



**The Corporation of the
City of Sault Ste. Marie**

C O U N C I L R E P O R T

May 12, 2025

TO: Mayor Matthew Shoemaker and Members of City Council
AUTHOR: Carl Rumiell, Director of Engineering
DEPARTMENT: Public Works and Engineering Services
RE: 2025 Road Resurfacing Program

Purpose

The purpose of this report is to obtain Council approval of the 2025 Road Resurfacing Program.

Background

Over the years the need to resurface roads has continued to grow and the rising cost of construction has diminished the effectiveness of the resurfacing program. Many areas of the City have fallen behind in upgrading asphalt surfaces. Pavement Condition Index (PCI) is a score assigned to every road segment in the City. The PCI score (0 – worst to 100 – best) is used as an indicator for the pavement's condition.

The resurfacing program attempts to address critical needs for all four classes of road surface:

- Class A: Asphalt road with curbs and storm sewers
- Class B: Asphalt road with roadside ditches
- Class C: Surface-treated roads
- Class D: Gravel surface

In the City's Asset Management Plan for Roads and Bridges, detailed reinvestment needs for preventative maintenance, resurfacing, and reconstruction of road surfaces have been calculated to be approximately \$12.5M annually over the next 10 years. With this annual reinvestment, the average PCI in the City will increase from a score of 53 to 55 over ten years. Scores in the 50s are in the "fair" category; however, 22% of the road segments in the City are in the "poor" to "very poor" category.

During budget deliberations over the past few years, the Engineering Division has requested an increase of \$0.5M to the resurfacing program without success. Staff will continue to make annual requests in an attempt to bring the resurfacing

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program up to an effective level in order to prevent further deterioration of the roads and extend the asset-life.

Analysis

The recommended 2025 resurfacing program includes the following streets:

Class A:

- Lyons Avenue – Korah Road to Carmen’s Way
- McNabb Street – Black Road to Trunk Road

Class B:

- Second Line West – Civic 756 to 875

Class C:

- Moss Road – Third Line to Fourth Line
- Vera Street – Riverin Avenue to Adeline Avenue

Miscellaneous Construction:

- Right Turn Lane – Second Line West at Goulais Avenue
- Pedestrian Crossover – Queen Street East at Church Street
- Temporary flexible traffic calming bollards at various locations

These road sections have been prioritized based on Public Works maintenance needs, volume of traffic, and pavement condition scores from the City’s Asset Management Plan. The program may be further adjusted depending on pricing received during tendering.

Financial Implications

There is a combined allocation from the 2025 Capital Transportation Plan and unspent amounts from previous years of \$4,511,715 for resurfacing in 2025. It is estimated that this amount will be sufficient for the 2025 Road Resurfacing Program.

Strategic Plan / Policy Impact / Climate Impact

Road resurfacing is linked to the infrastructure area of the strategic plan.

The resurfacing of roads involves the recycling of asphalt material which has a positive impact on climate.

Recommendation

It is therefore recommended that Council take the following action:

Resolved that the report of the Director of Engineering dated May 12, 2025 concerning 2025 Road Resurfacing Program be received and that the 2025 Road Resurfacing Program be approved.

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Respectfully submitted,

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