

# Community Viability Committee

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Councillor Mike Petryna, Chair  
Councillor Louise Portelance, Vice-Chair



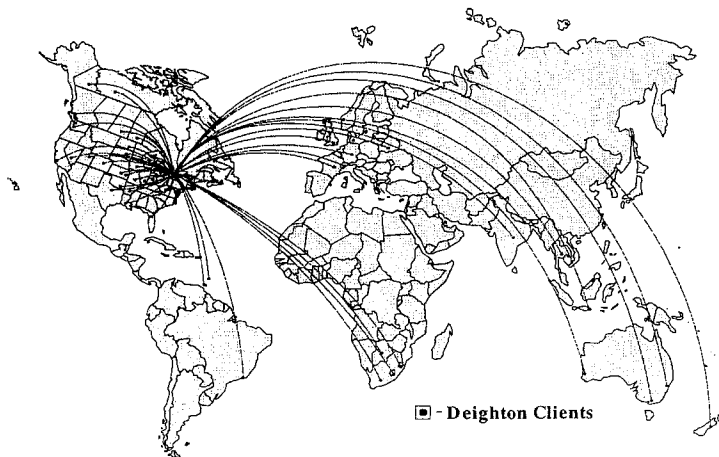
## City of Greater Sudbury Pavement Management System

October 23, 2002

# deighton

*Information tools for managing resources*

### Deighton Clients



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Information tools for managing resources



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## Local Deighton Clients



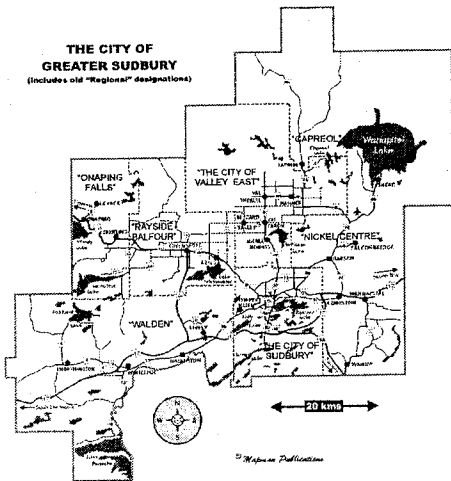
- City of Greater Sudbury
- City of Brampton
- City of St. Catharines
- Region of Peel
- City of Oshawa
- Region of York
- Region of Durham
- Municipality of Clarington
- City of Cornwall
- Region of Niagara
- Town of Whitby

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## Project Scope



Former Agency Name	Planning Classification (Centreline-km)				Total
	Local	Collector	Arterial	Other	
Capreol	18.76	0.12	-	13.90	32.78
City of Sudbury	260.88	68.04	1.19	38.20	368.31
Nickel Centre	95.43	10.26	-	17.85	123.54
Onaping Falls	42.82	10.87	-	4.00	57.69
Rayside Balkas	105.39	21.39	-	23.44	150.23
Region of Sudbury	8.53	92.68	262.21	0.75	364.17
Unorganized	6.80	-	-	86.30	93.10
Valley East	124.36	36.93	-	31.30	192.49
Walden	124.14	19.34	-	111.75	255.23
Total	797.11	259.53	263.40	327.49	1637.53

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## PMS Input Data

Inventory	Condition
Road Name	Longitudinal Wheelpath
From Description	Fatigue Cracking
To Description	Longitudinal Cracking
Length	Transverse Cracking
Width	Block Cracking
Pavement Type	Roughness
Planning Class	Rut Depth
Traffic	
Jurisdiction	

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 **Sudbury**

Greater Green

## Analysis Consideration

- 40% of Infrastructure Improvement Budget allocated to PMS analysis
- Not considered in the analysis
  - 5th lane additions
  - Structure work
  - Storm/Sanitary improvements
  - Capacity widening
  - New links

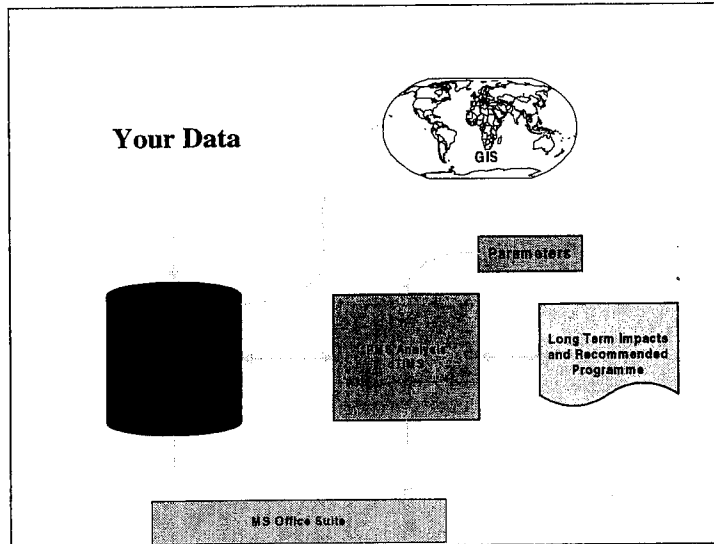
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 **Sudbury**

Greater Green

## dROAD / dTIMS Relationship

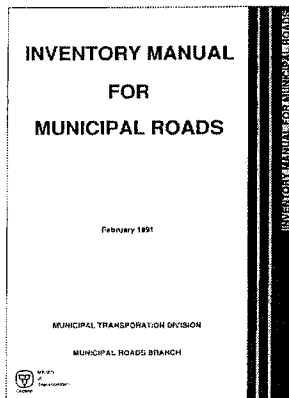


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**Sudbury** Greater Grand

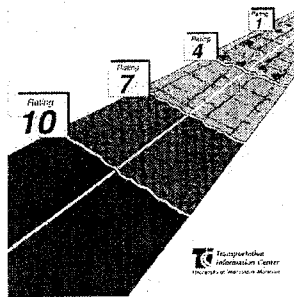
## Parameters

### 1. Inventory database fields



### Asphalt-PASER Manual

Pavement Distress Evaluation and Rating

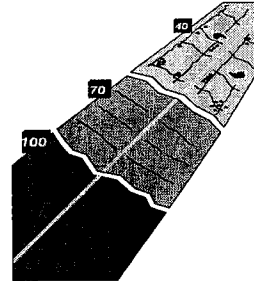


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**Sudbury** Greater Grand

## Parameters

1. Inventory database fields
2. Performance Indexes



Pavement Distress	dTIMS Index	Code	Measurement Units
Longitudinal Wheelpath Cracking	Structural Cracking	STCK	Metres
Fatigue Cracking			Square metres
Longitudinal Cracking	Non-Structural Cracking	NSTC	Metres
Transverse Cracking			Metres
Block Cracking			Square metres
IRI	Roughness	RUFF	mm/m
Rut Depth	Rutting	RUT	Millimetres
	Pavement Condition Index	PCI	

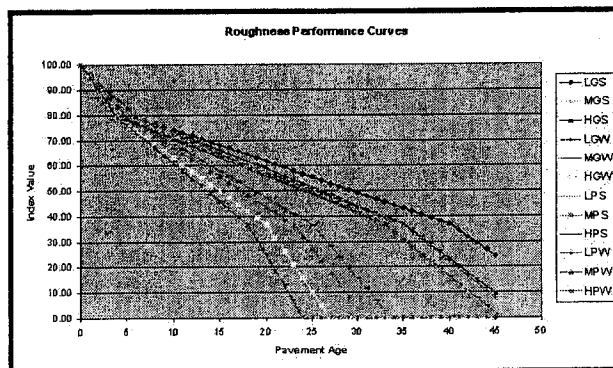
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**Sudbury** Greater Grand

## Parameters

1. Inventory database fields
2. Performance Indexes
3. Performance Curves



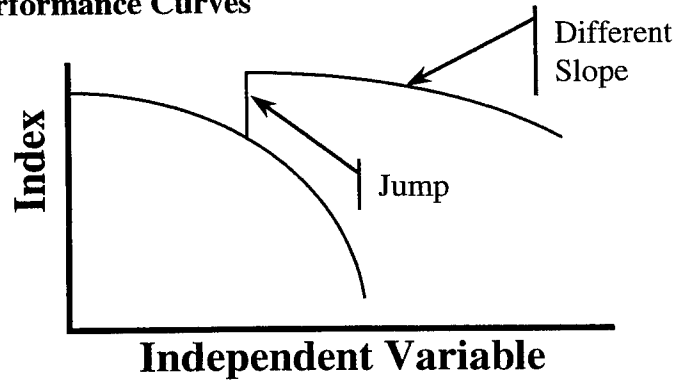
**deighton**

Information tools for managing resources

**Sudbury** Greater Grand

## Parameters

- |                                                                                                                                               |                                                                                            |
|-----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"> <li>1. Inventory database fields</li> <li>2. Performance Indexes</li> <li>3. Performance Curves</li> </ol> | <ol style="list-style-type: none"> <li>4. Treatments (costs, impacts, triggers)</li> </ol> |
|-----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|

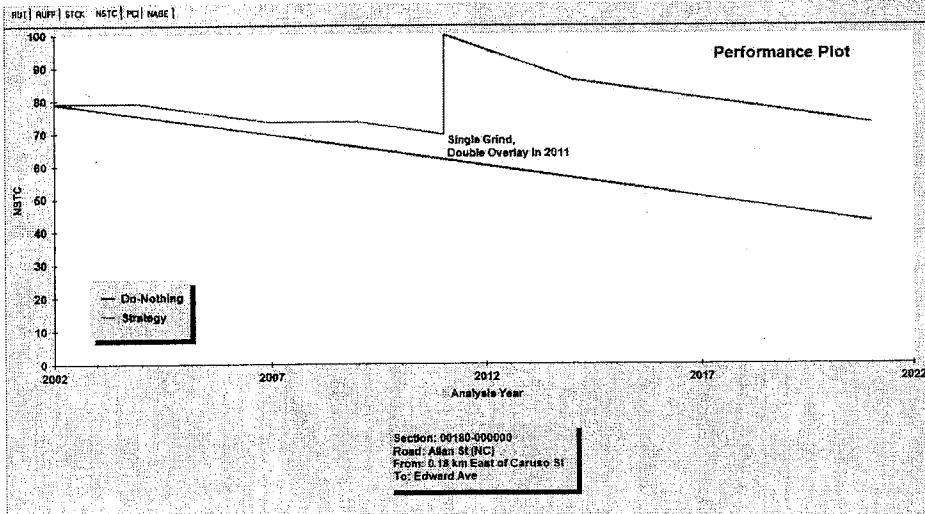


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**Sudbury** Greater Grand

## Performance Plot



Section: 00180-000000  
 Road: Allan St (NC)  
 From: 0.18 km East of Caruso St  
 To: Edward Ave

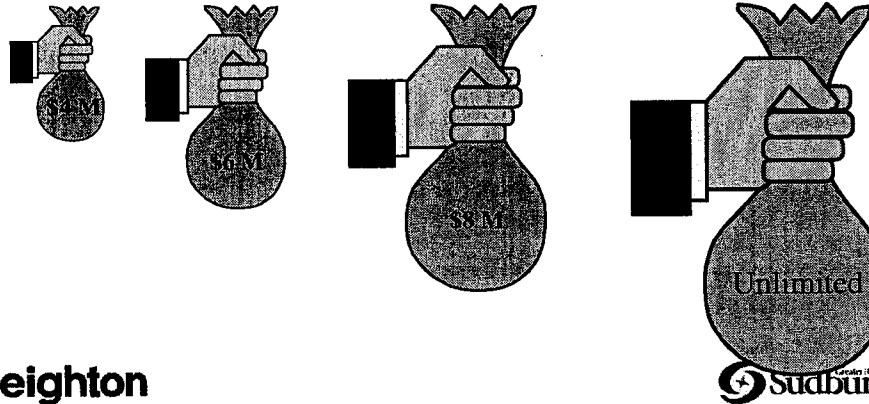
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Information tools for managing resources

**Sudbury** Greater Grand

## Parameters

- |                                                                                                                                               |                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"> <li>1. Inventory database fields</li> <li>2. Performance Indexes</li> <li>3. Performance Curves</li> </ol> | <ol style="list-style-type: none"> <li>4. Treatments (costs, impacts, triggers)</li> <li>5. Budget Scenarios</li> </ol> |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|



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**Sudbury**  
Greater Grand

## Programme Report

Analysis Set: ASHT_ART		Programme Report by Year (Filtered)		Budget Scenario: 6 Millyr		
2002 Programme						
Item	Amount	Item	Amount	Item	Amount	
00510-00000	342.00	Big Nickel Mine Rd (E-N-E)	Hwy 17	Big Nickel Mine Rd	SSOM	\$37,636
00515-00000	121.00	Big Nickel Mine Rd (N-E-R)	Big Nickel Mine Rd	Hwy 17	SSDM	\$1,884
00820-00000	31.00	Big Nickel Mine Rd (N-W-R)	Big Nickel Mine Rd	Hwy 17	SSOM	\$76,478
06825-00000	166.00	Big Nickel Mine Rd (S-E-R)	Big Nickel Mine Rd	Elm St	SSOM	\$16,464
06830-00000	3,405.00	Big Nickel Mine Rd (Sud)	Loche St	Elm St	OV-M	\$394,748
06835-00000	452.00	Big Nickel Mine Rd (W-W-R)	Hwy 17	Big Nickel Mine Rd	SRM	\$44,299
06840-00000	162.00	Big Nickel Mine Rd (W-S-E)	Elm St	Big Nickel Mine Rd	SSOM	\$15,876
01915-001430	123.00	Cote Hwy (VE)	Old Hwy 69N (Con)	Radue Rd	SSOM	\$26,820
02980-003298	203.00	Falconbridge Hwy (Sud)	Anser Ave	0.18 km North of Anser Ave	SSOM	\$103,184
02990-000499	1,198.00	Falconbridge Hwy (Sud)	0.18 km North of Anser Ave	0.1 km North of Hudson St	SSOM	\$632,344
02995-000599	1,239.00	Falconbridge Hwy (Sud)	Desjardine St	Makey Dr	OV-M	\$284,262
05435-001679	4,530.00	Garson-Coulston Rd (INC)	0.5 km South of Maki Rd	Hwy 17	OV-M	\$483,413
05215-004452	1,285.00	Lasalle Blvd (Sud)	0.030 km West of Holland Rd	Maintrie Ave	DDOM	\$1,153,680
05215-010765	398.00	Lasalle Blvd (Sud)	0.2 km East of Snow Dump Rd	0.2 km West of Snow Dump Rd	OV-M	\$74,022
05215-011103	1,715.00	Lasalle Blvd (Sud)	0.2 km West of Snow Dump Rd	Elm West	DDOM	\$345,582
05375-007100	930.00	Long Lake Rd (Sud)	Road St	Rosam St	SSOM	\$779,230
05780-009905	1,134.00	Maur St (VE)	0.5 km West of Martin Rd	1.654 km West of Martin Rd	SSOM	\$176,792
05810-001206	367.00	Maley Dr (Sud)	0.340 km East of Box Culvert	0.247 km West of Box Culvert	SDOM	\$69,474
08220-002611	190.00	Old Hwy 144 (RP)	0.1 km South of Morrice Principle	0.1 km North of Morrice Principle	OV-M	\$49,590
08310-004786	742.00	Old Hwy 69N (VE)	0.4 km North of Neid St	0.2 km South of Huber St	DDOM	\$389,995
04340-008326	440.00	Old Hwy 69N (VE)	Fish St	Steved Ave	WIDM-AI	\$121,873
07115-009236	732.00	Panache 14 Rd (Wad)	South Property Limit of Indian Reserve	North Property Limit of Indian Reserve	OV-M	\$75,576
07115-009998	2,846.00	Panache 14 Rd (Wad)	North Property Limit of Indian Reserve	Outway Rd	OV-M	\$249,440
07115-012356	220.00	Panache 14 Rd (Wad)	North Property Limit of Indian Reserve	Outway Rd	OV-M	\$32,460
09825-005500	174.00	Westmoor Ave (Sud)	Anke Ave	Barrydowne Rd	SDOM	\$114,658
24358.00					WIDM-AI	\$6,473
						\$5,983,712

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**Sudbury**  
Greater Grand

## For Example

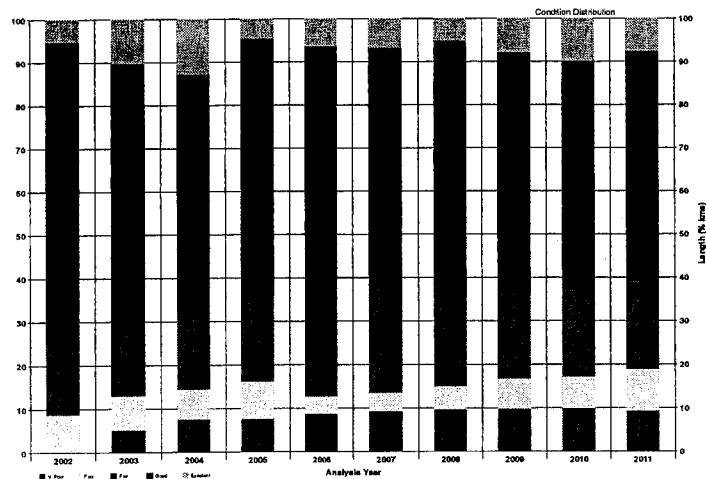
- If \$10 M was allocated to the roads budget in the PMS
- \$10 M could be applied to the entire network (L,C&A)
- Or the budget could be subdivided between Planning Classifications
  - \$7 M Arterial
  - \$2 M Collector
  - \$1 M Local
- Optimized programmes can be generated for each case

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Information tools for managing resources

**Sudbury** Greater (Grand)

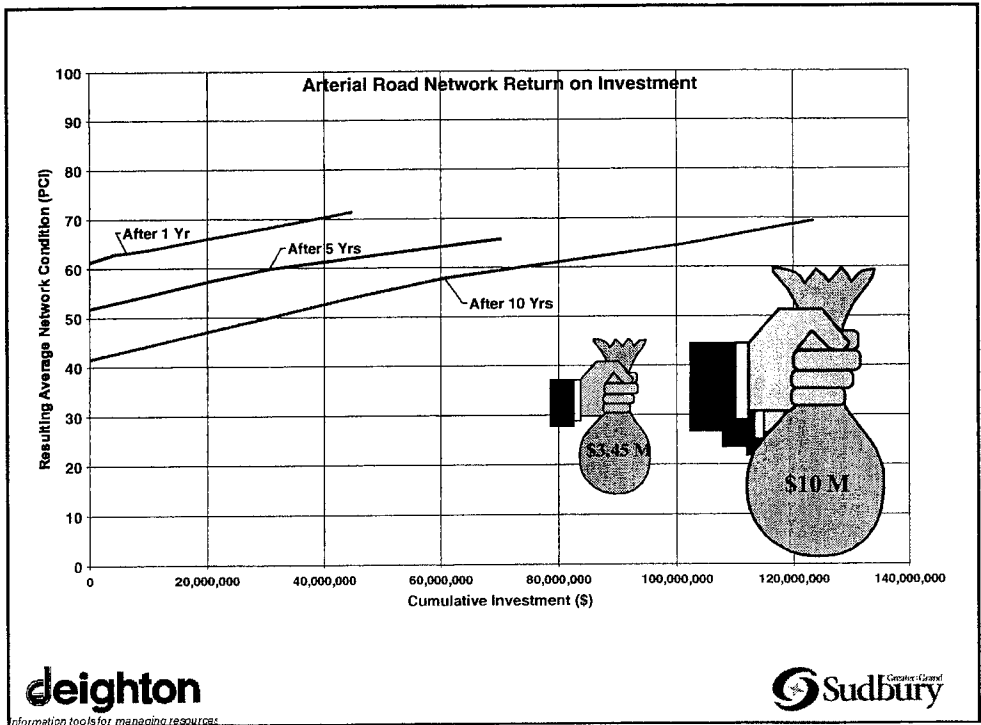
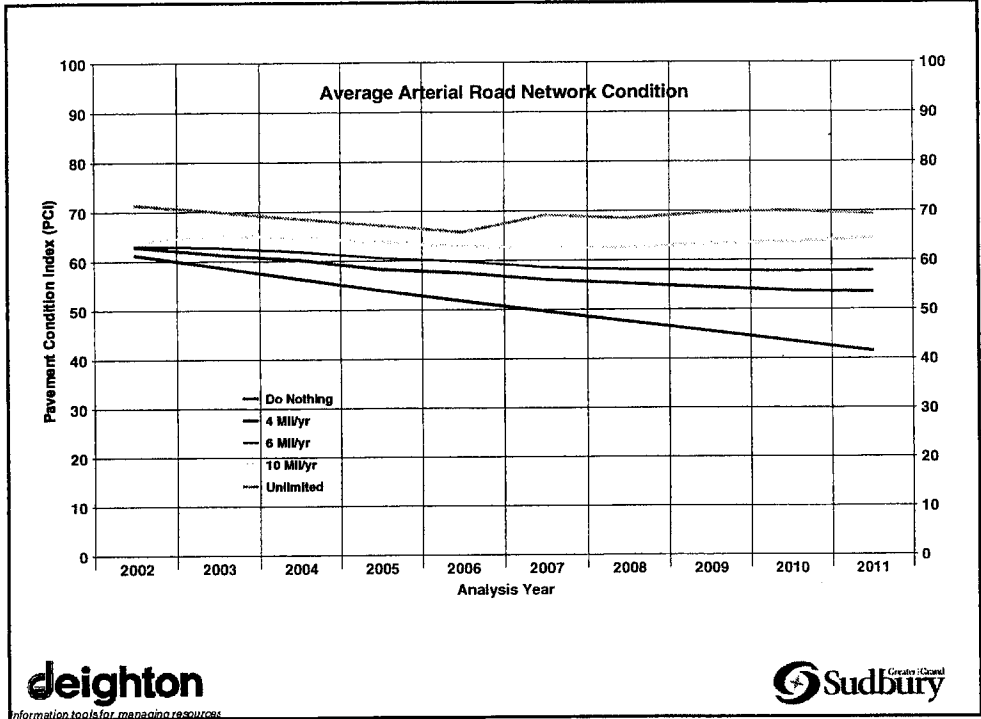
## Condition Distribution



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Information tools for managing resources

**Sudbury** Greater (Grand)



## Conclusions and Recommendations

- PMS maintenance required now that Sudbury has taken possession of the software
  - Condition data update
  - Review analysis models
  - Consider including other assets
- Upgrade to dTIMS CT

# Request for Recommendation Priorities Committee



## Type of Decision

Meeting Date	2002-11-13			Report Date	2002-11-07		
Recommendation Requested	Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High	Low
	Direction Only			Type of Meeting	<input checked="" type="checkbox"/>	Open	Closed

## Sub-Committee Check-Off

Please indicate which sub-committee will deal with this issue

<input checked="" type="checkbox"/>	Community Viability	<input type="checkbox"/>	Public & Intergovernmental Affairs	<input type="checkbox"/>	Financial & Program Accountability
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## Report Title

Dirty Water Problems - Chelmsford

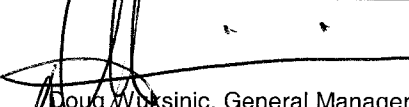
### Policy Implications + Budget Impact

<input type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified
<p><b>Policy Implication: None</b></p> <p><b>Budget Impact: None</b></p>	
<input type="checkbox"/>	Background attached

### Recommendation

<p><b>FOR INFORMATION</b></p>	
<input type="checkbox"/>	Recommendation attached

### Recommended by the General Manager

 Doug Wuksinic, General Manager of Corporate Services & Acting General Manager Emergency Services
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### Recommended by the C.A.O.

 Mark Mieto, Acting Chief Administrative Officer
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# Request for Recommendation Priorities Committee



<b>Recommendation</b> <i>continued</i>	<b>Background</b>
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Please indicate if the information provided below is a continuation of the Recommendation or Background

<b>Report Authored By</b>
Name and Title

<b>Division Review</b>
Name and Title

Mrs. Gilliard has requested to appear before Council regarding the condition of water in the Community of Chelmsford and she has been added to the Priorities Committee.

Subsequent to her letter, a petition was presented by Councillor Bradley at the City Council Meeting of October 10<sup>th</sup>, 2002.

The Committee should be aware that the Gilliards have submitted an insurance claim against the City of Greater Sudbury and that their claim is currently under investigation by the City's Insurance Adjusters.

Mr. and Mrs. Gilliard have been advised that while Council is prepared to listen to their concerns regarding the condition of their water supply in the Community of Chelmsford, they should appreciate that neither Members of Council nor staff can comment on the specifics or the status of their insurance claim against the City.

Prior to the presentation, Mr. and Mrs. Gilliard will be asked by the Chair of the Community Viability Sub-Committee, Councillor Petryna, to focus their remarks on the general issue of water problems in Chelmsford only.

# Water Problems Petition

Received  
2002-10-10  
for  
Attest &  
Signature for  
[Signature]

We are asking the people of Chelmsford to sign this paper with your **Address & Phone #**

The Greater Sudbury water works is saying that there was no complaints about the water in the past and that the water is not colored, they are saying, our claim is not valid, because nobody in the town has made a formal complaint, I'm asking the people to fill out this petition so we can show, that there is a problem with the water

PRINT NAME	ADDRESS	PHONE
Dease Phillip	55 Williamsr Chelmsford	855-1990
<del>Old Gutter</del>	191 CHARLITE ST CHELMSFORD	855 3944
France Filiatreault	1007 Shirley St Chelmsford	855-6345
Laurier Chartrand	23 Yonge St Chelmsford	855 4853
Yvonne Simard	134 Laurette	855-3698
Laurette Devost	43 AVENUE Cit. Chelmsford	855-2155
Janet Craig	252 DAVID ST CHELMSFORD	855-8880
Rolande Fournier	3512 John St 2nd Fl Chelmsford	855-9803

# Water Problems

## Petition

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PRINT NAME	ADDRESS	PHONE
Natacha Minor	3135 Errington St.	855-4375
(I agree that the water is colored when the pipes are being worked on.) (Other than that, it seems to be fine)		
Roxanne Heron	3537 Keith	855-7259
Nymca Sidhan	3533 Keith	855-7282
Lois Dalcourt	15 Andover	855-0364
Chantal Bussard	St-Anthony Hammer	9109-6307
Monique Jassin	192 Carleton	855-3109

# Water Problems

## Petition

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PRINT NAME	ADDRESS	PHONE
Jennifer Anderson	121 Coté Apt #5, Chelmsford	855-0920
Johanne Beres	212B Aurorest, Chelmsford	855-6653
Janet Audie	3235-4 Excelsior Ave. Chelmsford	855-9274
Melanie Simard	243 Charette St Apt. 4 Chelmsford	855-1935
ETIENNE BLAIS	3415 ERRINGTON AVE, CHELMSFORD	855-2136
BOB DOIRON	7 MARIONS CHELMSFORD	855-1365
Noëlla Doiron	7 Marion St Chelmsford	855-1365
J. Dubeau	114 Cote Chelmsford	855
Rarry Gauthier	Chelmsford	855-2883
Donna Martwand	188 Charette St. Chelmsford	855-5999
Denis Vaillancourt	104 Vaillancourt Cr.	855-1924
Vigint Jamach	53 St Marie Ccs	855-8124
Que Beauvais	253 Charette	690-1869
DAN GAUTHIER	253 CHARETTE	690-6330
Genevieve Gauthier	244 Charette	
Bernard Gauthier	3339 Errington St Apt 11	855-2404
the 1st	3553 No. Denise Rd.	855-5780



# Water Problems

## Petition

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PRINT	NAME	ADDRESS	PHONE
	Josee Rolet	49 Goldie	855-7815
	Derek Rolet	" "	" "
	Kristian Tremblay	116 Rodrigue	855-9676
	Michelle Villeneuve	49 Goldie	
	Skylar Anne R.		
	Raymond Roy	136 Vaillancourt (all 3 towns) <sup>Chelmsford</sup>	855-0468
	Mom 2013	716 main St.	855.
	MICHEL EDORON	3577 FERRINGTON	855 NO
	David Chacelle	3457 Eccleston	
	Jeremy Cloutier	4133 Reg Rd 35	983-2732
	Shelly Cloutier	4123 Reg Rd 35	983-2732
	Jane Chevin	EDWARD ST.	
	Napoleon Charbonneau	St Albert St	855-9481
	Sibette Verin	207 Bridge St	855-2970
	Jean Hack	131 Marion St.	855-9993
	Jean-Dixie Proulx	Chavelle Chelmsford	855 9468

### NOTICE OF CLAIM

Name: FRANCE Gilliard  
Please Print

Address: 3331 Errington Ave.  
(Street Number, Name and Apartment Number)

Chelmsford Ont. R0M1K0  
(City) (Province) (Postal Code)

Telephone: (Home) 855-9603 (Business) SAME

Date of Incident/Accident: May 22 Time of Incident/Accident: 10:30 am/pm

Location: Wash Mart + Cafe Incident/Accident:

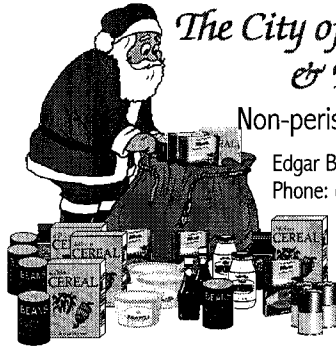
**DETAILS OF INCIDENT/ACCIDENT: (Was this area under construction? Weather conditions if applicable? Was the Police Department notified?)**

People can not wash there clothes  
A lot of people white clothes discolours  
brun to goldish color  
lot of business.  
I had to reimburse there money &  
oxy clean & javex

Relief Requested: \_\_\_\_\_

Date: May 22/2002 Signature: France Gilliard

Received by: Sue Bradley Date: May 22/02



*The City of Greater Sudbury Business  
& Employee Food Drive*

Non-perishable food helping those in time of need

Edgar Burton (Coordinator) E-mail: [helpingfood@unitz.on.ca](mailto:helpingfood@unitz.on.ca)  
Phone: (705) 675-8806 Website: [www.helpingfood.on.ca](http://www.helpingfood.on.ca)

October 15, 2002

We would like to show a ten-minute video presentation about the history and growth of The City of Greater Sudbury Business & Employee Food Drive. The purpose of this viewing is to inform our political and community leaders of its success and to ask for their support in encouraging participation from every community in the surrounding Greater Sudbury area. We would like to keep the growth, involvement and unity that the Food Drive history has demonstrated. Following the video, an open session for questions to Edgar Burton, the Founder and Coordinator of the Food Drive will take place.

Sincerely,

A handwritten signature in black ink that reads 'Edgar Burton'. The signature is written in a cursive, flowing style.

Edgar Burton

# Request for Recommendation Priorities Committee



Type of Decision										
Meeting Date	November 13, 2002				Report Date	October 29, 2002				
Recommendation		Yes	<input checked="" type="checkbox"/>	No		Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only					Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Sub-Committee Check-Off		
Please indicate which sub-committee will deal with this issue		
<input checked="" type="checkbox"/>	Community Viability	Public & Intergovernmental Affairs
		Financial & Program Accountability

Report Title
Cold-in-Place Asphalt Road Recycling

Policy Implications + Budget Impact	
<input checked="" type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified
<input checked="" type="checkbox"/>	Background attached

Recommendation	
<input type="checkbox"/>	Recommendation attached

Recommended by the General Manager
 D. Bélisle General Manager of Public Works

Recommended by the C.A.O.
 M. Mieto Acting Chief Administrative Officer

**Report Authored By**



D. Bélisle  
General Manager of Public Works

**Division Review**

In September of this year, Councillor Courtemanche made reference to an article he had seen in a magazine regarding the recycling of asphalt. The process is relatively new and is called Cold-in-Place Asphalt Road Recycling. This fall, staff were able to observe a demonstration of the process in North Bay, and though time will tell whether or not the process is successful, at the outset it looks very promising.

The process involves cold milling of the road asphalt, the application of a rejuvenating asphalt emulsion, and then the immediate repaving of the road, all in a single paving train. The result is a rather rough or grainy surface, and typically the recycled surface is topped with an overlay of conventional hot asphalt to provide a smooth riding surface.

The reported advantages are cost savings between 15% and 40%, depending on the thickness of the road surface that is recycled. The process also reduces reflective cracking associated with conventional overlays, and provides an opportunity to restore the crown and slope of the road. The disadvantages are that it is not well suited to urban roads with concrete gutters, manholes, valves, etc. in the road surface. Also, a limited number of contractors have invested in the equipment required, so a minimum tender of about \$250,000 would be required to justify mobilization costs from Southern Ontario to Sudbury. The process is an excellent candidate for semi-urban and rural roads, and we intend to try it on non-urban roads next year, budget permitting.

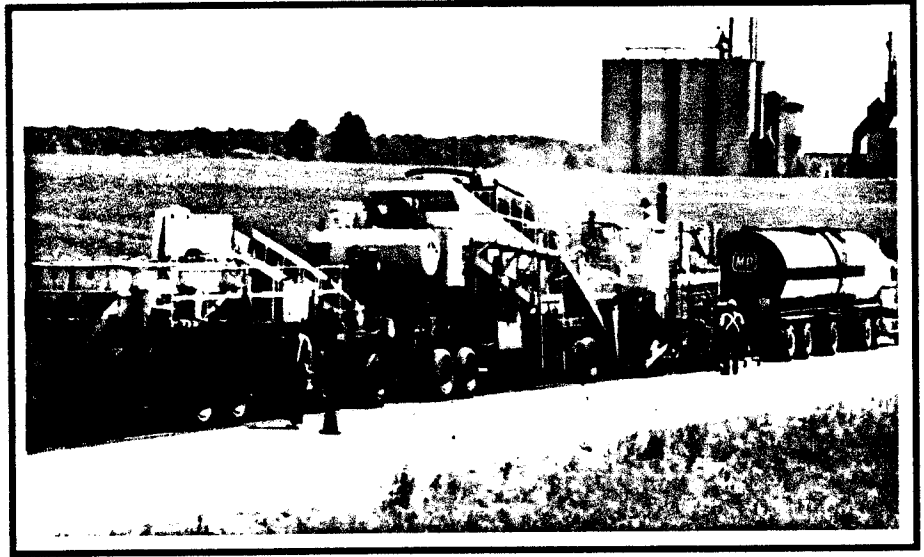
Enclosed are brief circulars from two Southern Ontario contractors who currently provide the service.

Attachments.



## **COLD IN PLACE RECYCLING**

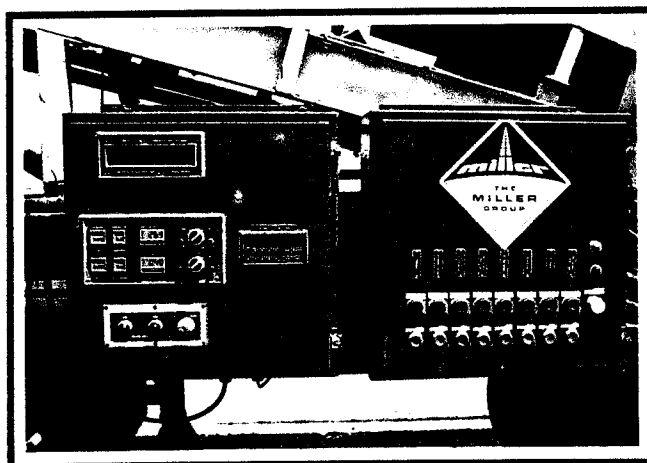
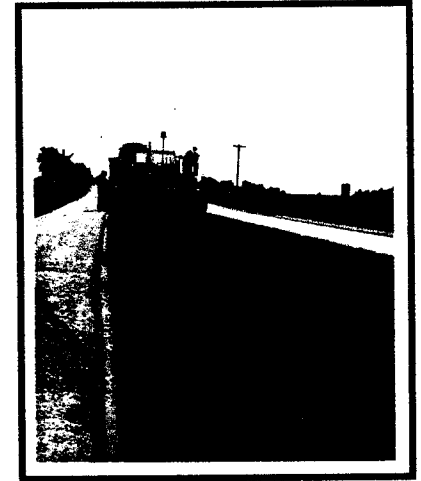
*Cold in place recycling is the latest in asphalt recycling technology.*



The asphalt pavement is reclaimed to a specified depth, sized, mixed with a polymer modified asphalt emulsion binder, and placed with a conventional asphalt spreader, all in one operation.

The mixing of the aggregate and emulsion is digitally monitored, through a computer controlled addition system, making quality control easier.

Reflective cracking through the asphalt overlay is greatly reduced, or eliminated, and the final product is a quality surface that offers a firm smooth ride.





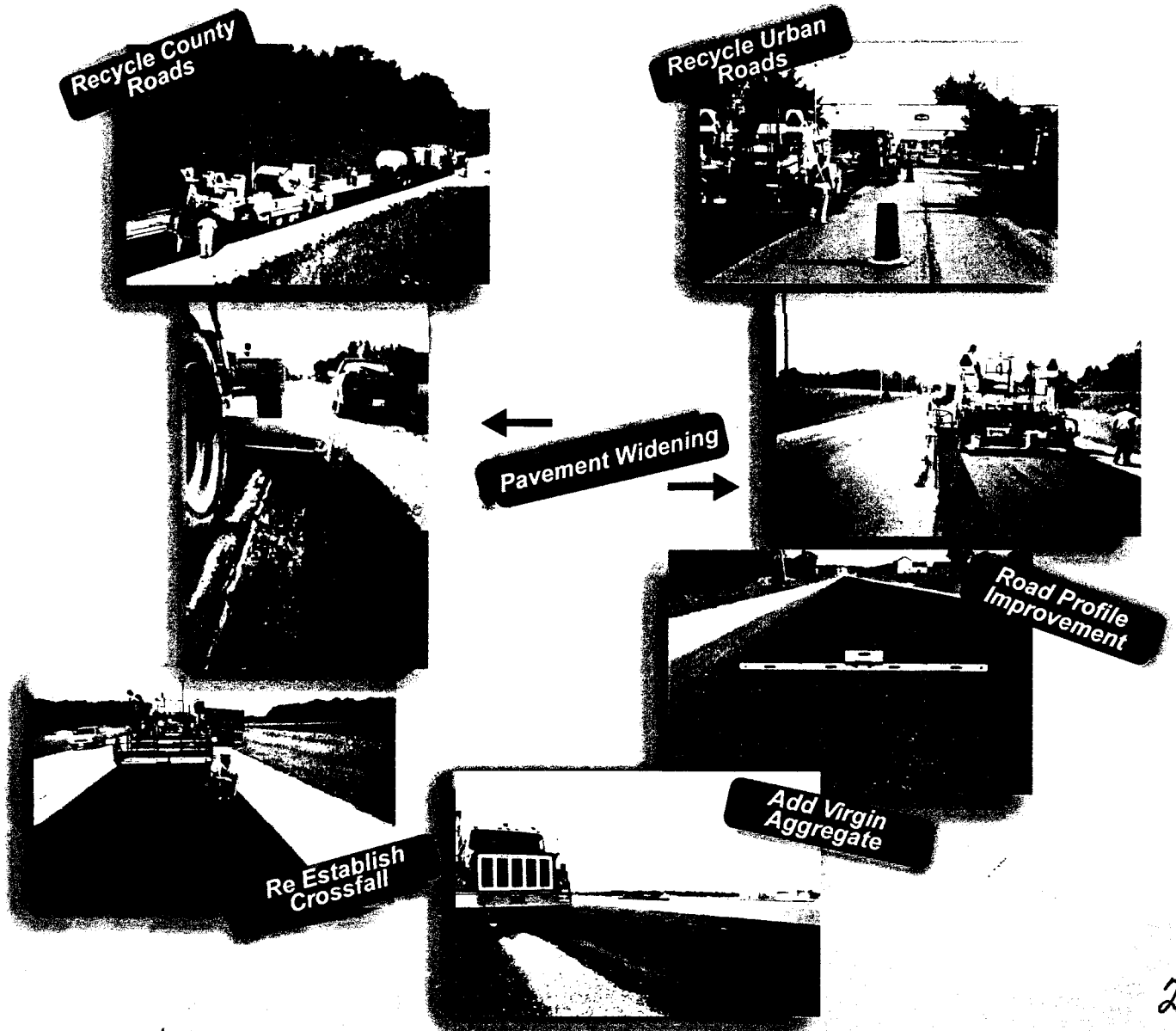
**P.O. Box 20, 255 South St. East, Durham, ON NOG 1R0  
Tel. (519) 369-3547 • Fax (519) 369-3756**

## ***Cold - In - Place Asphalt Road Recycling***

*Cold In-Place Asphalt Recycling is an extremely efficient method of rehabilitating deteriorating asphalt roadways. Cold In-Place recycling re-uses the existing pavement structure and results in a stable road at a total*

*energy saving of from 40% to 50% compared to conventional construction methods. In addition, recycling conserves our depleting non-renewable resources of aggregates and petroleum products. Today the*

*process combines sophisticated engineering and testing procedures, microprocessor blending control, specially formulated additives and highly productive machinery to achieve both superior quality and economy.*



# Cold In-Place Asphalt Recycling

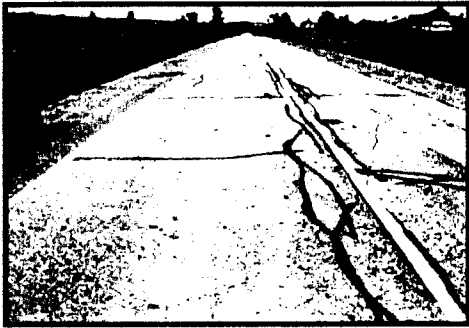
Is a cost effective full depth road rehabilitating tool that can effectively stretch your road budget dollars

## What is Cold - In - Place Recycling

Cold-in-place recycling is a full depth asphalt process. The existing asphalt is cold milled to a depth of up to 150mm from a selected road, mixed with controlled quantities of asphalt emulsion, water and virgin aggregate (if required) and deposited on the road in a windrow. It is then picked up, paved and compacted by a paving train that follows at some distance behind the recycling equipment, completing the road rehabilitation in a continuous on-site process.

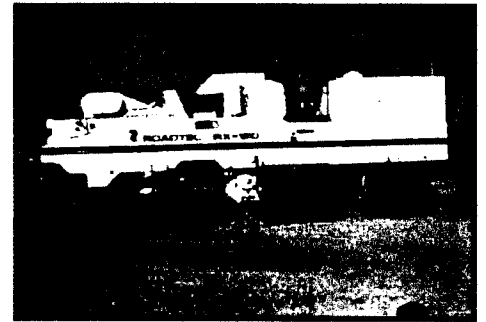
The recycled asphalt then receives a surface overlay of hot asphalt (HMA), typically ten to fourteen days later.

## Advantages Of Cold-In-Place Recycling



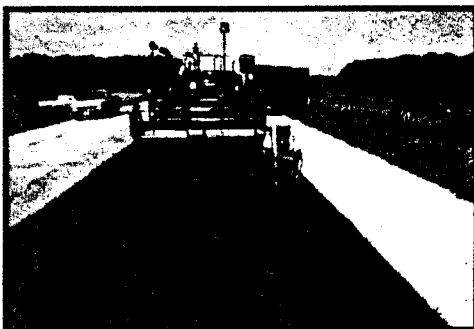
### Reduces Reflective Cracking

Normally transverse and longitudinal cracks on projects overlaid with 30mm to 50mm of hot mix reflect through the overlay within one to two years. Cold Recycled projects constructed over the past few years have proven that cracks do not reappear to any appreciable extent.



### Cost Effective

Costs for Cold In-Place recycling are very economical due to the high productivity of the equipment in use today. Production rates vary from 3 to 6 lane kilometers per day depending upon depth of material recycled.



### Restore Original Crown and Cross Slope

By using a paver with a large hopper capacity, minor irregularities in the profile of the existing roadway can be corrected, crown and cross slope can be improved. Lay down of the cold recycled material requires the close, expert attention of the paving crew. The recycled mat is then compacted by oversized compaction equipment to a smooth finish.



### Reduces Maintenance Costs

Imagine a virtually maintenance free road which resists thermal cracking and longitudinal cracking, consider these advantages in life cycle costing.



### Minor Inconvenience to the Traveling Public

One-way traffic can be maintained by the use of pilot cars or two-way radios, flag persons at each end of the construction area. The full roadway is open to two-way traffic at night and on weekends.



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