



Corporation of the Township of Brock

Staff Report to the Members of Council

From: James Peitos

Position: Capital Projects Coordinator

Title / Subject: Concession 4(B) Road Rehabilitation”

Date of Meeting: April 13, 2026

Report No: 2026-OP-008

1.0 Issue / Origin

The road section on Concession 4(B), approximately 1,100 meters east of Highway 7/12, has deteriorated significantly to the point where portions of the roadway no longer retain a hardtop surface. The issue has developed over time due to the failure of the existing double surface treatment. The roadway is located within a low-lying area where the subgrade remains highly saturated, resulting in reduced bearing capacity and increased susceptibility to frost heave. These conditions have accelerated the deterioration of the road structure, leading to subgrade failure and, ultimately the breakdown of the roadway surface. The current condition presents ongoing maintenance challenges and may impact vehicle safety and accessibility.

2.0 Background

This section of Concession 4(B) was originally constructed using a corduroy road system to address poor subgrade conditions in a low-lying area. Ongoing instability has led to failure, recent inspections have identified exposed timber, indicating advance deterioration.

3.0 Analysis

The Public Works Department recommends rehabilitation of approximately 600 metres of Concession 4(B), located about, 1,100 meters east of Highway 7/12. The proposed method includes placement of geotextile filter cloth to improve bearing capacity and prevent mixing saturated subgrade with new materials. A 150mm layer of Granular “A” will be placed and compacted to rebuild the road structure and help reduce washout. The final surface will consist of cold mix open-graded bituminous pavement, which is well-suited to the existing road and environmental conditions. This approach is considered an effective and appropriate solution for this section.

The estimated cost for this Road construction is approximately \$160,000.00.

4.0 Related Policies / Procedures

N/A

5.0 Financial / Budget Assessment

Funding for the proposed work will be reallocated from capital projects that have been approved and are under budget. Culvert 319 was previously budgeting for external tender from previous staff; upon review of the culvert, it has been determined that the work can be completed by internal staff. This approach will result in cost savings, allowing funds to be redirected to Concession 4(B) rehabilitation project without requiring additional budget fund request. In addition, there are savings in the programs outlined below, which can be redirected to the Concession 4(B) project.

Project	Total Budget	Estimated Expense	Remaining Funds	Proposed Withdrawal	Budget Funding Source	Proposed Funding Source for New Project
FACT Program	\$778,464	\$672,074	\$103,390	\$80,000.00	CCBF and Capital Reserve Fund	Capital Reserve Fund
Construction Gravel	\$302,227	\$249,151	\$ 53,075.78	\$30,000.00	OCIF	OCIF
Culvert 319	\$262,500	\$6,425 (incurred in 2024)	\$256,075.00	\$50,000.00	OCIF	OCIF
Total				\$160,000		

Total fund request allocation for completion of work on Concession 4(B) is \$160,000.00

There are estimated savings of approximately \$103,390 on the FACT Program for 2026 which was budgeted to be funded from the Canada Communities Building Fund (“CCBF”) and the Public Works Capital Reserve. As there are savings in the FACT Program, it is recommended that savings of \$80,000, from the Public Works Capital Reserve be reallocated to the Concession 4(B) Project.

There are estimated savings of approximately \$53,076 on the Construction Gravel Program for 2026 which was budgeted to be funded from the Ontario Community Infrastructure Fund (“OCIF”). As there are savings in the Gravel Program, it is recommended that savings of approximately \$30,000, from OCIF, be relocated to the Concession 4(B) Project.

As the work on Culvert will be done in-house, and the salaries are budgeted in the operating budget, it is estimated that overall expenses will be low. Staff are uncertain at the present time as to the overall anticipated costs, however, suggest that approximately \$50,000 of the budget, funded by OCIF, be reallocated to the Concession 4(B) project.

5.1 Asset Management

Roads are a key component of the Townships asset inventory. It is the Townships responsibility to ensure they are properly maintained and repaired, providing residents with safe and reliable roadways.

6.0 Climate Change Impacts

FACT has a low carbon footprint due to lower production temperatures in a cold-central plant, using asphalt emulsions and cold aggregates, Furthermore, the total carbon footprint for construction is lowered by eliminating the need for extensive excavation.

7.0 Communications

This report is posted as an agenda item on a public agenda.

8.0 Conclusion

Concession 4(B) road section east of highway 7/12 has deteriorated significantly due to poor subgrade conditions and aging infrastructure. Rehabilitation of approximately 600 meters using filter cloth, granular "A" subgrade, and cold mix bituminous pavement will restore structural integrity, improve safety and extend the service life of the road section. Funding is available through savings from previously budgeted projects, making this a cost-effective solution.

9.0 Recommendation

Be It Resolved That staff report No: 2026-OP-008 titled "Concession 4(B) Road Rehabilitation" be received; and

That Council approve the construction cost estimate amount of \$160,000.00, funded by a draw of \$80,000 from the Public Works Capital Reserve and a reallocation of OCIF funds of approximately \$80,000.