

**Township of Russell
Transportation Master Plan
Update**



Prepared for:
Township of Russell

Prepared by:
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March 2016

March 2016

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Executive Summary

The purpose of this Transportation Master Plan Update (TMP Update) is to update the findings of the 2005 Master Plan to account for continued growth within the Township of Russell and to identify transportation improvements required to accommodate this growth to the 2031 future horizon.

The TMP Update study was conducted in accordance with the planning and design process for 'Schedule B' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended 2007 & 2011), which is approved under the Ontario Environmental Assessment (EA) Act.

Using the most recent information available from development applications and growth projections from the Official Plan, transportation forecasts for the Township identified an anticipated deficiency in north-south transportation network capacity by the 2031 horizon. North-south travel is the predominant direction of travel within the Township as commuters are destined to larger urban centers via Highway 417. An assessment of east-west travel demands showed that sufficient capacity is currently available to accommodate future demands to 2031.

An assessment of alternative solutions identified the widening of St. Guillaume Road to 4-lanes, from just south of Enterprise Street to the Highway 417 westbound ramps, as the preferred solution to address future travel demands to 2031. Not accounting for the widening of the existing bridge structure over Highway 417, Class D cost estimates indicate that the widening of St. Guillaume Road would cost in the order of \$4.26 million (without accounting for contingencies). With contingencies, the cost estimate would be in the order of \$5.96 million.

Based on the type and value of the project, the St. Guillaume Road widening would trigger the need to complete a Schedule C Class EA. The subject TMP Update addresses the Phase 1 and Phase 2 requirements of the EA process.

The Class EA for St. Guillaume Road would investigate the need to address existing potential sight line / alignment issues at the St. Guillaume Road intersection with Burton Road / St. Pierre Road. In addition, the EA would address the expected need for higher order traffic control (i.e. traffic signals, roundabout) at the St. Guillaume Road intersections with both Enterprise Street and the Highway 417 on/off ramps. The Class EA would be coordinated with and have input from plans to advance development of the adjacent Industrial Park lands on both the east and west sides of St. Guillaume Road. Based on jurisdictional limits, the United Counties of Prescott and Russell, the City of Ottawa, and the Ministry of Transportation would be potential stakeholders and/or proponents of the Class EA and earlier consultation with these stakeholders is recommended prior to the initiation of the Class EA.

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Initiation of the Class EA for St. Guillaume Road should be a near term priority of the Township (i.e. 1-2 years). Given the anticipated project cost and the level of coordination associated with stakeholder consultation, financial agreements, etc., a 1 to 2 year completion time frame for the Class EA is likely.

Previously identified intersection-level improvements have been carried forward, along with transit and active mode facilities identified in this update. These improvements should be monitored and implemented once operations are triggered and funding becomes available. Improvements include the following:

- Notre Dame and St Pierre/Ste Marie – Left turn lanes along all approaches. On-street parking would be removed along the north side of Notre Dame (4 spaces west of the intersection and 13 spaces east of the intersections), 9 spaces on the northbound approach and 7 spaces on the southbound approach
- Notre Dame and St Augustin/St Jacques – Left turn lanes along Notre Dame in both the east and westbound directions, would include the removal of on-street parking on the north side of Notre Dame (10 spaces to the west and 15 spaces to the east of the intersection)
- Upgrade the intersection of Route 300 and St Pierre to a signalized intersection including north and south bound left turn lanes
- Active mode routes along Gregoire, Route 400, South Russell, St Jacques, St Guillaume, St Augustin, Route 300, Limoges and Russland will be incorporated into maintenance activities, should funding be available, in the form of paved shoulders
- The existing carpool and park and ride lots will be monitored for expansion or additional sites once the threshold of 90% capacity has been achieved or exceeded over a 3 month period

Beyond 2031, the continued growth anticipated in the Township may require additional capacity along the primary north-south corridors to facilitate further growth within the Township. The Township should plan to study future transportation demands beyond 2031 and in doing so, determine the primary corridor(s) to accommodate these demands and protect for an eventual widening(s).

Overall, the infrastructure requirements within the Township of Russell will have to be balanced between lifecycle costs for bridges and culverts, road resurfacing and widening, active mode facilities and additional carpool/park and ride lots. The Township should undertake the implementation planning for all these funding requirements and prioritize the infrastructure needs that are achievable within the 2031 funding envelope.

TOWNSHIP OF RUSSELL TRANSPORTATION MASTER PLAN UPDATE

Introduction

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1.0 INTRODUCTION

The Township of Russell recently initiated several studies to update its 2005 Master Plan, and more specifically, components pertaining to sewage and water, recreation, and transportation.

The intent of the subject Transportation Master Plan Update (TMP Update) was to update the findings of the 2005 Master Plan to account for continued growth within the Township and to identify new infrastructure or improvements to existing infrastructure to accommodate growth to the 2031 horizon.

The TMP Update study was conducted in accordance with the planning and design process for 'Schedule B' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended 2007 & 2011), which is approved under the Ontario Environmental Assessment (EA) Act.

The purpose of this report is to document the transportation component of the Master Plan Update (MPU) and present the evaluation of alternative solutions, assessment of potential impacts associated with the proposed improvements, and to develop mitigation measures for the identified impacts.

The study area for the TMP Update is the geographical boundaries of the Township of Russell, as illustrated in **Figure 1**.

2.0 EXISTING CONDITIONS

2.1 ROAD CLASSIFICATION

2.1.1 County Roads

The hierarchy of roadways within the Township of Russell follows the County Official Plan and includes Provincial Highways, Upper Tier Highways (Major and Minor Collectors), and Local Roads (Local Collectors, Streets, and Private Roads). The following definitions are from the County Official Plan and Township of Russell Official Plan.

2.1.1.1 Provincial Highways

A Provincial Highway is intended to carry a high volume of traffic at relatively high speeds and to connect major traffic generators. Highway 417 is the only Provincial Highway in the Township, with a portion of it being located within the Limoges boundaries. Access is limited to grade separated interchanges. The Ministry of Transportation has jurisdiction over this highway.

2.1.1.2 Collector Roads

Collector Roads are County Roads that are intended primarily for the distribution of medium volumes of traffic from significant generators and secondarily for serving abutting properties. The County Official Plan distinguishes between two types of Collector Roads: Major Collectors and Minor Collectors.

The roads designated Major Collectors are located outside the Village boundaries and generally become Minor Collectors as they enter the Villages.

The collector roads include:

- Boundary Road / Gregoire Road
- Craig Street
- South Russell Road
- Marionville Road (to 1.37 km west of Gregoire Road)
- Castor Street
- Notre Dame Street
- St Guillaume Road
- St Joseph Road
- Limoges Road / St Albert Road
- Russland Road

2.1.1.3 Local Roads

The County Official Plan identifies four (4) types of Local Roads:

- Local Collectors;
- Local Streets;
- Private Roads; and

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- Seasonal Roads.

There are no private roads or seasonal roads identified within the Villages and the Highway 417 Industrial Park.

The local collector roads include:

- Burton Road (to N Russell Road)
- Route 300 (to St Thomas Road)
- N Russell Road/Concession Street (to Craig Street)

2.1.2 Township of Russell Roads

In addition to the County's roadway definitions, the Township of Russell further defines the roadways within village and industrial park boundaries. These classifications include function and right-of-ways for the designated roads.

Table 1 Township of Russell Road Summary

Village	Total Road Length
Embrun	27.05 km
Russell	24.42 km
Limoges	3.09 km
Marionville	1.31 km
417 Industrial Park and Business Park	3.47 km
Sub-Rural	2.15 km
External to Village Areas	
Earth	37.16 km
Gravel	26.05 km
Surface Treated	43.72 km
Paved	70.20 km

Additional roadway information is summarized in **Appendix A**.

The following sections provide roadway definitions from the Township of Russell Official Plan.

2.1.2.1 Village Major Collector

The Village Major Collector is a new designation created for the purposes of the Official Plan. Village Major Collectors include roads that are designated as Minor Collectors, Local Collectors, and Local Streets in the County Official Plan.

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The Village Major Collectors include:

- St Guillaume Road
- Craig Street
- Castor Street
- North Russell Road/ Concession Street/ South Russell Road
- Eadie Street
- Gregoire Road
- Marionville Road
- Notre Dame Street
- St Pierre Road (Embrun)
- St Augustin Road/ St Jacques Road
- St Thomas Road
- St Joseph Road/ Ste Marie Street
- Limoges Road

2.1.2.2 Village Minor Collector

The Village Minor Collector is a new designation created for the purposes of the Official Plan. Village Minor Collectors are all currently Township roads that are designated Local Streets in the County Official Plan.

The Village Minor Collectors include:

- Burton Road
- St. Pierre Road (Industrial Park)
- Blais Street
- Centenaire Street
- Lapointe Boulevard
- St. Jean Baptiste Street
- Richelieu Street
- Lachaine Street

2.1.2.3 Village Local Road

The Village Local Road is a new designation created for the purposes of the Official Plan. Generally, the volume of traffic will be low and the traffic on the road will have an origin or destination on the route.

2.2 ACTIVE MODES

The Township of Russell Official Plan Schedule B outlines the cycling network between the villages and the industrial park. The network is primarily on-road facilities with an off-road trail along the old rail line (New York Central). The villages are well served by the existing sidewalk networks which run along the various village collectors and key local roads. These sidewalks also provide connections between key destinations, such as schools, retail/restaurants, and community buildings.

Table 2 provides a summary of the sidewalk inventory and additional information can be found in **Appendix B**.

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Table 2 Township of Russell Sidewalk Summary

Village	Concrete	Asphalt
Embrun	8,426.5 m	
Russell	6,574.8 m	1,421.1 m
Limoges	508.4 m	
Marionville	664.1 m	339.6 m
417 Industrial Park and Business Park		
TOTAL	16,173.8 m	1,760.7 m

Table 3 lists the potential cycling routes identified within the Official Plan and Schedule B of the Official Plan is provided in **Appendix C**.

Table 3 Potential Cycling Routes

On-Road	
North-South	East-West
<ul style="list-style-type: none"> North Russell Road/ Concession Street/ South Russell Road (Russell Highschool to Marionville Road) 	<ul style="list-style-type: none"> Route 300 (St Augustin Road to Limoges Road)
<ul style="list-style-type: none"> St Pierre Street/Ste Marie Street (St Guillaume Road to Marionville Road) 	<ul style="list-style-type: none"> Notre Dame Street (Caster Street to Limoges Road)
<ul style="list-style-type: none"> St Augustin Road/St Jacque Road (Route 300 to Route 400) 	<ul style="list-style-type: none"> Blais Street(Notre Dame Street to St Jean Baptiste Street)
<ul style="list-style-type: none"> Limoges Road (Russland Road to Route 300) 	<ul style="list-style-type: none"> Centenaire Street (St Jean Baptiste Street to Notre Dame Street)
<ul style="list-style-type: none"> Craig Street (Boundary Road to Concession Street) 	<ul style="list-style-type: none"> Route 400 (Gregoire Road to St Albert Road)
<ul style="list-style-type: none"> Mill Street (Craig Street to Castor Street) 	<ul style="list-style-type: none"> Marionville Road (Gregoire Road to South Russell Road)
<ul style="list-style-type: none"> Castor Street (Mill Street to Notre Dame Street) 	
Ottawa Cycling Plan	Off-Road
<ul style="list-style-type: none"> Burton Road (Boundary Road to St Guillaume Road) 	<ul style="list-style-type: none"> New York Central Fitness Trail (Forced Road to Notre Dame Street)
<ul style="list-style-type: none"> Boundary Road/Gregoire Road (Burton Road to Marionville Road) 	<ul style="list-style-type: none"> Potential Trail Extension (Forced Road to Route 100/Burton Road)

2.3 TRANSIT

The existing Transit Network in the Township of Russell largely supports commuter traffic to and from Ottawa and Hull during the commuter peak directions. The buses do not circulate within the Township, aside from the multiple pickup and drop-off locations.

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A single route serves the Township, Route 528, however, four options are available offering staggered departure and arrival times. Additionally, while all of the same stops are used, Options 1 and 2 start in the Town of Embrun and pass through Russell before leaving the Township. Options 3 and 4 proceed in the reverse order.

Park N' Ride facilities are provided at the following locations:

- Embrun Arena (Blais St. Embrun)
- Russell Park & Ride – located in the Municipal Parking lot at the end of the First Ave. behind Mother Theresa Catholic School.
- Duncanville Park (located South of Mill St. Russell)
- OC Transpo Park and Ride in Vars (corner St-Guillaume and St-Pierre)

Park N' Rides provide commuters that do not live within walking or cycling distance of a transit route access to transit.

Figure 2 summarizes the AM and PM departure/arrival times for transit service within the Township of Russell.

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Figure 2 AM and PM Transit Times

MUNICIPALITÉ DE RUSSELL TOWNSHIP -> OTTAWA/HULL

AM DEPARTURES - DÉPARTS LE MATIN					
ROUTE 528	OPTION 1	OPTION 2	ROUTE 528	OPTION 3	OPTION 4
EMBRUN			RUSSELL		
Notre-Dame / Centenaire	5:46	6:15	Craig / Olde Towne West (Home Hardware)	6:18	6:45
Centenaire / La Prairie	5:47	6:16	Rue Concession St. /Bike Path-piste cyclable (Parc-O-Bus Russell Park & Ride (rue 1stAve.))	6:21	6:48
Parc-O-Bus Embrun Park & Ride (Arena)	5:50	6:19	Duncanville Park & Ride / Parc-O-Bus	6:24	6:51
Notre-Dame / St-Pierre (Caisse Populaire)	5:52	6:21	Cummings / South Russell	6:25	6:52
Notre-Dame / Domaine	5:53	6:22	Church / Ave. Du Parc	6:27	6:54
Notre-Dame / Tim Hortons	5:54	6:23			
RUSSELL			EMBRUN		
Church / Ave. du Parc	5:59	6:28	Notre-Dame / Tim Hortons	6:32	6:59
Cummings / South Russell	6:01	6:30	Notre-Dame / Domaine	6:33	7:00
Parc-O-Bus Duncanville Park & Ride	6:02	6:31	Notre-Dame / St-Pierre (Caisse Populaire)	6:34	7:01
Rue Concession St. /Bike Path-piste cyclable (Parc-O-Bus Russell Park & Ride (rue 1st Ave.))	6:05	6:34	Embrun Park & Ride / Parc-O-Bus	6:36	7:03
Craig / Olde Towne West (Home Hardware)	6:08	6:37	Centenaire / La Prairie	6:41	7:06
			Notre-Dame / Centenaire	6:42	7:07
			Vars Park & Ride / Parc-O-Bus Vars (417)	6:54	7:20
ARRIVALS / ARRIVÉS OTTAWA-HULL					
Terminus St-Laurent Station	6:37	7:06	Terminus St-Laurent Station	7:15	7:50
Terminus Laurier Station	6:44	7:13	Terminus Laurier Station	7:22	8:07
Terminus MacKenzie King Station	6:45	7:14	Terminus MacKenzie King Station	7:23	8:08
Albert / Metcalfe	6:47	7:16	Albert / Metcalfe	7:25	8:10
Albert / Bank	6:48	7:17	Albert / Bank	7:26	8:11
Albert / Kent	6:49	7:18	Albert / Kent	7:27	8:12
Place de Portage HULL - Laurier / Laval	6:54	7:23	Place de Portage HULL - Laurier / Laval	7:31	8:16
Transit Terrace Chaudières - Hull	6:56	7:25	Transit Terrace Chaudières - Hull	7:32	8:17
Preston / Georges	7:11	7:42	Preston / Georges	7:47	8:35

OTTAWA/HULL -> MUNICIPALITÉ DE RUSSELL TOWNSHIP

PM - DEPARTURES - DÉPARTS EN APRÈS-MIDI					
ROUTE 528	OPTION 1	OPTION 2	ROUTE 528	OPTION 3	OPTION 4
Preston / Georges	3:22	4:02	Preston / Georges	3:12	4:15
Transit Terrace Chaudières - Hull	3:37	4:15	Transit Terrace Chaudières - Hull	3:27	4:40
Promenade du Portage / Laval	3:38	4:17	Promenade du Portage / Laval	3:28	4:43
Queen / Kent	3:44	4:26	Queen / Kent	3:34	4:49
Queen / Bank	3:45	4:27	Queen / Bank	3:35	4:50
Queen / Metcalfe	3:46	4:28	Queen / Metcalfe	3:36	4:51
Terminus Laurier Station	3:49	4:31	Terminus Laurier Station	3:39	4:58
Terminus Hurdman Station	3:57	4:39	Terminus Hurdman Station	3:47	5:06
Tremblay at VIA RAIL Entrance-Entrée VIA RAIL	4:01	4:43	Tremblay / VIA RAIL Entrance-Entrée VIA RAIL	3:51	5:10
ARRIVALS / ARRIVÉS - EMBRUN-RUSSELL					
EMBRUN			RUSSELL		
Vars Park & Ride / Parc-O-Bus Vars (417)	4:26	5:08	Craig / Olde Towne West (Home Hardware)	4:21	5:40
Notre-Dame / Centenaire	4:31	5:13	Rue Concession St. /Bike Path-piste cyclable (Parc-O-Bus Russell Park & Ride (rue 1st Ave.))	4:24	5:43
Centenaire / La Prairie	4:32	5:14	Duncanville Park & Ride / Parc-O-Bus	4:27	5:46
Embrun Park & Ride / Parc-O-Bus Embrun	4:35	5:17	Cummings / South Russell	4:28	5:47
Notre-Dame / St-Pierre (Caisse Populaire)	4:37	5:19	Church / Ave. Du Parc	4:30	5:49
Notre-Dame / Domaine	4:38	5:20			
Notre-Dame / Tim Hortons	4:39	5:21			
RUSSELL			EMBRUN		
Church / Ave. Du Parc	4:44	5:26	Notre-Dame / Tim Hortons	4:35	5:54
Cummings / South Russell	4:46	5:28	Notre-Dame / Domaine	4:36	5:55
Duncanville Park & Ride / Parc-O-Bus	4:47	5:29	Notre-Dame / St-Pierre (Caisse Populaire)	4:37	5:56
Rue Concession St. /Bike Path-piste cyclable (Parc-O-Bus Russell Park & Ride (rue 1st Ave.))	4:50	5:32	Embrun Park & Ride / Parc-O-Bus Embrun	4:39	5:58
Craig / Olde Towne West (Home Hardware)	4:53	5:35	Centenaire / La Prairie	4:42	6:01
			Notre-Dame / Centenaire	4:43	6:02

2.4 BRIDGE ASSESSMENT

The Township of Russell completed a bridge management study for the 25 structures owned and maintained by the Township in 2013. Of the 25 structures, 14 are bridges and 11 are culverts.

The findings of the bridge management study found that all of the immediate repair costs were related to the replacement of traffic barriers for 12 bridges and 10 culverts. Further costs were

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identified in the short term for maintenance to prevent deterioration and delay major rehabilitation/replacement of the structures.

Funding considerations were applied to the 1-5 and 6-10 year major rehabilitation and replacement recommendations and priorities were identified for these structures.

Table 4 summarizes the recommendations of the bridge management study.

Table 4 Bridge Management Summary Table

Structure No.	Structure Name	Year Built	Recommendations	Timing
Bridges				
R-004	Bridge R-004	1980	Rehabilitation	1-5 yrs
R-005	Wade Road Bridge	1960	Major rehabilitation required	1-5 yrs (Priority #1)
R-006	Bridge R-006	1925	Rehabilitation	1-5 yrs (Priority #5)
R-008	St Andrew Bridge	1981	Rehabilitation	1-5 yrs
R-009	Bridge R-009	1987	Rehabilitation	1-5 yrs
R-010	Bridge R-010	1992	Rehabilitation	1-5 yrs
R-011	Menerd Bridge	1978	Rehabilitation	1-5 yrs
R-012	St Jacques Bridge	1976	-	-
R-013	Bridge R-013	1963	Rehabilitation	1-5 yrs
R-014	Bridge R-014	1967	Rehabilitation	1-5 yrs
R-016	Bridge R-016	1979	Rehabilitation	1-5 yrs (Priority #3)
R-017	Bridge R-017	1966	Rehabilitation	1-5 yrs
R-022	Bridge R-022	1967	Rehabilitation	1-5 yrs (Priority #4)
R-027	Bridge R-027	1950	Major rehabilitation required	1-5 yrs (Priority #2)
Culverts				
RC-001	Culvert RC-001	2000	Major rehabilitation required	1-5 yrs Replacement 6-10 yrs (Priority #1)
RC-002	Culvert RC-002	1990	Rehabilitation	1-5 yrs
RC-004	Culvert RC-004	1995	Rehabilitation	1-5 yrs
RC-006	Culvert RC-006	1995	-	-
RC-007	Culvert RC-007	1995	Rehabilitation	1-5 yrs
RC-008	Culvert RC-008	1990	Rehabilitation	1-5 yrs Replacement in 6-10 yrs (Priority #5)
RC-025	Culvert RC-025	2005	Rehabilitation	1-5 yrs
RC-029	Culvert RC-029	1950	Major rehabilitation required	1-5 yrs Replacement in 6-10 yrs (Priority #3)

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RC-030	Culvert RC-030	-	Major rehabilitation required	1-5 yrs (Priority #4)
RC-038	Culvert RC-038	-	Rehabilitation	1-5 yrs
RC-039	Culvert RC-039	-	Major rehabilitation required	1-5 yrs Replacement in 6-10 yrs (Priority #2)

3.0 TRAVEL DEMAND FORECAST

3.1 DEVELOPMENT AREAS

Growth projections from 2014 to 2031 from the Township's Official Plan and from recent development applications were compared and are summarized in **Table 5** below.

Table 5 Growth Scenarios

		Existing (2014)	Official Plan (2014 – 2031)	Development Applications (2014-2031)
Population	Units	5,757	2,577	4,489
	% Growth	-	45%	78%
Employment	Hectares	24	3.6	87
	% Growth	-	15%	363%

Based on direction from the Township, growth projections developed from recent or ongoing development applications was determined to be the most up to date and conservative method of forecasting future growth.

Growth in the Township (both population and employment) is isolated to a few key areas. Population growth is primarily concentrated within the Town of Embrun with some parcels in Russell and a small parcel in Marionville. Employment growth is primarily targeted towards the expansion of the 417 Industrial Park with a smaller portion of the growth occurring in Embrun and a very limited amount in Russell.

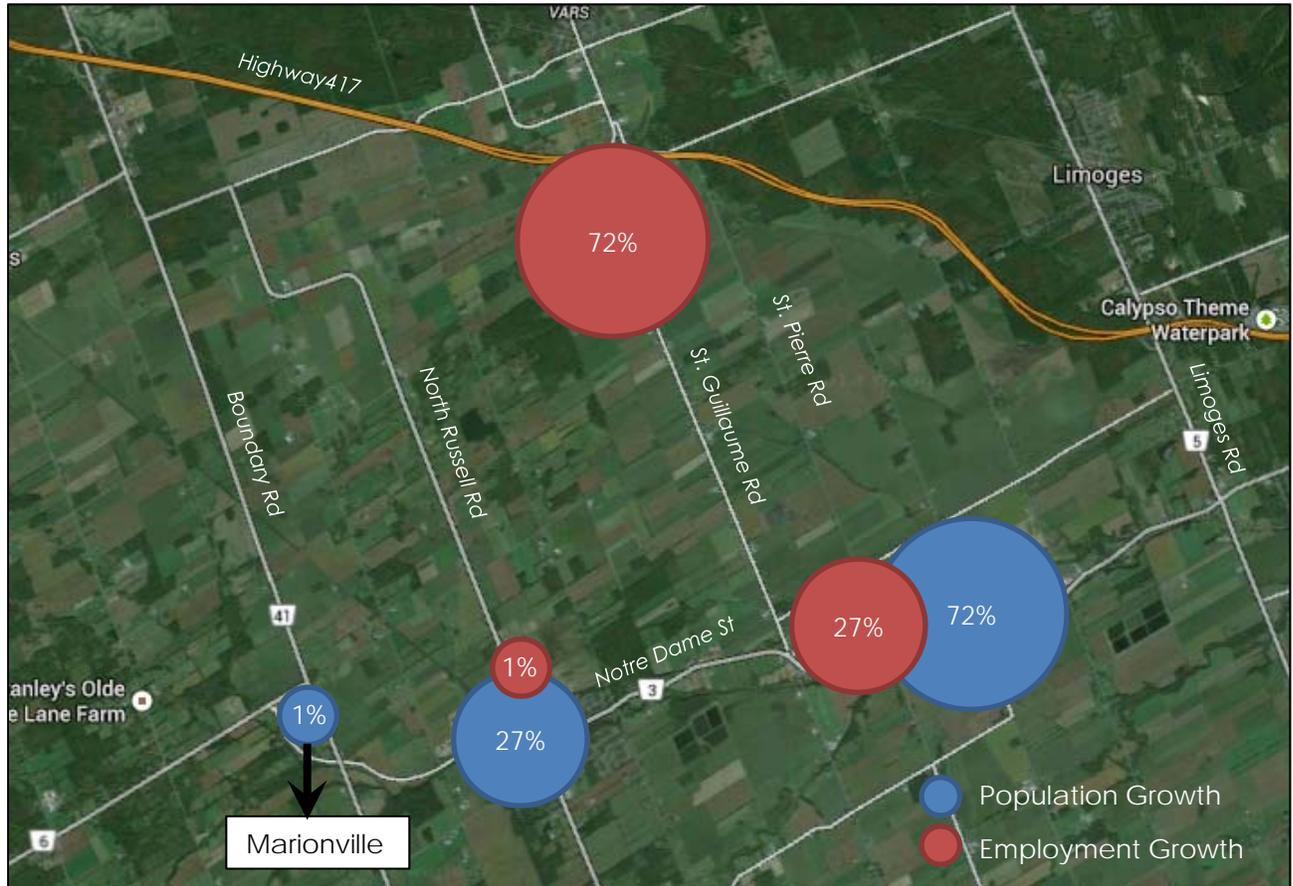
Table 6 shows the relative proportion of growth in each of the four areas.

Table 6 Growth Distribution

	Embrun	Russell	Marionville	417 Industrial Park
Population	72%	26%	1%	-
Employment	27%	1%	-	72%

Figure 3 illustrates Township of Russell Population and Employment Growth Centres.

Figure 3 Population and Employment Growth Areas within the Township of Russell



3.2 MODE OF TRAVEL

The Statistics Canada 2011 Census was reviewed to determine the travel characteristics and specifically the travel mode that employed residents choose to use. Generally five primary modes of travel are tracked, with all other possible modes of travel classified as “other methods”.

Table 7 below documents the Census Data for mode of travel.

While the other modes of travel are important and will be discussed, they are generally not constrained by capacity, but rather by usability, connectivity, and comfort. As a result the technical analysis of roadway capacity (presented in subsequent sections) deals with passenger vehicles.

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Travel Demand Forecast
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Table 7 Mode of Travel

2011 Census Mode of Transportation	Russell Total	
Total employed population	8,140	100%
Car, truck or van - as a driver	6,615	81%
Car, truck or van - as a passenger	835	10%
Public transit	340	4%
Walked	250	3%
Bicycle	25	0%
Other methods	75	1%

3.3 TRIP GENERATION

To estimate the impacts of this growth on the road network the Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition was used to generate daily traffic volumes as summarized below in **Table 8**.

Table 8 New Traffic Generation to 2031

New Daily Trips Generated*	
Population	26688
Employment	9176
Total	35858

* represents two-way trips originating from or destined to outside the Township

3.4 TRIP PURPOSE AND DISTRIBUTION

To determine the commuting patterns within the County the *Growth Forecast and Land Needs Analysis – United Counties of Prescott and Russell, Hemson Consulting Ltd., December 2012* was reviewed. The primary destination from the County, and as a result the Township, is the City of Ottawa. A large portion of the trips were shown to remain within the County. Commuter travel patterns logically are destined to or originate from regional and provincial employment centres.

Table 9 summarizes the percent of trips to or from each regional destination, including trips that remain within the County.

Table 9 Distribution of Trips

	Ottawa	Montreal	United Counties of Stormont, Dundas and Glengarry (SDG)	United Counties of Prescott and Russell (UCPR)
% to / from	55%	10%	5%	30%

Figure 4 depicts the major regional destinations / origins.

Figure 4 Regional Population Centres



3.5 TRIP ASSIGNMENT

To determine the impact of the new trips on the road network it is necessary to examine what roads will be affected by the additional traffic. To analyze this impact the origins within the Township were examined and using the distribution documented above, trips were assigned logically to the road network. Due to the proximity and connectivity to the three Highway 417 interchanges traffic will primarily impact the north-south routes connecting the population and employment centres to the Highway. In addition, the east-west connecting routes, providing access between the population and employment centers and the primary north-south routes, will be impacted by growth in the Township. The primary north-south roads within the Township include Boundary Road, North Russell Road, St. Guillaume Road, St. Pierre Road, and Limoges Road. The primary east-west connecting routes include Notre Dame Street and Route 300.

Table 10 documents the assignment of new trips to the key corridors in the Township of Russell. It should be noted that some trips are anticipated to remain within the Towns of Russell and Embrun and as a result are not included in the assignment of future daily trips.

Table 10 Assignment of Future Daily Trips

Road	Volume
Boundary Road	1,400
North Russell Road	1,100
St. Guillaume Road	8,300
St. Pierre Road	1,400
Limoges Road	9,000
Notre Dame Street(West of St. Guillaume)	900
Notre Dame Street(East of St. Guillaume)	2,600
Route 300 (West of St. Pierre)	300
Notre Dame Street(East of St. Thomas Road)	2,300
Route 300 (East of St. Thomas Road)	3,900
Total	31,200

4.0 NEEDS ASSESSMENT

4.1 EXISTING 2014 CONDITIONS

4.1.1 Road Network

Analysis of existing conditions helps to identify existing deficiencies and provides a baseline condition for comparison with the future projections. A screenline analysis was used to examine the capacity of the road system. A “screenline” is an imaginary line that is generally drawn across an area of interest. System capacity across a screenline is determined by the number of roads and travel lanes that cross the screenline. Typically, only major roads (i.e. arterials or collectors) are considered in terms of providing system capacity. Projected traffic demands are then compared to the available (or projected) capacity to determine if a shortfall in system capacity is anticipated. This information can be used to estimate overall network performance and the ability of the network to accommodate the projected traffic growth.

Figure 5 shows the location of the screenlines evaluated as part of the Needs Assessment. These screenlines were selected as they represent the major commuter routes as well as the connecting routes.

- Screenline A was selected as it captures traffic demands at constrained locations immediately south of Highway 417.

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- Screenline B was selected because it includes two key road links - North Russell Road and St. Pierre Road - that are not represented in Screenline A.
- Screenline C was placed west of St. Guillaume Road to capture the connecting route from Russell to St. Guillaume Road and through the Town of Embrun to Limoges Road.
- Screenline D was placed east of St. Guillaume Road to capture the connecting routes from Embrun to St. Guillaume Road and to the Town of Russell.
- Screenline E was placed east of St. Thomas Road to capture the connecting routes east of the Town of Embrun.

Figure 5 Location of Screenlines and Screenline Stations

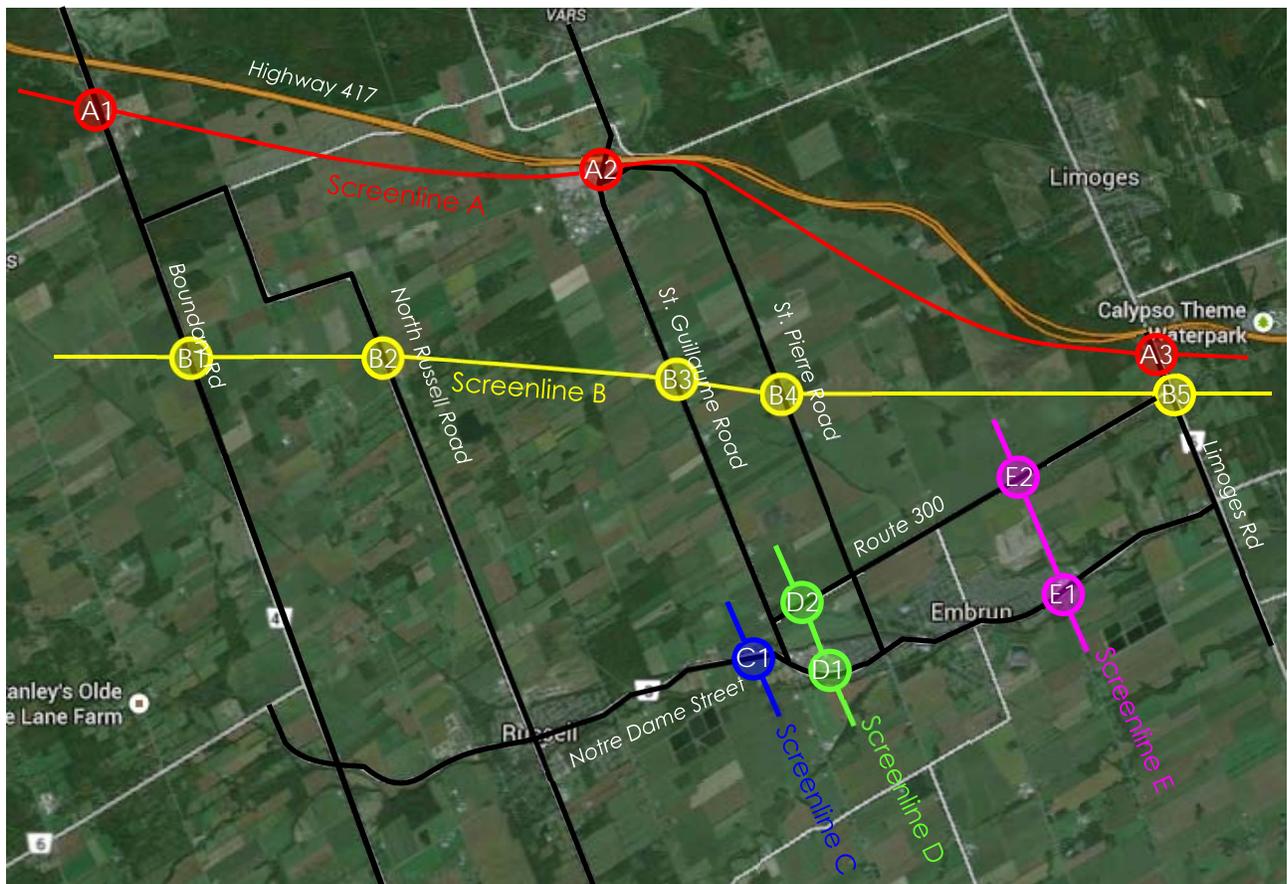


Table 11 and Table 12 document the existing 2014 screenline volumes and capacities.

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Table 11 North-South Screenline Assessment of Existing 2014 Daily Traffic Volumes (two-way)

Station	Screenline A			Screenline B		
	Volume	Capacity	v/c* ratio	Volume	Capacity	v/c* ratio
A1	2,000	15,000	0.13			
A2	16,300	15,000	1.09			
A3	9,000	15,000	0.60			
Total	27,300	45,000	0.61			
B1				1,100	15,000	0.07
B2				900	10,000	0.09
B3				14,200	15,000	0.95
B4				2,100	10,000	0.21
B5				9,000	15,000	0.60
Total				27,300	65,000	0.42

*v/c = volume-to-capacity

The north-south screenline assessment of 2014 conditions shows a heavy reliance on St. Guillaume Road and Limoges Road while alternative routes are shown to be significantly underutilized.

Traffic demands across Screenline A show that adequate system wide capacity is provided. Traffic forecasts at Station A2 (St. Guillaume Road), however, are shown to be currently over capacity with a volume-to-capacity (v/c) ratio of 1.09 or at 109% of capacity. Overall, the system is shown to operate with a v/c ratio of 0.61 or at 61% of capacity across Screenline A. This indicates that the existing road network, as a whole, could accommodate some traffic growth without immediate upgrades to the transportation network.

Table 12 East-West Screenline Assessment of Existing 2014 Daily Traffic Volumes (two-way)

Station	Screenline C			Screenline D			Screenline E		
	Volume	Capacity	v/c*	Volume	Capacity	v/c*	Volume	Capacity	v/c*
C1	12,500	15,000	0.83						
Total	12,500	15,000	0.83						
D1				8,800	15,000	0.59			
D2				1,600	15,000	0.11			
Total				10,400	30,000	0.35			
E1							7,300	15,000	0.49
E2							2,100	15,000	0.14
Total							9,400	30,000	0.31

The east-west screenline assessment of 2014 conditions shows that the east-west connecting routes are not currently experiencing capacity constraints.

Travel demands at Screenline C are higher than at the other screenline locations, this is due to the lack of alternate routes that the other areas have easier access to, as indicated by the single station on Screenline C, as opposed to two stations on each of Screenline D and E. Overall the east-west connecting routes are shown to operate with total v/c ratio between 0.31 and 0.83, indicating that the primary north-south routes are the critical constraint with respect to accommodating additional growth in the Township.

4.1.2 Transit System

It is currently estimated that the transit system is operating at 75% of its theoretical capacity (i.e. on average each bus has 75% occupancy).

The park and ride lots provided by OC Transpo and the Township have been observed to be nearing capacity and should be monitored for expansion or the creation of addition lots. A 90% capacity threshold should be utilized to warrant expansion, as it is typically at 90% capacity where parking areas are perceived to be fully occupied.

The Township of Russell will be undertaking a comprehensive review of its transit service, in conjunction with OC Transpo, and is scheduled to begin early 2016.

4.1.3 Active Modes

As discussed in **Section 2.2**, the Township of Russell has updated the Official Plan to include an active mode network, illustrated in Schedule B of the Official Plan. The network is primarily on-road facilities with an off-road trail along the old rail line (New York Central). The plan encompasses the entire Township and will need to be implemented in stages or with adjacent

road and maintenance work. The key corridors between the Villages should be explored first and completion of the remaining network incorporated as funding is available.

4.2 FUTURE 2031 CONDITIONS

4.2.1 Screenline Assessment

By combining the projected traffic growth with the existing traffic volumes the future 2031 traffic demand was estimated. A screenline analysis was used to examine the future capacity of the north-south and east-west arterial road system.

Table 13 and **Table 14** document the projected 2031 north-south screenline volumes and capacities.

Table 13 North-South Screenline Assessment of Projected 2031 Daily Traffic Volumes (two-way)

Station	Screenline A			Screenline B		
	Volume	Capacity	v/c*	Volume	Capacity	v/c*
A1	4,500	15,000	0.30			
A2	29,000	15,000	1.93			
A3	18,000	15,000	1.20			
Total	51,500	45,000	1.14			
B1				2,500	15,000	0.17
B2				2,000	10,000	0.20
B3				18,500	15,000	1.23
B4				3,500	10,000	0.35
B5				18,000	15,000	1.20
Total				44,500	65,000	0.68

*v/c = ratio of volume-to-capacity

Table 14 East-West Screenline Assessment of Projected 2031 Daily Traffic Volumes (two-way)

Station	Screenline C			Screenline D			Screenline E		
	Volume	Capacity	v/c*	Volume	Capacity	v/c*	Volume	Capacity	v/c*
C1	13,400	15,000	0.89						
Total	13,400	15,000	0.89						
D1				11,400	15,000	0.76			
D2				1,800	15,000	0.12			
Total				13,300	30,000	0.44			
E1							9,600	15,000	0.64
E2							6,000	15,000	0.40
Total							15,600	30,000	0.52

*v/c = ratio of volume-to-capacity

Not unexpected, the north-south screenline assessment of 2031 conditions shows a heavy reliance on St. Guillaume Road and Limoges Road while alternative routes are projected to continue to be significantly underutilized. The east-west screenline assessment of 2031 conditions shows increased volume on each of the connecting routes. These volumes are not anticipated to exceed the theoretical capacity of the roadways.

Projected growth across Screenline A shows a deficiency in system-wide capacity. Traffic forecasts at Station A2 (St. Guillaume Road) are expected to be almost double the capacity available under the existing road network. Traffic demands at Station A3 (Limoges Road) are also forecasted to exceed the available capacity. Overall, the system is expected to operate over capacity with a volume-to-capacity (v/c) ratio of 1.14 or at 114% of capacity.

At Screenline B the assessment shows that north-south travel demands can be accommodated by the capacity available under the existing transportation network. Overall, Screenline B is expected to operate with a v/c ratio of 0.68 or at 68% of capacity. Similar to Screenline A, however, the stations at St. Guillaume Road and Limoges Road are expected to exceed capacity. A v/c threshold of 0.90 is typical for establishing planning targets. The north-south screenline assessment shows the need for additional roadway capacity across Screenline A which can be achieved by either widening an existing facility by one lane in each direction or via the construction of a new two-lane roadway (i.e. one lane in each direction). The widening or construction of a new two-lane facility would add capacity for roughly 15,000 daily two-way trips to the system and result in a future v/c ratio of 0.86 at Screenline A which is below (i.e. within) the desired planning threshold of 0.90. The east-west screenline assessment shows that there is no need for additional capacity on the connecting routes.

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4.2.2 Planned Intersection Improvements

The Transportation Study in Russell Township Class Environmental Assessment, February 2008, recommended a number of intersection improvements within the Township. These improvements have been carried forward into the TMP update and are identified as follows:

- Notre Dame and St Pierre/Ste Marie – Left turn lanes along all approaches. On-street parking would be removed along the north side of Notre Dame (4 spaces west of the intersection and 13 spaces east of the intersections), 9 spaces on the northbound approach and 7 spaces on the southbound approach
- Notre Dame and St Augustin/St Jacques – Left turn lanes along Notre Dame in both the east and westbound directions, would include the removal of on-street parking on the north side of Notre Dame (10 spaces to the west and 15 spaces to the east of the intersection)
- Upgrade the intersection of Route 300 and St Pierre to a signalized intersection including north and south bound left turn lanes

5.0 PROBLEM / OPPORTUNITY STATEMENT

Based on the findings of the existing conditions review and future needs assessment presented above, the following problem statements summarize the transportation needs of the Township of Russell to 2031:

- Growth in the Township of Russell to the year 2031 will result in the need for additional transportation system capacity to accommodate north-south travel demands towards Highway 417
- The trail plan within the Township of Russell's Official Plan provides the ultimate goal for establishing a cycling network, an implementation plan will need to be established to achieve this goal
- The ongoing construction of the Ottawa LRT service, anticipated to become active in June 2018, will necessitate coordination with OC Transpo including a new partnership to facilitate Russell Township riders commuting to downtown Ottawa.

6.0 ALTERNATIVE SOLUTIONS

Table 15 summarizes the transportation alternatives to address the future transportation demands of the Township of Russell.

Table 15 Alternative Transportation Solution Types

Solution Type	Description	Preliminary Assessment
Transportation Demand Management (TDM) Initiatives	The application of strategies and policies to reduce travel demands or to redistribute travel demands to occur outside of peak commute times.	The application of TDM strategies alone will not address anticipated the capacity shortfalls expected by 2031.
Active Mode Initiatives	The application of strategies and policies aimed at promoting active modes, such as cycling and walking, as an alternative to automobile travel.	The concessions that could be made by shifting the modal split from auto modes to active modes would not, on their own, achieve the required results in terms of addressing projected capacity shortfalls.
Transit Initiatives (Infrastructure, Policy, Programs)	Investment in initiatives aimed at promoting transit as a viable alternative to automobile travel.	Given the low existing transit mode share in the Township, and given the rural nature of the area which has a significant portion of its population commuting to urban centres located outside of the Township, transit initiatives alone would not achieve the desired results in terms of addressing expected capacity shortfalls.
Road Infrastructure – New Road	Building new roads or expanding existing roads to increase system capacity to accommodate growth.	Building new or expanding existing roads is likely to achieve the greatest results in terms of accommodating forecasted 2031 transportation demands.
Road Infrastructure – Road Widening	Expanding existing roads to increase system capacity to accommodate growth.	Building new or expanding existing roads is likely to achieve the greatest results in terms of accommodating forecasted 2031 transportation demands.

Based on existing and projected transit ridership levels (which are expected to be low) and recognizing the rural nature of the Township and the general need for longer distance daily travel to urban centres, automobile travel is, and will continue to be, the overwhelmingly preferred method of travel for residents of the Township of Russell.

While TDM strategies, active modes initiatives, and transit initiatives can play a role in accommodating some of the future transportation demands, investment in road infrastructure, by way of building new roads or expanding existing facilities, is recommended as it will achieve

the greatest results in terms of accommodating future 2031 transportation demands in the Township of Russell.

6.1 ROAD NETWORK

The need to invest in road infrastructure to accommodate future transportation demands has been well established. The key consideration at this stage is whether the capital investment is best allocated towards constructing new roads or towards expanding existing facilities (or a combination of both).

Although the Township currently has five primary north-south roads linking the Villages to Highway 417, only three of these facilities – Boundary Road, St. Guillaume Road and Limoges Road – feature existing interchanges with Highway 417. The remaining two north-south facilities - North Russell Road and St. Pierre Road – do not have interchanges with the Highway.

The construction of a new north-south arterial would necessitate the construction a new Highway 417 interchange in order to fully realize the additional system capacity of the new facility. Without a new interchange, a potential new road would terminate at one of the three existing roads that currently have interchanges. This would be similar to the existing condition whereby North Russell Road terminates at Boundary Road and St. Pierre Road terminates at St. Guillaume Road. Due to the resulting bottle-neck, the capacity of North Russell and St. Pierre Road is not fully realized within the overall transportation system and across the primary screenline.

Because of the prohibitive costs and environmental impacts associated with a new interchange, the construction of a new north-south roadway can be screened-out from further consideration.

Widening one of the three roads with interchanges at Highway 417 (i.e. Boundary Road, St. Guillaume Road or Limoges Road) is recommended to be carried forward as alternative solutions to accommodate future transportation demands.

6.2 ACTIVE MODE NETWORK

The active mode network has been defined within Schedule B of the Township's Official Plan. While the overall network plan is illustrated, a priority for implementation has not been proposed.

The major goal of the network is the interconnectivity between the village limits of Marionville, Russell, Embrun, Limoges and the 417 Industrial Park. As such, **Table 16** provides alternatives to connect these origins/destinations.

Table 16 Active Mode Route Alternatives

Origin-Destination	Route 1	Route 2
Marionville to Russell	<ul style="list-style-type: none"> Gregorie Road to Route 400 to South Russell Road 	<ul style="list-style-type: none"> Marionville Road to South Russell Road
Marionville to Embrun	<ul style="list-style-type: none"> Gregorie Road to Route 400 to St Jacques Road 	<ul style="list-style-type: none"> Marionville Road to South Russell Road to Castor Street/Notre Dame Street
Russell to Embrun	<p><i>(existing New York Central Fitness Trail)</i></p>	<ul style="list-style-type: none"> Castor Street/Notre Dame Street
Russell to 417 Business Park	<ul style="list-style-type: none"> Existing New York Central Fitness Trail to St Guillaume Road 	<ul style="list-style-type: none"> Castor Street/Notre Dame Street to St Guillaume Road
Embrun to Limoges	<ul style="list-style-type: none"> Notre Dame Street to Limoges Road 	<ul style="list-style-type: none"> St Augustin Road to Route 300 to Limoges Road
Embrun to 417 Industrial Park	<ul style="list-style-type: none"> St Pierre Road 	<ul style="list-style-type: none"> St Guillaume Road
Limoges to 417 Industrial Park	<ul style="list-style-type: none"> Limoges Road to Russland Road to St Guillaume Road 	<ul style="list-style-type: none"> Limoges Road to Route 300 to St Guillaume Road

The routes from Marionville Road will require the use of Marionville Road or Route 400 to travel east-west through the township. A consistent corridor would be preferable from a continuity and connectivity stand point, therefore, utilizing Route 400 as the east-west corridor would be the ideal route. Cost sharing of a facility along Gregoire Road with the City of Ottawa would also be possible for a connection to Route 400.

The New York Central Fitness Trail already exists as a connection between Russell and Embrun. A secondary on-road connection can be made directly along Castor Road and Notre Dame Street.

Between Embrun and Limoges, Limoges Road will be utilized for the north-south travel and either Route 300 or Notre Dame Street can facilitate east-west travel. Route 300 provides a more direct route to Limoges and does not have as many private accesses long the corridor that have the potential to introduce safety concerns for cyclists.

Travel between Russell/Embrun and the 417 Industrial Park can be facilitated by St Guillaume Road for both villages and would be more direct than St Pierre Road. Limoges can connect via Russland, or loop south to Route 300 to get to St Guillaume Road. Russland would be the most direct route.

6.3 TRANSIT NETWORK

Transit network improvements are not required to accommodate anticipated ridership levels, however ongoing monitoring of the transit system should be undertaken to ensure that the needs of the community continue to be met. Monitoring of the existing park and ride lots should

be undertaken to identify the need for expansion. Future consideration should be given to encouraging a greater transit mode share as this can help to alleviate capacity constraints due to overuse of single occupant vehicles.

Russell Township will be undertaking a comprehensive review of its transit service, in conjunction with OC Transpo, and is scheduled to begin early 2016.

7.0 PREFERRED SOLUTIONS

7.1 ROAD NETWORK

Transportation forecasts indicate that St. Guillaume Road will be the most heavily utilized of the three existing facilities with interchanges along Highway 417. St. Guillaume Road is centrally located within the Township and it facilitates travel to/from the main population centres in the Villages of Embrun and Russell. Furthermore, St Guillaume Road provides direct access to the Industrial Park which is expected to experience significant growth by 2031. In addition, St Guillaume provides access to the City of Ottawa's Park & Ride lot located south of the Highway.

The preferred solution, therefore, is to widen St. Guillaume Road to 4-lanes, between Enterprise Street and the Highway 417 westbound ramps, in order to accommodate 2031 transportation demands in the Township of Russell. The widening project would investigate the need to address existing potential sight line / alignment issues at the St. Guillaume Road intersection with Burton Road / St. Pierre Road. At the same time, the widening project would address the expected need for higher order traffic control (i.e. traffic signals, roundabout) at the St. Guillaume Road intersections with both Enterprise Street and the Highway 417 on/off ramps. The project would be coordinated with and have input from plans to advance development of the adjacent Industrial Park lands on both the east and west sides of St. Guillaume Road. It is estimated that the right-of-way requirements for the widening would be 44.5 metres, including 4-lanes, auxiliary turning lanes, a median, cycling facilities, and rural shoulders and ditches.

Beyond 2031, the continued growth anticipated in the Township may require additional capacity along the primary north-south corridors to facilitate further growth within the Township. The Township should plan to study future transportation demands beyond 2031 and in doing so, determine the primary corridor(s) to accommodate these demands and protect for an eventual widening(s).

7.2 ACTIVE MODE NETWORK

The following table provides the recommended priority links for implementation of the active mode network.

Table 17 Priority Links Implementation for Active Mode Network

Road	To	From
Gregoire Road	Marionville Road	Route 400
Route 400	Gregoire Road	St Jacques Road
South Russell Road	Route 400	Castor Road
St Jacque Road	Route 400	Notre Dame Street
St Guillaume Road	Notre Dame Street	Russland Road
St Agustin Road	Notre Dame Street	Route 300
Route 300	St Augustin Road	Limoges Road
Limoges Road	Route 300	Russland Road
Russland Road	Limoges Road	St Guillaume Road

7.3 TRANSIT NETWORK

In addition to the planned transit network review the Township should undertake a monitoring program of the existing carpool and park and ride lots for potential expansion or additional sites. The monitoring program should use the threshold of 90% capacity being achieved or exceeded over a 3 month period prior to consideration of expanding the facilities.

7.4 COST ESTIMATES

A Class D cost estimate was prepared for the preferred road and active mode solution and can be found in **Table 18**.

The road solution includes the widening of St Guillaume Road to a 4-lane rural road from just south of Enterprise Street to the Highway 417 westbound terminal. It is anticipated that the widening would cost in the order of \$4.26 million with an additional \$1.70 million in contingency for a total of \$5.96 million. This high-level estimate does not account for the widening of the existing bridge structure over Highway 417 or additional property costs, and as such, the cost estimate only applies to the portion of St Guillaume Road from south of Enterprise Street to the Highway 417 eastbound terminal (i.e. south of the existing bridge structure).

The active mode solution includes the widening of rural roadways to include a 2.5m paved shoulder.

Table 18 summarizes the Class D cost estimates for each of the Active Mode priority links.

Table 18 Active Mode Priority Links Class D Cost Estimate

Road	Length (km)	Cost (\$ Million, 2015)	Contingency (\$ Million)	Total (\$ Million)
Gregoire Road	3.9	9.63	3.86	13.49
Route 400	9.8	24.22	9.69	33.91
South Russell Road	3.4	8.40	3.37	11.77
St Jacque Road	1.5	3.71	1.48	5.19
St Guillaume Road	8.6	21.25	8.50	29.75
St Agustin Road	1.6	3.96	1.58	5.54
Route 300	4.1	10.13	4.05	14.18
Limoges Road	6.2	15.32	6.12	21.44
Russland Road	6.7	16.55	6.62	23.17

Note: Cost estimate includes engineering services at %15, utilities and miscellaneous at 15% and excludes property costs. The contingency is 40% of the estimated cost.

For costing of the existing bridges and culvert rehabilitation, refer to the Bridge Management Study Report (2013), prepared by HP Engineering.

7.5 IMPLEMENTATION AND MONITORING

The initiation of the Class EA for St. Guillaume Road should be a near term priority (i.e. 1-2 years) of the Township. Given the anticipated project cost and the level of coordination associated with stakeholder consultation, financial agreements, etc., a 1 to 2 year completion time frame for the Class EA is likely.

The implementation of the active mode network priorities should be partnered with the rehabilitation or renew activities along the identified corridors. Alternate funding programs may also be available to implement some of the links independent of scheduled road renewal projects. Gregoire Street, Route 400, South Russell Road, St Jacque Road, St Guillaume Road, St Augustin Road, Route 300, Limoges Road, and Russland Road are the priority routes to be considered by the Township.

Russell Township will be undertaking a comprehensive review of its transit service, in conjunction with OC Transpo, and is scheduled to begin early 2016. Ongoing monitoring of the transit system should be undertaken on an annual basis to ensure that the transit demands of the community continue to be met. The existing carpool and park and ride lots will be monitored for expansion or additional sites once the threshold of 90% capacity has been met or exceeded over a 3 month period.

For implementation and monitoring of the rehabilitation of the existing bridges and culvert rehabilitation, refer to the Bridge Management Study Report (2013), prepared by HP Engineering.

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The overall infrastructure requirements within the Township of Russell will have to be balanced between lifecycle costs for bridges and culverts, road resurfacing and widening, active mode facilities and additional carpool/park and ride lots. The Township should undertake the implementation planning for all these funding requirements and prioritize the infrastructure needs that are achievable within the 2031 funding envelope.

7.6 CONFIRMATION OF EA STUDIES

The TMP Update has identified and evaluated alternatives for the road, active mode, and transit networks. For the road network, for a north-south corridor, the preferred solution is to widen St. Guillaume Road to 4-lanes between Enterprise Street and the north terminal of Highway 417. Based on jurisdictional limits, the United Counties of Prescott and Russell, the City of Ottawa and the Ministry of Transportation would be potential stakeholders and/or proponents of the Class EA and earlier consultation with these stakeholders is recommended prior to the initiation of the Class EA. For active modes, key routes have been identified and a priority list created for implementation of the active transportation network. An ongoing transit network monitoring program has been recommended and would take place in conjunction with the planned comprehensive transit review and coordination with OC Transpo.

Under the Municipal Class EA process, the widening of St. Guillaume Road would be a Schedule C project, the construction of bike lanes or trails within existing right-of-ways would be a Schedule A+ pre-approved project. This TMP Update would serve as Phase 1 and 2 for the EA process on these projects.

8.0 CONSULTATION

8.1 LOCATION, DATE AND TIME

A public open house event was hosted in Embrun at the following location and time:

Wednesday, May 20, 2015
6:00 to 8:00 pm
Gaston Patenaude Hall, City Hall
717 Notre-Dame St., Embrun

The purpose of the open house was to:

- Present the Master Plan Context
- Provide an overview of the Class Environmental Assessment process
- Present the results of the Needs Assessment and Growth Forecasts

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- Provide a “Problem Definition”
- Identify Alternative Solutions and Evaluation
- Present the Preliminary Preferred Solution
- Discuss the project’s Next Steps
- Solicit Public Feedback

8.2 NOTIFICATION

One of the key aspects of the Municipal Class Environmental Assessment process is to provide the public, interested parties and affected agencies with the opportunity to provide input into the project. Part of meeting this objective requires providing sufficient notice of project commencement and when opportunities are available for comment.

The consultation program for this project included the following communication mechanisms:

- Notice of Project Commencement – published in Le Reffet and on the Township of Russell website (<http://www.russell.ca/>) on July 30, 2015
- Notice of Public Open House – advertised on the Township of Russell website (<http://www.russell.ca/>) on May 4, 2015

8.3 TOWNSHIP OF RUSSELL AND CONSULTATION PROJECT TEAM ATTENDANCE

The following representatives from the Township and Consultant team were in attendance at the open house:

- Jonathan Bourgon, Manager of Infrastructure Services, Township of Russell
- Gerry Lalonde, Consultant Project Advisor, Stantec Consulting Ltd.
- Robert Vastag, Consultant Project Manager and Senior Transportation Planner, Stantec Consulting Ltd.

8.4 OPEN HOUSE FORMAT AND INFORMATION PRESENTED

The public open house featured a “drop-in” style format, allowing for multiple informal discussions between the Project Team and attendees. The public open house format allowed those that attended with an opportunity to view the display materials and discuss the project with members of the Project Team around a series of information display boards.

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Attendees were greeted upon arrival and encouraged to register as well as submit written comments on the sheets provided. Presentation boards were displayed around the room in a manner that helped introduce the proposed project and study process. Additional information and existing draft reports were available to browse on the resource table.

Attendees were given the option of completing and submitting feedback forms regarding the project at the open house. Comment sheets not completed the night of the open house were accepted until June 3, 2015 to the Project Team by any other means of communication.

The open house presented the project's progress, findings and preferred solution, within the context of the environmental assessment process. The prior Master Plan activities were highlighted and results of the 2008 environmental assessment for St Guillaume Street were summarized. The updated growth and traffic forecasting was summarized and a problem statement was identified. Alternative solutions were evaluated and the preferred solution to widen St Guillaume Street to 4-lanes between Enterprise Street and Highway 417 westbound on-ramp was summarized.

A copy of the presentation boards presented at this public open house is provided in **Appendix E**.

8.5 PARTICIPATION AND FEEDBACK

In total, two (2) people attended the public open house and each person was provided a comment sheet and encouraged to submit a written response to any issues or concerns with the project. One (1) comment sheet, letter or email was returned during the open house and the subsequent response period. Copies of all communications received are provided in **Appendix E**.

The feedback received was focused on the cycling network, including destinations, and alternate east-west traffic routing.

The comments identified that increased cycling traffic is travelling to the Embrun commercial park and the outdoor pool in Russell. Additionally, the comments suggested a cycling route connecting the communities of Marionville, Russell, Embrun and Limoges, potentially using Route 300 and Route 400.

With regards to the east-west traffic congestion, the comments noted that Castor Street and Notre Dame Street are becoming congested and potential bypass routes would be advantageous.

These comments were incorporated into the final problem statement, alternative solutions and preferred solutions for the Township of Russell Master Plan Update.

TOWNSHIP OF RUSSELL TRANSPORTATION MASTER PLAN UPDATE

Appendix A Township of Russell Roadway Inventory
March 2016

Appendix A TOWNSHIP OF RUSSELL ROADWAY INVENTORY

Township of Russell Master Plan Update

7/24/2015

Township of Russell - Earth Road Inventory

Metres	37,165.0 m
Kilometers	37.2 km

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Speed Vitesse	Type2	AADT
01230	N/A	Route 100	Chemin/Road	WE	Eadie	Closed ROW	N/A	20	1400	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
01240	N/A	Route 100	Chemin/Road	WE	Closed ROW	St-Guillaume	N/A	20	1400	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
01700	N/A	Ste Catherine	Chemin/Road	NS	Route 100	Burton	N/A	20	1200	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
01710	N/A	Ste Catherine	Chemin/Road	NS	Route 100	Route 200	N/A	20	1000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
01720	N/A	Ste Catherine	Chemin/Road	NS	Castor Road	Route 200	N/A	20	3000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
02200	N/A	Route 100	Chemin/Road	WE	St-Guillaume	St-Pierre	N/A	20	1500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
02210	N/A	Route 100	Chemin/Road	WE	St Pierre	417 autoroute	N/A	20	600	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
02215	N/A	Route 100	Chemin/Road	WE	417 autoroute	St-Augustin	N/A	20	680	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
02220	N/A	Route 100	Chemin/Road	WE	St Augustin	St Thomas	N/A	20	1400	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
02230	N/A	Route 100	Chemin/Road	WE	St Thomas	600m. Est of St Thomas	N/A	20	600	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
02300	N/A	St-Augustin	Chemin/Road	NS	Hwy 417	Russland	N/A	20	1380	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
02310	N/A	St-Augustin	Chemin/Road	NS	Route 200	Hwy 417	N/A	20	2100	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
02430.2	N/A	Route 200	Chemin/Road	WE	120m E St Thomas	Hwy 417	N/A	20	405	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
02700	N/A	St Edouad	Chemin/Road	NS	Russland	King	N/A	20	3200	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
02710	N/A	St Edouad	Chemin/Road	NS	King	Hwy 417	N/A	20	1200	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
02720	N/A	St Edouad	Chemin/Road	NS	Hwy 417	Route 300	N/A	20	1500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
02730	N/A	St Edouad	Chemin/Road	NS	Notre Dame	Route 300	N/A	20	1600	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
03100.2	N/A	MacDonald	Chemin/Road	NS	400m N of Route 300	850 m. North of Route 300	N/A	20	850	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
03130	N/A	Leclerc	Chemin/Road	NS	Marionville	Route 500	N/A	20	1200	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
03235.2	N/A	Landfill	Chemin/Road	EW	400 m. W. of Ste Catherine	1100 m. W of Ste Catherine	N/A	20	1100	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
03420	N/A	Route 500	Chemin/Road	EW	South Russell	Groves	N/A	20	1200	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
03710.2	N/A	Ste Catherine	Chemin/Road	NS	Route 400	2550 m. North of Route 400	N/A	20	2550	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
03730.2	N/A	Ste-Catherine	Chemin/Road	NS	Marionville	400m South of Route 500	N/A	20	900	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
04330	N/A	St-Jacques	Chemin/Road	NS	Marionville	Route 500	N/A	20	1500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
04700	N/A	St-Edouard	Chemin/Road	NS	Notre Dame	Castor River	N/A	20	500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
04710	N/A	St-Edouard	Chemin/Road	NS	Route 400	Castor River	N/A	20	500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
04720	N/A	St-Edouard	Chemin/Road	NS	Route 400	700m South of route 400	N/A	20	500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
04725	N/A	St-Edouard	Chemin/Road	NS	Route 500	700m N of route 500	N/A	20	2200	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Township of Russell - Gravel Road Inventory

Metres	26,050.0 m
Kilometres	26.1 km

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	Speed Vitesse	Type2	AADT
01015	6	North Russell	Chemin/Road	NS	Burton	North Russell Road	N/A	20	200	8.2	80	E	10
01150	4	Forced road	Chemin/Road	NS	Route 200	Nature Trail	N/A	N/A	1330	5.9	80	C	83
01220	4	Route 100	Route	WE	N Russell	Eadie	N/A	20	1400	5.9	50	C	258
02500.2	6	St-Thomas Nord	Chemin/Road	NS	1600m S of Russland	2100m S of Russland	N/A	20	500	6.8	80	E	50
02510.2	6	St-Thomas Sud	Chemin/Road	NS	800m N of Route 200	1100m N of Route 200	N/A	20	300	6.3	80	E	50
03030	5	Luxemburg	Lane	WE	Wade	220m E of Wade	N/A	N/A	220	6	50	C	110
03100.1	4	MacDonald	Chemin/Road	NS	400m N of Route 300	Route 300	N/A	20	400	6.3	80	C	57
03110	4	MacDonald	Chemin/Road	NS	Route 300	Route 400	N/A	20	3100	8.2	80	C	150
03120	4	Leclerc	Chemin/Road	NS	Route 400	Route 500	N/A	20	3100	6	80	C	82
03235.1	5	Landfill	Chemin/Road	EW	Ste-Catherine	400m west of Ste-Catherine	N/A	N/A	400	6	50	E	50
03410	4	Route 500	Route	WE	Leclerc	South Russell	N/A	20	1500	6.2	80	C	70
03430	4	Route 500	Route	WE	Groves	Ste-Catherine	N/A	20	1400	6.2	80	C	112
03520.1	4	McLaren	Lane	NS	3520.2	South Russell	N/A	N/A	1100	4.6	80	C	70
03520.2	4	Wade	Chemin/Road	NS	Wade	3520.1	N/A	20	2600	5.3	80	C	60
03530	4	Groves	Chemin/Road	NS	Route 500	Marionville	N/A	20	1200	6.6	80	C	109
03710.1	6	Ste-Catherine	Chemin/Road	NS	Castor	300m S of Castor	N/A	20	300	5.9	80	E	10
04320.1	4	St- Jacques	Chemin/Road	NS	800m North of Route 500	Route 500	N/A	20	800	7	80	C	97
04400	4	Route 500	Route	WE	St-Andre	Ste-Marie	N/A	20	1400	8.2	80	C	92
04410	4	Route 500	Route	WE	Ste-Marie	St-Jacques	N/A	20	1400	8.3	80	E	50
04420	4	Route 500	Route	WE	St-Jacques	St-Joseph	N/A	20	1400	8.3	80	C	124
04530.2	4	St-Joseph	Chemin/Road	NS	500m N of Marionville Road	Marionville	N/A	20	500	7.6	80	E	50
04730.2	4	St-Edouard	Chemin/Road	NS	1100m N of Marionville Road	Marionville	N/A	20	1100	6.5	80	E	150
06400.2	6	King	Rue / Street	WE	Under 417	Paved road	N/A	20	400	7	50	E	40

Township of Russell Master Plan Update

7/24/2015

Township of Russell - Paved Road Inventory

Metres	70,200.0 m
Kilometres	70.2 km

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Speed Vitesse	Type2	AADT
01120	4	Hamilton	Chemin / Road	NS	Route 200	Craig	C	20	2100	6.9	0.7	0.8	N/A	N/A	80	C	109
01200	5	Route 100	Route	WE	Boundary	Hamilton	L	20	1400	6.6	1.3	1.2	N/A	N/A	50	C	428
01210	5	Route 100	Route	WE	Hamilton	North Russell	L	20	1400	6.6	1.3	0.9	N/A	N/A	50	C	258
01300	3	North Russell	Chemin / Road	NS	Burton	Route 100	C	20	1900	6.6	1.5	1.5	N/A	N/A	80	C	1320
01310	3	North Russell	Chemin / Road	NS	Route 100	Route 200	C	20	3100	6.6	1.6	1	N/A	N/A	80	C	1274
01320	3	North Russell	Chemin / Road	NS	Route 200	York Crossing	C	20	2000	7	1.5	1.2	N/A	N/A	80	C	1439
01400	4	Route 200	Route	WE	Boundary	Hamilton	C	20	1400	6.5	0.8	0.6	N/A	N/A	80	C	176
01510.1	4	Eadie	Chemin / Road	NS	Route 100	Route 200	L	20	2500	7	1	1	N/A	N/A	80	C	150
01520	4	Eadie	Chemin / Road	NS	Route 200	Nature Trail	C	20	2900	6.1	0.8	1.1	N/A	N/A	80	C	594
01530.1	4	Eadie	Chemin / Road	NS	Nature Trail	Castor	C	20	2600	6.3	1.3	1.6	N/A	N/A	80	E	450
01530.2	4	Eadie	Chemin / Road	NS	Castor	Nature Trail	C	20	300	6.1	0.9	1.7	N/A	N/A	80	E	300
02110	3	St-Pierre	Chemin / Road	NS	St-Guillaume	Route 200	C	20	5000	6.8	1.2	1	N/A	N/A	80	C	1519
02120	4	St-Pierre	Chemin / Road	NS	Route 200	Route 300	C	20	3000	7	1	1.2	N/A	N/A	80	C	867
02130	4	St-Pierre	Chemin / Road	NS	Route 300	Olympic	C	20	1100	8	0.7	1.1	N/A	(C) 1.5	80	C	867
02330	4	St-Augustin	Chemin / Road	NS	Route 300	Lamadelaine	C	20	700	7.3	0.9	0.8	N/A	N/A	50	C	867
02530	4	St-Thomas	Chemin / Road	NS	Route 300	Notre-Dame	C	20	1800	7	2	2	N/A	N/A	80	C	770
02600	4	Route 300	Route	WE	St-Guillaume	St-Pierre	C	20	1500	7	1.2	0.9	N/A	N/A	80	C	1800
02610	4	Route 300	Route	WE	St-Pierre	St-Augustin	C	20	1400	7	2	2	N/A	N/A	80	C	2740
02620	4	Route 300	Route	WE	St-Augustin	St-Thomas	C	20	1400	7	2	2	N/A	N/A	80	C	1990
03000	4	Route 300	Route	WE	Boundary	MacDonald	C	20	1400	6.5	1.8	1.8	N/A	N/A	80	C	579
03010	4	Route 300	Route	WE	MacDonald	Bols	C	20	600	6.8	1	0.8	N/A	N/A	80	C	579
03200	3	Route 400	Route	WE	Gregoire	MacDonald	C	20	1400	6.6	1.1	1.1	N/A	N/A	80	C	1014
03210	3	Route 400	Route	WE	MacDonald	South Russell	C	20	1600	6.4	0.7	0.8	N/A	N/A	80	C	1137
03220	3	Route 400	Route	WE	South Russell	Wade	C	20	1200	7.2	0.8	1.1	N/A	N/A	80	C	1034
03230	3	Route 400	Route	WE	Wade	Ste-Catherine	C	20	1500	7	1.3	1.1	N/A	N/A	80	C	1128
03240	3	Route 400	Route	WE	Ste-Catherine	St-Andre	C	20	1300	7.2	1.4	1.6	N/A	N/A	80	C	1128
03510.1	4	Wade	Chemin / Road	NS	Castor	Sujack	C	20	600	6.5	1.8	1.8	N/A	N/A	80	C	243
03910	4	St-Andre	Chemin / Road	NS	Notre Dame	Route 400	C	20	2300	7.2	2	1.5	N/A	N/A	80	C	1650
03920	3	St-Andre	Chemin / Road	NS	Route 400	Route 500	L	20	3100	6.8	0.7	0.9	N/A	N/A	80	C	1784
03930	4	St-Andre	Chemin / Road	NS	Route 500	Marionville	L	20	1400	6.8	0.6	1.1	N/A	N/A	80	C	316
04200	4	Route 400	Route	WE	St-Andre	Ste-Marie	C	20	1400	6.7	1.3	1.2	N/A	N/A	80	C	777
04210	4	Route 400	Route	WE	Ste-Marie	St-Jacques	C	20	1400	6.6	0.8	0.9	N/A	N/A	80	C	802
04240	4	Route 400	Route	WE	St Edouard	St-Albert	C	20	1300	7.1	1.5	1.3	N/A	N/A	80	C	500
04310	4	St-Jacques	Chemin / Road	NS	Notre Dame	Route 400	C	20	1500	6.9	1.2	1.1	N/A	N/A	80	C	953
04320.2	4	St-Jacques	Chemin / Road	NS	Route 400	Route 500	L	20	2300	6.9	1	0.8	N/A	N/A	80	C	353
04430	4	Route 500	Route	WE	St-Joseph	St-Edouard	L	20	1300	6.9	1	0.7	N/A	N/A	80	C	285
04440	4	Route 500	Route	WE	St-Edouard	St-Albert	L	20	1400	6.9	0.7	1	N/A	N/A	80	C	285
04510	3	St-Joseph	Chemin / Road	NS	Notre Dame	Route 400	C	20	1100	7.4	1.1	0.9	N/A	N/A	80	C	1302
04520	4	St-Joseph	Chemin / Road	NS	Route 400	Route 500	L	20	3100	6.4	0.7	1	N/A	N/A	80	C	724
04530.1	4	St-Joseph	Chemin / Road	NS	Route 500	Marionville	L	20	1000	6.8	0.6	0.5	N/A	N/A	80	C	238
04730.1	4	St-Edouard	Chemin/Road	NS	Route 500	500m S of Route 500	L	20	500	6.7	1.2	1.2	N/A	N/A	80	C	105

Township of Russell Master Plan Update

7/24/2015

Township of Russell - Surface Treatment Road Inventory

Metres	43,720.0 m
Kilometres	43.7 km

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Speed Vitesse	Type2	AADT
01100	4	Hamilton	Chemin / Road	NS	Burton	Route 100	L	20	2300	7	1.5	1.5	N/A	N/A	80	C	108
01110	4	Hamilton	Chemin / Road	NS	Route 100	Route 200	L	20	3100	6.6	0.7	1.2	N/A	N/A	80	C	163
01410	4	Route 200	Route	WE	Hamilton	North Russell	C	20	1500	6.4	0.9	0.5	N/A	N/A	80	C	139
01420	4	Route 200	Route	WE	North Russell	Eadie	C	20	1300	6.4	0.9	1.4	N/A	N/A	80	C	253
01430	4	Route 200	Route	WE	Eadie	Closed ROW	C	20	1400	6.1	1.3	0.4	N/A	N/A	80	E	50
01440	4	Route 200	Route	WE	Closed ROW	St-Guillaume	C	20	1400	6.1	1.3	0.4	N/A	N/A	80	E	50
01500	4	Eadie	Chemin / Road	NS	Burton	Route 100	L	20	1500	6.5	1.5	1.5	N/A	N/A	80	C	150
01510.2	4	Eadie	Chemin / Road	NS	Route 100	Route 200	L	20	600	6	1	1	N/A	N/A	80	C	150
02320	4	St-Augustin	Chemin / Road	NS	Route 200	Route 300	L	20	3000	6.1	0.7	0.8	N/A	N/A	80	C	98
02400	4	Route 200	Route	WE	St-Guillaume	St-Pierre	C	20	1500	7	1.1	1	N/A	N/A	80	C	63
02410	4	Route 200	Route	WE	St-Pierre	St-Augustin	L	20	1400	6.5	1.8	1.8	N/A	N/A	80	C	188
02420	4	Route 200	Route	WE	St-Augustin	St-Thomas	L	20	1400	6.7	1	0.9	N/A	N/A	80	E	50
02430.1	4	Route 200	Route	WE	St-Thomas	120m E of St Thomas	L	20	120	7.1	1.1	1	N/A	N/A	80	E	50
02500.1	5	St-Thomas	Chemin / Road	NS	Russland	417	L	20	1600	7	0.8	0.8	N/A	N/A	50	E	350
02510.1	4	St-Thomas	Chemin / Road	NS	800 N of Route 200	Route 200	L	20	800	7	1.3	1.2	N/A	N/A	80	E	100
02520	4	St-Thomas	Chemin / Road	NS	Route 200	Route 300	L	20	3000	6.4	1.1	1	N/A	N/A	80	C	94
02630	4	Route 300	Route	WE	St-Thomas	Closed ROW	C	20	1300	6.2	1.5	1.5	N/A	N/A	80	C	1700
02640	4	Route 300	Route	WE	Closed ROW	Limoges	C	20	1400	6.4	1	1	N/A	N/A	80	C	1700
03400	4	Route 500	Route	WE	Gregoire	Leclerc	L	20	1400	6.4	0.5	0.6	N/A	N/A	80	C	64
03435	4	WTP	Road	EW	Water Treatment Plan	Ste Catherine	L	20	300	7	N/A	N/A	N/A	N/A	80	E	200
03440	4	Route 500	Chemin / Road	WE	Ste-Catherine	St-Andre	L	20	1300	6	0.8	0.6	N/A	N/A	80	E	50
03510.2	4	Wade	Chemin / Road	NS	Sujack	Route 400	C	20	2600	6.5	1.8	1.8	N/A	N/A	80	C	243
03525	4	Groves	Chemin / Road	NS	Route 400	Route 500	L	20	3200	6.5	0.6	0.6	N/A	N/A	80	E	50
03720	4	Ste-Catherine	Chemin / Road	NS	Route 400	Route 500	L	20	3000	7	1.5	1.5	N/A	N/A	80	C	278
03730.1	6	Ste-Catherine	Chemin / Road	NS	Route 500	500m S of Route 500	L	20	500	6.5	1.6	1.6	N/A	N/A	80	E	10
04220	4	Route 400	Route	WE	St-Jacques	St-Joseph	C	20	1400	6.4	1	0.9	N/A	N/A	80	C	815
04230	4	Route 400	Route	WE	St-Joseph	St-Edouard	C	20	1400	6.7	1.4	1.3	N/A	N/A	80	C	500

Township of Russell Master Plan Update

7/24/2015

Township of Russell - Embrun Road Inventory

Metres	27,053.2 m
Kilometres	27.1 km

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Speed Vitesse	Type2	AADT
50005	5	Seguin	Rue / Street	WE	St-Andre	Notre-Dame	L	20	184	6.3	1.2	1.2	N/A	N/A	50	E	150
50050	4	Château	Croissant/Crescent	SN	Promenade	Promenade	L	20	498	8.1	1	1	N/A	N/A	50	C	270
50060	5	Promenade	Boulevard	SN	Notre-Dame	Chateau	L	20	415	8.1	1	1	N/A	N/A	50	C	1122
50070	5	Ménard	Rue/Street	SN	Chantal	Menard	L	20	127	7.6	0.3	0.3	N/A	N/A	50	E	400
50075	5	Chateau	Rue/Street	WE	Promenade	Menard	L	20	90	7.6	0.3	0.3	N/A	N/A	50	E	400
50080	5	Ménard	Rue/Street	WE/NS	Menard	Menard	L	20	246	8.3	N/A	N/A	N/A	N/A	50	E	170
50090	5	Ménard	Rue/Street	WE/NS	Loiselle	Olympic	L	20	278	8.6	N/A	N/A	N/A	N/A	50	E	190
50100	5	Chantal	Croissant/Crescent	NS/EW	Menard	Menard	L	20	196	8.4	N/A	N/A	N/A	N/A	50	C	84
50110	5	Loiselle	Rue/Street	NS/EW	Menard	Menard	L	20	283	8.1	N/A	N/A	N/A	N/A	50	E	250
50120	4	Domaine	Rue/Street	NS	Notre-Dame	Menard	L	20	92	8.5	0.5	0.5	N/A	N/A	50	C	780
50130	5	Isabelle	Rue/Street	NS	Menard	Menard	L	20	165	8.3	0.2	0.2	N/A	N/A	50	E	100
50140	5	Olympic	Rue/Street	EW	St-Pierre	Menard	L	20	77	7.7	0.3	0.3	N/A	N/A	50	C	651
50150	4	St-Pierre	Rue/Street	SN	Notre-Dame	Olympic	C	20	192	12.7	0.7	0.7	N/A	(C) 1.5	50	E	2300
50160	5	Ménard	Rue/Street	EW	Olympic	Isabelle	L	20	198	8.3	N/A	N/A	N/A	N/A	50	C	651
50170	5	Ménard	Rue/Street	EW	Isabelle	Domaine	L	20	177	8.3	N/A	N/A	N/A	N/A	50	E	160
50180	5	Ménard	Rue/Street	NS/WE	Loiselle	Domaine	L	20	204	8.3	N/A	N/A	N/A	N/A	50	E	740
50190	5	Ménard	Rue/Street	NS	Chantal	Loiselle	L	20	86	8.3	N/A	N/A	N/A	N/A	50	E	310
52000	5	Dignard	Rue/Street	WE	St-Pierre	Notre-Dame	L	20	292	8.2	0.4	0.4	N/A	N/A	50	C	317
52010	5	Lapalme	Rue/Street	EW	Notre-Dame	225m O Notre Dame	L	20	225	6.7	1.5	1.5	N/A	N/A	50	E	75
52020	4	Blais	Rue/Street	WE	Notre-Dame	Castlebeau	L	20	254	9.2	0.3	0.3	N/A	N/A	50	C	3697
52030	4	Blais	Rue/Street	WE	Castlebeau	Gauthier	L	20	190	9.2	0.3	0.3	N/A	N/A	50	C	3663
52040	4	Blais	Rue/Street	WE	Gauthier	Ste-Jeanne D'Arc	L	20	112	9.2	0.3	0.3	N/A	N/A	50	C	3663
52050	4	Blais	Rue/Street	WE	Ste-Jeanne D'Arc	St-Jean Baptiste	L	20	152	9.2	0.3	0.3	N/A	N/A	50	C	3663
52060	5	Bourassa	Rue/Street	WE	89m O of Gauthier	Gauthier	L	20	89	8.1	2.4	2.4	N/A	N/A	50	C	319
52070	5	Bourassa	Rue/Street	WE	Gauthier	Ste-Jeanne D'Arc	L	20	111	7.9	2.4	2.4	N/A	N/A	50	C	319
52080	5	Bourassa	Rue/Street	WE	Ste-Jeanne D'Arc	St-Jean Baptiste	L	20	154	7.7	2.4	2.4	N/A	N/A	50	C	319
52090	5	Brisson	Cercle / Circle	WE	St-Jean Baptiste	233m O St Jean Baptiste	L	20	233	7.6	1	1	N/A	N/A	50	E	150
52100	5	Forget	Rue/Street	WE	59m O Gauthier	Gauthier	L	20	59	8.1	0.3	0.3	N/A	N/A	50	E	20
52110	5	Forget	Rue/Street	WE	Gauthier	Ste-Jeanne D'Arc	L	20	112	9	0.8	0.8	N/A	(C) 1.5	50	E	100
52120	5	Forget	Rue/Street	WE	Ste-Jeanne D'Arc	St-Jean Baptiste	L	20	154	12	2.9	2.9	N/A	(C) 1.5	50	E	250
52130	5	Forget	Rue/Street	WE	St-Jean Baptiste	St-Augustin	L	20	284	14	0.1	0.1	N/A	(C) 1.3	50	E	250
52140	5	Gauthier	Rue/Street	NS	Blais	Bourassa	L	20	57	7	N/A	N/A	N/A	N/A	50	E	150
52150	5	Gauthier	Rue/Street	NS	Bourassa	Forget	L	20	73	6.5	N/A	N/A	N/A	N/A	50	E	210
52160	5	Ste Jeanne D'Arc	Rue/Street	NS	Blais	Bourassa	L	20	75	7.7	0.7	0.7	N/A	(C) 1.5	50	E	300
52170	5	Ste Jeanne D'Arc	Rue/Street	NS	Bourassa	Forget	L	20	78	7.5	N/A	N/A	N/A	(C) 1.5	50	E	310
52180	5	Ste Jeanne D'Arc	Rue/Street	NS	Forget	Notre-Dame	L	20	105	7.6	N/A	N/A	N/A	(C) 1.5	50	E	200
52190	4	St Jean Baptiste	Rue/Street	SN	Notre-Dame	Forget	L	20	107	8.4	0.9	0.9	N/A	(C) 1.5	50	E	700
52200	4	St Jean Baptiste	Rue/Street	SN	Forget	Brisson	L	20	79	8.1	N/A	N/A	N/A	(C) 1.5	50	E	50
52205	4	St Jean Baptiste	Rue/Street	SN	Brisson	Centenaire	L	20	70	8.1	N/A	N/A	N/A	(C) 1.5	50	E	370
52210	4	St Jean Baptiste	Rue/Street	SN	Centenaire	Dollard	L	20	85	8.1	N/A	0.7	N/A	N/A	50	E	770
52220	4	St Jean Baptiste	Rue/Street	SN	Dollard	Pilon	L	20	123	8.1	N/A	0.7	N/A	N/A	50	E	380
52230	4	St Jean Baptiste	Rue/Street	SN	Pilon	Michel	L	20	148	8.1	0.7	0.7	N/A	N/A	50	E	200
52240	4	St Jean Baptiste	Rue/Street	SN	Michel	Castlebeau	L	20	93	8.1	0.7	0.7	N/A	N/A	50	E	50
52250	5	St Jean Baptiste	Rue/Street	SN	Castlebeau	Lamadeleine	L	20	95	8.1	0.3	0.3	N/A	N/A	50	E	200
52260	4	St Jean Baptiste	Rue/Street	SN	Lamadeleine	Labelle	L	20	88	8.1	N/A	N/A	BOTH (M)	N/A	50	E	100
52270	4	Centenaire	Rue/Street	WE	St-Jean Baptiste	St-Augustin	L	20	287	10.3	1.2	1.2	N/A	N/A	50	C	1425
52280	5	Dollard	Rue/Street	WE	St-Jean Baptiste	St-Augustin	L	20	281	10.4	0.4	0.4	N/A	N/A	50	C	481
52290	5	Pilon	Rue/Street	WE/SN	St-Jean Baptiste	Michel	L	20	341	7	1.5	1.5	N/A	N/A	50	E	200
52295	5	Pilon	Rue/Street	SN	Michel	Castlebeau	L	20	90	7.7	N/A	N/A	N/A	N/A	50	E	100

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52300	5	Michel	Rue/Street	WE	St-Jean Baptiste	Pilon	L	20	198	7.2	1.5	1.5	N/A	N/A	50	E	120
52305	6	Donald	Cercle/Circle	NS	Michel	100m S of Michel	L	20	100	29	1.5	1.5	N/A	N/A	50	E	50
52310	5	Castlebeau	Rue/Street	WE	St-Jean Baptiste	Pilon	L	20	222	8.6	N/A	N/A	N/A	N/A	50	E	460
52320	5	Castlebeau	Rue/Street	WE	Pilon	St-Augustin	L	20	113	9.4	N/A	N/A	N/A	N/A	50	E	680
52330	5	Lamadeleine	Boulevard	WE/SN	St-Jean Baptiste	Labelle	L	20	334	8.5	1	1	N/A	N/A	50	E	650
52340	5	Labelle	Rue/Street	WE	St-Jean Baptiste	Lamadeleine	L	20	265	8.5	N/A	N/A	BOTH (M)	N/A	50	E	620
52350	5	Lamadeleine	Boulevard	WE	Lamadeleine	St-Jean Baptiste	L	20	343	7.9	0.3	0.3	BOTH (M)	N/A	50	E	370
52360	5	Labelle	Rue/Street	WE	Lacoste	St-Jean Baptiste	L	20	148	8.5	N/A	N/A	BOTH (M)	N/A	50	E	330
52365	5	Lacoste	Rue/Street	SN	Labelle	32m N Labelle	L	20	32	8.5	0.7	0.7	N/A	N/A	50	E	n/a
52370	5	Labelle	Rue/Street	WE	187m O of Lcoste	Lacoste	L	20	187	8.5	N/A	N/A	BOTH (M)	N/A	50	E	190
52380	5	Castlebeau	Rue/Street	WE	Cartier	St-Jean Baptiste	L	20	181	9.4	N/A	N/A	N/A	N/A	50	E	290
52390	5	Castlebeau	Rue/Street	WE	Marcel	Cartier	L	20	153	9.4	N/A	N/A	N/A	N/A	50	E	140
52400	5	Cartier	Rue/Street	NS	Castlebeau	Albert	L	20	87	8	1	1	N/A	N/A	50	C	97
52405	5	Albert	Rue/Street	WE	Marcel	Cartier	L	20	145	8.4	1.3	1.3	N/A	N/A	50	C	240
52410	5	Albert	Rue/Street	WE/NS	Cartier	Marcel	L	20	405	8.3	1.3	1.3	N/A	N/A	50	C	240
52420	4	Marcel	Rue/Street	SN	Blais	Albert	L	20	216	8	1.1	1.1	N/A	N/A	50	E	700
52430	4	Marcel	Rue/Street	SN	Albert	Albert	L	20	106	8	0.7	0.3	N/A	N/A	50	E	350
52440	5	Marcel	Rue/Street	SN	Albert	Castlebeau	L	20	90	7.6	1	1	BOTH (M)	N/A	50	E	350
52450	5	Lamadeleine	Boulevard	SN	Castlebeau	Lamadeleine	L	20	83		N/A	N/A	N/A	N/A	50	E	30
52460	5	Castlebeau	Rue/Street	SN	Blais		L	20	96	9.4	1.2	1.2	N/A	N/A	50	C	455
52470	5	Richelieu	Rue/Street	EW	Castlebeau	Héritage	L	20	183	8.2	0.2	0.2	N/A	N/A	50	E	200
52480	5	Richelieu	Rue/Street	EW	Héritage	120m O of Heritage	L	20	120	8.2	N/A	N/A	N/A	N/A	50	E	90
52490	5	Héritage	Rue/Street	EW	Castlebeau	Richelieu	L	20	176	8.4	0	0	N/A	N/A	50	E	110
52500	5	Castlebeau	Rue/Street	SN	Richelieu	Heritage	L	20	155	10.2	N/A	N/A	N/A	N/A	50	E	440
52510	5	Castlebeau	Rue/Street	SN	Heritage	Maheu	L	20	108	9.4	N/A	N/A	N/A	N/A	50	E	240
52520	5	Maheu	Rue/Street	EW	Castlebeau	40m O Castlebeau	L	20	40	7.7	1.2	1.2	N/A	N/A	50	E	50
52530	5	Castlebeau	Rue/Street	SN/WE	Maheu	Marcel	L	20	134	9.4	N/A	N/A	N/A	N/A	50	E	100
52540	5	Lamadeleine	Rue/Street	WE	Labelle	St-Augustin	L	20	105	7.2	N/A	N/A	N/A	N/A	50	E	1250
52550	5	St-Augustin	Rue/Street	SN	Notre-Dame	Forget	C	20	107	13.2	1.4	1.4	N/A	(C) 1.5	50	E	500
52560	5	St-Augustin	Rue/Street	SN	Forget	Centenaire	C	20	195	12.9	1.4	1.4	N/A	(C) 1.5	40	E	500
52570	5	St-Augustin	Rue/Street	SN	Centenaire	Dollard	C	20	78.2	10.1	1.4	1.4	N/A	(C) 1.5	50	E	500
52580	5	St-Augustin	Rue/Street	SN	Dollard	Daze	C	20	214	10.1	1.4	1.4	N/A	(C) 1.5	50	E	500
52590	5	St-Augustin	Rue/Street	SN	Daze	Castlebeau	C	20	157	8.7	1.4	1.4	N/A	N/A	50	E	500
52600	5	St-Augustin	Rue/Street	SN	Castlebeau	Lamadelaine	C	20	204	7.7	1.4	1.4	N/A	N/A	50	E	500
55000	5	De la Rive	Promenade/Drive	WE	128m O Du Boisé	Du Boisé	L	20	128	8.5	1	1	BOTH (M)	N/A	50	C	154
55010	5	De la Rive	Promenade/Drive	WE	Du Boisé	239m E Du Boisé	L	20	239	8.5	N/A	N/A	BOTH (M)	N/A	50	E	140
55020	5	Du Boisé	Rue/Street	NS	Notre-Dame	De la Rive	L	20	95	8.5	1	1	BOTH (M)	N/A	50	C	208
55030	4	Centenaire	Rue/Street	SN	Notre-Dame	Châteauguay	L	20	148	8.5	N/A	N/A	BOTH (M)	N/A	50	C	1034
55040	4	Centenaire	Rue/Street	SN	Châteauguay	Alain	L	20	143	8.5	N/A	N/A	BOTH (M)	N/A	50	C	1034
55050	5	Châteauguay	Rue/Street	WE	Centenaire	Filion	L	20	80	8.5	N/A	N/A	BOTH (M)	N/A	50	E	640
55060	5	Châteauguay	Rue/Street	WE	Filion	Manoir	L	20	109	8.5	N/A	N/A	BOTH (M)	N/A	50	E	260
55070	5	Filion	Rue/Street	SN/WE	Châteauguay	Manoir	L	20	316	8.5	N/A	N/A	BOTH (M)	N/A	50	E	280
55080	5	Manoir	Rue/Street	NS	Filion	Châteauguay	L	20	120	8.5	N/A	N/A	BOTH (M)	N/A	50	E	160
55090	5	Filion	Rue/Street	WE	Manoir	100m E of Manoir	L	20	100	8.5	N/A	N/A	BOTH (M)	N/A	50	E	70
55100	5	Sophie	Rue/Street	NS / EW	Alain	Lapointe	L	20	226	7.6	1	1	N/A	N/A	50	E	120
55110	5	Alain	Rue/Street	EW	Centenaire	Sophie	L	20	93	8.8	1.2	1.2	20M (M)	sw	50	E	50
55120	5	Alain	Rue/Street	EW	Sophie	Lapointe	L	20	153	8.5	1.2	1.2	N/A	sw	50	C	132
55130	5	Lapointe	Boulevard	SN	Notre-Dame	Fleurette	L	20	141	8.6	1.4	1.4	N/A	N/A	50	E	380
55140	5	Lapointe	Boulevard	SN	Fleurette	Alain	L	20	81	8.1	0.4	0.3	N/A	N/A	50	E	130
55150	5	Lapointe	Boulevard	EW	Alain	Fleurette	L	20	210	7.7	0.3	0.4	N/A	N/A	50	E	190
55160	5	Fleurette	Rue/Street	NS/WE	Lapointe	Lapointe	L	20	310	8.2	1	1	N/A	N/A	50	E	260
55170	5	Lapointe	Boulevard	EW	Fleurette	Louis Riel	L	20	80	8	0.3	0.4	N/A	N/A	50	E	130
55180.1	5	Lapointe	Boulevard	EW/NS	Louis Riel	Notre-Dame	L	20	210	8.6	0.4	0.3	N/A	N/A	50	E	850
55180.2	5	Lapointe	Boulevard	NS/WE	Round point	Lapointe	L	20	210	8.6	0.4	0.3	N/A	N/A	50	E	50
55190	5	Frontenac	Boulevard	WE	Louis Riel	La Citadelle	L	20	92	8.5	N/A	N/A	BOTH (M)	N/A	50	E	250
55200	5	Frontenac	Boulevard	WE/SN	La Citadelle	Centenaire	L	20	300	8.5	1	1	BOTH (M)	N/A	50	E	150
55210	5	Louis Riel	Rue/Street	SN	Lapointe	Frontenac	L	20	83	8.5	1	1	BOTH (M)	N/A	50	E	290
55220	5	Louis Riel	Rue/Street	SN	Frontenac	La Croisée	L	20	118	8.5	N/A	N/A	BOTH (M)	N/A	50	E	140

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55230	5	Louis Riel	Rue/Street	SN	La Croisée	Centenaire	L	20	71	8.5	N/A	N/A	BOTH (M)	N/A	50	E	210
55240	5	La Croisée	Rue/Street	EW/SN	Louis Riel	Centenaire	L	20	262	8.5	1	1	BOTH (M)	N/A	50	E	390
55250	5	La Citadelle	Rue/Street	NS	Centenaire	Frontenac	L	20	220	8.5	1	1	BOTH (M)	N/A	50	E	210
55260	4	Centenaire	Rue/Street	WE	St-Augustin	La Croisee	L	20	200	8.5	1	1	BOTH (M)	N/A	50	C	1085
55270	4	Centenaire	Rue/Street	WE	La Croisee	Louis Riel	L	20	169	8.5	0.5	0.5	BOTH (M)	N/A	50	E	940
55280	4	Centenaire	Rue/Street	WE	Louis Riel	La Citadelle	L	20	89	8.5	N/A	N/A	BOTH (M)	N/A	50	E	550
55285	5	La Prairie	Rue/Street	NS/WE	Centenaire	Centenaire	L	20	298	8.5	N/A	N/A	BOTH (M)	N/A	50	E	270
55290	4	Centenaire	Rue/Street	WE	La Citadelle	Radisson	L	20	118	8.5	N/A	N/A	BOTH (M)	N/A	50	E	280
55300	4	Centenaire	Rue/Street	WE	Radisson	Frontenac	L	20	88	8.5	N/A	N/A	BOTH (M)	N/A	50	E	180
55310	4	Centenaire	Rue/Street	WE	Frontenac	La Prairie	L	20	96	8.5	N/A	N/A	BOTH (M)	N/A	50	C	80
55320	4	Centenaire	Rue/Street	WE	La Prairie	La Prairie	L	20	161	8.5	N/A	N/A	BOTH (M)	N/A	50	E	350
55330	4	Centenaire	Rue/Street	WE/NS	La Prairie	Normandie	L	20	69	8.5	N/A	N/A	BOTH (M)	N/A	50	E	910
55340	4	Centenaire	Rue/Street	NS	Normandie	Alain	L	20	78	8.5	N/A	N/A	BOTH (M)	N/A	50	E	50
55350	5	Normandie	Avenue	WE	Centenaire	Rembrandt	L	20	89	8.5	N/A	N/A	BOTH (M)	N/A	50	C	616
55360	5	Normandie	Avenue	WE	Rembrandt	Rembrandt	L	20	252	8.5	N/A	N/A	BOTH (M)	N/A	50	E	1690
55370	5	Normandie	Avenue	WE	Rembrandt	St-Thomas	L	20	48	8.5	N/A	N/A	BOTH (M)	N/A	50	E	1690
55380	5	Rembrandt	Promenade/Drive	SN/WE/NS	Normandie	Normandie	L	20	402	8.5	N/A	N/A	BOTH (M)	N/A	50	E	410
55390	5	Renoir	Promenade/Drive	SN/WE/NS	Centenaire	Centenaire	L	20	460	8.5	N/A	N/A	BOTH (M)	N/A	50	E	480
55400	5	Radisson	Promenade/Drive	SN	Centenaire	Centenaire	L	20	440	8.5	N/A	N/A	BOTH (M)	N/A	50	E	530
55410	5	Lachaine	Rue/Street	NS/EW	Lancelot	Merlin	L	20	294	8.5	N/A	N/A	BOTH (M)	N/A	50	E	310
55420	5	Lancelot	Rue/Street	EW	Lachaine	Merlin	L	20	195	8.5	N/A	N/A	BOTH (M)	N/A	50	E	170
55430	5	Lachaine	Rue/Street	EW	Merlin	Pincourt	L	20	98	8.7	N/A	N/A	BOTH (M)	N/A	50	E	360
55440	5	Lachaine	Rue/Street	EW	Pincourt	St-Augustin	L	20	101	8.2	0.3	0.3	100M (M)	N/A	50	E	440
55450	5	Pincourt	Rue/Street	NS	Dazé	Lachaine	L	20	184	7.3	0.3	0.3	N/A	N/A	50	E	150
55460	5	Merlin	Rue/Street	NS	Dazé	Lancelot	L	20	137	8.6	N/A	N/A	BOTH (M)	N/A	50	E	300
55470	5	Merlin	Rue/Street	NS	Lancelot	Lachaine	L	20	76	8.5	N/A	N/A	BOTH (M)	N/A	50	E	30
55480	5	Dazé	Rue/Street	WE	St-Augustin	Pincourt	L	20	102	7.3	0.3	0.3	100M (M)	N/A	50	C	2080
55490	5	Dazé	Rue/Street	WE	Pincourt	Merlin	L	20	102	8	N/A	N/A	BOTH (M)	N/A	50	E	1180
55500	5	Dazé	Rue/Street	WE	Merlin	Lachaine	L	20	175	8.6	N/A	N/A	BOTH (M)	N/A	50	E	820
55510	5	Radisson	Rue/Street	WE	Lachaine	Radisson	L	20	93	8.5	N/A	N/A	BOTH (M)	N/A	50	E	90
55520	5	Lachaine	Rue/Street	NS	Daze	Lancelot	L	20	166	8.5	1	1	BOTH (M)	N/A	50	E	130
56000	5	LUCERNE	DRIVE	EW	ST THOMAS	LYON	C	24									
56010	5	LUCERNE	DRIVE	EW	LYON	COLMAR	C	24									
56020	5	LUCERNE	DRIVE	EW	COLMAR	BRUGES	C	24									
56030	5	LUCERNE	DRIVE	EW	BRUGES	STRASBOURG	C	24									
56040	5	LUCERNE	DRIVE	EW	STRASBOURG	BRUXELLES	C	20									
56050	5	LUCERNE	DRIVE	EW	BRUXELLES	NAMUR	C	20									
56060	5	COLOGNE	Rue/Street	EW	LUCERNE		L	20									
56070	5	FRIBOURG	Rue/Street	NS	LUCERNE	MARSEILLE	L	20									
56080	5	MARSEILLE	Rue/Street	NS	LUCERNE	MARSEILLE	L	20									
56090	5	MARSEILLE	Rue/Street	NS	MARSEILLE	FRIBOURG	L	20									
56100	5	MARSEILLE	Rue/Street	NS	FRIBOURG	MARSEILLE	L	20									
56110	5	LYON	Rue/Street	NS	LUCERNE	NANCY	L	20									
56120	5	LYON	Rue/Street	NS	BELFORT	NANCY	L	20									
56130	5	LYON	Rue/Street	NS	NANCY	ST THOMAS	L	20									
56140	5	NANCY	Rue/Street	NS	LYON	LYON	L	20									
56150	5	BELFORT	Rue/Street	NS	LYON	LYON	L	20									
56160	5	COLMAR	Rue/Street	NS	LUCERNE	BRUGES	L	20									
56170	5	COLMAR	Rue/Street	NS	BRUGES	STRASBOURG	L	20									
56180	5	BRUGES	Rue/Street	NS	LUCERNE	COLMAR	L	20									
56190	5	STRASBOURG	Rue/Street	NS	LUCERNE	COLMAR	L	18									
56195	5	STRASBOURG	Rue/Street	NS	COLMAR		L	18									
56200	5	BRUXELLES	Rue/Street	NS	LUCERNE	STRASBOURG	L	20									
56210	5	NAMUR	Rue/Street	NS	LUCERNE	AVIGNON	L	20									
56220	5	NAMUR	Rue/Street	NS	AVIGNON		L	20									
56230	5	AVIGNON	Rue/Street	NS	NAMUR		L	20									
58000	4	Ste Thérèse	Boulevard	EW	St-Jacques	Bourdeau	L	20	73	7.8	1.5	1.5	N/A	N/A	50	C	1059
58010	4	Ste Thérèse	Boulevard	EW	Bourdeau	Louise	L	20	108	7.1	0.7	N/A	N/A	N/A	50	E	1100

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58020	4	Ste Thérèse	Boulevard	EW	Louise	Angele	L	20	253	8.1	0.8	0.8	N/A	N/A	50	E	750
58030	5	Ste Thérèse	Boulevard	EW	Angele	Cloutier	L	20	144	8.5	1.6	1.6	N/A	N/A	50	E	640
58040	5	Ste Thérèse	Boulevard	EW	Cloutier	161m O de Cloutier	L	20	161	8	N/A	N/A	N/A	N/A	50	E	230
58050	5	Cloutier	Promenade/Drive	NS	Ste Thérèse	Ryan	L	20	209	7.5	0.3	0.4	N/A	N/A	50	E	150
58060	6	Ryan	Court	EW	Cloutier	50m S of Cloutier	L	20	50	8	1	1	N/A	N/A	50	E	60
58070	5	Cloutier	Promenade/Drive	WE	Ryan	Bruyere	L	20	192	7.6	1.4	1.4	N/A	N/A	50		256
58080	6	Bruyère	Court	NS	Cloutier	113m S of Cloutier	L	20	113	7.8	1	1	N/A	N/A	50	E	70
58090	5	Cloutier	Promenade/Drive	SN	Bruyere	Ste Thérèse	L	20	257	7.5	N/A	0.5	N/A	N/A	50	E	250
58100	5	Cloutier	Promenade/Drive	SN	Ste Thérèse	234m N Ste Therese	L	20	234	8.2	N/A	N/A	N/A	N/A	50	E	110
58110	5	Angele	Rue/Street	SN	Ste Thérèse	Cecile	L	20	130	8.8	0.7	0.7	N/A	N/A	50	C	196
58120	5	Angele	Rue/Street	SN	Cecile	100m n Cecile	L	20	100	9	0.7	0.7	N/A	N/A	50	C	196
58130	5	Cecile	Rue/Street	WE	Angele	182m NE Angele	L	20	182	8.5	0.8	0.8	N/A	N/A	50	E	50
58140	5	Louise	Rue/Street	NS	Ste Thérèse	Bourdeau	L	20	100	7	1.7	1.7	N/A	N/A	50	E	230
58150	5	Louise	Rue/Street	NS/WE	Bourdeau	Bourdeau	L	20	221	6.6	N/A	N/A	N/A	N/A	50	E	90
58160	5	Bourdeau	Croissant/Crescent	EW/NS/WE	Louise	Camille	L	20	500	8.7	1.7	1.7	N/A	N/A	50	C	229
58170	6	Camille	Rue/Street	NS	Bourdeau	33m S of Bourdeau	L	20	33	6.5	N/A	N/A	N/A	N/A	50	E	10
58180	5	Bourdeau	Croissant/Crescent	WE/SN	Camille	Louise	L	20	141	8	1.7	1.7	N/A	N/A	50	C	229
58190	5	Bourdeau	Croissant/Crescent	SN	Louise	Carriere	L	20	117	6.6	1.7	1.7	N/A	N/A	50	C	229
58200	5	Bourdeau	Croissant/Crescent	SN	Carriere	Ste Thérèse	L	20	127	6.5	1.7	1.7	N/A	N/A	50	C	229
58210	5	Carriere	Rue/Street	WE	Bourdeau	St-Jacques	L	20	74	8.4	1.6	1.6	N/A	N/A	50	C	230
58220	4	St-Jacques	Route	SN	Carriere	Ste-Thérèse	C	20	132	10.2	0.8	N/A	N/A	(C) 1.5	50	E	
58230	4	St-Jacques	Route	SN	Ste-thérèse	Notre-Dame	C	20	600	10.2	0.8	N/A	N/A	(C) 1.5	50	C	3295

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Metres	24,424.0 m
Kilometres	24.4 km

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Speed Vitesse	Type2	AADT
80000	5	Mill	Rue / Street	EW	Concession	Parallel	L	20	120	9.1	N/A	N/A	R (J)	(C) 1.5	50	E	250
80010	5	Mill	Rue / Street	EW	Parallel	Castor	L	20	310	9.2	N/A	N/A	N/A	(C) 1.4	50	E	90
80020	5	Mill	Rue / Street	EW/SN	Castor	Craig	L	20	200	7.8	N/A	N/A	N/A	(C) 1.4	50	E	300
80030	5	Castor	Rue/Street	EW	Concession	Parallel	L	20	120	6.3	0.4	0.4	N/A	(C) 1.4	50	C	286
80040	5	Castor	Rue/Street	EW	Parallel	Mill	L	20	200	6.5	N/A	N/A	N/A	(C) 1.3	50	E	200
80050	5	Parallel	Rue/Street	NS	Main	Mill	L	20	130	8.2	N/A	N/A	N/A	(C) 1.3	50	E	50
80060	5	Main	Rue/Street	EW	Concession	Parallel	L	20	130	8.6	N/A	N/A	N/A	(C) 1.5	50	E	50
80070	4	Concession	Rue/Street	SN	Craig	Maple	C	20	163	16.1	0.5	0.5	N/A	(C) 1.4	40	C	3487
80075	4	Concession	Rue/Street	SN	Maple	Nature Trail	C	20	271	11.7	2.2	2.3	N/A	(C) 1.4	50		
80080	4	Concession	Rue/Street	SN	Nature Trail	Campbell	C	20	161	10.6	2.2	2.3	N/A	(C) 1.4	50		
80100	5	Campbell	Cours/Court	EW	Concession	200m W Concession	L	20	200	8.6	0.8	0.8	BOTH (J)	N/A	50	E	340
80110	5	MacDougall	Rue/Street	SN	Craig	Tweed	L	20	86	8.4	N/A	N/A	BOTH (J)	N/A	50	E	790
80120	5	Tweed	Croissant/Crescent	SN	MacDougall	MacDougall	L	20	400	8.6	N/A	N/A	BOTH (J)	N/A	50	E	410
80130	5	MacDougall	Rue/Street	SN	MacDougall	Tweed	L	20	430	8.6	N/A	N/A	BOTH (J)	N/A	50	E	380
80140	5	Tweed	Croissant/Crescent	EW/NS	MacDougall	Parklands	L	20	250	8.8	N/A	N/A	BOTH (J)	N/A	50	E	150
80150	5	Tweed	Croissant/Crescent	NS	Parklands	Parklands	L	20	300	8.8	N/A	N/A	BOTH (J)	N/A	50	E	480
80160	5	Parklands	Avenue	NS	Tweed	Tweed	L	20	300	8.6	N/A	N/A	BOTH (J)	N/A	50	E	150
80170	5	Parklands	Avenue	NS	Tweed	Craig	L	20	98	8.7	N/A	N/A	BOTH (J)	N/A	50	E	710
80180	5	Forced Road	Chemin/Road	SN	Craig	Nature Trail	C	N/A	1450	6	0.7	0.4	N/A	N/A	50	C	340
80190	5	Olde Towne	Avenue	SN	Craig	Olde Towne	L	20	620	8.6	N/A	N/A	BOTH (M)	(C) 1.5	50	E	2100
80200	5	Cobblestone	Drive	NS	Olde Towne	Brickyard	L	20	195	7.7	N/A	N/A	BOTH (M)	N/A	50	E	340
80205	5	Cobblestone	Drive	NS	Brickyard	Woolenmill	L	20	82	7.9	N/A	N/A	BOTH (M)	N/A	50	E	700
80210	5	Cobblestone	Drive	NS	Woolenmill	Gaslight Way	L	20	183	8.6	N/A	N/A	BOTH (M)	N/A	50	E	980
80220	5	Olde Towne	Avenue	SN/WE	Brickyard	Olde Towne	L	20	195	8	N/A	N/A	BOTH (M)	N/A	50	E	180
80225	5	Olde Towne	Avenue	SN/WE	Olde Towne	Cobblestone	L	20	114	7.9	N/A	N/A	BOTH (M)	N/A	50	E	90
80230	5	Olde Towne	Avenue	WE	Cobblestone	Olde Towne	L	20	73	8.2	N/A	N/A	BOTH (M)	N/A	50	E	70
80240	5	Olde Towne	Avenue	WE	Olde Towne	39m E Olde Towne	L	20	39	8.7	N/A	N/A	BOTH (M)	N/A	50	E	70
80250	5	Brickyard	Drive	EW	Cobblestone	Olde Towne	L	20	135	8.1	N/A	N/A	BOTH (M)	N/A	50	E	310
80260	5	Pebblemill	Lane	NS	Woolenmill	Gaslight Way	L	20	156	8.6	N/A	N/A	BOTH (M)	N/A	50	E	130
80270	5	Woolenmill	Way	EW/NS	Cobblestone	Gaslight Way	L	20	286	8.6	N/A	N/A	BOTH (M)	N/A	50	E	190
80280	5	Gaslight	Way	EW	Olde Towne	Woolenmill	L	20	226	8.6	N/A	N/A	BOTH (M)	N/A	50	E	1460
82000	5	Mill	Rue / Street	EW	Castor	Concession	L	20	300	9.1	N/A	0.5	R (J)	(C) 1.5	50	E	200
82010	5	First	Avenue	SN	Castor	First st.	L	20	120	8.7	1.5	1.5	N/A	(C-A) 1.2	50	E	150
82020	5	First	Avenue	SN	First st.	Legion	L	20	101	8.2	N/A	1	N/A	(C) 1.2	50	E	80
82030	5	First	Avenue	SN	Legion	Maple	L	20	182	7	1	1	N/A	(C) 1.2	50	E	150
82040	5	First	Avenue	SN	Maple	229m N of First	L	20	229	6.5	0.5	0.9	N/A	N/A	50	E	150
82050	5	Second	Avenue	SN	Castor	First st.	L	20	112	6.5	1	1	N/A	N/A	50	E	75
82060	5	Second	Avenue	SN	First st.	Legion	L	20	104	6.6	N/A	N/A	N/A	N/A	50	E	70
82070	5	First	Rue/Street	WE	Concession	First Ave	L	20	80	7.5	0.2	0.9	N/A	(C) 1.2	50	E	75
82080	5	First	Rue/Street	WE	First Ave	Second Ave	L	20	58	6.3	N/A	N/A	N/A	N/A	50	E	NA
82090	5	Legion	Lane	WE	Concession	First Ave	L	20	79	7	N/A	N/A	N/A	(C) 1.4	50	E	75
82100	5	Legion	Lane	WE	First Ave	Second Ave	L	20	60	6.4	N/A	1.2	N/A	N/A	50	E	20
82110	4	Maple	Rue/Street	WE	Concession	First Ave	L	20	78	7.8	0.7	0.5	N/A	(C-A) 1.3	50	C	1487
82120	4	Maple	Rue/Street	WE	First Ave	Elm	L	20	132	8	0.4	0.4	N/A	N/A	50	E	1360
82150	4	Maple	Rue/Street	WE	Elm	Louks	L	20	166	9.2	N/A	N/A	N/A	N/A	50	E	650
82160	4	Maple	Rue/Street	WE	Louks	Dunlop	L	20	183	9.3	N/A	N/A	N/A	N/A	50	E	390
82170	4	Maple	Rue/Street	WE/NS	Dunlop	Louks	L	20	300	9.3	N/A	N/A	N/A	N/A	50	E	230
82180	5	Elm	Avenue	NS	Maple	Gold	L	20	84	9	N/A	N/A	N/A	N/A	50	E	250
82185	5	Gold	Croissant/Crescent	NS/WE	Elm	George	L	20	226	8.5	1	1	N/A	N/A	50	E	190

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82190	5	Elm	Avenue	NS/WE	Gold	George	L	20	219	9	N/A	N/A	N/A	N/A	50	E	200
82200	5	George	Rue/Street	WE	Elm	Birch	L	20	64	9	N/A	N/A	N/A	N/A	50	C	485
82210	5	Birch	Court	NS	George	55m S of George	L	20	55	9.1	N/A	N/A	N/A	N/A	50	E	60
82230	5	George	Rue/Street	WE	Birch	Warner	L	20	101	8.8	N/A	N/A	N/A	N/A	50	E	445
82240	5	Warner	Rue/Street	NS	George	Castor	L	20	146	7.2	0.5	0.6	N/A	N/A	50	E	300
82250	5	George	Rue/Street	WE	Warner	Hay	L	20	277	8.2	0.6	0.6	N/A	N/A	50	E	170
82260	5	George	Rue/Street	WE	Hay	Eldon	L	20	100	8.1	0.6	0.6	N/A	N/A	50	E	290
82270	5	Eldon	Rue/Street	NS	George	Castor	L	20	156	7.2	0.6	0.5	N/A	N/A	50	E	400
82280	5	George	Rue/Street	WE	Eldon	Deguire	L	20	100	8.4	0.7	0.5	N/A	N/A	50	E	80
82290	6	Deguire	Court	NS	George	47m S of George	L	20	47	8.8	0.5	0.5	N/A	N/A	50	E	60
82300	5	George	Rue/Street	WE	Deguire	Kinnaird	L	20	100	8.4	0.6	0.7	N/A	N/A	50	E	200
82310	5	George	Rue/Street	WE	Kinnaird	Provost	L	20	100	8	0.7	0.6	N/A	N/A	50	E	300
82320	6	Provost	Court	NS	George	64m S of George	L	20	64	7.2	N/A	N/A	N/A	N/A	50	E	60
82330	5	George	Rue/Street	WE	Provost	Cousineau	L	20	70	8.4	0.7	0.6	N/A	N/A	50	E	330
82340	5	George	Rue/Street	WE	Cousineau	Eadie	L	20	115	8.5	0.7	0.7	N/A	N/A	50	E	480
82350	6	Cousineau	Court	SN	George	65m N of George	L	20	65	7.8	3	3	N/A	N/A	50	E	60
82360	5	Kinnaird	Rue/Street	SN	George	Louks	L	20	93	8.7	N/A	N/A	N/A	N/A	50	E	100
82370	5	Kinnaird	Rue/Street	SN/EW	Louks	Louks	L	20	210	9	N/A	N/A	N/A	N/A	50	E	160
82380	5	Loucks	Drive	EW	Kinnaird	Kinnaird	L	20	122	8	0.6	0.6	N/A	N/A	50	E	360
82390	5	Loucks	Drive	EW	Kinnaird	Maple	L	20	164	7.6	N/A	N/A	N/A	N/A	50	E	260
82400	5	Loucks	Drive	EW	Maple	Hay	L	20	116	7.7	0.6	0.7	N/A	N/A	50	E	110
82410	5	Hay	Drive	SN	George	Louks	L	20	91	7.7	0.6	0.6	N/A	N/A	50	E	200
82420	5	Loucks	Drive	EW/SN	Hay	Phair	L	20	300	7.8	0.7	0.6	N/A	N/A	50	E	200
82430	5	Phair	Court	WE	Louks	194m E of Louks	L	20	194	9.2	0.8	0.8	N/A	N/A	50	E	170
82440	5	Loucks	Drive	SN	Phair	Maple	L	20	76	7.8	0.7	0.7	N/A	N/A	50	E	200
82450	5	Dunlop	Croissant/Crescent	EW	Maple	Oak	L	20	226	9	N/A	N/A	N/A	N/A	50	E	150
82460	6	Oak	Croissant/Crescent	NS	Dunlop	66m S of Dunlop	L	20	66	8.1	N/A	N/A	N/A	N/A	50	E	60
82470	5	Dunlop	Croissant/Crescent	EW	Oak	Grace	L	20	101	8.9	N/A	N/A	N/A	N/A	50	E	260
82480	5	Grace	Rue/Street	NS	Dunlop	Maple	L	20	129	9	N/A	N/A	N/A	N/A	50	E	90
82490	5	Dunlop	Croissant/Crescent	EW/NS	Grace	Maple	L	20	208	8.9	0.4	0.5	N/A	N/A	50	E	410
82500	5	York Crossing	Rue/Street	WE	Concession	Settlement	L	20	350	8.5	N/A	N/A	BOTH (M)	N/A	50	E	1150
82510	5	Settlement	Lane	NS/WE	York Crossing	Hidden Trail	L	20	400	8.5	N/A	N/A	BOTH (M)	N/A	50	E	440
82520	5	Station Trail	Rue/Street	NS/WE	York Crossing	Hidden Trail	L	20	600	8.5	N/A	N/A	BOTH (M)	N/A	50	E	710
82525	5	Hidden Trail	Rue/Street	NS	Settlement	Station Trail	L	20	76	7.1	N/A	N/A	N/A	N/A	50	E	NA
82530	5	JUNCTION	Rue/Street	NS	Settlement	CENTRAL PARK	L	20									
82540	5	Station Trail	Rue/Street	NS	JUNCTION	PIONEER	L	20									
82550	5	Station Trail	Rue/Street	NS	PIONEER	PIONEER	L	20									
82560	5	PIONEER	Rue/Street	NS	Station Trail	Station Trail	L	20									
82570	5	PIONEER	Rue/Street	NS	Station Trail	CENTRAL PARK	L	20									
82580	5	SOLIDEX	PLACE	NS	CENTRAL PARK		L	20									
82590	5	PARKVIEW	TERRACE	NS	CENTRAL PARK	SOLIDEX	L	20									
82595	5	PARKVIEW	TERRACE	NS	Station Trail	CENTRAL PARK	L	20									
82600	5	CENTRAL PARK	AVENUE	NS	GAMBLE	YORK STATION	C	20									
82610	5	CENTRAL PARK	AVENUE	NS	YORK STATION	PARKVIEW	C	20									
82620	5	CENTRAL PARK	AVENUE	NS	PARKVIEW	SOLIDEX	C	20									
82630	5	CENTRAL PARK	AVENUE	NS	SOLIDEX	EADIE	C	20									
82640	5	GAMBLE	DRIVE	NS	CENTRAL PARK	DEERFIELD	L	20									
82650	5	GAMBLE	DRIVE	NS	DEERFIELD		L	20									
82660	5	DEERFIELD	DRIVE	NS	GAMBLE		L	20									
82670	5	BOXCAR	CRESCENT	NS	YORK STATION	YORK STATION	L	20									
82680	5	YORK STATION	CRESCENT	NS	SETTLEMENT	DUNCANVILLE	L	20									
82685	5	YORK STATION	CRESCENT	NS	DUNCANVILLE	CENTRAL PARK	L	20									
82690	5	DUNCANVILLE	ROAD/CHEMIN	NS	YORK STATION		L	20									
86000	5	Bank	Rue/Street	EW	Concession	Church	L	20	230	8.1	0.9	0.9	N/A	(A)1.9	50	C	175
86010	4	Church	Rue/Street	EW	South Russell	Heritage	L	20	200	6.8	0.7	0.6	N/A		50	C	1507
86020	4	Church	Rue/Street	EW	Heritage	Drentex	L	20	200	6.9	0.7	0.6	N/A	(A)1.9	50	C	348
86030	4	Church	Rue/Street	EW	Drentex	Bols	L	20	140	7.4	0.6	0.5	N/A	(A)1.9	50	C	1872
86040	5	Drentex	Chemin/Road	SN/EW	Church	Bols	L	20	380	7	0.8	0.6	N/A	N/A	50	C	182

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86050	5	Bols	Rue/Street	NS	Drentex	150m N Drentex	L	20	150	6.6	0.5	0.5	N/A	N/A	50	C	186
86060	5	Bols	Rue/Street	NS	Drentex	Church	L	20	200	6.4	0.6	0.6	N/A	N/A	50	E	226
86070	5	Heritage	Chemin/Road	NS	Church	Trillium	L	20	102	7	0.8	0.8	N/A	N/A	50	E	300
86080	5	Heritage	Chemin/Road	EW	Trillium	Trillium	L	20	300	6.8	0.7	0.7	N/A	N/A	50	E	250
86090	5	Heritage	Chemin/Road	EW/NS/WE	Trillium	South Russell	L	20	1200	6.6	1	0.9	N/A	N/A	50	E	290
86100	5	Trillium	Croissant/Crescent	NS/EW	Heritage	Heritage	L	20	750	6.7	N/A	N/A	N/A	N/A	50	E	100
88000	5	Church	Rue/Street	WE	South Russell	Stiver	L	20	230	8.1	0.3	0.5	N/A	(C) 1.5	50	E	770
88005	5	Church	Rue/Street	WE	Stiver	Du Parc	L	20	270	7.1	N/A	1.2	N/A	(C) 1.5	50	E	660
88010	5	Church	Rue/Street	WE	Du Parc	Gascon	L	20	440	7.2	0.8	0.8	N/A	N/A	50	E	120
88020	5	Church	Rue/Street	WE	Gascon	Wade	L	20	145	7.2	1.1	0.8	N/A	N/A	50	E	280
88030	5	Cumming	Rue/Street	WE	South Russell	Stiver	L	20	41	9.4	1	1	N/A	N/A	50	C	361
88040	5	Stiver	Rue/Street	SN/WE	Cumming	380m E Cumming	L	20	380	8.7	N/A	N/A	BOTH (M)	N/A	50	E	50
88050	5	Du Parc	Avenue	NS	Church	Des Bois	L	20	119	8.1	0.7	0.7	N/A	N/A	50	E	450
88060	5	Du Parc	Avenue	NS	Gascon	Chartrand	L	20	120	8.1	0.8	0.7	BOTH (J)	N/A	50	E	70
88070	5	Du Parc	Avenue	NS	Chartrand	Sujak	L	20	120	8.6	N/A	N/A	BOTH (J)	N/A	50	E	40
88080	5	Du Parc	Avenue	NS	Sujak	140m S of Sujak	L	20	140	8.7	N/A	N/A	BOTH (J)	(C) 1.5	50	E	50
88090	5	Des Bois	Promenade/Drive	EW/NS	Du Parc	Des Pins	L	20	450	7.6	0.5	0.5	N/A	N/A	50	C	187
88100	5	Des Pins	Rue/Street	WE	100m O of Des Bois	Des Bois	L	20	100	7.7	const	const	BOTH (J)		50	C	167
88110	5	Des Pins	Rue/Street	WE	Des Bois	Du Parc	L	20	350	7.7	0.6	0.6	N/A	N/A	50	E	200
88120	5	Gascon	Rue/Street	WE	Du Parc	Church	L	20	350	7.5	0.8	0.5	N/A	N/A	50	E	220
88130	5	Chartrand	Rue/Street	WE/NS	Du Parc	Sujak	L	20	500	8.7	N/A	N/A	BOTH (J)	N/A	50	C	482
88140	5	Sujak	Rue/Street	WE	Temblay	Tremblay	L	20	280	8.4	N/A	N/A	BOTH (J)	N/A	50	E	447
88150	5	Tremblay	Croissant/Crescent	NS/WE/SN	Sujak	Sujak	L	20	420	8.5	N/A	N/A	BOTH (J)	N/A	50	E	100
88160	5	Sujak	Rue/Street	WE	Tremblay	Wade	L	20	79	8.5	N/A	N/A	BOTH (J)	N/A	50	E	447
88170	5	Sujak	Rue/Street	WE	Du Parc	Tremblay	L	20	110	8.6	N/A	N/A	BOTH (J)	N/A	50	E	267
88180	5	Corvinelli	Croissant/Crescent	EW/NS	Du Parc	Henover Park	L	20	205	8.7	N/A	N/A	BOTH (J)	N/A	50	C	102
88190	5	Corvinelli	Croissant/Crescent	NS/WE	Henover Park	Du Parc	L	20	205	8.7	N/A	N/A	BOTH (J)	N/A	50	E	140

Township of Russell - Limoges Road Inventory

Metres	3,088.0 m
Kilometres	3.1 km

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Speed Vitesse	Type2	AADT
07000	5	Le Baron	Promenade	EW	Limoges	Duchess	L	20	88	7	0.8	0.7	N/A	N/A	50	E	100
07050	5	Le Baron	Promenade	EW	Duchess	Monarch	L	20	107	7	0.6	..6	N/A	N/A	50	E	260
07100	5	Renaissance	Cercle/Crescent	NS	Le Baron	150m S of Le Baron	L	20	150	7	N/A	N/A	N/A	N/A	50	E	150
07300	5	Monarch	Cercle/Crescent	SN	Le Baron	88m N of Le Baron	L	20	88	6.7	N/A	N/A	N/A	N/A	50	E	90
07500	5	Duchesse	Cercle/Crescent	SN	Le Baron	168m N of Le Baron	L	20	168	6.4	N/A	N/A	N/A	N/A	50	E	110
06000	6	Hebert	Rue / Street	EW	Limoges	180m W of Limoges	L	20	180	6.4	0.2	0.2	N/A	N/A	50	E	150
06100	5	Lacroix	Rue / Street	EW	Limoges	100m west of cty rd 5	L	20	100	9.8	0.1	0.1	N/A	N/A	50	E	110
06300	6	Joane	Rue / Street	SN	King	107m N of King	L	20	107	6.5	1.1	1.1	N/A	N/A	50	E	30
06400.1	5	King	Rue / Street	EW	Limoges	1100m west of cty rd 5	L	20	1500	6.1	1.7	1.7	N/A	N/A	50	C	493
06600	5	Oasis	Rue / Street	EW	Limoges	310m W of Limoges	L	20	310	9.1	N/A	N/A	N/A	N/A	50	E	530
06800	5	Dune	Rue / Street	EW	Desert	200m W of Desert	L	20	200	6.7	0.4	..3	N/A	N/A	50	E	220
06900	5	Desert	Rue / Street	SN	Dune	Oasis	L	20	90	8.5	N/A	N/A	N/A	N/A	50	E	270

Township of Russell - Marionville Road Inventory

Metres	1,311.0 m
Kilometres	1.3 km

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Speed Vitesse	Type2	AADT
10000	5	Bouchard	Rue / Street	WE	Gregoire	425m E of Gregoire	L	20	425	6.6	1.1	0.9	30M (M)	N/A	50	C	319
10100	5	Marion	Rue / Street	NS	Bouchard	Gustave	L	20	308	6.2	1.1	no	N/A	N/A	50	E	100
10200	5	Gustave	Rue / Street	WE	Marion	St-Pierre	L	20	141	6.2	no	no	N/A	N/A	50	E	100
10300	5	St-Pierre	Rue / Street	SN	Marionville	Bouchard	L	20	437	6.4	1.8	0.6	N/A	N/A	50	E	100

Township of Russell - 417 Industrial Park Road Inventory

Metres	2163 m
Kilometres	2.163 km

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Speed Vitesse	Type2	AADT
09000	5	Enterprise	Chemin / Road	EW/SN/EW/SN	St-Guillaume	Burton	IN	20	1000	9	1.2	0.9	N/A	N/A	50	C	312
09100	5	Clement	Rue / Street	NS/WE/SN	Enterprise	Enterprise	IN	20	900	7.3	1.7	1.6	N/A	N/A	50	E	200
09200	5	Commerce	Rue / Street	WE	Clement	98m E of Clement	IN	20	98	7.4	2	1.8	N/A	N/A	50	E	100
09300	5	Universelle	Rue / Street	SN	Clement	165m N of Clement	IN	20	165	7.4	2.4	1.6	N/A	N/A	50	E	50

Township of Russell - Business Park Road Inventory

Metres	1,313.0 m
Kilometres	1.3 km

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Speed Vitesse	Type2	AADT
50000	4	Bay	Rue / Street	WE/NS	St-Guillaume	New York Central	IN	20	267	9.1	1.7	1.7	N/A	N/A	50	C	1069
50010	4	Bay	Rue / Street	WE	New York Central	Industrial	IN	20	195	7.4	N/A	N/A	N/A	N/A	50	E	800
50020	4	Bay	Rue / Street	WE/SN	Industrial	New York Central	IN	20	251	7.1	N/A	N/A	N/A	N/A	50	E	300
50030	5	New York Central	Avenue	WE	Bay	400m E de Bay	IN	20	400	6.3	1.5	1.5	N/A	N/A	50	E	300
50040	5	Industriel	Rue / Street	NS	Bay	Notre-Dame	IN	20	200	6.5	1.4	1.4	N/A	N/A	50	E	600

Township of Russell Master Plan Update

7/24/2015

Township of Russell - County Road Inventory

Metres	92,062.0 m
Kilometres	92.1 km

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Type2	AADT
RUSSELL																
R1600	N/A	Craig / Cty. 3	Rue/Street	EW	Boundary	Hamilton	C	20	1600	7.1	2	1.7	N/A		N/A	N/A
R1610	N/A	Craig / Cty. 3	Rue/Street	EW	Hamilton	Olde Towne	C	20	650	6.9	2	2.2	N/A	(C)1.4	N/A	N/A
R1615	N/A	Craig / Cty. 3	Rue/Street	EW	Olde Towne	Forced Road	C	20	190	7	2.2	0.8	N/A	(C)1.4	N/A	N/A
R1620	N/A	Craig / Cty. 3	Rue/Street	EW	Forced Road	Parklands	C	20	150	7.2		3.4	L (M)	(C)1.4	N/A	N/A
R1625	N/A	Craig / Cty. 3	Rue/Street	EW	Parklands	McDougall	C	20	320	6.7	3.3	2.4	L (M)	(C-A) 1.7	N/A	N/A
R1630	N/A	Craig / Cty. 3	Rue/Street	EW	McDougall	Concession	C	20	240	6.7	3.3	2.4	N/A	(C)1.3	N/A	N/A
R1360	N/A	Concession / Cty. 3	Rue/Street	EW	Craig	Castor	C	20	250		N/A	N/A	N/A		N/A	N/A
R1635	N/A	Castor / Cty. 3	Avenue	EW	Concession	Second Ave	C	20	75	7.4		3.2	R (M)	(C) 1.5	N/A	N/A
R1640	N/A	Castor / Cty. 3	Avenue	EW	First Ave	Second Ave	C	20	75	7.4		3.2	R (M)	(C) 1.2	N/A	N/A
R1645	N/A	Castor / Cty. 3	Avenue	EW	Second Ave	Warner	C	20	250	7.1	1.5		R (M)	(C) 1.3	N/A	N/A
R1650	N/A	Castor / Cty. 3	Avenue	EW	Warner	Eldon	C	20	350	6.8	2	3	N/A	(C) 1.5	N/A	N/A
R1655	N/A	Castor / Cty. 3	Avenue	EW	Eldon	Eadie	C	20	500	7	2.2	2.2	N/A		N/A	N/A
R1660	N/A	Castor / Cty. 3	Avenue	EW	Eadie	Ste Catherine	C	20	1400	6.9	2	2.8	N/A		N/A	N/A
R1670	N/A	Castor / Cty. 3	Avenue	EW	Ste Catherine	St-Guillaume	C	20	1300	6.9	2.2	2.1	N/A		N/A	N/A
R3300	N/A	outh Russell / Cty.	Chemin / Road	NS	Castor River	Castor Road	C	20	175	7.8	3.4	4.2	N/A	(C)1.5	N/A	N/A
R3310	N/A	outh Russell / Cty.	Chemin / Road	NS	Church	Castor River	C	20	107	6.8	3.6	3.5	N/A	(C)1.4	N/A	N/A
R3320	N/A	outh Russell / Cty.	Chemin / Road	NS	Heritage	Church	C	20	600	6.9	1.7	2	N/A	(C-A)1.4	N/A	N/A
R3330	N/A	outh Russell / Cty.	Chemin / Road	NS	Route 400	Heritage	C	20	2500	7	1.8	2.1	N/A	N/A	N/A	N/A
R3340	N/A	outh Russell / Cty.	Chemin / Road	NS	Route 500	Route 400	C	20	3000	7	1.5	1.7	N/A	N/A	N/A	N/A
R3350	N/A	outh Russell / Cty.	Chemin / Road	NS	Marionville	Route 500	L	20	2200	7	1.7	1.6	N/A	N/A	N/A	N/A
R9900	N/A	Boundary / Cty. 41	Rue/Street	NS	Route 100	Burton	C	20	2500	6.9	2.4	3	N/A	N/A	N/A	N/A
R9910	N/A	Boundary / Cty. 41	Rue/Street	NS	Route 200	Route 100	C	20	3000	7	2.7	2.5	N/A	N/A	N/A	N/A
R9920	N/A	Boundary / Cty. 41	Rue/Street	NS	Craig	Route 200	C	20	1200	7	2.4	2.7	N/A	N/A	N/A	N/A

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Type2	AADT
NORD																
R1000	6	Burton / Ottawa	Chemin/Road	EW	Boundary	Hamilton	C	20	1350	4	0.5	0.5	N/A	N/A	1997	E
R1010	N/A	Burton / Ottawa	Chemin/Road	EW	Hamilton	North Russell	C	20	1350	6.7	2.1	1.9	N/A	N/A	N/A	N/A
R1020	N/A	Burton / Ottawa	Chemin/Road	EW	North Russell	Eadie	C	20	1000	6.6	0.5	0.6	N/A	N/A	N/A	N/A
R1030	N/A	Burton / Ottawa	Chemin/Road	EW	Eadie	Closed ROW	C	20	1500	6.7	1.2	1	N/A	N/A	N/A	N/A
R1040	N/A	Burton / Ottawa	Chemin/Road	EW	Closed ROW	St Guillaume	C	20	1400	6.7	0.6	0.6	N/A	N/A	N/A	N/A
R2000	N/A	Russland / Ottawa	Chemin/Road	EW	St-Pierre	St-Guillaume	C	20	1500	6.7	2.5	2.4	N/A	N/A	N/A	N/A
R2010	N/A	Russland / Ottawa	Chemin/Road	EW	St Augustin	St-Pierre	C	20	1400	6.6	1.4	1.4	N/A	N/A	N/A	N/A
R2020	N/A	Russland / Ottawa	Chemin/Road	EW	St-Thomas	St Augustin	C	20	1300	6.4	1.2	1.3	N/A	N/A	N/A	N/A
R2030	N/A	Russland / Ottawa	Chemin/Road	EW	Closed ROW	St-Thomas	C	20	1200	6.7	1.3	1.4	N/A	N/A	N/A	N/A
R2040	N/A	Russland / Ottawa	Chemin/Road	EW	Limoges	Closed ROW	C	20	1200	6.7	1.3	1.4	N/A	N/A	N/A	N/A

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Type2	AADT
LIMOGES																
R2900	N/A	Limoges /Cty. 5	Chemin/Road	NS	King	Russland	C	20	3000	6.6	2	1.9	N/A	N/A	N/A	N/A
R2910	N/A	Limoges /Cty. 5	Chemin/Road	NS	Oasis	King	C	20	250	7.1	3.5	5.2	N/A	(C)1.5	N/A	N/A
R2920	N/A	Limoges /Cty. 5	Chemin/Road	NS	Lacroix	Oasis	C	20	1400	7	P	P	N/A	N/A	N/A	N/A
R2930	N/A	Limoges /Cty. 5	Chemin/Road	NS	Route 300	Lacroix	C	20	1500	7.3	2	2.1	N/A	N/A	N/A	N/A
R2940	N/A	Limoges /Cty. 5	Chemin/Road	NS	Le Baron	Route 300	C	20	400	7.3	2	2.1	N/A	N/A	N/A	N/A
R2950	N/A	Limoges /Cty. 5	Chemin/Road	NS	Notre Dame	Le Baron	C	20	1300	7.2	2.1	2.2	N/A	N/A	N/A	N/A



Township of Russell Master Plan Update

7/24/2015

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Type2	AADT
ST-ALBERT																
R4900	N/A	St-Albert /Cty. 5	Chemin/Road	NS	Notre Dame	Castor River	C	20	500	6.6	2.4	3	N/A	N/A	N/A	N/A
R4910	N/A	St-Albert /Cty. 5	Chemin/Road	NS	Castor River	Route 400	C	20	800	7	2	2	N/A	N/A	N/A	N/A
R4920	N/A	St-Albert /Cty. 5	Chemin/Road	NS	Route 400	Route 500	C	20	3100	7	2	1.5	N/A	N/A	N/A	N/A
R4930	N/A	St-Albert /Cty. 5	Chemin/Road	NS	Route 500	Marionville	C	20	2200	6.7	2.2	2	N/A	N/A	N/A	N/A

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Type2	AADT
EMBRUN																
R2800	N/A	Notre Dame / Cty. 5	Avenue	EW	St-Guillaume	Industriel	C	20	560	11.3	N	N	R (J)		N/A	N/A
R2805	N/A	Notre Dame / Cty. 5	Avenue	EW	Industriel	Promenade	C	20	480	10.4	2.3	2.4	R (J)	(C)1.5	N/A	N/A
R2810	N/A	Notre Dame / Cty. 5	Avenue	EW	Promenade	Domaine	C	20	190	7.1	3.6	3.2	R (J)	(C)1.5	N/A	N/A
R2815	N/A	Notre Dame / Cty. 5	Avenue	EW	Domaine	St-Pierre	C	20	300	7	2	2.1	R (J)	(C)1.5	N/A	N/A
R2820	N/A	Notre Dame / Cty. 5	Avenue	EW	St-Pierre	Dignard	C	20	250	6.9	3.1	2.2	N/A	(C)1.5	N/A	N/A
R2825	N/A	Notre Dame / Cty. 5	Avenue	EW	Dignard	Blais	C	20	160	6.9	3.1	3.2	N/A	(C)1.5	N/A	N/A
R2830	N/A	Notre Dame / Cty. 5	Avenue	EW	Blais	Lapalme	C	20	80	10.1	2.8	0.4	N/A	(C)1.5	N/A	N/A
R2835	N/A	Notre Dame / Cty. 5	Avenue	EW	Lapalme	Ste Jeanne D'Arc	C	20	530	6.9	2.4	2.8	N/A	(C)1.5	N/A	N/A
R2840	N/A	Notre Dame / Cty. 5	Avenue	EW	Ste Jeanne D'Arc	St-Jean Baptiste	C	20	120	6.9	2.6	3.3	N/A	(C)1.5	N/A	N/A
R2845	N/A	Notre Dame / Cty. 5	Avenue	EW	St-Jean Baptiste	St-Augustin	C	20	260	7	2.7	3.4	N/A	(C)1.5	N/A	N/A
R2850	N/A	Notre Dame / Cty. 5	Avenue	EW	St-Augustin	Lapointe	C	20	400	6.9	1.7	1.8	N/A	(C)1.4	N/A	N/A
R2855	N/A	Notre Dame / Cty. 5	Avenue	EW	Lapointe	Lapointe	C	20	580	6.8	3.2	2.1	N/A	(C)1.5	N/A	N/A
R2860	N/A	Notre Dame / Cty. 5	Avenue	EW	Lapointe	Centenaire	C	20	320	6.9	3.2	6.4	N/A	(C)1.5	N/A	N/A
R2865	N/A	Notre Dame / Cty. 5	Avenue	EW	Centenaire	St-Thomas	C	20	400	6.7	2.6	2.6	N/A	(C)1.5	N/A	N/A
R2870	N/A	Notre Dame / Cty. 5	Avenue	EW	St-Thomas	Limoges	C	20	2750	6.8	2.2	2.4	N/A		N/A	N/A
R1900	N/A	St-Guillaume / Cty. 2	Chemin / Road	NS	Route 100	417	C	20	1000	6.7	2.1	2.3	N/A	N/A	N/A	N/A
R1910	N/A	St-Guillaume / Cty. 2	Chemin / Road	NS	Route 200	Route 100	C	20	1000	6.7	2.1	2.3	N/A	N/A	N/A	N/A
R1920	N/A	St-Guillaume / Cty. 2	Chemin / Road	NS	Route 300	Route 200	C	20	3000	6.7	2.1	2.3	N/A	N/A	N/A	N/A
R1930	N/A	St-Guillaume / Cty. 2	Chemin / Road	NS	Notre-Dame	Route 300	C	20	700	6.7	1.9	2.2	N/A	N/A	N/A	N/A
R4100	N/A	Ste-Marie / Cty. 29	Chemin / Road	NS	Castor River	Notre-Dame	C	20	325	6.9	1.8	1.7	N/A	N/A	N/A	N/A
R4110	N/A	Ste-Marie / Cty. 29	Chemin / Road	NS	Route 400	Castor River	C	20	1575	6.9	1.8	1.7	N/A	N/A	N/A	N/A
R4120	N/A	Ste-Marie / Cty. 29	Chemin / Road	NS	Route 500	Route 400	C	20	3000	6.6	1.5	1.8	N/A	N/A	N/A	N/A
R4130	N/A	Ste-Marie / Cty. 29	Chemin / Road	NS	Marionville	Route 500	C	20	1400	6.4	2	1.7	N/A	N/A	N/A	N/A

Segment	Class Min Stand.	Name Nom	Type	Direction	From De	To A	Collector Roads Ch. Collecteur	ROW Emprise	Length Lengeur	Width Largeur	R Shoul. W D Accot. L	L Shoul. W G Accot. L	Curbs Bordure	Sidewalk Trottoir	Type2	AADT
MARIONVILLE																
R9700	N/A	Gregoire / Cty. 41	Rue/Street	NS	Route 300	Craig	C	20	1800	6.6	2.9	2.6	N/A	N/A	N/A	N/A
R9710	N/A	Gregoire / Cty. 41	Rue/Street	NS	Route 400	Route 300	C	20	3000	6.6	2.4	2.6	N/A	N/A	N/A	N/A
R9720	N/A	Gregoire / Cty. 41	Rue/Street	NS	Marionville	Route 400	C	20	4000	6.7	2.8	2.9	200M (M)	(C-A) 1.5	N/A	N/A
R3600	N/A	Marionville / North Stor	Chemin / Road	EW	Gregoire	Leclerc	C	20	1300	6.3	1.7	1.8	200M (M)	(C)1.5	N/A	N/A
R3610	N/A	Marionville / North Stor	Chemin / Road	EW	Leclerc	South Russell	C	20	1700	6.2	1.4	1.3	N/A	N/A	N/A	N/A
R3620	4	Marionville / North Stor	Chemin / Road	EW	South Russell	Groves	C	20	1000	6.6	2.3	2.2	N/A	N/A	1997	E
R3630	N/A	Marionville / North Stor	Chemin / Road	EW	Groves	Ste-Catherine	C	20	1400	6.1	1.7	1	N/A	N/A	N/A	N/A
R3640	N/A	Marionville / North Stor	Chemin / Road	EW	Ste-Catherine	St-Andre	C	20	1300	6.1	1	1.7	N/A	N/A	N/A	N/A
R4600	N/A	Marionville / North Stor	Chemin / Road	EW	St-Andre	Ste-Marie	C	20	1400	6.9	0.1	0.1	N/A	N/A	N/A	N/A
R4610	N/A	Marionville / North Stor	Chemin / Road	EW	Ste-Marie	St-Jacques	C	20	1300	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R4620	N/A	Marionville / North Stor	Chemin / Road	EW	St-Jacques	St-Joseph	C	20	1400	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R4630	4	Marionville / North Stor	Chemin/Road	EW	St-Joseph	St-Edouard	C	20	1400	6	1	1	N/A	N/A	2001	C
R4640	6	Marionville / North Stor	Chemin/Road	EW	St-Edouard	St-Albert	C	20	1400	5	0.5	0.5	N/A	N/A	1997	E

Appendix B TOWNSHIP OF RUSSELL SIDEWALK INVENTORY

Township of Russell Master Plan Update

7/24/2015

Township of Russell - Sidewalk Inventory

Total Concrete Sidewalks	16,173.8 m
Total Asphalt Sidewalks	1,760.7 m

Segment	Name Nom	From De	To A	Direction	Type	Length Longueur (m)	Width Largeur (m)
EMBRUN							
50150	St-Pierre	Notre-Dame	Olympic	W	Concrete	172.8	1.6
50150	St-Pierre	Olympic	Piste Cyclable	W	Concrete	91.7	1.5
52110	Forget	72, Forget	Ste-Jeanne D'arc	N	Concrete	92.7	1.5
52120	Forget	Ste-Jeanne d'Arc	St-Jean Baptiste	N	Concrete	143.2	1.5
52130	Forget	29, Forget	St-Augustin	S	Concrete	181.0	1.2
52130	Forget	St-Jean Baptiste	St-Augustin	N	Concrete	276.1	1.5
52160	Ste-Jeanne d'Arc	Bourassa	Blais	W	Concrete	60.1	1.5
52170	Ste-Jeanne d'Arc	Forget	Bourassa	W	Concrete	67.0	1.5
52180	Ste-Jeanne d'Arc	Notre-Dame	Forget	W	Concrete	98.1	1.5
52190	St-Jean Baptiste	Notre-Dame	Forget	W	Concrete	100.1	1.5
52200	St-Jean Baptiste	Bourassa	Forget	W	Concrete	63.4	1.5
52205	St-Jean Baptiste	Blais	Bourassa	W	Concrete	79.8	1.5
52550	St-Augustin	Notre-Dame	Parc AG Bourdeau	E	Concrete	260.2	1.5
52550	St-Augustin	Forget	Notre-Dame	W	Concrete	99.3	1.5
52560	St-Augustin	Centenaire	Forget	W	Concrete	177.1	1.5
52570	St-Augustin	Dollard	Centenaire	W	Concrete	70.4	1.5
52580	St-Augustin	1158, St-Augustin	Dollard	W	Concrete	111.3	1.5
58220	St-Jacques	Ste-Thérèse	Carrière	W	Concrete	115.7	1.5
58230	St-Jacques	Notre-Dame	Ste-Thérèse	W	Concrete	481.3	1.5
58230	St-Jacques	1283, St-Jacques	Clinique Chiropratique	E	Concrete	222.8	1.5
R2805	Notre-Dame	Industrial	Promenade	N	Concrete	410.3	1.5
R2810	Notre-Dame	Promenade	Domaine	N	Concrete	221.0	1.5
R2815	Notre-Dame	St-Pierre	840, Notre-Dame	S	Concrete	216.0	1.5
R2815	Notre-Dame	Domaine	St-Pierre	N	Concrete	342.7	1.5
R2820	Notre-Dame	Lapalme	St-Pierre	S	Concrete	458.6	1.5
R2820	Notre-Dame	St-Pierre	Dignard	N	Concrete	226.2	1.5
R2825	Notre-Dame		Same as R2820				
R2825	Notre-Dame	Dignard	Sentier	N	Concrete	85.7	1.5
R2830	Notre-Dame	Blais	Ste-Jeanne D'arc	E	Concrete	585.3	1.5
R2835	Notre-Dame	Lapalme	St-Augustin	S	Concrete	816.0	1.5
R2840	Notre-Dame	St-Jean Baptiste	Ste-Jeanne d'Arc	N	Concrete	140.5	1.5
R2845	Notre-Dame	St-Augustin	St-Jean Baptiste	N	Concrete	273.6	1.5
R2850	Notre-Dame	Lapointe	St-Augustin	N	Concrete	273.8	1.4
R2855	Notre-Dame	Lapointe	Lapointe	N	Concrete	560.3	1.5
R2860	Notre-Dame	Centenaire	Lapointe	N	Concrete	181.9	1.5
R2865	Notre-Dame	1177, Notre-Dame	Centenaire	N	Concrete	47.5	1.5
R4100	Ste-Marie	Notre-Dame	Fin du pont	E	Concrete	325.4	1.5
R4100	Ste-Marie	Début du pont	Fin du pont	W	Concrete	109.2	0.7
R4100	Ste-Marie	1228, Ste-Marie	Notre-Dame	W	Concrete	188.4	1.5
TOTAL Concrete						8,426.5	

Township of Russell Master Plan Update

7/24/2015

Segment	Name Nom	From De	To A	Direction	Type	Length Longueur (m)	Width Largeur (m)
RUSSELL							
80070	Concession	Craig	Russell Arena	W	Concrete	92.5	1.2
R1360	Concession	Main	Craig	W	Concrete	167.6	1.2
R1630	Craig	Mac Dougall	Concession	N	Concrete	234.7	1.2
R1645	Castor	Second Ave	Warner	N	Concrete	243.1	1.3
R1635	Castor	Concession	First Ave	N	Concrete	73.3	1.4
R1615	Craig	Olde Towne	Forced	N	Concrete	167.4	1.4
R1640	Castor	First Ave	Second Ave	N	Concrete	49.5	1.2
R1360	Concession	Castor	Main	E	Concrete	63.4	1.3
R1630	Craig	Concession	Mill	S	Concrete	350.9	1.4
R3320	South Russell	Church	1158, South Russell	W	Concrete	84.1	1.5
80030	Castor	Concession	Parallel	N	Concrete	155.5	1.4
R1320	North Russel	York Crossing	Russell High school	E	Concrete	284.4	1.5
R1635	Castor	Centre D'achat	Concession	S	Concrete	34.7	1.5
88000	Church	concession	Water tower	N	Concrete	296.5	1.5
80080	Concession	Maple	York Crossing	E	Concrete	364.5	1.5
R3310	Concession	Bank	Church	W	Concrete	52.5	1.5
R1360	Concession	First St	Castor	E	Concrete	110.6	1.5
82020	First Ave	Legion	First St	E	Concrete	93.4	1.2
R1620	Craig	Forced	Parkland	N	Concrete	139.6	1.4
R1625	Craig	Parkland	Mac Dougall	N	Concrete	188.9	1.5
R1650	Castor	Warner	Eldon	N / S	Concrete	349.2	1.5
R3300	Concession	Castor	Mill	E / W	Concrete	60.2	1.5
R3300	Concession	Mill	Castor	W	Concrete	63.4	1.5
R1610	Craig	Foodland	Olde Towne	N	Concrete	52.1	1.4
R3320	South Russell	Cumming	Church	E	Concrete	192.1	1.5
80040	Castor	Parallel	Mill	N	Concrete	207.1	1.3
82030	First Ave	52, First ave	Legion	E	Concrete	114.0	1.2
R3310	Concession	Church	Mill	E	Concrete	202.4	1.4
82010	First Ave	Castor	First St	E	Concrete	107.0	1.2
80050	Parallel	Castor	Main	W	Concrete	61.8	1.4
82070	First St	Concession	First Ave	N	Concrete	74.2	1.2
80190	Olde Towne	Craig	Gaslight	W	Concrete	154.6	1.5
82110	Maple	Concession	First Ave	N	Concrete	42.2	1.3
80050	Parallel	Mill	Castor	W	Concrete	62.0	1.2
86000	Bank	12, Bank	South Russell	N	Concrete	86.5	1.3
82000	Mill St	101, Mill	Concession	S	Concrete	62.5	1.5
R3320	South Russell	203m S cumming	Cumming	E	Concrete	96.0	1.4
80000	Mill St	Concession	Parallel	N	Concrete	153.6	1.5
80060	Main	Parallel	Concession	N	Concrete	165.2	1.5
80070	Concession	Maple	Legion	E	Concrete	172.5	1.5
R3310	Concession	Bank	Mill	W	Concrete	143.5	1.3
82090	Legion	First Ave	Concession	N	Concrete	72.3	1.4
82030	First Ave	Maple	53, First Ave	W	Concrete	59.5	1.2
82000	Mill St	Concession	120, Mill	N	Concrete	190.3	1.5
80020	Mill St	Craig	Castor	E	Concrete	203.5	1.4
88005	Church	Water tower	Du Parc	S	Concrete	362.5	1.5
80010	Mill St	Castor	Parallel	E	Concrete	227.4	1.4
R1650	Castor	Warner	Eldon	N / S	Asphalt	15.8	1.5
82010	First Ave	Castor	First St	E	Asphalt	2.0	1.2
R1625	Craig	Parkland	Mac Dougall	N	Asphalt	124.1	1.9
R3320	South Russell	203m S cumming	Cumming	E	Asphalt	123.2	1.9
82110	Maple	Concession	First Ave	N	Asphalt	30.3	1.3
R1360	Concession	Legion	First St	E	Concrete	96.3	1.5
86000	Church	Bank	Concession	N	Asphalt	183.7	1.9

Township of Russell Master Plan Update

7/24/2015

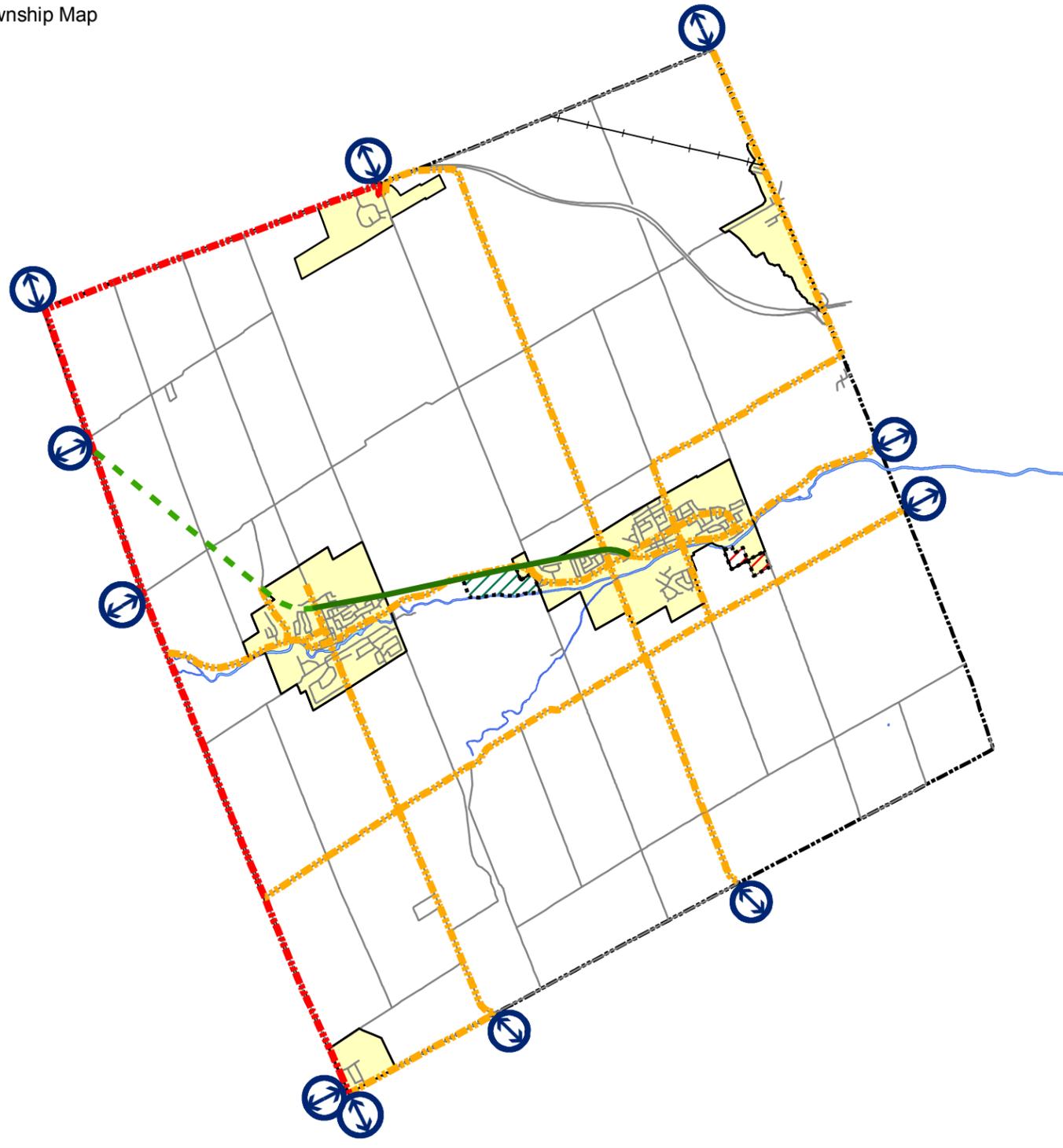
86020	Church	Drentex	Bank	N	Asphalt	141.2	1.9
86030	Church	Bols	Drentex	N	Asphalt	294.6	1.9
TOTAL					Concrete	6,574.8	
					Asphalt	1,421.1	

Segment	Name Nom	From De	To A	Direction	Type	Length Longueur (m)	Width Largeur (m)
MARIONVILLE							
R3600	Marionville	Gregoire	St-pierre	N	Concrete	320.8	1.5
R9720	Gregoire	Marionville	Bouchard	E	Asphalt	343.3	1.5
R9720	Gregoire	Bouchard	Résidence Ste-Thérèse	E	Asphalt	250.2	1.5
R9720	Gregoire	Marionville	Bouchard	E	Concrete	89.4	1.5
TOTAL					Concrete	664.1	
					Asphalt	339.6	

Segment	Name Nom	From De	To A	Direction	Type	Length Longueur (m)	Width Largeur (m)
LIMOGES							
R2910	Limoges Road	King	Oasis	W	Concrete	203.0	1.5
R2910	Limoges Road	468, Limoges	King	W	Concrete	305.4	1.5
TOTAL					Concrete	508.4	

Appendix C TOWNSHIP OF RUSSELL OFFICIAL PLAN SCHEDULE B

Township Map

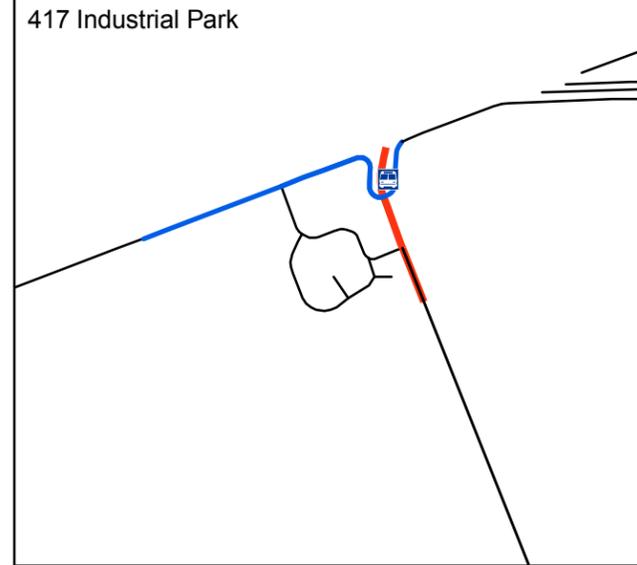


Legend

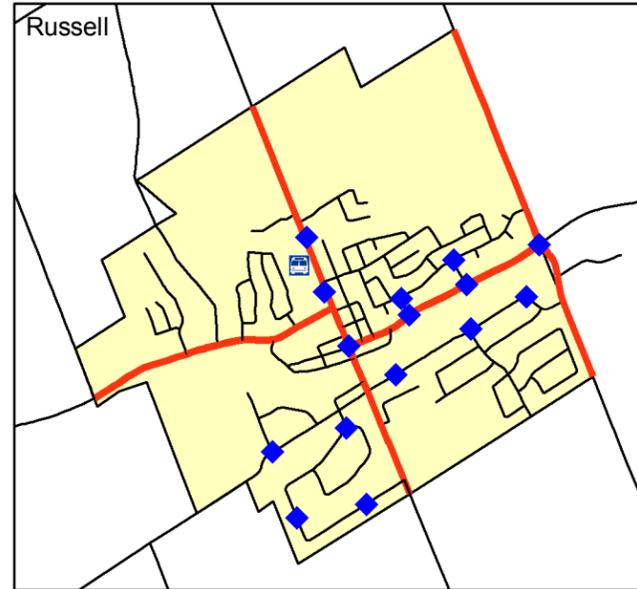
Off Road	On Road	Other Information	
New York Central Fitness Trail	Proposed Ottawa Cycling Plan Route	Road	Village Boundary or 417 Industrial Park
Potential Trail	Potential Trail	Railroad	Proposed Village Boundary Expansion
	Potential Trail Connection to Adjacent Municipality	Township of Russell Boundary	Proposed Village Boundary Adjustment



417 Industrial Park



Russell



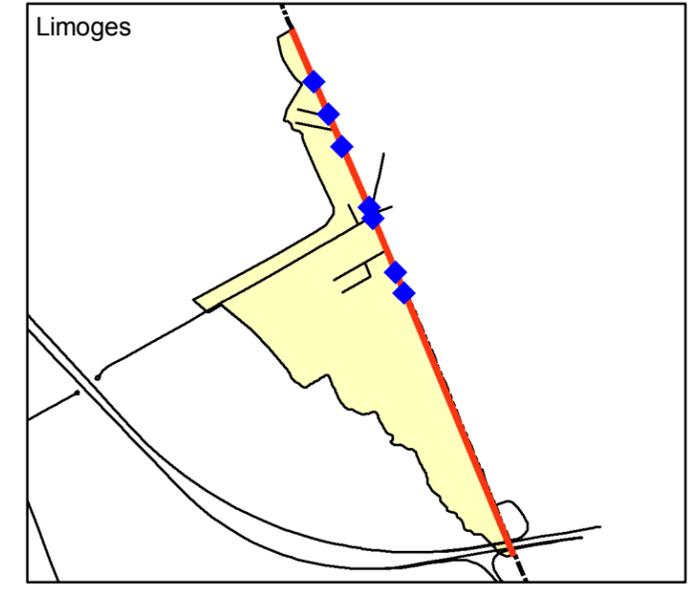
**Township of Russell
Official Plan**

**Schedule B
Transportation**

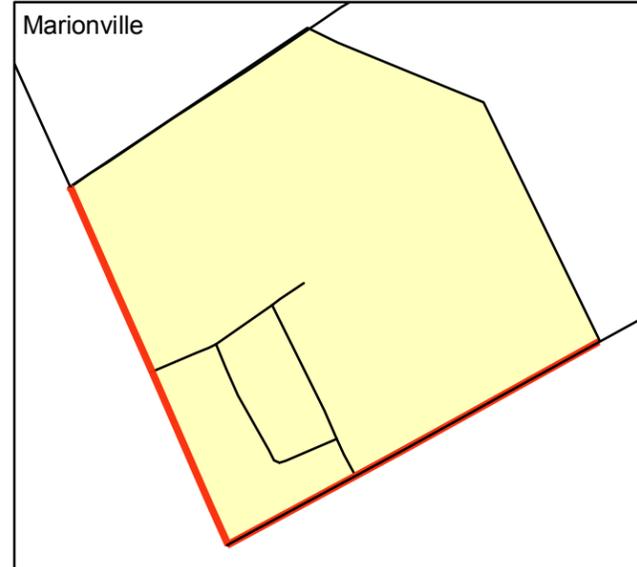
October 2010

Legend	
Village Major Collector	Transit Stops
Village Minor Collector	Park & Ride
Local Road	

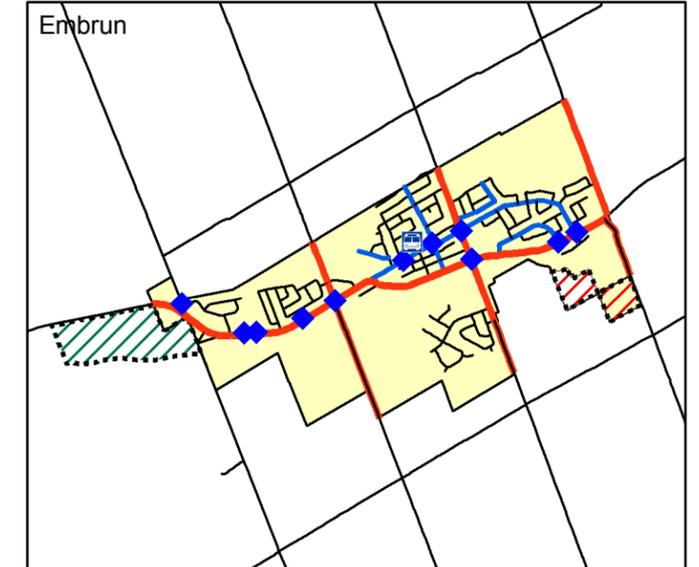
Limoges



Marionville



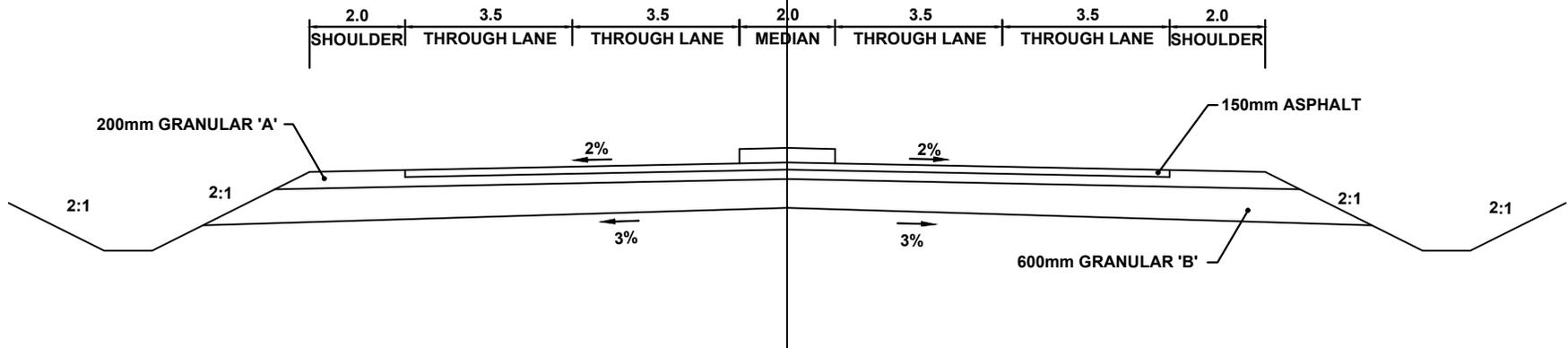
Embrun



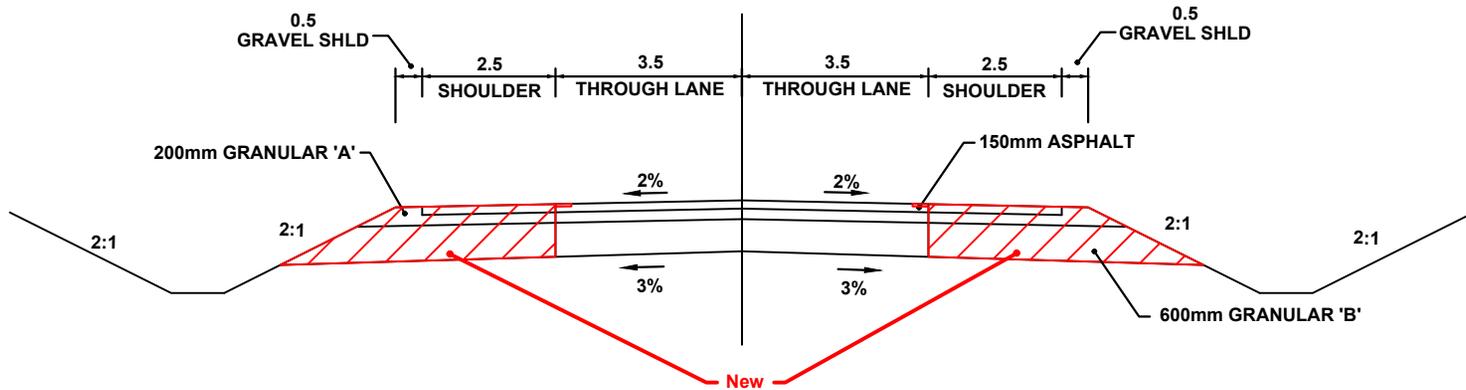
Appendix D CLASS D COST ESTIMATES

w:\active\163600979_russell\mp\planning\drawing\traffic\Cross Sections.dwg
2015/08/17 3:01 PM By: O'Grady, Lauren

C/L
4-LANE RURAL ROAD
FULL DEPTH RECONSTRUCTION



C/L
2-LANE RURAL ROAD
ROAD WIDENING - SHOULDER



August 2015
163600979



400 - 1331 Clyde Avenue
Ottawa, ON Canada K2C 3G4
www.stantec.com

Client/Project
Township of Russell
Transportation Master Plan Update

Figure No.

1

Title

Cross Sections for Class 'D' Cost Estimate

Notes: Not To Scale

**TOWNSHIP OF RUSSELL TRANSPORTATION MASTER PLAN UPDATE
 CONCEPTUAL DESIGN - 2-LANE RURAL CROSS SECTION - ROAD WIDENING
 CLASS "D" ESTIMATE**

INTERSECTION MODIFICATIONS					AMOUNT	
CONSTRUCTION						
	General				\$	11,000.00
	Roadworks				\$	1,890,000.00
	Traffic Signal Plant				\$	-
					Construction Estimate per km of Road	\$ 1,901,000.00
ENGINEERING SERVICES		% of Constn	15%	\$ 1,901,000.00	\$	285,150.00
UTILITIES (Hydro, Gas, Bell, Cable) & MISCELLANEOUS		% of Constn	15%	\$ 1,901,000.00	\$	285,150.00
PROPERTY		REPDO Estimate			\$	-
SUB-TOTAL					\$	2,471,300.00
CONTINGENCY				40%	\$	988,520.00
					Total Cost per km of Road	\$ 3,459,820.00

**TOWNSHIP OF RUSSELL TRANSPORTATION MASTER PLAN UPDATE
 CONCEPTUAL DESIGN - 4-LANE RURAL CROSS SECTION - FULL ROAD RECONSTRUCTION
 CLASS "D" ESTIMATE**

INTERSECTION MODIFICATIONS					AMOUNT	
CONSTRUCTION						
	General				\$	11,000.00
	Roadworks				\$	4,355,000.00
	Traffic Signal Plant				\$	-
					Construction Estimate per km of Road	\$ 4,366,000.00
ENGINEERING SERVICES		% of Constn	15%	\$ 4,366,000.00	\$	654,900.00
UTILITIES (Hydro, Gas, Bell, Cable) & MISCELLANEOUS						
		% of Constn	15%	\$ 4,366,000.00	\$	654,900.00
PROPERTY		REPDO Estimate			\$	-
SUB-TOTAL					\$	5,675,800.00
CONTINGENCY				40%	\$	2,270,320.00
					Total Cost per km of Road	\$ 7,946,120.00

Appendix E PUBLIC OPEN HOUSE MATERIALS AND COMMENTS

Welcome

**Township of Russell
Transportation Master Plan Update
Public Open House 1**

Please Sign In

Take a comment sheet to record your thoughts as you review the display materials.

Township Staff and the Study Team are available to answer your questions.

Public input will influence this study; please take the time to provide your comments and return them to the registration table.

This event is open from 6:00pm to 8:00pm

Bienvenue

**Municipalité de Russell
Plan maître des transport
Journée portes ouvertes no. 1**

Veillez vous inscrire

Prenez une fiche de commentaires pour noter vos impressions pendant que vous examinerez le matériel présenté.

La municipalité ainsi que l'équipe de l'étude se feront un plaisir de répondre à vos questions.

L'opinion publique jouera un rôle important dans cette étude. Veuillez donc prendre le temps de formuler vos commentaires et de les déposer à la table d'inscription.

Cet événement est tenu de 18 h à 20 h



**Municipalité de
RUSSELL
Township**

Overview / Aperçu

This Open House will:

- Present the Master Plan Context
- Provide an overview of the Class Environmental Assessment process
- Present the results of the Needs Assessment and Growth Forecasts
- Provide a “Problem Definition”
- Identify Alternative Solutions and Evaluation
- Present the Preliminary Preferred Solution
- Discuss the project’s Next Steps
- Solicit Public Feedback

Cette journée porte ouverte permettra de :

- Présenter le contexte du Plan directeur
- Fournir un survol du processus d’Évaluation environnementale de portée générale
- Présenter les résultats de l’Évaluation des besoins et des Prévisions de croissance
- Présenter une « Définition de problème »
- Déterminer les Solutions de rechange et leur Évaluation
- Présenter la Solution privilégiée préliminaire
- Discuter des prochaines étapes du Projet
- Recueillir les commentaires du public

Master Plan Context

2005 Master Plan Findings and Recommendations:

- St. Guillaume expected to be close to capacity
 - Recommended further study to improve north-south flow between the Villages and Highway 417.
- Notre Dame expected to be close to capacity
 - Reduce traffic by re-routing traffic on collector roads (St. Pierre, St. Augustin, St. Thomas)
 - Improvements to Route 300 to delay the need to widen Notre Dame.

2008 Class Environmental Assessment

- Examined a 2026 design year
- 4 alternatives considered to resolve north-south congestion
 - Status quo (do nothing)
 - System management (i.e. re-routing, reducing)
 - Widening an existing road
 - Construct a new road
- Preferred Solution involved:
 - Combination of system management
 - Improvements to St Guillaume between Highway 417 and St. Pierre
 - Improvements to St. Pierre and Route 300
- Components of the plan included:
 - Widening lanes and shoulders to collector standards
 - Purchasing property to provide a 26 m ROW for St. Pierre
 - Left turn lanes at St. Pierre / Notre Dame
 - Left turn lanes and signals at St. Pierre / Route 300
 - Signals and turning lanes at St Guillaume/Burton/St Pierre
 - Reduced speed limit on St. Guillaume in the vicinity of the Industrial Park
 - Improving Route 300 within the existing ROW



Contexte du Plan directeur

Constatations et recommandations du Plan directeur 2005 :

- Chemin St. Guillaume : pratiquement à pleine capacité
 - Des études complémentaires sont recommandées pour améliorer la fluidité de la circulation nord-sud entre les Villages et l'Autoroute 417.
- Rue Notre Dame : pratiquement à pleine capacité
 - Réduire le volume de véhicules en redirigeant la circulation vers les routes collectrices (St. Pierre, St. Augustin, St. Thomas)
 - Apporter des améliorations à la Route 300 afin de retarder le besoin d'élargir la rue Notre Dame.

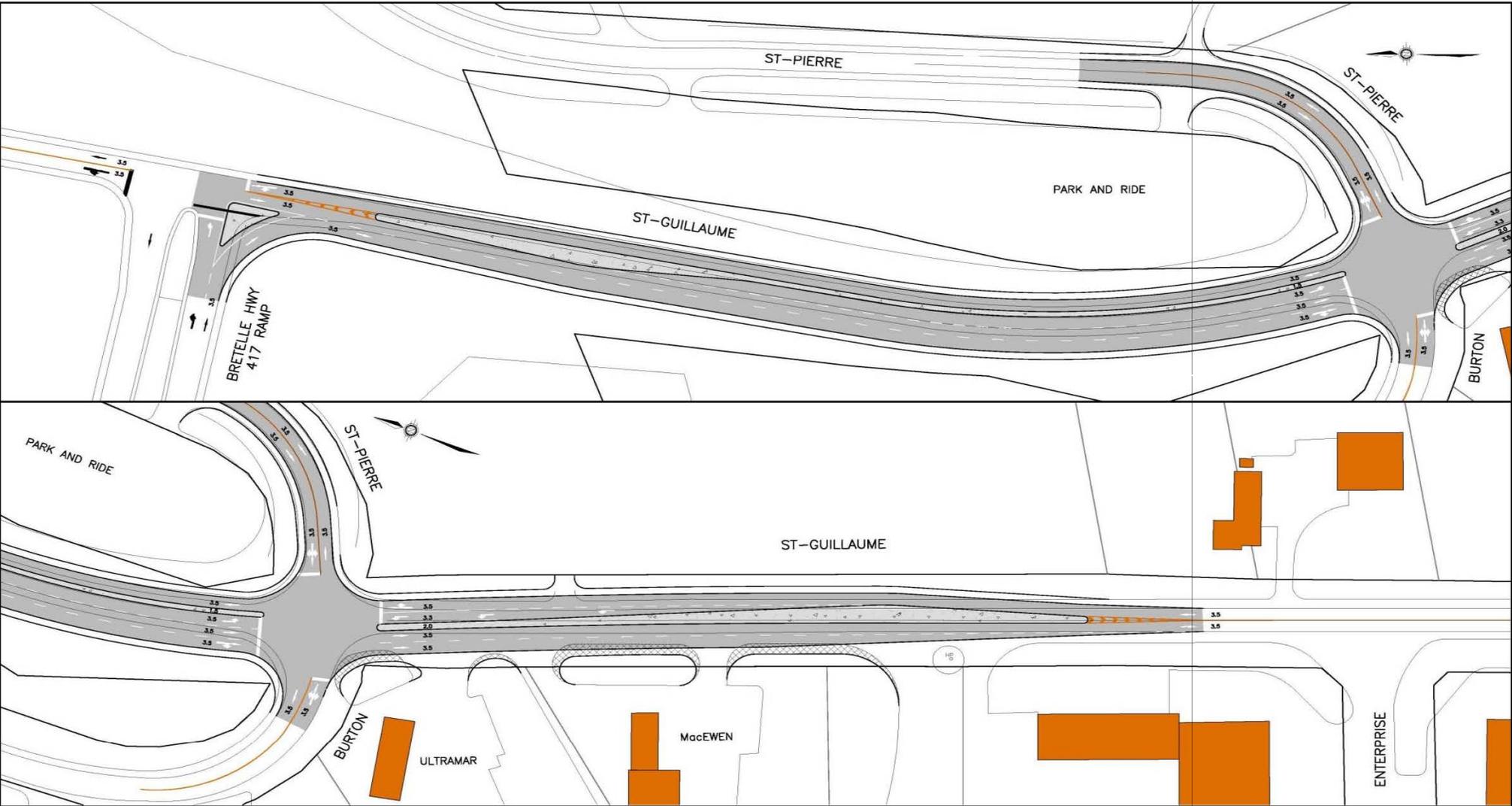
Évaluation environnementale de portée générale 2008

- Un plan prévoyant la mise en œuvre en 2026 a été examiné
- 4 solutions ont été étudiées afin de résoudre le problème de congestion sur l'axe nord-sud
 - Statu quo (ne rien faire)
 - Gestion du système (par exemple, rediriger, réduire)
 - Élargir une route existante
 - Construire une nouvelle route
- La solution privilégiée nécessite :
 - Une combinaison d'approches reposant sur la gestion du système
 - Des améliorations apportées au chemin St Guillaume entre l'Autoroute 417 et la rue St. Pierre
 - Des améliorations apportées à la rue St. Pierre et à la Route 300
- Les composants du plan comprennent :
 - L'élargissement des voies et des accotements pour respecter les normes des routes collectrices
 - L'acquisition de terrains pour créer une emprise de 26 m pour la rue St. Pierre
 - Des voies pour tourner à gauche à l'intersection St. Pierre et Notre Dame
 - Des voies pour tourner à gauche et de la signalisation à l'intersection St. Pierre et Route 300
 - Des voies de virage et de la signalisation à l'intersection St Guillaume / Burton / St Pierre
 - Réduction de la limite de vitesse sur St. Guillaume à proximité du Parc industriel
 - Amélioration de la Route 300 à l'intérieur de l'emprise existante

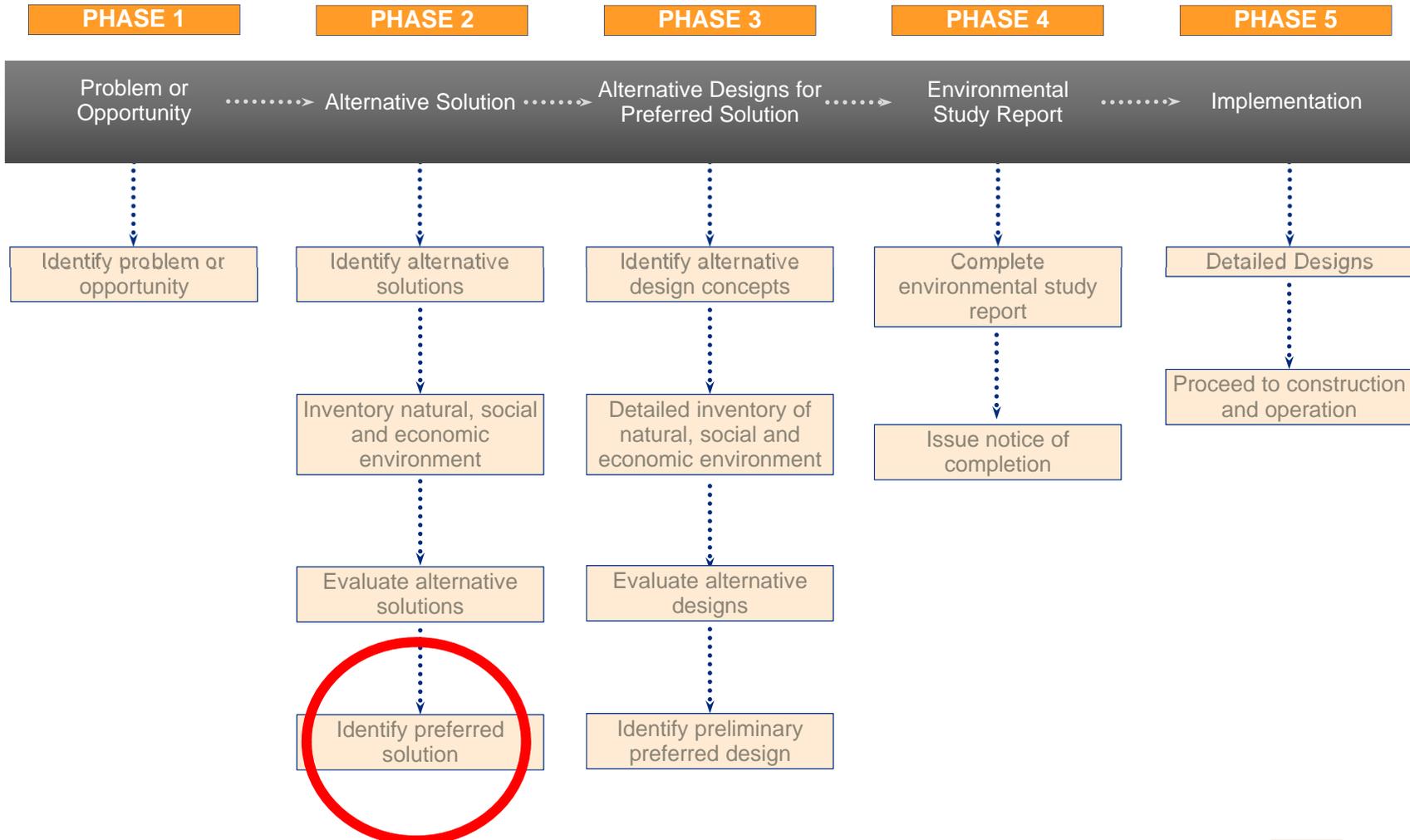


Municipalité de
RUSSELL
Township

2008 EA Recommendations

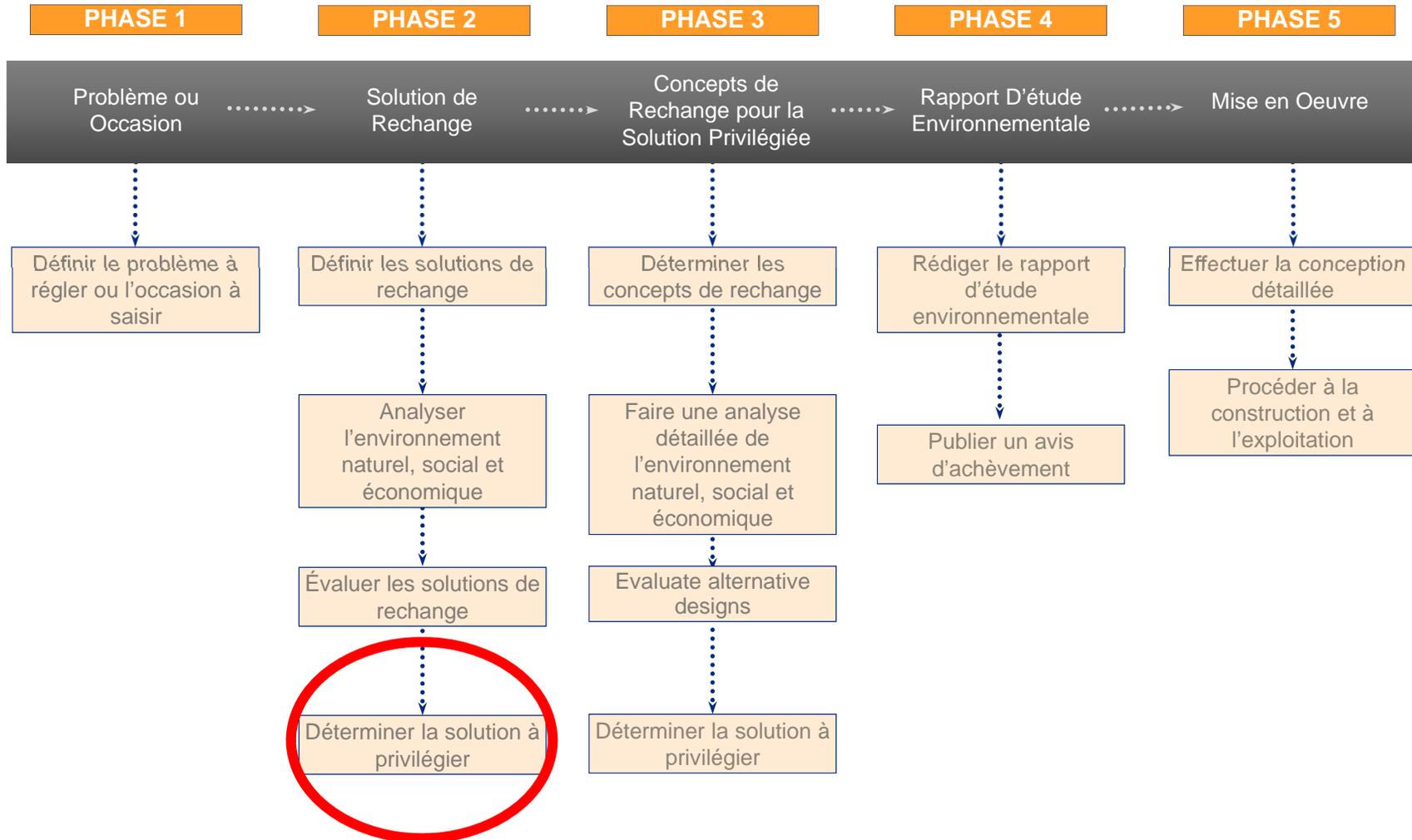


Environmental Assessment Process



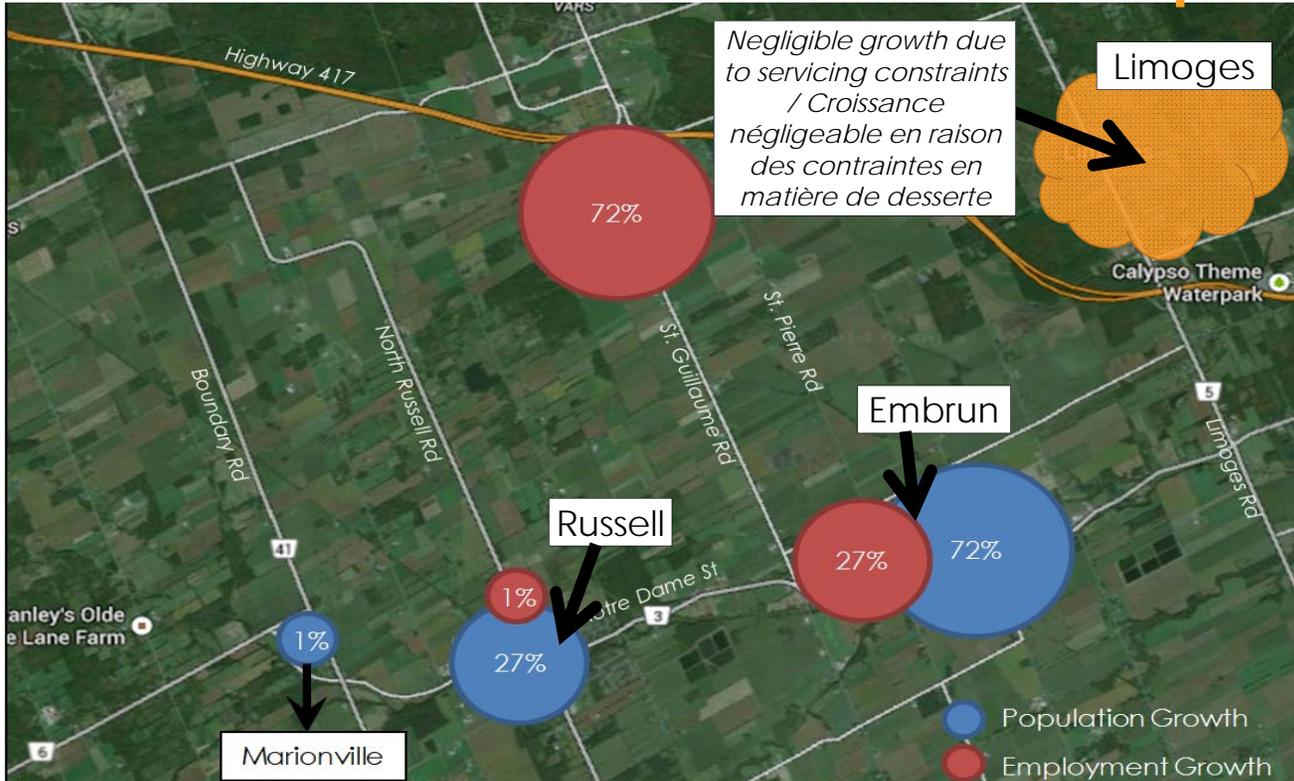
We Are Here

Processus D'Évaluation Environnementale



Nous Sommes Ici

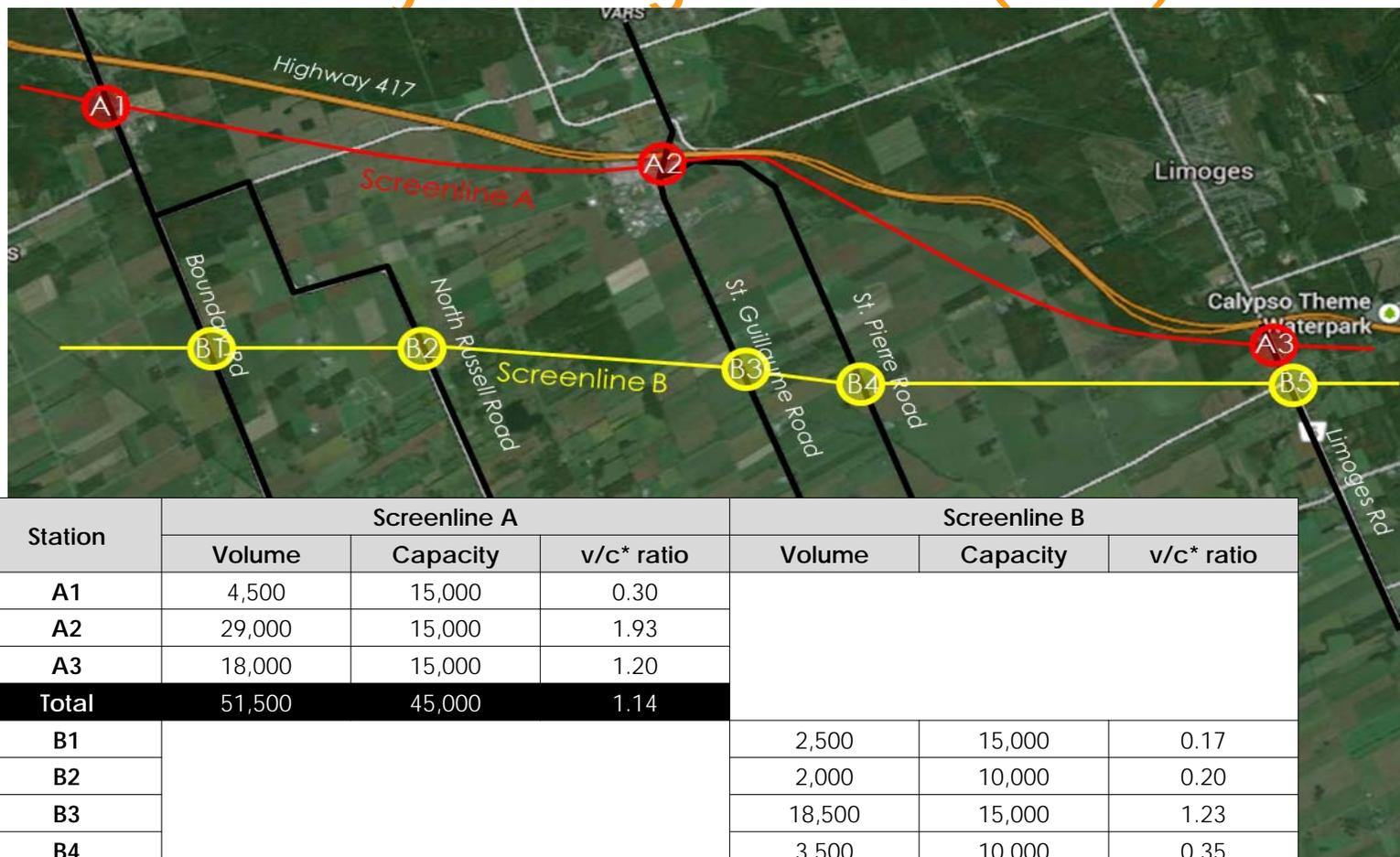
Needs Assessment / Growth Forecasting Évaluation des besoins / Croissance prévue



		Existing (2014)	Official Plan (2014 - 2031)	Development Applications (2014-2031)
Population	Units	5,757	2,577	4,489
	% Growth	-	45%	78%
Employment	Hectares	24	3.6	87
	% Growth	-	15%	363%

Screenline Analysis (2031)

Analyse de ligne écran (2031)



Station	Screenline A			Screenline B		
	Volume	Capacity	v/c* ratio	Volume	Capacity	v/c* ratio
A1	4,500	15,000	0.30			
A2	29,000	15,000	1.93			
A3	18,000	15,000	1.20			
Total	51,500	45,000	1.14			
B1				2,500	15,000	0.17
B2				2,000	10,000	0.20
B3				18,500	15,000	1.23
B4				3,500	10,000	0.35
B5				18,000	15,000	1.20
Total				44,500	65,000	0.68

Problem Statement

“Growth in the Township of Russell to the year 2031 will result in the need for additional transportation system capacity to accommodate north-south travel demands towards Highway 417.”

Énoncé du problème

« D’ici à l’an 2031, la croissance dans la Municipalité de Russell rendra nécessaire l’augmentation de la capacité des systèmes de transport afin de répondre à la demande sur l’axe nord-sud vers l’Autoroute 417. »

Alternative Solutions

Alternative Solutions to Problem Statement

Solution Type	Description	Preliminary Assessment
Transportation Demand Management (TDM) Initiatives	Strategies and policies to reduce travel demands or to redistribute travel demands to occur outside of peak commute times.	TDM alone will not address the capacity shortfalls expected by 2031.
Active Mode Initiatives	Strategies and policies promoting active modes, such as cycling and walking, as an alternative to automobile travel.	Shifting the modal split from auto modes to active modes would not address projected capacity shortfalls.
Transit Initiatives (Infrastructure, Policy, Programs)	Investment in initiatives aimed at promoting transit as a viable alternative to automobile travel.	Given the low existing transit mode share and given the need to commute to urban centres, transit initiatives alone would not address expected capacity shortfalls.
Road Infrastructure (new roads, road widening)	Building new roads or expanding existing roads to increase system capacity to accommodate growth.	Building new or expanding existing roads is likely to achieve the greatest results in terms of accommodating forecasted 2031 transportation demands.

Solutions de rechange

Solutions de rechange pour l'énoncé du problème

Type de solution	Description	Évaluation préliminaire
Initiatives en matière de Gestion de la demande en transport (GDT)	Stratégies et politiques visant à réduire la demande en transport ou à redistribuer la demande en transport de manière à ce qu'elle se manifeste hors des heures de pointe.	La GDT ne suffira pas à résoudre le manque de capacités attendu d'ici 2031.
Initiatives en matière de modes actifs	Stratégies et politiques faisant la promotion des modes actifs (par exemple, le vélo et la marche), comme solutions de rechange aux trajets en automobile.	Passer à une répartition modale des modes auto aux modes actifs ne répondra au manque de capacités projeté.
Initiatives en matière de transport en commun (infrastructures, politique, programmes)	Des investissements dans les initiatives visant à promouvoir le transport en commun comme une solution viable aux trajets en automobile.	Étant donné la faible répartition existante du mode de transport en commun et étant donné le besoin de se déplacer vers les centres urbains, les initiatives en matière de transport en commun à elles seules ne pourraient répondre au manque de capacités attendu.
Infrastructure routière (nouvelles routes, élargissement des chaussées)	Construction de nouvelles routes ou élargissement de routes existantes afin d'augmenter la capacité du système à répondre à la demande croissante.	La construction de nouvelles routes ou l'élargissement de routes existantes pourrait représenter la meilleure solution pour répondre à la demande prévue en 2031.

Preferred Solution – Widen St. Guillaume

St. Guillaume Road:

- Is the **most heavily used** of the three existing facilities with interchanges
- Is **centrally located** and facilitates travel to / from Villages of Embrun and Russell
- Provides **direct access to the Industrial Park Employment Growth Centre**
- Provides **access to the City of Ottawa's Park & Ride**

The preliminary preferred solution is to widen St. Guillaume Road, between Enterprise Street and the Highway 417 westbound on ramp, in order to accommodate 2031 transportation demands in the Township of Russell.

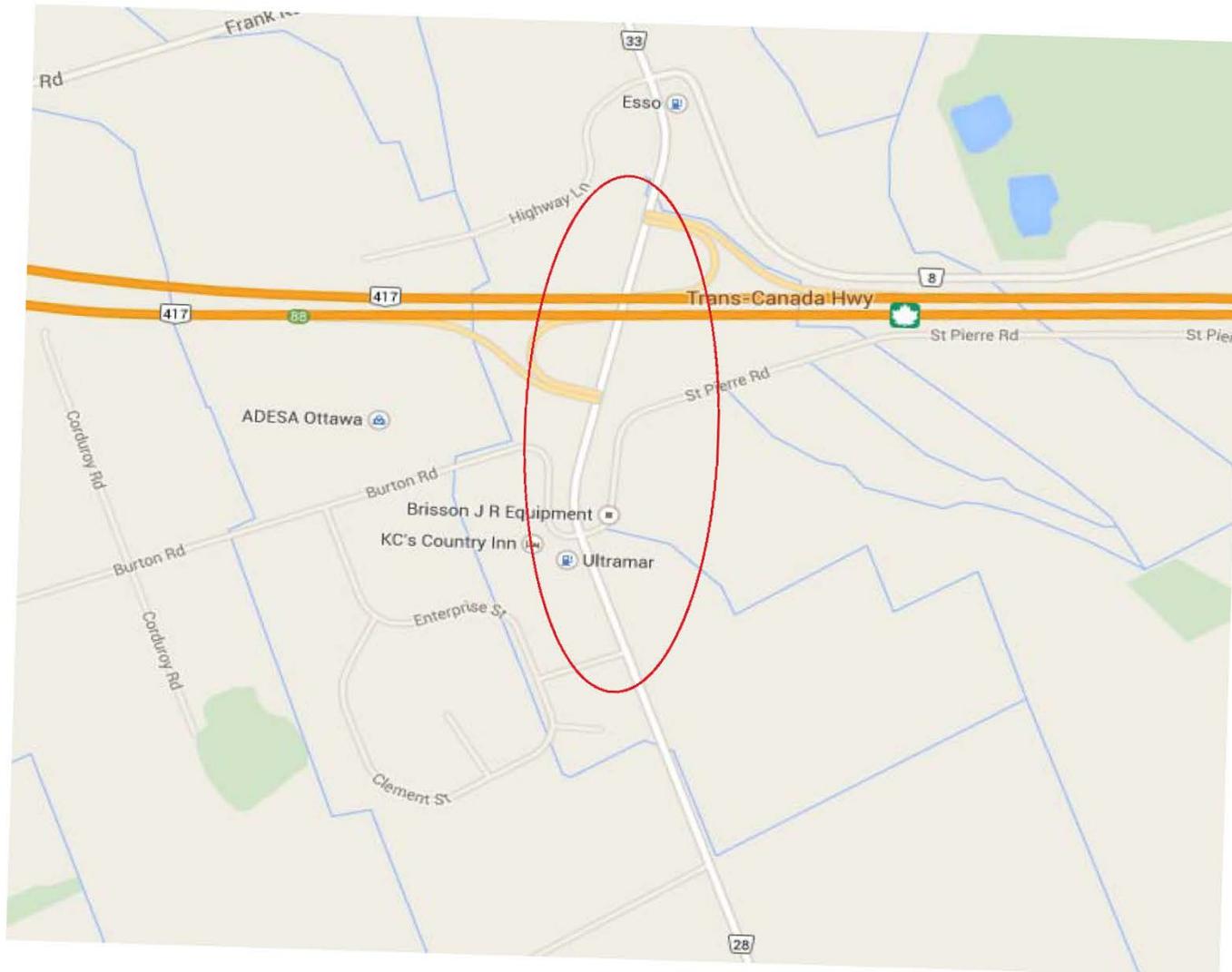
Solution privilégiée – Élargir St. Guillaume

Chemin St. Guillaume:

- Des trois routes existantes dotées d'un échangeur, il s'agit de **la plus achalandée**
- Son **emplacement est central** et il facilite les trajets aller-retour vers les villages d'Embrun et de Russell
- Procure un **accès direct au Parc industriel** en pleine croissance
- Donne **accès aux Parcs-o-bus de la Ville d'Ottawa**

La solution privilégiée préliminaire consiste à élargir le chemin St. Guillaume entre la rue Enterprise et la bretelle d'accès de l'Autoroute 417 direction ouest, afin de répondre à la demande prévue en 2031 dans la Municipalité de Russell.

Élargissement de St. Guillaume Widening



Next Steps

The Project Team will:

- Summarize Public Input
- Confirm Preferred Solution
- Prepare Master Plan Update Document
- Develop High Level Cost Estimates
- Presentation to Russell Township Council
- File Notice of Project Completion

Thank-You!

Please let us know what you thought by filling out a comment sheet and returning it to the registration table

If you have any questions about this study, feel free to ask any member of the Study Team

Following this session comments may be directed to:

Jonathan Bourgon, B.Eng
Manager Infrastructure Services / Gérant des services
d'Infrastructure

Municipalité de Russell Township
717 Notre-Dame, Embrun, KOA 1W1
P#: 613-443-5078 x 222, F#: 613-443-5078
Email/Courriel: JonathanBourgon@Russell.ca



Prochaines étapes

L'Équipe du Projet :

- Résumera les commentaires du public
- Confirmera la solution privilégiée
- Préparera le document de mise à jour du Plan directeur
- Développera les estimations de coûts de haut niveau
- Effectuera une présentation à la Municipalité de Russell
- Déposera un Avis de l'achèvement du Projet

Merci!

Nous vous prions de prendre un moment pour nous faire part de vos impressions en remplissant un formulaire et le ramenant à la table d'inscription.

Si vous avez des questions au sujet de cette étude, n'hésitez pas à les poser à un membre de l'équipe d'étude.

Après cette session, vous pouvez adresser vos commentaires à:





Comment Sheet

Township of Russell Transportation Master Plan Update

Public Open House No. 1

May 20, 2015 from 6 p.m. to 8 p.m.

Thank you for your participation. Please deposit this comment sheet in the box provided or e-mail/fax/mail it no later than June 3, 2015 to:

Jonathan Bourgon, B. Eng
Manager Infrastructure Services

Russell Township
717 Notre-Dame, Embrun, KOA 1W1
P#: 613-443-5078 x 222, F#: 613-443-5078
Email: JonathanBourgon@Russell.ca

COMMENTS:

1. Cycling Facilities

- Look into developing a plan for a cycling network in the township. Ideally connecting Limoges with Marionville through Embrun and Russell. This might include Routes 300 and 400 as well as Notre Dame/Castor.
- As the population increases I note more teenagers using Notre Dame for cycling to work in the commercial park in western Embrun. The teenagers live in eastern Embrun.
- In Russell I note increasing numbers of youth cycling to the outdoor pool on Castor St (eastern Russell) from homes in western Russell.

2. Alternate East West Traffic Route

- Traffic is jamming Notre Dame/Castor Streets and if routes exist and drivers are convinced the possibility of an alternate route(s) around the villages might be beneficial.