

TO: CITY MANAGER

DATE: 2000 01 27

FROM: DIRECTOR ENGINEERING

FILE: 50-06-06

SUBJECT: GILMORE AVENUE - DAWSON STREET TO STILL CREEK AVENUE

PURPOSE: To seek approval for the retention of a consultant to provide engineering services for Gilmore Avenue Improvements and bring down a Capital Reserves Expenditure Bylaw.

RECOMMENDATIONS:

1. **THAT** Council approve the retention of Aplin & Martin Consultants Ltd. to provide engineering services for the design and construction of Gilmore Avenue Improvements between Dawson Street and Still Creek Avenue.
2. **THAT** a Capital Reserves Expenditure Bylaw in the amount of \$3.12 million be brought down for engineering services and construction of Gilmore Avenue Improvements.

REPORT

BACKGROUND

Gilmore Avenue between Lougheed Highway and Canada Way is designated as a Secondary Arterial and is also a part of Burnaby's Truck Route Network. The portion between the Lougheed Highway and Still Creek Avenue requires extensive upgrading to bring it up to arterial standards. The scope of the improvements include widening to four lanes to accommodate the increase in traffic volumes due to extensive new development in this area and the introduction of rapid transit to the Lougheed corridor. It also includes raising the grade of the roadway to eliminate the potential for flooding. The 2000 - 2004 Provisional Capital Budget includes upgrading Gilmore Avenue between Still Creek Avenue and Dawson Street as a City project to be constructed in 2000/2001. The limits of this project terminated at Dawson Street because the section of Gilmore Avenue between Dawson Street and Lougheed Highway was originally identified for upgrading as a requirement of the skytrain project.

The recent negotiations between RTP 2000 and Translink have identified that some Municipal Integration Funds (MIF) will be available to upgrade Gilmore Avenue between Dawson and Lougheed. However these funds will be insufficient to upgrade this section to full Secondary Arterial Standards.

Council at its meeting of 2000 February 07 asked staff to identify the deficiencies in the MIF and this information will be provided in a future report including the deficiencies in upgrading Gilmore north of Dawson. At that time, staff will provide options and alternatives for completion of Gilmore from Dawson to Lougheed for Council's consideration.

The initial City project works planned for Gilmore Avenue include utility relocation and preloading in Year 2000 and road construction in Year 2001. It is necessary that the City retain consulting engineering services to proceed with the proposed program on Gilmore between Still Creek and Dawson.

CONSULTANT SELECTION

Proposals for engineering services for the Gilmore Avenue improvements have been received from four consulting firms. Each firm is well established with qualified engineers and technicians on staff. As well, each firm has assembled the necessary sub-consultants to address some of the specialty aspects of this project. The four firms are N.D. Lea Consultants Ltd., Aplin & Martin Consultants Ltd., Urban Systems Ltd., and McElhanney Consulting Services Ltd.

Each of the proposals has been reviewed on the basis of several weighted factors such as experience, proven ability based on the consultant's previous work history, project understanding, scheduling and total cost implications. Based on this assessment the proposal presented by Aplin & Martin Consultants Ltd. most closely addresses the Terms of Reference. Aplin & Martin and their design team of sub-consultants have sound experience in major road and structural design and in project management, both in Burnaby as well as in other Lower Mainland municipalities. The team demonstrated a sound understanding of the City's needs for this project. Their proposal stresses the importance of ensuring that all affected agencies are involved and given adequate time to process the various permit applications. This includes agencies such as Burlington Northern Sante Fe Railway, Department of Fisheries and Oceans, and the Ministry of Environment.

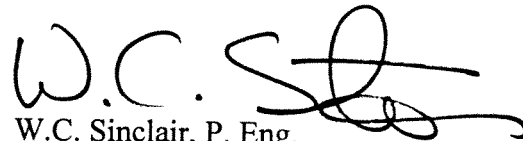
The proposal also recognizes that the improvements to Gilmore Avenue will be done over a two year period with such items as design, pre-loading and utility renewal and/or relocation occurring in 2000 and roadworks, ornamental street lighting and sidewalks being constructed in 2001.

Aplin & Martin's fee estimate for this work is \$265,000 exclusive of GST. We believe that this will provide the appropriate level of effort necessary to fulfil the Terms of Reference for this project. The preliminary estimate of costs for the Gilmore Avenue improvements is approximately \$3.0 million which means that the engineering budget will be approximately 9% which is within the normal range for a project of this magnitude and complexity.

It is therefore recommended that the consulting firm of Aplin & Martin be retained to provide engineering services for Gilmore Avenue Improvements. Based on the proposal from Aplin & Martin, it would be our recommendation to establish a budget in the amount of \$275,000 to provide a small contingency allowance.

FINANCING

Total cost of the Gilmore Avenue works including engineering services and construction is estimated at \$3.0 million (net of 4% GST rebate). It is therefore recommended that a Capital Reserves Expenditure Bylaw in the amount of \$3.12 million (including 7% GST) be brought forward to fund the projected expenditures for the completion of the Gilmore Avenue construction between Still Creek and Dawson. On a cash flow basis, the year 2000 expenditures will not exceed \$1.5 million as outlined in the 2000 - 2004 Provisional Capital Budget.


W.C. Sinclair, P. Eng.
DIRECTOR ENGINEERING

VNW:jb

cc: Director Finance
Director Planning & Building
City Solicitor

