



Committee Report

To: Warden Paul Eagleson
Members of the Transportation and Environmental Services Committee

From: Miguel Pelletier
Director

Date: November 15, 2018

Re: Municipality of Brockton Correspondence - Bridge 11 -
County Roads 3 and 1

Recommendation:

That the County of Bruce assume jurisdiction over Bridge 11 and the sections of Concession 2A Elderslie and Concession 20 Greenock necessary to maintain the link between County Roads 3 and 1; and,

That the Municipalities of Brockton and Arran-Elderslie would assume proportional jurisdiction over sections of Bruce Road 1 between Concession 20 and the community of Paisley and of the Starks bridge.

Background:

On September 26, 2018, the Municipality of Brockton sent a letter authorizing their staff to pursue the following exchange in jurisdiction of Roads and Bridges with Bruce County and the Municipality of Arran-Elderslie. The proposal is that County of Bruce assume jurisdiction over Bridge 11 and the sections of Concession 2A Elderslie and Concession 20 Greenock necessary to maintain the link between County Roads 3 and 1, and the Municipalities of Brockton and Arran-Elderslie would assume proportional jurisdiction over sections of Bruce Road 1 between Concession 20 and the community of Paisley.

In 2003-2004, a thorough County Road Designation Study was carried out to review the jurisdiction of roads. At that time neither of the Municipality of Brockton or Arran Elderslie proposed the subject exchange in road jurisdiction. The study used an Ontario Good Roads Association protocol to evaluate and rank roads with the following 12 weighted criteria:

1. Urban Center Connector - 3
2. Kings' Highway/Upper Tier Connector - 2
3. Heavy Industry Service -2
4. Barrier Service - 1



5. Resort Criterion - 1
6. Urban Cell Service - 0
7. Urban Arterial Extension - 3
8. Rural Cell Service - 0
9. Traffic Speed - 1
10. Road Surface - 0.5
11. Traffic Volume - 0.5
12. Right of Way - 1

The scoring protocol was applied to the Concession 20/2A road segment and it did not score higher than the current County Road 1 segment. However, this is just a tool to help prioritize road jurisdictions and not a unique consideration to reject or accept the proposal.

Recent daily traffic count on County Road 1 is 925 and the current traffic count on Concession Road 20 is 150. Normally the higher traffic roads in an area fall under County jurisdiction to connect communities.

In 2013, a Bridge Infrastructure Master Plan for Central Bruce County was undertaken, approved and is still being implemented. The plan was developed with the participation of both the municipalities of Brockton and Arran-Elderslie and a wide range of factors were considered (infrastructure condition, traffic, environmental assessment, emergency services, public consultation, ...). The plan recommended that the Greenock Bridge 11 (referred as Concession 20 Bridge in the study) remain under the jurisdiction of the Municipality of Brockton and required rehabilitation of approximately \$400,000 in the near future.

If the County was to accept the section of Concession Road 20/2A and the Greenock Bridge 11 as is, a minimum of \$ 2,000,000 would be needed to bring the road (\$850,000) and bridge (\$1,200,000) to a County standard with a very good condition rating in the next two years. However, a bridge replacement is likely to be called for as the bridge is 98 years and past the regular 75 year lifespan of a bridge. The incurred cost could go up to \$3,250,000. Therefore, it appears reasonable that the County ask for the bridge and road section be brought up to County standard and to a very good condition before accepting responsibility.

The County Road 1 section that would be exchanged is currently rated as good and is not scheduled for any major work in the next five years. The County has been pursuing to divest itself of bridges that are on Municipal roads. In this case Starks bridge is on proposed section of County Road 1 that would be exchanged. The exchange should include Starks bridge to one or both municipalities. This bridge was scheduled for \$170,000 repair work in 2018 but was deferred to 2019 in order to divert resources to the Chesley bridge replacement. The repair work would be completed before the bridge was handed over and would raise the Bridge condition index from the current 72. The bridge is 48 years old and expected to last at least another 27 years.



There is an imbalance where the Municipalities would take over assets that are in much better condition than the ones that would go to the County.

From an operations perspective, it does not appear that there would be significant savings to the County from the exchange.

Interdepartmental Consultation:

Not applicable.

Link to Strategic Goals and Elements:

None identified.

Approved by:

Kelley Coulter
Chief Administrative Officer