



COMMITTEE OF THE WHOLE INFORMATION REPORT

To: Mayor and Council

Date: June 6, 2023

From: Paul Gipps, CAO

File No: 5400-13-2021

Subject: **2022 Pavement Management Plan**

Report Prepared by: Dana Graves, Senior Design & Inspection Technologist

STRATEGIC AREA(S) OF FOCUS

Invest in Infrastructure – We will invest in building, improving and maintaining infrastructure to meet the needs of, and to provide a high quality of life for, current and future generations.

BACKGROUND

The Pavement Management Plan is a comprehensive review of the condition of the road network. It includes a detailed automated road by road pavement condition survey (segment by segment) that concluded in 2022 with recommendations for short-term and long-term improvement plans. The Pavement Management Plan was developed for approximately 524 current lane kilometers of the City's paved and rural road surfaces.

A comparison between the 2015 and 2022 pavement condition was conducted for all road classifications. As a result, the pavement condition in 2022 has deteriorated for the overall road network since 2015 falling to 71 from 80 on the Pavement Condition Index. The Pavement Condition Index is a standard index commonly used in North America, ranges from 100 to 0, with 100 as the best possible condition and 0 as the worst possible condition.

The Pavement Management Plan includes a 10-year paving plan based on a \$2.5 million budget for the paved road network. This program includes rehabilitation treatments (not routine maintenance) recommended by the analysis. The rehabilitation program will be confirmed by completing project-level assessments and designs on a yearly basis.

FINANCIAL IMPLICATIONS

The Pavement Management Plan recommends \$2.5 million per year of City funding to maintain the current cost/condition of roadway for the next 20 years.

The 2022 Capital Plan has approved a \$1.2 million budget for the 2023 Road Rehabilitation Program and further allocated \$2.4 million/year within the next nine years of the 10-Year Capital Plan. A shortfall in funding will have a long-term effect by creating additional backlog of roads, compounding the rehabilitation needs over time. An additional budget of \$200,000 is required yearly to upgrade rural chip-sealed roads.

REVIEWED BY

Rob Hillis, Engineering Manager

Allen Fillion, Director of Engineering & Operations

Corinne Boback, Legislative Services Manager / Corporate Officer

APPROVED FOR THE AGENDA BY

Paul Gipps, CAO

Powerpoint: Yes ☒ No ☐

Attachments:

1. Presentation Slides (Tetra Tech Canada)