



## Legislation Text

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TAMRMS#: B06

**7.1**

### **Collector Road Budget (ENGS-002)**

Notice given by: Councillor Killick

#### **BUDGET POSTPONED MOTION:**

That within the Municipal RMR Capital Charter ENGS-002 collector road budget, the section of St Vital Ave (only from Madonna Dr to Muir Dr), be resurfaced (vs not full road rebuild) in the most cost effective manner and this section of road resurfacing be prioritized for 2025 in advance of other scheduled work. That this resurfacing be completed in time for the June 2025 soapbox derby.

#### **Administration's Understanding of the Intent of the Motion:**

Administration understands this motion's intent to have the planned 2025 RMR Collector Road program reprioritized to maintain the existing proposed budget within Charter ENGS-002 at the value of \$1,235,000 but ensure the non-scheduled roadway of St. Vital Avenue from Madonna Drive to Muir Drive is completed, with only roadway surface repairs.

#### **Operational or Organizational Impacts if Motion is Approved:**

Current planning for roadway (Collector) RMR work has the requested segment of St Vital Avenue as a candidate for asphalt work in 2029 (in the 5 to 7-year plan). Applying funding to advance a candidate roadway for RMR response earlier in its life, typically means that there will be alternative priority candidate sites not completed that have been identified based on current state and "need" and the asset will simply be restored earlier than what was scheduled.

This motion would result in an adjustment to standard asset management practice of Transportation RMR programming that typically prioritizes annual programs on an asset "need" basis that is informed by asset condition level and cost-effective response treatments to best extend the life of the asset and ensure appropriate functionality; "right road, right treatment, right time". The requested specific scope of work for the road segment ("resurfacing" only) also suggests a portion of reduced level of work compared to typical programming practice. If carried out as suggested by the motion, only asphalt surface work would occur; whereas better practice looks to address necessary supplemental infrastructure such as curbing and sidewalk, to address surface drainage in the area because of the influence of assets and the function of the roadway and impacts of poor surface drainage; as well as maximizing contractor costs associated with mobilization and economies of scale of asphalt and concrete work. Performing partial scope of work presents possible risk of investment, as drainage and impact from other failing adjacent infrastructure can minimize the life expected from the improvement.

Although not anticipated to be a high risk for a candidate roadway that is deferred from 2025 to 2026; it should be noted that the 2025 program is inclusive of varying treatments and is inclusive of some segments requiring mill and overlay and others requiring microsurfacing. The latter treatment has a specific time and condition of roadway benefit to protect the surface and extend life expectancy before requiring more costly and alternative treatments, like a mill and overlay. If a road segment is deferred and the condition of that segment changes, it may no longer be a candidate for that treatment and may then also be deferred longer in comparison to other road segments that it now “matches”. As an example, the road segment may be removed from the program longer because other road segments are higher priority that are in a state of requiring mill and overlay.

**Financial Implications of Motions:**

From the basis of the motion, the paving of St Vital Avenue from Madonna Drive to Muir Drive would be estimated at approximately \$100,000. This value is specific to only scope associated with asphalt repair and would not include typical wholistic improvements that are coordinated with paving programs.

Should the motion advance, Administration would likely seek to ensure coordination of the programming for improved delivery of the asset repairs, meaning that curb and gutter work and sidewalk work would be programmed as well. The estimated costs associated with this delivery would be approximately \$150,000. Please note that the sidewalk work would be funded separately through the Sidewalk RMR program.

The estimated costs are derived from updated 2024 construction costs and consider the area of milling, applying a tack coat and paving St Vital Avenue from Madonna Drive to Muir Drive.

The above costs are applicable and respectful to the direct segment of road identified within the motion; as per the backgrounder below, typically Administration would also investigate adjoining road segments that would align to a more wholistic delivery of roadway improvements - inclusive of the segment of St Vital Avenue from Mill Drive to Madonna Drive or Muir Drive to St Albert Trial. This effort aligns to optimizing work being performed and the investments being made and reduces disruptions to the road.

**Stakeholder Consultations:**

Engagement (emails and phone calls and meetings) has occurred with a representative of the organizing committee of the Soapbox Derby event; to which feedback had been provided regarding the planned scheduling of the repairs to St Vital Avenue and the practices applied to asset management.

**Background:**

The City’s asset management programs attempt to apply an evidence-based approach to asset management that utilizes scheduled network assessments to record up to date condition levels of various asset types and to have this information inform on priorities of response and appropriate methodology of preservation, maintenance or replacement to address the network needs. Remedial work (response and materials applied) are based upon priority criteriums informed by:

- Condition levels
- Roadway functional / operational information

- Alignment to alternative Capital programming
- Stakeholder reporting; Public Operations as an example of maintenance resources or concerns.

The objective is to respond to the network needs by addressing the right road, with the right treatment at the right time.

At this point in time, there are no weighting factors associated with special events; although if there were decisions to be made in a short-term programming time frame, such additional considerations would be applied. In this example, if you had multiple candidates of similar condition levels or similar outputs of the standard assessment criteria which resulted in similar rankings for priority to perform improvements than such impacts as the roadways broader use or special use may be made to prioritize it above other candidates.

The current 2025 Collector roadway program (ENGS-002) anticipates the following collector roadways to receive some form of treatment (please note that the treatments may range from mill and overlay to microsurface and include considerations of concrete work for curb and gutter):

- Akins Drive: Hebert Road to Boudreau Road
- Dorchester Drive: Deer Ridge Drive (east) to Deer Ridge Drive (west)
- Durham Avenue: Dorchester Drive to Giroux Road
- Ebony Way: Erin Ridge Drive to Coal Mine Road
- Erin Ridge Drive: Everwood Close to Boudreau Road
- Hudson Road: Levasseur Road to Heritage Drive
- Keillor Drive: Poirier Avenue to Kingswood Boulevard
- Kingswood Boulevard: Kirkwood Drive to the end (south)
- Kingswood Drive: Sir Winston Churchill Avenue (north) to Sir Winston Churchill Avenue (south)
- Leddy Avenue: Larose Drive to Dawson Road
- Willoughby Drive: Waverly Drive to Woodlands Road (south)

Although which segments would be impacted are not known specifically at this time, Administration will be required to adjust the current planned road program to add St Vital Avenue. The selection for site removal would be based upon condition assessments, alignment with other capital programming (likely effort to maintain road segments in close proximity or adjoining one another), estimated costs and most minimal benefit of coordination of the site within the 2025 program. The removed site(s) would then be prioritized for completion in 2026 and there would be further amendments to the candidates of the future (3-year) programming.

Recognizing additional considerations and impacts of programming, Administration would also likely look beyond the targeted area of the road section for this motion; as the area of St Vital Avenue is better served by addressing a longer segment of anticipated asphalt replacement, inclusive of the section of St Vital Avenue from Mill Drive to Madonna Drive. This segment was scheduled for repair / replacement along with the section of St Vital Avenue from Madonna Drive to Muir Drive (requested in this motion) and due to construction disruption impacts, surface drainage and wholistic area improvement; optimally this full segment would be addressed together, and Administration would strive to ensure it was completed for the best results and cost effectiveness. The estimated value of

this work is \$335,000 when adding scope of mill and overlay, curb and gutter and sidewalk for the full section from Mill Drive to Muir Drive.

Author: Dean Schick, Transportation Manager  
Department: Engineering Department  
Department Director: Dawny George  
Managing Director: Diane Enger  
Chief Administrative Officer: William Fletcher