

**STAFF REPORT:      ENGINEERING AND PUBLIC WORKS DEPARTMENT**

**REPORT TO:**                    Infrastructure and Recreation  
Committee

**MEETING DATE:**            Thursday, August 23<sup>rd</sup> 2012

**REPORT NO.:**                 EPW.12.058

**SUBJECT:**                    Tender Award for Contract 2012-  
34-T-EPW, 2012 Asphalt  
Program

**PREPARED BY:**             Mike Campbell, Construction  
Coordinator, on behalf of the  
Tender Award Committee  
(TPAC)

**A.      Recommendations**

THAT Council receive Report EPW.12.058 entitled "Tender Award for Contract 2012-34-T-EPW, 2012 Asphalt Program" and,

THAT Council award the tender for 2012 Asphalt Program (2012-34-T-EPW) to Harold Sutherland Construction Ltd in the amount of \$439,661.60 plus applicable taxes and,

THAT the Mayor and the Clerk be authorized to execute the Contract Documents with Harold Sutherland Construction Ltd.

That Council establish a budget of \$35,000 for the Beaver River Bridge with funding coming from remaining MTO Grant monies of \$20,000 and the use of contractor holdback funds of \$15,000.

**B.      Background**

The purpose of this report is to present the Town's 2012 Asphalt Program and recommend the award of the tender to the lowest bidder. EPW has a road maintenance program which includes asphalt replacement. The asphalt replacement priorities follow the recommendations in the 2010 Roads Needs Study as well as other emerging and previous priorities.

The 2012 Asphalt Program includes the resurfacing of Clark Street, Bridge Street East and Aspen Way.

The Work to be provided by the successful Bidder is generally described as follows:

- Grinding and saw cutting existing asphalt
- Removal and disposal of existing asphalt
- Tack coating of existing asphalt
- Supply and place Granular A
- Supply and place asphalt
- Miscellaneous works

## **Clark Street**

Clark Street is listed in the 2010 Roads Needs Study with GIS Identification 536, 731, 537, 538 and 539 to define the road sections from Marsh Street through Arthur Taylor Lane (Attachment # 1). Appendix of the Study "Recommended Improvements" shows these road sections as the second priority road behind Victoria Street which was resurfaced in 2008. The road currently has significant areas of asphalt failure with loss of centre line crown and a build-up of winter sands and vegetation on the shoulders which impact the ability of the road to shed water. The Study recommends that Clark Street be pulverized and resurfaced with a single lift of asphalt.

A review of the road condition was conducted with Town staff and a local paving contractor to determine what options were available for this road. It was determined that an asphalt overlay would not be possible due to the failure of the existing asphalt surface, reflective cracking would be expected soon after application of an asphalt overlay. The shoulders also need to be re-graded to remove the build-up of winter sands and vegetation that has established itself since the road was last re-constructed.

Staff wrote the tender document with the following intention. The Work will begin with removing shoulder contamination and re-grade sections of ditch as required. Next the road will be pulverized and this material will be graded to the shoulders.

The road grades will be re-established with the addition of Granular A to correct the loss of crown as well as a long standing drainage issue near Mary Street. The road will be surfaced with two lifts of asphalt consistent with the Town's current engineering standards. The pulverized material will be used to cap the shoulders. This material works well on the shoulder as the residual asphalt cement resists erosion. Driveways will be restored to existing or better condition.

## **Aspen Way**

Aspen Way is listed in the 2010 Roads Needs Study with GIS Identification 544, 545 and 546 to define the road sections from Lakeshore Road West through Sleepy Hollow Road (Attachment # 2). While the Appendix of the Study "Recommended Improvements" shows section 544 as a medium priority, the entire road was identified for re-surfacing in 2006 as a legacy priority and has been delayed for several years. The road section has had many patches and repairs in attempts to extend the life of the road. There are sections with extensive fatigue cracking, the centerline crown of the road had been lost along most of the road length and some wheel rutting has occurred. Aspen Way has a significant grade, during rain events storm water is channeled in the wheel ruts before the water can get to the gravel shoulder where it washes the gravel away. Aspen Way has become a regular inspection area during rain events to monitor the shoulder erosion. Crews are required to repair the shoulder wash outs several times each year. They occur both winter and summer. Any repairs to the road will include methods to directing storm water off the road without further erosion. This will help eliminate the requirement for repeated inspections and repairs to the gravel shoulder .

Staff meet the same local paving contractor on site to review the site conditions and determine possible methods of repair. The fatigue cracking as well as areas of lost crown must be removed before the under laying granular can be assessed and re-graded. Some sections were identified as being suitable for an asphalt overlay. While a number of strategies could be applied to restoring this road the relatively small size of the project does not warrant the cost of bringing several different crews to apply a variety of restoration strategies. Plus there is always the challenge that some part of the repair may not work properly. The tender includes a provisional price to place an asphalt overlay with a tack coat to allow for a cost comparison.

The most economical method to repair the deficiencies along Aspen Way is to pulverize the exiting material, reshape the road granular material and place a new single lift asphalt surface.

**Bridge Street**

There are a few items on Bridge Street East that were added to the tendered work (Attachment # 3).

At the intersection of Bridge Street East and Hester Street there is a catch basin on the north side of the street as well as the south side of the street which “pinch” the boulevard and sidewalk surface. This condition presents a trip hazard to pedestrians. Staff have included items in the tender to replace the frame and grate of these catch basins with a curb face opening style. These curb face opening style frames present a pedestrian friendly surface while maintain the capacity to remove storm water from the roadway. This work should have been captured in the Beaver River Bridge contract but was overlooked. The cost of this will be included in the capital project for the bridge.

Staff have also included provisional items to improve the drivability of the bridge surface. The issue has been identified as a deficiency with the Bridge Contract. The Contractor has been given until September 3<sup>rd</sup> to correct the deficiency. While the Contractor recently proposed to correct the deficiency, Staff did not accept the deficiency correction proposal as complete. The Contractor declined to proceed with the repairs.

**Tender Process**

On July 13, 2012, the Town released the Tender for Contract 2013-34-T-EPW, 2012 Asphalt Program, with the Tender closing on August 2, 2012.

The Town received tenders for the 2012 Asphalt Program as follows:

No.	Bidder	Total Tender Amount (including \$20,000 contingency and excluding HST)
1	Harold Sutherland Construction Ltd.	\$439,661.60
2	E.C. King Contracting (Div. of Miller Paving)	\$446,522.00
3	Georgian Paving Ltd.	\$464,655.00

The submission from Harold Sutherland Construction Ltd. meets all the requirements and specifications of the Tender and represents the lowest responsible and responsive bidder. The purchasing process has been conducted in accordance with The Blue Mountains Purchasing of Goods and Services Policy COR.POL.07.05, as amended.

The overall tender submission is priced as follows for the anticipated works;

Clark Street -	\$252,734.56
Aspen Way -	\$132,272.81
Beaver River Bridge -	\$ 34,654.23
Contingency Allowance -	<u>\$ 20,000.00</u>
	\$439,661.60

Staff recommend the award of the Tender for Contract 2012-34-T-EPW “2012 Asphalt Program” to Harold Sutherland Construction Ltd. in the amount of \$439,661.60 plus applicable taxes and,

Staff recommend that the Mayor and the Clerk be authorized to execute the Contract Documents with Harold Sutherland Construction Ltd.

The Work shall be Substantially Performed, by October 15, 2012 and shall be completed, including all restoration, by October 31, 2012.

### **C. The Blue Mountains’ Strategic Plan**

These works address the Town’s Strategic Plan Goal No. 2 “Addressing the Town’s Municipal infrastructure needs”.

### **D. Environmental Impacts**

Energy is required to heat the hot mix asphalt. Emissions will be generated by trucks, paving machines and rollers. The contractor will be encouraged to comply with the Town Anti-Idling Policy.

It should be noted the materials used in this program can be recycled by on-site milling and replacement of material in the future.

## **E. Financial Impact**

Funding for the 2012 Asphalt Program in the approved 2012 Budget is as follows:

Clark Street	
Engineering	\$ 2,500.00
Construction	\$ 253,000.00
	\$ 255,500.00

Aspen Way	
Engineering	\$ 2,500.00
Construction	\$ 168,000.00
	\$ 170,500.00

The Beaver River Bridge project was anticipated to be completed in 2011 and as such a budget was not established for 2012. The anticipated works, totalling \$34,654.23, will be funded from two sources. Firstly, there is a current deficiency in the asphalt works from the 2010 rehabilitation project completed by Miller Paving. The Town currently holds in excess of \$60,000 in holdbacks for this project. A maximum of \$15,000 will be utilized to pay for the share of asphalt works that Staff feel is required to correct the deficiency. The remainder of the works will be funded from residual MTO/Federal funding totalling \$27,600 that was provided to the Town in 2010.

It is anticipated that the contingency allowance will only be utilized for issues arising within the Aspen Way project. Should additional monies be required for Clark Street, staff will have to report back to committee with options. That being said, there are sufficient funds budgeted to complete the works at the tender price of \$419,661.60 with a \$20,000 contingency for a total price of \$439,661.60.

## **F. In Consultation With**

Sherri Adams, Manager of Purchasing  
Darcy Chapman, Capital Accountant  
Tom Gray, Engineering Design Technologist

## **G. Attached**

Attachment # 1 – Map of Clark Street  
Attachment # 2 – Map of Aspen Way  
Attachment # 3 – Map of Bridge Street

Respectfully submitted,

***Mike Campbell***

Mike Campbell  
Construction Coordinator

Tender Proposal Award Committee

***Troy Speck***

Troy Speck  
Chief Administrative  
Officer

***Reg Russwurm***

Reg Russwurm  
Director of Engineering  
and Public Works

***Sherri Adams***

Sherri Adams  
Manager of  
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