



**CITY OF RICHMOND**

**REPORT TO COMMITTEE**

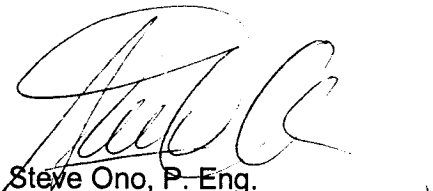
*To Public Works + Transportation - Apr. 17/02*

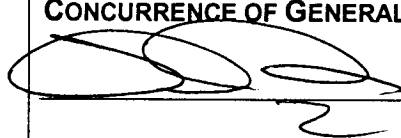
**TO:** Public Works and Transportation Committee  
**FROM:** Steve Ono, P. Eng.  
Director, Engineering  
**RE:** T.1534 – Asphaltic Concrete Paving (2002)

**DATE:** April 4, 2002  
**FILE:** 0775-20-T.1534

**STAFF RECOMMENDATION**

That the City of Richmond enter into a contract with Columbia Bitulithic Ltd. in accordance with T.1534 Asphaltic Concrete Paving (2002) in the total tendered amount of \$1,539,707.70 + GST.

  
Steve Ono, P. Eng.  
Director, Engineering

| FOR ORIGINATING DIVISION USE ONLY |  |  |
|-----------------------------------|--|--|
| ROUTED TO:                        | CONCURRENCE  | CONCURRENCE OF GENERAL MANAGER   |
| Public Works Roads .....          | Y <input checked="" type="checkbox"/> N <input type="checkbox"/> |  |
| Budget.....                       | Y <input checked="" type="checkbox"/> N <input type="checkbox"/> |  |

STAFF REPORTORIGIN

The Asphaltic Paving program is part of the proposed 2002 Capital Works Program. This is seasonal work and therefore it is important to expedite this program in order to have completed it during the paving season, typically between May and October.

SCOPE OF WORK

The scope of work includes placement of the final lift of asphalt on previously completed capital projects and paving of roads in the maintenance program, in the priority identified by Staff and the Pavement Management System.

Paving is tentatively scheduled for May 15, 2002 and will continue until October 18, 2002, subject to weather or uncontrollable delays. A detailed construction schedule indicating paving locations and timing 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 four tenders were opened on April 4, 2002, and have been reviewed by Engineering Staff. Tenders were as follows:

| <b>TENDER</b>            | <b>TOTAL TENDER AMOUNTS</b> |
|--------------------------|-----------------------------|
| Columbia Bitulithic Ltd. | \$1,539,707.70 + GST        |
| Imperial Paving Ltd.     | \$1,595,521.80 + GST        |
| Jack Cewe Ltd            | \$1,606,687.75 + GST        |
| Win Van Paving Ltd.      | \$1,618,089.99 +GST         |

The tender being recommended for award is the lowest of the tenders received.

ANALYSIS

All tenders were checked for legal or mathematical errors. The low bidder for contract T.1534 is Columbia Bitulithic Ltd.

This contractor has extensive relevant experience and has satisfactorily completed similar work been the paving contractor for the City in years past.

FINANCIAL IMPACT

Funding details are shown in Appendix B.

CONCLUSION

The tender being recommended for award is the lowest of the tenders received. The tender from Columbia Bitulithic Ltd. has been reviewed and is in order. It is therefore recommended that the Asphaltic Concrete Paving (2002) be awarded to Columbia Bitulithic Ltd.

A handwritten signature in black ink, appearing to read 'Robert Gonzalez', enclosed within a hand-drawn oval border.

Robert Gonzalez, P.Eng.  
Manager, Engineering Design and Construction

RG:kdI

## APPENDIX A

### Proposed Maintenance Paving Locations and Justification

|                         |  |
|-------------------------|--|
| 10000 Blk Gilbert Road. | Williams Road to Steveston Highway<br>This portion of Gilbert Rd. has severe Longitudinal and Alligator cracking. The road is at the early stages of surface erosion. 6 utility cuts were noted in this section of road.                             |
| 6000 Blk Buswell Road   | Granville Avenue to Saba Road.<br>This section of Buswell has 5 utility cuts on the road surface, causing vibration problems to the residents of Buswell. The surface has medium cracking and is at the early stage of surface erosion.              |
| 6000 Blk. Cooney Road   | Westminster Highway to Cook Road.<br>This road surface has 15 utility cuts, which has lead to numerous complaints from the residents. As this is a bus route, residents are experiencing major vibrations.   |
| 11000 Blk No. 5 Road    | Steveston Highway to Machrina Way.<br>This road surface has numerous utility cuts, some alligator cracking and is at the early stages of surface erosion. Subject to high truck and bus traffic.   |
| Airport Road            | This road is the collector for the Burkeville Subdivision and at present approx. 30% of the surface has alligator cracking. The road has been patched on 10 occasions, and has rutted at various locations.  |
| 3000 Blk. No. 6 Road    | Bridgeport Road to Cambie Road. West Half Only.<br>This portion of No. 6 Rd. has approximately 600m of longitudinal cracking and a minor amount of alligator cracking developing. This is a heavily used truck route.                                |
| 3000 Blk Francis Road.  | Seafair Drive to No. 1 Road<br>This portion of Francis Road has 16 utility cuts and 100m of medium severity longitudinal cracking.   |
| 12000 Blk No. 2 Road    | Moncton Road to Andrews Road and Dyke Rd. to 300m North.<br>The road surface on this portion of No. 2 Rd. has approx. 40% alligator cracking and 5 potholes. The surface has a polished appearance which creates an unsafe condition in wet weather. |
| 10000 Blk King Road     | No. 5 Road to Shell Road.<br>This portion of King Rd. is a bus route. The road has numerous utility cuts on its surface which has lead to many vibration complaints from residents.  |

## APPENDIX A – CONT'D.

|                                    |  |
|------------------------------------|--|
| 3000 Blk Pacemore Ave.             | No. 1 Road to Ellsmore Road<br>This road has been dug up during recent storm and water projects. There are many trenches and road cuts throughout this site.             |
| 3000 Blk Barmond Ave               | Wellmond Road to Desmond Road.<br>Due to recent upgrades to the water and storm systems in this area, this road has numerous trenches and road cuts.                     |
| 9000 Blk Diamond Rd.               | Barmond Road to Lamond Avenue.<br>Due to recent upgrades to the water and storm systems in this area, this road has numerous road cuts.                                  |
| 8000 Blk Rideau Drive              | This road has severe polishing, surface erosion and some alligator cracking. This road was constructed in the early 1970,s and this is its first treatment.              |
| 8000 Blk Osgoode Dr.               | This road has severe polishing and alligator cracking. This road was constructed along with Rideau Dr. in the early 1970's   |
| 11000 Blk Steveston Hwy            | Shell Rd. to Coppersmith Place.<br>This portion of Steveston Hwy has several utility cuts on its surface causing persistent vibration complaints from the public.        |
| 22000 – 23000 Blk Westminster Hwy. | From Boundary Rd. to Windsor Court.<br>This portion of Westminster Hwy is in very poor condition. There is severe alligator cracking and water ponds on the road surface |

### Proposed Capital Paving Locations

|                       |  |
|-----------------------|--|
| Odlinwood Phase 1     | This is second lift paving in the Odlinwood subdivision. Paving includes portions of Blair Dr., Howard St., and Shepherd Drive.  |
| 11000 Blk Railway Ave | Steveston Hwy to Garry St.<br>This is second lift paving on the east side of Railway Ave and maintenance paving on the west side. We have partnered with developers to have this portion of Railway completed. |

## APPENDIX B

| <b>COST BREAKDOWN : TENDER T. 1534</b> |                       |
|--|-----------------------|
| Tender                                 | \$1,539,707.70        |
| GST (3%)                               | \$46,191.23           |
| Overhead on Tender (5%)                | \$76,985.39           |
| City Works Required                    | \$144,500.00          |
| <b>Estimated Total Project Cost</b>    | <b>\$1,807,384.32</b> |

Funding sources are as follows:

| <b>Funding Source</b>  | <b>Budget Required</b> |
|--|------------------------|
| Maintenance Operating Budget<br>Acct. No. 4992-10-411-41730-0000               | \$1,367,010.10         |
| 2002 MRN (Major Road Network)<br>Acct. No. 4994-10-414-45430-0000              | \$258,089.57           |
| MRN Rehabilitation Reserve<br>Acct. No. 2480-10-000-45481-0000                 | \$103,284.65           |
| Odlinwood Subdivision – Capital Project<br>Acct # 1501-40-000-CITYS-0000-45964 | \$64,500.00            |
| Developers Contribution<br>Acct.# 2210-10-000-0000                             | \$14,500.00            |
| <b>TOTAL</b>   | <b>\$1,807,384.32</b>  |