

REGION OF OTTAWA CARLETON

RÉGION D'OTTAWA CARLETON

REPORTRAPPORT

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 Your File/V/Réf.

DATE 21 September 2000

TO/DEST. Co-ordinator
 Corporate Services and Economic Development Committee

FROM/EXP. Deputy Commissioner
 Environment and Transportation Department

SUBJECT/OBJET **HIRING OF COMBINATION SPREADER/PLOW TRUCK UNITS
 CONTRACT 97-822 EXTENSION**

DEPARTMENTAL RECOMMENDATION

That the Corporate Services and Economic Development Committee and Council approve the extension of Contract 97-822 with Goldie Mohr Ltd., Nepean, for the services of five Combination Spreader/Plow Truck Units, for use in winter maintenance operations for a period of two winter seasons, 2000/2001 and 2001/2002, in the amount of \$1,725,651 (\$862,826.00 annually for two years), bringing the revised total contract provision to \$4,044,811.

BACKGROUND

In 1997, the provincial government, as part of the restructuring of service delivery to the public, transferred former provincial highways to the Region of Ottawa-Carleton. The transfer included former Highway 17 from the intersection with Highway 417 to the Eastern Regional boundary. This portion of the highway is now known as Regional Road No. 174.

Staff employed a computerized route optimization process, which determined a requirement for five combination salt spreader/plow truck units to maintain the newly acquired highway during the winter, in order to provide a comparable level of service to that provided by the Ministry of Transportation. Subsequently, Contract 97-822, a three (3) year contract with an option for two (2) additional years was awarded to Goldie Mohr Ltd. to provide the service.

A combination unit is defined as a truck that combines front and side plowing capabilities with a computer controlled ability to spread de-icers in either dry or pre-wetted form and summarize the quantities of such materials at the end of the route.

DISCUSSION

As part of the Department's effort to maximize its benefit from existing resources for winter maintenance operations, the Department used advanced computerized route optimization technology, which included previously approved levels of service parameters in the analysis of the combined transitway and road network, to determine the optimum number of routes (beats) for snow and ice control material applications.

The Regional Roads network, including the newly added Roads (former Provincial highways) and the Transitway, was considered for the production of new optimized routes for snow and ice control. The technology is also used to determine the number, type and capacity of equipment needed to achieve the required level of service within the time limits for the corresponding road class, as set by the Regional Standards for roadway winter maintenance.

The Department has determined that the most efficient vehicle configuration for this work is a 'combination' unit that combines a plow truck with a material spreader under the operator's control. The spreader control unit would be capable of spreading salt and/or abrasives in various mixes at different speeds, while having the capability to easily employ new technologies such as pre-wetting and Global Positioning System (GPS) tracking. In addition, the controller must be able to store captured data for possible real time monitoring and future download to a fixed base computer for analysis and record keeping. The combination unit would also have a hydraulically operated, reversible front plow, and a plow-wing to achieve maximum coverage when plowing snow off multi-lane roadways.

The route analysis indicated five additional combination units were required to carry out winter maintenance on the former Provincial Highway. The service of five additional 'combination' units was obtained through the award of Contract 97-822. This contract award has provided the Right of Way Branch with the committed services of these five units for a three-year period, starting in 1997, with optional extensions for two additional years.

The successful bidder purchased new trucks equipped with hydraulic wing and reversible plow. The material application equipment was a European style "Epoke" spreader.

Epoke is an industry leader in the production of snow and ice control equipment. Their spreaders have proven during the past three years to be reliable and accurate, employing the latest in technology for control and material application monitoring. These spreaders are designed to operate an on-board pre-wetting system.

The Right of Way Branch has been operating Epoke spreaders for the past five years. This hands-on experience has been very positive. When employing the on-board pre-wetting system, the amount of salt applied can be reduced by as much as 25% when optimum pavement temperatures prevail.

An added advantage to the Epoke spreader controls is the fact that these units are GPS-ready. Global Positioning System (GPS) data is becoming more valuable with the application of new technologies such as route optimization, which is being used by the Region to establish snow and ice control routes for winter operations.

GPS tracking of material application on the roadway both with respect to exact location and quantity may become a requirement of the Federal Ministry of the Environment as a result of the proposed regulations for chloride de-icers. GPS may also be used by the Region to verify areas of material application by a contractor.

In 1997/98, the Department negotiated and amended the hourly rate upwards by \$10.00 for the additional pre-wetting and GPS options in accordance with the optional pricing item in the specification.

This year Goldie Mohr Ltd. requested an increase for the two (2) year period. The Department, in consultation with the Supply Management Division, negotiated a 4% increase to the established hourly rate for each combination unit. The 4% accurately reflects the increase in operating expenses as a result of escalating diesel prices. The increase is considered fair and reasonable.

CONSULTATION

Public consultation is not required.

EXPENDITURE JUSTIFICATION

The service of these combination units is required to continue to meet the obligation of winter maintenance for the expanded Regional Road Network. The use of advanced combination spreaders and plow units will assist in the optimization of material application on the road for winter maintenance. Extension of the existing contract with Goldie Mohr Ltd. will give the Region immediate access to required specialized winter maintenance equipment as well as experienced and trained contract personnel.

OTTAWA TRANSITION BOARD

In accordance with Ottawa Transition Board Regulation 100/2000 – Financial Guideline #1, Section 5 (1)(b) this report requires the approval of the Transition Board.

FINANCIAL STATEMENT AND APPROVAL

	\$
Approved Budget to Date	2,091,777
Total Paid & Committed	<u>(256,630)</u>
Balance Available	1,835,147
THIS REQUEST	<u>(345,130)</u>
Balance Remaining	<u>1,490,017</u>

Funds are available in the 2000 Operating Budget, Cost Centre 138111 (Reference Page 237). This also represents a pre-commitment against the 2001 and 2002 operating budgets for the remaining term of this contract. The \$345,130 represents the cost for this year's operating budget.

*Approved by D. Shannon on behalf of
Doug Brousseau*

SUPPLY MANAGEMENT DIVISION

I concur,

*G. Ford on behalf of
Lloyd Russell*