

Policy of Repairing Damage to High Traffic Roads

(S. Mandel)

Recommendation:

That the March 6, 2012, Transportation Services report 2012TS8169, be received for information.

Report Summary

This report provides information on the length of time construction signs and barricades remain in place with no work occurring.

Previous Council/Committee Action

At the October 18, 2011, Transportation and Infrastructure Committee meeting, Mayor S. Mandel made the following inquiry:

I have noted that certain construction signs and barriers in Edmonton remain for periods that seem excessive given the required repairs and that roadways are blocked when work is not actually taking place. Often repairs seem to sit for a long period with no apparent work being done before they are completed. Examples include an open hole in front of City Hall for four to five days and 108 Street. Lessard Road construction was completed six weeks ago but the road wasn't opened due to incomplete landscaping.

I would like Administration to provide the following information:

Does the City have a policy of repairing damage to high traffic roads in an expeditious manner?

Report

There is no policy in place regarding timelines for construction on high traffic roads. The timelines are controlled through the issuance of an On Street Construction and Maintenance Permit for contractors when performing work on City road rights-of-way.

On Street Construction and Maintenance Permit Process

Contractors must apply for an On Street Construction and Maintenance Permit for any work with duration over four hours on arterial and collector roads. The On Street Construction and Maintenance Permit provides an opportunity for the City to work with the contractor to coordinate closures to keep the transportation network flowing. The permit provides permissions for: type of closure (e.g. 24/7 or during off-peak hours or combination), proposed start and end date, emergencies (e.g. water main breaks).

The On Street Construction and Maintenance Permit process is a valuable tool used for planning and scheduling construction projects to avoid road closures on parallel arterial roads and detour routes.

If On Street Construction and Maintenance Permit requirements are not met, the permit can be revoked and the contractor removed from the roadway.

Contractors that do not meet the City's requirements can be charged under numerous sections of Traffic

Bylaw 5590 and/or the Regulation of Work and Equipment Installation on City Lands Bylaw 12846.

The installation of a water main on 100 Street from North of 102 Avenue to North of 102A Avenue, had an estimated timeframe of four weeks to cover both the underground construction and surface restoration. The contractor faced a number of challenges and the project was completed in four weeks and two days.

For the installation of a water main on 108 Street between 104 Avenue and 103 Avenue, the contractor experienced delays in the pipe delivery and a collapsed sewer was discovered, repairs were completed by October 18, 2011.

There was a one week delay between the base asphalt and final top lift, due to the unavailability of the sub-contractor's paving crews as they were committed to Scona Road. The final lift was paved on October 25, 2011.

We have reviewed project completion processes with EPCOR Water to ensure that priority is placed on road restoration, recognizing that the project is not complete until the road is reopened to traffic.

Road Restoration

Roadway Maintenance generally completes the final lift of asphalt. However, when Utility Companies are using contractors, those contractors will generally employ a sub-contractor to install the asphalt. For example, when EPCOR Water contracts with an external contractor, the latter will take the job to completion with no involvement by Roadway Maintenance.

Most Utility Companies use a fillcrete product to refill their trenches once the work on their infrastructure is completed. This material is concrete based and requires at least 48 hours to cure before asphalt can be applied. Therefore, a work site is unoccupied during that curing period.

Roadway Maintenance responds to restorations on a priority basis with first priority being arterial roads, followed by collectors, then local streets. In most cases, Roadway Maintenance is able to respond within 24 to 48 hours of being notified that the construction zone is ready for asphalt.

Winter restoration work is typically completed by Roadway Maintenance as soon as possible, with weather conditions, snow clearing operations, and the capacity of the asphalt plant being taken into consideration.

Construction Zones

The activity of contractors is monitored on a daily basis throughout the construction phase of the project and necessary steps are taken to help ensure that the work is completed safely, on schedule, on budget, and to the City's quality standards. The contractor is responsible to manage their own crews, equipment, and materials to meet the completion date identified in the contract. In the case of Lessard Road, the completion date specified in the contract was October 15, 2011; however, inclement weather in June and July delayed the completion of the work to early November.

Work zone requirements for construction projects are established in the contract documents where traffic restrictions are identified. In the case of Lessard Road, the contractor was required to maintain full-lane capacity at the major intersections during peak-hours and one-lane in each direction throughout the construction period. The contractor was responsible to maintain the work zone until it was safe to reopen the roadway.

Developer Road Construction and Service Connections Projects

Sustainable Development negotiates service agreements for residential subdivision development construction including timelines for construction completion.

A developer rating system has been established where the developer provides a letter of credit in order to construct a subdivision. They are rated from A to D. A developer with an A rating provides a 10% letter of credit and a D rating provides 100% letter of credit. Developers can be moved within the scale depending on the quality and timeliness of their prior development projects.

Subdivisions that include arterial roadway construction include additional amounts to 30% until the engineering drawings are approved.

Higher developer ratings have significant financial advantages for the developer.

Transportation Services inspects development construction for quality of work, soil compaction, concrete, asphalt, etc. This is accomplished

through the Construction Completion Certificate and Final Acceptance Certificate process.

Hoardings

The hoarding process is currently handled by two Departments. The issuance of a Hoarding Agreement and fees are negotiated by Sustainable Development. The function of a hoarding is to create a physical barrier between the construction site and the general public. Hoardings provide safe pedestrian accommodation.

The second part of this process is a Hoarding Permit is issued by Transportation Services to authorize a portion of a road right-of-way to be blocked off during the excavation and construction work associated with the development of adjacent private property. This Permit is similar to an On Street Construction and Maintenance Permit, with traffic altered for the shortest possible time.

As a result of a number of issues that have arisen over the last two years, Sustainable Development and Transportation Services are working with the development industry to address the following:

- Improved monitoring of arterial roadway closures for subdivision and development servicing, including consideration of a penalty/incentive mechanism when road closures extend beyond the time of the initially approved closure or restriction.
- Reviewing hoardings to ensure that a value is placed on the impact of the hoarding, particularly if it results in roadway

capacity loss or serious parking and loading area impacts.

Corporate Outcomes

- Goods and Services move efficiently through the city.
- The transportation system is integrated, safe and gives citizen choice to their mode of movement.
- Edmonton has sustainable infrastructure that fosters and supports civic and community needs.

Others Reviewing this Report

- R. G. Klassen, General Manager, Sustainable Development