



REPORT N° INF2019-015

Date	09/04/2019
Submitted by	Julian Lenhart
Subject	Unmaintainable Roads - Restore Road Surface to Gravel
File N°	

1) **NATURE/GOAL :**

The Nature of this report is to obtain Council's approval to convert unmaintainable sections of road surfaces back to gravel.

2) **DIRECTIVE/PREVIOUS POLICY :**

N/A

3) **DEPARTMENT'S RECOMMENDATION :**

WHEREAS *O. Reg. 239/02, Minimum Maintenance Standards For Municipal Highways* has been in effect in the Province of Ontario since 2003, and;

WHEREAS Du Lac from Baseline to 2213 Du Lac, Indian Creek North of Russell to dead end and McTeer from Canaan to County Rd 17 are no longer maintainable, in their current surface conditions, to a minimum standards of repair as identified in the *Minimum Maintenance Standards For Municipal Highways*;

THAT Council approves that an amount of \$143,800 be taken from the maintenance and reconstruction of roads reserve fund to finance the conversion of hard surface back to gravel for these sections of roads.

ATTENDU QUE *le O. Reg. 239/02, Minimum Maintenance Standards For Municipal Highways* est en vigueur dans la province de l'Ontario depuis 2003; et

ATTENDU QUE Du Lac de Baseline à 2213 Du Lac, Indian Creek au nord de Russell jusqu'au cul-de-sac et McTeer de Canaan à Ch. de Comté 17 ne peuvent plus être entretenus, dans leurs conditions actuelles, conformément aux normes minimales de réparation définies dans le *Minimum Maintenance Standards For Municipal Highways*,

QUE le Conseil approuve le prélèvement d'un montant de 143 800 dollars sur le fonds de réserve pour l'entretien et la reconstruction du réseau routier afin de financer la reconversion de la surface dure en gravier de ces tronçons de route.

4) **BACKGROUND :**

Since 2003, the province of Ontario enacted O. Reg. 239/02: MINIMUM

MAINTENANCE STANDARDS FOR MUNICIPAL HIGHWAYS (MMS), which sets out the minimum standards of repair for highways under municipal jurisdiction. The purpose of this Regulation is to clarify the scope of the statutory defence available to a municipality by establishing maintenance standards which are non-prescriptive as to the methods or materials to be used in complying with the standards but instead describe a desired outcome.

The current version of the MMS, revised May 3, 2018, describes the desired outcomes for all aspects of road maintenance. For the purposes of this report only the following parts will be considered;

- Potholes
- Cracks
- Roadway Surface Discontinuity

5) **DISCUSSION :**

On March 20, 2019, City Staff patrolled and assessed roads for potholes, cracks and surface discontinuities. The following roads were observed and identified because they require excessive continual maintenance. Even with excessive maintenance, they barely meet the minimum standards of repair as identified in the MMS.

Du Lac from Baseline to 2213 Du Lac

Current surface is asphalt where approximately 5.1 km of Du Lac Road is in a very bad condition, with multiple potholes, cracks and surface discontinuities where in some locations asphalt has completely deteriorated. This has rendered the road unmaintainable with its current surface condition.

Indian Creek North of Russell to dead end

Current surface is asphalt where approximately 0.8 km Indian Creek Road is in a very bad condition, with multiple potholes, cracks and surface discontinuities where in some locations asphalt has completely deteriorated. This has rendered the road unmaintainable with its current surface condition.

McTeer from Canaan to County Rd 17

Current surface is asphalt where approximately 0.2 km of McTeer Road is in a very bad condition, with multiple potholes, cracks and surface discontinuities where in some locations asphalt has completely deteriorated. This has rendered the road unmaintainable with its current surface condition.

The Department recommends as an interim measure, to convert the surface of these roads back to gravel. This will allow City staff to be able to maintain these roads to a standard of repair as defined in the

MMS. Currently, City staff are limited in terms maintenance, they can only fill in potholes and cracks with cold patch. In some sections, the surface has completely deteriorated, consequently making the application of cold patch ineffective. By converting the surface back to gravel, City staff will be able to grade the potholes and address the surface discontinuity issues.

The costs to convert the roads back to gravel are identified in table 1.1 below.

Table 1.1

Road section	Length (m)	Width (m)	Cost/m ²	Total Cost
Du Lac	5,120	7	\$3	\$108,000
Indian Creek	770	7	\$3	\$16,200
McTeer	200	7	\$3	\$4,200
Tax and Contingencies				\$15,400
Total				\$143,800

As mentioned above, the Department recommends these measures as an interim solution, therefore, the cost to restore the surface to asphalt or surface treatment should be considered in future budget deliberations.

City staff has also assessed the condition of the following roads;

- Boudreau from Lalonde to County Rd 2 (Boudreau Rd)
- Drouin from St-Félix to Cheney Bridge
- Butler from Lacroix to end of asphalt
- Landry from Du Golf to Henrie

Even though these roads are in a bad condition, they can still be maintained in their current surface conditions. Staff will monitor the condition of these roads closely to insure that they are still maintainable.

6) **CONSULTATION:**

N/A

7) **RECOMMENDATIONS OR COMMENTS FROM COMMITTEE/ OTHER DEPARTMENTS :**

N/A

8) **FINANCIAL IMPACT (expenses/material/etc.):**

The conversion of hard surface back to gravel is to be founded through the Maintenance and Reconstruction of Roads Reserve Fund.

Maintenance and Reconstruction of Roads Reserve Fund	
Balance available as of April 2019	\$ 183,674.00
INF2019-015	\$ 143,800.00
Available balance as April 15, 2019	\$ 39,874.00

9) **LEGAL IMPLICATIONS :**

The City is subject to litigation or claims if it no longer maintains its roads to the Provincial Minimum Maintenance Standard as specified in O. Reg. 239/02.

10) **RISK MANAGEMENT :**

The City has significant risk if roads are kept in their current condition.

11) **STRATEGIC IMPLICATIONS :**

N/A

12) **SUPPORTING DOCUMENTS:**

Attachment 1 – BY-LAW NO. 2019-xx

Attachment 2 – Du Lac from Baseline to 2213 Du Lac

Attachment 3 - Indian Creek North of Russell to dead end

Attachment 4 - McTeer from Canaan to County Rd 17