

County of Bruce



**BRUCE COUNTY ROAD DESIGNATION
STUDY REPORT**

September 29, 2003

County of Bruce Highways Department

BRUCE COUNTY ROAD DESIGNATION STUDY

TECHNICAL SUB-COMMITTEE

FINAL REPORT
SEPTEMBER 29, 2003

1.0 INTRODUCTION

1.1 PURPOSE OF THE STUDY

The Highways Committee wishes to review the appropriate jurisdiction of municipal roads in the County. This review is necessitated due to the significant changes to the road system within Bruce County which have occurred during recent years.

When first established, the King's Highway system provided a major inter-center transportation corridor. At that time, the County road system provided the same service on a reduced scale, connecting smaller centers of population and providing a 'farm to market' road link. The local municipal road system acted as the final link in the system providing access to the abutting properties. The Province of Ontario has taken a lead role in the re-designation of their road system with the 1997 and 1998 transfers to the County.

During the past number of years, the traffic patterns within the County have changed due to the increase in population, commercial and industrial activity, as well as the ever-increasing tourist interest. This has resulted in changes in road use and increased traffic volumes. Furthermore, traffic patterns have changed due to road and bridge improvements that have provided more direct routes for through traffic.

The Highways Committee annually reviews long-range capital PROGRAMS for road construction, hot mix resurfacing, and bridge improvements. The Committee is aware of the above-mentioned changes to traffic patterns and traffic use and they wish to confirm that these programs direct the limited resources to the appropriate road sections. The Highways Committee has recently reviewed a new long range bridge replacement program and wish to confirm that major bridge replacement plans are organized to serve a County or regional function.

The Highways Committee recognizes that this Study may result in the transfer of roads between the County and the local municipalities. These transfers will ensure the efficient and effective delivery of road service to the ratepayers of Bruce County. The Highways Committee is aware that they have the authority under the new Municipal Act 2001 (Section 52, Sub-sections (1) to (7)) to establish a County Road by designating a road in a municipality and also transferring a County road to a local municipality.

1.2 GOAL OF THE ROAD DESIGNATION STUDY

The goal of the Highway Committee's is to develop a County road system that reflects the transportation needs of today and beyond. It was the Committee's belief that the time horizon of this study would be approximately ten years, at which time it would be necessary to re-examine the road system in the County.

1.3 TECHNICAL SUB-COMMITTEE

The Highways Committee felt it desirable to have the input of all local municipalities in this study. Accordingly, the Highways Committee invited the Works Supervisor of each of the eight local municipalities to sit on the sub-committee. Joining the Works Supervisors on the sub-committee are the County Warden, County Highways Chairman, and the County Engineer. The following are the members of the sub-committee:

Committee Member	Municipality
David Thomson	Bruce County Highways Chairman
Ralph Kreutzwiser	Bruce County Warden
Gord Eagles	Saugeen Shores
Dennis O'Malley	South Bruce
Bill Jones	South Bruce Peninsula
Bill Rydall	Northern Bruce Peninsula
James O'Rourke	Kincardine
John Strader	Brockton
Hugh Nichol	Huron-Kinloss
Vern Weppler	Arran-Elderslie
Brian Knox	Bruce County Engineer

2.0 TERMS OF REFERENCE

2.1 PRINCIPLES OF THE ROAD DESIGNATION STUDY

The following principles were applied in preparing this study:

- Bruce Country roads should be primarily transportation corridors and should provide continuous roadway service throughout the County.
- Bruce Country roads should be capable of being upgraded to a reasonable standard, consistent with the service to be provided.
- Bruce Country roads should be along the shortest practical route, along existing roads and streets.

2.2 SCOPE OF THE STUDY

- Conduct a review of lower and upper tier roads to focus on the efficient and effective delivery of road services within the County.
- Consider transferring roads to the local municipality which primarily serve a local function.
- Consider transferring roads to the County which primarily serve a through traffic function.
- Consider economic impact to the local economy of transfer candidates.
- Consider road condition and compensation throughout the discussion of road transfers.
- Involve the local municipalities in the decision making process by encouraging feedback and comments.

3.0 STUDY METHODOLOGY:

The Study will review all road sections within the County system. Each local municipality will be requested to identify roads that they believe serve a through traffic function. These roads will be specifically reviewed. This approach will save a time consuming road-by-road analysis of all municipal roads. The following shall be the organization of the Study's activities:

- Develop criteria and a weighing system to meet specific Bruce County requirements.
- Determine "cut-off" weight for inclusion of individual road sections in the County system.
- Apply the criteria to all existing County roads.
- Apply the criteria to roads identified by the local municipalities as candidates for upper tier road classification.
- Weight the criteria based on a formula developed by the Technical Sub-Committee.
- Determine the needs to be addressed (i.e. geometry and surface condition) prior to the transfer of roads to the local municipality or the acceptance of roads by the County.
- Determine the impact on local municipalities as well as the County.
- Develop a County road system.
- Prepare a Final Report for submission to the Bruce County Highways Committee and to the Councils of local municipalities.
- Consideration of the Final Report by the Bruce County Highways Committee.

3.1 CRITERIA FOR EVALUATION OF ROADS

The criteria system adopted by the sub-committee (which was similar to that recommended by the OGRA) was based on the following twelve factors as described in Table 1.

**TABLE 1
CRITERIA USED FOR DESIGNATION OF BRUCE COUNTY ROADS**

Number	Criteria Description	Weight Factor
1	<p><i>Urban Center Connector</i></p> <p>Connect Urban Centers to each other or to a Kings Highway unless such a service is now provided by a Kings Highway.</p> <p>This criterion is intended to identify roads which provide service to and from centers having commercial and possibly industrial development.</p> <p>Urban centers are considered primary and secondary urban areas, as identified in the Bruce County Official Plan.</p>	3
2	<p><i>Kings Highways/Upper Tier Connector</i></p> <p>Connect major institutional, hospital, commercial and industrial areas, etc. (other than the urban centers identified in Criterion 1) to a Kings Highway or Upper Tier road.</p> <p>The intent of this criterion is to extend the Kings Highways or upper tier road to connect to the facilities mentioned and not to provide for lateral connections between highways/upper tier roads.</p> <p>Major institutional, commercial, industrial areas are those generating more than 1000 vehicle trips per day.</p>	2
3	<p><i>Heavy Industry Service</i></p> <p>Provide service within 4 km of consistent major attractors or generators of heavy vehicles.</p> <p>It is not intended that it be an upper tier responsibility to provide service to the entrance of every attractor or generator of heavy vehicles in an area. Rather, it is intended that upper tier service be provided close to the major attractor or industry and that the distribution within the area be a lower tier responsibility.</p> <p>"Consistent major attractor or generator", in the case of gravel pits, quarries, landfill sites, sawmills, and grain elevators, is defined as approximately 9 months or more of operation per year.</p>	2
4	<p><i>Barrier Service</i></p> <p>Provide service across major barriers to free traffic movement such as rivers. The major barrier in the County is the Saugeen River.</p> <p>The intent of this criterion is to accommodate regular crossings of the major river system in the County. The barrier must be an obstacle to traffic wishing to cross it and it must be feasible to cross (i.e. rivers by bridges).</p>	1

**TABLE 1
CRITERIA USED FOR DESIGNATION OF BRUCE COUNTY ROADS**

Number	Criteria Description	Weight Factor						
5	<p>Resort Criterion</p> <p>Provide service within 4 km of major resort and/or recreational areas.</p> <p>The intent of this criterion is to provide upper tier service close to resort/recreational areas or to a lower tier road system that distributes the traffic. "Close to" means within a distance of approximately 4.0 km from the edge of the resort development.</p> <p>A major resort/recreational area is an area generating a minimum of 700 vehicle trips per day during normal season of operation.</p>	1						
6	<p>Urban Cell Service</p> <p>Provide service in urban areas within the cells formed by the Kings Highways and the streets selected by the above criteria, provided that the traffic demand existing on the street is considered predominantly for through traffic.</p> <p>The intent of this criterion is to identify roads in the urban cell under consideration at the spacing noted. The roads so identified must function predominantly for through movement of traffic.</p> <p>Roads which function as minor collectors for trips with origin and destination within the cell should be rejected.</p> <p>The urban cell population density considered in identifying the appropriate spacing should be either the daytime or nighttime population whichever is greater.</p> <table border="1" data-bbox="678 906 1315 1025"> <thead> <tr> <th>Density (Persons/hectare)</th> <th>Min Road Spacing</th> </tr> </thead> <tbody> <tr> <td>Under 40</td> <td>2,000 m</td> </tr> <tr> <td>Between 40 and 125</td> <td>1,200 m</td> </tr> </tbody> </table> <p>This Criterion is not included in the original application of criteria but could be used as a rationale for including additional roads or road sections to complete the road network.</p>	Density (Persons/hectare)	Min Road Spacing	Under 40	2,000 m	Between 40 and 125	1,200 m	0
Density (Persons/hectare)	Min Road Spacing							
Under 40	2,000 m							
Between 40 and 125	1,200 m							
7	<p>Urban Arterial Extension</p> <p>Provide service on those roads which are extensions of urban arterial streets, from the urban limits to the first intersection where the AADT is below 700 vehicles per day, and then connect to an upper tier road or a Kings Highway by the shortest route. The same definition for 'urban' is applied as in Criterion 1.</p> <p>The intent of this criterion is to provide for the extension of urban arterial streets into the rural areas to connect with an upper tier road or a Kings Highway. Traffic counts should be taken on both sides of the intersection with the upper tier and the extension continued through the intersection, only if both AADT's equal or exceed 700 vehicles per day.</p>	3						

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CRITERIA USED FOR DESIGNATION OF BRUCE COUNTY ROADS**

Number	Criteria Description	Weight Factor														
8	<p>Rural Cell Service</p> <p>Provide service in rural areas within the cells formed by the Kings Highways and the roads selected by the above criteria.</p> <p>The intent of this criterion is to provide upper tier service within the cell formed by the application of criteria 1 – 7 inclusive at a spacing related to the population density within the cells.</p> <p>Upper tier roads or provincial highways in the subject upper tier or in adjacent upper tiers act as rural cell boundaries.</p> <table border="1" data-bbox="697 602 1336 900" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Density (Persons/km²)</th> <th>Min Road Spacing*</th> </tr> </thead> <tbody> <tr> <td>Under 1</td> <td>none</td> </tr> <tr> <td>1 to 4 persons</td> <td>20 km</td> </tr> <tr> <td>4 to 8 persons</td> <td>15 km</td> </tr> <tr> <td>8 to 16 persons</td> <td>10 km</td> </tr> <tr> <td>Greater than 16 persons</td> <td>6 km</td> </tr> <tr> <td colspan="2" style="text-align: center;">*Additional service required when spacing of roads is greater than spacing listed</td> </tr> </tbody> </table> <p>For the purposes of this study, the recommended road spacing of upper tier or provincial highways shall be 10 km. This Criterion is not included in the original application of criteria but could be used as a rationale for including additional roads or road sections to complete the road network.</p>	Density (Persons/km ²)	Min Road Spacing*	Under 1	none	1 to 4 persons	20 km	4 to 8 persons	15 km	8 to 16 persons	10 km	Greater than 16 persons	6 km	*Additional service required when spacing of roads is greater than spacing listed		0
Density (Persons/km ²)	Min Road Spacing*															
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9	<p>Traffic Speed</p> <p>Provide service on rural roads where the speed limit is 70 km/hr or greater and to provide service on urban roads where the adjacent rural road is posted at 70 km/hr or greater.</p> <p>This criterion is intended to recognize those rural roads which have a speed limit of 70 km/h or greater and to recognize urban roads that are connected those rural roads. This is deemed to be a desirable speed limit allowing for the efficient use of roads which predominately serve as inter-municipal links.</p>	1														

**TABLE 1
CRITERIA USED FOR DESIGNATION OF BRUCE COUNTY ROADS**

Number	Criteria Description	Weight Factor
10	<p>Road Surface</p> <p>Provide service on roads with an asphalt surface.</p> <p>This criterion is intended to identify those roads with an asphalt surface. These roads were deemed to be more appropriate to serve as upper tier roads, as this surface material would be more durable to withstand the greater traffic volumes, heavier vehicles and higher speeds as anticipated on upper tier roads.</p>	0.5
11	<p>Traffic Volume</p> <p>Provide service on roads with current traffic volumes greater than 400 vehicles per day.</p> <p>This criterion was intended to identify roads with current traffic volumes greater than 400 vehicles per day.</p>	0.5
12	<p>Road Right of Way</p> <p>Provide service on roads with at least a 66 foot wide right of way.</p> <p>The intent of this criterion is to identify roads with a right of way width of 66 feet. It is appropriate that the road have at least a standard right-of-way to be considered for an upper tier road designation</p>	1.0

3.2 METHOD OF APPLYING CRITERIA FOR BRUCE COUNTY ROADS:

The sub-committee applied each of the criteria to the existing upper tier road system and to local roads identified by each municipality as a provider of through traffic service. Criterion 6 and 8 was not included in the original application of criteria but could be used as a rationale for including additional roads or road sections to complete the road network.

After the criteria were applied to each road being analyzed it was possible to determine how much weight each road has accumulated. By setting a minimum weighting of six points, a cut-off threshold was established for including a road in the upper tier system.

4.0 ASSESSMENT OF COUNTY ROAD SYSTEM

Each section of Bruce County road was assessed using the approved criteria and a total weight or point was established. Attached, as 'Appendix A' is a copy of the "Application of Criteria and Weighing System to the Bruce County Road System". This assessment resulted in several groups of County road sections that did not satisfy the six-point weighing system. The groups are as follows:

4.1 ROAD SECTIONS DESIGNATED FOR TRANSFER TO LOCAL MUNICIPALITY

The following road sections listed in Table 2 have a low rating were designated for transfer to the local municipality.

County Road	Road Section	Local Municipality
6	Hwy 21 to Lake	Huron-Kinloss
27	Road 10 to Road 17	Arran-Elderslie
31	Road 3 to Chepstow	Brockton
32	Road 3 to Cargill	Brockton

4.2 ROAD SECTIONS WITH MARGINAL RATING

The following road sections, listed in Table 3, have a marginal rating and require a rural cell designation to remain as County Roads.

County Road	Road Section	Local Municipality
1	Hwy 9 to Paisley	Brockton & Kincardine
11	Paisley to Hwy 21	Arran-Elderslie, Brockton, Kincardine & Saugeen
15	Road 3 to Hwy 21	Brockton & Kincardine
16	Neustadt to Hwy 9	South Bruce
24	Mildmay to Road 12	South Bruce

The sub-committee recognized that two of the criteria (criterion 6 & 8) were not included in the weighing system since they reflect road system shape. It was felt that the urban cell shape criteria did not apply in Bruce County yet the rural cell shape criteria was an important factor to ensure that rural areas were adequately serviced. In order to receive comments concerning this rural cell criteria, letters were sent to local municipalities requesting their comments on whether the roads which were rated as marginal were the most effective location for a County road or if there was an adjacent road which would better suit the service of that area. The letter also inquired if there were any roads within the local municipality that they felt would be a candidate to become a County road.

The sub-committee reviewed the municipal responses and the sub-committee members provided insight from their communities concerning County roads designated as marginal. The following were the discussions and recommendations of the sub-committee:

4.2.1 County Road 1, Highway 9 to Paisley

Kincardine had indicated that it was their desire that all County roads shall remain as is, indicating that they support that this section of County Road 1 should remain a County road and that this was the preferred location. Mr. Strader indicated that it was the feeling of Brockton that this section of road should remain as a County road. Consequently, the sub-committee recommended that this section of County Road 1, which was rated as marginal, remain as a County road.

4.2.2 County Road 11, Paisley to Highway 21

Kincardine's comments identified that it was their desire that County Road 11 remain as a County road. It was recognized that Saugeen Shores had made a submission that Saugeen Concession 4 be considered as a County road. Mr. O'Rourke expressed concern with the spacing of County roads in that area should Saugeen Concession

4 be considered the County road over County Road 11. The Sub-committee felt that the Saugeen Concession 4/County Road 40 corridor would provide a consistent east/west corridor and it was expected that the new Turner's bridge would attract a substantial volume of traffic, which would provide a parallel road to County Road 11, which would be used for the same purpose. The sub-committee recommended that if Saugeen Concession 4 road became a County road then this section of County Road 11 would be considered as a transfer to the local municipalities.

4.2.3 County Road 15, County Road 3 to Highway 21

Kincardine's comments identified that it was their desire that County Road 15 remain as a County road. Brockton indicated that they were requesting an extension of County Road 15 to serve as a consistent east/west corridor, which confirmed that the existing County Road 15 remain as a County Road. Consequently, the sub-committee recommended that this section of County Road 15, which was rated as marginal, remain as a County road.

4.2.4 County Road 16, Neustadt to Highway 9

The Municipality of South Bruce had submitted a request that Carrick Concession 8 East, be considered a candidate as a County road in lieu of County Road 16. The sub-committee recommended that if Carrick Concession 8 East became a County road then County Road 16 would be considered as a transfer to the local municipality.

4.2.5 County Road 24, Mildmay to County Road 12

The Municipality of South Bruce had submitted a request that Carrick Concession 6 West, be considered as a candidate as a County road in lieu of County Road 24. The sub-committee recommended that if Carrick Concession 6 West became a County road then County Road 24 would be considered as a transfer to the local municipality.

4.3 ROAD SECTIONS REQUIRING FURTHER INFORMATION

The following road sections, listed in Table 4, require assessment due to adjacent 1st Nations lands or due to the uncertain influence of the Turners Bridge Construction.

County Road	Road Section	Local Municipality
18	Road 9 to Purple Valley	South Bruce Peninsula
40	Grey Boundary to Road 3	Arran-Elderslie

5.0 MUNICIPAL REQUESTS FOR TRANSFER OF LOCAL ROADS TO THE COUNTY ROAD SYSTEM

By the end of the study the sub-committee received requests from each of the local municipalities for local roads to be candidates as County roads. These requests are tabulated as 'Appendix B' entitled 'Application of Criteria and Weighing System to the Local Requests'. The following was the sub-committee's discussion and recommendations:

5.1 Northern Bruce Peninsula Requests

Northern Bruce Peninsula requested that three road sections be considered. The Isthmus Bay road request was a 0.3 km extension of County Road 29 (in Lion's Head) to Everatt Street. This section was rated at a value of 6 making it an eligible candidate as a County road. Similarly, the Everatt Sideroad from the Isthmus Bay road to Highway 6 was rated at 7, making it a candidate. The Stokes Bay road received a low rating making it ineligible as a County Road.

5.2 South Bruce Peninsula Requests

South Bruce Peninsula requested that two road sections be considered. The Red Bay road was rated at 6.5 making it an eligible candidate while the extension of County Road 18 (Coveney's Road and Purple Valley Road) to the Cape Croker First Nations Lands was rated at 5.5, slightly less than the threshold value of 6.

5.3 Joint Northern and South Bruce Peninsula Municipal Requests

The Councils of the two municipalities supported a section of road from the Oliphant corner on County Road 13 northward along the west side of the Peninsula to County Road 9, west of Ferndale. The Sub-committee reviewed the rating of five sub-sections of this road. The southerly 6.5 km and the northerly 4 km rated in excess of 6 points, which met the criteria to be a candidate as a County road. The central three sections were either marginal or had a low ranking. It was identified that some of these sections were very rural, narrow roads.

The Sub-committee reviewed the joint request in a "big picture" scenario. The Engineer recommended that it would be useful to identify an arterial corridor on the west side of Highway 6 that would provide a similar facility as County Road 9 serves on the east side of Highway 6. The Sub-committee was made aware that there was substantial potential development on the west coast and that there was a need for a road to provide an alternative route to Highway 6 when it was compromised by winter weather conditions. The Engineer recommended that the Sub-committee consider the west coast road from Oliphant north to County Road 9 to be a County Road candidate in lieu of the other small sections of northern roads that were eligible County Road candidates and yet, did not provide the road integrity as would a west coast road. The sub-committee felt that this was an appropriate approach and recommended that the west road be a

County road candidate. The sub-committee also recommended that the extension of County Road 29 to the Everatt Sideroad be considered as a candidate.

5.4 Saugeen Shores Requests

Saugeen Shores requested that Saugeen Concession 4 from County Road 3 to Highway 21 and from Highway 21 to Lake Range Road be considered as a candidate. The section of Saugeen Concession 4 from County Road 3 to Highway 21 had a ranking of 8 points and would be a candidate. Mr. Eagles identified that the traffic count on the section of Saugeen Concession 4 from Highway 21 to Lake Range Road was approximately 900 vehicles per day. This road section was rated at 4.0 indicating that it was not a candidate. Saugeen Shores also made a request that Lake Range Road from County Road 25 to the Kincardine boundary be considered a candidate. The rating of this section was 8.0, indicating it was a candidate. The sub-committee felt that if Lake Range road is extended to County road 23 in the Municipality of Kincardine it would provide continuity to this corridor. Originally, the Municipality of Kincardine had not made a request for their section of the Lake Range road. The sub-committee asked Kincardine to re-consider their position. Saugeen Shores indicated that Lake Range road was the BNPD emergency route and that it was also a recognized alternative route when Highway 21 was compromised due to winter weather conditions. After substantial discussion, the sub-committee recommended that Lake Range road from County road 25 to the Kincardine boundary be a County road candidate, provided that the section of Lake Range Road in the Municipality of Kincardine is also deemed a candidate for a County Road.

5.5 Arran-Elderslie Requests

While not formally making a request, the sub-committee had considered a July 30, 2001 Arran-Elderslie request to include the Grey/Bruce boundary from Scone to Highway 21. This section of road rated at 11.5 and was recommended to be a County road candidate.

5.6 Brockton Requests

Brockton requested that Brant Concession 10 from Elmwood to County Road 3 be considered a candidate. It was rated at 6.0 making it a candidate as a County Road. The sub-committee recommended this application since it provided a consistent east/west link throughout the County. Brockton also submitted the former MTO connecting link sections on Durham Street and Yonge/Jackson Street in Walkerton. These road sections rated at 12 and 11 points and the sub-committee recommended them as County road candidates.

5.7 Kincardine Request

Kincardine initially recommended that the County retain jurisdiction of the County roads in their municipality. After considerable discussions at the sub-committee level, Kincardine Council, and the Highways Committee, the sub-committee passed the following resolution on September 19, 2003:

- 1) *That County Road 11, Paisley to Highway 21, be transferred to the local municipalities with the road receiving pulverization, application of granular 'A' and 1-1/4" of HL2 modified on deteriorated sections and 40mm of HL2 on the remaining surface treatments and that these costs be apportioned on the basis of 1/3 county, 1/3 of each boundary municipality and if it was not a boundary road section it be apportioned on the basis of 50% County and 50% local municipality.*
- 2) *That Lake Range Road, extension of County Road 23 to County Road 25 be transferred to the County on the basis that it is designated as a collector road which will allow lot creation issues to be dealt with on the same basis as if the road were a municipal road.*
- 3) *That Bruce Concession 4, Highway 21 to the main gate of the BNPD be considered as a candidate as a County Road.*

Mayor Larry Kraemer presented the following motion at the September 29, 2003 Highways Committee meeting:

MATTERS ARISING FROM COMMITTEE OF THE WHOLE
*September 25, 2003 – Municipality of Kincardine Special Council
Meeting Resolution #2003-563
Moved by: Barry Schmidt
Seconded by: Howard Ribey*

That the Municipality of Kincardine endorse the Technical Steering Committee recommendation from its September 19, 2003 meeting subject to the following amendments:

1. *That County Road 23 be deemed a Collector from Kincardine to Saugeen Shores.*
2. *That the Collector Road designation be deemed a formal agreement between the County of Bruce and the Municipality of Kincardine subject to change only by mutual consent of both parties.*
3. *That the current flow patterns at Concession 8, Concession 10 and Concession 12, Municipality of Kincardine be maintained.*

Carried.

5.8 Huron- Kinloss Request

Huron-Kinloss requested that the sub-committee consider Campbell Street in Lucknow, which was a former MTO connecting link. This road section was rated at 11 points and the sub-committee recommended that it be a candidate as a County road.

5.9 South Bruce Requests

South Bruce had requested that Campbell Street in Teeswater, which was a former MTO connecting link be considered. This section of road was rated at 11 points and was recommended to be a candidate as a County Road. South Bruce also suggested that Carrick Concession 6 West, from County Road 28 to County Road 12, replace County Road 24. This request would eliminate a jog in the east/west corridor in the southern part of the County. The Sub-committee recommended supporting this exchange. South Bruce also submitted Carrick Concession 8 East, from Grey Road 10 to Highway 9 as a more appropriate location for a County Road than County Road 16. The Sub-committee recommended supporting this exchange since it would serve the urban community of Mildmay and since it would complete the east/west County Road 6 corridor to Grey County.

6.0 ASSESSMENT OF NEEDS AND COSTS ON TRANSFERS TO THE LOCALS

The costs of roads and bridges on sections of roads to be transferred to local municipalities are summarized on 'Appendix C' entitled "Review of Potential Transfers to Local Municipalities".

Generally, the roads to be transferred to local municipalities were in good condition and have received recent upgrades or the Department had planned an upgrade in 2004. 'Appendix C' also identifies the bridges within each of the sections and identifies the Ontario Structural Inventory Manual costs to make these repairs. The sub-committee is of the opinion that the bridges should be transferred with the road to the municipality with the exception of the following bridges:

- o Devil's Elbow bridge on County Road 11 since this was a municipal boundary, and
- o Arran Township Shed bridge on County Road 17 since it was anticipated that maintenance would continue on this bridge until such time as the load posting was such that the bridge would have to be closed and subsequently removed.

7.0 ASSESSMENT OF NEEDS AND COSTS OF TRANSFERS TO THE COUNTY

The costs to upgrade all the municipal road requests to be transferred to the County are summarized on 'Appendix D' entitled "Review of Potential Transfers to the County" which identifies a number of road characteristics as well as the upgrade costs.

The sub-committee recognized the substantial costs to upgrade the local roads to a County road standard. These costs reflected the County standard of a 90kph design speed to provide an 80kph

posted speed. The County standard was also a 100' right-of-way with 11' lanes and 8' shoulders. The sub-committee were of the opinion that the work and subsequent costs were better undertaken at the County level than the local level.

8.0 INVESTIGATION ON COUNTY ROAD 18

The sub-committee and the County Highways Committee approved a letter to be sent to MP Ovid Jackson's office inquiring as to the status of roads entering First Nation lands. Attached as 'Appendix E' is a copy of this letter and a copy of the response from the Honourable Robert Nault, Minister of Indian Affairs and Northern Development. The Minister confirmed that there was no obligation on the Federal or Provincial governments on roads that provide access to First Nation lands and that it was expected that these roads would be maintained in accordance with an acceptable standard. The sub-committee was therefore clear that there was no onus on any particular road authority to have jurisdiction over this road. Subsequently, in the large picture review of the northern area, the sub-committee recommended that all of County road 18 be transferred to South Bruce Peninsula recognizing the extensive needs on the west coast road north of Oliphant.

9.0 INVESTIGATION ON COUNTY ROAD 40

County Road 40 did not rate as a County road based on the Criteria and Weighing System and yet, with the Saugeen Shores request to consider Saugeen Concession Road 4 from County Road 3 to Highway 21 as a candidate as a County road, it was felt that County Road 40 should remain at this time to establish the continuity of an east/west corridor. The sub-committee recommended that this road section be re-examined at the next road designation study to determine if the impact of the new Turner's bridge was sufficient for this to remain a County road.

10.0 EXISTING MTO CONNECTING LINKS

The sub-committee and the Bruce County Highways Committee considered the four existing MTO connecting links within the County. These included Highway 9 in Mildmay, Highway 21 in Port Elgin and Southampton and Highway 6 in Wiarton. In most cases construction on these connecting links was subsidized by the MTO at the rate of 90 to 100%. This rate of subsidy was based on the municipality's ability to pay and it was felt that, at a County level, there would be a greater burden on the municipal tax base since the province's contributions would be reduced. Based on this discussion and the ramifications of having an additional party involved in road decisions it was felt, by both the sub-committee and the Highways Committee, that existing MTO connecting links should remain in the hands of the local municipality.

11.0 SUB-COMMITTEE ROAD TOUR

The sub-committee held a tour on August 6, 2003 which enabled most of the members to review most of the roads to be transferred from the County to the local municipality and to review most of the requests from the municipalities to transfer local roads to the County. The sub-committee prepared a revised preliminary recommendation for the consideration of the Bruce County Highways Committee, prior to the sub-committee submitting their final report.

12.0 HIGHWAYS COMMITTEE REVIEW OF THE REVISED PRELIMINARY REPORT

The Highways Committee met on August 14, 2003 and they considered the revised preliminary

report. The Committee asked the sub-committee to consider the following issues:

1. Review the Lake Range road issue from the north end of County road 23 to County road 25.
2. Review whether Saugeen Concession 4 or County road 11 was the most appropriate corridor.
3. Review the condition of County roads to be transferred to the local municipalities.

The results of the sub-committee's review has been included in the discussion and recommendations in this report.

13.0 FINAL RECOMMENDATION

The focus of the sub-committee's recommendation is on transfers to the local municipality and transfers to the County. This recommendation is summarized in 'Appendix F' entitled "Final Recommendation" and is depicted on the attached **Map** entitled **Proposed Road Transfers**. The sub-committee also wishes to identify a number of other issues that must be included with the recommendation. In order to deal with this recommendation in an orderly fashion, it has been broken down into three components as follows:

- Transfer of Existing County Roads to Local Municipalities
- Transfer of Local Roads to the County
- Other Issues

13.1 TRANSFER OF EXISTING COUNTY ROADS TO LOCAL MUNICIPALITIES

The sub-committee has reviewed all County roads with respect to the criteria and weighing system, has received municipal input and have concluded that the following sections of existing County road should be transferred to the local municipality upon which the road section is located. The following are the details of the transfers:

13.1.1 County Road 6, Highway 21 to the Lake:

The County would transfer this road with all of the structures to the Municipality of Huron-Kinloss following the completion of the road reconstruction in 2004.

13.1.2 County Road 11, County Road 3 to Highway 21:

This section of road would be transferred to various jurisdictions including the structures (with the exception of the Devil's Elbow Bridge) following the upgrading of this road. This upgrading shall consist of pulverization, application of granular 'A', and 40mm of HL2 modified on deteriorated sections and 40mm of HL2 on the remaining surface treatments and that these costs be apportioned on the basis of 1/3 County, 1/3 of each boundary municipality and if it was not a boundary road section it be apportioned on the basis of 50% County and 50% local municipality.

13.1.3 County Road 16, County Road 10 to Highway 9:

This road would be transferred with all of the structures to the Municipality of South Bruce in its present condition.

13.1.4 County Road 18, County Road 9 to Purple Valley Road:

This road would be transferred with all of the structures to the Municipality of South Bruce Peninsula in its present condition.

13.1.5 County Road 24, County Road 28 to County Road 12:

This road would be transferred with all of the structures to the Municipality of South Bruce in its present condition.

13.1.6 County Road 27, County Road 10 to County Road 17:

This road would be transferred with all of the structures (except the Arran Township Shed Bridge) to the Municipality of Arran-Elderslie in its present condition. The County would retain ownership of the Arran Township Shed Bridge and would continue with structural repairs until such time the bridge would be closed and then the County would subsequently organize its removal.

13.1.7 County Road 31, County Road 3 to the west limits of Chepstow:

This road would be transferred with all of the structures to the Municipality of Brockton in its present condition.

13.1.8 County Road 32, County Road 3 to the west limits of Cargill:

This road would be transferred with all of the structures to the Municipality of Brockton in its present condition.

13.2 TRANSFER OF LOCAL ROADS TO THE COUNTY

The sub-committee had received requests from local municipalities for municipal roads which they felt would be candidates as a County road. The sub-committee reviewed these requests with respect to the criteria and weighing system and have concluded that the following sections of local roads should be transferred with the structures to the County in their present state:

- 13.2.1 West Road, County Road 13 to County Road 9
- 13.2.2 County Road 29, Extension to Everatt Sideroad
- 13.2.3 Saugeen Conc. 4, County Road 3 to Highway 21
- 13.2.4 Lake Range Road, Extension of County Road 23 to County Road 25, designate as a collector road.
- 13.2.5 Bruce/Grey Boundary, Scone to Highway 21, conditional that this road is jointly transferred to Grey County Highways.
- 13.2.6 Brant Conc. 10, County Road 10 to County Road 3
- 13.2.7 Durham Street in Walkerton, Jackson St. to east limits of Walkerton
- 13.2.8 Yonge Street in Walkerton, Highway 9 to Durham Street
- 13.2.9 Campbell Street in Lucknow, east limits to west limits
- 13.2.10 Clinton Street in Teeswater, south limits to north limits
- 13.2.11 Carrick Concession 8 East, County Road 10 to Highway 9
- 13.2.12 Carrick Concession 6 West, County Road 28 to County Road 12
- 13.2.13 Bruce Concession 4, Highway 21 to BNPD

The sub-committee notes that there were some compromises in the north when creating these lists and recommends that the northern sections be adopted in their whole or that the sub-committee wishes to provide an alternative solution.

The sub-committee reviewed the results of all the transfers which are depicted on the attached **Map** entitled **Road Classifications After Transfers**. The sub-committee felt that the end result was a rational County road system which primarily serves a through traffic function and which has continuity east/west and north/south. The sub-committee also reviewed the overall impact of the transfers to the County which is summarized in 'Appendix G' entitled "Cost of Transfers to the County". This appendix summarizes the road lengths of the transfers and the costs to upgrade the roads to a County hot mix standard. The sub-committee also reviewed 'Appendix H' which is entitled "Municipal Proportions of County Roads" and which summarizes the length and percentages of existing and proposed County Roads in each municipality.

13.3 OTHER ISSUES

The sub-committee feels that the Highways Committee should be aware of the following issues:

- This review should be undertaken on a regular basis and the sub-committee considers a period of approximately 7 years to be a reasonable review period.
- There was a potential County road candidate which the sub-committee feels should have a 100' wide right-of-way protected by the local municipality. The sub-committee suggests requesting Northern Bruce Peninsula to protect the extension of the proposed West road from County Road 9 northerly to Colonel Clark's, and easterly to Highway 6.
- The next study should review the impact that the Turner's Bridge reconstruction has on County Road 40.
- The next study or an interim review may be necessary to determine if County Road 10 between Chesley and Tara should be transferred to Arran-Elderslie following the reconstruction of the Bruce/Grey boundary Road.

14.0 IMPLEMENTATION

The sub-committee recommends that the Highways Committee consider this submission and recognize the potential transfers to and from the County during this County Council with the expectation that the implementation of the transfer will occur on September 1, 2004. Prior to implementation local municipalities and the County must undertake the following work:

- Prepare by-laws to transfer jurisdiction
- Prepare by-laws to recognize road widening ownership
- Prepare by-law to rename the roads
- Prepare Through Road by-laws
- Prepare Stop Sign by-laws
- Prepare Speed by-laws
- Prepare Official Plan Amendment
- Organize winter maintenance arrangements

In order to complete the implementation the sub-committee expects to meet during the fall and winter.

September 29, 2003

**BRUCE COUNTY ROAD DESIGNATION STUDY
APPENDIX F
FINAL RECOMMENDATION**

COUNTY ROADS TO BE TRANSFERRED TO THE LOCAL MUNICIPALITY:

- County Road 6, Highway 21 to Lake
- County Road 11, County Road 3 to Hwy 21, except Devil Elbow's Br.
- County Road 16, All
- County Road 18, All
- County Road 24, County Road 28 to County Road 12
- County Road 27, All, except Arran Township Shed Br.
- County Road 31, All
- County Road 32, All

ROADS TO TRANSFER TO COUNTY:

- 'West Road', County Road 13 to County Road 9
- County Road 29, Extension to Everatt Sideroad
- Saugeen Conc. 4, County Road 3 to Highway 21
- Lake Range Road, Extension of County Road 23 to County Road 25, designated as a Collector Road.
- Bruce Concession 4, Highway 21 to BNPD.
- Bruce/Grey Boundary, Scone to Highway 21, subject to road jointly transferred to Bruce and Grey Counties.
- Brant Conc. 10, County Road 10 to County Road 3
- Durham Street in Walkerton, Jackson St. to east limits of Walkerton
- Yonge Street in Walkerton, Highway 9 to Durham Street
- Campbell Street in Lucknow, east limits to west limits
- Clinton Street in Teeswater, south limits to north limits
- Carrick Concession 8 East, County Road 10 to Highway 9
- Carrick Concession 6 West, County Road 28 to County Road 12

The Sub-Committee also noted that this recommendation was only effective if it were adopted as a whole since there had been some compromises.

September 29,2003

**BRUCE COUNTY ROAD DESIGNATION STUDY
APPENDIX G
COST OF TRANSFERS TO THE COUNTY**

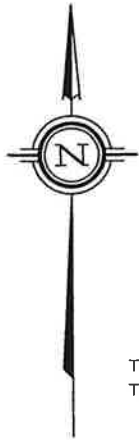
Section to be Transferred	Length of Section in kilometers	Cost
'West Road', County Road 13 to County Road 9	29.0	\$8,600,000
County Road 29, Extension to Everatt Sideroad	0.3	35,000
Saugeen Conc. 4, County Road 3 to Highway 21	10.3	730,000
Bruce/Grey Boundary, Scone to Highway 21	50% of 26.5	50% of 9,300,000
Lake Range Road, Extension of County Road 23 to Road 25	18.6	\$5,050,000
Bruce Concession 4 Hwy 21 to BNPD	6.0	Nil
Brant Conc. 10, County Road 10 to County Road 3	14.0	6,900,000**
Durham Street in Walkerton, Jackson to east limits of Walkerton	1.0	50,000
Yonge Street in Walkerton, Highway 9 to Durham Street	2.0	Nil
Campbell Street in Lucknow, east limits to west limits	1.3	50,000
Clinton Street in Teeswater, south limits to north limits	1.7	185,000
Carrick Concession 8 East, County Road 10 to Highway 9	9.5	2,500,000
Carrick Concession 6 West, County Road 28 to County Road 12	6.0	1,600,000
TOTAL	113.0 km	\$30,350,000

** Nagg's Bridge included at \$2,400,000

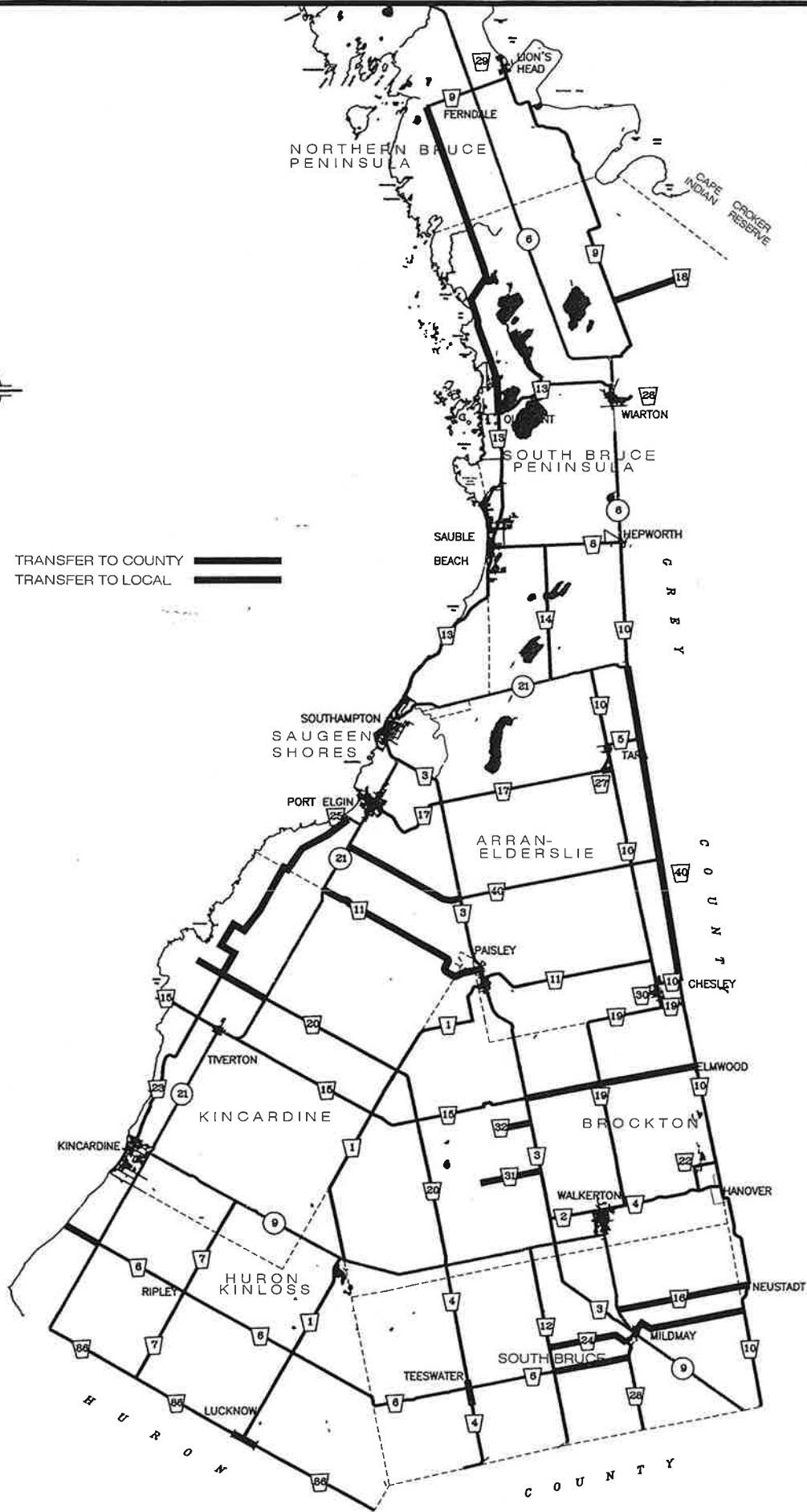
September 29, 2003

**BRUCE COUNTY ROAD DESIGNATION STUDY
APPENDIX H
MUNICIPAL PROPORTIONS OF COUNTY ROADS**

MUNICIPALITY	EXISTING COUNTY ROAD SYSTEM		PROPOSED COUNTY ROAD SYSTEM			
	KM	%	Deletions	Additions	Total	%
Arran-Elderslie	101.3	17	1.3	13.2	113.2	17
Brockton	120.8	20	9.6	17.0	128.2	20
Huron-Kinloss	83.9	14	3.1	1.3	82.1	12
Kincardine	61.5	10	7.9	18.0	71.6	11
Northern Bruce Peninsula	21.7	4	Nil	10.3	32.0	5
Saugeen Shores	27.9	5	5.9	17.0	39.0	6
South Bruce	86.4	15	16.6	17.2	87.0	13
South Bruce Peninsula	89.8	15	5.2	19.0	103.6	16
TOTAL	593.3	100%	49.6	113.0	656.7	100%



TRANSFER TO COUNTY **=====**
 TRANSFER TO LOCAL **=====**



ROAD DESIGNATION STUDY
PROPOSED ROAD TRANSFERS

SEPTEMBER 29, 2003

REV 1

SCALE 1:500 000

FIGURE 1