



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** January 4, 2012
From: John Irving, P.Eng. MPA **File:** 10-6340-20-P.12201/Vol
Director, Engineering 01
Re: 2012 Paving Program

Staff Recommendation

That the staff report regarding the 2012 Paving Program be received for information.

John Irving, P.Eng., MPA
Director, Engineering
604-276-4140

| FOR ORIGINATING DEPARTMENT USE ONLY | | | |
|-------------------------------------|---|---------------------------------------|---|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER | |
| Purchasing | Y <input checked="" type="checkbox"/> N <input type="checkbox"/> | | |
| Roads and Dykes | Y <input checked="" type="checkbox"/> N <input type="checkbox"/> | | |
| Budgets | Y <input checked="" type="checkbox"/> N <input type="checkbox"/> | | |
| REVIEWED BY TAG | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | REVIEWED BY CAO | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> |

Staff Report

Origin

In past years, staff have presented the annual paving program to the Public Works & Transportation committee for information.

Background

The paving program is required to maintain our road network to current operating levels as well as reduce the need for costly repairs. Staff have developed a prioritized list of locations which are included in 2012 Paving Program.

Analysis

Scope of work includes milling and the paving of roads in priority order as identified by the City's Pavement Management System (PMS) and staff. The PMS software takes into account items such as the age, structure, and current condition of the road. Pavement deflection data was gathered in 2009 for select roads (major roads, mrn roads, recently resurfaced segments, and sections with substantial surface cracking) and is being used in the current PMS model.

Paving is tentatively scheduled to commence in April 2012 and will continue until approximately the end of October 2012 subject to weather or uncontrollable delays. Residents and businesses impacted by construction will receive hand delivered letters in advance of construction, road advisories will be advertised in local newspapers and the schedule will be posted on the City's website.

Included in **Attachment 1** is a list of the proposed paving sites and the respective justification which are included in the 2012 Paving Program tender. This year's paving program will also shift focus from curb repair to sidewalk repair.

Early tendering of the annual paving contract and the competitive liquid asphalt prices has resulted in the City receiving highly competitive rates. This tender result will allow the City to expand the program through additional paving locations (**Attachment 2**). As with past years, it is possible that identified paving locations cannot be completed due to conflict with development projects that are not known at this time. Should the seasonal paving restrictions permit, any new development related paving locations would be replaced with the next priority paving locations.

Discussion

Staff tendered this contract early in December 2011 and received five competitive bids, with the low tender by Imperial Paving Limited coming in under the City's budget. This can be attributed to the competitive liquid asphalt rates and the ability of the low bidder to secure materials and

equipment before other municipalities given the City was first in the lower Fraser Valley to issue a Tender. There was also strong contractor interest in working with the City as evidenced by the number of bids received.

Using the City's Pavement Management System, and given the low bid by Imperial, staff have included additional locations to the program as a result of the budget savings. See **Attachment 2** for a list of the additional paving sites. See the attached map for all proposed paving sites (**Attachment 3**).

The 2012 Paving Program included an amendment to the City's standard tendering practices that reflects upon the City's environmental initiatives. All bidders are encouraged to employ sustainable methodologies, practices and materials that would assist in reducing the harmful emissions, in direct alignment with the City's sustainability goals.

Financial Impact

The 2012 Paving Program is funded from the City's maintenance operating budget and the Greater Vancouver Transportation Authority for the City's Major Road Network (MRN). Capital Funding will also be provided to complete those locations impacted by the respective capital projects. The breakdown is as follows.

| Available Funding | Amount (\$) * |
|--|----------------------|
| City Operating Budget | 2,458,600 |
| 2012 MRN Budget | 915,500 |
| Miscellaneous Other City Funding | 90,000 |
| Total Available Funding | 3,464,100 |
| | |
| Estimated Expenditures | |
| 2012 Paving Tender – Appendix A | 2,569,251 |
| Additional Paving Locations – Appendix B | 890,000 |
| Total Estimated Expenditures | 3,459,251 |
| | |
| Estimated Funding Remaining | 4,849 |

* All amounts are proposed for the 2012 Capital and Operating Budgets and have not been approved by Council at the time of writing this report.

The paving contract is largely funded through the 2012 Operating Budget and is structured to allow the work to be adjusted without penalty to reflect any changes in the 2012 Operating Budget that are ultimately approved by Council. As with other 2012 City operating expenses, expenses related to this paving contract are expected to be incurred starting in early 2012.

Conclusion

The 2012 Paving Program is scheduled to commence in April and the contract is in the process of being awarded.



po Jim V. Young, P. Eng.
Manager, Engineering D&C
(604-247-4610)



Wasim Memon, C.E.T.
Supervisor – Inspections
(604-247-4189)

ATTACHMENT 1

2012 PAVING PROGRAM – PROPOSED LOCATIONS

| LOCATION | FAULTS |
|--|-----------------------------------|
| 8000 Block Steveston Highway | - MRN Treatment |
| 13000 Westminster Highway | - MRN Treatment |
| 13000 Westminster Highway | - MRN Treatment |
| Knight Street Bridge – City's portion | - MRN Treatment |
| 5000 Block Williams Road | - Utility cuts, pavement cracking |
| 8000 Block Granville Avenue – East Bound Lanes | - Utility cuts, pavement cracking |
| 4000 Block Blundell Road | - Utility cuts, pavement cracking |
| 9000 Block Williams Road | - Utility cuts, pavement cracking |
| 8000 Block Williams Road | - Utility cuts, pavement cracking |
| 7000 Block Alderbridge Way | - Utility cuts, pavement cracking |
| 7000 Block No.4 Road | - Utility cuts, pavement cracking |
| 8000 Block Blundell Road | - Utility cuts, pavement cracking |
| 9000 Block Francis Road | - Utility cuts, pavement cracking |
| 10000 Block Blundell Road | - Utility cuts, pavement cracking |
| 8000 Block Bowcock Road | - Utility cuts, pavement cracking |
| 8000 Block Scotchbrook Road | - Utility cuts, pavement cracking |
| 8000 Block Wheeler Road | - Utility cuts, pavement cracking |
| 4000 Block Smith Road | - Utility cuts, pavement cracking |
| 9000 Block Geal Road | - Utility cuts, pavement cracking |
| 5000 Block Wallace Road | - Utility cuts, pavement cracking |

ATTACHMENT 2

2012 PAVING PROGRAM – ADDITIONAL LOCATIONS

| LOCATION | FAULTS |
|---|-----------------------------------|
| 2000 Block Sweeden Way | - Utility cuts, pavement cracking |
| 4000 Block Garden City Road – south bound lanes | - Utility cuts, pavement cracking |
| 7000 Block No.5 Road | - Utility cuts, pavement cracking |
| South Dyke (No.2 Road to No.3 Road) | - Utility cuts, pavement cracking |
| 8000 Block Cambie Road | - Utility cuts, pavement cracking |
| 9000 Block Granville Avenue | - Utility cuts, pavement cracking |
| 9000 Block Blundell Road | - Utility cuts, pavement cracking |
| 3000 Block Shell Road | - Utility cuts, pavement cracking |
| 7000 Block Granville Avenue – east bound lanes | - Utility cuts, pavement cracking |

Proposed Paving Program 2012

