

MEMORANDUM

TO: Mayor Bonnette and Members of Council

FROM: Bill Andrews, Director of Engineering

DATE: September 4, 2018

MEMORANDUM NO.: TPW-2018-0009

RE: Young Street (Acton) – Condition Update

PURPOSE OF THE MEMORANDUM:

The purpose of this memorandum is to provide an update on the current condition and future plans for the asphalt on Young Street in Acton.

BACKGROUND:

The existing asphalt surface on Young Street was assessed to be in a mid-range condition according to the Town's Pavement Quality Index (PQI) and therefore was not identified as a priority project in the Town's 10-Year Capital Forecast.

In 2017, Halton Region initiated a project to replace the existing sanitary sewer on Young Street in Acton from Mill Street to Queen Street. This work involved significant trenching along Young Street to facilitate the sanitary sewer installation. All disturbed asphalt areas were restored by the Region's Contractor using HL8 as a temporary surface. The Region was to have their Contractor return in 2018 to complete the final asphalt surfacing as part of their final trench restoration.

Although there are no significant issues with the restoration undertaken by the Region's Contractor, the condition of the existing asphalt has definitely been amplified (negatively) due to the Region's asphalt restoration.

COMMENTS:

Based on our understanding of the existing condition of the road surface (asphalt), road base and storm sewer infrastructure, Staff are anticipating that a full reconstruction of Young Street will be warranted. Given the condition of the road and associated infrastructure, resurfacing (i.e., surface milling and new top layer of asphalt) is not considered to be a long-term or cost effective solution at this time. The current intent is to incorporate this project into the Town's Capital Program for 2019 and 2020 (i.e.,

Design 2019, Construction 2020) although this has not been finalized at this time. Staff will also be revisiting our long-term capital forecast this fall as well.

Staff are currently in discussions with the Region regarding their restoration requirements associated with the sanitary sewer replacement project. Currently, the Region's trench restoration includes full depth HL8 (base coat) and the intent was to have the Region grind 40mm of the full depth base coat and add a 40mm HL3 top coat for final restoration. However, there are several options being discussed including:

- Region completing restoration as per the Contract (remainder of road will remain in poor condition);
- Region completing restoration of the full road surface (i.e., surface grind and add new top coat); or,
- Region provides Town monetary compensation for the restoration

CONCLUSION:

Based on our understanding of the existing condition of the road surface (asphalt), road base and storm sewer infrastructure, Staff are anticipating that a full reconstruction of Young Street will be warranted. The current intent is to incorporate this project into the Town's Capital Program for 2019 and 2020 (i.e., Design 2019, Construction 2020) although this has not been finalized at this time. Staff will also be revisiting our long-term capital forecast this fall as well.

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- Region completing restoration as per the Contract (remainder of road will remain in poor condition);
- Region completing restoration of the full road surface (i.e., surface grind and add new top coat); or,
- Region provides Town monetary compensation for the restoration.

Given the condition of the road and associated infrastructure, resurfacing is not considered to be a long-term or cost effective solution at this time. Therefore, Staff are inclined to request monetary compensation for the restoration from the Region that can be utilized as part of the funding for the subsequent capital project for reconstructing Young Street.

Staff have also initiated the process of confirming potential works that may be required by other agencies on Young Street that would need to be completed as part of or in advance of a reconstruction project (e.g. Region has three (3) water services to be lowered in this area, etc.). Staff will initiate investigations into design alternatives and requirements in late 2018 / early 2019 which may include preliminary geotechnical investigations and topographical surveying.

It should also be noted that Staff intend to apply for Connecting Links funding from the Province as part of the 2019-2020 or 2020-2021 programs to support this project.

Reviewed and Approved by,

A handwritten signature in black ink, appearing to read "C. Mills". The signature is stylized with a large, sweeping initial "C" and a horizontal line extending from the top of the "C" across the rest of the signature.

Chris Mills, Commissioner of Transportation and Public Works

A handwritten signature in black ink, appearing to read "Brent Marshall". The signature is written in a cursive style with a large, prominent "B" and "M".

Brent Marshall, CAO