

Municipality Of Chatham-Kent
Infrastructure and Engineering Services
Public Works
Information Report

To: Mayor and Members of Council
From: Jerry Corso
Manager of Public Works South
Date: April 28, 2021
Subject: Notice of Motion - Dust Suppressant Level of Service

Recommendations

It is recommended that:

1. The dust suppressant level of service and budget remain status-quo.
2. A dust suppressant reserve account be created and any surplus be transferred to this reserve on an annual basis.

Background

At the November 23, 2020 meeting, Council approved the following motion:

"Whereas the Municipality of Chatham Kent has a dust suppressant service level and budget that many residents feel is inadequate. And whereas dust suppressants offer not only a quality of living for properties owners but equity protection to the damage of crops and equipment. Be it resolved administration provide a detailed report to help increase efficiencies including;

- Define and review current service level
- Developing a program that has the potential to partner with residents/businesses to offer them additional spot treatments at cost
- Effective ways to administer the dust suppressant to the most utilized and high traffic roads in a more efficient way.
- Evaluate the current budget and evaluate a base budget lifecycle that if not utilized carries over for additional years
- Evaluate if the current budget allocated is sufficient to maintain the level of service
- Ways to overall improve the service"

Comments

Chatham-Kent Public Works has seven divisions with gravel roadways ranging from 183 km in the smallest division to 313 km in the largest, for a total of 1,785 km. Each load of dust suppressant completes approximately 4.5 km of gravel roadway. Two types of dust suppressant are typically used - a natural sodium chloride brine and a manufactured higher calcium chloride brine. The calcium chloride is a superior product and is used on new life cycle gravel. It is also more expensive and therefore is purchased in limited quantities to meet budget constraints.

A combination of internal Public Works crews and contractor forces apply annual dust suppressant as efficiently as possible in a systematic way across all gravel roads in the Municipality starting in May. The gravel road must be graded first and then the suppressant applied by a contractor. The speed of the process is governed by the quantity of trucks the contractors can supply and the number of graders Chatham-Kent has to prepare the roads. Depending on weather conditions, the entire grading and dust suppressant process may take up to two months to complete all roads under contract.

The standard application of dust suppressant for Chatham-Kent is one pass on all gravel roads with one additional pass in front of residential homes per season if required. Start locations are varied every year when feasible in order to maintain equitable service levels for all residents. Approximately one-third of all gravel roads are repaired every year with new life cycle gravel. Dust suppressant is applied to the road once the gravelling is complete.

Bulk water on gravel roads may also be applied when laying new lifecycle gravel. Using water is extremely ineffective as it is labour intensive and may only last for a few hours to a day as a dust suppressant.

Weather and timing are critical factors in the performance and application of dust suppressant. Ideal conditions exist when moisture is present in the road surface, after heavy spring rains of April and before the hot dry weather of summer. If the treatment is applied too early, the material will be washed away by heavy storms and the application will be ineffective. This will lead to dusty conditions in later summer and early fall. If dust suppressant is applied too late in the year, dust suppressant performance will decline as the salt makeup will be unable to retain the required moisture due to the dry conditions. In summers of drought, dust suppressants can have less than ideal performance, as they need periodic rains to re-introduce water to the chlorides.

The current level of service results in an average of 100 Active Citizen Requests (ACRs) per year. This figure will vary dependent on the amount of rainfall received during the summer months. In years of drought, ACR complaints will increase and in years of regular rainfall, ACRs will decrease substantially.

Community Engagement

In order to integrate the community's views into this report, administration held an online community engagement process from March 24 to April 7 through the [Let's Talk Chatham-Kent](#) platform. A press release was issued on March 24, 2021 and social media posts requesting participation in the survey were published on March 31, 2021.

Input was collected through a three question survey that employed a combination of yes or no answers, and a comment box to collect additional viewpoints. In total, 188 responses were received.

Survey Results

A summary of the survey results is attached as Appendix "A". The majority of respondents to the survey confirmed that they reside on a gravel road, and are not satisfied with the current service level for application of dust suppressant.

However, the community feedback varied greatly. Suggestions included:

- Requests for earlier timelines for application
- Increasing the number of times of application that dust suppressant is applied annually
- Tar and chip conversion or paving of existing gravel roadways
- Requests to stop using dust suppressant completely.

There was no consistent theme noted in the community comments received.

Opportunities for Efficiency

Administration canvassed neighbouring communities and confirmed that Dawn Euphemia Township and Lambton County use a very similar process to Chatham-Kent. The Municipality of Lakeshore has a reactive brine application process and will only respond to complaints or problem areas. West Elgin is the only jurisdiction that places a double application at the beginning of the season. This double application consists of traveling down one side of the road and back the other with overlap in the middle once per year.

In conversation with the other municipalities, Chatham-Kent is comparable in the method of application, timing and complaints while having the largest distance of gravel roadways to manage.

The consideration of a double application similar to West Elgin's level of service would require a significant investment in the current base budget to ensure all roadways were completed by June. Incremental investments would include the addition of graders and skilled operators in coordination with contractors.

Doubling the level of service to include a spring application and a late summer application would essentially double the labour and dust suppressant material budget, and pull 21 grader operators away from other tasks in late summer. Grader operators are assigned to ACR issues and grass mowing following the completion of the gravel road repair.

In the spirit of continuous improvement, Road Supervisors regularly examine the order of roads that dust suppressant is applied on. The current method of rotating start locations helps combat the common complaint of being last every year. Supervisors have been asked to prioritize higher traffic volume roads first in conjunction to working in a geographic area for efficiency of equipment.

Chatham Kent is home to one of the largest dust suppressant suppliers in Ontario. The current provider has been the successful bidder for many years. Public Works has been involved in ongoing consultation with the provider to try to optimize timing and resources to improve efficiency. The data indicates that the faster the process is completed, the fewer ACR's are generated. Public Works' internal forces must work in conjunction with the delivery of the dust suppressant. The goal this year is to schedule an additional load per week per division on the weekend. For a small premium of overtime pay, it is anticipated that the process can be completed in 5% less time, which in turn will service to minimize ACR complaints. Public Works will make every attempt to prepare gravel during the week so contractors can place brine on weekends in an effort to avoid unnecessary overtime premiums.

User Paid Increased Level of Service

Public Works deliberated the pros and cons of a user paid program for residents requesting a higher service level. This may exist for an individual property holder or a group of residents along a section of road. While this program could reduce some of the complaints generated, it poses a number of challenges.

The first concern of a user pay service is the inequity of service levels that would result within the Municipality, with a bias towards residents who can afford to pay.

Secondly, managing individual areas with unique levels of service on a cost recovery or on an area-rated basis will add a significant administrative burden to the Municipality. Due to the widespread nature of the service, delivery costs will have to be calculated based on location and timing of the service. Incremental costs will include administration, direct labour and equipment. Further, the internal costs will be directly linked to the demand level, which is currently unknown and could vary year to year.

If Council did wish to proceed with a user pay program, further investigation is required to determine the level of interest and the internal costs that would result. It is anticipated that this will be a very difficult service to manage.

A user paid increased level of service for dust suppressant is not recommend by administration.

Alternative Dust Suppressant Material

Public Works continues to monitor and review other alternative products and confer with neighbouring municipalities. A new organically based alternative product was tested in 2019 to determine if it was more efficient and economical than salt brine. The product worked well, but was labour intensive, and cost of the product was almost 10 times more than salt brine. Other alternatives tested in the past such as oil based and sugar based products were stopped due to environmental concerns.

Currently the most effective alternative to eliminate dust and the cost of dust suppressant is surface treating or hot mix paving a road. The lifecycle costs of treated or paved roads is many times higher than a gravel road under normal use conditions of a gravel road with low traffic volumes. Public Works is actively engaged with Ontario Good Roads Association (OGRA) in the development of a gravel roads committee. The intent of the committee is to develop best practices for managing gravel roads including dust control and when roads should be upgraded to hard surface out of cost savings due to traffic volumes. The Municipality currently has a road upgrade policy in which residents can petition to upgrade a road and fund the costs. This policy is available on the Chatham-Kent website.

Environmental Impacts

The manufacturing, trucking and application of chloride based dust suppressants has a negative impact on the natural environment. Applying chlorides to gravel roads allows salt to runoff or leach into the surrounding environment and eventually natural watercourses. Chlorides on gravel roads also contribute to the rusting of vehicles and farm equipment.

These impacts must be weighed against the impacts of airborne dust on the surrounding environment and human health. Dust can cause visibility issues with traffic, reduced crop yield in neighbouring fields, additional costs and effort incurred by residents washing windows, and reduced enjoyment of property. The loss of dust from the road to surrounding properties also causes a reduction of fine particles on the road, which are required to allow the gravel to compact. Dusty roads lead to more grading and more re-gravelling.

Consultation

Public Works led the development and managed the public engagement process to obtain community input on the recommendations.

The Manager of Public Works South canvassed neighbouring municipalities to obtain input on standard practices and procedures.

The Director of Budget & Performance Services was consulted on lifecycle and budget funding.

Financial Implications

There are no financial implications resulting from this report.

Currently, Public Works is able to complete the approved service level within the 2021 annual base budget:

Description	Amount
Dust Suppressant Material	\$ 708,968
Labour	\$ 185,980
Equipment	\$ 219,080
<u>Total</u>	\$ 1,114,028

The current budget allows administration to be flexible with suppressant purchased if summer weather conditions are favourable, or to align use within budget constraints for unfavourable weather conditions.

If council wanted to increase the level of service to two full applications per year, it is recommended that \$950,000 be added to the dust suppressant base budget for consideration in the 2022 budget deliberations.

Administration recommends the creation of a dust suppressant reserve so that savings in favourable years can be used to purchase additional brine in unfavourable years of dry weather.

Prepared by:

Jerry Corso
Manager, Public Works South

Reviewed by:

Ryan Brown, P.Eng.
Director, Public Works

Reviewed by:

Thomas Kelly, P.Eng., MBA
General Manager
Infrastructure and Engineering Services

Consulted and confirmed the content of the consultation section of the report by:

Steven Brown
Director, Budget & Performance Services

Attachment: Appendix A – Dust Suppressant Survey Response Report

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Dust Suppressant

SURVEY RESPONSE REPORT

22 November 2017 - 07 April 2021

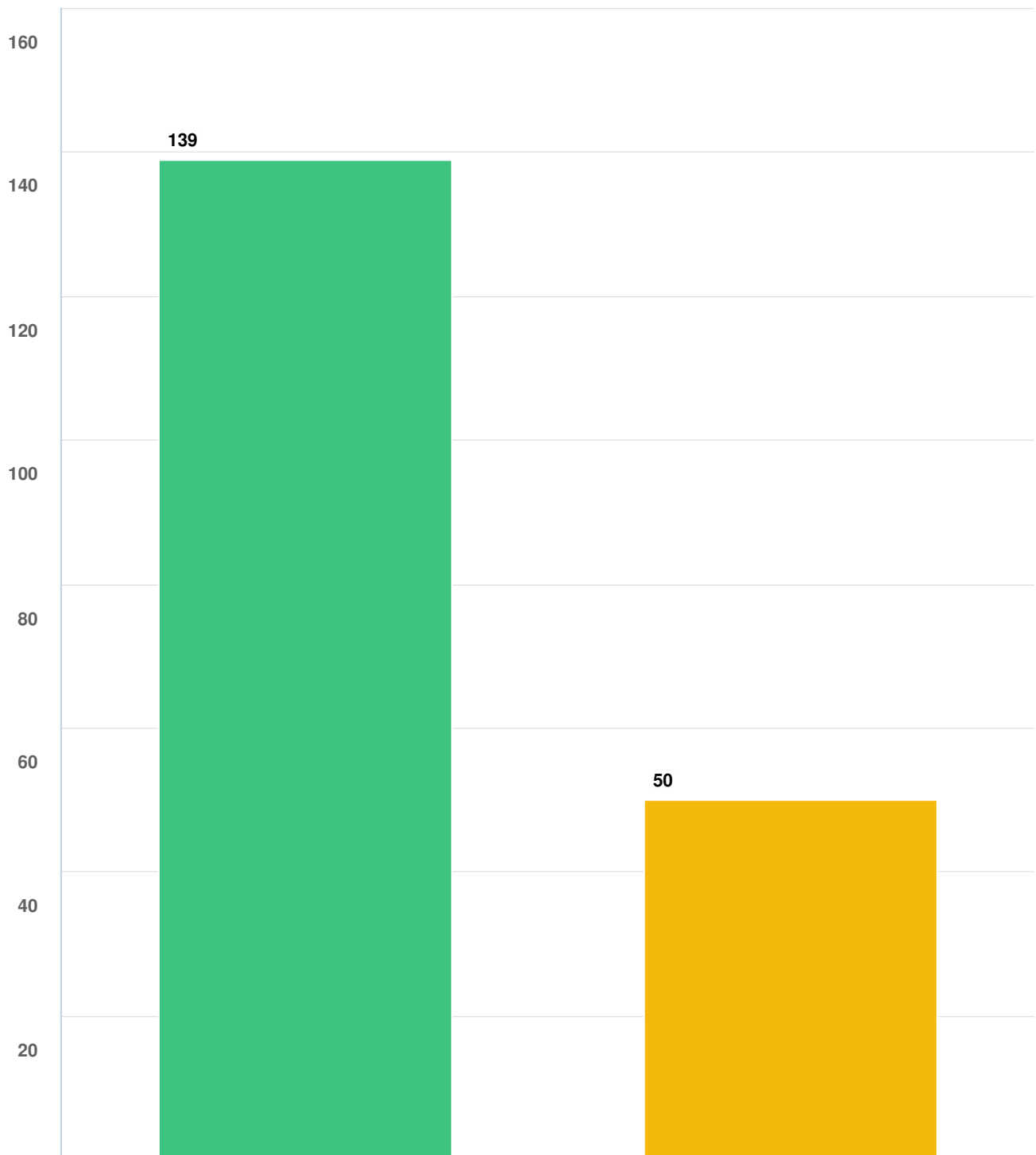
PROJECT NAME:

Dust Suppressant



SURVEY QUESTIONS

Q1 Do you live on a gravel road?

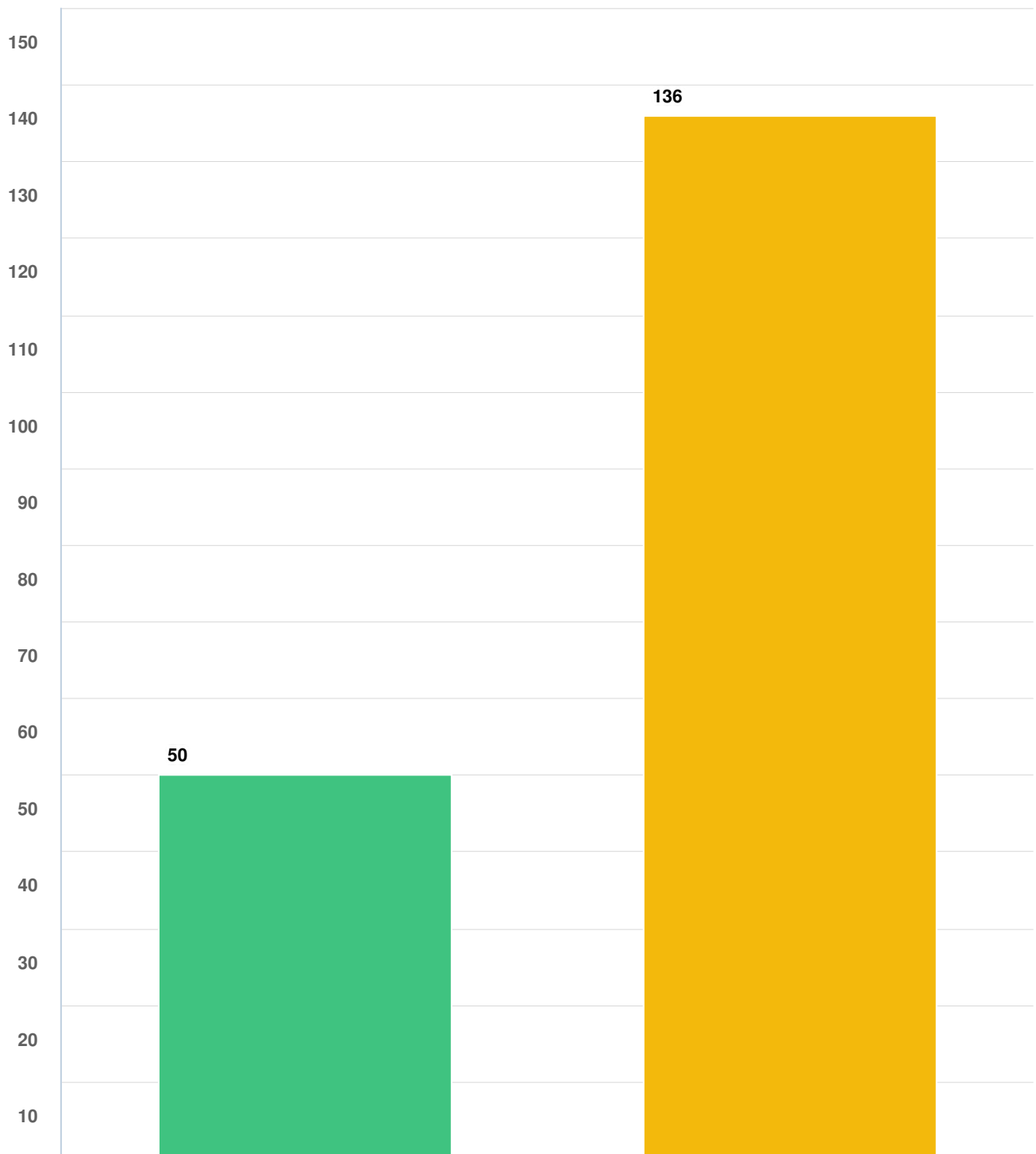


Question options

- Yes
- No

*Optional question (188 response(s), 0 skipped)
Question type: Checkbox Question*

Q2 Are you happy with the application of dust suppressant?



Question options

- Yes
- No

*Optional question (185 response(s), 3 skipped)
Question type: Checkbox Question*

Q3 | Please give us any suggestions you may have to increase your satisfaction with the dust suppressant program.

Anonymous

3/24/2021 11:35 AM

We should pave every road in Chatham-Kent. Investing billions into our costs. Of course, when we have flying cars, this won't be a problem any more.

Anonymous

3/24/2021 11:39 AM

Daily watering with whatever agent used during dry spells is necessary. Living on a road where there is housing development has made our property filled with dust and at times unbearable.

Anonymous

3/24/2021 01:55 PM

Thus far it seems adequate. The one time we really noticed the road being dusty, suppressant was applied within the next few days. It's not an issue for us.

Anonymous

3/25/2021 10:04 AM

Old glass road wallaceburg is bad

Anonymous

3/25/2021 10:35 AM

I use gravel roads almost daily and it doesn't seem to matter what you put on them they still make clouds. The faster people drive down these roads, the more dust. Suggest paving the highly travelled ones.

Anonymous

3/25/2021 10:58 AM

The gravel in Wallaceburg on the north /south roads that was applied last time is a black in colour. It is full of fine particles that create a black muck when wet and when it is dry there are large plumes of dust that roll up behind all vehicles so thick that at times it will block your view from seeing across the road. It makes it hard to breathe if you are outdoors. We are unable to hang laundry. It is nearly impossible to keep clean windows or vehicles. You can even create dust plumes when cutting the lawn. I was told by a road worker it is due to buying rail road gravel at a cheaper shipping charge. I know the previous times we had new gravel put down it was not as muddy or dusty . I have lived here for 30+ years. I think putting the calcium down earlier in the year would be a huge benefit. I would also be able to video vehicles going by if it would help.

Anonymous

3/25/2021 11:08 AM

Use better material, does not last and do it twice a summer, also how about trimming the trees growing onto the road blocking vision and pick up garbage on the side of the roads.

Anonymous

3/25/2021 11:12 AM

oil the road or whatever is used to keep dust down more often.

Anonymous

3/25/2021 11:17 AM

Our roads are graded often and potholes removed. But in months when very dry and dust is an issue a dust suppressant should be put down immediately after grading. We have horses, so do our neighbors and this road dust settles on the grass they eat. Our house windows must remain closed because of the dust, which is an issue since no AC. Cars/tractors can't see the road or

who else is on it. Past years I have called public works numerous times when the dust is so bad you can't even see the road and it still took a week before anything was done. Grade the road in dry weather, put down dust suppressant. Problem solved.

Anonymous

3/25/2021 11:20 AM

Use corrosive chemicals

Anonymous

3/25/2021 11:24 AM

I live at 5022 duferin ave. And the shoulders are gravel. Just from cars driving by doing 60km my cars are always covered in dirt. This would be beneficial out this way to stop the dust from flying. thanks for your time

Anonymous

3/25/2021 11:27 AM

Our road is extremely dusty in the spring and summer months. It seems to rarely receive treatment. Perhaps increased frequency of treatments would help.

Anonymous

3/25/2021 11:41 AM

Start earlier

Anonymous

3/25/2021 11:50 AM

Stop waisting money on dust control. Put down better gravel.

Anonymous

3/25/2021 12:20 PM

Dust suppressant is only applied once per year...once road is graded...dust suppressant is basically gone...

Anonymous

3/25/2021 12:23 PM

use a better grade of gravel

Anonymous

3/25/2021 12:37 PM

More dust suppressant needed, slower speed limits to combat dust or chip and tar the road

Anonymous

3/25/2021 12:48 PM

Should be earlier then it has been recently. Double pass in front of houses and at crossroads would help

Anonymous

3/25/2021 01:06 PM

Any dust complaint should be dealt with immediately and efficiently .people who have never experienced this should spend a week or so sucking in this crap not 5 mins on a visit or a phone call where you don't experience this unhealthy nightmare which I'm sure the mayor or any one else from the ivory towers has to endure .if it comes from ck property fix it .if someone complains get out and investigate not the usual lip service we see so much!!!

Anonymous

3/25/2021 01:33 PM

We should set costs aside to bring a gravel road a year up to today's standards of tar and chip or asphalt. I'm not sure of costs or the ROI.

Anonymous

3/25/2021 02:22 PM

More suppression is needed. Unsure of the best method, but would like to see less dust.

Anonymous

A regular scheduled application would be better than applying when residents

3/25/2021 03:39 PM

complain. Communicating that schedule would allow the public to give feedback on if its enough or what roads need more.

Anonymous

3/25/2021 08:07 PM

Is there a possibility to apply a sealant on roads adjacent to residential properties? - The dust created by traffic is a significant health risk?

Anonymous

3/25/2021 09:08 PM

Chip and tar all gravel roads like other municipalities do!

Anonymous

3/25/2021 09:19 PM

Why on earth do we even need dust suppression on a residential rural road? I live in the country, dust is acceptable.

Anonymous

3/25/2021 10:29 PM

Needs to be taken care of on a regular basis.

Anonymous

3/26/2021 05:14 AM

Dust suppressant should be applied Earlier in the spring and a second time in August because the first application has lost it's effectiveness by then. Dusty conditions usually last until end of October.

Anonymous

3/26/2021 08:20 AM

Get a better source of gravel. It doesn't last and is filled with dust

Anonymous

3/26/2021 09:52 AM

Lived on a chip and tar road for 25 years in Wallaceburg , which always has excess gravel on corners ... a danger to bicyclists and cars turning and stopping . The excess gravel should be swept away and removed . This would solve dust problems at least by half . Yesterday a street sweeper on Dufferin Ave doing curb sweeping caused so much dust traffic had to come to a stop because of visibility hazard to drivers. The upper level of sidewalk adjacent to road has more of the same , the sidewalks should be swept with a machine onto road ,then sweeper pick up after . Waste of time/money otherwise . CK Works does have a small sidewalk tractor with a sweeper attachment .

Anonymous

3/26/2021 01:24 PM

Do not use it. I'm tired of painting tractors because the suppressant ruins the tin work and paint job on equipment. I lose more value on my equipment. I can tolerate a bit of dust.

Anonymous

3/26/2021 03:11 PM

I am not in favour of brine. It is very detrimental to our vehicles and the farm equipment. We need to do a power wash everytime we drive down the road after it has been brined. Not sure what the answer is but there has to be a better solution other than one that rusts out vehicles.

Anonymous

3/26/2021 05:44 PM

Crown the road better before implementing. Keep ridges down at ditch.

Anonymous

3/26/2021 07:19 PM

start earlier and consider re-application with periodic assessment

Anonymous

Always wondered why they grade a nice smooth road just to put brine on

3/27/2021 07:18 AM

Anonymous

A more regular application would be greatly appreciated. Thank you .

3/27/2021 08:02 AM

Anonymous

Pretty happy with level of service so far except it doesnt get done soon enough. I always have to call and complain before it gets done

3/27/2021 08:14 AM

Anonymous

Traffic in my area travels at excessive speeds and kicks up large amounts of dust that travels with the wind and is almost blinding. Is there some way that speed limits can be assigned to these roads and be enforced by the police? Some vehicles ignore stop / yield signs and other roadway rules.

3/28/2021 11:40 PM

Anonymous

In general I am satisfied. What seems to be happening the last couple of years is they put down the dust control and then there are many many dump trucks that go down our road to Shrewsbury and stir up the gravel and the dust returns.

3/31/2021 10:20 AM

Anonymous

Once the road is graded to apply dust suppressant. Especially in the spring and summer. Our road is especially bad as it is a highly travelled gravel road.

3/31/2021 10:22 AM

Anonymous

Why isn't CK planting low growth trees and shrubs along roadways?? This would increase our tree cover as it's widely known our municipality has one of the poorest reputations and lowest coverage in all of Ontario for this department. This would also limit topsoil erosion off fields across the municipality. And would help offset the impact of the mass clear cutting going on across CK as we still have yes to implement and bylaw against this. It's pretty pathetic.

3/31/2021 10:27 AM

Anonymous

Our gravel road runs parallel to hwy 21 so gets heavy truck traffic. The dust is terribly dense and long lasting after road traffic especially after road grading. The two (grading and application) should operate in tandem.

3/31/2021 10:30 AM

Anonymous

Would like to see application on the gravel shoulders of the main paved roads in C-K. Might be a better use for it.

3/31/2021 10:30 AM

Anonymous

Dust control would be nice so I can open my windows in the summer

3/31/2021 11:02 AM

Anonymous

Continue to apply.....we used to live on a gravel road where the dust control was applied twice a season.....it would be nice if a second application is applied in front of a residence.

3/31/2021 11:04 AM

Anonymous

There's times it's put on way late in spring and road grading is almost non existent with potholes year round also on a rainy day it's not productive to scrape the gravel road

3/31/2021 11:17 AM

Anonymous

Dust suppressant can happen more frequently. It lasts for a couple weeks most and we only get it applied 3ish times a year.

3/31/2021 11:17 AM

Anonymous

3/31/2021 11:28 AM

The application is effective but an increased frequency would help.

Anonymous

3/31/2021 11:34 AM

Time to start phasing in tar and chip treatments for the more traveled roads. Cost savings over time include labour, equipment and materials sprayed to control the dust.

Anonymous

3/31/2021 11:59 AM

I live across from the Tilbury Town yard. The dust emissions from there when it is dry is horrendous. Municipal vehicles heavy and light are in and out of there all day long as well as private vehicles going to the yard waste piles. Something needs to be done on a regular basis.

Anonymous

3/31/2021 12:21 PM

Use less, it just rots our vehicles and expensive farm equipment out

Anonymous

3/31/2021 01:07 PM

put it on at night

Anonymous

3/31/2021 01:34 PM

Need to apply more often, especially Harwich Road by Willow Ridge Golf and Country Club.

Anonymous

3/31/2021 01:51 PM

More frequent and start earlier.

Anonymous

3/31/2021 02:20 PM

if you could find a product that is not salt based (i believe that is what is used now) one that might be easier on our vehicles and crops when excess is run off to fields

Anonymous

3/31/2021 02:31 PM

Invest in tree cover and restrict clear cutting for CK which is known to improve dust suppression and air quality and respiratory health

Anonymous

3/31/2021 02:58 PM

Tell me the last time any was used on the 2nd or 3rd of old Romney that residents have to use since Talbot Trail is STILL Closed

Anonymous

3/31/2021 03:25 PM

We live on Talbot Trail and because CK closed the Trail at Coatsworth sideroad we need to use the 2nd concession. The people that live on that stretch have dust yards! What a mess for the homeowners dealing with all the extra traffic and all that dust! There houses and windows and lawns are covered!! CK needs to address that road closure for the people that live on Talbot trail, the 2nd etc....and want to do business in Wheatley and Blenheim. It's a major vein that has been severed.

Anonymous

3/31/2021 04:28 PM

Perhaps tar and chip would be a better alternative

Anonymous

3/31/2021 05:37 PM

All gravel roads in Chatham/Kent need to be tar and chip!!! No more slimy roads when it rains and dusty roads and POT HOLES!!! Also washboard

roads!! Something needs to be done!!

Anonymous

3/31/2021 05:46 PM

Add chip and dust and be done with the gravel!

Anonymous

3/31/2021 05:48 PM

Doing great. Doing more would just raise taxes unnecessarily.

Anonymous

3/31/2021 05:49 PM

Forget these half measures. Time to pave gravel roads that have enough traffic. The road that needs to be paved NOW is Concession 2 between Coatsworth Rd and Stephenson Rd.

Anonymous

3/31/2021 07:25 PM

Coal pavement is a more permanent solution that could save on cost of reapplying gravel, grading, and applying dust suppressant.

Anonymous

3/31/2021 08:04 PM

Spraying a strip down the centre of the road doesn't do much good. A broader spectrum is needed and a better quality solution as well as more than once a year. Tar and chip would be better in the long run.

Anonymous

3/31/2021 08:14 PM

11647 front line blenheim. Front line from kent bridge road east to hwy.21 is bad gravel trucks running hourly. We call yearly with very poor results. Gravel ystd is approximately 700 yds. From paved 21.??? Either calcium chloride weekly. Chip coat. Send trucks east 700 yds. East

Anonymous

3/31/2021 08:50 PM

Tar and chip gravel roads so you don't have to put chemicals on them.

Anonymous

3/31/2021 08:54 PM

The dust suppressants currently applied to Mint Line, Tilbury would work much better if the road was properly dug up/"teethed" and leveled. I would much rather see the budget for gravel roads spent on labor/machine hours with workers properly maintaining the road (ie. dig up the road to remove potholes, level it and apply long-lasting gravel). Mazex Seed company is located on Mint Line and many employee vehicles, transport vehicles and farm machinery drive this road. This much traffic has left the road in very bad shape and dust suppressants don't last long because most of the gravel gets shuffled to the roadside after one work week. I also ask that there be a traffic study for Mint Line and Jeannette's Creek Road to determine if it's possible for the two roads to be upgraded to a tar and chip road just like the nearby Coutts Line road. Jeannette's Creek Road is a main artery road connecting Tecumseh Line to the 401 Queens Line on ramp and should be tar and chipped for the amount of daily traffic it sees. Last spring a transport trailer rolled off Jeannette's Creek Road because of the soft dirt shoulder and ended up stuck in a farmers field. The soft road conditions in the spring make it very difficult for transports to share the road with oncoming traffic. Tar and chipping both Jeannette's Creek Road and Mint Line would bring longterm savings to your rural roads budget.

Anonymous

3/31/2021 10:02 PM

Maybe stop grating the road so often. That will keep the dust down. Try using a different type of gravel.

Anonymous

3/31/2021 10:17 PM

Majority of the gravel roads in the county are well traveled and would be cheaper in the long run and require less maintenance if they were to be tar and chipped. This would reduce monthly grading

Anonymous

3/31/2021 10:19 PM

Whatever it takes to control the dust

Anonymous

4/01/2021 03:54 AM

do not put the shit on it destroys brake lines replaced mine three times in ten years ! just stop craping the road when theres nothing wrong with them turning them in to a mass of stones and dust .when thy git a track in them that is how we like them no dust problem solved.

Anonymous

4/01/2021 07:29 AM

Pave the second concession of coatsworth. That road hD been beaten to death for years since the closure of hiway 3.

Anonymous

4/01/2021 07:46 AM

I'd rather have the dust and the road in decent condition instead of potholes everywhere.

Anonymous

4/01/2021 08:30 AM

There is always dust blowing around from farm vehicles on the road as well as the normal traffic. Yes I live on a paved road but I still get the dust from the gravel roads. So please kee the dust down if possible

Anonymous

4/01/2021 09:37 AM

I think that dust control in front of people's houses should be sufficient. I believe that was how it used to be done.

Anonymous

4/01/2021 12:25 PM

Stop using it and I'll be much happier.

Anonymous

4/01/2021 12:27 PM

Currently done well on the Gagner Line...appreciated

Anonymous

4/01/2021 03:17 PM

I think you should examine cost effectiveness of tar and chip. I know my road gets gravel probably 10 times a year. How long does it take for tar and chip to pay itself off? Also, if we are talking about dust then we should be talking about the crazy dust storms that come off the bare farm fields. Create incentives for tree rows on private property, or plant your own on municipal easements/roadsides.

Anonymous

4/01/2021 04:29 PM

the dust suppressant on my road is always put on too late ,once it gets dry the dust dont wait for a suppressant to be put on it.It should be applied in may asap instead of the end of june

Anonymous

4/01/2021 05:57 PM

this has more to do with the lack of control on contractors within Chatham limits. They create dust issues, mud issues and garbage issues for the neighborhoods they are working in. is there a construction control department? If so, they are not controlling

Anonymous

there are some roads that are left skimpy the Mull road at the River Line ,

4/01/2021 08:50 PM

that mile (KM) always very dusty

Anonymous

4/01/2021 08:54 PM

Works for a day or two. I have called Mr. Goldhawk. He said it needs rain. No rain did not activate it. Very poor quality. Then weeks later it is graded. More dust. I have suggested put it on in the evening... this way buses and everyone driving to and fro does not end up with it on their vehicles. Stop applying just in front of a house. Traffic has gotten faster, larger-especially farm equipment, and there is more traffic.... thus there is more dust....it is not the same quality that we had in the 1970s. I know I have lived here. I worry about my lungs...

Anonymous

4/01/2021 09:53 PM

The dust suppressant does not work. If applied it is only applied in the center of the road and not to both sides as the traffic is suppose to travel not in the center. The length of time it does control dust is very short lived. We get more dirt then we do stone when they do apply anything to the road. Perhaps put just stone on the road so that it would reduce dust. Reduce speed limits on the gravel roads. Perhaps the municipality should look into starting to pave heavily traveled gravel/dirt roads as this is now 2021. A great number of our neighboring municipalities have a large number of the country roads paved if not all. i.e. Essex county

Anonymous

4/01/2021 09:54 PM

It could be applied more often.

Anonymous

4/01/2021 10:35 PM

Since we are on the Talbot Trail "by-pass", extra traffic creates unbelievable amounts of dust. I have trees and shrubs that are suffering from dust/calcium salts/brine salt damage. Our crops are affected as well. It's not uncommon for us to leave dust "footprints" in the lawn all summer.(except when it rains, then we get mud spray). We have lived on this gravel road for 20 plus years and know what a dusty road is like, but this is exceptionally bad. Urbanites would never put up with this. We can't enjoy our yard anymore because of the dust and traffic. We have always been treated with respect when we have called and asked for dust control- I know it's hard for the staff to be everywhere. Mr. Hodgson has been very conscientious and helpful. Even when the road was graded a couple of weeks ago and the dust control services were not operating yet, we managed to get a little bit of winter liquid "de-icer salt" placed in front of our house. It helped a bit. However, we need a longer term solution for the Second Concession Line for dust control. A longer lasting product or a weekly application is needed, depending on weather conditions. It is just that bad. There must be products available to handle this issue.

Anonymous

4/02/2021 08:28 AM

apply as soon as possible after load restrictions are lifted quality of suppressant seems to have deteriorated; doesn't last as long high traffic road such as ours; should have 2 strips applied to cover entire width of road again, high traffic road, when re-applied later in year, 2 strips to cover entire width of road, not just in front of houses etc.

Anonymous

There is a need for dust suppressant the first of April or when the road is

4/02/2021 08:54 AM

graded in the spring, the baseline from Jane road and # 2 has a lot of traffic that drives very fast raising huge clouds of dust . Home owners cant wait until May. Thanks for this opportunity to answer this problem . Jim Revell home owner on this road.

Anonymous

4/02/2021 09:35 AM

I am at the corner of Dillon and Eighth Line. Dillon forms the longest boundary of my property, so every piece of farm equipment, grain haulers, pick up trucks, turbine service vehicles and residents' cars kick up dust which settles over our lawn, garden, vehicles and house. Last spring I called to ask for dust suppression and was satisfied with the response. However, the vagaries of the weather means that this dry spring, dust season has started early. It would be nice if the paved apron on Dillon could be extended a couple hundred meters south. The wind turbine head office just to the north would probably support a similar plan for its location. This work would improve traffic safety for vehicles in this staggered intersection. Thanks for reading

Anonymous

4/02/2021 09:57 AM

the extreme levels of dust on Mull Road south of Front line are unacceptable. The dust is a hazard to drivers and pedestrians, damages adjacent homes and personal vehicles, damages standing crops in adjacent fields, damages property improvements and is a clear and ever present health hazard to residents. Opening our windows is a complete impossibility that we are forced to live with constantly. A conversation on Tuesday with Paul Goldhawk revealed that there will be no dust control applied for another 2 months this spring. The situation with the condition of the road is absolutely unacceptable and must be remedied. I and other neighbors have made multiple requests and have made a detailed presentation to Council and met with Engineering staff seeking a long term or permanent remedy. We are still asking that the Municipality do something, everything and anything that could be done at this time to address this outrageous and unsafe situation. The detriments to our homes and lives continues as a result of the Municipality failing to provide maintenance to address dust issues. This must stop.

Anonymous

4/02/2021 10:32 AM

We got dust control 2019 July 15 and 2020 July 7. We need this earlier. We choke on dust April May June then get a thin coating of brine. It only covers the center of the road. We cannot hang out laundry to dry, have to wash patio furniture before each use, continually wash windows. The lawn is full of dust which affects the mower. By August or early Sept. the road is graded to fill in the potholes and that ends the dust control until next summer. Whenever 401 is shut down due to an accident, we will have an increase in traffic with semi trucks and cars trying to find a detour back to the highway. We need a better coverage of dust control and it needs to be applied earlier.

Anonymous

4/02/2021 11:03 AM

PIONEER LINE IS A VERY BUSY ROAD THAT MANY USE AS A SHORTCUT TO DRESDEN AND THEY ONLY PUT BRINE ON ONCE A SEASON BUT REGULARLY GRADE CAUSING DUST ALL SUMMER. CHIP AND TAR WOULD HELP

Anonymous

4/02/2021 11:23 AM

Please just tar and chip the roads instead. The amount of times that the road graders go down the roads only to do a less then stellar job is not cost

effective or helpful.

[REDACTED]

4/02/2021 01:28 PM

Pave portion of road fronting housing

Anonymous

4/02/2021 03:37 PM

It would be advantageous to know in advance when it is going to be applied so I don't have to drive thru it when it has just been applied. Unfortunately we have experienced the corrosiveness to undercarriage and parts on a trailer getting "caught" unaware that it was applied just ahead of our travels. We were unable to immediately wash it off and have the rust to show for it. I understand that Calcium chloride is the most effective, so if it must be sprayed in the manner that it is making the road "mucky", it would be nice to be able to allow for an extra day without driving on it to allow it to dry up. Perhaps there is a better way to apply it to make the road less mucky after application?

Anonymous

4/02/2021 06:28 PM

Tar and chip the roads. More economical in the long run due to needing less gravel and maintenance. The roads are worse after they are graded. They never grade deep enough so roads are like a wash board. Also improper gravel causes damage to vehicles and dust makes a mess of the house and the property.

Anonymous

4/03/2021 08:16 AM

Despite the use of the dust suppressant, there are times throughout the summer where the dust is extreme. It particularly becomes a problem when drivers speed down the gravel roads. The speed at which drivers drive down the gravel roads is definitely a safety hazard and stirs up a lot of dust. I have also heard that the gravel that was put on some of the gravel roads was from crushed up railroad stone and there could be dangerous particles in it. Breathing in the dust from the roads has me concerned.

Anonymous

4/03/2021 10:37 AM

1. Reduce gravel road speed limits. 80 is not safe and also destroys road surface more quickly. 2. Use adjuvants with brine to enhance dust reduction life and efficacy. 3. Use new solutions eg. natural oils like Canola, for dust control. 4. Develop a plan to Tar and Chip roads in this municipality based on traffic volume use.(other forward thinking municipalities do just that, lets not get left behind) 5. Cundle Line was tar and chipped 40 years ago but some backward thinking council reversed that plan. Lets move our community forward.

Anonymous

4/03/2021 10:41 AM

In 2020, only one very watered-down dust suppressant application was received on our gravel road, to which after it dried, we were disappointed to see it's effectiveness was not as previous years. With allergies to dust that our family has, we saw little relief in our symptoms even with medications prescribed. Suggestions for improvement include increase concentrations of active ingredients that control the dust, slower speeds of application equipment while maintaining the recommended application rate; second application mid-season to road sections where buildings exist; additional applications to freshly graded sections to repair wash-boarding or pot-hole maintenance throughout the season. All these items have been covered

through our municipal taxes and with the recommended increase to rural residents and decrease-no-increase for urban, we feel we are victims yet again.

Anonymous

4/03/2021 12:17 PM

When the dirt road gets re-worked there is no dust control applied after or sometimes at all. You have to call and ask to get some dust control applied and sometimes given a nasty conversation about it. Like they are not doing their job. We have been told by the city that when the road gets grated that dust control is applied within 24 hours. That does not happen for the most part. And just doing in front of the homes on the dirt road is not enough. The whole road is dusty. Not just in front of the homes. And it is a safety issue. If you have a car coming in the opposite direction and the road is dusty. You can not see to drive until the dust clears. I understand that sometimes the road is grated prior to the knowledge of expecting rain. Which the rain does help, only until it dries. Sometimes the application of product on the dirt road only lasts until it dries. Which in some cases is only hours. They are not gravel roads they are dirt roads. Maybe more gravel on the road would help with the dust control. And when we call and ask to have some dust control applied that the person on the other end of the phone understands. We cannot open our windows like people that live on paved roads can. And please do the whole road. It is not just in front of peoples homes that the road is dusty. Thank you for the opportunity to express our opinion about our dirt road.

Anonymous

4/03/2021 01:38 PM

Do it sooner in the year preferably before the last long weekend in May. Do it more frequently. Do it before heavy traffic times. I live near Rose Beach line and there's a lot of traffic on the weekends and during the summer. My road is Antrim Road and until recently it was just a seasonal road. Now I get hundreds of cars a day as a result of the road closure at Rose Beach line. It's difficult for me to spend any time outside on the weekends because of all the Dust.

Anonymous

4/03/2021 05:07 PM

Done more often and sooner in the year

Anonymous

4/03/2021 05:55 PM

Slow traffic on these roads and put up signs to let them know the dust is nasty for residence. Suggest put on suppressant before busy days like long weekends. It was happens so late in the year.

Anonymous

4/03/2021 05:58 PM

I'm curious to know what this dust suppressant is. If it's chemical based, I'd definitely prefer it to be gone. We have enough chemicals blowing around from fields and Industrial plants.

Anonymous

4/03/2021 09:24 PM

High traffic roads should be treated more frequently.

Anonymous

4/03/2021 09:25 PM

I'm rural and I need to travel dirt roads daily. They need dust suppression more often than they get treated.

Anonymous

4/03/2021 09:33 PM

Stick it up the mayor's ass

Anonymous

4/04/2021 10:21 AM

I would like to see dust suppressant on the gravel road before May. It is only April now and I live in a dust bowl when cars/trucks go by. The only relief is when it rains. The roads are beautifully kept, graded often and gravel added but I think this just encourages folks to speed creating even more dust. The faster you go the more dust you create. Sometimes I wish for more pot holes.

Anonymous

4/04/2021 12:32 PM

More calcium. When applying make 2 passes..... down & back.

Anonymous

4/04/2021 12:52 PM

When applying there needs to be more product used to keep the dust down. One thin pass down centre of road does not cover from shoulder to shoulder. If cars are meeting & need to drive on edge of road you wouldn't even know that dust suppression had been applied.

Anonymous

4/04/2021 05:19 PM

1. Apply as soon as possible every year. Some years none has been applied, or extremely late in season. Safety factor re. car rear windows. Re-apply throughout spring, summer and fall. Most farmers have one house but several properties on which we pay taxes. We need services too. Doesn't seem like each township is treated the same. Ninth in Raleigh gets better level of dust control than Morris Line in Tilbury E. Traffic on Morris Line increased considerably since bridge has been reconstructed.

Anonymous

4/04/2021 08:11 PM

Overall there would be less dust if different gravel were used. Basically the gravel that is used is too fine with too much limestone content which causes it to break down more readily turning it into powder which then cakes on the vehicles. The gravel they use in Lambton County is much better.

Anonymous

4/04/2021 08:55 PM

Hello. I've asked the municipality for years to tar and chip the rural roads. We live on the Blind Fourth Line in North Harwich. It's a constant mess, it starts in the spring you will go by with the gravel reclaimer and leave a mess on our road. It will leave a dangerous ridge from one end to the other. Then you will grade it which is another mess it's all crowned in the middle, the salt brine truck will go by with a skimpy pass down the centre of the road. Within one week the dust is flying, I call multiple times to put another pass or tar and chip our road. It's the same old story the municipality says their out of funds, that's not our problem. We pay lots of taxes and get next to nothing for services. Let me know what it will take to get our road tar and chipped from the Harwich Road to the Mull Road. I've asked the road department about it multiple times they say you need a good base, we have that you gravel it every 3-4 years. The money tied up in graders and wages and materials for the gravel roads just tar and chip and be done with it. The question I have for you is why did you tar and chip the Mull Road from Fairview to Roesch Meats on Northwood Line? The thing that I don't get there's not one house on that road. So tell me why is our road not the same!

Anonymous

Tar & chip

4/05/2021 09:23 AM

Anonymous

More brime

4/05/2021 12:06 PM

Anonymous

something has to be done. The dust is crazy first they apply TOO MUCH and it is muddy and soupy then it is gone and nothing else gets applied. Maybe a bit less but a few times over the seasons.

4/05/2021 01:26 PM

Anonymous

My husband calls Baldoon Road the Bear 40 bypass. The commercial traffic on this road is crazy and they fly up and down this road. The suppressant they apply usually turns to dust and ends up stuck to my house and windows and doesn't last long. I am grateful for what we get. Given the number of houses between Claymore and Countryview, would it be possible to treat the entire portion not just the small strip in front of each home because of the amount of vehicles that travel this stretch?

4/05/2021 02:50 PM

Anonymous

We live on Harwich Road, south of Ridge Line, east of Blenheim. This road has a vehicle travelling on it every two minutes. The gravel has been ground to a powder from all this traffic and is dusty just walking on it. It would be a good candidate for a tar and chip treatment. Another option would be to put a layer of coarse stone, and dust control applied more often. Thanks.

4/05/2021 08:11 PM

Anonymous

I would prefer they cease the use of the current dust suppressant and would prefer the dust over its use. The current product used is highly corrosive and causes major damage to the vehicles and farm equipment using these roads. If a vehicle or piece of equipment goes down a road and gets its on any spec of bare steel you will see rust almost over night if not washed off immediately. Even once dried the dust that eventually kicks up is very corrosive itself. Apart from the damage to vehicles and equipment there is the environmental impact the stuff is often put on so thick you can see it run off to the shoulders and kill grass or over bridges into the drains which are plentiful in our municipality this cannot be good for the aquatic wildlife. If any non government official resulted in a spill of a similar product onto the grass shoulder or into our drains there would be grave consequences from the MOE. Often the product is even used when the roads aren't even dusty but are just on an arbitrary list as said by Daren Spence himself we have loads coming and booked whether the roads need it or not.. what an efficient use of resources.. perhaps we could look at non corrosive alternatives or tar and chip. The amount of people that live on and drive gravel roads daily that despise this product but 1 call for dust control whether the road is even in need or not and out comes a truck shows how out of touch the roads department is with common sense atleast in Dover

4/06/2021 08:44 AM

Anonymous

Stop putting just in the middle of road it should be applied on both side! People have 4 tires so the tires that are on the right side of the vehicle still stir up the dust on the untreated sides! Also, when people need dust control give them it or come inspect the concern some gravel roads have transports traveling on them and this creates an unbearable outdoor experience for

4/06/2021 09:38 AM

home owner. I notice some gravel roads are covered to the edges with dust suppressant and others just have very little. We need dust control more than once a season because when the road gets graded it gets worse (dust) and on my road (McKay's Line) you grade it a lot and this creates a lot of dust on hot days!

Anonymous

4/06/2021 09:49 AM

More is needed. Dust kicks up even in the winter if the road isn't wet.

Anonymous

4/06/2021 09:54 AM

1st application should be in May, heavy traffic roads should be done more than once during summer.

Anonymous

4/06/2021 09:55 AM

Don't grade roads that don't need it. Apply dust suppressant shortly after grading when dry conditions exist. Consider other options example tar gravel. Possible long term savings

Anonymous

4/06/2021 11:16 AM

do not put in on our roads every time a track gets worn into the mess of stones here they come scraping the road when there is no dust turning it into a mass of stones and dust . just stop scraping the road when it does not need it and the problem of the dust will go away there the ones causing the problem by scraping the road when it does not need it are you listening?

Anonymous

4/06/2021 11:55 AM

1. Earlier in the year, we are the last road to receive suppressant after roads that don't have residents but do have laneways into wind turbines. 2. Municipality could respond to calls for suppressant. 3. Usage of roads should be re-evaluated as number of residents doesn't necessarily reflect high traffic from use.

Anonymous

4/06/2021 12:31 PM

Please do not spray for dust control. Eating our cars. And dust still existing after couple weeks

Anonymous

4/06/2021 12:51 PM

do 1/2 road at 1x then 2 days later do the other 1/2

Anonymous

4/06/2021 01:14 PM

Needs to happen earlier in the year. Should the municipality actually put GRAVEL on the road instead of 70% crushed limestone we wouldn't have near the dust issue. Rural property owners pay taxes... farmers pay a lot of taxes for very few services.

Anonymous

4/06/2021 01:25 PM

Corrosive brine costs me thousands in farm equipment damage

Anonymous

4/06/2021 01:46 PM

I deliver fuel down all sorts of gravel roads in CK and I think sometimes the dust is a dangerous cloud that could possibly cause an accident.

Anonymous

4/06/2021 02:06 PM

Grade the road 1 week prior to dust suppressant

Anonymous

Not put on soon enough as Huffman rd is a high traffic road for traffic to

4/06/2021 05:45 PM

'Harwich recycling/dump"on communication rd

Anonymous

4/06/2021 05:48 PM

Not put on soon enough, should be redone as needed. Not needed on roads that noone lives on

Anonymous

4/06/2021 06:48 PM

Earlier application. Often no applied until July roads become dusty in late April

Anonymous

4/06/2021 08:41 PM

Stop grading roads that don't have ruts or potholes and add suppression early in season

Anonymous

4/06/2021 08:46 PM

I think you need to grade the roads early in the season then switch to a road drag / pull type grader . This will just fill in any pot holes and not create as much dust.

Anonymous

4/06/2021 08:58 PM

At the very least dust suppressant should cover the entire travelled portion each side of and in front of houses for a reasonable distance and especially so where houses are on the down wind (East) side of the road. CK also needs to do a serious evaluation of other types of gravel such as the blend utilized in Dawn-Euphemia including the types and quantity of the dust suppressants to determine the overall cost per km of the entire package. It is readily apparent to anyone who regularly travels the Dawn-Euphemia gravel roads in all seasons that the management is superior to CK CK needs more than an incomplete "pilot project" to reject having better roads.

Anonymous

4/06/2021 09:02 PM

I would recommend it be used more often one should not have to call and request it

Anonymous

4/06/2021 09:04 PM

More applications with more product.

Anonymous

4/06/2021 09:38 PM

Put it down more often .When there is an accident between 21 highway and Kent Bridge Rd. all the traffic comes down McLarty Line. Our neighbor has a business and there is always 4 or 5 delivery trucks down our road every day. Then there is the farmers when crops are coming off huge trucks roar down our road to get to the driers down the road. We would be happy to pay for spot spraying as long as the price isn't crazy. Tar and chip would make me happy.

Anonymous

4/06/2021 09:43 PM

It seems on our road that the application is only sprinkled on. Even after a couple days of letting it set, it isn't enough to cover the whole road. Also the amount of times the application is done is not even close to often enough.

Anonymous

4/06/2021 10:12 PM

Only a suggestion. Perhaps there could be a follow up later in summer to see if the application of calcium is still keeping dust levels down. The dust can affect certain crops. Thank you.

Anonymous

4/06/2021 10:29 PM

Use something less corrosive to vehicles. What is the environmental cost of runoff from current practice?

Anonymous

4/06/2021 10:36 PM

When the suppressant fails reapplication is needed

Anonymous

4/07/2021 04:20 AM

Avoid or reduce applications on roads with no residential

Anonymous

4/07/2021 09:37 AM

in my opinion its you who is causing the problem by over scraping the roads scaping them when theres nothing wrong with them turning them into a mass of stones and dust ! just leave them alone and the problem will go away.

Anonymous

4/07/2021 09:50 AM

Just cancel the whole thing. We don't need it.

Anonymous

4/07/2021 12:02 PM

Add something to brine to make it last longer. Could use new solutions like natural oil, ex. Canola Reduce gravel road speeds. Tar and chip roads.

Anonymous

4/07/2021 12:26 PM

I've lived on the Blind Fourth Line close to Harwich since 2014. The road is busy for a gravel road with both residential, commercial and agricultural traffic. I find that the road is graded far too often making it nearly impossible to ride a bicycle on. The grading of the road makes it a mess. When dust control is applied, it is a measly amount and often only in front of my residence which isn't effective as the wind constantly blows dirt and dust onto my property from the non-treated portions. The problem with the gravel on the road is further compounded by the winter plowing which throughs absurd amounts of gravel onto my lawn, which I have paid to have brushed off or have to spend countless hours raking. Combine this with the rail-stone fiasco that caused myself and my neighbours to endure numerous tire punctures and the whole situation is frustrating! Why is it that rail stone was not allowed to be used for personal projects or municipal projects due to the high level of creosote and metal, yet it was okay to dump trucks of it on our road? I don't enjoy the fact that when I open my windows and the wind is blowing that I'm getting contaminants in my home and exposing my family to it! With the amount of traffic on the road and the amount of labour, gravel costs and fuel costs it would make sense to tar and chip the Blind Fourth from Harwich Road to Mull Road. There are numerous paved and or tar/chipped roads in the Municipality that have next to no traffic or residences on them yet there they are. The most glaring example is the stretch of the Mull Road between Fairview Line and Northwood Line...it is tarred and chipped and there isn't a single house or business on it. I know that it was done because Louis Roesch complained to make it easier to get traffic to his business, Roesch Meats. (He told me this himself.) I would wager that the municipality receives far more tax dollars from the residents of Blind Fourth Line, living between Harwich Road and Mull than the non-existent persons living on Mull Road and Roesch Meats combined. It is grossly unfair that residents are expected to pay to have the road tar and chipped only then to have the municipality take it over and charge higher taxes because the road is no longer gravel,

especially since Louis Roesch didn't pay a cent. It is time that the Government of Chatham-Kent is smarter with taxpayer dollars instead of wasting it on money pits like the Capitol Theatre, etc.

Optional question (148 response(s), 40 skipped)

Question type: Essay Question