BA Blacktop Ltd. – An ISO 9001:2008 registered company – began operation in the Province of British Columbia in 1956. Since then, we have grown into a major general contractor with a progressive and multi-disciplined group of companies in the transportation industry.

We have established ourselves as one of the most successful and diverse transportation infrastructure contractors in Metro Vancouver and throughout B.C., specializing in all transportation projects from roads and bridges, to airports and terminal facilities. We are able to provide full design-build and public private partnership solutions, with a solid commitment to provide excellent quality for value on every project.

B.A. Blacktop Ltd. has two wholly owned subsidiaries: Martens Asphalt Ltd. and Coquitlam Ridge Constructors Ltd. Senior management personnel are actively involved in the company and directly participate and contribute to the success of each and every project. Our corporate headquarters, a modern asphalt plant and recycling crushing operation are located in North Vancouver, B.C. We also operate three additional modern asphalt plants with a full complement of equipment and services in Sechelt, Powell River and Chilliwack, B.C.

BA Blacktop is a proud member of the Vancouver Regional Construction Association, BC Road Builders & Heavy Construction Association, Canadian Technical Asphalt Association, Canadian Construction Association, the Canadian Design-Build Institute and an associate member of the Association of Consulting Engineers Companies British Columbia (ACEC-BC).
The Powell Street Overpass is a $22.98M Design-Build project by the City of Vancouver for the construction of a four-lane overpass on Powell Street in Vancouver BC, just west of Clark Drive.

This major road and rail infrastructure enhancement has two key goals. The first is to expand capacity and enhance the rail network that supports the movement of goods through Port Metro Vancouver, while the second key goal is to improve access and safety for pedestrians, cyclists, and commuters in the Powell Street corridor. The current schedule anticipates completion of the project by June 2014.

The 232 Street Overpass is a $16M multi-jurisdictional Design-Build project in Langley Township, involving the design and construction of a two-lane railway overpass over a CP Rail line and BC Hydro right-of-way. The project is part of the Roberts Bank Rail Corridor Program. The design phase has been recently completed, and includes a single-lane roundabout at the 232nd Street Interchange under the jurisdiction of the BC Ministry of Transportation; 1.2 km of municipal and provincial roadways (including road upgrades); two 2.5m wide multi-use pathways on the structure; embankment retaining walls incorporating expanded polystyrene lightweight fill; storm drainage; extensive utility relocations and street lighting. A vertical realignment of 75 Avenue will be connected to 232 Street at approximately 4.5 m above existing grade.

The South Surrey Interchange Project, at 32 Avenue and Highway 99 is a single point interchange design with a four lane bridge. The British Columbia Transportation Finance Authority initiated this $10M Design, Build and Develop P3 Project in order to achieve innovative financial and comprehensive design and development solutions that would deliver a highway interchange and associated municipal roads in the most efficient and cost effective manner.

This project was the recipient of the 2001 Award of Merit for Engineering Excellence - Consulting Engineers of BC and the 2000 WH Curtis Award for Outstanding Engineering Achievement - ITE.
The Queensborough Interchange Project included the construction and rehabilitation of roadways along the New Westminster / Burnaby border. The widening of the Queensborough Bridge and demolition of the northernmost two spans were completed while maintaining full traffic flow at all times on the bridge, through a comprehensive traffic management plan that included eight detours, and a final traffic switchover which entailed the simultaneous transfer of nine separate traffic lanes onto their final alignments. Utility construction included the installation of storm sewer, slip-lining of existing storm sewer, watermain, and electrical all completed while maintaining communication with local municipalities, GVRD, Telus, BC Hydro and Terasen.

The Lions Gate Bridge Rehabilitation Project, valued at $4M, was completed in August 2002. BA Blacktop worked on the project through a subcontract agreement with American Bridge/Surespan. Our works included asphalt and concrete milling, installation of crack-sealing and crack suppression membrane, asphalt paving using conventional Marshall Mix asphalt, rubberized Asphalt and paving of the orthographic steel bridge deck using epoxy asphalt concrete.

The Sea-to-Sky Highway Improvement Project was a $600M major upgrade of the main highway linking Vancouver to Whistler. BA Blacktop worked on the project through a subcontract agreement with PKS and S2S Transportation Group. We established a new asphalt plant in Squamish for this $30M grade and pave project and provided paving and asphalt quality management services for the entire 100 km highway which included 80 kms of new passing lanes.
The Robert Bank Rail Corridor Combo Project is an $80M Design-Build Project with three new grade separation structures at 192 Street, 54 Avenue and 196 Street in Surrey and Langley, crossing over an active railway line. The project’s key features include associated grade construction in compressible soils, light weight embankment fill construction (EPS), realignment of municipal roads, utility liaisons, traffic management, railway management, CTA permitting approvals, lighting and signalization. The design phase of the project is complete and substantial construction completion is scheduled for April 2014.

The City of Langley’s 204th Street Overpass Design-Build Project, commenced December 2005 and was completed ahead of schedule, with the official opening held on May 12, 2007.

We created a joint venture to design this vital link in Langley’s infrastructure. The $30M project included a twelve-span (420m long by 20.6m wide) concrete girder bridge and intersecting road and utility construction. The bridge passes over a highway, a watercourse with environmental considerations, CP Rail Mainline, Southern Rail Mainline and spur lines and it also straddles a municipal road for a length of five bridge spans. The project also included fiber optic line relocation, water main relocation, drainage upgrades, sanitary sewer works, street lighting and traffic signal improvements.

The 80 Street Overpass is a new grade separation structure over a busy BC Rail line in Delta, completed in October 2012. Built as part of the Roberts Bank Rail Corridor Program, this multi-jurisdictional $12M Design-Build project involved 1.5 km of municipal road upgrades, an embankment retaining wall design using lightweight fills and a 32.8 m long concrete bridge.

The project also included an underpass structure for Airport Road, extensive utility relocations and storm drainage, a single lane roundabout, and design and construction of a signalized intersection at Ladner Trunk Road / 72 Street to accommodate the temporary closure of 80 Street to construct the overpass.
In 1999, the British Columbia Transportation Finance Authority and the Township of Langley initiated this Design-Build-Develop Project. The 200th Street/Highway 1 Interchange Project involved multi-jurisdictional design standards, a six-lane bridge and associated roadworks and utilities. This project also included environmental approvals and mitigative construction, unique lightweight fill designs, a single point interchange design, independent traffic safety audits and public communications. The result provided 45 acres of developable land generating property taxes to the local community and a transportation system that will accommodate the 20 year horizon.
BA Blacktop created a joint venture to convert the existing bulk handling facility into a container terminal at the Fairview Terminal Port in Prince Rupert. The $44M civil and electrical construction contract was the largest component of the Phase One redevelopment of the Fairview Container Terminal. The work included preparing the site, replacing pavement and reconstructing the current facility to accommodate a container yard, rail trackage and gantry-moving cranes.

The Port Mann / Highway 1 project involves the construction of a new 10-lane Port Mann Bridge, upgrading of nine interchanges and widening of Highway 1. The project spans a distance of approximately 32 kilometres from the McGill Street Interchange in Vancouver to 200th Street in Langley. The scope of work includes the new asphalt pavement on the highway as well as more than 100 construction detours, a major new interchange in the City of Coquitlam, a four kilometre section of the new Fraser Heights Connector and ten side streets including new on and off ramps from the Highway.

The total contract quantity is approximately 677,000 tonnes of Hot Mix Asphalt, including 22,000 tonnes on the new Port Mann bridge, the widest bridge of its kind in the world. Complex traffic management and night work are key elements to the successful completion of this project.

The Deltaport Berth 3 Terminal Finishing Works Project was an extremely short six-month project completed ahead of schedule. Base aggregate totalling 242,000 tonnes was delivered via 3,400 tonne barges, which were each off loaded and placed in 6 hours.

The 94,500 tonnes of asphalt was produced at our North Vancouver Plant and delivered using barges with an average load size of 3,200 tonnes. The barges were loaded in twelve-hour shifts and travelled seven hours to arrive at the project. Asphalt barges were unloaded and placed in six to eight-hour shifts, with placement rates at times exceeding 500 tonnes per hour. The concrete beams were heavily reinforced and measured two metres wide x 0.6 metres deep. The beams were extruded using a Gomaco slip form paver at rates averaging 40 m³ of concrete per hour for a total of 10,000 m³.