

MTO Northeast Corridor Assessment

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The Asset Management theory makes a lot of sense for a large entity with billions of dollars in assets to be managed. It is excellent practice to look at your assets and analyze how to spend your limited budget to keep things in the best repair possible and to have the data and scenario analysis tools in hand to make cases for funding of highway projects. But in order to get this process started there is a certain amount of data that is needed to be known:

1. What do we have (in assets)?
2. When will they need to be fixed (need an expenditure)?
3. How much will it cost?

The Northeastern Region of the Ministry of Transportation (which covers the area from the Severn River (south of Gravenhurst) north and west to Hornepayne and east to the Quebec border, including the centres of Huntsville, North Bay, Sudbury, Sault Ste Marie, Wawa, Cochrane and New Liskeard) has a huge number of assets within this geographic area. For most of the major highways there is a significant amount of data recorded on the assets. The problem is that the data is all in hard copy format or scanned and it requires a large amount of time to sift through it all and pull out the pertinent facts about the assets so that timeline and cost can be estimated for the assets. In addition, the hard copy papers do not give an indication of performance. Asset performance needs to be field checked to verify if the assets are on the path to reaching their expected lifecycle duration or if there are certain local conditions that are deteriorating their performance. There is a lot of work required to get an asset data inventory and management program set up in order to provide realistic results.

In order to develop an asset inventory and answer the questions about lifecycle remaining and cost to repair, the Ministry hired Stantec Consulting to assist. The assignment was to collect inventory information on three of Northeastern Region's major highways (Highway 11, 17 and 6) and to prepare a cost and timeline model that could be used to consistently estimate the remaining lifespan and cost for replacement of each of the assets in the inventory. In total approximately 1900 centre line km of highway were inventoried.