April 29,2019.

Audrey Livingstone
838 Williams Avenue
Fort Frances, ON P9A 0A5

APR 29 2019

Town of Fort Frances.

Attention:
June Caul, Mayor
Travis Rob, Manager of Operations and Facilities
Milt Strachan, Transportation Superintendent.

Subsequent to your letter dated September 6, 2018, I met with Travis Rob to review my concerns regarding the sidewalk dammage. He agreed that one slab was unrelated to construction dammage and that the 14.91 meters would be reduced appropriately.

I expressed my concern that the Township sold me the property as a building site. I purchased the property in good faith that the construction vehicles would be able to access the property. I have reviewed the Government of Canada Contruction Technology Updates for Best Practices for Concrete Sidewalk Construction, June, 2002. The guidelines identify that the use of steel reinforcement in sidewalks that traverse driveways is recommended. The Town had replaced sidewalks after tearing down the school with full knowledge they would be selling building lots. I feel that the Town did not practice due diligence and transparency by not informing me that the sidewalks you installed were not adequately reinforced for construction vehicles. It is noted on the building permit that I am responsible for the cost of the private crossing. I also acknowledge on my contract of purchase that the responsibility for infrastructure dammage is noted, but the construction contractor does not see that document.

I think your practice of using minimal standard for not vehicular sidewalks should be taken into consideration when calculating my share of the cost of the replacement sidewalk.

Please note I will be installing interlocking brick for the apron after the sidewalks are replaced.

Yours truly,

Audrey Livingstone

Audery Livingstone

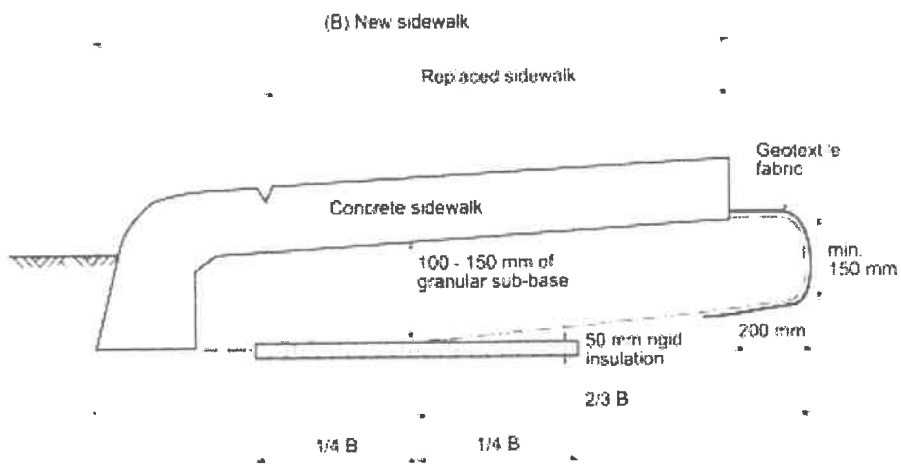

Figure 3. Typical cross-section of sidewalk with rigid insulation-enhanced sub-base.

Most concrete sidewalks in Canada are constructed without using steel reinforcement. In fact, deformation, the main cause of concrete failure, cannot be effectively eliminated through reinforcement.[2] For this reason, best practices do not call for reinforcement. However, sidewalks that traverse driveway entrances will experience normal vehicle loads and occasional truck loads. It is preferable to use steel reinforcement mesh for these locations. Far greater benefits can be realized through stricter attention to the subgrade preparation.

The general practices of good concrete construction that apply to floor slabs[3] also apply to sidewalks and can be summarized as follows:

1. Formwork: Forms should be straight, free from warping, and strong enough to resist the lateral pressure of the concrete. A form release agent should be applied to ease stripping. (Formwork is not required for sidewalks constructed using the extrusion process.)

2. Concrete placement: Concrete should be placed continuously as close as possible to its final position and be consolidated.

3. Finishing: After the concrete is levelled, the desired surface finish is applied and should be protected from damage during the curing period.

4. Curing: Curing has a significant influence on the wear resistance of the surface. The type of curing required is determined by weather conditions as follows:

Joints