



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: John Irving, P.Eng. MPA
 Director, Engineering
Re: 2013 Paving Program

Date: January 25, 2013
File: 10-6340-20-
 P.13201/Vol 01

Staff Recommendation

That the staff report dated January 25, 2013, titled "2013 Paving Program" from the Director, Engineering be received for information.

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

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Roads & Construction	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: DW	REVIEWED BY CAO	INITIALS:

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 the City's 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 2013 Paving Program.

Analysis

The scope of work includes the milling and 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 for select roads (arterial roads, the TransLink Major Road Network (MRN), recently resurfaced segments, and sections with substantial surface cracking) and is being used in the current PMS model.

The annual Aging Infrastructure Planning Report has identified a need for additional funding to maintain the City's roads to the current level of service. The impact of this funding gap has been partially mitigated in the last few years by low paving contract prices and the allocation of provisional funds. \$700,000 of additional funding was approved in the 2013 Capital Budget that will help to close this gap over the short term.

Paving is tentatively scheduled to commence in April 2013, or earlier as weather permits, and will continue until approximately the end of October 2013. 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 primary paving sites included in the 2013 Paving Program.

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 secondary paving locations. See **Attachment 2** for a list of the secondary paving sites. A map for all proposed paving sites is also attached (**Attachment 3**).

The tender for last year’s Paving Program (2012) was issued to the market in December 2011 and awarded to Imperial Paving Ltd. At that time, asphalt paving unit rates were lower than the average of the previous four years due to the prevailing market conditions. To maximize the benefit of these low rates to the City, an extension clause was included in the Contract language that would allow the City and the Contractor, by mutual agreement to extend the contract through 2013.

Imperial Paving Ltd, the City’s current contractor has indicated that they are willing to extend the 2012 Contract rates into 2013.

Asphalt paving costs are heavily influenced by oil pricing and have fluctuated widely in past years. In 2012, bids received for paving work outside the scope of the paving program were higher than the paving program rates. Based on this experience, extending the 2012 Paving Program rates through 2013 presents the best value and staff are preparing the award documents for this extension.

The 2012 Paving Program included an amendment to the City’s standard tendering practices that reflects upon the City’s environmental initiatives and allows for the use of recycled asphalt. Imperial Paving will continue to be encouraged to employ sustainable methodologies, practices and materials that would assist in reducing harmful emissions, in direct alignment with the City’s sustainability goals.

The 2013 Paving Program is funded through the Capital Budget as follows:

Available Funding	Amount (\$)
2013 Annual Asphalt Re-Paving Program - MRN - Recurring	\$ 831,000
2013 Annual Asphalt Re-Paving Program - Non-MRN – Recurring	\$ 2,460,000
2013 Asphalt Re-Paving Program - Non-MRN Backlog Management	\$ 700,000
Total Available Funding	\$ 3,991,000
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Estimated Program	
2013 Primary Paving Program – Attachment 1	\$ 3,984,000
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Funding Remaining	\$ 7,000

Financial Impact

Funding for the paving program was considered and approved by Council as part of the 2013 Capital Budget.

Conclusion

The 2013 Paving Program is scheduled to commence in April and the contract extension is in the process of being awarded.

While a deficit exists in the annual paving program funding that will make future maintenance of roads challenging, it is anticipated that the current low paving contract price and the \$700,000 of additional capital funding for 2013 will allow service levels to be maintained over the short term.



Milton Chan, P. Eng.
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for Wasim Memon, C.E.T.
Supervisor – Inspections
(604-247-4189)

ATTACHMENT 1

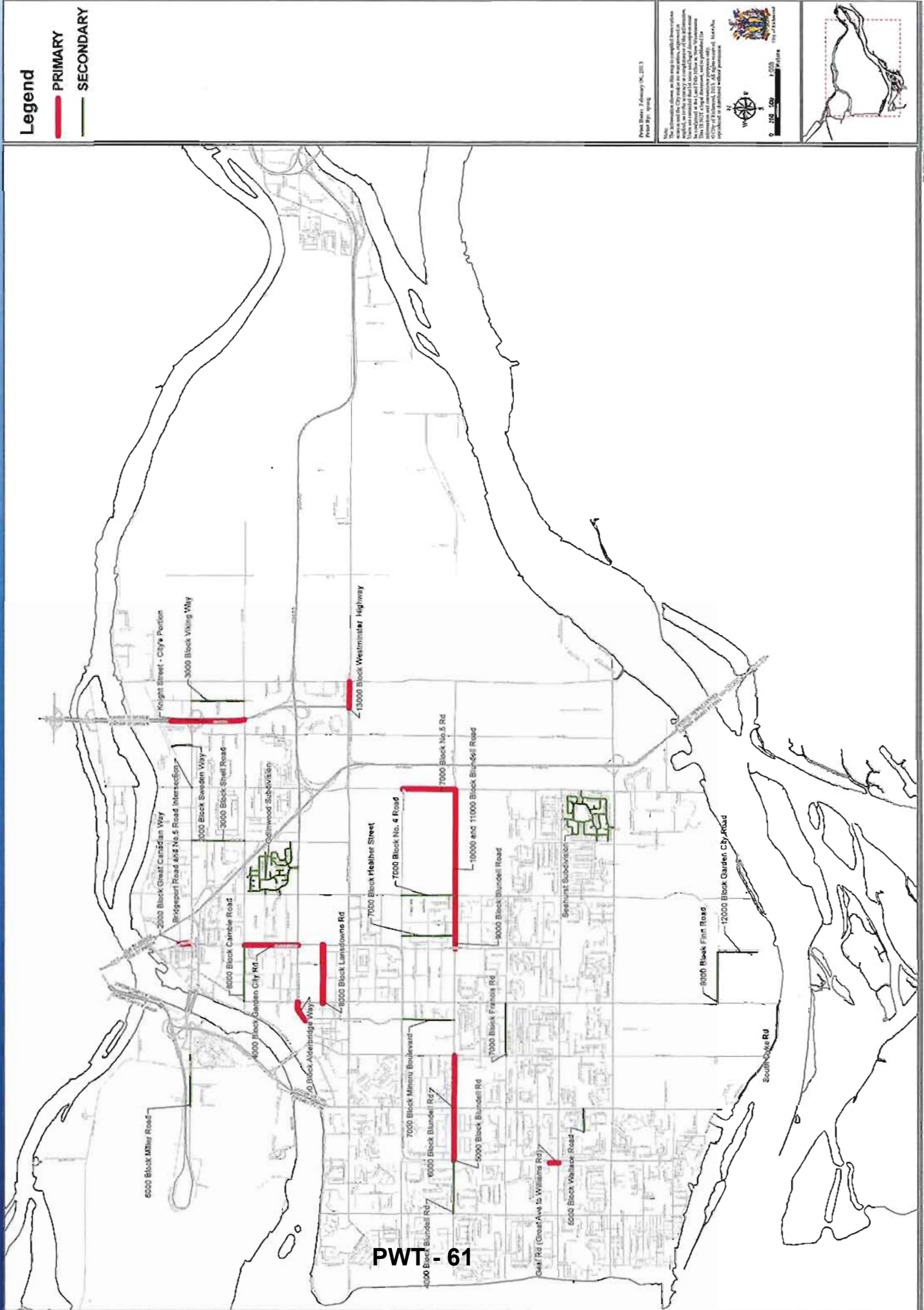
2013 PAVING PROGRAM – PRIMARY LOCATIONS

LOCATION	FAULTS
Knight Street – City’s Portion - North and South Bound lanes	- MRN Treatment
Knight Street and Westminster Highway Intersection	- MRN Treatment
5000 Block Blundell Road	- Utility cuts, pavement cracking
6000 Block Blundell Road	- Utility cuts, pavement cracking
9000 Block Blundell Road	- Utility cuts, pavement cracking
10000 Block Blundell Road	- Utility cuts, pavement cracking
11000 Block Blundell Road	- Utility cuts, pavement cracking
7000 Block Alderbridge Way	- Utility cuts, pavement cracking
8000 Block Lansdowne Road	- Utility cuts, pavement cracking
13000 Westminster Highway (Knight Street – No.6 Road)	- Utility cuts, pavement cracking
9000 Block Geal Road (Groat Avenue to Williams Road)	- Utility cuts, pavement cracking
2000 Block Great Canadian Way (Bridgeport Rd to Beckwith Rd)	- Utility cuts, pavement cracking
4000 Block Garden City Road	- Utility cuts, pavement cracking
7000 Block No.5 Road	- Utility cuts, pavement cracking

ATTACHMENT 2

2013 PAVING PROGRAM - SECONDARY LOCATIONS

LOCATION	FAULTS
2000 Block Sweden Way	- Utility cuts, pavement cracking
5000 Block Wallace Road	- Utility cuts, pavement cracking
6000 Block Miller 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
7000 Block Minoru Boulevard	- Utility cuts, pavement cracking
3000 Block Shell Road	- Utility cuts, pavement cracking
7000 Block No.4 Road	- Utility cuts, pavement cracking
3000 Block Viking Way	- Utility cuts, pavement cracking
8000 Block Finn Road	- Utility cuts, pavement cracking
12000 Block Garden City Road	- Utility cuts, pavement cracking
Bridgeport Road and No.5 Road Intersection	- MRN Treatment
6000 Block Steveston Highway (No.2 Road to Firehall)	- MRN Treatment
4000 Block Blundell Road	- Utility cuts, pavement cracking
7000 Block Francis Road	- Utility cuts, pavement cracking
7000 Block Heather Street	- Utility cuts, pavement cracking
Odlinwood Subdivision	- Utility cuts, pavement cracking
Seahurst Subdivision	- Utility cuts, pavement cracking



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