	41	100.2	1441	8.70	8.50	12537	Resurface	$288,351.00	$23.00	
ARRD-0141	Greenside Drive	Kingsgrove Drive	End (Cul-de-Sac)	King City	No	Low Class Bituminous	Rural	3743	8	19	7.63	72	Satisfactory Condition	21	138.8	780	5.10	8.10	4074	Routine Maintenance	$194,960.00	$40.00	
ORRD-0023	Caroll Avenue	Netherwood Drive	Netherwood Drive	Nobleton	No	High Class Bituminous	Semi-Urban	72	8	13	8.51	73	Satisfactory Condition	41	151.6	2080	6.70	8.00	19103	Resurface	$418,200.00	$23.00	
ORRD-0121	Humber Trail	Keele Street	Fog Road	King Twp. (Rural)	No	High Class Bituminous	Urban	2100	8	17	7.58	73	Satisfactory Condition	18	4.4	252	7.30	8.00	1840	Resurface	$44,160.00	$24.00	
ORRD-0134	Spruce Hill Road	Mill Road	End (West)	King Twp. (Rural)	No	Low Class Bituminous	Semi-Urban	411	7	16	8.11	73	Satisfactory Condition	37	117.6	261	8.00	8.00	2350	Resurface	$51,180.00	$24.00	
ORRD-0157	7th Concession	200m E. of Jane Street	End (East)	King Twp. (Rural)	No	Gravel	Rural	153	7	15	8.07	73	Satisfactory Condition	29	30.7	780	6.50	8.00	4580	Resurface	$100,850.00	$20.00	
ORRD-0164	8th Concession	King Road	2.1km N. of King Road	King Twp. (Rural)	No	Gravel	Rural	82	7	18	8.11	73	Satisfactory Condition	26	119.4	183	6.00	8.00	1480	Routine Maintenance	$43,070.00	$22.00	
PRRD-0009	Cutting Crescent	17th Sideroad	17th Sideroad	King Twp. (Rural)	No	Gravel	Rural	365	8	18	8.50	73	Satisfactory Condition	18	46.2	832	6.00	8.00	5056	Routine Maintenance	$202,240.00	$40.00	
KRRD-0143	Patricia Drive	Archibald Road	Archibald Road	Pottageville	No	Low Class Bituminous	Semi-Urban	880	7	18	8.15	73	Satisfactory Condition	24	18.8	1780	6.00	8.00	14478	Resurface	$578,040.00	$40.00	
NRRD-0121	Greenside Drive	Burton Grove	Warren Road	King City	No	High Class Bituminous	Urban	138	7	8	8.00	73	Satisfactory Condition	25	47.7	18	6.70	6.50	127	Resurface	$2,794.00	$22.00	
ORRD-0115	Carrying Place Trail	35m N. of King Road	Netherwood Drive	Nobleton	No	High Class Bituminous	Urban	747	8	12	8.03	74	Satisfactory Condition	29	8.7	435	8.50	6.50	3000	Resurface	$73,000.00	$20.00	
ORRD-0129	7th Concession	Weston Road	18th Sideroad	King Twp. (Rural)	No	High Class Bituminous	Urban	2100	7	14	8.16	74	Satisfactory Condition	29	45.1	217	8.50	6.50	1645	Resurface	$36,000.00	$20.00	
ORRD-0283	Caledon King Town Line South	16th Sideroad	End (North)	King Twp. (Rural)	No	High Class Bituminous	Urban	464	8	20	7.73	74	Satisfactory Condition	36	113.6	49	8.00	8.00	392	Resurface	$7,840.00	$20.00	
ORRD-0207	12th Concession	Mt. Pleasant Road	17th Concession	King Twp. (Rural)	No	Gravel	Rural	128	7	19	8.19	74	Satisfactory Condition	25	20	1102	6.90	8.00	10132	Resurface	$282,640.00	$20.00	
YRRD-0004	Prince Adam Court	18th Sideroad	19th Sideroad	King Twp. (Rural)	Yes	High Class Bituminous	Rural	3026	8	8	7.64	74	Satisfactory Condition	19	89	1042	6.10	4.10	6350	Routine Maintenance	$254,200.00	$40.00	
KRRD-0061	Crossley Court	Centre View Avenue	End (Cul-de-Sac)	Lackey	No	Gravel	Rural	304	8	16	7.88	74	Satisfactory Condition	41	-1	783	7.30		5710	Resurface	$131,400.00	$23.00	
ORRD-0118	12th Concession	Patricia Drive	End (Cul-de-Sac)	King City	No	High Class Bituminous	Semi-Urban	171	8	13	7.72	74	Satisfactory Condition	24	11.5	2001	7.30	8.30	14657	Resurface	$674,280.00	$40.00	
ORRD-0340	Edward Pettigo Crescent (Cul-de-Sac)	19th Sideroad	Highway 9	King Twp. (Rural)	No	High Class Bituminous	Urban	343	7	16	8.10	75	Satisfactory Condition	20	8.7	104	7.30	8.00	790	Resurface	$16,720.00	$24.00	
ORRD-0255	Edward Pettigo Crescent	Edward Pettigo Crescent (Crescent)	End (Cul-de-Sac)	King Twp. (Rural)	No	Gravel	Rural	173	8	17	8.04	75	Satisfactory Condition	21	14.1	302	8.00	8.50	1717	Resurface	$34,340.00	$20.00	
ORRD-0298	11th Concession	Lloydtown/Aurora Road	225m N. of Lloydtown/Aurora Road	King Twp. (Rural)	No	High Class Bituminous	Urban	215	7	12	8.13	75	Satisfactory Condition	19	90.6	2046	8.00	8.00	18405	Routine Maintenance	$738,200.00	$40.00	
PRRD-0036	Archibald Road	17th Sideroad	0.8km N. of 17th Sideroad	King Twp. (Rural)	No	High Class Bituminous	Urban	215	7	11	8.21	75	Satisfactory Condition	20	12.5	60	8.50	6.50	510	Resurface	$10,200.00	$20.00	
YRRD-0011	Lackey Lane	Cutting Crescent	224m W. of Cutting Crescent	Pottageville	No	High Class Bituminous	Rural	1700	8	13	7.74	75	Satisfactory Condition	20	12.6	234	6.50	6.50	1800	Resurface	$38,700.00	$20.00	
KRRD-0036	Kingsgrove Drive	Weston Road	End (East)	Lackey	No	High Class Bituminous	Urban	563	7	16	8.22	75	Satisfactory Condition	32	100.5	782	6.70	6.10	5272	Resurface	$121,270.00	$23.00	
KRRD-0139	Burton Grove	Lockhart Lane	Keri Court	King City	No	Low Class Bituminous	Rural	29	8	8	8.04	75	Satisfactory Condition	25	32.7	234	6.50	8.00	1800	Resurface	$38,700.00	$23.00	
KRRD-0136	Elizabeth Grove	Patricia Drive	Austin Rumble Court	King City	No	High Class Bituminous	Semi-Urban	1303	7	12	8.34	76	Satisfactory Condition	14	-1	147	4.20		617	Resurface	$12,340.00	$20.00	
ORRD-0113	Watt Road	110m E. of Patton Street	Banner Lane	King City	No	High Class Bituminous	Urban	383	7	20	8.33	76	Satisfactory Condition	29	80.1	425	6.70	6.70	3047	Resurface	$65,441.00	$23.00	
ORRD-0130	Graham Sideroad	South Canal Bank Road	Woodchoppers Lane	King City	No	High Class Bituminous	Urban	880	7	16	8.32	76	Satisfactory Condition	22	-1	831	8.00		7440	Resurface	$144,000.00	$20.00	
ORRD-0134	Graham Sideroad	Dufferin Street	End (West)	King Twp. (Rural)	No	High Class Bituminous	Rural	287	[illegible]	[illegible]	[illegible]	76	Satisfactory Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	
ORRD-0152	9th Concession	Bathurst Street	Pumphouse Road	King Twp. (Rural)	No	Gravel	Rural	253	7	[illegible]	[illegible]	76	Satisfactory Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	Structure 0331
ORRD-0157	17th Sideroad	16th Sideroad	17th Sideroad	King Twp. (Rural)	No	High Class Bituminous	Rural	1522	7	[illegible]	[illegible]	76	Satisfactory Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	
KRRD-0141	Patricia Drive	1.4km W. of 10th Concession	11th Concession	King Twp. (Rural)	No	Low Class Bituminous	Rural	114	8	[illegible]	[illegible]	76	Satisfactory Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	
ORRD-0039	17th Sideroad	Elizabeth Grove	Crossley Court	King Twp. (Rural)	No	Low Class Bituminous	Rural	7994	8	[illegible]	[illegible]	76	Satisfactory Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	
ORRD-0046	Fairfield Drive	Highway 27	16th Concession	King City	No	High Class Bituminous	Urban	747	7	[illegible]	[illegible]	77	Satisfactory Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	
ORRD-0049	Hodgson Avenue	Dufferin Street	Eversley Hall	King Twp. (Rural)	No	Low Class Bituminous	Rural	2000	10	[illegible]	[illegible]	77	Satisfactory Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	
ORRD-0077	Caledon King Town Line North	19th Sideroad	Wilson's Court	King Twp. (Rural)	No	High Class Bituminous	Urban	565	7	[illegible]	[illegible]	77	Satisfactory Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	
ORRD-0100	19th Sideroad	Holly Lake Sideroad	Highway 9	King Twp. (Rural)	No	Low Class Bituminous	Semi-Urban	300	8	[illegible]	[illegible]	77	Satisfactory Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Resurface	[illegible]	[illegible]	
		Hodgson Avenue	Weston Road	King Twp. (Rural)	Yes	Gravel	Rural	1600	8	[illegible]	8.22	77	Satisfactory Condition	19	22.1	167	8.00	8.00	1799	Resurface	$19,700.00	$20.00	
				King Twp. (Rural)	No	Low Class Bituminous	Rural	244	8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

Appendix E - Road Improvement Needs (Sorted by PCI)

Municipal ID	Name	Name From	Name To	Community	Boundary Road	Surface Material	Roadside Environment	AADT	Ride Comfort Rating (RCR)	Structural Adequacy (1-20)	IRI	PCI	PCI Class	Priority Rating (PR)	Priority Guide Number (PGN)	Road Length (m)	Road Width (m)	Platform Width (m)	Surface Area (m^2)	Proposed Lifecycle Improvement	Improvement Cost	Benchmark Cost ($/$m^2$)	OSIM Culverts/Bridges
ORRD-0118	Albion Vaughan Road	Old King Road	72m N. of Old King Road	King Twp. (Rural)	Yes	High Class Bituminous	Urban	10467	8	17	7.87	77	Satisfactory Condition	47	-1	71	6.00		461	Resurface	$9,880.00	$20.00	
ORRD-0146	7th Concession	King Road	End (South)	King Twp. (Rural)	No	Gravel	Rural	32	7	19	0.56	77	Satisfactory Condition	13	18.4	791	5.70	6.70	5233	Routine Maintenance	$209,320.00	$40.00	
ORRD-0208	19th Sideroad	11th Concession	12th Concession	King Twp. (Rural)	No	Gravel	Rural	426	8	12	0.18	77	Satisfactory Condition	21	11	2075	6.00	7.30	15148	Resurface	$681,660.00	$45.00	
ORRD-0254	Edward [illegible] Crescent	225m N. of Lloydtown/Aurora Road	Edward [illegible] Crescent (Cul-de-Sac)	King Twp. (Rural)	No	High Class Bituminous	Urban	215	7	13	0.30	77	Satisfactory Condition	18	11.5	164	8.00	8.00	1384	Resurface	$27,680.00	$20.00	
PRRD-0002	Archibald Road	225m W. of Cutting Crescent	Cutting Crescent	Pottageville	No	High Class Bituminous	Urban	106	7	12	0.38	77	Satisfactory Condition	18	5.8	213	8.50	8.50	1811	Resurface	$36,220.00	$20.00	
PRRD-0016	Archibald Road	Cutting Crescent	Cook Drive	Pottageville	No	High Class Bituminous	Urban	106	8	8	0.85	77	Satisfactory Condition	18	5.8	165	8.50	8.50	1403	Resurface	$28,060.00	$20.00	
KRRD-0030	Patricia Drive	Crossley Court	Burton Grove	King City	No	High Class Bituminous	Urban	747	8	12	0.13	77	Satisfactory Condition	23	40.8	148	8.00	8.50	1120	Resurface	$22,400.00	$20.00	
NRRD-0082	Hawthorne Valley Road	Woodhill Avenue	End (Cul-de-Sac)	Nobleton	No	High Class Bituminous	Urban	848	8	16	0.10	78	Satisfactory Condition	24	45.8	562	8.00	8.50	4496	Resurface	$89,920.00	$20.00	
NRRD-0133	Walter Avenue	King Road	Cross Avenue	Nobleton	No	High Class Bituminous	Semi-Urban	270	8	17	7.79	78	Satisfactory Condition	16	-1	379	8.00		3032	Resurface	$72,768.00	$24.00	
ORRD-0053	11th Concession	16th Sideroad	17th Sideroad	King Twp. (Rural)	No	Low Class Bituminous	Rural	1534	10	16	7.67	78	Satisfactory Condition	28	66.8	2012	6.70	6.60	13498	Resurface	$310,640.00	$23.00	
ORRD-0082	12th Concession	2.2km N. of 17th Sideroad	2.2km N. of 17th Sideroad	King Twp. (Rural)	No	Gravel	Rural	127	7	10	0.67	78	Satisfactory Condition	18	87	118	7.20	6.20	880	Routine Maintenance	$30,720.00	$40.00	
ORRD-0231	[illegible] Road	Woodsheppard Lane	King-Simcoe County Boundary	King Twp. (Rural)	No	High Class Bituminous	Rural	193	7	14	0.48	78	Satisfactory Condition	17	10.4	953	6.70	7.70	6452	Resurface	$154,848.00	$24.00	
ORRD-0250	10th Concession	165m N. of King Road	165m S. of 19th Sideroad	King Twp. (Rural)	No	Gravel	Rural	436	8	13	0.37	78	Satisfactory Condition	21	19	1834	6.50	7.90	14489	Resurface	$652,005.00	$45.00	
ORRD-0264	17th Sideroad	King View Crescent	420m W. of King View Crescent	King Twp. (Rural)	No	High Class Bituminous	Rural	5727	8	8	0.17	78	Satisfactory Condition	30	322.9	422	6.70	8.50	3027	Resurface	$69,621.00	$23.00	
ORRD-0266	Dufferin Street	Graham Sideroad	End (North)	King Twp. (Rural)	No	Gravel	Rural	14	7	16	0.74	78	Satisfactory Condition	11	7.4	543	5.70	6.70	3638	Routine Maintenance	$145,520.00	$40.00	
ORRD-0015	Churchill Avenue	Weston Road	End (West)	King Twp. (Rural)	No	Low Class Bituminous	Semi-Urban	343	8	18	0.10	78	Satisfactory Condition	19	23.7	1298	8.00	7.30	8376	Resurface	$167,520.00	$20.00	
ORRD-0117	18th Sideroad	Weston Road	End (East)	King Twp. (Rural)	No	Gravel	Rural	48	8	18	0.13	78	Satisfactory Condition	13	23.8	843	8.00	7.30	6877	Routine Maintenance	$275,080.00	$40.00	
ORRD-0122	Fairlawn Drive	Eversley Hill	Eden Vale Drive	King Twp. (Rural)	No	High Class Bituminous	Urban	566	7	15	0.90	78	Satisfactory Condition	21	28.8	341	8.00	8.00	1829	Resurface	$36,580.00	$20.00	
ORRD-0147	12th Concession	17th Sideroad	1.5km N. of 17th Sideroad	King Twp. (Rural)	No	Gravel	Rural	127	8	10	0.13	78	Satisfactory Condition	16	54.4	1504	7.20	8.20	12333	Routine Maintenance	$493,320.00	$40.00	
ORRD-0236	Caledon King Town Line North	19th Sideroad	[illegible] Sideroad	King Twp. (Rural)	No	Gravel	Rural	245	7	9	0.01	79	Satisfactory Condition	17	5.7	51	7.70	8.80	434	Resurface	$17,360.00	$40.00	
KRRD-0015	Warren Road	30m N. of Bennet Drive	[illegible] Court	King City	No	High Class Bituminous	Urban	2210	8	20	0.37	80	Satisfactory Condition	20	147.4	245	6.90	8.50	2083	Preventative Maintenance	$12,498.00	$6.00	
KRRD-0177	Cameron Street	Valleycrest Drive	610m E. of Valleycrest Drive	King City	No	High Class Bituminous	Urban	132	7	15	0.70	80	Satisfactory Condition	14	8.3	612	8.00	8.50	4896	Preventative Maintenance	$29,376.00	$6.00	
KRRD-0169	Dew Street	William Street	End (Cul-de-Sac)	King City	No	High Class Bituminous	Semi-Urban	203	7	14	0.88	80	Satisfactory Condition	16	24.8	254	7.80	9.00	1953	Preventative Maintenance	$8,659.00	$4.50	
NRRD-0064	Hollywood Crescent	Nobleswood Drive	110m E. of Nobleswood Drive	Nobleton	No	High Class Bituminous	Urban	524	8	20	0.34	80	Satisfactory Condition	19	37.1	114	8.00	8.50	812	Preventative Maintenance	$3,472.00	$4.00	
NRRD-0086	Greenside Drive	Nobleswood Drive	Hill Farm Road	Nobleton	No	High Class Bituminous	Urban	2166	8	17	0.34	80	Satisfactory Condition	27	125.3	270	9.00	8.00	2724	Preventative Maintenance	$16,344.00	$6.00	
ORRD-0012	18th Sideroad	King - Newmarket Boundary	Old Bathurst Street	King Twp. (Rural)	No	High Class Bituminous	Rural	1350	8	13	0.33	80	Satisfactory Condition	24	107.8	258	7.10	8.10	1839	Preventative Maintenance	$11,034.00	$6.00	
ORRD-0148	19th Sideroad	12th Concession	Caledon King Town Line North	King Twp. (Rural)	No	Gravel	Rural	148	8	10	0.50	80	Satisfactory Condition	15	48	1386	7.30	7.30	10987	Routine Maintenance	$439,480.00	$40.00	
ORRD-0169	[illegible] Road	19th Sideroad	End (Cul-de-Sac)	King Twp. (Rural)	No	High Class Bituminous	Rural	227	7	10	0.70	80	Satisfactory Condition	16	25.8	446	6.70	8.50	2988	Preventative Maintenance	$11,952.00	$4.00	
ORRD-0186	Dufferin Street	[illegible] Road	Miller's Sideroad	King Twp. (Rural)	No	High Class Bituminous	Rural	1410	8	20	0.37	80	Satisfactory Condition	25	104.8	2067	7.70	8.50	15939	Preventative Maintenance	$95,634.00	$6.00	
ORRD-0226	Albion Vaughan Road	240m N. of [illegible] Blvd	Old King Rd	King Twp. (Rural)	Yes	High Class Bituminous	Urban	10467	8	17	0.40	80	Satisfactory Condition	40	-1	852	7.30		6220	Preventative Maintenance	$37,320.00	$6.00	
PRRD-0001	Beatty Crescent	Cook Drive	7th Concession	Pottageville	No	High Class Bituminous	Semi-Urban	126	8	18	0.32	80	Satisfactory Condition	14	17.8	186	6.00	6.00	1128	Preventative Maintenance	$4,512.00	$4.00	
SRRD-0001	Main Street	Cooper Drive	Church Street	Schomberg	No	High Class Bituminous	Urban	3414	8	18	0.00	80	Satisfactory Condition	31	183.5	441	10.00	10.00	4410	Preventative Maintenance	$26,460.00	$6.00	
SRRD-0063	Maple Park Drive	Cooper Drive	[illegible] Drive	Schomberg	No	High Class Bituminous	Urban	730	8	10	0.33	80	Satisfactory Condition	21	40.7	101	8.50	8.50	859	Preventative Maintenance	$5,154.00	$6.00	
KRRD-0139	Wilson Street	Banner Lane	Dew Street	King City	No	High Class Bituminous	Semi-Urban	341	8	11	0.51	81	Satisfactory Condition	17	37.7	165	7.30	8.40	1205	Preventative Maintenance	$4,820.00	$4.00	
KRRD-0222	Burns Boulevard	[illegible] Drive	Findlay Avenue	King City	No	High Class Bituminous	Urban	329	7	17	0.83	81	Satisfactory Condition	17	16.1	750	8.00	8.00	7420	Preventative Maintenance	$44,520.00	$6.00	
NRRD-0143	Walter Avenue	90m N. of Cross Avenue	Hill Farm Road	Nobleton	No	High Class Bituminous	Urban	343	8	10	0.13	81	Satisfactory Condition	17	23.1	274	8.00	8.50	2192	Preventative Maintenance	$13,152.00	$6.00	
ORRD-0201	12th Concession	1.9km N. of 17th Sideroad	2.2km N. of 17th Sideroad	King Twp. (Rural)	No	Gravel	Rural	127	7	18	0.04	81	Satisfactory Condition	14	49.3	860	7.20	6.20	5412	Routine Maintenance	$216,480.00	$40.00	
ORRD-0216	[illegible] Road	Weston Road	Weston Road	King Twp. (Rural)	No	Gravel	Rural	8	7	10	0.00	81	Satisfactory Condition	10	8.7	512	3.30	4.30	2202	Routine Maintenance	$88,080.00	$40.00	
ORRD-0225	10th Concession	15th Sideroad	90m N. of 15th Sideroad	King Twp. (Rural)	Not Recorded	Gravel	Rural	229	6	10	0.67	81	Satisfactory Condition	19	4.4	142	8.20	8.00	1278	Resurface	$51,120.00	$40.00	
KRRD-0012	Warren Road	120m E. of Patton Street	Banner Lane	King City	No	High Class Bituminous	Urban	644	7	16	0.84	82	Satisfactory Condition	29	-1	166	8.00		1512	Preventative Maintenance	$9,072.00	$6.00	
NRRD-0041	Nobleswood Drive	Ferrerstone Crescent	Hollywood Crescent	Nobleton	No	High Class Bituminous	Urban	1752	8	17	0.50	82	Satisfactory Condition	23	139.7	184	6.40	8.00	1178	Preventative Maintenance	$7,068.00	$6.00	
NRRD-0067	Cross Avenue	Walter Avenue	Elizabeth Drive	Nobleton	No	High Class Bituminous	Semi-Urban	163	8	15	0.53	82	Satisfactory Condition	14	17.1	200	7.30	8.70	1460	Preventative Maintenance	$5,840.00	$4.00	
NRRD-0139	Hill Farm Road	Highway 27	Lynwood Crescent	Nobleton	No	High Class Bituminous	Urban	1654	8	10	0.53	82	Satisfactory Condition	23	98.3	115	8.00	8.90	878	Preventative Maintenance	$5,268.00	$6.00	
NRRD-0147	Nobleswood Drive	Greenside Drive	Ferrerstone Crescent	Nobleton	No	High Class Bituminous	Urban	1752	7	17	0.95	82	Satisfactory Condition	23	139.7	176	6.40	8.00	1126	Preventative Maintenance	$6,756.00	$6.00	
NRRD-0230	Hollywood Crescent	115m E. of Nobleswood Drive	End (Cul-de-Sac)	Nobleton	No	High Class Bituminous	Urban	315	8	20	0.52	82	Satisfactory Condition	14	20.1	261	8.00	8.50	2088	Preventative Maintenance	$12,528.00	$6.00	
ORRD-0087	19th Sideroad	Jane Street	End (West)	King Twp. (Rural)	No	Gravel	Rural	17	8	15	0.00	82	Satisfactory Condition	18	8.3	530	6.00	6.10	3279	Routine Maintenance	$130,880.00	$40.00	
ORRD-0154	Graham Sideroad	Pumphouse Road	Dufferin Street	King Twp. (Rural)	No	High Class Bituminous	Rural	1522	8	10	0.67	82	Satisfactory Condition	23	115.8	473	6.70	6.10	3168	Preventative Maintenance	$18,814.00	$6.00	
ORRD-0177	King View Crescent	King View Crescent (Fork)	End (Cul-de-Sac)	King Twp. (Rural)	No	High Class Bituminous	Rural	298	7	16	0.00	82	Satisfactory Condition	15	30.7	223	6.70	10.00	1493	Preventative Maintenance	$7,052.00	$4.00	
ORRD-0212	12th Concession	16th Sideroad	17th Sideroad	King Twp. (Rural)	No	Gravel	Rural	384	7	10	0.00	82	Satisfactory Condition	18	6.9	2029	6.80	7.30	14012	Resurface	$562,480.00	$40.00	
SRRD-0007	Main Street	Dr Kay Drive	Western Avenue	Schomberg	No	High Class Bituminous	Urban	3000	8	17	0.53	83	Satisfactory Condition	29	200.1	152	10.00	10.00	1520	Preventative Maintenance	$9,120.00	$6.00	
KRRD-0080	Lorne Avenue	Kettleby Road	165m N. of Kettleby Road	Kettleby	No	Low Class Bituminous	Rural	84	6	10	0.00	83	Satisfactory Condition	12	10.8	167	4.90	5.00	888	Preventative Maintenance	$3,552.00	$4.00	
KRRD-0083	Kingscross Drive	Chelsea Lane	Manley Drive	King City	No	High Class Bituminous	Semi-Urban	1303	7	15	0.00	83	Satisfactory Condition	21	83.7	743	6.70	8.70	4971	Preventative Maintenance	$29,826.00	$6.00	
KRRD-0004	Kingscross Drive	Manley Drive	Champlain Crescent	King City	No	High Class Bituminous	Semi-Urban	681	7	15	0.10	83	Satisfactory Condition	18	73.6	304	6.70	8.70	2037	Preventative Maintenance	$8,148.00	$4.00	
KRRD-0136	Pyrmont Drive	Clearview Crescent	McNally Crescent	King City	No	High Class Bituminous	Semi-Urban	432	7	20	0.11	83	Satisfactory Condition	18	44.8	291	7.00	8.00	1487	Preventative Maintenance	$8,920.00	$6.00	
KRRD-0149	Ferris Crescent	148m E. of Bennet Drive	Bennet Drive	King City	No	High Class Bituminous	Urban	298	7	16	0.02	83	Satisfactory Condition	14	17.2	283	8.00	8.50	2344	Preventative Maintenance	$14,064.00	$6.00	
NRRD-0003	Hill Farm Road	Goodfellow Crescent	Greenside Drive	Nobleton	No	High Class Bituminous	Urban	1654	8	10	0.04	83	Satisfactory Condition	22	90.6	261	8.00	8.50	2088	Preventative Maintenance	$12,528.00	$6.00	
NRRD-0042	Goodfellow Crescent	500m W. of Hill Farm Road (West Intersection)	Hill Farm Road	Nobleton	No	High Class Bituminous	Urban	534	8	10	0.68	83	Satisfactory Condition	17	31.5	210	8.00	8.50	1680	Preventative Maintenance	$10,080.00	$6.00	
NRRD-0153	Hill Farm Road	Lynwood Crescent	Walter Avenue	Nobleton	No	High Class Bituminous	Urban	1654	8	10	0.20	83	Satisfactory Condition	22	90.6	119	8.00	8.00	952	Preventative Maintenance	$5,712.00	$6.00	
NRRD-0080	Elizabeth Drive	King Road	Cross Avenue	Nobleton	No	High Class Bituminous	Semi-Urban	248	8	10	0.40	83	Satisfactory Condition	14	34.6	380	7.30	8.70	2774	Preventative Maintenance	$11,096.00	$4.00	
ORRD-0103	10th Concession	16th Sideroad	2.00km N. of 16th Sideroad	King Twp. (Rural)	No	High Class Bituminous	Rural	171	10	20	0.25	83	Satisfactory Condition	13	21.7	2061	5.70	6.70	11748	Preventative Maintenance	$46,992.00	$4.00	
ORRD-0113	King Hills Lane	Jane Street	300m E. of Jane Street	King Twp. (Rural)	No	Gravel	Rural	97	7	10	0.20	83	Satisfactory Condition	12	45.3	304	5.10	6.10	1464	Routine Maintenance	$74,160.00	$40.00	
ORRD-0125	17th Sideroad	420m W. of King View Crescent	Keele Street	King Twp. (Rural)	No	High Class Bituminous	Rural	5727	8	7	0.73	83	Satisfactory Condition	30	411.9	1330	6.70	8.50	8886	Preventative Maintenance	$53,316.00	$6.00	
ORRD-0135	Jane Street	Woodsheppard Lane	Edward Avenue	King Twp. (Rural)	No	High Class Bituminous	Rural	892	8	13	0.41	83	Satisfactory Condition	17	64.9	641	6.80	7.00	4486	Preventative Maintenance	$17,944.00	$4.00	
ORRD-0139	8th Concession	17th Sideroad	16th Sideroad	King Twp. (Rural)	No	Low Class Bituminous	Rural	145	8	20	0.00	83	Satisfactory Condition	13	15.9	1987	6.70	8.50	13313	Preventative Maintenance	$53,252.00	$4.00	
ORRD-0238	18th Sideroad	Jane Street	End (West)	King Twp. (Rural)	No	Gravel	Rural	32	8	10	0.60	83	Satisfactory Condition	18	12.8	1874	8.00	7.30	7848	Routine Maintenance	$313,920.00	$40.00	Structure 8283
ORRD-0239	19th Sideroad	Jane Street	End (West)	King Twp. (Rural)	No	Gravel	Rural	82	8	17	0.83	83	Satisfactory Condition	11	34.7	862	6.70	6.70	6370	Routine Maintenance	$254,800.00	$40.00	
ORRD-0279	11th Concession	0.9km N. of 17th Sideroad	16th Sideroad	King Twp. (Rural)	No	High Class Bituminous	Rural	1769	8	10	0.83	83	Satisfactory Condition	22	176.7	1272	6.50	8.00	8268	Preventative Maintenance	$49,608.00	$6.00	
PRRD-0013	Beatty Crescent	7th Concession	Cook Drive	Pottageville	No	High Class Bituminous	Semi-Urban	126	8	10	0.84	83	Satisfactory Condition	12	15.1	263	6.00	8.00	1800	Preventative Maintenance	$9,760.00	$4.00	
ARRD-0006	[illegible] Road	Dufferin Street	End (West)	Ansnorveldt	No	Gravel	Rural	253	8	10	0.00	84	Satisfactory Condition	13	6.2	875	5.10	6.10	4848	Resurface	$237,920.00	$40.00	
KRRD-0057	Champlain Crescent	Kingscross Drive	End (East)	King City	No	High Class Bituminous	Semi-Urban	66	7	17	0.22	84	Satisfactory Condition	10	5.8	230	7.00	10.00	1610	Preventative Maintenance	$6,440.00	$4.00	
KRRD-0052	Martin Street	Norman Drive	100m W. of Norman Drive	King City	No	High Class Bituminous	Urban	358	7	17	0.13	84	Satisfactory Condition	14	19.1	189	7.30	8.50	1380	Preventative Maintenance	$8,280.00	$6.00	
KRRD-0138	Elizabeth Grove	Patton Street	110m E. of Patton Street	King City	No	High Class Bituminous	Semi-Urban	800	7	20	0.13	84	Satisfactory Condition	18	87.6	187	7.00	8.00	740	Preventative Maintenance	$2,960.00	$4.00	
KRRD-0140	Clearview Heights	Clearview Crescent	McNally Crescent	King City	No	High Class Bituminous	Semi-Urban	432	7	20	0.17	84	Satisfactory Condition	15	42	281	7.00	8.50	1407	Preventative Maintenance	$5,628.00	$4.00	
KRRD-0184	19th Sideroad	Keele Street	Cairns Gate	King City	No	High Class Bituminous	Rural	619	8	10	0.83	84	Satisfactory Condition	18	50.4	298	7.00	8.00	1862	Preventative Maintenance	$7,448.00	$4.00	
NRRD-0015	Hill Farm Road	Greenside Drive	Goodfellow Crescent	Nobleton	No	High Class Bituminous	Urban	1654	8	10	0.40	84	Satisfactory Condition	21	83.8	290	8.00	8.50	2320	Preventative Maintenance	$13,920.00	$6.00	
NRRD-0058	Ferrerstone Crescent	Nobleswood Drive	End (Cul-de-Sac)	Nobleton	No	High Class Bituminous	Urban	66	8	10	0.75	84	Satisfactory Condition	18	4.8	76	6.00	8.40	522	Preventative Maintenance	$3,012.00	$6.00	
NRRD-0079	Lynwood Crescent	Royal Avenue	Norman Avenue	Nobleton	No	High Class Bituminous	Semi-Urban	467	8	10	0.77	84	Satisfactory Condition	15	45.4	187	7.00	8.00	740	Preventative Maintenance	$2,960.00	$4.00	
NRRD-0131	Hill Farm Road	Walter Avenue	Goodfellow Crescent	Nobleton	No	High Class Bituminous	Urban	1654	8	10	0.00	84	Satisfactory Condition	21	93.8	146	8.00	8.50	1100	Preventative Maintenance	$6,600.00	$6.00	
NRRD-0137	Elizabeth Drive	Cross Avenue	End (North)	Nobleton	No	High Class Bituminous	Semi-Urban	214	8	16	0.62	84	Satisfactory Condition	13	18.8	74	7.30	8.70	540	Preventative Maintenance	$2,160.00	$4.00	
ORRD-0040	Davis Road	100m N. of South Canal Bank Road	2nd Concession	King Twp. (Rural)	No	Gravel	Rural	437	8	10	0.87	84	Satisfactory Condition	15	7.3	794	8.00	7.00	8273	Resurface	$262,380.00	$45.00	
ORRD-0073	19th Sideroad	200m East of 7th Concession	8th Concession	King Twp. (Rural)	No	High Class Bituminous	Rural	396	10	10	0.33	84	Satisfactory Condition	13	25.0	1823	7.00	6.50	12781	Preventative Maintenance	$51,044.00	$4.00	
ORRD-0094	Albion Vaughan Road	72m N. of Old King Road	Caledon King Town Line South	King Twp. (Rural)	Yes	High Class Bituminous	Urban	10447	8	10	0.75	84	Satisfactory Condition	32	-1	176	6.00		1050	Preventative Maintenance	$6,300.00	$6.00	
ORRD-0107	Caledon King Town Line South	King Rd	16th Sideroad	King Twp. (Rural)	Yes	High Class Bituminous	Rural	4581	8	10	0.01	84	Satisfactory Condition	26	-1	2038	6.30		12677	Preventative Maintenance	$78,082.00	$6.00	
ORRD-0133	19th Sideroad	420m W. of Old Bathurst Street	1.30km W. of Old Bathurst Street	King Twp. (Rural)	No	High Class Bituminous	Rural	1350	8	13	0.73	84	Satisfactory Condition	20	66.3	717	7.10	8.10	5091	Preventative Maintenance	$30,546.00	$6.00	
ORRD-0105	12th Concession	120m N. of Caledon King Townline	16th Sideroad	King Twp. (Rural)	No	Gravel	Rural	517	8	16	0.01	84	Satisfactory Condition	14	9.3	823	6.30	7.30	6008	Resurface	$270,360.00	$45.00	
ORRD-0164	King's Summit Road	Jane Street	End (Cul-de-Sac)	King Twp. (Rural)	No	High Class Bituminous	Semi-Urban	215	8	20	0.00	84	Satisfactory Condition	13	22.5	886	6.00	8.00	5824	Preventative Maintenance	$23,296.00	$4.00	
ORRD-0211	[illegible] Road	Dufferin Street	End (East)	King Twp. (Rural)	No	Gravel	Rural	253	8	10	0.00	84	Satisfactory Condition	13	0.2	1000	5.20	6.10	8048	Resurface	$285,000.00	$40.00	
ORRD-0233	19th Sideroad	300m E. of 7th Concession	End (East)	King Twp. (Rural)	No	High Class Bituminous	Rural	223	8	10	0.76	84	Satisfactory Condition	13	25.2	495	6.00	7.00	3030	Preventative Maintenance	$18,720.00	$6.00	
ORRD-0209	19th Sideroad	1.60km W. of Dufferin Street	Keele Street	King Twp. (Rural)	No	Gravel	Rural	895	8	10	0.00	84	Satisfactory Condition	10	18.7	282	5.10	6.10	1720	Resurface	$77,400.00	$45.00	Structure 8016
PRRD-0011	[illegible] Court	Cook Drive	End (Cul-de-Sac)	Pottageville	No	High Class Bituminous	Urban	118	8	15	0.40	84	Satisfactory Condition	11	6.1	222	6.50	8.50	1887	Preventative Maintenance	$11,322.00	$6.00	
SRRD-0008	Main Street	Church Street	Dr Kay Drive	Schomberg	No	High Class Bituminous	Urban	3453	8	19	0.40	84	Satisfactory Condition	25	150.8	404	10.00	10.00	4040	Preventative Maintenance	$24,240.00	$6.00	
YRRD-0080	Prince Adam Court	Centre View Avenue	End (Cul-de-Sac)	Laskay	No	High Class Bituminous	Semi-Urban	171	8	16	0.83	84	Satisfactory Condition	12	19.5	104	7.50	8.50	780	Preventative Maintenance	$3,120.00	$4.00	
KRRD-0121	Bernard Drive	160m E. of Fernie Crescent	Fernie Crescent (East Intersection)	King City	No	High Class Bituminous	Urban	387	8	17	0.00	85	Good Condition	13	18.3	102	8.00	8.50	816	Preventative Maintenance	$4,896.00	$6.00	
NRRD-0114	Hill Farm Road	Goodfellow Crescent	Bull Trail (Traffic Circle)	Nobleton	No	High Class Bituminous	Urban	1654	8	10	0.00	85	Good Condition	19	87.9	601	8.00	8.50	4808	Preventative Maintenance	$28,848.00	$6.00	
NRRD-0123	Gilbert Fuller Drive	Woodhill Avenue	End (Cul-de-Sac)	Nobleton	No	High Class Bituminous	Urban	36	8	15	0.27	85	Good Condition	9	1.9	263	8.00	8.50	2104	Preventative Maintenance	$12,624.00	$6.00	
NRRD-0042	Goodfellow Crescent	Hill Farm Road	500m W. of Hill Farm Road (East Intersection)	Nobleton	No	High Class Bituminous	Urban	606	8	10	0.03	85	Good Condition	15	27	495	8.00	8.50	3960	Preventative Maintenance	$23,760.00	$6.00	
ORRD-0052	Mill Road	Humber Trail	King Road	King Twp. (Rural)	No	Gravel	Rural	580	8	19	0.70	85	Good Condition	15	9.8	800	6.00	7.30	6670	Resurface	$295,000.00	$45.00	
ORRD-0080	[illegible] Avenue	Jane Street	End (East)	King Twp. (Rural)	No	Low Class Bituminous	Rural	145	8	19	0.05	85	Good Condition	11	15.4	1066	8.00	7.00	6528	Preventative Maintenance	$26,112.00	$4.00	
ORRD-0119	King View Crescent	Lane Road	End (Cul-de-Sac)	King Twp. (Rural)	No	High Class Bituminous	Rural	289	7	9	0.34	85	Good Condition	13	25.8	365	6.70	8.00	2445	Preventative Maintenance	$9,780.00	$4.00	
ORRD-0123	Eden Vale Drive	Fairfield Drive	Fairfield Drive	King Twp. (Rural)	No	High Class Bituminous	Urban	196	8	10	0.84	85	Good Condition	12	10.4	1000	8.00	8.00	8030	Preventative Maintenance	$32,120.00	$6.00	
ORRD-0143	18th Sideroad	Old Bathurst Street	630m W. of Old Bathurst Street	King Twp. (Rural)	No	High Class Bituminous	Rural	1300	8	13	0.85	85	Good Condition	18	90.8	630	7.10	8.10	4473	Preventative Maintenance	$26,838.00	$6.00	
ORRD-0180	19th Sideroad	7th Concession	9th Concession	King Twp. (Rural)	No	Gravel	Rural	444	8	10	0.83	85	Good Condition	14	7.5	2113	6.00	7.30	16425	Resurface	$494,125.00	$45.00	
ORRD-0201	Caledon King Town Line South	11th Concession (Unopened)	[illegible] Way	King Twp. (Rural)	Yes	High Class Bituminous	Rural	4581	8	15	0.05	85	Good Condition	25	278.3	188	7.00	10.00	1372	Preventative Maintenance	$8,232.00	$6.00	
ORRD-0242	Kingswood Drive	Jane Street	End (Cul-de-Sac)	King Twp. (Rural)	No	High Class Bituminous	Urban	86	8	19	0.65	85	Good Condition	16	4.2	863	7.80	8.50	6686	Preventative Maintenance	$40,116.00	$6.00	
SRRD-0013	Main Street	[illegible] Ridge Lane	Highway 9	Schomberg	No	High Class Bituminous	Urban	3000	8	17	0.63	85	Good Condition	24	100.2	71	10.00	10.00	710	Preventative Maintenance	$4,260.00	$6.00	
YRRD-0007	Mill Street	Weston Road	Second Street	Laskay	No	Low Class Bituminous	Semi-Urban	72	8	17	0.11	85	Good Condition	16	7.6	66	6.00	8.70	408	Preventative Maintenance	$1,632.00	$4.00	
KRRD-0052	Martin Street	140m W. of Norman Drive	[illegible] Avenue	King City	No	High Class Bituminous	Semi-Urban	258	8	10	0.00	86	Good Condition	13	23.7	197	9.00	8.00	1773	Preventative Maintenance	$7,092.00	$4.00	
KRRD-0088	Bernard Drive	Fernie Crescent	Warren Road	King City	No	High Class Bituminous	Urban	307	8	17	0.06	86	Good Condition	12	15.2	142	8.00	8.50	1136	Preventative Maintenance	$6,816.00	$6.00	
KRRD-0167	Dew Street	William Street	King Boulevard	King City	No	High Class Bituminous	Semi-Urban	203	8	20	0.30	86	Good Condition	11	17.2	344	7.00	9.00	1700	Preventative Maintenance	$8,033.00	$4.00	
KRRD-0168	[illegible] Road	Terry View Drive	Lily Valley Crescent	King City	No	High Class Bituminous	Urban	934	7	20	0.42	86	Good Condition	14	-1	200	8.00		1600	Preventative Maintenance	$8,000.00	$6.00	
KRRD-0236	Bernard Drive	Fernie Crescent (West Intersection)	190m E. of Fernie Crescent	King City	No	High Class Bituminous	Semi-Urban	387	8	16	0.05	86	Good Condition	12	25.4	190	7.20	8.00	1368	Preventative Maintenance	$5,472.00	$4.00	
NRRD-0078	Hollywood Drive	Hollywood Crescent	Greenside Drive	Nobleton	No	High Class Bituminous	Urban	1752	8	14	0.04	86	Good Condition	18	100.6	197	6.40	8.00	1261	Preventative Maintenance	$7,566.00	$6.00	
ORRD-0017	Jane Street	South Canal Bank Road	Woodsheppard Lane	King Twp. (Rural)	No	High Class Bituminous	Rural	806	8	10	0.01	86	Good Condition	10	90.2	645	6.00	8.20	4300	Preventative Maintenance	$17,200.00	$4.00	
ORRD-0036	19th Sideroad	1.30km W. of Old Bathurst Street	Dufferin Street	King Twp. (Rural)	No	High Class Bituminous	Rural	1350	8	15	0.00	86	Good Condition	17	75.4	543	7.10	8.10	3866	Preventative Maintenance	$23,196.00	$6.00	
ORRD-0067	Lane Road	King View Crescent	End (South)	King Twp. (Rural)	No	High Class Bituminous	Semi-Urban	15	8	10	0.00	86	Good Condition	6	1.3	86	6.70	11.00	578	Preventative Maintenance	$2,312.00	$4.00	
ORRD-0073	2nd Concession	[illegible] Lane	[illegible] Road	King Twp. (Rural)	No	Gravel	Rural	421	8	10	0.22	86	Good Condition	13	6.5	206	6.00	7.50	1530	Resurface	$68,850.00	$45.00	
ORRD-0091	William's Court	[illegible] Avenue	End (Cul-de-Sac)	King Twp. (Rural)	No	Low Class Bituminous	Semi-Urban	88	8	18	0.22	86	Good Condition	9	7.6	126	6.70	8.70	844	Preventative Maintenance	$3,376.00	$4.00	
ORRD-0142	18th Sideroad	11th Concession	12th Concession	King Twp. (Rural)	No	Gravel	Rural	177	8	19	0.00	86	Good Condition	18	32.4	2063	7.40	8.20	15164	Routine Maintenance	$606,560.00	$40.00	
ORRD-0189	15th Sideroad	Weston Road	End (East)	King Twp. (Rural)	No	Gravel	Rural	196	8	10	0.00	86	Good Condition	11	71.5	388	5.10	6.10	2367	Routine Maintenance	$94,680.00	$40.00	
ORRD-0191	16th Sideroad	Keele Street	Jane Street	King Twp. (Rural)	No	High Class Bituminous	Rural	895	8	10	0.04	86	Good Condition	15	82.8	2392	6.00	8.00	13741	Preventative Maintenance	$54,964.00	$4.00	
ORRD-0257	10th Concession	165m S. of 15th Sideroad	16th Sideroad	King Twp. (Rural)	No	Gravel	Rural	436	8	10	0.93	86	Good Condition	13	6.4	166	6.00	7.00	1311	Resurface	$58,995.00	$45.00	
ORRD-0267	17th Sideroad	9th Concession	End (East)	King Twp. (Rural)	No	Gravel	Rural	158	8	17	0.00	86	Good Condition	11	61.1	388	5.10	6.10	2420	Routine Maintenance	$96,800.00	$40.00	
SRRD-0004	Main Street	Western Avenue	[illegible] Avenue	Schomberg	No	High Class Bituminous	Urban	3000	8	17	0.00	86	Good Condition	22	157.8	144	10.00	10.00	1440	Preventative Maintenance	$8,640.00	$6.00	
SRRD-0021	Cooper Drive	Dr James Drive	Dr Kay Drive	Schomberg	No	High Class Bituminous	Urban	1024	8	10	0.00	86	Good Condition	16	47.8	306	8.50	8.50	2601	Preventative Maintenance	$15,606.00	$6.00	
SRRD-0045	Main Street	Highway 27	Cooper Drive	Schomberg	No	High Class Bituminous	Urban	3219	8	10	0.00	86	Good Condition	21	-1	236	10.00		2399	Preventative Maintenance	$14,394.00	$6.00	

Appendix E - Road Improvement Needs (Sorted by PCI)

Municipal ID	Name	Name From	Name To	Community	Secondary Road	Surface Material	Roadside Environment	AADT	Ride Comfort Rating (RCR)	Structural Adequacy (1-20)	OSI	PCI	PCI Class	Priority Rating (PR)	Priority Guide Number (PGN)	Road Length (m)	Road Width (m)	Platform Width (m)	Surface Area (m²)	Proposed Lifecycle Improvement	Improvement Cost	Benchmark Cost ($/m²)	OSIM Culverts/Bridges
YRRD-0006	Mill Street	Second Street	End (West)	Laskay	No	High Class Bituminous	Rural	72	0	10	0.71	86	Good Condition	8	-1	170	4.80		770	Preventive Maintenance	$3,080.00	$4.00	
KRRD-0109	McClure Drive	Curtis Crescent	Cambria Place	King City	No	High Class Bituminous	Urban	149	9	20	0.81	87	Good Condition	10	7.3	175	8.50	0.50	1400	Preventive Maintenance	$5,600.00	$4.00	
KRRD-0101	Burns Boulevard	Wellington Way	Findley Avenue	King City	No	High Class Bituminous	Urban	799	8	10	0.13	87	Good Condition	11	13.3	346	8.00	0.50	2784	Preventive Maintenance	$11,136.00	$4.00	
KRRD-0107	Elizabeth Grove	Banner Lane	Clearview Heights	King City	No	High Class Bituminous	Urban	704	8	16	0.13	87	Good Condition	10	8.4	45	8.00	0.50	360	Preventive Maintenance	$2,160.00	$6.00	
KRRD-0122	Warren Road	Banner Lane	Patrice Drive	King City	No	High Class Bituminous	Urban	627	7	20	0.54	87	Good Condition	14	20.1	254	8.00	0.50	2032	Preventive Maintenance	$12,192.00	$6.00	
KRRD-0131	Austin Rumble Court	Burton Grove	Richard Berry Court	King City	No	High Class Bituminous	Urban	167	8	20	0.16	87	Good Condition	10	-1	139	8.00		1112	Preventive Maintenance	$6,672.00	$6.00	
KRRD-0142	Warren Road	Lavender Valley Road	Bennet Drive	King City	No	High Class Bituminous	Urban	627	8	15	0.10	87	Good Condition	14	39.9	232	8.50	0.50	1972	Preventive Maintenance	$11,832.00	$6.00	Structure 8226
KRRD-0162	East Humber Drive	Humber Valley Crescent	Humber Valley Crescent	King City	No	High Class Bituminous	Urban	1033	8	10	0.06	87	Good Condition	15	47.6	517	8.00	0.50	4136	Preventive Maintenance	$24,816.00	$6.00	
KRRD-0143	Curtis Crescent	McClure Drive	McClure Drive	King City	No	High Class Bituminous	Urban	587	8	20	0.63	87	Good Condition	13	29.1	900	8.00	0.50	7200	Preventive Maintenance	$43,200.00	$6.00	
KRRD-0234	Warren Road	Bennet Drive	69m N. of Bennet Drive	King City	No	High Class Bituminous	Urban	627	8	17	0.14	87	Good Condition	14	20.1	47	8.00	0.50	376	Preventive Maintenance	$2,256.00	$6.00	
NRRD-0077	Old King Road	Highway 27	King Road	Nobleton	No	High Class Bituminous	Urban	436	7	17	0.47	87	Good Condition	12	19.0	181	8.10	0.00	1466	Preventive Maintenance	$8,796.00	$6.00	
NRRD-0029	Woodhill Avenue	King Road	Fairmont Court	Nobleton	No	High Class Bituminous	Urban	704	8	20	0.11	87	Good Condition	14	27	195	8.00	10.29	1872	Preventive Maintenance	$11,232.00	$6.00	
NRRD-0085	Fairmont Court	Woodhill Avenue	End (Cul-de-Sac)	Nobleton	No	High Class Bituminous	Urban	88	8	15	0.00	87	Good Condition	9	3.8	200	8.10	6.70	1620	Preventive Maintenance	$9,720.00	$6.00	Structure 8273
NRRD-0089	MacTaggart Drive	McCutcheon Avenue	Highway 27	Nobleton	No	High Class Bituminous	Urban	509	9	17	0.10	87	Good Condition	13	21.7	166	10.00	10.00	1660	Preventive Maintenance	$9,960.00	$6.00	
ORRD-0047	10th Sideroad	Little Rebel Road	10th Concession	King Twp. (Rural)	No	High Class Bituminous	Rural	671	9	10	0.12	87	Good Condition	13	61.8	196	6.00	6.00	1176	Preventive Maintenance	$4,704.00	$4.00	
ORRD-0138	11th Concession	1.2km N. of King Road	15th Sideroad	King Twp. (Rural)	No	High Class Bituminous	Rural	152	10	20	0.61	87	Good Condition	10	13.3	321	6.20	8.50	5802	Preventive Maintenance	$23,208.00	$4.00	
ORRD-0169	2nd Concession	Dyers Road	Hennessey Lane	King Twp. (Rural)	No	Gravel	Rural	421	8	10	0.33	87	Good Condition	12	0	431	6.00	7.50	4733	Resurface	$189,320.00	$40.00	
ORRD-0196	17th Sideroad	8th Concession	Highway 27	King Twp. (Rural)	No	Gravel	Rural	357	8	10	0.00	87	Good Condition	12	0.5	2042	6.70	6.70	13681	Resurface	$547,240.00	$40.00	
ORRD-0130	11th Concession	King Road	1.2km N. of King Road	King Twp. (Rural)	No	High Class Bituminous	Rural	152	10	20	0.81	87	Good Condition	10	13.3	1273	6.30	6.50	8029	Preventive Maintenance	$32,116.00	$4.00	
ORRD-0223	10th Sideroad	Dufferin Street	Keele Street	King Twp. (Rural)	No	High Class Bituminous	Rural	437	9	20	0.00	87	Good Condition	12	33.5	2103	7.20	9.00	15142	Preventive Maintenance	$60,568.00	$4.00	
ORRD-0237	Whitehorse Road	Dufferin Street	End (Canal)	King Twp. (Rural)	No	Gravel	Rural	253	8	10	0.01	87	Good Condition	11	6.1	756	6.10	6.10	4634	Resurface	$185,360.00	$40.00	
ORRD-0251	17th Sideroad	Jane Street	End (West)	King Twp. (Rural)	No	Gravel	Rural	245	8	10	0.00	87	Good Condition	11	6.4	821	6.20	5.50	5095	Resurface	$203,800.00	$40.00	
YRRD-0009	Centre View Avenue	45m E. of Weston Road	Percy Adam Court	Laskay	No	High Class Bituminous	Semi-Urban	171	8	10	0.13	87	Good Condition	10	12.6	94	7.50	6.20	705	Preventive Maintenance	$2,820.00	$4.00	
SRRD-0004	Laney Avenue	Laney Avenue	End (South)	Kettleby	No	High Class Bituminous	Rural	26	8	10	0.24	88	Good Condition	7	-1	251	6.10		1531	Preventive Maintenance	$6,124.00	$4.00	
KRRD-0081	Washington Way	Burns Boulevard	Langdon Drive	King City	No	High Class Bituminous	Urban	240	10	20	0.81	88	Good Condition	10	0.0	196	8.50	8.50	1663	Preventive Maintenance	$9,978.00	$6.00	
KRRD-0027	Burton Grove	McBride Crescent	Keele Street	King City	No	High Class Bituminous	Urban	497	8	20	0.39	88	Good Condition	12	21.1	253	8.00	8.50	2024	Preventive Maintenance	$12,144.00	$6.00	
KRRD-0079	Cedden Court	Warren Road	End (Cul-de-Sac)	King City	No	High Class Bituminous	Urban	215	8	20	0.10	88	Good Condition	10	0.9	147	8.20	8.50	1205	Preventive Maintenance	$7,230.00	$6.00	
KRRD-0082	Patten Street	Warren Road	Elizabeth Grove	King City	No	High Class Bituminous	Semi-Urban	867	8	16	0.20	88	Good Condition	14	72.7	101	7.00	6.70	707	Preventive Maintenance	$2,828.00	$4.00	
KRRD-0080	Richard Berry Court	Chuck Ormsby Crescent	Chuck Ormsby Crescent	King City	No	High Class Bituminous	Urban	343	10	20	0.75	88	Good Condition	10	-1	186	8.00		1600	Preventive Maintenance	$6,400.00	$4.00	
KRRD-0105	Kingsbyron Drive	Patten Street	Hollingsworth Drive	King City	No	High Class Bituminous	Semi-Urban	294	7	20	0.57	88	Good Condition	10	21.4	203	7.00	9.00	1421	Preventive Maintenance	$5,684.00	$4.00	
KRRD-0113	Clearview Heights	Melinda Crescent	Elizabeth Grove	King City	No	High Class Bituminous	Semi-Urban	469	8	20	0.10	88	Good Condition	12	35.8	292	7.00	9.00	2044	Preventive Maintenance	$8,176.00	$4.00	
KRRD-0116	Spring Hill Drive	King Road	Adams Place	King City	No	High Class Bituminous	Urban	299	7	20	0.90	88	Good Condition	10	-1	332	8.00		3959	Preventive Maintenance	$15,836.00	$4.00	
KRRD-0214	Burns Boulevard	Bel Way	Robert Berry Crescent	King City	No	High Class Bituminous	Urban	290	7	20	0.62	88	Good Condition	10	11.6	167	8.50	8.50	1590	Preventive Maintenance	$9,540.00	$6.00	
LRRD-0011	Little Rebel Road	19th Sideroad	Rebellion Way	King Twp. (Rural)	No	High Class Bituminous	Semi-Urban	562	8	10	0.21	88	Good Condition	12	43.1	256	7.00	10.00	2056	Preventive Maintenance	$8,224.00	$4.00	
NRRD-0041	Lynwood Crescent	Nathan Avenue	225m N. of Nathan Avenue	Nobleton	No	High Class Bituminous	Semi-Urban	467	8	10	0.01	88	Good Condition	11	34	234	7.00	8.00	1636	Preventive Maintenance	$6,544.00	$4.00	
ORRD-0013	19th Sideroad	0.55km E. of Highway 27	10th Concession	King Twp. (Rural)	No	Gravel	Rural	100	8	10	0.15	88	Good Condition	8	29.7	1485	7.20	7.30	10685	Routine Maintenance	$427,400.00	$40.00	
ORRD-0021	Keele Street	110m N. of Woodchoppers Lane	Strawberry Lane	King Twp. (Rural)	No	High Class Bituminous	Rural	1609	9	17	0.90	88	Good Condition	10	84.2	759	6.80	4.50	4034	Preventive Maintenance	$16,136.00	$4.00	
ORRD-0049	8th Concession	Lloydtown/Aurora Road	Highway 9	King Twp. (Rural)	No	High Class Bituminous	Rural	779	8	10	0.10	88	Good Condition	12	56.6	2077	7.00	0.00	14530	Preventive Maintenance	$58,120.00	$4.00	
ORRD-0087	11th Concession	King Road	End (South)	King Twp. (Rural)	No	Gravel	Rural	64	8	10	0.11	88	Good Condition	8	16.3	1294	6.70	6.70	8693	Routine Maintenance	$347,720.00	$40.00	
ORRD-0083	West Canal Bank Road	Highway 9	King - Simcoe County Boundary	King Twp. (Rural)	No	Low Class Bituminous	Rural	344	8	20	0.13	88	Good Condition	10	22.6	324	5.50	8.00	1782	Preventive Maintenance	$7,128.00	$4.00	
ORRD-0089	15th Sideroad	11th Concession	End (West)	King Twp. (Rural)	No	Gravel	Rural	32	9	10	0.11	88	Good Condition	7	16.6	804	5.10	6.10	4754	Routine Maintenance	$190,160.00	$40.00	
ORRD-0179	King View Crescent	King View Crescent (Fork)	Laity Road	King Twp. (Rural)	No	High Class Bituminous	Rural	209	8	17	0.26	88	Good Condition	10	29.8	317	6.70	8.00	2124	Preventive Maintenance	$8,496.00	$4.00	
ORRD-0228	16th Sideroad	11th Concession	12th Concession	King Twp. (Rural)	No	High Class Bituminous	Rural	857	10	17	0.70	88	Good Condition	12	30.4	2080	7.20	8.00	15079	Preventive Maintenance	$60,316.00	$4.00	
SRRD-0009	Dr. Jones Drive	Willard Hunt Court	Cooper Drive	Schomberg	No	High Class Bituminous	Urban	456	8	10	0.21	88	Good Condition	11	10.2	148	8.00	8.10	1190	Preventive Maintenance	$7,140.00	$6.00	
SRRD-0049	Dillane Drive	Proctor Road	Spruce Street	Schomberg	No	High Class Bituminous	Urban	1062	10	20	0.72	88	Good Condition	14	-1	371	8.00		3330	Preventive Maintenance	$19,980.00	$6.00	
KRRD-0039	Elizabeth Grove	Melinda Crescent	Patten Street	King City	No	High Class Bituminous	Semi-Urban	309	8	20	0.30	88	Good Condition	12	60.1	185	7.00	8.00	1295	Preventive Maintenance	$5,180.00	$4.00	
KRRD-0091	King Boulevard	King Road	Dew Street	King City	No	High Class Bituminous	Semi-Urban	432	8	15	0.30	88	Good Condition	10	30	163	6.60	9.00	1076	Preventive Maintenance	$4,304.00	$4.00	
KRRD-0106	McClure Drive	Cambria Place	Gilbey Circle	King City	No	High Class Bituminous	Urban	100	8	10	0.20	88	Good Condition	8	6.5	84	8.00	8.50	672	Preventive Maintenance	$4,032.00	$6.00	
KRRD-0127	Cornwall Crescent	[illegible]	Di Nardo Court	King City	No	High Class Bituminous	Urban	600	8	10	0.00	88	Good Condition	11	-1	303	8.00		2424	Preventive Maintenance	$9,696.00	$4.00	
KRRD-0159	Dennison Street	Keele Street	Valleycrest Drive	King City	No	High Class Bituminous	Urban	132	8	10	0.10	88	Good Condition	8	9.1	192	8.00	8.50	1536	Preventive Maintenance	$9,216.00	$6.00	
KRRD-0223 1	Catford Drive	Winter Road	175m N. of Winter Road	King City	No	High Class Bituminous	Semi-Urban	102	7	20	0.71	88	Good Condition	8	7.4	194	6.40	8.00	986	Preventive Maintenance	$3,944.00	$4.00	
KRRD-0237	Fords Crescent	Bennet Drive	140m E. of Bennet Drive	King City	No	High Class Bituminous	Semi-Urban	294	8	10	0.20	88	Good Condition	8	19.1	140	7.00	10.00	980	Preventive Maintenance	$3,920.00	$4.00	
NRRD-0009	Nathan Avenue	Highway 27	Lynwood Crescent	Nobleton	No	High Class Bituminous	Semi-Urban	292	8	17	0.20	88	Good Condition	8	23.5	251	5.80	7.00	1456	Preventive Maintenance	$5,824.00	$4.00	
NRRD-0045	Lynwood Crescent	236m N. of Nathan Avenue	Hill Farm Road	Nobleton	No	High Class Bituminous	Urban	378	8	10	0.07	88	Good Condition	10	13.9	163	8.00	6.60	1306	Preventive Maintenance	$7,836.00	$6.00	
ORRD-0029	7th Concession	0.96km S. of 15th Sideroad	End (South)	King Twp. (Rural)	No	Gravel	Rural	210	9	10	0.30	89	Good Condition	3	2.5	1236	4.00	8.10	11430	Resurface	$457,200.00	$40.00	
ORRD-0015	7th Concession	Pine Valley Drive	End (North)	King Twp. (Rural)	No	Low Class Bituminous	Rural	32	10	10	0.84	89	Good Condition	6	2.2	466	4.70	7.00	3122	Preventive Maintenance	$12,488.00	$4.00	
ORRD-0161 1	18th Sideroad	236m W. of Dufferin Street	1.65km W. of Dufferin Street	King Twp. (Rural)	No	Gravel	Rural	866	8	10	0.22	89	Good Condition	12	10.7	1438	8.30	7.30	11930	Resurface	$477,200.00	$40.00	
ORRD-0166	8th Concession	15th Sideroad	16th Sideroad	King Twp. (Rural)	No	Low Class Bituminous	Rural	1610	8	10	0.28	89	Good Condition	13	48.4	2054	6.50	8.50	13351	Preventive Maintenance	$53,404.00	$4.00	
ORRD-0034	Carrying Place Trail	16th Sideroad	Bryla Trail	King Twp. (Rural)	No	High Class Bituminous	Urban	464	8	10	0.21	89	Good Condition	10	17	573	8.50	8.00	4871	Preventive Maintenance	$19,484.00	$4.00	
SRRD-0033	Mapes Park Drive	Maynard Drive	Mapes Court	Schomberg	No	High Class Bituminous	Urban	736	8	19	0.00	89	Good Condition	12	29.8	336	8.50	6.50	2940	Preventive Maintenance	$11,760.00	$4.00	
SRRD-0032	Roe Drive	Cooper Drive	End (Loop)	Schomberg	No	High Class Bituminous	Urban	171	8	16	0.02	89	Good Condition	8	6.3	227	8.50	6.50	1930	Preventive Maintenance	$11,580.00	$6.00	
SRRD-0074	Mapes Park Drive	Mapes Court	End (Cul-de-Sac)	Schomberg	No	High Class Bituminous	Urban	736	8	15	0.10	89	Good Condition	12	26.0	131	8.50	8.50	1114	Preventive Maintenance	$6,684.00	$6.00	
SRRD-0079	Roseberry Drive	McGuire Court	66m E. of Mill Dam Court	Schomberg	No	High Class Bituminous	Urban	1441	8	10	0.29	89	Good Condition	14	62.0	132	8.50	8.00	1122	Preventive Maintenance	$6,732.00	$6.00	
ARRD-0003 2	Bernhardt Road	200m W. of Dufferin Street	End (West)	Ansnorveldt	No	Gravel	Rural	306	8	10	0.30	89	Good Condition	8	4.3	1206	6.70	6.70	8080	Resurface	$323,200.00	$40.00	
KRRD-0092	Elizabeth Grove	Clearview Heights	Patrice Drive	King City	No	High Class Bituminous	Urban	204	8	20	0.43	89	Good Condition	8	31.3	99	8.00	6.50	792	Routine Maintenance	$594.00	$0.75	
KRRD-0037	Bennet Drive	Banner Lane	Fords Crescent	King City	No	High Class Bituminous	Semi-Urban	207	8	20	0.40	90	Good Condition	8	64	90	7.00	10.00	630	Routine Maintenance	$472.50	$0.75	
KRRD-0061	Melrose Avenue	Charles Street	End (West)	King City	No	High Class Bituminous	Semi-Urban	326	8	19	0.43	90	Good Condition	8	47.2	76	8.50	6.50	646	Routine Maintenance	$484.50	$0.75	
KRRD-0031	Clearview Crescent	Keele Street	Clearview Heights	King City	No	High Class Bituminous	Semi-Urban	432	8	20	0.42	90	Good Condition	3	76.8	75	7.00	8.50	526	Routine Maintenance	$394.50	$0.75	
KRRD-0086	Wilson Street	Dew Street	End (Cul-de-Sac)	King City	No	High Class Bituminous	Urban	50	8	17	0.40	90	Good Condition	4	8.7	60	8.20	8.50	484	Routine Maintenance	$363.00	$0.75	
KRRD-0177 2	Dennison Street	810m E. of Valleycrest Drive	East Humber Drive	King City	No	High Class Bituminous	Urban	132	6	17	0.40	90	Good Condition	7	20.3	271	8.00	8.50	2160	Routine Maintenance	$1,620.00	$0.75	
NRRD-0156	Paradise Valley Trail	Unnamed (Planned Road)	West Coast Trail	Nobleton	No	High Class Bituminous	Urban	436	8	20	0.16	90	Good Condition	8	64.0	197	8.70	8.70	1714	Routine Maintenance	$1,285.50	$0.75	
NRRD-0043	Walter Avenue	Cross Avenue	96m N. of Cross Avenue	Nobleton	No	High Class Bituminous	Urban	343	8	10	0.17	90	Good Condition	9	52.0	97	8.30	8.40	806	Routine Maintenance	$604.50	$0.75	
ORRD-0037 2	Dufferin Street	400m N. 16th Sideroad	1.4km N. 16th Sideroad	King Twp. (Rural)	No	Gravel	Rural	464	7	20	10.00	90	Good Condition	10	4.2	899	9.50	9.50	8541	Resurface	$341,640.00	$40.00	Structure 8332
ORRD-0111 2	Glenville Road	140m N. of Davis Drive West	Dufferin Street	King Twp. (Rural)	No	Gravel	Rural	86	7	10	10.00	90	Good Condition	7	21.2	762	6.70	6.70	5108	Routine Maintenance	$204,320.00	$40.00	
ORRD-0141	Humber Trail	Forest Trail	End (West)	King Twp. (Rural)	No	Gravel	Rural	153	7	0	10.00	90	Good Condition	7	42.7	325	6.00	6.00	1950	Routine Maintenance	$78,000.00	$40.00	
ORRD-0164	Forest Trail	Humber Trail	End (South)	King Twp. (Rural)	No	Gravel	Rural	153	7	0	10.00	90	Good Condition	7	42.7	41	6.00	6.00	246	Routine Maintenance	$9,840.00	$40.00	
ORRD-0165	8th Concession	16th Sideroad	1.7km N. of 16th Sideroad	King Twp. (Rural)	No	High Class Bituminous	Rural	1293	8	10	0.13	90	Good Condition	12	280.9	1705	6.10	6.10	10400	Routine Maintenance	$7,800.00	$0.75	
ORRD-0272	15th Sideroad	1.5km East of Weston Road	7th Concession	King Twp. (Rural)	No	High Class Bituminous	Rural	890	10	10	0.62	90	Good Condition	10	102.4	342	7.20	8.50	2720	Routine Maintenance	$2,040.00	$0.75	
SRRD-0037	Jennings Avenue	Cooper Drive	Cooper Drive	Schomberg	No	High Class Bituminous	Urban	436	8	10	0.23	90	Good Condition	9	66	273	8.50	8.50	2321	Routine Maintenance	$1,740.75	$0.75	
SRRD-0039	Roseberry Drive	Quaker House Lane	End (Cul-de-Sac)	Schomberg	No	High Class Bituminous	Urban	1441	8	10	0.47	90	Good Condition	12	208.7	226	8.50	8.50	1913	Routine Maintenance	$1,434.75	$0.75	
SRRD-0052	Kettleby Road	Laney Avenue	Jane Street	Kettleby	No	High Class Bituminous	Semi-Urban	1189	8	15	0.28	91	Good Condition	11	282.8	683	6.50	6.40	4506	Routine Maintenance	$3,379.50	$0.75	
KRRD-0022	Kingsgrove Drive	Carmichael Crescent	McKellar Lane	King City	No	High Class Bituminous	Semi-Urban	1203	8	17	0.38	91	Good Condition	11	218.5	130	6.70	6.70	911	Routine Maintenance	$683.25	$0.75	
KRRD-0025	Sunnyside Street	Tyler Court	End (North)	King City	No	High Class Bituminous	Urban	50	7	8	10.00	91	Good Condition	8	-1	41	8.50		349	Routine Maintenance	$261.75	$0.75	
KRRD-0048	Tyan Trail	Jefferson Grove	End (Cul-de-Sac)	King City	No	High Class Bituminous	Urban	43	8	10	0.54	91	Good Condition	6	6.8	112	8.00	8.50	896	Routine Maintenance	$672.00	$0.75	
KRRD-0077	Kingsview Drive	Patten Street	End (West)	King City	No	High Class Bituminous	Semi-Urban	294	6	20	0.54	91	Good Condition	8	50.1	165	8.50	9.20	1873	Routine Maintenance	$1,404.75	$0.75	
KRRD-0083	Chuck Ormsby Crescent	Richard Berry Court	Ron Coles Lane	King City	No	High Class Bituminous	Urban	407	10	20	0.13	91	Good Condition	9	-1	327	8.50		2780	Routine Maintenance	$2,085.00	$0.75	
KRRD-0085	Patrice Drive	Melinda Crescent	Elizabeth Grove	King City	No	High Class Bituminous	Semi-Urban	390	8	20	0.52	91	Good Condition	6	67.0	299	7.00	8.40	2095	Routine Maintenance	$1,571.25	$0.75	
KRRD-0088	Curran Court	Carmichael Crescent	End (Cul-de-Sac)	King City	No	High Class Bituminous	Urban	171	8	10	0.60	91	Good Condition	7	23.7	174	8.00	8.50	1392	Routine Maintenance	$1,044.00	$0.75	
KRRD-0111	McClure Drive	Pettit Grove	Curtis Crescent	King City	No	High Class Bituminous	Urban	160	10	15	0.10	91	Good Condition	7	21.0	99	8.00	8.50	942	Routine Maintenance	$706.50	$0.75	
KRRD-0138	Findley Avenue	Burns Boulevard	Dennis Drive	King City	No	High Class Bituminous	Urban	264	8	10	0.00	91	Good Condition	8	34.4	193	8.50	8.50	1641	Routine Maintenance	$1,230.75	$0.75	
KRRD-0158	Fisher Street	King Road	End (Cul-de-Sac)	King City	No	High Class Bituminous	Urban	296	10	10	0.13	91	Good Condition	8	39.6	201	8.00	8.50	1608	Routine Maintenance	$1,206.00	$0.75	
KRRD-0161	Spring Hill Drive	Lavender Valley Road	Rio Court	King City	No	High Class Bituminous	Urban	290	7	20	10.00	91	Good Condition	8	-1	116	8.70		1009	Routine Maintenance	$756.75	$0.75	
KRRD-0182	McClure Drive	Curtis Crescent	Auckland Lane	King City	No	High Class Bituminous	Urban	144	8	10	0.34	91	Good Condition	7	23.2	205	8.00	8.50	1640	Routine Maintenance	$1,230.00	$0.75	
KRRD-0206	Burns Boulevard	Findley Avenue	Station Road	King City	No	High Class Bituminous	Urban	329	8	10	0.28	91	Good Condition	8	37.2	182	5.50	9.00	1000	Routine Maintenance	$750.00	$0.75	
KRRD-0211	Burns Boulevard	Charles Street	Bel Way	King City	No	High Class Bituminous	Urban	298	7	20	10.00	91	Good Condition	8	37.0	118	8.30	8.30	974	Routine Maintenance	$730.50	$0.75	
KRRD-0226	Scott Crescent	Catford Drive (West Intersection)	Catford Drive (East Intersection)	King City	No	High Class Bituminous	Semi-Urban	244	7	20	0.00	91	Good Condition	7	42.2	609	6.40	8.00	4474	Routine Maintenance	$3,355.50	$0.75	
NRRD-0008	Macmurchy Avenue	Albert Hill Court	End (Cul-de-Sac)	Nobleton	No	High Class Bituminous	Urban	302	10	20	0.00	91	Good Condition	6	-1	203	6.50		1339	Routine Maintenance	$1,004.25	$0.75	
NRRD-0030	Royal Avenue	King Road	Lynwood Crescent	Nobleton	No	High Class Bituminous	Semi-Urban	175	8	10	0.30	91	Good Condition	7	32.3	217	6.00	6.00	1302	Routine Maintenance	$976.50	$0.75	
NRRD-0115	Skyline Trail	Bluff Trail (Traffic Circle)	Aspen King Court	Nobleton	No	High Class Bituminous	Urban	405	8	10	0.31	91	Good Condition	8	64.5	104	8.00	8.70	832	Routine Maintenance	$624.00	$0.75	
NRRD-0073	McFarrell Way	New Bedford Court	End (Cul-de-Sac)	Nobleton	No	High Class Bituminous	Urban	405	8	20	0.24	91	Good Condition	8	64.5	58	8.00	8.50	464	Routine Maintenance	$348.00	$0.75	
ORRD-0001	Pumphouse Road	Graham Sideroad	End (Canal)	King Twp. (Rural)	No	High Class Bituminous	Rural	1715	10	10	0.11	91	Good Condition	12	292.3	1438	6.50	6.70	9347	Routine Maintenance	$7,010.25	$0.75	
ORRD-0009	Fairfield Drive	Eden Vale Drive	Eden Vale Drive	King Twp. (Rural)	No	High Class Bituminous	Urban	566	8	20	0.57	91	Good Condition	8	79.8	207	8.00	8.50	1656	Routine Maintenance	$1,242.00	$0.75	
ORRD-0085	Keele Street	Woodchoppers Lane	110m N. of Woodchoppers Lane	King Twp. (Rural)	No	High Class Bituminous	Semi-Urban	1009	9	15	0.34	91	Good Condition	11	-1	107	8.00		856	Routine Maintenance	$642.00	$0.75	
ORRD-0129	19th Sideroad	8th Concession	Highway 27	King Twp. (Rural)	No	High Class Bituminous	Rural	397	10	20	0.12	91	Good Condition	8	46.3	2037	6.00	7.00	12222	Routine Maintenance	$9,166.50	$0.75	
ORRD-0136	Davis Road	2nd Concession	King-Simcoe County Boundary	King Twp. (Rural)	No	High Class Bituminous	Rural	437	7	10	10.00	91	Good Condition	8	80.6	939	6.00	7.00	5634	Routine Maintenance	$4,225.50	$0.75	
ORRD-0158	Mill Road	Bingley Trail	Humber Trail	King Twp. (Rural)	No	Gravel	Rural	866	8	10	0.50	91	Good Condition	9	8.7	370	6.00	7.30	2744	Resurface	$109,760.00	$40.00	
ORRD-0161	10th Concession	16th Sideroad	19th Sideroad	King Twp. (Rural)	No	High Class Bituminous	Rural	195	10	20	0.14	91	Good Condition	7	28.1	2086	6.00	7.00	13000	Routine Maintenance	$9,750.00	$0.75	
ORRD-0217	Bell's Lake Road	Highway 27	Highway 27	King Twp. (Rural)	No	Low Class Bituminous	Rural	427	10	0	0.30	91	Good Condition	10	-1	380	6.70		2613	Routine Maintenance	$0.00	$0.00	
ORRD-0225 2	10th Concession	90m N. of 19th Sideroad	18th Sideroad	King Twp. (Rural)	No	High Class Bituminous	Rural	293	10	20	0.13	91	Good Condition	8	48.8	1754	4.00	7.30	10036	Routine Maintenance	$7,527.00	$0.75	
ORRD-0232	17th Sideroad	Weston Road	End (East)	King Twp. (Rural)	No	Gravel	Rural	32	10	20	0.33	91	Good Condition	5	0.0	1434	4.80	6.50	10087	Routine Maintenance	$403,480.00	$40.00	
SRRD-0035	Westerly Trail	Mapleton Mills Drive	Mapleton Mills Drive	Schomberg	No	High Class Bituminous	Urban	329	10	10	0.07	91	Good Condition	8	42.4	443	8.00	8.00	3862	Routine Maintenance	$2,896.50	$0.75	
SRRD-0043	Mangan Court	Mapes Park Drive	End (Cul-de-Sac)	Schomberg	No	High Class Bituminous	Urban	50	8	20	0.25	91	Good Condition	6	7.5	41	8.50	8.50	349	Routine Maintenance	$261.75	$0.75	
SRRD-0088	Willard Hunt Court	Dr. Jones Drive	End (Cul-de-Sac)	Schomberg	No	High Class Bituminous	Urban	166	8	10	0.33	91	Good Condition	7	24.2	74	8.50	8.50	629	Routine Maintenance	$471.75	$0.75	
YRRD-0029	Centre View Avenue	Weston Road	45m E. of Weston Road	Laskay	No	High Class Bituminous	Urban	171	8	20	0.87	91	Good Condition	7	23.7	46	8.00	8.50	372	Routine Maintenance	$279.00	$0.75	
ARRD-0005	King Street	Dufferin Street	King St. Fork	Ansnorveldt	No	High Class Bituminous	Rural	1104	10	20	0.21	92	Good Condition	6	170.2	234	6.10	7.30	1427	Routine Maintenance	$1,070.25	$0.75	
KRRD-0035	Melrose Avenue	Marlin Street	Charles Street	King City	No	High Class Bituminous	Semi-Urban	329	8	10	0.64	92	Good Condition	7	37.8	141	8.50	8.50	1199	Routine Maintenance	$899.25	$0.75	
KRRD-0054	Warren Road	Carlton Court	Alex Campbell Crescent	King City	No	High Class Bituminous	Urban	2219	9	10	0.44	92	Good Condition	11	205.4	80	8.20	8.50	580	Routine Maintenance	$435.00	$0.75	
KRRD-0098	Carmichael Crescent	Keele Street	Curran Court	King City	No	High Class Bituminous	Urban	880	8	10	0.38	92	Good Condition	6	-1	89	8.00		712	Routine Maintenance	$534.00	$0.75	
KRRD-0089	Kingsgrove Drive	Kerr Court	Chelsea Lane	King City	No	High Class Bituminous	Semi-Urban	1393	6	17	0.00	92	Good Condition	10	181.5	172	6.70	6.70	1152	Routine Maintenance	$864.00	$0.75	
KRRD-0103	John Street	King Road	James Street	King City	No	High Class Bituminous	Semi-Urban	182	8	20	0.64	92	Good Condition	6	27	117	7.00	6.50	819	Routine Maintenance	$614.25	$0.75	
KRRD-0169	Alex Campbell Crescent	Alex Campbell Crescent (Loop)	King Road	King City	No	High Class Bituminous	Urban	800	10	20	0.21	92	Good Condition	8	110.8	447	8.00	8.00	3576	Routine Maintenance	$2,682.00	$0.75	
KRRD-0129	Alex Campbell Crescent	King Road	Alex Campbell Crescent (Loop)	King City	No	High Class Bituminous	Urban	900	10	20	0.21	92	Good Condition	8	110.8	190	8.00	8.00	1520	Routine Maintenance	$1,140.00	$0.75	
KRRD-0132	Chuck Ormsby Crescent	Ron Coles Lane	Ron Coles Lane	King City	No	High Class Bituminous	Urban	497	10	20	0.17	92	Good Condition	8	-1	353	8.00		2824	Routine Maintenance	$2,118.00	$0.75	
KRRD-0164	McClure Drive	Ashland Lane	Carmichael Crescent	King City	No	High Class Bituminous	Urban	166	8	17	0.38	92	Good Condition	6	29.6	94	8.00	8.50	752	Routine Maintenance	$564.00	$0.75	
KRRD-0179	Humber Valley Crescent	East Humber Drive	East Humber Drive	King City	No	High Class Bituminous	Urban	803	9	10	0.38	92	Good Condition	6	74.2	618	8.00	8.50	4944	Routine Maintenance	$3,708.00	$0.75	

Appendix E - Road Improvement Needs (Sorted by PCI)

Municipal ID	Name	Name From	Name To	Community	Boundary Road	Surface Material	Roadside Environment	AADT	Ride Comfort Rating (RCR)	Structural Adequacy (1-20)	CBI	PCI	PCI Class	Priority Rating (PR)	Priority Guide Number (PGN)	Road Length (m)	Road Width (m)	Platform Width (m)	Surface Area (m²)	Proposed Lifecycle Improvement	Improvement Cost	Resurfacement Cost ($/m²)	OSIM Culverts/Bridges
[illegible]	Melrose Avenue	John Street	Martin Street	King City	No	High Class Bituminous	Semi-Urban	320	8	18	9.64	82	Good Condition	7	37.0	147	8.50	8.50	1250	Routine Maintenance	$937.50	$0.75	
[illegible]	Burns Boulevard	Findlay Avenue	Cathard Drive	King City	No	High Class Bituminous	Urban	329	8	18	9.42	82	Good Condition	7	23.1	120	9.60	9.60	1264	Routine Maintenance	$948.00	$0.75	
[illegible]	Hornby Avenue	Humber Crescent	50m E. of Humber Crescent	King City	No	High Class Bituminous	Urban	300	8	20	9.42	82	Good Condition	7	42.3	50	7.80	6.40	350	Routine Maintenance	$262.50	$0.75	
[illegible]	Keele Road	Goodfellow Crescent	End (Cul-de-Sac)	Nobleton	No	High Class Bituminous	Urban	72	8	19	9.36	82	Good Condition	5	8.3	165	9.50	5.50	1573	Routine Maintenance	$1,179.75	$0.75	
[illegible]	Piper Court	Skyline Trail	End (Cul-de-Sac)	Nobleton	No	High Class Bituminous	Urban	[illegible]	8	18	9.36	82	Good Condition	6	8.1	77	8.00	8.00	616	Routine Maintenance	$462.00	$0.75	
[illegible]	Hickory Street	King Road	Forte Avenue	Nobleton	No	High Class Bituminous	Semi-Urban	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Woodhill Avenue	Gilbert Fuller Drive	Hawthorne Valley Road	Nobleton	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Parkheights Trail / Samson Trail (Traffic Circle)	Parkheights Trail	Parkheights Trail	Nobleton	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Parkheights Trail	Middlebrook Trail	Kettle Valley Trail	Nobleton	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Parkheights Trail	Kettle Valley Trail	Blueberry Run Trail	Nobleton	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	16th Sideroad	Highway 27	10th Concession	King Twp (Rural)	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	South Canal Bank Road	Dave Road	Highway 400	King Twp (Rural)	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	7th Concession	Lloyd's Lane	15th Sideroad	King Twp (Rural)	No	Low Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	16th Sideroad	Highway 27	9th Concession	King Twp (Rural)	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Beech Valley Drive	[illegible]	End (Cul-de-Sac)	King Twp (Rural)	No	High Class Bituminous	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	South Canal Bank Road	Highway 9	Dave Road	King Twp (Rural)	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	10th Concession	16th Sideroad	18th Sideroad	King Twp (Rural)	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	South Canal Bank Road	Highway 400	West Road	King Twp (Rural)	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Dufferin Street	520m N. of Miller's Sideroad	King Street	King Twp (Rural)	No	Low Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	[illegible]	Dillane Drive	End (Cul-de-Sac)	Schomberg	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	McClure Court	Roselane Drive	End (Cul-de-Sac)	Schomberg	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Maynard Drive	Cutler Court	Meyer Park Drive	Schomberg	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Main Street	Ben Bay Avenue	Orono Ridge Lane	Schomberg	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Waverly Trail	Meadows Mills Drive	Ben Bay Avenue	Schomberg	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Jenkinson Grove	Tavern Trail	Carrington Crescent	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	82	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Hornby Avenue	50m E. of Humber Crescent	End	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Patton Street	Hollingsworth Drive	Kingsview Drive	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Richard Sams Court	Austin Rumble Court	Church Grimsby Crescent	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Richard Sams Court	Austin Rumble Court	End (Cul-de-Sac)	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Church Grimsby Crescent	[illegible]	Richard Sams Court	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Humber Crescent	Hornby Avenue	Hornby Avenue	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Sir Henry Court	Emery Lane	End (Cul-de-Sac)	King City	No	High Class Bituminous	Semi-Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Gatsby Court	Ceroni Gate	End (Cul-de-Sac)	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Ceroni Gate	Gatsby Court	End (Cul-de-Sac)	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	15th Sideroad	Ceroni Gate	Emery Lane	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Emery Lane	15th Sideroad	Lake Marie Trail	King City	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	15th Sideroad	Emery Lane	Lake Marie Trail	King City	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Burns Boulevard	Station Road	Dennis Drive	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Dennis Drive	Wyndam Way	Burns Boulevard	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Cathard Drive	Scott Crescent (West Intersection)	Scott Crescent (East Intersection)	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Sir Henry Court	Lake Marie Trail	Emery Lane	King City	No	High Class Bituminous	Semi-Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Emery Lane	Lake Marie Trail	Sir Henry Court	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Warren Road	Patton Street	120m E. of Patton Street	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Church Street	Centre Street	Rebellion Way	Lloydtown	No	High Class Bituminous	Semi-Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Woodhill Avenue	Fairmont Court	Gilbert Fuller Drive	Nobleton	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Northcott Way	Westbrooke Boulevard	Skyline Trail	Nobleton	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Skyline Trail	Westbrooke Boulevard	Piper Court	Nobleton	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Aspen King Court	Skyline Trail	End (Cul-de-Sac)	Nobleton	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Paradise Valley Trail	West Coast Trail	Andersons Cove Trail	Nobleton	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Parkheights Trail	Blueberry Run Trail	Parkheights Trail (Traffic Circle)	Nobleton	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Wilton Avenue	Oliver Emberson Avenue	Larkin Avenue	Nobleton	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	11th Concession	16th Sideroad	15th Sideroad	King Twp (Rural)	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	10th Concession	Huntington Road	King Road	King Twp (Rural)	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	18th Sideroad	6.53km East of Weston Road	1.8km East of Weston Road	King Twp (Rural)	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Fairfield Drive	Eden Vale Drive	[illegible]	King Twp (Rural)	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	18th Sideroad	10th Concession	11th Concession	King Twp (Rural)	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	[illegible]	Fairfield Drive	Beech Valley Drive	King Twp (Rural)	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	King View Crescent	17th Sideroad	King View Crescent	King Twp (Rural)	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Dufferin Street	16th Sideroad	15th Sideroad	King Twp (Rural)	No	High Class Bituminous	Semi-Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	8th Concession	1.7km N. of 15th Sideroad	Lloydtown/Aurora Road	King Twp (Rural)	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Odessa Drive	Church Street	Dr. Kay Drive	Schomberg	No	High Class Bituminous	Rural	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Church Street	Western Avenue	[illegible]	Schomberg	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Quaker House Lane	Roselane Drive	End (Cul-de-Sac)	Schomberg	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Meyer Park Drive	Roselane Drive	Maynard Drive	Schomberg	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Mill Dam Court	Roselane Drive	End (Cul-de-Sac)	Schomberg	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	83	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Maynard Drive	Highway 27	Cutler Court	Schomberg	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	84	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Pellatt Grove	McClure Drive	End (Cul-de-Sac)	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	84	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Patton Street	King Road	Hollingsworth Drive	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	84	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Charles Street	James Street	Melrose Avenue	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	84	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	James Street	John Street	Charles Street	King City	No	High Class Bituminous	Semi-Urban	[illegible]	[illegible]	[illegible]	[illegible]	84	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Hollingsworth Drive	Patton Street	End (West)	King City	No	High Class Bituminous	Semi-Urban	[illegible]	[illegible]	[illegible]	[illegible]	84	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Kingsview Drive	Hollingsworth Drive	Banner Lane	King City	No	High Class Bituminous	Semi-Urban	[illegible]	[illegible]	[illegible]	[illegible]	84	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Martin Street	Hornby Avenue	Norman Drive	King City	No	High Class Bituminous	Semi-Urban	[illegible]	[illegible]	[illegible]	[illegible]	84	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Wellington Way	Langdon Drive	Dennis Drive	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	84	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Warren Road	[illegible]	Lavender Valley Road	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	84	Good Condition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Routine Maintenance	[illegible]	$0.75	
[illegible]	Burton Grove	Austin Rumble Court	Melissa Crescent	King City	No	High Class Bituminous	Urban	[illegible]	[illegible]	[illegible]	[illegible]	84	Good Condition	7	71.9	151	9.50	8.50	1264	Routine Maintenance	$963.00	$0.75	
KRRD-0126	Moon Road	Lily Valley Crescent	Terry View Drive	King City	No	High Class Bituminous	Urban	263	8	[illegible]	[illegible]	84	Good Condition	5	-1	123	9.00		984	Routine Maintenance	$738.00	$0.75	
KRRD-0145	Elizabeth Grove	Keele Street	McBride Crescent	King City	No	High Class Bituminous	Urban	834	8	[illegible]	[illegible]	84	Good Condition	7	-1	53	8.00		434	Routine Maintenance	[illegible]	$0.75	
KRRD-0161	East Humber Drive	Dennison Street	End (East)	King City	No	High Class Bituminous	Semi-Urban	660	8	[illegible]	[illegible]	84	Good Condition	7	85	213	7.00	8.00	1491	Routine Maintenance	$1,118.25	$0.75	
KRRD-0201	Lake Marie Trail	Sir Henry Court	Emery Lane	King City	No	High Class Bituminous	Urban	1833	8	[illegible]	[illegible]	84	Good Condition	7	86.4	87	8.00	8.50	776	Routine Maintenance	$582.00	$0.75	
KRRD-0207	Findlay Avenue	Dennis Drive	Burns Boulevard	King City	No	High Class Bituminous	Urban	519	10	[illegible]	[illegible]	84	Good Condition	6	-1	99	8.00		888	Routine Maintenance	[illegible]	$0.75	
KRRD-0208	Dennis Drive	Findlay Avenue	Wellington Way	King City	No	High Class Bituminous	Urban	264	10	[illegible]	[illegible]	84	Good Condition	5	2.2	370	66.00	8.50	28004	Routine Maintenance	[illegible]	$0.75	
KRRD-0213	Byrne Boulevard	Robert Berry Crescent	Wellington Way	King City	No	High Class Bituminous	Urban	408	8	[illegible]	[illegible]	84	Good Condition	6	37.1	365	9.00	8.50	2920	Routine Maintenance	$2,190.00	$0.75	
KRRD-0229	McClure Drive	Keele Street	Curtis Crescent	King City	No	High Class Bituminous	Urban	298	10	[illegible]	[illegible]	84	Good Condition	5	25.3	430	8.50	8.50	3655	Routine Maintenance	$2,741.25	$0.75	
NRRD-0014	Ella Avenue	Wellington Street	Robinson Road	Nobleton	No	High Class Bituminous	Urban	190	8	[illegible]	[illegible]	84	Good Condition	5	15.5	411	8.00	8.50	3288	Routine Maintenance	$2,466.00	$0.75	
NRRD-0021	Parkheights Trail	Parkheights Trail (Traffic Circle)	West Coast Trail	Nobleton	No	High Class Bituminous	Urban	1216	10	[illegible]	[illegible]	84	Good Condition	7	105.7	314	8.50	8.50	2669	Routine Maintenance	$2,001.75	$0.75	
NRRD-0072	Ella Avenue	Robinson Road	Forte Avenue	Nobleton	No	High Class Bituminous	Urban	830	10	[illegible]	[illegible]	84	Good Condition	7	60.3	144	11.00	11.70	1584	Routine Maintenance	$1,188.00	$0.75	
NRRD-0111	Parkheights Trail	James Bowman Court	Parkheights Trail (Traffic Circle)	Nobleton	No	High Class Bituminous	Urban	1216	10	[illegible]	[illegible]	84	Good Condition	7	105.7	114	8.50	8.50	969	Routine Maintenance	$726.75	$0.75	
NRRD-0112	Ella Avenue	Wilton Avenue	End (West)	Nobleton	No	High Class Bituminous	Urban	830	10	[illegible]	[illegible]	84	Good Condition	7	60.3	111	11.00	11.70	1221	Routine Maintenance	$915.75	$0.75	
NRRD-0117	Northcott Way	Skyline Trail	New Scotland Court	Nobleton	No	High Class Bituminous	Urban	534	10	[illegible]	[illegible]	84	Good Condition	6	40.3	58	8.20	8.50	484	Routine Maintenance	$363.00	$0.75	
NRRD-0129	Nottingham Drive	King Road	Hillside Drive	Nobleton	No	High Class Bituminous	Urban	408	8	[illegible]	[illegible]	84	Good Condition	6	43	179	8.00	8.50	1432	Routine Maintenance	$1,074.00	$0.75	
NRRD-0132	Janet Avenue	Crossdale Road	End (Cul-de-Sac)	Nobleton	No	High Class Bituminous	Urban	258	10	[illegible]	[illegible]	84	Good Condition	5	-1	221	8.50		1879	Routine Maintenance	$1,409.25	$0.75	
NRRD-0173	Manchly Court	Larkin Avenue	End (Cul-de-Sac)	Nobleton	No	High Class Bituminous	Urban	120	8	[illegible]	[illegible]	84	Good Condition	4	111.1	311	8.50	8.50	2644	Routine Maintenance	$1,983.00	$0.75	Structure 8023
NRRD-0182	Samson Trail	Fairmont Ridge Trail (Traffic Circle)	Bigham Trail	Nobleton	No	High Class Bituminous	Urban	302	10	[illegible]	[illegible]	84	Good Condition	5	-1	300	8.00		2400	Routine Maintenance	$1,800.00	$0.75	
NRRD-0183	Bigham Trail	Coastal Trail	Black Tusk Trail	Nobleton	No	High Class Bituminous	Urban	456	10	[illegible]	[illegible]	84	Good Condition	6	38.4	173	8.00	8.80	1522	Routine Maintenance	$1,141.50	$0.75	
NRRD-0207	Castle Mountain Court	Parkheights Trail	End (Cul-de-Sac)	Nobleton	No	High Class Bituminous	Urban	458	10	[illegible]	[illegible]	84	Good Condition	6	-1	283	6.70		2201	Routine Maintenance	$1,650.75	$0.75	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	No	High Class Bituminous	Urban	329	8	[illegible]	[illegible]	84	Good Condition	5	-1	162	7.00		1134	Routine Maintenance	$850.50	$0.75	
ORRD-0011	Dufferin Street	1.4km N. 18th Sideroad	Davis Drive West	King Twp (Rural)	No	Gravel	Rural	484	8	[illegible]	[illegible]	84	Good Condition	6	2.5	1329	8.00	8.00	10630	Resurface	$487,710.00	$45.90	
ORRD-0043	Lloydtown/Aurora Road	Highway 27	Rebellion Way	King Twp (Rural)	No	High Class Bituminous	Rural	850	10	20	9.44	84	Good Condition	8	77.2	1519	6.30	6.70	9513	Routine Maintenance	$7,134.75	$0.75	
ORRD-0049	16th Concession	18th Sideroad	16th Sideroad	King Twp (Rural)	No	High Class Bituminous	Rural	185	10	20	9.47	84	Good Condition	5	18.7	71	6.50	7.00	462	Routine Maintenance	$346.50	$0.75	
ORRD-0058	Old Bathurst Street	Bathurst Street	700m N. of Bathurst Street	King Twp (Rural)	No	High Class Bituminous	Rural	113	9	19	9.67	84	Good Condition	4	13.8	217	8.00	8.00	4302	Routine Maintenance	$3,226.50	$0.75	
ORRD-0078	Keele Street	Davis Drive West	1.45km N. of Davis Drive West	King Twp (Rural)	No	High Class Bituminous	Rural	1663	10	19	9.42	84	Good Condition	8	177.6	1436	7.00	6.70	10148	Routine Maintenance	$7,636.75	$0.75	
ORRD-0102	11th Concession	18th Sideroad	Highway 9	King Twp (Rural)	No	High Class Bituminous	Rural	1520	10	19	9.41	84	Good Condition	8	139.6	2045	8.70	10.10	17791	Routine Maintenance	$13,343.25	$0.75	
ORRD-0163	King Street	King St. Fork	Keele Street	King Twp (Rural)	No	High Class Bituminous	Rural	1194	10	20	9.41	84	Good Condition	7	133.6	1094	6.10	7.30	11563	Routine Maintenance	$8,664.75	$0.75	
SRRD-0011	Cutler Court	Maynard Drive	End (Cul-de-Sac)	Schomberg	No	High Class Bituminous	Urban	72	8	18	9.58	84	Good Condition	4	6.2	91	8.50	8.50	774	Routine Maintenance	$580.50	$0.75	Structure 8315
SRRD-0030	Waverly Trail	Ben Bay Avenue	Meadows Mills Drive	Schomberg	No	High Class Bituminous	Urban	329	10	19	9.30	84	Good Condition	5	26.3	82	8.00	8.00	795	Routine Maintenance	[illegible]	$0.75	
SRRD-0034	Roppleme Drive	Mill Dam Court	80m E. of Mill Dam Court	Schomberg	No	High Class Bituminous	Urban	1441	8	20	9.64	84	Good Condition	7	129.2	76	8.50	8.00	663	Routine Maintenance	$497.25	$0.75	
SRRD-0035	Waverly Trail	Pope Cottage Lane	Ben Bay Avenue	Schomberg	No	High Class Bituminous	Urban	329	10	20	9.45	84	Good Condition	5	29.3	272	8.00	8.00	2339	Routine Maintenance	$1,754.25	$0.75	
SRRD-0040	Cooper Drive	Rice Drive	Dr. Jones Drive	Schomberg	No	High Class Bituminous	Urban	1834	8	19	9.67	84	Good Condition	7	88	113	8.50	8.00	961	Routine Maintenance	$720.75	$0.75	
SRRD-0042	Rossburg Drive	Mill Dam Court	Quaker House Lane	Schomberg	No	High Class Bituminous	Urban	1441	8	20	9.50	84	Good Condition	7	125.2	222	8.50	8.50	1887	Routine Maintenance	$1,415.25	$0.75	
SRRD-0048	Summit Ridge Drive	Dufferin Vista Court	Pope Cottage Lane	Schomberg	No	High Class Bituminous	Urban	329	8	20	9.06	84	Good Condition	8	27.9	245	8.70	8.70	2131	Routine Maintenance	$1,598.25	$0.75	
SRRD-0050	Ben Bay Avenue	Main Street	Dufferin Vista Court	Schomberg	No	High Class Bituminous	Urban	329	8	19	9.82	84	Good Condition	5	-1	173	8.70		[illegible]	Routine Maintenance	[illegible]	$0.75	
SRRD-0061	Cooper Drive	Dr. Jones Drive	Dr. Jones Drive	Schomberg	No	High Class Bituminous	Urban	1034	8	19	9.57	84	Good Condition	7	88	113	8.50	8.50	961	Routine Maintenance	$720.75	$0.75	
SRRD-0071	Cooper Drive	Main Street	Rice Drive	Schomberg	No	High Class Bituminous	Urban	1034	8	19	9.57	84	Good Condition	7	88	145	8.50	8.50	1233	Routine Maintenance	$924.75	$0.75	
KRRD-0014	Banner Lane	Warren Road	Elizabeth Grove	King City	No	High Class Bituminous	Urban	532	8	20	9.69	85	Good Condition	4	-1	342	8.50	8.50	2907	No Maintenance Required	$0.00	$0.00	
KRRD-0021	Cavanto Place	McClure Drive	End (Cul-de-Sac)	King City	No	High Class Bituminous	Urban	88	8	20	8.76	85	Good Condition	3	-1	64	8.00	8.50	512	No Maintenance Required	$0.00	$0.00	
KRRD-0023	Heritage Park	Keele Street	Hornby Avenue	King City	No	High Class Bituminous	Semi-Urban	408	10	20	9.64	85	Good Condition	5	-1	117	7.00	8.40	819	No Maintenance Required	$0.00	$0.00	
KRRD-0064	Valleycrest Drive	Dennison Street	End (Cul-de-Sac)	King City	No	High Class Bituminous	Urban	58	8	19	9.73	85	Good Condition	3	-1	80	9.00	8.50	720	No Maintenance Required	$0.00	$0.00	
KRRD-0074	Carrington Crescent	Curran Court	Jenkinson Grove	King City	No	High Class Bituminous	Urban	600	8	19	9.70	85	Good Condition	5	-1	130	8.00		1040	No Maintenance Required	$0.00	$0.00	
KRRD-0084	Sculptors Gate	Keele Street	Church Grimsby Crescent	King City	No	High Class Bituminous	Urban	406	10	20	9.50	85	Good Condition	5	-1	112	12.50		1400	No Maintenance Required	$0.00	$0.00	
KRRD-0117	Lavender Valley Road	Spring Hill Drive	Bear Ridge Court	King City	No	High Class Bituminous	Urban	827	10	20	9.50	85	Good Condition	5	-1	169	8.50		1437	No Maintenance Required	$0.00	$0.00	
KRRD-0120	Spring Hill Drive	Adelia Place	Lavender Valley Road	King City	No	High Class Bituminous	Urban	290	10	20	9.50	85	Good Condition	4	-1	311	8.50		2644	No Maintenance Required	$0.00	$0.00	
KRRD-0123	Valley Point Crescent	Terry View Drive	End (Cul-de-Sac)	King City	No	High Class Bituminous	Urban	215	10	20	9.50	85	Good Condition	4	-1	133	8.00		1064	No Maintenance Required	$0.00	$0.00	
KRRD-0137	Charles Street	Burns Boulevard	James Street	King City	No	High Class Bituminous	Semi-Urban	340	8	19	9.71	85	Good Condition	4	-1	122	9.00	9.00	1098	No Maintenance Required	$0.00	$0.00	
KRRD-0144	Tynes Trail	Jenkinson Grove	End (West)	King City	No	High Class Bituminous	Urban	43	8	19	9.60	85	Good Condition	3	-1	18	8.00		144	No Maintenance Required	$0.00	$0.00	
KRRD-0156	Winter Road	Cathard Drive	End (Cul-de-Sac)	King City	No	High Class Bituminous	Semi-Urban	86	8	20	10.00	85	Good Condition	3	-1	198	6.40	3.00	1267	No Maintenance Required	$0.00	$0.00	Structure 0219 & 0317

Appendix E - Road Improvement Needs (Sorted by PCI)

Municipal ID	Name	Name From	Name To	Community	Boundary Road	Surface Material	Roadside Environment	AADT	Ride Comfort Rating (RCR)	Structural Adequacy (1-20)	SAI	PCI	PCI Class	Priority Rating (PR)	Priority Guide Number (PGN)	Road Length (m)	Road Width (m)	Platform Width (m)	Surface Area (m²)	Proposed Lifecycle Improvement	Improvement Cost	Benchmark Cost ($/m²)	OSIM Culverts/Bridges
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Appendix E - Road Improvement Needs (Sorted by PCI)

Municipal ID	Name	Name From	Name To	Community	Boundary Road	Surface Material	Roadside Environment	AADT	Ride Comfort Rating (RCR)	Structural Adequacy (1-20)	DMI	PCI	PCI Class	Priority Rating (PR)	Priority Rating Number (PRN)	Road Length (m)	Road Width (m)	Platform Width (m)	Surface Area (m²)	Proposed Lifecycle Improvement	Improvement Cost	Benchmark Cost ($/m²)	OSIM Culverts/Bridges

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Appendix E - Road Needs

Appendix E - Road Improvement Needs (Sorted by PCI)

Municipal ID	Name	Name From	Name To	Community	Boundary Road	Surface Material	Roadside Environment	AADT	Risk Combined Rating (RCR)	Structural Adequacy (%-age)	OSI	PCI	PCI Class	Priority Rating (PR)	Priority Rank Number (PRN)	Road Length (m)	Road Width (m)	Pavement Width (m)	Surface Area (m²)	Proposed Lifecycle Improvement	Improvement Cost	Resurface Cost ($/m²)	OSIM Culvert/Bridge#
ORRD-0002	Keats Street	10th Sideroad	15th Sideroad	King Twp. (Rural)	Mc	High Class Bituminous	Rural	3250	0	25	10.00	97	Good Condition	4	-1	10	6.45		115	No Maintenance Required	$0.00	$0.00	
ORRD-0003	12th Sideroad	8th Concession	Kennedale Road	King Twp. (Rural)	Mc	Low Class Bituminous	Rural	737	10	25	10.00	97	Good Condition	4	-1	1288	6.45	6.26	8270	No Maintenance Required	$0.00	$0.00	
ORRD-0004	7th Concession	14th Sideroad	15th Sideroad	King Twp. (Rural)	Mc	High Class Bituminous	Semi-Urban	783	0	25	10.00	97	Good Condition	3	-1	39	7.00	6.46	342	No Maintenance Required	$0.00	$0.00	
ORRD-0005	Hamlin Drive	Scenic Valley Drive	End (Cul-de-Sac)	King Twp. (Rural)	Mc	High Class Bituminous	Urban	91	0	25	3.81	97	Good Condition	3	-1	46	6.00	5.56	344	No Maintenance Required	$0.00	$0.00	
ORRD-0137	7th Concession	1.85km W. of Dunlop's Dam Lane	15th Sideroad	King Twp. (Rural)	Mc	High Class Bituminous	Rural	1000	0	25	10.00	97	Good Condition	3	-1	1850	6.45	6.26	11925	No Maintenance Required	$0.00	$0.00	
ORRD-0138	Keats Street	Lindsay Road	King Street	King Twp. (Rural)	Mc	High Class Bituminous	Rural	1000	0	25	10.00	97	Good Condition	3	-1	173	7.30	6.95	1245	No Maintenance Required	$0.00	$0.00	
ORRD-0139	15th Sideroad	Kennedale Road	Highway 27	King Twp. (Rural)	Mc	Low Class Bituminous	Rural	1746	0	25	10.00	97	Good Condition	3	-1	444	6.45	6.26	2770	No Maintenance Required	$0.00	$0.00	
ORRD-0171	Nicholson Lehigh Drive	Highway 27	Eastwood Crescent	King Twp. (Rural)	Mc	Low Class Bituminous	Rural	737	10	25	10.00	97	Good Condition	3	-1	440	6.45	6.26	2850	No Maintenance Required	$0.00	$0.00	
ORRD-0214	10th Concession	Queen Street	Highway 9	King Twp. (Rural)	Mc	High Class Bituminous	Urban	553	0	25	10.00	97	Good Condition	3	-1	70	6.00	5.56	4200	No Maintenance Required	$0.00	$0.00	Structure 0227
ORRD-0178	Dufferin Street	Aurora Road	Gorham Sideroad	King Twp. (Rural)	Mc	High Class Bituminous	Rural	2452	0	25	10.00	97	Good Condition	3	-1	81	6.00	5.56	486	No Maintenance Required	$0.00	$0.00	
ORRD-0151	10th Sideroad	Dufferin Street	210m W. of Dufferin Street	King Twp. (Rural)	Mc	High Class Bituminous	Semi-Urban	2147	0	25	10.00	97	Good Condition	4	-1	1418	7.30	6.95	11388	No Maintenance Required	$0.00	$0.00	Structure 0234
ORRD-0180	Weedmasters Lane	Jane Street	Wild Road	King Twp. (Rural)	Mc	High Class Bituminous	Rural	995	0	25	10.00	97	Good Condition	3	-1	923	6.70	6.70	2230	No Maintenance Required	$0.00	$0.00	
ORRD-0181	Weedmasters Lane	1.8km W. of Keats Street	Dufferin Street	King Twp. (Rural)	Mc	High Class Bituminous	Rural	328	0	25	10.00	97	Good Condition	3	-1	227	6.30	5.30	1430	No Maintenance Required	$0.00	$0.00	
ORRD-0200	11th Sideroad	Dufferin Street	King View Crescent	King Twp. (Rural)	Mc	High Class Bituminous	Rural	1951	0	25	10.00	97	Good Condition	3	-1	1095	6.70	6.70	7335	No Maintenance Required	$0.00	$0.00	
ORRD-0212	Albion Vaughan Road	Queensville Blvd	Knightsbridge Boundary	King Twp. (Rural)	Mc	High Class Bituminous	Rural	5727	0	0	10.00	97	Good Condition	3	-1	1098	6.95	6.40	7275	No Maintenance Required	$0.00	$0.00	
ORRD-0216	9th Sideroad	Weston Road	End (West)	King Twp. (Rural)	Mc	High Class Bituminous	Rural	16947	0	25	10.00	97	Good Condition	3	-1	327	6.70	6.50	3330	No Maintenance Required	$0.00	$0.00	
ORRD-0218	Dalsa Drive	Valley Road	End (West)	King Twp. (Rural)	Mc	High Class Bituminous	Rural	28	0	25	10.00	97	Good Condition	3	-1	204	7.30		1490	No Maintenance Required	$0.00	$0.00	
ORRD-0219	Nicholson Lehigh Drive	Eastwood Crescent	Lynn Kiteley Drive	King Twp. (Rural)	Mc	High Class Bituminous	Rural	28	0	0	10.00	97	Good Condition	3	-1	788	6.35	7.20	4485	No Maintenance Required	$0.00	$0.00	
ORRD-0221	7th Concession	13th Sideroad	Barrie's Dam Lane	King Twp. (Rural)	Mc	High Class Bituminous	Urban	563	0	25	10.00	97	Good Condition	3	-1	302	6.20	5.70	2012	No Maintenance Required	$0.00	$0.00	
ORRD-0223	7th Concession	Beatrix Crescent	Beatrix Crescent	Pottageville	Mc	High Class Bituminous	Rural	563	10	25	9.78	97	Good Condition	3	-1	68	6.10	5.60	408	No Maintenance Required	$0.00	$0.00	
ORRD-0224	Mount Wolfrik Drive	James Manning Court	John Cropper Court	Pottageville	Mc	High Class Bituminous	Semi-Urban	983	0	25	10.00	97	Good Condition	3	-1	987	7.20	6.80	8874	No Maintenance Required	$0.00	$0.00	
ORRD-0232	11th Sideroad	Keats Street	Jane Street	King Twp. (Rural)	Mc	High Class Bituminous	Urban	97	0	25	10.00	97	Good Condition	3	-1	230	7.00	6.46	1782	No Maintenance Required	$0.00	$0.00	
ORRD-0233	7th Concession	15th Sideroad	0.98km S. of 15th Sideroad	King Twp. (Rural)	Mc	High Class Bituminous	Rural	4399	0	25	9.98	97	Good Condition	3	-1	154	6.95		1732	No Maintenance Required	$0.00	$0.00	Structure 0235
ORRD-0242	Weedmasters Lane	0.65m S. of Keats Street	1.45m W. of Keats Street	King Twp. (Rural)	Mc	High Class Bituminous	Rural	312	0	25	10.00	97	Good Condition	3	-1	2025	6.70	5.20	13524	No Maintenance Required	$0.00	$0.00	
ORRD-0243	Main Sideroad	7th Concession	660m E. of 7th Concession	King Twp. (Rural)	Mc	High Class Bituminous	Rural	1041	0	25	10.00	97	Good Condition	3	-1	800	6.00	5.18	5130	No Maintenance Required	$0.00	$0.00	
ORRD-0271	10th Sideroad	Weston Road	0.93km East of Weston Road	King Twp. (Rural)	Mc	High Class Bituminous	Semi-Urban	197	0	0	10.00	97	Good Condition	3	-1	478	6.00	5.18	2787	No Maintenance Required	$0.00	$0.00	
PRRD-0002	Cook Drive	Shanks Drive	Armstrong Crescent	Pottageville	Mc	High Class Bituminous	Rural	835	10	25	8.79	97	Good Condition	3	-1	371	6.70	6.14	2484	No Maintenance Required	$0.00	$0.00	
PRRD-0004	Cook Drive	110m W. of Armstrong Road	Regina Crescent	Pottageville	Mc	High Class Bituminous	Urban	835	0	25	10.00	97	Good Condition	3	-1	302	7.30	11.00	4529	No Maintenance Required	$0.00	$0.00	
PRRD-0005	Regina Drive	Cook Drive	End (East)	Pottageville	Mc	High Class Bituminous	Urban	835	0	25	10.00	97	Good Condition	3	-1	205	6.95	6.95	1571	No Maintenance Required	$0.00	$0.00	
PRRD-0006	Mundrake Court	Cook Drive	End (Cul-de-Sac)	Pottageville	Mc	High Class Bituminous	Urban	41	0	25	10.00	97	Good Condition	3	-1	231	6.85		1671	No Maintenance Required	$0.00	$0.00	
PRRD-0007	Cage Drive	Mundrake Court	Armitage Road	Pottageville	Mc	High Class Bituminous	Urban	41	0	25	10.00	97	Good Condition	3	-1	87	6.00	5.30	756	No Maintenance Required	$0.00	$0.00	
PRRD-0008	Armstrong Crescent	Cook Drive	Cook Drive	Pottageville	Mc	High Class Bituminous	Urban	832	0	25	10.00	97	Good Condition	3	-1	102	6.00	5.80	991	No Maintenance Required	$0.00	$0.00	
PRRD-0010	Cook Drive	Armitage Road	Shanks Drive	Pottageville	Mc	High Class Bituminous	Urban	835	0	25	10.00	97	Good Condition	3	-1	43	6.00	5.80	346	No Maintenance Required	$0.00	$0.00	
PRRD-0014	Cook Drive	Armstrong Crescent	Armstrong Crescent	Pottageville	Mc	High Class Bituminous	Urban	832	0	25	10.00	97	Good Condition	3	-1	599	6.00	5.80	5983	No Maintenance Required	$0.00	$0.00	
PRRD-0015	Cook Drive	Armstrong Crescent	Mundrake Court	Pottageville	Mc	High Class Bituminous	Urban	832	0	25	10.00	97	Good Condition	3	-1	173	6.10	5.80	1012	No Maintenance Required	$0.00	$0.00	
PRRD-0017	Cook Drive	Mundrake Court	Archibald Road	Pottageville	Mc	High Class Bituminous	Urban	832	0	25	10.00	97	Good Condition	3	-1	191	6.20	5.80	1199	No Maintenance Required	$0.00	$0.00	
SRRD-0002	Church Street	Archibald Road	Western Avenue	Schomberg	Nb	High Class Bituminous	Urban	832	0	25	10.00	97	Good Condition	3	-1	139	6.20	5.80	1302	No Maintenance Required	$0.00	$0.00	
SRRD-0003	Church Street	Edwards Mill Lane	Western Avenue	Schomberg	Nb	High Class Bituminous	Urban	832	0	25	10.00	97	Good Condition	3	-1	176	6.20	5.80	1650	No Maintenance Required	$0.00	$0.00	
SRRD-0005	Dr. Kay Drive	Gilford Street	Rose Cottage Lane	Schomberg	Nb	High Class Bituminous	Urban	2316	0	25	10.00	97	Good Condition	3	-1	266	6.40	5.40	1704	No Maintenance Required	$0.00	$0.00	
SRRD-0016	Dr. Kay Drive	220m W. of Cooper Drive	Valley Drive	Schomberg	Nb	High Class Bituminous	Urban	2316	0	0	10.00	97	Good Condition	3	-1	227	6.00	5.60	1362	No Maintenance Required	$0.00	$0.00	
SRRD-0017	Dr. Kay Drive	Cooper Drive	220m W. of Cooper Drive	Schomberg	Nb	High Class Bituminous	Urban	2316	0	10	10.00	97	Good Condition	4	-1	114	11.00		1254	No Maintenance Required	$0.00	$0.00	
SRRD-0018	Western Avenue	Church Street	Bridgwood Avenue	Schomberg	Nb	High Class Bituminous	Semi-Urban	2166	0	4	10.00	97	Good Condition	4	-1	212	10.00	11.70	2120	No Maintenance Required	$0.00	$0.00	
SRRD-0021	Dr. Kay Drive	Rose Cottage Lane	Cooper Drive	Schomberg	Nb	High Class Bituminous	Urban	811	0	25	10.00	97	Good Condition	3	-1	160	9.00	8.05	1450	No Maintenance Required	$0.00	$0.00	
SRRD-0022	Mountainash Drive	Wakelin Trail	Wakelin Trail	Schomberg	Nb	High Class Bituminous	Urban	2516	0	4	10.00	97	Good Condition	3	-1	85	9.00	12.00	773	No Maintenance Required	$0.00	$0.00	
SRRD-0026	Church Street	Castlewood Avenue	Gilford Street	Schomberg	Nb	High Class Bituminous	Urban	832	10	15	9.74	97	Good Condition	3	-1	321	9.40	8.40	3041	No Maintenance Required	$0.00	$0.00	
SRRD-0028	Castlewood Avenue	Church Street	Bridgwood Avenue	Schomberg	Nb	High Class Bituminous	Urban	811	0	25	10.00	97	Good Condition	3	-1	170	9.40		1598	No Maintenance Required	$0.00	$0.00	Structure 0021 & 22d
SRRD-0047	Edwards Mill Lane	Church Street	End (East)	Schomberg	Nb	High Class Bituminous	Urban	223	0	25	10.00	97	Good Condition	3	-1	154	6.00	5.60	924	No Maintenance Required	$0.00	$0.00	
SRRD-0048	Dr. Jones Drive	Cooper Drive	Wanchest Circle	Schomberg	Nb	High Class Bituminous	Urban	15	0	25	10.00	97	Good Condition	3	-1	198	6.00	5.60	1194	No Maintenance Required	$0.00	$0.00	
SRRD-0049	Church Street	Main Street	Edwards Mill Lane	Schomberg	Nb	High Class Bituminous	Urban	456	0	10	9.85	97	Good Condition	3	-1	64	5.00	5.00	370	No Maintenance Required	$0.00	$0.00	
SRRD-0050	Pioneer Road	Helena Drive	End (Cul-de-Sac)	Schomberg	Nb	High Class Bituminous	Urban	536	0	25	10.00	97	Good Condition	3	-1	118	6.50	4.50	1012	No Maintenance Required	$0.00	$0.00	
SRRD-0056	Bridgwood Avenue	Western Avenue	Castlewood Avenue	Schomberg	Nb	High Class Bituminous	Urban	2166	10	25	9.74	97	Good Condition	3	-1	46	6.40	5.40	284	No Maintenance Required	$0.00	$0.00	
SRRD-0060	Proctor Road	Magnum Drive	Kittera Drive	Schomberg	Nb	High Class Bituminous	Urban	104	0	25	10.00	97	Good Condition	3	-1	143	6.95		918	No Maintenance Required	$0.00	$0.00	Structure 0027
SRRD-0061	Kittera Drive	Highway 27	Meadowgate Drive	Schomberg	Nb	High Class Bituminous	Urban	2166	0	25	10.00	97	Good Condition	3	-1	134	6.95	5.60	1135	No Maintenance Required	$0.00	$0.00	
SRRD-0062	Adela Place	Main Street	End (Cul-de-Sac)	Schomberg	Nb	High Class Bituminous	Urban	2166	0	25	10.00	97	Good Condition	3	-1	133	6.95		1174	No Maintenance Required	$0.00	$0.00	
NRRD-0006	Lavender Valley Road	Bayview Drive	End (Cul-de-Sac)	King City	Mc	High Class Bituminous	Urban	341	0	25	10.00	97	Good Condition	3	-1	129	6.00		1032	No Maintenance Required	$0.00	$0.00	
NRRD-0007	Valley View Drive	Bay Court	Valley Farm Crescent	King City	Mc	High Class Bituminous	Urban	341	10	25	8.92	96	Good Condition	3	-1	84	6.00		672	No Maintenance Required	$0.00	$0.00	
NRRD-0128	Bay Court	Lavender Valley Road	Spring Hill Drive	King City	Mc	High Class Bituminous	Urban	473	10	25	8.99	96	Good Condition	3	-1	83	6.00		664	No Maintenance Required	$0.00	$0.00	
NRRD-0129	Main Road	Lilly Valley Crescent	Adela Place	King City	Mc	High Class Bituminous	Urban	831	10	25	8.92	96	Good Condition	3	-1	21	6.00		126	No Maintenance Required	$0.00	$0.00	
NRRD-0130	Lymington Drive	Tyson Court	Dagan Court	King City	Mc	High Class Bituminous	Urban	1347	10	25	8.99	96	Good Condition	3	-1	381	9.00		3429	No Maintenance Required	$0.00	$0.00	
NRRD-0131	Robellion Way	Little Road Road	Dagan Court	King City	Mc	High Class Bituminous	Urban	372	10	25	8.99	96	Good Condition	2	-1	80	9.00		720	No Maintenance Required	$0.00	$0.00	
NRRD-0132	Fairmont Ridge Trail	Anderson Cove Trail	Cedric Street	Uxbridge	Mc	High Class Bituminous	Semi-Urban	130	10	25	8.99	96	Good Condition	3	-1	163	6.00		1468	No Maintenance Required	$0.00	$0.00	
NRRD-0133	Hawkbury Drive	Hemlock Street	West Coast Trail	Markham	Mc	High Class Bituminous	Urban	1837	10	25	8.91	96	Good Condition	3	-1	104	6.70	12.70	697	No Maintenance Required	$0.00	$0.00	
NRRD-0134	James Bowman Court	Hemlock Street	Parkington Trail	Markham	Mc	High Class Bituminous	Semi-Urban	387	10	25	8.99	96	Good Condition	3	-1	81	6.70	6.70	543	No Maintenance Required	$0.00	$0.00	
NRRD-0135	Thomas Henry Court	Bay Court	End (Cul-de-Sac)	Markham	Mc	High Class Bituminous	Urban	80	10	25	8.99	96	Good Condition	3	-1	178	6.70	6.30	1674	No Maintenance Required	$0.00	$0.00	Structure 0036
NRRD-0136	Hanley Drive	Black Creek Trail	End (Cul-de-Sac)	Markham	Mc	High Class Bituminous	Urban	320	10	25	8.99	96	Good Condition	3	-1	117	8.60	8.60	1255	No Maintenance Required	$0.00	$0.00	
NRRD-0137	Fairmont Ridge Trail	Alderson Avenue	Wilson Road	Markham	Mc	High Class Bituminous	Urban	320	10	25	8.99	96	Good Condition	3	-1	122	8.60	8.60	1049	No Maintenance Required	$0.00	$0.00	
NRRD-0138	Parkington Trail (Traffic Circle)	West Coast Trail	Parkington Trail	Markham	Mc	High Class Bituminous	Semi-Urban	1121	10	25	8.93	96	Good Condition	3	-1	179	6.00	5.70	1074	No Maintenance Required	$0.00	$0.00	
NRRD-0139	Parkington Trail	Parkington Trail	Parkington Trail	Markham	Mc	High Class Bituminous	Urban	1837	10	25	8.93	96	Good Condition	3	-1	82	8.75	8.75	717	No Maintenance Required	$0.00	$0.00	
NRRD-0140	Parkington Trail	Cedric Street	Unopened (Planned Road)	Markham	Mc	High Class Bituminous	Urban	648	10	25	8.99	96	Good Condition	3	-1	88	6.00		528	No Maintenance Required	$0.00	$0.00	
NRRD-0141	Hanley Drive Court	Bridlewood Trail	End (Cul-de-Sac)	Markham	Mc	High Class Bituminous	Urban	488	10	25	8.99	96	Good Condition	3	-1	39	6.00		234	No Maintenance Required	$0.00	$0.00	
NRRD-0142	Wilson Road	Tri Mac Lane	Hanley Drive	Markham	Mc	High Class Bituminous	Urban	320	10	25	8.99	96	Good Condition	3	-1	347	8.75		2797	No Maintenance Required	$0.00	$0.00	
ORRD-0003	7th Concession	Lloydtown-Aurora Road	Lloyd's Lane	Pottageville	Mc	High Class Bituminous	Rural	737	10	25	8.92	96	Good Condition	3	-1	75	6.60	5.60	638	No Maintenance Required	$0.00	$0.00	
ORRD-0141	10th Sideroad	7th Concession	End (West)	King Twp. (Rural)	Mc	High Class Bituminous	Rural	49	10	25	8.92	96	Good Condition	3	-1	1483	6.70	6.10	9210	No Maintenance Required	$0.00	$0.00	
ORRD-0142	8th Concession	10th Sideroad	15th Sideroad	King Twp. (Rural)	Mc	High Class Bituminous	Rural	980	10	25	8.92	96	Good Condition	3	-1	455	6.55	7.30	3878	No Maintenance Required	$0.00	$0.00	
ORRD-0143	7th Concession	0.75km N. of King Road	10th Sideroad	King Twp. (Rural)	Mc	High Class Bituminous	Rural	980	10	25	8.92	96	Good Condition	2	-1	114	6.55		747	No Maintenance Required	$0.00	$0.00	
ORRD-0144	10th Sideroad	7th Concession	245m East of 7th Concession	King Twp. (Rural)	Mc	High Class Bituminous	Rural	980	10	25	8.92	96	Good Condition	3	-1	459	6.70		3843	No Maintenance Required	$0.00	$0.00	
ORRD-0145	Creek Drive	Archibald Road	110m W. of Archibald Road	Pottageville	Mc	High Class Bituminous	Urban	832	10	25	8.92	96	Good Condition	3	-1	261	7.20	6.80	1864	No Maintenance Required	$0.00	$0.00	
ORRD-0146	Regina Street	Peyton Road	End (West)	Lindsay	Mc	High Class Bituminous	Rural	30	10	10	8.92	96	Good Condition	3	-1	55	6.20		335	No Maintenance Required	$0.00	$0.00	

BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix F

Benchmark Unit Cost Breakdown

Unit Costs	Units	Unit Cost
Granular A	t	$18.00
Granular B	t	$14.40
Asphalt	t	$120.00
50 mm HL8	m2	$14.70
50mm HL4	m2	$14.70
40mm HL3	m2	$11.76
Earth Excavation	m3	$15.00
Milling	m2	$3.00
Pulverizing	m2	$1.00
Asphalt Removal	m2	$5.00
Microsurfacing	m2	$6.00
Crack Sealing	m2	$0.75
Catch Basin/Manhole Adjustments	m2	$2.00
Crack Sealing + Patching	m2	$1.50
Maintenance Gravel + Calcium Chloride*	m2	$0.55
Curb and Gutter Replacement	m2	$16.00
Tack Coat	m2	$0.40
Gravel Shoulders (50mm Depth)	m2	$1.35
Nominal Ditch Repairs	m2	$0.50
FibreMat	m2	$7.00
Single Surface Treatment	m2	$5.00
Double Surface Treatment	m2	$9.00
Triple Surface Treatment	m2	$13.50
Improve Grades and Sightlines**	m2	$85.00

* Maintenance gravel and calcium chloride are material costs only. Road preparation and grading are assumed to be by Township forces.

** The extent of grade and/or sightline improvement requirements (if any) may vary widely from section-to-section. The unit cost shown is general, and any specific road section costs must be assessed at the project-level.

Urban HCB Resurfacing								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Milling					m2		$3.00	$3.00
Tack Coat					m2		$0.40	$0.40
HL4			50mm	0.1225t/m2	m2		$14.70	$14.70
Contingencies	10%							$1.81
							Total =	$19.91

Semi-Urban or Rural HCB/LCB Resurfacing AADT>=1000								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Gravel Shoulders			50 mm		m2		$1.35	$1.35
Crack Sealing + Patching					m2		$1.50	$1.50
Milling			50mm		m2		$3.00	$3.00
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Contingencies	10%							$2.10
							Total =	$23.05
Semi-Urban or Rural HCB/LCB Resurfacing 1000>AADT>=400								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Crack Sealing + Patching					m2		$1.50	$1.50
Milling			50 mm		m2		$3.00	$3.00
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Contingencies	10%							$1.96
							Total =	$21.56
Semi-Urban or Rural HCB Resurfacing AADT<400								
Crack Sealing + Patching					m2		$1.50	$1.50
Asphalt Removal			50 mm		m2		$5.00	$5.00
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Contingencies	10%							$2.12
							Total =	$23.32
Semi-Urban or Rural LCB Resurfacing AADT<400								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Crack Sealing + Patching					m2		$1.50	$1.50
FibreMat					m2		$7.00	$7.00
Double Surface Treatment					m2		$9.00	$9.00
Contingencies	10%							$1.75
							Total =	$19.25

Urban HCB Rehabilitation								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Asphalt Removal			100 mm		m2		$5.00	$5.00
Curb and Gutter Replacement	15%				m2		$16.00	$2.40
Catch Basin/Manhole Adjustments					m2	30	$2.00	$2.00
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50mm	0.1225t/m2	m2		$14.70	$14.70
Contingencies	15%							$5.88
							Total =	$45.08

30 structures per km at $450 each

Semi-Urban or Rural HCB/LCB Rehabilitation AADT>=1000								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		$1.00	$1.00
Granular A			150 mm		m2		$9.36	$9.36
HL8 Asphalt			50 mm		m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50mm	0.1225t/m2	m2		$14.70	$14.70
Gravel Shoulders			100 mm		m2		$2.70	$2.70
Contingencies	15%							$6.43
					m2			
							Total =	$49.29

Semi-Urban or Rural HCB/LCB Rehabilitation 1000>AADT>=400								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		$1.00	$1.00
Granular A			150 mm		m2		$9.36	$9.36
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Gravel Shoulders			100 mm		m2		$2.70	$2.70
Contingencies	15%							$6.43
							Total =	$49.29

Semi-Urban or Rural HCB Rehabilitation AADT<400								
Pulverizing					m2		$1.00	$1.00
Granular A			150 mm		m2		$9.36	$9.36
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Contingencies	15%							$6.02
							Total =	$46.18

Semi-Urban or Rural LCB Rehabilitation AADT<400								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		$1.00	$1.00
Granular A			150 mm		m2		$9.36	$9.36
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Contingencies	15%							$6.02
							Total =	$46.18

Urban HCB Reconstruction									
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2	
Asphalt Removal			100 mm		m2		$5.00	$5.00	
Earth Excavation			450 mm		m2		$6.75	$6.75	
Granular A			150 mm		m2		$7.29	$7.29	
Granular B			300 mm		m2		$9.72	$9.72	
Curb and Gutter Replacement					m2		$16.00	$16.00	
Catch Basin/Manhole Adjustments					m2	30	$2.00	$2.00	30 structures per km at $450 each
Drainage Improvements					m2		$3.00	$3.00	
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70	
Tack Coat					m2		$0.40	$0.40	
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70	
Contingencies / Engineering	20%							$15.91	
							Total =	$95.47	

Semi-Urban or Rural HCB/LCB Reconstruction AADT>=1000								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Asphalt Removal			100 mm		m2		$5.00	$5.00
Earth Excavation			450 mm		m2		$6.75	$6.75
Granular A			150 mm		m2		$7.92	$7.92
Granular B			300 mm		m2		$9.72	$9.72
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Gravel Shoulders			100 mm		m2		$2.70	$2.70
Nominal Ditch Repairs					m2		$0.50	$0.50
Contingencies	20%							$12.48
							Total =	$74.87

Semi-Urban or Rural HCB/LCB Reconstruction 1000>AADT>=400								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Asphalt Removal			100 mm		m2		$5.00	$5.00
Earth Excavation			450 mm		m2		$6.75	$6.75
Granular A			150 mm		m2		$7.92	$7.92
Granular B			300 mm		m2		$9.72	$9.72
HL8			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Gravel Shoulders			100 mm		m2		$2.70	$2.70
Nominal Ditch Repairs					m2		$0.50	$0.50
Contingencies	20%							$12.48
							Total =	$74.87

Semi-Urban or Rural HCB/LCB Reconstruction AADT<400								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Asphalt Removal			100 mm		m2		$5.00	$5.00
Earth Excavation			450 mm		m2		$6.75	$6.75
Granular A			150 mm		m2		$7.92	$7.92
Granular B			300 mm		m2		$9.72	$9.72
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Nominal Ditch Repairs					m2		$0.50	$0.50
Contingencies	20%							$11.94
							Total =	$71.63

Semi-Urban or Rural Gravel AADT>=400 - To 2 HMA								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Earth Excavation			150 mm		m2		$2.25	$2.25
Granular A			150 mm		m2		$7.92	$7.92
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt		6.7	50 mm	0.1225t/m2	m2		$14.70	$14.70
Gravel Shoulders			100 mm		m2		$2.70	$2.70
Nominal Ditch Repairs					m2		$0.50	$0.50
Contingencies	5%							$2.16
							Total =	$45.33

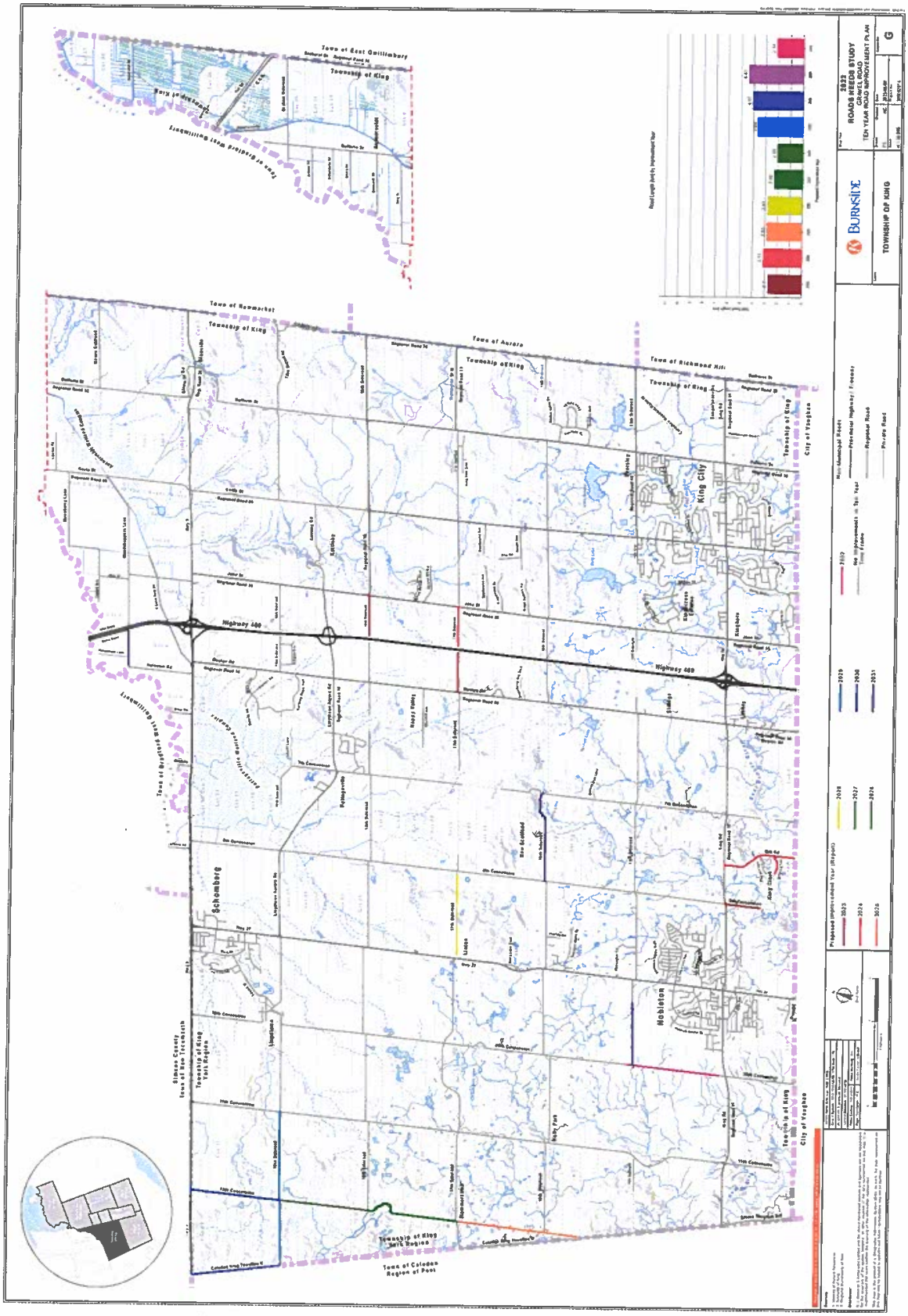
Semi-Urban or Rural Gravel 400>AADT>200 - To 2 HMA								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Granular A			150 mm		m2		$7.92	$7.92
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat							$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Contingencies	5%							$1.89
							Total =	$39.61

Semi-Urban or Rural Gravel AADT<200 - To 2 HMA								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Granular A			150 mm		m2		$7.92	$7.92
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat							$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Contingencies	5%							$1.89
							Total =	$39.61

Semi-Urban or Rural Gravel Rehabilitation AADT>400 - To 2 HMA								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		$1.00	$1.00
Earth Excavation			150 mm		m2		$2.25	$2.25
Granular A			150 mm		m2		$7.92	$7.92
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Nominal Ditch Repairs					m2		$0.50	$0.50
Gravel Shoulders			100 mm		m2		$2.70	$2.70
Contingencies	15%							$6.63
							Total =	$50.80

Semi-Urban or Rural Gravel Rehabilitation 400>AADT>200 - To 2 HMA								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		$1.00	$1.00
Earth Excavation			150 mm		m2		$2.25	$2.25
Granular A			150 mm		m2		$7.92	$7.92
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Nominal Ditch Repairs					m2		$0.50	$0.50
Gravel Shoulders			50 mm		m2		$1.35	$1.35
Contingencies	15%							$6.42
							Total =	$49.24

Semi-Urban or Rural Gravel Rehabilitation AADT<200 - To 2 HMA								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		$1.00	$1.00
Earth Excavation			150 mm		m2		$2.25	$2.25
Granular A			150 mm		m2		$7.92	$7.92
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Nominal Ditch Repairs					m2		$0.50	$0.50
Gravel Shoulders			50 mm		m2		$1.35	$1.35
Contingencies	15%							$6.42
							Total =	$49.24


2022
ROADS NEEDS STUDY
AND
TEN YEAR ROAD IMPROVEMENT PLAN
TOWNSHIP OF KING
BURNSIDE
Township of King
Town of East Gwillimbury
Town of Newmarket
Town of Aurora
Town of Richmond Hill
City of Vaughan
King City
Nobleton
Schomberg
Kettleby
Laskay
Dunningtons Corners
Pottageville
Lloydtown
Highway 400
Proposed Improvement Year (Report)
2023
2024
2025
2026
2027
2028
2029
2030
2031
Road Length (km) by Improvement Year
Road Network
Provincial Highway / Freeway
Regional Road
Private Road
Township of King
York Region
Simcoe County
Town of New Tecumseth
Town of Bradford West Gwillimbury
Township of King
York Region
Town of Caledon
Region of Peel

Appendix G - Gravel Road 10 Year Conversion Plan

Municipal ID	Name	Name From	Name To	Community	Boundary Road	AADT	RCR	PCI	PCI Class	Priority Rating (PR)	Road Length (m)	Road Width (m)	Platform Width (m)	Surface Area (m²)	Improvement Cost	Benchmark Cost ($/m²)	Comments	OSIM Culverts/Bridges
									Year 1 (2033)									
ORRD-0018	17th Sideroad	Weston Road	End (East)	King Twp. (Rural)	No	194	10	96	Good Condition	3	946	5.70	6.70	6338	$253,520.00	$40.00		
ORRD-0092	8th Concession	South end	King Road	King Twp. (Rural)	No	170	7	72	Satisfactory Condition	21	799	5.10	6.10	4874	$194,960.00	$40.00		
ORRD-0238	18th Sideroad	Jane Street	West end	King Twp. (Rural)	No	62	8	83	Satisfactory Condition	11	952	5.70	6.70	6378	$255,120.00	$40.00		Structure 0209
									Total Length (km)	2.697				Total Cost	$703,600.00			
									Year 2 (2034)									
ORRD-0175	Mill Road	King - Vaughn Boundary	Empire Trail	King Twp. (Rural)	No	566	10	95	Good Condition	5	422	6.00	7.30	3081	$138,645.00	$45.00		
ORRD-0158	Mill Road	Empire Trail	Humber Trail	King Twp. (Rural)	No	566	9	91	Good Condition	9	376	6.00	7.30	2745	$123,525.00	$45.00		
ORRD-0052	Mill Road	Humber Trail	King Road	King Twp. (Rural)	No	566	9	85	Good Condition	15	900	6.00	7.30	6570	$295,650.00	$45.00		Structure 0001
ORRD-0144	Empire Trail	Mill Road	End (West)	King Twp. (Rural)	No	153	8	70	Satisfactory Condition	22	487	4.90	5.90	2435	$97,400.00	$40.00		
ORRD-0251	17th Sideroad	Jane Street	End (West)	King Twp. (Rural)	No	245	9	87	Good Condition	11	921	4.50	5.50	5066	$202,640.00	$40.00		
									Total Length (km)	3.166				Total Cost	$857,860.00			
									Year 3 (2035)									
ORRD-0186.2	12th Concession	120m N. of Caledon King Townline	16th Sideroad	King Twp. (Rural)	No	517	8	84	Satisfactory Condition	18	823	6.30	7.30	6008	$270,360.00	$45.00		
ORRD-0212	12th Concession	16th Sideroad	17th Sideroad	King Twp. (Rural)	No	384	7	82	Satisfactory Condition	18	2029	6.00	7.30	14812	$592,480.00	$40.00		
									Total Length (km)	2.853				Total Cost	$862,840.00			
									Year 4 (2036)									
ORRD-0186	17th Sideroad	8th Concession	Highway 27	King Twp. (Rural)	No	357	9	87	Good Condition	12	2042	5.70	6.70	13681	$547,240.00	$40.00		
ORRD-0040.2	Davis Road	150m N. of South Canal Bank Road	2nd Concession	King Twp. (Rural)	No	437	9	84	Satisfactory Condition	15	794	6.00	7.90	6273	$282,285.00	$45.00		
									Total Length (km)	2.836				Total Cost	$829,525.00			
									Year 5 (2037)									
ORRD-0147	12th Concession	17th Sideroad	1.5km N. of 17th Sideroad	King Twp. (Rural)	No	127	9	78	Satisfactory Condition	15	1504	7.20	8.20	12333	$493,320.00	$40.00		
ORRD-0081	12th Concession	1.5km N. of 17th Sideroad	2.2km N. of 17th Sideroad	King Twp. (Rural)	No	127	7	81	Satisfactory Condition	14	680	7.20	8.20	5412	$216,480.00	$40.00		
ORRD-0062	12th Concession	2.2km N. of 17th Sideroad	18th Sideroad	King Twp. (Rural)	No	127	7	79	Satisfactory Condition	16	118	7.20	8.20	968	$38,720.00	$40.00		
									Total Length (km)	2.302				Total Cost	$748,520.00			
									Year 6 (2038)									
ORRD-0207	12th Concession	18th Sideroad	19th Sideroad	King Twp. (Rural)	No	384	8	74	Satisfactory Condition	24	2031	7.50	8.30	16857	$674,280.00	$40.00		Structure 0325
									Total Length (km)	2.031				Total Cost	$674,280.00			
									Year 7 (2039)									
ORRD-0149	19th Sideroad	12th Concession	Caledon King Town Line North	King Twp. (Rural)	No	148	8	80	Satisfactory Condition	15	1505	7.30	7.30	10987	$439,480.00	$40.00		
ORRD-0209	19th Sideroad	11th Concession	12th Concession	King Twp. (Rural)	No	425	8	77	Satisfactory Condition	21	2075	6.00	7.30	15148	$681,660.00	$45.00		Structure 0324
									Total Length (km)	3.58				Total Cost	$1,121,140.00			
									Year 8 (2030)									
ORRD-0116	12th Concession	19th Sideroad	Highway 9	King Twp. (Rural)	No	173	8	76	Satisfactory Condition	19	2045	9.00	9.00	18405	$736,200.00	$40.00		
ORRD-0230	Caledon King Town Line North	19th Sideroad	Hells Lake Sideroad	King Twp. (Rural)	No	246	7	79	Satisfactory Condition	17	61	7.70	8.50	434	$8,680.00	$40.00	Cost share with Caledon (Total cost $17,360)	
ORRD-0077	Caledon King Town Line North	Hells Lake Sideroad	Highway 9	King Twp. (Rural)	Yes	1890	8	77	Satisfactory Condition	30	1978	7.70	8.50	16813	$378,292.50	$45.00	Cost share with Caledon (Total cost $756,585)	
									Total Length (km)	4.074				Total Cost	$1,123,172.50			
									Year 9 (2031)									
ORRD-0013	15th Sideroad	0.55km E. of Highway 27	10th Concession	King Twp. (Rural)	No	109	9	88	Good Condition	6	1465	6.30	7.30	10695	$427,800.00	$40.00		
ORRD-0180	15th Sideroad	7th Concession	8th Concession	King Twp. (Rural)	No	444	9	85	Good Condition	14	2113	6.00	7.30	15425	$694,125.00	$45.00		
ORRD-0160	2nd Concession	Davis Road	Hanemaayer Lane	King Twp. (Rural)	No	421	8	87	Good Condition	12	631	6.00	7.50	4733	$212,985.00	$45.00		
ORRD-0073	2nd Concession	Hanemaayer Lane	Holcroin Road	King Twp. (Rural)	No	421	8	86	Good Condition	13	205	6.00	7.50	1538	$69,210.00	$45.00		
									Total Length (km)	4.414				Total Cost	$1,404,120.00			
									Year 10 (2032)									
ORRD-0258.2	10th Concession	145m N. of King Road	165m S. of 15th Sideroad	King Twp. (Rural)	No	436	8	78	Satisfactory Condition	21	1834	6.50	7.90	14489	$652,005.00	$45.00		
ORRD-0257	10th Concession	165m S. of 15th Sideroad	15th Sideroad	King Twp. (Rural)	No	436	9	86	Good Condition	13	166	6.50	7.90	1311	$58,995.00	$45.00		
ORRD-0225.1	10th Concession	15th Sideroad	90m N. of 15th Sideroad	King Twp. (Rural)	Not Recorde	220	8	81	Satisfactory Condition	15	142	8.20	9.00	1278	$51,120.00	$40.00		
									Total Length (km)	2.143				Total Cost	$762,120.00			

Semi-Urban or Rural Gravel Reconstruction AADT>=400								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		$1.00	$1.00
Earth Excavation			450 mm		m2		$6.75	$6.75
Granular A			150 mm		m2		$7.92	$7.92
Granular B			300 mm		m2		$9.72	$9.72
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Gravel Shoulders			100 mm		m2		$2.70	$2.70
Nominal Ditch Repair					m2		$0.50	$0.50
Contingencies	20%							$11.68
							Total =	$70.07

Semi-Urban or Rural Gravel Reconstruction 400>AADT>200								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		$1.00	$1.00
Earth Excavation			450 mm		m2		$6.75	$6.75
Granular A			150 mm		m2		$7.92	$7.92
Granular B			300 mm		m2		$9.72	$9.72
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Gravel Shoulders			100 mm		m2		$2.70	$2.70
Nominal Ditch Repair					m2		$0.50	$0.50
Contingencies	20%							$11.68
							Total =	$70.07

Semi-Urban or Rural Gravel Reconstruction AADT<200								
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		$1.00	$1.00
Earth Excavation			450 mm		m2		$6.75	$6.75
Granular A			150 mm		m2		$7.92	$7.92
Granular B			300 mm		m2		$9.72	$9.72
HL8 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Tack Coat					m2		$0.40	$0.40
HL4 Asphalt			50 mm	0.1225t/m2	m2		$14.70	$14.70
Gravel Shoulders			100 mm		m2		$2.70	$2.70
Nominal Ditch Repair					m2		$0.50	$0.50
Contingencies	20%							$11.68
							Total =	$70.07

BURNSIDE

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Appendix G

Gravel Road 10-Year Road Improvement Plan

2022
ROADS NEEDS STUDY
GRAVEL ROAD
TEN YEAR ROAD IMPROVEMENT PLAN
TOWNSHIP OF KING
BURNSIDE
Town of East Gwillimbury
Township of King
Town of Newmarket
Township of King
Town of Aurora
Township of King
Town of Richmond Hill
Township of King
City of Vaughan
King City
Highway 400
Schomberg
Nobleton
Township of King
York Region
Township of King
York Region
Town of Caledon
Region of Peel
Proposed Improvement Year (Report)
2028
2027
2026
2025
2024
2023
Non-Municipal Roads
Proposed Improvements on Ten Year Time Frame
2032
2031
2030
2029
Provincial Highways / Freeways
Regional Road
Private Road

Appendix G - Gravel Road 10 Year Conversion Plan

Municipal ID	Name	Name From	Name To	Community	Boundary Road	AADT	RCR	PCI	PCI Class	Priority Rating (PR)	Road Length (km)	Road Width (m)	Platform Width (m)	Surface Area (m²)	Improvement Cost	Benchmark Cost ($/m²)	Comments	OSIM Culverts/Bridges
									Year 1 (2023)									
ORRD-0016	17th Sideroad	Weston Road	End (East)	King Twp. (Rural)	No	194	10	96	Good Condition	3	946	6.70	6.70	6338	$253,520.00	$40.00		
ORRD-0092	8th Concession	South end	King Road	King Twp. (Rural)	No	170	7	72	Satisfactory Condition	21	799	6.10	6.10	4874	$194,960.00	$40.00		
ORRD-0239	19th Sideroad	Jane Street	West end	King Twp. (Rural)	No	82	8	83	Satisfactory Condition	11	932	5.70	6.70	6376	$255,120.00	$40.00		Structure 0309
									Total Length (km)	2.687				Total Cost	$703,600.00			
									Year 2 (2024)									
ORRD-0175	Mill Road	King - Vaughn Boundary	Elmpine Trail	King Twp. (Rural)	No	666	10	96	Good Condition	5	422	6.00	7.30	3081	$138,645.00	$45.00		
ORRD-0156	Mill Road	Elmpine Trail	Humber Trail	King Twp. (Rural)	No	666	9	91	Good Condition	9	376	6.00	7.30	2745	$123,525.00	$45.00		
ORRD-0002	Mill Road	Humber Trail	King Road	King Twp. (Rural)	No	666	9	86	Good Condition	15	900	6.00	7.30	6570	$295,650.00	$45.00		Structure 0001
ORRD-0144	Elmpine Trail	Mill Road	End (West)	King Twp. (Rural)	No	153	8	70	Satisfactory Condition	22	487	4.00	5.00	2436	$97,400.00	$40.00		
ORRD-0251	17th Sideroad	Jane Street	End (West)	King Twp. (Rural)	No	245	9	87	Good Condition	11	921	4.50	5.50	5068	$202,640.00	$40.00		
									Total Length (km)	3.196				Total Cost	$857,860.00			
									Year 3 (2025)									
ORRD-0186.2	12th Concession	120m N. of Caledon King Townline	16th Sideroad	King Twp. (Rural)	No	617	8	84	Satisfactory Condition	16	823	6.30	7.30	6008	$270,360.00	$45.00		
ORRD-0212	12th Concession	16th Sideroad	17th Sideroad	King Twp. (Rural)	No	384	7	82	Satisfactory Condition	19	2029	6.00	7.30	14812	$592,480.00	$40.00		
									Total Length (km)	2.853				Total Cost	$862,840.00			
									Year 4 (2026)									
ORRD-0196	17th Sideroad	8th Concession	Highway 27	King Twp. (Rural)	No	357	9	87	Good Condition	12	2042	5.70	6.70	13681	$547,240.00	$40.00		
ORRD-0040.2	Dans Road	160m N. of South Canal Bank Road	2nd Concession	King Twp. (Rural)	No	437	9	84	Satisfactory Condition	15	794	6.00	7.90	6273	$282,285.00	$45.00		
									Total Length (km)	2.836				Total Cost	$829,525.00			
									Year 5 (2027)									
ORRD-0147	12th Concession	17th Sideroad	1.8km N. of 17th Sideroad	King Twp. (Rural)	No	127	9	79	Satisfactory Condition	15	1504	7.30	8.20	12333	$493,320.00	$40.00		
ORRD-0061	12th Concession	1.8km N. of 17th Sideroad	2.2km N. of 17th Sideroad	King Twp. (Rural)	No	127	7	81	Satisfactory Condition	14	540	7.20	8.20	5412	$216,480.00	$40.00		
ORRD-0062	12th Concession	2.2km N. of 17th Sideroad	19th Sideroad	King Twp. (Rural)	No	127	7	78	Satisfactory Condition	16	118	7.20	8.20	966	$38,720.00	$40.00		
									Total Length (km)	2.322				Total Cost	$746,520.00			
									Year 5 (2028)									
ORRD-0207	12th Concession	18th Sideroad	19th Sideroad	King Twp. (Rural)	No	384	8	74	Satisfactory Condition	24	2031	7.50	8.30	16857	$674,280.00	$40.00		Structure 0325
									Total Length (km)	2.031				Total Cost	$674,280.00			
									Year 7 (2029)									
ORRD-0148	19th Sideroad	12th Concession	Caledon King Town Line North	King Twp. (Rural)	No	148	8	80	Satisfactory Condition	15	1605	7.30	7.30	10997	$439,480.00	$40.00		
ORRD-0209	19th Sideroad	11th Concession	12th Concession	King Twp. (Rural)	No	425	6	77	Satisfactory Condition	21	2075	6.00	7.30	15146	$681,660.00	$45.00		Structure 0324
									Total Length (km)	3.68				Total Cost	$1,121,140.00			
									Year 8 (2030)									
ORRD-0119	12th Concession	19th Sideroad	Highway 9	King Twp. (Rural)	No	173	8	75	Satisfactory Condition	19	2045	9.00	9.00	18405	$736,200.00	$40.00		
ORRD-0230	Caledon King Town Line North	19th Sideroad	Halls Lake Sideroad	King Twp. (Rural)	No	246	7	79	Satisfactory Condition	17	51	7.70	8.50	434	$8,680.00	$40.00	Cost share with Caledon (Total cost $17,360)	
ORRD-0077	Caledon King Town Line North	Halls Lake Sideroad	Highway 9	King Twp. (Rural)	Yes	1690	8	77	Satisfactory Condition	30	1978	7.70	8.50	16813	$378,292.50	$45.00	Cost share with Caledon (Total cost $756,585)	
									Total Length (km)	4.874				Total Cost	$1,123,172.50			
									Year 9 (2031)									
ORRD-0013	15th Sideroad	0.55km E. of Highway 27	10th Concession	King Twp. (Rural)	No	106	9	88	Good Condition	6	1465	6.30	7.30	10995	$427,800.00	$40.00		
ORRD-0180	18th Sideroad	7th Concession	8th Concession	King Twp. (Rural)	No	444	9	85	Good Condition	14	2113	6.00	7.30	15425	$694,125.00	$45.00		
ORRD-0180	2nd Concession	Davis Road	Hennemeyer Lane	King Twp. (Rural)	No	421	8	87	Good Condition	12	631	6.00	7.50	4733	$212,985.00	$45.00		
ORRD-0073	2nd Concession	Hennemeyer Lane	Holcroft Road	King Twp. (Rural)	No	421	8	86	Good Condition	13	205	6.00	7.50	1536	$69,210.00	$45.00		
									Total Length (km)	4.414				Total Cost	$1,404,120.00			
									Year 10 (2032)									
ORRD-0256.2	10th Concession	145m N. of King Road	155m S. of 15th Sideroad	King Twp. (Rural)	No	436	8	78	Satisfactory Condition	21	1834	6.50	7.90	14488	$652,005.00	$45.00		
ORRD-0257	10th Concession	165m S. of 15th Sideroad	15th Sideroad	King Twp. (Rural)	No	436	9	86	Good Condition	13	186	6.50	7.90	1311	$58,995.00	$45.00		
ORRD-0225.1	10th Concession	15th Sideroad	90m N. of 15th Sideroad	King Twp. (Rural)	Not Recorded	220	8	81	Satisfactory Condition	15	142	8.20	9.00	1278	$51,120.00	$40.00		
									Total Length (km)	2.142				Total Cost	$762,120.00			

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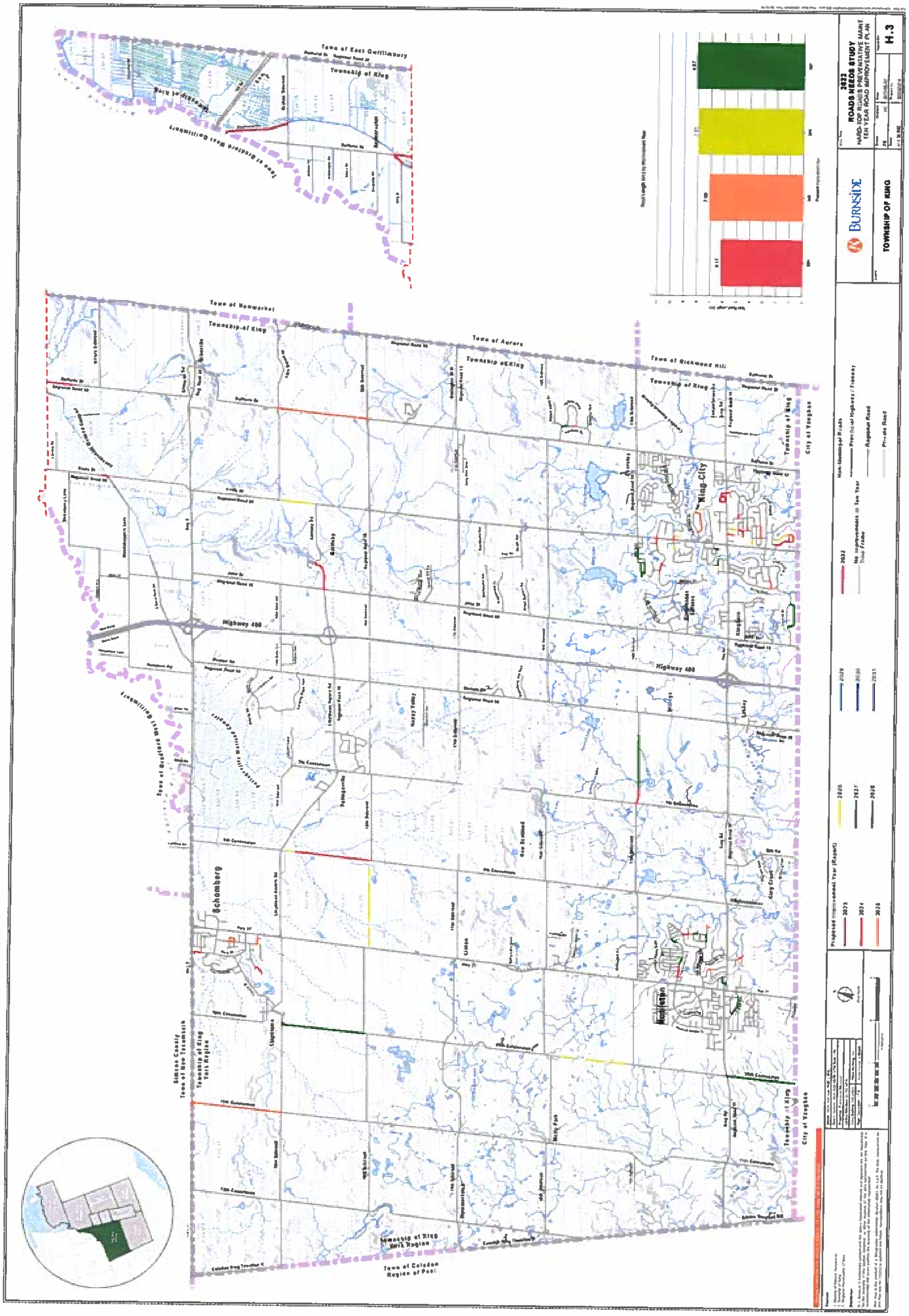
Appendix H

Hard-Top Road 10-Year Road Improvement Plan


2022
ROADS NEEDS STUDY
HARD-TOP ROADS PREVENTATIVE MAINT
TEN YEAR ROAD IMPROVEMENT PLAN
H.3
BURNSIDE
TOWNSHIP OF KING
King City
Schomberg
Nobleton
Highway 400

Appendix H - Hardtop Road Preventive Maintenance Plan

Municipal ID	Name	Name From	Name To	Community	Surface Material	AADT	PCI	PCI Class	Priority Rating (PR)	Road Length (m)	Road Width (m)	Surface Area (m²)	Roadside Environment	Improvement Type	Improvement Cost	2023 Benchmark Cost ($/m²)
						2024										
SRRD-0041	Main Street	Ben Boy Avenue	Greco Ridge Lane	Schomberg	High Class Bituminous	3980	92	Good Condition	13	141	10.00	1410	Urban	Crack Sealing (Routine Maintenance)	$1,057.50	$0.75
ORRD-0031	Pumphouse Road	Graham Sideroad	End (Canal)	King Twp. (Rural)	High Class Bituminous	1715	91	Good Condition	12	1438	6.50	9347	Rural	Crack Sealing (Routine Maintenance)	$7,010.25	$0.75
ORRD-0185	8th Concession	16th Sideroad	1.7km N. of 16th Sideroad	King Twp. (Rural)	High Class Bituminous	1293	90	Good Condition	12	1705	6.10	10400	Rural	Crack Sealing (Routine Maintenance)	$7,800.37	$0.75
SRRD-0060	Rosslane Drive	Quaker House Lane	End (Cul-de-Sac)	Schomberg	High Class Bituminous	1441	90	Good Condition	12	225	8.50	1913	Urban	Crack Sealing (Routine Maintenance)	$1,434.38	$0.75
BRRD-0002	Kettleby Road	Lorne Avenue	Jane Street	Kettleby	High Class Bituminous	1188	91	Good Condition	11	693	6.50	4505	Semi-Urban	Crack Sealing (Routine Maintenance)	$3,378.38	$0.75
KRRD-0022	Kingscross Drive	Carmichael Crescent	McKeller Lane	King City	High Class Bituminous	1303	91	Good Condition	11	136	6.70	911	Semi-Urban	Crack Sealing (Routine Maintenance)	$683.40	$0.75
KRRD-0054	Warren Road	Cadden Court	Alex Campbell Crescent	King City	High Class Bituminous	2210	92	Good Condition	11	69	8.20	566	Urban	Crack Sealing (Routine Maintenance)	$424.35	$0.75
ORRD-0086	Keele Street	Woodchoppers Lane	110m N. of Woodchoppers Lane	King Twp. (Rural)	High Class Bituminous	1609	91	Good Condition	11	107	8.00	856	Semi-Urban	Crack Sealing (Routine Maintenance)	$642.00	$0.75
ORRD-0266	Dufferin Street	630m N. of Miller's Sideroad	King Street	King Twp. (Rural)	High Class Bituminous	1633	92	Good Condition	11	995	6.90	6868	Rural	Crack Sealing (Routine Maintenance)	$5,149.13	$0.75
KRRD-0099	Kingscross Drive	Karl Court	Chelsea Lane	King City	High Class Bituminous	1303	92	Good Condition	10	172	6.70	1152	Semi-Urban	Crack Sealing (Routine Maintenance)	$864.30	$0.75
ORRD-0272	15th Sideroad	1.8km East of Weston Road	7th Concession	King Twp. (Rural)	High Class Bituminous	599	90	Good Condition	10	382	7.20	2750	Rural	Crack Sealing (Routine Maintenance)	$2,062.80	$0.75
ARRD-0005	King Street	Dufferin Street	King St. Fork	Ansnorveit	High Class Bituminous	1104	92	Good Condition	9	234	8.10	1427	Rural	Crack Sealing (Routine Maintenance)	$1,070.55	$0.75
KRRD-0009	Patton Street	Hollingsworth Drive	Kingslynn Drive	King City	High Class Bituminous	1368	93	Good Condition	9	104	8.00	832	Urban	Crack Sealing (Routine Maintenance)	$624.00	$0.75
KRRD-0037	Bennet Drive	Benner Lane	Forde Crescent	King City	High Class Bituminous	307	90	Good Condition	9	90	7.00	630	Semi-Urban	Crack Sealing (Routine Maintenance)	$472.50	$0.75
KRRD-0083	Chuck Ormsby Crescent	Richard Serra Court	Ron Coles Lane	King City	High Class Bituminous	497	91	Good Condition	9	327	8.50	2780	Urban	Crack Sealing (Routine Maintenance)	$2,084.63	$0.75
KRRD-0108	Alex Campbell Crescent	Alex Campbell Crescent (Loop)	King Road	King City	High Class Bituminous	900	92	Good Condition	9	447	8.00	3576	Urban	Crack Sealing (Routine Maintenance)	$2,682.00	$0.75
KRRD-0129	Alex Campbell Crescent	King Road	Alex Campbell Crescent (Loop)	King City	High Class Bituminous	900	92	Good Condition	9	190	8.00	1520	Urban	Crack Sealing (Routine Maintenance)	$1,140.00	$0.75
NRRD-0113	Skyline Trail	Bluff Trail (Traffic Circle)	Aspen King Court	Nobleton	High Class Bituminous	466	91	Good Condition	9	104	8.00	832	Urban	Crack Sealing (Routine Maintenance)	$624.00	$0.75
NRRD-0127	Woodhill Avenue	Gilbert Fuller Drive	Hawthorne Valley Road	Nobleton	High Class Bituminous	1056	92	Good Condition	9	52	8.00	416	Urban	Crack Sealing (Routine Maintenance)	$312.00	$0.75
NRRD-0177	Parkheights Trail	Midchead Trail	Kettle Valley Trail	Nobleton	High Class Bituminous	838	92	Good Condition	9	145	11.00	1595	Urban	Crack Sealing (Routine Maintenance)	$1,196.25	$0.75
NRRD-0179	Parkheights Trail	Kettle Valley Trail	Blueberry Run Trail	Nobleton	High Class Bituminous	838	92	Good Condition	9	80	11.00	880	Urban	Crack Sealing (Routine Maintenance)	$660.00	$0.75
								Total Length (km)	7.846					Total Cost	$41,433.77	
						2023										
NRRD-0233	Northcott Way	New Scotland Court	End (Cul-de-Sac)	Nobleton	High Class Bituminous	466	91	Good Condition	9	58	8.00	464	Urban	Crack Sealing (Routine Maintenance)	$348.00	$0.75
NRRD-0243	Weller Avenue	Cross Avenue	90m N. of Cross Avenue	Nobleton	High Class Bituminous	343	90	Good Condition	9	87	8.00	696	Urban	Crack Sealing (Routine Maintenance)	$522.00	$0.75
ORRD-0058	Fairfield Drive	Eden Vale Drive	Eden Vale Drive	King Twp. (Rural)	High Class Bituminous	555	91	Good Condition	9	207	8.00	1656	Urban	Crack Sealing (Routine Maintenance)	$1,242.00	$0.75
ORRD-0227	Dufferin Street	16th Sideroad	19th Sideroad	King Twp. (Rural)	High Class Bituminous	1510	93	Good Condition	9	2062	7.20	14846	Rural	Crack Sealing (Routine Maintenance)	$11,134.80	$0.75
SRRD-0030	Maynard Drive	Cutler Court	Moore Park Drive	Schomberg	High Class Bituminous	766	92	Good Condition	9	133	8.50	1131	Urban	Crack Sealing (Routine Maintenance)	$847.88	$0.75
SRRD-0037	Jessop Avenue	Cooper Drive	Cooper Drive	Schomberg	High Class Bituminous	456	90	Good Condition	9	273	8.50	2321	Urban	Crack Sealing (Routine Maintenance)	$1,740.38	$0.75
KRRD-0065	Carmichael Crescent	Keele Street	Curran Court	King City	High Class Bituminous	699	92	Good Condition	8	89	8.00	712	Urban	Crack Sealing (Routine Maintenance)	$534.00	$0.75
KRRD-0072	Kingslynn Drive	Patton Street	End (West)	King City	High Class Bituminous	294	91	Good Condition	8	165	6.50	1073	Semi-Urban	Crack Sealing (Routine Maintenance)	$804.38	$0.75
KRRD-0088	Patricia Drive	McBride Crescent	Elizabeth Grove	King City	High Class Bituminous	396	91	Good Condition	8	295	7.00	2065	Semi-Urban	Crack Sealing (Routine Maintenance)	$1,548.75	$0.75
KRRD-0132	Chuck Ormsby Crescent	Ron Coles Lane	Ron Coles Lane	King City	High Class Bituminous	497	92	Good Condition	8	353	8.00	2824	Urban	Crack Sealing (Routine Maintenance)	$2,118.00	$0.75
KRRD-0135	Findlay Avenue	Burns Boulevard	Dennis Drive	King City	High Class Bituminous	264	91	Good Condition	8	193	8.50	1641	Urban	Crack Sealing (Routine Maintenance)	$1,230.38	$0.75
KRRD-0150	Fisher Street	King Road	End (Cul-de-Sac)	King City	High Class Bituminous	286	91	Good Condition	8	201	8.00	1608	Urban	Crack Sealing (Routine Maintenance)	$1,206.00	$0.75
KRRD-0179	Humber Valley Crescent	East Humber Drive	East Humber Drive	King City	High Class Bituminous	603	92	Good Condition	8	618	8.00	4944	Urban	Crack Sealing (Routine Maintenance)	$3,708.00	$0.75
KRRD-0244	Warren Road	Patton Street	120m E. of Patton Street	King City	High Class Bituminous	827	93	Good Condition	8	121	7.30	883	Semi-Urban	Crack Sealing (Routine Maintenance)	$662.48	$0.75
NRRD-0013	Woodhill Avenue	Farmcrest Court	Gilbert Fuller Drive	Nobleton	High Class Bituminous	1056	93	Good Condition	8	130	8.00	1040	Urban	Crack Sealing (Routine Maintenance)	$780.00	$0.75
NRRD-0188	Parkheights Trail	Blueberry Run Trail	Parkheights Trail (Traffic Circle)	Nobleton	High Class Bituminous	838	93	Good Condition	8	67	11.00	737	Urban	Crack Sealing (Routine Maintenance)	$552.75	$0.75
ORRD-0102	11th Concession	19th Sideroad	Highway 9	King Twp. (Rural)	High Class Bituminous	1526	94	Good Condition	8	2045	8.70	17791	Rural	Crack Sealing (Routine Maintenance)	$13,343.62	$0.75
								Total Length (km)	7.097					Total Cost	$42,323.40	
						2026										
ORRD-0129	16th Sideroad	8th Concession	Highway 27	King Twp. (Rural)	High Class Bituminous	287	91	Good Condition	8	2037	6.00	12222	Rural	Crack Sealing (Routine Maintenance)	$9,166.50	$0.75
ORRD-0225	10th Concession	90m N. of 15th Sideroad	16th Sideroad	King Twp. (Rural)	High Class Bituminous	265	91	Good Condition	8	1756	6.00	10536	Rural	Crack Sealing (Routine Maintenance)	$7,902.00	$0.75
ORRD-0271	8th Concession	1.7km N. of 16th Sideroad	Lloydtown/Aurora Road	King Twp. (Rural)	High Class Bituminous	1293	83	Good Condition	8	310	6.70	2077	Rural	Crack Sealing (Routine Maintenance)	$1,557.75	$0.75
SRRD-0018	Dillane Drive	Sproule Street	Dr. Key Drive	Schomberg	High Class Bituminous	1092	93	Good Condition	8	180	9.00	1620	Urban	Crack Sealing (Routine Maintenance)	$1,215.00	$0.75
SRRD-0033	Waterlily Trail	Mapleton Mills Drive	Mapleton Mills Drive	Schomberg	High Class Bituminous	329	91	Good Condition	8	463	8.60	3982	Urban	Crack Sealing (Routine Maintenance)	$2,986.35	$0.75
NRRD-0160	Fairmont Ridge Trail	Bighorn Trail	Fairmont Ridge Trail (Traffic Circle)	Nobleton	High Class Bituminous	1837	95	Good Condition	7	81	8.70	705	Urban	Crack Sealing (Routine Maintenance)	$528.52	$0.75
NRRD-0161	Fairmont Ridge Trail	Kettle Valley Trail	Highway 27	Nobleton	High Class Bituminous	1876	95	Good Condition	7	303	8.50	2576	Urban	Crack Sealing (Routine Maintenance)	$1,931.63	$0.75
ORRD-0014	Keele Street	Kettleby Road	19th Sideroad	King Twp. (Rural)	High Class Bituminous	2368	95	Good Condition	7	831	8.10	5069	Rural	Crack Sealing (Routine Maintenance)	$3,801.82	$0.75
KRRD-0026	Patton Street	King Road	Hollingsworth Drive	King City	High Class Bituminous	1368	94	Good Condition	7	269	8.00	2152	Urban	Crack Sealing (Routine Maintenance)	$1,614.00	$0.75
KRRD-0036	Melrose Avenue	Martin Street	Charles Street	King City	High Class Bituminous	326	92	Good Condition	7	141	8.50	1199	Semi-Urban	Crack Sealing (Routine Maintenance)	$898.88	$0.75
KRRD-0060	Curran Court	Carmichael Crescent	End (Cul-de-Sac)	King City	High Class Bituminous	171	91	Good Condition	7	174	8.00	1392	Urban	Crack Sealing (Routine Maintenance)	$1,044.00	$0.75
KRRD-0096	Warren Road	Patricia Drive	Lavender Valley Road	King City	High Class Bituminous	827	94	Good Condition	7	151	8.50	1284	Urban	Crack Sealing (Routine Maintenance)	$962.63	$0.75
KRRD-0111	McClure Drive	Pellatt Grove	Curtis Crescent	King City	High Class Bituminous	168	91	Good Condition	7	59	8.50	502	Urban	Crack Sealing (Routine Maintenance)	$376.13	$0.75
KRRD-0126	Nicol Road	Lily Valley Crescent	Terry View Drive	King City	High Class Bituminous	934	94	Good Condition	7	53	8.00	424	Urban	Crack Sealing (Routine Maintenance)	$318.00	$0.75
KRRD-0134	Chuck Ormsby Crescent	Ron Coles Lane	Richard Serra Court	King City	High Class Bituminous	497	93	Good Condition	7	416	8.00	3328	Urban	Crack Sealing (Routine Maintenance)	$2,496.00	$0.75
KRRD-0145	Elizabeth Grove	Keele Street	McBride Crescent	King City	High Class Bituminous	900	94	Good Condition	7	213	7.00	1491	Semi-Urban	Crack Sealing (Routine Maintenance)	$1,118.25	$0.75
KRRD-0162	McClure Drive	Curtis Crescent	Aukland Lane	King City	High Class Bituminous	168	91	Good Condition	7	205	8.00	1640	Urban	Crack Sealing (Routine Maintenance)	$1,230.00	$0.75
KRRD-0177	Dennison Street	610m E. of Valleycrest Drive	East Humber Drive	King City	High Class Bituminous	132	90	Good Condition	7	271	8.00	2168	Urban	Crack Sealing (Routine Maintenance)	$1,626.00	$0.75
								Total Length (km)	7.913					Total Cost	$46,773.45	
						2027										
KRRD-0181	East Humber Drive	Dennison Street	End (East)	King City	High Class Bituminous	1033	94	Good Condition	7	97	8.00	776	Urban	Crack Sealing (Routine Maintenance)	$582.00	$0.75
KRRD-0184	Melrose Avenue	John Street	Martin Street	King City	High Class Bituminous	326	92	Good Condition	7	147	8.50	1250	Semi-Urban	Crack Sealing (Routine Maintenance)	$937.13	$0.75
KRRD-0190	Sir Henry Court	Elmers Lane	End (Cul-de-Sac)	King City	High Class Bituminous	519	93	Good Condition	7	129	8.00	1032	Urban	Crack Sealing (Routine Maintenance)	$774.00	$0.75
KRRD-0195	15th Sideroad	Cairns Gate	Elmers Lane	King City	High Class Bituminous	519	93	Good Condition	7	265	7.00	1855	Rural	Crack Sealing (Routine Maintenance)	$1,391.25	$0.75
KRRD-0226	Scott Crescent	Collard Drive (West Intersection)	Collard Drive (East Intersection)	King City	High Class Bituminous	519	93	Good Condition	7	699	6.40	4474	Semi-Urban	Crack Sealing (Routine Maintenance)	$3,355.20	$0.75
KRRD-0230	Sir Henry Court	Lake Marie Trail	Elmers Lane	King City	High Class Bituminous	519	93	Good Condition	7	247	8.00	1976	Urban	Crack Sealing (Routine Maintenance)	$1,482.00	$0.75
KRRD-0231	Elmers Lane	Lake Marie Trail	Sir Henry Court	King City	High Class Bituminous	519	93	Good Condition	7	315	8.00	2520	Urban	Crack Sealing (Routine Maintenance)	$1,890.00	$0.75
KRRD-0241	Hambly Avenue	Humber Crescent	50m S. of Humber Crescent	King City	High Class Bituminous	300	92	Good Condition	7	50	7.00	350	Urban	Crack Sealing (Routine Maintenance)	$262.50	$0.75
NRRD-0014	Ellis Avenue	Wellington Street	Robinson Road	Nobleton	High Class Bituminous	1216	94	Good Condition	7	314	9.50	2669	Urban	Crack Sealing (Routine Maintenance)	$2,001.75	$0.75
NRRD-0021	Parkheights Trail	Parkheights Trail (Traffic Circle)	West Coast Trail	Nobleton	High Class Bituminous	838	94	Good Condition	7	144	11.00	1584	Urban	Crack Sealing (Routine Maintenance)	$1,188.00	$0.75
NRRD-0030	Royal Avenue	King Road	Lynwood Crescent	Nobleton	High Class Bituminous	175	91	Good Condition	7	217	8.00	1302	Semi-Urban	Crack Sealing (Routine Maintenance)	$976.50	$0.75
NRRD-0072	Ellis Avenue	Robinson Road	Faris Avenue	Nobleton	High Class Bituminous	1216	94	Good Condition	7	114	8.50	969	Urban	Crack Sealing (Routine Maintenance)	$726.75	$0.75
NRRD-0086	Northcott Way	Westbrooke Boulevard	Skyline Trail	Nobleton	High Class Bituminous	466	93	Good Condition	7	161	8.00	1288	Urban	Crack Sealing (Routine Maintenance)	$966.00	$0.75
NRRD-0110	Skyline Trail	Westbrooke Boulevard	Piper Court	Nobleton	High Class Bituminous	466	93	Good Condition	7	96	8.00	768	Urban	Crack Sealing (Routine Maintenance)	$576.00	$0.75
NRRD-0111	Parkheights Trail	James Bowman Court	Parkheights Trail (Traffic Circle)	Nobleton	High Class Bituminous	838	94	Good Condition	7	111	11.00	1221	Urban	Crack Sealing (Routine Maintenance)	$915.75	$0.75
NRRD-0156	Paradise Valley Trail	West Coast Trail	Anderson Cove Trail	Nobleton	High Class Bituminous	458	93	Good Condition	7	61	8.70	531	Urban	Crack Sealing (Routine Maintenance)	$398.02	$0.75
ORRD-0051	10th Concession	Huntington Road	King Road	King Twp. (Rural)	High Class Bituminous	762	93	Good Condition	7	1574	6.70	10545	Rural	Crack Sealing (Routine Maintenance)	$7,909.35	$0.75
ORRD-0061	15th Sideroad	0.53km East of Weston Road	1.8km East of Weston Road	King Twp. (Rural)	High Class Bituminous	599	93	Good Condition	7	1225	7.20	8820	Rural	Crack Sealing (Routine Maintenance)	$6,615.00	$0.75
ORRD-0074	Fairfield Drive	Eden Vale Drive	Norcliffe Drive	King Twp. (Rural)	High Class Bituminous	555	93	Good Condition	7	114	8.00	912	Urban	Crack Sealing (Routine Maintenance)	$684.00	$0.75
ORRD-0161	10th Concession	16th Sideroad	19th Sideroad	King Twp. (Rural)	High Class Bituminous	165	91	Good Condition	7	2000	6.50	13000	Rural	Crack Sealing (Routine Maintenance)	$9,750.00	$0.75
								Total Length (km)	8.86					Total Cost	$43,381.20	

TOWNSHIP OF KING
BURNSIDE
2022
ROADS NEEDS STUDY
TEN YEAR ROAD IMPROVEMENT PLAN
H.2
Township of King
Town of East Gwillimbury
Town of Newmarket
Town of Aurora
Town of Richmond Hill
City of Vaughan
King City
Nobleton
Schomberg
Kettleby
Pottageville
Laskay
Dunningtons Corners
Highway 400
Regional Road 27
Regional Road 11
Regional Road 15
Regional Road 39
Regional Road 40
Regional Road 51
Regional Road 52
Regional Road 53
Simcoe County
Town of New Tecumseth
Township of King
York Region
Township of King
York Region
Town of Caledon
Region of Peel
Proposed Improvement Year (Report)
2025
2026
2027
2028
2029
2030
2031
2032
Non-Municipal Roads
Provincial Highway / Freeway
Regional Road
Private Road
No Improvements in Ten Year Time Frame

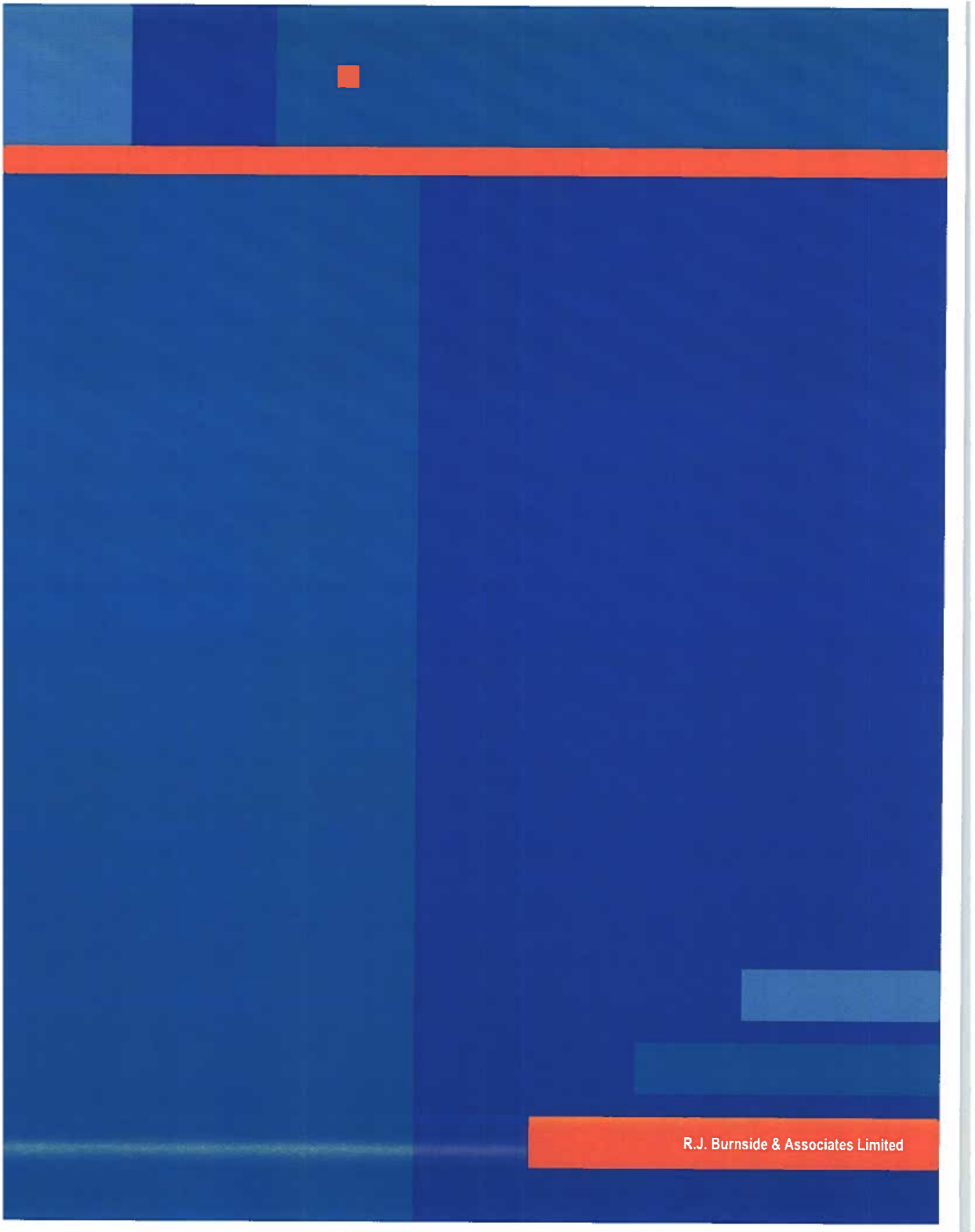
Appendix H - Hardtop Road Resurfacing 10 Year Plan

Roadpoint ID	Previous RMS ID	Name	Name From	Name To	Surface Material	AADT	PCI	PCI Class	Priority Rating (PR)	Priority Ratio Number (PRN)	Road Length (m)	Road Width (m)	Surface Area (m²)	Roadside Environment	Current Proposed Lifecycle Improvement (2020)	Current Improvement Cost (2022)	2022 Construction Cost ($/m²)	Adjusted Improvement	Adjusted Improvement Cost ($/m²)	Adjusted Improvement Cost	Year Proposed by 2018 Study	OSIM Culverts/Bridges	Notes
															Year 1 (2023)								
ORRD-0028	381	Keith Street	Hayden Manor Road Traffic Circle	Kettleby Road	High Class Bituminous	1886	88	Fair Condition	47	175	1356	6.70	9146	Rural	Resurface	$356,858.00	$39.00	Resurface	$39.00	$356,868.00	2026	Structure 0015 ($7,800)	
ORRD-0230	283	Jane Street	Davis Drive West	South Canal Bank Road	High Class Bituminous	734	68	Fair Condition	24	68	818	6.40	5971	Rural	Resurface	$387,668.00	$39.00	Resurface	$39.00	$387,668.00	2026	Structure 0018 ($1,560)	
ORRD-0136	369	Jane Street	Woodchoppers Lane	Edward Avenue	High Class Bituminous	583	63	Satisfactory Condition	17	64.8	891	6.00	7486	Rural	Preventative Maintenance	$175,356.00	$39.00	Preventative Maintenance	$39.00	$175,356.00	2029		
ORRD-0137	137	15th Sideroad	10th Concession	11th Concession	High Class Bituminous	1389	88	Good Condition	1	1	3649	6.00	12294	Rural	Routine Maintenance	$479,466.00	$39.00	Routine Maintenance	$39.00	$478,466.00	2023	Structure 0021 (E7,800) & 0323 ($5,940)	
										Total Length (km)	4.913					Total Cost	$1,375,306.00			Revised Total Cost	$4,376,369.00		
															Year 2 (2024)								
ORRD-0158	118	15th Sideroad	Hardpan Avenue	Hardpan Avenue	Low Class Bituminous	448	54	Poor Condition	43	189	665	6.70	3376	Rural	Rehabilitation	$148,524.00	$49.00	Rehabilitation	$49.00	$177,764.00			
ORRD-0065	375	Rugby Road	Highway 9	End (Const)	Low Class Bituminous	375	54	Poor Condition	39	72	448	6.30	2778	Rural	Rehabilitation	$165,543.00	$39.00	Rehabilitation	$49.00	$127,764.00	2026		
ORRD-0166	123	Hardpan Avenue	William's Court	15th Sideroad	Low Class Bituminous	309	66	Fair Condition	29	30	219	6.70	4617	Semi-Urban	Resurface	$147,823.00	$39.00	Resurface	$39.00	$147,823.00			
ORRD-0068	129	15th Sideroad	End (Cul-de-Sac)	Hardpan Avenue	Low Class Bituminous	391	78	Satisfactory Condition	33	22	330	6.70	1328	Rural	Resurface	$53,053.00	$39.00	Resurface	$39.00	$53,053.00			
ORRD-0048	123	Hardpan Avenue	15th Sideroad	William's Court	Low Class Bituminous	309	77	Satisfactory Condition	28	25	384	6.70	1760	Semi-Urban	Resurface	$68,991.00	$39.00	Resurface	$39.00	$68,991.00			
ORRD-0169	121	15th Sideroad	Hardpan Avenue	Weston Road	Low Class Bituminous	344	77	Satisfactory Condition	18	22	167	6.00	826	Rural	Resurface	$32,565.00	$39.00	Resurface	$39.00	$32,565.00			
ORRD-0140	1194	Station Road	Burton Grove	West Street	High Class Bituminous	1463	64	Poor Condition	70	288	130	19.30	1432	Urban	Rehabilitation	$54,548.00	$45.00	Rehabilitation	$45.00	$64,548.00	2024		
ORRD-0264	1158	Station Road	West Street	Burns Boulevard	High Class Bituminous	1462	46	Fair Condition	40	94	394	9.60	3783	Urban	Resurface	$181,531.00	$48.00	Rehabilitation	$49.00	$185,531.00	2027	Structure 0009 ($3,900) & 0025	
										Total Length (km)	4.502					Total Cost	$1,269,130.00			Revised Total Cost	$4,343,664.00		Structure 0011 ($2,600)
															Year 3 (2025)								
ORRD-0013	0	Westgate Circle	Kingsmarth Road	Westgate Boulevard	High Class Bituminous	884	51	Poor Condition	54	-1	16	6.00	120	Rural	Rehabilitation	$6,372.00	$49.00	Rehabilitation	$49.00	$6,372.00			
ORRD-0067	0	Westgate Circle	Kingsmarth Road	Kingsmarth Road	High Class Bituminous	884	68	Fair Condition	42	-1	50	6.00	464	Semi-Urban	Rehabilitation	$22,736.00	$49.00	Rehabilitation	$49.00	$22,736.00			
ORRD-0056	28	16th Sideroad	Anne Street	Highway 400 Overpass	High Class Bituminous	1146	62	Fair Condition	48	117	863	6.48	6281	Rural	Resurface	$346,349.00	$39.00	Rehabilitation	$49.00	$369,259.00			
ORRD-0058	0	Westgate Circle	Westgate Boulevard	Kingsmarth Road	High Class Bituminous	884	66	Fair Condition	52	-1	54	6.00	324	Semi-Urban	Resurface	$12,636.00	$39.00	Resurface	$39.00	$12,636.00			
ORRD-0087	1149	Mainlay Drive (East Cul-de-Sac)	Fork	End (Cul-de-Sac)	High Class Bituminous	167	69	Fair Condition	30	16	173	6.70	1160	Semi-Urban	Resurface	$45,291.00	$39.00	Rehabilitation	$49.00	$53,314.00			
ORRD-0011	1138	Mainlay Drive (South Cul-de-Sac)	Fork	End (Cul-de-Sac)	High Class Bituminous	167	64	Fair Condition	27	147	116	6.70	1866	Semi-Urban	Resurface	$81,836.00	$39.00	Rehabilitation	$49.00	$92,868.00			
ORRD-0116	0	Alden Vaughan Road	Old King Road	730m N. of Old King Road	High Class Bituminous	10447	77	Satisfactory Condition	47	-1	71	6.00	483	Urban	Resurface	$8,688.00	$39.00	Rehabilitation	$49.00	$12,688.00			
ORRD-0236	0	Alden Vaughan Road	340m N. of Queensgate Blvd	Old King Rd	High Class Bituminous	10437	89	Satisfactory Condition	49	-1	883	7.30	6226	Urban	Preventative Maintenance	$17,309.00	$0.00	Resurface	$23.00	$143,669.00		Structure 0003 ($750)	
ORRD-0001	1144	Kingsmarth Road	Shubsberry Lane	Welsh Hill Road	High Class Bituminous	256	68	Fair Condition	32	57	464	6.00	2785	Semi-Urban	Rehabilitation	$137,514.00	$49.00	Rehabilitation	$49.00	$137,514.00			
ORRD-0004	0	Alden Vaughan Road	Highway 27	Old King Road	High Class Bituminous	1051	67	Fair Condition	34	90	886	6.00	5285	Semi-Urban	Resurface	$88,020.00	$39.00	Rehabilitation	$49.00	$111,720.00	2029		
			730m N. of Old King Road	Colleton King Town Line South	High Class Bituminous	10437	84	Satisfactory Condition	32	-1	175	6.00	1050	Urban	Preventative Maintenance	$6,300.00	$0.00	Resurface	$23.00	$24,150.00			
										Total Length (km)	5.39					Total Cost	$502,316.00			Revised Total Cost	$699,666.00		
															Year 4 (2026)								
ORRD-0128	307	Strawberry Lane	Keele Street	Alison Avenue	High Class Bituminous	413	49	Poor Condition	47	104	1730	6.70	11591	Rural	Rehabilitation	$570,998.00	$49.00	Rehabilitation	$49.00	$670,999.00			
ORRD-0262	0	Colleton King Town Line South	Columbia Way	Mt. Pleasant Road	High Class Bituminous	3639	79	Satisfactory Condition	45	-1	340	7.30	1752	Rural	Resurface	$40,298.00	$23.00	Resurface	$39.00	$34,164.00			Cost to be shared with the adjacent municipality (total cost $40,298)
ORRD-0260	0	Colleton King Town Line South	Mt. Pleasant Road	12th Concession	High Class Bituminous	3639	74	Satisfactory Condition	41	-1	753	7.30	5716	Rural	Resurface	$131,469.00	$23.00	Resurface	$39.00	$111,462.00			Cost to be shared with the adjacent municipality (total cost $131,469)
toRRD-0237	1250	Greenside Drive	King Road	30m N. of King Road	High Class Bituminous	2146	72	Satisfactory Condition	30	122	30	8.00	243	Urban	Resurface	$8,509.00	$39.00	Resurface	$39.00	$13,277.00			
toRRD-0141	2827	Greenside Drive	Hazelwood Drive	Hazelwood Drive	High Class Bituminous	2146	73	Satisfactory Condition	37	110	381	8.00	3356	Urban	Resurface	$41,169.00	$39.00	Resurface	$39.00	$60,762.00			
toRRD-0121	2827	Greenside Drive	30m N. of King Road	Hazelwood Drive	High Class Bituminous	2188	74	Satisfactory Condition	38	114	49	8.00	392	Urban	Resurface	$7,848.00	$39.00	Resurface	$39.00	$15,288.00			
ORRD-0130		Bayes Court	Highway 9	End (Cul-de-Sac)	High Class Bituminous	672	85	Fair Condition	36	57	26.99	1743	Rural	Resurface	$97,836.00	$39.00	Rehabilitation	$49.00	$85,360.00		Structure 0232 ($3,900)	
										Total Length (km)	3.105					Total Cost	$394,667.00			Revised Total Cost	$809,216.00		
															Year 5 (2027)								
ORRD-0029	33	14th Sideroad	6th Concession	Trainor Court	High Class Bituminous	443	51	Poor Condition	46	116	1305	6.50	8489	Rural	Rehabilitation	$415,861.00	$49.00	Rehabilitation	$49.00	$416,861.00	2025		
ORRD-0176	33	14th Sideroad	Trainor Court	Highway 27	High Class Bituminous	443	53	Poor Condition	44	106	743	6.50	4829	Rural	Rehabilitation	$236,676.00	$49.00	Rehabilitation	$49.00	$236,676.00	2025		
ORRD-0234	347	Bathurst Street	Queensville Sideroad West	Hedrington Road	High Class Bituminous	1161	62	Fair Condition	48	117	1443	6.50	9380	Rural	Resurface	$368,838.00	$39.00	Rehabilitation	$49.00	$439,629.00		Structure 0265 ($1,300)	
ORRD-0238	211	6th Concession	King Road	15th Sideroad	Low Class Bituminous	943	66	Fair Condition	46	185	3887	6.50	13888	Rural	Resurface	$438,327.00	$39.00	Rehabilitation	$49.00	$566,352.00	2024		
ORRD-0089	347	Bathurst Street	Hedrington Road	King - Bradford Boundary	High Class Bituminous	1161	84	Fair Condition	42	116	979	6.50	3764	Rural	Resurface	$148,016.00	$39.00	Rehabilitation	$49.00	$185,454.00			
										Total Length (km)	5.16					Total Cost	$1,606,189.00			Revised Total Cost	$1,965,099.00		
															Year 6 (2028)								
toRRD-0053	1140	Welsh Hill Road	Champlain Crescent	Kingsmarth Road	High Class Bituminous	679	59	Fair Condition	42	139	734	6.50	4884	Semi-Urban	Rehabilitation	$237,358.00	$49.00	Rehabilitation	$49.00	$237,358.00	2027		
ORRD-0024	71	17th Sideroad	10th Concession	1.4km W. of 10th Concession	Low Class Bituminous	2699	72	Satisfactory Condition	41	186	1441	6.70	12537	Rural	Resurface	$385,361.00	$23.00	Resurface	$39.00	$488,943.00	2027		
ORRD-0167	71	17th Sideroad	1.4km W. of 10th Concession	11th Concession	Low Class Bituminous	2699	78	Satisfactory Condition	36	137	838	6.70	7289	Rural	Resurface	$167,677.00	$23.00	Resurface	$39.00	$284,661.00	2027		
										Total Length (km)	3.014					Total Cost	$1,204,538.00			Revised Total Cost	$1,616,662.00		
															Year 7 (2029)								
ORRD-0030	173	11th Concession	16th Sideroad	19th Sideroad	High Class Bituminous	1809	79	Satisfactory Condition	46	151	1967	6.50	12785	Rural	Resurface	$784,978.00	$42.00	Rehabilitation	$49.00	$938,514.00			
ORRD-0031	173	11th Concession	16th Sideroad	16th Sideroad	High Class Bituminous	1809	71	Satisfactory Condition	30	146	71	6.50	462	Rural	Resurface	$18,624.00	$42.00	Rehabilitation	$49.00	$22,638.00			
ORRD-0059	363	Keele Street	19th Sideroad	Davis Drive West	High Class Bituminous	1552	71	Satisfactory Condition	30	143	5943	6.70	13295	Rural	Resurface	$315,175.00	$25.00	Rehabilitation	$49.00	$371,349.00		Structure 0018 ($8,600)	
ORRD-0013	3648	Western Avenue	Bradsmith Court	Main Street	High Class Bituminous	842	69	Fair Condition	34	81	491	3.90	4174	Urban	Resurface	$160,986.00	$49.00	Rehabilitation	$49.00	$204,624.00		Structure 0027 ($2,600)	
ORRD-0011	3650	Western Avenue	Sherwood Avenue	Brownsville Court	High Class Bituminous	793	66	Fair Condition	34	-1	863	9.50	4777	Urban	Resurface	$191,080.00	$40.00	Rehabilitation	$49.00	$234,973.00			
										Total Length (km)	5.158					Total Cost	$887,887.00			Revised Total Cost	$1,746,186.00		
															Year 8 (2030)								
ORRD-0039	48	11th Sideroad	Highway 27	10th Concession	Low Class Bituminous	3009	72	Satisfactory Condition	34	177	2663	6.70	13795	Rural	Resurface	$318,365.00	$23.00	Rehabilitation	$49.00	$673,295.00			
KRRD-0073	1144	Kingsmarth Drive	Westgate Circle	Westgate Circle	High Class Bituminous	884	71	Satisfactory Condition	30	44	231	6.00	1848	Semi-Urban	Resurface	$42,654.00	$27.00	Rehabilitation	$49.00	$90,563.00	2026		
										Total Length (km)	3.264					Total Cost	$360,271.00			Revised Total Cost	$763,857.00		
															Year 9 (2031)								
ORRD-0060	173	11th Concession	12th Sideroad	6.8km N. of 12th Sideroad	High Class Bituminous	1709	75	Satisfactory Condition	32	110	757	6.70	5372	Rural	Resurface	$121,278.00	$23.00	Rehabilitation	$49.00	$356,377.00			
PRRD-0051	3652	Main Street	Cooper Drive	Church Street	High Class Bituminous	3414	69	Satisfactory Condition	31	156	441	10.00	4416	Urban	Preventative Maintenance	$26,496.00	$0.00	Resurface	$23.00	$101,436.00			
PRRD-0013	4004	Archibald Road	Cobb Drive	Cutting Crescent	High Class Bituminous	953	79	Satisfactory Condition	39	39	188	3.50	1437	Urban	Resurface	$35,740.00	$39.00	Rehabilitation	$49.00	$84,886.00		Structure 0021 ($2,600) & 324 ($4,550)	
ORRD-0126	341	Graham Sideroad	Bathurst Street	Pumphouse Road	High Class Bituminous	1522	78	Satisfactory Condition	30	87	1956	7.30	11269	Rural	Resurface	$388,676.00	$23.00	Rehabilitation	$49.00	$563,210.00		Structure 0013	
ORRD-0057	3656	Main Street	Dr. Kay Drive	Western Avenue	High Class Bituminous	3089	62	Satisfactory Condition	29	203	152	10.00	1520	Urban	Preventative Maintenance	$6,139.00	$0.00	Resurface	$23.00	$34,960.00	2029		
ORRD-0061	3665	Main Street	Gross Ridge Lane	Highway 9	High Class Bituminous	3089	66	Good Condition	34	140.2	71	10.00	710	Urban	Preventative Maintenance	$4,300.00	$0.00	Resurface	$23.00	$16,330.00	2026		
ORRD-0064	3666	Main Street	Western Avenue	Bon Bay Avenue	High Class Bituminous	3089	66	Good Condition	27	157.3	144	10.00	1440	Urban	Preventative Maintenance	$8,640.00	$0.00	Resurface	$23.00	$33,120.00	2026		
ORRD-0063	3666	Main Street	Bon Bay Avenue	Gross Ridge Lane	High Class Bituminous	3089	69	Good Condition	13	-1	141	10.00	1410	Urban	Routine Maintenance	$1,057.50	$0.75	Resurface	$23.00	$32,430.00	2026		
ORRD-0046	0	Main Street	Dr. Kay Drive	Highway 27	High Class Bituminous	3453	84	Satisfactory Condition	35	150.6	464	10.00	4640	Urban	Preventative Maintenance	$29,040.00	$0.00	Resurface	$23.00	$111,320.00	2025		
ORRD-0045	8	Main Street	Highway 27	Cooper Drive	High Class Bituminous	3219	86	Good Condition	31	-1	536	10.00	2360	Urban	Preventative Maintenance	$14,160.00	$0.00	Resurface	$23.00	$61,280.00	2025	Structure 0022 ($1,300)	
										Total Length (km)	4.169					Total Cost	$885,488.50			Revised Total Cost	$1,886,153.00		
															Year 10 (2032)								
ORRD-0184	317	6th Concession	17th Sideroad	17th Sideroad	Low Class Bituminous	668	73	Satisfactory Condition	36	47.1	19	6.70	127	Semi-Urban	Resurface	$2,794.00	$22.00	Rehabilitation	$49.00	$6,223.00	2029		
ORRD-0189	317	6th Concession	17th Sideroad	18th Sideroad	Low Class Bituminous	1415	62	Satisfactory Condition	13	15.6	1897	6.70	12313	Rural	Preventative Maintenance	$63,252.00	$4.00	Rehabilitation	$49.00	$663,327.00	2029	Structure 0214 ($4,600)	
ORRD-0114	317	6th Concession	18th Sideroad	18th Sideroad	High Class Bituminous	668	69	Good Condition	3	-1	69	6.70	462	Rural	No Maintenance Required	$0.00	$0.00	Resurface	$23.00	$8,964.00	2029		
ORRD-0063	171	19th Concession	16th Sideroad	17th Sideroad	Low Class Bituminous	1534	76	Satisfactory Condition	30	87	2012	6.70	13426	Rural	Resurface	$310,049.00	$23.00	Rehabilitation	$49.00	$659,029.00		Structure 0308 ($12,999) & 0316 ($4,600)	
										Total Length (km)	4.699					Total Cost	$386,554.00			Revised Total Cost	$1,327,054.00		

2022
ROADS NEEDS STUDY
HARD-TOP ROADS RECONSTRUCTION
TEN YEAR ROAD IMPROVEMENT PLAN
TOWNSHIP OF KING
BURNSIDE
H.1
Township of King
Town of East Gwillimbury
Town of Newmarket
Township of King
Township of King
Town of Aurora
Township of King
Town of Richmond Hill
Township of King
City of Vaughan
King City
Highway 400
Highway 400
Schomberg
Nobleton
Township of King
City of Vaughan
Township of King
York Region
Township of King
York Region
Town of Caledon
Region of Peel
Proposed Improvement Year (Repair)
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
Non-Municipal Roads
Provincial Highway / Freeway
Regional Road
Private Road

Appendix H - Hardtop Road 10 Year Reconstruction Plan

Municipal ID	Previous RRR ID	Name	Name From	Name To	Surface Material	AADT	PCI	PCI Class	Priority Rating (PR)	Priority Order Number (PON)	Road Length (m)	Road Width (m)	Surface Area (m²)	Recommended Reinforcement	Current Proposed Lifecycle Improvement (2023)	Current Improvement Cost (2023)	2023 Benchmark Cost ($/m²)	Adjusted Improvement	Adjusted Benchmark Cost ($/m²)	Adjusted Improvement Cost	Year Proposed by 2020 Study	OSIM Culverts/Bridges
											Year 1 (2023)											
											No Proposed Reconstructions											
											Total Length (km):	0				Total Cost:	$0.00			Revised Total Cost:	$0.00		
ORRD-0236	30	18th Sideroad	Highway 400 Overpass	Weston Road	High Class Bituminous	1146	67	Poor Condition	52	299	1004	6.70	6727	Rural	Rehabilitation	$329,823.00	$48.00	Reconstruction	$75.00	$504,825.00		
											Total Length (km):	1.004				Total Cost:	$329,823.00			Revised Total Cost:	$504,825.00		
											Year 3 (2025)											
BARD-0053	3002	Magnum Drive	Procter Road	End (Cul-de-Sac)	Low Class Bituminous	1063	41	Poor Condition	68	262	367	7.30	2679	Semi-Urban	Rehabilitation	$131,271.00	$49.00	Reconstruction	$75.00	$200,925.00	2029	Structure 0309 ($2,600) & 9310 ($4,500)
KRRD-0072	1147	Westgate Boulevard	Jane Street	Westgate Circle	High Class Bituminous	219	48	Poor Condition	42	87	290	6.00	1580	Semi-Urban	Rehabilitation	$71,780.00	$46.00	Reconstruction	$72.00	$112,320.00		
KRRD-0005	1136	Monitor Drive	Kingsmoss Drive	Park	High Class Bituminous	167	47	Poor Condition	40	46	620	6.70	4154	Semi-Urban	Rehabilitation	$101,094.00	$46.00	Reconstruction	$72.00	$158,086.00	2030	
KRRD-0106	1145	Kingsworth Road	Westgate Circle	Blueberry Lane	High Class Bituminous	236	40	Poor Condition	49	78	570	6.00	3762	Semi-Urban	Rehabilitation	$173,057.00	$46.00	Reconstruction	$72.00	$270,864.00		Structure 9331 ($1,000)
											Total Length (km):	0.617				Total Cost:	$447,197.00			Revised Total Cost:	$693,197.00		
											Year 4 (2026)											
ORRD-0195	277	Holgrath Road	Highway 9	2nd Concession	Low Class Bituminous	195	42	Poor Condition	45	54	1499	6.70	10023	Rural	Rehabilitation	$481,068.00	$48.00	Reconstruction	$72.00	$731,856.00		
KRRD-0032	1124	Mayfair Lane	Kingsmoss Drive	End (Cul-de-Sac)	High Class Bituminous	36	38	Very Poor Condition	38	8	213	6.70	1427	Semi-Urban	Reconstruction	$102,744.00	$72.00	Reconstruction	$72.00	$102,744.00		
											Total Length (km):	1.708				Total Cost:	$583,992.00			Revised Total Cost:	$834,600.00		
											No Proposed Reconstructions											
											Total Length (km):	0				Total Cost:	$0.00			Revised Total Cost:	$0.00		
											Year 6 (2027)											
ORRD-0078	149	Caledon King Town Line South	12th Concession	17th Sideroad	High Class Bituminous	7097	62	Fair Condition	70	630	2702	7.35	19860	Rural	Resurface	$774,540.00	$39.00	Reconstruction	$75.00	$744,750.00	2024	
											Total Length (km):	2.763				Total Cost:	$774,540.00			Revised Total Cost:	$746,750.00		
											Year 7 (2028)											
ORRD-0093	291	Loch Erne Lane	Hobbston Lakes Drive	Hilliard Grove	High Class Bituminous	319	66	Fair Condition	30	27	166	8.00	1344	Urban	Resurface	$53,790.00	$40.00	Reconstruction	$95.00	$127,680.00		
											Total Length (km):	0.166				Total Cost:	$53,790.00			Revised Total Cost:	$127,680.00		
											Year 8 (2029)											
ORRD-0258	306	Alison Avenue	Edward Avenue	Strawberry Lane	High Class Bituminous	567	65	Fair Condition	36	55	702	6.70	4703	Rural	Resurface	$183,417.00	$39.00	Reconstruction	$75.00	$352,725.00	2029	
KRRD-0031	1152	Blueberry Lane	Kingsworth Road	End (Cul-de-Sac)	High Class Bituminous	743	67	Fair Condition	35	70	613	6.30	3862	Rural	Resurface	$150,614.00	$39.00	Reconstruction	$75.00	$289,650.00		
KRRD-0048	1144	Kingsmoss Drive	Champlain Crescent	Cranberry Lane	High Class Bituminous	700	52	Poor Condition	33	23	234	7.30	1708	Semi-Urban	Rehabilitation	$73,644.00	$46.00	Reconstruction	$72.00	$122,976.00		
											Total Length (km):	1.894				Total Cost:	$407,675.00			Revised Total Cost:	$765,351.00		
											Year 9 (2030)											
ORRD-0197	201	Loch Erne Lane	Hilliard Grove	End (Cul-de-Sac)	High Class Bituminous	319	63	Fair Condition	32	29	232	8.00	2496	Urban	Resurface	$98,840.00	$40.00	Reconstruction	$95.00	$237,120.00		
KRRD-0059	1130	Chelsea Lane	Park	End (East Cul-de-Sac)	High Class Bituminous	126	66	Fair Condition	32	30	240	6.70	1888	Semi-Urban	Rehabilitation	$79,728.00	$46.00	Reconstruction	$72.00	$135,088.00		
KRRD-0063	0	Chelsea Lane	Park	End (West Cul-de-Sac)	High Class Bituminous	40	60	Poor Condition	30	-1	292	6.70	1956	Rural	Rehabilitation	$80,976.00	$46.00	Reconstruction	$72.00	$140,832.00		
KRRD-0047	1132	Chelsea Lane	Kingsmoss Drive	Park	High Class Bituminous	43	52	Poor Condition	29	11	136	6.70	926	Semi-Urban	Rehabilitation	$42,550.00	$46.00	Reconstruction	$72.00	$66,600.00		
											Total Length (km):	0.891				Total Cost:	$302,094.00			Revised Total Cost:	$580,640.00		
											Year 10 (2031)											
ORRD-0241	41	Clovell Avenue	Fog Road	End (West)	Low Class Bituminous	411	68	Fair Condition	29	38	318	8.00	3015	Semi-Urban	Resurface	$74,595.00	$39.00	Reconstruction	$75.00	$151,125.00		
ORRD-0088	186	Hills Road	Elena Drive	End (Cul-de-Sac)	High Class Bituminous	72	52	Poor Condition	31	13	348	6.70	2278	Semi-Urban	Rehabilitation	$104,760.00	$46.00	Reconstruction	$72.00	$164,016.00		
HARD-0142		Lynwood Crescent	King Road	Royal Avenue	High Class Bituminous	467	68	Fair Condition	30	36	119	7.80	770	Semi-Urban	Resurface	$35,030.00	$39.00	Reconstruction	$75.00	$57,750.00		
YRAD-0091	349	Lesley Hills Drive	Weston Road	Rolling Court	High Class Bituminous	243	64	Fair Condition	30		107	8.00	856	Urban	Resurface	$34,240.00	$40.00	Reconstruction	$95.00	$81,320.00		
											Total Length (km):	0.697				Total Cost:	$247,643.00			Revised Total Cost:	$454,211.00		


R.J. Burnside & Associates Limited