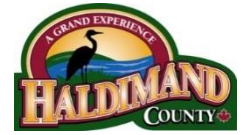

HALDIMAND COUNTY

Report ENG-05-2019 Gravel Road Conversion Program – Ditching and Drainage Acceleration



For Consideration by Council in Committee on May 28, 2019

OBJECTIVE:

To seek Council approval to amend the 2019 Tax Supported Capital Budget and Forecast 2019 – 2028 to incorporate the acceleration of the Gravel Road Conversion Program.

RECOMMENDATIONS:

1. THAT Report ENG-05-2019 Gravel Road Conversion Program – Ditching and Drainage Acceleration be received;
2. AND THAT the 2019 Tax Supported Capital Budget & Forecast 2019 – 2028 be amended to incorporate the changes proposed in Report ENG-05-2019 Gravel Road Conversion Program – Ditching and Drainage Acceleration.

Prepared by: Kristopher R. Franklin, Manager, Engineering Services

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager of Engineering & Capital Works

Approved: Donald G. Boyle, Chief Administrative Officer

EXECUTIVE SUMMARY:

At the March 5th Committee of the Whole Tax Capital Budget deliberation, staff were given direction to complete the Gravel Road Conversion Program by 2025, and the annual contribution was increased to \$3.48 million.

Based on past experience, the most effective strategy to advance the program is to complete the entire ditching and drainage phase by 2020. This will align the remainder of the conversion program for the 2025 target and provide staff the opportunity to complete the granular conversion program even earlier than the 2025 target.

The intent of this report is to approve the acceleration of the ditching and drainage for all remaining roads and to present the final conversion program in the 2020 Tax Supported Capital Budget & Forecast.

BACKGROUND:

At the March 5th Committee of the Whole Tax Capital Budget deliberations, staff were given direction through the following resolution:

THAT the General Manager, Engineering and Capital Works prepare a revised Gravel Road Conversion Program that ensures all remaining gravel roads are converted to surface treatment by 2025;

AND THAT an additional contribution of \$480,000 be contributed to the Capital Replacement Reserve - Roads Infrastructure, for seven years, resulting in an additional levy contribution;”

The concept of increasing the funding levels of the Gravel Road Conversion Program has been considered by Council in the past.

During the 2014 Tax Capital Budget deliberations, a motion was passed to add \$500,000 to the Gravel Road Conversion Program on an annual basis starting in 2017. This new funding level was shown in the 2015 Ten Year Capital Forecast and represented an annual increase in the program budget from \$1.2 million to \$1.7 million starting in 2017.

During the 2016 Tax Capital Budget deliberations, a formal and sustainable Surface Treatment Program was presented to Council through Report PW-ES-09-2016 Re: Proposed Surface Treated Roads Program which recommended reallocating the previously approved \$500,000 increase to the Gravel Road Conversion Program to help fund the Surface Treatment Program with the rationale that the funds would still be spent in the rural areas and that the gravel roads being converted to surface treatment could be maintained. The object of this recommendation was to reduce the Gravel Road Conversion Program funding back to its original \$1.2 million annual funding level.

At the 2018 Committee of the Whole Tax Capital Budget deliberations, a motion was passed to accelerate the annual capital expenditures to \$3 million for the years 2018 to 2022 inclusive with consideration being given to further increases in subsequent years.

In 2009 when the Gravel Road Conversion Program was formally established through Report PW-ES-05-2009 Re: Granular Road Conversion Program, the annual funding level of \$1.2 million was projected to convert all gravel roads to surface treatment in 34 years or by the year 2042.

Due to the previous advancement initiatives and funding increases staff are projecting that at the \$3 million funding level the remaining 130 kilometres of gravel roads would be converted by 2028. The total cost to convert the remaining roads is \$21 million based on a conversion cost of approximately \$160,000 per kilometre.

ANALYSIS:

As outlined in the Council direction, the Gravel Road Conversion program is to be completed by 2025, and the average annual contribution for the program was increased to \$3.48 million for the years 2019 to 2025.

The conversion of a granular road is completed in a multi year sequence, beginning with ditching and drainage, followed by the addition of granular base material and conversion in a subsequent year. The sequence is then completed two years after conversion with the addition of a single surface treatment.

Based on past experience, the most effective strategy to advance the program is to complete the entire ditching and drainage phase by 2020. This will align the remainder of the conversion program for the 2025 target and allow staff to further advance the conversion program if efficiencies can be found.

The conversion of the remaining roads will follow the approved ranking criteria, deviating only to advance a road where significant operating or work program efficiencies can be found. The program also now includes two roads, Oneida Road and 7th Line/Stirling Street, that were previously excluded from the program. These roads have been added to the end of the gravel conversion program.

It should be noted that increasing the rate of gravel road conversion will have a short-term effect on the surface treated roads by increasing the cycle time for resurfacing these roads through the Surface Treatment Program. The backlog of surface treated roads can be addressed if a portion of the funds allocated to the gravel conversion are subsequently transferred to the Surface Treatment Program once all the gravel roads are converted.

FINANCIAL/LEGAL IMPLICATIONS:

The current Ten Year Tax Supported Capital Budget and Forecast must be adjusted to fund any increases to the Gravel Road Conversion Program budget. Attachment 1 summarizes the changes for 2019 and 2020. By advancing projects from future years to 2019 and 2020, costs have been updated to capture detail design estimates.

The remaining changes to the program will be included in the Draft 2020 Tax Supported Capital Budget once staff have confirmed the ability of both contractors and County staff to deliver the planned program schedule.

STAKEHOLDER IMPACTS:

The proposed acceleration of the Gravel Road Conversion Program will primarily impact those residents currently living on a gravel road by converting their road sooner than currently forecasted.

REPORT IMPACTS:

Agreement: No

By-law: No

Budget Amendment: Yes

Policy: No

ATTACHMENTS:

1. Proposed Granular Conversion Ditching and Drainage Program Acceleration