

ITEM 16  
MANAGER'S REPORT NO. 44  
COUNCIL MEETING 1985 06 24

RE: CONSTRUCTION OF NORTH ROAD

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER

85 06 18

FROM: DIRECTOR ENGINEERING

SUBJECT: CONSTRUCTION OF NORTH ROAD

RECOMMENDATION:

1. THAT the Municipal Solicitor be directed to bring forward a Capital Works Machinery and Equipment Reserve Fund Bylaw in the amount of \$593,125, being the additional estimated cost of construction for North Road and the Brunette River Bridge.

SUMMARY:

North Road is a primary arterial roadway serving three Municipalities. Widening and upgrading of North Road including the reconstruction of the railway overhead and the Brunette River bridge was scheduled a number of years ago. However, because of the involvement by the Federal Government under its Urban Transportation Assistance Program and the Provincial Government under its Secondary Highway Program the original project limits were modified so as to have the project constructed in two phases. The first phase, consisting of the railway overhead and some roadworks on either side was completed in early 1984. The second and final phase, consisting of the Brunette River bridge and associated roadworks is scheduled for 1985. The Corporation's application for Secondary Highway sharing has now been approved by the Ministry of Transportation and Highways and stipulates that all construction costs be submitted to the Ministry by 1986 March 03.

REPORT:

In 1978 July Council authorized the retention of an Engineering Consultant to design road and bridge improvements on North Road between Trans Canada Highway #1 and the New Westminster boundary. The consultant was also required to prepare and submit an application to the Canadian Transport Commission for a Board Order and subsidy.

After a number of years the Corporation of Burnaby was finally able to get the necessary approvals from all of the participating partners (District of Coquitlam, City of New Westminster, Ministry of Transportation and Highways, UTAP, and the Burlington Northern Railway). However, the current recession had a severe impact on the availability of Provincial funding and forced the Corporation to split the project into two phases.

Phase one, which included the reconstruction of the railway overhead structure and roadway widening and improvements on either end of the railway structure, was completed in early 1984. Because that work represented approximately 70% of the total original project it was recommended that the remaining works, which consists primarily of widening and reconstructing the Brunette River bridge and some minor roadworks at either end, be scheduled for 1985. Accordingly the work at the Brunette River end was included in our 1985 Capital Budget and an application for cost sharing was made to the Ministry of Transportation and Highways under its Secondary Highways Program.

The Corporation has recently received confirmation that its application has been approved for 50% funding. We have been advised that the City of New Westminster has also received approval for its share from the Province (from Revenue Sharing funds because East Columbia Street is not designated as a Secondary Highway). New Westminster's funding has not yet been finalized but is expected to be ratified in a week or two.

It is now necessary to put the funding in place for this final North Road project, as follows:

Construction of North Road including the Brunette River Bridge	\$694,000
1984 Funds brought forward	<u>\$132,175</u>
	<u>\$561,825</u>

Our 1985 Capital Budget shows the estimated total cost of the project as being \$725,300 but recent revised and updated estimates have brought the total estimated cost down to \$694,000, which is the figure used for Bylaw purposes.

The breakdown of the total estimated cost of \$694,000 into components of cost-sharing by the four involved jurisdictions is as follows:

Share of Total  
Cost

\$                    %

Province of B.C. -			
Burnaby Secondary Highways	\$264,300		
New Westminster Revenue Sharing	<u>\$ 82,700</u>	347,000	50
Burnaby	173,500	25	
Coquitlam	86,750	12 1/2	
New Westminster	<u>86,750</u>	12 1/2	
TOTAL	694,000	100	

Burnaby's share is higher than both Coquitlam's and New Westminster's because of the specific peculiarities of boundary line configurations on this portion of North Road.

Our Capital Works Financing Fund will be used to finance our share of the cost of the work. It is necessary, however, to have 100% funding in place before a contract can be let. Therefore, it is necessary at this time to bring down a bylaw appropriating the full cost from our reserve. Burnaby's share of funds ultimately not required will be returned to the Reserve.

It is recommended that a Capital Works Machinery and Equipment Reserve Fund Bylaw be brought forth for the project noted above in the total amount of \$593,125 repaid to the Reserve over a period of 10 years at prevailing interest rates.

The Bylaw requires an affirmative vote of at least two-thirds of all members of Council and the approval of the Minister of Municipal Affairs. This approval will be sought after three readings of the Bylaw by Council.

VNW/ch

c.c. ( ) Municipal Solicitor  
( ) Director Finance

  
DIRECTOR ENGINEERING

