

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 2010 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.

Paving is tentatively scheduled to commence in April 2010 and will continue until approximately the end of October 2010 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 web site (<http://www.richmond.ca/services/rdws/projects/Projects10.htm>).

Included in Appendix A is a list of the proposed paving sites and the respective justification which are included in the 2010 Paving Program tender.

Discussion

Staff tendered this contract early in 2010 and received unit rates lower than 2009. This can be attributed to the lower price of oil as compared to peaks in previous years as well as the economic downturn resulting in greater contractor interest and availability.

Using the City's Pavement Management System, staff have included additional locations to the program. See appendix B for a list of the additional paving sites. See attached map for all proposed paving sites (Attachment 1).

This year, staff introduced an amendment to the tender document that reflects upon the City's environmental initiatives. Appendix 6, "SUSTAINABLE PRACTICES" will work to encourage all potential bidders into employing sustainable methodologies, practices and materials that would assist in reducing the harmful emissions, in direct alignment with Council's Term Goal 4. Sustainability.

Financial Impact


The 2010 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.

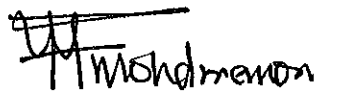
Available Funding	Amount (\$)
Maintenance Operating Budget	2,341,500
2010 MRN Budget	807,300
2010 Additional Funding Level	
Capital Project Funding	96,000
Total Available Funding	3,244,800
Estimated Expenditures	
2010 Paving Tender – Appendix A	2,811,830
Additional Paving Locations – Appendix B	410,000
Total Estimated Expenditures	3,221,830
Estimated Funding Remaining	22,970

It should be noted that in order to maintain our road network at its current level and minimize deterioration, the City's Pavement Management System indicates that we would require an annual budget of \$5,000,000.

Conclusion

The 2010 Paving Program is scheduled to commence in April and the Contract is in the process of being awarded.


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APPENDIX A

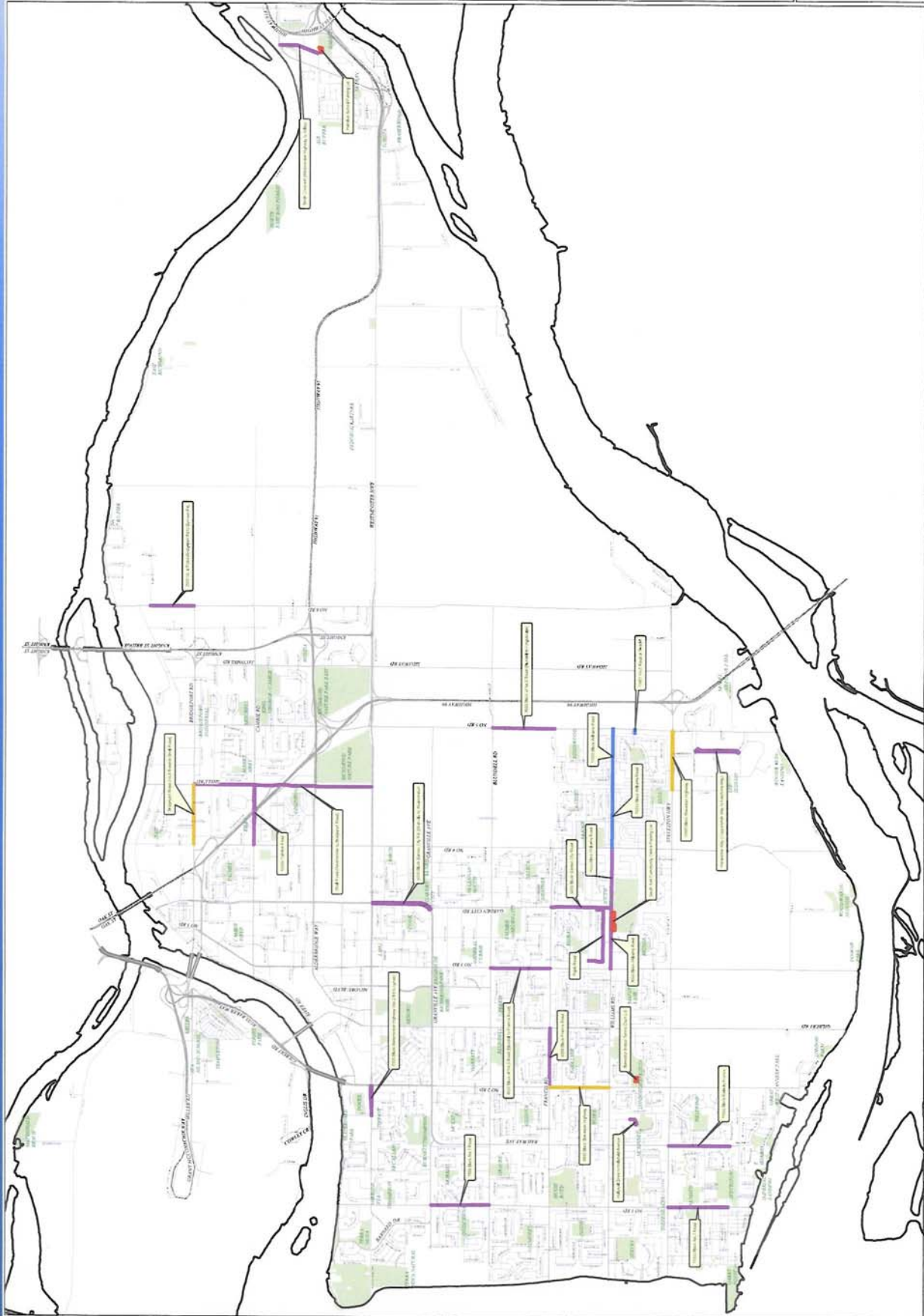
2010 PAVING PROGRAM – PROPOSED LOCATIONS

LOCATION	FAULTS
8000 Block Williams Road	- Utility cuts, pavement cracking
9000 Block Williams Road	- Utility cuts, pavement cracking
10000 Block cambia Road	- Utility cuts, pavement cracking
2000 Block No.6 Road (Bridgeport Road to Burrows)	- Utility cuts, pavement cracking
6000 Block Garden City	- Utility cuts, pavement cracking
Shell Road (Westminster Highway to Bridgeport Road)	- Utility cuts, pavement cracking
6000 Block Francis Road	- Utility cuts, pavement cracking
9000 Block Garden City	- Utility cuts, pavement cracking
7000 Block of No. 1 Road	- Utility cuts, pavement cracking
11000 Block Railway Avenue	- Utility cuts, pavement cracking
11000 Block No.1 Road	- Utility cuts, pavement cracking
8000 Block No 5 Road	- Utility cuts, pavement cracking
5000 Block Westminster Highway	- Utility cuts, pavement cracking
8000 Block No 3 Road	- Utility cuts, pavement cracking
Smith Crescent (Westminster Highway to Gilley Road)	- Utility cuts, pavement cracking
Piggott Road	- Utility cuts, pavement cracking
Hollywell Drive to Hollyfield Avenue	- Utility cuts, pavement cracking
Horseshoe Way (Coppersmith Way to Machrina Way)	- Utility cuts, pavement cracking
11000 Block Steveston Highway	- MRN Treatment
9000 Block No.2 Road	- MRN Treatment
Bridgeport Road (No 4 Road to Shell Road – 3 lanes)	- MRN Treatment
Steveston Highway (Gilbert Road to No.3 Road)	- MRN Treatment
Bridgeport Road (No.5 Road to Sweden Way)	- MRN Treatment
	- MRN Treatment

APPENDIX B **2010 PAVING PROGRAM – ADDITIONAL LOCATIONS**

LOCATION	FAULTS
No. 6 Road (Bridgeport Road to Burrows Road)	- Utility cuts, pavement cracking
Cambie Road (No.4 Road to Shell Road)	- Utility cuts, pavement cracking
Cambie Road (Hazelbridge Way to Sexsmith)	- Utility cuts, pavement cracking
CN Rail Crossing - (At Cambie Road and Shell Road) - (At Williams Road to Shell Road) - (At Steveston Highway and Shell Road)	- Settlement and Ride Quality issues

Proposed Paving Program 2010



- Legend**
- Fatigued, Failing Pavement
 - MRN Treatment
 - Utility cuts, pavement cracking
 - Vibration Complaint
 - School / Park Sites
 - Access Road
 - Alley
 - Bridge
 - Bus Lane
 - CulDeSac
 - Highway
 - Major Collector
 - Minor Collector
 - Private
 - Ramp
 - Tunnel
 - Island Outline

Map prepared by: **URS**

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