

ITEM 2
MANAGER'S REPORT NO. 66
COUNCIL MEETING 88/10/16

RE: THE 1986 LOCAL IMPROVEMENT STREET PAVING PROGRAM
MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Acting Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1988 OCTOBER 11

FROM: ACTING DIRECTOR ENGINEERING

SUBJECT: THE 1986 LOCAL IMPROVEMENT
STREET PAVING PROGRAM

PURPOSE: TO PROVIDE COUNCIL WITH A STATUS
REPORT ON COMPLETION OF THE 1986
LOCAL IMPROVEMENT PROGRAM

RECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT

Appearing elsewhere on this Agenda is a report from the Director Finance seeking authority to bring down a security issuing bylaw to finance the completed works of the 1986 Local Improvement Program.

The Director Finance's report details that the preliminary estimates included in the construction bylaws totalled \$3.705 million whereas final expenditures, including constucted Municipal engineering, interim financing costs and estimated Municipal Financing Authority issuing costs, total \$4.195 million. Borrowing approval not to exceed \$5.0 million had been previously received from the Inspector of Municipalities.

Current policy requires that the Municipal Manager report to Council on over-expenditures of greater than 10% for all works of which the estimated cost of the works exceeds \$100,000. Some individual bylaw expenditures within the 1986 Local Improvement Program are at variance with their estimates such that a report is necessary under the above criteria.

The budget estimates which are used in the initial Council report recommending that a Local Improvement Program be initiated are prepared without benefit of any form of design but are based instead on an average unit length cost for the standard of road planned. In other words, location-specific information is not available. It is these preliminary estimates which form the basis of totals in the construction bylaws.

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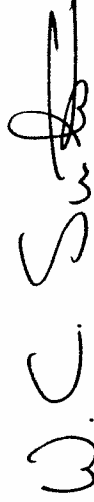
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The 1986 L.I.P. construction program was divided into three separate contracts; Nos. 8701, 8702 and 8703*. The total contract award based on tendered unit prices was \$3.868 million. Final payment of \$3.887 million was within 0.5% of the contracted amount.

Historically, in L.I.P. projects where an interim strip pavement is being finished to a full standard, every effort is made to retain the existing asphalt "cap" in order to protect the Corporation's initial investment. However, more recently it has become evident through detailed design and deflection testing that it is not necessarily practical to retain strip pavements which are becoming oxidized and brittle through the aging process. On several of the streets within the 1986 L.I.P. program, it was necessary to remove the interim strip pavement and over-excavate the underlying material. To have done otherwise and overlain the existing cap would have reduced the life expectancy of the newly improved street. The variances between the bylaw estimates and final costs are primarily attributable to the requirement to replace the asphalt cap, whereas the preliminary estimates were predicated on a straight overlay.

* Contract No. 8703 contained a portion of works on Canada Way not financed through L.I.P.



W. C. Sinclair
ACTING DIRECTOR ENGINEERING

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cc: Director Finance