



2021 Division Road North
Kingsville, Ontario N9Y 2Y9
(519) 733-2305
www.kingsville.ca
kingsvilleworks@kingsville.ca

Date: May 15, 2018
To: Mayor and Council
Author: G.A. Plancke – Director of Municipal Services
RE: Road 2 E. Request for Improvement
Report No.: MS 2018 - 27

AIM

To provide Council with an update of the current condition of Road 2 E from Kratz Sideroad to Union Ave, and to identify anticipated costs to modify the surface and cross section as identified in the 2012 Master Transportation Plan, or modify to a hybrid version to accommodate current vehicle demand and loading consistent with work done on Road 2 E west of Kratz to Division.

BACKGROUND

308-2018

Moved By Deputy Mayor Gord Queen

Seconded By Councillor Tony Gaffan

That Council receives the presentation of Corey Versnel and Stan Johnson regarding the condition of Road 2 East from Kratz Sideroad to Union Ave.; and further, directs Administration to prepare a Report for Council consideration.

DISCUSSION

Road 2 E. from Kratz Sideroad to Peterson Lane is a two-lane tar & chip secondary road. This section was constructed to rural cross section standards in the mid 1980's. An additional 12" (300mm) aggregate road base was installed above an existing road base and surface raising the level to current grades.

Peterson Lane to Union Avenue has an asphalt road surface placed after major infrastructure installation in 2006.

Over the years, Road 2 E. has experienced volume increases due to residential and greenhouse growth in the immediate and greater Kingsville proper areas. Traffic volumes have reached greater than 5000 vehicles per day on average, with some peak days

exceeding this average as many drivers utilize this road as a by-pass to County Rd 20/Main St E.

There have also been more than a few utility projects and restorations along the corridor, which has exasperated concerns regarding driveability in some areas; however the stability of the road is generally sound which suggests that the road base is adequate for the current vehicle loading.

Geotechnical investigations will be initiated to confirm the suitability of the road base and to recommend an asphalt design.

Listed within the 2012 Master Transportation Plan, Road 2 E. were improvements divided into three (3) separate reconstruction projects:

Project	Project Estimate (2008 \$)	Improvement Period	Improvement Type
1. Division Rd to Kratz	\$3,877,000	1-5 years	Urban Standard
2. Kratz Road to Queen Blvd	\$2,000,000	6-10 years	Vehicular Loading / Rural Standard
3. Queen Blvd to Union Ave	\$1,551,000	6-10 years	Urban Standard

Due to a road surface failure event which affected an area just east of Division Rd to Kratz Sideroad in 2016, modifications to the tar & chip surface were completed.

At that time, the road was pulverized, graded, and resurfaced using a single 40mm lift of HL4 asphalt. The cross section was increased to include a 1.0m – 1.5m paved shoulder on both sides of the roadway.

The modification to the planned standard was originally anticipated to be a temporary improvement, however other than a few minor settlement issues, and damage because of heavy construction activity, the single lift road surface has held up better than anticipated.

As a result of the performance experienced in the first segment repair, staff will be reviewing the potential for a modified asphalt plan similar to the first segment for the remainder of Road 2 E. (Kratz Road to Peterson Lane.) pending any Geotechnical recommendations to the contrary.

Costs for the modified version compared to the planned improvements as identified in the 2012 Master Transportation Plan, would be considerably less than those identified in the plan.

The cost to pulverize, grade, compact and place a single lift of HL4 asphalt from Kratz to Peterson) has been estimated at \$627,750.

The cost identified represents the inclusion of two 3m traffic lanes, plus an additional 1.5m paved shoulder on each side for a distance of 3100 m. (Approximately 27,900 m²)

It is to be noted that the above estimate does not include the modification/reconstruction of two Municipal Drain road crossing culverts (Scratch Wigle Drain Branch, and the Fulmer Drain) which would be required if the road were widened to accommodate the improved road cross section. Preliminary cost estimates for the two culvert reconstructions could add an estimated \$700,000 - \$1,000,000 to the overall Road 2 E. reconstruction cost.

LINK TO STRATEGIC PLAN

To become a leader in sustainable infrastructure and development.

FINANCIAL CONSIDERATIONS

None at this time however, to be reviewed during 2019 budget deliberations for project consideration.

CONSULTATIONS

Municipal Services Internal
Dillon Consulting
Shepley Excavating & Road Maintenance

RECOMMENDATION

That Council receive the report, and that the Road 2 E reconstruction / repaving project be considered during the 2019 budget deliberations.

G.A. Plancke

G.A. Plancke Civil Eng. Tech (Env)
Director of Municipal Services

Peggy Van Mierlo-West

Peggy Van Mierlo-West, C.E.T.
Chief Administrative Officer