



**2019 ROAD REHABILITATION BI-WEEKLY STATUS REPORT
FOR THE TWO WEEKS FOLLOWING: July 24 - 2019**

WEST DISTRICT PROJECTS

Ward	Contract #	Forecast Id	Contract Description	Road	From	To	Contractor	Tentative Start Date Week Of	Tentative Completion Date	Comments	Cyclists Impact	Pedestrian Impact	Impact on Traffic
7	CP000376	LN05697	West Urban Asphaltic Overlay	Carling Av (OR 38)	Grandview Rd	Corkstown Rd	RW Tomlinson	June 3-2019	Sept-2019	Work On-going	High	High	High
7	CP000422	LN01601	Central Urban 1	Woodridge Cr	Bayshore Dr (S)	Bayshor Dr (N)	Coco Paving Inc	August 12-2019	September 17-2019	Tender Awarded	Med	Med	Med
7,15	CP000376	LN01616	West Urban Asphaltic Overlay	Sherbourne Rd	Carling Av (OR 38)	Byron Av	RW Tomlinson	May 6, 2019	Paving Completed July 8-2019	PM Lou Quigley			

Road Rehabilitation Techniques

Crack Sealing:

- o A treatment applied to roads done typically one to four years following a resurfacing project to seal reflective cracks.
- o It consists of routing and filling the crack with a sealant to reduce the infiltration of water into the pavement structure. Crack sealing does not eliminate the need for other pavement preservation or resurfacing treatments. However, it can extend service life of the road by 3 to 5 years.

Microsurfacing:

- o Slurry-type product consisting of asphalt emulsion, mineral aggregate, water and other additives, placed at a 12-15 mm thickness. This is a pavement preservation treatment used to seal the existing pavement surface and extend the road life. Skid resistance is also improved. This treatment has been used on hot mix asphalt roads and occasionally on surface treated roads.
- o This also extends the service life of the roadway by additional 6-8 years.
- o This option does not necessarily provide additional strength to pavement structure, however, it costs 3 to 5 times less than thin asphalt overlays and it is more eco-efficient by reducing carbon emission and saves on energy.
- o It is most effective when the pavement is still in good structural condition and only minor to moderate surface distresses are present.

Slurry Seal:

- o A pavement preservation treatment applied to surface treated roads a year or two after it has had a surface treatment. A slurry seal is comprised of asphalt, fine aggregate and water. This application seals any voids in the surface of the treated roads. It extends the service life and reduces the appearance of potholes.

Pulverize and Double Surface Treatment:

- o Pavement renewal treatment used for rehabilitating existing surface treated roads. The existing surface is pulverized, reshaped (or is removed if a grade raise is not feasible), emulsion is applied with aggregate and then a second emulsion is applied with finer aggregate. This is typically used on low volume roads and is less expensive than hot mix

resurfacing.

Mill and Overlay:

o A resurfacing treatment where the surface pavement layer is milled off and a new layer of hot mix pavement is placed.

o The application removes minor defects and creates a smooth roadway. In addition, the pavement surface will benefit from increased frictional properties, and the life of the road extended.

o Where the full depth of pavement has not been removed there will be reflective cracking from underlying asphalt layers, typically appearing within 1-3 years of resurfacing.

Pulverize and Pave:

o Resurfacing treatment used for rehabilitating existing hot mix paved roads. The existing surface is pulverized, reshaped (or is removed if a grade raise is not feasible) and new hot mix pavement placed. The primary advantages are that the road strength can be increased, and the potential of reflective cracking is eliminated. This is less expensive than reconstructing the road but is more expensive than milling and paving the road.

RRUG:

o Rural Road Upgrade - Upgrade road surface from Granular to Asphaltic Surface