



## Infrastructure Services

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Prepared for: Council-in-Committee

Report: IS-03-2026

Meeting Date: April 13, 2026

### 1. Title

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**Town of Fort Erie Roads Assessment and 3 Year Resurfacing Program**

### 2. Recommendations

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**That:** That Council receives Report No. IS-03-2026 regarding the 2024 Road Condition Assessment and Proposed Three-Year Resurfacing Plan for information purposes.

### 3. Relation to Council's Corporate Strategic Plan

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Priority: Sustainable and managed growth

Initiative: A community that manages growth responsibly and recognizes existing neighbourhoods by implementing effective planning and policies.

### 4. List of Stakeholders

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- 1) Mayor and Council of the Town of Fort Erie
- 2) The Ratepayers of the Town of Fort Erie
- 3) Motoring Public

### 5. Purpose of Report

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The purpose of the report is to provide Council with the following information:

1. The results of the 2024 Road Condition Assessment.
2. Provide the 3-year Roads Resurfacing program

### 6. Analysis

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#### **Previous and Current Road Assessments**

The Town has evolved over the past few years by maturing their road information. Assessments are now completed biannually to inform our Levels of Service (LOS). Figure 1 outlines a summary of assessments completed since 2007.

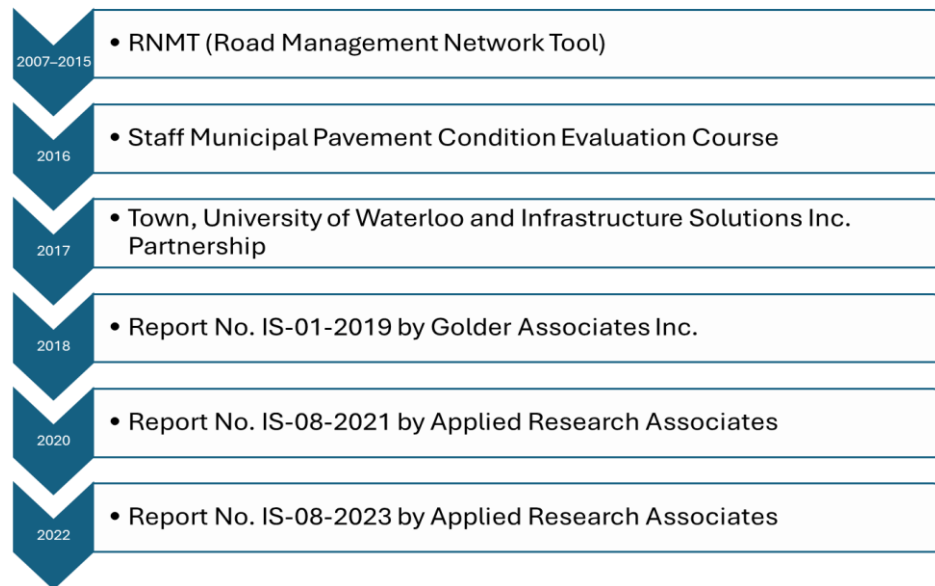


Figure 1 - Summary of Assessments

## 2024 Road Condition Assessment

GEI Consultants Canada Ltd. was retained (ISE-24P-RDINSP) in October 2024 to provide the Town of Fort Erie with a comprehensive network-wide road condition assessment and needs analysis. In addition, we have also collected Distress Manifestation Index (DMI – Appendix 1, section 2.2.1), as well as the Ride Condition Rating (RCR – Appendix 1, section 2.2.2). The additional analysis provides a more fulsome view of the network and allow staff to determine a priority list of roads needs while meeting our asset management obligations. A comprehensive pavement management analysis was completed using the GEI’s Decision Support System (DSS), which was configured to replicate the configuration of the Town’s D.O.T. application which will in turn inform our new PSD Citywide application. The Town’s Road network is comprised of approximately 819 lane-km of roadways, consisting mainly of Hot Mix Asphalt (HMA) and Surface Treated (ST) roads as shown in the Table 1

Table 1- Road Network by Surface Type

Surface Type	Lane-km
Hot Mix Asphalt	416.7
Surface Treated	314.0
Gravel	82.8
Earth	5.5
Paver	0.4
<b>Totals</b>	<b>819.4</b>

An overall Pavement Condition Index (PCI) was established for each road section by combining the DMI scores and RCR scores. The PCI ranges in scores from 0 – 100, where the lower the PCI score the worse overall condition of the roadway.

Condition Category	PCI Range
Very Good	80-100
Good	65-80
Fair	50-65
Poor	40-50
Very Poor	0-40

Table 2 PCI Condition Categories

In 2024, the network average PCI=74.5 (weighted by replacement value) indicates that the Town’s Road network is in “Good” condition from an overall pavement condition perspective. Figure 2 and 3 below shows the condition distribution of the road network and the distribution of that condition by Ward respectively. The assigned condition category is based on the PCI score. A further breakdown of the percentage by ward is found in Appendix 2.

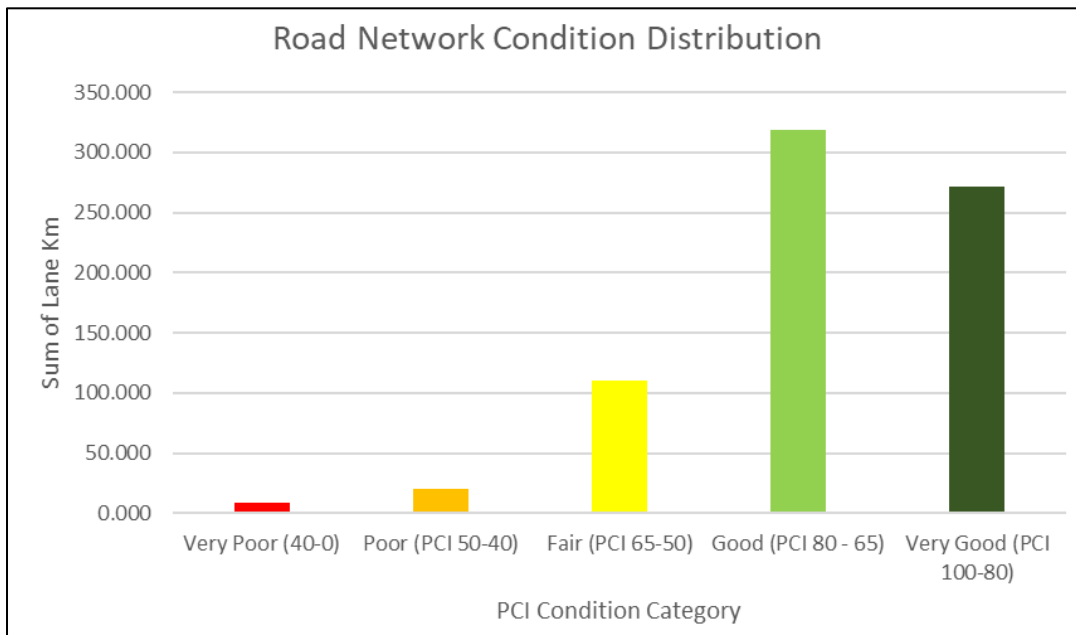


Figure 2 Road Network Condition

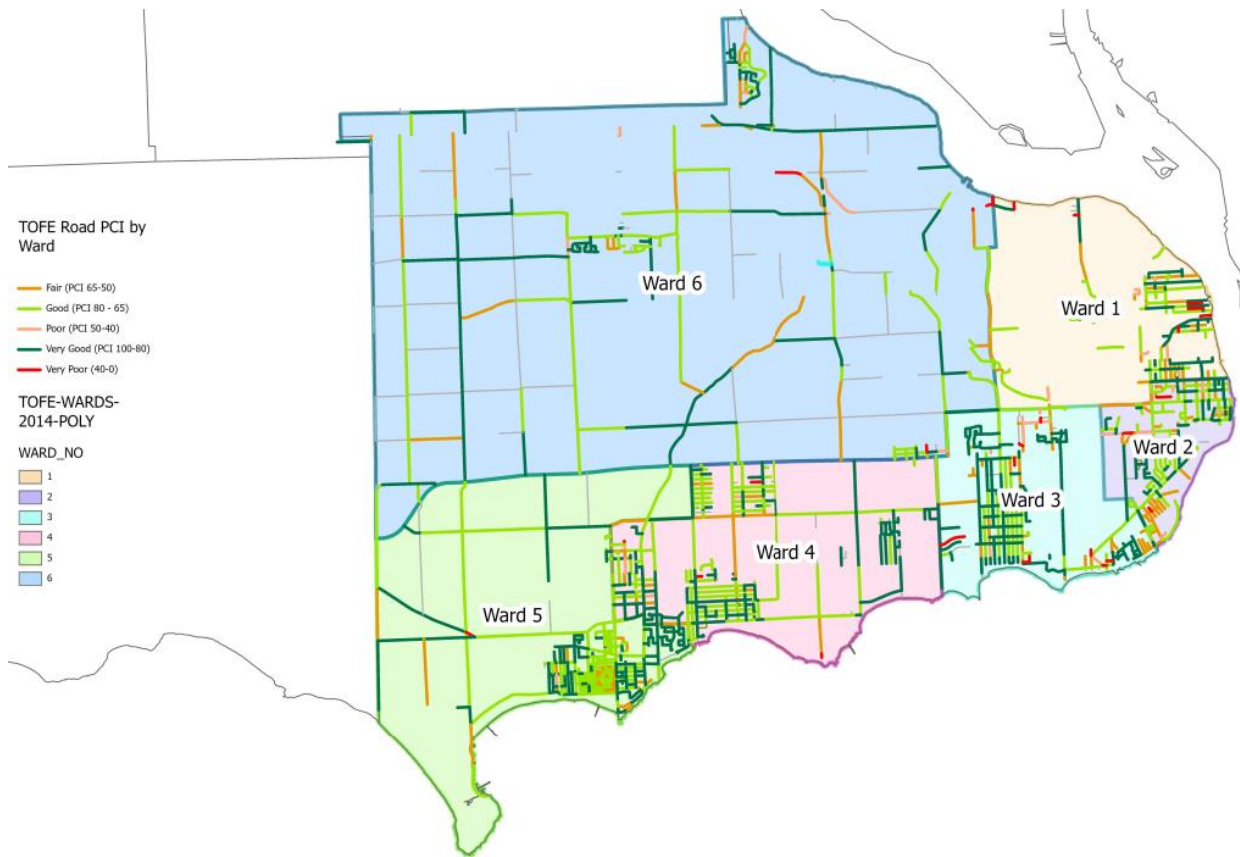


Figure 3 - TOFE Road Condition by Ward

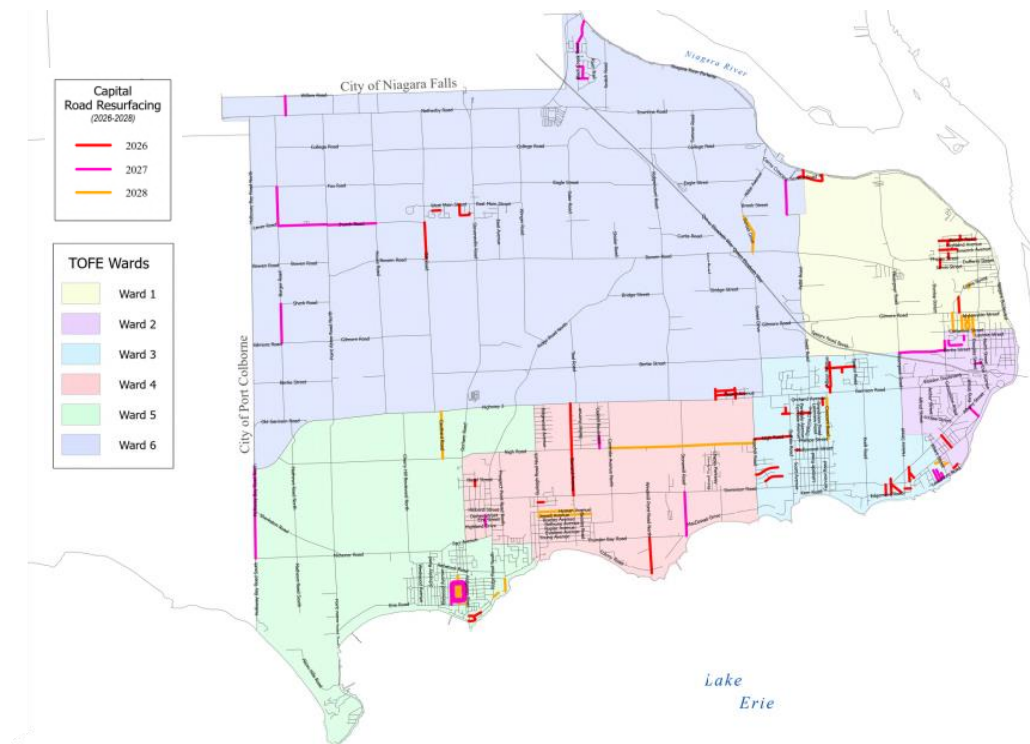


Figure 4 - TOFE Capital Road Resurfacing by Year and Ward

## Roads Needs Forecast

To develop a pavement condition and future investment needs forecast, performance models are used in conjunction with trigger values to initiate an action to maintain or improve the condition of the pavement. The goal of the program is to identify the ideal time to apply the recommended treatments that will maximize the life of the roads and support the Town's levels of service. The tools (DOT and GEI DSS) and condition assessment were utilized when performing analyses on the Town's Road network.

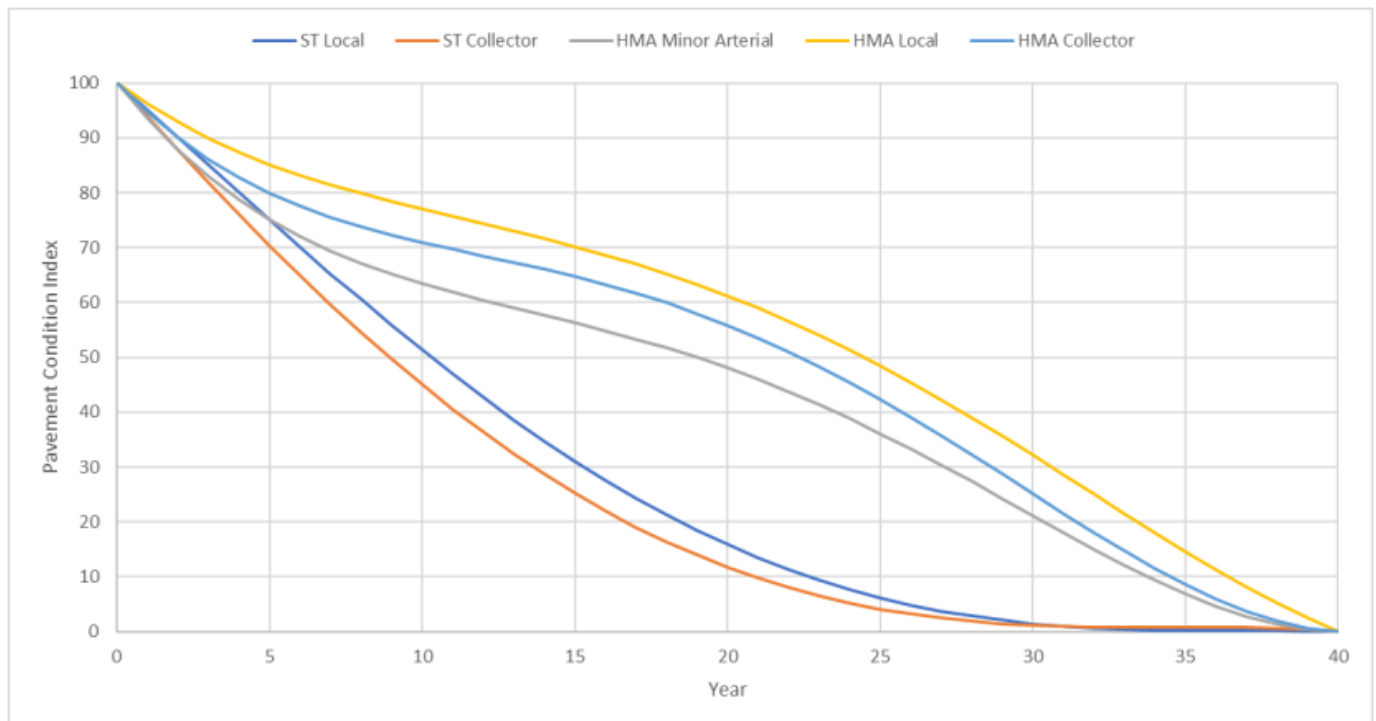


Figure 5- PCI Deterioration Curves

## Scenario Analysis

Four scenarios were assessed and analysed to estimate the resources necessary for achieving a network PCI of 75 (proposed level of service from the 2024 AMP). A cost-benefit approach to decide which road sections and treatments should be done first, so that the money spent gives the greatest overall benefit. The scenarios considered include:

- 1) **Infrastructure Needs:** Models an unconstrained budget that selects projects to give the best conditioned asset portfolio. The total budget for the 10-year period is approximately \$73.7 million. to address the anticipated rehabilitation needs with an unconstrained budget.
- 2) **Anticipated Funding:** Models the best conditioned asset portfolio with the given budget, totalling to approximately \$19.3 million.

3) **Maintain Average Performance:** Models the budget required to keep the LOS of the roads network the same (PCI=75) and is in keeping with performance targets outlined in the 2024 Asset Management Plan. The total spending for this scenario is approximately \$59 million.

4) **No Money:** Models the condition of the asset portfolio over a 10-year period with no funding. The network average PCI deteriorates from 71.9 to 50.7.

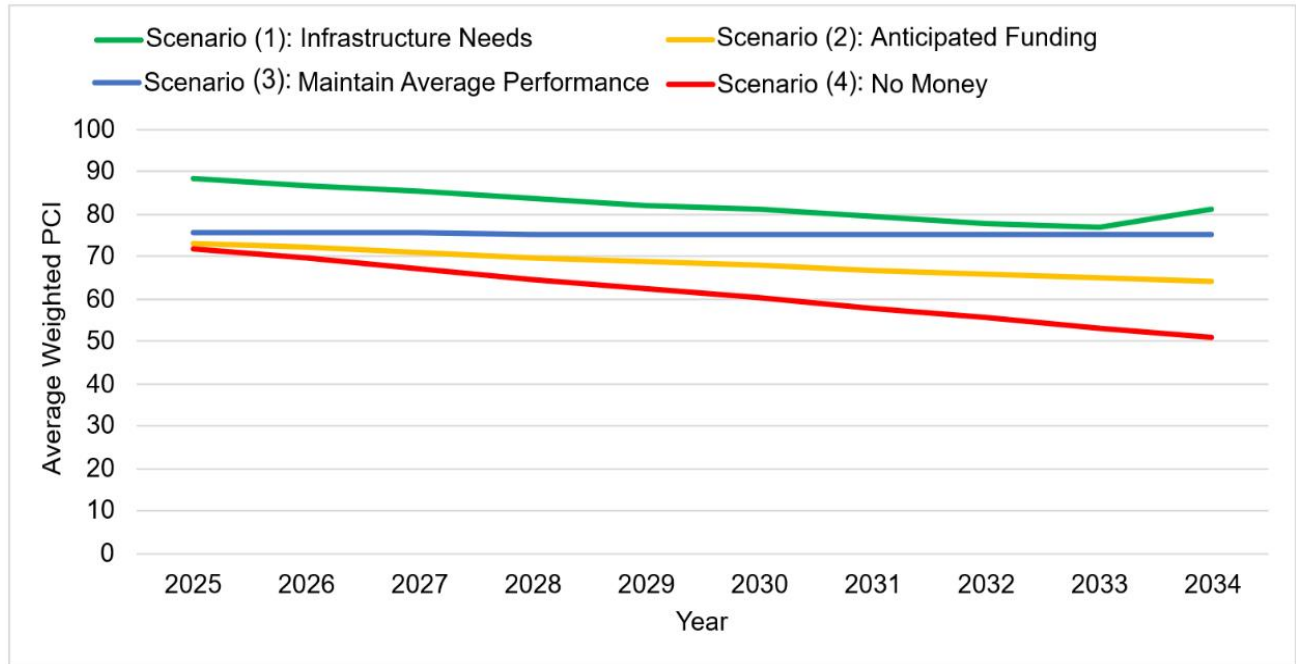


Figure 6- Level of Service Funding Scenarios and PCI Performance

A detailed breakdown of the yearly budget requirements and PCIs for the scenarios are summarised in Appendix 1 (Section 5, tables 10 and 11).

### Future Road Level of Service, Condition Assessments and Investment Needs

At the time of the inspection (2024), The Town's Road network provides a "Good" level of service, with an average PCI of 74.5. Staff are using a PCI of 75 as the Level of Service (LoS) goal of our program. Going forward, the Town plans to retain the services of an engineering consultant to complete a town-wide road condition assessment every 2 years as part of our Asset Management Plan (this has been accounted for in the budget forecasts/biannual cost \$50,000).

Based on current budget projections, the Town will not have sufficient funding over the next 10 years to maintain our roads at their current condition. Without additional investment, the average Pavement Condition Index (PCI), a key measure of road quality, is expected to decline from 72.9 in 2025 to 64.1 by 2034. Recognizing the importance of realistic and actionable planning, staff has reviewed the findings and agreed that addressing the needs in three-year increments

provides the most practical and responsive approach. Appendix 2 shows the 2026-2028 assets identified for resurfacing.

## **7. Financial, Staffing and Accessibility (AODA) Implications**

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This report is for information primarily on our road conditions, based on the use of past and forecasted budgetary expenditures. It does not address the full complement of assets funded through the Road Refurbishing Reserve, such as streetlights, concrete curbs and sidewalks. Staff also relied on the recent 2024/2025 Asset Management Plan to review funding levels.

The road condition assessment evaluates the physical condition of the roads. The results of the assessment are used to develop a rehabilitation program aiming to attain an established level of service. While not a direct benefit, roads in better condition are better suited for people using certain assistive devices to cross or move along the road.

## **8. Policies Affecting Proposal**

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By-law No. 136-2023 adopted Council's 2023-2026 Strategic Plan. This report provides information relating to the infrastructure priorities as outlined therein.

AMP By-law No. 78-2019, to adopt the Towns Asset Management Policy. Adopting these principles, to meet provincial requirements for funding opportunities, Council has committed to consider the funding levels required to meet a sustainable system of infrastructure when preparing future capital budgets and to apply the principles involved in asset management when developing the Strategic Plan.

Minimum Road Standards are governed within the province of Ontario under O. Reg. 239/02 "Minimum Maintenance Standards for Municipal Highways".

By-law No. 93-12, as amended, adopted the Reserve Policy that governs the strategy for infrastructure reserve funding to address the legislative and long-term capital needs. Budget By-law No. 127-09 governs preparation of the annual budget.

## **9. Comments from Departments, Community and Corporate Partners**

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Comments from relevant Town departments are incorporated into this report.

## **10. Alternatives**

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As this report is provided for information purposes there is no alternative with respect to the road network's condition. Council, however, can direct staff to address other roads on the 2026-2028 Road Rehabilitation Plan, but this is not recommended. Changing priorities of roads by redirecting funds away from those identified using this comprehensive assessment does not address the program goals overall and would contribute to increased maintenance and lower life expectancies of our more critical roads.

## **11. Communicating Results**

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The proposed 2026-2028 Road Rehabilitation Plan will be posted on the Town's Let's Talk Fort Erie site.

## **12. Conclusion**

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The results of the 2024 roads condition assessment indicate that the overall condition of the road network is very good with an average network weighted PCI of 74. With the use of our available tools, current assessment and staff knowledge it is the goal to move towards pavement preservation.

The Town's Road network will require review of the contributions to maintain the current levels and will need to re-evaluate the network Levels of Service to match the current capital contributions. The Three-Year Road Rehabilitation Plan (2026-2028) should be considered a dynamic document as there may be roads that develop more significant deficiencies which would move them up on the list, and in turn displace roads already on the list and a reset of the 10-year capital program is required in 2026 for the 2027 Budget.

## **13. Report Approval**

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Chief Administrative Officer

## **14. Attachments**

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Appendix 1 – Town of Fort Erie 2024 Road Inspection Program  
Appendix 2 – Roads Resurfacing Three-Year Forecast 2026-2028  
Appendix 3 – Roads Resurfacing Three-Year Forecast Ward Maps 2026-2028