



Item.....
Meeting..... 2009 July 20

COUNCIL REPORT

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**TO:** CITY MANAGER **DATE:** 2009 July 14  
**FROM:** DIRECTOR PLANNING AND BUILDING **FILE:** PL 37500-07  
*Reference: Gateway Program*  
**SUBJECT: STATUS OF PORT MANN / HIGHWAY 1 PROJECT**  
**PURPOSE:** To update Council on the status of the Port Mann / Highway 1 Project.

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**RECOMMENDATION:**

1. **THAT** a copy of this report be forwarded to the City's Transportation Committee for information.

**REPORT**

**1.0 INTRODUCTION**

The Province is proposing to widen Highway 1 from McGill Street in Vancouver to 216<sup>th</sup> Street in Langley. On 2008 September 15, Council directed staff to enter into negotiations with the Province towards a Burnaby Access Memorandum to address technical and community integration issues regarding the Port Mann / Highway 1 Project. On 2009 March 23, Council received an update on the status of the project and the negotiations.

This report provides a further update on the status of the project, and of the negotiations being held at the staff level between the City and the Province.

**2.0 STATUS OF PORT MANN / HIGHWAY 1 PROJECT**

The Province has entered into a fixed-price contract with the joint venture of Peter Kiewit Sons Co. and Flatiron Constructors Canada Limited to design and build the new Port Mann Bridge and Highway 1 widening. Under this form of contract, there is overlap between the design and construction work. Construction can begin on some components, while others are still being designed.

Some construction work has already begun, most evidently at Port Mann Bridge. In the near future, construction will become more obvious on the highway within Burnaby. The current schedule, provided by the Province, suggests that the following tasks will be evident this summer:

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- Environmental enhancement work at the Willingdon and Gaglardi interchanges;
- Demolition of the southern (eastbound) half of the Sprott Street overpass, after first shifting the eastbound lane onto the northern half of the structure, and commencement of the work to build a new overpass at that location;
- Clearing within the Highway 1 right-of-way between Cariboo Road and North Road;
- Installation of a fibre optic cable beside the eastbound highway lanes between the Grandview and Kensington interchanges; and
- Preliminary work for the High-Occupancy Vehicle (HOV) ramps at Grandview interchange.

Later in the year, the following work is likely to take place in Burnaby:

- Begin pile-driving for the HOV ramp structures at Grandview interchange;
- Retaining wall construction along the south side of Grandview interchange for the eastbound HOV ramps;
- Pile-driving and pre-loading at Kensington Avenue; and
- Pre-loading along the highway west of Gaglardi Way.

The schedule calls for the contract to be essentially complete by the end of 2013.

### **3.0 CONTRACT SCOPE**

The contract is for a somewhat smaller project scope than has been presented up to this point. In Burnaby, the project will still be an eight-lane highway, and the interchanges will all be rebuilt. However, the previous concept for a ten-lane collector-distributor system in the Grandview / Willingdon area is not part of the current contract. This area will now have eight lanes, like the rest of the corridor through Burnaby.

As a result, the Gilmore and Douglas overpasses will not be replaced, as that work had been intended to create longer spans to accommodate the previous ten-lane concept. This, in turn, means that the contract does not include cycling facilities on the Gilmore overpass, as the Province had previously intended. This will leave a gap in the City's Sea-to-River Bikeway and Gilmore Urban Trail.

The previously-proposed truck-only ramps at Douglas Road have also been omitted from the contract.

The Province has indicated their intention to complete these elements at a later date, when traffic volumes have risen to the point where the collector-distributor system is needed. However, a

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specific date has not been given. It must be assumed that this is somewhere between 10 and 30 years in the future.

There has also been some progress made on issues of interest to the City. The current concept retains the existing right-turn movement from southbound Gilmore Avenue to westbound Grandview Highway, thus preserving egress from the Still Creek industrial area (which had previously been in doubt). In addition, the contract scope includes noise mitigation measures for residential areas that are considerably improved over what had been previously committed to.

#### **4.0 NEGOTIATIONS ON THE BURNABY ACCESS MEMORANDUM**

Arising from Council's adopted recommendations of 2008 September 15, City and Provincial staff continue to meet to discuss the contents of a potential Burnaby Access Memorandum. The purpose of the Memorandum would be to identify those enhancements or other benefits (such as Provincial land) that the City would receive in exchange for certain City lands that the Province wishes to use for the project. The list of properties that the Province is interested in is still being refined, but will probably be in the order of five hectares.

Discussions were moving at a modest pace since the contractor had not yet identified the specific parcels of City-owned land required for the project. This information has now been provided, and staff are reviewing this property list to assess implications for the City, and to determine the scope of benefits to the City that may be achieved through a Burnaby Access Memorandum. Both City and Province staff are now working to finalize the discussions for Council's consideration. If the terms are approved by Council, the outcomes would be addressed through the project design process that is currently underway.

It is anticipated that, by September or October, discussions regarding the Burnaby Access Memorandum will have advanced to a point where a specific proposal can be brought forward for Council's consideration.

#### **5.0 CONCLUSION**

This report presents an update on the status of the Port Mann / Highway 1 project, and the associated negotiations that may lead to the creation of a Burnaby Access Memorandum. It is recommended that this report be forwarded to the City's Transportation Committee for information.



B. Luksun, Director  
PLANNING AND BUILDING

SR:jc

cc: Director Engineering  
Director Parks, Recreation & Cultural Services  
O.I.C. RCMP  
Director Finance  
City Solicitor  
Fire Chief