

ITEM	SUPPLEMENTARY	5
MANAGER'S REPORT NO.		22
COUNCIL MEETING	1981 05 11	

RE: BNRR OVERPASS

Following is a report from the Municipal Engineer regarding the BNRR Overpass.

The Municipal Manager is of the opinion that there is no need to hold up this project until the matter of additional funding under the Urban Transportation Assistance Program is finally resolved, and he concurs with the Municipal Engineer's approach of proceeding with the project at this time. At the same time we should make further representations to the Federal Government with respect to UTAP, and the Municipal Council is being asked to pursue this matter.

RECOMMENDATIONS:

1. THAT the recommendation of the Municipal Engineer be adopted; and
2. THAT the Mayor pursue with the Federal Government the matter of additional funding under UTAP

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TO: MUNICIPAL MANAGER 81 05 11

FROM: MUNICIPAL ENGINEER

SUBJECT: BNRR OVERPASS

RECOMMENDATION:

1. THAT a Bylaw to appropriate \$2,554,712 from the Capital Works, Machinery and Equipment Reserve be brought forth for three readings on 1981 May 11.

BACKGROUND:

The Municipal Council on 80 11 03 approved "That the overpass of the Burlington Northern Railway be constructed in accordance with the design concept proposed in the Comprehensive Transportation Plan". Before proceeding with construction it was necessary to:

1. Have the consultants redesign the project.
2. Make application to the C.T.C. for approval of the current design, for confirmation of the original \$2,544,160 grade separation grant and to apply for further Federal cost sharing under the new U.T.A.P. Program in recognition of the higher cost of the project through three years of inflation and changed design.
3. Make application to the Province of B.C. for 50% revenue sharing of the balance of cost after Federal sharing.

CURRENT:

Progress is reported as follows:

1. Detailed design of the project is well underway sufficient that:
 - (a) A tender will be called immediately for the first phase of construction including clearing and grubbing of the site, supply and placement of materials for the construction of the south approach ramp from Laurel Street to where the structure begins immediately south of Still Creek plus the

preloading and base construction of the Winston Connector from Loughheed to Sperling. The approximate cost of this first phase is \$1,000,000.

(b) An order will be given to the Utility Companies to relocate and/or place underground their utilities as required for the project. The major items relate to high tension lines that cross the railway at the structure and an underground duct that must be lowered at the east end of the substation crossing Sperling Avenue. The approximate estimate of cost of these works is \$500,000.

Attached is Figure #1 which shows the proposed construction schedule to completion in 1983.

2. Federal Funding

An application made to the C.T.C. in December 1980 has resulted in confirmation 81 05 07 from Hon. Jean Luc Pepin of the original \$2,544,160. grant but not approving our application for a further \$2,348,560. under the new U.T.A.P. Program. A construction order is to be issued confirming approval of the design of the project.

3. Provincial Funding

Senior staff of The Ministry of Highways & Transportation and Municipal Affairs have advised that revenue sharing has been approved for 1981 in the amount of \$750,000. This will require review since the U.T.A.P. grant was not confirmed. Pending further negotiations Burnaby and the Province may have to share 50/50 any funding not supplied by Ottawa. On this basis, the approximate total costs and probable source for sharing anticipated over the life of the project is as follows:

Source	1981	1982	1983	Total
Transport Canada	600,000	1,600,000	344,160	2,544,160
B.N.R.R.	0	62,500	0	62,500
Burnaby	977,356	2,994,475	1,327,920	5,299,751
Province of B.C.	*977,356	2,994,475	1,327,920	5,299,751
TOTAL	2,554,712	7,651,450	3,000,000	13,206,162

*Includes the \$750,000 already approved by the Province of B.C.

To clear the site for construction the vacant Corporation owned house at 6586 Broadway will be demolished immediately.

FINANCING:

I have discussed the financing of this project with the Municipal Treasurer and he advises as follows:

"\$2,554,712 needs to be appropriated from the Capital Works, Machinery and Equipment Reserve Fund to finance the 1981 portion of the work. The by-law is for the gross amount in order to interim finance expenditures pending receipt of funds from other participants. Annually, as required, a further by-law will be passed.

The by-law requires an affirmative vote of at least 2/3 of all the members of Council, and the approval of the Minister of Municipal Affairs.

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In order to provide the funds to start the project, it is recommended that a by-law to appropriate \$2,554,712 from the Capital Works, Machinery and Equipment Reserve be brought forth for three readings on 1981 May 11."


MUNICIPAL ENGINEER

VK:sp

cc: () Municipal Treasurer
() Director of Planning

