

COMMITTEE OF THE WHOLE – NOVEMBER 5, 2007

LESTER B. PEARSON STREET – ROAD RESURFACING

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information; and
2. That as part of the 2008 Road Evaluation, staff review Lester B. Pearson Street and report back as part of the annual Pavement Management Program report.

Economic Impact

The costs associated with road improvements on this street under review would be brought forward for Capital Budget consideration in the specific year the improvement(s) are recommended.

Communications Plan

A Communications Plan is not required for this activity.

Purpose

At the Committee of the Whole Meeting of September 17, 2007, under Item 12, Report No. 40, staff were directed as follows:

“That Staff review the City’s Pavement Management program as it relates to Lester B. Pearson Street and report to the Committee of the Whole meeting of November 5, 2007.”

Background - Analysis and Options

At the Committee of the Whole Meeting of September 17, 2007, staff were asked to review the City’s Pavement Management program as it relates to Lester B. Pearson Street.

The Pavement Management System (PMS), developed by Engineering Services and approved by Council, is designed determine the appropriate method of rehabilitation called a Treatment Strategy, at the most appropriate time on a road given its condition. The system will “Optimize” all feasible Treatment Strategies by determining which strategy provides the greatest Return on Investment. Through a technique called the “Incremental Benefit Cost Technique”, an “Optimal” strategy is the one that has the greatest benefit (improvement to condition) for the least cost or dollar investment.

The Pavement Management System (PMS) also established a level of service by assigning a pavement composite index rating number to all streets within the municipality. The network average Level of Service is presently established at a PCI of 70/100.

The Pavement Composite Index (PCI) of a road is determined through a combination of field inspection and review of various analytical factors. Individual ratings and indices are combined into the overall index with an ascending range of 0 (worst) to 100 (best). This index is comprised of 3 major subsections being:

Health	The condition of a road which includes surface ride comfort, structural distresses and its ability to properly drain water away from the road's structural components;
Capacity	The current, measured traffic volume (Annual Average Daily Traffic) as compared to the theoretical capacity of a road;
Physical Environment	The remaining considerations surrounding the behavior of a road including safety and geometry.

With the network average Level of Service presently established at a PCI of 70/100, Staff can leverage the "Return on Investment" tool within the system to determine the annual and accumulative funding levels needed to achieve the standard over the next 20 years.

According to the Pavement Management System, our current average network condition for all City roads has a **PCI of 86.7 out of 100** possible points. The network condition distribution for all City roads is summarized in the following table:

Table No.1

Pavement Management System Grouping	Value Range	Network Percentage
Excellent	80 to 100	81.6%
Good	60 to 80	15.8%
Fair	35 to 60	2.6%
Poor	20 to 35	0%
Very poor	0 to 20	0%

The PMS tool indicates that Lester B. Pearson Street is in the Fair Category, which ranges from 35 to 60, with a PCI of 54.8. 2.6% or 31 City roads are currently in the Fair Category.

Specifically, no road improvements are planned for Lester B. Pearson Street within the five year forecast period (2007-2011). The projection beyond the current 5 year program has Lester B. Pearson Street slated for an upgrade for surface treatment to asphalt pavement.

Staff are aware of the current condition of the road. When it is reviewed as part of the 2008 Road Evaluation, it will be assessed along with all City roads to determine the appropriate treatment and its respective timing.

Given that Lester B. Pearson Street is currently surface treated road, our Public Works Department has noted that from time to time the tar application may "bleed". When this occurs, screenings and/or sand is applied to the road, reaffirming and restoring its surface.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council.

Regional Implications

Not Applicable.

Conclusion

Based on the findings of PMS and review by Engineering Services staff, road improvement for Lester B. Pearson Street is not indicated until at least year 2016.

Attachments

1. Location Map

Report prepared by:

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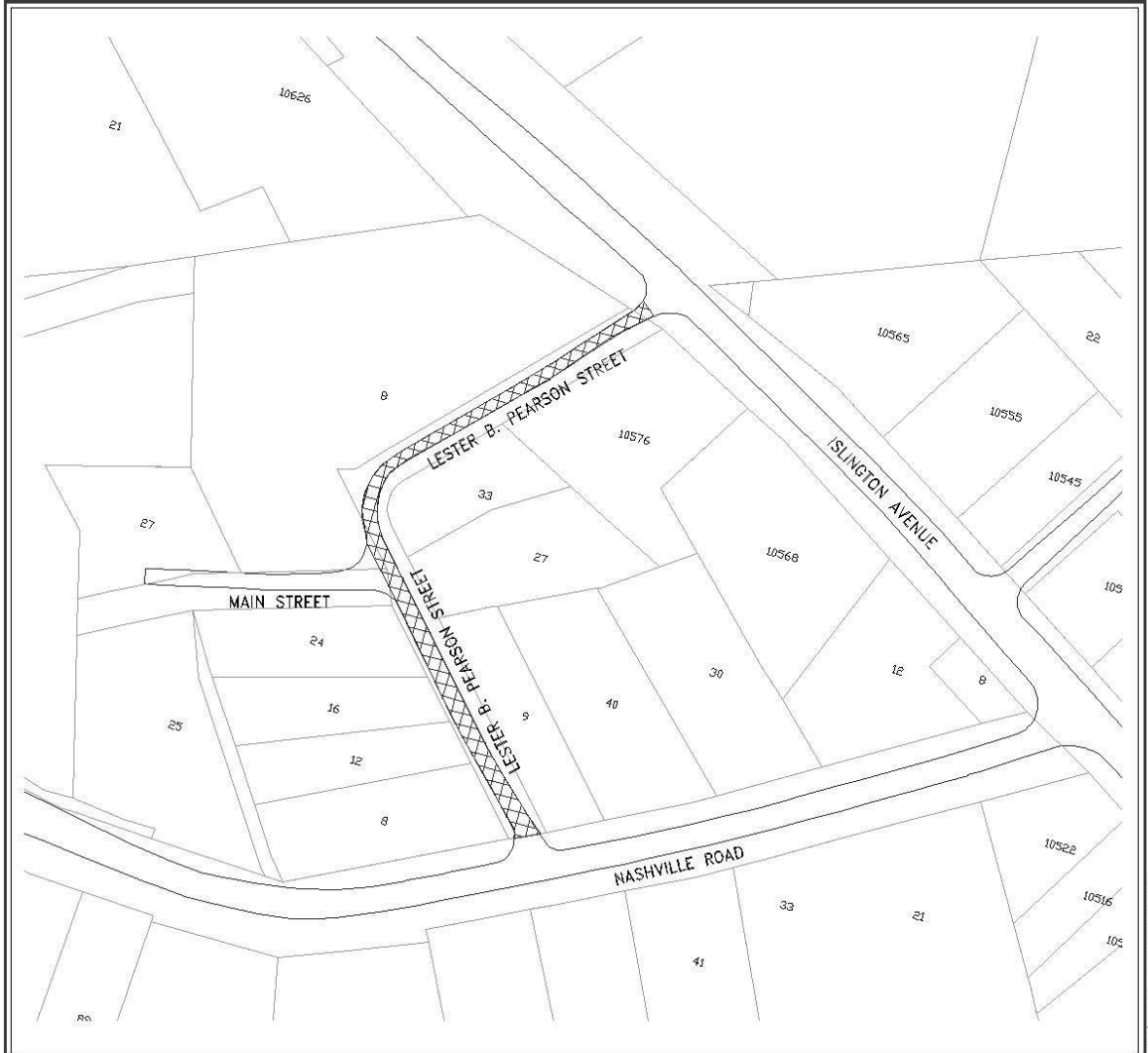
Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

Gary P. Carroll, P. Eng.
Director of Engineering Services

DSB:mc

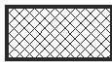
ATTACHMENT No. 1



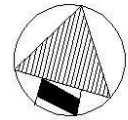
LESTER B. PEARSON STREET

LOCATION : Part of Lots 24 & 25
Concession 8

LEGEND



SUBJECT SITE



NOT TO SCALE