COR/2016/01165

April 11, 2016

Dear [Redacted]:

RE: Your request for access to information under Part II of the Access to Information and Protection of Privacy Act (Our File: TW/024/2016)

On March 22, 2016, the Department of Transportation and Works received your request for access to the following records/information:

on March 21st 2016, the Minister of Transportation and Works released tenders valued at $10 million for the upcoming construction season. The Minister noted that the allocation of roadwork was based on evidence and the list of projects was ranked. Please provide information pertaining to the ranking mechanism for projects, i.e. the criteria used to rank projects, the information used, and the ranked value of each project.

I am pleased to inform you that a decision has been made by the Deputy Minister for the Department of Transportation and Works to provide access to the requested information.

In accordance with your request for a copy of the records, the appropriate copies have been enclosed.

Please be advised that you may ask the Information and Privacy Commissioner to review the processing of your access request, as set out in section 42 of the Access to Information and Protection of Privacy Act (the Act). A request to the Commissioner must be made in writing within 15 business days of the date of this letter or within a longer period that may be allowed by the Commissioner.

The address and contact information of the Information and Privacy Commissioner is as follows:

Office of the Information and Privacy Commissioner

P.O. Box 8700, St. John’s, NL, Canada, A1B 4J6
You may also appeal directly to the Supreme Court Trial Division within 15 business days after you receive the decision of the public body, pursuant to section 52 of the Act.

Please be advised that responsive records will be published following a 72 hour period after the response is sent electronically to you or five business days in the case where records are mailed to you. It is the goal to have the responsive records posted to the Office of Public Engagement's website within one business day following the applicable period of time. Please note that requests for personal information will not be posted online.

If you have any further questions, please feel free to contact the undersigned by telephone at (709) 729-5351 or by e-mail at FrankWalsh@gov.nl.ca.

Sincerely,

Frank Walsh
ATIPP Coordinator
Department of Transportation and Works
TW/024/2016

Tenders for Upcoming Construction Season

Table of Contents:

Responsive Document - Transportation Infrastructure Ranking Process
TRANSPORTATION INFRASTRUCTURE RANKING PROCESS

PROJECT EVALUATION

A three-stage approach was used to evaluate projects:

- **Regional Assessment and Ranking**
  - Regional engineers identified projects from the project database, which was updated to reflect input from residents provided to regional offices, inspections and engineering reports and assessments.
  - Scores were attached to each project based on the following criteria: safety, condition, class, economic impact, preventative value, and bundling opportunities.
  - Based on project scores, essential projects were identified.

- **Provincial Assessment and Ranking**
  - Projects were then assessed from a provincial perspective as to the level of readiness for the 2016 construction season, and the potential to be combined with other projects.
  - Each project was evaluated based on budget requirements and immediate needs.

- **Final Evaluation**
  - A final evaluation of each project considered provincial priorities and preventative measures that may deter costly rehabilitation in the future.

WEIGHTED RANKING

To rank each individual project, Regional Engineers used a weighted scale to score each project based on the following criteria:

- Safety (40)
- Condition (30)
- Class (20)
- Economic impact (10)

A weighted scale ranks each project on a 0-5 basis — zero marks the low end of the scale as follows:

<table>
<thead>
<tr>
<th>Measure</th>
<th>0</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>No concern</td>
<td>Low</td>
<td>Moderate</td>
<td>High</td>
<td>Very High</td>
<td>Essential</td>
</tr>
<tr>
<td>Condition</td>
<td>Excellent</td>
<td>Good</td>
<td>Fair</td>
<td>Fair to poor</td>
<td>Poor</td>
<td>Very poor</td>
</tr>
<tr>
<td>Class</td>
<td>Local Road (Class IV)</td>
<td>Local</td>
<td>Main Community</td>
<td>Community Access</td>
<td>Collector</td>
<td>TCH</td>
</tr>
<tr>
<td>Economic</td>
<td>No impact</td>
<td>Minimal</td>
<td>Low</td>
<td>Moderate</td>
<td>High</td>
<td>Very high</td>
</tr>
</tbody>
</table>
- Additional consideration was given to opportunities to bundle projects in a region.
- If a project received a 5 (weighted at 40) in safety, it was automatically ranked as an essential project regardless of how it ranked in the other categories.
- Projects that scored more than 400 were classified “essential projects.”

**SCORE CALCULATION**

**EXAMPLE 1: ESSENTIAL PROJECT**

The project—Route 360, km 45.2 to km 49.5 (Miguel Brook Bridge) and km 51.9 (Northwest Gander Bridge) to km 59.5, upgrade and pave—received the following rankings:

Safety
Rank of 5 multiplied by a weight of 40 for a total of 200 points

Condition
Rank of 5 multiplied by a weight of 30 for a total of 150 points

Class
Rank of 4 multiplied by a weight of 20 for a total of 80 points

Economic Impact
Rank of 3 multiplied by a weight of 10 for a total of 30 points

Final ranking: $5(40) + 5(30) + 4(20) + 3(10) = 460$

Final evaluation: Project is shovel ready and essential. There are no further high-ranking projects have been classified as shovel ready for start of construction season.

**EXAMPLE 2: BUNDLED PROJECT**

Route 440, near Cox’s Cove - Correct water problems

Safety
Rank of 2 multiplied by a weight of 40 for a total of 80 points

Condition
Rank of 2 multiplied by a weight of 30 for a total of 60 points

Class
Rank of 4 multiplied by a weight of 20 for a total of 80 points

Economic Impact
Rank of 2 multiplied by a weight of 10 for a total of 20 points

Final ranking: $5(40) + 5(30) + 4(20) + 3(10) = 240$

Final evaluation: Project is shovel ready. It is located in close proximity of projects that are shovel ready and have been classified essential and can be bundled with these projects to lower cost through economies of scale.
Using this evidenced-based evaluation, the following shovel-ready roads and culverts were ranked as follows:

<table>
<thead>
<tr>
<th>Region</th>
<th>Project Description</th>
<th>Safety</th>
<th>Condition</th>
<th>Class</th>
<th>Economic</th>
<th>Total</th>
<th>Bundling Opportunity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avalon</td>
<td>Route 63, Avondale Access Road, km 0.2 - km 2.0 - Pulverize and repave 1.8 km (Route 60 end)</td>
<td>2</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>300</td>
<td>Yes (with other Route 63 work)</td>
</tr>
<tr>
<td>Avalon</td>
<td>Route 63, Avondale Access Road, km 2.9 - km 7.6 - Pulverize and repave with rock cap 1.1 km, resurface 3.6 km (TCH end)</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>350</td>
<td>Yes (with other Route 63 work)</td>
</tr>
<tr>
<td>Avalon</td>
<td>Route 70, Bannerman Brook Bridge and Harbour Grace Bridge – Bridge Rehabilitation</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>350</td>
<td>Yes, two bridges requiring repair within 200 meters from each other.</td>
</tr>
<tr>
<td>Eastern</td>
<td>Route 210, near Brenton’s concrete plant, Marystown, km 134.1 – Culvert Replacement</td>
<td>4</td>
<td>5</td>
<td>4</td>
<td>3</td>
<td>420</td>
<td>Yes (other culvert work on Route 211/212)</td>
</tr>
<tr>
<td>Region</td>
<td>Project Description</td>
<td>Ranking Measures</td>
<td>Other Considerations</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Eastern</td>
<td>Route 211, km 11.0 - Culvert Replacement</td>
<td>3 5 3 2 350</td>
<td>Yes (other culvert work on Route 211/212)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eastern</td>
<td>Route 211-10, Terrenceville Road, km 0.3 - Culvert Repair</td>
<td>3 5 3 2 350</td>
<td>Yes (other culvert work on Route 211/212)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eastern</td>
<td>Route 212, km 25.5 - Culvert Replacement</td>
<td>3 5 3 2 350</td>
<td>Yes (other culvert work on Route 211/212)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eastern</td>
<td>Route 212, Harbour Mille Road, km 23.1 - Culvert Replacement</td>
<td>3 5 3 2 350</td>
<td>Yes (other culvert work on Route 211/212)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>Route 360, km 45.2 to KM 49.5 (Miguel Brook Bridge) and km 51.9 (Northwest Gander Bridge) to km 59.5 - upgrade and pave Route 360</td>
<td>5 5 4 3 460</td>
<td>Yes, essential rehabilitation of multiple culverts that have been bundled as one project.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Western</td>
<td>Route 480, Burgeo Road – Culvert Replacement</td>
<td>5 3 4 1 380</td>
<td>Yes, essential rehabilitation of multiple culverts that have been bundled as one project.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Region</td>
<td>Project Description</td>
<td>Safety</td>
<td>Condition</td>
<td>Class</td>
<td>Economic</td>
<td>Total</td>
<td>Bundling Opportunity</td>
</tr>
<tr>
<td>--------</td>
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<td>----------------------</td>
</tr>
<tr>
<td>Western</td>
<td>Rout 440, Christopher’s Cove - Repairs to area landslide</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>380</td>
<td>Yes (with work on Route 440).</td>
</tr>
<tr>
<td>Western</td>
<td>Route 440, near Cox’s Cove - Correct water problems</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>240</td>
<td>Yes (with work on Route 440).</td>
</tr>
<tr>
<td>Western</td>
<td>Route 4440, McIvers – Instability Correction</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>380</td>
<td>Yes (with work on Route 440).</td>
</tr>
<tr>
<td>Western</td>
<td>Route 420, White Bay South Highway Culvert Replacement</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>400</td>
<td></td>
</tr>
<tr>
<td>Western</td>
<td>Route 480, Burgeo Highway at Top Pond Brook – Bridge Rehabilitation</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>1</td>
<td>330</td>
<td></td>
</tr>
</tbody>
</table>