

Report to Council

Report Title: Petition To Surface Treat Concession 6 East Between Bruce County Road 19 and the 30th Side Road

Prepared By: Gregg Furtney, Director of Operations

Department: Operations

Date: March 9, 2021

Report Number: PW2021-05 **File Number:** C11PW

Attachments: Map

Recommendation:

That the Council of the Municipality of Brockton hereby receives Report Number PW2021-05 - Petition To Surface Treat Concession 6 East Between Bruce County Road 19 and Side Road 30, prepared by Gregg Furtney, Director of Operations, and in doing so provides further direction to staff related to the consideration of reconstructing Concession 6 E between Bruce County Road 19 and Side Road 30:

Report:

Background:

On February 16, 2021, a petition, signed by 27 individuals, was forwarded to Brockton's Clerk to be considered at the next available Meeting of Council. The petition is requesting Members of Brockton Municipal Council to consider surface treating Concession 6 East (Brant) between Bruce County Road 19 and the Side Road 30, approximately 6.08 kms. This petition does not consider the section of road between Side Road 30 and Pearl Lake, approximately 0.48 kms.

The section of road between Side Road 30 and Pearl Lake was discussed at Brockton Municipal Council on March 6, 2018 under Report Number PW2018-04. Cobide Engineering was hired to prepare engineered drawings to reconstruct that specific section of road and the preliminary cost estimate was \$550,854. Council, at the time, did not approve reconstructing that section of Concession 6 E.

At this time, Concession 6 East (Brant) is a rural gravel road (Class 4 as per the Minimum Maintenance Standards, Ontario Regulation 239/02). According to the 2020 Traffic Counts, the section of Concession 6 E between Bruce County Road 19 and Side Road 20 typically has 134 cars a day. The section of Concession 6 E between Side Road 20 and Side Road 25 typically has 123 cars a day. The section of Concession 6 E between Side Road 25 and Side Road 30 typically has 74 cars a day. The section of Concession 6 E between Side Road 30 and Pearl Lake typically has 80 cars a day.

Analysis:

The Engineering for this stretch of road, approximately 6.08 kms, has not been captured in the 2021 Operating or Capital Budget. It is estimated that this engineering work would be around \$30,000. Staff cannot, at this time, estimate what the reconstruction costs on this section of road would be.

Staff seek direction from Council on how to proceed with this request.

With the relatively minor annual gravel road maintenance costs (operating budget), to the existing road, and the low traffic count, less than 135 cars per day, Concession 6 East would not normally be a road considered for surface treatment. When deciding on the direction to staff, Council should consider the conditions and needs of the broader road network within the Municipality of Brockton as has been outlined in the recent Urban and Rural Road Needs Studies.

Sustainability Checklist:

What aspect of the Brockton Sustainable Strategic Plan does the content/recommendations in this report help advance?

- | | |
|---|-----|
| • Do the recommendations help move the Municipality closer to its Vision? | N/A |
| • Do the recommendations contribute to achieving Cultural Vibrancy? | N/A |
| • Do the recommendations contribute to achieving Economic Prosperity? | N/A |
| • Do the recommendations contribute to Environmental Integrity? | N/A |
| • Do the recommendations contribute to the Social Equity? | Yes |

Financial Impacts/Source of Funding:

- | | |
|--|--|
| • Do the recommendations represent a sound financial investment from a sustainability perspective? | |
| N/A | |

There is no room in the 2021 Operating or Capital Budgets for preliminary engineering and reconstruction cost estimates for surface treating Concession 6 E between Bruce County Road 19 and Side Road 30. Any monies for engineering in order to estimate reconstruction costs would need to be taken from the Public Works Reserves account. This reserve account has been significantly depleted over the last year due to increased project costs and to minimize tax rate increases. The actual project would need to be planned for and included in future Capital Budgets.

Reviewed By:



Trish Serratore, Chief Financial Officer

Respectfully Submitted by:



Gregg Furtney, Director of Operations

Reviewed By:



Sonya Watson, Chief Administrative Officer