
2007 BUDGET BRIEFING NOTE

Transportation Capital Works Program – Roadwork Needs

Issue/Background:

At its Special Meeting on February 8, 2007, the Budget Committee requested a Briefing Note from the General Manager, Transportation Services on the criteria used for deciding when a road needs capital work and is put into the capital budget (i.e., is there a set of standards and how are these determined?, is each road examined before being put into the budget?, what are the standards in this process and are there different standards used elsewhere?).

Key Points:

- Transportation Services utilizes a Municipal Pavement Management Application (MPMA), which is a computerized information system focused specifically on pavements, that provides the technology and tools to assist in the network programming of road maintenance and rehabilitation. The MPMA employs industry accepted practices and methods for the purposes of recording, analyzing and optimizing investments for road assets. This program is currently used by numerous municipal, provincial and state transportation agencies across North America.
- The City's 5,500 centreline-kilometres of public roads are inventoried within the MPMA. The roads are segmented into more than 27,500 sections based on attributes such as Road Classification (e.g., arterial, collector, local, etc.), construction history (i.e., when was it built) and pavement structure (i.e., how was it built).
- Field inspections of the roads are completed by staff from the Transportation Infrastructure Management Section, to determine existing pavement conditions using standard, industry accepted survey procedures. Each pavement survey identifies the types of problems (e.g., cracks, ruts, settlements, etc.), their extent (i.e., how much) and their severity (i.e., how bad). The data are collected in the field using computerized forms and transferred electronically to the MPMA to maintain a permanent survey record for further analyses.
- Analyses tools within the MPMA are used to develop rehabilitation needs (e.g., road resurfacing and road reconstruction) and maintenance needs (e.g., crack sealing, slurry sealing, etc.). The needs are then refined into annual and multi-year Preliminary Capital Works Programs based on priorities, funding availability and co-ordination with numerous stakeholders across the City.

- Transportation's Preliminary Capital Works Program forms the basis for decision making by numerous stakeholders across the City. As a result, co-ordination and consultation takes place with, but is not limited to, the following:
 - Toronto Public Utilities Coordinating Committee (TPUCC); who represents all utilities within the City of Toronto (e.g. Bell, Rogers, Enbridge Gas, Toronto Hydro, Enwave, etc.)
 - Toronto Water
 - Toronto Transit Commission (improvements to the streetcar right-of-way and other on-road initiatives)
 - City Planning Division ("Avenues" and other civic improvements)
 - Parks, Forestry and Recreation Division (Urban Forestry)
 - Economic Development, Culture & Tourism Division (BIA's and Employment Lands)
 - Developers
 - Ontario Ministry of Transportation (MTO)
 - GO Transit
- Transportation, through its various units (e.g., Traffic Operations and Right-of-Way Management), also assists with the coordination of work on public roads by all stakeholders. They try to minimize construction disruptions in a particular area and inconvenience to the travelling public (e.g., avoid work on parallel major arterial roads).
- The outcome of this process is Transportation's Capital Works Program, which is submitted to the Budget Committee for consideration and recommendation to City Council for approval each year.

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