



**CITY OF RICHMOND**

**REPORT TO COMMITTEE**

**TO:** Public Works and Transportation Committee      **DATE:** May 24, 2000  
**FROM:** Eric G. Gilfillan      **FILE:** 6000-02  
Director, Operations  
**RE: Road and Bridge Maintenance Contract Extension/MRN**

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**STAFF RECOMMENDATION**

That Council endorse the concept of extending the Road and Bridge Maintenance contract with Mainroad Contracting, through Translink and MOTH, for a further 3 – one year contracts to coincide with the Provincial extension.

Eric G. Gilfillan  
Director, Operations

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<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Transportation .....	Y <input type="checkbox"/> N <input type="checkbox"/>	_____
Budget .....	Y <input type="checkbox"/> N <input type="checkbox"/>	

## STAFF REPORT

### ORIGIN

Ministry of Highways and Transportation (MOTH) has passed to local municipalities the ownership of certain transportation corridors which they had previously been responsible for. These roads were considered as part of the **Major Road Network (MRN)** portion of the newly created **Translink** organisation for maintenance standards and cost recovery to the local municipality. Staff have been asked to meet with their various Councils to seek endorsement for extending the contract carried out by Mainroad Contracting.

### FINDINGS OF FACT

Member Municipalities have since the inception of **Translink** and the **MRN** had ongoing discussions concerning funding and maintenance issues and what is the most cost effect means of ensuring that the needs for regular and ongoing maintenance are met on the MRN.

After the initial set up of **Translink** negotiations were initiated with Mainroad Contracting who held the annual contract for Road and Bridge maintenance on those roads previously managed by the Province (MOTH) that were now downloaded as part of the **MRN**. In Richmond this centred mainly around the Knight Street Corridor. It was initially decided to continue with the contract on an annual basis for these previously designated Provincial roads. This was done to enable a smooth transition and a continuance of regular maintenance while the logistical issues of how funding and actual maintenance would be carried out on both the up loaded roads and the downloaded roads that formed part of the Major Road Network was worked out.

### ANALYSIS

Costing formulas had been worked out involving all portions of the MRN. Funds have been allocated for maintenance and rehabilitation at approx. \$12,000 per lane Km annually. It was originally envisioned that Municipalities would take over responsibility for the management of all maintenance activities on the MRN within their jurisdiction.

However there are still issues that pertain strictly to those roads that are under the old MOTH contract. A cost analysis was carried out showing major variances from Municipality to Municipality. The portions of road previously managed by MOTH ranged from a low of \$6377/ln km to a high of \$9,674./ln km. (This is actually Richmond's cost) The variance being due to additional plantation costs.

If Richmond were to assume total responsibility for maintenance and snow removal, we would need to provide City owned trucks and equipment during times of snow and ice which would require and dedicate at least one third of our present snow and ice removal equipment to be assigned to the Knight Street corridor. (Two Trucks with plows and small salting truck)

It would also be difficult to hire extra equipment during these events as experience has shown that most equipment suitable for snow and ice removal, is already dedicated to others. Another option would be to look at increasing our fleet size to ensure that we have adequate coverage during these events, something that we would not envision doing for the days that the equipment might be needed.

FINANCIAL IMPACT

There would be no negative impact with continuing with the maintenance contract presently carried out by Mainroad Contracting for Knight Street Bridge.

CONCLUSION

Because of the concerns with providing all the services required on the downloaded portions of the MRN staff support the concept of extending the Road and Bridge Maintenance contract with Mainroad Contracting, through Translink and MOTH, for a further 3-one year contracts to coincide with the Provincial extension.

Tony Hillan  
Manager, Roads & Construction Services

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