



RESIDENTIAL AND
CIVIL
CONSTRUCTION
ALLIANCE OF
ONTARIO

Constructing Ontario's Future

What is wrong with these pictures?



Infrastructure Construction Project A - 2011

Type: Institutional Infrastructure

Capital Value: Approx. \$10,000,000

Soils Quality: Tested and confirmed as meeting Ontario standards for Full Depth Background Site Conditions, except for salt content.

Disposal: Site was 30 km from the excavation/construction site. This meant a 2 hour round trip time per truck for each of the 6,000 loads that had to be transported.

Soils Transport/disposal costs:
>13% of the capital cost .

Infrastructure Construction Project B - 2011

Type: Road, water & sewer (W Toronto)

Capital Value: \$4,200,000

Soils Quality: Tested and confirmed as meeting Ontario standards for Full Depth Generic Site Conditions in a Potable Ground Water Condition.

Disposal: Site was 49 km from the excavation/construction site, requiring a 2.5 hour round trip time per truck for each of the 2,600 loads that had to be transported.

Soils Transport/disposal costs:
>16% of the capital cost.

Infrastructure Construction Project C - 2011

Type: Road, water & sewer (W Toronto)

Capital Value: \$5,200,000

Soils Quality: Tested and confirmed as meeting Ontario standards for Full Depth Generic Site Conditions in a Potable Ground Water Condition.

Disposal: Site was 52 km from the excavation/construction site, requiring a 2.5 hour round trip time per truck for each of the 1,000 loads that had to be transported.

Soils Transport/disposal costs:
>5% of the capital cost.

Soil transport wastes Millions

Infrastructure projects such as sewer and watermain rehabilitation, road improvements or new health centres usually produce a large amount of excess soil. When it cannot be reused (e.g., compacted to support the weight of road traffic), it must be moved offsite.

Unfortunately, Provincial laws and standards intended to encourage the clean-up of Brownfield and other contaminated sites are being applied as well to excess construction soils, and being imposed by other public agencies and private companies.

Owners of vital infrastructure (provincial and municipal governments, utilities, hospital boards, etc.) typically pass on the obligations to assess soil quality and dispose of excess materials in their construction contracts. This means construction firms are paying millions of dollars each year to move relatively clean soil from construction sites to remote placement sites. Of course, these ever-increasing costs get reflected in contractors' prices to owners, which are then passed on to taxpayers/consumers.

Adding to the problems, over time local sites for excess soils are closing their doors and contractors are required to transport soil further and further away from the excavation sites. There is no practical, organized means to match projects producing excess soils with other owners or companies that can use them. As traffic congestion increases and fuel costs rise, the impact will be a significant erosion of taxpayers' dollars that would otherwise be available for badly-needed infrastructure improvements.

The Residential and Civil Construction Alliance of Ontario is reaching out to all stakeholders, including owners, government agencies, lenders, consultants, scientists, contractors, etc.

We urgently need to find practical solutions to end the escalating costs, and develop best practices to manage these low risk excess soils produced from infrastructure projects.

**For more details, contact
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RCCAO members include: Carpenters' Union • Greater Toronto Sewer and Watermain Contractors Association • Heavy Construction Association of Toronto • International Union of Operating Engineers, Local 793 • International Union of Painters and Allied Trades, District Council 46 • Joint Residential Construction Council • LIUNA Local 183 • Residential Carpentry Contractors Association • Toronto and Area Road Builders Association