

6280 Steamer Lane
Orléans, Ontario
K1C 1C9

Recvd. Dec 4th 2012.

(b13) 837-0135

November 29, 2012

Mr. Bob Monette
Councillor
City of Ottawa

Dear Bob:

It was very nice to meet you and talk to you on November 21, 2012. As you recall, the purpose of the meeting was twofold:

1. To present you with two petition sheets (attached) from the residents of Steamer Lane, who are asking for a final lift of two (2) inches of pavement to be applied to the whole length and width of Steamer Lane (.2 kilometers); and
2. To have you randomly drive up onto and out of a few of the driveways in order to feel the drop off or lurching upwards of your car.

As you can attest, one driveway was no different nor better than another. There is about a 2 inch difference between the height of the curb and the asphalt road.

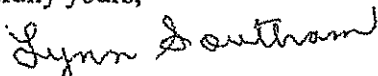
On November 22, 2012, I discussed the residents petition with Brian Swift, Planning and Infrastructure Services Department, Asset Management Branch (memo attached). We similarly did some test driving onto and off of various driveways. The results were the same as with Mr. Bob Monette.

I draw your attention to the 2nd last paragraph of the attached memo. It states "that the road was constructed around 1975, and was last resurfaced in 1988. The road has its final lift of asphalt. Even if the final lift had not been applied in 1975, it would have been completed in 1988 as part of the resurfacing at that time". These three sentences suggest three separate falsehoods. The road now does not have its final lift of asphalt (it is 2 inches short). It is suggested that if not applied in "around 1975" then it was applied in 1988. This suggests that it would have been completed in 1988. I do not think that the Planning and Infrastructure Portfolio has any definite idea or proof to suggest that a final lift was applied in either 1975 or 1988. Indeed, the final lift has not yet been made. This is further evidenced by the fact that Mr. Swift and I did a drive through o a few of the adjoining roads and found most of them to have their asphalt paved flush to the top of concrete gutters, exactly what we are asking for.

What I would ask of you, Mr. Monette, is to arrange for me to present our street's petition to a full council meeting of the City of Ottawa. I would request that this be done rather quickly so that funds can be set aside within the 2013-2014 budget.

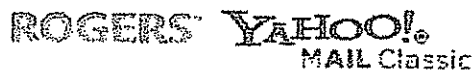
I thank you for your speedy conclusion.

Respectfully yours,



Lynn Southam

c.c. Brian Swift
atts.



Steamer Lane

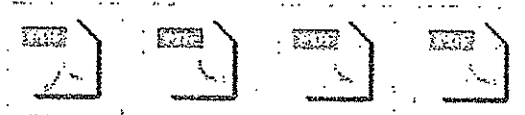
Friday, November 23, 2012 9:27 PM

From: "Swift, Brian" <Brian.Swift@ottawa.ca>

To: "southams@rogers.com" <southams@rogers.com>

Cc: "Monette, Bob" <Bob.Monette@ottawa.ca>, "Rathwell, Douglas" <Douglas.Rathwell@ottawa.ca>, "Gagné, Luc" <Luc.Gagne@ottawa.ca>

4 Files (381KB)



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Dear Mr. Southam,

It was a pleasure meeting you and thank you for taking the time to explain the issues relating your street.

You had some questions regarding who reports to whom and from which departments. I hope the following information is helpful.

The group that Doug Rathwell and I are under is Planning & Infrastructure Portfolio, Infrastructure Services Department, in the Asset Management Branch. We deal with programming rehabilitation of existing roads, sidewalks, guiderails, and transit for the City of Ottawa.

The other group that I referred to as Public Works is under City Operations Portfolio, Public Works Department, Roads & Traffic Operations & Maintenance Branch. They deal with the day to day maintenance of the right of way (including snow removal and patching pot holes).

Here is the link to the City of Ottawa Organization chart.

http://ottawa.ca/en/city_hall/policiesadministration/charts/index.html

In response to your request and petition (attached), please find below information related to the management of the City's road network, as well as details regarding Steamer Lane.

Background

The City of Ottawa utilizes a Pavement Management Application (PMA) system to maintain the inventory of all roads (approximately 5,650 km) within the City. It catalogues information on each road such as daily traffic volume, riding comfort, surface distresses, structural adequacy of the pavement structure and soils, past maintenance history and other road inventory data. The system is continually updated with condition data collected annually on a 3-year cycle for freeway, arterial and transitway road sections, and on a

5-year cycle for remaining roads. The system uses the pavement condition data to calculate a Pavement Quality Index (PQI) on a scale of 0-10 for each road section. Based on the established thresholds of what is considered acceptable, a PQI score of less than 4.0 for local roads, 4.5 for collector roads and 5.0 for freeway/arterial/transitway roads are considered to be in need of pavement rehabilitation.

All upgrades to public roadways are subject to the availability of funds as established in the annual budget process. Over 20% of the network is considered to be in need; however, traditionally approximately 1.5% of the paved road network each year is resurfaced. Since the funding does not match the needs, a further cost/benefit analysis is undertaken. Roads that support transit and that have higher traffic volumes score more points, as do roads that have been in a backlog condition for a number of years. Arterial and collector roads, particularly those that carry substantial bus and truck traffic, will be rehabilitated more frequently than local roads. Staff conduct visual inspections of the highest priority roads to validate the ratings.

The prioritization process has been refined over the last ten years and the focus of funding has been shifted to the major road network and high volume roads, and which has led to the reduction of funds spent on local streets from about 30% in 2003 to 5% in 2012.

The renewal treatments can vary from preservation treatments (i.e. crack sealing, microsurfacing and thin overlays), resurfacing (i.e. mill and pave) to reconstruction. When establishing annual rehabilitation programs, various renewal options are considered to optimize the life cycle of the roadways. Fixing only roadways that are beyond the warrant levels is not a cost-effective approach. It is necessary to intervene and undertake preventative works to extend the life of the roadways since rehabilitation or reconstruction is very expensive.

Preservation treatments have the benefit of extending the service lives of existing pavements by sealing the road surface and correcting minor road imperfections. The application of preservation treatments to roads that are still in fair to good condition is intended to extend the life of the road and delay more costly resurfacing and reconstruction. For example, microsurfacing (slurry-type product consisting of asphalt emulsion, mineral aggregate, water and other additives, placed at a 12-15 mm thickness) is approximately 30% of the cost of a new asphalt overlay and is expected to last between 5 and 8 years. The City has been using this treatment since 2002 with very good results.

Similarly, we employ the use of slurry seals on our surface treated roads (like Belmeade) to improve lifecycle performance and reduce the rate of deterioration of the edges of pavement.

In establishing priorities for road improvements, we also coordinate the work with other infrastructure needs (e.g. sewer/drainage, watermain, intersection improvements, traffic calming, capital growth projects, etc.).

In addition to needs identified through the Pavement Management system, enquiries and Public Works input, we are challenged with many other competing needs such as roads

that have been removed from the Truck Route network because they can no longer support heavy loads, deteriorating freeway sections that are costly to maintain/patch because of high traffic control costs, and road sections that suffer from severe spring heaving. Roads that remain in a backlog condition awaiting funding results in additional pressure on Public Works resources to maintain the roads.

Steamer Lane from Grey Nuns Dr to Sundown Cr

The road was constructed around 1975 and was last resurfaced in 1988. The existing concrete mountable curb and gutters were constructed to the standard of the day and the asphalt has been paved flush to the concrete gutters. The road has its final lift of asphalt. Even if the final lift had not been applied in 1975 it would have been completed in 1988 as part of the resurfacing at that time.

Detailed pavement condition data was last collected on Steamer Lane in 2008 and is not identified as a current need for rehabilitation. The road and curbs are in overall fair condition. Based on projected funding and backlog of needs, Steamer Lane falls beyond the 2012-2015 planning horizon. When resurfacing does take place the reinstatement will likely be similar to that of Grey Nuns Dr or Lumberman Way which would alleviate the curb issue.

Until then, Public Works will continue to maintain road condition as best they can.

Once again, sorry for the delay in responding.

Thank you,

Brian Swift, C.Tech.

Rehabilitation Technologist - Roads & Sidewalks

Infrastructure Assessment and Program Development - Transportation Unit

ABM, ISD, Planning and Infrastructure

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