



## Administration and Operations Committee Report

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**To:** The Chair and Members of the Administration and Operations Committee  
**From:** Javier Marcos, Supervisor of Field Services  
**Date:** Tuesday April 15, 2025  
**Report #:** RPT-0158-25  
**Subject:** 2024 Low Volume Road Maintenance – Brant School Road  
**Purpose:** For Information

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### Recommendation

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To be received as information.

### Strategic Plan Priority

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Strategic Priority 3 - Healthy, Safe, and Engaged Communities

### Impacts and Mitigation

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#### Social Impacts

Maintaining surface-treated roads has several social impacts.

**Improved Safety** – Regular maintenance reduces potholes, wash boarding, and rutting, decreasing the likelihood of vehicle accidents and improving road safety for drivers, cyclists, and pedestrians.

**Enhanced Quality of Life** – Smoother roads reduce vehicle vibrations and noise, leading to a more comfortable driving experience and less stress for road users.

#### Environmental Impacts

Proper maintenance can prevent excessive dust from gravel roads, reducing air pollution and improving respiratory health for nearby residents. It can also help control erosion and runoff, protecting local water sources.

#### Economic Impacts

Reliable Road infrastructure supports local businesses by enabling the efficient transport of goods and services, benefiting industries such as agriculture, forestry, and tourism.

## Report

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### Background

At the December 17, 2024, County of Brant (County) Council Meeting, the below resolution was approved following a delegation on this matter at the meeting:

That the County of Brant Council receive the delegation from Dave DiFrancesco as information;

And that the concerns regarding tar and stone chips on residents' lawns be referred to staff;

And further that the concerns expressed be brought to the Accessibility Advisory Committee.

The resident had a few concerns which are summarized as follows:

- Concerns with stone chips (or float) migrating onto the grass in the ditch in front of his property and complaints over the construction,
- Dismay that this section of Brant School Road is surface treated whereas the section closer to Colborne St E has a slurry seal surface (no loose stone),
- Concerns about accessibility.

Surface treatment work was completed on July 22, 2024, as part of the annual tender for low volume road construction.

On or about September 9, 2024, the area was swept, and excess float was removed off-site. The first email received from the resident was on November 30, 2024.

In response to that email request Operations staff investigated and swept the driveway of 132 Brant School Road. Pictures of the area are enclosed as Attachment 1.

A post winter condition assessment was conducted on or about March 14, 2025, after a significant thaw and rain event. The conditions of the frontage (driveway and lawn) have been deemed to be satisfactory in relation to any other surface treatment road. Staff did not recommend further sweeping around 132 Brant School Road.

The issues around accessibility were discussed with County Staff that manage the Accessibility Committee. It was agreed that there are no accessibility issues on this rural road as there are no sidewalks.

### Analysis

This road is below 1000 cars per day and therefore (latest count approximately 800) surface treatment is the normal pavement system used in the County for rural and suburban roads. If Council were to implement a higher standard, more funds would be required from taxation to meet the annual roads costs.

The system to install a surface treated pavement includes placement of emulsion immediately followed by placement of the stone chip and initial compaction by contractors' equipment. This is left to compact or cure for three (3) to four (4) weeks, and the excess stone naturally floats to the shoulder. The contractor then returns to sweep up the excess material and remove it from the site after the curing process is completed. This project followed this process.

### Summary and Recommendations

Staff feel that this was a normal surface treatment project and do not feel that any additional work is required. If Council wants to upgrade the system of maintaining rural roads, staff can provide cost estimates for this.

### **Attachments**

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1. Picture 1 of Driveway entrance, Picture 2 of Driveway entrance - side view

### **Reviewed By**

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J. Murphy, Capital Project Manager  
M. Eby, Director of Infrastructure and Asset Management  
R. Walton, General Manager of Operations  
S. Yarek, Accessibility and Inclusion Supervisor

### **Copied To**

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None

### **By-law and/or Agreement**

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By-law Required	No
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No