

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf.	25 50-97-0001
Your File/V/Réf.	
DATE	20 March 1997
TO/DEST.	Co-ordinator Corporate Services and Economic Development Committee
FROM/EXP.	Environment and Transportation Commissioner
SUBJECT/OBJET	REVIEW OF ROAD CUT MANAGEMENT ON REGIONAL ROADS - CONSULTANT APPOINTMENT

DEPARTMENTAL RECOMMENDATION

That the Corporate Services and Economic Development Committee and Council approve the appointment of Ainley Graham and Associates Limited, Ottawa, to undertake a review of road cut management and administration on Regional roads, for a total contract provision of \$290,069.51.

BACKGROUND

The Regional road system consists of approximately 1175 kilometres of road (with 3000 road lane kilometres). The urban and semi-urban portion of the Regional road system contains about 1430 kilometres of roads (with 1570 kilometres of road lane kilometres).

Road cuts have a significant impact on the life cycle of a roadway, especially in urban or semi-urban areas. The National Research Council estimates that frequent road cuts reduce the life of a pavement by as much as 60%. In the urban road system, it is common to observe significant deterioration of an overlaid or rehabilitated section within five years as a result of cracks reflecting through old road cuts.

Short of total reconstruction, road cut deficiencies associated with current conventional road cut reinstatement practices cannot be mitigated by routine rehabilitation. Conventional road cut deficiencies are attributed to a combination of the incompatibility of materials, boundary conditions between the trench and surrounding undisturbed materials, construction and restrictions imposed by carrying out work in a confined space. Optimized procedures and techniques for different roadside and soil conditions will be developed as part of this study.

Other road authorities in North America undertaking similar studies have identified cost saving measures and improvements in the delivery of road cut services. This study includes a thorough investigation of the experiences of other agencies.

Possible amendments or improvements to existing Regional Regulatory Code provisions, service agreements, data management systems, permit issuance procedures and warranties as well as inspection and enforcement practices will be investigated. Consideration will be given to the personnel resource requirements, administrative requirements, operational characteristics and the organizational structure of the Regional Municipality of Ottawa-Carleton.

CONSULTANT SELECTION PROCESS

In selecting the consultant for this project, Expressions of Interest were sought from civil engineering firms via a notice placed in the major daily newspapers.

Fourteen submissions were received and reviewed by a four-member consultant selection panel. The following four firms were “short-listed” and requested to submit detail proposals.

- Ainley Graham and Associates Limited
- Morrison Hershfield
- Novatech Engineering Consultants Ltd.
- Robinson Consultants Inc.

Based on an evaluation of the detailed proposals and follow-up interviews, the consultant team led by Ainley Graham and Associates Limited is recommended for this assignment. The requested contract amount is \$271,093.00 (which includes a contingency allowance of \$35,000 for contract variations due to unforeseen conditions), plus an allowance of \$18,976.51 for GST, which brings the total contract award to \$290,069.51.

A detailed Terms of Reference has been prepared that includes specifications for the studies, technical investigations, and analyses needed to achieve the objective of implementing a cost-effective management process for road cuts on Regional roads.

The target date for completion of the final report and recommendations is eighteen months from the date of project commencement.

CONSULTATION

A Technical Advisory Committee consisting of representatives from all key stakeholders (e.g. utility companies, area municipal engineering and public works departments etc.) will be formed to act as a resource group for the project.

In addition, an internal Project Steering Committee comprising of RMOC staff currently involved with the administration, management and operational aspects of road cuts will be formed to guide the study through its various stages and to provide input for the review and development of possible improvements.

EXPENDITURE JUSTIFICATION

The objective of this study is to produce a set of standards for road cuts that will maximize pavement life on Regional roads. An increase in average pavement life of just one year (from 9 years to 10 years) on urban and semi-urban Regional roads would provide an annual benefit of approximately \$400,000.00.

FINANCIAL STATEMENT

	\$
Approved Budget to Date	11,560,000
Total Paid and Committed	<u>(5,749,029)</u>
Balance Available	5,810,971
THIS REQUEST	<u>(290,070)</u>
Balance Remaining	<u>5,520,901</u>

Funds have been provided in the 1997 Capital Budget Account No. 912-30731, Resurfacing Programme (reference page 86).

*Approved by
M.J.E. Sheflin, P.Eng.*

SLSQ/ms

FINANCE DEPARTMENT COMMENT

Funds are available as indicated.

*Approved by T. Fedec
on behalf of the Finance Commissioner*