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**TOWN OF PLYMPTON-WYOMING**

**ROAD MANAGEMENT STUDY**

**2021**

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**BMROSS**  
engineering better communities

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**2021**

October 22, 2021

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## **TOWN OF PLYMPTON-WYOMING ROAD MANAGEMENT STUDY - 2021**

### **1.0 PURPOSE**

Roads, like anything else, suffer from the effects of “wear and tear”. Unless the road system is adequately maintained by appropriate rehabilitation strategies at the proper time, it will quickly deteriorate to the point where major expenditures will be required to bring it back to acceptable standards. This neglect is an unwise and a very expensive management strategy which will result in deteriorating road conditions and higher improvement costs.

This Road Management Study provides an inventory of the existing roads and a means for examining the physical and financial needs of the road system in order to plan the next five and ten-year programs of action within the operating & capital budget of the municipality.

The condition assessment process used for this study was developed by the Ministry of Transportation of Ontario. The condition scores are determined by comparing the existing roads and streets to the pre-determined standards defined in the guidelines. Other parameters are also assessed to help prioritize the needs. The financial needs of maintaining the road system and address the deficient sections were assessed and compared with the funds typically supplied by the municipality to maintain the road system.

This Road Management Study has been prepared by B. M. Ross and Associates Limited (BMROSS) for the Town of Plympton-Wyoming in general accordance with the Ministry of Transportation’s Inventory Manual. The road survey used to assess the roads was undertaken in the late spring of 2021.

### **2.0 SCOPE OF THE STUDY**

This study is to help the Town prioritize the road improvement schedule in a cost-effective way and help predict future costs, assuming that the Town generally wants to maintain the current level of service of the existing roads.

Recommendations and probable costs for work to be completed over the next 5 year time period and anticipated for the 6 to 10 year time period are provided. The work in the 6 to 10 year time period is intended as a guide for future long term budgeting purposes with the understanding that deterioration rates and repair needs are less accurate when making longer term projections. An updated needs study should be completed in five years to re-assess the condition of the roads and the priorities for the subsequent five year period.

In general, the assessment process is divided into the following major components:

1. Prepare an inventory of the road system using information supplied by the Town, information from our previous assessment reports, and road map network data.
2. Due to covid protocols, BMROSS staff review the road sections on their own and either met with or called municipal staff to discuss road conditions, noted maintenance problems and preventative maintenance option and collection historical information about repairs, various times throughout the review process.
3. Assemble and summarize the operational cost and typical capital budget information provided by the Town.
4. Enter and assemble the information gathered to assess the statistical condition of the roads, issues identified during our review, and develop a priority list of the needs.
5. Prepare the road assessment report in draft format, present it to municipal staff to review for comments then revise and finalize the report as per comments.

Note: Assessment of the road sections for conformance with current provincial standards for horizontal and vertical alignment is beyond the scope of this study. If a road section is reconstructed, conformance should be reviewed during the design stage and the road section should be modified as required. Conformance with standards of the 'uniform traffic control devices (signage) manuals' was not within the scope of this study.

### **3.0 ASSESSMENT AND PRIORITIZING METHODOLOGY**

The methodology used in this study to assess the condition of the road sections was generally completed in accordance with the MTO's Method and Inventory Manual. The 1991 version provides an extensive list of parameters; however, it does not provide specific direction on how to evaluate risk and level of service being provided by the asset to satisfy the typical requirements of an asset management plan. The earlier version of manual included a methodology to calculate the theoretical year of need which we have also referred to when creating the assessment process. An explanation of the procedures used to collect the data and combine the condition scores to prioritize the needs is outlined in this section of the report and a table summarizing the priority scoring factors is provided in Appendix C-2.

#### **3.1 Inventory of Road Sections**

The Town provides the road sections to be used in the study, with the sections being divided typically by block. An inventory of each of these road sections was gathered in the field and entered onto an Appraisal Sheet as shown in Figure No. 1. Copies of the data are provided to the Town in a separate bound document from this report. Each sheet will show two road sections from the database where the information is stored. When municipal staff provided previous construction information for the road sections it was included in the road appraisal sheets. This information was used to help determine the proper type of road improvement.

Boundary road sections where costs are shared with the bordering municipality have been included in the total inventory length. When costs are provided for these sections the entire expected cost is indicated with no adjustment for division between municipalities.

Traffic volume ranges were either provided based on traffic count data or estimates provided by municipal staff members at the time of the field review.

**Figure No. 1: Sample Road Appraisal Sheet**

X Close Form

Select Section Number ▼  

←
Prev
Next
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**Section No.**

Asset ID:

Sidewalk

Report

**Inspection Information**

Road Name	
From	
To	
Former Municipality	▼
Length (m)	
Speed Limit (Km/h)	
Boundary Road	▼
Road Classification	▼
Road Side Environment	▼
Road Maint Classification	
Road Surface Type	▼
Maintenance Demand	▼
Curbs (0, 1, 2)	▼
Curb Type	▼
Curb Material	▼
Curb Width (m)	
Curb Length (m)	
Sidewalks (0, 1, 2)	▼
Horizontal Alignment	▼
Vertical Alignment	▼
Platform Width (m)	
Surface Width (m)	
Right of Way Width (m)	
Winter Maintenance	▼
Criticality	▼
Dead End	▼
Traffic Range (vpd)	▼
Traffic Type	▼
Traffic Count Year	
Traffic Count (vpd)	
Surface Rating	▼
Road Structural Rating	▼
Drainage Rating	▼
Drainage Method	▼

**Road Improvements and Costs**

**Spot Road Drainage (\$,000)**

Maintenance:		Remarks
Maintenance:		▼
Other:		
Sub-Total 1:		

**Specific Maintenance (\$,000)**

Maintenance:		Remarks
Maintenance:		▼
Other:		
Sub-Total 2:		

**Construction (\$,000)**

Construction:		Remarks
Construction:		▼

☐ Sidewalk 0 0

☐ Storm Sewers    ☐ Minor Storm Sewer Improvements

Additional Constructed

Other

Sub-Total 3:

**Total Costs:**

Theoretical Year of Need	<span style="border: 1px solid black; padding: 2px;"> </span>	Adjustment	
Proposed Year of Need	<span style="border: 1px solid black; padding: 2px;"> </span>		▼

Deteriorate Rate

Years to Need

Other Notes:

Inspection Date:

Year	Cost	Type	Job
*			

Record: 1 of 1

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### 3.2 Condition Assessing

During the field review, characteristics of each road section were recorded, and condition scores were assigned to each road section for the surface and structural condition taking into account the integrity of the road. Also, a drainage condition score assessing the suitability of the drainage system for the granular base of the road system was assigned for each section. Both of these scores are based on a visual review unless municipal staff provided additional information about the performance or construction history of the road section.

As outlined in the MTO manuals, the Condition Rating numbers take into consideration the surface condition and structural adequacy of the road section based on the visual inspection. The rating numbers were assigned on a scale of 1 to 10 with the lower numbers describing those roads with the

most surface and structural distress. The higher the rating numbers, the better the condition of the road. As per the 1985 version of the Manual, road sections with Surface Condition Ratings of 5 or less at the time of this Road Appraisal, or within the five-year forecast; theoretically, have a theoretical need for improvement. A cost to address the identified needs are calculated for each road section expected to deteriorate down to a condition rating of 5 within the next 10 years. However, with gravel roads that have traffic volumes of less than 50 AADT, only maintenance work would generally be recommended.

Note, the condition rating numbers do not consider the road width, vertical and horizontal alignment, or an assessment of the road to determine if it is constructed in accordance with suitable standards for the amount of traffic it passes. With this way of rating, it is possible to have a road with condition ratings of 10 but the alignment, or other components could be substandard. These other parameters are assessed and scored separate from the condition rating and used when prioritizing the needs. The scoring process elevates the priority to address needs on the road sections that have not been built up to appropriate standards.

Note: for paved roads of either hot mix or surface treatment, the condition ratings may be misleading because roads with a poor structural base or inadequate drainage that have been recently resurfaced, will appear to be very good. Additional information on the rating system is contained in the M.T.O. manual.

Drainage of the road base has a significant impact on the performance of the road and the amount of maintenance required. MTO added a drainage condition score to later versions of the Inventory Manual. With this study the drainage condition rating for each road section is scored as good, fair or poor. The score is relative for the drainage system that appears to be provided, when compared against the optimum drainage system. No material samples were collected to assess the drainage capabilities of the granular base in the road and drainage tile along the sides of the roads were not inspected as part of this report. The score is assigned based on information supplied by the municipal staff about maintenance activities for the road section and visual observations at the time of review. If there is no evidence to indicate otherwise, it will be assumed that the drainage system is suitable for the road section and a drainage rating of good is assigned.

### **3.3 Assumed Life Expectancy of Road Types**

The life of a road is affected by many factors. These include the structural components in the road, the drainage provided for the granular base, the amount and type of traffic on the road and weather conditions. Many of these cannot be precisely determined from a visual inspection. To predict how quickly the condition of the road will deteriorate and when rehabilitation needs will be required, it is necessary to make an assumption about how long each different road type will last.

For High Class Bituminous pavements (hot mix), the forecast condition rating is adjusted for each year for the remaining life of the pavement prior to resurfacing. The MTO manual suggests that the life of a single lift hot mix pavement is about 10 years. Using this life cycle, the condition rating would drop by 0.5 per year. Starting with a new condition rating of 10, this would mean that the condition rating would drop to 5 and require a resurfaced lift after 10 years. Assuming the road has been constructed appropriately to current cross-section standards, the projected life expectancy of a road system is affected primarily by the amount of traffic on the road. Table 1, shows the assumed life expectancies used for the different types of roads with different traffic ranges.

**Table 1**  
**Assumed Probable Useful Life Expectancy for Roads Based on Traffic Range**

<b>Traffic Range</b>	<b>2-HCB</b>	<b>1-HCB</b>	<b>LCB</b>	<b>Gravel</b>	<b>Earth</b>	<b>Concrete</b>
0-49	30	20	6	100	100	30
50-199	27	19	6	100	100	27
200-499	24	17	6	100	100	24
500-999	22	16	6	80	100	21
>1000	20	15	5	60	100	18

Notes

1. The above probable life expectancies are considered a reasonable assumption if the road is constructed to typical standards with a structural base, i.e. asphalt and granular base, and drainage that is suitable for the application.
2. It is anticipated that there may be localized repairs and maintenance work such as crack sealing necessary to achieve the probable life expectancy.
3. Shaded cells are typically not present or recommended because they will require more frequent maintenance.
4. The actual service life of a road section is variable. The Town should review statistical information and over time adjust the life expectancies to match experience.

Low Class Bituminous road surfaces (LCB) are generally able to last about six years between re-surfacing. This would be equivalent to a condition rating drop of 0.83 each year. For this study it has been assumed that two lifts of surface treatment will be placed the first time a low class bitumen is applied on a road and a single lift is only applied on an existing LCB road that still has a uniform surface and it appears structurally sound.

For roads with a gravel surface, it is assumed that the future condition rating will deteriorate very slowly due to continued routine, loose top maintenance. The projected life of low volume gravel roads with regular grading and biannual applications of gravel is 100 years and can be more. This would mean that the condition rating for the next five and even ten year period would stay virtually the same for low volume gravel roads and unless a gravel road has a current condition rating of 5 it will not be identified as a road section with a need.

As detailed in the following sections of this report, the Town has several concrete roads (< 1 km). Concrete will deteriorate at a similar rate as an HCB road with 2-lifts of asphalt (i.e. typically they have a practical surface life of approximately 30 years).

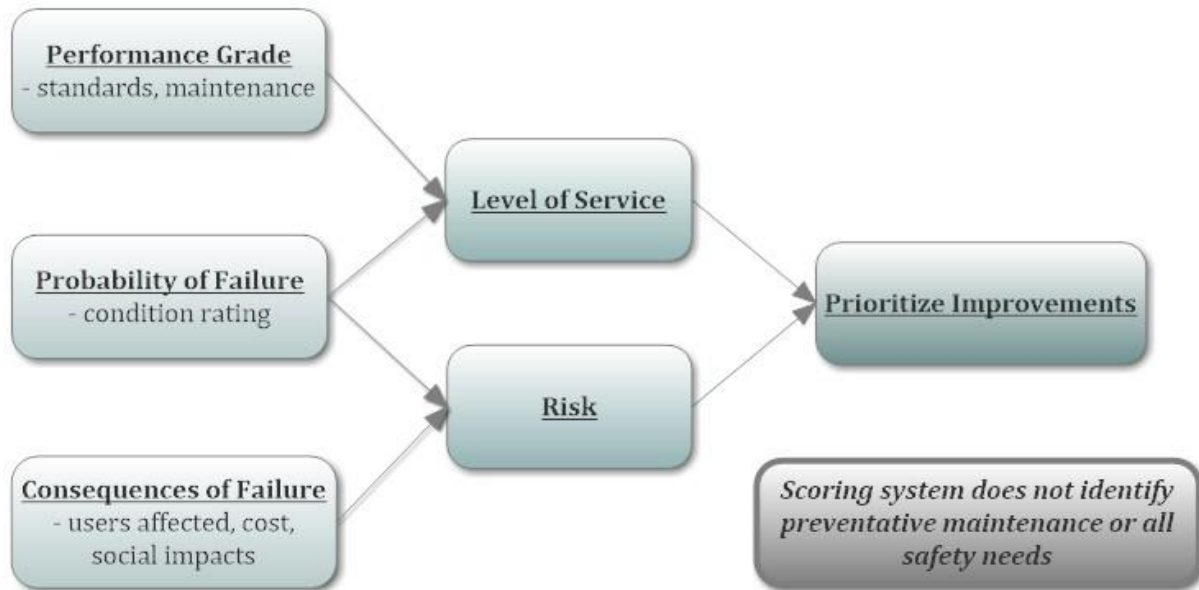
### **3.4 Methodology to Prioritize Improvements**

When developing a Road Maintenance Program or Asset Management Plan, we believe there are three key factors that should be taken into consideration; the probability of failure, the consequence of failure and the performance grade. While these factors can include many components, the **probability of failure** factor is generally represented by the condition rating or age of an asset.

The **consequence of failure** is a score based on the number of users affected if the asset fails or other social impacts and the cost of the asset. The **performance grade** should incorporate the relative maintenance requirements of the asset and a comparison of how the asset was built versus the appropriate design standard for that particular asset. In a simplified way these components are used in this study as illustrated in Figure 2 to develop a theoretical priority score for the improvements.

BMROSS has developed a scoring system using the defined parameters to help prioritize the improvement needs as per the relationship shown in Figure 2 and weigh the importance of different parameters similarly to the 1991 version of the MTO manual.

**Figure 2: Relationship between Data Collected and Calculated Priority Scores**



Within Appendix C-2, is a table showing the priority score calculation factors used to help prioritize the needs, however this section includes an explanation also:

### **Performance Grade**

The Performance Grade is calculated using the platform width of the road surface, maintenance demand and alignment value scores for each road section follows. If the platform width of a road section is adequate for its application based on the traffic volume, a score of 1 was applied. If the width was somewhat narrow, a score of 3 was applied and if the road was significantly narrower than it should be, a score of 5 was applied. For the maintenance demand, if the road section was recorded to be a no winter maintenance road or it is a newly re-constructed road with minimal maintenance requirements, it was considered low maintenance and a score of 1 was applied. All other road sections are considered average and assigned a score of 2, unless it was a road which the municipal staff noted, required extra maintenance. For example, in the spring extra maintenance was required to address soft spots or is shifting due to frost, then it was consider high or excessive, scoring 4 or 5. Another example, asphalt roads that have cracks developing in the surface prematurely and roads that experience erosion along the surface or shoulder as a result of flooding are also considered roads with higher than average or excessive maintenance needs. For alignment value, if a visual review of both the vertical and horizontal alignments were acceptable or if the road appeared to be properly signed to identify all the alignment risks, the score was 1. If only one of the alignments components were not acceptable, the score was 3. If both the vertical and horizontal alignment were not acceptable the score was 5.

## **Probability of Failure**

The surface and structural condition ratings as described earlier in the report and the drainage rating were used for the probability of failure factor. Similarly to above; good, fair and poor drainage condition ratings were assigned a score of 1, 3 and 5. The probability of failure calculation is weighted towards the structural rating, as the score for that component is multiplied by 2. The surface rating score is also used to help predict the year of needs, as explained earlier. The drivers on the roads are generally most concern about the condition of the road surface but the structure under the road and the adequacy of the road drainage system determines how quickly the condition of the road surface will deteriorate; therefore, they are considered to be as important, or more important than the condition of the road surface. The road surface score is focus on the condition of the road surface and ride quality.

## **Consequence of Failure**

For this study, the consequence of failure was determined by traffic volume. The consequence of failure is the parameter used to take into account for the importance of the road or how many would be affected if the condition of the road was unacceptable. The traffic volumes on each road section were based on the supplied or assumed traffic volumes on each road section provided by or reviewed by the Town. A score of 1 means it has an average annual daily traffic value of less than 50 and a road with greater than a 1000 vehicles per day would have a score of 5.

Figure 2 suggests that combining the probability of failure rating with the performance standard gives a level of service value and combining the probability of failure and consequence of failure value yields the risk score for each asset. Although these are just relative numbers, Municipalities may choose to define a targeted average level of service or risk value for their roads system. These may be set at different values for different classes of roads. They can also monitor and track these average scores over time for future comparison purposes. The theoretical priority score for each asset is the combined score of the level of service factor and the risk factor. Defining the desired level of service or acceptable levels of risk are beyond the scope of this study so only the priority score has been used.

The theoretical priority score can be used as a guide to help prioritize improvement work on the assets. However, there are other factors that should be taken into account when prioritizing the road improvements. Factors including preventative maintenance activities, scheduling tasks to coincide with integrated assets within the same area, financial and timing constraints and other activities taking place within the locale must be considered by municipal staff. It is impossible to take into account all these other factors in a simplified scoring system. For this reason, the theoretical score of highest priorities established on an individual asset basis should only be used as a guide and the best sequence for improvements should be established by the Town. Additional considerations about preventative maintenance will be discussed in Section 7 of this report.

For low traffic volume roads with asphalt surfaces it is recommended that surface reconstruction be delayed until other work is required on streets in the immediate area. Work on urban streets should be co-ordinated with repairs to nearby or adjoining road sections and with other infrastructure, when-ever possible, to minimize total costs.

## 4.0 SUMMARY OF ROAD DATA COLLECTED

The road system was assembled on maps, data collected and condition ratings assigned for each of the road sections. A road section was generally defined as an individual block. In rural areas these would have lengths of approximately 2km and run between the Lines and Roads. Similarly, urban areas and urban fringe road sections were divided up by blocks or in some cases, sections with similar surface characteristics.

Appendix A-1 is a summary of the complete rural road inventory, listed by road section number. Appendix A-2 gives the same information sorted by rural road name. For additional data, such as road widths and roadside environment, the individual appraisal sheets must be referenced. The maps enclosed in Appendix B-1 identify the location, name and inventory number and surface type for each section.

Table 2 shows a summary of the lengths of different surfaces currently owned by the Town. It was identified that there are only a few roads with two lifts of HCB within the rural roads examined and we should assume there is only one lift unless directed otherwise. Table 3 summarizes the lengths of different cross section types.

**Table 2**  
**Inventory by Road Surface**

Road Surface Type	Length (km)
Earth	6.25
Gravel	108.94
HCB – 1 lift	2.02
HCB – 2 lifts	65.05
LCB – 1 lift	0.07
LCB – 2 lifts	71.03
Concrete	0.92
Total	254.28

**Table 3**  
**Inventory by Road Cross Section**

Roadside Environment	Length (km)
Urban	30.8
Semi-Urban	19.9
Rural	203.6
Total	254.3

Based on the information in Table 2 and the assumed deterioration rates discussed in Section 3 of this report, the approximate theoretical number of kilometres which should be improved each year in order to maintain the road system is as shown in Table 4. These amounts assume that the Town has been improving road sections in accordance with Table 4 continuously since the start of the road system. If this is not the case and less work has been completed in past years or if past work is deteriorating faster than projected, more kilometres must be improved in the future in order to put the road improvements back on track.

**Table 4**  
**Theoretical Kilometres of Improvements**  
**Per Year Required to Maintain Road System**

Surface	Assumed Life *	Recommended (km/year)
Gravel/Earth	100	1.15
Concrete	30	0.03**
LCB	6	11.84
HCB – 1 lift	20	0.10
HCB – 2 lifts	30	2.17

\* For simplicity the assumed life expectancy used in this Table is the maximum life expectancies listed in Table 1.

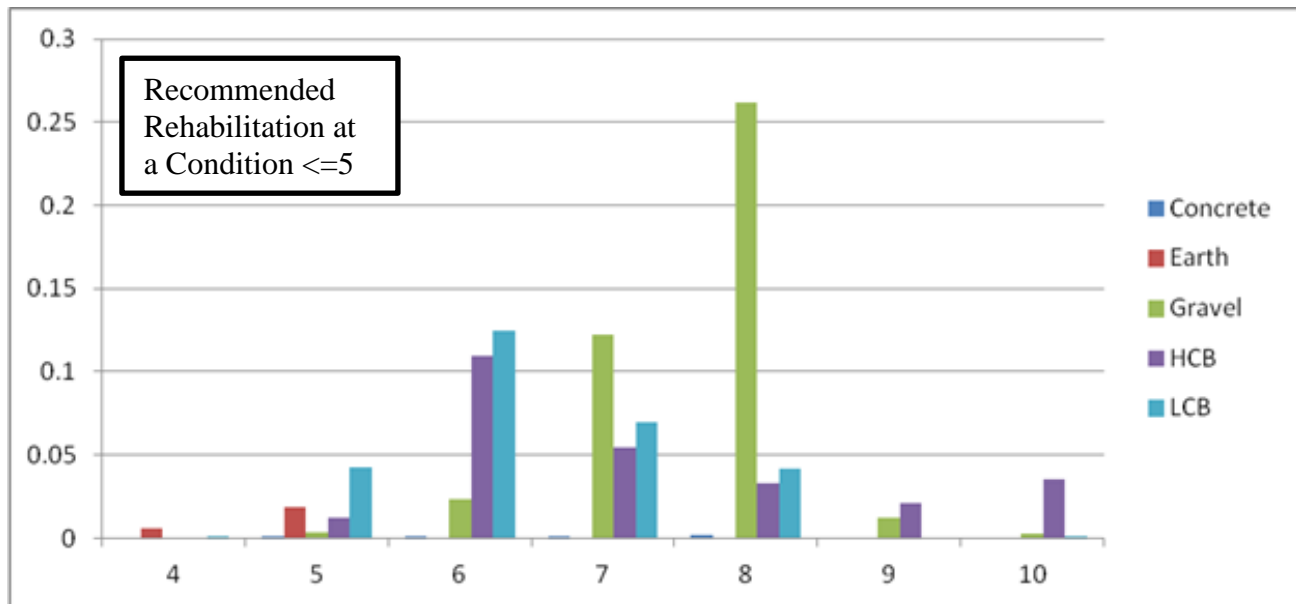
\*\*It may be more economical to replace the concrete road sections with asphalt at the end of their useful surface life.

Table 5 shows the recent road appraisal average condition ratings for road surface and road structure at the time of the field review and splits the weighted averages up based different road surface types. Figure 3 shows a distribution of the condition ratings for the paved and gravel road surfaces.

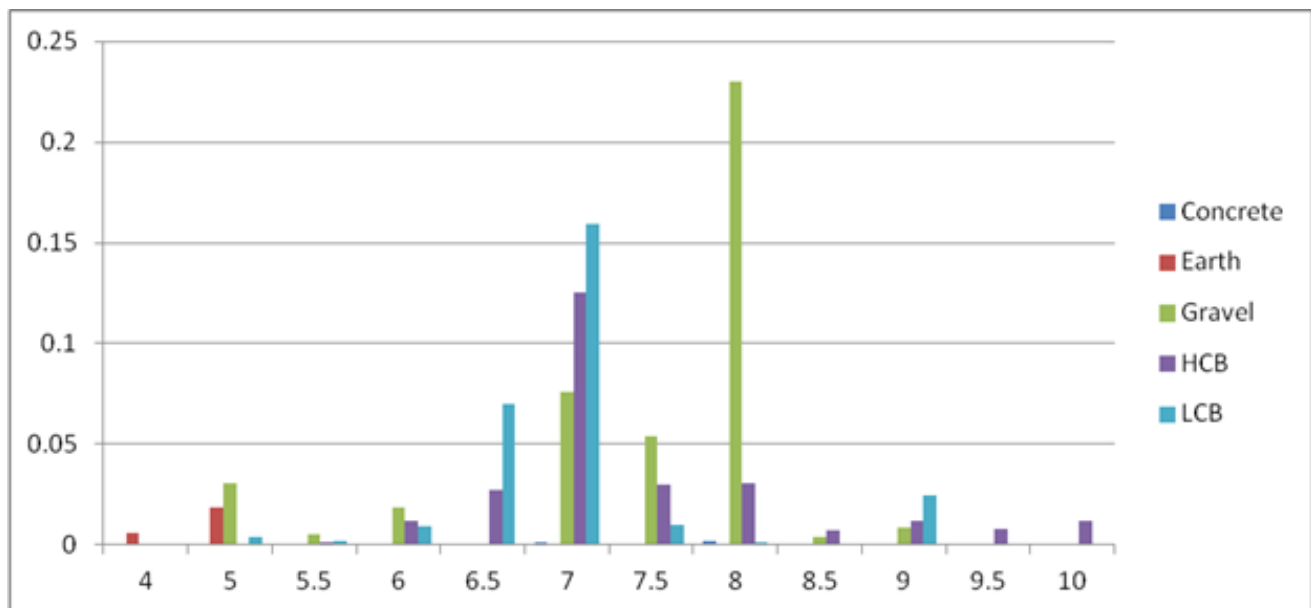
**Table 5**  
**Average Condition Ratings**

	Surface Rating	Structural Rating
Concrete	6.9	7.5
Earth	4.8	4.8
Gravel	7.6	7.4
HCB	7.2	7.4
LCB	6.4	7.0
<b>Average (all surface types)</b>	<b>7.1</b>	<b>7.3</b>

**Figure 3**  
**Condition Rating by Road Surface**



**Figure 4**  
**Condition Rating by Road Structural**



## 5.0 NORMAL MAINTENANCE NEEDS (FIXED COSTS)

The Town's first consideration for use of road funds is to address the normal maintenance or fixed cost needs. These items include the normal day-to-day activities to keep the road system operational and include road surface grading and re-surfacing of gravel roads ever second year, roadside maintenance, application of surface treatment, safety devices and overhead. Funds must be provided for these fixed costs and winter snow removal costs prior to considering expenditures for a construction program. It is our understanding that the Town of Plympton-Wyoming budget for equipment, fuel and labour associated with the snow removal and day to day maintenance work separately. However, municipal staff provided typical annual costs to address materials and contracted services with maintenance of the gravel and paved roads. The typical costs per year, are shown in Table 6.

**Table 6**  
**Annual Fixed Cost Budget**

<b>Maintenance Item</b>	<b>Cost/year</b>
Vegetation Control	\$150,000
Drainage Maintenance	\$175,000
Hardtop Surface Maintenance	\$255,000
Shoulder Maintenance	\$35,000
Sidewalks and Curbs Repair	\$11,000
Loose top Surface Maintenance	\$135,000
Dust Control	\$45,000
Winter Maintenance	\$345,000
Sand and Salt	\$190,000
Safety Devices	\$115,000
<b>Total</b>	<b>\$1,456,000</b>

When maintenance work on the road sections is not adequately completed, the condition of the road will deteriorate quicker and it is generally necessary to perform a capital improvements or reconstruction work on the road section sooner.

## 6.0 GENERAL COMMENTS ABOUT THE ROAD SYSTEM

In general, the rural road system within the Town of Plympton-Wyoming is in relatively fair condition and well maintained. however, condition ratings suggest a number of roads need to be reconstructed over the next few years. BMROSS staff did take note of the increase maintenance (crack sealing, spray patching, etc) the Town has been doing over the last 5 years, this maintenance work helps to extent the life of the paved road. The increase in road reconstruction has also been a positive step for the Town.

When comparing the condition rating scores from the 2016 to the current study, the average condition scores are similar. That implies that the effort made by the Township has been sufficient to keep up with the deterioration rates of the roads; however, we anticipate that the effort to replace the road bases and drainage improvements will help the roads to perform better over time.

A common observation during the road appraisals was a lack of proper road drainage or a lack of drainage system maintenance throughout many of the Town's roads. The region of Plympton-Wyoming is fairly flat and drainage difficulties are not surprising. Continued drainage improvement efforts such as ditch clean out and brush removal are recommended. Another commonly observed problem was the encroachment of agricultural lands onto Town Right-of-Ways. This has negatively affected road-base drainage and has often resulted in the destruction of road ditches.

Between the paved MTO, County, and municipal roads citizens have good access to nearby paved roads, at this time we would not recommend upgrading any existing gravel to LCB or HCB but we would recommend considering upgrading Camlachie Road from Churchill Line to London Line from LCB to HCB in future base on the traffic count of over 1000 AADT. However, for the purposed of this study we have only recommended replacing the like for like surface.

The LCB road surfaces appears to perform well in some areas and not as well in others, most likely due to poor road base and/or drainage or not replacing the LCB surface in a timely manner. LCB roads should be resurfaced every 5-7 years, depending on traffic counts.

### **6.1 High-Class Bituminous Roads**

As noted earlier, the High-Class Bituminous (HCB) roads, commonly referenced to as asphalt roads, have a weighted average score of 7.2 for surface and 7.4 for structure. As stated above in order to sustain this standard of service, current maintenance programs need to continue at least at the current level. This includes continuing the crack-sealing program to preserve the integrity of the road surface and reconstructing the shoulders to support the edge of the road. In urban area, will benefit from full reconstruction with updated storm drainage.

With only one lift of asphalt, once the paved surface becomes unacceptable, the surface has generally been pulverized and resurfaced with a new lift of asphalt. Some municipalities have found that the application of another lift of asphalt or a slurry seal before the surface has started to lose its shape, increases the life span of the paved surface in a cost-effective way. The decision to use asphalt or slurry seal is dependent on the traffic loads and the structural stability of the road base. The cost to patch the asphalt and resurface the top with a slurry seal type product has been included in the maintenance costs and it is proposed that the client try this technic to extend the life of the road in a cost-effective way.

### **6.2 Low-Class Bituminous Roads**

As noted earlier, the Low-Class Bituminous (LCB) roads have a weighted average score of 6.4 for surface and 7.0 for structure. This suggests that some of these "tar and chip" type roads are not being maintained in a timely manner. It is recommended that LCB road to be resurfaced every 5-7 years, depending on the traffic count.

Note that, Low-Class Bituminous surfaces can be more accommodating if the road base is not as structurally sound, but the life expectancy of the surface material will be reduced if the surface material has to shift around to accommodate frost action each spring.

### 6.3 Gravel Roads

The gravel road sections have a weighted average score of 7.6 for surface and 7.4 for structure. This indicates that these roads on average are in fair condition, but many are in need of additional work to remain above the condition rating recommended by the MTO. Also, it is important to realize the review of the road sections took place before **all** the spring maintenance work was completed on the roads; but in most cases, after the frost melt was out of the road. Some of these roads may only see problems a few weeks out of the year. In order to sustain this standard of service, current maintenance programs need to continue at least at the current level.

There will always be minor deficiencies with gravel surfaced roads due to dust and stone scatter as well as potholing and rutting during certain weather conditions which will prohibit gravel sections from having a condition rating above 9.0.

### 6.4 Concrete Roads

The concrete road sections have a weighted average score of 6.9 for surface and 7.5 for structure. This indicates that these roads on average are in fair condition. Once the concrete start to cracking and lifts or settles, maintenance becomes an issue. It may be more economical to replace the concrete road sections with asphalt at the end of their useful surface life. With careful saw cutting and removal, the Town could save the existing curbs and replace the concrete with asphalt.

## 7.0 SPECIFIED MAINTENANCE AND CONSTRUCTION NEEDS

The probable costs of the various types of road improvements have been prepared using “benchmark” costs based on work done in similar rural municipalities. Where applicable, the cost of engineering, supervision and some other assumptions have been included. All these costs are based on 2021 prices and should be adjusted using inflation for work in subsequent years. The bench mark costs used in this study are as shown in Table 7. A more detailed breakdown is presented in Appendix C-1.

**Table 7**  
**Benchmark Construction Costs for Year 2021**

<b>Rural – 6.7 m Surface Width</b>	
1. Rural Full depth pulverize and pave	\$230/m
2. Rural Full Reconstruction - Base Course Asphalt	\$833/m
3. Rural Full Reconstruction - Gravel Surface	\$669/m
4. Rural Hot Mix Resurfacing (40mm HL-4, incl tack coat)	\$167/m
5. Rural partial depth cold in place and pave (50mm HL-4)	\$263/m
6. Rural Paving (40mm HL-4)	\$157/m
7. Rural Paving (50mm HL-4)	\$200/m
8. Rural Pulverize and Two Lifts Surface Treatment	\$118/m
<b>Semi-Urban – 6.7 m Surface Width</b>	
1. Semi-Urban Full Depth Pulverize and pave	\$207/m
2. Semi-Urban Full Reconstruction - Base Course of Asphalt	\$777/m
3. Semi-Urban Hot Mix Resurfacing	\$152/m

<b>Urban – 8.5 m Surface Width</b>	
1. Urban Full Depth Pulverize and Pave (40mm HL-4)	\$282/m
2. Urban Full depth pulverize, widen and pave	\$580/m
3. Urban Full depth removal and pave - 8.5m	\$511/m
4. Urban Full Reconstruction - Base Course of Asphalt	\$1177/m
5. Urban Partial depth cold planning and resurfacing	\$305/m
6. Edge cut, curb & gutter, top lift of asphalt	\$515/m
7. Urban Paving (40mm HL-4)	\$205/m
<b>Specific Maintenance</b>	
1. Surface Treatment - Single Surface	\$39/m
2. Surface Treatment - Double Surface	\$68/m
3. Gravel resurfacing, 50 mm	\$17/m
4. Ditching Improvements (Full Length)	\$6/m
5. Raise Road Grade, 150 mm with gravel	\$78/m
6. Edge Widening 1 m, each side	\$217/m
7. Clearing along sides of ROW, (4 m swath)	\$600/m
8. Install subdrain full length, both sides	\$29/m
9. Fiber Mat	\$35/m
10. Crack Sealing	\$9/m
<b>Spot Maintenance</b>	
1. Culvert Crossing up to 750 mm dia., excluding asphalt	\$7,500
2. Ditching Spot Location up to 200 m	\$2,500
3. Raise Grade Line – Gravel 150 mm (<100 m)	\$9,800
4. Asphalt patch up to 60 m, full road width	\$19,000
5. Patch Road with Gravel Surface up to 60 m	\$20,000
6. Paved Surface up to 60 m	\$29,300
7. Shoulder and Slope Repair (100 m)	\$4,800
8. Storm and sewer cress, 1 CB & Subdrain or similar	\$15,200
9. Guiderail (<50 m one side)	\$5,500
10. Subdrain both sides up to 500 m	\$13,200
<b>Miscellaneous</b>	
1. Sidewalk (each side), 1.5 m wide, including restoration	
a) – concrete	\$167/m
b) – gravel	\$40/m
c) – asphalt	\$150/m
d) - unit pavers	\$290/m
2. Storm sewers – incl. CBs and MHs	\$790/m
3. Minor storm sewer improvements, subdrains, in-line catchbasins, surface restoration	\$300/m

## 7.1 Asphalt Surfaced vs Gravel Surfaced Roads

A cost comparison was developed to assessment the cost difference between providing a paved road with High-Class Bituminous (HCB), a paved road with Low-Class Bituminous (LCB) and a gravel road surface. In an effort to make a fair comparison, the estimated regular maintenance costs were developed using material purchasing costs provided by the municipality but they were increased to include an allowance for municipal staff labour and equipment costs. Table 8 shows that the average cost to maintain an asphalt surfaced road over the long term is about twice as much as for gravel. Appendix C-3 contains the detail calculations for each surface types.

**Table 8**  
**Probable Cost per km/yr to Maintain Gravel and Asphalt Roads**

<b>Component</b>	<b>Gravel</b>	<b>LCB</b>	<b>HCB</b>
Annual Maintenance	\$5,140	\$3,997	\$3,531
Annualized Capital Cost	\$0	\$5,442	\$9,490
<b>Total</b>	<b>\$5,140</b>	<b>\$9,439</b>	<b>\$13,020</b>

Note: An asphalt road surface referenced within this section implies a road with a hot mix type of pavement generally referred to as a High-Class Bituminous (HCB). A road with a surface treatment has a bituminous emulsion applied and stone chips compacted in placed on top and is referred to as a Low-Class Bituminous (LCB). The life expectancies assumed.

The annualized maintenance cost for the gravel roads includes resurfacing the road with gravel every second year, applying calcium chloride and grading the roads three times throughout the year. If a gravel road had very high traffic volumes, such as 1000 vehicle per day, the road maintenance cost would increase significantly. The numbers presented in the table would generally be applicable for road with traffic volumes less than 400 vehicles per day.

The capital cost for LCB (tar and chip) roads assumes that the road will need to be resurface with an emulsion every 6 years. The capital cost for the asphalt road assumes the road is pulverized, fine graded and repaved every 25 years. To convert the capital cost to an annual cost, the costs were amortized to an equivalent annual cost over the assumed life of the proposed road type with a discount rate of 3%. The life expectancy for the paved road will depend on how well the road base is constructed and the amount of heavy traffic on the road surface. It has been assumed the road receives relatively low traffic volumes, less than 400 vehicles per day. To achieve the life expectancies assumed, an HCB asphalt surface road needs to have a suitable granular base to satisfy the traffic loading requirements and needs to have an effective drainage system for the granular base.

The maintenance costs for the paved surfaces include the application of sand and salt during winter months. As this material is typically applied when the snow is being removed only the material costs have been included with the application costs. The maintenance costs for the asphalt roads also include crack sealing, line painting and patching the asphalt roads as well as some costs to perform shoulder maintenance work.

It is generally recommended that roads with traffic volumes above 400 vehicles per day throughout the year would have either a LCB or HCB surface to minimize the maintenance costs and provide a safer road surface for the users.

## 8.0 RECOMMENDED IMPROVEMENT PROGRAM AND EXPENDITURE FORECAST

It is generally not possible for Municipalities to complete all the identified road section needs within the theoretical year of need. Typically, the theoretical needs fluctuate from one year to the next and to stay within the Town's budget it is necessary to shift projects from year to year. Also, it is sometimes cost effective and preferred to group adjacent projects together. As funding availability and priorities change, it is expected that it may be necessary to revise the schedule accordingly. If the improvement is significantly delayed beyond the recommended year of need, it may be necessary to change the type of improvement. The proposed year was chosen based on the theoretical year of need, the priority score calculated, attempts to achieve economies of scale by grouping needs by geographic proximity, and to schedule timely improvements to cost effectively extend the life of the roads. The proposed year of need is also adjusted based on consultation with the Town.

Tables in Appendix D-1 list the road sections with needs sorted by their proposed year of work and the priority score. Table 9 indicates the expenditure forecast for capital improvements assuming the road work is completed in the proposed year of work is also shown in Appendix E-1 (map). The proposed list of needs resulted in a total of \$26.0 million dollars of costs over the next ten years, of which \$4,003,100 is proposed for 2022; however, it is anticipated the municipality will make adjustments to accommodate other work and satisfy their budget constraints. The proposed schedule assumes that all of the anticipated capital improvement needs will be addressed within the next ten years.

The suggested type of improvement for each road section is listed on the tables provided in the appendix. However, these may be subject to change if other improvements are also required or if this section of road deteriorates at a quicker than expected rate. As more historical information on road sections is accumulated, it should be easier to determine the appropriate type of improvement.

**Table 9**  
**Summary of Capital Improvement Costs by Proposed Year of Need**

Year	Capital Improvements by Current Surface				Total Cost (\$,000)
	Concrete (km)	Gravel (km)	LCB (km)	HCB (km)	
2022	0.1	0.0	10.4	2.6	\$ 4,320.5
2023	0.0	0.0	20.9	0.0	\$ 5,607.3
2024	0.0	0.0	11.3	0.2	\$ 2,994.7
2025	0.2	0.0	17.8	7.0	\$ 4,732.9
2026	0.0	0.0	0.7	17.2	\$ 4,268.8
2027	0.0	0.0	2.0	2.3	\$ 1,351.0
2028	0.0	0.0	0.3	0.6	\$ 754.1
2029	0.2	0.0	0.0	3.9	\$ 985.2
2030	0.0	0.0	0.0	5.1	\$ 1,223.8
2031	0.0	0.0	0.0	1.6	\$ 417.2
Total	0.5 km	0 km	63.3 km	40.6 km	\$ 26,655.6
Average	0.05km/yr	0 km/yr	6.33km/yr	4.06 km/yr	\$ 2,666/yr

Note: Capital Improvements include upgrading concrete surface roads to HCB and LCB in urban and semi-urban roads to HCB, the Current Surface lengths noted above only reflect the existing surface and not what the 'new' surface will be. Recommended the cost of Capital Improvements to a new surface type are included in the Total Cost.

This work does not include upgrading any gravel surfaces to HCB. This work does include the cost of drainage improvements in urban areas. If the Town is unable to accommodate all the costs identified, it may be acceptable to resurface some of these roads with LCB or a slurry seal and upgrade them at a later time.

The above table suggested that the length of road improvements over the next ten years would be significantly less than the theoretical lengths listed earlier in the report. In Table 4, the theoretical rehabilitation rates calculated based on the assumed life expectancies were 1.2 km/year for gravel, 11.8 km/year for LCB and 2.2 km/year for HCB surfaces. However, since the Town normally includes the work completed or administrated by their own staff in the maintenance budget, we have excluded some task that may normally be considered capital improvements from Table 9. This includes resurfacing of the LCB roads, patching HCB roads and resurfacing the HCB roads with a slurry type seal, as proposed in Section 6. As a result, the maintenance budget is higher than it has been in the past. An explanation of the work included in the maintenance budget instead of the capital budget follows.

The total of \$1.36 million has been included in the maintenance needs table, as presented in Appendix D-2. When this work is spread evenly over the 10-year expenditure forecast it equates to \$136,000/year. Some of these improvements are beyond the scope of typical maintenance work, however, this work is typically either completed by municipal staff or administered by municipal staff. It is anticipated the municipal staff will group some of these tasks together and schedule the completion of this work as it fits their schedule.

As suggested in the earlier referenced Ministry of Transportation guidelines, capital improvements would generally not be scheduled for roads with traffic volumes less than 50 AADT, even if they were identified as a need. It is assumed that this additional maintenance work will be performed on all the gravel and low volume roads, as required, within the maintenance budget or when other work is required in the area.

When preparing budget costs for the improvements, it was necessary to make some assumptions to simplify this process. Improvements as indicated may not uniformly apply along an entire road section as assumed. For example, it is possible that a road recommended for resurfacing will have spot locations that will require rebuilding of the road base and the condition of the road will deteriorate prior to when the improvements are completed. Prior to road improvements being undertaken a more detailed examination of the road section to be improved should be performed in order to identify possible deviations from the plan.

The totals presented in Table 10 do not include annual operational costs such as snow removal, salt and sand costs, staff labour, equipment or fuel costs; as these are generally paid for in a separate line item within the Municipal's budget.

**Table 10**  
**Total Suggested 10 Year Expenditure Forecast for Road Improvements**

Category	2022	2023	2024	2025	2026
Specific Maintenance Needs	\$136,000	\$136,000	\$136,000	\$136,000	\$136,000
Road Improvements	\$4,320,500	\$5,607,300	\$2,994,700	\$4,732,900	\$4,268,800
Suggested Annual Budget	\$4,458,522	\$5,745,323	\$3,132,724	\$4,870,925	\$4,406,826

Category	2027	2028	2029	2030	2031
Specific Maintenance Needs	\$136,000	\$136,000	\$136,000	\$136,000	\$136,000
Road Improvements	\$1,351,000	\$754,100	\$985,200	\$1,223,800	\$417,2000
Suggested Annual Budget	\$1,489,027	\$892,128	\$1,123,229	\$1,361,830	\$4,310,031

Note:

- The above table does not include the costs for any bridge repairs, equipment costs or staff labour. Any needed bridge improvements should be scheduled in conjunction with the road improvements to minimize the need for duplication of work and to reduce costs.
- These maintenance costs are above what the Town is already spending per year
- Unit costs used in Table 7 are based upon relatively small or individual contracts for each road section. Economies of scale are expected to arise when road sections are grouped into a single contract.
- Costs are in 2021 dollars, have not been inflated and are HST exclusive.

## 9.0 REGULATION UPDATES

The Ontario regulation 239/02 “Minimum Maintenance Standards for Municipal Highways” was updated in May of 2018. The classification of highways table, see Table 11, was updated to include a wider range of AADT values with minor changes to the classification numbers. The majority of road classifications have not changed, where the classification has changed the number has been increased by one.

Highway classification values are used in determining the minimum maintenance standards. Maintenance standards include patrolling frequency, weather maintenance (snow and ice removals), roadway maintenance needs (pot holes, cracks, shoulder drop offs), sign and luminaire inspections.

The road classifications were assessed throughout the Town and are present on Figure B-2 which is found in Appendix B-2. This assessment was performed based on the traffic volume data provided by the Town. A map showing the traffic volume data assumed has also been included in this appendix.

*We have maps for the AADT but not the maintenance class, what did we promise Adam?*

**Table 11**  
**Classification of Highways**

Column 1 Average Daily Traffic (number of motor vehicles)	Column 2 91 - 100 km/h speed limit	Column 3 81 - 90 km/h speed limit	Column 4 71 - 80 km/h speed limit	Column 5 61 - 70 km/h speed limit	Column 6 51 - 60 km/h speed limit	Column 7 41 - 50 km/h speed limit	Column 8 1 - 40 km/h speed limit
53,000 or more	1	1	1	1	1	1	1
23,000 - 52,999	1	1	1	2	2	2	2
15,000 - 22,999	1	1	2	2	2	3	3
12,000 - 14,999	1	1	2	2	2	3	3
10,000 - 11,999	1	1	2	2	3	3	3
8,000 - 9,999	1	1	2	3	3	3	3
6,000 - 7,999	1	2	2	3	3	4	4
5,000 - 5,999	1	2	2	3	3	4	4
4,000 - 4,999	1	2	3	3	3	4	4
3,000 - 3,999	1	2	3	3	3	4	4
2,000 - 2,999	1	2	3	3	4	5	5
1,000 - 1,999	1	3	3	3	4	5	5
500 - 999	1	3	4	4	4	5	5
200 - 499	1	3	4	4	5	5	6
50 - 199	1	3	4	5	5	6	6
0 - 49	1	3	6	6	6	6	6

Notes: Table from Ontario Regulation 239/02 Minimum Maintenance Standards for Municipal Highways (Updated May 3, 2018)

## 10.0 UPDATING THE PLAN

As outlined in the M.T.O. Manual, road management is an ongoing process requiring an annual review of the Town's accomplishments, which is a measure of road improvements and the identification of any new needs not originally determined.

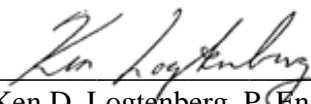
After each year of the study, the Town should compare the completed road program to that recommended in this report and make the appropriate adjustments. Changes would result because of a deviation from the original plan, where some work was not done because of other critical work or where additional work was accomplished. Furthermore, the condition rating forecast may be adjusted for some roads that did not perform as expected. These conditions will be noticed by the manager or work crews during the year, while carrying out their normal work activities.

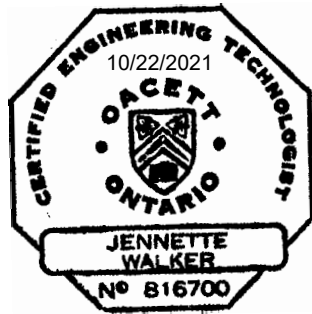
It is recommended that every fifth year, the total road system should again be reviewed to establish updated condition ratings and prepare a current needs assessment report. It is also recommended that a list of all improvements be maintained by annually updating the road inventory sheets. Data containing updated information will be useful when determining the most appropriate method of road rehabilitation in the future.

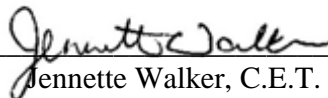
All of the above is respectfully submitted.



B. M. ROSS AND ASSOCIATES LIMITED

Per   
Ken D. Logtenberg, P. Eng.



Per   
Jennette Walker, C.E.T.

:hv

## **APPENDIX A-1**

### **INVENTORY SUMMARY SHEET SORTED BY ROAD SECTION NUMBER**

**Appendix A1 - Inventory Summary Sheet  
Sorted by Road Section Number**

**Town of Plympton-Wyoming  
Road Management Study**

Section Number	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
15	Isabella Street	Broadway St	64m west of Sycamore Cr	194	Urban	HCB - 2 lifts	8.6	6.6	50-199	Local Traffic	7	8.0
16	Isabella Street	Sycamore Cres	110m east of Sycamore	110	Urban	HCB - 2 lifts	9.6	8.6	50-199	Local Traffic	9	9.0
17	Sycamore Crescent	Isabella St	Dead End	142	Urban	HCB - 2 lifts	9.5	8.7	50-199	Local Traffic	9	9.0
18	Nettys Way	Sycamore Cres	Broadway St	251	Urban	HCB - 2 lifts	9.3	8.3	50-199	Local Traffic	10	10.0
19	Zone Street	West Limit	London St	185	Urban	HCB - 2 lifts	8.2	7.2	0-49	Local Traffic	7	7.5
20	Zone Street	London St	Broadway St	158	Urban	HCB - 2 lifts	8.2	7.2	50-199	Local Traffic	7	7.5
21	Zone Street	Broadway St	Toronto St	163	Urban	HCB - 2 lifts	8.2	7.2	50-199	Local Traffic	8	8.5
22	Zone Street	Toronto St	East Limit	293	Urban	HCB - 2 lifts	8.2	7.2	50-199	Local Traffic	8	8.5
23	Brooke Street	West Limit	London St	163	Urban	LCB - 2 lifts	7.6	6.6	0-49	Local Traffic	7	6.0
24	Brooke Street	London St	Broadway St	159	Urban	LCB - 2 lifts	7.6	6.6	50-199	Local Traffic	5	6.0
25	Brooke Street	Broadway St	Toronto St	163	Urban	HCB - 2 lifts	7.0	6.0	50-199	Local Traffic	8	8.5
26	Brooke Street	Toronto St	East 150 m	150	Urban	HCB - 2 lifts	7.0	6.0	50-199	Local Traffic	8	8.0
27	Sarnia Street	West Limit	London St	151	Urban	HCB - 2 lifts	8.6	7.6	0-49	Local Traffic	8	8.0
28	Sarnia Street	London St	Broadway St	160	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	8	8.0
29	Sarnia Street	Broadway St	Toronto St	164	Urban	LCB - 2 lifts	7.6	6.6	50-199	Local Traffic	5	6.5
30	Sarnia Street	Toronto St	East 172 m	174	Urban	LCB - 2 lifts	6.8	5.8	50-199	Local Traffic	5	6.5
31	Plympton Street	London St	West 172 m	166	Urban	LCB - 2 lifts	5.3	4.3	0-49	Local Traffic	6	6.5
32	Plympton Street	London St	Broadway St	162	Urban	LCB - 2 lifts	5.3	4.3	200-499	Local Traffic	5	6.0
33	Plympton Street	Broadway St	Toronto St	163	Urban	Concrete	10.2	9.2	200-499	Trucks/Farm Equipment	8	8.0
34	Plympton Street	Toronto St	East Limit	153	Urban	Concrete	10.2	9.2	0-49	Trucks/Farm Equipment	7	8.0
35	Front Street	West Limit	London St	148	Urban	LCB - 2 lifts	7.4	6.4	0-49	Local Traffic	8	6.5
36	Front Street	London St	Broadway St	162	Urban	HCB - 2 lifts	7.8	6.8	50-199	Local Traffic	8	7.5
37	Front Street	Broadway St	Toronto St	161	Urban	HCB - 2 lifts	7.4	6.4	50-199	Trucks/Farm Equipment	8	7.5
38	Front Street	Toronto St	East Limit	151	Semi-Urban	HCB - 2 lifts	7.4	6.4	0-49	Trucks/Farm Equipment	7	7.5
39	London Street	Zone St	Brooke St	123	Urban	LCB - 2 lifts	6.6	5.6	50-199	Local Traffic	5	6.5
40	London Street	Brooke St	Sarnia St	105	Urban	HCB - 2 lifts	8.0	7.0	200-499	Local Traffic	9	8.5
41	London Street	Sarnia St	Plympton St	107	Urban	HCB - 2 lifts	8.0	7.0	200-499	Local Traffic	8	8.5
42	London Street	Plympton St	Front St	106	Urban	LCB - 2 lifts	7.2	6.2	50-199	Local Traffic	5	6.0
43	Toronto Street	Zone St	Brooke St	122	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	8	8.5
44	Toronto Street	Brooke St	Sarnia St	105	Urban	LCB - 2 lifts	7.5	6.5	200-499	Local Traffic	6	7.0

**Appendix A1 - Inventory Summary Sheet  
Sorted by Road Section Number**

**Town of Plympton-Wyoming  
Road Management Study**

Section Number	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
45	Toronto Street	Sarnia St	Plympton St	106	Urban	LCB - 2 lifts	7.6	6.6	200-499	Local Traffic	7	7.0
46	Toronto Street	Plympton St	Front St	106	Urban	LCB - 2 lifts	7.2	6.2	50-199	Local Traffic	6	6.5
47	Main Street	West Limit	London St	154	Urban	HCB - 2 lifts	8.0	7.0	0-49	Special Case	8	7.0
48	Main Street	London St	Broadway St	161	Urban	Concrete	12.7	11.7	50-199	Local Traffic	8	8.0
49	Main Street	Broadway St	Toronto St	162	Urban	HCB - 2 lifts	10.5	9.5	50-199	Trucks/Farm Equipment	8	8.0
50	Main Street	Toronto St	East Limit	210	Urban	HCB - 2 lifts	9.1	8.1	0-49	Trucks/Farm Equipment	9	8.5
51	Niagara Street	West Limit	London St	300	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	10	10.0
52	Niagara Street	London St	Broadway St	159	Urban	HCB - 2 lifts	12.9	11.9	50-199	Special Case	7	7.5
53	Niagara Street	Broadway St	Toronto St	161	Urban	HCB - 2 lifts	12.0	11.0	200-499	Special Case	7	8.0
54	Niagara Street	Toronto St	East Limit	223	Urban	LCB - 2 lifts	8.0	7.0	0-49	Local Traffic	5	6.5
55	Thames Street	West Limit	London St	156	Urban	LCB - 2 lifts	7.2	6.2	50-199	Special Case	6	6.5
56	Thames Street	London St	74m east of London	78	Urban	LCB - 2 lifts	9.1	7.1	50-199	Special Case	5	6.5
57	Thames Street	Broadway St	Toronto St	161	Urban	HCB - 2 lifts	13.0	12.0	50-199	Local Traffic	6	7.0
58	Thames Street	Toronto St	220m east of Toronto St	221	Urban	LCB - 2 lifts	8.2	7.2	50-199	Local Traffic	6	6.5
59	Ontario Street	West Limit	London St	286	Urban	LCB - 2 lifts	6.8	5.8	50-199	Special Case	6	5.5
60	Ontario Street	London St	94m east of London	88	Urban	LCB - 2 lifts	8.5	7.5	200-499	Local Traffic	6	6.5
61	Ontario Street	Broadway St	Toronto St	161	Urban	LCB - 2 lifts	7.8	7.0	200-499	Local Traffic	10	10.0
62	Ontario Street	Toronto St	East Limit	206	Urban	HCB - 2 lifts	7.8	7.0	50-199	Special Case	10	10.0
63	Erie Street	West Limit	Centennial St	58	Urban	LCB - 2 lifts	7.2	6.2	0-49	Local Traffic	5	7.0
64	Erie Street	Centennial St	London St	247	Urban	LCB - 2 lifts	7.3	6.3	50-199	Special Case	6	7.0
65	Erie Street	London St	Broadway St	161	Urban	LCB - 2 lifts	6.7	5.7	50-199	Local Traffic	6	7.0
66	Erie Street	Broadway St	Toronto St	161	Urban	LCB - 2 lifts	7.1	6.1	50-199	Local Traffic	7	7.0
67	Erie Street	Toronto St	145m east of Toronto St	145	Urban	LCB - 2 lifts	7.1	6.1	50-199	Special Case	6	7.0
68	Huron Street	West Limit	Centennial St	47	Urban	Gravel	4.2	3.2	0-49	Local Traffic	5	5.5
69	Huron Street	Centennial St	London St	252	Urban	LCB - 2 lifts	7.0	6.0	50-199	Special Case	6	7.0
70	Huron Street	London St	Broadway St	160	Urban	LCB - 2 lifts	7.0	6.0	50-199	Local Traffic	6	5.5
71	Huron Street	Broadway St	Toronto St	160	Urban	LCB - 2 lifts	7.7	6.7	50-199	Local Traffic	6	7.0
72	Huron Street	Toronto St	155m east of Toronto St	155	Urban	LCB - 2 lifts	7.1	6.1	50-199	Special Case	6	7.0
73	Centennial Street	Erie St	Huron St	135	Urban	LCB - 2 lifts	7.0	6.0	50-199	Local Traffic	6	7.0
74	Centennial Street	Huron St	Confederation Li	132	Urban	LCB - 2 lifts	7.0	6.0	50-199	Local Traffic	6	7.0

**Appendix A1 - Inventory Summary Sheet  
Sorted by Road Section Number**

**Town of Plympton-Wyoming  
Road Management Study**

Section Number	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
75	London Street	Dead End	Main St	44	Urban	LCB - 2 lifts	5.8	4.8	0-49	Local Traffic	5	6.5
76	London Street	Main St	Niagara St	106	Urban	LCB - 2 lifts	7.2	6.2	50-199	Local Traffic	5	7.0
77	London Street	Niagara St	Thames St	106	Urban	LCB - 2 lifts	7.3	6.3	50-199	Local Traffic	7	6.5
78	London Street	Thames St	Ontario St	106	Urban	LCB - 2 lifts	7.1	6.1	200-499	Local Traffic	6	7.0
79	London Street	Ontario St	Erie St	129	Urban	LCB - 2 lifts	7.6	6.6	200-499	Special Case	6	7.0
80	London Street	Erie St	Huron St	135	Urban	LCB - 2 lifts	7.3	6.3	200-499	Local Traffic	5	7.0
81	London Street	Huron St	Confederation Li	131	Urban	LCB - 2 lifts	7.7	6.7	200-499	Special Case	5	6.5
82	Toronto Street	Main St	Niagara St	104	Urban	LCB - 2 lifts	6.8	5.8	50-199	Local Traffic	8	7.5
83	Toronto Street	Niagara St	Thames St	106	Urban	LCB - 2 lifts	7.8	6.8	50-199	Local Traffic	7	7.5
84	Toronto Street	Thames St	Ontario St	106	Urban	LCB - 2 lifts	7.3	6.3	200-499	Local Traffic	7	7.0
85	Toronto Street	Ontario St	Erie St	129	Urban	LCB - 2 lifts	7.5	6.5	200-499	Special Case	6	7.0
86	Toronto Street	Erie St	Huron St	135	Urban	LCB - 2 lifts	6.8	5.8	200-499	Local Traffic	7	7.5
87	Toronto Street	Huron St	Confederation Li	132	Urban	LCB - 2 lifts	7.5	6.5	200-499	Local Traffic	6	7.0
88	Jane Street	Second St	Second Cres	94	Urban	HCB - 2 lifts	9.5	8.5	200-499	Local Traffic	6	7.0
89	Jane Street	Second Cres	First St	44	Urban	HCB - 2 lifts	9.5	8.5	200-499	Local Traffic	7	7.0
90	Jane Street	First St	Broadway St	133	Urban	LCB - 2 lifts	7.2	6.2	200-499	Local Traffic	7	7.0
91	Second Crescent	Jane St	Second St	265	Urban	HCB - 2 lifts	9.6	8.6	50-199	Local Traffic	8	8.0
92	Second Street	Confederation Li	Jane St	316	Urban	HCB - 2 lifts	8.4	7.4	200-499	Local Traffic	6	7.0
93	Second Street	Jane St	Second Cres	172	Urban	HCB - 2 lifts	9.7	8.7	50-199	Local Traffic	8	8.0
94	Second Street	Second Cres	Dead End	51	Urban	HCB - 2 lifts	9.7	8.7	0-49	Local Traffic	8	8.0
95	First Street	Confederation Li	Jane St	312	Urban	LCB - 2 lifts	7.0	6.0	50-199	Local Traffic	7	7.0
96	Norman Street	Confederation Li	Dead End	499	Urban	HCB - 2 lifts	9.6	8.6	50-199	Local Traffic	8	7.5
97	Confederation Line	Centennial St	Second St	168	Urban	HCB - 2 lifts	7.9	6.9	1000-1999	Trucks/Farm Equipment	7	7.5
98	Confederation Line	Second St	London St	83	Urban	HCB - 2 lifts	9.5	8.5	1000-1999	Trucks/Farm Equipment	7	7.5
99	Confederation Line	London St	First St	28	Urban	HCB - 2 lifts	9.5	8.5	1000-1999	Trucks/Farm Equipment	7	7.5
100	Confederation Line	First St	Broadway St	132	Urban	HCB - 2 lifts	9.5	8.5	1000-1999	Trucks/Farm Equipment	7	7.5
101	Confederation Line	Broadway St	Toronto St	163	Urban	Concrete	8.7	7.7	1000-1999	Trucks/Farm Equipment	6	7.0
102	Confederation Line	Toronto St	Norman St	81	Urban	Concrete	8.5	7.5	1000-1999	Trucks/Farm Equipment	6	7.0
103	Brooke Street	150m east of Toronto St	dead end	142	Urban	HCB - 2 lifts	9.1	8.1	0-49	Local Traffic	8	8.5
104	Isabella Street	110m east of Sycamore	dead end	206	Semi-Urban	LCB - 2 lifts	8.3	6.3	0-49	Special Case	5	5.0

**Appendix A1 - Inventory Summary Sheet  
Sorted by Road Section Number**

**Town of Plympton-Wyoming  
Road Management Study**

Section Number	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
105	Sarnia Street	172m east Toronto	Cul de sac	68	Urban	HCB - 2 lifts	9.5	8.5	0-49	Local Traffic	6	6.5
106	Plympton Street	172m west of London	dead end	131	Semi-Urban	Gravel	4.6	3.6	0-49	Local Traffic	8	6.0
107	Thames Street	74m east of London	Broadway St	81	Urban	Concrete	12.8	11.8	50-199	Special Case	8	8.0
108	Thames Street	220m east of Toronto	dead end	60	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	7	7.0
109	Ontario Street	94m east of London	Broadway St	72	Urban	HCB - 2 lifts	8.5	7.5	200-499	Local Traffic	7	6.5
110	Erie Street	145m east of Toronto	dead end	150	Urban	HCB - 2 lifts	9.9	8.9	50-199	Special Case	7	8.0
111	Huron Street	155m east of Toronto	dead end	147	Urban	HCB - 2 lifts	9.0	8.0	50-199	Special Case	6	6.5
112	Thelma Street	Norman St.	dead end	75	Urban	HCB - 2 lifts	9.5	8.5	0-49	Local Traffic	8	7.5
113	Confederation Line	Norman St	115m east of Norman St	115	Urban	Concrete	8.5	7.5	1000-1999	Trucks/Farm Equipment	5	6.0
114	Isabella Street	64m west of Sycamore Cr	Sycamore Cres	69	Urban	HCB - 2 lifts	9.6	8.6	50-199	Local Traffic	9	9.0
200	Camlachie Road	Hyslop Li	205m south of Egremont Rd	474	Rural	HCB - 2 lifts	10.0	7.0	500-999	Trucks/Farm Equipment	7	7.0
201	Camlachie Road	Egremont Rd	Warehouse St	52	Urban	HCB - 2 lifts	10.0	9.0	500-999	Trucks/Farm Equipment	7	7.0
202	Camlachie Road	Warehouse St	Park St	84	Urban	HCB - 2 lifts	10.0	9.0	500-999	Trucks/Farm Equipment	7	7.0
203	Camlachie Road	Park St	Lakeshore Rd	496	Urban	HCB - 2 lifts	10.0	9.0	500-999	Trucks/Farm Equipment	6	6.5
204	Arie Court	Camlachie Road	T Corner	107	Urban	HCB - 1 lift	9.5	8.5	0-49	Local Traffic	10	10.0
205	Arie Court	T Corner	south loop dead end	144	Urban	HCB - 1 lift	9.5	8.5	0-49	Local Traffic	10	10.0
206	Egremont Road	Turnberry Ln	Lakeshore Rd	224	Semi-Urban	HCB - 2 lifts	8.5	7.1	1000-1999	Local Traffic	6	6.5
207	Egremont Road	Lakeshore Rd	O'Banwell St	419	Urban	HCB - 2 lifts	8.4	7.4	1000-1999	Local Traffic	10	8.0
208	Egremont Road	O'Banwell St	Camlachie Rd	115	Urban	HCB - 2 lifts	8.4	7.4	1000-1999	Local Traffic	10	8.0
213	Mutual Street	Dead End	O'Banwell St	84	Urban	LCB - 2 lifts	6.0	5.0	0-49	Local Traffic	5	6.0
214	Mutual Street	O'Banwell St	Camlachie Rd	107	Urban	LCB - 2 lifts	6.0	5.0	50-199	Local Traffic	6	6.0
215	Park Street	Camlachie Rd	Augusta St	156	Urban	HCB - 2 lifts	7.3	6.3	0-49	Local Traffic	6	6.0
216	Park Street	Augusta St	Dead End	52	Urban	Gravel	4.0	3.7	50-199	Local Traffic	6	5.0
217	O'Banwell Street	Egremont Rd	Mutual St	100	Urban	LCB - 2 lifts	6.5	6.2	50-199	Local Traffic	6	6.0
218	Warehouse Street	Camlachie Rd	Augusta St	155	Urban	HCB - 2 lifts	7.2	6.2	50-199	Local Traffic	6	5.5
219	Augusta Street	Warehouse St	Park St	63	Urban	HCB - 2 lifts	6.0	5.7	50-199	Local Traffic	6	6.0
220	Augusta Street	Park St	Dead End	269	Urban	HCB - 2 lifts	6.0	5.7	0-49	Local Traffic	6	6.0
222	Camlachie Road	205m south of Egremont Rd	Egremont Rd	205	Urban	HCB - 2 lifts	10.0	9.0	500-999	Trucks/Farm Equipment	10	8.0
223	Arie Court	T Corner	north loop dead end	180	Urban	HCB - 1 lift	9.5	8.5	0-49	Local Traffic	10	10.0
224	Arie Court	South loop dead end	north loop dead end	216	Urban	HCB - 1 lift	9.5	8.5	0-49	Local Traffic	10	10.0

**Appendix A1 - Inventory Summary Sheet  
Sorted by Road Section Number**

**Town of Plympton-Wyoming  
Road Management Study**

Section Number	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
101224	Elevator Street	Wanstead Rd	Woodford St	318	Semi-Urban	HCB - 2 lifts	7.2	6.2	0-49	Trucks/Farm Equipment	5	7.0
101225	Co-op Street	Leyton St	Woodford St	153	Semi-Urban	Gravel	4.4	3.4	0-49	Local Traffic	6	6.0
101226	Elevator Street	Woodford Street	Leyton Street	155	Semi-Urban	Gravel	5.0	3.1	0-49	Trucks/Farm Equipment	6	6.0
102200	Confederation Line	Mandaumin Rd	Fairweather Rd	1852	Rural	HCB - 2 lifts	11.3	8.3	1000-1999	Trucks/Farm Equipment	6	7.0
102203	Confederation Line	Fairweather Rd	Plowing Match Rd	1856	Rural	HCB - 2 lifts	11.3	8.3	1000-1999	Trucks/Farm Equipment	6	7.0
102206	Confederation Line	Plowing Match Rd	Camlachie Rd	1875	Rural	HCB - 2 lifts	11.3	8.3	1000-1999	Trucks/Farm Equipment	7	7.0
102209	Confederation Line	Camlachie Rd	Kerrigan Rd	1882	Rural	HCB - 2 lifts	10.0	7.0	1000-1999	Trucks/Farm Equipment	6	7.0
102212	Confederation Line	Kerrigan Rd	Centennial St	1442	Rural	HCB - 2 lifts	10.0	7.0	1000-1999	Trucks/Farm Equipment	6	7.0
102215	Confederation Line	115m east of Norman	Minielly Rd	1499	Rural	HCB - 2 lifts	9.0	6.9	1000-1999	Trucks/Farm Equipment	7	7.0
102218	Confederation Line	Minielly Rd	South Plympton Rd	1832	Rural	HCB - 2 lifts	9.0	6.9	1000-1999	Trucks/Farm Equipment	7	6.5
102221	Confederation Line	South Plympton Rd	Wanstead Rd	1845	Rural	HCB - 2 lifts	8.6	6.6	500-999	Trucks/Farm Equipment	7	7.0
102224	Confederation Line	Wanstead Rd	Leyton St	316	Rural	HCB - 2 lifts	8.6	6.6	500-999	Local Traffic	7	7.0
102225	Confederation Line	Leyton St	Stewardson Rd	1553	Rural	HCB - 2 lifts	8.6	6.6	500-999	Trucks/Farm Equipment	6	7.5
102227	Confederation Line	Stewardson Rd	Forest Rd	1848	Rural	HCB - 2 lifts	8.6	6.6	500-999	Trucks/Farm Equipment	6	7.5
106200	Michigan Line	Mandaumin Rd	O'Brien Rd	1846	Rural	LCB - 2 lifts	8.0	7.0	200-499	Local Traffic	6	7.0
106203	Michigan Line	O'Brien Rd	Fleming Rd	1845	Rural	LCB - 2 lifts	8.1	7.1	200-499	Local Traffic	6	6.5
106206	Michigan Line	Fleming Rd	Camlachie Rd	1854	Rural	LCB - 2 lifts	8.2	7.2	50-199	Local Traffic	6	7.0
106209	Michigan Line	Camlachie Rd	MacFarlane Rd	1872	Rural	LCB - 2 lifts	7.9	6.9	200-499	Local Traffic	6	6.5
106212	Michigan Line	MacFarlane Rd	Oil Heritage Rd	1852	Rural	LCB - 2 lifts	7.6	6.6	200-499	Local Traffic	6	6.5
106215	Michigan Line	Oil Heritage Rd	Hillsboro Rd	1851	Rural	LCB - 2 lifts	8.2	7.2	200-499	Local Traffic	7	7.0
106218	Michigan Line	Hillsboro Rd	Blue Heron Rd	1847	Rural	LCB - 2 lifts	8.2	7.2	50-199	Local Traffic	6	7.0
106221	Michigan Line	Blue Heron Rd	Uttoxeter Rd	1850	Rural	Gravel	8.3	7.8	50-199	Local Traffic	9	9.0
106224	Michigan Line	Uttoxeter Rd	Brush Rd	1847	Rural	Gravel	8.3	7.8	50-199	Local Traffic	7	7.0
106227	Michigan Line	Brush Rd	Forest Rd	1889	Rural	Gravel	8.5	7.8	50-199	Local Traffic	7	7.0
107214	Egremont Road	Fisher Li	Oil Heritage Rd	1024	Rural	Gravel	8.5	7.5	50-199	Local Traffic	9	8.5
107215	Egremont Road	Oil Heritage Rd	Hillsboro Rd	1988	Rural	LCB - 2 lifts	7.6	6.6	200-499	Local Traffic	7	7.0
107218	Egremont Road	Hillsboro Rd	Blue Heron Rd	1853	Rural	LCB - 2 lifts	8.0	7.0	50-199	Local Traffic	7	7.0
107221	Egremont Road	Blue Heron Rd	Uttoxeter Rd	1894	Rural	LCB - 2 lifts	8.0	7.0	50-199	Local Traffic	6	7.0
107224	Egremont Road	Uttoxeter Rd	Brush Rd	2041	Rural	LCB - 2 lifts	8.1	7.1	50-199	Local Traffic	8	7.0
107227	Egremont Road	Brush Rd	Forest Rd	1984	Rural	LCB - 2 lifts	7.9	6.9	50-199	Local Traffic	8	7.0

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**Town of Plympton-Wyoming  
Road Management Study**

Section Number	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
108203	Hyslop Line	O'Brien Rd	Fleming Rd	1920	Rural	Gravel	7.8	6.8	0-49	Local Traffic	8	8.0
108206	Hyslop Line	Fleming Rd	Camlachie Rd	1837	Rural	Gravel	7.5	6.5	0-49	Local Traffic	8	8.0
108209	Hyslop Line	Camlachie Rd	MacFarlane Rd	1875	Rural	Gravel	7.1	6.1	50-199	Local Traffic	8	8.0
108212	Egremont Road	MacFarlane Rd	Fisher Li	1112	Rural	HCB - 2 lifts	7.7	6.7	500-999	Local Traffic	7	7.0
108214	Fisher Line	Egremont Rd	Oil Heritage Rd	739	Rural	HCB - 2 lifts	8.0	7.0	500-999	Local Traffic	8	8.0
108215	Fisher Line	Oil Heritage Rd	Hillsboro Rd	1854	Rural	LCB - 2 lifts	8.0	7.0	200-499	Local Traffic	6	6.5
108218	Fisher Line	Hillsboro Rd	Blue Heron Rd	1848	Rural	LCB - 2 lifts	8.0	7.0	50-199	Local Traffic	7	6.5
108221	Fisher Line	Blue Heron Rd	Uttoxeter Rd	1851	Rural	LCB - 2 lifts	7.6	6.6	50-199	Local Traffic	6	6.5
108224	Fisher Line	Uttoxeter Rd	Brush Rd	1839	Rural	LCB - 2 lifts	7.7	6.7	50-199	Local Traffic	7	6.5
108227	Fisher Line	Brush Rd	Forest Rd	1903	Rural	LCB - 2 lifts	8.2	7.2	50-199	Local Traffic	8	7.0
108228	Hyslop Line	Mandaumin Rd	O'Brien Rd	2018	Rural	Earth	8.0	6.0	0-49	Local Traffic	5	5.0
109209	Egremont Road	780m south east of Camlachie Rd	MacFarlane Rd	1215	Rural	HCB - 2 lifts	7.9	6.9	500-999	Local Traffic	8	7.5
109210	Egremont Road	Camlachie Rd	780m south east of Camlachie Rd	780	Semi-Urban	HCB - 2 lifts	7.9	6.9	500-999	Local Traffic	7	6.5
109218	Wright Line	Hillsboro Rd	Blue Heron Rd	1838	Rural	Gravel	5.8	4.8	0-49	Local Traffic	8	8.0
112209	Douglas Line	Lakeshore Rd	Oil Heritage Rd	2478	Rural	LCB - 2 lifts	8.5	8.1	200-499	Local Traffic	7	9.0
112215	Douglas Line	Oil Heritage Rd	Hillsboro Rd	1827	Rural	LCB - 2 lifts	8.1	7.1	200-499	Local Traffic	6	7.0
112218	Douglas Line	Hillsboro Rd	Uttoxeter Rd	3713	Rural	LCB - 2 lifts	8.0	7.0	200-499	Local Traffic	8	9.0
112224	Douglas Line	Uttoxeter Rd	Brush Rd	1855	Rural	HCB - 2 lifts	7.6	6.6	200-499	Local Traffic	7	6.0
112226	Douglas Line	5894 Douglas Line	Forest Rd	963	Rural	HCB - 2 lifts	8.6	6.6	500-999	Trucks/Farm Equipment	10	8.0
112227	Douglas Line	Brush Rd	5894 Douglas Line	931	Rural	HCB - 2 lifts	8.6	6.6	500-999	Trucks/Farm Equipment	10	8.0
114218	Hubbard Line	Lakeshore Rd	Elmsley Rd	1661	Rural	LCB - 2 lifts	8.0	7.0	200-499	Local Traffic	6	7.0
114221	Hubbard Line	Elmsley Rd	Uttoxeter Rd	1848	Rural	LCB - 2 lifts	8.4	7.4	200-499	Local Traffic	7	7.0
114224	Hubbard Line	Uttoxeter Rd	Brush Rd	1886	Rural	LCB - 2 lifts	8.2	7.2	200-499	Local Traffic	5	7.0
203100	Fairweather Road	Churchill Li	Confederation Li	2725	Rural	Earth	5.0	5.0	0-49	Local Traffic	5	5.0
203102	Fairweather Road	Confederation Li	London Li	2720	Rural	Gravel	6.0	5.8	0-49	Local Traffic	8	8.0
203104	Fairweather Road	London Li	Cul de Sac	1319	Rural	Gravel	6.0	5.6	0-49	Local Traffic	8	8.0
203105	O'Brien Road	Cul de Sac	Michigan Li	1415	Rural	Gravel	6.5	4.5	0-49	Local Traffic	8	7.5
203106	O'Brien Road	Michigan Li	Hyslop Li	2391	Rural	Gravel	7.5	6.8	50-199	Local Traffic	8	8.0
203108	O'Brien Road	Hyslop Li	Lakeshore Rd	516	Rural	Gravel	7.7	6.3	500-999	Local Traffic	8	8.0

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**Town of Plympton-Wyoming  
Road Management Study**

Section Number	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
206100	Plowing Match Road	Churchill Li	Confederation Li	2729	Rural	Gravel	8.0	7.0	0-49	Local Traffic	8	8.0
206102	Plowing Match Road	Confederation Li	London Li	2735	Rural	Gravel	6.0	5.7	0-49	Local Traffic	8	8.0
206104	Plowing Match Road	London Li	Cul de Sac	1312	Rural	Gravel	6.4	6.0	0-49	Local Traffic	8	8.0
206105	Fleming Road	Cul de Sac	240m south of Michigan	1182	Rural	Gravel	5.2	3.2	0-49	Local Traffic	6	5.5
206106	Fleming Road	Michigan Li	Hyslop Li	2741	Rural	Gravel	7.0	6.2	50-199	Local Traffic	8	7.5
206108	Fleming Road	Hyslop Li	Lakeshore Rd	440	Rural	Gravel	7.6	5.6	0-49	Local Traffic	7	7.5
209100	Camlachie Road	Churchill Li	Confederation Li	2732	Rural	LCB - 2 lifts	8.0	5.8	1000-1999	Local Traffic	7	7.0
209102	Camlachie Road	Confederation Li	London Li	2728	Rural	LCB - 2 lifts	8.0	5.9	1000-1999	Local Traffic	6	7.0
209104	Camlachie Road	London Li	Michigan Li	2727	Rural	HCB - 2 lifts	8.0	6.0	500-999	Local Traffic	6	7.0
209106	Camlachie Road	Michigan Li	Hyslop Li	2735	Rural	HCB - 2 lifts	8.3	6.3	500-999	Local Traffic	6	7.0
212102	Kerrigan Road	Confederation Li	London Li	2721	Rural	Gravel	8.0	6.4	0-49	Trucks/Farm Equipment	7	8.0
212105	MacFarlane Road	Cul de Sac	Michigan Li	1412	Rural	Gravel	4.8	2.8	0-49	Local Traffic	7	5.0
212106	MacFarlane Road	Michigan Li	Egremont Rd	2735	Rural	Gravel	5.5	4.8	0-49	Local Traffic	7	7.0
216100	Canada Drive	Churchill Li	Broadway St	321	Semi-Urban	HCB - 2 lifts	7.3	5.9	50-199	Trucks/Farm Equipment	6	7.0
218100	Minielly Road	Churchill Li	Confederation Li	2756	Rural	Gravel	7.0	5.9	0-49	Local Traffic	8	8.0
218102	Minielly Road	Confederation Li	London Li	2710	Rural	Gravel	6.8	5.8	0-49	Local Traffic	8	7.5
218104	Minielly Road	London Li	Dead End	873	Rural	Gravel	6.5	5.5	0-49	Local Traffic	8	7.5
218105	Hillsboro Road	South Limit	Michigan Li	1431	Rural	Gravel	5.3	4.3	0-49	Local Traffic	7	6.0
218106	Hillsboro Road	Michigan Li	Egremont Rd	1355	Rural	Gravel	7.0	5.9	0-49	Local Traffic	8	8.0
218107	Hillsboro Road	Egremont Rd	Fisher Li	1377	Rural	Gravel	7.0	6.0	0-49	Local Traffic	8	8.0
218108	Hillsboro Road	Fisher Li	Wright Li	1361	Rural	Gravel	6.9	6.3	50-199	Local Traffic	8	8.0
218109	Hillsboro Road	Wright Li	Aberarder Li	1363	Rural	Gravel	6.7	6.4	50-199	Local Traffic	8	8.0
218110	Hillsboro Road	Aberarder Li	Douglas Li	2726	Rural	Gravel	6.7	6.3	50-199	Local Traffic	8	8.0
218112	Hillsboro Road	Douglas Line	327m north of Douglas	327	Rural	LCB - 2 lifts	6.5	5.5	50-199	Local Traffic	6	7.0
218113	Hillsboro Road	327m north of Douglas	Lakeshore	2397	Rural	Gravel	6.4	5.4	50-199	Local Traffic	8	8.0
221100	South Plympton Road	Churchill Li	Confederation Li	2749	Rural	Gravel	5.0	4.0	0-49	Local Traffic	6	5.0
221102	South Plympton Road	Confederation Li	London Li	2716	Rural	Gravel	5.0	4.2	0-49	Local Traffic	7	5.0
221104	South Plympton Road	London Li	Cul de Sac	1316	Rural	Gravel	5.0	4.2	0-49	Local Traffic	7	7.0
221105	Blue Heron Road	Cul de Sac	Michigan Li	1425	Rural	Gravel	5.0	3.8	0-49	Local Traffic	8	7.0
221106	Blue Heron Road	Michigan Li	Egremont Rd	1238	Rural	Gravel	5.5	4.8	50-199	Local Traffic	8	8.0

**Appendix A1 - Inventory Summary Sheet  
Sorted by Road Section Number**

**Town of Plympton-Wyoming  
Road Management Study**

Section Number	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
221107	Blue Heron Road	Egremont Rd	Fisher Li	1497	Rural	Gravel	4.5	3.5	0-49	Local Traffic	8	7.0
221108	Blue Heron Road	Fisher Li	Wright Li	1360	Rural	Gravel	5.2	4.8	50-199	Local Traffic	8	7.5
221109	Blue Heron Road	Wright Li	Aberarder Li	1363	Rural	Gravel	5.0	4.0	50-199	Local Traffic	8	8.0
221113	Elmsley Road	dead end	Hubbard Line	150	Rural	Gravel	3.7	2.7	0-49	Local Traffic	5	5.0
221114	Elmsley Road	Hubbard Li	Lakeshore Rd	1439	Rural	Gravel	5.0	3.6	0-49	Local Traffic	6	6.0
224100	Wanstead Road	Churchill Li	Elevator St	2055	Rural	HCB - 2 lifts	7.5	6.5	50-199	Trucks/Farm Equipment	6	7.0
224101	Wanstead Road	Elevator St	Confederation Li	687	Rural	HCB - 2 lifts	7.7	6.7	200-499	Trucks/Farm Equipment	5	7.0
224102	Wanstead Road	Confederation Li	London Li	2721	Rural	Gravel	8.0	7.6	50-199	Trucks/Farm Equipment	7	8.0
224104	Uttoxeter Road	London Line	350m south 402	1023	Rural	Gravel	6.3	6.3	50-199	Local Traffic	7	8.0
224105	Uttoxeter Road	350m north 402	Michigan Line	1002	Rural	Gravel	6.3	5.9	50-199	Local Traffic	7	7.0
224106	Uttoxeter Road	Michigan Li	Egremont Rd	1453	Rural	Gravel	6.3	5.9	50-199	Local Traffic	7	8.0
224107	Uttoxeter Road	Egremont Rd	Fisher Li	1275	Rural	Gravel	6.4	5.9	50-199	Local Traffic	8	8.0
224108	Uttoxeter Road	Fisher Li	Aberarder Li	2725	Rural	Gravel	7.0	6.0	0-49	Local Traffic	8	8.0
224110	Uttoxeter Road	Aberarder Li	Douglas Li	2728	Rural	Gravel	6.9	6.7	50-199	Trucks/Farm Equipment	7	7.0
224112	Uttoxeter Road	Douglas Li	Hubbard Li	2738	Rural	Gravel	6.7	6.3	50-199	Local Traffic	7	7.0
224114	Uttoxeter Road	Hubbard Li	Townsend Li	1099	Rural	Gravel	5.6	4.9	0-49	Local Traffic	7	7.0
225101	Leyton Street	190m north of Elevator St	Confederation Li	493	Rural	Gravel	6.6	5.8	0-49	Trucks/Farm Equipment	8	7.0
226101	Woodford Street	Elevator St	Co-op St	101	Semi-Urban	Gravel	4.4	3.6	0-49	Local Traffic	6	5.5
227101	Stewardson Road	Dead End	Confederation Li	1365	Rural	Gravel	5.8	4.8	0-49	Local Traffic	7	6.0
227102	Stewardson Road	Confederation Li	London Li	2721	Rural	Gravel	5.6	4.6	0-49	Trucks/Farm Equipment	8	7.5
227105	Brush Road	Cul de Sac	Michigan Li	1281	Rural	Gravel	5.4	4.4	0-49	Local Traffic	8	7.5
227106	Brush Road	Michigan Li	Egremont Rd	599	Rural	Gravel	7.0	6.0	0-49	Local Traffic	8	8.0
227107	Brush Road	Egremont Rd	Fisher Li	2130	Rural	Gravel	7.0	6.0	0-49	Local Traffic	8	8.0
227108	Brush Road	Fisher Li	Aberarder Li	2729	Rural	Gravel	7.3	6.3	0-49	Trucks/Farm Equipment	8	8.0
227110	Brush Road	Aberarder Li	Douglas Li	2729	Rural	Gravel	7.5	6.5	0-49	Local Traffic	8	8.0
227115	Stewardson Road	London Line	End	1448	Rural	Earth	5.2	4.2	0-49	Local Traffic	4	4.0
308002	Egremont Road	Mandaumin Rd	Donaldson Ave	518	Semi-Urban	HCB - 2 lifts	9.0	7.0	1000-1999	Local Traffic	6	7.0
308003	Egremont Road	Donaldson Ave	O'Brien Rd	1567	Semi-Urban	HCB - 2 lifts	9.1	7.1	1000-1999	Special Case	6	6.5
308015	Mockingbird Lane	Egremont Rd	Sandpiper Tl	274	Urban	HCB - 2 lifts	8.9	7.9	0-49	Local Traffic	10	7.0
308016	Cardinal Lane	Egremont Rd	Sandpiper Tl	264	Urban	HCB - 2 lifts	8.8	7.8	0-49	Local Traffic	10	7.0

**Appendix A1 - Inventory Summary Sheet  
Sorted by Road Section Number**

**Town of Plympton-Wyoming  
Road Management Study**

Section Number	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
308017	Pheasant Lane	Egremont Rd	Sandpiper Tl	255	Urban	HCb - 2 lifts	8.8	7.8	0-49	Local Traffic	10	7.0
308018	Hummingbird Lane	Egremont Rd	Sandpiper Tl	246	Urban	HCb - 2 lifts	8.8	7.8	0-49	Local Traffic	10	7.0
308019	Sandpiper Trail	dead end	Cardinal Ln	132	Urban	HCb - 2 lifts	8.8	7.8	0-49	Local Traffic	10	7.0
308020	Sandpiper Trail	Cardinal Ln	Pheasant Ln	106	Urban	HCb - 2 lifts	8.7	7.7	0-49	Local Traffic	10	7.0
308021	Sandpiper Trail	Pheasant Ln	Hummingbird Ln	110	Urban	HCb - 2 lifts	8.8	7.8	0-49	Local Traffic	10	7.0
308022	Sandpiper Trail	Hummingbird Ln	Dead End	38	Urban	HCb - 2 lifts	8.8	7.8	0-49	Local Traffic	10	7.0
308023	Donaldson Avenue	Egremont Rd	Lake View Ave	245	Urban	HCb - 2 lifts	8.0	7.0	0-49	Local Traffic	9	9.0
308024	Franklin Avenue	Egremont Rd	Lake View Ave	232	Urban	HCb - 2 lifts	8.0	7.0	0-49	Local Traffic	9	8.0
308025	Lake View Avenue	Dead End	Donaldson Ave	40	Urban	HCb - 2 lifts	8.0	7.0	0-49	Local Traffic	9	9.0
308026	Lake View Avenue	Donaldson Ave	Franklin Ave	108	Urban	HCb - 2 lifts	8.0	7.0	0-49	Local Traffic	9	9.0
308027	Lake View Avenue	Franklin Ave	Dead End	43	Urban	HCb - 2 lifts	8.0	7.0	0-49	Local Traffic	9	9.0
308031	Craigmere Lea	Egremont	cul de sac	92	Urban	HCb - 2 lifts	7.6	6.6	0-49	Local Traffic	6	7.0
308036	Eton Court	Egremont Rd	Egremont Rd	332	Urban	HCb - 2 lifts	9.0	8.0	0-49	Local Traffic	10	7.0
308037	Evergreen Lane	Egremont Rd	Devonshire Rd	207	Urban	HCb - 2 lifts	8.1	7.1	50-199	Local Traffic	9	8.0
308038	Devonshire Road	Evergreen Line	117m east of Dead End	191	Urban	HCb - 2 lifts	8.0	7.0	0-49	Local Traffic	8	7.0
308039	Devonshire Road	Evergreen Ln	Dead End	168	Urban	HCb - 2 lifts	8.0	7.0	0-49	Local Traffic	8	7.0
308040	Devonshire Road	117m east of Dead End	dead end	115	Urban	HCb - 2 lifts	8.0	7.0	0-49	Local Traffic	7	7.0
309000	O'Brien Road	Lakeshore Rd	Egremont Rd	1228	Rural	LCb - 2 lifts	8.4	6.4	500-999	Local Traffic	6	7.5
309001	O'Brien Road	Egremont Rd	Dead End	101	Urban	HCb - 2 lifts	5.9	4.9	0-49	Local Traffic	5	5.5
309002	Egremont Road	O'Brien Rd	Old Mill Rd	1147	Semi-Urban	HCb - 2 lifts	9.1	7.1	1000-1999	Local Traffic	6	6.5
309003	Egremont Road	Old Mill Rd	Dalrymple St	164	Semi-Urban	HCb - 2 lifts	9.1	7.1	1000-1999	Local Traffic	6	6.5
309004	Egremont Road	Dalrymple St	Fleming Rd	635	Semi-Urban	HCb - 2 lifts	9.1	7.1	1000-1999	Local Traffic	6	7.0
309007	Egremont Road	Fleming Rd	Turnberry Ln	1191	Semi-Urban	HCb - 2 lifts	9.0	7.0	500-999	Local Traffic	6	7.0
309009	Old Mill Road	Dead End	Timber Ridge Rd	139	Urban	HCb - 2 lifts	9.5	8.5	50-199	Local Traffic	8	8.0
309010	Old Mill Road	Timber Ridge Rd	Pepperhill Dr	356	Urban	HCb - 2 lifts	9.5	8.5	50-199	Local Traffic	8	8.0
309011	Old Mill Road	Pepperhill Dr	Egremont Rd	293	Urban	HCb - 2 lifts	9.5	8.5	50-199	Local Traffic	7	7.0
309012	King Street	Dead End	Timber Ridge Rd	185	Semi-Urban	HCb - 1 lift	8.2	6.2	50-199	Local Traffic	9	9.0
309013	King Street	Timber Ridge Rd	Glen Abbey Gate	432	Semi-Urban	HCb - 1 lift	7.9	6.2	50-199	Local Traffic	9	9.0
309014	King Street	Glen Abbey Gate	Egremont Rd	127	Semi-Urban	HCb - 1 lift	8.2	6.2	50-199	Local Traffic	9	9.0
309015	Timber Ridge Road	Old Mill Rd	Lincolnshire Crt	124	Urban	HCb - 2 lifts	9.5	8.5	50-199	Local Traffic	10	10.0

**Appendix A1 - Inventory Summary Sheet  
Sorted by Road Section Number**

**Town of Plympton-Wyoming  
Road Management Study**

<b>Section Number</b>	<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Section Length (m)</b>	<b>Roadside Environment</b>	<b>Surface Type</b>	<b>Platform Width (m)</b>	<b>Surface Width (m)</b>	<b>Traffic Range (vpd)</b>	<b>Commercial Traffic</b>	<b>Surface Condition Rating</b>	<b>Structure Condition Rating</b>
309016	Timber Ridge Road	Lincolnshire Crt	King Street	128	Urban	HCb - 2 lifts	9.5	8.5	50-199	Local Traffic	10	10.0
309017	Lincolnshire Court	Timber Ridge Road	dead end	131	Urban	HCb - 2 lifts	9.5	8.5	50-199	Local Traffic	10	10.0
309018	Pepperhill Drive	Old Mill Rd	Glen Abbey Gate	187	Urban	HCb - 2 lifts	9.5	8.5	50-199	Local Traffic	8	8.0
309019	Pepperhill Drive	Glen Abbey Gate	Dead End	43	Urban	HCb - 2 lifts	9.5	8.5	50-199	Local Traffic	8	8.0
309020	Glen Abbey Gate	Pepperhill Dr	King St	129	Urban	HCb - 2 lifts	9.5	8.5	50-199	Local Traffic	8	8.0
309022	Queen Street	Maitland St	Maple St	63	Urban	HCb - 2 lifts	7.5	6.5	0-49	Local Traffic	8	8.5
309025	Queen Street	Maple St	Dalrymple St	160	Urban	HCb - 2 lifts	7.5	6.5	0-49	Local Traffic	8	8.0
309026	Queen Street	Dalrymple St	Hyde St	205	Urban	HCb - 2 lifts	7.7	6.7	200-499	Local Traffic	8	8.0
309027	Queen Street	Hyde St	Francis St	206	Urban	HCb - 2 lifts	7.7	6.7	200-499	Local Traffic	8	8.0
309028	Queen Street	Francis St	Fleming Rd	496	Urban	HCb - 2 lifts	8.6	6.7	200-499	Local Traffic	10	10.0
309029	Queen Street	Fleming Rd	Windcliff Ln	656	Semi-Urban	LCb - 2 lifts	7.4	6.4	500-999	Local Traffic	5	6.5
309030	Dalrymple Street	Egremont Rd	Clarence St	164	Urban	HCb - 2 lifts	7.7	6.7	200-499	Local Traffic	5	7.0
309031	Dalrymple Street	Clarence St	Victoria St	149	Urban	HCb - 2 lifts	7.7	6.7	200-499	Local Traffic	5	7.0
309032	Dalrymple Street	Victoria St	Queen St	144	Urban	HCb - 2 lifts	7.3	6.3	200-499	Local Traffic	6	7.5
309033	Rear Street	Dead End	Francis St	118	Semi-Urban	LCb - 2 lifts	6.7	5.7	0-49	Local Traffic	4	6.5
309034	Francis Street	Rear St	Clarence St	140	Semi-Urban	LCb - 2 lifts	7.7	6.7	200-499	Local Traffic	5	7.0
309035	Francis Street	Clarence St	Victoria St	144	Semi-Urban	LCb - 2 lifts	7.7	6.7	200-499	Local Traffic	6	7.5
309036	Francis Street	Victoria St	Queen St	145	Semi-Urban	LCb - 2 lifts	7.0	6.0	200-499	Local Traffic	6	6.5
309037	Rear Street	Francis St	Elizabeth Way	186	Urban	HCb - 2 lifts	9.7	8.7	200-499	Local Traffic	8	7.5
309038	Rear Street	Elizabeth Way	Fleming Rd	69	Urban	HCb - 2 lifts	9.7	8.7	200-499	Local Traffic	8	8.0
309039	Elizabeth Way	Dead End	Rear St	67	Urban	HCb - 2 lifts	9.6	8.6	0-49	Local Traffic	8	8.0
309040	Elizabeth Way	Rear St	Victoria Street	274	Urban	HCb - 2 lifts	9.6	8.6	50-199	Local Traffic	8	8.0
309041	Clarence Street	Dalrymple St	Hyde St	205	Urban	HCb - 2 lifts	8.0	7.0	50-199	Local Traffic	9	9.0
309042	Clarence Street	Hyde St	Francis St	207	Urban	HCb - 2 lifts	8.0	7.0	50-199	Local Traffic	9	9.0
309043	Clarence Street	Francis St	start of cul de sac	114	Urban	HCb - 2 lifts	8.0	7.0	0-49	Local Traffic	8	9.0
309044	Hyde Street	Dead End	Clarence St	103	Urban	HCb - 2 lifts	7.0	6.0	0-49	Local Traffic	9	9.0
309045	Hyde Street	Clarence St	Dead End	71	Urban	HCb - 2 lifts	7.0	6.0	0-49	Local Traffic	8	9.0
309046	Victoria Street	Dalrymple St	Hyde St	246	Urban	HCb - 2 lifts	7.0	6.0	50-199	Local Traffic	10	9.0
309047	Victoria Street	Hyde St	Francis St	250	Urban	HCb - 2 lifts	6.8	6.2	50-199	Local Traffic	10	7.0
309048	Victoria Street	Francis St	House #3558	169	Urban	HCb - 2 lifts	7.2	6.5	50-199	Local Traffic	10	9.5

**Appendix A1 - Inventory Summary Sheet  
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**Town of Plympton-Wyoming  
Road Management Study**

<b>Section Number</b>	<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Section Length (m)</b>	<b>Roadside Environment</b>	<b>Surface Type</b>	<b>Platform Width (m)</b>	<b>Surface Width (m)</b>	<b>Traffic Range (vpd)</b>	<b>Commercial Traffic</b>	<b>Surface Condition Rating</b>	<b>Structure Condition Rating</b>
309049	Hyde Street	Victoria St	Queen St	83	Urban	HCb - 2 lifts	6.8	6.2	50-199	Local Traffic	10	9.0
309050	Fleming Road	Lakeshore Rd	109m south of Egremont Rd	780	Rural	Gravel	7.9	6.9	200-499	Local Traffic	10	8.0
309051	Fleming Road	Egremont Rd	Creekside Dr	98	Rural	HCb - 2 lifts	9.0	7.0	200-499	Local Traffic	8	8.0
309052	Fleming Road	Creekside Dr	Rear St	400	Rural	HCb - 2 lifts	7.2	7.2	200-499	Local Traffic	9	7.5
309053	Fleming Road	Rear St	Queen St	535	Semi-Urban	LCB - 2 lifts	7.6	6.6	200-499	Local Traffic	6	6.5
309054	Creekside Drive	Fleming Road	dead end	237	Urban	HCb - 2 lifts	9.5	8.5	0-49	Local Traffic	8	7.5
309055	Fleming Road	109m south of Egremont Rd	Egremont Rd	114	Rural	HCb - 2 lifts	9.1	7.1	200-499	Local Traffic	9	8.5
309056	Clarence Street	start of cul de sac	end of cul de sac	24	Urban	HCb - 2 lifts	8.0	7.0	0-49	Local Traffic	8	8.0
309057	Victoria Street	Fleming Road	House #3558	247	Urban	HCb - 2 lifts	9.5	8.5	50-199	Local Traffic	10	10.0
309058	Elizabeth Way	Rear St	Dead End	66	Urban	HCb - 2 lifts	9.6	8.6	0-49	Local Traffic	8	8.0
309059	Griffin Drive	Fleming Road	Mia Lane	426	Semi-Urban	HCb - 2 lifts	10.0	8.0	0-49	Local Traffic	10	10.0
309060	Mia Lane	Fleming Road	Dead End	378	Semi-Urban	HCb - 2 lifts	10.0	8.0	0-49	Local Traffic	9	10.0
310000	Queen Street	Windcliff Ln	Santa Monica Blvd	211	Semi-Urban	HCb - 1 lift	9.3	7.3	500-999	Local Traffic	10	8.0
310001	Queen Street	Santa Monica Blvd	Lakeshore Rd	1055	Rural	LCB - 2 lifts	7.5	6.5	500-999	Local Traffic	5	6.0
310004	Windcliff Lane	Queen St	70m north of Queen	66	Urban	HCb - 2 lifts	7.1	6.1	0-49	Local Traffic	7	7.5
310005	California Avenue	Queen Street	Beverly Glen	115	Rural	Gravel	4.0	3.5	0-49	Local Traffic	8	8.0
310006	Beverly Glen	Dead end	Queen St	56	Rural	Gravel	3.5	4.0	0-49	Local Traffic	8	8.0
310007	Beverly Glen	Queen St	Dead end	111	Rural	Gravel	4.2	3.8	0-49	Local Traffic	8	8.0
310008	Santa Monica Boulevard	Queen St	Dead end	93	Rural	Gravel	3.8	3.5	0-49	Local Traffic	8	8.0
310009	Bonnie Doone Road	Queen St	Lucas Rd	692	Rural	LCB - 2 lifts	7.4	6.4	200-499	Local Traffic	8	7.0
310010	Bonnie Doone Road	Lucas Rd	Delmage Ave	326	Semi-Urban	LCB - 2 lifts	7.4	6.4	50-199	Local Traffic	5	6.5
310011	Bonnie Doone Road	Delmage Ave	Dead End	64	Semi-Urban	LCB - 2 lifts	7.0	6.0	0-49	Local Traffic	5	7.0
310012	Lucas Road	Bonnie Doon Rd	Muskoka Trl	141	Semi-Urban	HCb - 2 lifts	8.0	7.0	0-49	Local Traffic	9	8.5
310013	Lucas Road	Muskoka Trl	dead end 25m west	167	Semi-Urban	HCb - 2 lifts	8.0	7.0	0-49	Local Traffic	8	8.5
310014	Muskoka Trail	Lucas Rd	dead end	129	Urban	HCb - 2 lifts	9.5	8.5	0-49	Local Traffic	9	9.0
310015	Ferne Avenue	Dead End	Delmage Ave	537	Semi-Urban	LCB - 2 lifts	6.2	5.2	50-199	Local Traffic	5	5.0
310016	Ferne Avenue	Ferne Ave	Ferne Ave	101	Semi-Urban	LCB - 2 lifts	5.2	4.2	0-49	Local Traffic	5	5.0
310017	Delmage Avenue	Ferne Ave	Dead End	240	Semi-Urban	Gravel	5.0	4.5	0-49	Local Traffic	7	7.5
310018	Delmage Avenue	Bonnie Doone Rd	Ferne Ave	91	Semi-Urban	LCB - 2 lifts	6.5	5.5	50-199	Local Traffic	5	7.0
310020	Hillcrest Road	dead end	George St	92	Semi-Urban	LCB - 2 lifts	7.9	6.9	50-199	Local Traffic	5	6.0

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**Town of Plympton-Wyoming  
Road Management Study**

Section Number	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
310021	Hillcrest Road	George St	Point View Dr	316	Semi-Urban	LCB - 2 lifts	7.9	6.9	50-199	Local Traffic	6	8.0
310022	Hillcrest Road	Point View Dr	Lakeshore Rd	47	Semi-Urban	LCB - 2 lifts	7.9	6.9	50-199	Local Traffic	6	7.0
310024	Point View Drive	dead end before Hillcrest Rd	Dead End	321	Semi-Urban	Gravel	7.0	6.0	0-49	Local Traffic	9	9.0
310025	Baldwin Avenue	Point View Dr	Lakeshore Rd	367	Semi-Urban	HCB - 2 lifts	7.0	6.0	0-49	Local Traffic	9	9.0
310026	Point view dr	Dead End	Baldwin Ave	82	Semi-Urban	HCB - 2 lifts	7.0	6.0	0-49	Local Traffic	9	8.0
310027	Point view dr	Baldwin Ave	Dead End	59	Semi-Urban	HCB - 2 lifts	7.0	6.0	0-49	Local Traffic	9	8.0
310029	Windcliff Lane	70m north of Queen	cul de sac	155	Semi-Urban	Gravel	6.7	5.7	0-49	Special Case	7	7.0
310030	C.J.McEwen Conservation	Lakeshore Rd	End	274	Rural	Gravel	6.0	6.0	0-49	Local Traffic	8	8.0
311003	Douglas	Ivy Ln	Lakeshore Rd	129	Semi-Urban	Gravel	8.5	8.1	0-49	Local Traffic	8	7.0
312000	Cullen drive	Thomas St	Lakeshore Rd	841	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	9	9.5
312001	Thomas Street	Cullen Dr	Collingwood St	120	Urban	HCB - 2 lifts	9.4	8.4	50-199	Local Traffic	10	9.5
312002	Thomas Street	Collingwood St	Bluepoint Dr	189	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	5	7.0
312003	Collingwood Street	Bluepoint Dr	Thomas St	350	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	5	7.0
312004	Bluepoint Drive	Dead End	Thomas St	497	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	6	7.0
312005	Bluepoint Drive	Thomas St	Harris Point Dr	615	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	6	7.0
312006	Bluepoint Drive	44.5m east of Harris Point Dr	Sunset Dr	513	Semi-Urban	LCB - 2 lifts	6.9	5.9	50-199	Local Traffic	5	7.0
312007	Bluepoint Drive	Sunset Dr	Dead End	103	Semi-Urban	LCB - 2 lifts	6.8	5.8	0-49	Local Traffic	5	5.5
312008	Harris Point Drive	Lakeshore Rd	229m north of Lakeshore	230	Semi-Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	6	7.0
312009	Sunset Drive	Lakeshore Rd	Lambton Ln	160	Semi-Urban	LCB - 2 lifts	7.0	6.0	50-199	Local Traffic	6	7.0
312010	Sunset Drive	Lambton Ln	Blue Point Dr	92	Semi-Urban	LCB - 2 lifts	7.0	6.0	50-199	Local Traffic	6	7.0
312011	Lambton Lane	Sunset Dr	Lakeshore Rd	610	Semi-Urban	LCB - 2 lifts	7.1	6.1	50-199	Local Traffic	5	6.5
312012	Cullen Drive	Thomas St	Van Bree	230	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	10	9.5
312013	Van Bree Drive	Cullen drive	Dead end	154	Urban	HCB - 2 lifts	9.5	8.5	0-49	Local Traffic	10	9.5
312014	Harris Point Drive	229m north of Lakeshore	Bluepoint Dr	185	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	5	6.5
312015	Bluepoint Drive	Harris Point Dr	44.5m east of Harris Point Dr	39	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	6	5.0
312016	Van Bree Drive	Cullen drive	Cullen drive	419	Urban	HCB - 1 lift	9.5	8.5	50-199	Local Traffic	10	9.5
314000	Gallie Street	Lakeshore Rd	William	129	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	6	6.0
314001	William Street	Gallie St	Mary St	77	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	6	5.5
314002	William Street	Mary St	Ken St	86	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	5	5.0
314003	William Street	Ken St	Eleanor St	78	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	5	5.0

**Appendix A1 - Inventory Summary Sheet  
Sorted by Road Section Number**

**Town of Plympton-Wyoming  
Road Management Study**

<b>Section Number</b>	<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Section Length (m)</b>	<b>Roadside Environment</b>	<b>Surface Type</b>	<b>Platform Width (m)</b>	<b>Surface Width (m)</b>	<b>Traffic Range (vpd)</b>	<b>Commercial Traffic</b>	<b>Surface Condition Rating</b>	<b>Structure Condition Rating</b>
314004	William Street	Eleanor St	dead end east	111	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	5	5.0
314005	Mary Street	Lakeshore Rd	William St	132	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	5	5.0
314006	Ken Street	Lakeshore Rd	William St	132	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	5	5.0
314007	Eleanor Street	Lakeshore Rd	William St	134	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	5	5.0
314008	Gordon Road	Lakeshore Rd	Lakeside St	424	Semi-Urban	LCB - 2 lifts	7.3	6.3	50-199	Local Traffic	5	7.0
314009	Lakeside Street	Dead End	Gordon Rd	67	Semi-Urban	LCB - 1 lift	5.0	4.0	0-49	Local Traffic	4	5.0
314010	Lakeside Street	Gordon Rd	Dead End north	866	Semi-Urban	LCB - 2 lifts	7.1	6.1	50-199	Local Traffic	5	7.0
314011	Ken Street	William St	Dead End	59	Semi-Urban	Earth	7.0	7.0	0-49	Local Traffic	5	5.0
315000	Hillsboro Road	Lakeshore Rd	Marg Ave	884	Rural	LCB - 2 lifts	7.5	6.5	50-199	Local Traffic	6	7.5
315001	Hillsboro Road	Marg Ave	Norma Ave	268	Semi-Urban	LCB - 2 lifts	7.7	6.7	200-499	Local Traffic	6	7.0
315002	Hillsboro Road	Norma Ave	Shirley Ln	273	Semi-Urban	LCB - 2 lifts	7.5	6.5	200-499	Local Traffic	6	6.0
315003	Hillsboro Road	Shirley Ln	Townsend Li	797	Semi-Urban	LCB - 2 lifts	7.8	6.8	200-499	Local Traffic	6	7.0
315008	Marg Avenue	Hillsboro Rd	51m north	51	Semi-Urban	Gravel	3.8	3.4	0-49	Local Traffic	5	5.0
315026	Townsend Line	Hillsboro Rd	Lakeshore Rd	1231	Rural	LCB - 2 lifts	7.5	6.5	50-199	Local Traffic	5	7.0
315027	Townsend Line	Ann St	Hillsboro Rd	232	Semi-Urban	LCB - 2 lifts	5.8	4.8	50-199	Local Traffic	5	6.5
2061051	Fleming Road	240m south of Michigan Li	Michigan Line	240	Rural	Gravel	6.6	4.6	0-49	Local Traffic	7	7.0
2241041	Uttoxeter Road	350m south 402	350m north 402	703	Rural	HCB - 2 lifts	6.0	5.0	50-199	Local Traffic	5	6.0
2251011	Leyton Street	Elevator Street	190m north of Elevator	190	Semi-Urban	HCB - 2 lifts	7.0	6.0	0-49	Trucks/Farm Equipment	5	6.5

## **APPENDIX A-2**

### **INVENTORY SUMMARY SHEET SORTED BY ROAD NAME**

**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

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**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
204	Arie Court	Camlachie Road	T Corner	107	Urban	HCB - 1 lift	9.5	8.5	0-49	Local Traffic	10	10.0
224	Arie Court	South loop dead end	north loop dead end	216	Urban	HCB - 1 lift	9.5	8.5	0-49	Local Traffic	10	10.0
205	Arie Court	T Corner	south loop dead end	144	Urban	HCB - 1 lift	9.5	8.5	0-49	Local Traffic	10	10.0
223	Arie Court	T Corner	north loop dead end	180	Urban	HCB - 1 lift	9.5	8.5	0-49	Local Traffic	10	10.0
219	Augusta Street	Warehouse St	Park St	63	Urban	HCB - 2 lifts	6.0	5.7	50-199	Local Traffic	6	6.0
220	Augusta Street	Park St	Dead End	269	Urban	HCB - 2 lifts	6.0	5.7	0-49	Local Traffic	6	6.0
310025	Baldwin Avenue	Point View Dr	Lakeshore Rd	367	Semi-Urban	HCB - 2 lifts	7.0	6.0	0-49	Local Traffic	9	9.0
310007	Beverly Glen	Queen St	Dead end	111	Rural	Gravel	4.2	3.8	0-49	Local Traffic	8	8.0
310006	Beverly Glen	Dead end	Queen St	56	Rural	Gravel	3.5	4.0	0-49	Local Traffic	8	8.0
221106	Blue Heron Road	Michigan Li	Egremont Rd	1238	Rural	Gravel	5.5	4.8	50-199	Local Traffic	8	8.0
221108	Blue Heron Road	Fisher Li	Wright Li	1360	Rural	Gravel	5.2	4.8	50-199	Local Traffic	8	7.5
221107	Blue Heron Road	Egremont Rd	Fisher Li	1497	Rural	Gravel	4.5	3.5	0-49	Local Traffic	8	7.0
221109	Blue Heron Road	Wright Li	Aberarder Li	1363	Rural	Gravel	5.0	4.0	50-199	Local Traffic	8	8.0
221105	Blue Heron Road	Cul de Sac	Michigan Li	1425	Rural	Gravel	5.0	3.8	0-49	Local Traffic	8	7.0
312007	Bluepoint Drive	Sunset Dr	Dead End	103	Semi-Urban	LCB - 2 lifts	6.8	5.8	0-49	Local Traffic	5	5.5
312015	Bluepoint Drive	Harris Point Dr	44.5m east of Harris Point Dr	39	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	6	5.0
312004	Bluepoint Drive	Dead End	Thomas St	497	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	6	7.0
312005	Bluepoint Drive	Thomas St	Harris Point Dr	615	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	6	7.0
312006	Bluepoint Drive	44.5m east of Harris Point Dr	Sunset Dr	513	Semi-Urban	LCB - 2 lifts	6.9	5.9	50-199	Local Traffic	5	7.0
310010	Bonnie Doone Road	Lucas Rd	Delmage Ave	326	Semi-Urban	LCB - 2 lifts	7.4	6.4	50-199	Local Traffic	5	6.5
310009	Bonnie Doone Road	Queen St	Lucas Rd	692	Rural	LCB - 2 lifts	7.4	6.4	200-499	Local Traffic	8	7.0
310011	Bonnie Doone Road	Delmage Ave	Dead End	64	Semi-Urban	LCB - 2 lifts	7.0	6.0	0-49	Local Traffic	5	7.0
26	Brooke Street	Toronto St	East 150 m	150	Urban	HCB - 2 lifts	7.0	6.0	50-199	Local Traffic	8	8.0
23	Brooke Street	West Limit	London St	163	Urban	LCB - 2 lifts	7.6	6.6	0-49	Local Traffic	7	6.0
103	Brooke Street	150m east of Toronto St	dead end	142	Urban	HCB - 2 lifts	9.1	8.1	0-49	Local Traffic	8	8.5
24	Brooke Street	London St	Broadway St	159	Urban	LCB - 2 lifts	7.6	6.6	50-199	Local Traffic	5	6.0
25	Brooke Street	Broadway St	Toronto St	163	Urban	HCB - 2 lifts	7.0	6.0	50-199	Local Traffic	8	8.5
227106	Brush Road	Michigan Li	Egremont Rd	599	Rural	Gravel	7.0	6.0	0-49	Local Traffic	8	8.0
227108	Brush Road	Fisher Li	Aberarder Li	2729	Rural	Gravel	7.3	6.3	0-49	Trucks/Farm Equipment	8	8.0
227105	Brush Road	Cul de Sac	Michigan Li	1281	Rural	Gravel	5.4	4.4	0-49	Local Traffic	8	7.5

**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

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**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
227110	Brush Road	Aberarder Li	Douglas Li	2729	Rural	Gravel	7.5	6.5	0-49	Local Traffic	8	8.0
227107	Brush Road	Egremont Rd	Fisher Li	2130	Rural	Gravel	7.0	6.0	0-49	Local Traffic	8	8.0
310030	C.J.McEwen Conservation	Lakeshore Rd	End	274	Rural	Gravel	6.0	6.0	0-49	Local Traffic	8	8.0
310005	California Avenue	Queen Street	Beverly Glen	115	Rural	Gravel	4.0	3.5	0-49	Local Traffic	8	8.0
209106	Camlachie Road	Michigan Li	Hyslop Li	2735	Rural	HCB - 2 lifts	8.3	6.3	500-999	Local Traffic	6	7.0
209102	Camlachie Road	Confederation Li	London Li	2728	Rural	LCB - 2 lifts	8.0	5.9	1000-1999	Local Traffic	6	7.0
200	Camlachie Road	Hyslop Li	205m south of Egremont Rd	474	Rural	HCB - 2 lifts	10.0	7.0	500-999	Trucks/Farm Equipment	7	7.0
222	Camlachie Road	205m south of Egremont Rd	Egremont Rd	205	Urban	HCB - 2 lifts	10.0	9.0	500-999	Trucks/Farm Equipment	10	8.0
201	Camlachie Road	Egremont Rd	Warehouse St	52	Urban	HCB - 2 lifts	10.0	9.0	500-999	Trucks/Farm Equipment	7	7.0
203	Camlachie Road	Park St	Lakeshore Rd	496	Urban	HCB - 2 lifts	10.0	9.0	500-999	Trucks/Farm Equipment	6	6.5
202	Camlachie Road	Warehouse St	Park St	84	Urban	HCB - 2 lifts	10.0	9.0	500-999	Trucks/Farm Equipment	7	7.0
209104	Camlachie Road	London Li	Michigan Li	2727	Rural	HCB - 2 lifts	8.0	6.0	500-999	Local Traffic	6	7.0
209100	Camlachie Road	Churchill Li	Confederation Li	2732	Rural	LCB - 2 lifts	8.0	5.8	1000-1999	Local Traffic	7	7.0
216100	Canada Drive	Churchill Li	Broadway St	321	Semi-Urban	HCB - 2 lifts	7.3	5.9	50-199	Trucks/Farm Equipment	6	7.0
308016	Cardinal Lane	Egremont Rd	Sandpiper Tl	264	Urban	HCB - 2 lifts	8.8	7.8	0-49	Local Traffic	10	7.0
74	Centennial Street	Huron St	Confederation Li	132	Urban	LCB - 2 lifts	7.0	6.0	50-199	Local Traffic	6	7.0
73	Centennial Street	Erie St	Huron St	135	Urban	LCB - 2 lifts	7.0	6.0	50-199	Local Traffic	6	7.0
309056	Clarence Street	start of cul de sac	end of cul de sac	24	Urban	HCB - 2 lifts	8.0	7.0	0-49	Local Traffic	8	8.0
309041	Clarence Street	Dalrymple St	Hyde St	205	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	9	9.0
309043	Clarence Street	Francis St	start of cul de sac	114	Urban	HCB - 2 lifts	8.0	7.0	0-49	Local Traffic	8	9.0
309042	Clarence Street	Hyde St	Francis St	207	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	9	9.0
312003	Collingwood Street	Bluepoint Dr	Thomas St	350	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	5	7.0
102225	Confederation Line	Leyton St	Stewardson Rd	1553	Rural	HCB - 2 lifts	8.6	6.6	500-999	Trucks/Farm Equipment	6	7.5
102221	Confederation Line	South Plympton Rd	Wanstead Rd	1845	Rural	HCB - 2 lifts	8.6	6.6	500-999	Trucks/Farm Equipment	7	7.0
102209	Confederation Line	Camlachie Rd	Kerrigan Rd	1882	Rural	HCB - 2 lifts	10.0	7.0	1000-1999	Trucks/Farm Equipment	6	7.0
98	Confederation Line	Second St	London St	83	Urban	HCB - 2 lifts	9.5	8.5	1000-1999	Trucks/Farm Equipment	7	7.5
102224	Confederation Line	Wanstead Rd	Leyton St	316	Rural	HCB - 2 lifts	8.6	6.6	500-999	Local Traffic	7	7.0

**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

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**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
100	Confederation Line	First St	Broadway St	132	Urban	HCB - 2 lifts	9.5	8.5	1000-1999	Trucks/Farm Equipment	7	7.5
102206	Confederation Line	Plowing Match Rd	Camlachie Rd	1875	Rural	HCB - 2 lifts	11.3	8.3	1000-1999	Trucks/Farm Equipment	7	7.0
97	Confederation Line	Centennial St	Second St	168	Urban	HCB - 2 lifts	7.9	6.9	1000-1999	Trucks/Farm Equipment	7	7.5
102212	Confederation Line	Kerrigan Rd	Centennial St	1442	Rural	HCB - 2 lifts	10.0	7.0	1000-1999	Trucks/Farm Equipment	6	7.0
102	Confederation Line	Toronto St	Norman St	81	Urban	Concrete	8.5	7.5	1000-1999	Trucks/Farm Equipment	6	7.0
99	Confederation Line	London St	First St	28	Urban	HCB - 2 lifts	9.5	8.5	1000-1999	Trucks/Farm Equipment	7	7.5
102203	Confederation Line	Fairweather Rd	Plowing Match Rd	1856	Rural	HCB - 2 lifts	11.3	8.3	1000-1999	Trucks/Farm Equipment	6	7.0
101	Confederation Line	Broadway St	Toronto St	163	Urban	Concrete	8.7	7.7	1000-1999	Trucks/Farm Equipment	6	7.0
102200	Confederation Line	Mandaumin Rd	Fairweather Rd	1852	Rural	HCB - 2 lifts	11.3	8.3	1000-1999	Trucks/Farm Equipment	6	7.0
102218	Confederation Line	Minielly Rd	South Plympton Rd	1832	Rural	HCB - 2 lifts	9.0	6.9	1000-1999	Trucks/Farm Equipment	7	6.5
113	Confederation Line	Norman St	115m east of Norman St	115	Urban	Concrete	8.5	7.5	1000-1999	Trucks/Farm Equipment	5	6.0
102227	Confederation Line	Stewardson Rd	Forest Rd	1848	Rural	HCB - 2 lifts	8.6	6.6	500-999	Trucks/Farm Equipment	6	7.5
102215	Confederation Line	115m east of Norman	Minielly Rd	1499	Rural	HCB - 2 lifts	9.0	6.9	1000-1999	Trucks/Farm Equipment	7	7.0
101225	Co-op Street	Leyton St	Woodford St	153	Semi-Urban	Gravel	4.4	3.4	0-49	Local Traffic	6	6.0
308031	Craigmere Lea	Egermont	cul de sac	92	Urban	HCB - 2 lifts	7.6	6.6	0-49	Local Traffic	6	7.0
309054	Creekside Drive	Fleming Road	dead end	237	Urban	HCB - 2 lifts	9.5	8.5	0-49	Local Traffic	8	7.5
312012	Cullen Drive	Thomas St	Van Bree	230	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	10	9.5
312000	Cullen drive	Thomas St	Lakeshore Rd	841	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	9	9.5
309032	Dalrymple Street	Victoria St	Queen St	144	Urban	HCB - 2 lifts	7.3	6.3	200-499	Local Traffic	6	7.5
309031	Dalrymple Street	Clarence St	Victoria St	149	Urban	HCB - 2 lifts	7.7	6.7	200-499	Local Traffic	5	7.0
309030	Dalrymple Street	Egremont Rd	Clarence St	164	Urban	HCB - 2 lifts	7.7	6.7	200-499	Local Traffic	5	7.0
310018	Delmage Avenue	Bonnie Doone Rd	Ferne Ave	91	Semi-Urban	LCB - 2 lifts	6.5	5.5	50-199	Local Traffic	5	7.0
310017	Delmage Avenue	Ferne Ave	Dead End	240	Semi-Urban	Gravel	5.0	4.5	0-49	Local Traffic	7	7.5
308039	Devonshire Road	Evergreen Ln	Dead End	168	Urban	HCB - 2 lifts	8.0	7.0	0-49	Local Traffic	8	7.0

**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

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**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
308040	Devonshire Road	117m east of Dead End	dead end	115	Urban	HCB - 2 lifts	8.0	7.0	0-49	Local Traffic	7	7.0
308038	Devonshire Road	Evergreen Line	117m east of Dead End	191	Urban	HCB - 2 lifts	8.0	7.0	0-49	Local Traffic	8	7.0
308023	Donaldson Avenue	Egremont Rd	Lake View Ave	245	Urban	HCB - 2 lifts	8.0	7.0	0-49	Local Traffic	9	9.0
311003	Douglas	Ivy Ln	Lakeshore Rd	129	Semi-Urban	Gravel	8.5	8.1	0-49	Local Traffic	8	7.0
112215	Douglas Line	Oil Heritage Rd	Hillsboro Rd	1827	Rural	LCB - 2 lifts	8.1	7.1	200-499	Local Traffic	6	7.0
112226	Douglas Line	5894 Douglas Line	Forest Rd	963	Rural	HCB - 2 lifts	8.6	6.6	500-999	Trucks/Farm Equipment	10	8.0
112227	Douglas Line	Brush Rd	5894 Douglas Line	931	Rural	HCB - 2 lifts	8.6	6.6	500-999	Trucks/Farm Equipment	10	8.0
112218	Douglas Line	Hillsboro Rd	Uttoxeter Rd	3713	Rural	LCB - 2 lifts	8.0	7.0	200-499	Local Traffic	8	9.0
112224	Douglas Line	Uttoxeter Rd	Brush Rd	1855	Rural	HCB - 2 lifts	7.6	6.6	200-499	Local Traffic	7	6.0
112209	Douglas Line	Lakeshore Rd	Oil Heritage Rd	2478	Rural	LCB - 2 lifts	8.5	8.1	200-499	Local Traffic	7	9.0
208	Egremont Road	O'Banwell St	Camlachie Rd	115	Urban	HCB - 2 lifts	8.4	7.4	1000-1999	Local Traffic	10	8.0
206	Egremont Road	Turnberry Ln	Lakeshore Rd	224	Semi-Urban	HCB - 2 lifts	8.5	7.1	1000-1999	Local Traffic	6	6.5
107224	Egremont Road	Uttoxeter Rd	Brush Rd	2041	Rural	LCB - 2 lifts	8.1	7.1	50-199	Local Traffic	8	7.0
107218	Egremont Road	Hillsboro Rd	Blue Heron Rd	1853	Rural	LCB - 2 lifts	8.0	7.0	50-199	Local Traffic	7	7.0
309007	Egremont Road	Fleming Rd	Turnberry Ln	1191	Semi-Urban	HCB - 2 lifts	9.0	7.0	500-999	Local Traffic	6	7.0
107214	Egremont Road	Fisher Li	Oil Heritage Rd	1024	Rural	Gravel	8.5	7.5	50-199	Local Traffic	9	8.5
107221	Egremont Road	Blue Heron Rd	Uttoxeter Rd	1894	Rural	LCB - 2 lifts	8.0	7.0	50-199	Local Traffic	6	7.0
108212	Egremont Road	MacFarlane Rd	Fisher Li	1112	Rural	HCB - 2 lifts	7.7	6.7	500-999	Local Traffic	7	7.0
308002	Egremont Road	Mandaumin Rd	Donaldson Ave	518	Semi-Urban	HCB - 2 lifts	9.0	7.0	1000-1999	Local Traffic	6	7.0
308003	Egremont Road	Donaldson Ave	O'Brien Rd	1567	Semi-Urban	HCB - 2 lifts	9.1	7.1	1000-1999	Special Case	6	6.5
109210	Egremont Road	Camlachie Rd	780m south east of Camlachie Rd	780	Semi-Urban	HCB - 2 lifts	7.9	6.9	500-999	Local Traffic	7	6.5
309004	Egremont Road	Dalrymple St	Fleming Rd	635	Semi-Urban	HCB - 2 lifts	9.1	7.1	1000-1999	Local Traffic	6	7.0
309003	Egremont Road	Old Mill Rd	Dalrymple St	164	Semi-Urban	HCB - 2 lifts	9.1	7.1	1000-1999	Local Traffic	6	6.5
107215	Egremont Road	Oil Heritage Rd	Hillsboro Rd	1988	Rural	LCB - 2 lifts	7.6	6.6	200-499	Local Traffic	7	7.0
207	Egremont Road	Lakeshore Rd	O'Banwell St	419	Urban	HCB - 2 lifts	8.4	7.4	1000-1999	Local Traffic	10	8.0
107227	Egremont Road	Brush Rd	Forest Rd	1984	Rural	LCB - 2 lifts	7.9	6.9	50-199	Local Traffic	8	7.0

**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
109209	Egremont Road	780m south east of Camlachie Rd	MacFarlane Rd	1215	Rural	HCB - 2 lifts	7.9	6.9	500-999	Local Traffic	8	7.5
309002	Egremont Road	O'Brien Rd	Old Mill Rd	1147	Semi-Urban	HCB - 2 lifts	9.1	7.1	1000-1999	Local Traffic	6	6.5
314007	Eleanor Street	Lakeshore Rd	William St	134	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	5	5.0
101224	Elevator Street	Wanstead Rd	Woodford St	318	Semi-Urban	HCB - 2 lifts	7.2	6.2	0-49	Trucks/Farm Equipment	5	7.0
101226	Elevator Street	Woodford Street	Leyton Street	155	Semi-Urban	Gravel	5.0	3.1	0-49	Trucks/Farm Equipment	6	6.0
309039	Elizabeth Way	Dead End	Rear St	67	Urban	HCB - 2 lifts	9.6	8.6	0-49	Local Traffic	8	8.0
309058	Elizabeth Way	Rear St	Dead End	66	Urban	HCB - 2 lifts	9.6	8.6	0-49	Local Traffic	8	8.0
309040	Elizabeth Way	Rear St	Victoria Street	274	Urban	HCB - 2 lifts	9.6	8.6	50-199	Local Traffic	8	8.0
221114	Elmsley Road	Hubbard Li	Lakeshore Rd	1439	Rural	Gravel	5.0	3.6	0-49	Local Traffic	6	6.0
221113	Elmsley Road	dead end	Hubbard Line	150	Rural	Gravel	3.7	2.7	0-49	Local Traffic	5	5.0
65	Erie Street	London St	Broadway St	161	Urban	LCB - 2 lifts	6.7	5.7	50-199	Local Traffic	6	7.0
67	Erie Street	Toronto St	145m east of Toronto St	145	Urban	LCB - 2 lifts	7.1	6.1	50-199	Special Case	6	7.0
63	Erie Street	West Limit	Centennial St	58	Urban	LCB - 2 lifts	7.2	6.2	0-49	Local Traffic	5	7.0
66	Erie Street	Broadway St	Toronto St	161	Urban	LCB - 2 lifts	7.1	6.1	50-199	Local Traffic	7	7.0
64	Erie Street	Centennial St	London St	247	Urban	LCB - 2 lifts	7.3	6.3	50-199	Special Case	6	7.0
110	Erie Street	145m east of Toronto	dead end	150	Urban	HCB - 2 lifts	9.9	8.9	50-199	Special Case	7	8.0
308036	Eton Court	Egremont Rd	Egremont Rd	332	Urban	HCB - 2 lifts	9.0	8.0	0-49	Local Traffic	10	7.0
308037	Evergreen Lane	Egremont Rd	Devonshire Rd	207	Urban	HCB - 2 lifts	8.1	7.1	50-199	Local Traffic	9	8.0
203100	Fairweather Road	Churchill Li	Confederation Li	2725	Rural	Earth	5.0	5.0	0-49	Local Traffic	5	5.0
203102	Fairweather Road	Confederation Li	London Li	2720	Rural	Gravel	6.0	5.8	0-49	Local Traffic	8	8.0
203104	Fairweather Road	London Li	Cul de Sac	1319	Rural	Gravel	6.0	5.6	0-49	Local Traffic	8	8.0
310015	Ferne Avenue	Dead End	Delmage Ave	537	Semi-Urban	LCB - 2 lifts	6.2	5.2	50-199	Local Traffic	5	5.0
310016	Ferne Avenue	Ferne Ave	Ferne Ave	101	Semi-Urban	LCB - 2 lifts	5.2	4.2	0-49	Local Traffic	5	5.0
95	First Street	Confederation Li	Jane St	312	Urban	LCB - 2 lifts	7.0	6.0	50-199	Local Traffic	7	7.0
108224	Fisher Line	Uttoxeter Rd	Brush Rd	1839	Rural	LCB - 2 lifts	7.7	6.7	50-199	Local Traffic	7	6.5
108214	Fisher Line	Egremont Rd	Oil Heritage Rd	739	Rural	HCB - 2 lifts	8.0	7.0	500-999	Local Traffic	8	8.0
108227	Fisher Line	Brush Rd	Forest Rd	1903	Rural	LCB - 2 lifts	8.2	7.2	50-199	Local Traffic	8	7.0
108221	Fisher Line	Blue Heron Rd	Uttoxeter Rd	1851	Rural	LCB - 2 lifts	7.6	6.6	50-199	Local Traffic	6	6.5
108218	Fisher Line	Hillsboro Rd	Blue Heron Rd	1848	Rural	LCB - 2 lifts	8.0	7.0	50-199	Local Traffic	7	6.5

**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
108215	Fisher Line	Oil Heritage Rd	Hillsboro Rd	1854	Rural	LCB - 2 lifts	8.0	7.0	200-499	Local Traffic	6	6.5
206106	Fleming Road	Michigan Li	Hyslop Li	2741	Rural	Gravel	7.0	6.2	50-199	Local Traffic	8	7.5
309053	Fleming Road	Rear St	Queen St	535	Semi-Urban	LCB - 2 lifts	7.6	6.6	200-499	Local Traffic	6	6.5
206108	Fleming Road	Hyslop Li	Lakeshore Rd	440	Rural	Gravel	7.6	5.6	0-49	Local Traffic	7	7.5
206105	Fleming Road	Cul de Sac	240m south of Michigan	1182	Rural	Gravel	5.2	3.2	0-49	Local Traffic	6	5.5
309055	Fleming Road	109m south of Egremont Rd	Egremont Rd	114	Rural	HCb - 2 lifts	9.1	7.1	200-499	Local Traffic	9	8.5
309050	Fleming Road	Lakeshore Rd	109m south of Egremont Rd	780	Rural	Gravel	7.9	6.9	200-499	Local Traffic	10	8.0
309051	Fleming Road	Egremont Rd	Creekside Dr	98	Rural	HCb - 2 lifts	9.0	7.0	200-499	Local Traffic	8	8.0
309052	Fleming Road	Creekside Dr	Rear St	400	Rural	HCb - 2 lifts	7.2	7.2	200-499	Local Traffic	9	7.5
2061051	Fleming Road	240m south of Michigan Li	Michigan Line	240	Rural	Gravel	6.6	4.6	0-49	Local Traffic	7	7.0
309036	Francis Street	Victoria St	Queen St	145	Semi-Urban	LCB - 2 lifts	7.0	6.0	200-499	Local Traffic	6	6.5
309035	Francis Street	Clarence St	Victoria St	144	Semi-Urban	LCB - 2 lifts	7.7	6.7	200-499	Local Traffic	6	7.5
309034	Francis Street	Rear St	Clarence St	140	Semi-Urban	LCB - 2 lifts	7.7	6.7	200-499	Local Traffic	5	7.0
308024	Franklin Avenue	Egremont Rd	Lake View Ave	232	Urban	HCb - 2 lifts	8.0	7.0	0-49	Local Traffic	9	8.0
36	Front Street	London St	Broadway St	162	Urban	HCb - 2 lifts	7.8	6.8	50-199	Local Traffic	8	7.5
37	Front Street	Broadway St	Toronto St	161	Urban	HCb - 2 lifts	7.4	6.4	50-199	Trucks/Farm Equipment	8	7.5
38	Front Street	Toronto St	East Limit	151	Semi-Urban	HCb - 2 lifts	7.4	6.4	0-49	Trucks/Farm Equipment	7	7.5
35	Front Street	West Limit	London St	148	Urban	LCB - 2 lifts	7.4	6.4	0-49	Local Traffic	8	6.5
314000	Gallie Street	Lakeshore Rd	William	129	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	6	6.0
309020	Glen Abbey Gate	Pepperhill Dr	King St	129	Urban	HCb - 2 lifts	9.5	8.5	50-199	Local Traffic	8	8.0
314008	Gordon Road	Lakeshore Rd	Lakeside St	424	Semi-Urban	LCB - 2 lifts	7.3	6.3	50-199	Local Traffic	5	7.0
309059	Griffin Drive	Fleming Road	Mia Lane	426	Semi-Urban	HCb - 2 lifts	10.0	8.0	0-49	Local Traffic	10	10.0
312014	Harris Point Drive	229m north of Lakeshore	Bluepoint Dr	185	Urban	HCb - 2 lifts	8.0	7.0	50-199	Local Traffic	5	6.5
312008	Harris Point Drive	Lakeshore Rd	229m north of Lakeshore	230	Semi-Urban	HCb - 2 lifts	8.0	7.0	50-199	Local Traffic	6	7.0
310021	Hillcrest Road	George St	Point View Dr	316	Semi-Urban	LCB - 2 lifts	7.9	6.9	50-199	Local Traffic	6	8.0
310020	Hillcrest Road	dead end	George St	92	Semi-Urban	LCB - 2 lifts	7.9	6.9	50-199	Local Traffic	5	6.0
310022	Hillcrest Road	Point View Dr	Lakeshore Rd	47	Semi-Urban	LCB - 2 lifts	7.9	6.9	50-199	Local Traffic	6	7.0
218105	Hillsboro Road	South Limit	Michigan Li	1431	Rural	Gravel	5.3	4.3	0-49	Local Traffic	7	6.0
218107	Hillsboro Road	Egremont Rd	Fisher Li	1377	Rural	Gravel	7.0	6.0	0-49	Local Traffic	8	8.0
315003	Hillsboro Road	Shirley Ln	Townsend Li	797	Semi-Urban	LCB - 2 lifts	7.8	6.8	200-499	Local Traffic	6	7.0

**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
315002	Hillsboro Road	Norma Ave	Shirley Ln	273	Semi-Urban	LCB - 2 lifts	7.5	6.5	200-499	Local Traffic	6	6.0
218112	Hillsboro Road	Douglas Line	327m north of Douglas	327	Rural	LCB - 2 lifts	6.5	5.5	50-199	Local Traffic	6	7.0
218113	Hillsboro Road	327m north of Douglas	Lakeshore	2397	Rural	Gravel	6.4	5.4	50-199	Local Traffic	8	8.0
218108	Hillsboro Road	Fisher Li	Wright Li	1361	Rural	Gravel	6.9	6.3	50-199	Local Traffic	8	8.0
315000	Hillsboro Road	Lakeshore Rd	Marg Ave	884	Rural	LCB - 2 lifts	7.5	6.5	50-199	Local Traffic	6	7.5
218110	Hillsboro Road	Aberarder Li	Douglas Li	2726	Rural	Gravel	6.7	6.3	50-199	Local Traffic	8	8.0
218106	Hillsboro Road	Michigan Li	Egremont Rd	1355	Rural	Gravel	7.0	5.9	0-49	Local Traffic	8	8.0
218109	Hillsboro Road	Wright Li	Aberarder Li	1363	Rural	Gravel	6.7	6.4	50-199	Local Traffic	8	8.0
315001	Hillsboro Road	Marg Ave	Norma Ave	268	Semi-Urban	LCB - 2 lifts	7.7	6.7	200-499	Local Traffic	6	7.0
114221	Hubbard Line	Elmsley Rd	Uttoxeter Rd	1848	Rural	LCB - 2 lifts	8.4	7.4	200-499	Local Traffic	7	7.0
114218	Hubbard Line	Lakeshore Rd	Elmsley Rd	1661	Rural	LCB - 2 lifts	8.0	7.0	200-499	Local Traffic	6	7.0
114224	Hubbard Line	Uttoxeter Rd	Brush Rd	1886	Rural	LCB - 2 lifts	8.2	7.2	200-499	Local Traffic	5	7.0
308018	Hummingbird Lane	Egremont Rd	Sandpiper Tl	246	Urban	HCB - 2 lifts	8.8	7.8	0-49	Local Traffic	10	7.0
111	Huron Street	155m east of Toronto	dead end	147	Urban	HCB - 2 lifts	9.0	8.0	50-199	Special Case	6	6.5
72	Huron Street	Toronto St	155m east of Toronto St	155	Urban	LCB - 2 lifts	7.1	6.1	50-199	Special Case	6	7.0
69	Huron Street	Centennial St	London St	252	Urban	LCB - 2 lifts	7.0	6.0	50-199	Special Case	6	7.0
68	Huron Street	West Limit	Centennial St	47	Urban	Gravel	4.2	3.2	0-49	Local Traffic	5	5.5
71	Huron Street	Broadway St	Toronto St	160	Urban	LCB - 2 lifts	7.7	6.7	50-199	Local Traffic	6	7.0
70	Huron Street	London St	Broadway St	160	Urban	LCB - 2 lifts	7.0	6.0	50-199	Local Traffic	6	5.5
309045	Hyde Street	Clarence St	Dead End	71	Urban	HCB - 2 lifts	7.0	6.0	0-49	Local Traffic	8	9.0
309049	Hyde Street	Victoria St	Queen St	83	Urban	HCB - 2 lifts	6.8	6.2	50-199	Local Traffic	10	9.0
309044	Hyde Street	Dead End	Clarence St	103	Urban	HCB - 2 lifts	7.0	6.0	0-49	Local Traffic	9	9.0
108228	Hyslop Line	Mandaumin Rd	O'Brien Rd	2018	Rural	Earth	8.0	6.0	0-49	Local Traffic	5	5.0
108209	Hyslop Line	Camlachie Rd	MacFarlane Rd	1875	Rural	Gravel	7.1	6.1	50-199	Local Traffic	8	8.0
108206	Hyslop Line	Fleming Rd	Camlachie Rd	1837	Rural	Gravel	7.5	6.5	0-49	Local Traffic	8	8.0
108203	Hyslop Line	O'Brien Rd	Fleming Rd	1920	Rural	Gravel	7.8	6.8	0-49	Local Traffic	8	8.0
114	Isabella Street	64m west of Sycamore Cr	Sycamore Cres	69	Urban	HCB - 2 lifts	9.6	8.6	50-199	Local Traffic	9	9.0
16	Isabella Street	Sycamore Cres	110m east of Sycamore	110	Urban	HCB - 2 lifts	9.6	8.6	50-199	Local Traffic	9	9.0
104	Isabella Street	110m east of Sycamore	dead end	206	Semi-Urban	LCB - 2 lifts	8.3	6.3	0-49	Special Case	5	5.0
15	Isabella Street	Broadway St	64m west of Sycamore Cr	194	Urban	HCB - 2 lifts	8.6	6.6	50-199	Local Traffic	7	8.0

**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
89	Jane Street	Second Cres	First St	44	Urban	HCB - 2 lifts	9.5	8.5	200-499	Local Traffic	7	7.0
90	Jane Street	First St	Broadway St	133	Urban	LCB - 2 lifts	7.2	6.2	200-499	Local Traffic	7	7.0
88	Jane Street	Second St	Second Cres	94	Urban	HCB - 2 lifts	9.5	8.5	200-499	Local Traffic	6	7.0
314011	Ken Street	William St	Dead End	59	Semi-Urban	Earth	7.0	7.0	0-49	Local Traffic	5	5.0
314006	Ken Street	Lakeshore Rd	William St	132	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	5	5.0
212102	Kerrigan Road	Confederation Li	London Li	2721	Rural	Gravel	8.0	6.4	0-49	Trucks/Farm Equipment	7	8.0
309012	King Street	Dead End	Timber Ridge Rd	185	Semi-Urban	HCB - 1 lift	8.2	6.2	50-199	Local Traffic	9	9.0
309014	King Street	Glen Abbey Gate	Egremont Rd	127	Semi-Urban	HCB - 1 lift	8.2	6.2	50-199	Local Traffic	9	9.0
309013	King Street	Timber Ridge Rd	Glen Abbey Gate	432	Semi-Urban	HCB - 1 lift	7.9	6.2	50-199	Local Traffic	9	9.0
308026	Lake View Avenue	Donaldson Ave	Franklin Ave	108	Urban	HCB - 2 lifts	8.0	7.0	0-49	Local Traffic	9	9.0
308025	Lake View Avenue	Dead End	Donaldson Ave	40	Urban	HCB - 2 lifts	8.0	7.0	0-49	Local Traffic	9	9.0
308027	Lake View Avenue	Franklin Ave	Dead End	43	Urban	HCB - 2 lifts	8.0	7.0	0-49	Local Traffic	9	9.0
314009	Lakeside Street	Dead End	Gordon Rd	67	Semi-Urban	LCB - 1 lift	5.0	4.0	0-49	Local Traffic	4	5.0
314010	Lakeside Street	Gordon Rd	Dead End north	866	Semi-Urban	LCB - 2 lifts	7.1	6.1	50-199	Local Traffic	5	7.0
312011	Lambton Lane	Sunset Dr	Lakeshore Rd	610	Semi-Urban	LCB - 2 lifts	7.1	6.1	50-199	Local Traffic	5	6.5
225101	Leyton Street	190m north of Elevator St	Confederation Li	493	Rural	Gravel	6.6	5.8	0-49	Trucks/Farm Equipment	8	7.0
2251011	Leyton Street	Elevator Street	190m north of Elevator	190	Semi-Urban	HCB - 2 lifts	7.0	6.0	0-49	Trucks/Farm Equipment	5	6.5
309017	Lincolnshire Court	Timber Ridge Road	dead end	131	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	10	10.0
39	London Street	Zone St	Brooke St	123	Urban	LCB - 2 lifts	6.6	5.6	50-199	Local Traffic	5	6.5
77	London Street	Niagara St	Thames St	106	Urban	LCB - 2 lifts	7.3	6.3	50-199	Local Traffic	7	6.5
81	London Street	Huron St	Confederation Li	131	Urban	LCB - 2 lifts	7.7	6.7	200-499	Special Case	5	6.5
75	London Street	Dead End	Main St	44	Urban	LCB - 2 lifts	5.8	4.8	0-49	Local Traffic	5	6.5
42	London Street	Plympton St	Front St	106	Urban	LCB - 2 lifts	7.2	6.2	50-199	Local Traffic	5	6.0
76	London Street	Main St	Niagara St	106	Urban	LCB - 2 lifts	7.2	6.2	50-199	Local Traffic	5	7.0
78	London Street	Thames St	Ontario St	106	Urban	LCB - 2 lifts	7.1	6.1	200-499	Local Traffic	6	7.0
40	London Street	Brooke St	Sarnia St	105	Urban	HCB - 2 lifts	8.0	7.0	200-499	Local Traffic	9	8.5
80	London Street	Erie St	Huron St	135	Urban	LCB - 2 lifts	7.3	6.3	200-499	Local Traffic	5	7.0
41	London Street	Sarnia St	Plympton St	107	Urban	HCB - 2 lifts	8.0	7.0	200-499	Local Traffic	8	8.5
79	London Street	Ontario St	Erie St	129	Urban	LCB - 2 lifts	7.6	6.6	200-499	Special Case	6	7.0
310012	Lucas Road	Bonnie Doon Rd	Muskoka Trl	141	Semi-Urban	HCB - 2 lifts	8.0	7.0	0-49	Local Traffic	9	8.5

**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

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**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
310013	Lucas Road	Muskoka Trl	dead end 25m west	167	Semi-Urban	HCB - 2 lifts	8.0	7.0	0-49	Local Traffic	8	8.5
212106	MacFarlane Road	Michigan Li	Egremont Rd	2735	Rural	Gravel	5.5	4.8	0-49	Local Traffic	7	7.0
212105	MacFarlane Road	Cul de Sac	Michigan Li	1412	Rural	Gravel	4.8	2.8	0-49	Local Traffic	7	5.0
50	Main Street	Toronto St	East Limit	210	Urban	HCB - 2 lifts	9.1	8.1	0-49	Trucks/Farm Equipment	9	8.5
49	Main Street	Broadway St	Toronto St	162	Urban	HCB - 2 lifts	10.5	9.5	50-199	Trucks/Farm Equipment	8	8.0
47	Main Street	West Limit	London St	154	Urban	HCB - 2 lifts	8.0	7.0	0-49	Special Case	8	7.0
48	Main Street	London St	Broadway St	161	Urban	Concrete	12.7	11.7	50-199	Local Traffic	8	8.0
315008	Marg Avenue	Hillsboro Rd	51m north	51	Semi-Urban	Gravel	3.8	3.4	0-49	Local Traffic	5	5.0
314005	Mary Street	Lakeshore Rd	William St	132	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	5	5.0
309060	Mia Lane	Fleming Road	Dead End	378	Semi-Urban	HCB - 2 lifts	10.0	8.0	0-49	Local Traffic	9	10.0
106206	Michigan Line	Fleming Rd	Camlachie Rd	1854	Rural	LCB - 2 lifts	8.2	7.2	50-199	Local Traffic	6	7.0
106200	Michigan Line	Mandaumin Rd	O'Brien Rd	1846	Rural	LCB - 2 lifts	8.0	7.0	200-499	Local Traffic	6	7.0
106227	Michigan Line	Brush Rd	Forest Rd	1889	Rural	Gravel	8.5	7.8	50-199	Local Traffic	7	7.0
106218	Michigan Line	Hillsboro Rd	Blue Heron Rd	1847	Rural	LCB - 2 lifts	8.2	7.2	50-199	Local Traffic	6	7.0
106203	Michigan Line	O'Brien Rd	Fleming Rd	1845	Rural	LCB - 2 lifts	8.1	7.1	200-499	Local Traffic	6	6.5
106221	Michigan Line	Blue Heron Rd	Uttoxeter Rd	1850	Rural	Gravel	8.3	7.8	50-199	Local Traffic	9	9.0
106215	Michigan Line	Oil Heritage Rd	Hillsboro Rd	1851	Rural	LCB - 2 lifts	8.2	7.2	200-499	Local Traffic	7	7.0
106212	Michigan Line	MacFarlane Rd	Oil Heritage Rd	1852	Rural	LCB - 2 lifts	7.6	6.6	200-499	Local Traffic	6	6.5
106209	Michigan Line	Camlachie Rd	MacFarlane Rd	1872	Rural	LCB - 2 lifts	7.9	6.9	200-499	Local Traffic	6	6.5
106224	Michigan Line	Uttoxeter Rd	Brush Rd	1847	Rural	Gravel	8.3	7.8	50-199	Local Traffic	7	7.0
218100	Minielly Road	Churchill Li	Confederation Li	2756	Rural	Gravel	7.0	5.9	0-49	Local Traffic	8	8.0
218102	Minielly Road	Confederation Li	London Li	2710	Rural	Gravel	6.8	5.8	0-49	Local Traffic	8	7.5
218104	Minielly Road	London Li	Dead End	873	Rural	Gravel	6.5	5.5	0-49	Local Traffic	8	7.5
308015	Mockingbird Lane	Egremont Rd	Sandpiper Trl	274	Urban	HCB - 2 lifts	8.9	7.9	0-49	Local Traffic	10	7.0
310014	Muskoka Trail	Lucas Rd	dead end	129	Urban	HCB - 2 lifts	9.5	8.5	0-49	Local Traffic	9	9.0
213	Mutual Street	Dead End	O'Banwell St	84	Urban	LCB - 2 lifts	6.0	5.0	0-49	Local Traffic	5	6.0
214	Mutual Street	O'Banwell St	Camlachie Rd	107	Urban	LCB - 2 lifts	6.0	5.0	50-199	Local Traffic	6	6.0
18	Nettys Way	Sycamore Cres	Broadway St	251	Urban	HCB - 2 lifts	9.3	8.3	50-199	Local Traffic	10	10.0
54	Niagara Street	Toronto St	East Limit	223	Urban	LCB - 2 lifts	8.0	7.0	0-49	Local Traffic	5	6.5
52	Niagara Street	London St	Broadway St	159	Urban	HCB - 2 lifts	12.9	11.9	50-199	Special Case	7	7.5

**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
53	Niagara Street	Broadway St	Toronto St	161	Urban	HCB - 2 lifts	12.0	11.0	200-499	Special Case	7	8.0
51	Niagara Street	West Limit	London St	300	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	10	10.0
96	Norman Street	Confederation Li	Dead End	499	Urban	HCB - 2 lifts	9.6	8.6	50-199	Local Traffic	8	7.5
217	O'Banwell Street	Egremont Rd	Mutual St	100	Urban	LCB - 2 lifts	6.5	6.2	50-199	Local Traffic	6	6.0
203105	O'Brien Road	Cul de Sac	Michigan Li	1415	Rural	Gravel	6.5	4.5	0-49	Local Traffic	8	7.5
203106	O'Brien Road	Michigan Li	Hyslop Li	2391	Rural	Gravel	7.5	6.8	50-199	Local Traffic	8	8.0
309000	O'Brien Road	Lakeshore Rd	Egremont Rd	1228	Rural	LCB - 2 lifts	8.4	6.4	500-999	Local Traffic	6	7.5
309001	O'Brien Road	Egremont Rd	Dead End	101	Urban	HCB - 2 lifts	5.9	4.9	0-49	Local Traffic	5	5.5
203108	O'Brien Road	Hyslop Li	Lakeshore Rd	516	Rural	Gravel	7.7	6.3	500-999	Local Traffic	8	8.0
309011	Old Mill Road	Pepperhill Dr	Egremont Rd	293	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	7	7.0
309009	Old Mill Road	Dead End	Timber Ridge Rd	139	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	8	8.0
309010	Old Mill Road	Timber Ridge Rd	Pepperhill Dr	356	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	8	8.0
109	Ontario Street	94m east of London	Broadway St	72	Urban	HCB - 2 lifts	8.5	7.5	200-499	Local Traffic	7	6.5
59	Ontario Street	West Limit	London St	286	Urban	LCB - 2 lifts	6.8	5.8	50-199	Special Case	6	5.5
62	Ontario Street	Toronto St	East Limit	206	Urban	HCB - 2 lifts	7.8	7.0	50-199	Special Case	10	10.0
60	Ontario Street	London St	94m east of London	88	Urban	LCB - 2 lifts	8.5	7.5	200-499	Local Traffic	6	6.5
61	Ontario Street	Broadway St	Toronto St	161	Urban	LCB - 2 lifts	7.8	7.0	200-499	Local Traffic	10	10.0
216	Park Street	Augusta St	Dead End	52	Urban	Gravel	4.0	3.7	50-199	Local Traffic	6	5.0
215	Park Street	Camlachie Rd	Augusta St	156	Urban	HCB - 2 lifts	7.3	6.3	0-49	Local Traffic	6	6.0
309019	Pepperhill Drive	Glen Abbey Gate	Dead End	43	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	8	8.0
309018	Pepperhill Drive	Old Mill Rd	Glen Abbey Gate	187	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	8	8.0
308017	Pheasant Lane	Egremont Rd	Sandpiper Tl	255	Urban	HCB - 2 lifts	8.8	7.8	0-49	Local Traffic	10	7.0
206104	Plowing Match Road	London Li	Cul de Sac	1312	Rural	Gravel	6.4	6.0	0-49	Local Traffic	8	8.0
206100	Plowing Match Road	Churchill Li	Confederation Li	2729	Rural	Gravel	8.0	7.0	0-49	Local Traffic	8	8.0
206102	Plowing Match Road	Confederation Li	London Li	2735	Rural	Gravel	6.0	5.7	0-49	Local Traffic	8	8.0
34	Plympton Street	Toronto St	East Limit	153	Urban	Concrete	10.2	9.2	0-49	Trucks/Farm Equipment	7	8.0
32	Plympton Street	London St	Broadway St	162	Urban	LCB - 2 lifts	5.3	4.3	200-499	Local Traffic	5	6.0
33	Plympton Street	Broadway St	Toronto St	163	Urban	Concrete	10.2	9.2	200-499	Trucks/Farm Equipment	8	8.0
106	Plympton Street	172m west of London	dead end	131	Semi-Urban	Gravel	4.6	3.6	0-49	Local Traffic	8	6.0
31	Plympton Street	London St	West 172 m	166	Urban	LCB - 2 lifts	5.3	4.3	0-49	Local Traffic	6	6.5

**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
310026	Point view dr	Dead End	Baldwin Ave	82	Semi-Urban	HCB - 2 lifts	7.0	6.0	0-49	Local Traffic	9	8.0
310027	Point view dr	Baldwin Ave	Dead End	59	Semi-Urban	HCB - 2 lifts	7.0	6.0	0-49	Local Traffic	9	8.0
310024	Point View Drive	dead end before Hillcrest Rd	Dead End	321	Semi-Urban	Gravel	7.0	6.0	0-49	Local Traffic	9	9.0
309028	Queen Street	Francis St	Fleming Rd	496	Urban	HCB - 2 lifts	8.6	6.7	200-499	Local Traffic	10	10.0
309025	Queen Street	Maple St	Dalrymple St	160	Urban	HCB - 2 lifts	7.5	6.5	0-49	Local Traffic	8	8.0
309029	Queen Street	Fleming Rd	Windcliff Ln	656	Semi-Urban	LCB - 2 lifts	7.4	6.4	500-999	Local Traffic	5	6.5
309026	Queen Street	Dalrymple St	Hyde St	205	Urban	HCB - 2 lifts	7.7	6.7	200-499	Local Traffic	8	8.0
309027	Queen Street	Hyde St	Francis St	206	Urban	HCB - 2 lifts	7.7	6.7	200-499	Local Traffic	8	8.0
310001	Queen Street	Santa Monica Blvd	Lakeshore Rd	1055	Rural	LCB - 2 lifts	7.5	6.5	500-999	Local Traffic	5	6.0
309022	Queen Street	Maitland St	Maple St	63	Urban	HCB - 2 lifts	7.5	6.5	0-49	Local Traffic	8	8.5
310000	Queen Street	Windcliff Ln	Santa Monica Blvd	211	Semi-Urban	HCB - 1 lift	9.3	7.3	500-999	Local Traffic	10	8.0
309038	Rear Street	Elizabeth Way	Fleming Rd	69	Urban	HCB - 2 lifts	9.7	8.7	200-499	Local Traffic	8	8.0
309037	Rear Street	Francis St	Elizabeth Way	186	Urban	HCB - 2 lifts	9.7	8.7	200-499	Local Traffic	8	7.5
309033	Rear Street	Dead End	Francis St	118	Semi-Urban	LCB - 2 lifts	6.7	5.7	0-49	Local Traffic	4	6.5
308021	Sandpiper Trail	Pheasant Ln	Hummingbird Ln	110	Urban	HCB - 2 lifts	8.8	7.8	0-49	Local Traffic	10	7.0
308019	Sandpiper Trail	dead end	Cardinal Ln	132	Urban	HCB - 2 lifts	8.8	7.8	0-49	Local Traffic	10	7.0
308022	Sandpiper Trail	Hummingbird Ln	Dead End	38	Urban	HCB - 2 lifts	8.8	7.8	0-49	Local Traffic	10	7.0
308020	Sandpiper Trail	Cardinal Ln	Pheasant Ln	106	Urban	HCB - 2 lifts	8.7	7.7	0-49	Local Traffic	10	7.0
310008	Santa Monica Boulevard	Queen St	Dead end	93	Rural	Gravel	3.8	3.5	0-49	Local Traffic	8	8.0
30	Sarnia Street	Toronto St	East 172 m	174	Urban	LCB - 2 lifts	6.8	5.8	50-199	Local Traffic	5	6.5
105	Sarnia Street	172m east Toronto	Cul de sac	68	Urban	HCB - 2 lifts	9.5	8.5	0-49	Local Traffic	6	6.5
27	Sarnia Street	West Limit	London St	151	Urban	HCB - 2 lifts	8.6	7.6	0-49	Local Traffic	8	8.0
29	Sarnia Street	Broadway St	Toronto St	164	Urban	LCB - 2 lifts	7.6	6.6	50-199	Local Traffic	5	6.5
28	Sarnia Street	London St	Broadway St	160	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	8	8.0
91	Second Crescent	Jane St	Second St	265	Urban	HCB - 2 lifts	9.6	8.6	50-199	Local Traffic	8	8.0
94	Second Street	Second Cres	Dead End	51	Urban	HCB - 2 lifts	9.7	8.7	0-49	Local Traffic	8	8.0
93	Second Street	Jane St	Second Cres	172	Urban	HCB - 2 lifts	9.7	8.7	50-199	Local Traffic	8	8.0
92	Second Street	Confederation Li	Jane St	316	Urban	HCB - 2 lifts	8.4	7.4	200-499	Local Traffic	6	7.0
221100	South Plympton Road	Churchill Li	Confederation Li	2749	Rural	Gravel	5.0	4.0	0-49	Local Traffic	6	5.0
221104	South Plympton Road	London Li	Cul de Sac	1316	Rural	Gravel	5.0	4.2	0-49	Local Traffic	7	7.0

**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
221102	South Plympton Road	Confederation Li	London Li	2716	Rural	Gravel	5.0	4.2	0-49	Local Traffic	7	5.0
227115	Stewardson Road	London Line	End	1448	Rural	Earth	5.2	4.2	0-49	Local Traffic	4	4.0
227102	Stewardson Road	Confederation Li	London Li	2721	Rural	Gravel	5.6	4.6	0-49	Trucks/Farm Equipment	8	7.5
227101	Stewardson Road	Dead End	Confederation Li	1365	Rural	Gravel	5.8	4.8	0-49	Local Traffic	7	6.0
312010	Sunset Drive	Lambton Ln	Blue Point Dr	92	Semi-Urban	LCB - 2 lifts	7.0	6.0	50-199	Local Traffic	6	7.0
312009	Sunset Drive	Lakeshore Rd	Lambton Ln	160	Semi-Urban	LCB - 2 lifts	7.0	6.0	50-199	Local Traffic	6	7.0
17	Sycamore Crescent	Isabella St	Dead End	142	Urban	HCB - 2 lifts	9.5	8.7	50-199	Local Traffic	9	9.0
108	Thames Street	220m east of Toronto	dead end	60	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	7	7.0
56	Thames Street	London St	74m east of London	78	Urban	LCB - 2 lifts	9.1	7.1	50-199	Special Case	5	6.5
55	Thames Street	West Limit	London St	156	Urban	LCB - 2 lifts	7.2	6.2	50-199	Special Case	6	6.5
58	Thames Street	Toronto St	220m east of Toronto St	221	Urban	LCB - 2 lifts	8.2	7.2	50-199	Local Traffic	6	6.5
57	Thames Street	Broadway St	Toronto St	161	Urban	HCB - 2 lifts	13.0	12.0	50-199	Local Traffic	6	7.0
107	Thames Street	74m east of London	Broadway St	81	Urban	Concrete	12.8	11.8	50-199	Special Case	8	8.0
112	Thelma Street	Norman St.	dead end	75	Urban	HCB - 2 lifts	9.5	8.5	0-49	Local Traffic	8	7.5
312002	Thomas Street	Collingwood St	Bluepoint Dr	189	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	5	7.0
312001	Thomas Street	Cullen Dr	Collingwood St	120	Urban	HCB - 2 lifts	9.4	8.4	50-199	Local Traffic	10	9.5
309015	Timber Ridge Road	Old Mill Rd	Lincolnshire Crt	124	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	10	10.0
309016	Timber Ridge Road	Lincolnshire Crt	King Street	128	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	10	10.0
85	Toronto Street	Ontario St	Erie St	129	Urban	LCB - 2 lifts	7.5	6.5	200-499	Special Case	6	7.0
84	Toronto Street	Thames St	Ontario St	106	Urban	LCB - 2 lifts	7.3	6.3	200-499	Local Traffic	7	7.0
86	Toronto Street	Erie St	Huron St	135	Urban	LCB - 2 lifts	6.8	5.8	200-499	Local Traffic	7	7.5
82	Toronto Street	Main St	Niagara St	104	Urban	LCB - 2 lifts	6.8	5.8	50-199	Local Traffic	8	7.5
44	Toronto Street	Brooke St	Sarnia St	105	Urban	LCB - 2 lifts	7.5	6.5	200-499	Local Traffic	6	7.0
46	Toronto Street	Plympton St	Front St	106	Urban	LCB - 2 lifts	7.2	6.2	50-199	Local Traffic	6	6.5
45	Toronto Street	Sarnia St	Plympton St	106	Urban	LCB - 2 lifts	7.6	6.6	200-499	Local Traffic	7	7.0
43	Toronto Street	Zone St	Brooke St	122	Urban	HCB - 2 lifts	8.0	7.0	50-199	Local Traffic	8	8.5
83	Toronto Street	Niagara St	Thames St	106	Urban	LCB - 2 lifts	7.8	6.8	50-199	Local Traffic	7	7.5
87	Toronto Street	Huron St	Confederation Li	132	Urban	LCB - 2 lifts	7.5	6.5	200-499	Local Traffic	6	7.0
315026	Townsend Line	Hillsboro Rd	Lakeshore Rd	1231	Rural	LCB - 2 lifts	7.5	6.5	50-199	Local Traffic	5	7.0
315027	Townsend Line	Ann St	Hillsboro Rd	232	Semi-Urban	LCB - 2 lifts	5.8	4.8	50-199	Local Traffic	5	6.5

**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
224108	Uttoxeter Road	Fisher Li	Aberarder Li	2725	Rural	Gravel	7.0	6.0	0-49	Local Traffic	8	8.0
224104	Uttoxeter Road	London Line	350m south 402	1023	Rural	Gravel	6.3	6.3	50-199	Local Traffic	7	8.0
224112	Uttoxeter Road	Douglas Li	Hubbard Li	2738	Rural	Gravel	6.7	6.3	50-199	Local Traffic	7	7.0
224107	Uttoxeter Road	Egremont Rd	Fisher Li	1275	Rural	Gravel	6.4	5.9	50-199	Local Traffic	8	8.0
224106	Uttoxeter Road	Michigan Li	Egremont Rd	1453	Rural	Gravel	6.3	5.9	50-199	Local Traffic	7	8.0
224110	Uttoxeter Road	Aberarder Li	Douglas Li	2728	Rural	Gravel	6.9	6.7	50-199	Trucks/Farm Equipment	7	7.0
2241041	Uttoxeter Road	350m south 402	350m north 402	703	Rural	HCB - 2 lifts	6.0	5.0	50-199	Local Traffic	5	6.0
224105	Uttoxeter Road	350m north 402	Michigan Line	1002	Rural	Gravel	6.3	5.9	50-199	Local Traffic	7	7.0
224114	Uttoxeter Road	Hubbard Li	Townsend Li	1099	Rural	Gravel	5.6	4.9	0-49	Local Traffic	7	7.0
312013	Van Bree Drive	Cullen drive	Dead end	154	Urban	HCB - 2 lifts	9.5	8.5	0-49	Local Traffic	10	9.5
312016	Van Bree Drive	Cullen drive	Cullen drive	419	Urban	HCB - 1 lift	9.5	8.5	50-199	Local Traffic	10	9.5
309048	Victoria Street	Francis St	House #3558	169	Urban	HCB - 2 lifts	7.2	6.5	50-199	Local Traffic	10	9.5
309057	Victoria Street	Fleming Road	House #3558	247	Urban	HCB - 2 lifts	9.5	8.5	50-199	Local Traffic	10	10.0
309046	Victoria Street	Dalrymple St	Hyde St	246	Urban	HCB - 2 lifts	7.0	6.0	50-199	Local Traffic	10	9.0
309047	Victoria Street	Hyde St	Francis St	250	Urban	HCB - 2 lifts	6.8	6.2	50-199	Local Traffic	10	7.0
224101	Wanstead Road	Elevator St	Confederation Li	687	Rural	HCB - 2 lifts	7.7	6.7	200-499	Trucks/Farm Equipment	5	7.0
224100	Wanstead Road	Churchill Li	Elevator St	2055	Rural	HCB - 2 lifts	7.5	6.5	50-199	Trucks/Farm Equipment	6	7.0
224102	Wanstead Road	Confederation Li	London Li	2721	Rural	Gravel	8.0	7.6	50-199	Trucks/Farm Equipment	7	8.0
218	Warehouse Street	Camlachie Rd	Augusta St	155	Urban	HCB - 2 lifts	7.2	6.2	50-199	Local Traffic	6	5.5
314003	William Street	Ken St	Eleanor St	78	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	5	5.0
314002	William Street	Mary St	Ken St	86	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	5	5.0
314001	William Street	Gallie St	Mary St	77	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	6	5.5
314004	William Street	Eleanor St	dead end east	111	Semi-Urban	Gravel	5.5	4.5	0-49	Local Traffic	5	5.0
310029	Windcliff Lane	70m north of Queen	cul de sac	155	Semi-Urban	Gravel	6.7	5.7	0-49	Special Case	7	7.0
310004	Windcliff Lane	Queen St	70m north of Queen	66	Urban	HCB - 2 lifts	7.1	6.1	0-49	Local Traffic	7	7.5
226101	Woodford Street	Elevator St	Co-op St	101	Semi-Urban	Gravel	4.4	3.6	0-49	Local Traffic	6	5.5
109218	Wright Line	Hillsboro Rd	Blue Heron Rd	1838	Rural	Gravel	5.8	4.8	0-49	Local Traffic	8	8.0
21	Zone Street	Broadway St	Toronto St	163	Urban	HCB - 2 lifts	8.2	7.2	50-199	Local Traffic	8	8.5
20	Zone Street	London St	Broadway St	158	Urban	HCB - 2 lifts	8.2	7.2	50-199	Local Traffic	7	7.5
22	Zone Street	Toronto St	East Limit	293	Urban	HCB - 2 lifts	8.2	7.2	50-199	Local Traffic	8	8.5

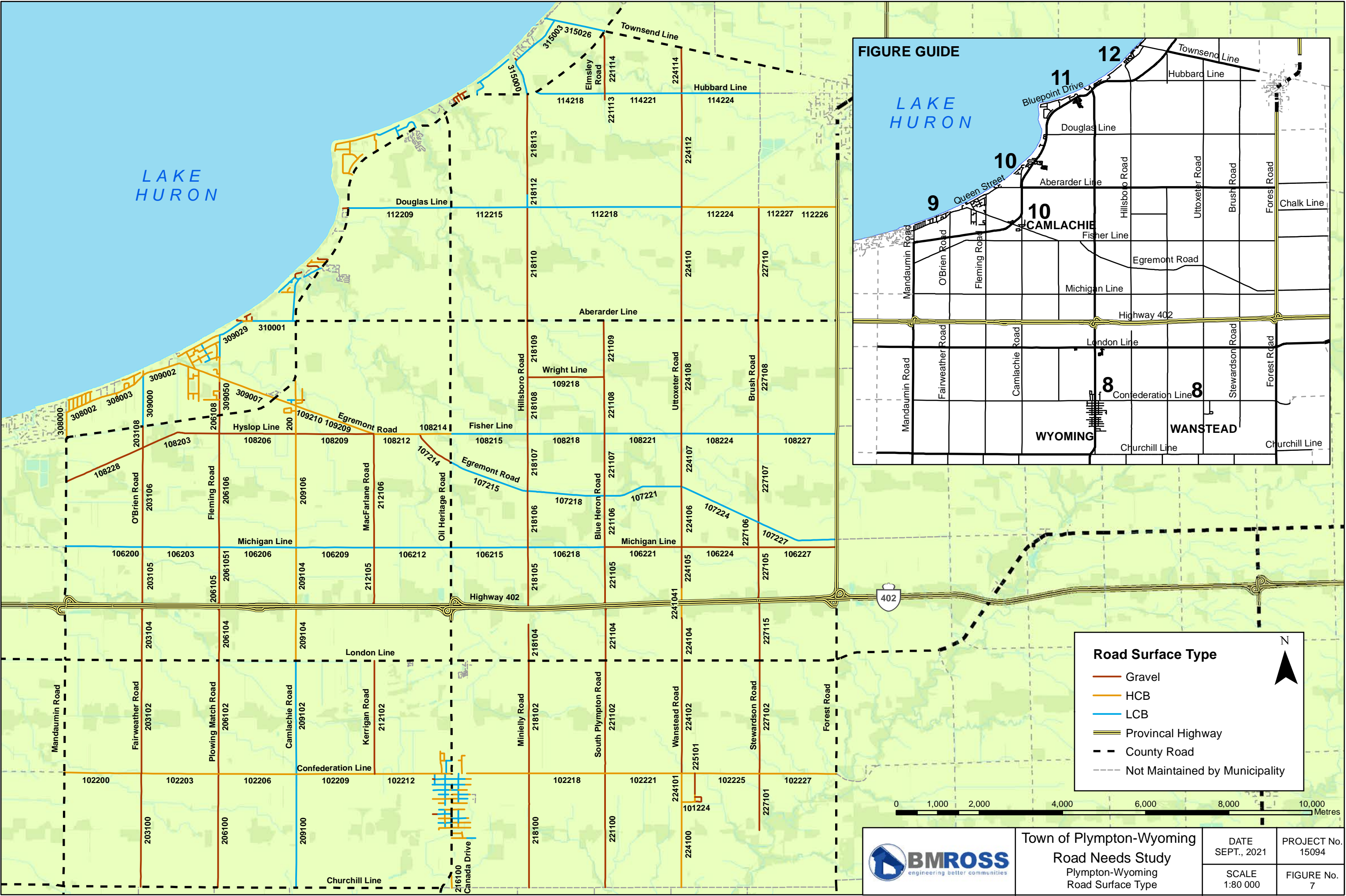
**Appendix A2 - Inventory Summary Sheet  
Sorted by Road Name**

**Town of Plympton-Wyoming  
Road Management Study**

<b>Section ID</b>	<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Section Length (m)</b>	<b>Roadside Environment</b>	<b>Surface Type</b>	<b>Platform Width (m)</b>	<b>Surface Width (m)</b>	<b>Traffic Range (vpd)</b>	<b>Commercial Traffic</b>	<b>Surface Condition Rating</b>	<b>Structural Condition Rating</b>
19	Zone Street	West Limit	London St	185	Urban	HCB - 2 lifts	8.2	7.2	0-49	Local Traffic	7	7.5

## **APPENDIX B-1**

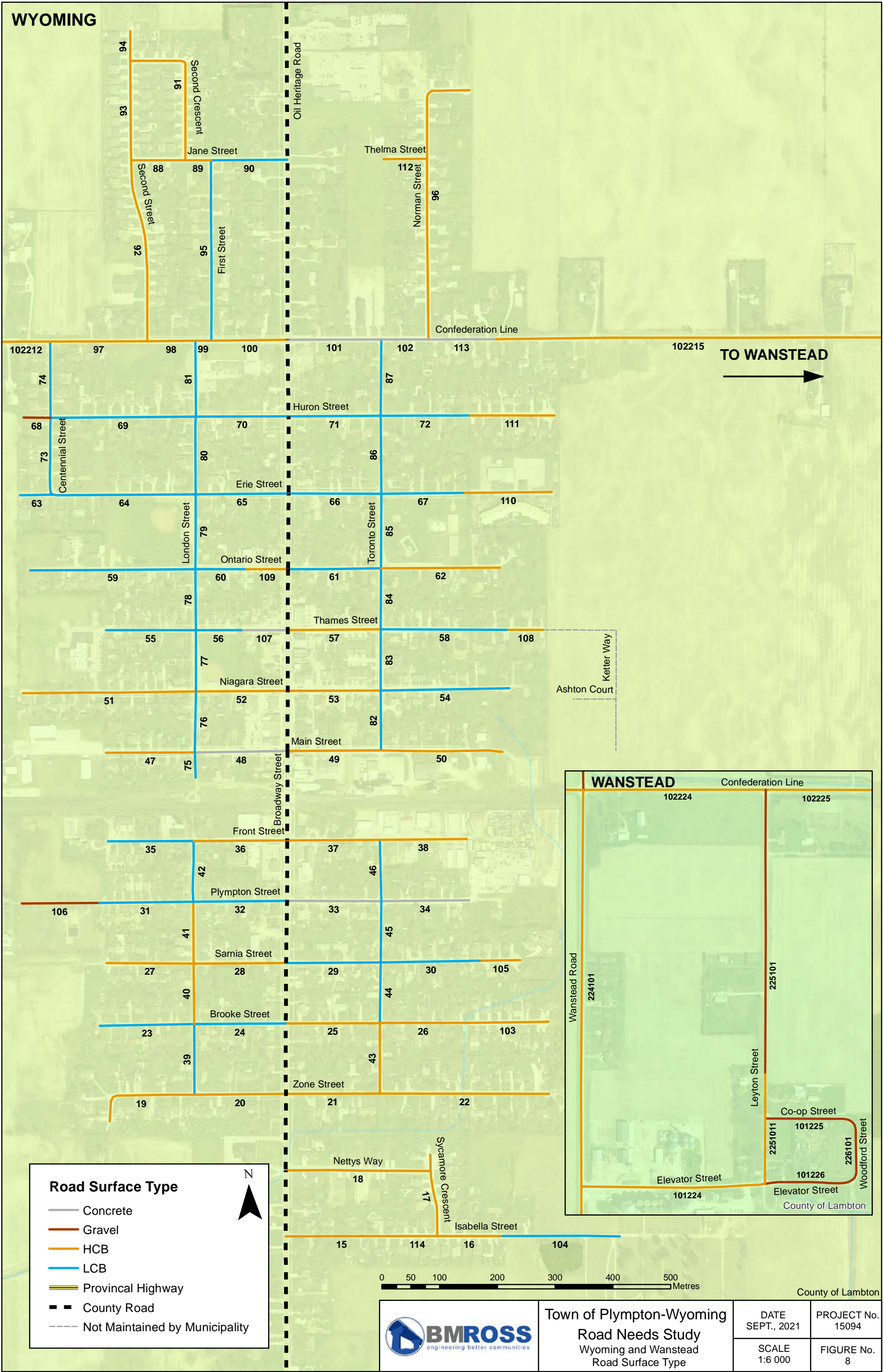
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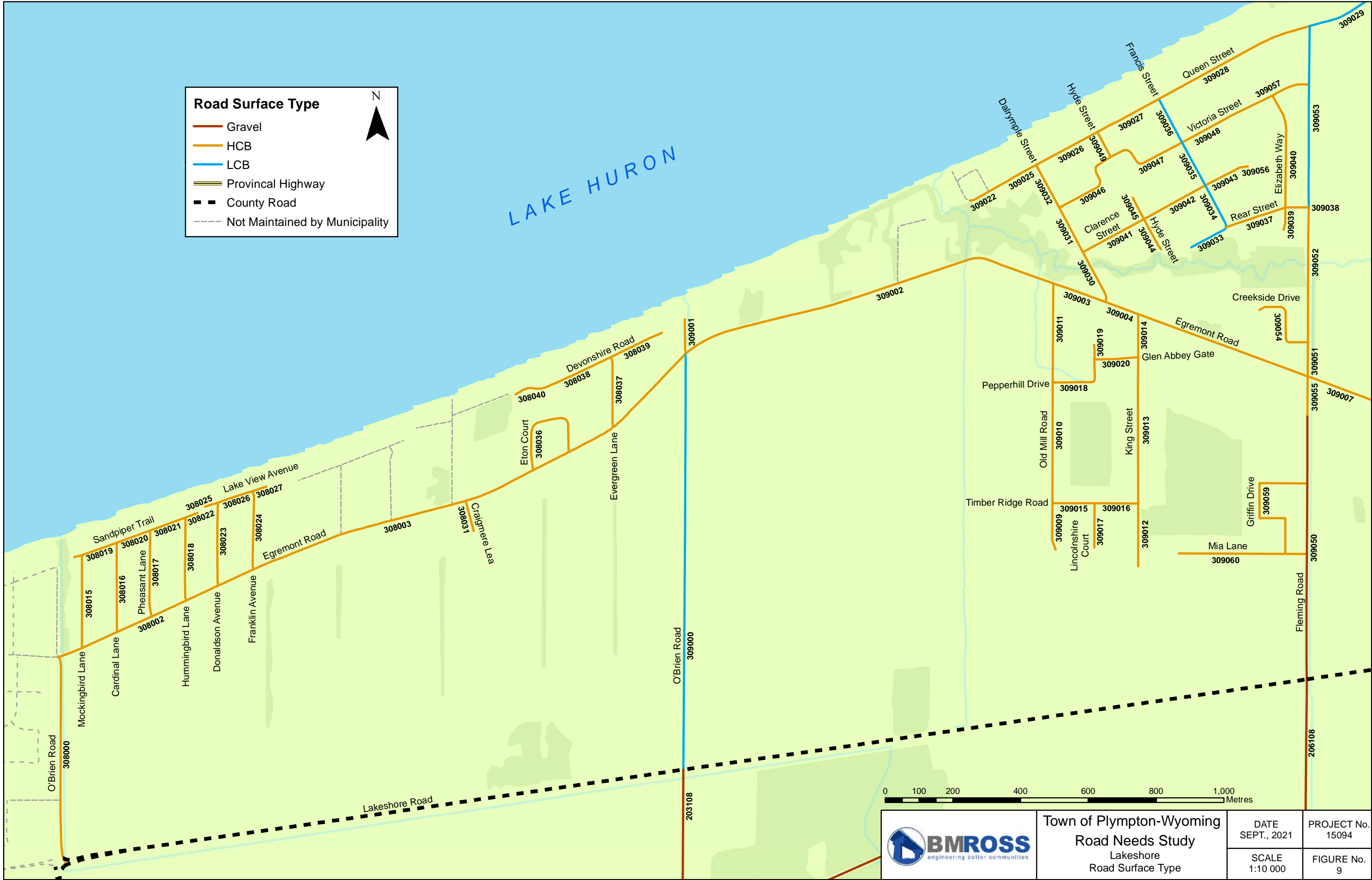


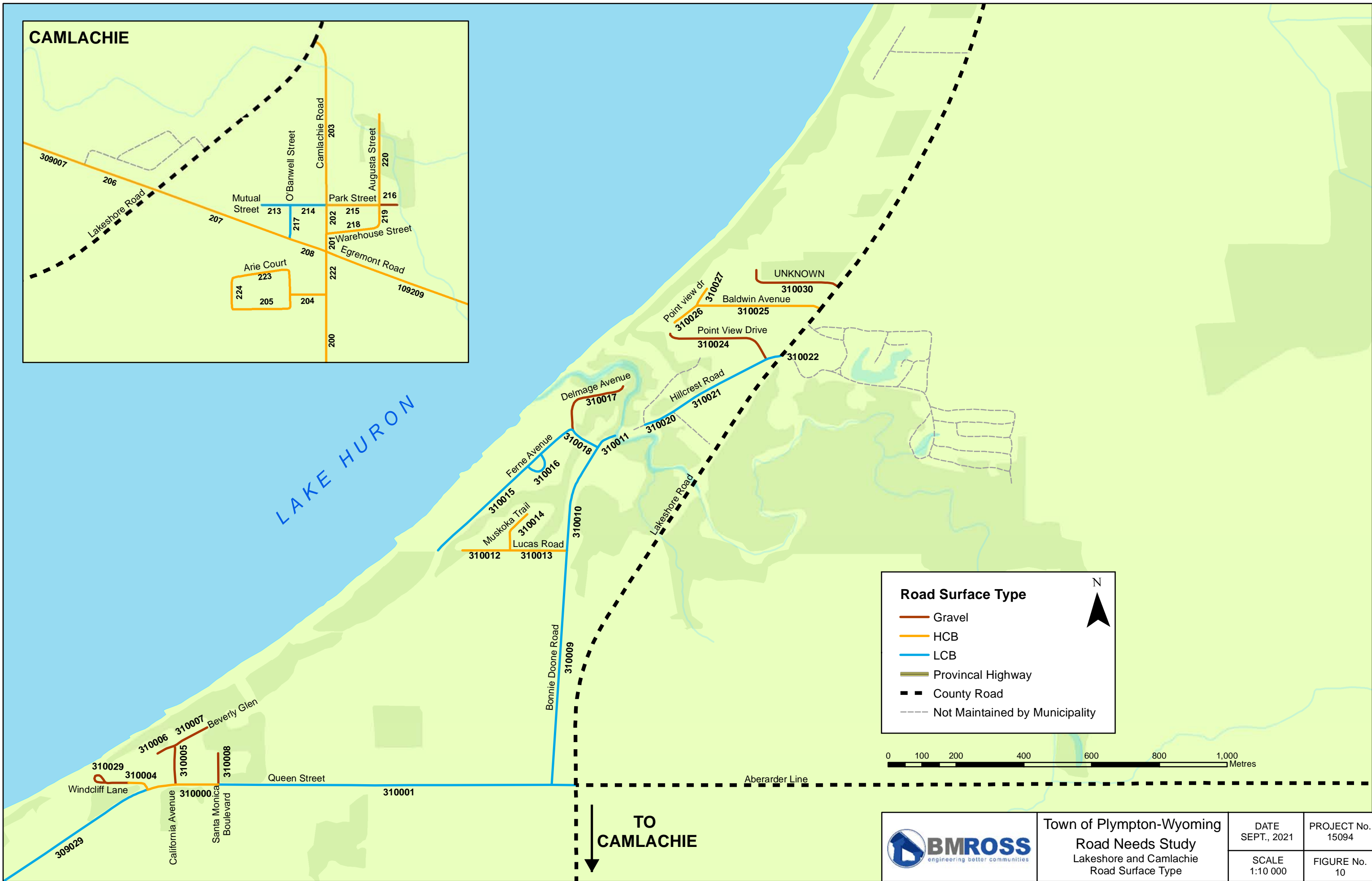
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- Gravel
- HCB
- LCB
- Provincial Highway
- County Road
- Not Maintained by Municipality







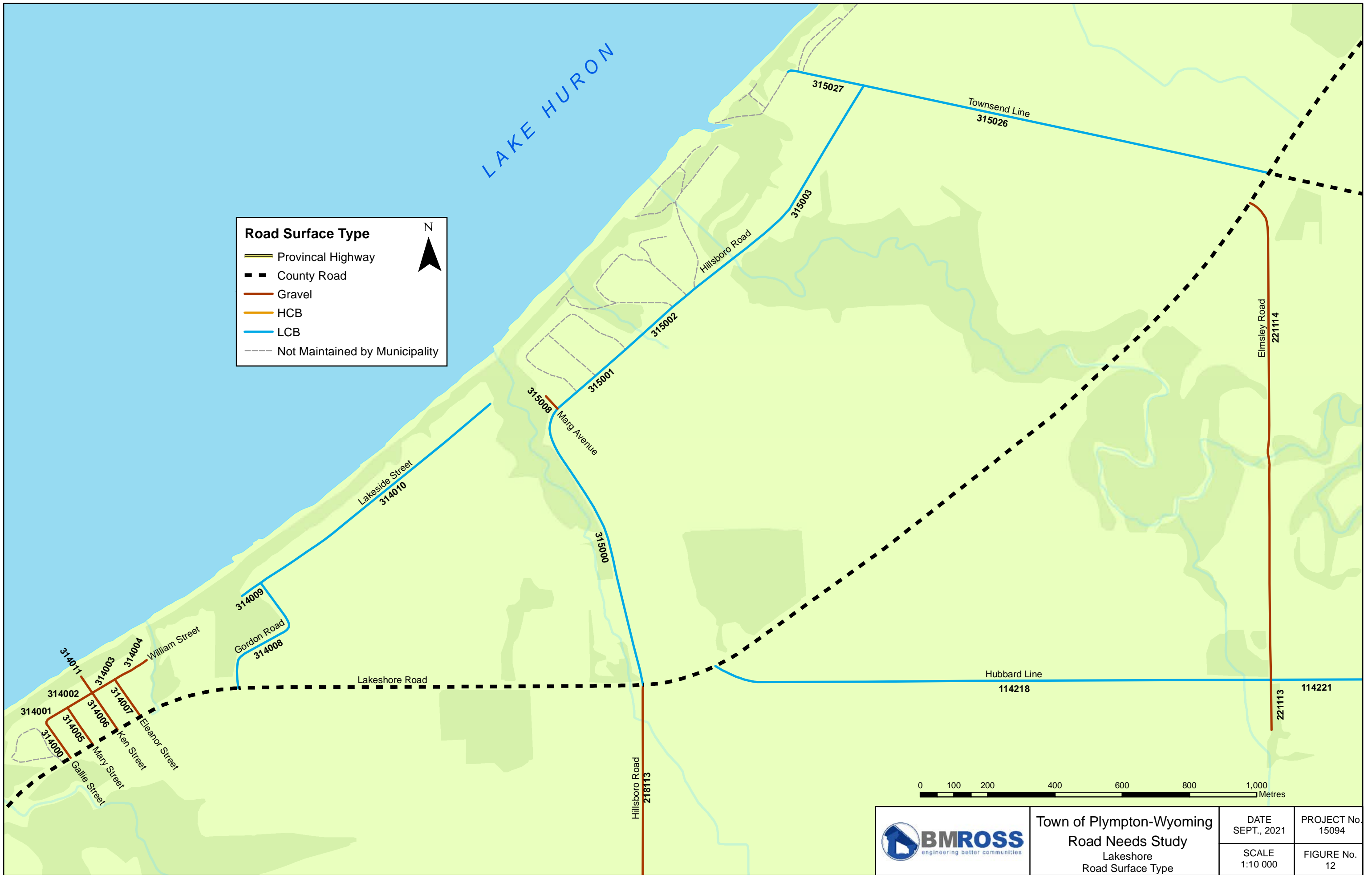




**Road Surface Type**

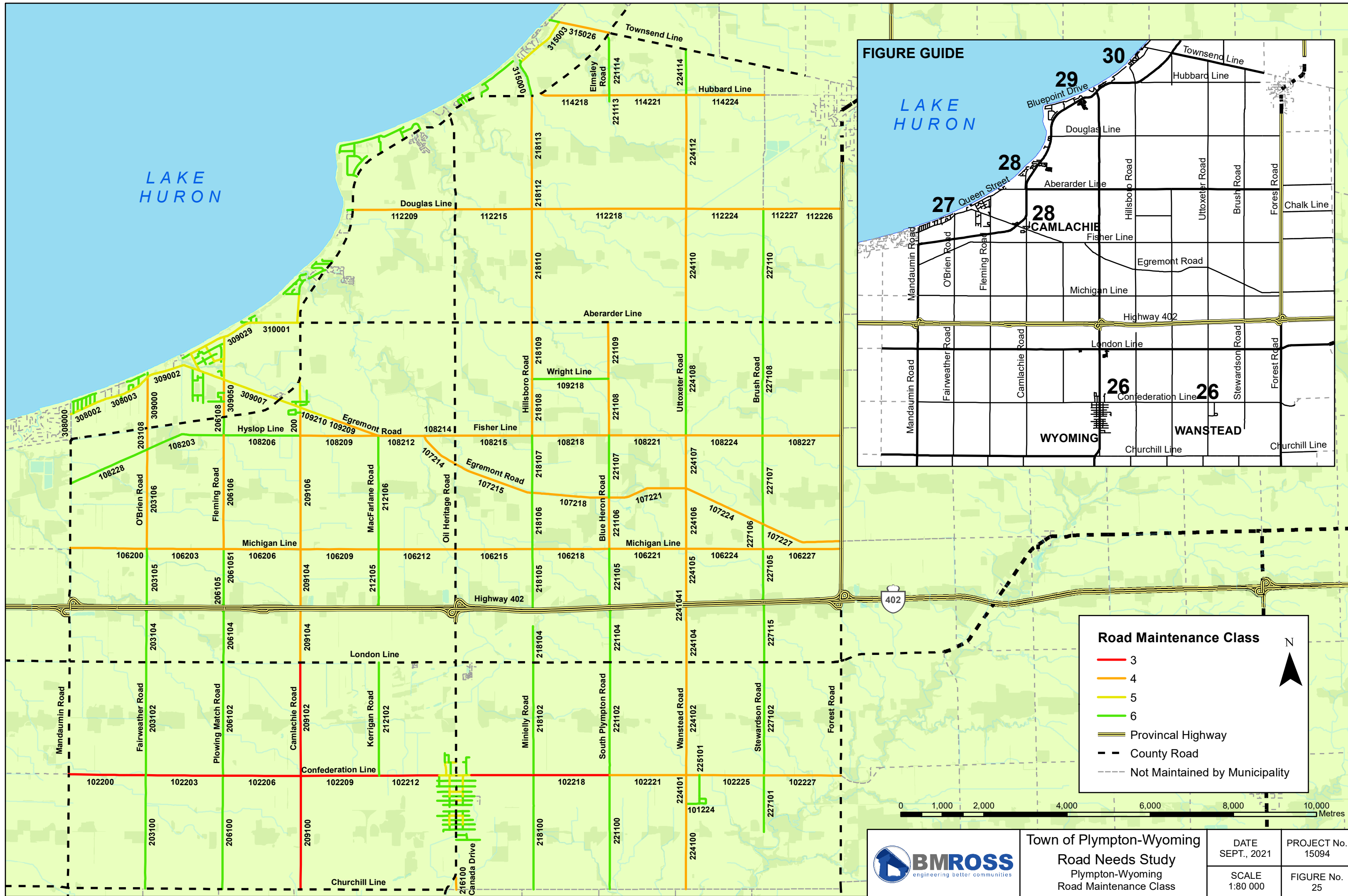
- Gravel
- HCB
- LCB
- Provincial Highway
- County Road
- Not Maintained by Municipality

N



## **APPENDIX B-2**

### **TRAFFIC VOLUME AND MAINTENANCE CLASS MAPS**

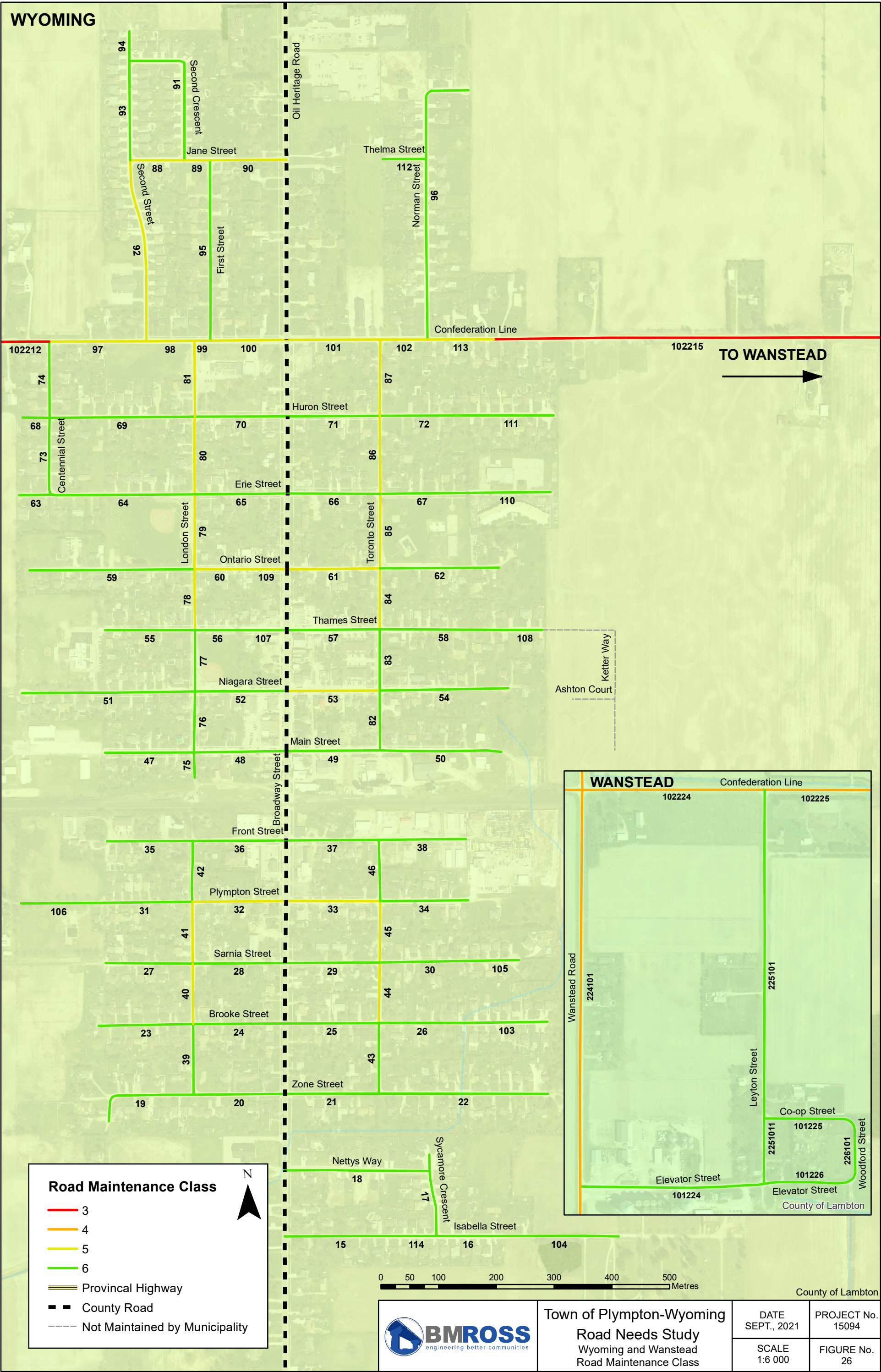


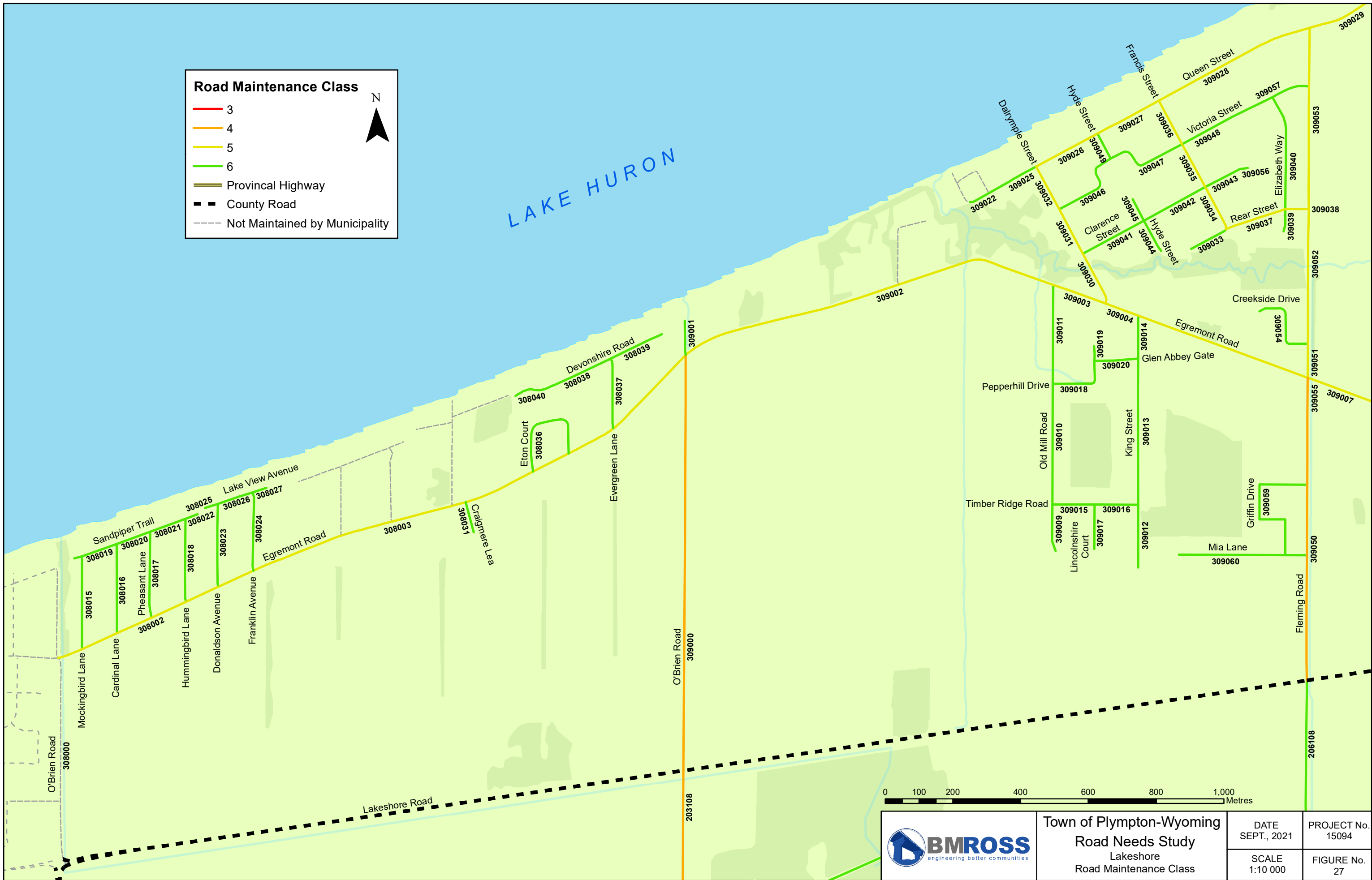
**Road Maintenance Class**

- 3
- 4
- 5
- 6
- Provincial Highway
- County Road
- Not Maintained by Municipality

N



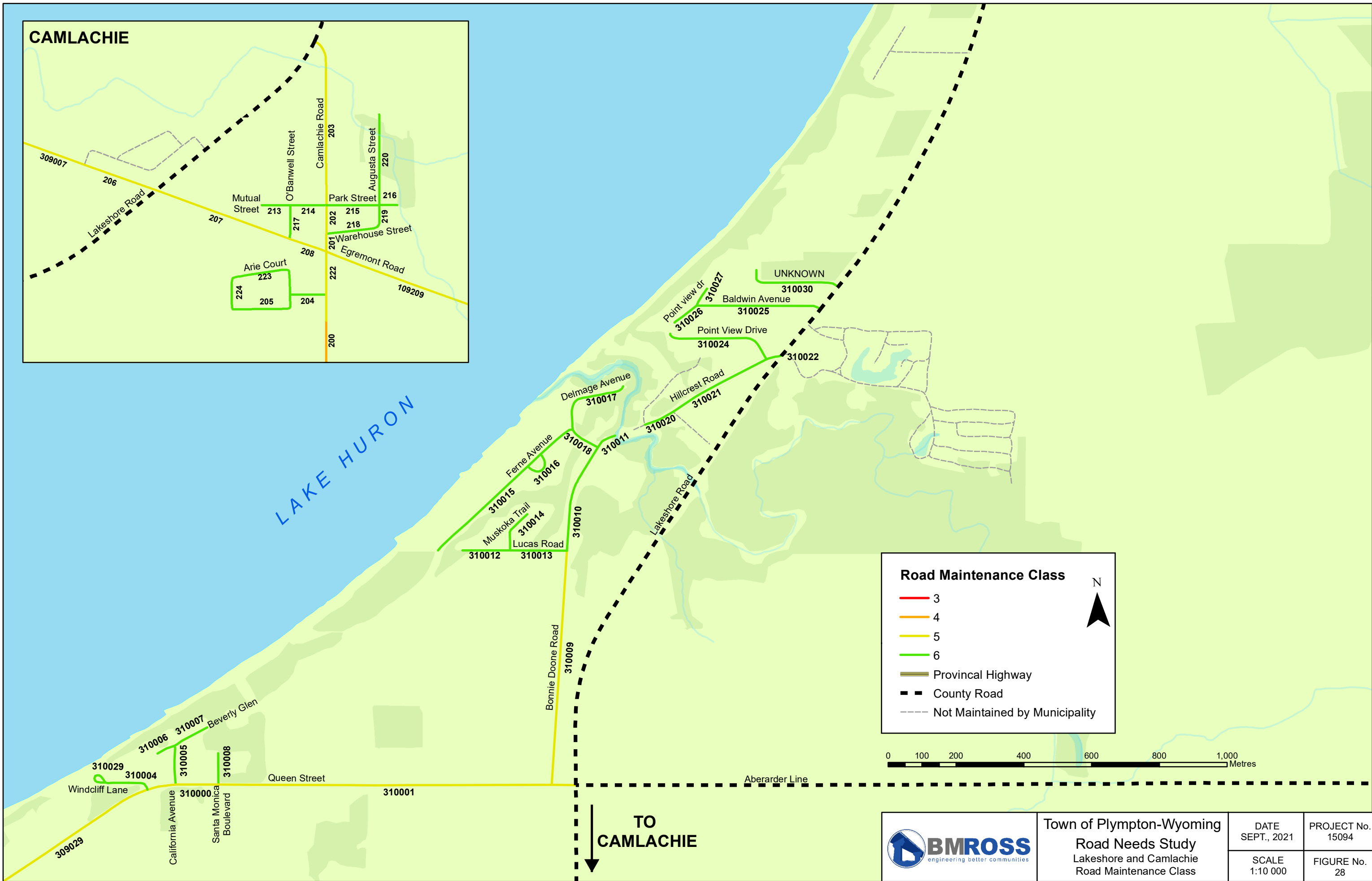


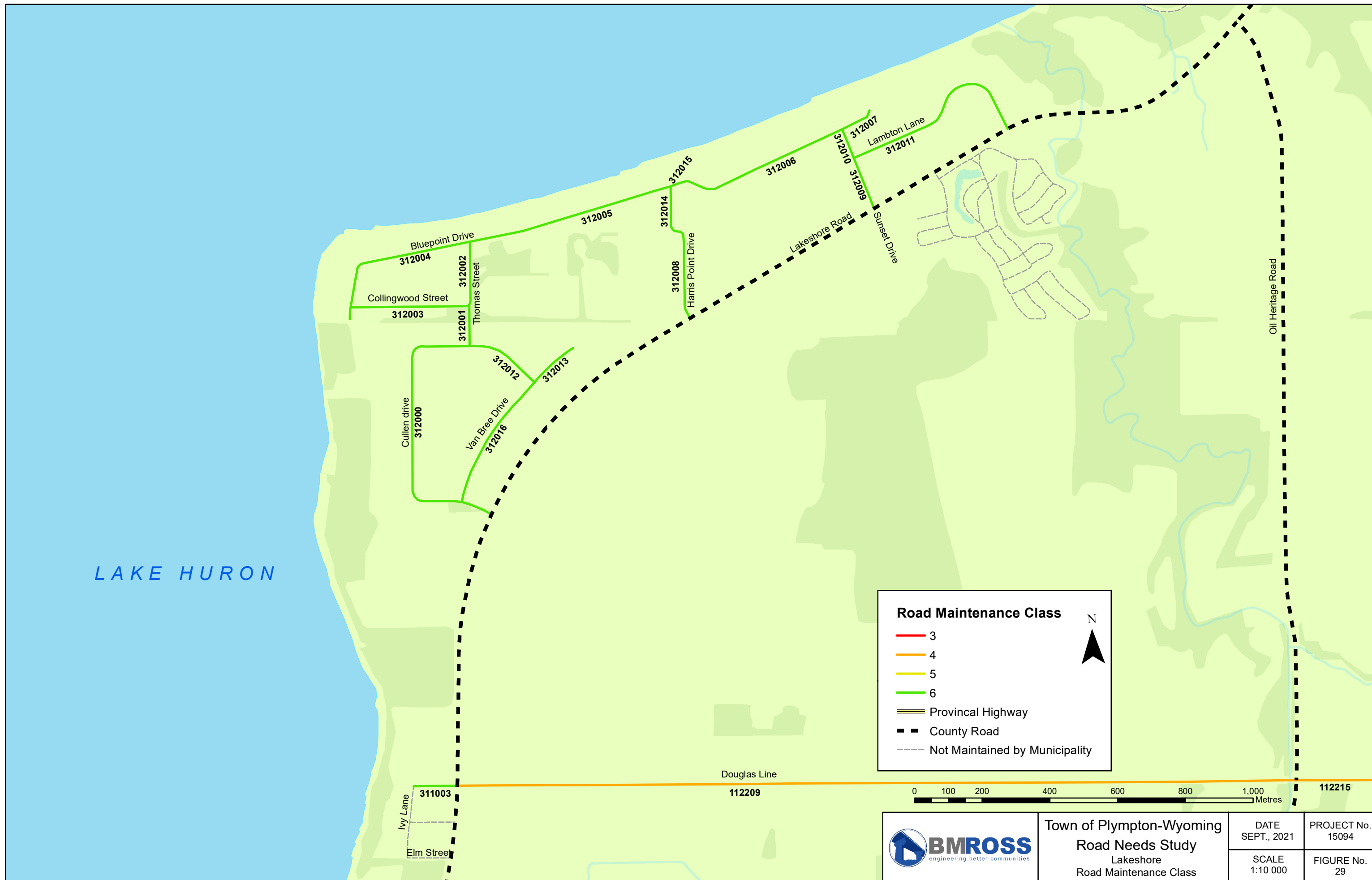


0 100 200 400 600 800 1,000 Metres



Town of Plympton-Wyoming Road Needs Study Lakeshore Road Maintenance Class		DATE SEPT., 2021	PROJECT No. 15094
		SCALE 1:10 000	FIGURE No. 27





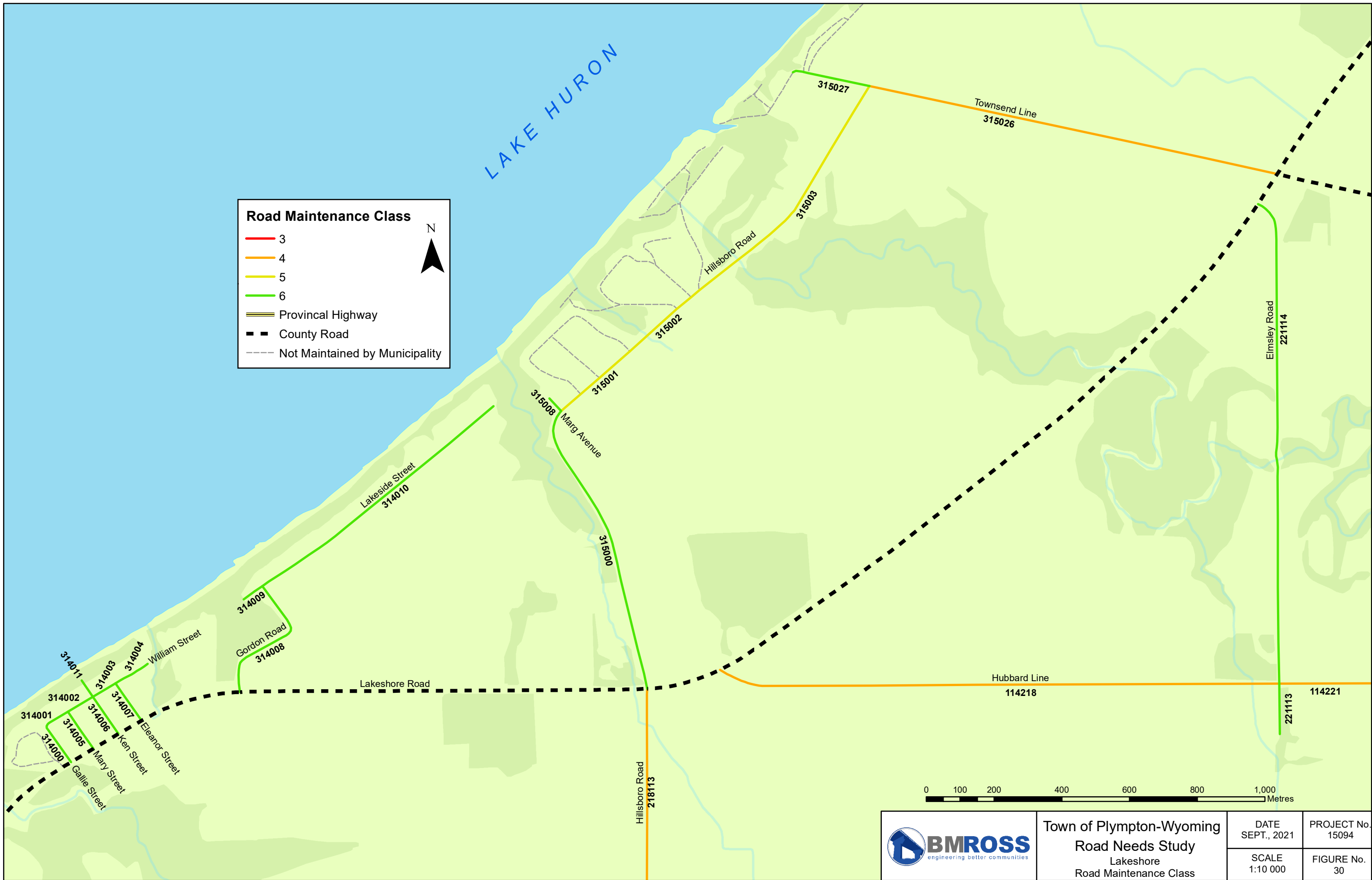
**Road Maintenance Class**

- 3
- 4
- 5
- 6
- Provincial Highway
- County Road
- Not Maintained by Municipality

N



	Town of Plympton-Wyoming		DATE	PROJECT No.
	Road Needs Study		SEPT., 2021	15094
	Lakeshore		SCALE	FIGURE No.
	Road Maintenance Class		1:10 000	29



**APPENDIX C-1**

**DETAILED BENCHMARK  
COST BREAKDOWNS**

# Detailed Benchmark Cost Breakdown

## Assumed Construction Improvement Costs

15094

2021

Ref. No.	Description	Qty./Unit	Price	Amount	Cost
	<u>Rural</u>				
<b>1</b>	<b>Rural Full depth pulverize and pave</b>				
	Pulverize	6700 sq. m	1	6,700.00	
	50mm Gran. A	804 t	20	16,080.00	
	Shoulder Gravel, 1m wide	240 t	22	5,280.00	
	Fine grade	8700 sq. m	1.7	14,790.00	
	HL-4 (50mm)	904.5 t	135	122,107.50	
	Bond/Insur/Traffic/Lump Sum	10.0%		16,495.75	
	Contingencies	15.0%		27,217.99	
	Engineering/Administration	10.0%		20,867.12	
	<b>Total per 1000m</b>			229,538.36	<b>\$ 230.00/m</b>
<b>2</b>	<b>Rural Full Reconstruction - Base Course Asphalt</b>				
	Excavation	6420 cu. m	20	128,400.00	
	150mm Gran. A	3132 t	20	62,640.00	
	450mm Gran B	11556 t	17	196,452.00	
	Ditching	2000 m	2.5	5,000.00	
	Topsoil	8500 sq. m	6	51,000.00	
	Seed	8500 sq. m	0.85	7,225.00	
	HL-4 (50mm)	904.5 t	135	122,107.50	
	Bond/Insur/Traffic/Lump Sum	10.0%		57,282.45	
	Contingencies	15.0%		94,516.04	
	Engineering/Administration	15.0%		108,693.45	
	<b>Total Probable Cost per 1000m</b>			833,316.44	<b>\$ 833.00/m</b>
<b>3</b>	<b>Rural Full Reconstruction - Gravel Surface</b>				
	Excavation	6420 cu. m	20	128,400.00	
	150mm Gran. A	3132 t	20	62,640.00	
	450mm Gran B	11556 t	17	196,452.00	
	Ditching	2000 m	2.5	5,000.00	
	Topsoil	8500 sq. m	6	51,000.00	
	Seed	8500 sq. m	0.85	7,225.00	
	Calcium	4.95 t	1800	8,910.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		45,962.70	
	Contingencies	15.0%		75,838.46	
	Engineering/Administration	15.0%		87,214.22	
	<b>Total Probable Cost per 1000m</b>			668,642.38	<b>\$ 668.00/m</b>

<b>4</b>	<b>Rural Hot Mix Resurfacing (40mm HL-4, incl tack coat)</b>			
	HL-4 (40mm)	723.6 t	135	97,686.00
	padding	135 t	110	14,850.00
	Tack Coat	6700	1.15	7,705.00
	Bond/Insur/Traffic/Lump Sum	10.0%		12,024.10
	Contingencies	15.0%		19,839.77
	Engineering/Administration	10.0%		15,210.49
	<b>Total Probable Cost per 1000m</b>			<b>167,315.35 \$ 167.00/m</b>
<b>5</b>	<b>Rural partial depth cold in place and pave (50mm HL-4)</b>			
	Partial depth asphalt removal	6700 sq.m	7	46,900.00
	Crack repair	500 m	40	20,000.00
	HL-4 (50mm)	904.5 t	135	122,107.50
	Bond/Insur/Traffic/Lump Sum	10.0%		18,900.75
	Contingencies	15.0%		31,186.24
	Engineering/Administration	10.0%		23,909.45
	<b>Total Probable Cost per 1000m</b>			<b>263,003.94 \$ 263.00/m</b>
<b>6</b>	<b>Rural Paving (40mm HL-4)</b>			
	HL-4 (40mm)	723.6 t	135	97,686.00
	padding	135 t	110	14,850.00
	Tack Coat	6700	0	0.00
	Bond/Insur/Traffic/Lump Sum	10.0%		11,253.60
	Contingencies	15.0%		18,568.44
	Engineering/Administration	10.0%		14,235.80
	<b>Total Probable Cost per 1000m</b>			<b>156,593.84 \$ 157.00/m</b>
<b>7</b>	<b>Rural Paving (50mm HL-4)</b>			
	HL-4 (50mm)	904.5 t	135	122,107.50
	padding	135 t	110	14,850.00
	Tack Coat	6700	1	6,700.00
	Bond/Insur/Traffic/Lump Sum	10.0%		14,365.75
	Contingencies	10.0%		15,802.33
	Engineering/Administration	15.0%		26,073.84
	<b>Total Probable Cost per 1000m</b>			<b>199,899.41 \$ 200.00/m</b>
<b>8</b>	<b>Rural Pulverize surface treatment, two lifts of surface treatment</b>			
	Pulverize surface treatment	6700 sq. m	3.5	23,450.00
	Granular A	804 t	20	16,080.00
	Fine grade	8700 sq. m	2	17,400.00
	Double lift surface treatment	6700 sq. m	4.25	28,475.00
	Bond/Insur/Traffic/Lump Sum	10.0%		8,540.50
	Contingencies	15.0%		14,091.83
	Engineering/Administration	10.0%		10,803.73
	<b>Total Probable Cost per 1000m</b>			<b>118,841.06 \$ 118.00/m</b>

## **Semi-Urban**

### **1 Semi-Urban Full depth pulverize and pave**

Pulervize	6700 sq. m	1.5	10,050.00	
Granular A	804 t	20	16,080.00	
Shoulder Gravel	240 t	22	5,280.00	
Fine grade	8700 sq. m	1.5	13,050.00	
HL-4 (40mm)	723.60 t	135	97,686.00	
Bond/Insur/Traffic/Lump Sum	10.0%		14,214.60	
Contingencies	15.0%		23,454.09	
Engineering/Administration	15.0%		26,972.20	
<b>Total</b>			206,786.89	<b>\$ 207.00/m</b>

### **2 Semi-Urban Full Reconstruction - Base Course of Asphalt**

Excavation	6420 cu. m	20	128,400.00	
150mm Gran. A	3132 t	20	62,640.00	
450mm Gran. B	11556 t	17	196,452.00	
HL-3 (40mm)	0 t	125	0.00	
HL-4 (40mm)	723.60 t	135	97,686.00	
Topsoil	5000 sq. m	6	30,000.00	
Seed	5000 sq. m	0.85	4,250.00	
Calcium	5.625 t	2000	11,250.00	
Water	445.5 cu. m	8	3,564.00	
Bond/Insur/Traffic/Lump Sum	10.0%		53,424.20	
Contingencies	15.0%		88,149.93	
Engineering/Administration	15.0%		101,372.42	
<b>Total</b>			777,188.55	<b>\$ 777.00/m</b>

### **3 Semi-Urban Hot Mix Resurfacing**

HL-2 (40mm)	723.6 t	124	89,726.40	
Tack Coat	6700	1.1	7,370.00	
Adjust MHs & CBs	4 Ea	525	2,100.00	
Adjust MHs & CBs incl Rest.	4 Ea	675	2,700.00	
Repair C & G	0 m	175	0.00	
Supply and install Frame & Grate	5 Ea	550	2,750.00	
Bond/Insur/Traffic/Lump Sum	10.0%		10,464.64	
Contingencies	15.0%		17,266.66	
Engineering/Administration	15.0%		19,856.65	
<b>Total</b>			152,234.35	<b>\$ 152.00/m</b>

## Urban

### **1 Urban Full Depth Pulverize and Pave (40mm HL-4)**

Pulverize	9350 sq. m	1.7	15,895.00	
Fine grade	9350 sq. m	2.2	20,570.00	
Granular A	1212 t	20	24,240.00	
HL-4 (40mm)	918 t	135	123,930.00	
Adjust MHS & CBs	4 Ea	525	2,100.00	
Adjust MHS & CBs incl Rest.	4 Ea	650	2,600.00	
Minor C&G repairs	25 m	175	4,375.00	
Bond/Insur/Traffic/Lump Sum	10.0%		19,371.00	
Contingencies	15.0%		31,962.15	
Engineering/Administration	15.0%		36,756.47	
<b>Total</b>			281,799.62	<b>\$ 282.00/m</b>

### **2 Urban Full Depth Pulverize, widen pave**

Pulverize	6820 sq. m	1.7	11,594.00	
Excavation	2400 cu. m	20	48,000.00	
Fine grade	6820 sq. m	2.2	15,004.00	
Granular A	2328 t	20	46,560.00	
Granular B	3139.5 t	17	53,371.50	
Curb and Gutter	2000 m	50	100,000.00	
HL-4 (40mm)	918 t	135	123,930.00	
Bond/Insur/Traffic/Lump Sum	10.0%		39,845.95	
Contingencies	15.0%		65,745.82	
Engineering/Administration	15.0%		75,607.69	
<b>Total</b>			579,658.96	<b>\$ 580.00/m</b>

### **3 Urban Full Depth Removal and Pave (8.5m)**

Asphalt removal/excavation	850 cu. m	22	18,700.00	
Calcium	0.64 t	2000	1,280.00	
water	76.5 cu. m	8	612.00	
Granular A	1530 t	20	30,600.00	
Fine Grade	8500 sq. m	2	17,000.00	
HL-3(40mm)	918 t	125	114,750.00	
HL-4(50mm)	1147.5 t	135	154,912.50	
Adjust MHS & CBs	4 Ea	525	2,100.00	
Adjust MHS & CBs incl Rest.	4 Ea	650	2,600.00	
Minor C&G repairs	50 m	175	8,750.00	
Bond/Insur/Traffic/Lump Sum	10.0%		35,130.45	
Contingencies	15.0%		57,965.24	
Engineering/Administration	15.0%		66,660.03	
<b>Total</b>			511,060.22	<b>\$ 511.00/m</b>

**4 Urban Full Reconstruction - Base Course of Asphalt**

Excavation	6943.75 cu. m	15	104,156.25	
150mm Gran. A	3636 t	20	72,720.00	
450mm Gran B	11340 t	17	192,780.00	
HL-3 (40mm)	918.00 t	125	114,750.00	
HL-4 (50mm)	1147.50 t	135	154,912.50	
Hot Mix Misc	90 sq. m	25	2,250.00	
Adjust MHs & CBs	6 Ea.	400	2,400.00	
Remove some C&G	50 m	12	600.00	
Curb & Gutter	2000 m	50	100,000.00	
Reconnect ex. storm	50 m	120	6,000.00	
Remove conc. Sidewalk	0 sq. m	10	0.00	
Place conc. Sidewalk	0 sq. m	50	0.00	
Topsoil	6000 sq. m	6	36,000.00	
Seed	6000 sq. m	0.85	5,100.00	
Calcium	6.375 t	2000	12,750.00	
Water	609.03 cu. m	8	4,872.24	
Bond/Insur/Traffic/Lump Sum	10.0%		80,929.10	
Contingencies	15.0%		133,533.01	
Engineering/Administration	15.0%		153,562.97	
<b>Total</b>			1,177,316.07	<b>\$ 1177.00/m</b>

**5 Urban Partial depth cold planing and resurfacing**

Partial depth asphalt removal	9350 sq. m	7	65,450.00	
Crack Repair	500 m	40	20,000.00	
HL-3 (40mm)	918.00 t	125	114,750.00	
Adjust MHs & CBs	4 Ea	525	2,100.00	
Adjust MHs & CBs incl Rest.	4 Ea	675	2,700.00	
Minor C&G repairs	25 m	175	4,375.00	
Bond/Insur/Traffic/Lump Sum	10.0%		20,937.50	
Contingencies	15.0%		34,546.88	
Engineering/Administration	15.0%		39,728.91	
<b>Total</b>			304,588.28	<b>\$ 305.00/m</b>

**6 Urban Paving (40mm HL-3)**

HL-3 (40mm)	918 t	135	123,930.00	
padding	135 t	110	14,850.00	
Tack Coat	8500	1	8,500.00	
Bond/Insur/Traffic/Lump Sum	10.0%		14,728.00	
Contingencies	10.0%		16,200.80	
Engineering/Administration	15.0%		26,731.32	
<b>Total</b>			204,940.12	<b>\$ 205.00/m</b>

<b>7</b>	<b>Edge Cut, Curb and Gutter, Top lift of Asphalt</b>			
	Excavation	1100 cu. m	15	16,500.00
	150mm Gran. A	662.4 t	20	13,248.00
	300mm Gran B	1214.4 t	17	20,644.80
	HL-3 (40mm)	918 t	125	114,750.00
	HL-4 (40mm)	197.376 t	125	24,672.00
	Hot Mix Misc	90 sq. m	35	3,150.00
	Adjust MHs & CBs	6 Ea.	525	3,150.00
	Curb & Gutter	2000 m	50	100,000.00
	Reconnect ex. storm	2 m	100	200.00
	Remove conc. Sidewalk	50 sq. m	12	600.00
	Place conc. Sidewalk	50 sq. m	50	2,500.00
	Topsoil	6000 sq. m	6	36,000.00
	Seed	6000 sq. m	0.85	5,100.00
	Calcium	6.375 t	2000	12,750.00
	Water	96.48 cu. m	8	771.84
	Bond/Insur/Traffic/Lump Sum	10.0%		35,403.66
	Contingencies	15.0%		58,416.05
	Engineering/Administration	15.0%		67,178.45
	<b>Total</b>			515,034.80 <b>\$ 515.00/m</b>

### **Specific Maintenance**

<b>1</b>	<b>Surface Treatment - Single surface</b>			
	Single lift surface treatment	6700 sq. m	4	26,800.00
	Bond/Insur/Traffic/Lump Sum	10.0%		2,680.00
	Contingencies	20.0%		5,896.00
	Engineering/Administration	10.0%		3,537.60
	<b>Total</b>			38,913.60 <b>\$ 39.00/m</b>
<b>2</b>	<b>Surface Treatment - Double surface</b>			
	Double lift surface treatment	6700 sq. m	7	46,900.00
	Bond/Insur/Traffic/Lump Sum	10.0%		4,690.00
	Contingencies	20.0%		10,318.00
	Engineering/Administration	10.0%		6,190.80
	<b>Total</b>			68,098.80 <b>\$ 68.00/m</b>

<b>3</b>	<b>Gravel Resurfacing 50mm</b>				
	Grader	8 hrs	100	800.00	
	Operator	8 hrs	58	464.00	
	Granular A	990 t	18	17,820.00	
	Calcium	0.9375 sq. m	2000	1,875.00	
	Bond/Insur/Traffic/Lump Sum	4.0%		838.36	
	Contingencies	6.0%		1,307.84	
	Engineering/Administration	5.0%		1,155.26	
	<b>Total</b>			24,260.46	<b>\$ 24.00/m</b>
<b>4</b>	<b>Ditching Improvements, (Full Length), Both Sides</b>				
	Grader	10 hrs	100	1,000.00	
	Operator	10 hrs	58	580.00	
	Dump Truck, assume 2	18 hrs	100	1,800.00	
	Operator	18 hrs	58	1,044.00	
	Foreman	8 hrs	77	616.00	
	Bond/Insur/Traffic/Lump Sum	4.0%		201.60	
	Contingencies	10.0%		524.16	
	Engineering/Administration	5.0%		288.29	
	<b>Total</b>			6,054.05	<b>\$ 6.00/m</b>
<b>5</b>	<b>Gravel Road Grade Raise 150mm</b>				
	Grader	12 hrs	100	1,200.00	
	Operator	12 hrs	58	696.00	
	Granular A	2970 t	17	50,490.00	
	Calcium	0.64 sq. m	2000	1,280.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		5,366.60	
	Contingencies	15.0%		8,854.89	
	Engineering/Administration	15.0%		10,183.12	
	<b>Total</b>			78,070.61	<b>\$ 78.00/m</b>
<b>6</b>	<b>Edge Widening 1m each side</b>				
	Excavation, side slope and ditch	550 cu.m	18	9,900.00	
	150mm Gran A	1600 t	20	32,000.00	
	300mm Gran B	2400 t	17	40,800.00	
	Subdrain, along each side	2000 m	16	32,000.00	
	Restoration	4000 sq. m	7	28,000.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		14,270.00	
	Contingencies	20.0%		31,394.00	
	Engineering/Administration	15.0%		28,254.60	
	<b>Total</b>			216,618.60	<b>\$ 217.00/m</b>
<b>7</b>	<b>Tree Clearing (4m wide swath)</b>				
	Clearing	4 m	150	600.00	<b>\$ 600.00/m</b>

<b>8</b>	<b>Install subdrain full length both sides</b>			
	Sub-drain installation cost by plov	2000 m	12	24,000.00
	Contingencies	10.0%		2,400.00
	Engineering / Administration	10.0%		2,640.00
	<b>Total</b>			<b>29,040.00</b>
				<b>\$ 29.00/m</b>

<b>9</b>	<b>Fibre-mat Surface Treatment - Single Surface</b>			
	Fibre-mat surface treatment	6700 sq. m	3.4	22,780.00
	Bond/Insur/Traffic/Lump Sum	10.0%		2,278.00
	Contingencies	15.0%		3,758.70
	Engineering/Administration	5.0%		1,440.84
	<b>Total</b>			<b>30,257.54</b>
				<b>\$ 35.00/m</b>

<b>10</b>	<b>Crack-Sealing (1.5m per lineal meter assumed)</b>			
	Crack-Sealing	1500 m	4.5	6,750.00
	Bond/Insur/Traffic/Lump Sum	10.0%		675.00
	Contingencies	15.0%		1,113.75
	Engineering/Administration	5.0%		426.94
	<b>Total</b>			<b>8,965.69</b>
				<b>\$ 9.00/m</b>

### **Spot Maintenance**

<b>1</b>	<b>Culvert Crossing upto 750mm Dia. excluding asphalt</b>			
	750mm storm	15 m	320	4,800.00
	Granular A	10 t	20	200.00
	Restoration	10 m	25	250.00
	Bond/Insur/Traffic/Lump Sum	5.0%		240.00
	Contingencies	15.0%		823.50
	Engineering/Administration	10.0%		631.35
	<b>Lump sum Total Costs</b>			<b>6,944.85</b>
				<b>\$7,500</b>

<b>2</b>	<b>Ditching Spot Location up to 200m</b>			
	Grad-all	6 hrs	100	600.00
	Operator	6 hrs	58	348.00
	Dumb Truck	6 hrs	100	600.00
	Operator	6 hrs	58	348.00
	Foreman	4 hrs	78	312.00
	Contingencies	15.0%		331.20
	<b>Lump sum Total Costs</b>			<b>2,539.20</b>
				<b>\$2,500</b>

**3 Gravel Road Grade Raise 150mm (<100m)**

Grader	12 hrs	100	1,200.00
Operator	12 hrs	58	696.00
Granular A	2970 t	20	59,400.00
Calcium	0.64 sq. m	2000	1,280.00
Bond/Insur/Traffic/Lump Sum	10.0%		6,257.60
Contingencies	15.0%		10,325.04
Engineering/Administration	10.0%		7,915.86

**Total** 87,074.50

20% Contengency 10448.94

**Lump sum Total Costs** 97,523.44

**\$ 98.00/m**

**\$98,000**

**4 Paving Patch, full width (<60m)**

Asphalt removal	420 sq.m	12	5,040.00
50mm Gran. A	60 t	20	1,200.00
HL-4 (40mm)	50 t	135	6,750.00
Calcium	0.3825 t	2000	765.00
Water	0 cu.m	8	0.00
Bond/Insur/Traffic/Lump Sum	10%		1,375.50
Contingencies	15%		2,269.58
Engineering/Administration	10%		1,740.01

**Lump sum Total Costs** 19,140.08

**\$19,000**

**5 Gravel Road Spot Repair (<60m)**

Excavation	225 cu.m	20	4,500.00
150mm Gran. A	200 t	20	4,000.00
300mm Gran B	320 t	17	5,440.00
Calcium	0.3825 t	2000	765.00
Water	0 cu.m	8	0.00
Bond/Insur/Traffic/Lump Sum	10%		1,470.50
Contingencies	15%		2,426.33
Engineering/Administration	10%		1,860.18

**Lump sum Total Costs** 20,462.01

**\$20,000**

**6 Paved Road Spot Repair (<60)**

Excavation	225 cu.m	20	4,500.00
150mm Gran. A	180 t	20	3,600.00
300mm Gran B	320 t	17	5,440.00
HL-3 (40mm)	0 t	125	0.00
HL-4 (40mm)	50 t	135	6,750.00
Calcium	0.3825 t	2000	765.00
Water	0 cu.m	8	0.00
Bond/Insur/Traffic/Lump Sum	10%		2,105.50
Contingencies	15%		3,474.08
Engineering/Administration	10%		2,663.46

**Lump sum Total Costs** 29,298.03

**\$29,300**

**7 Shoulder and Slope Repair (<100m)**

Excavation, side slope and ditch	40 cu.m	20	800.00	
150mm Gran A	40 t	20	800.00	
300mm Gran B	40 t	17	680.00	
Restoration	150 sq.m	7	1,050.00	
Bond/Ins/Traffic	10%		333.00	
Contingencies	20%		732.60	
Engineering	10%		439.56	
<b>Lump sum Total Costs</b>			<b>4,835.16</b>	<b>\$4,800</b>

**8 Minor Storm Sewer Improvements**

300mm Storm	25 m	230	5,750.00	
Inline CB	1 Ea	1200	1,200.00	
150mm SubDrain	30 m	30	900.00	
Granular 'A'	14.4 t	20	288.00	
Restoration	50 m	22	1,100.00	
Bond/Insur/Traffic/Lump Sum	10%		923.80	
Contingencies	20%		2,032.36	
Engineering/Administration	15%		1,829.12	
Certificate of Approval			1,100.00	
<b>Lump sum Total Costs</b>			<b>15,123.28</b>	<b>\$15,200</b>

**9 Guiderails ( <50m one side)**

Steel Beam guide rails	50 m	95	4,750.00	
End Treatments, flare only	2 Ea	275	550.00	
<b>Lump sum Total Costs</b>			<b>5,300.00</b>	<b>\$5,500</b>

**10 Install subdrain both sides upto 500m**

Sub-drain installation cost by plov	1000 m	10	10,000.00	
Contingencies	20%		2000	
Engineering / Administration	10%		1200	
<b>Lump sum Total Costs</b>			<b>13,200.00</b>	<b>\$13,200</b>

**Miscellaneous****1 a) Concrete Sidewalk (Ea. Side) - Incl Topsoil & Seed Restoration**

Excavation	540 cu.m	20	10,800.00	
150mm Gran. A	712.8 t	20	14,256.00	
Conc. Sidewalk	1500 sq.m	57	85,500.00	
Hot Mix Misc	75 sq.m	50	3,750.00	
Topsoil	600 sq.m	8	4,800.00	
Seed	600 sq.m	0.85	510.00	
Bond/Insur/Traffic/Lump Sum	10%		11,961.60	
Contingencies	15%		19,736.64	
Engineering	10%		15,131.42	
<b>Total</b>			<b>166,445.66</b>	<b>\$ 167.00/m</b>

**1 b) Gravel Sidewalk (Ea. Side) - Incl Topsoil & Seed Restoration**

Excavation	360 cu.m	22	7,920.00	
150mm Gran. A	712.8 t	20	14,256.00	
Conc. Sidewalk	0 m	58	0.00	
Topsoil	750 sq.m	8	6,000.00	
Seed	750 sq.m	0.85	637.50	
Bond/Insur/Traffic/Lump Sum	10%		2,881.35	
Contingencies	15%		4,754.23	
Engineering	10%		3,644.91	
<b>Total</b>			40,093.99	<b>\$ 40.00/m</b>

**1 c) Asphalt Sidewalk (Ea. Side) - Incl Topsoil & Seed Restoration**

Excavation	360 cu,m	20	7,200.00	
150mm Gran. A	712.8 t	20	14,256.00	
Asphalt	1500 sq.m	50	75,000.00	
Hot Mix Misc	75 sq.m	50	3,750.00	
Topsoil	750 sq.m	8	6,000.00	
Seed	750 sq.m	0.85	637.50	
Bond/Insur/Traffic/Lump Sum	10%		10,684.35	
Contingencies	15%		17,629.18	
Engineering	10%		13,515.70	
<b>Total</b>			148,672.73	<b>\$ 150.00/m</b>

**1 d) Unit Paver Sidewalk (Ea. Side) - Incl Topsoil & Seed Restoration**

Excavation	360 cu.m	20	7,200.00	
150mm Gran. A	712.8 t	20	14,256.00	
Unit Pavers	1500 sq.m	120	180,000.00	
Topsoil	750 sq.m	8	6,000.00	
Seed	750 sq.m	0.85	637.50	
Bond/Insur/Traffic/Lump Sum	10%		20,809.35	
Contingencies	15%		34,335.43	
Engineering	10%		26,323.83	
<b>Total</b>			289,562.11	<b>\$ 290.00/m</b>

**2 Storm Sewers**

375mm Storm	100 m	250	25,000.00	
300mm Storm	20 m	220	4,400.00	
0.6x0.6 CB	4 Ea	2400	9,600.00	
1200mm MH	2 Ea	5000	10,000.00	
Remove MHs	2 Ea	675	1,350.00	
Remove Cbs	4 Ea	450	1,800.00	
Reconnect Ex. Sewers	10 m	125	1,250.00	
Bond/Insur/Traffic/Lump Sum	10%		5,340.00	
Contingencies	15%		8,811.00	
Engineering/Administration	15%		10,132.65	
Certificate of Approval			1,100.00	

<b>Total, 100m</b>			78,783.65	<b>\$ 790.00/m</b>
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**3 Minor Storm Sewer Improvements**

300mm Storm	25 m	220	5,500.00	
Inline CB	2 Ea	1200	2,400.00	
150mm SubDrain	200 m	30	6,000.00	
Granular 'A'	144 t	20	2,880.00	
Restoration	100 m	22	2,200.00	
Bond/Insur/Traffic/Lump Sum	10%		1,898.00	
Contingencies	15%		3,131.70	
Engineering	20%		4,801.94	
Certificate of Approval			1,100.00	
<b>Total, 100m</b>			29,911.64	<b>\$ 300.00/m</b>

## **APPENDIX C-2**

### **PRIORITY SCORE CALCULATION FACTORS FOR ROADS**

### Priority Score Calculation Factors for Roads

#### Consequence of Failure:

##### Traffic Volume

Traffic Volume	Value
0-49	1
50-199	2
200-499	3
500-999	4
>1000	5

##### Criticality

Rating	Value
No winter maintenance	-0.5
Fire, public works, commercial, facility, EMO, other	0.5
School, Hospital	1

#### Performance Grade:

##### Maintenance Demand

Rating	Value
Low	1
Average	2
High	4
Excessive	5

##### Alignment

Rating	Value
Both vertical and horizontal acceptable	1
Horizontal <b>or</b> vertical not acceptable	3
Horizontal <b>and</b> vertical not acceptable	5

##### Platform Width Value based on Traffic Volume

##### Roadside Environment = Rural or Semi-Urban

Traffic Volume and Platform Width Criteria	Value
0-49 and Platform Width $\geq$ 6 m	1
0-49 and Platform Width 5 - 5.9 m	3
0-49 and Platform Width < 5 m	5
50-199 and Platform Width $\geq$ 7 m	1
50-199 and Platform Width 6 - 6.9 m	3
50-199 and Platform Width < 6 m	5
200-499 and Platform Width $\geq$ 8 m	1
200-499 and Platform Width 7 - 7.9 m	3
200-499 and Platform Width < 7 m	5
500-999 and Platform Width $\geq$ 9 m	1
500-999 and Platform Width 8 - 8.9 m	3
500-999 and Platform Width < 8 m	5
>1000 and Platform Width $\geq$ 10 m	1
>1000 and Platform Width 9 - 9.9 m	3
>1000 and Platform Width < 9 m	5

##### Roadside Environment = Urban

Traffic Volume and Platform Width Criteria	Value
all traffic ranges and platform widths	1

#### Probability of Failure:

##### Road Surface Rating Value

Rating	Value
$\geq$ 9	1
8	2
7	3
6	4
< 6	5

##### Drainage

Drainage Rating	Value
Good	1
Fair	3
Poor	5

##### Road Structure Rating Value

Rating	Value
$\geq$ 8.5	1
7.5 - 8	2
6.5 - 7	3
5.5 - 6	4
< 5.5	5

Consequence of Failure: Traffic Value + Criticality Value

Probability of Failure: (Surface Condition Value + Drainage Value + (Structure Value \* 2) / 4

Performance Grade: (Maintenance Demand + Platform Width Value + Alignment Value) / 3

Risk = Consequence of Failure + Probability of Failure

Priority Score = Risk + Level of Service

Level of Service = Performance Grade + Probability of Failure

## **APPENDIX C-3**

### **COST COMPARISON BETWEEN GRAVEL, LCB AND HCB ROAD TYPES**

## Plympton-Wyoming Gravel vs. Asphalt Road Cost Comparison

### Capital Costs for One Lift of Asphalt

#### Assumptions:

- Roads pulverized and paved in year one and the cost to do that work are spread over the life of the asset.
- **Assumed that the base of the road is already in good condition and suitable to support asphalt surface.**
- Assume that cost is amortized over the life of the road.
- Maintenance costs are spread over all of Plympton-Wyoming's roads
- Road components as presented below:

#### Rural Full depth pulverize and pave, 6.7m wide road, 1m shoulder

Pulverize	6700 sq. m	1	6,700.00
Granular A	804 t	20	16,080.00
Shoulder Gravel	240 t	22	5,280.00
Fine grade	8700 sq. m	1.7	14,790.00
HL-4 (50mm)	904.5 t	130	117,585.00
Bond/Insur/Traffic/Lump Sum	10.0%		4,813.05
Contingencies	0.0%		0.00
Engineering/Administration	0.0%		0.00
<b>Total Probable Cost per 1000m</b>			<b>165,248.05</b>
			<b>\$ 170.00/m</b>

Life Expectancy, assumed average	<b>25 years</b>	<b>30 years</b>
Discount Rate for money	<b>3%</b>	<b>3%</b>
Equivalent Annual Expenditure	<b>\$9,490 /km</b>	<b>\$8,431 /km</b>
Total Length of Paved Roads	<b>67.07 km</b>	
Total Length of LCB Roads	<b>72 km</b>	
Total Length of Gravel Roads	<b>108.94 km</b>	

#### Hard Top Maintenance Costs per Year, Paved and LCB Roads

Repairs, includes crack sealing, shoulder gravel, patching, line painting....	\$301,000.00
Total Length of Paved Roads	139.07 km
Cost per kilometer of roads	<b>\$2,164 /km/ year</b>

#### Road salt and sand application costs, Applied to Paved and LCB roads

Cost to purchase and mix sand and salt for road applications.	\$190,000.00
Total Length of Paved Roads	139.07 km
Cost per kilometer of roads	<b>\$1,366 /km/ year</b>

Costs to apply were not included as it has been assumed it would be placed when removing the snow and other miscellaneous costs such as storage, managing has been ignored.

#### Summary of Paved Road Costs

##### Maintenance:

Crack sealing, shoulders, patching, etc.	<b>\$2,164 /km/ year</b>
Road Sand and Salt Costs	<b>\$1,366 /km/ year</b>

##### Capital Costs:

Reconstruct surface every 25 years	<b>\$9,490 /km/ year</b>
<b>Total</b>	<b>\$13,020 /km /year</b>

#### Notes:

- Maintenance Costs do not include road side grass cutting and equipment & labour for snow removal
- A relatively low discount rate of 3% has been assumed because Municipality are generally not financing the improvements through a bank.
- While the life expectancy of 25 years has been assumed, an alternative estimate of the capital costs has been calculated assuming a life expectancy of 30 years. It only reduced annual cost by about \$1,100.

## Plympton-Wyoming Gravel vs. Asphalt Road Cost Comparison

### Capital Costs for Gravel Roads

#### Assumptions:

- Gravel roads will last 100 years, therefore, no capital cost, only maintenance costs.
- Assumed gravel resurface with on average 35mm of A gravel every second year.
- Cost calculated in summary table includes allowance for placement costs

### Gravel Resurfacing 50mm, Applied every second year, per km

Operator	4 hrs	55	220.00	
Grader	4 hrs	100	400.00	
Granular A	460.8 t	12	5,529.60	
Calcium	0.9375 sq. m	1500	1,406.25	
Bond/Insur/Traffic/Lump Sum	4.0%		302.23	
Contingencies	0.0%		0.00	
Engineering/Administration	0.0%		0.00	
<b>Total</b>			7,858.08	<b>\$ 8.00/m</b>

Life Expectancy	<b>2 years</b>
Discount Rate for money	<b>0%</b>
Equivalent Annual Expenditure	<b>\$3,932 /km</b>
Total Length of Paved Roads	<b>67.07 km</b>
Total Length of LCB Roads	<b>72 km</b>
Total Length of Gravel Roads	<b>108.94 km</b>

### Maintenance Costs for Gravel Roads

Annual costs gravel and calcium, placement, purchase costs	\$525,000.00
Total Length of Gravel Roads	108.94
Cost per kilometer of roads	<b>\$4,819 /km</b>

### Gravel Labour Costs per Year,

Annual grading, including fuel and equipment cost, quarterly	\$30,000.00
Allowance for miscellaneous grading work	\$5,000.00
Total Length of Gravel Roads	108.94
Cost per kilometer of roads	<b>\$321 /km</b>

### Summary of Paved Road Costs

#### Maintenance:

Bi-annual gravel application	<b>\$4,819 /km/ year</b>
annual grading	<b>\$321 /km/ year</b>

#### Capital Costs:

Reconstruct surface every 2 years in maintenance	<b>\$0 /km/ year</b>
<b>Total</b>	<b>\$5,140 /km/ year</b>

#### Notes:

- Maintenance Costs do not include road side grass cutting and equipment & labour for snow removal

## Plympton-Wyoming Gravel vs. Asphalt Road Cost Comparison

### Capital Costs for Single lift of LCB

#### Assumptions:

- Roads are assumed to be resurfaced with emulsion every 6 years.
- Assumed that the base of the road is already in good condition and suitable to support emulsion
- Assume that cost is amortized over the life of the road.
- Maintenance costs are spread over all of Plympton-Wyoming's roads
- **Note: the surface treatment costs were calculated two ways and checked for comparison**
- Road components as presented below:

### Surface Treatment - Single surface, 6.7m wide

Single lift surface treatment	6700 sq. m	4	26,800.00	
Bond/Insur/Traffic/Lump Sum	10.0%		2,680.00	
Contingencies	0.0%		0.00	
Engineering/Administration	0.0%		0.00	
<b>Total</b>			29,480.00	<b>\$ 29.00/m</b>

Life Expectancy, assumed average	<b>6 years</b>
Discount Rate for money	<b>3%</b>
Equivalent Annual Expenditure	<b>\$5,442 /km</b>
Total Length of Paved Roads	<b>67.07 km</b>
Total Length of LCB Roads	<b>72 km</b>

### Average Emulsion Costs per Year, LCB Roads

Resurfacing with emulsion using municipal average cost, every 6 yrs	\$175,000.00
Total Length of LCB Roads	72
Cost per kilometer of roads	<b>\$2,431 /km</b>

### Hard Top Maintenance Costs per Year, Paved Roads

Repairs, includes crack sealing, shoulder gravel, patching, ....	\$301,000.00	
Total Length of Paved Roads	139.07	
Cost per kilometer of roads	<b>\$2,164 /km</b>	Say \$200/km fo

### Road salt and sand application costs, Applied to Paved and LCB roads

Cost to purchase and mix sand and salt for road applications.	\$190,000.00
Total Length of Paved Roads	139.07
Cost per kilometer of roads	<b>\$1,366 /km</b>

Costs to apply were not included as it has been assumed it would be placed when removing the snow and other miscellaneous costs such as storage, managing has been ignored.

#### Summary of Paved Road Costs

##### Maintenance:

Emulsion Application Every 6 year	<b>\$2,431 /km/ year</b>
Shoulders, patching, etc.	<b>\$200 /km/ year</b>
Road Sand and Salt Costs	<b>\$1,366 /km/ year</b>

##### Capital Costs:

Reconstruct surface every 20 years	<b>\$5,442 /km/ year</b>
<b>Total</b>	<b>\$9,439 /km /year</b>

#### Notes:

- Maintenance Costs do not include road side grass cutting and equipment & labour for snow removal
- The more expensive price calculated to apply emulsion has been used in the price comparison.
- As the resurfacing work is spread out of the 6 year period the discount rate has been decreased.

## **APPENDIX D-1**

### **ROAD CONSTRUCTION NEEDS SORTED BY PROPOSED YEAR OF WORK AND PRIORITY SCORE**

**Appendix D1 - Road Construction Needs  
Sorted by Proposed Year of Need and Priority Score**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Surface Type	Traffic Range (vpd)	Road Construction Needs	Theo. Year of Need	Proposed Year of Work	Priority	Probable Costs (\$,000)
309029	Queen Street	Fleming Rd	Windcliff Ln	656	LCB - 2 lifts	500-999	Semi-Urban Full depth pulverize and pave	2022	2022	14.7	158.8
310001	Queen Street	Santa Monica Blvd	Lakeshore Rd	1055	LCB - 2 lifts	500-999	Semi-Urban Full depth pulverize and pave	2022	2022	14.7	274.2
310015	Ferne Avenue	Dead End	Delmage Ave	537	LCB - 2 lifts	50-199	Semi-Urban Full depth pulverize and pave	2022	2022	14.0	134.8
113	Confederation Line	Norman St	115m east of Norman St	115	Concrete	1000-1999	Urban Full depth removal and pave - 8.5m	2022	2022	13.3	77.8
81	London Street	Huron St	Confederation Li	131	LCB - 2 lifts	200-499	Urban Full Reconstruction - Base Course of Asphalt	2022	2022	13.3	158.6
32	Plympton Street	London St	Broadway St	162	LCB - 2 lifts	200-499	Urban Full Reconstruction - Base Course of Asphalt	2022	2022	13.3	195.9
314009	Lakeside Street	Dead End	Gordon Rd	67	LCB - 1 lift	0-49	Semi-Urban Full depth pulverize and pave	2022	2022	13.0	16.3
310016	Ferne Avenue	Ferne Ave	Ferne Ave	101	LCB - 2 lifts	0-49	Semi-Urban Full depth pulverize and pave	2022	2022	13.0	29.3
315027	Townsend Line	Ann St	Hillsboro Rd	232	LCB - 2 lifts	50-199	Rural Pulverize and Two Lifts Surface Treatment	2022	2022	12.7	35.5
2241041	Uttoxeter Road	350m south 402	350m north 402	703	HCB - 2 lifts	50-199	Rural Full depth pulverize and pave	2022	2022	12.7	211.4
80	London Street	Erie St	Huron St	135	LCB - 2 lifts	200-499	Urban Full Reconstruction - Base Course of Asphalt	2022	2022	12.3	162.3
42	London Street	Plympton St	Front St	106	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2022	2022	12.3	127.2
24	Brooke Street	London St	Broadway St	159	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2022	2022	12.3	191.5
224101	Wanstead Road	Elevator St	Confederation Li	687	HCB - 2 lifts	200-499	Rural Full depth pulverize and pave	2022	2022	12.0	196.9
310018	Delmage Avenue	Bonnie Doone Rd	Ferne Ave	91	LCB - 2 lifts	50-199	Semi-Urban Full depth pulverize and pave	2022	2022	12.0	40.9
309034	Francis Street	Rear St	Clarence St	140	LCB - 2 lifts	200-499	Semi-Urban Full depth pulverize and pave	2022	2022	11.7	33.8
39	London Street	Zone St	Brooke St	123	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2022	2022	11.3	147.8
29	Sarnia Street	Broadway St	Toronto St	164	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2022	2022	11.3	197.5
315026	Townsend Line	Hillsboro Rd	Lakeshore Rd	1231	LCB - 2 lifts	50-199	Rural Pulverize and Two Lifts Surface Treatment Lambton Shores Costs	2022	2022	11.3	94.2
312011	Lambton Lane	Sunset Dr	Lakeshore Rd	610	LCB - 2 lifts	50-199	Semi-Urban Full depth pulverize and pave	2022	2022	11.3	147.6
314010	Lakeside Street	Gordon Rd	Dead End north	866	LCB - 2 lifts	50-199	Semi-Urban Full depth pulverize and pave	2022	2022	11.3	209.7
114224	Hubbard Line	Uttoxeter Rd	Brush Rd	1886	LCB - 2 lifts	200-499	Rural Pulverize and Two Lifts Surface Treatment	2022	2022	11.3	222.6
30	Sarnia Street	Toronto St	East 172 m	174	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2022	2022	11.3	210.2
310010	Bonnie Doone Road	Lucas Rd	Delmage Ave	326	LCB - 2 lifts	50-199	Rural Pulverize and Two Lifts Surface Treatment	2022	2022	11.3	49.8
312007	Bluepoint Drive	Sunset Dr	Dead End	103	LCB - 2 lifts	0-49	Semi-Urban Full depth pulverize and pave	2022	2022	11.3	24.9
314008	Gordon Road	Lakeshore Rd	Lakeside St	424	LCB - 2 lifts	50-199	Semi-Urban Full depth pulverize and pave	2022	2022	11.3	102.5
312006	Bluepoint Drive	44.5m east of Harris Point Dr	Sunset Dr	513	LCB - 2 lifts	50-199	Semi-Urban Full depth pulverize and pave	2022	2022	11.0	124.2
54	Niagara Street	Toronto St	East Limit	223	LCB - 2 lifts	0-49	Urban Full Reconstruction - Base Course of Asphalt	2022	2022	10.3	298.4

**Appendix D1 - Road Construction Needs  
Sorted by Proposed Year of Need and Priority Score**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Surface Type	Traffic Range (vpd)	Road Construction Needs	Theo. Year of Need	Proposed Year of Work	Priority	Probable Costs (\$,000)
309033	Rear Street	Dead End	Francis St	118	LCB - 2 lifts	0-49	Semi-Urban Full depth pulverize and pave	2022	2022	10.3	28.6
312002	Thomas Street	Collingwood St	Bluepoint Dr	189	HCB - 2 lifts	50-199	Urban Partial depth cold planing and resurfacing	2022	2022	10.3	76.8
2251011	Leyton Street	Elevator Street	190m north of Elevator	190	HCB - 2 lifts	0-49	Semi-Urban Full depth pulverize and pave	2022	2022	10.3	65.0
310011	Bonnie Doone Road	Delmage Ave	Dead End	64	LCB - 2 lifts	0-49	Rural Pulverize and Two Lifts Surface Treatment	2022	2022	9.8	7.5
312014	Harris Point Drive	229m north of Lakeshore	Bluepoint Dr	185	HCB - 2 lifts	50-199	Urban Full depth pulverize and pave (40mm HL-4)	2022	2022	9.3	57.6
101224	Elevator Street	Wanstead Rd	Woodford St	318	HCB - 2 lifts	0-49	Semi-Urban Full depth pulverize and pave	2022	2022	9.3	84.9
312003	Collingwood Street	Bluepoint Dr	Thomas St	350	HCB - 2 lifts	50-199	Urban Partial depth cold planing and resurfacing	2022	2022	9.3	125.7
209102	Camlachie Road	Confederation Li	London Li	2728	LCB - 2 lifts	1000-1999	Rural Full depth pulverize and pave	2023	2023	15.8	742.0
315002	Hillsboro Road	Norma Ave	Shirley Ln	273	LCB - 2 lifts	200-499	Semi-Urban Full depth pulverize and pave	2023	2023	13.5	66.0
315003	Hillsboro Road	Shirley Ln	Townsend Li	797	LCB - 2 lifts	200-499	Semi-Urban Full depth pulverize and pave	2023	2023	13.0	192.9
309000	O'Brien Road	Lakeshore Rd	Egremont Rd	1228	LCB - 2 lifts	500-999	Rural Full depth pulverize and pave	2023	2023	12.5	325.4
309053	Fleming Road	Rear St	Queen St	535	LCB - 2 lifts	200-499	Surface Treatment - Single surface	2023	2023	12.5	24.1
315001	Hillsboro Road	Marg Ave	Norma Ave	268	LCB - 2 lifts	200-499	Semi-Urban Full depth pulverize and pave	2023	2023	12.5	65.0
85	Toronto Street	Ontario St	Erie St	129	LCB - 2 lifts	200-499	Urban Full Reconstruction - Base Course of Asphalt	2023	2023	12.3	155.2
87	Toronto Street	Huron St	Confederation Li	132	LCB - 2 lifts	200-499	Urban Full Reconstruction - Base Course of Asphalt	2023	2023	11.8	178.3
60	Ontario Street	London St	94m east of London	88	LCB - 2 lifts	200-499	Urban Full Reconstruction - Base Course of Asphalt	2023	2023	11.8	106.6
309036	Francis Street	Victoria St	Queen St	145	LCB - 2 lifts	200-499	Semi-Urban Full depth pulverize and pave	2023	2023	11.8	54.2
44	Toronto Street	Brooke St	Sarnia St	105	LCB - 2 lifts	200-499	Urban Full Reconstruction - Base Course of Asphalt	2023	2023	11.8	126.8
114218	Hubbard Line	Lakeshore Rd	Elmsley Rd	1661	LCB - 2 lifts	200-499	Rural Pulverize and Two Lifts Surface Treatment	2023	2023	11.8	273.2
55	Thames Street	West Limit	London St	156	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2023	2023	11.8	188.5
108215	Fisher Line	Oil Heritage Rd	Hillsboro Rd	1854	LCB - 2 lifts	200-499	Rural Pulverize and Two Lifts Surface Treatment	2023	2023	11.8	229.8
59	Ontario Street	West Limit	London St	286	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2023	2023	11.8	345.6
106203	Michigan Line	O'Brien Rd	Fleming Rd	1845	LCB - 2 lifts	200-499	Rural Pulverize and Two Lifts Surface Treatment	2023	2023	11.8	228.8
79	London Street	Ontario St	Erie St	129	LCB - 2 lifts	200-499	Urban Full Reconstruction - Base Course of Asphalt	2023	2023	11.8	155.9
106200	Michigan Line	Mandaumin Rd	O'Brien Rd	1846	LCB - 2 lifts	200-499	Rural Pulverize and Two Lifts Surface Treatment	2023	2023	11.8	228.9
78	London Street	Thames St	Ontario St	106	LCB - 2 lifts	200-499	Urban Full Reconstruction - Base Course of Asphalt	2023	2023	11.8	128.0
106209	Michigan Line	Camlachie Rd	MacFarlane Rd	1872	LCB - 2 lifts	200-499	Rural Pulverize and Two Lifts Surface Treatment	2023	2023	11.5	232.1
309035	Francis Street	Clarence St	Victoria St	144	LCB - 2 lifts	200-499	Semi-Urban Full depth pulverize and pave	2023	2023	11.5	34.9
106212	Michigan Line	MacFarlane Rd	Oil Heritage Rd	1852	LCB - 2 lifts	200-499	Rural Pulverize and Two Lifts Surface Treatment	2023	2023	11.5	229.6

**Appendix D1 - Road Construction Needs  
Sorted by Proposed Year of Need and Priority Score**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Surface Type	Traffic Range (vpd)	Road Construction Needs	Theo. Year of Need	Proposed Year of Work	Priority	Probable Costs (\$,000)
72	Huron Street	Toronto St	155m east of Toronto St	155	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2023	2023	11.3	186.9
67	Erie Street	Toronto St	145m east of Toronto St	145	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2023	2023	11.3	174.9
56	Thames Street	London St	74m east of London	78	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2022	2023	11.3	94.4
69	Huron Street	Centennial St	London St	252	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2023	2023	10.8	304.2
64	Erie Street	Centennial St	London St	247	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2023	2023	10.8	297.9
112215	Douglas Line	Oil Heritage Rd	Hillsboro Rd	1827	LCB - 2 lifts	200-499	Rural Pulverize and Two Lifts Surface Treatment	2023	2023	10.8	237.0
104	Isabella Street	110m east of Sycamore	dead end	206	LCB - 2 lifts	0-49	Surface Treatment - Double surface Minor Storm	2022	2024	12.8	75.8
70	Huron Street	London St	Broadway St	160	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2024	2024	12.5	194.0
309031	Dalrymple Street	Clarence St	Victoria St	149	HCB - 2 lifts	200-499	Urban Full depth pulverize and pave (40mm HL-4)	2022	2024	12.3	66.1
214	Mutual Street	O'Banwell St	Camlachie Rd	107	LCB - 2 lifts	50-199	Semi-Urban Full Reconstruction - Base Course of Asphalt	2024	2024	11.8	86.2
217	O'Banwell Street	Egremont Rd	Mutual St	100	LCB - 2 lifts	50-199	Semi-Urban Full Reconstruction - Base Course of Asphalt	2024	2024	11.8	80.3
218112	Hillsboro Road	Douglas Line	327m north of Douglas	327	LCB - 2 lifts	50-199	Rural Pulverize and Two Lifts Surface Treatment	2024	2024	11.5	40.5
108221	Fisher Line	Blue Heron Rd	Uttoxeter Rd	1851	LCB - 2 lifts	50-199	Rural Pulverize and Two Lifts Surface Treatment	2024	2024	11.5	229.6
310020	Hillcrest Road	dead end	George St	92	LCB - 2 lifts	50-199	Rural Pulverize and Two Lifts Surface Treatment	2022	2024	11.3	11.4
76	London Street	Main St	Niagara St	106	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2022	2024	11.3	127.4
213	Mutual Street	Dead End	O'Banwell St	84	LCB - 2 lifts	0-49	Semi-Urban Full Reconstruction - Base Course of Asphalt	2022	2024	11.3	68.0
46	Toronto Street	Plympton St	Front St	106	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2024	2024	10.8	128.0
58	Thames Street	Toronto St	220m east of Toronto St	221	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2024	2024	10.8	266.8
75	London Street	Dead End	Main St	44	LCB - 2 lifts	0-49	Urban Full Reconstruction - Base Course of Asphalt	2022	2024	10.8	52.8
71	Huron Street	Broadway St	Toronto St	160	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2024	2024	10.8	192.9
73	Centennial Street	Erie St	Huron St	135	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2024	2024	10.8	163.8
65	Erie Street	London St	Broadway St	161	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2024	2024	10.8	194.9
74	Centennial Street	Huron St	Confederation Li	132	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2024	2024	10.8	159.7
107221	Egremont Road	Blue Heron Rd	Uttoxeter Rd	1894	LCB - 2 lifts	50-199	Surface Treatment - Single surface	2024	2024	10.5	76.4
309001	O'Brien Road	Egremont Rd	Dead End	101	HCB - 2 lifts	0-49	Semi-Urban Full depth pulverize and pave	2022	2024	10.3	26.4
106218	Michigan Line	Hillsboro Rd	Blue Heron Rd	1847	LCB - 2 lifts	50-199	Surface Treatment - Single surface	2024	2024	9.8	74.5
312010	Sunset Drive	Lambton Ln	Blue Point Dr	92	LCB - 2 lifts	50-199	Semi-Urban Full depth pulverize and pave	2024	2024	9.8	22.2

**Appendix D1 - Road Construction Needs  
Sorted by Proposed Year of Need and Priority Score**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Surface Type	Traffic Range (vpd)	Road Construction Needs	Theo. Year of Need	Proposed Year of Work	Priority	Probable Costs (\$,000)
312009	Sunset Drive	Lakeshore Rd	Lambton Ln	160	LCB - 2 lifts	50-199	Semi-Urban Full depth pulverize and pave	2024	2024	9.8	38.8
31	Plympton Street	London St	West 172 m	166	LCB - 2 lifts	0-49	Urban Full Reconstruction - Base Course of Asphalt	2024	2024	9.8	200.1
310022	Hillcrest Road	Point View Dr	Lakeshore Rd	47	LCB - 2 lifts	50-199	Rural Full depth pulverize and pave	2024	2024	9.8	13.2
106206	Michigan Line	Fleming Rd	Camlachie Rd	1854	LCB - 2 lifts	50-199	Rural Pulverize and Two Lifts Surface Treatment	2024	2024	9.8	229.9
315000	Hillsboro Road	Lakeshore Rd	Marg Ave	884	LCB - 2 lifts	50-199	Rural Pulverize and Two Lifts Surface Treatment	2024	2024	9.8	135.3
310021	Hillcrest Road	George St	Point View Dr	316	LCB - 2 lifts	50-199	Rural Pulverize and Two Lifts Surface Treatment	2024	2024	8.8	39.8
209100	Camlachie Road	Churchill Li	Confederation Li	2732	LCB - 2 lifts	1000-1999	Rural Pulverize and Two Lifts Surface Treatment	2025	2025	13.0	341.3
102212	Confederation Line	Kerrigan Rd	Centennial St	1442	LCB - 2 lifts	1000-1999	Rural Full depth pulverize and pave	2025	2025	12.8	331.5
102209	Confederation Line	Camlachie Rd	Kerrigan Rd	1882	LCB - 2 lifts	1000-1999	Rural Full depth pulverize and pave	2025	2025	12.8	444.2
102200	Confederation Line	Mandaumin Rd	Fairweather Rd	1852	LCB - 2 lifts	1000-1999	Rural Full depth pulverize and pave	2025	2025	12.8	426.0
102203	Confederation Line	Fairweather Rd	Plowing Match Rd	1856	LCB - 2 lifts	1000-1999	Rural Hot Mix Resurfacing (40mm HL-4, incl tack coat)	2025	2025	12.8	345.7
102	Confederation Line	Toronto St	Norman St	81	Concrete	1000-1999	Urban Full depth removal and pave - 8.5m	2025	2025	11.8	41.6
101	Confederation Line	Broadway St	Toronto St	163	Concrete	1000-1999	Urban Full depth removal and pave - 8.5m	2025	2025	11.8	112.4
107215	Egremont Road	Oil Heritage Rd	Hillsboro Rd	1988	LCB - 2 lifts	200-499	Surface Treatment - Single surface	2025	2025	11.7	109.3
84	Toronto Street	Thames St	Ontario St	106	LCB - 2 lifts	200-499	Urban Full Reconstruction - Base Course of Asphalt	2025	2025	11.3	127.8
90	Jane Street	First St	Broadway St	133	LCB - 2 lifts	200-499	Urban Full Reconstruction - Base Course of Asphalt	2025	2025	11.3	159.8
45	Toronto Street	Sarnia St	Plympton St	106	LCB - 2 lifts	200-499	Urban Full Reconstruction - Base Course of Asphalt	2025	2025	11.3	128.1
95	First Street	Confederation Li	Jane St	312	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2025	2025	10.8	376.5
23	Brooke Street	West Limit	London St	163	LCB - 2 lifts	0-49	Urban Full Reconstruction - Base Course of Asphalt	2025	2025	10.3	197.1
114221	Hubbard Line	Elmsley Rd	Uttoxeter Rd	1848	LCB - 2 lifts	200-499	Rural Pulverize and Two Lifts Surface Treatment	2025	2025	10.3	274.2
108218	Fisher Line	Hillsboro Rd	Blue Heron Rd	1848	LCB - 2 lifts	50-199	Rural Pulverize and Two Lifts Surface Treatment	2025	2025	10.3	229.1
86	Toronto Street	Erie St	Huron St	135	LCB - 2 lifts	200-499	Urban Full Reconstruction - Base Course of Asphalt	2025	2025	10.3	162.9
66	Erie Street	Broadway St	Toronto St	161	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2025	2025	10.3	194.1
106215	Michigan Line	Oil Heritage Rd	Hillsboro Rd	1851	LCB - 2 lifts	200-499	Surface Treatment - Single surface	2025	2025	10.3	74.7
77	London Street	Niagara St	Thames St	106	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2025	2025	10.3	128.2
108224	Fisher Line	Uttoxeter Rd	Brush Rd	1839	LCB - 2 lifts	50-199	Rural Pulverize and Two Lifts Surface Treatment	2025	2025	10.3	228.0
107218	Egremont Road	Hillsboro Rd	Blue Heron Rd	1853	LCB - 2 lifts	50-199	Surface Treatment - Single surface	2025	2025	9.3	74.8
83	Toronto Street	Niagara St	Thames St	106	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2025	2025	9.3	128.9
112209	Douglas Line	Lakeshore Rd	Oil Heritage Rd	2478	LCB - 2 lifts	200-499	Surface Treatment - Single surface	2025	2025	7.3	96.7

**Appendix D1 - Road Construction Needs  
Sorted by Proposed Year of Need and Priority Score**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Surface Type	Traffic Range (vpd)	Road Construction Needs	Theo. Year of Need	Proposed Year of Work	Priority	Probable Costs (\$,000)
309002	Egremont Road	O'Brien Rd	Old Mill Rd	1147	HCB - 2 lifts	1000-1999	Semi-Urban Full depth pulverize and pave	2026	2026	13.8	277.6
309003	Egremont Road	Old Mill Rd	Dalrymple St	164	HCB - 2 lifts	1000-1999	Semi-Urban Full depth pulverize and pave	2026	2026	13.8	58.8
309004	Egremont Road	Dalrymple St	Fleming Rd	635	HCB - 2 lifts	1000-1999	Semi-Urban Full depth pulverize and pave	2026	2026	13.8	172.8
206	Egremont Road	Turnberry Ln	Lakeshore Rd	224	HCB - 2 lifts	1000-1999	Rural Full depth pulverize and pave	2026	2026	13.5	71.8
308002	Egremont Road	Mandaumin Rd	Donaldson Ave	518	HCB - 2 lifts	1000-1999	Semi-Urban Full depth pulverize and pave	2026	2026	12.8	144.3
308003	Egremont Road	Donaldson Ave	O'Brien Rd	1567	HCB - 2 lifts	1000-1999	Semi-Urban Full depth pulverize and pave	2026	2026	12.8	398.2
209106	Camlachie Road	Michigan Li	Hyslop Li	2735	HCB - 2 lifts	500-999	Rural Full depth pulverize and pave	2026	2026	12.5	663.4
209104	Camlachie Road	London Li	Michigan Li	2727	HCB - 2 lifts	500-999	Rural Hot Mix Resurfacing (40mm HL-4, incl tack coat)	2026	2026	12.2	506.2
309007	Egremont Road	Fleming Rd	Turnberry Ln	1191	HCB - 2 lifts	500-999	Semi-Urban Full depth pulverize and pave	2026	2026	11.8	300.0
102225	Confederation Line	Leyton St	Stewardson Rd	1553	HCB - 2 lifts	500-999	Rural Full depth pulverize and pave	2026	2026	11.5	376.3
102227	Confederation Line	Stewardson Rd	Forest Rd	1848	HCB - 2 lifts	500-999	Rural Full depth pulverize and pave	2026	2026	11.5	425.1
203	Camlachie Road	Park St	Lakeshore Rd	496	HCB - 2 lifts	500-999	Urban Full depth pulverize and pave (40mm HL-4)	2026	2026	11.3	169.2
310009	Bonnie Doone Road	Queen St	Lucas Rd	692	LCB - 2 lifts	200-499	Rural Pulverize and Two Lifts Surface Treatment	2026	2026	10.5	85.8
216100	Canada Drive	Churchill Li	Broadway St	321	HCB - 2 lifts	50-199	Semi-Urban Full depth pulverize and pave	2026	2026	10.5	87.3
224100	Wanstead Road	Churchill Li	Elevator St	2055	HCB - 2 lifts	50-199	Rural Full depth pulverize and pave	2026	2026	10.3	532.2
218	Warehouse Street	Camlachie Rd	Augusta St	155	HCB - 2 lifts	50-199	Semi-Urban Full Reconstruction - Base Course of Asphalt	2027	2027	11.8	146.7
219	Augusta Street	Warehouse St	Park St	63	HCB - 2 lifts	50-199	Semi-Urban Full Reconstruction - Base Course of Asphalt	2027	2027	11.8	69.6
312015	Bluepoint Drive	Harris Point Dr	44.5m east of Harris Point Dr	39	HCB - 2 lifts	50-199	Urban Partial depth cold planing and resurfacing	2027	2027	10.8	12.0
309032	Dalrymple Street	Victoria St	Queen St	144	HCB - 2 lifts	200-499	Urban Full depth pulverize and pave (40mm HL-4)	2027	2027	10.8	64.6
63	Erie Street	West Limit	Centennial St	58	LCB - 2 lifts	0-49	Urban Full Reconstruction - Base Course of Asphalt	2022	2027	10.3	69.5
92	Second Street	Confederation Li	Jane St	316	HCB - 2 lifts	200-499	Urban Full depth removal and pave - 8.5m adjust MHs	2027	2027	9.8	184.9
108227	Fisher Line	Brush Rd	Forest Rd	1903	LCB - 2 lifts	50-199	Rural Pulverize and Two Lifts Surface Treatment	2027	2027	9.8	235.9
312004	Bluepoint Drive	Dead End	Thomas St	497	HCB - 2 lifts	50-199	Urban Partial depth cold planing and resurfacing	2027	2027	9.8	170.6
312005	Bluepoint Drive	Thomas St	Harris Point Dr	615	HCB - 2 lifts	50-199	Urban Partial depth cold planing and resurfacing	2027	2027	9.8	206.7
88	Jane Street	Second St	Second Cres	94	HCB - 2 lifts	200-499	Urban Partial depth cold planing and resurfacing	2027	2027	9.8	47.7
312008	Harris Point Drive	Lakeshore Rd	229m north of Lakeshore	230	HCB - 2 lifts	50-199	Semi-Urban Full depth pulverize and pave	2027	2027	9.8	74.7
57	Thames Street	Broadway St	Toronto St	161	HCB - 2 lifts	50-199	Urban Partial depth cold planing and resurfacing	2027	2027	8.8	68.2
215	Park Street	Camlachie Rd	Augusta St	156	HCB - 2 lifts	0-49	Semi-Urban Full Reconstruction - Base Course of Asphalt	2028	2028	10.8	128.1

**Appendix D1 - Road Construction Needs  
Sorted by Proposed Year of Need and Priority Score**

**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Section Length (m)	Surface Type	Traffic Range (vpd)	Road Construction Needs	Theo. Year of Need	Proposed Year of Work	Priority	Probable Costs (\$,000)
220	Augusta Street	Park St	Dead End	269	HCB - 2 lifts	0-49	Semi-Urban Full Reconstruction - Base Course of Asphalt	2028	2028	10.8	235.8
82	Toronto Street	Main St	Niagara St	104	LCB - 2 lifts	50-199	Urban Full Reconstruction - Base Course of Asphalt	2027	2028	8.8	125.0
35	Front Street	West Limit	London St	148	LCB - 2 lifts	0-49	Urban Full Reconstruction - Base Course of Asphalt	2027	2028	8.3	178.6
105	Sarnia Street	172m east Toronto	Cul de sac	68	HCB - 2 lifts	0-49	Urban Partial depth cold planing and resurfacing	2028	2028	7.8	39.6
308031	Craigmere Lea	Egermont	cul de sac	92	HCB - 2 lifts	0-49	Urban Partial depth cold planing and resurfacing	2028	2028	7.8	47.1
102206	Confederation Line	Plowing Match Rd	Camlachie Rd	1875	HCB - 2 lifts	1000-1999	Rural Hot Mix Resurfacing (40mm HL-4, incl tack coat)	2029	2029	12.3	332.1
102215	Confederation Line	115m east of Norman	Minielly Rd	1499	HCB - 2 lifts	1000-1999	Rural Full depth pulverize and pave	2029	2029	11.3	363.8
202	Camlachie Road	Warehouse St	Park St	84	HCB - 2 lifts	500-999	Urban Full depth pulverize and pave (40mm HL-4)	2029	2029	10.8	53.0
100	Confederation Line	First St	Broadway St	132	HCB - 2 lifts	1000-1999	Urban Partial depth cold planing and resurfacing	2029	2029	10.3	41.5
97	Confederation Line	Centennial St	Second St	168	HCB - 2 lifts	1000-1999	Urban Partial depth cold planing and resurfacing	2029	2029	10.3	51.3
99	Confederation Line	London St	First St	28	HCB - 2 lifts	1000-1999	Urban Partial depth cold planing and resurfacing	2029	2029	10.3	8.7
98	Confederation Line	Second St	London St	83	HCB - 2 lifts	1000-1999	Urban Partial depth cold planing and resurfacing	2029	2029	10.3	26.1
34	Plympton Street	Toronto St	East Limit	153	Concrete	0-49	Urban Full depth removal and pave - 8.5m	2029	2029	6.3	108.7
109210	Egremont Road	Camlachie Rd	780m south east of Camlachie Rd	780	HCB - 2 lifts	500-999	Semi-Urban Full depth pulverize and pave	2031	2030	13.2	161.5
102218	Confederation Line	Minielly Rd	South Plympton Rd	1832	HCB - 2 lifts	1000-1999	Rural Full depth pulverize and pave	2029	2030	12.3	421.4
102221	Confederation Line	South Plympton Rd	Wanstead Rd	1845	HCB - 2 lifts	500-999	Rural Full depth pulverize and pave	2029	2030	12.0	424.3
200	Camlachie Road	Hyslop Li	205m south of Egremont Rd	474	HCB - 2 lifts	500-999	Rural Full depth pulverize and pave	2029	2030	10.3	108.9
201	Camlachie Road	Egremont Rd	Warehouse St	52	HCB - 2 lifts	500-999	Urban Full depth pulverize and pave (40mm HL-4)	2029	2030	10.3	44.1
111	Huron Street	155m east of Toronto	dead end	147	HCB - 2 lifts	50-199	Urban Partial depth cold planing and resurfacing	2027	2030	9.8	63.7
108212	Egremont Road	MacFarlane Rd	Fisher Li	1112	HCB - 2 lifts	500-999	Rural Full depth pulverize and pave	2031	2031	12.7	274.9
102224	Confederation Line	Wanstead Rd	Leyton St	316	HCB - 2 lifts	500-999	Rural Full depth pulverize and pave	2031	2031	12.0	72.7
53	Niagara Street	Broadway St	Toronto St	161	HCB - 2 lifts	200-499	Urban Partial depth cold planing and resurfacing	2031	2031	8.3	69.6

## **APPENDIX D-2**

### **RECOMMENDED ROAD MAINTENANCE NEEDS SORTED BY TRAFFIC RANGE AND SECTION NUMBER**

**Appendix D2 - Recommended Road Maintenance Needs  
Sorted by Traffic Range and Section Number**

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**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Surface Type	Traffic Range (vpd)	Recommended Spot Road and Drainage	Recommended Specific Maintenance	Total Maintenance Cost (\$,000)
109209	Egremont Road	780m south east of Camlachie Rd	MacFarlane Rd	HCB - 2 lifts	500-999	Patching (<60 m)	Ditching Improvements (Full Length)	26.3
203108	O'Brien Road	Hyslop Li	Lakeshore Rd	Gravel	500-999		Ditching Improvements (Full Length)	3.1
33	Plympton Street	Broadway St	Toronto St	Concrete	200-499		Crack Sealing	1.5
40	London Street	Brooke St	Sarnia St	HCB - 2 lifts	200-499	Patching (<60 m)		19.0
41	London Street	Sarnia St	Plympton St	HCB - 2 lifts	200-499	Patching (<60 m)		19.0
112218	Douglas Line	Hillsboro Rd	Uttoxeter Rd	LCB - 2 lifts	200-499		Install subdrain full length, both sides Ditching Improvements (Full Length)	129.9
309026	Queen Street	Dalrymple St	Hyde St	HCB - 2 lifts	200-499	Ditching Improvements (<200 m)	Crack Sealing	4.3
309027	Queen Street	Hyde St	Francis St	HCB - 2 lifts	200-499	Ditching Improvements (<200 m)	Crack Sealing	4.4
309030	Dalrymple Street	Egremont Rd	Clarence St	HCB - 2 lifts	200-499	Patching (<60 m)	Ditching Improvements (Full Length) Install subdrain full length, both sides	24.7
309037	Rear Street	Francis St	Elizabeth Way	HCB - 2 lifts	200-499	Patching (<60 m)	Crack Sealing	20.7
309050	Fleming Road	Lakeshore Rd	109m south of Egremont Rd	Gravel	200-499		Ditching Improvements (Full Length)	4.7
309051	Fleming Road	Egremont Rd	Creekside Dr	HCB - 2 lifts	200-499	Ditching Improvements (<200 m) Patching (<60 m)		21.5
309055	Fleming Road	109m south of Egremont Rd	Egremont Rd	HCB - 2 lifts	200-499	Ditching Improvements (<200 m)		2.5
16	Isabella Street	Sycamore Cres	110m east of Sycamore	HCB - 2 lifts	50-199	Patching (<60 m)		19.0
17	Sycamore Crescent	Isabella St	Dead End	HCB - 2 lifts	50-199	Patching (<60 m)		19.0
18	Nettys Way	Sycamore Cres	Broadway St	HCB - 2 lifts	50-199	Patching (<60 m)		19.0
20	Zone Street	London St	Broadway St	HCB - 2 lifts	50-199	Patching (<60 m)		19.0
25	Brooke Street	Broadway St	Toronto St	HCB - 2 lifts	50-199		Crack Sealing Shoulder Gravel	1.8
26	Brooke Street	Toronto St	East 150 m	HCB - 2 lifts	50-199		Crack Sealing Shoulder Gravel	1.7
28	Sarnia Street	London St	Broadway St	HCB - 2 lifts	50-199	Patching (<60 m)		19.0
36	Front Street	London St	Broadway St	HCB - 2 lifts	50-199	Patching (<60 m)	Install subdrain full length, both sides	23.7
37	Front Street	Broadway St	Toronto St	HCB - 2 lifts	50-199	Patching (<60 m)	Install subdrain full length, both sides	23.7
43	Toronto Street	Zone St	Brooke St	HCB - 2 lifts	50-199		Crack Sealing Shoulder Gravel	1.6
49	Main Street	Broadway St	Toronto St	HCB - 2 lifts	50-199	Patching (<60 m)		19.0
91	Second Crescent	Jane St	Second St	HCB - 2 lifts	50-199	Patching (<60 m)		19.0
93	Second Street	Jane St	Second Cres	HCB - 2 lifts	50-199	Patching (<60 m)		19.0
96	Norman Street	Confederation Li	Dead End	HCB - 2 lifts	50-199	Patching (<60 m)	Crack Sealing	23.5
107	Thames Street	74m east of London	Broadway St	Concrete	50-199	Patching (<60 m)	Install subdrain full length, both sides	21.3
114	Isabella Street	64m west of Sycamore Cr	Sycamore Cres	HCB - 2 lifts	50-199	Patching (<60 m)		19.0

**Appendix D2 - Recommended Road Maintenance Needs  
Sorted by Traffic Range and Section Number**

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**Town of Plympton-Wyoming  
Road Management Study**

<b>Section ID</b>	<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Surface Type</b>	<b>Traffic Range (vpd)</b>	<b>Recommended Spot Road and Drainage</b>	<b>Recommended Specific Maintenance</b>	<b>Total Maintenance Cost (\$,000)</b>
216	Park Street	Augusta St	Dead End	Gravel	50-199		Gravel Resurfacing, 50mm	1.3
106221	Michigan Line	Blue Heron Rd	Uttoxeter Rd	Gravel	50-199	Ditching Improvements (<200 m)		2.5
106224	Michigan Line	Uttoxeter Rd	Brush Rd	Gravel	50-199		Ditching Improvements (Full Length)	11.1
106227	Michigan Line	Brush Rd	Forest Rd	Gravel	50-199	Ditching Improvements (<200 m)		2.5
107214	Egremont Road	Fisher Li	Oil Heritage Rd	Gravel	50-199	Ditching Improvements (<200 m)		2.5
107224	Egremont Road	Uttoxeter Rd	Brush Rd	LCB - 2 lifts	50-199	Ditching Improvements (<200 m)		2.5
108209	Hyslop Line	Camlachie Rd	MacFarlane Rd	Gravel	50-199		Ditching Improvements (Full Length)	11.2
203106	O'Brien Road	Michigan Li	Hyslop Li	Gravel	50-199		Ditching Improvements (Full Length)	14.3
206106	Fleming Road	Michigan Li	Hyslop Li	Gravel	50-199		Ditching Improvements (Full Length)	16.4
218108	Hillsboro Road	Fisher Li	Wright Li	Gravel	50-199		Ditching Improvements (Full Length)	8.2
218110	Hillsboro Road	Aberarder Li	Douglas Li	Gravel	50-199		Ditching Improvements (Full Length)	16.4
218113	Hillsboro Road	327m north of Douglas	Lakeshore	Gravel	50-199		Ditching Improvements (Full Length)	14.4
221106	Blue Heron Road	Michigan Li	Egremont Rd	Gravel	50-199		Ditching Improvements (Full Length)	7.4
221108	Blue Heron Road	Fisher Li	Wright Li	Gravel	50-199		Ditching Improvements (Full Length)	8.2
221109	Blue Heron Road	Wright Li	Aberarder Li	Gravel	50-199		Ditching Improvements (Full Length)	8.2
224102	Wanstead Road	Confederation Li	London Li	Gravel	50-199	Ditching Improvements (<200 m)		2.5
224104	Uttoxeter Road	London Line	350m south 402	Gravel	50-199	Ditching Improvements (<200 m)		2.5
224105	Uttoxeter Road	350m north 402	Michigan Line	Gravel	50-199	Ditching Improvements (<200 m)		2.5
224106	Uttoxeter Road	Michigan Li	Egremont Rd	Gravel	50-199	Ditching Improvements (<200 m)		2.5
224107	Uttoxeter Road	Egremont Rd	Fisher Li	Gravel	50-199	Ditching Improvements (<200 m)		2.5
224110	Uttoxeter Road	Aberarder Li	Douglas Li	Gravel	50-199	Ditching Improvements (<200 m)	Install subdrain full length, both sides	81.6
224112	Uttoxeter Road	Douglas Li	Hubbard Li	Gravel	50-199	Subdrain both sides up to 500m Ditching Improvements (<200 m)		15.7
308037	Evergreen Lane	Egremont Rd	Devonshire Rd	HCB - 2 lifts	50-199	Patching (<60 m)		19.0
309010	Old Mill Road	Timber Ridge Rd	Pepperhill Dr	HCB - 2 lifts	50-199		Crack Sealing	3.2
309011	Old Mill Road	Pepperhill Dr	Egremont Rd	HCB - 2 lifts	50-199	Patching (<60 m)	Crack Sealing	21.6
309014	King Street	Glen Abbey Gate	Egremont Rd	HCB - 1 lift	50-199		Shoulder Gravel	0.5
309018	Pepperhill Drive	Old Mill Rd	Glen Abbey Gate	HCB - 2 lifts	50-199		Crack Sealing	1.7
309019	Pepperhill Drive	Glen Abbey Gate	Dead End	HCB - 2 lifts	50-199		Crack Sealing	0.4
309020	Glen Abbey Gate	Pepperhill Dr	King St	HCB - 2 lifts	50-199		Crack Sealing	1.2
309041	Clarence Street	Dalrymple St	Hyde St	HCB - 2 lifts	50-199	Ditching Improvements (<200 m)		2.5
309042	Clarence Street	Hyde St	Francis St	HCB - 2 lifts	50-199	Ditching Improvements (<200 m)		2.5
19	Zone Street	West Limit	London St	HCB - 2 lifts	0-49	Patching (<60 m)		19.0

**Appendix D2 - Recommended Road Maintenance Needs  
Sorted by Traffic Range and Section Number**

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**Town of Plympton-Wyoming  
Road Management Study**

Section ID	Road Name	From	To	Surface Type	Traffic Range (vpd)	Recommended Spot Road and Drainage	Recommended Specific Maintenance	Total Maintenance Cost (\$,000)
27	Sarnia Street	West Limit	London St	HCB - 2 lifts	0-49	Patching (<60 m)		19.0
47	Main Street	West Limit	London St	HCB - 2 lifts	0-49	Patching (<60 m)		19.0
50	Main Street	Toronto St	East Limit	HCB - 2 lifts	0-49	Patching (<60 m)		19.0
94	Second Street	Second Cres	Dead End	HCB - 2 lifts	0-49	Patching (<60 m)		19.0
103	Brooke Street	150m east of Toronto St	dead end	HCB - 2 lifts	0-49		Crack Sealing	1.3
112	Thelma Street	Norman St.	dead end	HCB - 2 lifts	0-49		Crack Sealing	0.7
223	Arie Court	T Corner	north loop dead end	HCB - 1 lift	0-49	Sweep Road		0.5
224	Arie Court	South loop dead end	north loop dead end	HCB - 1 lift	0-49	Sweep and clean up debris	Backup Curb	1.8
108203	Hyslop Line	O'Brien Rd	Fleming Rd	Gravel	0-49	Ditching Improvements (<200 m)		2.5
108206	Hyslop Line	Fleming Rd	Camlachie Rd	Gravel	0-49		Ditching Improvements (Full Length)	11.0
109218	Wright Line	Hillsboro Rd	Blue Heron Rd	Gravel	0-49		Ditching Improvements (Full Length)	11.0
203104	Fairweather Road	London Li	Cul de Sac	Gravel	0-49	Ditching Improvements (<200 m)		2.5
203105	O'Brien Road	Cul de Sac	Michigan Li	Gravel	0-49	Ditching Improvements (<200 m)		2.5
206100	Plowing Match Road	Churchill Li	Confederation Li	Gravel	0-49		Ditching Improvements (Full Length)	16.4
206102	Plowing Match Road	Confederation Li	London Li	Gravel	0-49		Ditching Improvements (Full Length)	16.4
206104	Plowing Match Road	London Li	Cul de Sac	Gravel	0-49	Shoulder and Slope Repair (<100 m) Ditching Improvements (<200 m)		7.3
206108	Fleming Road	Hyslop Li	Lakeshore Rd	Gravel	0-49	Ditching Improvements (<200 m)		2.5
212102	Kerrigan Road	Confederation Li	London Li	Gravel	0-49		Ditching Improvements (Full Length)	16.3
212106	MacFarlane Road	Michigan Li	Egremont Rd	Gravel	0-49		Ditching Improvements (Full Length)	16.4
218100	Minielly Road	Churchill Li	Confederation Li	Gravel	0-49		Ditching Improvements (Full Length)	16.5
218102	Minielly Road	Confederation Li	London Li	Gravel	0-49		Ditching Improvements (Full Length)	16.3
218106	Hillsboro Road	Michigan Li	Egremont Rd	Gravel	0-49		Ditching Improvements (Full Length)	8.1
218107	Hillsboro Road	Egremont Rd	Fisher Li	Gravel	0-49		Ditching Improvements (Full Length)	8.3
221104	South Plympton Road	London Li	Cul de Sac	Gravel	0-49	Shoulder and Slope Repair (<100 m)	Ditching Improvements (Full Length)	12.7
221105	Blue Heron Road	Cul de Sac	Michigan Li	Gravel	0-49		Ditching Improvements (Full Length)	8.5
221107	Blue Heron Road	Egremont Rd	Fisher Li	Gravel	0-49		Ditching Improvements (Full Length)	9.0
224108	Uttoxeter Road	Fisher Li	Aberarder Li	Gravel	0-49		Ditching Improvements (Full Length)	16.3
224114	Uttoxeter Road	Hubbard Li	Townsend Li	Gravel	0-49		Ditching Improvements (Full Length)	6.6
225101	Leyton Street	190m north of Elevator St	Confederation Li	Gravel	0-49		Install subdrain full length, both sides Ditching Improvements (Full Length)	17.3
227101	Stewardson Road	Dead End	Confederation Li	Gravel	0-49		Ditching Improvements (Full Length)	8.2
227102	Stewardson Road	Confederation Li	London Li	Gravel	0-49	Shoulder and Slope Repair (<100 m)	Ditching Improvements (Full Length)	21.1

**Appendix D2 - Recommended Road Maintenance Needs  
Sorted by Traffic Range and Section Number**

**Town of Plympton-Wyoming  
Road Management Study**

<b>Section ID</b>	<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Surface Type</b>	<b>Traffic Range (vpd)</b>	<b>Recommended Spot Road and Drainage</b>	<b>Recommended Specific Maintenance</b>	<b>Total Maintenance Cost (\$,000)</b>
227105	Brush Road	Cul de Sac	Michigan Li	Gravel	0-49		Ditching Improvements (Full Length)	7.7
227106	Brush Road	Michigan Li	Egremont Rd	Gravel	0-49		Ditching Improvements (Full Length)	3.6
227107	Brush Road	Egremont Rd	Fisher Li	Gravel	0-49	Shoulder and Slope Repair (<100 m)	Ditching Improvements (Full Length)	17.6
227108	Brush Road	Fisher Li	Aberarder Li	Gravel	0-49		Ditching Improvements (Full Length) Add gravel to culvert top	16.9
227110	Brush Road	Aberarder Li	Douglas Li	Gravel	0-49		Ditching Improvements (Full Length)	16.4
308023	Donaldson Avenue	Egremont Rd	Lake View Ave	HCB - 2 lifts	0-49		Crack Sealing	2.2
308024	Franklin Avenue	Egremont Rd	Lake View Ave	HCB - 2 lifts	0-49		Crack Sealing	2.1
308025	Lake View Avenue	Dead End	Donaldson Ave	HCB - 2 lifts	0-49		Crack Sealing	0.4
308026	Lake View Avenue	Donaldson Ave	Franklin Ave	HCB - 2 lifts	0-49		Crack Sealing	1.0
308027	Lake View Avenue	Franklin Ave	Dead End	HCB - 2 lifts	0-49		Crack Sealing	0.4
308038	Devonshire Road	Evergreen Line	117m east of Dead End	HCB - 2 lifts	0-49		Crack Sealing	3.7
308039	Devonshire Road	Evergreen Ln	Dead End	HCB - 2 lifts	0-49		Crack Sealing	3.5
309022	Queen Street	Maitland St	Maple St	HCB - 2 lifts	0-49	Ditching Improvements (<200 m)		2.5
309025	Queen Street	Maple St	Dalrymple St	HCB - 2 lifts	0-49	Ditching Improvements (<200 m)		2.5
309043	Clarence Street	Francis St	start of cul de sac	HCB - 2 lifts	0-49	Patching (<60 m) Ditching Improvements (<200 m)		21.5
309045	Hyde Street	Clarence St	Dead End	HCB - 2 lifts	0-49	Ditching Improvements (<200 m)		2.5
309054	Creekside Drive	Fleming Road	dead end	HCB - 2 lifts	0-49	Patching (<60 m)		19.0
309056	Clarence Street	start of cul de sac	end of cul de sac	HCB - 2 lifts	0-49		Crack Sealing	0.2
309058	Elizabeth Way	Rear St	Dead End	HCB - 2 lifts	0-49		Crack Sealing	0.6
310026	Point view dr	Dead End	Baldwin Ave	HCB - 2 lifts	0-49	Ditching Improvements (<200 m)		2.5
310027	Point view dr	Baldwin Ave	Dead End	HCB - 2 lifts	0-49	Ditching Improvements (<200 m)		2.5
310029	Windcliff Lane	70m north of Queen	cul de sac	Gravel	0-49	Ditching Improvements (<200 m)	Gravel Resurfacing, 50mm	6.2
311003	Douglas	Ivy Ln	Lakeshore Rd	Gravel	0-49		Ditching Improvements (Full Length)	0.8
314000	Gallie Street	Lakeshore Rd	William	Gravel	0-49		Ditching Improvements (Full Length) Gravel Resurfacing, 50mm	3.9
314001	William Street	Gallie St	Mary St	Gravel	0-49		Ditching Improvements (Full Length) Gravel Resurfacing, 50mm	2.3
314002	William Street	Mary St	Ken St	Gravel	0-49		Ditching Improvements (Full Length) Gravel Resurfacing, 50mm	2.6
314003	William Street	Ken St	Eleanor St	Gravel	0-49		Ditching Improvements (Full Length) Gravel Resurfacing, 50mm	2.3
314004	William Street	Eleanor St	dead end east	Gravel	0-49		Gravel Resurfacing, 50mm Ditching Improvements (Full Length)	3.3

**Appendix D2 - Recommended Road Maintenance Needs  
Sorted by Traffic Range and Section Number**

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**Town of Plympton-Wyoming  
Road Management Study**

<b>Section ID</b>	<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Surface Type</b>	<b>Traffic Range (vpd)</b>	<b>Recommended Spot Road and Drainage</b>	<b>Recommended Specific Maintenance</b>	<b>Total Maintenance Cost (\$,000)</b>
314005	Mary Street	Lakeshore Rd	William St	Gravel	0-49		Gravel Resurfacing, 50mm Ditching Improvements (Full Length)	4.0
314006	Ken Street	Lakeshore Rd	William St	Gravel	0-49		Gravel Resurfacing, 50mm Ditching Improvements (Full Length)	4.0
314007	Eleanor Street	Lakeshore Rd	William St	Gravel	0-49		Ditching Improvements (Full Length) Gravel Resurfacing, 50mm	4.0
315008	Marg Avenue	Hillsboro Rd	51m north	Gravel	0-49		Gravel Resurfacing, 50mm	1.2
2061051	Fleming Road	240m south of Michigan Li	Michigan Line	Gravel	0-49	Ditching Improvements (<200 m)		2.5

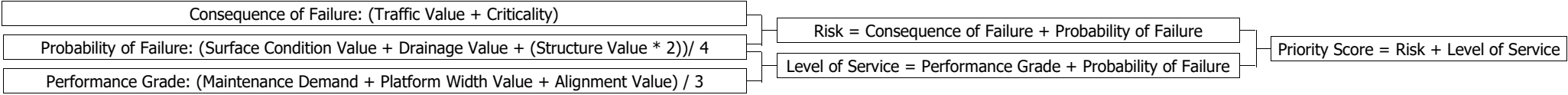
Total: 1358.5

## **APPENDIX D-3**

### **ROAD NEEDS PRIORITY SCORE SORTED BY PRIORITY SCORE**

Appendix D-3 - Road Needs Priority Score  
Sorted by Priority Score

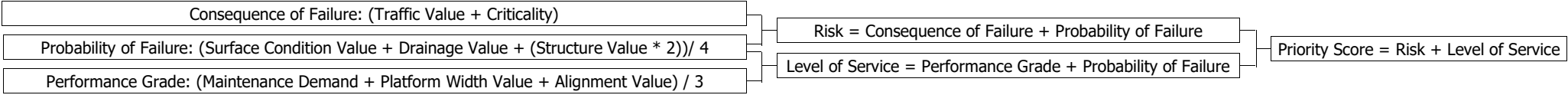
Town of Plympton-Wyoming  
Road Management Study



Section ID	Road Name	From	To	Section Length (m)	Surface Type	Roadside Environment	Probable Costs (\$,000)	Proposed Year of Work	Platform Width	Traffic Range (vpd)	Criticality	Winter Maint.	Consq. of Failure	Surface Condition Rating	Drainage Value	Structural Condition Rating	Prob. of Failure	Maintenance Demand	Alignment Value	Width Value	Perf. Grade	Risk	Level of Service	Priority Score
209102	Camlachie Road	Confederation Li	London Li	2728	LCB - 2 lifts	Rural	742.0	2023	8	1000-1999	None	Yes	5.0	6	5	7	3.8	Average	5	3	3.3	8.8	7.1	15.8
309029	Queen Street	Fleming Rd	Windcliff Ln	656	LCB - 2 lifts	Semi-Urban	158.8	2022	7.4	500-999	None	Yes	4.0	5	5	6.5	4.0	Average	1	5	2.7	8.0	6.7	14.7
310001	Queen Street	Santa Monica Blvd	Lakeshore Rd	1055	LCB - 2 lifts	Rural	274.2	2022	7.5	500-999	None	Yes	4.0	5	3	6	4.0	Average	1	5	2.7	8.0	6.7	14.7
310015	Ferne Avenue	Dead End	Delmage Ave	537	LCB - 2 lifts	Semi-Urban	134.8	2022	6.2	50-199	None	Yes	2.0	5	5	5	5.0	Average	1	3	2.0	7.0	7.0	14.0
309003	Egremont Road	Old Mill Rd	Dalrymple St	164	HCB - 2 lifts	Semi-Urban	58.8	2026	9.1	1000-1999	None	Yes	5.0	6	5	6.5	3.8	Average	1	1	1.3	8.8	5.1	13.8
309002	Egremont Road	O'Brien Rd	Old Mill Rd	1147	HCB - 2 lifts	Semi-Urban	277.6	2026	9.1	1000-1999	None	Yes	5.0	6	5	6.5	3.8	Average	1	1	1.3	8.8	5.1	13.8
309004	Egremont Road	Dalrymple St	Fleming Rd	635	HCB - 2 lifts	Semi-Urban	172.8	2026	9.1	1000-1999	School	Yes	5.0	6	5	7	3.8	Average	1	1	1.3	8.8	5.1	13.8
206	Egremont Road	Turnberry Ln	Lakeshore Rd	224	HCB - 2 lifts	Semi-Urban	71.8	2026	8.5	1000-1999	None	Yes	5.0	6	3	6.5	3.3	Average	1	3	2.0	8.3	5.3	13.5
315002	Hillsboro Road	Norma Ave	Shirley Ln	273	LCB - 2 lifts	Semi-Urban	66.0	2023	7.5	200-499	None	Yes	3.0	6	5	6	4.3	Average	1	3	2.0	7.3	6.3	13.5
113	Confederation Line	Norman St	115m east of Norman St	115	Concrete	Urban	77.8	2022	8.5	1000-1999	None	Yes	5.0	5	1	6	3.5	Average	1	1	1.3	8.5	4.8	13.3
81	London Street	Huron St	Confederation Li	131	LCB - 2 lifts	Urban	158.6	2022	7.7	200-499	School	Yes	4.0	5	5	6.5	4.0	Average	1	1	1.3	8.0	5.3	13.3
32	Plympton Street	London St	Broadway St	162	LCB - 2 lifts	Urban	195.9	2022	5.3	200-499	None	Yes	3.0	5	5	6	4.5	Average	1	1	1.3	7.5	5.8	13.3
109210	Egremont Road	Camlachie Rd	780m south east of Camlachie Rd	780	HCB - 2 lifts	Semi-Urban	161.5	2030	7.9	500-999	Facility	Yes	4.5	7	3	6.5	3.0	Average	1	5	2.7	7.5	5.7	13.2
310016	Ferne Avenue	Ferne Ave	Ferne Ave	101	LCB - 2 lifts	Semi-Urban	29.3	2022	5.2	0-49	None	Yes	1.0	5	5	5	5.0	Average	1	3	2.0	6.0	7.0	13.0
315003	Hillsboro Road	Shirley Ln	Townsend Li	797	LCB - 2 lifts	Semi-Urban	192.9	2023	7.8	200-499	Facility	Yes	3.5	6	5	7	3.8	Average	1	3	2.0	7.3	5.8	13.0
314009	Lakeside Street	Dead End	Gordon Rd	67	LCB - 1 lift	Semi-Urban	16.3	2022	5	0-49	None	Yes	1.0	4	5	5	5.0	Average	1	3	2.0	6.0	7.0	13.0
209100	Camlachie Road	Churchill Li	Confederation Li	2732	LCB - 2 lifts	Rural	341.3	2025	8	1000-1999	None	Yes	5.0	7	3	7	3.0	Average	1	3	2.0	8.0	5.0	13.0
308003	Egremont Road	Donaldson Ave	O'Brien Rd	1567	HCB - 2 lifts	Semi-Urban	398.2	2026	9.1	1000-1999	Public Works	Yes	5.0	6	3	6.5	3.3	Average	1	1	1.3	8.3	4.6	12.8
102200	Confederation Line	Mandaumin Rd	Fairweather Rd	1852	HCB - 2 lifts	Rural	426.0	2025	11.3	1000-1999	None	Yes	5.0	6	3	7	3.3	Average	1	1	1.3	8.3	4.6	12.8
104	Isabella Street	110m east of Sycamore	dead end	206	LCB - 2 lifts	Semi-Urban	75.8	2024	8.3	0-49	Other	Yes	1.5	5	5	5	5.0	Average	1	1	1.3	6.5	6.3	12.8
102209	Confederation Line	Camlachie Rd	Kerrigan Rd	1882	HCB - 2 lifts	Rural	444.2	2025	10	1000-1999	None	Yes	5.0	6	3	7	3.3	Average	1	1	1.3	8.3	4.6	12.8
102212	Confederation Line	Kerrigan Rd	Centennial St	1442	HCB - 2 lifts	Rural	331.5	2025	10	1000-1999	None	Yes	5.0	6	3	7	3.3	Average	1	1	1.3	8.3	4.6	12.8
102203	Confederation Line	Fairweather Rd	Plowing Match Rd	1856	HCB - 2 lifts	Rural	345.7	2025	11.3	1000-1999	None	Yes	5.0	6	3	7	3.3	Average	1	1	1.3	8.3	4.6	12.8
308002	Egremont Road	Mandaumin Rd	Donaldson Ave	518	HCB - 2 lifts	Semi-Urban	144.3	2026	9	1000-1999	None	Yes	5.0	6	3	7	3.3	Average	1	1	1.3	8.3	4.6	12.8
315027	Townsend Line	Ann St	Hillsboro Rd	232	LCB - 2 lifts	Semi-Urban	35.5	2022	5.8	50-199	None	Yes	2.0	5	5	6.5	4.0	Average	1	5	2.7	6.0	6.7	12.7
108212	Egremont Road	MacFarlane Rd	Fisher Li	1112	HCB - 2 lifts	Rural	274.9	2031	7.7	500-999	None	Yes	4.0	7	3	7	3.0	Average	1	5	2.7	7.0	5.7	12.7
2241041	Uttoxeter Road	350m south 402	350m north 402	703	HCB - 2 lifts	Rural	211.4	2022	6	50-199	None	Yes	2.0	5	3	6	4.0	Average	3	3	2.7	6.0	6.7	12.7
209106	Camlachie Road	Michigan Li	Hyslop Li	2735	HCB - 2 lifts	Rural	663.4	2026	8.3	500-999	None	Yes	4.0	6	3	7	3.3	Average	1	3	2.0	7.3	5.3	12.5
309053	Fleming Road	Rear St	Queen St	535	LCB - 2 lifts	Semi-Urban	24.1	2023	7.6	200-499	None	Yes	3.0	6	5	6.5	3.8	Average	1	3	2.0	6.8	5.8	12.5
309000	O'Brien Road	Lakeshore Rd	Egremont Rd	1228	LCB - 2 lifts	Rural	325.4	2023	8.4	500-999	None	Yes	4.0	6	5	7.5	3.3	Average	1	3	2.0	7.3	5.3	12.5
70	Huron Street	London St	Broadway St	160	LCB - 2 lifts	Urban	194.0	2024	7	50-199	None	Yes	2.0	6	5	5.5	4.3	Average	3	1	2.0	6.3	6.3	12.5
315001	Hillsboro Road	Marg Ave	Norma Ave	268	LCB - 2 lifts	Semi-Urban	65.0	2023	7.7	200-499	None	Yes	3.0	6	5	7	3.8	Average	1	3	2.0	6.8	5.8	12.5
80	London Street	Erie St	Huron St	135	LCB - 2 lifts	Urban	162.3	2022	7.3	200-499	None	Yes	3.0	5	5	7	4.0	Average	1	1	1.3	7.0	5.3	12.3
102218	Confederation Line	Minielly Rd	South Plympton Rd	1832	HCB - 2 lifts	Rural	421.4	2030	9	1000-1999	None	Yes	5.0	7	3	6.5	3.0	Average	1	1	1.3	8.0	4.3	12.3
42	London Street	Plympton St	Front St	106	LCB - 2 lifts	Urban	127.2	2022	7.2	50-199	None	Yes	2.0	5	5	6	4.5	Average	1	1	1.3	6.5	5.8	12.3

Appendix D-3 - Road Needs Priorty Score  
Sorted by Priority Score

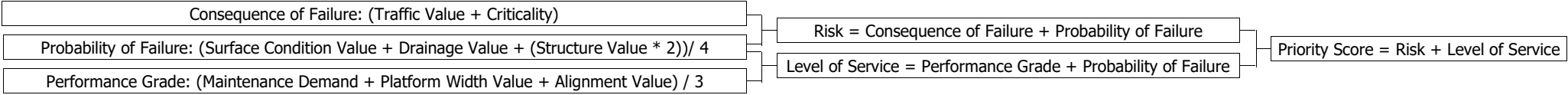
Town of Plympton-Wyoming  
Road Management Study



Section ID	Road Name	From	To	Section Length (m)	Surface Type	Roadside Environment	Probable Costs (\$,000)	Proposed Year of Work	Platform Width	Traffic Range (vpd)	Criticality	Winter Maint.	Consq. of Failure	Surface Condition Rating	Drainage Value	Structural Condition Rating	Prob. of Failure	Maintenance Demand	Alignment Value	Width Value	Perf. Grade	Risk	Level of Service	Priority Score
24	Brooke Street	London St	Broadway St	159	LCB - 2 lifts	Urban	191.5	2022	7.6	50-199	None	Yes	2.0	5	5	6	4.5	Average	1	1	1.3	6.5	5.8	12.3
85	Toronto Street	Ontario St	Erie St	129	LCB - 2 lifts	Urban	155.2	2023	7.5	200-499	Other	Yes	3.5	6	5	7	3.8	Average	1	1	1.3	7.3	5.1	12.3
309031	Dalrymple Street	Clarence St	Victoria St	149	HCB - 2 lifts	Urban	66.1	2024	7.7	200-499	None	Yes	3.0	5	5	7	4.0	Average	1	1	1.3	7.0	5.3	12.3
102206	Confederation Line	Plowing Match Rd	Camlachie Rd	1875	HCB - 2 lifts	Rural	332.1	2029	11.3	1000-1999	None	Yes	5.0	7	3	7	3.0	Average	1	1	1.3	8.0	4.3	12.3
209104	Camlachie Road	London Li	Michigan Li	2727	HCB - 2 lifts	Rural	506.2	2026	8	500-999	None	Yes	4.0	6	1	7	2.8	Average	3	3	2.7	6.8	5.4	12.2
224101	Wanstead Road	Elevator St	Confederation Li	687	HCB - 2 lifts	Rural	196.9	2022	7.7	200-499	None	Yes	3.0	5	3	7	3.5	Average	1	3	2.0	6.5	5.5	12.0
102224	Confederation Line	Wanstead Rd	Leyton St	316	HCB - 2 lifts	Rural	72.7	2031	8.6	500-999	None	Yes	4.0	7	3	7	3.0	Average	1	3	2.0	7.0	5.0	12.0
310018	Delmage Avenue	Bonnie Doone Rd	Ferne Ave	91	LCB - 2 lifts	Semi-Urban	40.9	2022	6.5	50-199	None	Yes	2.0	5	5	7	4.0	Average	1	3	2.0	6.0	6.0	12.0
102221	Confederation Line	South Plympton Rd	Wanstead Rd	1845	HCB - 2 lifts	Rural	424.3	2030	8.6	500-999	None	Yes	4.0	7	3	7	3.0	Average	1	3	2.0	7.0	5.0	12.0
218	Warehouse Street	Camlachie Rd	Augusta St	155	HCB - 2 lifts	Urban	146.7	2027	7.2	50-199	None	Yes	2.0	6	5	5.5	4.3	Average	1	1	1.3	6.3	5.6	11.8
87	Toronto Street	Huron St	Confederation Li	132	LCB - 2 lifts	Urban	178.3	2023	7.5	200-499	None	Yes	3.0	6	5	7	3.8	Average	1	1	1.3	6.8	5.1	11.8
219	Augusta Street	Warehouse St	Park St	63	HCB - 2 lifts	Urban	69.6	2027	6	50-199	None	Yes	2.0	6	5	6	4.3	Average	1	1	1.3	6.3	5.6	11.8
309036	Francis Street	Victoria St	Queen St	145	LCB - 2 lifts	Semi-Urban	54.2	2023	7	200-499	None	Yes	3.0	6	5	6.5	3.8	Average	1	1	1.3	6.8	5.1	11.8
59	Ontario Street	West Limit	London St	286	LCB - 2 lifts	Urban	345.6	2023	6.8	50-199	None	Yes	2.0	6	5	5.5	4.3	Average	1	1	1.3	6.3	5.6	11.8
309007	Egremont Road	Fleming Rd	Turnberry Ln	1191	HCB - 2 lifts	Semi-Urban	300.0	2026	9	500-999	None	Yes	4.0	6	3	7	3.3	Average	1	1	1.3	7.3	4.6	11.8
108215	Fisher Line	Oil Heritage Rd	Hillsboro Rd	1854	LCB - 2 lifts	Rural	229.8	2023	8	200-499	None	Yes	3.0	6	5	6.5	3.8	Average	1	1	1.3	6.8	5.1	11.8
106203	Michigan Line	O'Brien Rd	Fleming Rd	1845	LCB - 2 lifts	Rural	228.8	2023	8.1	200-499	None	Yes	3.0	6	5	6.5	3.8	Average	1	1	1.3	6.8	5.1	11.8
217	O'Banwell Street	Egremont Rd	Mutual St	100	LCB - 2 lifts	Urban	80.3	2024	6.5	50-199	None	Yes	2.0	6	5	6	4.3	Average	1	1	1.3	6.3	5.6	11.8
79	London Street	Ontario St	Erie St	129	LCB - 2 lifts	Urban	155.9	2023	7.6	200-499	None	Yes	3.0	6	5	7	3.8	Average	1	1	1.3	6.8	5.1	11.8
55	Thames Street	West Limit	London St	156	LCB - 2 lifts	Urban	188.5	2023	7.2	50-199	School	Yes	3.0	6	5	6.5	3.8	Average	1	1	1.3	6.8	5.1	11.8
214	Mutual Street	O'Banwell St	Camlachie Rd	107	LCB - 2 lifts	Urban	86.2	2024	6	50-199	None	Yes	2.0	6	5	6	4.3	Average	1	1	1.3	6.3	5.6	11.8
44	Toronto Street	Brooke St	Sarnia St	105	LCB - 2 lifts	Urban	126.8	2023	7.5	200-499	None	Yes	3.0	6	5	7	3.8	Average	1	1	1.3	6.8	5.1	11.8
106200	Michigan Line	Mandaumin Rd	O'Brien Rd	1846	LCB - 2 lifts	Rural	228.9	2023	8	200-499	None	Yes	3.0	6	5	7	3.8	Average	1	1	1.3	6.8	5.1	11.8
60	Ontario Street	London St	94m east of London	88	LCB - 2 lifts	Urban	106.6	2023	8.5	200-499	None	Yes	3.0	6	5	6.5	3.8	Average	1	1	1.3	6.8	5.1	11.8
78	London Street	Thames St	Ontario St	106	LCB - 2 lifts	Urban	128.0	2023	7.1	200-499	None	Yes	3.0	6	5	7	3.8	Average	1	1	1.3	6.8	5.1	11.8
101	Confederation Line	Broadway St	Toronto St	163	Concrete	Urban	112.4	2025	8.7	1000-1999	None	Yes	5.0	6	1	7	2.8	Average	1	1	1.3	7.8	4.1	11.8
114218	Hubbard Line	Lakeshore Rd	Elmsley Rd	1661	LCB - 2 lifts	Rural	273.2	2023	8	200-499	None	Yes	3.0	6	5	7	3.8	Average	1	1	1.3	6.8	5.1	11.8
102	Confederation Line	Toronto St	Norman St	81	Concrete	Urban	41.6	2025	8.5	1000-1999	None	Yes	5.0	6	1	7	2.8	Average	1	1	1.3	7.8	4.1	11.8
107215	Egremont Road	Oil Heritage Rd	Hillsboro Rd	1988	LCB - 2 lifts	Rural	109.3	2025	7.6	200-499	None	Yes	3.0	7	3	7	3.0	Average	3	3	2.7	6.0	5.7	11.7
309034	Francis Street	Rear St	Clarence St	140	LCB - 2 lifts	Semi-Urban	33.8	2022	7.7	200-499	None	Yes	3.0	5	3	7	3.5	Low	1	3	1.7	6.5	5.2	11.7
108221	Fisher Line	Blue Heron Rd	Uttoxeter Rd	1851	LCB - 2 lifts	Rural	229.6	2024	7.6	50-199	None	Yes	2.0	6	5	6.5	3.8	Average	3	1	2.0	5.8	5.8	11.5
106209	Michigan Line	Camlachie Rd	MacFarlane Rd	1872	LCB - 2 lifts	Rural	232.1	2023	7.9	200-499	None	Yes	3.0	6	3	6.5	3.3	Average	1	3	2.0	6.3	5.3	11.5
102225	Confederation Line	Leyton St	Stewardson Rd	1553	HCB - 2 lifts	Rural	376.3	2026	8.6	500-999	None	Yes	4.0	6	3	7.5	2.8	Average	1	3	2.0	6.8	4.8	11.5
106212	Michigan Line	MacFarlane Rd	Oil Heritage Rd	1852	LCB - 2 lifts	Rural	229.6	2023	7.6	200-499	None	Yes	3.0	6	3	6.5	3.3	Average	1	3	2.0	6.3	5.3	11.5
218112	Hillsboro Road	Douglas Line	327m north of Douglas	327	LCB - 2 lifts	Rural	40.5	2024	6.5	50-199	None	Yes	2.0	6	5	7	3.8	Average	1	3	2.0	5.8	5.8	11.5
309035	Francis Street	Clarence St	Victoria St	144	LCB - 2 lifts	Semi-Urban	34.9	2023	7.7	200-499	None	Yes	3.0	6	5	7.5	3.3	Average	1	3	2.0	6.3	5.3	11.5

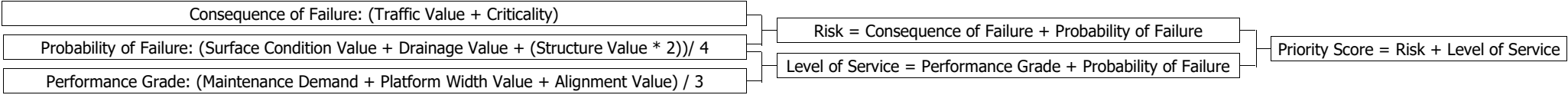
Appendix D-3 - Road Needs Priorty Score  
Sorted by Priority Score

Town of Plympton-Wyoming  
Road Management Study



Section ID	Road Name	From	To	Section Length (m)	Surface Type	Roadside Environment	Probable Costs (\$,000)	Proposed Year of Work	Platform Width	Traffic Range (vpd)	Criticality	Winter Maint.	Consq. of Failure	Surface Condition Rating	Drainage Value	Structural Condition Rating	Prob. of Failure	Maintenance Demand	Alignment Value	Width Value	Perf. Grade	Risk	Level of Service	Priority Score
102227	Confederation Line	Stewardson Rd	Forest Rd	1848	HCB - 2 lifts	Rural	425.1	2026	8.6	500-999	None	Yes	4.0	6	3	7.5	2.8	Average	1	3	2.0	6.8	4.8	11.5
102215	Confederation Line	115m east of Norman	Minielly Rd	1499	HCB - 2 lifts	Rural	363.8	2029	9	1000-1999	School	Yes	5.0	7	1	7	2.5	Average	1	1	1.3	7.5	3.8	11.3
67	Erie Street	Toronto St	145m east of Toronto St	145	LCB - 2 lifts	Urban	174.9	2023	7.1	50-199	Other	Yes	2.5	6	5	7	3.8	Average	1	1	1.3	6.3	5.1	11.3
213	Mutual Street	Dead End	O'Banwell St	84	LCB - 2 lifts	Urban	68.0	2024	6	0-49	None	Yes	1.0	5	5	6	4.5	Average	1	1	1.3	5.5	5.8	11.3
90	Jane Street	First St	Broadway St	133	LCB - 2 lifts	Urban	159.8	2025	7.2	200-499	None	Yes	3.0	7	5	7	3.5	Average	1	1	1.3	6.5	4.8	11.3
203	Camlachie Road	Park St	Lakeshore Rd	496	HCB - 2 lifts	Urban	169.2	2026	10	500-999	Facility	Yes	4.5	6	1	6.5	2.8	Average	1	1	1.3	7.3	4.1	11.3
72	Huron Street	Toronto St	155m east of Toronto St	155	LCB - 2 lifts	Urban	186.9	2023	7.1	50-199	Other	Yes	2.5	6	5	7	3.8	Average	1	1	1.3	6.3	5.1	11.3
30	Sarnia Street	Toronto St	East 172 m	174	LCB - 2 lifts	Urban	210.2	2022	6.8	50-199	None	Yes	2.0	5	5	6.5	4.0	Average	1	1	1.3	6.0	5.3	11.3
29	Sarnia Street	Broadway St	Toronto St	164	LCB - 2 lifts	Urban	197.5	2022	7.6	50-199	None	Yes	2.0	5	5	6.5	4.0	Average	1	1	1.3	6.0	5.3	11.3
310020	Hillcrest Road	dead end	George St	92	LCB - 2 lifts	Semi-Urban	11.4	2024	7.9	50-199	None	Yes	2.0	5	3	6	4.0	Average	1	1	1.3	6.0	5.3	11.3
312007	Bluepoint Drive	Sunset Dr	Dead End	103	LCB - 2 lifts	Semi-Urban	24.9	2022	6.8	0-49	None	Yes	1.0	5	5	5.5	4.5	Average	1	1	1.3	5.5	5.8	11.3
76	London Street	Main St	Niagara St	106	LCB - 2 lifts	Urban	127.4	2024	7.2	50-199	None	Yes	2.0	5	5	7	4.0	Average	1	1	1.3	6.0	5.3	11.3
56	Thames Street	London St	74m east of London	78	LCB - 2 lifts	Urban	94.4	2023	9.1	50-199	None	Yes	2.0	5	5	6.5	4.0	Average	1	1	1.3	6.0	5.3	11.3
114224	Hubbard Line	Uttoxeter Rd	Brush Rd	1886	LCB - 2 lifts	Rural	222.6	2022	8.2	200-499	None	Yes	3.0	5	3	7	3.5	Average	1	1	1.3	6.5	4.8	11.3
84	Toronto Street	Thames St	Ontario St	106	LCB - 2 lifts	Urban	127.8	2025	7.3	200-499	None	Yes	3.0	7	5	7	3.5	Average	1	1	1.3	6.5	4.8	11.3
315026	Townsend Line	Hillsboro Rd	Lakeshore Rd	1231	LCB - 2 lifts	Rural	94.2	2022	7.5	50-199	None	Yes	2.0	5	5	7	4.0	Average	1	1	1.3	6.0	5.3	11.3
314008	Gordon Road	Lakeshore Rd	Lakeside St	424	LCB - 2 lifts	Semi-Urban	102.5	2022	7.3	50-199	None	Yes	2.0	5	5	7	4.0	Average	1	1	1.3	6.0	5.3	11.3
45	Toronto Street	Sarnia St	Plympton St	106	LCB - 2 lifts	Urban	128.1	2025	7.6	200-499	None	Yes	3.0	7	5	7	3.5	Average	1	1	1.3	6.5	4.8	11.3
314010	Lakeside Street	Gordon Rd	Dead End north	866	LCB - 2 lifts	Semi-Urban	209.7	2022	7.1	50-199	None	Yes	2.0	5	5	7	4.0	Average	1	1	1.3	6.0	5.3	11.3
309030	Dalrymple Street	Egremont Rd	Clarence St	164	HCB - 2 lifts	Urban	24.7	2024	7.7	200-499	None	Yes	3.0	5	3	7	3.5	Average	1	1	1.3	6.5	4.8	11.3
39	London Street	Zone St	Brooke St	123	LCB - 2 lifts	Urban	147.8	2022	6.6	50-199	None	Yes	2.0	5	5	6.5	4.0	Average	1	1	1.3	6.0	5.3	11.3
310010	Bonnie Doone Road	Lucas Rd	Delmage Ave	326	LCB - 2 lifts	Semi-Urban	49.8	2022	7.4	50-199	None	Yes	2.0	5	5	6.5	4.0	Average	1	1	1.3	6.0	5.3	11.3
312011	Lambton Lane	Sunset Dr	Lakeshore Rd	610	LCB - 2 lifts	Semi-Urban	147.6	2022	7.1	50-199	None	Yes	2.0	5	5	6.5	4.0	Average	1	1	1.3	6.0	5.3	11.3
312006	Bluepoint Drive	44.5m east of Harris Point Dr	Sunset Dr	513	LCB - 2 lifts	Semi-Urban	124.2	2022	6.9	50-199	None	Yes	2.0	5	3	7	3.5	Average	1	3	2.0	5.5	5.5	11.0
75	London Street	Dead End	Main St	44	LCB - 2 lifts	Urban	52.8	2024	5.8	0-49	Other	Yes	1.5	5	5	6.5	4.0	Average	1	1	1.3	5.5	5.3	10.8
112215	Douglas Line	Oil Heritage Rd	Hillsboro Rd	1827	LCB - 2 lifts	Rural	237.0	2023	8.1	200-499	None	Yes	3.0	6	3	7	3.3	Average	1	1	1.3	6.3	4.6	10.8
73	Centennial Street	Erie St	Huron St	135	LCB - 2 lifts	Urban	163.8	2024	7	50-199	None	Yes	2.0	6	5	7	3.8	Average	1	1	1.3	5.8	5.1	10.8
309032	Dalrymple Street	Victoria St	Queen St	144	HCB - 2 lifts	Urban	64.6	2027	7.3	200-499	None	Yes	3.0	6	5	7.5	3.3	Average	1	1	1.3	6.3	4.6	10.8
64	Erie Street	Centennial St	London St	247	LCB - 2 lifts	Urban	297.9	2023	7.3	50-199	None	Yes	2.0	6	5	7	3.8	Average	1	1	1.3	5.8	5.1	10.8
220	Augusta Street	Park St	Dead End	269	HCB - 2 lifts	Urban	235.8	2028	6	0-49	None	Yes	1.0	6	5	6	4.3	Average	1	1	1.3	5.3	5.6	10.8
202	Camlachie Road	Warehouse St	Park St	84	HCB - 2 lifts	Urban	53.0	2029	10	500-999	Fire	Yes	4.5	7	1	7	2.5	Average	1	1	1.3	7.0	3.8	10.8
65	Erie Street	London St	Broadway St	161	LCB - 2 lifts	Urban	194.9	2024	6.7	50-199	None	Yes	2.0	6	5	7	3.8	Average	1	1	1.3	5.8	5.1	10.8
46	Toronto Street	Plympton St	Front St	106	LCB - 2 lifts	Urban	128.0	2024	7.2	50-199	None	Yes	2.0	6	5	6.5	3.8	Average	1	1	1.3	5.8	5.1	10.8
95	First Street	Confederation Li	Jane St	312	LCB - 2 lifts	Urban	376.5	2025	7	50-199	Other	Yes	2.5	7	5	7	3.5	Average	1	1	1.3	6.0	4.8	10.8
69	Huron Street	Centennial St	London St	252	LCB - 2 lifts	Urban	304.2	2023	7	50-199	None	Yes	2.0	6	5	7	3.8	Average	1	1	1.3	5.8	5.1	10.8
71	Huron Street	Broadway St	Toronto St	160	LCB - 2 lifts	Urban	192.9	2024	7.7	50-199	None	Yes	2.0	6	5	7	3.8	Average	1	1	1.3	5.8	5.1	10.8

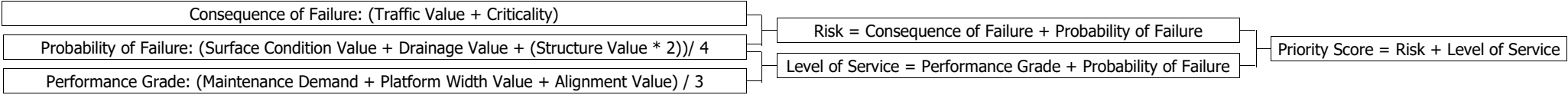
Town of Plympton-Wyoming  
Road Management Study



Section ID	Road Name	From	To	Section Length (m)	Surface Type	Roadside Environment	Probable Costs (\$,000)	Proposed Year of Work	Platform Width	Traffic Range (vpd)	Criticality	Winter Maint.	Consq. of Failure	Surface Condition Rating	Drainage Value	Structural Condition Rating	Prob. of Failure	Maintenance Demand	Alignment Value	Width Value	Perf. Grade	Risk	Level of Service	Priority Score
215	Park Street	Camlachie Rd	Augusta St	156	HCB - 2 lifts	Urban	128.1	2028	7.3	0-49	None	Yes	1.0	6	5	6	4.3	Average	1	1	1.3	5.3	5.6	10.8
58	Thames Street	Toronto St	220m east of Toronto St	221	LCB - 2 lifts	Urban	266.8	2024	8.2	50-199	None	Yes	2.0	6	5	6.5	3.8	Average	1	1	1.3	5.8	5.1	10.8
312015	Bluepoint Drive	Harris Point Dr	44.5m east of Harris Point Dr	39	HCB - 2 lifts	Urban	12.0	2027	8	50-199	None	Yes	2.0	6	1	5	3.8	Average	1	1	1.3	5.8	5.1	10.8
74	Centennial Street	Huron St	Confederation Li	132	LCB - 2 lifts	Urban	159.7	2024	7	50-199	None	Yes	2.0	6	5	7	3.8	Average	1	1	1.3	5.8	5.1	10.8
310009	Bonnie Doone Road	Queen St	Lucas Rd	692	LCB - 2 lifts	Rural	85.8	2026	7.4	200-499	None	Yes	3.0	8	3	7	2.8	Average	1	3	2.0	5.8	4.8	10.5
107221	Egremont Road	Blue Heron Rd	Uttoxeter Rd	1894	LCB - 2 lifts	Rural	76.4	2024	8	50-199	None	Yes	2.0	6	3	7	3.3	Average	3	1	2.0	5.3	5.3	10.5
216100	Canada Drive	Churchill Li	Broadway St	321	HCB - 2 lifts	Semi-Urban	87.3	2026	7.3	50-199	None	Yes	2.0	6	3	7	3.3	Average	3	1	2.0	5.3	5.3	10.5
224100	Wanstead Road	Churchill Li	Elevator St	2055	HCB - 2 lifts	Rural	532.2	2026	7.5	50-199	Other	Yes	2.5	6	3	7	3.3	Average	1	1	1.3	5.8	4.6	10.3
97	Confederation Line	Centennial St	Second St	168	HCB - 2 lifts	Urban	51.3	2029	7.9	1000-1999	School	Yes	5.0	7	1	7.5	2.0	Average	1	1	1.3	7.0	3.3	10.3
100	Confederation Line	First St	Broadway St	132	HCB - 2 lifts	Urban	41.5	2029	9.5	1000-1999	None	Yes	5.0	7	1	7.5	2.0	Average	1	1	1.3	7.0	3.3	10.3
54	Niagara Street	Toronto St	East Limit	223	LCB - 2 lifts	Urban	298.4	2022	8	0-49	None	Yes	1.0	5	5	6.5	4.0	Average	1	1	1.3	5.0	5.3	10.3
99	Confederation Line	London St	First St	28	HCB - 2 lifts	Urban	8.7	2029	9.5	1000-1999	School	Yes	5.0	7	1	7.5	2.0	Average	1	1	1.3	7.0	3.3	10.3
200	Camlachie Road	Hyslop Li	205m south of Egremont Rd	474	HCB - 2 lifts	Rural	108.9	2030	10	500-999	None	Yes	4.0	7	1	7	2.5	Average	1	1	1.3	6.5	3.8	10.3
23	Brooke Street	West Limit	London St	163	LCB - 2 lifts	Urban	197.1	2025	7.6	0-49	None	Yes	1.0	7	5	6	4.0	Average	1	1	1.3	5.0	5.3	10.3
98	Confederation Line	Second St	London St	83	HCB - 2 lifts	Urban	26.1	2029	9.5	1000-1999	School	Yes	5.0	7	1	7.5	2.0	Average	1	1	1.3	7.0	3.3	10.3
86	Toronto Street	Erie St	Huron St	135	LCB - 2 lifts	Urban	162.9	2025	6.8	200-499	None	Yes	3.0	7	5	7.5	3.0	Average	1	1	1.3	6.0	4.3	10.3
108218	Fisher Line	Hillsboro Rd	Blue Heron Rd	1848	LCB - 2 lifts	Rural	229.1	2025	8	50-199	None	Yes	2.0	7	5	6.5	3.5	Average	1	1	1.3	5.5	4.8	10.3
312002	Thomas Street	Collingwood St	Bluepoint Dr	189	HCB - 2 lifts	Urban	76.8	2022	8	50-199	None	Yes	2.0	5	3	7	3.5	Average	1	1	1.3	5.5	4.8	10.3
77	London Street	Niagara St	Thames St	106	LCB - 2 lifts	Urban	128.2	2025	7.3	50-199	None	Yes	2.0	7	5	6.5	3.5	Average	1	1	1.3	5.5	4.8	10.3
309001	O'Brien Road	Egremont Rd	Dead End	101	HCB - 2 lifts	Urban	26.4	2024	5.9	0-49	None	Yes	1.0	5	3	5.5	4.0	Average	1	1	1.3	5.0	5.3	10.3
114221	Hubbard Line	Elmsley Rd	Uttoxeter Rd	1848	LCB - 2 lifts	Rural	274.2	2025	8.4	200-499	None	Yes	3.0	7	3	7	3.0	Average	1	1	1.3	6.0	4.3	10.3
201	Camlachie Road	Egremont Rd	Warehouse St	52	HCB - 2 lifts	Urban	44.1	2030	10	500-999	None	Yes	4.0	7	1	7	2.5	Average	1	1	1.3	6.5	3.8	10.3
106215	Michigan Line	Oil Heritage Rd	Hillsboro Rd	1851	LCB - 2 lifts	Rural	74.7	2025	8.2	200-499	None	Yes	3.0	7	3	7	3.0	Average	1	1	1.3	6.0	4.3	10.3
309033	Rear Street	Dead End	Francis St	118	LCB - 2 lifts	Semi-Urban	28.6	2022	6.7	0-49	None	Yes	1.0	4	5	6.5	4.0	Average	1	1	1.3	5.0	5.3	10.3
63	Erie Street	West Limit	Centennial St	58	LCB - 2 lifts	Urban	69.5	2027	7.2	0-49	None	Yes	1.0	5	5	7	4.0	Average	1	1	1.3	5.0	5.3	10.3
108224	Fisher Line	Uttoxeter Rd	Brush Rd	1839	LCB - 2 lifts	Rural	228.0	2025	7.7	50-199	None	Yes	2.0	7	5	6.5	3.5	Average	1	1	1.3	5.5	4.8	10.3
2251011	Leyton Street	Elevator Street	190m north of Elevator	190	HCB - 2 lifts	Semi-Urban	65.0	2022	7	0-49	None	Yes	1.0	5	5	6.5	4.0	Average	1	1	1.3	5.0	5.3	10.3
66	Erie Street	Broadway St	Toronto St	161	LCB - 2 lifts	Urban	194.1	2025	7.1	50-199	None	Yes	2.0	7	5	7	3.5	Average	1	1	1.3	5.5	4.8	10.3
111	Huron Street	155m east of Toronto	dead end	147	HCB - 2 lifts	Urban	63.7	2030	9	50-199	None	Yes	2.0	6	3	6.5	3.3	Average	1	1	1.3	5.3	4.6	9.8
92	Second Street	Confederation Li	Jane St	316	HCB - 2 lifts	Urban	184.9	2027	8.4	200-499	None	Yes	3.0	6	1	7	2.8	Average	1	1	1.3	5.8	4.1	9.8
312010	Sunset Drive	Lambton Ln	Blue Point Dr	92	LCB - 2 lifts	Semi-Urban	22.2	2024	7	50-199	None	Yes	2.0	6	3	7	3.3	Average	1	1	1.3	5.3	4.6	9.8
108227	Fisher Line	Brush Rd	Forest Rd	1903	LCB - 2 lifts	Rural	235.9	2027	8.2	50-199	None	Yes	2.0	8	5	7	3.3	Average	1	1	1.3	5.3	4.6	9.8
312005	Bluepoint Drive	Thomas St	Harris Point Dr	615	HCB - 2 lifts	Urban	206.7	2027	8	50-199	None	Yes	2.0	6	3	7	3.3	Average	1	1	1.3	5.3	4.6	9.8
312008	Harris Point Drive	Lakeshore Rd	229m north of Lakeshore	230	HCB - 2 lifts	Semi-Urban	74.7	2027	8	50-199	None	Yes	2.0	6	3	7	3.3	Average	1	1	1.3	5.3	4.6	9.8
315000	Hillsboro Road	Lakeshore Rd	Marg Ave	884	LCB - 2 lifts	Rural	135.3	2024	7.5	50-199	None	Yes	2.0	6	5	7.5	3.3	Average	1	1	1.3	5.3	4.6	9.8

Appendix D-3 - Road Needs Priorty Score  
Sorted by Priority Score

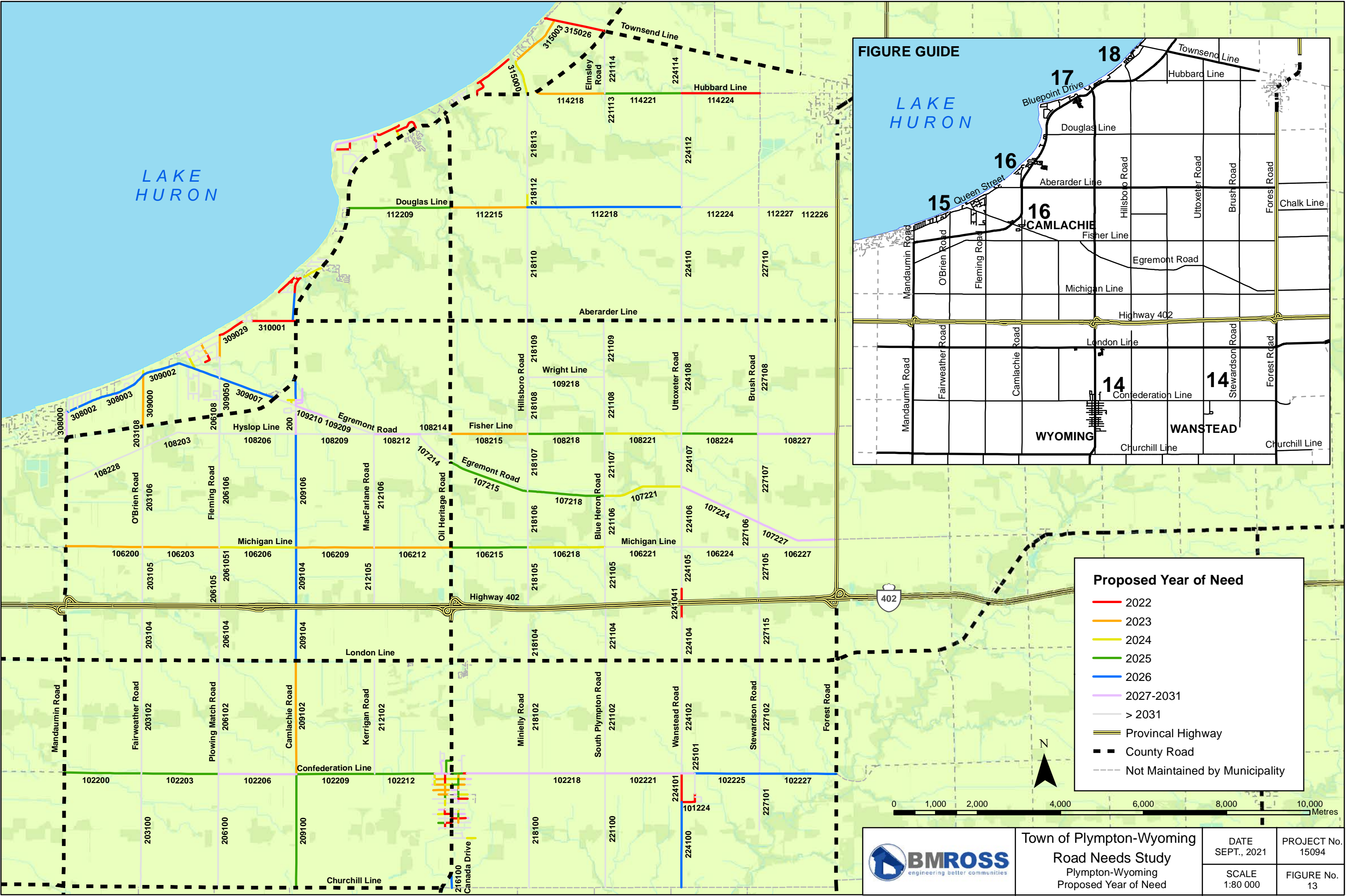
Town of Plympton-Wyoming  
Road Management Study



Section ID	Road Name	From	To	Section Length (m)	Surface Type	Roadside Environment	Probable Costs (\$,000)	Proposed Year of Work	Platform Width	Traffic Range (vpd)	Criticality	Winter Maint.	Consq. of Failure	Surface Condition Rating	Drainage Value	Structural Condition Rating	Prob. of Failure	Maintenance Demand	Alignment Value	Width Value	Perf. Grade	Risk	Level of Service	Priority Score
106206	Michigan Line	Fleming Rd	Camlachie Rd	1854	LCB - 2 lifts	Rural	229.9	2024	8.2	50-199	None	Yes	2.0	6	3	7	3.3	Average	1	1	1.3	5.3	4.6	9.8
31	Plympton Street	London St	West 172 m	166	LCB - 2 lifts	Urban	200.1	2024	5.3	0-49	None	Yes	1.0	6	5	6.5	3.8	Average	1	1	1.3	4.8	5.1	9.8
310022	Hillcrest Road	Point View Dr	Lakeshore Rd	47	LCB - 2 lifts	Semi-Urban	13.2	2024	7.9	50-199	None	Yes	2.0	6	3	7	3.3	Average	1	1	1.3	5.3	4.6	9.8
312009	Sunset Drive	Lakeshore Rd	Lambton Ln	160	LCB - 2 lifts	Semi-Urban	38.8	2024	7	50-199	None	Yes	2.0	6	3	7	3.3	Average	1	1	1.3	5.3	4.6	9.8
88	Jane Street	Second St	Second Cres	94	HCB - 2 lifts	Urban	47.7	2027	9.5	200-499	None	Yes	3.0	6	1	7	2.8	Average	1	1	1.3	5.8	4.1	9.8
312004	Bluepoint Drive	Dead End	Thomas St	497	HCB - 2 lifts	Urban	170.6	2027	8	50-199	None	Yes	2.0	6	3	7	3.3	Average	1	1	1.3	5.3	4.6	9.8
310011	Bonnie Doone Road	Delmage Ave	Dead End	64	LCB - 2 lifts	Semi-Urban	7.5	2022	7	0-49	Facility	Yes	1.5	5	3	7	3.5	Average	1	1	1.3	5.0	4.8	9.8
106218	Michigan Line	Hillsboro Rd	Blue Heron Rd	1847	LCB - 2 lifts	Rural	74.5	2024	8.2	50-199	None	Yes	2.0	6	3	7	3.3	Average	1	1	1.3	5.3	4.6	9.8
312003	Collingwood Street	Bluepoint Dr	Thomas St	350	HCB - 2 lifts	Urban	125.7	2022	8	50-199	None	Yes	2.0	5	1	7	3.0	Average	1	1	1.3	5.0	4.3	9.3
312014	Harris Point Drive	229m north of Lakeshore	Bluepoint Dr	185	HCB - 2 lifts	Urban	57.6	2022	8	50-199	None	Yes	2.0	5	1	6.5	3.0	Average	1	1	1.3	5.0	4.3	9.3
101224	Elevator Street	Wanstead Rd	Woodford St	318	HCB - 2 lifts	Semi-Urban	84.9	2022	7.2	0-49	None	Yes	1.0	5	3	7	3.5	Average	1	1	1.3	4.5	4.8	9.3
107218	Egremont Road	Hillsboro Rd	Blue Heron Rd	1853	LCB - 2 lifts	Rural	74.8	2025	8	50-199	None	Yes	2.0	7	3	7	3.0	Average	1	1	1.3	5.0	4.3	9.3
83	Toronto Street	Niagara St	Thames St	106	LCB - 2 lifts	Urban	128.9	2025	7.8	50-199	None	Yes	2.0	7	5	7.5	3.0	Average	1	1	1.3	5.0	4.3	9.3
107224	Egremont Road	Uttoxeter Rd	Brush Rd	2041	LCB - 2 lifts	Rural	2.5	2027	8.1	50-199	None	Yes	2.0	8	3	7	2.8	Average	1	1	1.3	4.8	4.1	8.8
310021	Hillcrest Road	George St	Point View Dr	316	LCB - 2 lifts	Semi-Urban	39.8	2024	7.9	50-199	None	Yes	2.0	6	3	8	2.8	Average	1	1	1.3	4.8	4.1	8.8
57	Thames Street	Broadway St	Toronto St	161	HCB - 2 lifts	Urban	68.2	2027	13	50-199	None	Yes	2.0	6	1	7	2.8	Average	1	1	1.3	4.8	4.1	8.8
107227	Egremont Road	Brush Rd	Forest Rd	1984	LCB - 2 lifts	Rural	0.0	2027	7.9	50-199	None	Yes	2.0	8	3	7	2.8	Average	1	1	1.3	4.8	4.1	8.8
82	Toronto Street	Main St	Niagara St	104	LCB - 2 lifts	Urban	125.0	2028	6.8	50-199	None	Yes	2.0	8	5	7.5	2.8	Average	1	1	1.3	4.8	4.1	8.8
53	Niagara Street	Broadway St	Toronto St	161	HCB - 2 lifts	Urban	69.6	2031	12	200-499	None	Yes	3.0	7	1	8	2.0	Average	1	1	1.3	5.0	3.3	8.3
35	Front Street	West Limit	London St	148	LCB - 2 lifts	Urban	178.6	2028	7.4	0-49	Facility	Yes	1.5	8	3	6.5	2.8	Average	1	1	1.3	4.3	4.1	8.3
112218	Douglas Line	Hillsboro Rd	Uttoxeter Rd	3713	LCB - 2 lifts	Rural	129.9	2026	8	200-499	None	Yes	3.0	8	3	9	1.8	Average	1	1	1.3	4.8	3.1	7.8
33	Plympton Street	Broadway St	Toronto St	163	Concrete	Urban	1.5	2031	10.2	200-499	None	Yes	3.0	8	1	8	1.8	Average	1	1	1.3	4.8	3.1	7.8
308031	Craigmere Lea	Egermont	cul de sac	92	HCB - 2 lifts	Urban	47.1	2028	7.6	0-49	None	Yes	1.0	6	1	7	2.8	Average	1	1	1.3	3.8	4.1	7.8
105	Sarnia Street	172m east Toronto	Cul de sac	68	HCB - 2 lifts	Urban	39.6	2028	9.5	0-49	None	Yes	1.0	6	1	6.5	2.8	Average	1	1	1.3	3.8	4.1	7.8
112209	Douglas Line	Lakeshore Rd	Oil Heritage Rd	2478	LCB - 2 lifts	Rural	96.7	2025	8.5	200-499	None	Yes	3.0	7	1	9	1.5	Average	1	1	1.3	4.5	2.8	7.3
61	Ontario Street	Broadway St	Toronto St	161	LCB - 2 lifts	Urban	0.0	2029	7.8	200-499	None	Yes	3.0	10	1	10	1.0	Average	1	1	1.3	4.0	2.3	6.3
34	Plympton Street	Toronto St	East Limit	153	Concrete	Urban	108.7	2029	10.2	0-49	None	Yes	1.0	7	1	8	2.0	Average	1	1	1.3	3.0	3.3	6.3

## **APPENDIX E-1**

### **MAPS – PROPOSED YEAR OF WORK**



**Proposed Year of Need**

- 2022
- 2023
- 2024
- 2025
- 2026
- 2027-2031
- > 2031
- Provincial Highway
- County Road
- Not Maintained by Municipality



## WYOMING

