

# Request for Recommendation Finance Committee



Type of Decision									
Meeting	March 5, 2007				Report Date	March 5, 2007			
Decision Requested		Yes	X	No	Priority	X	High		Low
	Direction Only				Type of Meeting	X	Open		Closed

Report Title
Roads Maintenance


Budget Impact / Policy Implication	Recommendation
This report has been reviewed by the Finance Division and the funding source has been identified.	

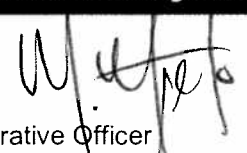
N/A

FOR INFORMATION


Background Attached

Recommendation Continued

**Recommended by the Department**  
  
 Caroline Hallsworth  
 Executive Director, Administrative Services

**Recommended by the C.A.O.**  
  
 Mark Mieto  
 Chief Administrative Officer

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Report Prepared By	Division Review
 Sue McCullough Quality & Performance Initiatives Co-ordinator	

**BACKGROUND**

As requested by Councillor Craig, attached for the information of Council is data extracted from our two performance measurement programs, the Municipal Performance Measurement Program (MPMP) and the Ontario Municipal CAO's Benchmarking Initiative (OMBI) as they relate to roads maintenance.

The first attachment is an extract of Pages 10 and 11 from the 2005 Municipal Performance Measurement Program Report to Citizens. These efficiency measures look at the operating costs for both paved (hard top) and unpaved (loose top) roads per lane kilometre. The Chart contained on Page 10 of the extract has been updated to reflect the estimated costs for 2006.

The second attachment illustrates the comparative 2005 costs for Paved Roads Maintenance for the member municipalities who participate in the Ontario Municipal Benchmarking Initiative (OMBI).

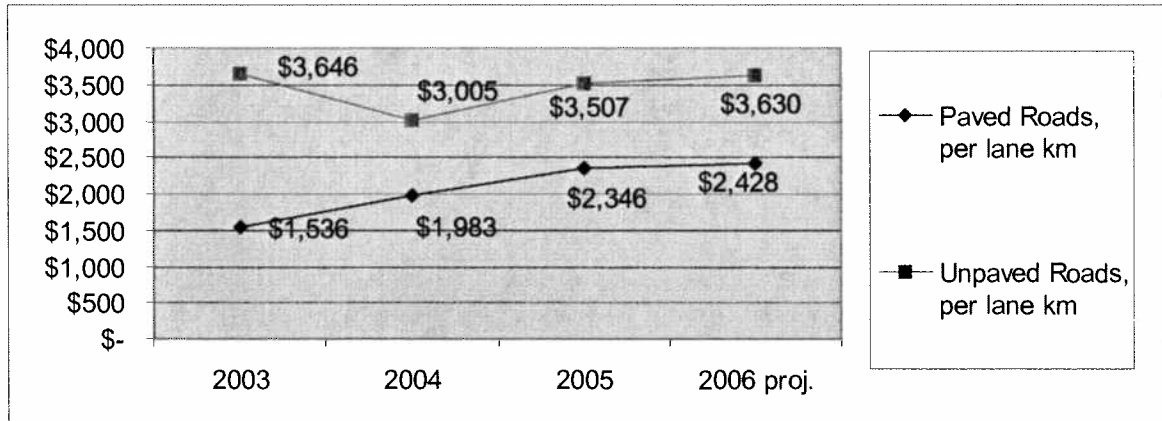
## Roads

### Efficiency Measures:

4.1: Operating costs for paved (hard top) roads per lane kilometre.

4.2: Operating costs for unpaved (loose top) roads per lane kilometre.

### Results



### Factors Affecting this Measure

The operating costs for paved and unpaved roads can be influenced by:

- climate, especially freeze/thaw cycles
- the amount of capital funding available for roads
- age of roads
- the volume and type of traffic using the roads
- budget/service levels approved by municipal councils
- the municipality's definition of what constitutes maintenance and what constitutes capital reconstruction
- initial construction standards and historical development of rural roads
- budget/service levels approved by municipal councils

## Roads

### Comments

Paved (hard top) roads are defined as roads with an asphalt surface, concrete surface, composite pavement, portland cement or surface treatment.

Unpaved (loose top) roads are defined as roads with a gravel, stone or other loose travelling surface.

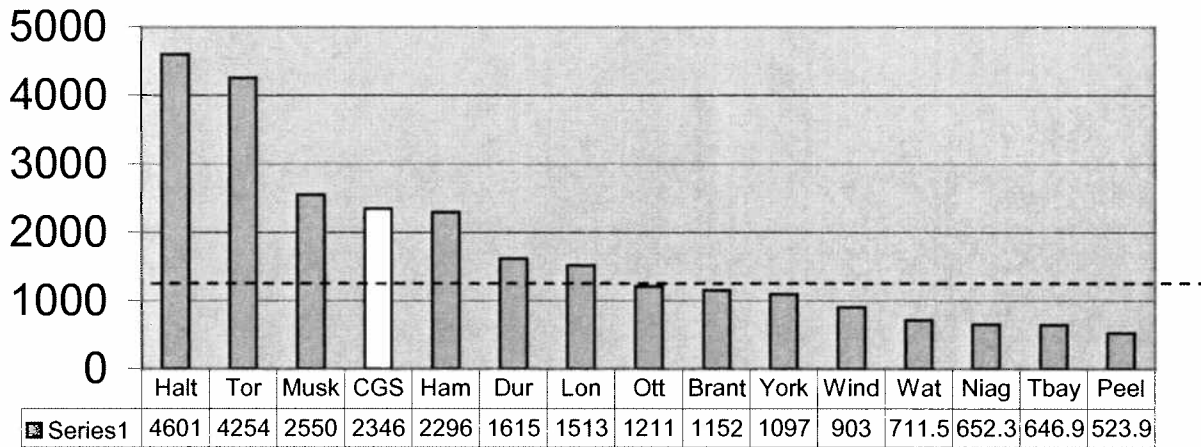
Operating costs include expenditures for frost heave/base/utility cut repair, cold mix patching, hot mix patching, shoulder and surface maintenance, surface sweeping and flushing. Surface maintenance includes crack sealing, spray patching and slurry. Capital items, such as surface treatment, hot mix overlay and hot mix patching equal to or greater than 150 metres, are not included in operating costs.

Because of frost action, roads in Northern Ontario customarily require more frequent pothole repair and resurfacing than roads in Southern Ontario.

Over the past number of years, the capital spending for roads in the City of Greater Sudbury has not kept pace with maintenance requirements resulting in higher costs for road repairs. An enhanced roads maintenance program commenced in 2004, and has resulted in higher spending, reflecting the high priority given to improving the municipality's roads, by both citizens and Council.

	2003	2004	2005
PAVED: Operating costs (millions)	\$ 4.4	\$ 5.8	\$ 7.0
PAVED: # Lane Kilometres	2,887	2,901	2,974
UNPAVED: Operating costs (millions)	\$ 2.3	\$ 1.9	\$ 2.1
UNPAVED: # Lane Kilometres	635	635	598

## 2005: Paved Roads, Cost per km. (OMBI Measure ROAD901)



**Median = 1,211**