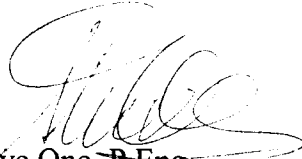




To: Public Works and Transportation Committee **Date:** February 7, 2003
From: Steve Ono, P.Eng.
Director, Engineering **File:** 6340-20-P.03201
Re: Award of 2003 Paving Contract T.1545

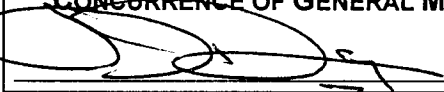
Staff Recommendation:

That the report regarding award of Contract T.1545 – 2003 Asphaltic Concrete Paving to the lowest bidder, Columbia Bitulithic Limited, be received for information.



Steve Ono, P.Eng.
Director, Engineering
(4394)

Att. 1

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

The asphaltic concrete paving program is part of the proposed 2003 operating budget. This is seasonal work and therefore it is important to expedite this program in order to have it commence at the earliest possible time. The typical paving season is between April and October.

Background

The scope of work includes milling and the paving of roads in priority order as identified by the newly implemented Pavement Management System (PMS) and staff.

Paving is tentatively scheduled to commence on April 15, 2003 and will continue until October 17, 2003, subject to weather or uncontrollable delays. A detailed construction schedule will be forwarded to Mayor and Councillors as soon as it is available. In addition, residents and businesses impacted by construction will receive hand delivered letters in advance of construction and road advisories will be advertised in local newspapers.

Included in Appendix A is a list of the proposed paving sites and the respective justification.

Tender Results

The following five tenders were opened on January 23, 2003, and have been reviewed by Engineering Staff. Tenders were as follows:

TENDER	TOTAL TENDER AMOUNTS
Columbia Bitulithic Ltd.	\$1,822,831.02
Imperial Paving Ltd.	\$1,885,630.40
J.Cewe Ltd	\$1,911,126.00
Winvan Paving Ltd.	\$1,916,913.80
BA Blacktop Ltd	\$1,928,651.31

Note that the public tenders are accessible through the City's web site and results are now posted on the BC Bid web site.

Analysis

All tenders were checked for legal or mathematical errors. The low bidder for contract T.1545 is Columbia Bitulithic Limited. This contractor has extensive relevant experience and has been the paving contractor for the City in past years.

Financial Impact

Funding Required	\$ 2,127,515.95
City Operational Funding Available	\$ 1,681,000.00
Additional Funding Sources (MRN*)	<u>\$ 770,000.00</u>
Total Available Funding	<u>\$ 2,451,000.00</u>
Balance	\$ 323,484.05

* Represents funding from the Greater Vancouver Transportation Authority for the City's Major Road Network.

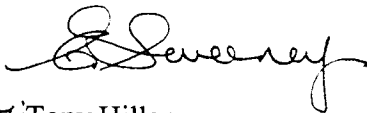
Discussion

In prioritizing the list of roads to be repaved in 2003, staff based their decisions upon available funding as well as road segments prioritized in the PMS 5-year rehabilitation program. It should be noted that in order to maintain our road network at its current level and minimize deterioration, our PMS shows an annual budget in excess of \$3.0 million would be required. However given present funding levels this is not possible. In early summer staff intend to add to the 2003 paving program additional roads from our PMS list once we have re-assessed the highest priorities based on the extent of damage done during the winter to the road network. The remaining \$300,000 balance will be used to fund the paving of these additional roads. This will ensure the best use of available funds.

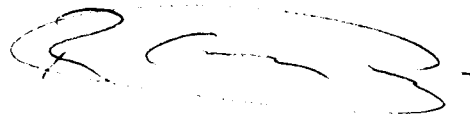
As noted in Appendix A, available operational funding is currently \$1.68 million. In addition, the foregoing projected funding requirements are based upon 2002 asphalt costs. Asphalt prices are directly related to petroleum costs and have risen 46% increase since 2000. Furthermore, prices and will most likely continue to increase over the next few years.

Conclusion

The tender being awarded is the lowest of the tenders received. Therefore the City is in the process of entering into a contract with Columbia Bitulithic Limited.



for Tony Hillan
Manager, Roads & Construction Services
(L.1207)



Robert Gonzalez, P.Eng.
Manager, Engineering Design and Construction
(L.4150)

RG:tm

APPENDIX A

COST BREAKDOWN: CONTRACT T.1545	
Tender	\$ 1,822,831.02
GST (3%)	\$ 54,684.93
Sub Total	\$ 1,937,515.95
City Works Required	\$ 90,000.00
Contingency	\$ 100,000.00
Estimated Total Project Cost	\$ 2,127,515.95

Funding Sources are as follows:

Funding Source T.1545	Budget Available	Total Package Funding Required	Remaining Unallocated Funds
Maintenance Operating Budget Acct. No. 4992-10-411-4130-0000	\$1,681,000.00	\$1,681,000.00	\$200,000.00*
2003 MRN (Major Road Network) Acct. No. 4994-10-414-41310-0000	\$770,000.00	\$646,515.95	\$123,484.05*
Total	\$2,218,657.50	\$123,484.05	

*Remaining funds will be used to fund the next priority road repaving project.

APPENDIX B

CITY OF RICHMOND PUBLIC WORKS CAPPING PROGRAM

LOCATION	FAULTS
No. 1 Road - 6,000 Block	<ul style="list-style-type: none"> - severe utility cuts - low valves - transverse cracking - some longitudinal cracking
Francis Road - 3,000 Block	<ul style="list-style-type: none"> - some low utility cuts - severe transverse cracking - several alligatored areas - severe longitudinal cracking
Steveston Hwy. - 3,000 Block	<ul style="list-style-type: none"> - severe longitudinal cracking - several alligator cracked areas - some transverse cracking - some low utility cuts
Elkmond - 9,000 Block	<ul style="list-style-type: none"> - severe alligator cracking - severe transverse cracking - low utility cut
Gormond - 9,000 Block	<ul style="list-style-type: none"> - severe utility cuts - severe longitudinal cracking - some low valves - minor transverse cracking
Jesmond - 9,000 Block	<ul style="list-style-type: none"> - severe transverse cracking - high manholes - several low utility cuts
Ulsmore - 3,000 Block	<ul style="list-style-type: none"> - severe utility cuts - severe transverse cracking - high manholes - severe longitudinal cracking - some alligator cracking
Deagle Road - 9,000 Block	<ul style="list-style-type: none"> - sever alligator cracking - severe transverse cracking - sever edge cracking (alligator)
Steveston Hwy. - 8,000 Block	<ul style="list-style-type: none"> - severe alligator cracking - severe utility cuts - low valves - high manholes - severe transverse cracking - severe longitudinal cracking

Triangle Road "This road is in extremely bad condition"	<ul style="list-style-type: none"> - base exposed in some areas - alligator cracking severe - edge cracking severe (alligatored) - pot holes severe - severe utility cuts - severe transverse cracking - severe longitudinal cracking
No. 6 Road (North of Steveston Hwy.)	<ul style="list-style-type: none"> - severe alligator cracking (extreme) - severe edge cracking (alligatored) - severe transverse cracking - severe longitudinal cracking
No. 6 Road (South of Williams)	<ul style="list-style-type: none"> - east side of No. 6 road is newly paved - west side has low valves - some low utility cuts - one low dip in road
Garden City Road - 9,000 Block	<ul style="list-style-type: none"> - severe alligator cracking (extreme) - severe transverse cracking - some longitudinal cracking - some low valves
Cooney Road - 6,000 Block	<ul style="list-style-type: none"> - severe utility cuts - severe longitudinal cracking - severe transverse cracking
Westminster Hwy. - 6,000 Block	<ul style="list-style-type: none"> - severe utility cuts - alligator cracking - severe longitudinal cracking - severe transverse cracking - some low valves
No. 3 Road - 3,000 Block	<ul style="list-style-type: none"> - severe utility cuts - low valves - west side is the worst side - east side is fairly good
Westminster Hwy. - 12,000-13,000 Block	<ul style="list-style-type: none"> - longitudinal cracking - transverse cracking
Westminster Hwy. - 22,000 Block	<ul style="list-style-type: none"> - alligator cracking severe - transverse cracking - longitudinal cracking - some utility cuts (low)