



Corporate *NO: R045*

Report *COUNCIL DATE: March 11, 2002*

REGULAR COUNCIL			
TO:	Mayor & Council	DATE:	March 8, 2002
FROM:	General Manager, Engineering	FILE:	0620-20 (2002 Capital Rd)
SUBJECT:	2002 Arterial Road Priorities		

RECOMMENDATIONS

1. That Council receive the recommended 2002 Arterial Roads Capital Program with priority for Fraser Highway project.
2. That Council authorize staff to amend its application for TransLink 2002 Minor Capital funding to reflect recommendation 1.
3. That Council authorize staff to seek additional funding for the upgrading of Fraser Highway from TransLink.
4. That Council authorize the increase in scope for the consultant who have designed the first phase of works on Fraser Highway to be extended to include the section from Fleetwood Way to 160 Street.

INTENT

To inform Council of the City's strategy for dealing with the Fraser Highway project and the arterial roads capital program for 2002.

BACKGROUND

The City approach for dealing with its arterial road system is to widen these roads (as traffic flows increase) to the appropriate number of lanes and to bring them up to full standards including ditch elimination, medians, turn lanes, curbs, sidewalks, street lights, etc. This work enhances the safety, functionality and livability of the

City.

This road upgrading work is primarily funded through arterial development cost charges. Using this approach, the City has upgraded the most heavily travelled roads under City jurisdiction. However, two of the most heavily travelled roads in the City are Highway 10 and Fraser Highway. Highway 10 is a Provincial highway and any upgrading would have to be initiated by the Province. Fraser Highway was also a Provincial highway until 1999, at which time it was downloaded to the City; at the same time this was accompanied by operation and maintenance funding from TransLink. TransLink also identified the upgrading of Fraser Highway as a Major Capital Project in its list of candidate projects for which Federal and Provincial funding would be pursued.

To this end, TransLink, with the support of the City of Surrey, submitted an application under the infrastructure program for upgrading high priority sections of Fraser Highway.

Because the City felt that this infrastructure project may take some time to implement, earlier it budgeted in the 2002 Capital Road program to upgrade Fraser Highway in the area of 152 Street, which is the intersection on Fraser Highway with the most congestion and the highest accident rate. This project is estimated at \$2.6 million and is cost-shared by TransLink out of the 2002 Minor Capital allocation to Surrey of \$3.3 million.

TransLink have now been informed that the application for funding of Fraser Highway under the infrastructure program will not be approved. This information has caused the City to undertake reassessment of its arterial road priorities for 2002.

Options for 2002 Arterial Roads Program

As outlined previously, the Fraser Highway is the most significant arterial road in the City not to have been upgraded. In essence, compared to all other City arterials, there is a considerable backlog of need on Fraser Highway. With the infrastructure application not being approved, the priority needs on the Fraser Highway have to be reassessed and compared with other City arterial needs.

The most pressing need for upgrading Fraser Highway is to extend eastwards from the currently budgeted section, slated for construction this summer, running from 151 Street to Fleetwood Way, with the next section for construction being from Fleetwood Way to 160 Street. This section is estimated to cost about \$7 million.

To fund this \$7 million, a review was carried out of the 2002 Transportation Base Budget to identify projects with funding from TransLink, Arterial DCC, or General Revenue funding which could be deferred without undue adverse impacts. In summary, projects with a total budget of \$5.1 million have been identified for possible deferral. The remaining \$1.9 million would be funded from the 2003 budget, given that completion of these works will extend into 2003.

TransLink Cost-Sharing

Applications for MRN Minor Capital Projects cost-sharing have been submitted to TransLink on the basis of the current 2002 Transportation Base Budget program, and are advanced in the review and approval process. However, discussions with TransLink staff indicate that an application to defer some project applications and to expand the scope of the Fraser Highway project application, would be given consideration.

Additionally, staff will pursue further cost-sharing from TransLink for the Fraser Highway works, together with consideration of receiving credit for 2002 work against TransLink funding available in 2003.

Schedule

The following schedule for works on Fraser Highway reflects our best estimate of key stages for these works:

- Tender award for Phase 1 – Fraser Highway (151-153 Streets) July 2002
- Substantial completion of Phase 1 work Nov. 2002
- Tender award for Phase 2 – Fraser Highway (153-160 Streets) Sept. 2002
- Substantial completion of Phase 2 work. Spring 2003

This schedule is based on projection of the property acquisition situation. If expropriations are required, then the schedule will have to be extended.

CONCLUSION

The Fraser Highway represents the City's most pressing need for arterial upgrading. With the application for doing these works under the infrastructure program not being approved, Council's support for re-prioritization of the 2002 and 2003 arterial capital budgets is sought to deal with this need.

Paul Ham, P. Eng.

General Manager, Engineering

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Attachment

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