

For Information Only

Status Report - 2012 Capital Projects

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Recommendation

For information only.

Introduction

This report provides an update of the status of the Capital Roads Projects approved in the 2012 Capital Budget including those 2012 Water/Wastewater projects that had a direct impact on the Roads capital program. It also provides the accomplishments and future direction on the 2013 Roads Capital Projects.

Background

In June 2011, Council approved the GSDC Industrial Land Strategy Report which highlighted the Lasalle/Elisabella Industrial Lands as a project to proceed in 2012 to upgrade the water and wastewater infrastructure contingent on the approval of a cost sharing formula with the industrial land owners. Engineering Services immediately took action and ordered all the survey work to prepare preliminary drawings and assigned two designers to start the design work for this project.

Commencing the Spring of 2011, Engineering Services proceeded to design the infrastructure for the projects identified in the 2012 Capital Budget.

Resources

With the approval of the Industrial Land Strategy Report, it became apparent that with our present resources, some projects would be tendered at a later date yet meet our goals of tendering all the projects in 2012.

In April of 2012, the Project Engineering Section lost two permanent employees. One retired and the other returned to school. Due to an inability to hire qualified personnel through job competitions, the Section had to resort to recently filling these vacancies as training opportunities. This impacted the productivity of the Section.

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In May of 2012, one permanent design employee left the Section to go to a six month temporary posting in another Section. The Section has had a shortfall of three employees since May of 2012.

The Project Engineering Section presently has a full complement of staff for the design of the projects and is planning to tender all projects in 2013 except for complex projects. Bridges for example, have traditionally been handled by engineering consultants. We expect to commence work on the complex projects and complete the work in a practical fashion. This work will likely be delivered over a two year program.

2012 Highlights and Completed Construction

In 2012, the City of Greater Sudbury invested approximately \$35 million in roads, culverts, and bridges and \$3.4 million on water/wastewater infrastructure that impacted municipal road infrastructure. Some of the major projects in 2012 are highlighted below. A list of all road and underground infrastructure improvement projects has also been included for reference.

Major Construction Projects:

Municipal Road 4 (Hwy 17 West to C. Johnson)

The asphalt paving for this project is planned to be staged over future years.

Supported by the Federal Gas Tax Fund.

EXP Consulting is handling.

Arterial/Collector Roads:

Garson-Coniston Road (O'Neil to Paul)

Not Tendered.

Supported by the Federal Gas Tax Fund.

Resurfacing on Local Roads:

Churchill Avenue (Sudbury) (Falconbridge Highway to Gemmell)

Coleen Avenue (Hanmer) (Ivan to Gravel)

Kent Street (Sudbury) (Lorraine to O'Grady)

Lavoie Street (Sudbury) (Drummond to Montrose)

Included watermain renewal between Mayfair Court and Montrose.

Lincoln Crescent (Capreol) (Dennie to Hillcrest)

Lorraine Street (Sudbury) (Lasalle to Kent)

Melbourne Street (Sudbury) (Kelvin to Lansing)

New Cobden Road (Dowling Area) (Simmons to Highway 144)

O'Grady Street (Sudbury) (Lasalle to Kent)

Old Falconbridge Road (Sudbury) (South End to Maley)

St. Jean Street (Azilda) (Junction to Aldege)

South Bay Road (Sudbury) (Lake Laurentian Conservation Area to end)

Torbay Road (Sudbury) (Second to End)

Surface Treatment:

Bonin Street (Chelmsford) 0.3 km

Capreol Lake Road (Capreol) 0.3 km

Clark Road (Makada Lake area) 0.6 km

Crean Hill Road (Walden) 0.3 km

Desmarais Road (Valley East) 0.1 km

Edgewater Road (Long Lake area) 1.1 km

Fairbank Lake Road (Worthington) 1.0 km
Labine Street (Azilda) 0.5 km
Lavallee Road (Chelmsford area) 0.3 km
Main Street (Chelmsford) 0.1 km
Main Street (Valley East) Various Locations 4.5 km
Montee Rouleau (Azilda area) 0.9 km
Morgan Road (Dowling area) 1.2 km
North Shore Black Lake Road (Makada Lake area) 0.2 km
South Bay Road (Arlington to Laurentian Conservation Area) 2.0 km
O'Neil Drive West (Garson area) three locations totaling 0.9 km
Spanish River Road (Worthington) Various Locations 1.0 km
St. Pothier Road (Whitefish area) 1.0 km
Vachon Street (Vermilion River area) 0.2 km
Vermilion Lake Road Various Locations 0.3 km
West Bay Road (Wanapitei Lake area) 1.8 km

Water/Wastewater Main Renewal and Replacement Impacting Municipal Roads

Latimer Crescent (Sudbury) (Loach's to Hunter)
 Water and sanitary sewer main renewal
 Supported by the Federal Gas Tax Fund
Robinson Drive (Sudbury) (Southview to Kelly Lake)
 Water and sanitary sewer main renewal
 Supported by the Federal Gas Tax Fund
Vine Avenue (Sudbury) (Hawthorne to Gemmell)
 Watermain renewal and partial sanitary sewer main renewal/repairs
 Supported by the Federal Gas Tax Fund
William Avenue (Sudbury) (Hawthorne to Gemmell)
 Watermain renewal and partial sanitary sewer main renewal/repairs

2012 Carry-over Projects

The City has adopted an approach that in most circumstances, postpones the placement of the surface asphalt until the next construction season. Although this approach creates a carry-over to most projects, it does however, provide an opportunity to correct settlement issues in advance of final asphalt paving.

It should be noted that on carry-over projects where temporary asphalt is being utilized, the placement and removal of this temporary asphalt is at the contractor's expense.

ENG11-17 Bancroft Drive Reconstruction

ENG12-1 Robinson Drive Watermain Improvements
Base asphalt from Southview to Stephen completed
Temporary skim of asphalt from Stephen to Kelly Lake
Watermain from Stephen to Kelly Lake not completed
Surface asphalt to be completed in 2013

ENG12-2 Latimer Crescent Watermain Improvements
Base asphalt from Loach's to Oriole completed
Temporary skim of asphalt between Oriole and house 1881 placed

Surface asphalt to be completed in 2013
Encountered rock and issues with blasting adjacent to Union Gas main

ENG12-5 Vine and William Avenue Watermain Improvements
Base asphalt on William between Hawthorne and Gemmell completed
Vine Avenue work carried-over to 2013
Temporary asphalt will be placed on Vine Avenue

ENG12-6 Foundry Street Watermain Improvements
Base asphalt will be completed
Surface asphalt to be completed in 2013

ENG12-16 Niemi Road Reconstruction
Base asphalt from Turner to Santala completed
Concrete curb and sidewalk completed between Sugarbush and Santala
800 meters of curb and 500 meters of sidewalk not completed
Surface asphalt to be completed in 2013

ENG12-17 Errington
Base asphalt for work started on Errington in 2012 completed
North end of project complete with base and concrete work
Concrete work for the middle of the project to be completed in 2013
Surface asphalt to be completed in 2013

ENG12-18 Douglas / Brady Roadway Rehabilitation
Upgrade of traffic signals at Douglas and Lorne, and watermain to be tied in next year
Work at railway delayed due to Railroad Authority and the inability to obtain construction materials for the railway crossing

ENG12-22 Attlee St. Traffic Calming
Carryover to 2013 due to tender irregularities subsequent Council report

ENG12-34 Third Avenue Reconstruction – Philip to End
Road reconstruction not completed due to late tender

The following projects were not tendered in 2012:

- Garson-Coniston Road, O'Neil Drive East to Paul Street
- Southview Drive, Bouchard to East Leg of Cranbrook
- Loach's Road (Sudbury) (Regent to Armstrong – including work on Windle from Loach's to Millwood)

Due to the unexpected work on the Industrial Land Strategy and the temporary lack of resources, our goals were prevented from being accomplished.

2013 Highlights

The City of Greater Sudbury's long-term financial plan provides for five year planning of capital renewal projects. The capital budget for road improvements for 2013 is approximately \$35 million and is distributed as follows:

Arterials – New Construction/Widening/Intersection Improvements	\$10.6
Arterial – Collector Roads	\$ 8.2
Local Roads	\$ 6.1
Bridges/Culverts	\$ 4.5
Street Lighting	\$ 1.0
Traffic Signals	\$ 0.2
Sidewalk/Curb	\$ 0.7
Surface Treatment	\$ 0.9
Other Road Programs/Projects	\$ 2.8

The following projects highlight the 2013 capital road program:

Major Construction Projects:

Lasalle Notre Dame Intersection Improvements

Arterial/Collector Roads:

Regent Street (Bouchard to Walford)

Includes watermain upgrading.

Supported by the Federal Gas Tax Fund.

Kingsway (Bancroft to 0.9 km West)

Includes watermain rehabilitation.

MR 15 (Main to MR 35)

Supported by the Federal Gas Tax Fund.

Bouchard Street (Regent to Southview)

Includes watermain upgrading.

Supported by the Federal Gas Tax Fund.

Southview Drive (Bouchard to Cranbrook Crescent East)

Includes watermain upgrading.

Supported by the Federal Gas Tax Fund.

Resurfacing on Local Roads

King Street (Notre Dame to Kehoe)

Supported by the Federal Gas Tax Fund.

Gravel Drive (Deschenes to Landfill Site Road)

Supported by the Federal Gas Tax Fund.

Haig Street (Whittaker to 0.1 km West of Byng)

Supported by the Federal Gas Tax Fund.

John Street (Sudbury) (Paris to Annie)

Supported by the Federal Gas Tax Fund.

Main Street (Sixth Avenue to Ninth Avenue)

Supported by the Federal Gas Tax Fund.

Jean Street (Sudbury) (Frood to Eva)

Supported by the Federal Gas Tax Fund.

Ontario Street (Sudbury) (Douglas to Regent)

Supported by the Federal Gas Tax Fund.

Charette Avenue (Fitzgerald to Bunker)

Supported by the Federal Gas Tax Fund.

Peter Street (Martin to Beverly)

Supported by the Federal Gas Tax Fund.

Loach's Road (Sudbury) (Regent to Armstrong – including work on Windle from Loach's to Millwood)

Water and sanitary sewer main renewal

Supported by the Federal Gas Tax Fund

Foch Street (Randolph to Sellwood)

Hillside Avenue (Valley East) (McCrea Heights to 0.4 km Northwest)

McKinnon Street (Bancroft to End)

Tilton Lake Road (Croatia to Pine Hill)

Melvyn Avenue (Hillcrest to Timothy)

Larch Street (Sudbury) (Durham to Elgin)

Railway Road (Robinson Drive to End)

Norfolk Court (St. Andrews to St. Andrews)

Ralph Street (Bellevue to End)

Cressey Street (Edna to End)

Subway Street (Serpentine to Rink)

Roy Street (West End to Robinson)

Michael Street (Chelmsford) (Highway 144 to Aurore)

Robinson Street (Highway 17 to Roy)

Frontenac Street (Carmelo to Papineau)

Surface Treatment on Local and Rural Roads

Goodwill Drive (1.6 km)

Fairbanks East Road (1.0 km)

Grassy Lake Road (1.0 km)

Capreol Lake Road (1.0 km)

Labine Street (0.8 km)

Montpellier Road (0.7 km)

Forest Lake Road (0.6 km)

Montee Principale (0.6 km)

Makada Road (0.5 km)

Kangas Street (0.2 km)

Water/Wastewater Main Renewal and Replacement (where road reinstatement is required)

Kelly Lake Road (Wastewater Treatment Plant to Copper)

Ramsey View Court (Centennial to Regent)

Beatrice Street (Watermain under CN Tracks)

Bridge/Culvert Repair (expected to be a two year program 2013 – 2014)

Riverside Drive Bridge

Vermilion River Bridge (Panache Lake Rd.)

Frapplier Road Bridge (Whitson River)

MR 15 Bridge

Black Lake Road Bridge

Construction Phasing

Where capital projects impact our major arterial road network phasing of construction has been implemented. In 2013 we have work planned for Regent Street, the Lasalle/Notre Dame intersection and the Kingsway. This work will be phased to lessen the impact to motorists. Due to a short construction season this phasing will result in project carry-over. For example, phasing of the Lasalle/Notre Dame intersection is

currently being discussed by Staff.

Summary

In 2012, the Engineering Services Division was able to complete 84% of the work. Below is a summary of what was accomplished:

New/Replacement of Watermains	2,745 metres
New/Replacement of Sanitary Sewers	1,617 metres
Hot Mix Asphalt Laid	19,832 tonnes
Intersection Traffic Signalization	2 locations
Guide Rails	2,724 metres
Crack Sealing	33 lane kilometres
Surface Treatment	35 lane kilometres

Conclusion

The Engineering Services Division is continually improving its method of project delivery. The following are examples of where delivery, training and technology improvements have been employed to improve productivity and provide a better product:

- Utility Locates – working with our partners to reduce the time to provide both City and related utility locates to our Contractors
- As-built Drawings – constantly striving to provide more accurate data to eliminate conflicts with underground utilities. This is being achieved through the recording of information in conjunction with Geographical Information Systems (GIS) and the use of Closed Circuit Television (CCTV) for storm and sanitary sewer systems
- Early acquisition of property to provide time to discuss property issues with property owners and avoid potential conflicts
- Improvement of pre-construction consultation with property and business owners
- Updating of various manuals used by staff and consultants. These manuals will continue to standardize the direction and method of service delivery on capital projects
- Development of a contractor performance tool that will assist in completing annual prequalifications
- Ongoing training in the following areas:
 - Confined Space
 - Fall Arrest
 - Work Site Safety Awareness
 - Traffic Control
 - CPR/First Aid
 - Training of Field Inspectors through Ontario Good Roads Association (OGRA) courses

The Engineering Services Division faces unique challenges in providing the timely delivery of contract specifications and drawings. As detailed by the General Manager to the Finance Committee on November 21, 2012, we will endeavour to Think Positive, Do More with Less, and Think Clever to achieve our Goals and Objectives in providing and improving the delivery of our service.