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INTRODUCTION

Town Staff have identified an opportunity to more efficiently improve the service level experienced by users of our road network.

The Town's current Capital Project practice is to rebuild roadways when necessitated by replacement, repair, and/or installation of underground infrastructure: stormwater management; sanitary sewer; and watermain.

Asphalt paving having a life expectancy of less than half that of buried infrastructure means that either:

- a) Said infrastructure is replaced prematurely; or
- b) Roadways are allowed to deteriorate to a point where usability suffers.

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FLEXIBLE PAVEMENT DISTRESS

“Poor roads affect us all. They make us late, cause delivery delays, contribute to congestion and, most importantly, can endanger those who use them.” CAA Canada



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ONTARIO'S WORST ROADS

CAA's annual Worst Roads campaign draws unwanted attention to poor performing Municipal roadways – recognize any of this year's?

Western

✕

Includes Brant, Huron, Middlesex, Norfolk, Oxford, Perth County, the Waterloo Region and more.

Rank	Road Name	Municipality
1	York Road	Guelph
2	Adelaide Street North	London
3	York Street	London
4	Ira Needles Boulevard	Waterloo
5	Adelaide Street South	London

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WE'RE NOT TALKING ABOUT TRAFFIC



CONNECTED. ENRICHED. INSPIRED.

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WE'RE NOT TALKING ABOUT CATASTROPHIC FAILURE



CONNECTED. ENRICHED. INSPIRED.

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SAY IT THREE TIMES FAST

Flexible Pavement Distress typically falls into one of the following three categories:

1. Cracking
 - Alligator Cracking or "Alligatoring"
 - Longitudinal Cracking, etc.
2. Surface Deformation
 - Rutting
 - Distortion, etc.
3. Surface Defects
 - Potholes
 - Raveling, etc.



The Plan

Staff is proposing an annually funded, periodic refurbishment program to extend the life cycle of our linear infrastructure and immediately translating in to a service level improvement for Town residents and visitors



CAN WE JUST FIX THE BAD SPOTS?

The Town's Public Works Department has a modest annual maintenance budget for road surface patching and crack sealing – what we call, localized repair – intended to address immediate safety concerns (think potholes) and/or extend the pavement's useful service life.



We liken this to patching a flat tire (ironically, potholes can cause flat tires) - sometimes we can, multiple times even, until replacement is absolutely necessary; sometimes, patching a flat tire is simply not possible.

WHICH ROADS?

As part of our Asset Management Plan, the Town's Engineering Department completes a Pavement Condition Assessment every five years; the next one is slated for 2025.

A visual representation of the condition of our Roads Network in 2020 is shown here.

Staff evaluate this regularly updated data set to help prioritize future Capital Projects.



ASSET MANAGEMENT PLAN

The Town has recently adopted the 2024 Asset Management Plan (AMP) as required by O. Reg. 588/17, wherein the Lifecycle Management Strategy for our Roads Network is defined.

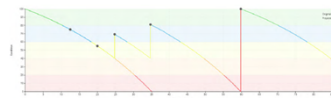
The proposed aims to align our practice with the AMP's stated objective including extending the service life of roads at a lower total cost.

4.1.4 Lifecycle Management Strategy

The condition or performance of most assets will deteriorate over time. This process is affected by a range of factors including an asset's characteristics, location, utilization, maintenance history and environment.

The following lifecycle strategies have been developed as a proactive approach to managing the lifecycle of the Town's roads. Instead of allowing the roads to deteriorate until replacement is required, strategic rehabilitation is expected to extend the service life of roads at a lower total cost.

Roads - Arterial		
Event Name	Event Class	Event Trigger
1 st Crack Seal	Maintenance	Condition: 75-90
2 nd Crack Seal	Maintenance	Condition: 55-75
Partial Depth Rehabilitation ¹	Rehabilitation	Condition: 40-55
Full Depth Rehabilitation ¹	Rehabilitation	Condition: 40-55
Asset Replacement/Reconstruction	Rehabilitation	Condition: 0-40



COMMUNITY STRATEGIC PLAN

Obviously, good roads help fulfill the Town's Corporate Goal of Connectivity & Transportation – Staff believe implementing such a program also supports the remaining Goals: Community Growth; Business Attraction, Retention & Expansion; Customer Service, Communication & Engagement; and Lifestyle & Amenities – truly, the greatest good for the greatest number of people.

- 1 *Lifestyle and Amenities*
Within the community Tillsonburg will strive to offer all residents the amenities, services and attractions they require to enjoy balanced lifestyles.
- 2 *Customer Service, Communication and Engagement*
The Town of Tillsonburg will strive for excellence and accountability in government, providing effective and efficient services, information, and opportunities to shape municipal initiatives.
- 3 *Business Attraction, Retention and Expansion*
Through community and regional partnerships, Tillsonburg will attract and retain a diverse range of businesses, creating employment opportunities for residents and a balanced tax base.
- 4 *Community Growth*
The Town of Tillsonburg will accommodate and support sustainable growth.
- 5 *Connectivity and Transportation*
Tillsonburg will strive to improve connectivity for residents and businesses through traditional and digital infrastructure.

HOW MUCH?

A recent asphalt resurfacing project (Bayham Drive) cost approximately \$56 per square metre.

The average length of a Tillsonburg road segment is about 154 metres.

At this rate, the cost to resurface an average Town roadway would be approximately \$60,000.

An annual budget of \$240,000 would permit the Town to resurface about a number of roadway in addressing a number of poor performing roads.

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Thank You

Questions?

Tillsonburg
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