



County Road & Bridge Assumption Study Technical Steering Committee

Meeting Date: June 6, 2025

Submitted by: Chris Traini, County Engineer

Subject: Executive Summary of County Road and Bridge Assumption
Study Technical Steering Committee Recommendations

SUMMARY:

County Road System

It is recommended that the following roads be added to the county road system:

ROAD	LOCATION	AADT	LENGTH	CAPITAL COMPENSATION	MAINTENANCE COMPENSATION
Parkhouse Drive	From County Road 81 (Adelaide Road) to County Road 14 (Glendon Drive)	2,000	2.5 km	-	\$24,750
Cobble Hills Road	From County Road 2 (Dundas Street) to County Road 28 (Thorndale Road)	2,093	6.2 km	-	\$30,690 (boundary road)
Whalen Line	From County Road 59 (Granton Line) to Highway 7 (Elginfield Road)	845	7.6 km	-	\$37,620 (boundary road)

It is recommended that the local municipalities provide a 1-year maintenance compensation to the County at a rate of \$9,900 per kilometre.

The Municipal Act does not require that local municipalities give consent before a County by-law assuming a local road takes effect. It is recommended that this report be circulated to the affected local municipalities prior to the road assumption by-law being passed assuming these roads as part of the County Road system as of September 1, 2025.

County and Local Bridge Inventory

No assumption of bridges into the County inventory is recommended at this time.

Additional study is recommended to determine if potential low impact bridge replacement options (ie traditional bridge structures conversion to culverts) are possible in an effort to reduce the overall asset replacement costs in the County.

It is also recommended that this study be repeated on a 5-year cycle.

COUNTY ROAD AND BRIDGE ASSUMPTION STUDY:

Introduction

This study was initiated in response to the previous County Road Assumption Study completed in 2020. The 2020 study recommended that the study be repeated every 5 years. County Council gave direction to review the potential of bridge assumptions to be added to this study.

Terms of Reference

The Terms of Reference for this study was approved by the committee at the first meeting. These terms of reference are included as Appendix 'A' of this report.

Technical Steering Committee

The Technical Steering Committee made decisions by consensus during meetings held in August 2024, and February and June, 2025.

The minutes of these Technical Steering Committee meetings provide the recommendations and background information to the report. The Technical Steering Committee reviewed the previous reports of the County Road Assumption Study Committees.

The minutes of these meetings are included as Appendix 'B' to the report.

COUNTY ROAD TRANSFER CANDIDATES:

Letters were sent to all local municipalities advising them of the study and requesting that they submit a list of any roads under their jurisdiction that they would like to be considered for adoption by the County as part of the county road system.

The following roads were considered in response to the local requests:

ROAD	TRAFFIC COUNT	COMMENTS
Mullifary Drive from Pike Rd to Kerwood Rd	669	Does not meet criteria
Parkhouse Drive from Dundonald Rd to Thames Rd	822	Does not meet criteria
Pratt Siding Road from Longwoods Rd to Glendon Dr	760	Does not meet criteria
Cobble Hills Road from Dundas St to Highway 7	2093 (varies)	Partially meets criteria
Prospect Hill Road from Plover Mills Rd to Highway 7	1,513	Does not meet criteria
Prince William Street from Maguire Rd to Denfield Rd	397	Does not meet criteria
Maguire Road from Elginfield Rd to Mt Carmel Dr	1,073	Does not meet criteria
Cassidy Road from McGillivray Dr to Mt Carmel Dr	760	Does not meet criteria
Littlewoods Drive from Fairgrounds Rd to Bodkin Rd	3,649	Does not meet criteria
Parkhouse Drive from Melbourne Rd to Glendon Dr	719 (varies)	Partially meets criteria
McEvoy Road from Calvert Dr to Adelaide Rd	1,244	Does not meet criteria
Whalen Line from Granton Line to Highway 7	845	Meets criteria

The following is a summary of comments by the County Engineer on each section of road requested to be considered as a county road:

Mullifarry Drive – From Kerwood Road (CR 6) to Pike Road (CR 45)

Length: 7.4km Approx replacement cost \$5,920,000

Traffic Volume: 669 MMS Classification: 4

Average ROW width: 20m

Mullifarry Drive runs from Sexton Road at the Lambton Boundary to Centre Road (County Road 81) in Strathroy. The section being considered lies completely within the Municipality of Adelaide Metcalfe.

This road runs parallel to Egremont Drive (County Road 22) one concession south

NOTES:

County staff have undertaken the reconstruction of the first half of this rural road in 2024 with the second half due for completion in 2025. It is likely that traffic volumes will grow once this project is complete as the existing road had a number of surface deficiencies that contributed to a rough ride for motorists. As an alternative to Highway 402 this road section does occasionally see a spike in traffic volumes but is not a candidate for assumption by the County as part of the 2025 assumptions.

Parkhouse Drive – From Dundonald Road (CR 80) to Thames Road (CR 8)

Length: 7.3km Approx replacement cost \$5,880,000

Traffic Volume: 822 MMS Classification: 4

Average ROW width: 20m

Parkhouse Drive runs from Dundonald Road (County Road 80) in Glencoe all the way to Highway 402 in Strathroy-Caradoc. The section being considered lies completely within the Municipality of Southwest Middlesex.

This road runs parallel to Glendon Drive (County Road 14) one concession south.

NOTES:

Starting to see progressive growth along this route due to residential developments in Glencoe and areas to the west of London. The County did review this road section and will continue to monitor growth but the volumes and availability of alternative routes does not make this road section a good candidate for assumption at this time.

Pratt Siding Road – From Longwoods Road (CR 2) to Glendon Drive (CR 14)

Length: 4.1km Approx replacement cost \$3,280,000

Traffic Volume: 760 MMS Classification: 4

Average ROW width: 20m

Pratts Siding Road runs from the Thames River at Elgin County Boundary all the way to Cameon Road. The section being considered lies completely within the Municipality of Southwest Middlesex.

This road runs parallel to Dundonald Road (County Road 80) two concessions southwest and Hagerty Road (County Road 1) two concessions northeast.

NOTES:

Pratt Siding Road is a County Road (CR 76) south of Longwoods Road and connects through Elgin County to Highway 401. While the traffic volumes are too low to qualify as a good candidate for assumption at this time the County will continue to monitor growth along this road section.

Cobble Hills Road – From Dundas Street (CR 2) to Elginfield Road (Highway 7)

Length: 22.0km Approx replacement cost \$17,600,000

Traffic Volume: 2093 MMS Classification: 3

Average ROW width: 20m

Cobble Hills Road runs from Dundas Street (County Road 2) all the way to the Perth County and Oxford County Boundary at Elginfield Road (Highway 7). The section being considered lies completely within the Municipality of Thames Centre and boundaries with the Township of Zorra in Oxford County.

This road runs parallel to Wellburn Road (County Road 27) two concessions east.

NOTES:

Cobble Hills Road is a boundary road between Middlesex/Thames Centre and Oxford/Zorra and Middlesex has reviewed this road several times in the past for potential assumption. Traffic volumes tend to be higher from Dundas Street (CR 2) to Plover Mills Road (CR 16) than north of that intersection. At this time it is recommended that the County of Middlesex CRABAS Committee consider the County of Middlesex assume the section of Cobble Hills Road from Dundas Street (CR 2) to Plover Mills Road (CR 16), and consider assumption of the section north of Plover Mills

Road (CR 16) to Elginfield Road (Highway 7) if additional consideration is given to this as a boundary road.

Prospect Hill Road – Plover Mills Road (CR 16) to Elginfield Road (Highway 7)

Length: 6.7km Approx replacement cost \$5,360,000

Traffic Volume: 1513 MMS Classification: 3

Average ROW width: 20m

Prospect Hill Road runs from Medway Road (County Road 28) all the way to Whalen Line at the Perth County boundary. The section being considered is a boundary road between the municipalities of Thames Centre and Middlesex Centre.

This road runs parallel to Highbury Avenue (County Road 23) two concessions east.

NOTES:

As noted this road section is along the boundary of Thames Centre/Middlesex Centre as is already a County road north of Elginfield Road/Highway 7. While this section does have lower traffic volumes than would typically warrant assumption, as a boundary road the CRABAS committee could consider assumption of this road section.

Prince William Street – From Maguire Road to Denfield Road (CR 20)

Length: 4.2km Approx replacement cost \$3,360,000

Traffic Volume: 397 MMS Classification: 4

Average ROW width: 20m

Prince William Street runs from Maguire Road all the way to Saintsbury Line (County Road 47) in Lucan. The section being considered lies completely within the Municipality of North Middlesex.

This road runs parallel to McGillivray Drive (County Road 24) two concessions south.

NOTES:

Prince William Street is an extension of William Street (CR 13) but traffic volumes are much lower west of Denfield Road (CR 20). Volumes are well below the threshold for assumption by the County at this time.

Maguire Road – From Elginfield Road (CR 7) to Mount Carmel Drive (CR 5)

Length: 14.0km Approx replacement cost \$11,200,000

Traffic Volume: 1073 MMS Classification: 3

Average ROW width: 20m

Maguire Road runs from Elginfield Road (County Road 7) all the way to Mount Carmel Drive (County Road 5) at the Huron County boundary. The section being considered lies completely within the Municipality of North Middlesex.

This road runs parallel to Denfield Road (County Road 20) two concessions west and Highway 4 two concession east.

Cassidy Road – From McGillivray Drive (CR 24) to Mount Carmel Drive (CR 5)

Length: 6.2km Approx replacement cost \$4,960,000

Traffic Volume: 760 MMS Classification: 4

Average ROW width: 20m

Cassidy Road runs from Nairn Road (County Road 17) all the way to Mount Carmel Drive (County Road 5) at the Huron County boundary. The section being considered lies completely within the Municipality of North Middlesex.

This road runs parallel to Richmond Street (Highway 4) four concessions west.

NOTES FOR CASSIDY AND MAGUIRE (AND LIEURY):

There are no north-south connections under the jurisdiction of the County between Centre Road (CR 81) and Highway 4. At one time Lieury Road was a County road but that was downloaded in the late '90s as part of the municipal amalgamation process and the rationalization of the County road network. The CRABAS Committee should discuss whether there would be a justification for the County to maintain a connection between Mt Carmel Road and McGillivray Drive. Connection to north-south routes in Huron County should be part of that discussion as Bronson Line (Huron County Road 2) is an extension of Lieury Road.

Littlewoods Drive – From Fairgrounds Road to Bodkin Road

Length: 1.4km Approx replacement cost \$1,120,000

Traffic Volume: 3649 MMS Classification: 3

Average ROW width: 20m

Littlewoods Drive runs from Hazel Road in Oneida all the way to Highway 401. The section being considered lies completely within the Municipality of Middlesex Centre and boundaries with Oneida First Nations.

This road runs parallel to Longwoods Road (County Road 2) three concessions south.

NOTES:

Traffic in and around Middlesex County's partner First Nations communities has seen rapid growth due to the expansion of commercial operations inside the borders of those communities and more widespread acceptance of cannabis use in Ontario. There are some particular challenges with the jurisdiction over boundary roads with First Nations that will need to be reviewed and discussed in detail before recommending this road section as a candidate for road assumption.

Parkhouse Drive – From Melbourne Road (CR 9) to Glendon Drive (CR 14)

Length: 13.3km Approx replacement cost \$10,740,000

Traffic Volume: 719 MMS Classification: 4

Average ROW width: 20m

Parkhouse Drive runs from Dundonald Road (County Road 80) in Glencoe all the way to Highway 402 in Strathroy-Caradoc. The section being considered lies completely within the Municipality of Strathroy Caradoc.

This road runs parallel to Glendon Drive (County Road 14) one concession south.

NOTES:

While traffic volumes between Melbourne Road (CR 9) and Adelaide Road (CR 81) are too low to be a candidate for assumption the section from Adelaide Road (CR 81) to Glendon Drive (CR 14) are much higher (approx. 2,000 AADT) and seeing significant growth as an alternative route along the south end of Mt Brydges. The section from CR 81 to CR 14 should be considered for assumption into the County road network.

McEvoy Road – From Calvert Drive (CR 10) to Adelaide Road (CR 81)

Length: 7.4km Approx replacement cost \$5,920,000

Traffic Volume: 1244 MMS Classification: 3

Average ROW width: 20m

McEvoy Drive runs from Hickory Drive (County Road 39) all the way to Adelaide Road (County Road 81). The section being considered lies completely within the Municipality of Strathroy Caradoc.

This road runs parallel to Adelaide Road (County Road 81) one concession east.

NOTES:

McEvoy Road is a County road north of Calvert Drive (CR10) and the section south of Calvert has been recently reconstructed by Strathroy-Caradoc as traffic volumes continue and are expected to grow over the coming years. At this time it is recommended that this road section be monitored and considered for assumption during a future CRABAS process likely in 2030.

Whalen Line – From Granton Line (CR 59) to Elginfield Road (Highway 7)

Length: 7.6km Approx replacement cost \$6,080,000

Traffic Volume: 845 MMS Classification: 4

Average ROW width: 20m

Whalen Line runs from Richmond Street (Highway 4) all the way to Elginfield Road (Highway 7). The section being considered lies completely within the Municipality of Lucan Biddulph and is a Boundary Road with the Municipality of Perth South in Perth County.

This road is a boundary road with the County of Perth.

NOTES:

The County has jurisdiction over Whalen Line from Granton Line to Highway 4 and that section is a boundary road with shared jurisdiction with Perth County. The section of Whalen Line between Elginfield Road and Granton Line is under the jurisdiction of the Municipality of South Perth and they are in discussions with Perth County for the assumption of this road section. This road section should be reviewed for potential assumption as part of the 2025 CRABAS process.

Local Bridge Discussion

Four bridges were submitted for review for potential assumption:

Bridge - North Middlesex #34 – New Ontario Road

Size: 34m x 5.8m Approx replacement cost \$2,200,000

Bridge Type: Steel Through Truss Date of Construction: 1920

Traffic Volume: 315 MMS Classification: 4

North Middlesex Bridge #34 spans the Ausable River along New Ontario Road between Cassidy Road and Petty Street (County Road 19).

Bridge - North Middlesex #35 – Springbank Road

Size: 46m x 4.9m Approx replacement cost \$2,200,000

Bridge Type: Steel Pony Truss Date of Construction: 1920

Traffic Volume: 75 MMS Classification: 4

North Middlesex Bridge #35 spans the Ausable River along Springbank Road between Elm Tree Drive and Glasgow Road.

Bridge - North Middlesex #15 – Adare Drive

Size: 28.9m x 4.4m Approx replacement cost \$1,500,000

Bridge Type: Steel Through Truss Date of Construction: 1890

Traffic Volume: 39 MMS Classification: 6

North Middlesex Bridge #15 spans the Ausable River along Adare Drive between Brinsley Road and Maguire Road.

Bridge - North Middlesex #17 – Mooresville Drive

Size: 30.5m x 7.9m Approx replacement cost \$2,100,000

Bridge Type: Steel Through Truss Date of Construction: 1870

Traffic Volume: 30 MMS Classification: 6

North Middlesex Bridge #17 spans the Ausable River along New Ontario Road between Brinsley Road and Maquire Road.

None of the above bridges were considered to be good candidates for upload to the County of Middlesex at this time.

RIGHT OF WAY CORRECTION – PARKHOUSE DRIVE:

There is a short stretch of road that needs some additional lands to allow for the construction and maintenance of that part of Parkhouse Drive. Strathroy-Caradoc is undertaking land acquisition to correct the deficiency and ensure adequate right of way is provided before the County of Middlesex will assume the section of Parkhouse from Adelaide Road to Glendon Drive.

BOUNDARY ROADS – WHALEN LINE AND COBBLE HILLS ROAD:

The County of Middlesex will assume the responsibilities of Lucan-Biddulph (Whalen Line) and Thames Centre (Cobble Hills Road) for the boundary roads they currently share with their municipal neighbours. Middlesex County will negotiate new boundary agreements with our neighbours and discuss the potential upload of these road sections to Perth (Whalen Line) and Oxford (Cobble Hills Road) Counties.

REASONABLE STANDARD AND COMPENSATION:

It is recommended that any roads that are transferred to the County be in a reasonable standard or funds be included that allow the County to put the road into a reasonable standard condition. This work is not intended for the County to bring the road up to a current design standard, but only represents work that would allow for normal maintenance activities over a 5 year time period. No capital improvement payments are recommended for the roads proposed for assumption.

It is also recommended that the local municipalities pay the County compensation for 1-year's maintenance on transferred roads, based on the benchmark figure of \$9,900 per kilometre. Boundary roads would be responsibly for 50% of this amount as maintenance is shared with the neighbouring municipality.

RECOMMENDATION:

THAT the roads identified in *Appendix "A"* be added to the County Road system upon receipt of a Council resolution passed by the applicable local municipality:

- a) authorizing the transfer of the road(s);
- b) confirming there is no debt on the road(s) to be transferred or agreeing to pay the County's obligation under the *Municipal Act*; and
- c) agreeing to pay the County for the capital and maintenance costs as outlined in *Appendix "A"*.

AND THAT the transfer occur as of September 1, 2025.

APPENDIX A – ROADS TO BE TRANSFERRED

ROAD	LOCATION	AADT	LENGTH	CAPITAL COMPENSATION	MAINTENANCE COMPENSATION
Parkhouse Drive	From County Road 81 (Adelaide Road) to County Road 14 (Glendon Drive)	2,000	2.5 km	- none	\$24,750
Cobble Hills Road	From County Road 2 (Dundas Street) to County Road 28 (Thorndale Road)	2,093	6.2 km	- none	\$30,690 (boundary road)
Whalen Line	From County Road 59 (Granton Line) to Highway 7 (Elginfield Road)	845	7.6 km	- none	\$37,620 (boundary road)

APPENDIX B – TERMS OF REFERENCE

Possible Assumption of New County Roads and Bridges

Terms of Reference

Technical Steering Committee

County Road and Bridge Assumption Study (CRABAS)

As with the previous studies, it is recommended that the Committee of the Whole appoint a Technical Steering Committee to recommend which local roads and bridges should become the responsibility of the County as well as recommend the terms associated with the transfer of responsibility. The Technical Steering Committee should include representation from a rural township and an urban centre with knowledge of road use, maintenance, and construction. As well, representation should be sought from municipalities which may likely be impacted by the study.

It is recommended that the connection to County Council be maintained through appointment of Warden Aina DeViet to serve as Chair of the County Road and Bridge Assumption Study Committee. Also volunteering to serve are Michelle Smibert, Deputy Mayor of Thames Centre and Brian Ropp, Mayor of North Middlesex.

It is recommended that Andrew Giesen from Middlesex Centre, Mauro Castrilli from Southwest Middlesex, Ryan Hillinger from Middlesex County and Chris Traini from Middlesex County be invited to participate as municipal staff representatives on the CRABAS Committee.

Previous Reports:

The previous reports of the County Road and Bridge Designation Study Committee and of the County Road Assumption Study are to be used as a basis for the study.

Determining which local roads and bridges to consider:

The Committee will recommend a threshold limit of traffic volumes and total points for the weighting system for contributing criteria established in the County Road and Bridge Designation Study. The Committee will be asked to review these criteria in light of the minimum maintenance standards in order to make recommendations whether the threshold limit should be changed to conform to the levels of service established in the Maintenance Standards.

Municipalities will be requested to submit their roads and bridges for consideration prior to the selection of criteria by the committee. County staff will review and conduct traffic counts on the roads and bridges submitted and present that data for review.

The Committee will review information of the list of roads and bridges supplied by municipalities, apply the weighting criteria, and recommend which roads should be added to the County road system. The Municipal Act provides that the County must obtain the consent of a local municipality before assuming any of their infrastructure.

Compensation:

The previous report of the County Road Assumption Study Committee recommended that any local roads that are transferred to the County be transferred in a reasonable standard and that the compensation for improving the roads to a reasonable standard should be negotiated between the County and the local municipality. The Committee also recommended that local municipalities pay the County compensation for 1-year's maintenance on the transferred roads based on the weighted average maintenance expenditures for Middlesex County.

Respectfully submitted,

Chris Traini, P.Eng.
Deputy CAO/County Engineer

APPENDIX C – TECHNICAL STEERING COMMITTEE MINUTES

MINUTES

County Road and Bridge Assumption Study
Technical Steering Committee
Meeting #1
Virtual via Zoom

DATE: August 13, 2024

ATTENDANCE:

Warden Aina DeViet - Chair
COUNTY OF MIDDLESEX

Deputy Mayor Michelle Smibert
MUNICIPALITY OF THAMES CENTRE

Mayor Brian Ropp
MUNICIPALITY OF NORTH MIDDLESEX

Mauro Castrilli, Manager of Public Works
MUNICIPALITY OF SOUTHWEST MIDDLESEX

Ryan Hillinger, Engineering Supervisor
COUNTY OF MIDDLESEX

Chris Traini, County Engineer
COUNTY OF MIDDLESEX

ABSENT:

Andrew Giesen, Transportation Manager
MUNICIPALITY OF MIDDLESEX CENTRE

AGENDA:

1. Review of Terms of Reference:

The draft Terms of Reference were reviewed and will be updated and circulated to the committee for final approval at the next meeting.

2. Review of 2020 County Road and Bridge Assumption Final Report:

The Committee reviewed the study report from 2020.

3. Discussion of preliminary criteria for 2025 road assumptions:

The following criteria were discussed as exclusive, inclusive or contributing to be used to evaluate the suitability of the road sections for assumption by the County:

- Traffic volumes – volumes due to the potential impact to road classification under the minimum maintenance standards legislation (inclusive or exclusive)
- Connectivity – road sections should connect from county road to county road so as to not create ‘dead ends’ for winter maintenance activities for either the County or the local municipality (inclusive or exclusive)
- Right of way issues – road either not on public highway or sections overlapping onto private property (exclusive)
- Alternative routes – review of existing routes that are already part of the County road system (distance, capacity, etc) (contributing)
- Boundary roads – consideration of advantages/disadvantages to assuming roads that run along boundaries with other municipalities (eg Whalen Line) or between local municipalities (contributing)
- Barriers/borders – roads that cross borders or barriers should be given additional consideration (eg Bradley Ave) (contributing)
- Routes identified in the Middlesex County Cycling Strategy report as those suitable for the construction of cycling infrastructure or already include such infrastructure (contributing)
- Detour routes – consideration of roads that may be utilized as detour routes when provincial highways are closed for construction or emergencies (contributing)

4. Discussion of preliminary criteria for potential bridge assumption/bridge needs study:

The committee discussed the general criteria for the consideration of a local bridge for assumption into the County bridge inventory:

- Located along a boundary between municipalities or neighbouring counties
- Structures that are technically complex
- Bridges over major watercourses
- Volumes of traffic are significant (although these would likely include the connected road network)

Other issues discussed included potential closures of redundant structures, conversion of bridges to pedestrian and cycling traffic only, replacement of structures with culverts to reduce life cycle maintenance costs.

6. Review of draft request letter:

The request letter to local municipalities was reviewed and sent with a response requested no later than September 27, 2024.

7. Next Meeting:

Considering the deadline of September 27, 2024 for the receipt of the list of roads by each municipality for potential assumption and the time required to complete a field review of these road sections that next meeting will not be until late October or early November 2024.

Please report any errors or omissions to the undersigned.

Chris Traini, P.Eng.
Deputy CAO/County Engineer
County of Middlesex

**COUNTY ROAD & BRIDGE ASSUMPTION STUDY
TECHNICAL STEERING COMMITTEE**

MINUTES

Tuesday, February 4, 2025, 1:00 PM
Virtual Meeting

Members Present Warden Ropp
 Councillor DeViet
 Councillor Smibert
 Andrew Giesen, Transportation Manager, Middlesex Centre
 Mauro Castrilli, Manager of Public Works, Southwest Middlesex
 Ryan Hillinger, Engineering Supervisor
 Chris Traini, County Engineer / Deputy CAO

Staff Present Rebecca Glavin, Deputy Clerk / Legislative Services Coordinator

1. CALL TO ORDER

Warden Ropp called the meeting to order at 1:01pm.

2. PROVISION FOR DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF

None.

3. MINUTES

3.a Minutes of the August 13, 2024 Meeting of the County Road and Bridge Assumption Study Technical Steering Committee

Moved by Councillor DeViet

Seconded by Councillor Smibert

THAT the Minutes of the Minutes of the August 13, 2024 Meeting of the County Road and Bridge Assumption Study Technical Steering Committee be approved as presented.

Carried

4. ACTION ITEMS

4.a Review of Roads being considered for Assumption

Report from Chris Traini, County Engineer

The list of roads submitted for consideration for assumption to the County was reviewed.

4.b Discussion of Criteria (Exclusive, Inclusive or Contributing)

Discussion lead by Chris Traini, County Engineer

Chris Traini provided an overview of the evaluation criteria for determining roads for assumption.

4.c Recommendation of Roads to be Proposed for Assumption

Moved by Councillor Smibert

Seconded by Mauro Castrilli

THAT the County Road & Bridge Assumption Study Technical Steering Committee direct Middlesex County staff to review the following list of roads for further consideration for assumption:

- Cobble Hills Road – From Dundas Street (CR 2) to Plover Hills Road (CR 16)
- Parkhouse Drive – From Adelaide Road (CR 81) to Glendon Drive (CR 14)
- Whalen Line – From Granton Line (CR 59) to Elginfield Road (Highway 7)

Carried

4.d Review of Bridges being considered for Assumption

Report from Chris Traini, County Engineer

The Committee discussed the list of bridges being considered for assumption. Chris Traini noted that the bridges under consideration were all located on local municipal roads. Warden Ropp inquired about the criteria for determining whether to assume bridges that were located on local municipal roads historically. Mauro Castrilli also inquired about whether it was a common practice for the County to assume roads that were not located on County Roads. Chris Traini noted that all County

owned bridges located on local municipal roads were assumed prior to amalgamation, that it was not common practice, and this was a decision of County Council.

Moved by Councillor Smibert

Seconded by Councillor DeViet

THAT the Review of Bridges being considered for Assumption report be received for information.

Carried

5. CORRESPONDENCE AND INFORMATION ITEMS

None.

6. INQUIRIES

None.

7. NEXT MEETING

To be determined.

8. ADJOURNMENT

Moved by Councillor Smibert

Seconded by Mauro Castrilli

THAT the meeting adjourn at 1:57pm.

Carried

Marci Ivanic, County Clerk

Brian Ropp, Warden/Chair