

Appendix F

Road Rationalization / Classification

Date: July , 2008

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1. INTRODUCTION

The development of a road classification system assists the County in prioritizing capital funding and maintenance programs. This classification system underpins the road network optimization approach recommended in the Transportation Master Plan, and provides a framework to assist with day-to-day decision making, priority setting and policy management. Prior to a review of the road classification system, the existing County Road System was re-evaluated to first determine if each of the County Roads will continue to serve a County Road function. Once it was confirmed that the road will continue to function as a County Road, the functional classification of these County Roads was then reviewed and classified as a Controlled Access, Primary, or a Secondary Arterial Road. It should be noted that a number of County Roads were recommended for transfer to the local municipality as they did not satisfy the criteria established for a County Road. However, in the assessment undertaken for the Transportation Master Plan, there were a number of local roads identified that will serve a County function and will form an essential part of the County Road system. The functional classification of these roads has also been identified and included in the Transportation Master Plan.

2. BACKGROUND

The County of Simcoe undertook a Road Rationalization Study in June 1998 for which the County road system was re-evaluated to assess and determine if they functioned at a County road level. At the time of the study, the County Road system consisted of 999.5 km of roadway. A set of evaluation criteria was developed on the concept that a County Road should be a major arterial road with the function to move traffic through the County and to link with other upper tier roads to provide an effective transportation network. Results from the June 1998 assessment identified 215.9 km of County Road that did not meet the criteria established and was recommended in the staff report to Council that these roads be transferred to the jurisdiction of the local municipality. After completion of the study, some of these roads recommended for transfer remained as County Roads and the existing County Road system is comprised of over 820 km of roadway.

Since the June 1998 study, traffic patterns in Simcoe County have changed as a result of changes in population densities, commercial, industrial and recreational activities in the area. Travel patterns within Simcoe County are expected to continue to change in the future as the population and employment

increases towards the levels identified in the Simcoe Area Growth Plan and new transportation infrastructure is established throughout the County.

3. RATIONALIZATION CRITERIA

The first challenge in updating the County Road Classification System was to decide what key criteria should be used to differentiate a County Road from a local municipal road. There are a number of jurisdictions that have used a technical; criteria based approach to rationalizing their road network and determining which roads serve which functions. As part of our review, approaches used by Simcoe County in the past were compared to approaches previously used by the Ministry of Transportation, and more recently by Grey County, Essex County, and the Ontario Good Roads Association. Based on these different approaches, 8 key criteria, as noted in the inset, were selected to represent the key functional characteristics of a typical County Road.

Each of the criteria were assigned a weighting factor, to reflect the relative importance placed on the individual criteria relative to the role a County Road plays in the overall transportation system. A scoring system was developed to determine a minimum threshold for a roadway to be considered as County Road. Roads that scored less than 6 were identified as not fulfilling the criteria for a County Road and were recommended for transfer to the local municipality. It should be noted that in addition to the weighting system, consideration was also given to the County's need to provide a reasonable and consistent road network

The criteria used to assess the County Road system are outlined below.

Criteria 1- Connects Municipalities/population centers

This criterion identifies roads that service population centres having commercial/recreational and/or possibly industrial centres.

- Weighting : Yes=2
 No connection=0

Criteria 2- Connects to a County road in neighbouring jurisdiction

Criteria 2 identify roads that provide continuity as a link, with another upper tier road across the County boundary. This includes roads that form a boundary with an adjacent County with a similar County designation.

- Weighting: Yes=1

No connection=0

Criteria 3 Connects a provincial highway to a population centre >5 km distance

This criterion is intended to identify roads connecting a population center with an upper tier road. This would typically be an extension of an urban arterial road and is greater than 5km to be effective.

- Weighting: Primary connection=3
Secondary connection=1
No connection=0

Criteria 4 – Average Annual Daily Traffic (AADT) Threshold

The weighting of this criteria was reflects the amount of traffic traveling along a section of road. The volume of traffic a road carries is reflective of its role and function within the road network. Also, higher volumes on a road will also influence the roads classification and the amount of access control that should be considered to effectively move traffic along the corridor. The assessment was based on future 2031 traffic volumes.

- Weighting <1000 =1
1001-3000 = 2
3000-5000 = 3
5001-10,000 = 4
10,001 – 15000=5
> 15,000 = 6

Criteria 5 -Commercial Goods Corridor

The importance of a corridor to accommodate commercial goods truck traffic is reflected in this criterion. The absolute number of trucks using a road was applied to this criterion as it reflects the importance of the County Road functioning as a goods movement corridor.

This criterion also recognizes roads that connect industrial/aggregate areas to primary County Road and /or Provincial Highways. An additional weighting factor was also assigned to this criterion for a road that provided this function as the roadway provides direct connections between the industry and the upper tier road system.

- Weighting: Trucks per day
100 =1
100-300 = 2
301-500 = 3
501-1000= 4
>1000 = 5
- Plus: Connection to
Aggregate area = 2
Industrial area = 3

Criteria 6 Connects Major Recreational Centre to Provincial Highway

This criterion identifies roads that provide upper tier service close to major resort/recreational area.

- Weighting Major Road connecting=2
 Secondary Road connection = 1
 No connection=0

Criteria 7 Provides Urban Congestion Relief/By-pass

A criterion 7 takes into consideration roads that can be effective in providing relief to urban congestion and act as a local by-pass.

- Weighting Yes=2
 No=0

Criteria 8 – Emergency Detour Routes

This criterion recognizes roads that act as designated emergency detour route for major provincial highway. The key to an effective emergency detour route is to efficiently accommodate diverted traffic. This criterion is important as it allows the County to protect for efficient traffic movements on the designated road.

- Weighting Yes=6
 No=0

4. COUNTY ROAD CLASSIFICATION DESCRIPTIONS

The second step in the road rationalization process was to determine the functional classification of each road within the recommended County Road System. The weighting system was used to identify the functional classification of the road and was classified into one of three categories: Controlled Access, Primary Arterial or Secondary Arterial Roads.

Controlled Access County Roads

A Controlled Access County Road is designed to carry large volumes of intra municipal and inter regional traffic through the County in association with other types of roads and its primary function is to:

- Connect major centers/settlement areas within and outside the County.
- Accommodate long distance person or goods movement travel through the County between major activity areas. Traffic movement is the primary consideration.

A controlled access road is expected to carry significantly more traffic than a road designated as a Primary Arterial Road. In order to provide adequate road capacity to accommodate the traffic volumes, access must be strictly regulated.

Primary County Roads

A Primary County Road is designed to carry large volumes of intra municipal and inter regional traffic through the County in association with other types of roads and its primary function is to:

- Connect major centers/settlement areas within and outside the County.

Accommodate long distance person or goods movement travel through the County between major activity areas. Traffic movement is the primary consideration.

Secondary County Roads

A Secondary County Road is designed to carry moderate volumes of intra municipal and inter regional traffic through the County in association with other types of roads and its primary function is to;

- Connect two or more settlements or major activity centers within the County;
- Connect between two primary arterial roads; or
- Connect a settlement or activity center with a primary arterial road.
- Provide access to local properties and intersecting municipal roads or local streets that intersect with it. Traffic movement major consideration.

Thresholds for the classification of the County Road were based on scores from the weighted criteria.

County Road Classification	Score
Controlled Access	20+
Primary Arterial Road	10-19
Secondary Arterial Road	6-9
Consider for transfer to local municipality	<6

5. ROAD RATIONALIZATION RESULTS AND RECOMMENDATIONS

Each County Road segment was evaluated according to the criteria described above. The following tables summarize the scoring for each County Road segment and the designation for each. A description of the road segments is appended.

County Road Section	CRITERION									Total Score	Classification
	1 Connects Munic./Pop. Centres	2 Connects To A Cr In Neighbour Jurisdiction	3 Connects A Provincial Highway To A Pop. Centre >5 Km Dist	4 AADT Threshold	5 Trucks Per Day	6 Connects Aggregate/ Industrial To Primary Highways	7 Major Recreat. Centres - Connects To Prov. Hwy	8 Urban Congestion Relief/ Bypass	9 Emergency Detour Route		
001-01	2	1	0	4	4	0	0	0	0	11	Primary Arterial
001-02	2	1	0	4	4	0	0	0	0	11	Primary Arterial
001-03	2	1	0	4	4	0	0	0	0	11	Primary Arterial
001-04	2	1	0	4	3	0	0	0	0	10	Primary Arterial
001-05	2	1	0	2	2	0	0	0	0	7	Secondary Arterial
003-01	2	0	0	5	2	0	0	0	0	9	Secondary Arterial
004-01	2	0	0	6	5	3	0	0	0	16	Primary Arterial
004-02	2	0	0	5	4	3	0	0	0	14	Primary Arterial
004-03	2	0	0	6	4	3	0	0	0	15	Primary Arterial
004-04	2	0	0	5	4	3	0	0	0	14	Primary Arterial
004-05	2	0	0	6	4	3	0	0	0	15	Primary Arterial
005-01	2	1	0	5	4	2	0	0	0	14	Primary Arterial
005-02	2	1	0	1	1	2	0	0	0	7	Secondary Arterial
006-01	2	0	0	3	3	0	0	0	0	8	Secondary Arterial
006-02	2	0	0	3	1	0	0	0	0	6	Secondary Arterial
006-03	2	0	0	4	2	0	0	0	0	8	Secondary Arterial
006-04	2	0	0	4	2	0	0	0	0	8	Secondary Arterial
006-05	2	0	0	4	2	0	0	0	0	8	Secondary Arterial
007-01	0	0	0	4	3	0	2	0	0	9	Secondary Arterial
008-01	0	1	0	1	1	0	0	0	0	3	Consider for download
008-02	0	1	1	2	1	0	0	0	0	5	Consider for download
009-01	2	1	0	4	3	2	0	0	0	12	Primary Arterial
009-02	2	1	0	3	3	2	0	0	0	11	Primary Arterial
009-03	2	1	0	3	3	2	0	0	0	11	Primary Arterial
009-04	2	1	0	3	2	0	0	0	0	8	Secondary Arterial
009-05	2	1	0	1	1	0	0	0	0	5	Consider for download *
009-06	2	1	0	1	1	0	0	0	0	5	Consider for download *
010-01	2	1	3	5	4	3	1	0	0	19	Primary Arterial
010-02	2	1	3	6	4	3	1	0	0	20	Controlled Access *
010-03	2	1	3	5	4	3	1	0	0	19	Primary Arterial
010-04	2	1	3	6	4	3	1	0	0	20	Controlled Access
010-05	2	1	3	6	4	3	1	0	0	20	Controlled Access
010-06	2	1	3	4	2	3	1	0	0	16	Primary Arterial
010-07	2	1	3	5	4	3	1	0	0	19	Primary Arterial
010-08	2	1	3	6	4	3	1	0	0	20	Controlled Access *
010-09	2	1	3	4	4	3	1	0	0	18	Primary Arterial
010-10	2	1	3	4	4	3	1	0	0	18	Primary Arterial
011-01	2	0	3	1	1	2	2	0	0	11	Primary Arterial
011-02	2	0	3	1	1	2	2	0	0	11	Primary Arterial
011-03	2	0	3	2	2	2	2	0	0	13	Primary Arterial
011-04	2	0	3	2	2	2	2	0	0	13	Primary Arterial
012-01	2	1	0	4	2	0	0	0	0	9	Secondary Arterial
013-01	2	0	3	4	3	0	0	0	0	12	Primary Arterial
013-02	2	0	3	4	2	0	0	0	0	11	Primary Arterial
014-01	2	0	0	2	1	0	0	0	0	5	Consider for download
014-02	2	0	0	3	2	0	0	0	0	7	Secondary Arterial
015-01	2	0	3	5	4	0	0	0	0	14	Primary Arterial
015-01A	2	0	3	5	4	0	0	0	0	14	Primary Arterial
015-02	2	0	3	5	5	0	0	0	0	15	Primary Arterial
015-03	2	0	3	2	2	0	0	0	0	9	Secondary Arterial
016-01	2	0	0	3	3	0	0	0	6	14	Primary Arterial
017-01	0	1	0	3	2	0	2	0	0	8	Secondary Arterial
017-02	0	1	0	4	2	0	2	0	0	9	Secondary Arterial
017-03	0	1	0	4	2	0	2	0	0	9	Secondary Arterial
019-01	2	0	1	3	3	0	0	0	0	9	Secondary Arterial
019-02	2	0	1	2	2	0	0	0	0	7	Secondary Arterial
019-03	2	0	1	2	4	0	0	0	0	9	Secondary Arterial
019-04	2	0	1	2	3	0	0	0	0	8	Secondary Arterial
020-01	2	0	3	4	2	0	0	0	6	17	Primary Arterial
020-02	2	0	3	3	3	0	0	0	6	17	Primary Arterial
020-03	2	0	3	2	1	0	0	0	6	14	Primary Arterial
020-04	2	0	3	4	2	0	0	0	6	17	Primary Arterial
021-01	2	0	3	6	2	0	0	0	0	13	Primary Arterial
021-02	2	0	3	6	3	0	0	0	0	14	Primary Arterial
021-03	2	0	3	6	4	0	0	0	0	15	Primary Arterial
021-04	2	0	3	5	4	0	0	0	0	14	Primary Arterial
021-05	2	0	3	4	3	0	0	0	0	12	Primary Arterial
021-06	2	0	3	4	3	0	0	0	0	12	Primary Arterial
021-07	2	0	3	4	4	0	0	0	0	13	Primary Arterial
021-08	2	0	3	4	5	0	0	0	0	14	Primary Arterial

Note: * Designated same classification as adjacent road segments for network consistency/continuity.

** Maintained as County Road as provides access to County Facility.

County Road Section	CRITERION									Total Score	Classification
	1 Connects Munic./Pop. Centres	2 Connects To A Cr In Neighbour Jurisdiction	3 Connects A Provincial Highway To A Pop. Centre >5 Km Dist	4 AADT Threshold	5 Trucks Per Day	6 Connects Aggregate/ Industrial To Primary Highways	7 Major Recreat. Centres - Connects To Prov. Hwy	8 Urban Congestion Relief/ Bypass	9 Emergency Detour Route		
022-01	2	0	3	4	3	0	2	0	0	14	Primary Arterial
022-02	2	0	3	4	3	0	2	0	0	14	Primary Arterial
022-03	2	0	3	4	4	0	2	0	0	15	Primary Arterial
022-04	2	0	3	4	4	0	2	0	0	15	Primary Arterial
022-05	2	0	3	4	3	0	2	0	0	14	Primary Arterial
022-06	2	0	3	2	3	0	2	0	0	12	Primary Arterial
022-07	2	0	3	2	3	0	2	0	0	12	Primary Arterial
022-08	2	0	3	3	4	0	2	0	0	14	Primary Arterial
023-01	2	0	3	1	1	0	0	0	0	7	Secondary Arterial
023-02	2	0	3	1	2	0	0	0	0	8	Secondary Arterial
023-03	2	0	3	1	2	0	0	0	0	8	Secondary Arterial
025-01	2	0	0	4	3	0	0	0	0	9	Secondary Arterial
025-02	2	0	0	4	3	0	0	0	0	9	Secondary Arterial
026-01	2	0	0	3	2	2	0	0	0	9	Secondary Arterial
026-02	2	0	0	1	1	2	0	0	0	6	Secondary Arterial
026-03	2	0	0	1	1	2	0	0	0	6	Secondary Arterial
027-01	2	1	3	6	5	3	0	0	0	20	Controlled Access *
027-02	2	1	3	5	4	3	0	0	0	18	Primary Arterial
027-03	2	1	3	4	4	3	0	0	0	17	Primary Arterial
027-04	2	1	3	6	4	3	0	0	0	19	Primary Arterial
027-05	2	1	3	5	4	3	0	0	0	18	Primary Arterial
027-07	2	0	3	5	4	3	0	0	0	17	Primary Arterial
027-08	2	0	3	5	4	3	0	0	0	17	Primary Arterial
027-09	2	0	3	4	4	3	0	0	0	16	Primary Arterial
027-10	2	0	3	3	3	3	0	0	0	14	Primary Arterial
028-01	2	0	0	4	4	2	2	2	0	16	Primary Arterial
028-02	2	0	0	4	4	2	2	2	0	16	Primary Arterial
028-03	2	0	0	3	3	2	2	2	0	14	Primary Arterial
029-01	2	0	0	3	3	2	0	0	0	10	Primary Arterial
029-02	2	0	0	3	3	2	0	0	0	10	Primary Arterial
029-03	2	0	0	2	2	2	0	0	0	8	Secondary Arterial
030-01	2	0	0	3	2	2	0	0	0	9	Secondary Arterial
032-01	2	0	0	1	1	0	0	2	0	6	Secondary Arterial
034-01	2	1	0	3	3	2	1	2	0	14	Primary Arterial
034-02	2	1	0	3	3	2	1	2	0	14	Primary Arterial
034-03	2	1	0	1	1	2	1	2	0	10	Primary Arterial
039-01	0	0	0	3	1	0	0	0	0	4	Consider for download
039-02	0	0	0	4	2	0	0	0	0	6	Secondary Arterial *
040-01	2	0	0	4	3	3	0	0	0	12	Primary Arterial
040-02	2	0	0	3	3	3	0	0	0	11	Primary Arterial
040-03	2	0	0	4	4	3	0	0	0	13	Primary Arterial
042-01	2	1	0	4	3	0	1	0	0	11	Primary Arterial
042-02	2	1	0	5	3	0	1	0	0	12	Primary Arterial
043-01	0	0	0	4	2	3	2	0	0	11	Primary Arterial
043-02	0	0	0	4	2	3	2	0	0	11	Primary Arterial
044-01	2	0	3	5	4	0	2	0	6	22	Controlled Access
044-02	2	0	3	5	4	0	2	0	6	22	Controlled Access
044-04	2	0	0	5	4	0	2	0	6	19	Primary Arterial
044-05	2	0	0	1	2	0	2	0	6	13	Primary Arterial
045-01	0	1	0	2	2	2	0	0	0	7	Secondary Arterial
045-02	0	1	0	2	2	2	0	0	0	7	Secondary Arterial
046-01	0	1	0	2	1	2	0	0	0	6	Secondary Arterial
046-02	0	1	0	1	1	2	0	0	0	5	Consider for download *
047-01	2	1	0	2	1	3	0	0	0	9	Secondary Arterial
047-02	2	1	0	2	2	3	0	0	0	10	Primary Arterial
047-03	2	1	0	2	2	3	0	0	0	10	Primary Arterial
049-01	2	0	0	5	5	0	0	0	0	12	Primary Arterial
050-01	0	1	3	4	5	0	0	0	0	13	Primary Arterial
050-02	0	1	3	6	4	0	0	0	0	14	Primary Arterial
052-01	2	1	0	1	1	0	0	0	0	5	Consider for download *
052-02	2	1	0	2	1	0	0	0	0	6	Secondary Arterial
054-01	2	0	0	3	4	0	0	0	0	9	Secondary Arterial
054-02	2	0	0	4	3	0	0	0	0	9	Secondary Arterial
056-01	0	0	0	5	3	3	0	0	0	11	Primary Arterial
056-02	0	0	0	4	3	3	0	0	0	10	Primary Arterial
058-01	2	0	0	4	4	2	0	0	0	12	Primary Arterial

County Road Section	CRITERION									Total Score	Classification
	1 Connects Munic./Pop. Centres	2 Connects To A Cr In Neighbour Jurisdiction	3 Connects A Provincial Highway To A Pop. Centre >5 Km Dist	4 AADT Threshold	5 Trucks Per Day	6 Connects Aggregate/ Industrial To Primary Highways	7 Major Recreat. Centres - Connects To Prov. Hwy	8 Urban Congestion Relief/ Bypass	9 Emergency Detour Route		
064-01	0	0	0	1	1	0	0	0	0	2	Consider for download **
088-01	2	0	0	6	5	0	0	0	0	13	Primary Arterial
088-02	2	0	0	6	5	0	0	0	0	13	Primary Arterial
089-01	2	0	3	5	5	0	0	0	0	15	Primary Arterial
089-02	2	0	3	5	4	0	0	0	0	14	Primary Arterial
090-01	2	0	3	5	4	3	2	0	0	19	Primary Arterial *
090-02	2	0	3	6	5	3	2	0	0	21	Controlled Access
090-03	2	0	3	6	5	3	2	0	0	21	Controlled Access
090-04	2	0	3	6	5	3	2	0	0	21	Controlled Access
090-05	2	0	3	6	5	3	2	0	0	21	Controlled Access
090-06	2	0	3	6	5	3	2	0	0	21	Controlled Access
091-01	2	0	3	6	5	2	0	0	0	18	Primary Arterial
091-02	2	0	3	4	4	2	0	0	0	15	Primary Arterial
092-01	2	0	0	3	2	3	0	0	0	10	Primary Arterial
092-02	2	0	0	4	2	3	0	0	0	11	Primary Arterial
093-01	2	0	0	4	4	2	0	0	0	12	Primary Arterial
093-02	2	0	0	4	4	2	0	0	0	12	Primary Arterial
093-03	2	0	0	3	3	2	0	0	6	16	Primary Arterial
093-04	2	0	0	2	3	2	0	0	6	15	Primary Arterial
093-05	2	0	0	2	2	2	0	0	6	14	Primary Arterial
093-06	2	0	3	6	5	2	2	0	0	20	Controlled Access
093-07	2	0	3	6	5	2	2	0	0	20	Controlled Access
093-08	2	0	3	6	5	2	2	0	0	20	Controlled Access
093-09	2	0	3	5	1	2	2	0	0	15	Primary Arterial
095-01	0	1	0	2	2	3	0	0	0	8	Secondary Arterial
124-01	2	1	0	3	4	3	0	0	0	13	Primary Arterial
124-02	2	1	0	3	4	3	0	0	0	13	Primary Arterial
124-03	2	1	0	3	1	3	0	0	0	10	Primary Arterial
124-04	2	1	0	3	3	3	0	0	0	12	Primary Arterial
124-05	2	1	0	4	5	3	0	0	0	15	Primary Arterial
124-06	2	1	0	4	5	3	0	0	0	15	Primary Arterial
169-01	2	0	3	5	4	0	2	0	0	16	Primary Arterial
169-02	2	0	3	5	4	0	2	0	0	16	Primary Arterial
169-03	2	0	3	5	4	0	2	0	0	16	Primary Arterial
169-04	2	0	3	2	5	0	0	2	0	14	Primary Arterial

Note: * Designated same classification as adjacent road segments for network consistency
** Maintained as County Road as provides access to County Facility

6. RECOMMENDATIONS

Results of the road rationalization assessment identified is a road segment met the criteria to be classified as a Controlled Access Arterial Road, Primary Arterial Road, Secondary Arterial Road, or if the existing County Road should be considered for transfer (downloading) to the local municipality. In some cases, the results for a particular road segment within a County Road may have indicated a different designation than the adjacent sections of the same road. This is typically a result of the AADT falling within a different scoring threshold. In these cases, judgment was used to determine the appropriate road classification to provide continuity in the County Road system. Figure 6.1 illustrates the recommended Road classification for the County of Simcoe.



Figure 6.1 - Future 2031 County Road Classification

The analysis recommended the transfer of four existing County Roads to the local municipality as they do not meet the criteria established for a County Road. Although the results of the analysis for County Road 64 indicated that it should be considered for downloading, it is recognized that it services a County facility and therefore, should remain as a County road. The three remaining road sections that did not meet the criteria are outlined below and should be considered for transfer to the local municipality.

Roads Recommended for Transfer to Local Municipalities

1. **County Road 8 (Canal Road – entire length)** to Town of Bradford West Gwillimbury. CR 8 is recommended for transfer as it does not satisfy a number of the road rationalization criteria. While CR 8 currently has access to Highway 400, it functions more as a local road servicing land uses along the road. In addition, the existing road design is less than ideal for accommodating additional growth related traffic. With the construction of a new interchange at Line 5 recommended to assist in addressing transportation issues in Bradford West Gwillimbury, the interchange at CR 8 will be closed by the MTO. The timing of the transfer of CR 8 to the Town of Bradford West Gwillimbury, should not take place until the interchange at Line 5 and Highway 400 is completed and opened and the CR 8 interchange at Highway 400 is closed.
2. **County Road 39 (entire length)** to Town of Innisfil. CR 39 is recommended for download as it as it does not satisfy a number of the road rationalization criteria and operates primarily as a collector or local arterial type road for development immediately to the east of CR 39.
3. **County Road 49 (entire length)** to City of Orillia – is a very short section of County Road which as it does not satisfy a number of the road rationalization criteria and does not serve a County function. It facilitates access between a City of Orillia major arterial road and Highway 11. This road should to transferred to the City of Orillia

Included in Figure 6.1 are roads that are recommended to be transferred from the local municipality to the County as in the future. In order to address future road deficiencies within the County, expected with the future 2031 population and employment levels, there were a number of local roadways that will play a key role in addressing the future travel demands in the County. As they will form a part of the County road system, it is recommended that they be transferred from the local municipality to the County.

Roads Recommended for Transfer From Local Municipality to County

4. **5 Sideroad Innisfil (CR 88 to Barrie City limits)** – from Town of Innisfil. 5 Sideroad is recommended for transfer to the County as it plays an integral part of emergency detour route planning along the west side of Highway 400. Through designation as a County road, the County can protect the integrity of the road to serve as an emergency detour route when Highway 400 is closed to facilitate north/south movement through the County.

5. **10 Sideroad Innisfil (Line 5 to CR 21)** - from Town of Innisfil and Town of Bradford West Gwillimbury. Similar to 5 Sideroad, 10 Sideroad will play an integral part of the emergency detour route planning along the east side of Highway 400. This road will connect to the future 5th Line interchange at Highway 400 to facilitate an effective connection back to Highway 400.
6. **5th Line, New Tecumseth** – from Town of New Tecumseth and Town of Bradford West Gwillimbury and Line 5, Bradford West Gwillimbury (Highway 400 to 10 Sideroad) – With the proposed new interchange at Line 5 and Highway 400 a new County Road connecting the Provincial Highway to other County Roads and urban centres (i.e. Bradford, Tottenham) will offer motorists and trucks alternate east/west routes to reach their destinations. The connection west to Tottenham will provide some relief to traffic through Beeton (on County Road 1), and through Bond Head (on County Road 88).
7. **Wilson Road (Barrie Limits to Highway 26)** – from Township of Springwater. It is recommended that this section of Wilson Road be transferred from the Town of Springwater to the County of Simcoe. While providing relief for urban congestion along Bayfield Street it can act as an interim By-pass for the area. It connects the north end of Barrie with Highway 26, and provides a secondary connection to major recreational centres and provides linkages to other County roads in the area.
8. **Flos Road 4 (Highway 93 to Springwater/Clearview boundary)** – from Township of Springwater
9. **12 Concession (Springwater/Clearview boundary to CR 7)** – from Township of Clearview
10. **27/28 Sideroad (CR 7 to CR 124)** – from Township of Clearview

The Flos Road 4, 12th Concession, 27/28 Sideroad route is recommended for transfer from the local municipalities to the County of Simcoe to provide new east-west County Road connectivity in the area. This route is currently used by many County residents as an alternate to Highway 26, and will tie into the proposed Stayner By-pass. This new County Road will provide capacity relief to CR 92, at the east of Wasaga Beach by providing additional connectivity and routes to access Collingwood/Wasaga Area.

11. **Poplar Sideroad (Highway 26 to 10th Line)** – from Township of Clearview/Town of Collingwood

12. **10th Line (Poplar Sideroad to CR 32)** – from Town of Collingwood

The designation of Poplar Sideroad and 10th Line in the Collingwood area to County Roads will establish a county road connection around the built-up area of the Town and provide an interim by-pass for traffic in the area. It will reduce the amount of neighbourhood infiltration that occurs due to the Highway 26 corridor that currently runs through the Town of Collingwood. Furthermore, it provides an alternate route to access recreational activities in the area to the growing Town of Blue Mountains area, west of Collingwood.

13. **Line 5/Line 6 (Highway 12 to Highway 400)** – from Township of Tay

14. **Line 6 (Highway 400 to CR 22)/Line 7 (CR22 to Highway 11)** – from Township of Oro-Medonte

This proposed route provides a new north-south County Road connection which does not currently exist in this area of Oro-Medonte. It provides a goods movement corridor between Highway 12, Highway 400, and Highway 11 on the east side of Highway 93. This connection will service areas of Tay, Midland, Penetanguishene, and Oro-Medonte and will provide a link to the proposed Inter-modal node proposed for the lands surrounding the Lake Simcoe Airport.

15. **Division Road (Highway 12 to Highway 11)** – from Township of Severn. Division Road is recommended for transfer to the County to provide an improved connection between CR 22, Highway 12, and Highway 11. This will strengthen the continuity of the County Road system in Severn Township and will also act as an emergency detour route for Highway 11.

7. CONCLUSIONS

Implementation of changes to the County Road System should be undertaken in the short term, although some of the roads recommended for upload to the County may need to be subsequently upgraded to meet County Road standards. These improvements would be undertaken over the medium to long term, and a recommended approach to phasing these changes has been presented in Chapter 6. In the short term, it is

recommended that the County initiate discussions with affected municipalities to develop more detailed implementation plans for funding, improvements and timing of road transfers (both uploads and downloads) recommended in this plan.

Description of County Road Segments

<u>Road# - Section #</u>	<u>Link Description</u>	
	From	To
001-01	CR 27	15th SR New Tecumseth
001-02	15th SR New Tecumseth	East Limits / Beeton
001-03	East Limits / Beeton	CR 10
001-04	CR 10	CR 50
001-05	CR 50	Simcoe Boundary
003-01	CR 39	CR 4
004-01	Bradford Limits	CR 89 / CR 3
004-02	CR 89 / CR 3	Line 4 / Churchill
004-03	Line 4 / Churchill	CR 21
004-04	CR 21	Victoria St. / Stroud
004-05	Victoria St. / Stroud	Mapleview Dr. / Barrie Limit
005-01	CR 15	CR 13
005-02	CR 13	County Boundary
006-01	CR 27 N	Conc 4 / Tiny
006-02	Conc 4 / Tiny	CR 25 / Perkinsfield
006-03	CR 25 / Perkinsfield	Conc 11/ Tiny
006-04	Conc 11/ Tiny	Conc 13 / Tiny
006-05	Conc 13 / Tiny	CR 26
007-01	Hwy 26	Wasaga South Limit
008-01	Hwy 9	Hwy 400
008-02	Hwy 400	Bradford Limits
009-01	CR 10	6 / 7 SR, Creemore Ave
009-02	6 / 7 SR, Creemore Ave	Centre Line Road
009-03	Centre Line Road	CR 42 / Cashtown Corners
009-04	CR 42 / Cashtown Corners	Fairgrounds Road
009-05	Fairgrounds Road	Conc 8 / Clearview
009-06	Conc 8 / Clearview	CR 124
010-01	Hwy 9	CR 14
010-02	CR 14	CR 1
010-03	CR 1	Industrial Rd / 14th Conc
010-04	Industrial Rd / 14th Conc	Honda Entrance
010-05	Honda Entrance	Hwy 89
010-06	Hwy 89	CR 21
010-07	CR 21	CR 90
010-08	CR 90	CR 9
010-09	CR 9	Hwy 26
010-10	Hwy 26	Wasaga Beach Limits
011-01	Hwy 11	12th Conc / Oro - Rugby
011-02	12th Conc / Oro - Rugby	3rd Line Oro
011-03	3rd Line Oro	CR 93
011-04	CR 93	Hwy 400
012-01	CR 13	County Boundary

Road# - Section #	<u>Link Description</u>	
	From	To
013-01	Hwy 89	CR 5
013-02	CR 5	CR 12
014-01	CR 50	Adjala-New Tech Townline
014-02	Adjala-New Tech Townline	CR 10
015-01A	Victoria St. / Alliston	Essa Rd
015-01	Essa Rd	CR 5
015-02	CR 5	CR 21
015-03	CR 21	Base Borden South Limit
016-01	CR 23	Hwy 400
017-01	Coldwater / North Limits	Fell Line
017-02	Fell Line	4th Conc. Silklane
017-03	4th Conc. Silklane	Big Chute
019-01	Hwy 12	Hwy 400
019-02	Hwy 400	8th Conc / Moonstone
019-03	8th Conc / Moonstone	Hwy 93
019-04	Hwy 93	CR 27
020-01	Barrie Limits	Line 3 Oro-Medonte
020-02	Line 3 Oro-Medonte	Line 7 Oro-Medonte
020-03	Line 7 Oro-Medonte	Line 11 Oro-Medonte
020-04	Line 11 Oro-Medonte	Line 11 / Hwy 11
021-01	CR 39	CR 4
021-02	CR 4	CR 54 (10th SR)
021-03	CR 54 (10th SR)	Hwy 400
021-04	Hwy 400	5th SR Innisfil
021-05	5th SR Innisfil	CR 27
021-06	CR 27	CR 56
021-07	CR 56	CR10
021-08	CR10	CR 15
022-01	Hwy 12	Coulson/ 7th Line
022-02	Coulson/ 7th Line	Horseshoe Valley Resort Ent.
022-03	Horseshoe Valley Resort Ent.	CR 93
022-04	CR 93	Hwy 400
022-05	Hwy 400	CR 27
022-06	CR 27	7th Conc / Anten Mills
022-07	7th Conc / Anten Mills	CR 29
022-08	CR 29	Hwy 26
023-01	Hwy 400	Gervais Rd
023-02	Gervais Rd	CR 58
023-03	CR 58	Hwy 93
025-01	CR 93	2nd Conc / Baseline Rd
025-02	2nd Conc / Baseline Rd	CR 6
026-01	Robert St / Penetang	16th Conc
026-02	16th Conc	CR 6
026-03	CR 6	Cedar Point Rd - 19/18 SR

Road# - Section #	<u>Link Description</u>	
	From	To
027-01	Hwy 9	CR 88
027-02	CR 88	Hwy 89
027-03	Hwy 89	CR 21 / North Junction
027-04	CR 21 / North Junction	CR 30
027-05	CR 30	CR 90
027-07	Hwy 26	CR 22
027-08	CR 22	Elmvale South Limits
027-09	Elmvale South Limits	CR 6
027-10	CR 6	Hwy 93 / Wyevale
028-01	CR 90	CR 40
028-02	CR 40	CR 43
028-03	CR 43	Hwy 26
029-01	CR 22	Flos Road 4
029-02	Flos Road 4	CR 92
029-03	CR 92	Conc 4/ Tiny
030-01	CR 27	Barrie Limits
032-01	10th Conc / Nott.	CR 34
034-01	Grey Cty Rd 19	CR 32 / Sixth St
034-02	CR 32 / Sixth St	Blue Mountain Road
034-03	Blue Mountain Road	Highway 26
039-01	CR 3	4th Conc (Killarney Beach Rd)
039-02	4th Conc (Killarney Beach Rd)	CR 21
040-01	Barrie North Limits	7th Conc / George Lane
040-02	7th Conc / George Lane	CR 28
040-03	CR 28	CR 90
042-01	Simcoe / Dufferin Boundary	CR 9
042-02	CR 9	Stayner South Limits
043-01	Hwy 26	Wilson Drive
043-02	Wilson Drive	CR 28
044-01	Hwy 12	CR 45
044-02	CR 45	Casino Main Entrance
044-04	Casino Main Entrance	Longford Mills Rd
044-05	Longford Mills Rd	CR 169
045-01	CR 46 (503)	CR 169
045-02	CR 169	CR 44
046-01	CR 169	Simcoe / Victoria Boundary
046-02	Simcoe / Victoria Boundary	CR 45 @ Sebright
047-01	Hwy 12	5th Sideroad/ Ramara
047-02	5th Sideroad/ Ramara	Conc 4, Simcoe/Victoria Boundary
047-03	Conc 4, Simcoe/Victoria Boundary	Sylvan Glen
049-01	Orillia Limits	Hwy 11 Overpass
049-02	Hwy 11 Overpass	Hwy 11 on Ramp at Forest hills
050-01	Hwy 9	CR 1

Road# - Section #	<u>Link Description</u>	
	From	To
050-02	CR 1	Hwy 89
052-01	10th S.R. / Ramara	Muskoka Rd
052-02	Muskoka Rd	Hwy 11 Ramp
054-01	CR 21	10th Line, Innisfil
054-02	10th Line, Innisfil	Lockhart Road
056-01	Hwy 89	CR 21
056-02	CR 21	CR 90
058-01	CR 23	Hwy 12
064-01	Hwy 26	Landfill Site Entrance
088-01	Middletown Rd - 10th S.R.	Hwy 400
088-02	Hwy 400	Rd 27
089-01	CR 4	10th SideRoad Innisfil
089-02	10th SideRoad Innisfil	Hwy 400
090-01	Barrie Limits @ Tiffen St	CR 27
090-02	CR 27	CR 28
090-03	CR 28	CR 40
090-04	CR 40	CR 56
090-05	CR 56	CR 10 / N. Junction to Brentwood
090-06	CR 10 / N. Junction to Brentwood	Camp Borden
091-01	Stayner / W Limits	CR 124 / Duntroon
091-02	CR 124 / Duntroon	CR 95
092-01	Elmvale / W Limits	CR 29
092-02	CR 29	Wasaga Beach
093-02	Georgian Drive	Hwy 11
093-03	Hwy 11	CR 11 / Forbes Rd / Dalston
093-04	CR 11 / Forbes Rd / Dalston	CR 22 / Craighurst
093-05	CR 22 / Craighurst	Hwy 400
093-06	Hwy 12	CR 25 / Yonge St
093-07	CR 25 / Yonge St	Hugel Ave
093-08	Hugel Ave	Vinden St
093-09	Vinden St	Penetang / S Limit
095-01	Singhampton - CR 124	County Road 91
124-01	Simcoe / Dufferin Cty Boundary	Grey Rd 4
124-02	Grey Rd 4	Singhampton Corner
124-03	Singhampton Corner	8th Conc Nott
124-04	8th Conc Nott	CR 91 / Duntroon
124-05	CR 91 / Duntroon	33/34 SR Nott
124-06	33/34 SR Notta	Popular St / Collingwood Limit
169-01	Hwy 12	CR 45
169-02	CR 45	CR 44
169-03	CR 44	Quetton St
169-04	Quetton St	Hwy 11 Ramp Junction