



## Council Report

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**Report Number:** ENG2021-014  
**Meeting Date:** June 15, 2021  
**Title:** Low Volume Gravel Roads  
**Description:** Capital works request  
**Author and Title:** Michael Farquhar Supervisor Technical Services ,  
Engineering and Corporate Assets

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### Recommendation(s):

**That** Report ENG2021-014, **Low Volume Gravel Roads**, be received;

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

## **Background:**

At the Special Council meeting on December 1, 2020, Council adopted the following resolution:

CR2020-397

Moved By Councillor Elmslie

Seconded By Councillor Yeo

**That** Staff be requested to provide a list of small low volume gravel roads, in consultation with Council, and report back to Council by the end of Q2, 2021 on the cost to hard-top the roads identified.

**Carried**

This report addresses that direction from Council. As part of the background information for this report, previous report information on this subject will be referenced to provide context for gravel road inventory size and costs associated with upgrading of gravel roads to a hard topped surface.

In the previous reports shown below, staff have brought forward this information based on the following Council resolutions.

At the Council Meeting of October 24, 2017, Council adopted the following resolution:

### **CR2017-933**

**RESOLVED THAT** staff be directed to investigate costing and service implications of revising the traffic volume threshold to warrant hard-topping of gravel roads from an Annual Average Daily Traffic (AADT) level of 400 to an AADT of both 200 or 300 with a report back to Council by end of Q2 2018.

**CARRIED**

In accordance with this direction, staff brought forward Council Report EA2018-014, attached hereto as Appendix A, on June 19, 2018. The report outlines the cost implications of paving gravel road sections with AADT of 200 or more. The report determined the financial benefit, in the form of reduced operating costs, was outweighed by the increased capital cost associated with paving these gravel road sections.

At the Council Meeting of June 19, 2018, Council adopted the following resolutions:

**CR2018-401**

**That** Report EA2018-014, **Implications of Lowering the Traffic Volume Threshold for the Paving of Gravel Roads**, be received.

**CARRIED**

**CR2018-402**

**That** Report EA2018-014, **Implications of Lowering the Traffic Volume Threshold for the Paving of Gravel Roads**, be referred back to staff to the 2019 budget for consideration and staff be directed to develop the criteria for hard surfacing roads on a go forward basis and to include future possible funding options.

**CARRIED**

During the formation of the 2019 Tax-Supported Capital Budget, staff addressed this direction by reconsidering the criteria and funding options for upgrading gravel roads to a paved surface. Through this exercise, staff again reasoned to not lower the 400 AADT threshold given the findings of Report EA2018-014 and that the paving of gravel roads is not accommodated within the 5-Year Roads Capital Plan, the Asset Management Plan or the Long-Term Financial Plan. The adopted 2019 Tax-Supported Capital Budget did not have projects within it for upgrading of gravel roads.

**Rationale:**

Through the context of Council resolution **CR2020-397** this report will review low volume gravel roads in built up areas around towns, villages, hamlets and built up lakefront communities as well as gravel road segments provided by Public Works that are a maintenance draw issue, due to distance away from other gravel roads. This report will provide lengths of these road segments and costs for upgrading them to hard topped roads. It is the intent of this report to provide information on this subject to Council for discussion purposes. If there are any unintentional omissions, these can be identified and addressed based on any further direction by Council.

Within the City of Kawartha Lakes there is a gravel road inventory of approximately 895 kms of gravel road, as shown on Appendix B. Within that network there is approximately 63 kms of gravel roads consider to be in towns, villages, hamlets, or built

up lakefront communities as shown in Appendix C . These gravel road segments are reflected in Appendix D which breaks down the gravel road section into location, length. Estimated AADT volume (annual average daily traffic) and cost to upgrade to a hard topped road section. The estimated cost is based on an averaged per km cost to resurface these roads with a Hi-Float surface as well as preparation for this type of road surface. This total cost as estimated in appendix D is \$6,306,780.

### **Other Alternatives Considered:**

At this time the information provided in this report is only done for discussion purposes for Council. Based on Council review of the information a refined review of individual road segments can be done.

### **Alignment to Strategic Priorities**

This report aligns with the below strategic priorities of the City

1. Good Government

As this report responds back to Council with information to help make decisions on service levels on low volume roads.

### **Financial/Operation Impacts:**

As stated this report is only to provide information for discussion based on the resolution in the background of the report , based on the discussion through this report with Council and any additional direction a further in depth analysis can be done on the financial impact but as stated in report ENG2018-014 as attached in appendix A , any upgrading of the gravel road network would have an effect on the City's capital budget forecasting and asset management plan

### **Consultations:**

Public Works

## Attachments:



Appendix A Report  
ENG2018-014.pdf



Appendix B CKL  
Gravel Roads Map.p



Appendix C  
individual mapped l



Appendix D Chart  
of Low volume grave

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**Department Head: Juan Rojas Director of Engineering and Corporate Assets**