

To: Chris Ross
Cc: Council
From: Matthew Goudy, CAO
Date: October 22, 2019

Reference: 11/154/2019-208

RE: Paving in Len Thompson Business Park

Thank you for your question regarding the use of asphalt millings to pave or upgrade the unpaved sections of Len Thompson Drive.

The width of the unpaved section of Len Thompson Drive varies between 10-10.5m which is consistent with the 10m wide paved road in the City's industrial development (Len Thompson Phase II). Drainage on the unpaved section is currently controlled through shallow ditches. Since more drainage would come off a paved road (versus a gravel road) these ditches would need to be assessed to determine the best way to handle the additional drainage. This could include a combination of regrading the ditches, installing new curb/gutter/swales, or a new storm pipe. Likewise, an assessment of the current road structure is required to determine if more gravel is needed for the new pavement to last for 15-20 years.

Neither these assessments, nor paving of Len Thompson Drive, is currently included in the 2020-2029 Capital Plan. Our best estimate to upgrade and pave Len Thompson Phase 2, keeping the ditches, between Wolf Creek Drive to Len Thompson Phase 2 is currently between \$0.3M – \$0.6M dollars. We estimate to upgrade and pave all of Len Thompson Drive (from the fish pond to Phase 2) and 55th Avenue would cost an additional \$0.5M - \$1.0M.

We can use milled asphalt as road base, which may be a feasible cost saving strategy on gravel material. However, the milled material is not as uniform as crushed gravel which means it may require a thicker layer or other treatment to ensure it provides the required strength. The best time to review the economics of using the City's stockpile of milled material would be after the assessments referenced above are complete.

Let me know if you'd like to discuss this information, or would like any additional action.

Sincerely,



Matthew Goudy, P.Eng
Chief Administrative Officer

