

HIGHWAY 11 RECONSTRUCTION - COCHRANE

MTO WP 298-96-00 (WITHIN THE TOWN OF COCHRANE)

Townships of Glackmeyer & Lamarche, District of Cochrane
 Implementation: 2000/01 – Detailed Design; 2002/03 – Construction (tentative)
 Project No. EN00012

Client: Ministry of Transportation Ontario,
 Planning & Design Section, Northern Region,
 447 McKeown Avenue, Suite 301,
 North Bay, Ontario, P1B 9S9
 Contact: Mr. Ray Hong, P.Eng., Project Manager.

Highway 11 extends across much of northern Ontario and forms part of the trans-Canada route for commercial traffic. It also provides access to natural resources and carries both industrial and commuter traffic. The above project concerns that portion of the highway which is located within the Corporation of the Town of Cochrane; it extends from 1.7km west of the intersection of Highways 579 & 652 (Third Avenue), easterly & then southerly to Menard Lake Road. The total project length is approximately 3.5 km. Along the length of the project, Highway 11 is the only access to the bordering commercial establishments and residential homes. Traffic growth and the concentration of turning movements at the Third Avenue intersection caused the Ministry of Transportation Ontario (MTO) to investigate improvements to correct safety, operation, and drainage conditions along this section of Highway 11. A subsequent preliminary design report identified preferred alternatives.

In early 2000, Sutcliffe Rody Quesnel Inc (SRQ) was retained by the MTO to provide the Total Project Management services required to implement the improvements which had been recommended; the assignment involved both detailed design and construction administration. The design services included supplemental pre-engineering surveys; comprehensive geotechnical investigations & pavement design; environmental design and an Environmental Study Report; detailed highway design including roadway, hydrology review & new storm sewer, signage, pavement marking, and electrical components; traffic design; municipal infrastructure; identification of utility conflicts and verification of proposed utility relocation; and, preparation of the construction contract package.

The geotechnical investigation revealed a much larger presence of muskeg than expected. As a result, the excavation & backfill requirements are very large in scope, and the utility relocation operations are extensive & complex. Hydro, gas, telephone, & cable TV are each affected. The scheduling of utility shutdowns, and the time constraints related thereto, resulted in some of this work being added to the highway contract. Due to the tight property restrictions, & the lack of an alternate route for detours, complex staging is required to maintain traffic flow during construction.

It is anticipated that a construction contract for grading, drainage, granular base, illumination, and hot mix paving will be awarded in early 2002. SRQ will supply construction contract administration services which will include day to day inspection to ensure that the end product is built according to plan, confirmation of material quality, tracking and compiling payment quantities, and liaison with stakeholders. The construction contract is expected to require two years to complete.

The highway improvements include the widening of Highway 11, from the present two lane travelled surface, to three and five lanes (rural and urban), including the provision of fully paved shoulders along the rural sections; realignment of the Third Avenue intersection; installation of new storm sewers and culverts in conjunction with an extensive amount of ditch cleanout; provision of full illumination along much of the project, and the upgrading of the adjacent Truck Inspection Site. The construction cost estimate is approximately \$9.0M.

Key Participants:

D. G. Peterson, P.Eng.	Project Manager
D. P. Farrow	Senior Highway Designer
Trow Consulting Engineers	Geotechnical Investigations & Pavement Design
McCormick Rankin	Electrical Design
EcoTec Consultants	Environmental Design

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