



CITY OF KINGSTON
INFORMATION REPORT TO COUNCIL

Report No.: 12-061

TO: Mayor and Members of Council
FROM: Jim Keech, President & CEO, Utilities Kingston
RESOURCE STAFF: Mark Van Buren, Director of Engineering
DATE OF MEETING: January 24, 2012
SUBJECT: Construction of Speed Humps

EXECUTIVE SUMMARY:

This information report provides an opportunity to correct and clarify verbal information provided to Council during budget deliberations at the Committee of the Whole meeting on November 21, 2011. Information was sought from staff regarding the responsibility for costs to rectify speed humps on Rideau Street and Queen Mary Road that were not built to proper specification. A total of 14 speed humps were deemed to be non-satisfactory and required replacement. The costs to reconstruct the 14 speed humps was cost shared between the City and Contractor on a 50/50% basis with the City share of the cost totalling \$25,140.

The following information report provides additional clarification on this matter and steps that the City staff has taken to improve speed hump specifications for future traffic calming projects and tools to assist with quality control and inspection during construction.

RECOMMENDATION:

This report is for information purposes only.

January 24, 2012

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AUTHORIZING SIGNATURES:

ORIGINAL SIGNED BY PRESIDENT & CEO, UTILITIES KINGSTON Jim Keech, President and CEO, Utilities Kingston
ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER Gerard Hunt, Chief Administrative Officer

CONSULTATION WITH THE FOLLOWING COMMISSIONERS:

Cynthia Beach, <i>Sustainability & Growth</i>	N/R
Lanie Hurdle, <i>Community Services</i>	N/R
Denis Leger, <i>Transportation, Properties & Emergency Services</i>	N/R

(N/R indicates consultation not required)

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OPTIONS/DISCUSSION:

At the Committee of the Whole meeting on November 21, 2011, information was provided to Council in response to a question regarding the reconstruction of speed humps on Rideau Street and Queen Mary Road. The purpose of this information report is to provide a more detailed response to the question raised at the Committee of the Whole meeting and to correct the verbal response provided by staff. The question posed of staff was '*Who paid for the work to replace the speed humps on Rideau Street and Queen Mary Road?*' The response offered by staff was that the Contractor paid for the cost to replace the speed humps that were not built to proper specification. Unfortunately this response was not factually correct, and upon confirmation with other City staff involved in administering the construction work, the costs were in fact shared 50/50% between the Contractor and the City. A total of 14 speed humps (6 humps on Rideau Street and 8 humps on Queen Mary Road) were deemed not satisfactory and were replaced at a cost to the City of \$25,140 (representing 50% of the total cost).

The original position of staff was that the Contractor would be responsible for the entire cost to replace the speed humps that were not built to specification. The Contractor acknowledged the speed humps that required replacement were not originally built to the specified height (too high) and agreed that this was their responsibility to rectify. However, the Contractor argued with merit, that the specifications provided by the City in the contract documents that describe the profile of the speed humps, were insufficient. The specifications used by the City (see Exhibit A) provide the base width and height for the speed hump accompanied by a pictorial image that shows the shape/profile of the speed hump. The revised specifications (see Exhibit B) used to correct the deficient speed humps also include height dimensions along the base width which clearly define the shape/profile of the hump. Based on the foregoing, and since both height and shape of the speed humps were factors contributing to the insufficiency of the 14 speed humps that required replacement, there was an agreement to split the costs between the Contractor and the City.

Staff has since taken steps to improve both the specifications that will be included in future contracts for speed hump construction and have also developed a physical template that will allow for improved inspection and quality control of speed humps during construction.

EXISTING POLICY/BY LAW:

Not applicable.

NOTICE PROVISIONS:

Not applicable.

ACCESSIBILITY CONSIDERATIONS:

Not applicable.

FINANCIAL CONSIDERATIONS:

The City of Kingston share of the cost to reconstruct the 14 speed humps on Rideau Street and Queen Mary Road was \$25,140. There are sufficient funds within the approved capital budget for the Traffic Calming program to pay for the additional costs. Staff will continue to manage the capital budget for the traffic calming program to ensure that the additional expenditures to rectify deficiencies on Rideau Street and Queen Mary Road will not compromise traffic calming projects within the remainder of the multi-year (2011-2014) traffic calming program.

CONTACTS:

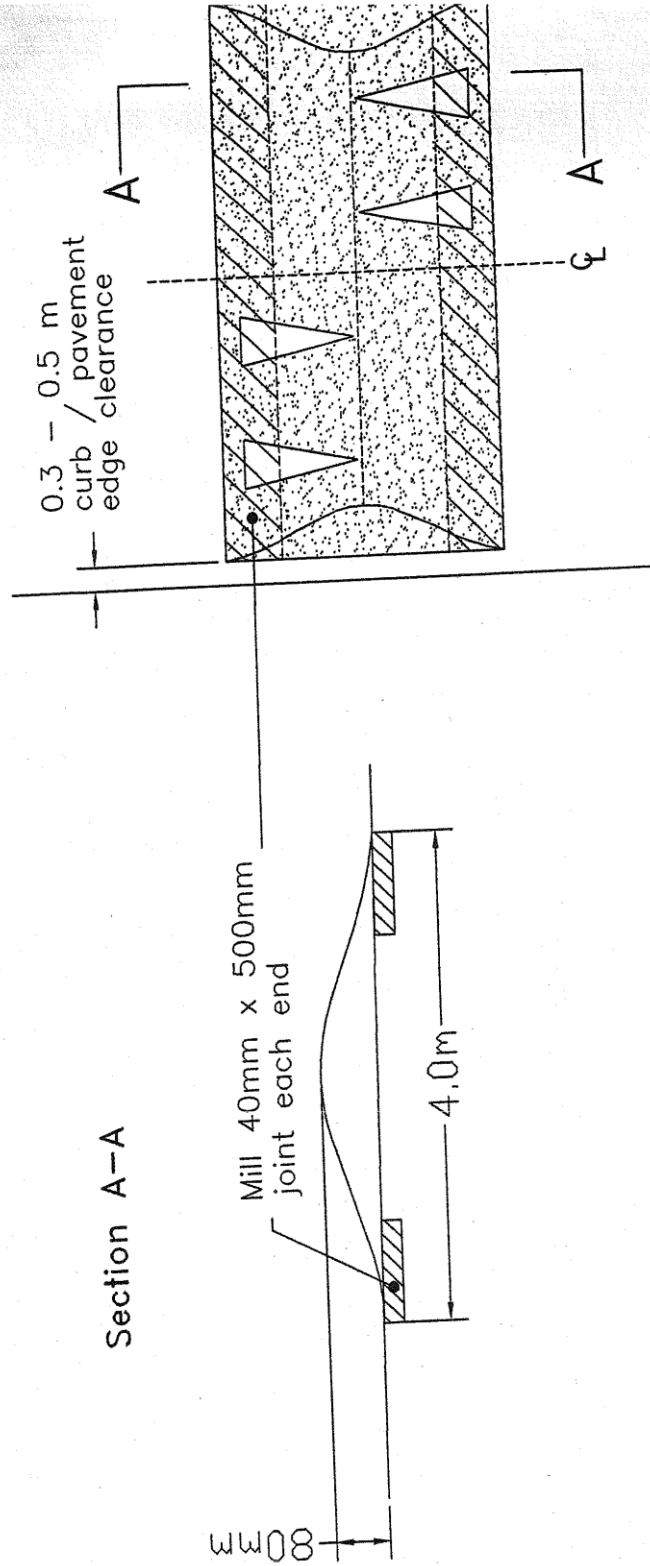
Mark Van Buren, Director of Engineering,	613-546-4291 Ext. 3218
Mark Campbell, Manager of Construction,	613-546-4291 Ext. 3139
Deanna Green, Manager of Traffic,	613-546-4291 Ext. 3170

OTHER CITY OF KINGSTON STAFF CONSULTED:

Not applicable.

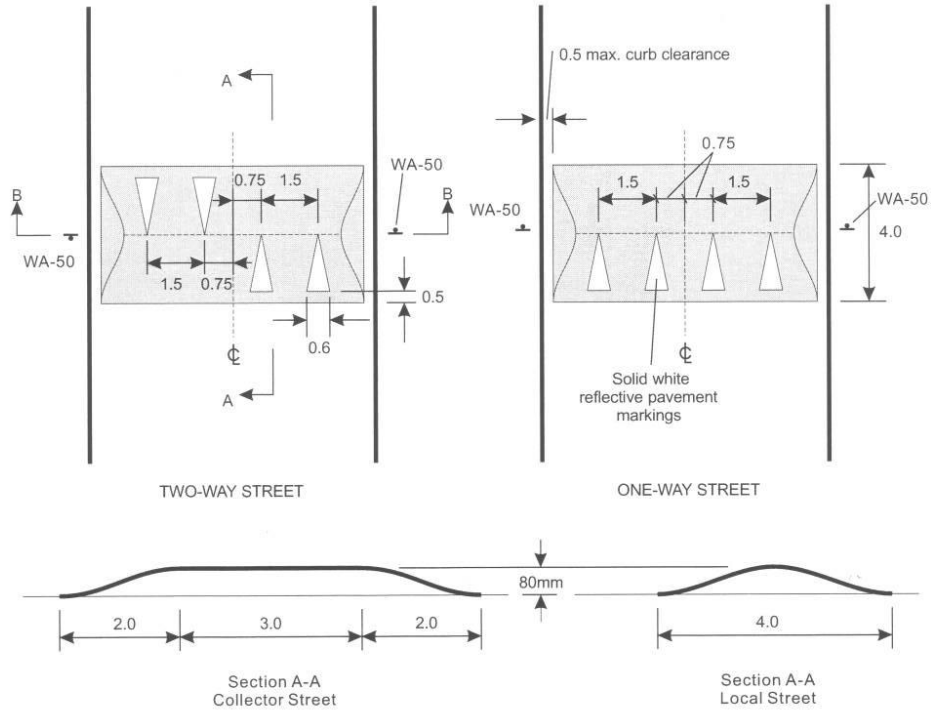
EXHIBITS ATTACHED:

Exhibit A – Speed Hump Detail (City of Kingston (2010))
Exhibit B – Speed Hump Detail (Institute of Transportation Engineers)



Speed Hump Detail

FIGURE 4.4 SPEED HUMP

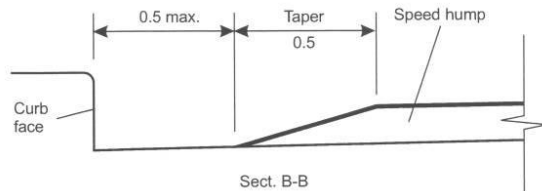


Sinusoidal Speed Hump Development

Distance (m)	0.000	0.125	0.250	0.375	0.500	0.625	0.750	0.875	1.000	1.125	1.250	1.375	1.500	1.625	1.750	1.875	2.000
Finished Height (mm)	0	1	3	7	12	18	25	32	40	48	55	62	68	73	77	79	80

Sign Descriptions:

WA-50 Speed Hump



All dimensions are in metres unless otherwise noted.

NOT TO SCALE