



Road Rationalization 2026

Proposed Process for Transfer & Implementation Plan

Key deliverables of the Study:

- **Recommended County Road Network**
 - Supported by County Council on Sept 17, 2025.
- **County Connecting Link (CCL) Agreement**
- **Process and Expectation Framework for Road Transfers**
- **Implementation Plan**

Proposed Road Network



Process

Proposed for Transfer

Basic Scenarios

- Transfer County to LMP
- Transfer LMP to County
- Classify as Connecting Link
- Declassify or remove as CL

Process for Road Transfer (Considerations)

- Costs for maintenance / rehabilitation
- Expected condition
- Timing and phasing
- Associated dedicated funding
- Asset Management Plans
- In-Flight Projects

Process for Road Transfers (Components)

- Condition and Inventory Report
- Expected Condition
- Timing
- Financial Compensation/Support
- Legal Agreements and By-laws
- Process / Method

Condition and Inventory Report (CIR)

- Concise document attached to segment.
 - Pavement
 - Bridges/Culverts
 - Drainage Systems
 - Traffic / Roadside Features
 - Road Study/Safety history
 - Known Maintenance history
 - Complaints

Condition

- When reasonable, **pavement** will be rehabilitated to a condition of “very good”
- **Bridges and culverts** will be rehabilitated to a condition of “good”
- **Drainage systems** that are not part of a Municipal Drain will be flushed or cleaned, and broken segments will be repaired
- **Traffic and roadside safety features** will be refreshed by County staff

Compensation/Support

- Each Scenario has a unique comments
- Limited to Pavement and Bridge/Culverts >3.0m span (expanded in Section 8.0 of report)
- The limitation on compensation recognizes that pavements
 - may not warrant rehabilitation,
 - the timing of work not cost-effective

Implementation Plan

Implementation Plan (Who/What)

Coordinated action between multiple parties

- County Council
- County Administration
- Local Municipal Partners
- Engineering Consultants
- Legal and Land Registry

Implementation Strategy (Why)

- To Ensure
 - Fair and Transparent
 - Minimal Operational Disruption
 - Long-term Network Vision

Implementation Strategy

Financial Options

- Status Quo (no transfers)
- Phased Transfer over 7 years
- Accelerated Transfer - \$ Settlement
- **Mixed - Phased Transfer and Settlement**

Implementation Strategy (When)

- This first round to be phased over a 7-year period
- Align with
 - available funding,
 - construction seasons,
 - staffing capacity, and
 - coordination with Local Municipal Partners

Implementation Plan slide 1 of 4

Appendix I - Recommended Implementation Timeline

"Download" (Declassify as Connecting Link or Transfer to LMP)

Road	Limits	Municipality	Transfer Type	Length (km)	Affected Bridges/Culverts	Estimated Rehabilitation Cost (2025 \$)	Estimated Settlement (2025 \$)	Transfer Comment	Estimated Year of Transfer
LAKESHORE									
CR 2 (Old Tecumseh Rd)	Pike Creek - CR 22	Lakeshore	Transfer to Lakeshore	5.1	B-02-01	\$3,500,000.00	\$174,794.00	Pavement good condition with no anticipated rehabilitation in next 10 years. (recommend settlement) Structures B-02-01 requires rehab and recommend prior to Transfer. 2029/30 + 2 yr warranty. C-02-087 recently reconstructed with no work expected for 20+ years. C-02-070 C3F appears to be in excellent condition. (recommend B-02-01 be rehabilitated prior to transfer)	2029/2032
					C-02-087	\$0.00			
					C-02-070	\$0.00			
CR 2 (Broadway)	First Street - Duck Creek	Lakeshore	Declassify as Connecting Link	1.9	None	\$1,200,000.00		Rehabilitation at discretion of Lakeshore. Reconstruction scheduled for 2027 Declassify as soon as possible	2028
CR 2 (Broadway)	Duck Creek - Stuart Lane	Lakeshore	Transfer to Lakeshore	0.5	B-02-13	\$1,800,000.00	\$49,640.00	Pavement PCI = 68 Road segment was paved in 2018 with no work planned for next 10 years. (recommend settlement) Structures B-02-13 This structure has a good BCI, however, the expansion joints are approaching the end of their service life. The County will rehab prior to Transfer in 2028 + 2 yr warranty. (recommend rehabilitation prior to transfer)	2030



Implementation Plan slide 2 of 4

"Download" (Declassify as Connecting Link or Transfer to LMP)

Road	Limits	Municipality	Transfer Type	Length (km)	Affected Bridges/Culverts	Estimated Rehabilitation Cost (2025 \$)	Estimated Settlement (2025 \$)	Transfer Comment	Estimated Year of Transfer
CR 21	CR 42 - CN Rail	Lakeshore	Transfer to Lakeshore	4.1	B-21-02	\$1,431,179.00		Pavement recommend repaving 2027 prior to Transfer Structures B-02-21 This structure underwent a significant rehabilitation in 2017 and is currently in very good condition. No work is anticipated in the next 10 years. Minor repairs to spalling can be repaired before Transfer.	2028
CR 39	CR 2 - Lake St. Clair	Lakeshore	Transfer to Lakeshore	4.0	None	\$1,373,022.00		Pavement scheduled for repaving prior to transfer in 2028/29	2030
Subtotal Lakeshore				15.6					
TECUMSEH									
CR 2 (Tecumseh Rd)	CR 21 - CR 19	Tecumseh	Declassify as Connecting Link	2.0	None		\$113,193.00	Pavement Rehabilitation at the discretion of Tecumseh (recommend settlement)	2028
CR 2 (Tecumseh Rd E)	CR 21 - Pike Creek	Tecumseh	Declassify as Connecting Link	0.2	B-02-01	\$3,500,000.00	\$18,634.00	Pavement Rehabilitation at discretion of Tecumseh, but in good condition. (recommend settlement) Structures This structure requires a significant rehabilitation prior to transfer of ownership. 2029/30 + 2 yr warranty. (recommend rehab prior to transfer) half structure is on Connecting Link in Tecumseh, therefore Tecumseh responsible for 50% of half the bridge work.	2032
CR 17	CR 46 - Hwy 401	Tecumseh	Transfer to Tecumseh	1.6	C-17-010	\$0.00	\$384,826.00	Pavement in poor condition, but recommend no rehab at this time. (recommend settlement) Structures Culvert was reconstructed in 2021. There is no anticipated rehab planned for 20+ years	2028
CR 21 (Brighton)	CNRail - CR 2	Tecumseh	Declassify as Connecting Link	0.6	None		\$217,512.00	Pavement rehab is at Tecumseh discretion (recommend settlement)	2028



Implementation Plan slide 3 of 4

"Download" (Declassify as Connecting Link or Transfer to LMP)

Road	Limits	Municipality	Transfer Type	Length (km)	Affected Bridges/Culverts	Estimated Rehabilitation Cost (2025 \$)	Estimated Settlement (2025 \$)	Transfer Comment	Estimated Year of Transfer
CR 34	CR 19 - Hwy 3	Tecumseh	Transfer to Tecumseh	2.5	C-34-021	\$60,000.00		Pavement rehabilitated in 2009, no work planned > 5 years (recommend settlement) Structures C-34-021 minor repairs <\$60k will be completed by County prior to Transfer. C-34-026 within the CR 19 road allowance parallel to CR 19, and will remain with the County. C-34-015 constructed in 2009, the structure is in good condition with no anticipated rehab in 20 years.	2028
					C-34-026				
					C-34-015				
Subtotal Tecumseh				7.0					
AMHERSTBURG									
CR 5 (Meloche)	CR 18 - Alma	Amherstburg	Declassify as Connecting Link	1.2	B-05-04		\$121,490	Rehabilitation at discretion of Amherstburg. Pavement in good condition (recommend settlement)	2028
CR 5	CR 10 to ETR	Amherstburg	Transfer to Amherstburg	2.1	None		\$396,763	Structures in good condition (recommend no settlement) Pavement rehabilitated in 2016 with no planned work in >5 years. (recommend payout)	2028
CR 16 (Alma)	CR 20 - CR 5	Amherstburg	Declassify as Connecting Link	2.4	B-16-01		\$243,685	Rehabilitation at discretion of Amherstburg. Pavement in good condition (recommend settlement) Structures in good condition (recommend no settlement)	2028
Subtotal Amherstburg				5.7					
LEAMINGTON									
CR 48 (Oak)	CR 34 - Erie St	Leamington	Declassify as Connecting Link	1.8	None		\$0	Pavement resurfaced in 2025 (recommend no settlement)	2028
Subtotal Leamington				1.8					
Total				30.0		\$12,864,203	\$1,720,540		

Implementation Plan slide 4 of 4

"Upload" (Classify as Connecting Link or Transfer to County) - 2026

Road	Limits	Municipality	Transfer Type	Roadway		Bridge/Culvert		Estimated Year of Transfer
				Future Rehabilitation Estimate (2025 \$)	Length (km)	Affected Bridges/Culverts	Bridge Comments	
LaSalle								
Laurier Pkwy/Dr	CR 20 - CR 9	LaSalle	Classify as Connecting Link	\$ 3,144,660	9.2	None	None	2028
			Future Connecting Link Commitment	\$ 3,144,660				
Lakeshore								
Patillo	CR 22 - CR 42	Lakeshore	Transfer to County	\$ 950,300	2.8	None	None	2028
			Future Pavement Rehabilitation Commitment	\$ 950,300				
Tecumseh								
Sylvestre Fly-off	CR 22 - Sylvestre Dr.	Tecumseh	Transfer to County	\$ 35,700	0.2	None	None	Unknown
			To be rebuilt to align with Approve EA preferred alternative	\$ 35,700				
Westlake Dr (5)								
Lesperance - Sylvestre Fly-off		Tecumseh	Classify as Connecting Link	\$ 88,740	0.5	None	None	Unknown
			To be built by developer and cost shared in near future	\$ 88,740				
			Total Increased Road Commitment		12.8			

Notes:

- (1) Annual Maintenance costs calculated by County to be \$5,748 /lane km
- (2) 2025 Projected Maintenance costs calculated by County to be \$7569 /lane km
- (3) 10 Lifecycle renewal calculated by County to be approximately \$94,000/lane km
- (4) 2025 Lifecycle renewal costs are approximately \$170,000/lane km
- (5) Classify Westlake Dr as a Connecting Link with 1 lane only
- (6) Condition Inventory Report preparation is approximately \$4,000/km

Thank You