

COMMITTEE OF THE WHOLE - JUNE 8, 2005

RURAL ROAD UPGRADES STRATEGY VARIOUS LOCATIONS

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Director of Reserves and Investments recommends:

1. That this report on Rural Road Upgrades Strategy be received; and
2. That Council authorize staff to call Tenders for the placement of Hot Mix Asphalt on the subject roads as part of the 2005 Rural Road Upgrade program.

Economic Impact

The immediate impact is the incremental cost of providing a hot mix asphalt surface over the cost of the double surface treatment which is yet to be determined. The necessary resources have been previously allocated and approved in the 2005 Capital Budget.

Purpose

That Council authorize staff to call Tenders for the placement of Hot Mix Asphalt on various rural roads.

Background - Analysis and Options

At its meeting of June 26, 1995, Council of the City of Vaughan approved the Vaughan Rural Road Upgrade Study.

At that time there was approximately 65 kilometers of gravel roads in the City of Vaughan. There was a desire to improve the surface of these roads with the application of a surface treatment type of asphalt surface to provide a reasonable level of service for the increasing traffic usage of all the gravel rural roads.

As part of the Vaughan Rural Road Upgrade study, the City decided that the factors used by the RIMS (Road Inventory Management System) which include road and surface type, traffic volume and present road condition for obtaining a priority rating would be used as well as additional local factors which included the number of hours on each section of road and the maintenance cost savings.

After the adoption by Council of the 1995 Rural Road Study Report, staff recommended locations for upgrading of rural roads annually for consideration and endorsement by Council in the Capital Budget.

At a meeting on July 24, 2002, Council endorsed in principle a five year road resurfacing, road reconstruction and a rural road upgrade program which was based on a Road Needs Study Update 2000 which was completed by our consultant Totten Sims Hubicki Associates. Based on this study, staff reported that the level of funding for rural roads upgrade of approximately \$700,000 annually at that time, would take over 15 years to complete the rural road program. This would not be sufficient to keep up with the increased pace in suburban growth and the increase in traffic volumes on the rural roads. Staff recommended and Council approved that the funding level be increased to \$2 Million per year over the next five years in order to complete the rural road program within a reasonable time frame.

Over the last several years, City staff have been monitoring the condition of the rural roads that have received an upgrade with a double surface treatment top. Generally, the performance of these roads have been satisfactory, as originally envisioned in the Rural Road Upgrade Study of 1995, with the exceptions of a few isolated areas that are experiencing breakups which require ongoing maintenance.

Due to the dramatic increase in traffic volumes on the City's Rural Roads network and changes in traffic patterns and types of vehicles (ie. more trucks), we have noticed an escalated rate of deterioration on the following roads with double surface treatment application:

- 1) Kirby Road from Keele Street to Pine Valley Drive
- 2) Pine Valley Drive from Kirby Road to Teston Road
- 3) Teston Road from Pine Valley Drive to Kipling Avenue and
- 4) Stegman's Mill Road from Kipling Avenue to west of Windrush Road

As a result, we will be undertaking a new Rural Road Strategy that will ultimately lead to hard surface treatments such as Hot Mix Asphalt on future rural road upgrade projects where traffic type/volumes and road condition dictates. At the Council meeting of April 11, 2005 staff reported that in keeping with this intended strategy, we would see its first application on Huntington Road from Langstaff Road to Rutherford Road and also on Huntington Road from Major Mackenzie Drive to Kirby Road under contract T05-033.

Engineering staff is planning to apply the hot mix asphalt treatment on Kirby Road, Pine Valley Drive, Teston Road and Stegman's Mill Road at the locations shown on Attachment No. 1.

At this time we anticipate the cost of these works to be \$750,000 for approximately 11.4 kilometres of road upgrade. We have currently retained a geotechnical consultant for investigation of the existing condition and to provide us with a report on their findings and recommended design for this new strategy. Upon completion of the investigation, a detailed cost estimate will be provided and tender called to undertake the work. The timing of this work and the need to ensure asphalt paving does not take place late in the fall will require that the tender award take place through the summer hiatus process.

Relationship to Vaughan Vision 2007

This project is consistent with Vaughan Vision 2007 in that the proposed works ensure that growth does not outpace the road network infrastructure (3.2.3).

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

Conclusion

Sufficient funding is available in the 2004 and 2005 Capital Budget (Projects 1445-2-04 and 1578-0-05) to complete this project. Therefore, staff recommend that we call tenders for the rural road upgrades to a hot mix asphalt type of surface.

Attachments

1. Location Map

Report prepared by:

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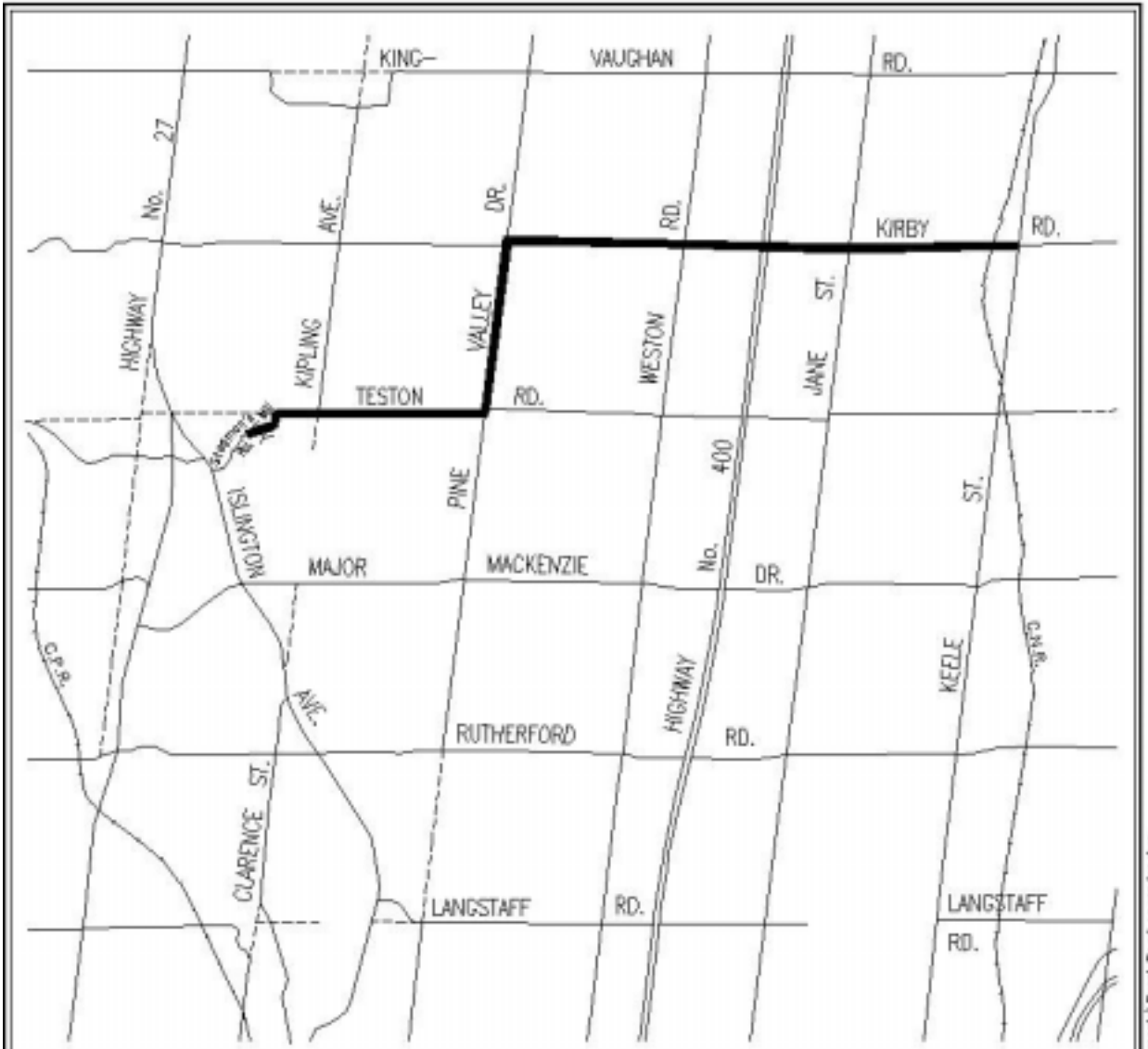
Respectfully submitted,

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

Gary Carroll, P. Eng.
Director of Engineering Services


PM:mc

ATTACHMENT No.1



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LEGEND

 SUBJECT ROADS



NOT TO SCALE