

ROADS

SNAPSHOT MEDIANS FOR 2015

**VEHICLES ON
MAIN ROADS**
1,541,132
per lane kilometre
fig. ROAD112 (COMMUNITY IMPACT)

57%
of roads are
rated good
or very good
fig. ROAD405M
(CUSTOMER SERVICE)



72%

of bridges, culverts
and viaducts are rated
good or very good
fig. ROAD415M
(CUSTOMER SERVICE)

roads maintenance costs

PAVED

SINGLE-TIER **\$10,770/km**

UPPER-TIER **\$16,523/km**

WINTER

SINGLE-TIER **\$4,791**

UPPER-TIER **\$4,778**



KEEP IN MIND: Influencing Factors

Influencing factors can create variances in comparison data from year-to-year and from municipality-to-municipality.



Capitalization Policy

Operating vs. capital expenditures



Economic Conditions

Inflationary increases



Level of Government

Single-tier vs. upper-tier municipalities



Maintenance Standards

Road ratings and levels of service



Traffic Volumes & Urban Form

Affects frequency and cost of maintenance



Utility Cut Repairs

Costs can vary significantly year-to-year



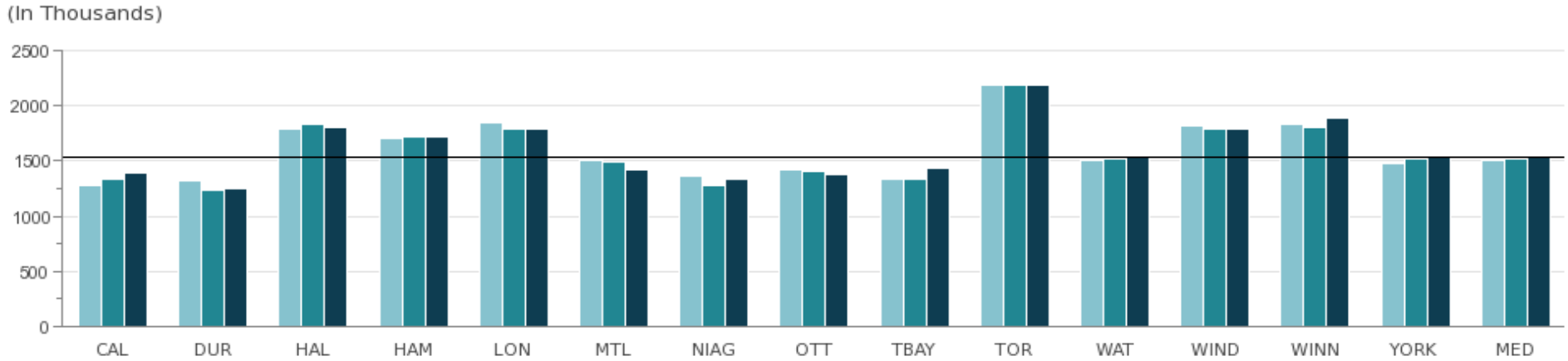
Weather Conditions

Impact operation and maintenance costs

For a full description of influencing factors, please go to: www.mbncanada.ca

Fig. 28.1 Vehicle Km Traveled per Lane Km (Class 1, 2, and 3 only)

The measure indicates the number of times a vehicle travels over each lane Km of major road, demonstrating road congestion.

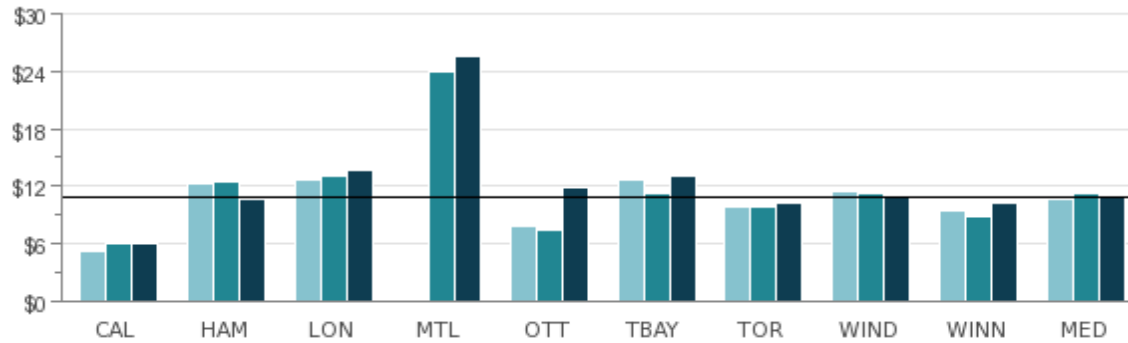


2013	1,273,059	1,326,084	1,797,976	1,712,038	1,852,877	1,502,488	1,360,952	1,417,763	1,336,375	2,193,428	1,512,929	1,815,361	1,833,007	1,483,307	1,507,709
2014	1,341,766	1,241,319	1,827,649	1,720,598	1,792,853	1,485,565	1,282,862	1,411,522	1,336,375	2,192,307	1,513,979	1,795,127	1,808,530	1,521,583	1,517,781
2015	1,396,747	1,252,575	1,802,430	1,726,344	1,798,144	1,425,839	1,337,229	1,382,414	1,438,841	2,186,344	1,533,336	1,793,551	1,885,653	1,548,927	1,541,132

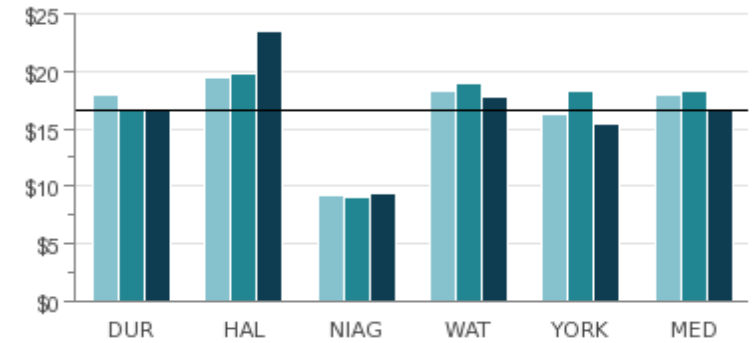
Source: ROAD112 (Community Impact)

Fig. 28.2 Total Cost for Paved Roads per Lane Km (Hard Top)

Single-Tier (In Thousands)



Upper-Tier (In Thousands)



2013	\$5,327	\$12,187	\$12,758	N/A	\$7,918	\$12,575	\$9,955	\$11,522	\$9,429	\$10,739	\$17,876	\$19,485	\$9,249	\$18,333	\$16,217	\$17,876
2014	\$6,126	\$12,521	\$13,063	\$23,969	\$7,355	\$11,349	\$9,860	\$11,263	\$8,838	\$11,263	\$16,680	\$19,851	\$9,097	\$18,920	\$18,350	\$18,350
2015	\$6,027	\$10,743	\$13,630	\$25,573	\$11,883	\$13,027	\$10,229	\$10,770	\$10,167	\$10,770	\$16,523	\$23,467	\$9,352	\$17,835	\$15,357	\$16,523

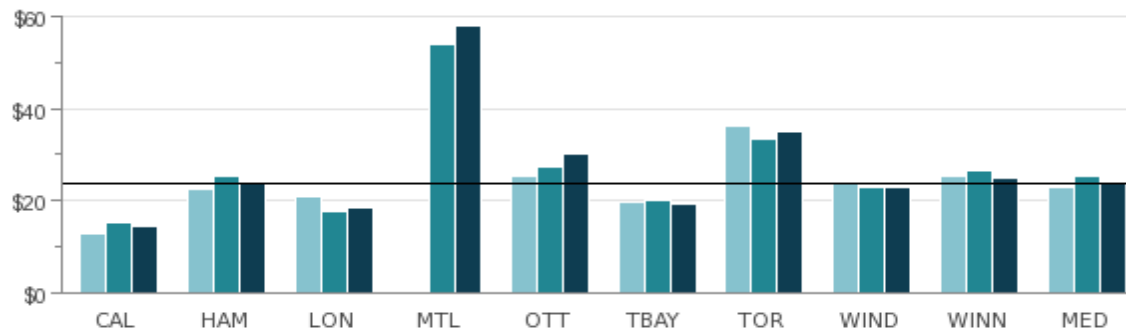
Source: ROAD307T (Efficiency)

Comment: The higher cost in Montreal can be attributed to investments in infrastructure.

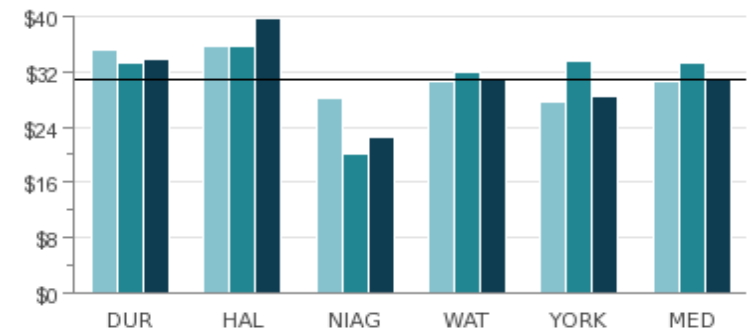
Fig. 28.3 Total Cost for Roads-All Functions per Lane Km

Total cost per lane Km is impacted by the disposal of capital assets associated with the expansion of existing road assets to meet growth.

Single-Tier (In Thousands)



Upper-Tier (In Thousands)



2013	\$12,804	\$22,395	\$20,928	N/A	\$25,246	\$19,661	\$36,137	\$23,764	\$25,289	\$23,080	\$35,217	\$35,565	\$28,272	\$30,544	\$27,522	\$30,544
2014	\$15,259	\$25,145	\$17,796	\$53,986	\$27,381	\$20,118	\$33,575	\$22,943	\$26,680	\$25,145	\$33,389	\$35,723	\$20,161	\$31,966	\$33,625	\$33,389
2015	\$14,523	\$23,591	\$18,463	\$58,002	\$30,053	\$19,479	\$35,115	\$22,817	\$24,912	\$23,591	\$33,786	\$39,625	\$22,439	\$30,949	\$28,437	\$30,949

Source: ROAD308T (Efficiency)

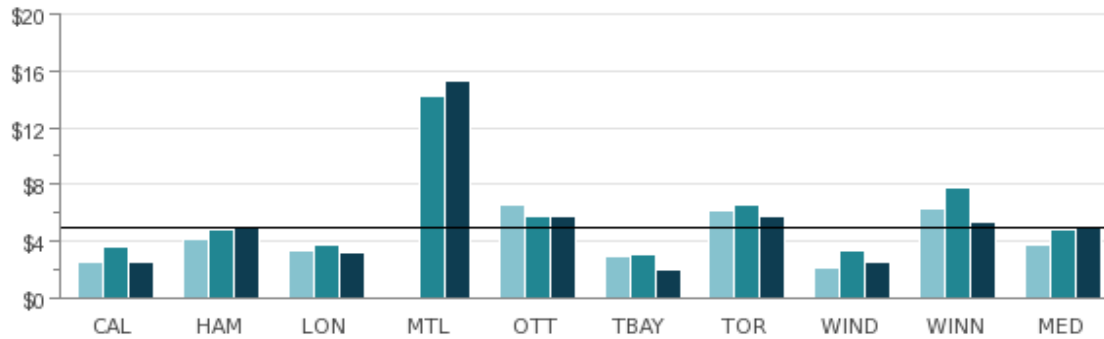
Comments:

The higher cost in Montreal can be attributed to investments in infrastructure.

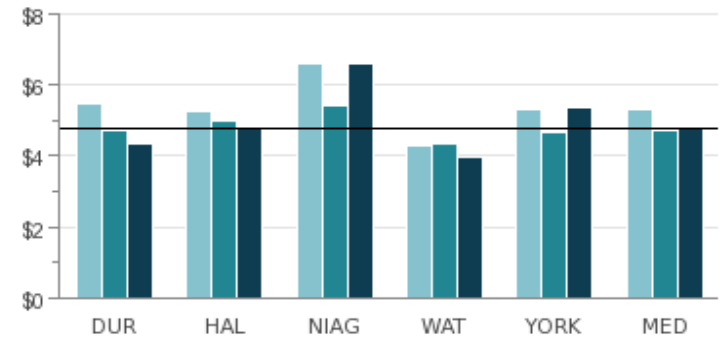
The increase in the City of Ottawa is mainly driven by LRT417 widening project and roads resurfacing. In 2014, roads' resurfacing was put towards assets under construction, and in 2015 it was treated as non-tangible capital asset (TCA).

Fig. 28.4 Total Cost for Winter Maintenance of Roadways per Lane Km Maintained

Single-Tier (In Thousands)



Upper-Tier (In Thousands)

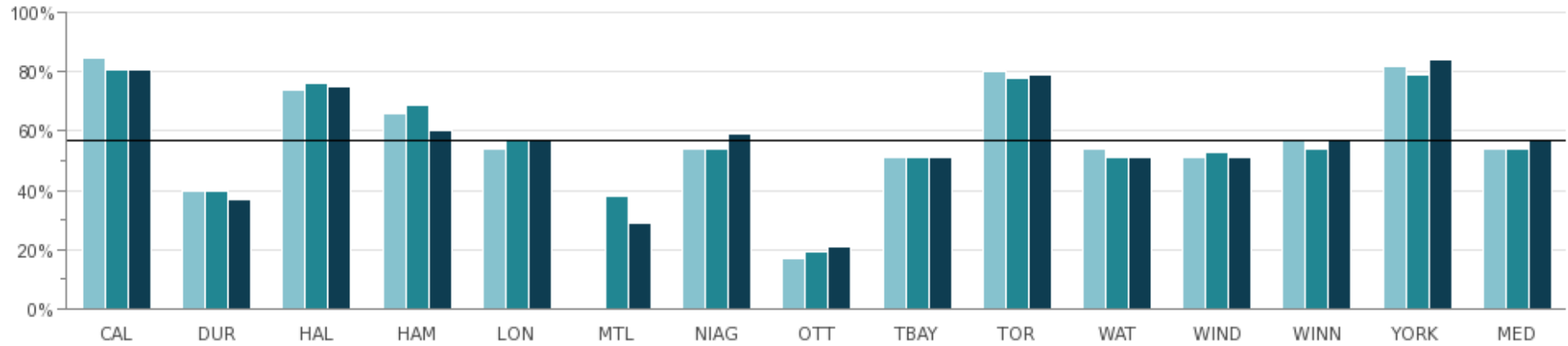


2013	\$2,600	\$4,194	\$3,379	N/A	\$6,614	\$2,900	\$6,190	\$2,139	\$6,279	\$3,787	\$5,478	\$5,266	\$6,620	\$4,310	\$5,286	\$5,286
2014	\$3,605	\$4,823	\$3,753	\$14,196	\$5,813	\$3,133	\$6,582	\$3,345	\$7,715	\$4,823	\$4,741	\$5,009	\$5,394	\$4,355	\$4,675	\$4,741
2015	\$2,491	\$4,971	\$3,279	\$15,281	\$5,747	\$2,019	\$5,707	\$2,543	\$5,314	\$4,971	\$4,319	\$4,778	\$6,583	\$3,955	\$5,370	\$4,778

Source: ROAD309T (Efficiency)

Comment: In Montreal, the service thresholds for responding to weather incidents, and the volume of snow removal required due to population density, contributes to their higher costs.

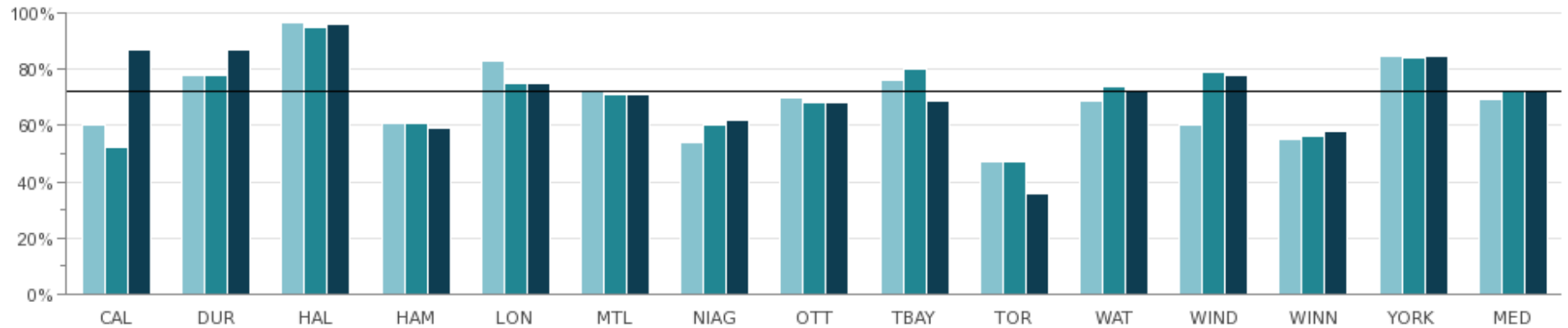
Fig. 28.5 Percent of Paved Lane Km where the Condition is Rated as Good to Very Good



2013	85%	40%	74%	66%	54%	N/A	54%	17%	51%	80%	54%	51%	57%	82%	54%
2014	81%	40%	76%	69%	57%	38%	54%	19%	51%	78%	51%	53%	54%	79%	54%
2015	81%	37%	75%	60%	57%	29%	59%	21%	51%	79%	51%	51%	57%	84%	57%

Source: ROAD405M (Customer Service)

Fig. 28.6 Percent of Bridges, Culverts and Viaducts Where the Condition is Rated as Good to Very Good



2013	60%	78%	97%	61%	83%	72%	54%	70%	76%	47%	69%	60%	55%	85%	70%
2014	52%	78%	95%	61%	75%	71%	60%	68%	80%	47%	74%	79%	56%	84%	73%
2015	87%	87%	96%	59%	75%	71%	62%	68%	69%	36%	73%	78%	58%	85%	72%

Source: ROAD415M (Customer Service)

