



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: April 28, 2011

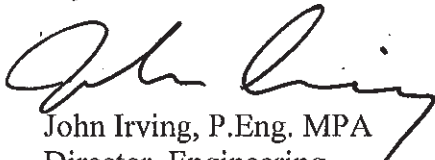
From: John Irving, P.Eng. MPA
Director, Engineering

File: 10-6340-01/2011-Vol
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Re: Williams Road Area Lane Upgrades

Staff Recommendation

That the Williams Road Area Lane Upgrade projects (Attachment 1) be funded through the Asphalt Capping Provision account and the 2011 Asphalt Capping Program and that these adjustments be included as amendments to the 2011 – 2015 Five Year Financial Plan.



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

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ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Budgets	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Roads and Construction	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Sewerage and Drainage	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Transportation	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			

Staff Report

Origin

The City has approximately 40 km of lanes and most do not have adequately paved surfaces and/or drainage systems. Staff continue to receive lane flooding and rideability related complaints from the public. Funding from the Asphalt Capping Provision account would allow staff to complete the upgrade of two lanes in the Williams Road area.

The purpose of this report is to seek Council approval to proceed with paving and drainage system installation at two lanes in the Williams Road area.

Analysis

The City's current lane operations maintenance program in the context of drainage and rideability issues is limited. Staff complete proactive lane inspections and minor road repairs, i.e., filling of pot holes, etc., as well as various other services related to rideability and flooding as reported by the public. Some City's lanes do not have a drainage system so the City is limited in ability to respond to these types of complaints.

Two lanes that do not have a drainage system and have rideability issues are on the south side of Williams as highlighted on Attachment 1. Staff have received a number of public complaints concerning these lanes. A lane inventory and condition assessment of all the City's lanes was previously completed by staff and the areas identified in Attachment 1 represent priority locations for drainage and rideability upgrades.

The proposed lane upgrade would consist of installation of a drainage system and paving. Construction of the lane to Standard 2, i.e., curb/gutter and street lights, would proceed at a later date as Neighbourhood Improvement Charges funding becomes available through development. This approach reduces the City's short term costs and responds to the immediate concerns of flooding and rideability.

Financial Impact

The total estimated cost to complete the proposed lane upgrades as noted in Attachment 1 is \$767,000.

Unspent funding of \$696,067 from the City's past annual Asphalt Capping Programs is available through the Asphalt Capping Provision Account.

The balance of \$70,933 to complete the proposed lane upgrades is available through the 2011 Asphalt Capping Program. The 2011 paving program report adopted by Council in March 2011 identified the core priority roads that will be paved under the program, and additional roads that could be completed as a result of favourable contract costs for completion of the priority roads. Allocating \$70,933 to the proposed lanes will reduce the paving of additional roads, but will have no impact to paving of the priority roads.

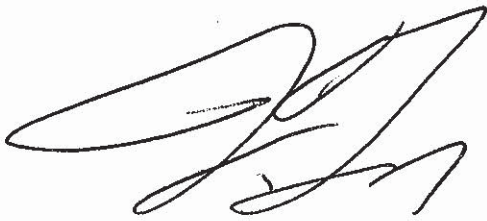
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It is recommended that these adjustments be included as amendments to the 2011 – 2015 Five Year Financial Plan.

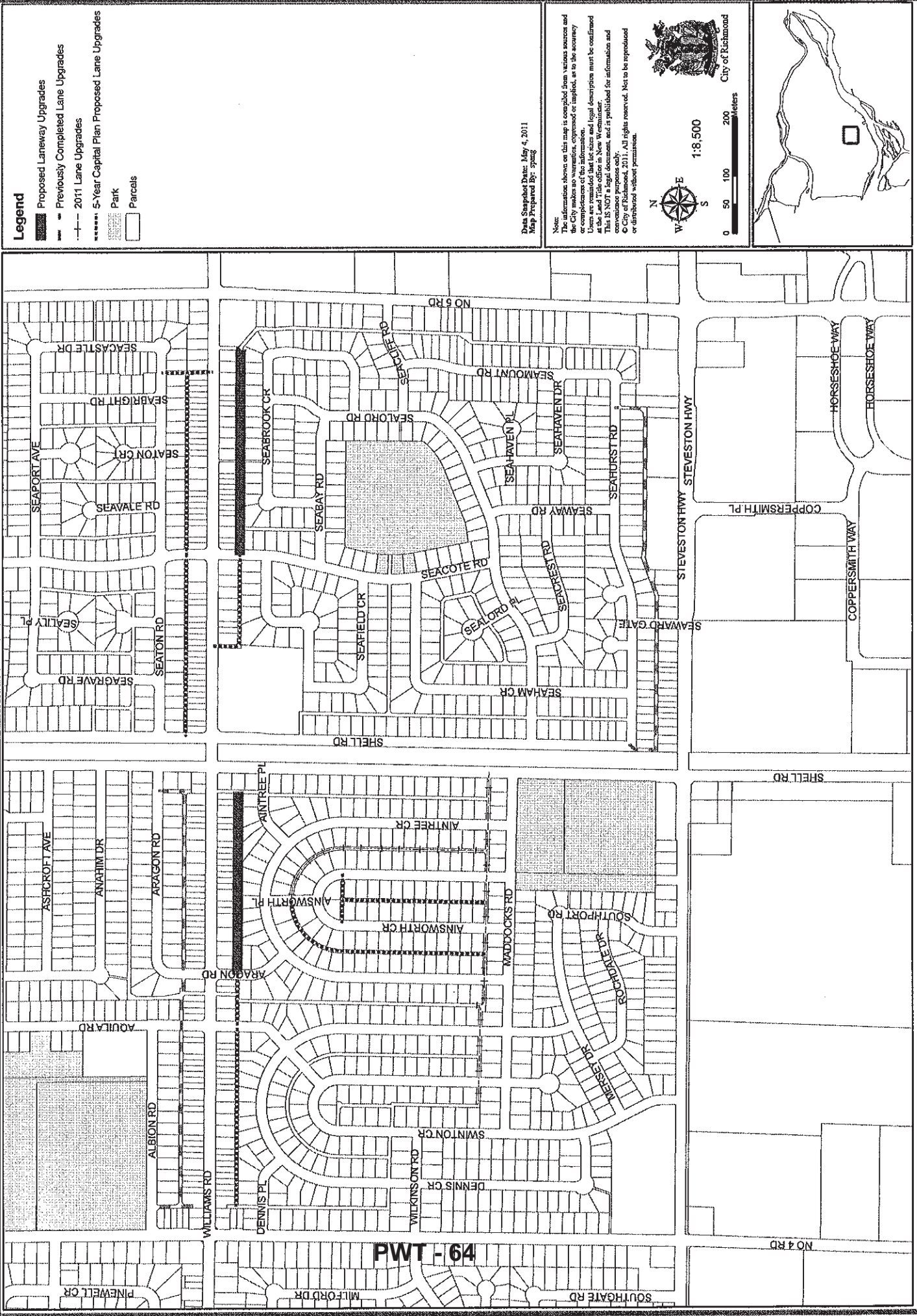
Conclusion

The City has approximately 40 km of lanes with several that have drainage and rideability issues. Two lanes adjacent to Williams Road as shown on Attachment 1 have been identified as a priority for upgrade. Funding to complete these upgrades is available through the Asphalt Capping Provision account and the 2011 Asphalt Capping Program. It is recommended that these upgrades proceed.

A handwritten signature in black ink, appearing to read 'J. Young', is positioned above the typed name and title.

Jim V. Young, P. Eng.
Manager, Engineering Design and Construction
(604-247-4610)

JVY:jvy



Legend

- Proposed Laneway Upgrades
- Previously Completed Lane Upgrades
- 2011 Lane Upgrades
- 5-Year Capital Plan Proposed Lane Upgrades
- Park
- Parcels

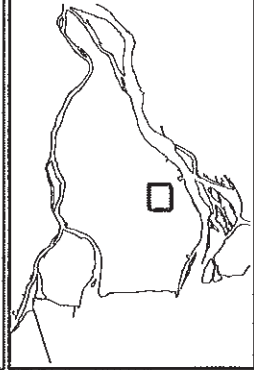
Data Snapshot Date: May 4, 2011
Map Prepared By: Spring

Note:
The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.
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City of Richmond
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