

2019 ROAD IMPROVEMENT MAP No.	2019 ROAD IMPROVEMENT PROGRAM	WHY?
1. Resurfacing	<b>Leonard Road</b> From: Highway 9 To: Schomberg River	Leonard Road will be pulverized and paved because the existing asphalt is at the end of its surface life and is in very poor condition. The works will be completed in partnership with the Town of BWG and will provide seamless connectivity between Highway 27 and Highway 9.
2. Resurfacing	<b>Pumphouse Road</b> From: Canal Road To: Graham Sideroad	Pumphouse Road will be pulverized and paved because the existing asphalt is at the end of its surface life and is in very poor condition. This work will complement the Graham Sideroad bridge improvements completed in 2018.
3. Gravel to Asphalt	<b>South Canal Bank Road</b> From: Jane Street To: Highway 9	South Canal Bank Road will be paved following completion of the Highway 400 bridge work. The paving replaces the previous hard surface which was previously pulverized due to poor condition.
4. Resurfacing	<b>Keele Street</b> From: Kettleby Road To: 19 <sup>th</sup> Sideroad	Keele Street will be pulverized and paved because the existing asphalt is at the end of its surface life and is in very poor condition.
5. Resurfacing	<b>8<sup>th</sup> Concession</b> From: Highway 9 To: Lloydtown-Aurora Road	8 <sup>th</sup> Concession will be paved with a final lift of asphalt on top of the existing surface treatment to extend the service life of the pavement structure.
6. Resurfacing	<b>8<sup>th</sup> Concession</b> From: Aurora Road To: 18 <sup>th</sup> Sideroad	8 <sup>th</sup> Concession will be paved with a final lift of asphalt on top of the existing surface treatment to extend the service life of the pavement structure.
7. Gravel to Paved	<b>18<sup>th</sup> Sideroad</b> From: Highway 27 To: 10 <sup>th</sup> Concession	18 <sup>th</sup> Sideroad will be paved to provide a more efficient and effective transportation route from the 11 <sup>th</sup> Concession into Pottageville.
8. Gravel to Paved	<b>18<sup>th</sup> Sideroad</b> From: 10 <sup>th</sup> Concession To: 11 <sup>th</sup> Concession	18 <sup>th</sup> Sideroad will be paved to provide a more efficient and effective transportation route from the 11 <sup>th</sup> Concession into Pottageville.
9. Gravel to Paved	<b>18<sup>th</sup> Sideroad</b> From: 8 <sup>th</sup> Concession To: Highway 27	18 <sup>th</sup> Sideroad will be paved to provide a more efficient and effective transportation route from the 11 <sup>th</sup> Concession into Pottageville.
10. Gravel to Paved	<b>18<sup>th</sup> Sideroad</b> From: 7 <sup>th</sup> Concession To: 8 <sup>th</sup> Concession	18 <sup>th</sup> Sideroad will be paved to provide a more efficient and effective transportation route from the 11 <sup>th</sup> Concession into Pottageville.
11. Surface Treatment	<b>Bell Lake Road</b> From: North leg at Highway 27 To: South leg at Highway 27	A top lift of surface treatment is being applied to Bell Lake Road to increase the service life of the pavement structure.
12. Surface Treatment	<b>Old Church Road</b> From: Weston Road To: Southern Terminus	A top lift of surface treatment is being applied to Old Church Road to increase the service life of the pavement structure.
13. Surface Treatment	<b>Mill Street</b> From: Weston Road To: Western Terminus (150m)	A top lift of surface treatment is being applied to Mill Street to increase the service life of the pavement structure.
14. Surface Treatment	<b>Laskay Lane</b> From: Weston Road To: Eastern Terminus (140m)	A top lift of surface treatment is being applied to Laskay Lane to increase the service life of the pavement structure.
15. Surface Treatment	<b>Dearbourne Ave</b> From: Keele Street (~750m – westerly) From: Jane Street (~1120m – easterly)	A top lift of surface treatment is being applied to Dearbourne Ave to increase the service life of the pavement structure.
16. Gravel to Asphalt	<b>10<sup>th</sup> Concession</b> From: 17 <sup>th</sup> Sideroad To: 19 <sup>th</sup> Sideroad	10 <sup>th</sup> Concession will be paved to complete a localized network of hard surfaced roads in the vicinity of Schomberg.
17. Gravel to Asphalt	<b>Old Bathurst Road</b> From: 19 <sup>th</sup> Sideroad To: Bathurst Street	Old Bathurst Road will be paved in partnership with the Town of Newmarket to provide operational relief with respect to grading and dust control.
18.	<b>19<sup>th</sup> Sideroad</b>	19 <sup>th</sup> Sideroad will be paved to provide operational

Gravel to Asphalt	From: 19th Sideroad [West of 7 <sup>th</sup> Concession] To: 19 <sup>th</sup> Sideroad [Between 7 <sup>th</sup> & 8 <sup>th</sup> Concession]	relief with respect to winter and summer maintenance activities.
19. Resurfacing	<b>King Street</b> From: Keele Street To: Drainage Canal	King Street will be pulverized and paved because the existing asphalt is at the end of its surface life and is in very poor condition. This work was planned as part of the 2020 Paving Program.
20. Gravel to Asphalt	<b>7th Concession</b> From: 18 <sup>th</sup> Sideroad To: 19 <sup>th</sup> Sideroad	7 <sup>th</sup> Concession will be paved North and South of Lloydtown-Aurora Road to provide operational relief with respect to winter and summer maintenance activities

**Pulverizing**, also known as Full Depth Reclamation is a rehabilitation technique in which the full thickness of the asphalt pavement and a predetermined portion of the underlying granular materials are uniformly crushed and blended to provide a stronger, more homogeneous base material on which new asphalt will be placed.



***Before...***



***After...***

