

village core area. The project team will also work with the vendor on the schedule of paving work to bulk the production of asphalt with their other clients and therefore reduce the number of additional days that the plant is operating.

Paving work is expected to begin in August and is scheduled to be completed by the end of October.

Tender Results

The tender for the Whistler Road and Trail Reconstruction Project was publically advertised on the BC Bid website and on the RMOW website bid opportunity page from June 15 to June 30, 2020.

Please note that all costs stated in this discussion and subsequent sections are exclusive of GST.

Only one bid, including an optional cost saving item, was received in response to this tender, and the tendered price is in alignment with the cost expected by our engineering estimate. See Table 1 Tender Summary below.

Table 1 Tender Summary

TENDERER		TOTAL PRICE (EXCLUDING GST)	VARIANCE TO ENGINEER'S ESTIMATE
1	Alpine Paving (1978) Ltd.	\$506,495.00	6%
Engineer's Estimate (ISL Engineering Ltd.)		\$536,775.00	

The base tender prices include supplying the asphalt from the Whistler asphalt plant owned by Alpine Paving following the June 9, 2020 Council meeting where council directed staff to allow asphalt to be purchased from the plant located near Cheakamus Crossing.

The engineer's estimate was based on 2019 prices that included trucking from Squamish to Whistler. The cost savings due to the change in the source location is approximately 6% or \$30,000 for the work required in 2020.

OCP POLICY CONSIDERATIONS

- A. Whistler's Community Vision statement includes: "*We value our relationships and work together as partners and community members.*" Council's decision to allow asphalt to be purchased from the Whistler Asphalt Plant will enable the RMOW to potentially partner with the operator of the gravel quarry and asphalt plant to reduce the impacts from those operations on the adjacent neighbourhood.

- B. Proceeding with the road and trail reconstruction work described in this Council report supports the following OCP Policies and Objectives:

Policy 11.1.2.4. - Maintain roads and priority sections of the Valley Trail for year-round use.

Policy 11.1.3.2. - Ensure convenient, safe and accessible infrastructure for those using preferred modes of transportation.

Objective 11.5.2. - Maintain and construct infrastructure to ensure the transportation system can meet the resort's needs cost-effectively.

Policy 11.7.2.2. - Use leading practices and technical standards for designing sustainable neighbourhood road network infrastructure.

OTHER POLICY CONSIDERATIONS

At the June 9, 2020 Council meeting, Council resolved to change the restrictions on asphalt procurement to allow asphalt to be purchased from the asphalt plant located near Cheakamus Crossing. Council's direction at the June 9 Council meeting also included a reconsideration of this decision in one year's time, to continue air quality monitoring in Cheakamus Crossing, and requesting the plant operator to consolidate production days. Council also resolved to encourage ongoing dialogue with the owner on best practices for the site.

Staff have initiated conversations with the owner of Alpine Paving since the June 9 Council meeting and discussed a few scope items that the RMOW and Alpine Paving could partner on to improve safety, reduce the dust and noise levels from the quarry tenure area.

In 2020, following the RMOW entering into a Partnering Agreement, the plan is to complete paving of the entrance road and extend a berm with planted vegetation to better screen the Cheakamus Crossing neighbourhood from the dust and noise from the industrial tenure area.

The RMOW project team has already made some safety improvements to the pedestrian crossing at the Train Wreck trailhead. With respect to air quality monitoring, the project team will also complete an assessment on the placement of the existing air quality monitoring station and determine whether it's justified to install a new air quality station or relocate the existing station.

BUDGET CONSIDERATIONS

The current budget is as follows for the road, trail, and parking lot work in 2020:

Account Code	Description	2020 Budget	Tender Price
T00102	Road upgrades – Main St., Nesters Rd., Lorimer	\$650,000	\$310,330
M01601	Meadow Park Sports Center Parking Lot	\$60,000	\$57,590
T02101	Valley Trail: Lost Lake, Crabapple	\$110,000	\$91,275
Per Dept. as required	Optional Hand laid and pavement sealing	-	\$47,300
	Total	*\$820,000	\$506,495

*The 2020 T00102 budget also includes contingency and funding for engineering support, contract administration, construction management and supply and installation of the road reconstruction work. This budget also includes other planned works such as the completion of the impound yard, Function Junction rail crossing upgrades, and various concrete curbing sidewalk and bridge repairs.

COMMUNITY ENGAGEMENT AND CONSULTATION

RMOW staff are actively engaged with the home owners and public with regards to this project and its impact to the community via a number of communication forums.

Access to the neighbourhoods will be maintained during paving operations, however residents should expect delays and detours. It will be communicated with residents that a traffic management team will be on site to safely maintain the work areas. After working hours all residents will have access to their properties.

SUMMARY

The tender process for the Road and Trail Reconstruction Project was public and competitive, and the bidder is well qualified to do the work.

The project engineer has recommended the RMOW accept the bid from Alpine Paving (1978) Ltd. as it meets all the tender criteria and is within the project budget(s).

Staff recommend that Council authorize the Mayor and Municipal Clerk to execute the contract with Alpine Paving (1978) Ltd. for the Whistler Road and Trail Reconstruction Project in the amount of \$506,495.00 (exclusive of GST).

Respectfully submitted,

Tammy Shore, P. Eng.
CAPITAL PROJECTS MANAGER

for

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GENERAL MANAGER OF INFRASTRUCTURE SERVICES