

1. MAJOR ROAD MAINTENANCE / RESURFACING
ON TENTH LINE ROAD (REGIONAL ROAD 47) TRANSFER OF FUNDS

COMMITTEE RECOMMENDATION

That Council approve the transfer of funds in the amount of \$500,000 from the Hunt Club Road project (Highway 416 to Merivale) (912-30610) to the 1998 Resurfacing Programme (912-30744).

DOCUMENTATION:

1. Environment and Transportation Commissioner's report dated 21 Jul 98 is immediately attached.

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. **50 67-98-2001 / 67-98-R047**
 Your File/V/Réf.

DATE 21 July 1998

TO/DEST. Co-ordinator
 Corporate Services and Economic Development Committee

FROM/EXP. Environment and Transportation Commissioner

SUBJECT/OBJET **MAJOR ROAD MAINTENANCE/RESURFACING ON TENTH
 LINE ROAD (REGIONAL ROAD 47) -TRANSFER OF FUNDS**

DEPARTMENTAL RECOMMENDATION

That the Corporate Services and Economic Development Committee and Council approve the transfer of funds in the amount of \$500,000 from the Hunt Club Road project (Highway 416 to Merivale) (912-30610) to the 1998 Resurfacing Programme (912-30744).

BACKGROUND

The 1998 Resurfacing Programme was received as part of the 1998 Capital Works Budget by Transportation Committee on 6 May 1998 and, on 13 May 1998, Council approved a 1998 budget of \$5,200,000.

DISCUSSION

Pavement maintenance includes the routine work carried out to ensure satisfactory pavement performance throughout its design life.

The Department uses two levels of pavement maintenance actions:

- a. Major Maintenance - Activities including routing and sealing cracks, hot-mix patching, distortion corrections, drainage improvements, erosion control, frost treatments and asphalt strip repairs.

- b. Rehabilitation - Required where pavement problems are severe and extensive. Treatments include partial/full depth removal and asphalt resurfacing, in-place recycling and/or reconstruction.

Hot mix resurfacing, in conjunction with other improvements, is the principle urban rehabilitation alternative employed when major maintenance activities cannot adequately address the problem.

The Department originally planned to carry out major maintenance works this summer on Tenth Line Road (Regional Road 47) between Innes Road (Regional Road 30) and St. Joseph Boulevard (Regional Road 34). However, a re-evaluation of this roadway indicates that pavement deterioration is occurring at an accelerated rate. The current condition is such that even the undertaking of extensive patching and other major maintenance works will not be sufficient.

Tenth Line Road (Regional Road 47) is built on very sensitive silty-clay soil. Extensive uneven settlement has occurred along the length of the roadway. This settlement, combined with the high susceptibility of the silty-clay soil to moisture induced frost heaving, has resulted in many distortions in the road surface and has significantly reduced the effectiveness of the surface water drainage structures (many catch basin inlets are now higher than the surrounding pavement surfaces).

Residents near Tenth Line Road (Regional Road 47) are noticing traffic induced vibrations in their homes. Silty-clay soils tend to transmit these kinds of vibrations over longer distances. Material discontinuities between the native silty-clay subgrade and granular road base materials at storm sewer and other service connections also contribute to the traffic vibration problem.

Unfortunately, in view of the above, overlays on Tenth Line Road (Regional Road 47) can be expected to have a relatively short life (perhaps only five or six years compared to the system average of ten years), and, although the traffic induced vibrations can be mitigated somewhat by providing a smoother travel surface, it will not be possible to eliminate the problem altogether.

Due to the lead time required to call tenders and award a contract, the Department will proceed with a tender call in parallel with Committee and Council consideration of this report. Subject to approval of the requested funds transfer by the Corporate Services and Economic Development Committee and Council, the award of a contract will proceed in accordance with normal corporate policy.

It is expected the work would commence around the middle of September, in sufficient time to permit completion before the on-set of unfavourable cold weather conditions.

EXPENDITURE JUSTIFICATION

The Resurfacing Programme is a planned annual programme of pavement maintenance to maintain a given level of serviceability and minimize long-term costs throughout the approximately 1250 km Regional road network. This represents a significant investment in infrastructure which requires continuous protection and upkeep (replacement value in excess of \$3 B).

The cost of appropriately timed resurfacing and high quality maintenance is about one-tenth the cost of reconstructing a totally failed pavement.

Postponement will result in the accelerated deterioration of roadway granular bases and asphaltic surfaces. Pavement cracks, distortions and defects will become more severe, resulting in increased ride roughness and increased user and maintenance costs for these roadway sections.

Resurfacing of Tenth Line Road (Regional Road 47) is required to minimize the further deterioration of the road structure, improve drainage and reduce traffic vibrations being experienced by residents.

CONSULTATION

Weekly notices outlining work progress in the 1998 Resurfacing Programme are issued to the communication services staff of the Finance and Operations Support Division of the Environment and Transportation Department and to the Information and Public Affairs Division. Communities affected by the resurfacing work are kept informed via the installation of project signs and the distribution of flyers and notices.

The proposed Tenth Line Road (Regional Road 47) work will also be circulated to all utility companies, Regional Departments, the Area Municipalities and the Regional Cycling Advisory Group to ensure co-ordination.

FINANCIAL STATEMENT

	912-30744 \$	912-30610 \$
Approved Budget to Date	5,200,000	35,290,000
Total Paid & Committed	<u>(4,137,668)</u>	<u>(33,062,970)</u>
Balance Available	1,062,332	2,227,030
ADDITIONAL FUNDING REQUIRED	<u>500,000</u>	<u>(500,000)</u>
Balance Remaining	<u>1,562,332</u>	<u>1,727,030</u>

Funds are requested for transfer from the Hunt Club Extension (Highway 416 - Merivale), Account 912-30610, in the amount of \$500,000, bringing the revised total budget to

\$34,790,000, to the 1998 Resurfacing Program (Reference, Pg. 119, 1998 Capital Budget), bringing the revised total budget to \$5,700,000.

*Approved by
M. J. E. Sheflin, P. Eng.*

LAR/ms

FINANCE DEPARTMENT COMMENT

Funds are available for transfer from the Hunt Club Road project (91-30610) to the 1998 Resurfacing Programme (91-30744)

*Approved by T. Fedec
on behalf of the Finance Commissioner*