

2. Roads

State of Existing Local Infrastructure

The roads are categorized as:

- Paved: 622 m (5.8 % of municipal road inventory in length)
- Gravel: 1917 m (10.4 % of municipal road inventory in length)
- Surface treated: 9551 m (83.8 % of municipal road inventory in length)

ROAD INVENTORY			
	Year Treated	Length (M)	Condition Rating
Paved			
Pine	2008	622	Fair
Subtotal Paved		622	
Gravel			
King Street	1909	61	Fair
River Street West	1909	166	Good
Alexander Road	1965	67	Fair
Portage Road	1976	67	Fair
Dump road	1982	756	Fair
Ball Park Ave from 2.7km-3.5 km mark		800	Good
Subtotal Gravel		1917	
Surface Treated			
Edna	1979	277	Good
James	1979	202	Good
Main	1982	440	Good
Elk	1982	298	Good
Fourth	1982	1700	Poor
Grey	1982	359	Good
Lake	1982	528	Poor
Lepage	1982	120	Poor
Munroe	1982	424	Fair
River East	1982	108	Poor
Smythe	1982	44	Poor
Spruce	1982	239	Poor
West	2005	151	Poor
Cooke Lake	2005	100	Good
Sixth	2006	321	Poor
Ontario	2006	1202	Poor
Poplar	2006	117	Fair
Second	2006	212	Poor
Third	2009	753	Fair
Fifth	2009	754	Poor
Ontario	2009	1202	Poor
Business Prk			Good
Subtotal Surface Treated		9551	
TOTAL		12090	

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Condition Analysis

The Descriptor of “Good”, “Fair” or “Poor” is indicated based on a physical inspection by our Public Works Staff as well as remaining life.

Asset condition must be assessed according to standard engineering practices. For bridge structures, condition is based on an analysis of bridge inspection reports.

With the exception of Pine Street, the condition of the assets have been assessed by municipal staff and prioritized accordingly.

Road Condition Rating Description

Condition	Description
Good	Smooth with very few cracks or surface defects
Fair	Comfortable with intermittent cracks, surface deformations or surface cracks
Poor	Frequent cracks, surface deformation or surface defects

Accepted replacement values in 2025 dollars for the Township of James transportation assets are summarized in Table 2.4 below.

Type of Road	Cost Per Meter
Gravel Surface	\$9
Surface Treated	\$21.63
Paved	\$57.11

The above cost applies to one meter of road square but does not include ditching or storm sewers. Unit rates for road reconstruction were obtained from Exp Engineering in 2022. The Bank of Canada CP index was used to rate the cost for 2025

Roads Useful Life

The expected service life of transportation assets are summarized in Table 2-5 below.

Asset	Useful Life
Paved Roads	30
Gravel Roads	7
Surface treated Roads	15

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Summary of Road Improvement Priorities (from Township Staff Reports)

As per the comments solicited from Township Public Works Department Staff the following is a summary of road improvement priorities (ordered from highest to lowest)

- Pine Street
- Fifth Street East and West
- Ontario Street

This section is further supported by an inventory database of infrastructure assets covered by the plan, which includes basic asset information (e.g. asset type/class, physical description, location, expected useful life, etc.) and information that will require regular updates (e.g. replacement cost, condition, performance, etc.).

Replacement Values

Surface Treated Roads

Location	Year	Cost to	Useful Life (years)	Year Treated	Cost to Treat	Anticipated Replacement Year	2022 Net	Replacement	Length
	Installed	Install					Book Value	Value	
Edna	1979	\$4,006.00	15			1994		\$34,902	277
James	1979	\$2,670.00	15	2022	\$9,463.45	2037	\$9,463.45	\$25,452.00	202
Main	1979	\$4,006.00	15	2022	\$25,272.32	2037	\$25,272.32	\$55,440.00	440
Elk	1982	\$5,413.00	15	2022	\$23,339.52	2037	\$23,339.52	\$37,548.00	298
Fifth	1982	\$2,165.00	15	2009	\$6,890.00	2024	\$888.81	\$95,004.00	754
Fourth	1982	\$9,689.00	15	2009	\$6,239.00	2024	\$805.00	\$214,200.00	1700
Grey	1982	\$2,237.00	15	2009	\$6,737.00	2024	\$535.00	\$45,234.00	359
Lake	1982	\$7,217.00	15	2022	\$21,826.10	2037	\$21,826.10	\$66,528.00	528
Lepage	1982	\$1,804.00	15			1997		\$15,120.00	120
Munroe	1982	\$6,477.00	15	2009	\$9,225.00	2024	\$1,190.02	\$53,424.00	424
River East	1982	\$1,804.00	15			1997		\$13,608.00	108
Smyth	1982	\$3,608.00	15	2022	\$14,131.00	2037	\$14,131.00	\$5,544.00	44
Spruce	1982	\$1,804.00	15			1997		\$30,114.00	239
Third	1982	\$3,969.00	15	2006	\$5,359.00	2021		\$94,878.00	753
West	1982	\$5,413.00	15			1997		\$19,026.00	151
Cooke Lake	2005	\$1,919.00	15			2020			
Sixth	2005	\$5,074.00	15	2009	\$5,627.00	2024	\$726.00	\$40,446.00	321
Ontario	2009	\$44,400.00	15	2016	\$84,036.00	2031	\$50,253.53	\$151,452.00	1202
Poplar	2006	\$4,649.00	15			2021		\$14,742.00	117
Second	2006	\$1,694.00	15			2021		\$26,712.00	212
Business Park	2009	\$4,210.00	15			2024	\$543.10		
TOTAL		\$124,228.00			\$218,145.39		\$148,973.85	\$1,039,374	8,249

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Gravel Roads

Location	Year	Cost to	Useful Life (years)	Year Treated	Cost to Treat	Anticipated Replacement Year	2022 Net	Replacement	Length (m)
	Installed	Install					Book Value	Value	
King	1909		7					\$2,928.00	61
River	1909		7					\$7,968.00	166
Alexander	1965	\$1,832.00	7					\$3,216.00	67
Portage	1972	\$6,976.00	7					\$3,216.00	67
Dump	1982	\$23,811.00	7					\$36,288.00	756
Ballpark								\$38,400.00	800
TOTAL		\$32,619.00						\$92,016.00	1,917

Paved Roads

Location	Year	Cost to	Useful Life (years)	Year Treated	Cost to Treat	Anticipated Replacement Year	2022 Net	Replacement	Length(m)
	Paved	Install					Book Value	Value	
Pine	2008	\$1,018,957.00	30			2038	\$214,627.48	\$197,049.60	622
TOTAL		\$1,018,957.00					\$214,627.48	\$197,049.60	622

Current Levels of Service

Levels of Service (LOS) are statements of service performance delivery. LOS is established based on Council direction, the needs or wants of the community as well as legislative and regulatory requirements. This report includes Operating Performance Indicators (OPI's) for current levels of service. Through the ongoing Asset Management process LOS will be further defined for the Town, the Town's assets, and the community. All are interconnected.

The level of service is a reflection of the quality, function and capacity of the services being provided. The aspects to be considered include:

- The level of service currently provided to user
- The annual cost to continue to provide the current level of service
- How the current level of service is expected to change in the future given current funding levels
- If you are meeting the level of service expectations of your users given the costs to provide current, increased or decreased levels of service

Customer (i.e. taxpayer) concerns and complaints are typically communicated to the Township Clerk/Treasurer and/or Deputy Clerk during office hours. These concerns are then typically relayed to the Public Works Department staff. After hours concerns and those of a more serious nature (e.g. water main breakages) may be conveyed directly to the Reeve, Council and/or directly to Public Works staff. In the event that concerns are not addressed to the satisfaction of the taxpayer, the issue may be elevated to a discussion at Council.

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Although there is no formal Desired Level of Service Policy, it appears that service is satisfactory at this time.

The following sections present the Current Community and Technical LOS for the Township of James Core Assets, which will drive the Risk and Life Cycle Management Strategies of this AM Plan in the future.

0. Reg. 588/17 Prescribed Levels of Service for Roads

Service Attribute	Community Levels of Service (Qualitative)	Technical levels of Service (Technical Metrics)
Scope	Description, which may include maps, of the road network in the municipality and its level of connectivity.	Number of lane-kilometres of each of arterial roads, collector roads and local roads as a proportion of square kilometres of land area of the municipality.
Quality	Description or images that illustrate the different levels of road class pavement condition.	1. For paved roads in the municipality, the average pavement condition index value.
		2. For unpaved roads in the municipality, the average surface condition (e.g. excellent, good, fair or poor).

Transportation Levels of Service Framework Township of James

LEGISLATED	COMMUNITY Levels of Service	TECHNICAL Levels of Service
0. Reg. 588/17: ASSET MANAGEMENT PLANNING FOR MUNICIPAL INFRASTRUCTURE & 0. Reg. 239/02: MINIMUM MAINTENANCE STANDARDS FOR MUNICIPAL HIGHWAYS	As required under 0. Reg. 588/17 for the Community LOS for Pavements, the map provided in Appendix A provides qualitative description by displaying the road connectivity throughout the Township of James as well as the road pavement condition.	Assets are in adequate condition, maintained and customer requests are responded to
	Description or images that illustrate the different levels of road class pavement condition.	Assets Comply with Regulation 239/02 MINIMUM MAINTENANCE STANDARDS FOR MUNICIPAL HIGHWAYS

Technical LOS for Roads: Lane-km

Road Classification	Lane-km
Gravel Roads	6.84
Paved Roads	1.917
Surface Treated Roads	9.551

Technical LOS for Roads: Pavement Condition Index

Road Classification	Current Qualitative Performance	Source
Gravel	Fair	AMP/ Public Works
Paved	Fair	
Surface Treated Roads	Poor	

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Proposed Levels of Service

- Continue to provide dust suppression
- Continue to Comply with Regulation 239/02 MINIMUM MAINTENANCE STANDARDS FOR MUNICIPAL HIGHWAYS
- Balances affordability with community expectations

Lifecycle Management and Financial Strategy

Transportation Assets Lifecycle Activities

Type	Activity	Frequency	Cost
Maintenance	Street Sweep	Seasonally	\$5,000/year
	Snow Removal	Seasonally	\$15,000/year
	Salt/Sand	Seasonally	\$40,000/year
Rehabilitation	Filling Cracks	As needed	\$1,400/year
	Potholes	As needed	\$1,400/year
Replacement	Full Replacement costs have been outlined in the inventory section of this AMP		

Pine Street is our Main Concern for replacement in our 10-year plan. Tax dollars alone will not fund this project. Replacement costs will require provincial and federal funding.

As noted in the Preamble and Introduction, a significant proportion of the municipality's total book value is contributed by Pine Street (the only paved road in the community. This section of road from the corner of Hwy #65 and the entrance to the Elk Lake Planing Mill (major large industrial facility), is the only route for heavy traffic out of the mill. The majority of raw material (logs) is delivered via this road. Since 1985, production at the sawmill has increased three-fold, and loaded weights have tended to increase.

Normal production at this level results in over 20,000 shipments via truck per year of lumber, chips and logs over this short section of municipal infrastructure.

Furthermore, given the tight turning requirement at the eastern end of Pine streets, operators typically raise the lift axles on the trailers, which results in the remaining axles bearing the balance of the load and putting additional pressure on the road itself. Pine Street is experiencing premature deterioration and the expected useful life of the asset will be reduced considerably if the current usage continues.

In order to extend the useful life of Pine Street, a municipal weight restriction by-law was considered by Council. Following considerable discussion within the community, staff and council, the resolution was passed by Council that would enable the enforcement of bylaw that would restricts load weights on Pine Street (Included in Appendix v) and may be enforced as needed.

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The purpose of the by-law is to prolong the condition of Pine Street given the heavy traffic that it experience as the only available route to the Elk Lake Planing Mill from the east, north and west.

Note: Log deliveries from the south are able to utilize the Cooke Lake Road.