

**Town of Bon Accord  
AGENDA  
Special Meeting of Council  
August 3, 2022 4:30 p.m. in Council Chambers  
No Live Stream Available**



- 1. CALL TO ORDER**
- 2. ADOPTION OF AGENDA**
- 3. DELEGATION**
  - 3.1. Imad Bazzi and Diego Mejia – Associated Engineering
- 4. NEW BUSINESS**
  - 4.1. 46<sup>th</sup> Street Road Project Change (enclosure)
- 5. ADJOURNMENT**

**TOWN OF BON ACCORD**  
**REQUEST FOR DECISION**

<b>Meeting:</b>	Special Meeting of Council
<b>Meeting Date:</b>	August 03 <sup>rd</sup> , 2022
<b>Presented by:</b>	Jodi Brown, Town Manager
<b>Title:</b>	46 <sup>th</sup> Street Road Project Change
<b>Agenda Item No.</b>	4.1

**BACKGROUND/PROPOSAL**

At the June 10th, 2022, Special Council Meeting of Council:

DEPUTY MAYOR LAING MOVED THAT Council direct Administration to proceed with the 2022 Road Rehabilitation Project including 46th Street, 51a Avenue (as originally discussed) and 48th Street for a total approved project cost of \$633,094.00.

***CARRIED***

**DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES**

On July 28<sup>th</sup>, 2022, Associated Engineering advised the Town of the following:

The contractor encountered challenges with completing Full Depth Reclamation (FDR) on 46 Street. The asphalt in the road is placed on top of a soil cement base. This base is made up of granular material mixed with cement. The boreholes identified soil cement base in this roadway, however it was expected to break up at a productive rate using the pulverization equipment. 50a Avenue completed last year had soil cement under the asphalt and it did not provide similar challenges.

There are pockets of very strong soil cement on 46 Street. The contractor was able to pulverize a portion of the roadway but ran into pockets of hard soil cement that damaged their equipment. AE and Thurber visited the site to review the ground conditions and measure thicknesses of the asphalt and soil cement base. It is believed the cement was applied unevenly on the base during construction creating pockets of strong soil cement that cannot be pulverized.

While the observed strength of the underlying soil cement base is too strong to complete pulverization, it reopens the door for Mill and Overlay as an option. This option was not originally recommended for this roadway as the original asphalt cores showed low asphalt thickness, which when milled would expose the underlying base. This creates a risk in construction, as the base may be unsuitable requiring reconstruction of the roadway.

Given that the underlying base has been confirmed to be strong, Mill and Overlay may be considered as a suitable option. We reviewed the site observations with Thurber and recommend milling 40 mm from the existing surface and overlaying with asphalt.

There are two options for the new asphalt thickness---with cost implications as presented below:

- Option 1 – Mill 40 mm, Overlay 90 mm (overlay gutters by 50 mm)
  - Calculated Service Life: **20 years (with proper maintenance)**
  - 3 concrete swales have already been installed. The swales would not be overlain with asphalt. Instead, the area adjacent to the swale can be prepared to allow for a full asphalt thickness to be placed to tie into the swale. The gutter overlays upstream and downstream of the swales will have to be tapered to allow for drainage along the gutters.
- Option 2 – Mill 40 mm, Overlay 50 mm
  - Calculated Service Life: **12 years (with proper maintenance)**
  - This option does not overlay the gutters.
  - A standard crown for this 9.5 m wide road is 130 mm. Following milling, levelling coarse may be used to establish a 150 mm crown prior to the 50 mm overlay. This allows more asphalt to be placed in the road.
  - Based on the contract unit rates, Option 2 is approx. \$60,000 cheaper than Option 1.

## STRATEGIC ALIGNMENT

### ***Priority 3: Infrastructure***

The Town of Bon Accord is maintaining and improving all infrastructure in a fiscally responsible manner.

## COSTS/SOURCES OF FUNDING

The milling unit rate is cheaper than FDR and therefore Associated Engineering expects the cost to complete either option above to be cheaper than the original plan to complete FDR. However, the risk in completing the Mill and Overlay is that there may be some soft areas, particularly in the cul de sac, that require replacement of the base (base repair). Associated Engineering anticipates these areas can be completed within the contract amount. To be safe, we recommend starting with milling on 46 Street, rather than 48 Street/51a Avenue, in case the base repairs required exceed our expectations.

Approved project budget/contract amount: \$633,094.00

Given recent pending adjustments\* to the Canada Community Building Fund grant, there is a deficit of funding in the amount of \$6,715. This means that should the road project need to exceed the budget of \$633,094, the Town would face a higher deficit of grant funding and Council may then need to determine where the additional funding would come from i.e. reserves or possible surplus in other budget areas.

\*The pending adjustment is notification from Municipal Affairs that the Town's carry forward balance of CCBF is less than previously expected. Previously the Town expected \$484,835 however Municipal Affairs indicates that the carry forward is \$439,268. There is further information coming forward regarding this matter at the August 16 regular meeting of council.

### **RECOMMENDED ACTION (BY ORIGINATOR)**

#### **Choose one of the following options:**

1. THAT Council direct administration to proceed with Mill and Overlay Option 1 (Overlay 90 mm (overlay gutters by 50 mm).
2. THAT Council direction administration to proceed with Mill and Overlay Option 2 (Mill 40 mm, Overlay 50 mm) and further direct administration to bring forward options for reallocation of \$60,000 of the allocated project budget.
3. THAT Council direct administration to....