Bojeski, Cathy

From: Andoga, Richard
Sent: October-13-17 11:16 AM
To: Vala, Sarath; Jazvac, Alan J; Krinas, Harry
Cc: Waite, Erika; Becke, Michael; Jacob, Susan; Zanello, Nicholas; Ferguson, David; Butrym, Bob
Subject: RE: Redhill Valley Parkway (CPMS 10986) - Rehabilitation Project

Sarath,
I don't have an issue, however the budget has been submitted, if you are within budget fine. We are also dealing with two very different pavement types, do we have a defined strategy confirmed to date? Also we want to discuss the same with Traffic Engineering.

Thank you,

RICHARD ANDOGA
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From: Vala, Sarath
Sent: October-12-17 3:02 PM
To: Jazvac, Alan J; Krinas, Harry
Cc: Andoga, Richard; Waite, Erika; Becke, Michael; Jacob, Susan; Zanello, Nicholas
Subject: Redhill Valley Parkway (CPMS 10986) - Rehabiliation Project

Al,
Could the limits for the RHVP rehabilitation be revised to begin North of the Mud street interchange to the QEW limits, and add the portion being left out to the Linc rehabilitation scope? Doing this would work better logistically from a Maintenance of Traffic perspective, as the traffic coming from the Linc could be detoured to Centennial Parkway via Mud Street. If the limits aren't changed the EB Linc. traffic toward QEW has to be detoured via Dartnall and Rymal to Centennial Parkway resulting in lengthier detour as the Mud Street interchange would be not in service. Please note that the change in limits would require the revision to EB on-ramp from Dartnall to RHVP (mentioned in item# 4a of the Traffic Scope) de completed later.

In a meeting on Tuesday morning with Ludomir Uzarowski (a pavement specialist with Golder Associates that was closely involved in the Linc and the Red Hill project construction), he recommended that the shoulders also be resurfaced along with the main lanes. There was a DIP analysis/Pavement smoothness survey using inertial profiler completed along Red Hill and to identify locations with dips/bumps that need to be addressed during rehabilitation by (padding the surface after the initial milling and) additional depth milling. The general observation is that most of the dips are due to the presence of utilities under the pavement or in the transition slab areas of structures.

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Harry,
Susan has suggested that all the sewers and culverts crossing the Red Hill be inspected/CCTV to ensure that the dips aren't being caused due to any structural damage.

Thanks,
Sarath Vala, PMP, P.Eng., P.E.
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