

Auditor General's Office

Management Response and Proposed Actions

2011

Audit of Impact of Changes to Road Design

Brian Bigger, C.G.A

Auditor General, City of Greater Sudbury

Management Response: 2011 Audit of Impact of Changes to Road Design

Rec No	Recommendation	Agree (X)	Disagree (X)	Management Comments: (Comments are required only for recommendations where there is disagreement.)	Action Plan/ Time Frame
1	The City should improve policies, procedures and reports supporting accountability for rejection of inferior products and enhanced follow-up on warranty issues.	X			Will formulate reporting procedure for test results. This can be completed within six months (March 2013).
2	The City should further investigate rejectable materials from previous and current projects, and establish appropriate remedies where warranty provisions allow.	X			Will monitor and continue to monitor areas already identified and determine corrective measures. This has been implemented.
3	The City should require asphalt suppliers to provide their quality control test results in accordance with OPS to Construction Services (as they become available) for all asphalt supplied to the City. Any deficiencies in the quality of the asphalt should be made known to management immediately so that corrective action can be taken if deemed necessary.	X			Asphalt suppliers will provide their quality controls results to Construction Services as per Ontario Provincial Standard Specification 310 Construction Specification for Hot Mix Asphalt Table 6 Sampling & Testing Frequency of Hot Mix Asphalt. This will be introduced starting January 1, 2013 and will become a standard for all future contracts. Contractors will be informed at the Annual Contractors Meeting.

Management Response: 2011 Audit of Impact of Changes to Road Design

Rec No	Recommendation	Agree (X)	Disagree (X)	Management Comments: (Comments are required only for recommendations where there is disagreement.)	Action Plan/ Time Frame
4	The City lab should immediately begin testing gradation and asphalt cement content according to the job mix formula as specified under OPSS 310 – Construction Specification for Hot Mix Asphalt.	X			Our laboratory started testing the gradation and asphalt cement content of the job mix formula in June 2012.
5	Costs and quantities related to major items used in change orders should be identified and tracked separately under the change order item in progress payments.	X			This was performed in the past when requested by the Project Manager. To be consistent, this had been implemented as of July 2012.
6	The City's current standard and tolerances to achieve a three percent cross fall on new construction, reconstruction or when grinding is done during a resurfacing or rehabilitation process, should be clearly stated in the contract.	X			Will state or indicate 3% crossfall and tolerances in standard drawings & specifications effective January 1, 2013. Contractors will also be made aware of this standard and tolerance at the Annual Contractors Meeting.
7	The City should improve policies, procedures and reports supporting accountability for rejection of incorrect cross fall as specified in the contract and/or drawings in order to comply with City standards.	X			Will research policies and procedures of the Ministry of Transportation and other municipalities in Ontario. Time frame may be 12 to 18 months.

Management Response: 2011 Audit of Impact of Changes to Road Design

Rec No	Recommendation	Agree (X)	Disagree (X)	Management Comments: (Comments are required only for recommendations where there is disagreement.)	Action Plan/ Time Frame
8	The City should communicate their willingness to accept RAP in the job mix formula for local roads in accordance with OPSS standards.	X			Will communicate our willingness and encouragement to local asphalt suppliers to use RAP in the production of hot mix asphalt. Will communicate this to contractors at the Annual Contractors Meeting.
9	The City should communicate their willingness to accept RAP mixed with Granular A and Granular B Type I in accordance with OPSS standards.	X			Will communicate our willingness and encouragement to local aggregate suppliers to use RAP in the production of granular products. This will be communicated to contractors at the Annual Contractors Meeting.
10	The City should continue to identify further opportunities for cost savings where road work is planned so that the asphalt removed from one road can be used on other nearby City use(s). The objective is to minimize trucking costs while recycling the greatest volume of RAP possible (in its highest and best use) to the advantage of the City.	X			Have performed this recommendation in the past and will continue to do so. Will continue to monitor best practices and other uses. (i.e. shouldering around guiderails, washouts, etc.).

Management Response: 2011 Audit of Impact of Changes to Road Design

Rec No	Recommendation	Agree (X)	Disagree (X)	Management Comments: (Comments are required only for recommendations where there is disagreement.)	Action Plan/ Time Frame
11	The City should continue to work with other interest groups and other Departments that could use the City's RAP in their nearby projects.	X			Have performed this recommendation in the past and will continue to do so. By January 2013, establish a request process where a master list will be created and maintained.
12	Ownership and disposition of RAP should be clearly stated in the contract documents.	X			Will include appropriate clauses in contract specifications for all future contracts starting January 1, 2013.
13	If alternate City uses are not identified for the RAP, they should be directed to go to the contractor.	X			Have performed this recommendation in the past and will continue to do so as contractors become better equipped to handle large volumes of RAP.