

ROADS TOWN HALL

ANCASTER MEMORIAL ARTS CENTRE

JULY 23, 2026 – 6:30 PM



Hamilton



LAND ACKNOWLEDGEMENT

We acknowledge that the City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee, and Mississaugas of the Credit.

As we work to plan for the future of Ward 12 and the City of Hamilton, we do so with the wisdom and guidance of the Indigenous people in mind so we can better understand our roles as residents, neighbours, partners, and caretakers.



PRIOR TOWN HALLS

- General Town Hall – June 2023
- Rural Town Hall – January 2024
- General Town Hall – February 2024
- Old Dundas / Old Ancaster Road – June 2024
- Hamilton Police – March 2025
- Climate Change, Rain Ready, Pollinators – May 2025
- Planning & Development – June 2025
- Road Safety & Transit – October 2025
- Protecting Yourself and Your Family (Police) – May 2026
- City Finances – June 2026

2026 TOWN HALLS

➤ Today: ROADS

➤ ANCASTER VILLAGE CORE

Craig's Current

A monthly newsletter from your City of Hamilton Councillor for Ward 12



May 2026

- Safety Townhall recording
- Updates on road rehabilitations
- Affordable housing in Ancaster
- Streetlight additions
- Roundabout vegetation and visibility
- Senior of the Year Awards nominations open
- Fire safety education
- Industrial development news for 844 Glancaster Road
- City public consultations open for comments

[Click here to subscribe to the newsletter](#)

Access previous newsletters below.

2026

MONTHLY ISSUES

January 2026
February 2026
March 2026
April 2026

SUPPLEMENTAL ISSUES



craigcassar.ca

GROUND RULES

- Respectful communication at all times
- Hold questions until the end of the presentation.
Raise your hand to speak and microphone will be brought to you
- Focus questions on tonight's topics

AGENDA

- **Transportation – Roadway Maintenance**
- Peter Snioulis
- Adam Middleton

Engineering Services

- Dipankar Sharma
- Greg Wuisman



Hamilton

ROADWAY MAINTENANCE OVERVIEW

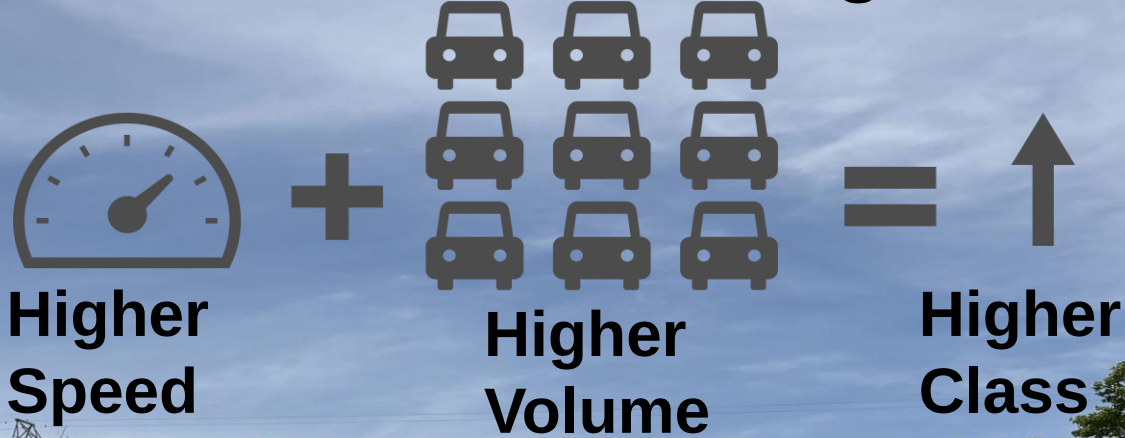
July 23, 2026

PUBLIC WORKS DEPARTMENT
TRANSPORTATION DIVISION

Roadway Maintenance Asphalt Responsibilities

- Purpose
 - Maintain the Roadways, Sidewalks, MUP's to the Minimum Maintenance Standards (O.Reg. 239/02)
- Asphalt
 - Roadway Inspection
 - Pothole repair
 - Road Resurfacing (Minor)
 - Crack Sealing

Road Classifications and Patrolling



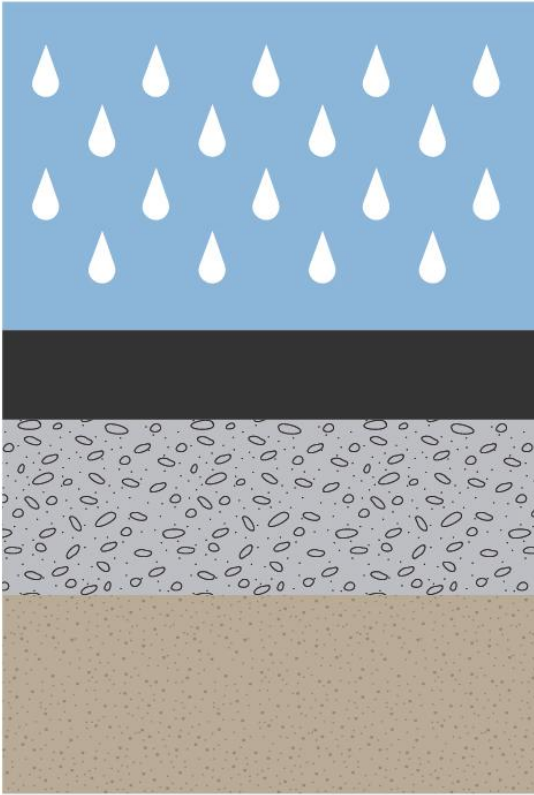
Class of Highway	Patrolling Frequency
1	3 times every 7 days
2	2 times every 7 days
3	once every 7 days
4	once every 14 days
5	once every 30 days

Potholes: Minimum Maintenance Standards (O.Reg. 239/02)

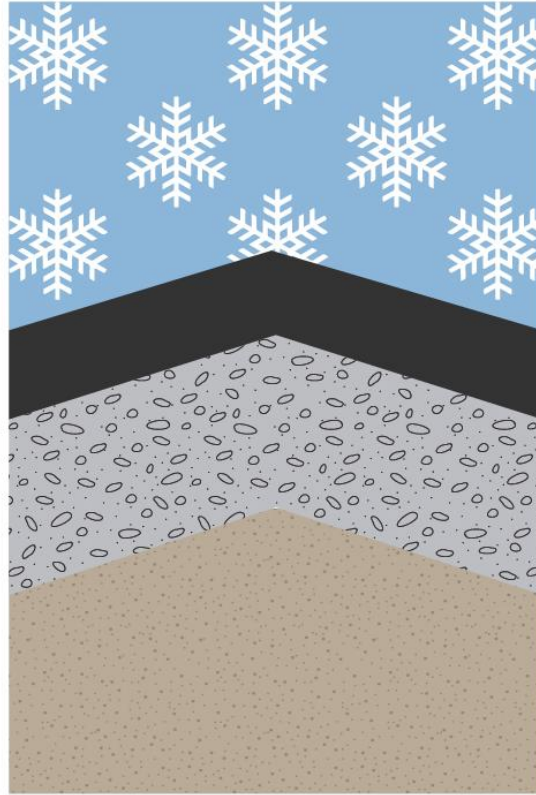
- Provincial standards that establish minimum maintenance requirements for municipal roads.
- The City uses these standards to prioritize repairs

Class of Highway	Surface Area	Depth	Time	Example Road (Ward 12)
1	600 cm2	8 cm	4 days	(Red Hill Valley/ Linc) None Ward 12
2	800 cm2	8 cm	4 days	Garner Road
3	1000 cm2	8 cm	7 days	Fiddlers Green Road
4	1000 cm2	8 cm	14 days	Sulphur Springs Road
5	1000 cm2	8 cm	30 days	Amberly Boulevard

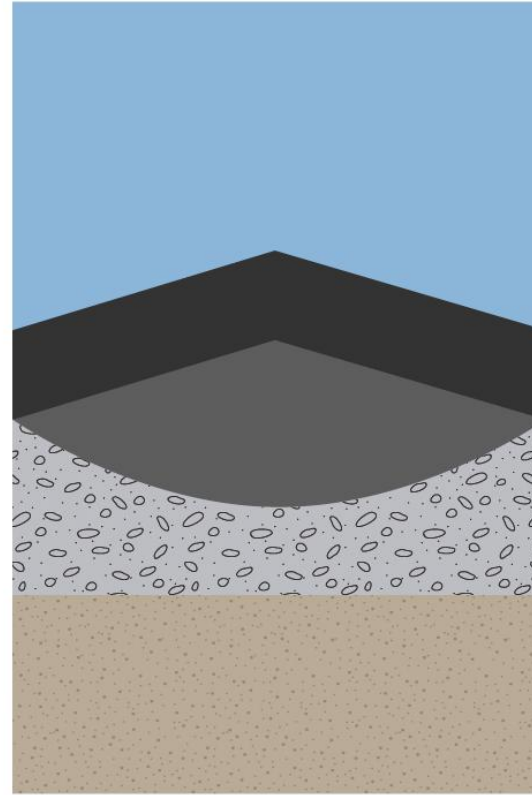
Pothole Formation



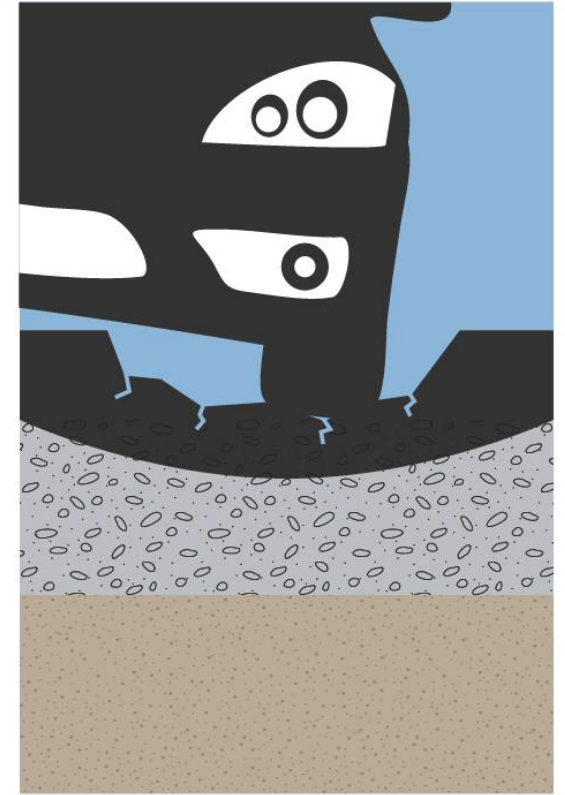
Water from melting snow and ice seeps into the pavement and softens it.



During repeated cold spells, the water in the pavement refreezes and expands, breaking up the pavement, on and below the surface.



When the ice melts, it leaves gaps inside the pavement, and the moisture further softens it.



The soft, fractured asphalt cannot support the weight of passing vehicles, and begins to break up, creating the hole in the highway.

Pothole Repair

- **How we find them**
 - Road Patrol
 - Staff
 - Councillor Offices
 - Customer Call Centre (Residents)
- **Temporary**
 - Completed during winter or when immediate action is required.
- **Permanent**
 - Completed outside winter months
 - Saw cut and full depth repairs are used for larger or recurring pavement failures.



Crack Sealing

- Typically done between 3-8 years after roadways are paved
- Prevents water infiltrating below the asphalt
- Extends the life of roadways
- Slows crack expansion
- Reduces the chances of pothole formation



Resurfacing

- Used when the road surface is worn or cracked, but the underlying structure remains in good condition.
- Existing top layer of asphalt is removed (milled).
- A new layer of asphalt is placed
- Extends the life of the roadway without requiring a full reconstruction.
- Typically completed in a relatively short timeframe, minimizing impacts to residents and traffic.



Road Resurfacing – Ward 12 (2026)

Pulverize and Pave

ROADWAY	From	To	Total Lane KM
Settlers Road	Concession 6	Old Hwy 8	1.8
Butter Road	Trinity Road	Sawmill Road	2.6
Shaver Road	Butter Road	Carluke Road	4.0
Shaver Road	Carluke Road	Sawmill Road	2.0
Concession 2 W.	Weir Road	Harrisburg Rd	3.4
Orkney Road	Governors Road	Concession 2 W	4.0
Weir Road	Concession 2 W	Governors Road	5.2

Grind and Pave

ROADWAY	From	To	Total Lane KM
Hwy 52	Concession 2 West	Governors Rd	4.2

Total lane km = 27.2

Total Cost = \$2,200,000

KEY CONTACTS

City of Hamilton Customer Contact Centre

905-546-CITY (2489)

askCITY@Hamilton.ca

Pothole@hamilton.ca



WARD 12 TOWN HALL

Road Network &
Pavement Condition

July 23, 2026

Public Works — Engineering Services



What We'll Cover



1. Overview of the Road Network

Ward 12 condition map, urban & rural kilometres, how Ward 12 compares city-wide, and what OCI means



2. Road Maintenance Process

The 4-year assessment cycle, how priorities are set, and the types of maintenance — from potholes to shave & pave to reconstruction



3. Investment in Roads

Historical annual spending, the infrastructure deficit — decades in the making — and forecasted future spending

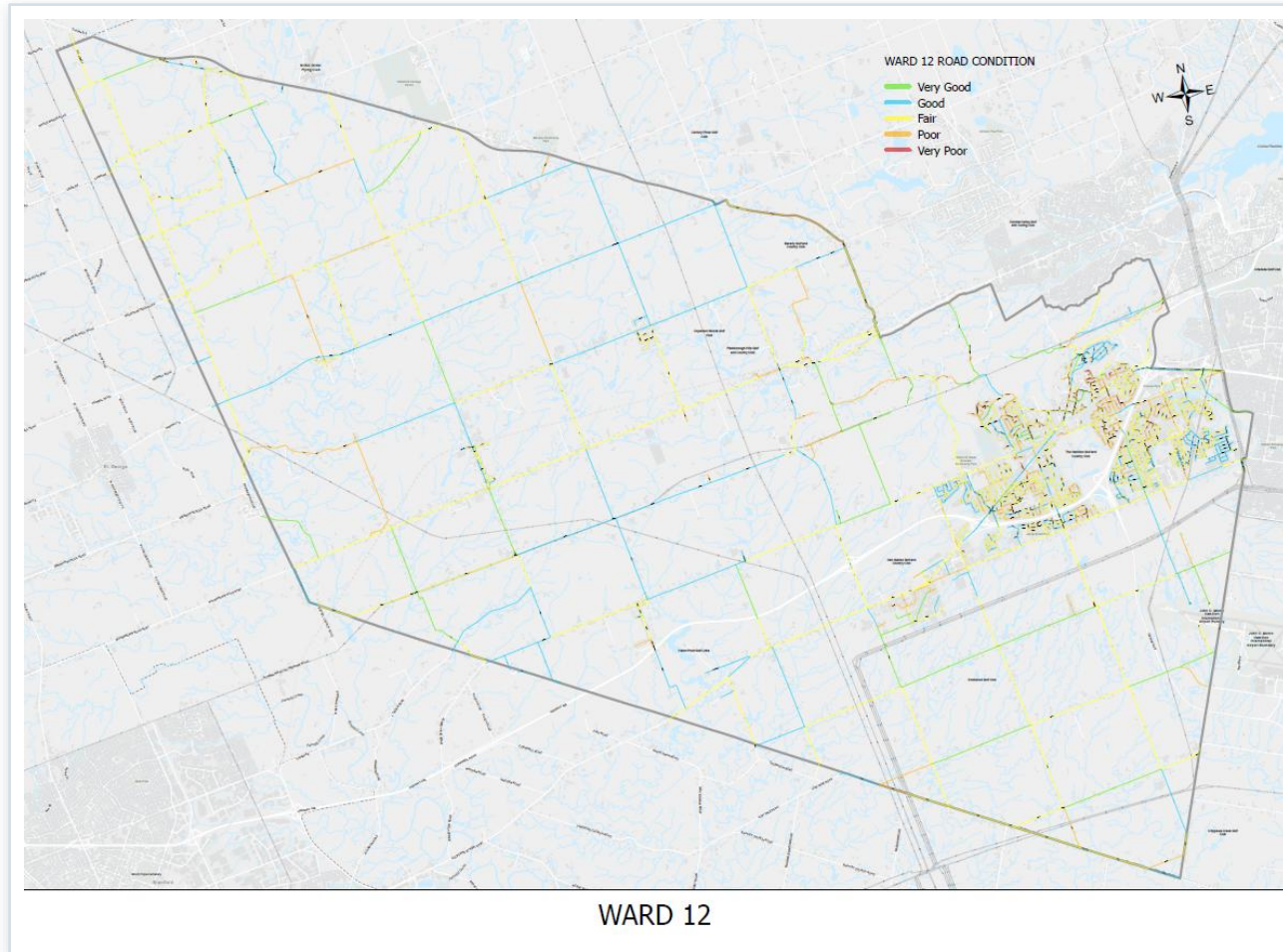


4. History & Plans for Road Work

What's been done and what's coming — in Ward 12 and across the city

Format: Staff-led presentation (45–60 minutes) followed by open Q&A · **Presented by:** Engineering Services & Transportation, Public Works

Ward 12 Road Conditions at a Glance



Road condition legend

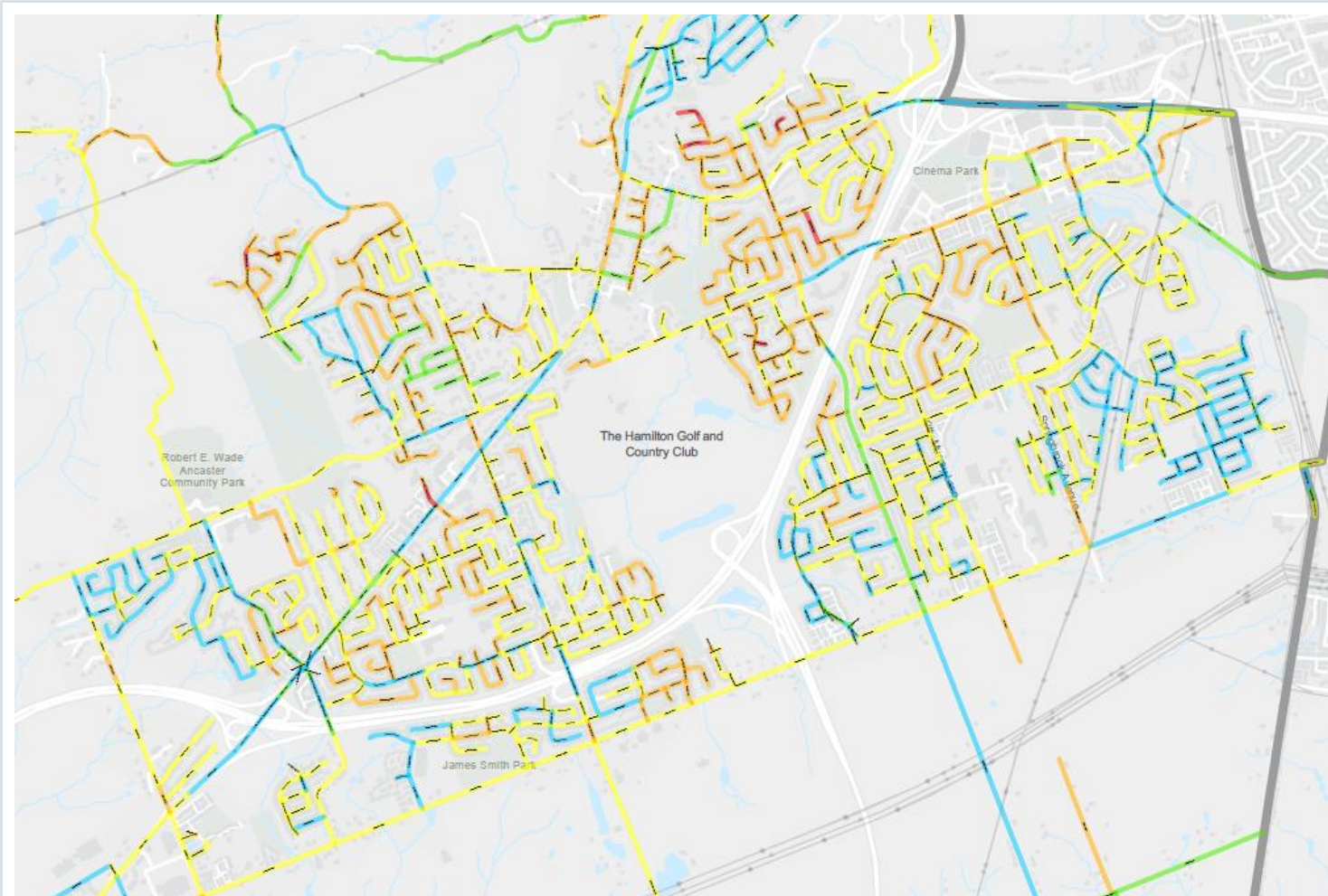
- Very Good
- Good
- Fair
- Poor
- Very Poor

How to read this map

Every block-to-block road segment in Ward 12 is colour-coded by its Overall Condition Index (OCI) — a 0–100 score of what the pavement looks like and feels like.

Condition indexes are based on 2022 inspection data, supplemented by work orders completed 2023–2025. Data as at February 2026.

A Closer Look: Ward 12 Urban Area



Road condition legend

- Very Good
- Good
- Fair
- Poor
- Very Poor

Ancaster urban core

Residential streets make up most of the urban network — conditions here are a key driver of the ward's rehabilitation priorities.

Ward 12's Share of the Road Network



984 lane-km

of roadway in Ward 12



15% of the City

6,562 lane-km city-wide



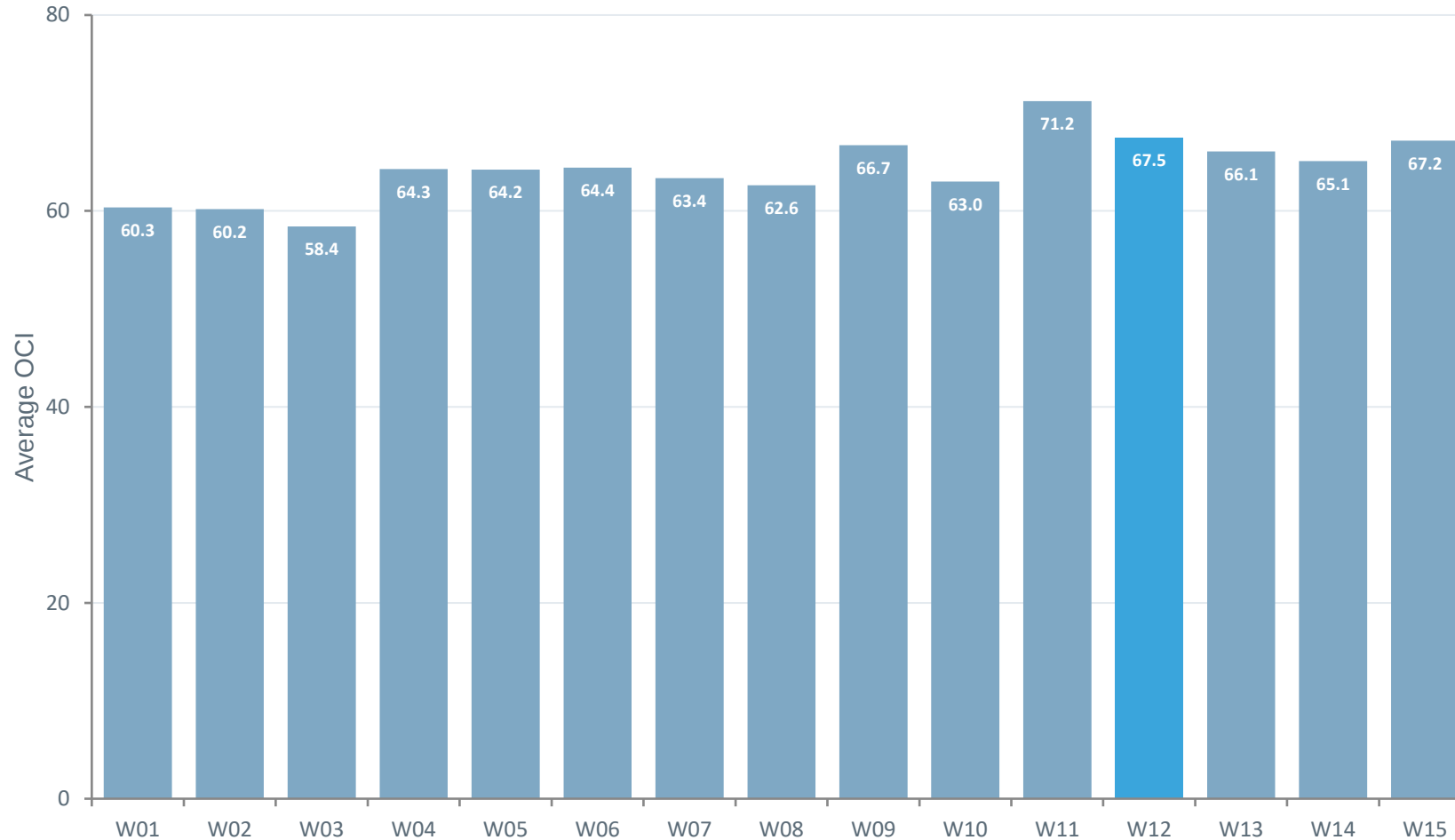
61% rural roads

596 of 984 lane-km

ROAD CLASS	CITY-WIDE (LANE KM)	WARD 12 (LANE KM)	% IN WARD 12
Expressway	133.05	5.98	4.5%
Urban	4,347.31	382.55	8.8%
Rural	2,081.33	595.57	28.6%
Total	6,561.69	984.10	15.0%

A lane-kilometre is one kilometre of a single traffic lane — a 1 km stretch of two-lane road equals 2 lane-km.

How Ward 12 Compares Across the City



WARD 12 AVERAGE

67.5

2nd highest of 15 wards — in the “Fair” range, approaching “Good”

What this means

Averages are weighted by lane-km, so long rural roads and short residential streets both count in proportion to their size.

Source: 2022 inspection data supplemented by 2023–2025 work orders. Data as at February 2026.

How We Measure Road Condition



Surface Condition Index (SCI)

Every block-to-block segment is assessed for surface defects — cracking, potholes, wear. Defects are collected, processed and analyzed into a single score.



Roughness Index (RI)

Vehicle-mounted lasers capture International Roughness Index values — a precise measure of ride comfort — converted to a Roughness Index score.



Overall Condition Index (OCI)

SCI and RI are combined into the OCI: what the pavement looks like and feels like. It helps identify rehabilitation strategies and prioritize projects.

THE FORMULA

$$\text{SCI} + \text{RI} = \text{OCI}$$

Scored 0 to 100, where 100 is a brand-new road



Inspected every 4–5 years

The entire road network — every segment, city-wide — is condition-surveyed on a rolling cycle.

The OCI Scale: From New Road to Reconstruction

Very Good

OCI 86–100

Preventative maintenance — Crack sealing, pothole repair

Good

OCI 71–85

Preventative maintenance — Crack sealing, pothole repair

Fair

OCI 56–70

Minor rehabilitation — Asphalt overlays, thin milling & resurfacing

Poor

OCI 41–55

Major rehabilitation — Deeper or full-depth milling & resurfacing, down to the base

Very Poor

OCI 0–40

Reconstruction — Complete road replacement

A new road scores 100. As pavement ages, the right treatment at the right time keeps roads out of the most costly categories.

Road Project Streams



**Operational
Resurfacing**



**Road
Rehabilitation**



**Road
Reconstruction**

The Infrastructure Deficit: Decades in the Making



Hamilton's infrastructure represents a huge social investment built up progressively over decades. Historic underfunding of renewal and maintenance means today's road funding gap is largely made up of two things:



Assets already in poor or very poor condition

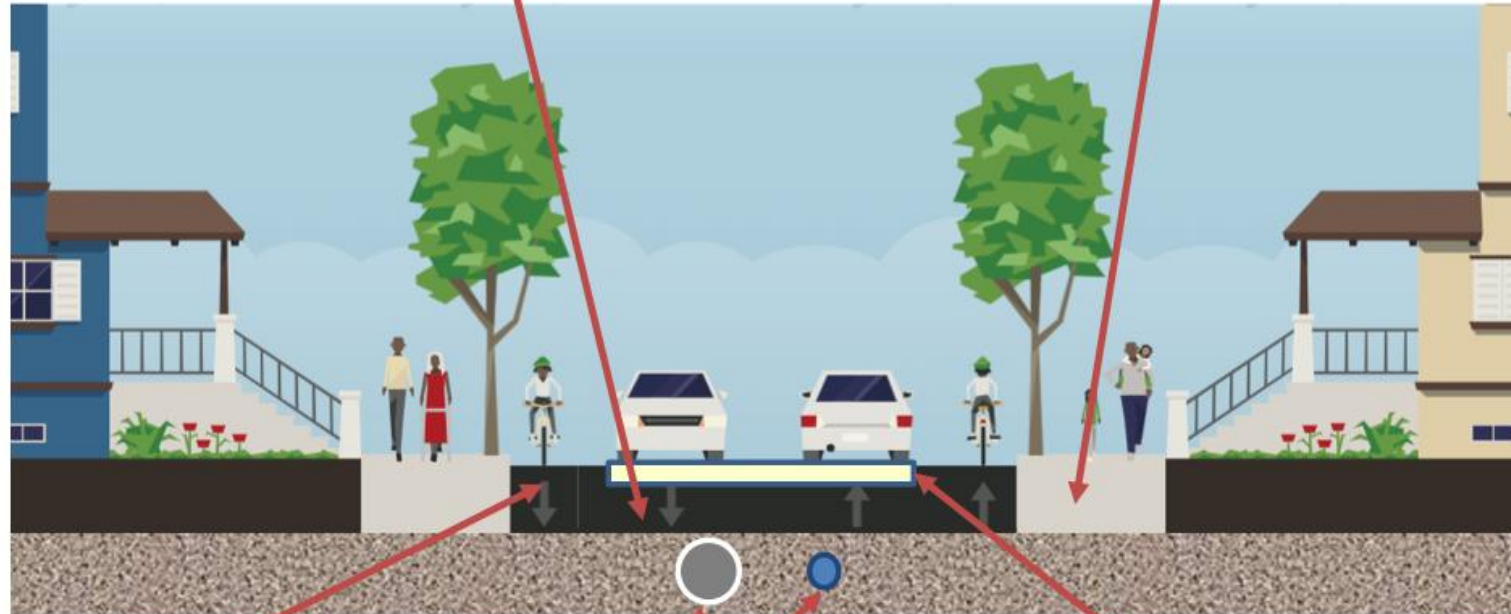


Assets that have outlived their estimated useful lives

Sample Budget Types & Funding Sources

Road reconstruction:
Tax Supported Capital Budget
Transportation Network Budget
May include funding from Development Charges, CCBF, etc.

Sidewalk repairs:
Tax Supported Capital Budget
Transportation Network Budget



Cycling facilities:
Tax Supported Capital Budget
Transportation Network Budget

Sewer and watermain:
Rates Supported Capital Budget

Minor traffic calming
(e.g. speed cushions):
Minor Maintenance

Road Linear Assets: Sizing the Funding Gap

\$5.9B

REPLACEMENT VALUE

of all road linear assets — road pavement alone is \$4.6B (2024 values)

\$1.1B

10-YEAR FUNDING GAP

equivalent to \$110M more needed every year for 10 years

34%

RENEWAL FUNDING RATIO

current budget vs. forecasted 10-year renewal needs — optimal range is 90–110%

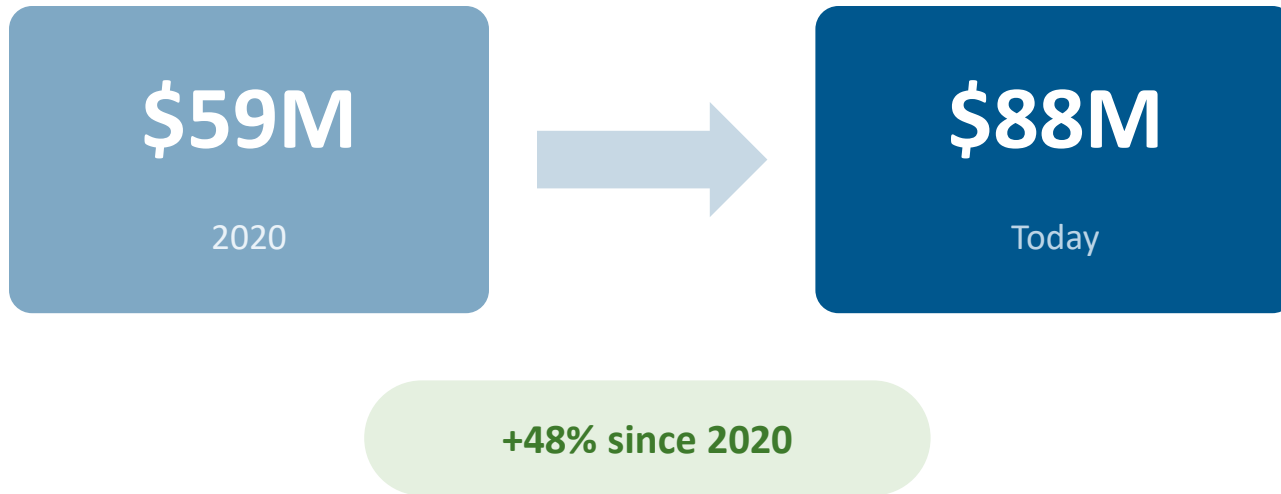
What counts as “road linear assets”? Road pavement, sidewalks, intersection assets, streetlights, traffic safety assets and more, as defined in the 2025 Proposed Levels of Service Asset Management Plan.

Part of a bigger picture: road linear assets account for roughly 21% of the City's overall \$5.2B infrastructure funding gap.

Figures carry medium data confidence ($\pm 25\%$) and will be refined as asset management work continues.

Renewal Funding Is Rising — But the Gap Remains

ANNUAL DISCRETIONARY RENEWAL FUNDING — TRANSPORTATION ASSETS



The trajectory matters

Council's “state of good repair” commitment has grown annual discretionary renewal funding for transportation assets by 48% since 2020.

Continuing the planned increases in the Capital Financing Plan will help close the 10-year \$1.1B road linear funding gap — but on its own, it will not fully close it.

Why the Gap Can't Be Closed Overnight

The reported 10-year funding gap shouldn't be fully funded immediately — for three practical reasons:



The number will keep moving

The overall \$5.2B gap. As asset management work continues, the gap is expected to change significantly over time.



Affordability for taxpayers

Raising the tax levy fast enough to close the gap in 10 years could make tax rates unaffordable for many customers.



Capacity to deliver

Even with the funding in hand, the City would be unlikely to coordinate all the construction and renewal activity needed within a 10-year window.

How the City Is Managing the Gap

1

Prioritize lifecycle activities — Prioritization is done through funding block allocations today; improvements are underway via new Enterprise Asset Management and Resource Management systems.

2

Increase data confidence — Continuous-improvement focus of the Corporate Asset Management team — work has been initiated.

3

Right-size assets & service levels — Disposing of or closing underutilized assets, or adjusting expected service levels — service-area decisions brought to Council periodically.

4

Increase funding allocations — Partially in place through the asset management financial strategy; to be revisited after the options above are exhausted.

Options and current approaches per the 2025 Proposed Levels of Service Asset Management Plan.

Planned Capital Projects in Ward 12, 2026–2029

\$101.2M in capital projects currently anticipated to start construction in Ward 12 over the next four years

2026	\$4.6M	Jerseyville Road West retaining walls · Woodhill Road culvert
2027	\$7.6M	Retaining Wall RW0057 & Culvert 493 · Golf Links Road
2028	\$30.4M	Mohawk Road — McNiven to Highway 403 · Highway 52 at Powerline Road W roundabout
2029+	\$58.5M	Garner Road — Highway 6 to east of Glancaster

Construction start years and budgets reflect current anticipated timing and are subject to annual capital budget approval by Council.

Investment at Work: Projects on the Ground



York Boulevard

Median cycle track & intersection upgrades



Bridge 451, Dundas St (Waterdown)

Girder installation underway



Mountain Brow

Shared pathway & new crossing



Westdale

Protected bike lanes



Highway 8

Resurfacing (shave & pave)



Olympic Drive

Renewed roadway



Questions?

We're here to talk about your roads — ask us anything.

Public Works — Engineering Services & Transportation

Report a road issue any time: hamilton.ca or call 905-546-2489 (CITY)

Thank you for coming tonight

