

BRIEF TO THE CITY OF COTE ST-LUC ON THE MASTER PLAN REVISION

Management of Traffic, Roads and Maintenance

1. Lack of Standards and Quality Control on Paving Repairs

Three years ago, I drove over a sunken manhole cover on Cavendish (in the left lane, northbound on Cavendish between the RRX underpass and Kildare). I had to replace a tire that cost \$543. I had complained to the city's Public Works Department, who promised to look into it. Six months later, I had to complain again, as no repairs has yet been done, though they did put out orange warning cones. It took another two months until the repair was completed. In my opinion, the city's Public Works Department should be on the lookout for significant road hazards such as this, especially on a main thoroughfare and give a higher priority for repairs in a timely manner.

This past spring, the city carried out a series of small repaving projects to repair broken asphalt along Cavendish. I was initially pleased until I hit another sunken manhole cover, again on Cavendish on the right lane southbound just before Kildare. I felt a jarring impact as my tire struck the newly paved asphalt roadway as I passed over this manhole. I went back and measured that sudden rise in elevation. The newly laid asphalt was a full two inches (50 mm) higher than the drain cover over the manhole. See the attached photo.



- When the Public Works Dept repaved that strip, shouldn't they have seen the road hazard that they created?
- Does the City of Côte St-Luc not have any technical standards on installing road drainage grilles?
- Should not the City of Côte St-Luc inspect all such projects to ensure proper quality control?
- Will the City of CSL fix this particular hazard without me needing to call them?

2. Inferior Materials Continue to be used on Road Construction

A year and a half ago, former CSL mayor Robert Libman wrote an editorial in the Montreal Gazette decrying the culture of corruption and collusion for public contracts in the road construction industry. This was officially confirmed by the Charbonneau Commission report in 2015. He stated that the organization of the bidding system used in Québec has a built-in incentive encouraging sub-standard work and materials, in order present the lowest possible construction costs. This process continues on today, despite the fact that if higher priced superior paving material with a polymer modified asphalt were substituted, the roadbed would be eight times more durable than standard asphalt and immune to temperature fluctuations. The net result is that road construction in Québec may be cheaper in the short term, but the long-term costs are much higher because the standard paving materials do not hold in our climate conditions.

There are technical studies that confirm these allegations, yet nothing had been done to correct this deplorable situation. Could the City of Côte St-Luc change their bidding procedures to demand that contractors issue performance guarantees for road construction and take responsibilities to cover the costs of all repairs for stated terms? If so, this could ultimately set a precedence for road construction all over the province.

3. Challenge the City of Montreal's Proposal for the Cavendish Extension to Have only one lane in each Direction

In my formal reply to the Government of Québec's request for comments on the proposed Cavendish Extension, I submitted the following:

- a) The proposed single lane for traffic each way is clearly inadequate.
 - Current traffic on Fleet Road and Ellerdale to and from Côte St-Luc, even outside of rush hour, warrants two traffic lanes in each direction.
 - Commercial traffic, including heavy trucks, need alternate access from Devonshire, Paré and Royalmount via the Cavendish extension to bypass Décarie and Cremazie to reach Rt 40. The northern part of the Cavendish extension will require at least two traffic lanes in both directions.
 - There will be even greater need for two or more lanes on the Cavendish extension when the Hippodrome site is converted into a major residential development.
 - It is advisable for the city to perform an in-depth traffic study to learn where and when people will be travelling to and from when they access the Cavendish extension, to determine the projected traffic load number of traffic lanes that will be required.
- b) The trench at the south end of the Cavendish extension should be extended to permit the existing roadway that accesses the parking lot at the east end of the railroad yard to cross over Cavendish.

I have since received a polite response from Mayor Brownstein on my comments, but I am afraid that it may be inadequate. The City of Montreal's proposal of planning for the extension to be of only a single lane in each direction is a major blunder and will result in a horrific waste of public funds to construct a road that will be inadequate to meet the demand. I urge the City of CSL to push more forcefully for an in-depth traffic study to determine the projected traffic load and the number of traffic lanes that will be required.

Submitted by:



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