

January 28, 2020

TORONTO CITY COUNCIL:

Response to Administrative Inquiry

RE: Delays in Traffic Construction Projects throughout Scarborough – Guildwood Ward 24

Councillor Paul Ainslie submitted an Administrative Inquiry under Municipal Code S27-61 to seek information regarding delays in Traffic Construction Projects throughout Scarborough-Guildwood Ward 24. The following response has been prepared by Transportation Services in consultation with Engineering and Construction Services.

1. Report on each Ward 24 construction project from 2016 to present with detailed information from the project adoption date to the date of installation; to include reasoning for delays.

- See attachment #1A - Construction Projects from 2016 to Present
- See attachment #1B – Traffic Installations from 2016 to Present

2. Transportation Services to provide their detailed procedure when planning a project from receiving the project, going out for bid, construction planning, priority listing, contacting utilities and other processes in place.

Transportation Services maintains 5,600 km of roads, 6,960 km of sidewalks, 900 bridges/culverts, 2,360 traffic control signals, 600 pedestrian crossovers, and 940 km of bike lanes/trails/routes. To maintain and upgrade this infrastructure Transportation Services delivers a large number of programs and projects across various functional areas. These can be divided into two main categories of work: major capital projects and operational based work.

Major Capital Projects

Transportation major capital projects include road resurfacing, road reconstruction, new cycling infrastructure, bridge rehabilitation, new sidewalk installations and geometric design improvements. All major capital projects across the City must follow the Major Capital Infrastructure Coordination (MCIC) protocol. The protocol identifies the responsibilities of the various parties and draws a distinction between the roles of asset owners and delivery agents. An asset owner is the City division or organization who owns an asset and programs future work on that asset. A delivery agent is the City division or organization who is responsible for the actual delivery of the construction projects. Transportation Services acts as both an asset owner as well as a delivery agent depending on the project. However, the majority of Transportation Services' major capital projects are delivered by Engineering and Construction Services who act as the delivery agent.

Due to the complexity of coordinating and delivering capital projects, capital coordination is a five year process, made up of six separate steps, illustrated in Figure 1.

1. Assessment of needs (+5 years)

- Asset owners, such as Transportation Services, evaluate and prioritize their infrastructure needs.

2. Intra-divisional clearances (+4 years):

- Asset owners, review the list of needs within their division or organization and assess the condition of all of their assets in locations where construction is proposed. City divisions ensure that all of their sections and units have an opportunity to coordinate, contribute, and comment to form a complete divisional program.

3. Inter-divisional clearance (+3 years):

- Asset owners exchange their complete programs and review all of their assets in locations where construction is proposed by others.
- This stage provides an opportunity for asset owners to coordinate and advance their work in conjunction with other City divisions.

4. Pre-design (+2 years):

- The scope of the individual projects has been fully defined and clearances have been obtained from other asset owners.
- Delivery agents begin pre-design of the projects (up to 30%)

5. Detailed Design (+1 year):

- Detailed design of the work from 30% to 100% design are conducted by the delivery agent.

6. Construction (Delivery Year):

- A contractor is secured to perform the work by the delivery agent.
- Construction is commenced.

Capital Coordination Process

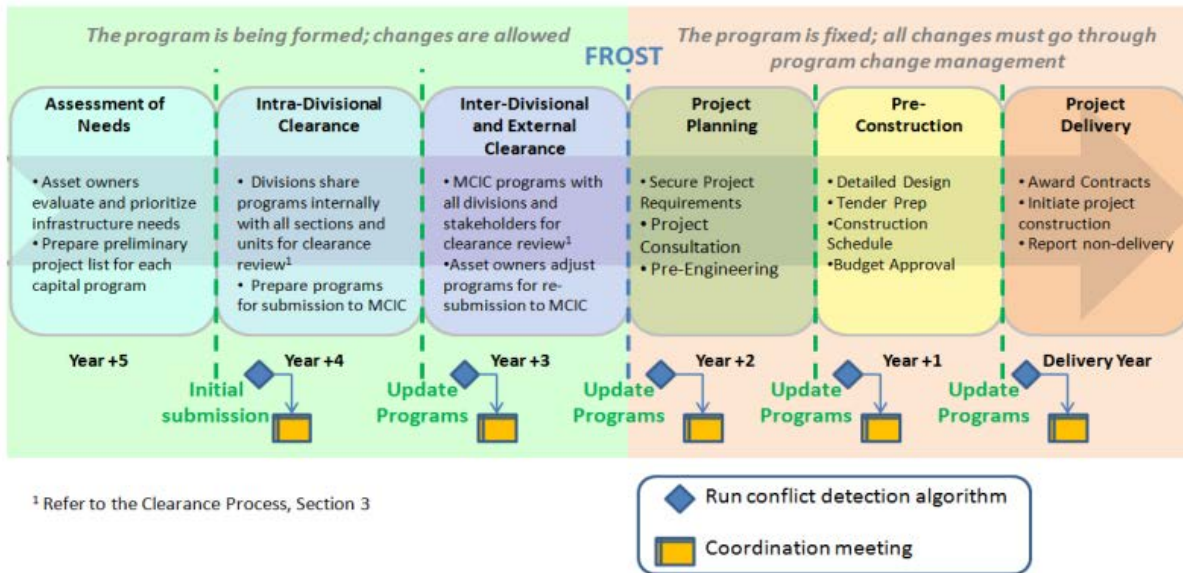


Figure 1: Capital Coordination Protocol Manual

Operational Work

Operational work which includes installation of traffic control signals, pedestrian crossovers, sidewalk replacements and general maintenance work is generally more reactive, with a shorter turn-around time, and so is not planned through the Capital Coordination Protocol. Work is initiated once a request has been received or issue has been identified or when a project has been approved by Council or Committee. The general process for operational type work is outlined below.

1. Work Identification

- New work requests or investigations can be submitted to Transportation Services through 311.
- Staff will investigate the request and determine what work is required.
- For Traffic Control Signals (TCS) and Pedestrian Crossovers (PXOs) City Council and/or Community Council approval is required.

2. Design and Estimation

- Once a location has been approved or repairs have been deemed warranted staff can begin the design and estimation process.
- Site visits are performed to document existing conditions and estimate the work required to perform the repairs.
- Conflicts with other major capital projects are evaluated.
- For TCS & PXOs a drawing is prepared and the design is circulated to internal and external stakeholders for review and comment.

3. Procurement

- Locations are bundled together and Engineering Estimate is prepared for a contract.
- Budgets and estimated funding required are verified.
- Tender documents are prepared and bids sought.
- Once the tender closes PMMD reviews the bids for procedural compliance and the bids are sent to the appropriate City Division.
- City division reviews the bid for technical compliance and recommends a bidder for contract award.
- After award, the contract is executed and the formal agreement is signed by the contractor.
- A Purchase Order for the contract is issued to PMMD.

4. Construction

- The contractor is issued an order to commence for the contract.
- A pre-construction meeting is scheduled with the contractor.
- The contractor submits all required construction submissions such as mix-designs and shop drawings for review and approval by the Contract Administrator.
- Contractor applies for utility locates clearances and any other permits or approvals required.
- Contractor contacts the Work Zone Coordinator to receive approval for lane closures and if required applies for paid duty officers.
- Construction work commences.
- City staff or consultants inspect the work performed by the contractor to ensure it meets all specifications and requirements.

5. Contract completion

- Once the majority of the work is completed Substantial Performance of the contract is issued in accordance the Construction Lien Act.
- Once deficiencies have been rectified the City will issue Final Acceptance for the project.
- The City will inspect the work during the warranty period (typically 24 months).

For projects which require electricity to be brought on-site, such as new Traffic Control Signals (TCS) and Pedestrian Crossovers, additional coordination is required with Toronto Hydro. After the City's contractor has completed the civil and electrical works for these items the work must be certified by the Electrical Safety Authority (ESA). After certification by the ESA, Toronto Hydro then needs to activate power to the site. Before activation, the New TCS also need to be tested and integrated with the City's Traffic Systems. Before traffic signals are activated, staff must coordinate with the electrical maintenance contractor, line painting contractor, construction contractor and Paid Duty Officers to schedule an activation date.

3. Transportation Services provide a list of all their projects city wide from 2018 to present and those planned in 2020. This list to include, sidewalk replacement, new sidewalks, repaving of roads, installation of traffic lights and the installation of pedestrian crosswalks.

- See attachment #3A – Transportation major capital projects 2018 to 2020
- See attachment #3B – Sidewalk replacements
 - Excludes sidewalks replaced through major capital projects.
- See attachment #3C – Traffic installations

4. Transportation Services is to provide the rational for not reconstructing Keeler Boulevard in Ward 24 of date. The work was scheduled to be done in 2018 and has been delayed and reprioritized.

In 2018, a new road named Neelands Crescent and a townhouse development was constructed with access to Keeler Boulevard. As part of this development application the developer was responsible for repaving approximately 150m of Keeler Boulevard adjacent to their development.

On April 30, 2018 Transportation Services received an inquiry from the local Councillor's office requesting that the entire segment of Keeler Boulevard be resurfaced in conjunction with the Developer's resurfacing work. Following review of the road condition, resurfacing of Keeler Boulevard was programmed in accordance with the MCIC process, including identification of opportunities for coordination with other projects. Keeler Blvd is currently programmed for road resurfacing in 2023 from Neilson Road to a point approximately 560m north and east of Neilson Road. In the interim, localized asphalt patching on sections of Keeler Boulevard was undertaken in 2018 to improve the immediate surface quality.

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cc: Michael D'Andrea Chief Engineer & Executive Director, Engineering & Construction Services

Ashley Curtis, Director Planning and Capital Program, Transportation Services

The following attachments to Answer IA14.1a are available on the City's website at www.toronto.ca/council:

Attachment 1A – Construction Projects from 2016 to Present

Attachment 1B – Traffic Installations from 2016 to Present

Attachment 3A – Transportation major capital project 2018 to 2020

Attachment 3B – Sidewalk replacements

Attachment 3C – Traffic installations