



Road Rationalization Framework and Application (2025 Update)

COUNTY OF ELGIN TRANSPORTATION MASTER PLAN

PREPARED BY ARCADIS
MARCH 14, 2025

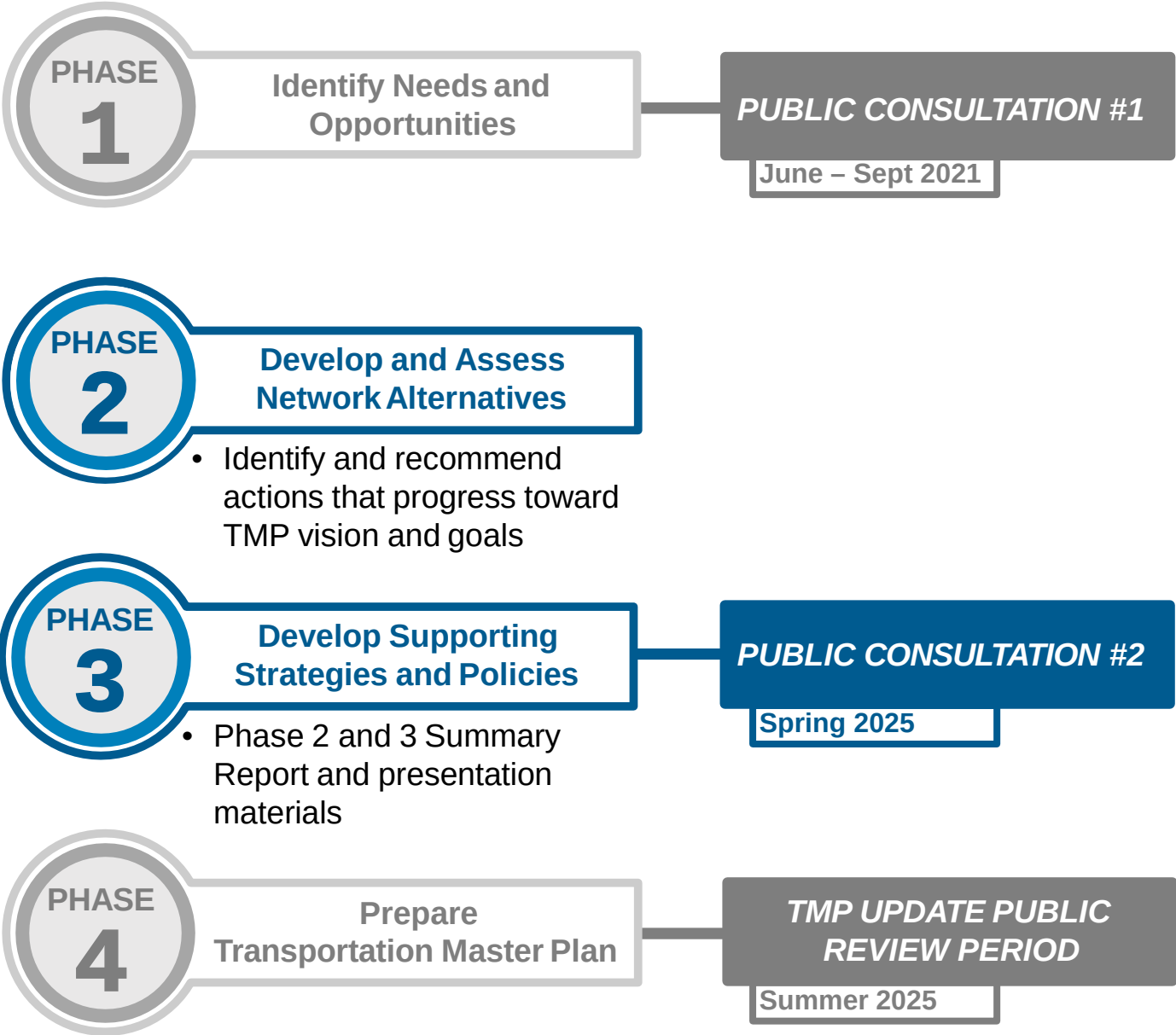


TMP Study Process

The Transportation Master Plan (TMP) will set the direction for developing the County’s multi-modal transportation system over the:

- Near-term (2034)
- Medium-term (2044)
- Long-term (2054)

Road rationalization is one of the TMP’s supporting strategies and policies



Road Rationalization

Road rationalization is the process of applying a logical framework to determine which roads serve County mobility objectives to a sufficient degree to remain in or be added to the County road network.

Philosophy of an upper-tier road network in Elgin County:

The road network should support business, economic development, and growth in the County as well as meet the transportation needs of existing communities.

To provide an increased level of service where required, County roads are to function as arterial or major collector roads and to provide for the efficient movement of traffic.

Background – *The Municipal Act, 2001*

(emphasis added)

52 (1) An **upper-tier municipality may add a lower-tier highway**, including a boundary line highway, to its highway system from any of its lower-tier municipalities.

... (4) An **upper-tier municipality may remove a highway**, including a boundary line highway, from its system.

....

58 (1) An upper-tier municipality has, in respect of **land lying within 45 metres** from any limit of an upper-tier highway, all the powers conferred on a local municipality under section 34 of the Planning Act for **prohibiting the erecting or locating of buildings and other structures within that area**.

(2) If there is a conflict between a by-law passed by an upper-tier municipality under subsection (1) and a by-law passed by a lower-tier municipality under section 34 of the Planning Act, **the by-law of the upper-tier municipality prevails to the extent of the conflict**, but in all other respects the by-law passed by the lower-tier municipality remains in effect.

County of Elgin TMP Road Rationalization Process

1

Confirm List of County and Local Municipal
Roads Under Consideration

2

Apply Scoring **Criteria to Road Segments**
to Develop an Initial County Road Network

3

Apply **Network Principles** to the Initial County Road
Network to Complete a Proposed County Road Network



Step 1: Confirm Roads Under Consideration

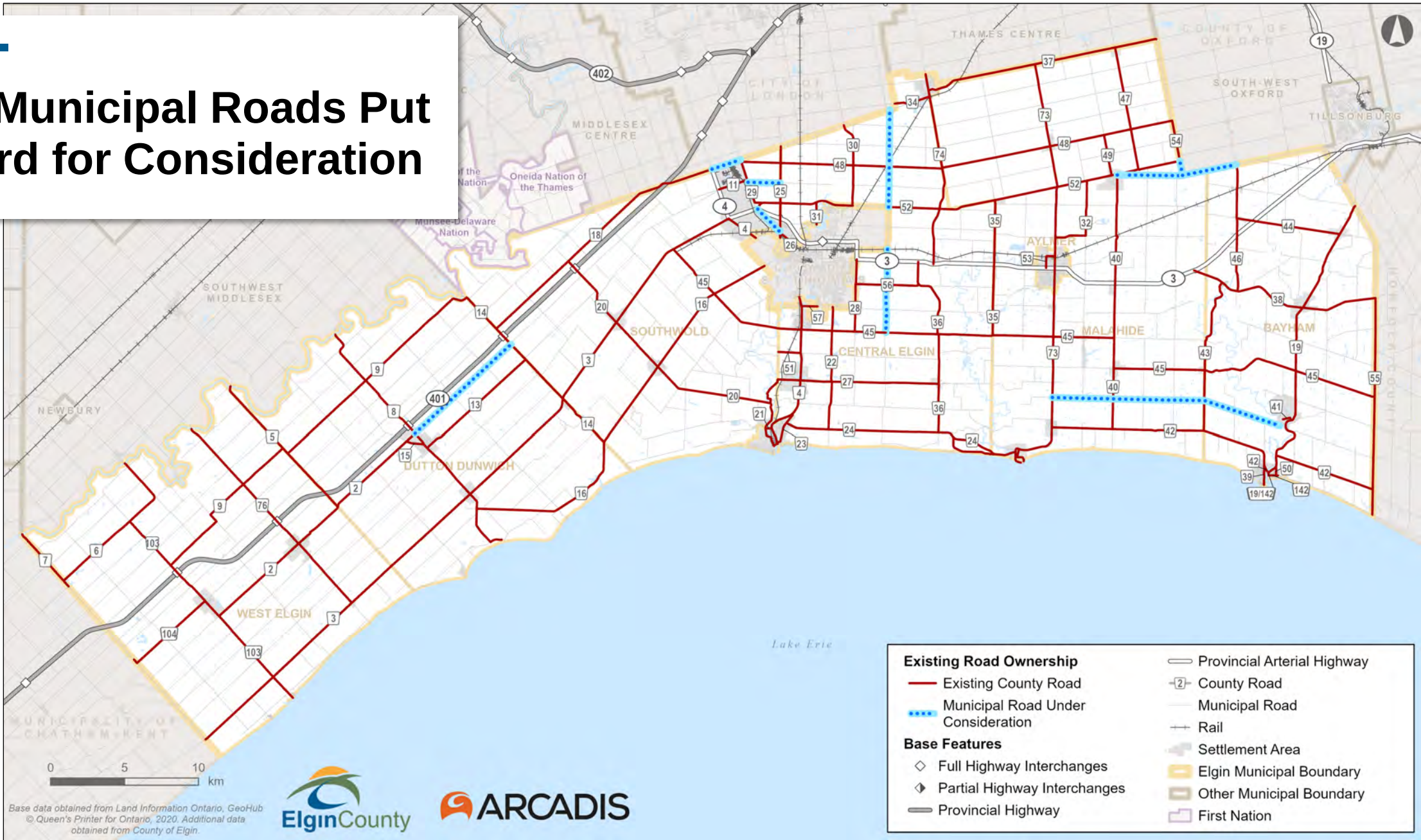
Roads Under Consideration

All County Roads are under consideration for potential transfer

Roads put forward by Local Municipal Partners for potential transfer:

- Dutton-Dunwich: **Pioneer Line** – Currie Road (CR 8) to Iona Road (CR 14)
- Southwold: **Southminster Bourne** – Highway 4/Sunset Drive to Wonderland Road (CR 29)
- Southwold: **Shorlea Line** – Wonderland Road (CR 29) to Wellington Road (CR 25)
- Southwold: **Ford Road** – Highway 3/Talbot Line to Wellington Road (CR 25)
- Central Elgin: **Yarmouth Centre Road** – John Wise Line (CR 45) to St. Thomas city limit, Ron McNeil Line (CR 52) to Willsie Bourne
- Malahide and Bayham: **Pressey Line** –Springfield Road (CR 40) to Culloden Road (CR 46)
- Malahide: **Pigram Road** – Pressey Line to Ron McNeil Line (CR 52)
- Malahide and Bayham: **Vienna Line** – Imperial Road (CR 73) to Centre Street, Vienna

Local Municipal Roads Put Forward for Consideration





Step 2: Apply Scoring Criteria to Road Segments



Building on the OGRA Road Rationalization Framework

The County of Elgin Road Rationalization approach aims to closely follow the Ontario Good Roads Association (OGRA) approach to road rationalization (1998)

- Some interpretation/judgement is needed in applying OGRA criteria due to lack of specificity in the OGRA guidelines
- Some refinements were made to allow more gradation in the scoring or to better leverage available County data
- Reordering of criteria allowed for more logical criteria application (i.e. some criteria are applied after a partial network is identified)

Most counties who have applied this framework have incorporated some customization to the criteria

Elgin Road Rationalization Criteria – Overview

Criterion 1: Urban Centre Connector

Criterion 2: Industrial Connector

Criterion 3: Truck Traffic

Criterion 4: Barrier Service

Criterion 5: Tourism Connector

Criterion 6: Traffic Speeds (OGRA 9)

Criterion 7: Road Surfaces (OGRA 10)

Criterion 8: Traffic Volumes (OGRA 11)

Criterion 9: Road Right-of-Way (OGRA 12)

Criterion 10: *Adjacent Municipality Arterial Extension* (OGRA 7)

Criterion 11: *Urban Cell Service/Spacing* (OGRA 6)

Criterion 12: *Rural Cell Service/Spacing* (OGRA 8)

Criteria 10-12 (in grey) apply after a Partial County Road network is identified

Minimum total score = 6 for road segment to be included in an Initial County Road Network

Criterion 1: Urban Centre Connector

Connect Urban Centres to each other or to a Kings Highway unless such a service is now provided by a Kings Highway.

OGRA Weighting = 3

OGRA Application Guidelines:

- This criterion is intended to identify roads that provide service **to and from centres having commercial and possibly industrial development.**
- Urban centres are areas of concentrated development, not “ribbon” development.
- The criterion is not intended to be applied to residential subdivisions that are developing in rural areas. When the residential development grows to a sufficient size, upper tier road service may be considered through the application of all of the criteria.

County of Elgin Weighting = 3

County of Elgin considerations and application:

- Also connect to commercial centres of significant external settlements: St. Thomas, London, Tillsonburg, Ingersoll, Bothwell, Strathroy.
- Identify commercial centres based on corresponding Official Plans.
- Routes are identified considering fastest travel speeds as well as road quality, using only roads being assessed as well as Provincial roads.
- Connection of County interest ends at closest intersection of arterial and/or collector roads closest to the commercial centre.

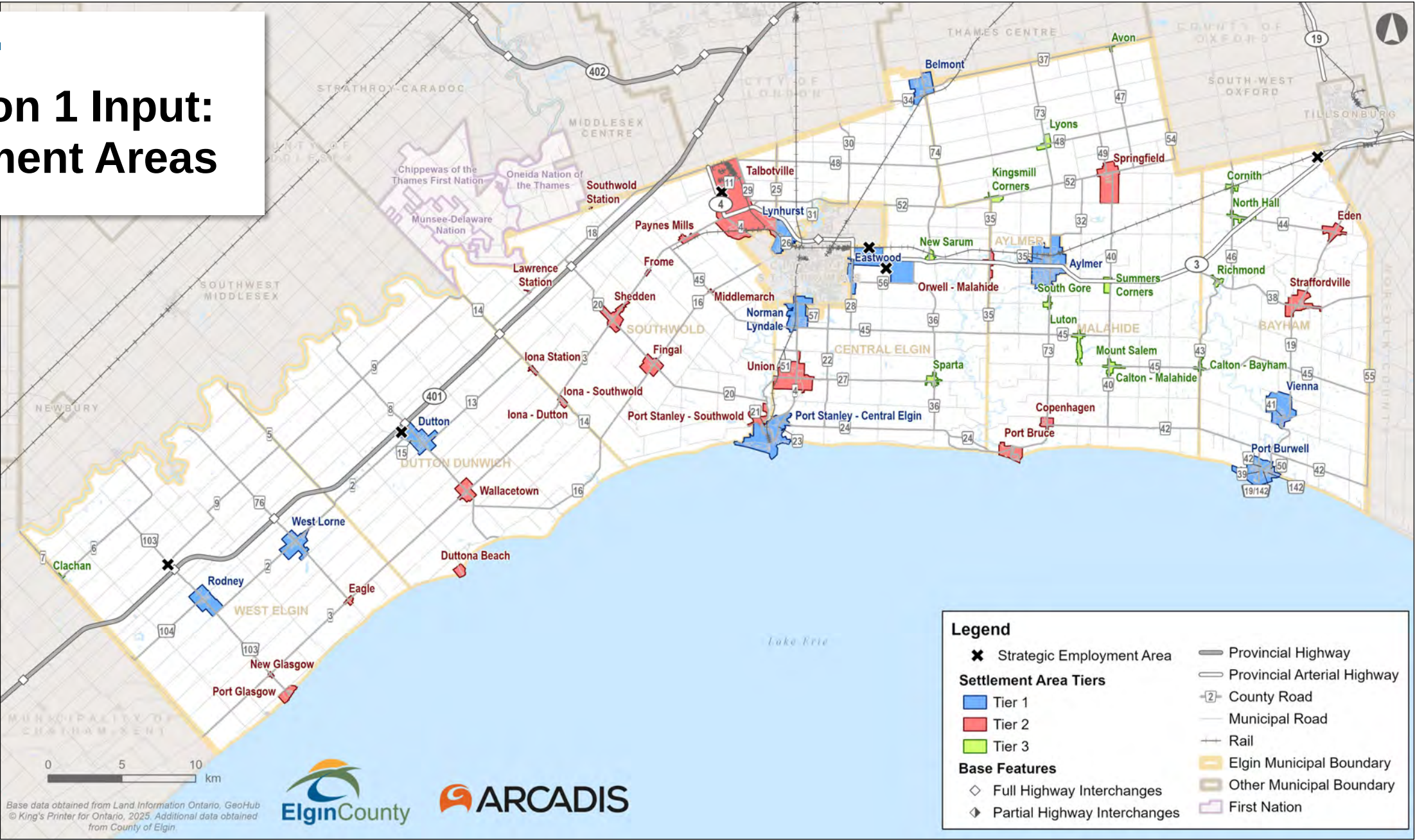
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Criterion 1: Urban Centre Connector (cont'd)

County of Elgin considerations and application (cont'd):

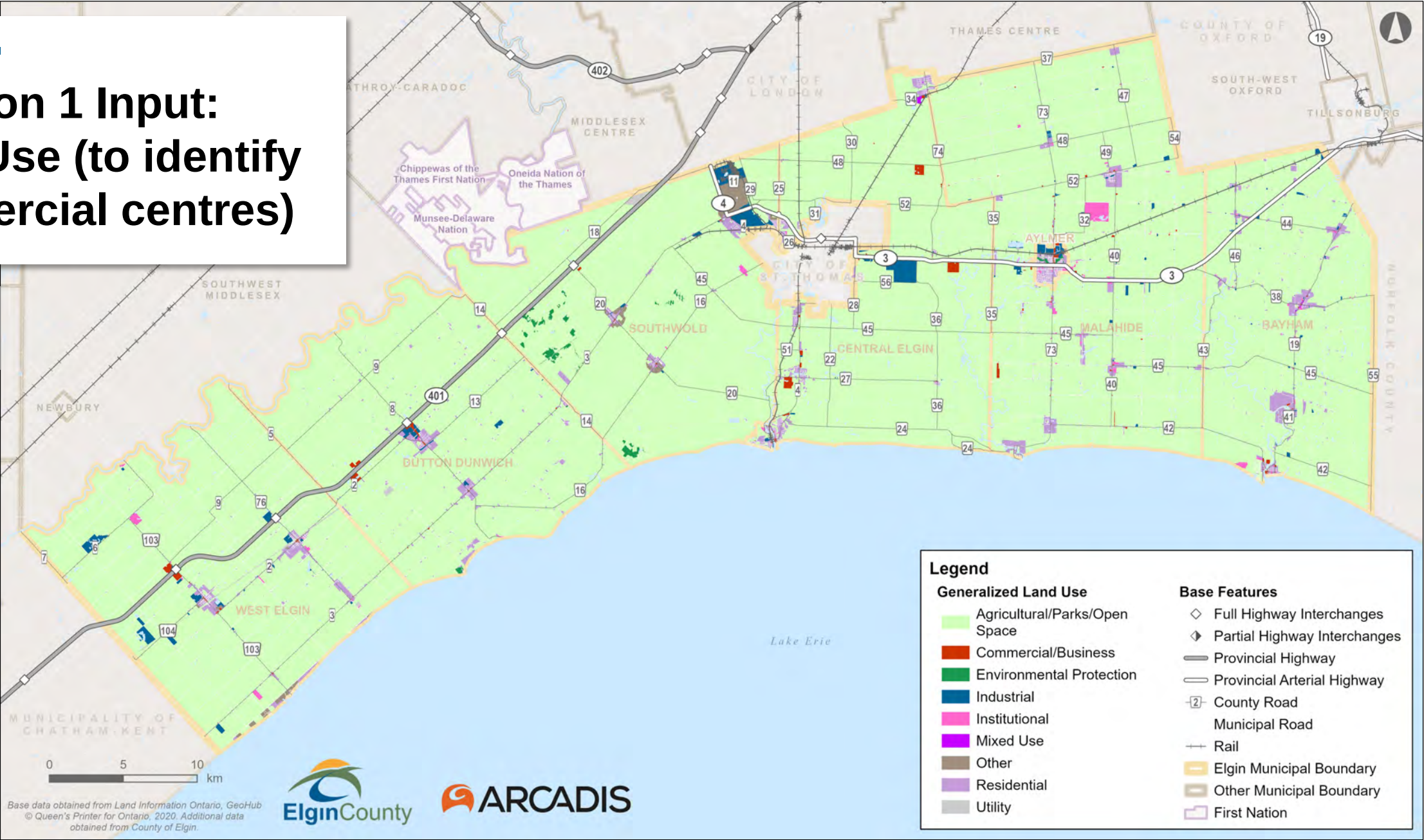
- Use County of Elgin settlement areas as defined in the Official Plan:
 - Connect Tier 1 settlements to all other Tier 1 settlements and significant external settlements.
 - Connect larger Tier 2 settlements that have commercial centres to closest and to most significant nearby Tier 1/ external settlements if not already connected from Tier 1 connections (shown in red on map).
- Where there are multiple commercial parcels within a single settlement area, the connection of County interest is to connect to the first/closest of these.

Criterion 1 Input: Settlement Areas



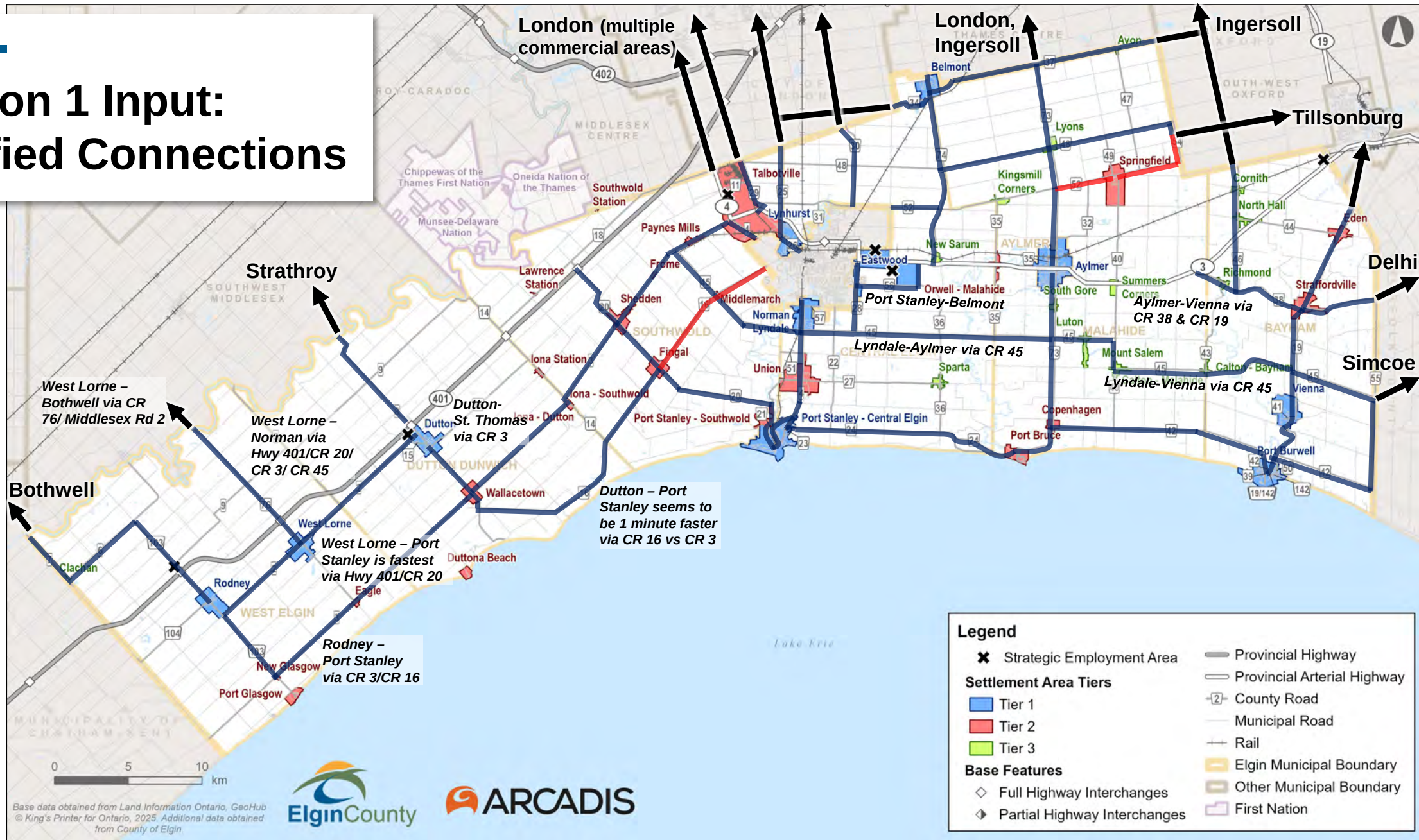
Criterion 1 Input: Land Use (to identify commercial centres)

Land Use
corresponds to
Elgin County's
2015 Official Plan



Criterion 1 Input: Identified Connections

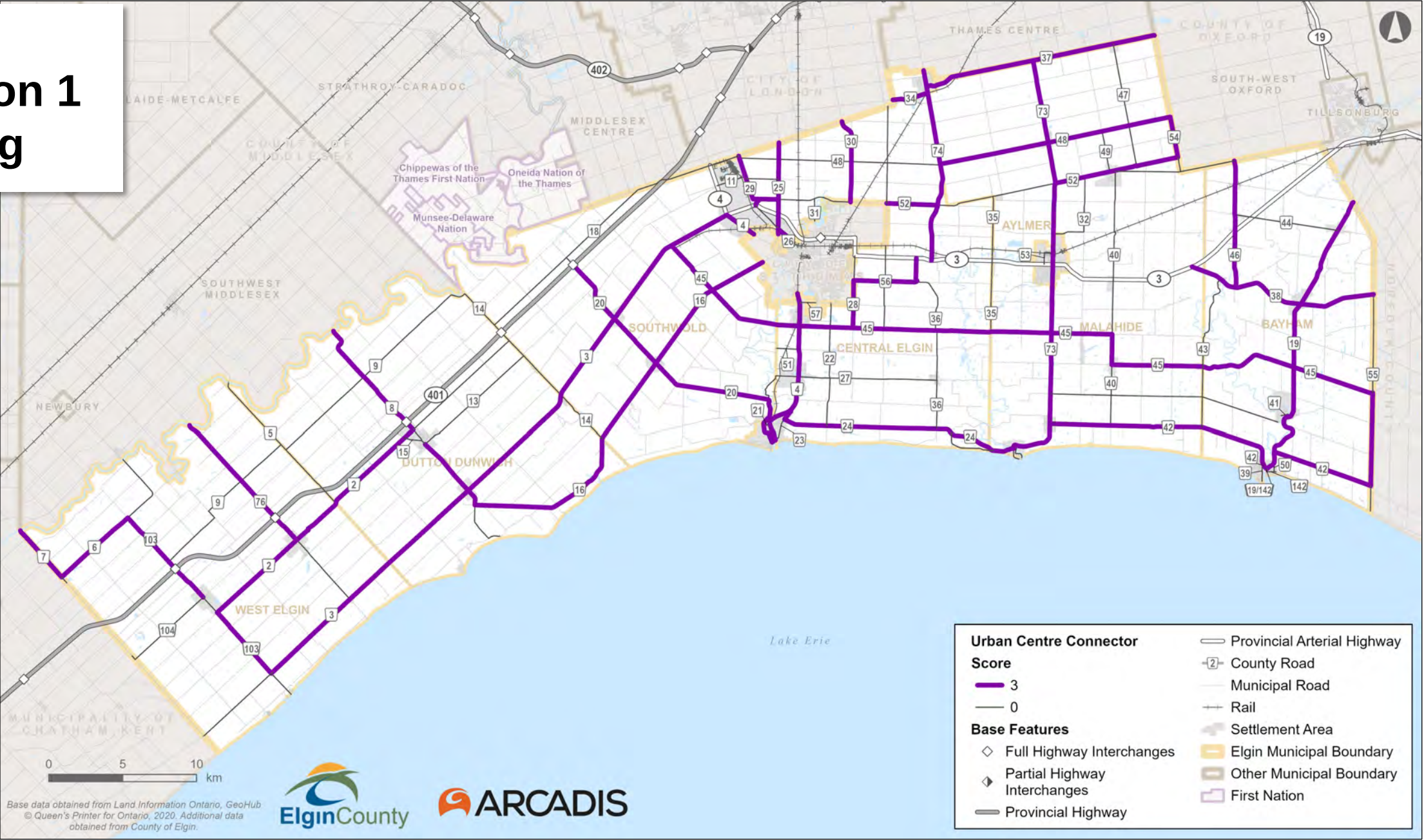
- Connections among Tier 1 Settlement Areas and Significant External Settlements
- Additional Connections for Tier 2 Settlement Areas



Base data obtained from Land Information Ontario, GeoHub
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Criterion 1 Scoring



Criterion 2: Industry Connector (OGRA: King's Highway / Upper Tier Connector)

Connect major commercial and industrial areas, universities, hospitals, international border crossings and provincial boundaries, etc. to a Kings Highway or Upper Tier road.

OGRA Weighting = 2

OGRA Application Guidelines:

- The intent of this criterion is to extend the Kings Highway or upper tier road to connect to the facilities mentioned and not to provide for lateral connections between highways/upper tier roads.
- Major institutional/commercial/industrial complexes are areas generating more than 1000 vehicle trips per day.

County of Elgin Weighting:

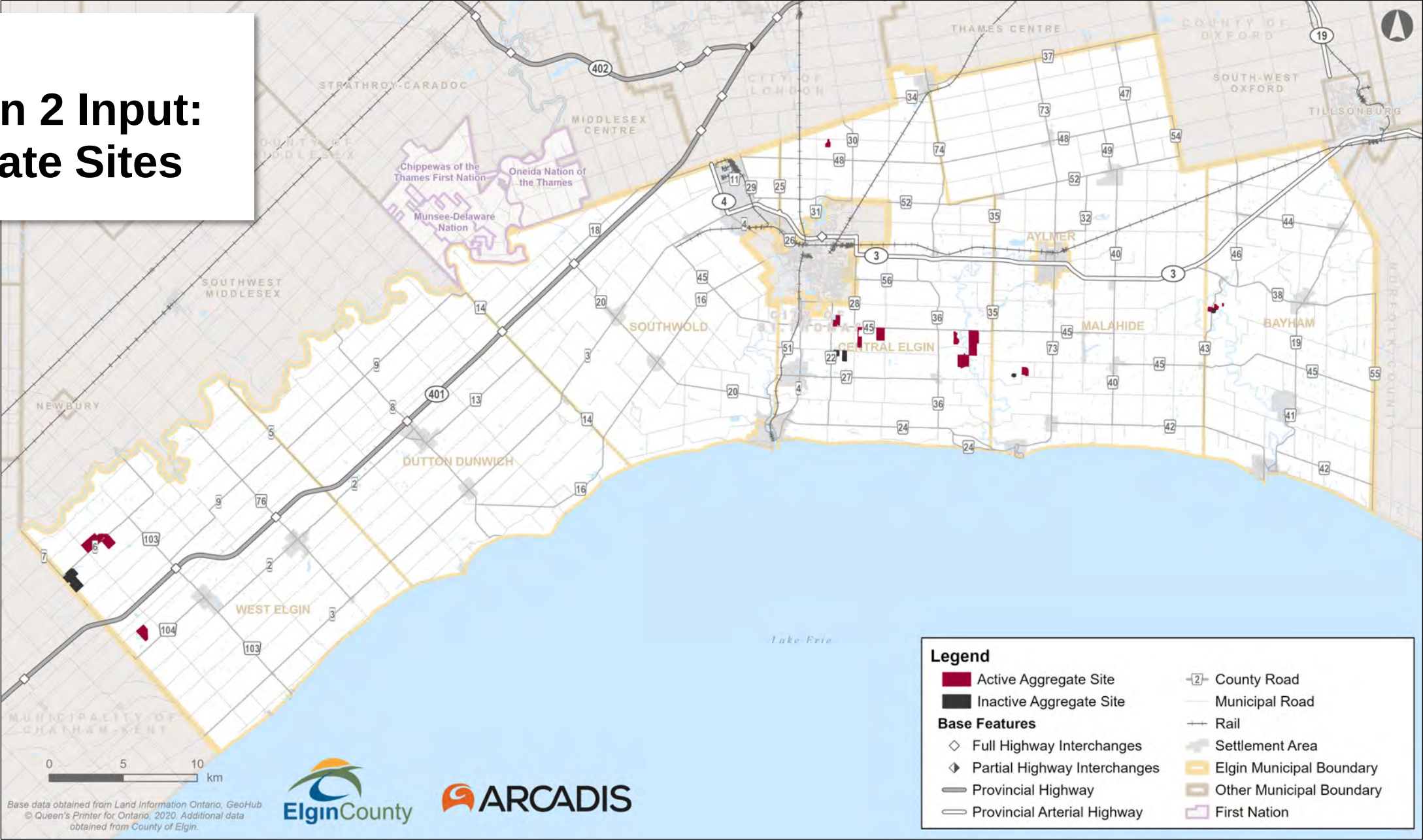
2 – connections to major industrial areas

1 – connections to other significant industrial areas

County of Elgin considerations and application:

- Major industrial areas include the old Ford site, Green Lane Landfill and the northeast St. Thomas industrial development. CR 11 is included due to its future potential in serving major industrial lands.
- Other significant industrial/institutional areas include aggregate sites, County offices, Ontario Police College.
- Connect industrial and institutional areas to closest provincial highway route for travel in different directions. The connection of County interest ends at closest intersection of arterial and/or collector roads.

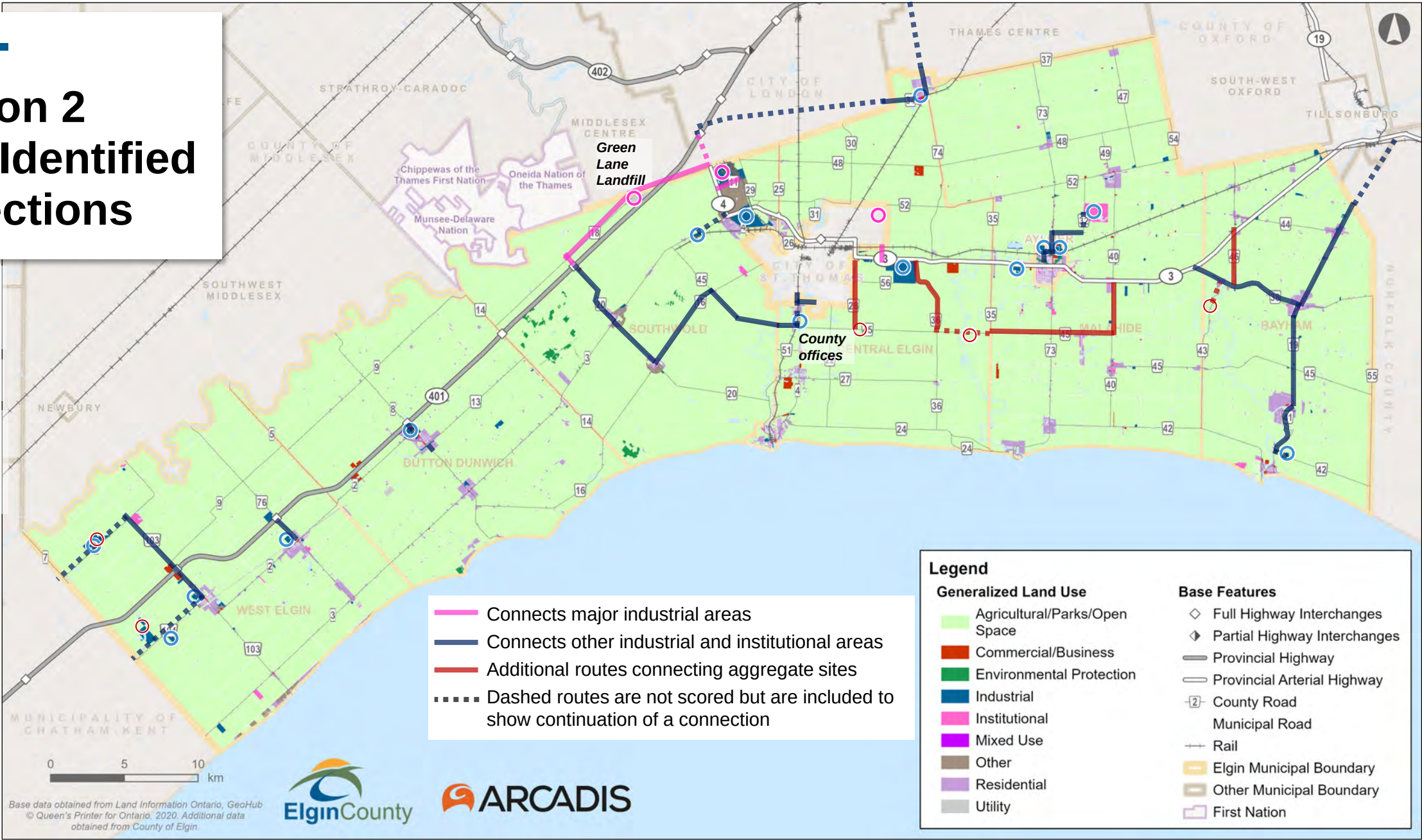
Criterion 2 Input: Aggregate Sites



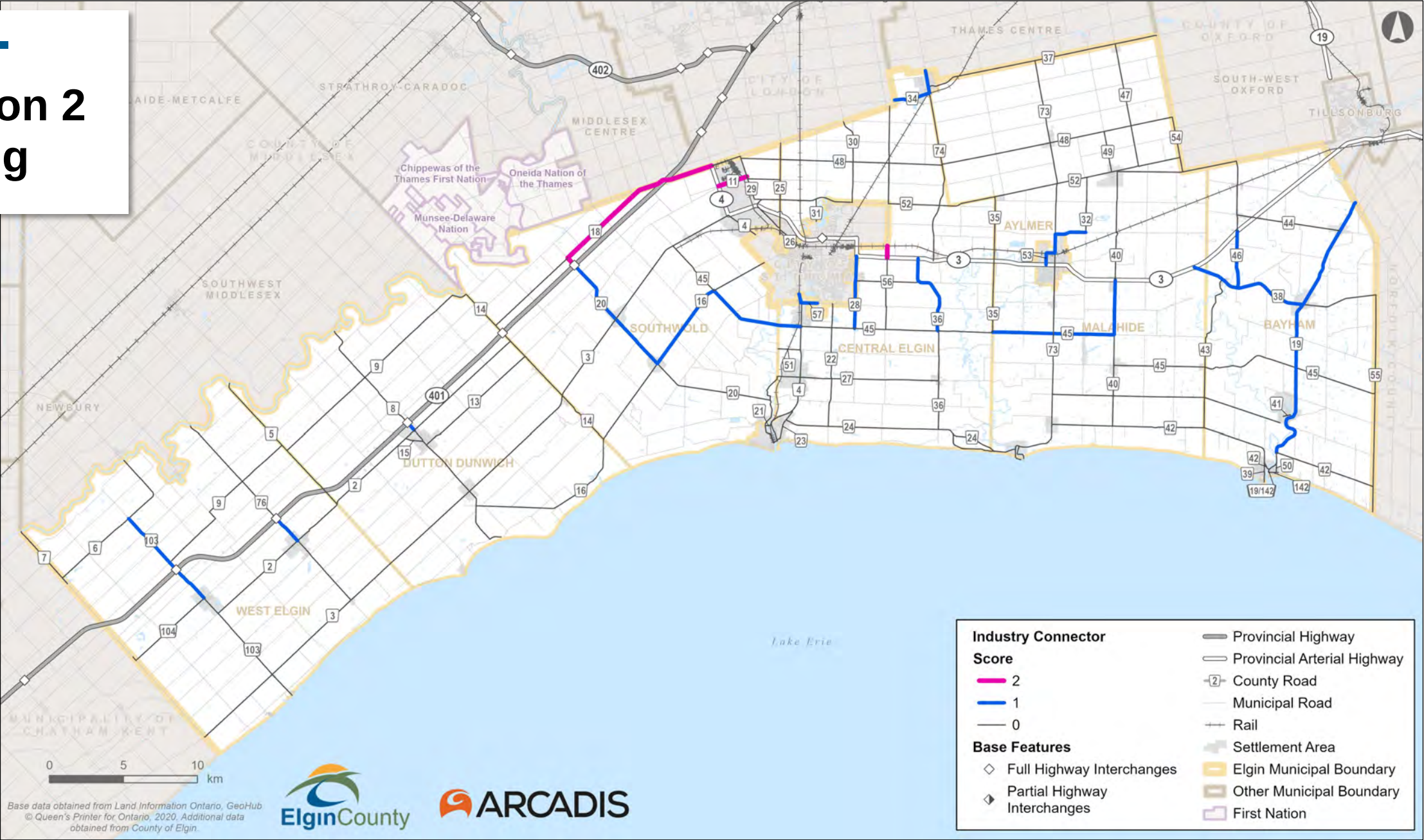
Criterion 2

Input: Identified Connections

- Significant Active Aggregate Sites
- Major Industrial Area
- Other Significant Industrial or Institutional Area



Criterion 2 Scoring



Criterion 3: Truck Traffic (OGRA: Heavy Industry Service)

Provide service within 4 km of consistent major attractors or generators of heavy vehicles.

OGRA Weighting = 2

OGRA Application Guidelines:

- 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. Rather, it is intended that upper tier service be provided close to the industry and that the distribution within the area of the industry be a lower tier responsibility.
- “Close to” means within a distance of approximately 4.0 km. “Consistent major attractor or generator”, in the case of gravel pits and quarries, is defined as approximately 9 months or more of operation per year.
- Landfill sites under the jurisdiction of, or serving the upper tier municipality, may also be considered as attractors of heavy vehicles and may be serviced by upper tier roads.

County of Elgin Weighting:

Daily Truck Volumes:

2 - over 400

1.5 - 300-400

1 - 200-300

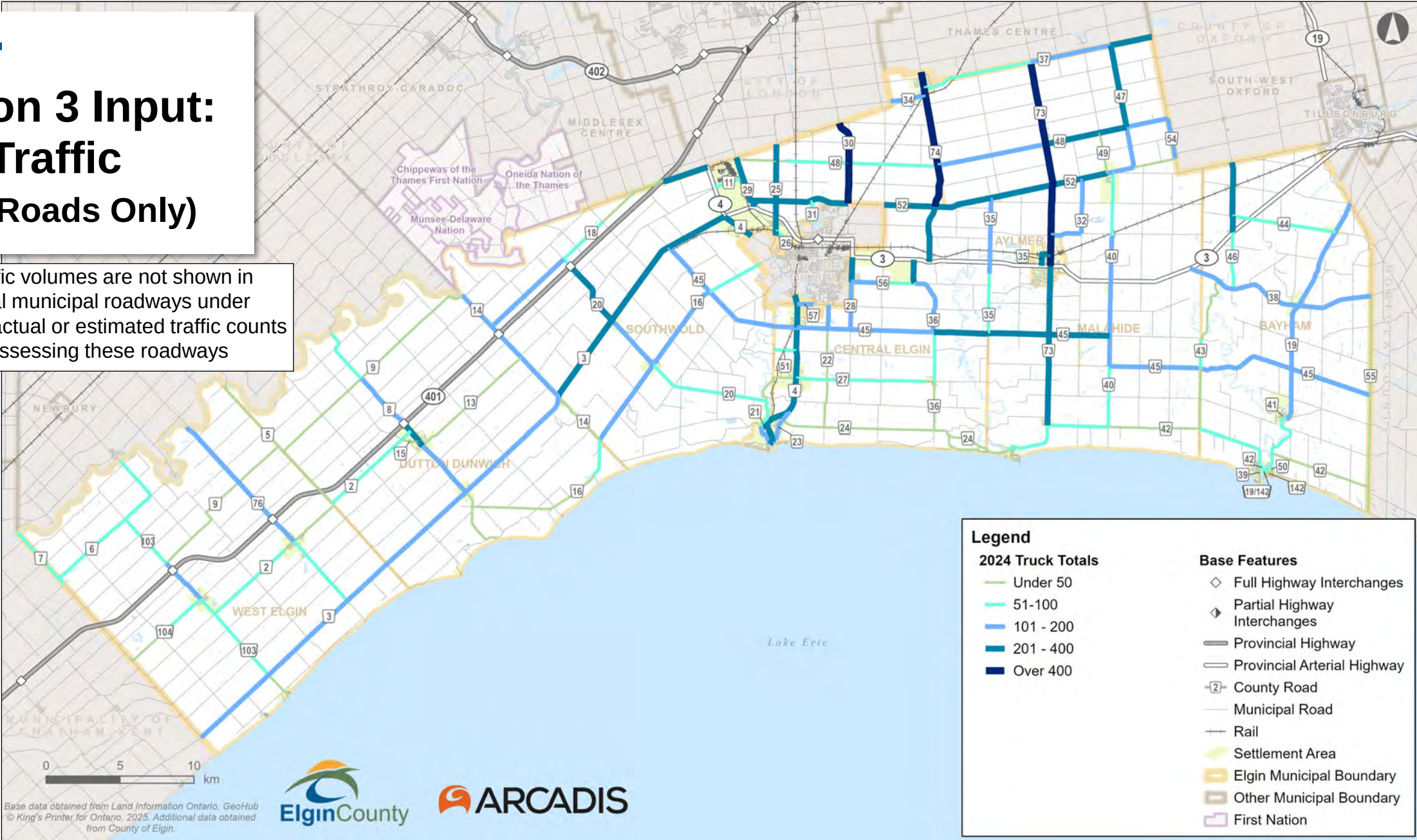
0.5 - 100-200

County of Elgin considerations and application:

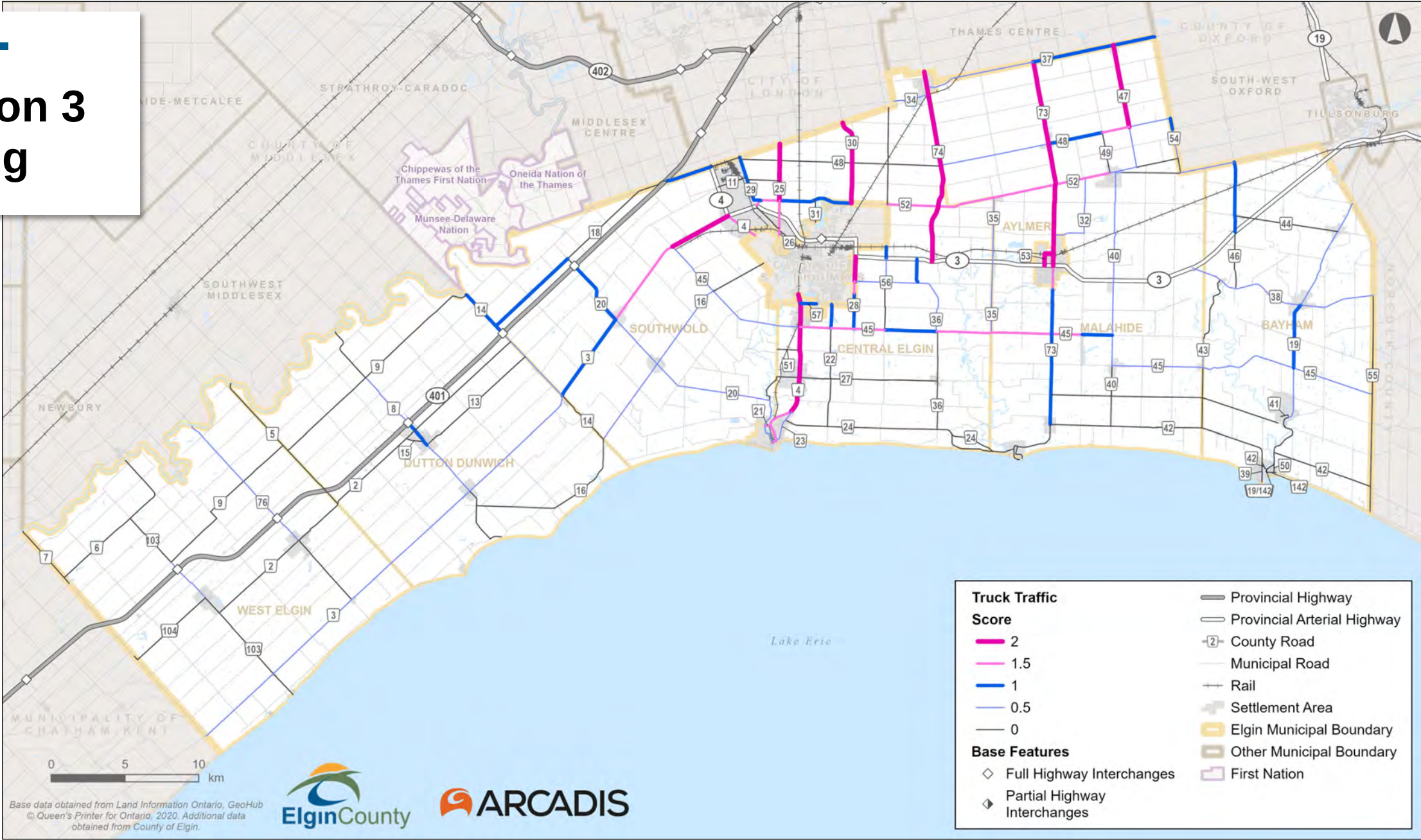
- Truck traffic levels are available or can be estimated and are an appropriate alternative measure.
- Future traffic growth factors have been applied to estimate 2054 truck traffic.

Criterion 3 Input: Truck Traffic (County Roads Only)

While truck traffic volumes are not shown in this plot for local municipal roadways under consideration, actual or estimated traffic counts were used for assessing these roadways



Criterion 3 Scoring



Base data obtained from Land Information Ontario, GeoHub
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obtained from County of Elgin.



Criterion 4: Barrier Service

Provide service parallel to and across major barriers to free traffic movement such as freeways, watercourse or congested areas.

OGRA Weighting = 1

OGRA Application Guidelines:

- The intent of this criterion is to alleviate traffic on local roads by providing service parallel to or across barriers to traffic movement where upper tier service is justified. The barrier must be an obstacle to traffic wishing to cross it and it must be feasible to cross (i.e. freeways by interchanges and rivers by bridges).
- Service is provided “parallel to” only if there is no other upper tier or provincial road providing that service within a reasonable distance and only along roadways which are used to reach barrier crossings.

County of Elgin Weighting = 1

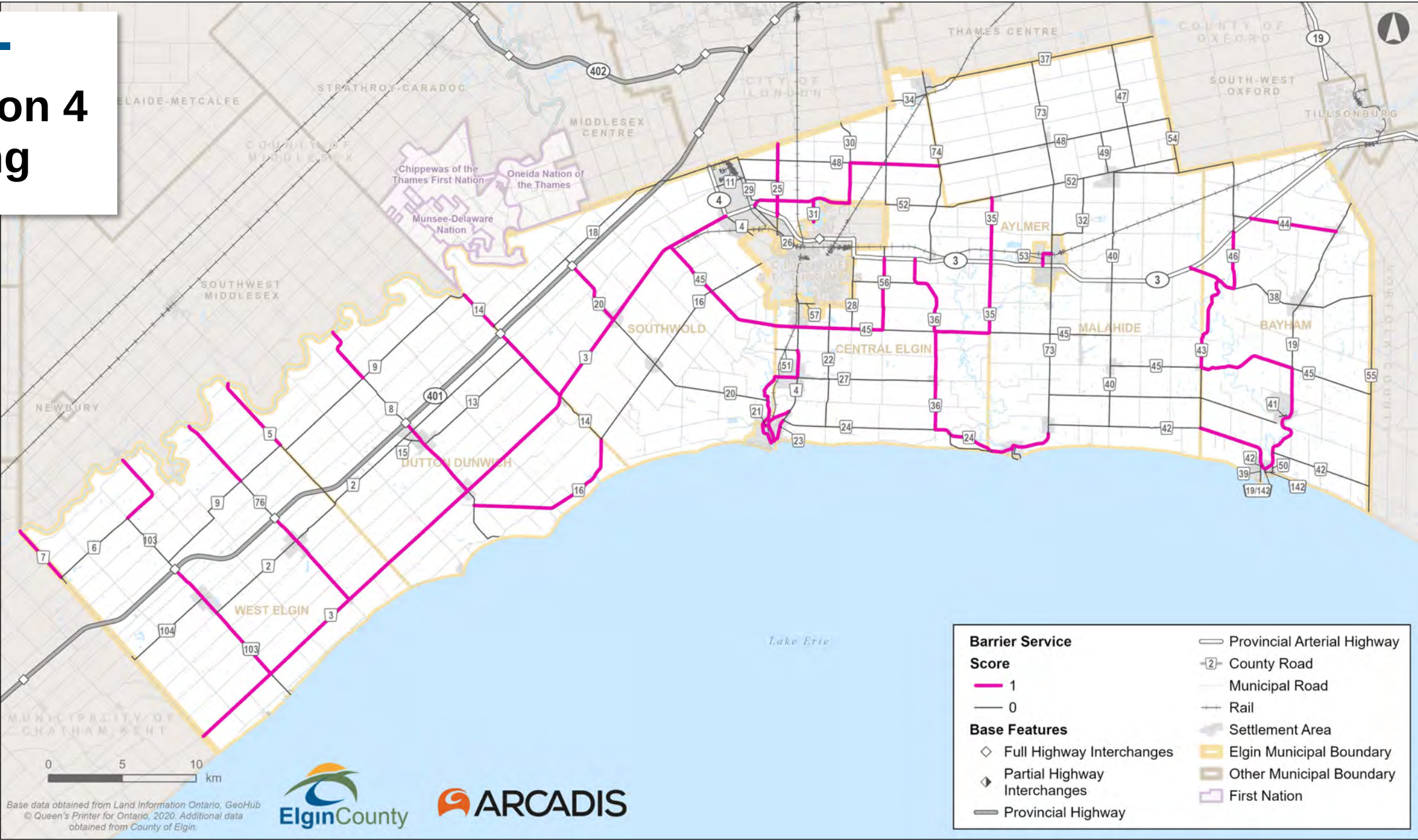
County of Elgin considerations and application:

- Applies to the following:
 - Provincial Highway Emergency Detour Route for Highway 401
 - CR 53 bypass of downtown Aylmer
 - Significant creek crossings and routes running parallel to major creeks (consider length of detour and availability of alternative routes of moderate or high quality)
 - Yarmouth Centre Road south of Highway 3, bypassing busy southeast St. Thomas roadways.
- The connection of County interest ends at closest intersection of provincial, County or local arterial roads.

Criterion 4 Input: MTO Emergency Detour Route



Criterion 4 Scoring



Criterion 5: Tourism Connector (OGRA: Resort Criterion)

Provide service within 4 km of a major resort and/or recreational areas

OGRA Weighting = 1

OGRA Application Guidelines:

- 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.
- A major resort/recreational area is an area generating a minimum of 700 vehicle trips per day during normal season of operation.

County of Elgin Weighting:

- 1 – Connections between Port Stanley and Provincial Highway Network**
- 0.5 – County Scenic Routes that are not already identified among connections to Port Stanley**

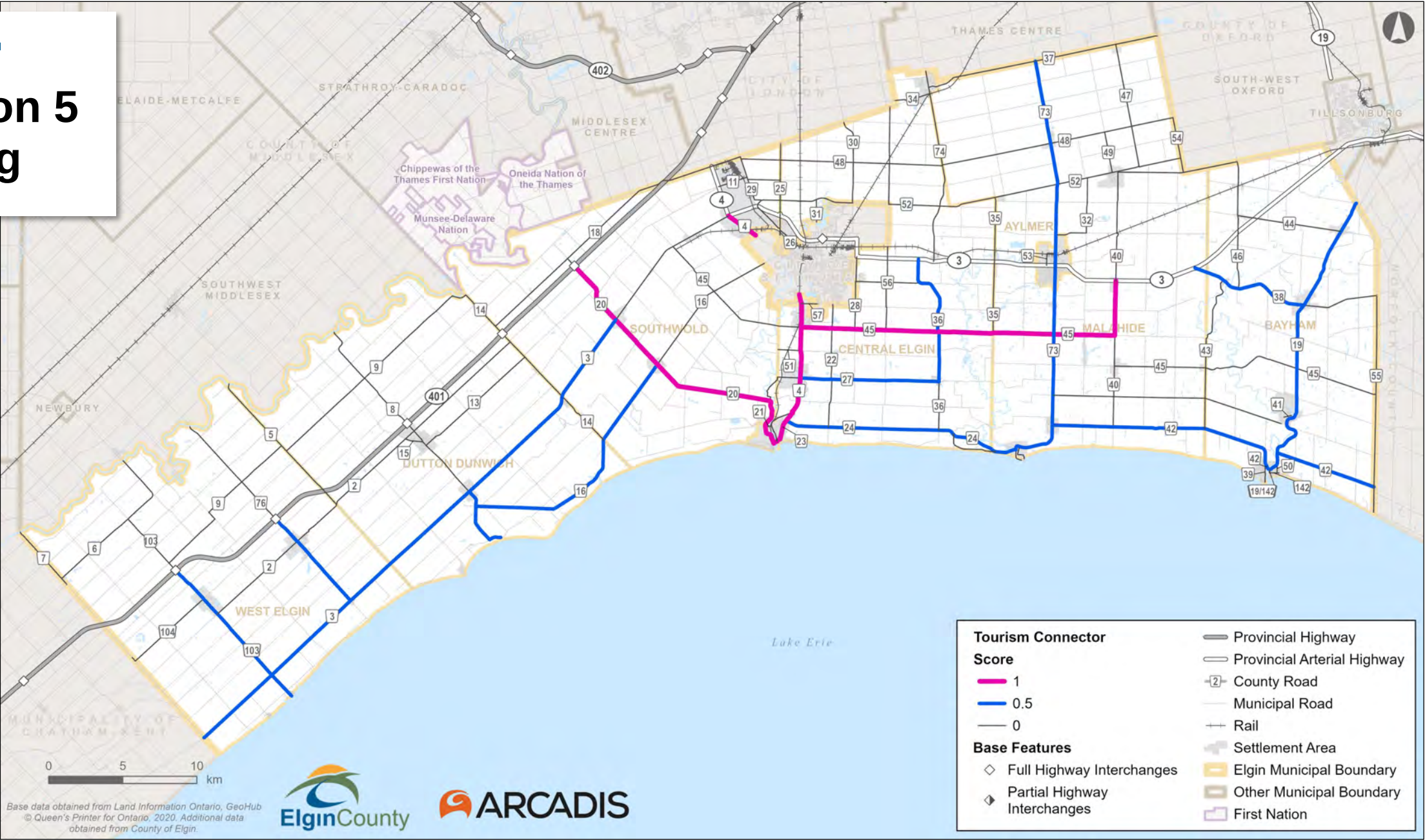
County of Elgin considerations and application:

- County of Elgin does not have “resorts” per se.
- County of Elgin is supportive of tourism.
- Port Stanley is the most significant tourism generator.
- County of Elgin also contains three day-time use Ontario Provincial Parks: Port Burwell, Port Bruce and John E. Pearce.

Criterion 5 Input: Scenic Routes



Criterion 5 Scoring



Criterion 6: Traffic Speed

Provide service on roads where the speed limit is 80 km/h.

OGRA Weighting = 1

OGRA Application Guidelines:

- This criterion is intended to identify those roads which have a speed limit of 80 km/h.
- This is deemed to be a desirable speed limit allowing roads that predominately serve as inter-municipal links in a road network to do so efficiently.

County of Elgin Weighting = 1

County of Elgin considerations and application:

- Apply to all roads with a speed limit of 80 km/h per OGRA
- Also apply to all roads with a speed limit of 60 km/h+ in urban areas, noting that this speed limit still indicates the priority of traffic movement vs. land access in urban areas

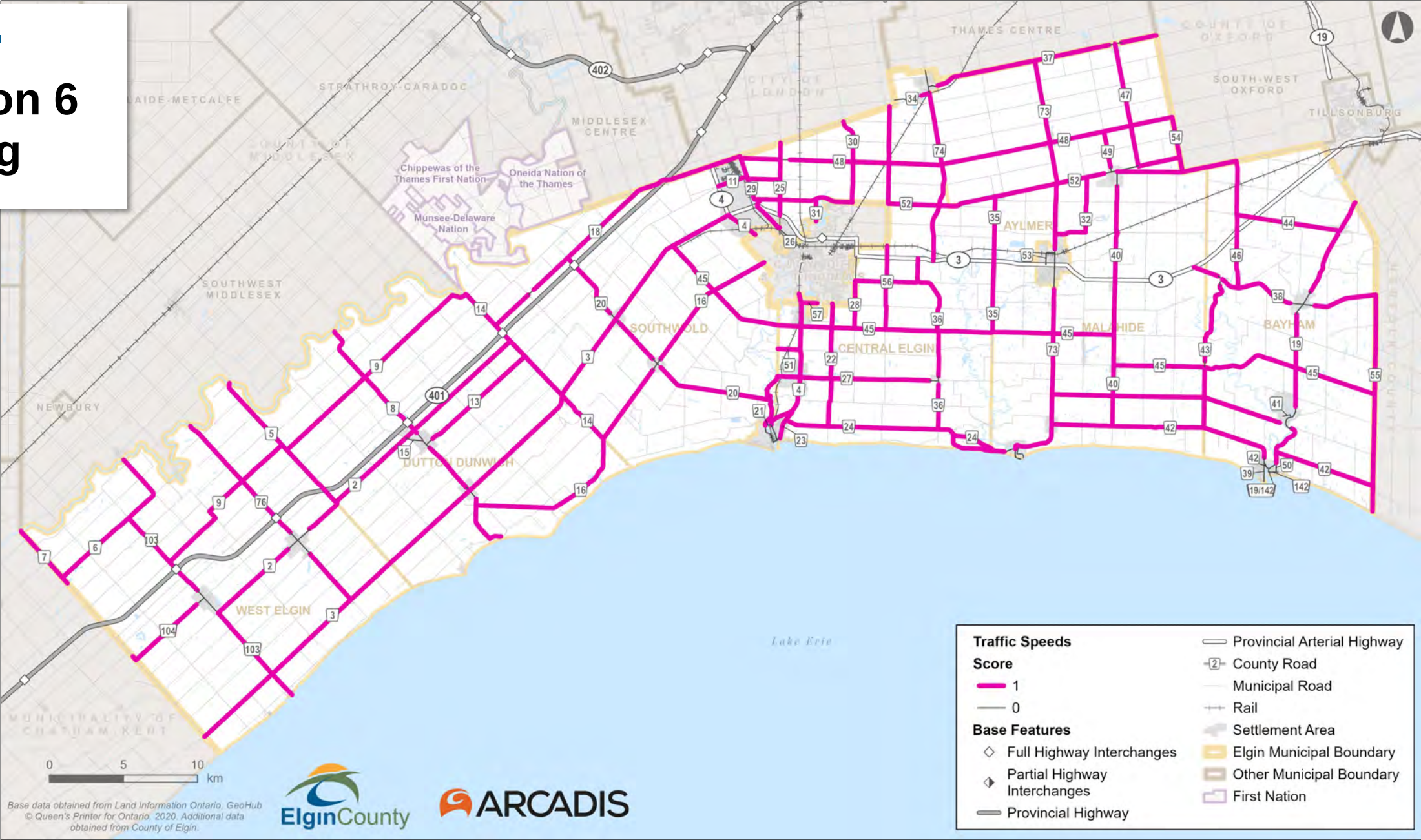
Note: This is based directly on posted speed data.

Criterion 6 Input: Traffic Speeds (County Roads Only)

While posted speeds are not shown in this plot for local municipal roadways under consideration, posted speeds were used for assessing these roadways



Criterion 6 Scoring



Criterion 7: Road Surface

Provide service on roads with an asphalt surface.

OGRA Weighting = 0.5

OGRA Application Guidelines:

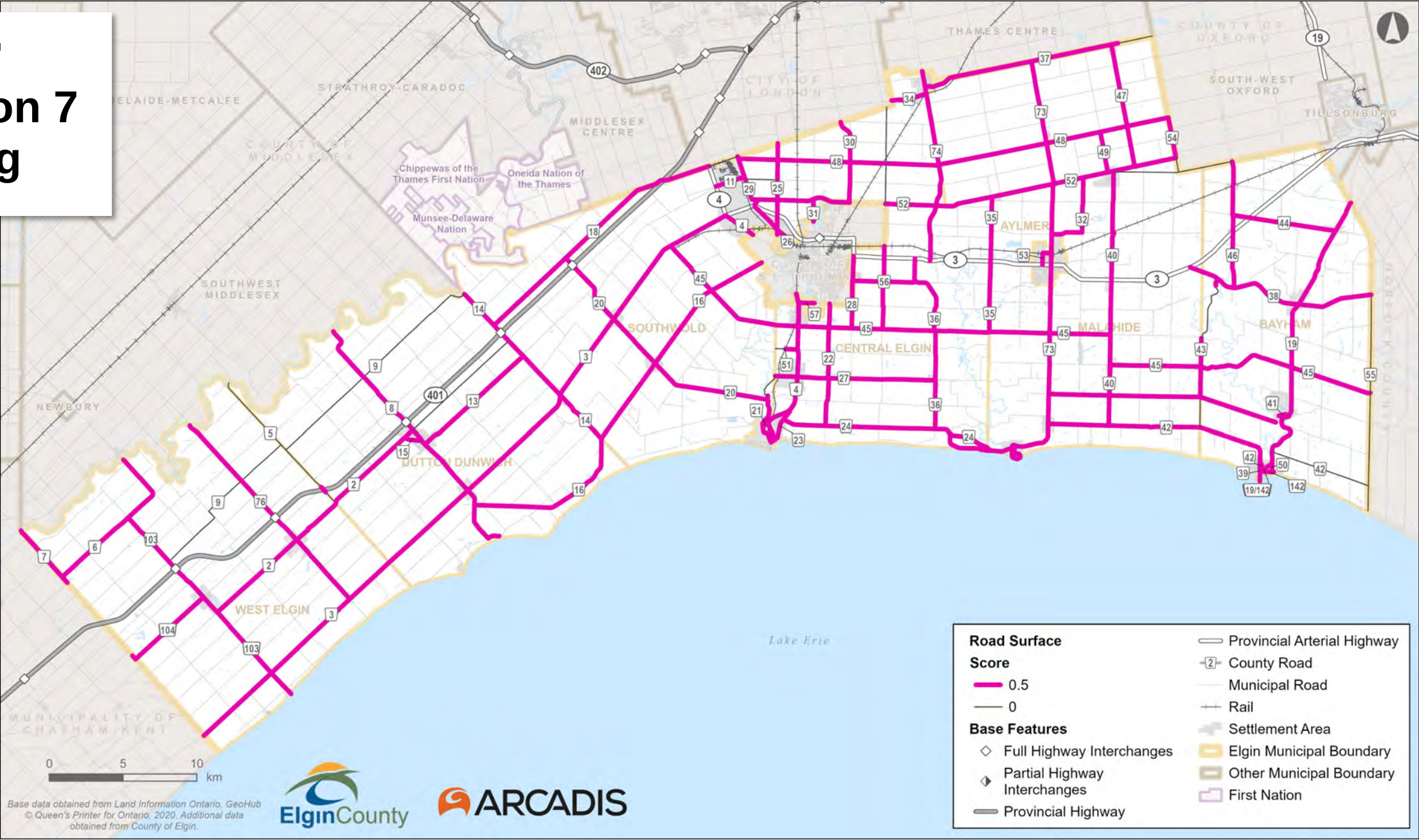
- This criterion is intended to identify those roads with an asphalt surface.
- These roads were deemed to be more appropriate to serve as upper tier roads, as this surface material would be more durable to withstand the greater traffic volumes, heavier vehicles and higher speeds as anticipated on upper tier roads.

County of Elgin Weighting = 0.5

County of Elgin considerations and application:

- Applies to all roads with high-quality bituminous surface and not susceptible to seasonal half-load restrictions

Criterion 7 Scoring



Criterion 8: Traffic Volume

Provide service on roads with current traffic volumes greater than 1000 vehicles per day.

OGRA Weighting = 0.5

Application Notes:

- This criterion is intended to identify roads with current traffic volumes greater than 1000 vehicles per day.

County of Elgin Weighting:

0.5 – 2054 Total Weekday traffic > 1,000

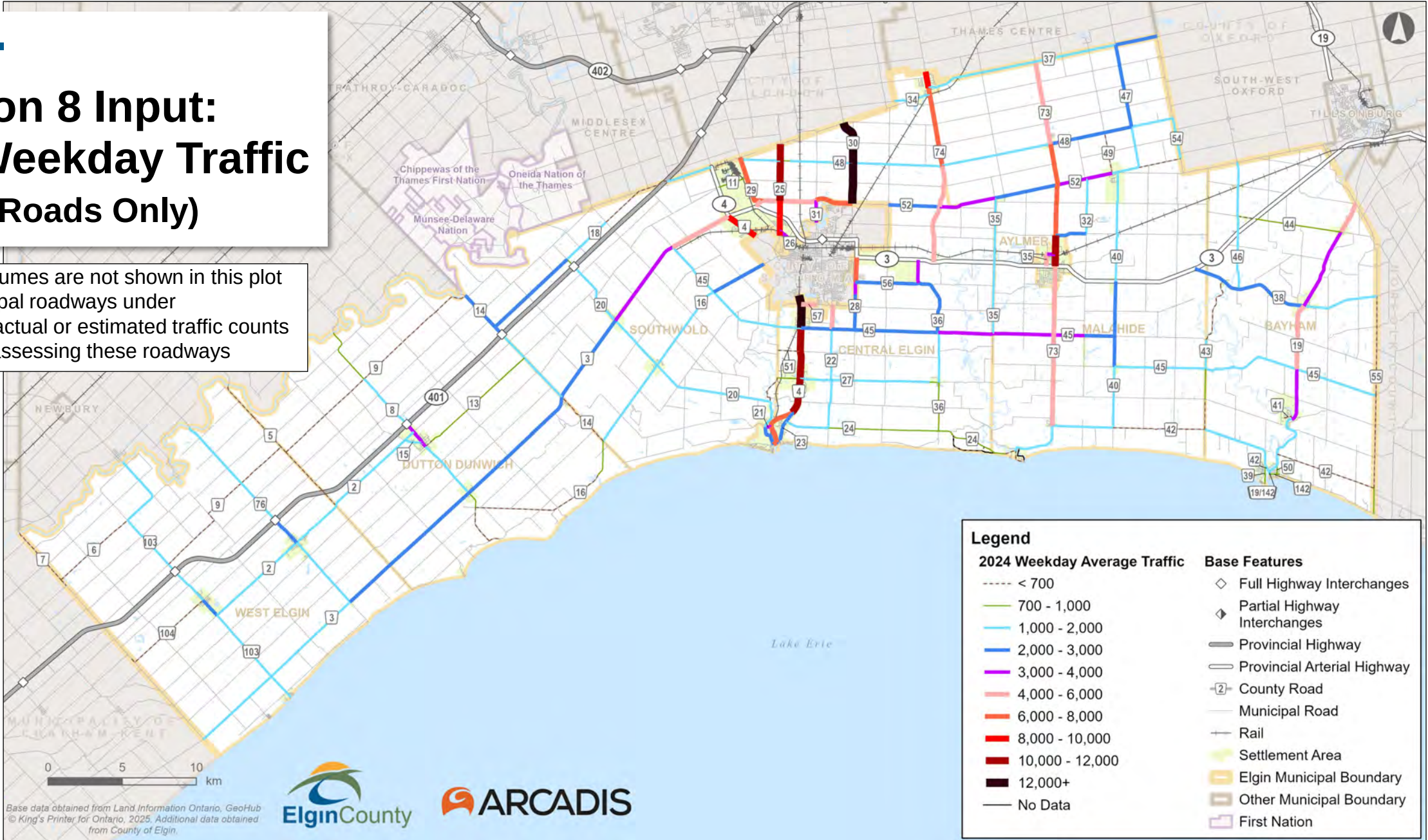
1 – 2054 total traffic >4,000

County of Elgin considerations and application:

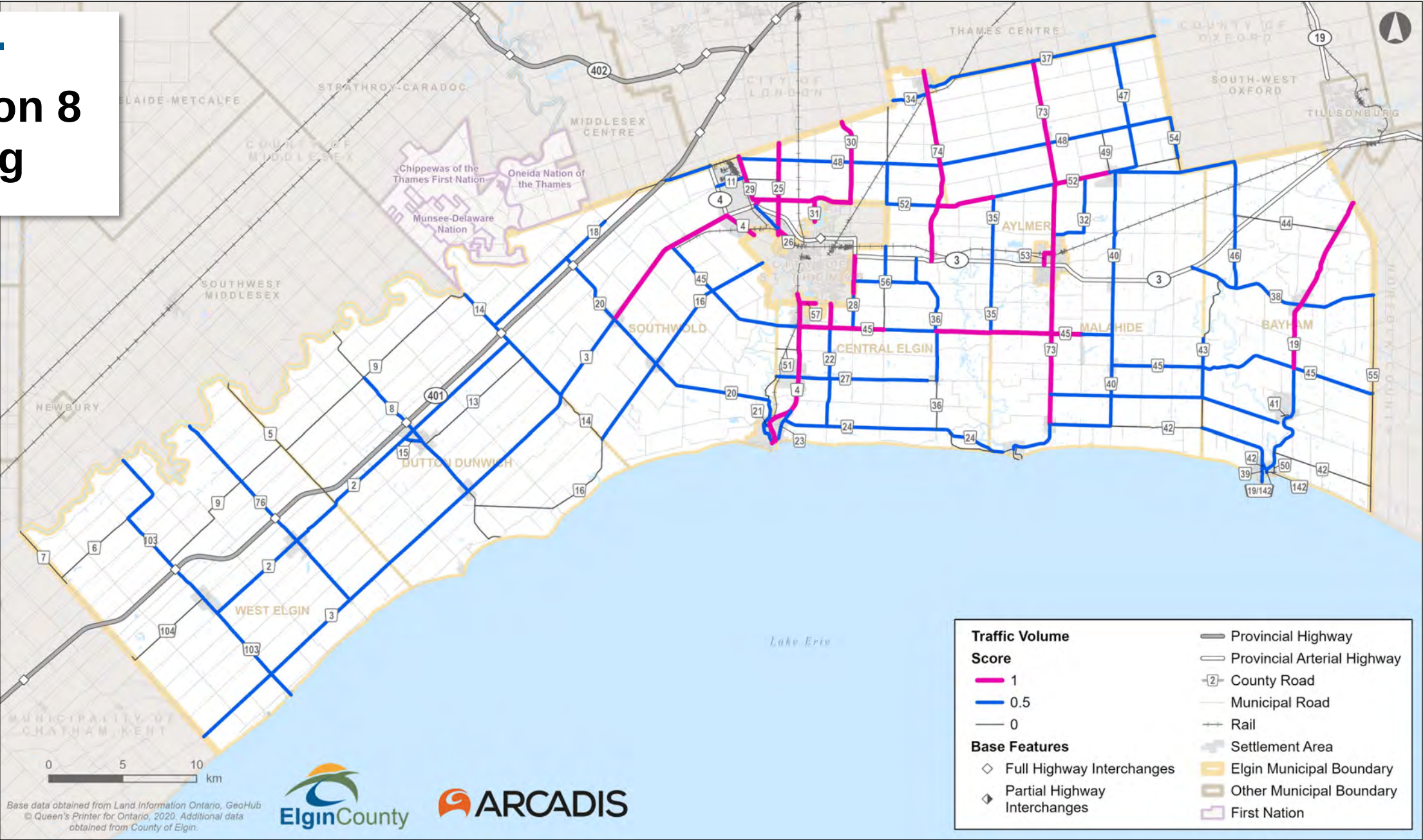
- Year 2054 traffic growth forecasts, pivoting from 2024 counts, are used provide an allowance for future growth
- Additional scoring is provided based on higher-volume threshold of 4,000

Criterion 8 Input: 2024 Weekday Traffic (County Roads Only)

While traffic volumes are not shown in this plot for local municipal roadways under consideration, actual or estimated traffic counts were used for assessing these roadways



Criterion 8 Scoring



Criterion 9: Road Right of Way

Provide service on roads with at least a 66 foot (20 m) wide right of way.

OGRA Weighting = 1

Application Guidelines:

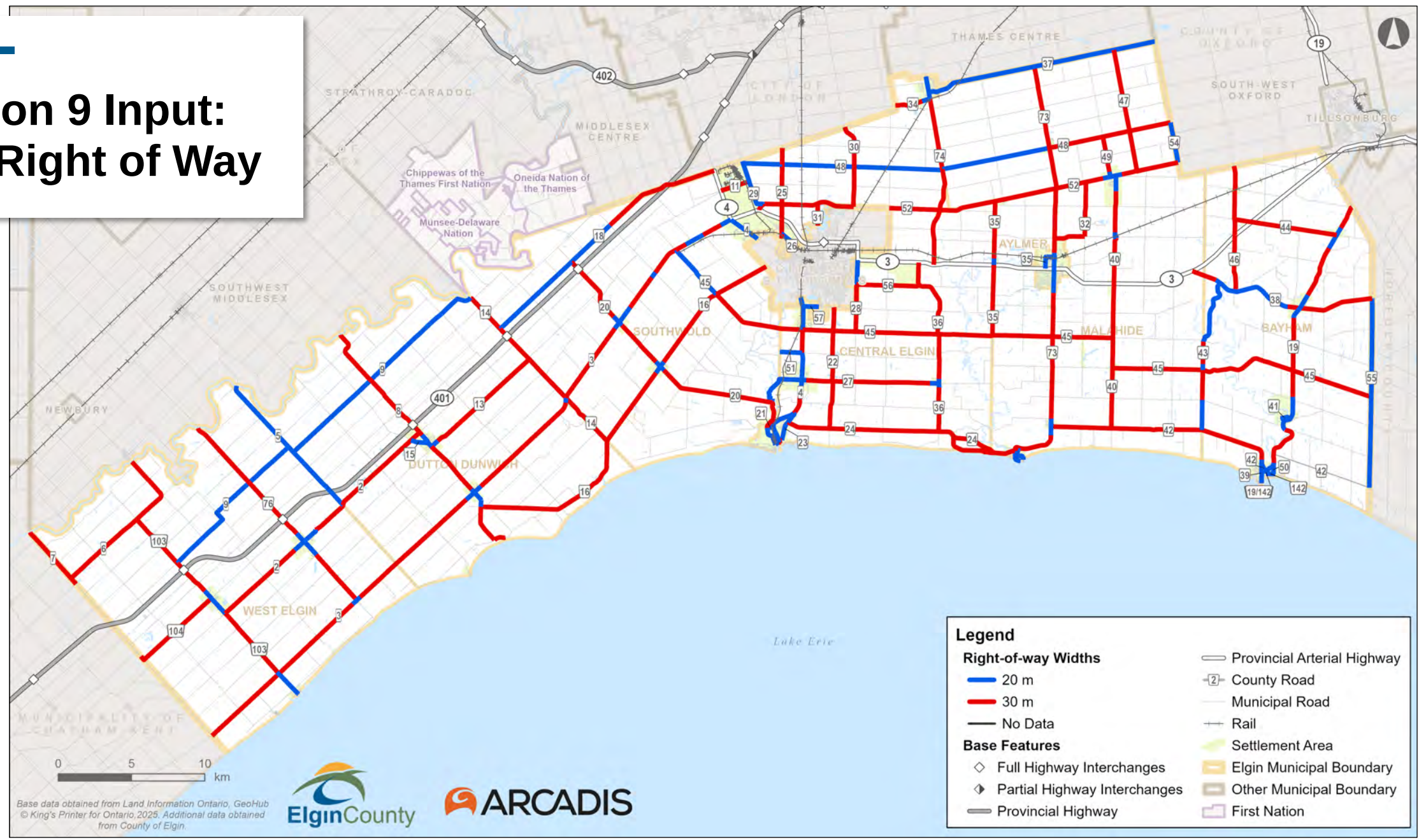
- The intent of this criterion is to identify roads with a right of way width of 66 feet (~20 metres). It is appropriate to be considered for an upper tier road designation that the road have at least a standard right of way.

County of Elgin Weighting = 1

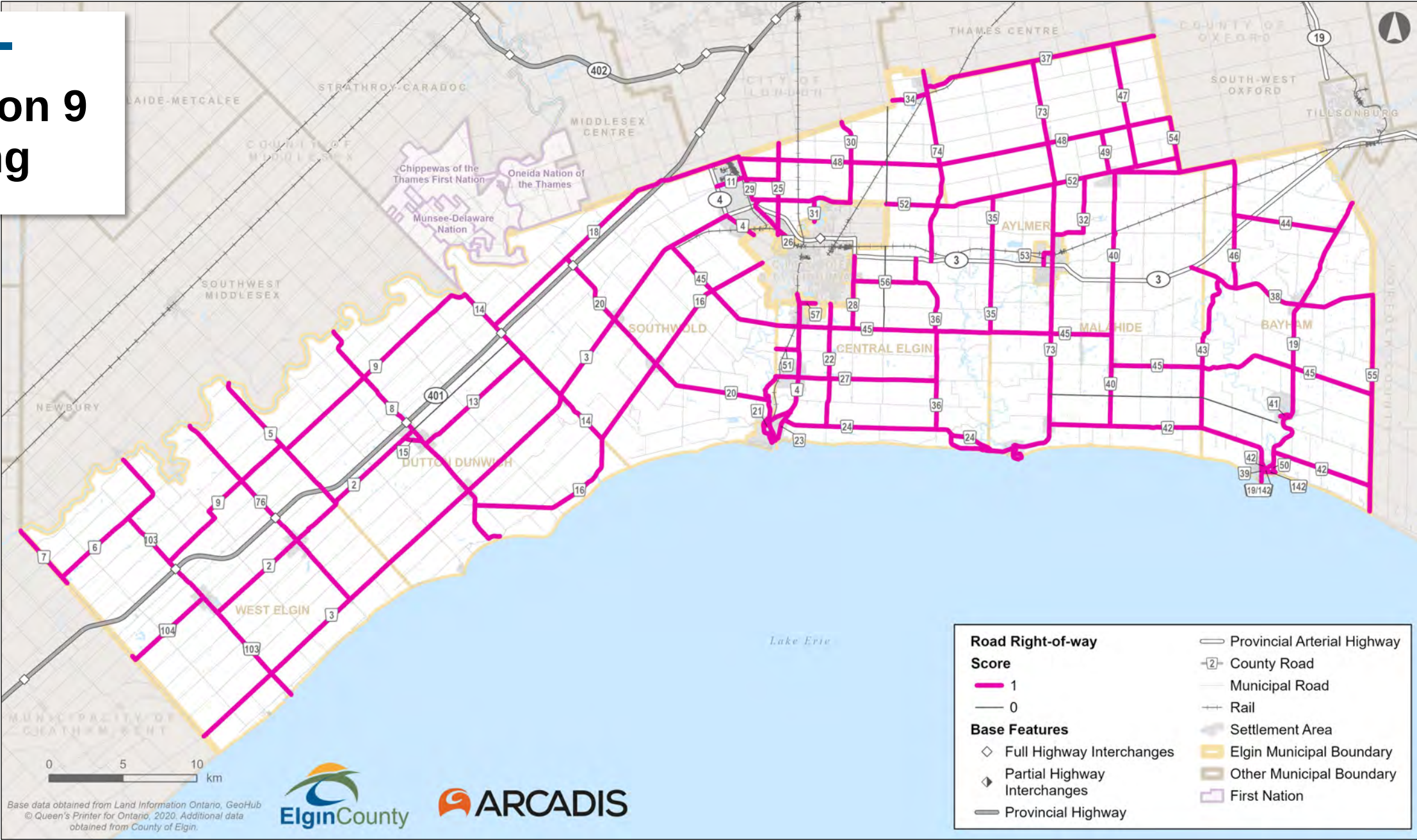
County of Elgin Considerations:

- Apply as per OGRA

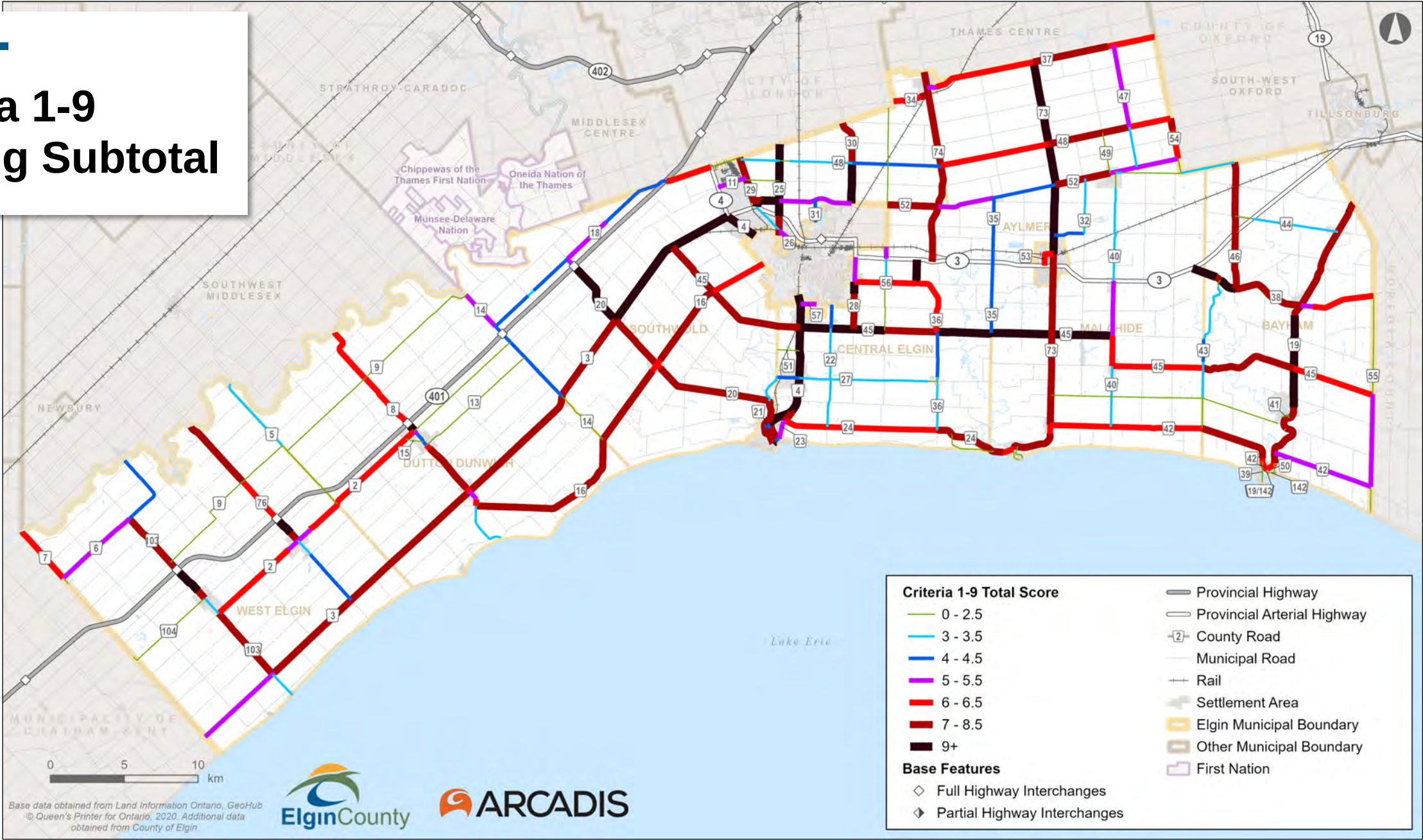
Criterion 9 Input: Road Right of Way



Criterion 9 Scoring

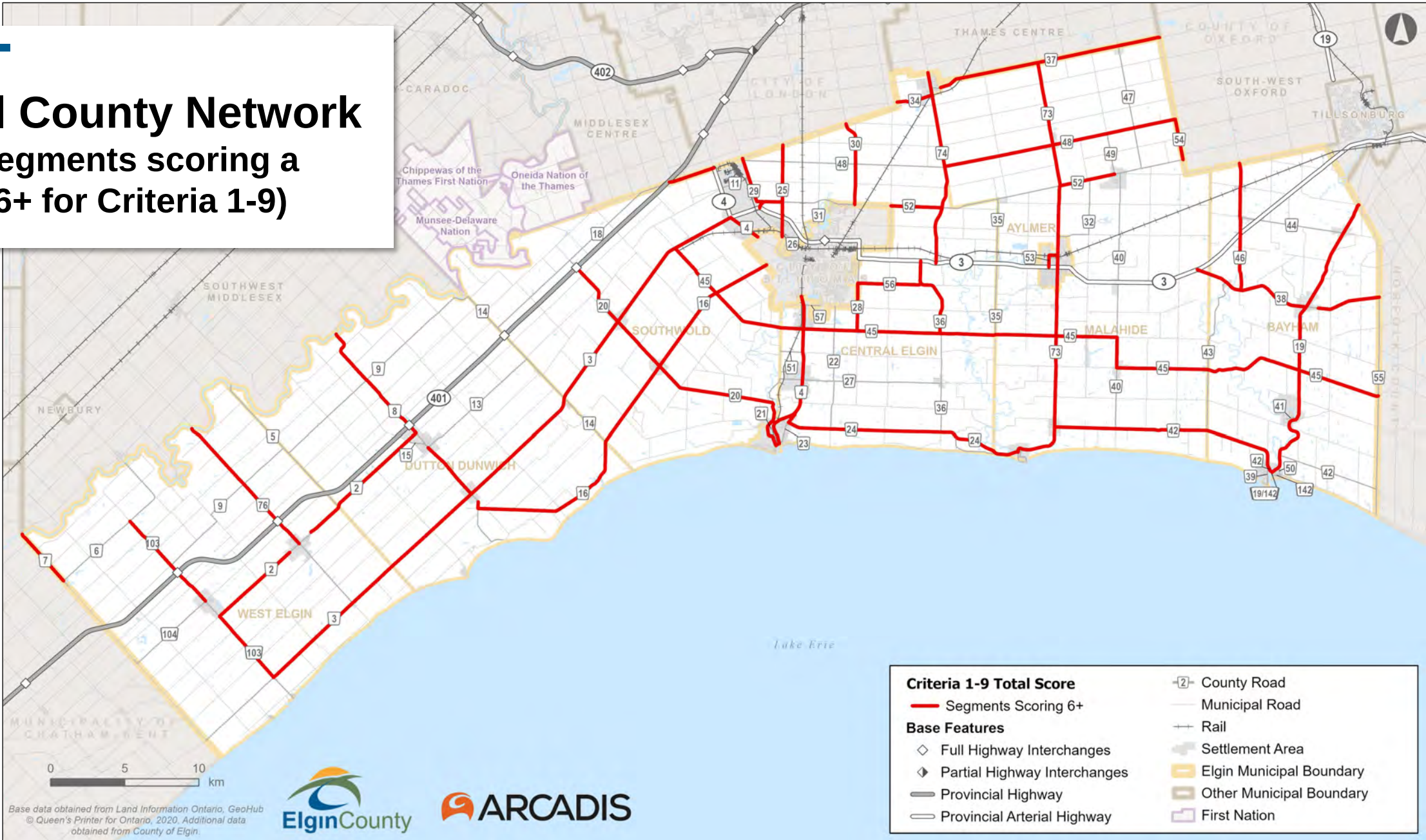


Criteria 1-9 Scoring Subtotal



Partial County Network

(Road segments scoring a total of 6+ for Criteria 1-9)



Criterion 10: Adjacent Municipality Arterial Extension

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, then connect to an upper tier road or a Kings Highway by the shortest route.

OGRA Weighting = 2

OGRA Application Guidelines:

- 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**.

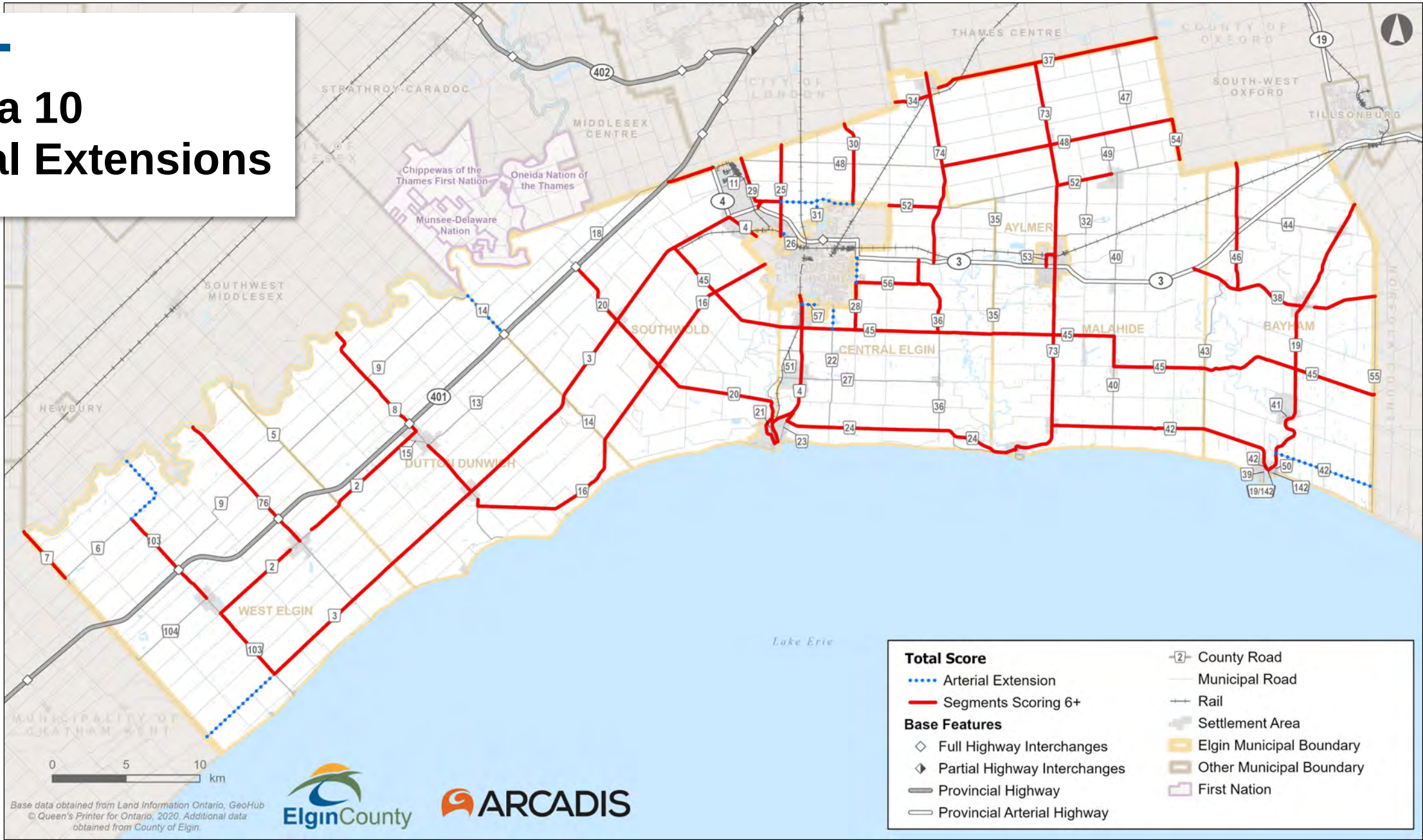
County of Elgin Weighting = 2

County of Elgin considerations and application:

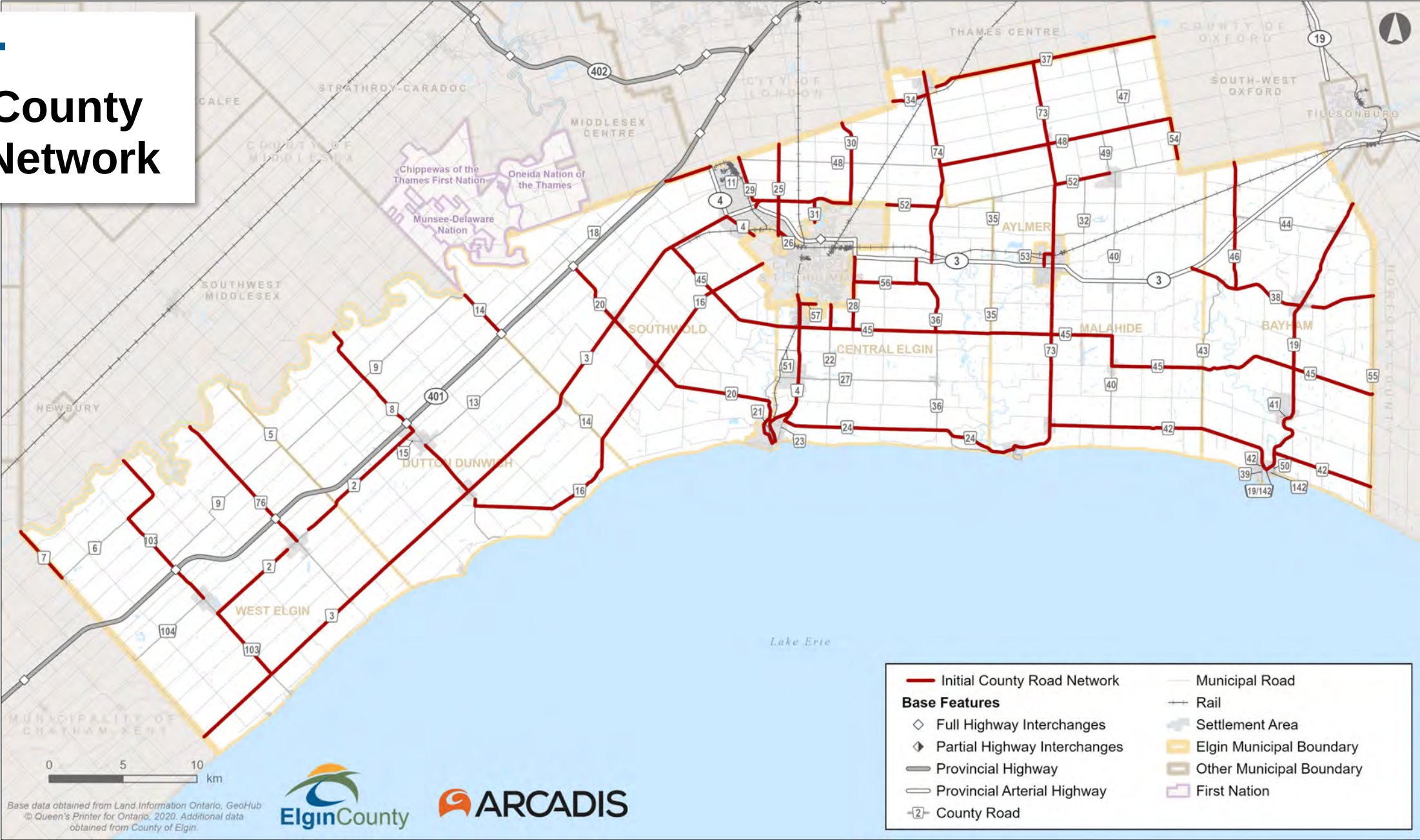
- This criterion is applied after preparing a partial County road network (Criteria 1-9).
- Apply using OGRA's AADT guidelines for this criterion, i.e. weighting applies for 700 veh/day segments / until connected to upper-tier road.
- Consider connectivity to arterial roads of County urban areas and of all adjacent municipalities and First Nations.
- Refer to the Official Plans of adjacent municipalities to identify arterial roads.

Criteria 10

Arterial Extensions



Initial County Road Network



Criterion 11: Urban Network Spacing (OGRA: Urban Cell Service)

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.

Apply after Criterion 10 results

OGRA Application Guidelines:

- The intent of this criterion is to identify roads in the cell under consideration at the spacing noted. **The roads so identified must function predominantly for through movement of traffic.**
- Roads that function as minor collectors for trips with origin and destination within the cell should be rejected.
- The cell population density considered in identifying the appropriate spacing should be either the daytime or night time population, whichever is greater.

Population Density	Additional service required when spacing of roads is greater than:
Less than 40 persons / ha	2,000 metres
Between 40 and 125 persons / ha	1,200 metres

County of Elgin considerations and application:

- Apply as per OGRA
- No additional road segments were identified under this criterion

Criterion 12: Rural Network Spacing (OGRA: Rural Cell Service)

Provide service in rural areas within the cells formed by the Kings Highways and the roads selected by the above criteria.

Apply after Criterion 10 results

OGRA Application Guidelines:

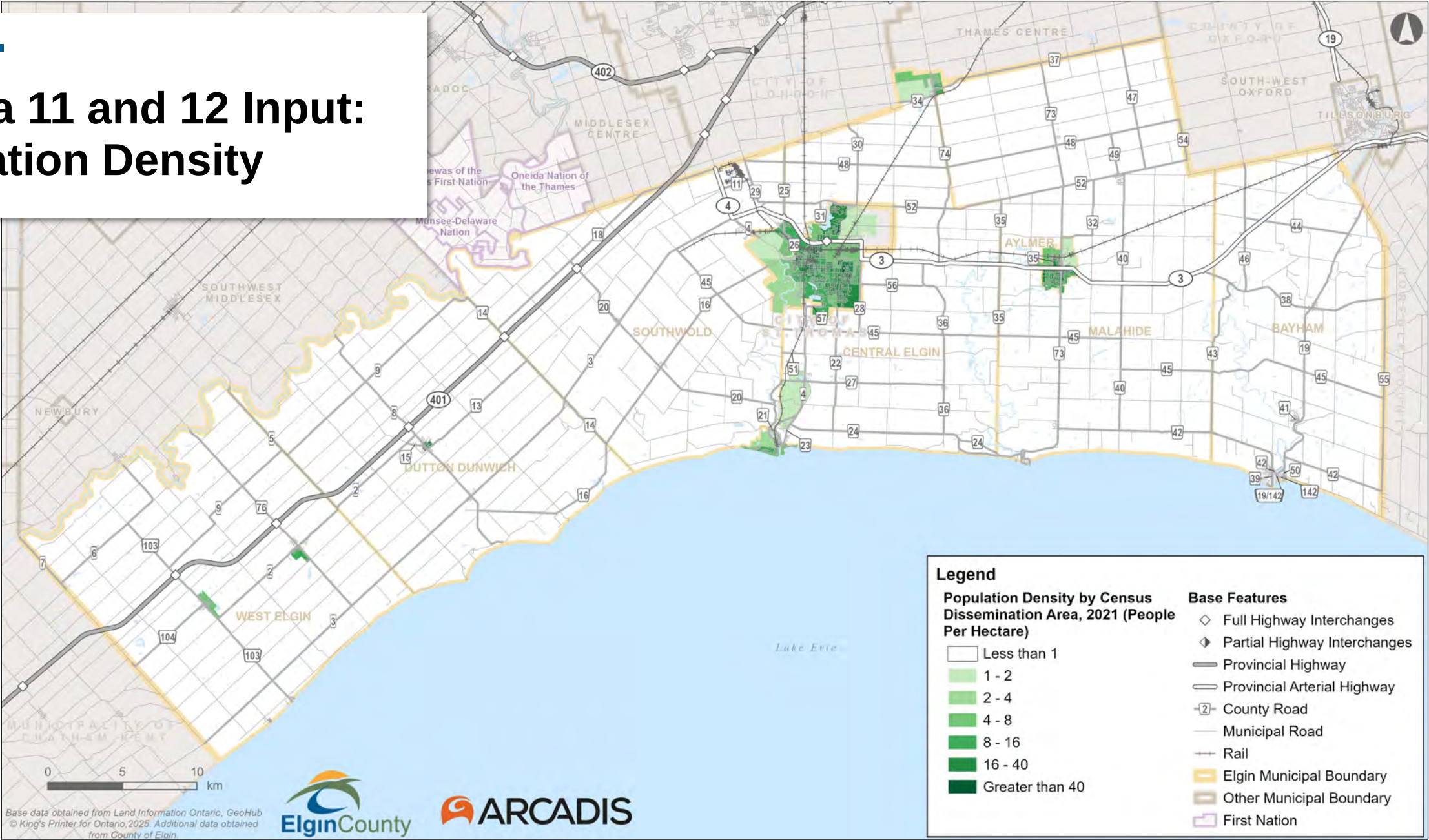
- The intent of this criterion is to provide upper tier service within the cell formed by the application of criteria 1 - 7 inclusive at spacing related to population density within the cells.
- Upper Tier roads or provincial highways in the subject upper tier or in adjacent upper tiers act as rural cell boundaries.

Population Density	Additional service required when spacing of roads is greater than:
<1 person / ha	No additional service
1 person / ha	25 km
1 to 4 persons / ha	20 km
4 to 8 persons / ha	15 km
8 to 16 persons / ha	10 km
16 persons / ha +	6 km

County of Elgin considerations and application:

- Apply as per OGRA
- No additional road segments were identified under this criterion

Criteria 11 and 12 Input: Population Density





Step 3: Apply Network Connectivity Principles to Complete the Network

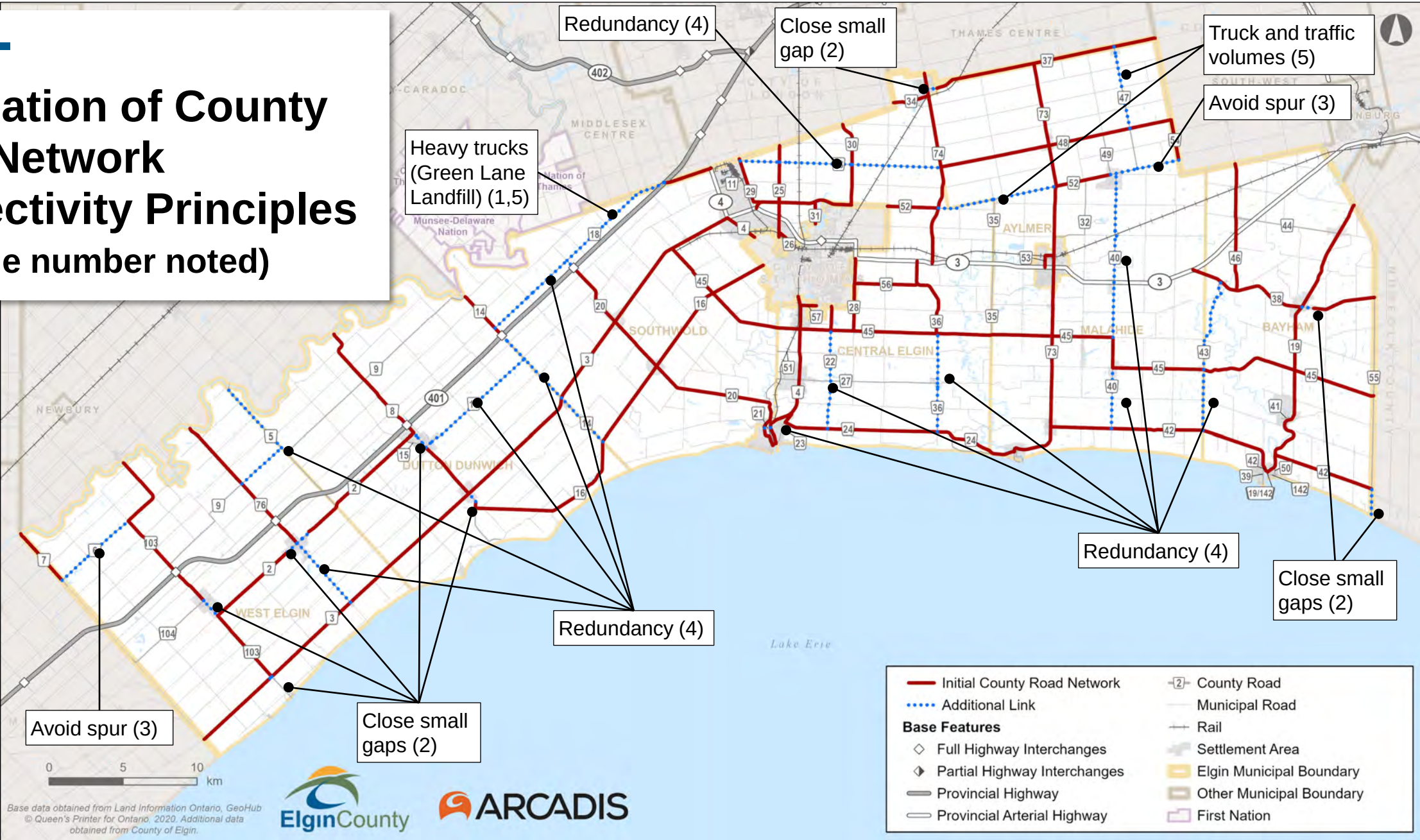
County Road Network Connectivity Principles

Roads may be added onto/retained in the network based on the following network considerations:

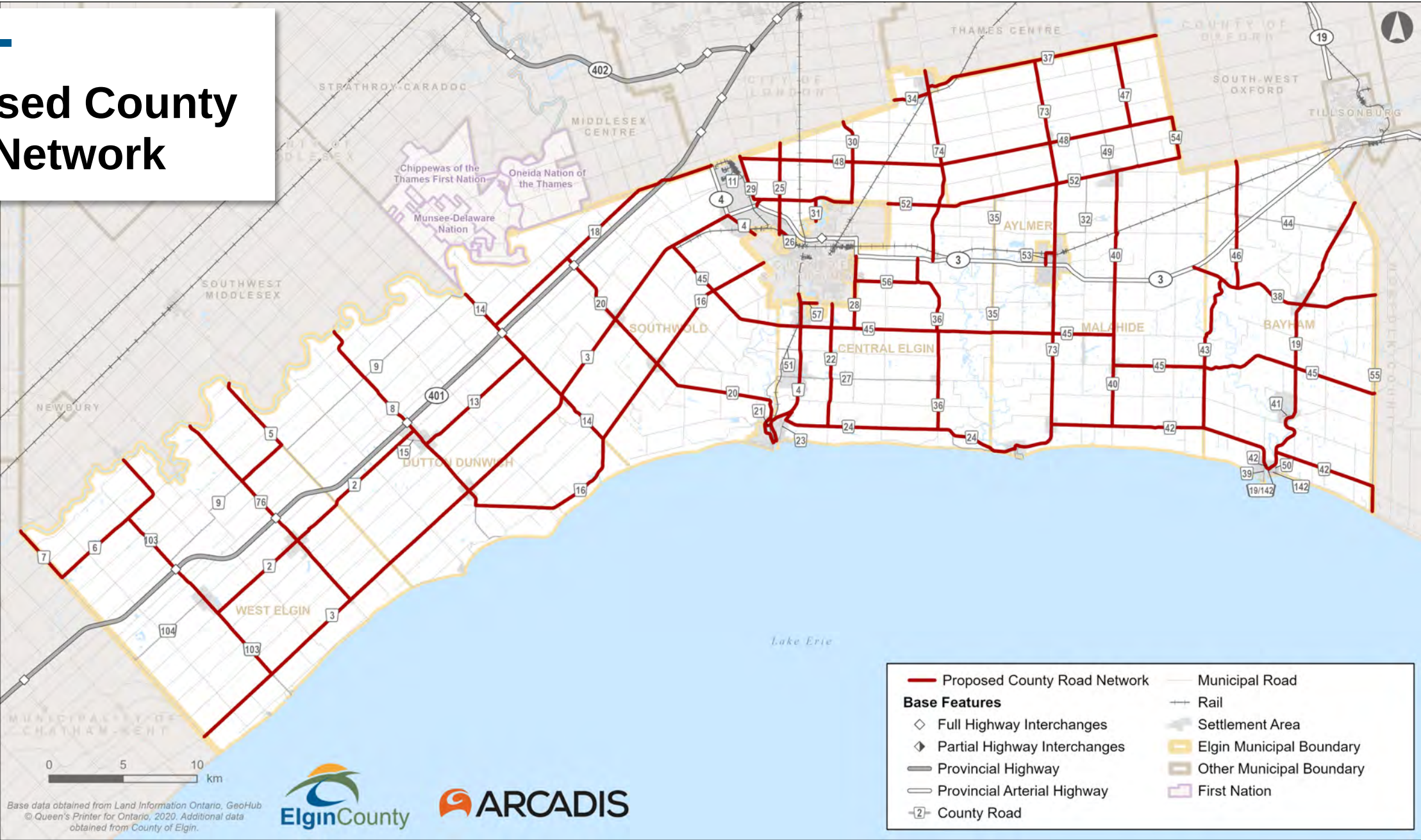
1. Ensure that each **Highway 401 interchange** has at least one County Road connection to the County Road Network
2. Close short or strategic **route continuity gaps**
3. **Avoid “spurs”** but rather continue routes to connect with another upper-tier road, Provincial highway or arterial road where feasible
4. Maintain **redundancy** in the network, e.g. routes across or parallel to major creeks, parallel to congested roadways, or avoiding larger spacing between County roadways
5. Include selected segments **with higher traffic volumes and/or truck traffic volumes**

Also consider total road network scoring in applying these principles.

Application of County Road Network Connectivity Principles (Principle number noted)



Proposed County Road Network



Results for Local Municipal Roads Put Forward for Consideration

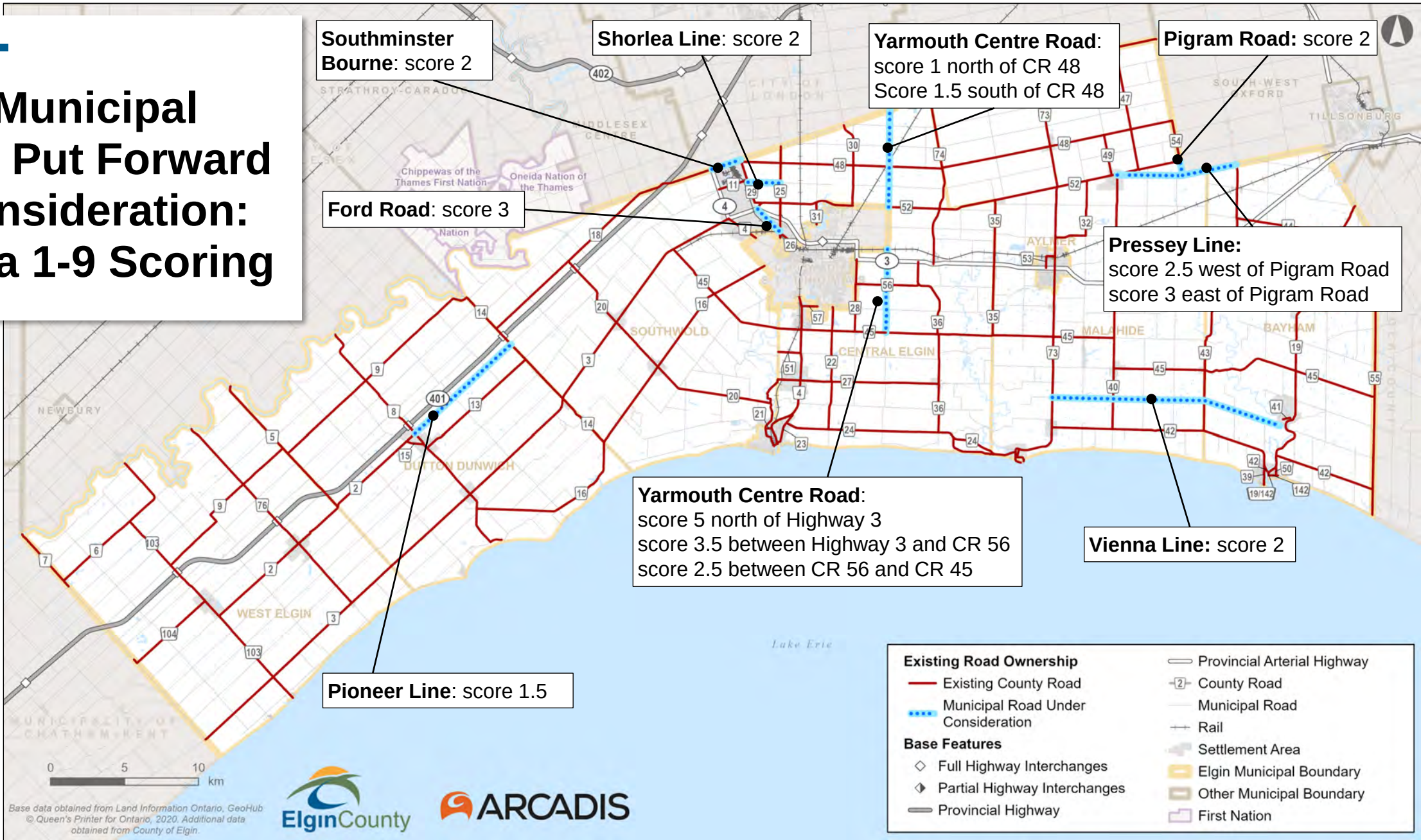
Summary of results:

- None were assessed to be of sufficient County interest to include in the proposed County Road Network
- All scored less than the threshold score of 6; none were identified to add through connectivity principles

Notes on specific roadways:

- **Pioneer Line:** low traffic, and very close to parallel Shackleton Line (CR 13), which was retained only for redundancy
- **Southminster Bourne, Shorlea Line:** narrow roads with low volumes that are not required for County connectivity, especially with planned nearby Highway 3 and 4 improvements
- **Ford Road:** not connected to future Highway 3 and 4 roundabout, removing its role as an urban centre connector
- **Yarmouth Centre Road:** not currently included in the proposed County Road under this framework, based on current condition (i.e. narrow road with low volumes), but is also being assessed under a separate road network needs/capacity analysis for the TMP
- **Pressey Line, Pigram Road:** relatively low volumes and narrow roadway; redundancy with nearby Ron McNeil Line (CR 52) and Oxford Road 20; these roadways can be designated a no-truck route to manage truck traffic if needed
- **Vienna Line:** low volumes and redundant with Nova Scotia Line (CR 42)

Local Municipal Roads Put Forward for Consideration: Criteria 1-9 Scoring

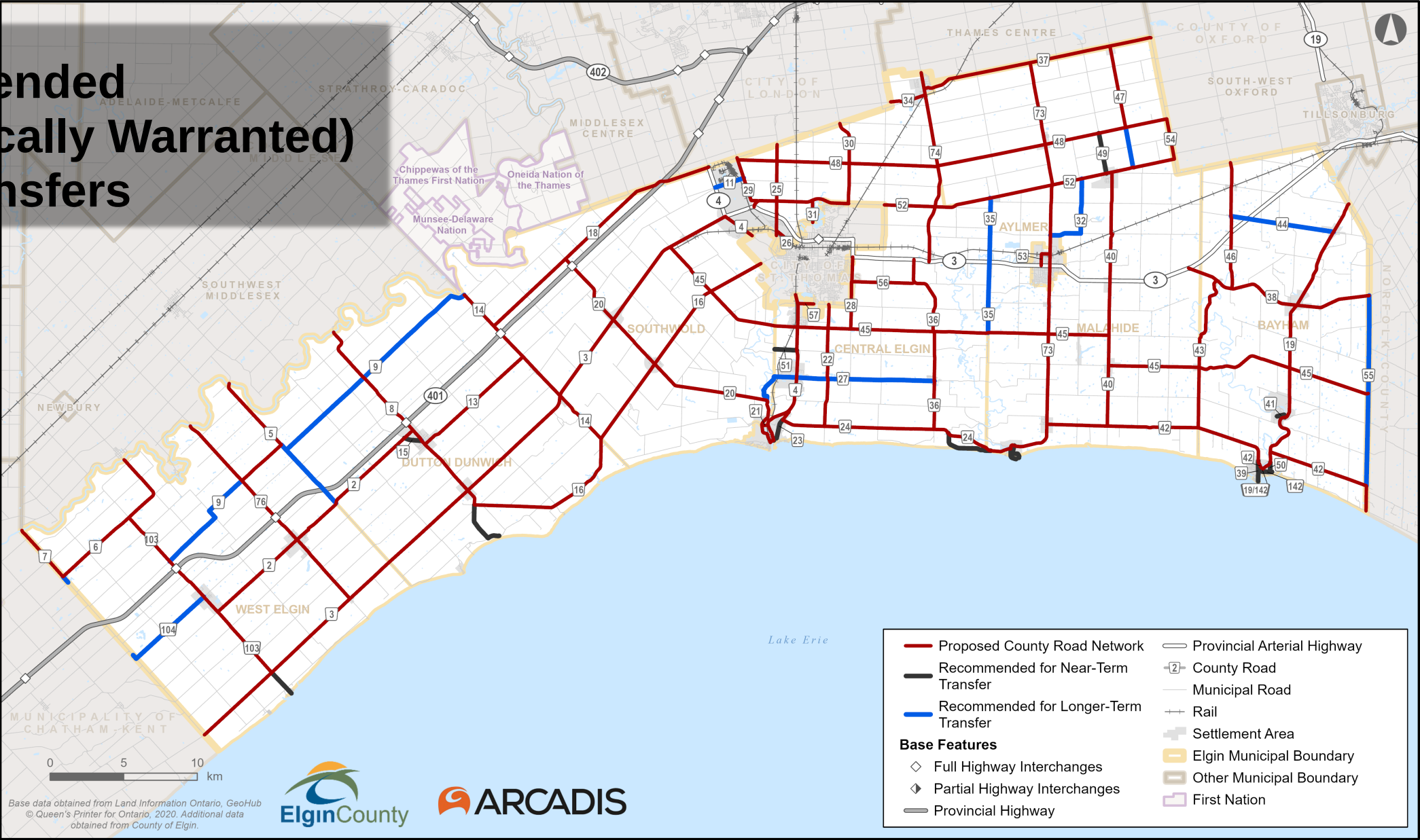




Recommended Road Transfers



Recommended
(Theoretically Warranted)
Road Transfers



Proposed County Roads Transfers				
Road Name	From	To	Length km	Municipality
Furnival Road (CR 103)	Lake Erie	Road 3 SPL	1.97	West Elgin
Miller Road (CR 15)	Road 8 WPL	Road 2 SPL	1.20	Dunwich
Lake View Line (CR 8)	800 m East #8 CL	Lakeview Line CL	0.95	Dunwich
Currie Road (CR 8)	Lakeview Line CL	Road 16 SPL	3.11	Dunwich
Fruit Ridge Line (CR 51)	South/Yar. T/L EPL	PSTR RR Tracks CL	0.67	Central Elgin
Fruit Ridge Line (CR 51)	PSTR RR Tracks CL	Road 4 WPL	0.83	Central Elgin
Joseph Street (CR 23)	Road 4 EPL	Joseph ST NPL	0.28	Central Elgin
East Road (CR 23)	East Street EPL	Road 4 EPL	1.31	Central Elgin
Dexter Line (CR 24)	OLD DEXTER LINE		2.90	Central Elgin
Imperial Road (CR 73)	Hale Street SPL	Catfish Creek / S. Abutment	1.05	Malahide
Imperial Road (CR 73)	Levi Street WPL	Road 24 SPL	0.92	Malahide
Putnam Road	Lyons Line SPL	Ron McNeil Line NPL	2.72	Malahide
Whitaker Road (CR 49)	Road #52 NPL	End 50km zone Springfield	0.35	Malahide
Whitaker Road (CR 49)	End 50km zone Springfield	Road #48 SPL	2.41	Malahide
Fulton Street (CR 41)	Road 19 NPL	Union St EPL	0.66	Bayham
Chatham Street (CR 39)	End of Road	Road 42 SPL	1.32	Bayham
Wellington Street (CR 42)	Road 19 EPL	Elizabeth Street EPL	0.64	Bayham
Victoria Street (CR 50)	Road #42 NPL	Road 19 SPL	0.56	Bayham

TOTALS	23.84
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Asset Rationalization – COUNTY BRIDGES ON LOCAL ROADS

Local Road Bridges Under County Jurisdiction: Context

- The County maintains 58 bridges, **9 of which are on local roads**
- Like other Ontario municipalities, the County is facing a financial challenge with bridges nearing the end of their lifespans and requiring costly replacement
- Based on the findings of a 2023 inspection (following Ontario's Structure Inspection Manual), three of the longest local road bridges require replacement or major repairs within the next 5 years to allow continued use by motorized vehicles

Local Road Bridges Under County Jurisdiction: Historical Acts

Municipal Act, 1950 (section since repealed):

- 430.** (1) The council of a county shall have jurisdiction over, [...]
- (b) every bridge crossing a river, stream, pond or lake forming or crossing a boundary line between local municipalities other than a city or separated town in the county; [...]

Public Transportation and Highway Improvement Act, 1960 (section since repealed) :

- 55.** (1) Where under *The Municipal Act* a county has jurisdiction over a bridge [...] not in the county road system, ...
- (2) The Minister may direct payment to the county [...] an amount not exceeding 80 per cent of the cost of constructing and maintaining any such bridge [...]
 - (3) A county may by by-law provide that jurisdiction over every bridge of twenty feet or less in span that is not included in the county road system shall be transferred to the local municipality or municipalities in which it is situate, [...]
 - (4) A county [...] may by by-law provide for the closing of any bridge over which the county has jurisdiction [...] or the substitution therefor of any other bridge structure [...].

Local Road Bridges Under County Jurisdiction: Current Acts

Municipal Act, 2001

Jurisdiction re: bridges

54 An upper-tier municipality that had jurisdiction over a bridge on a lower-tier highway on the day this section came into force continues to have jurisdiction over the approaches to it for 30 metres at each end of the bridge or any other distance agreed upon by the upper-tier municipality and the lower-tier municipality. 2001, c. 25, s. 54.

52 (1) An upper-tier municipality may add a lower-tier highway, including a boundary line highway, to its highway system from any of its lower-tier municipalities.

... (4) An upper-tier municipality may remove a highway, including a boundary line highway, from its system.

Local Road Bridges Under County Jurisdiction

- County bridges requiring replacement or major repairs in next 5 years
- Other County bridges



Images from Google Maps – Streetview 2022

Local Road Bridges Review: Strategic Value

Considerations for a local road bridge's strategic value to County travel:

- Is the bridge part of a **significant redundant route** for a County road?

Other Considerations:

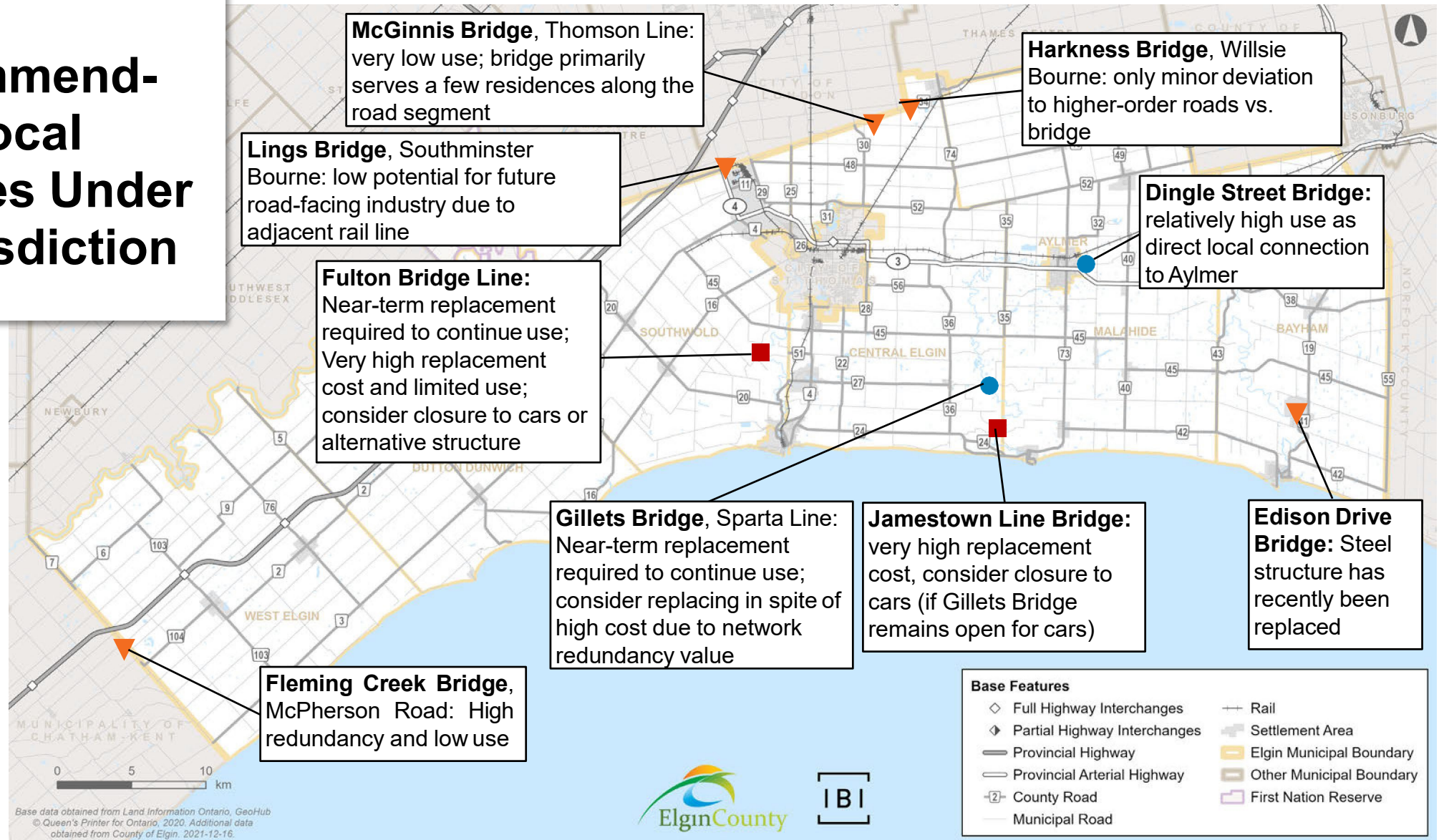
- What are the **current bridge volumes**: cars, trucks, pedestrians, cyclists and other users?
- Are there **redundant structures or routes available** for current users if the bridge were not available?
- Are the current **load and dimension restrictions** on approach roads and on the bridge?
- Would removing the bridge create **undue hardship** on any particular bridge users?
- Would **emergency response times** be significantly compromised without the bridge in place?
- Is **significant growth** expected that would result in increased bridge use?

Local Road Bridges Review

Bridge	Year Built	Structure Type	Deck Length (m)	Deck Width (m)	Span (m)	Restrictions	ADT	Approved Planned Investments	Strategic Value to County Travel	Initial Recommendation
B23 Fulton Bridge Line	1912	Steel Truss	48.8	5.0	48.8	Max 12/18/23 tonnes, gravel roads	38	2027: replace (\$2,700,000)	Low: low use, gravel access, and no significant impact on local emergency travel times	Candidate for closure to cars/ transfer
B26 James-town	1900	Steel Truss	33.3	4.0	33.3	Max 7/12/17 tonnes, gravel roads	50	2027: replace (\$2,700,000)	Low: can be an alternative redundant route vs. Gillets, but poor access	Candidate for closure to cars/ transfer
B27 Gillets	1930	Steel Truss Twin	63.0	4.9	31.5	Paved road with 5 tonnes per axle seasonally	175	2025: repairs (\$500,000)	MODERATE: significant for County road network redundancy (Port Bruce) and minimizing local emergency travel times	Continued County ownership/ assistance
B46 Edison Drive	2016	Steel Truss	33.5	7.4	33.5	Narrow and curvy access roads.	39		Low: serves a few residences on Edison Drive (a dead end), no redundant routes	Candidate for transfer
B42 Dingle Street	1962	Precast I Beam, Simply Supported	21.0	11.3	19.8	5 tonnes per axle seasonally	850		MODERATE: relatively high volumes in growth area would divert to Highway 3 without bridge	Continued County ownership/ assistance
B16 Lings	1991	Concrete Rigid Frame	12.5	13.0	11.4	Gravel road	250		Low: strong route redundancy and railway precludes potential for future industry fronting the roadway	Candidate for transfer
B30 McGinnis	2015	Concrete Rigid Frame	12.5	8.8	11.0	Gravel road	90		Low: primarily serves a few residences on Thomson, redundant route via Yarmouth Centre	Candidate for transfer
B07 Fleming Creek	2017	Precast Concrete Box Structure	9.1	18.7	8.1	Max 10/18/25 tonnes, gravel road	100		Low: strong redundancy and no significant impact on emergency travel times	Candidate for transfer
B31 Harkness	1949	Concrete Rigid Frame	6.7	9.2	6.1	Gravel rd, 5 tonnes/ axle seasonally	350		Low: only a minor deviation to higher-quality roads without bridge.	Candidate for transfer

Draft Recommendations for Local Road Bridges Under County Jurisdiction

- Continue County ownership and operation due to **strategic value** and/or **high cost**
- Candidate for closure to motorized vehicles (possible walking/cycling use)
- ▼ Candidate for transfer to local municipality



Images from Google Maps – Streetview 2022