

April 2, 2018

Report To: Mayor and Council

From: Travis Rob, Manager of Operations and Facilities

**RE: Budget Request – Resurface Elizabeth Street, York Avenue, and Cornwall Avenue**

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At the September 25, 2017 meeting where the public was able to provide comments and requests for consideration in the 2018 budget process, a letter was received asking for Elizabeth Street between Cornwall Avenue and York Avenue as well as York Avenue to have curb and gutter to be installed. At the December 11, 2017 council meeting a request was received for Cornwall Avenue North from Sixth Street to Eighth Street to be resurfaced. At the October 4, 2017 Meeting of the Operations and Facilities Executive Committee the inclusion of a portion of 6<sup>th</sup> Street was decided to be included for the budget process.

In the 2018 Capital budget, costs were brought forward for the grinding of the existing asphalt or surface treated surfaces, regrading with the inclusion of additional granular A materials, compacted and a double layer of surface treatment to be installed with **no curb and gutter** or changes to the underground infrastructure on all of these road segments. The total cost for this work along all of these road segments is estimated at \$381,461.00. Since the discussion on these road segments started, administration has focused on our Asset Management Plan and the condition of the underground assets. Please see below summary of the assets, age and condition within these segments.

Location	Material Type	Install Date	Condition
<b>Elizabeth Street (16 Households)</b>			
Surface	HL4 Asphalt	1967	Poor - Various Patches from Watermain Breaks
Sanitary Sewer Main	Asbestos Cement	1967	Fair
Storm Sewer Main	PVC	1999	Very Good
Watermain	Ductile Iron	1967	Poor – 2 bolt connections
<b>York Avenue (0 Households)</b>			
Surface	Surface Treatment	1967	Poor
Sanitary Sewer Main	Asbestos Cement	1967	Fair
Storm Sewer Main	Corrugated Steel	1979	Good
<b>Sixth Street West (18 Households)</b>			
Surface	Surface Treatment	1979	Poor - Various Patches from Watermain Breaks and service installations
Sanitary Sewer Main	Asbestos Cement	1965	Fair
Watermain	Ductile Iron	1965	Poor – 2 bolt connections
<b>Cornwall Avenue (25 Households)</b>			

Surface	Surface Treatment	1999	Poor - Various Patches from Watermain Breaks and service installations
Sanitary Sewer Main	Asbestos Cement	1964	Fair
Watermain	Ductile Iron	1964	Poor – 2 Bolt Connections

As can be seen by the above table this entire area contains ductile iron watermain with 2-bolt connections which plague the Town due to a high failure rates. The Town over the past number of years has undertaken to replace this main in high risk areas such as along Kings Highway by Walmart due to the high consequence of failures. In the Town's Asset Management Plan this watermain type is tagged with a special risk profile increasing the risk of failure due to local experience. Further the road surfaces on these roadways, are poor, but not the worst condition roads within the Town. As determined through our 2017 Road Condition Assessment, 7 other road segments within the Town have a worse condition than the poorest road being discussed. Some are much higher volume roadways that impact many more residents, such as Mowat Avenue between Scott Street and Second Street for example.

Through this process these roadways have been toted as 'too old to resurface but too new to replace'. This statement is very true, especially when you look at the material types of the watermain in particular. This main would very likely fail simply due to the action of compacting the road base prior to applying the surface treatment. This would mean that watermain breaks would need to be dug, hopefully prior to applying the surface driving up the cost of this work. Alternatively, if the breaks did not show prior to applying the surface, the brand-new surface would have to be dug. These roads should be fully reconstructed to address the watermain, however there are higher volume, greater risk roadways with 2-bolt watermain and sections with more critical sanitary sewer and water mains that need to be addressed before these sections. Administration works to prioritize annual road works based on available funding, most critical infrastructure, opportunity to reduce downtime and operational costs and our asset management plan as opposed to only following complaints.

Should Council decide to move forward with this work, it is the recommendation of Administration that the pickup survey and design works be completed in 2018 with the work being tendered in 2019. The Operations and Facilities Division does not currently have the manpower to undertake this level of surveying, grading and compacting. The total length of roadway to be completed is 1120m in length including 3 intersections and over 60 driveways. The resurfacing of Fifth Street and Idylwild Drive were comparable in length and scope and completed with an Engineering student with survey experience. We have not filled that position with someone in the last number of summers and therefore would struggle to undertake the layout work. Splitting the work over two years will allow us to utilize our consultant to complete the survey work and our roadworks contractors to complete the work similar to how Oakwood Road and Frog Creek Roads were completed.

Respectfully Submitted



Travis Rob, P.Eng.  
Manager of Operations and Facilities