

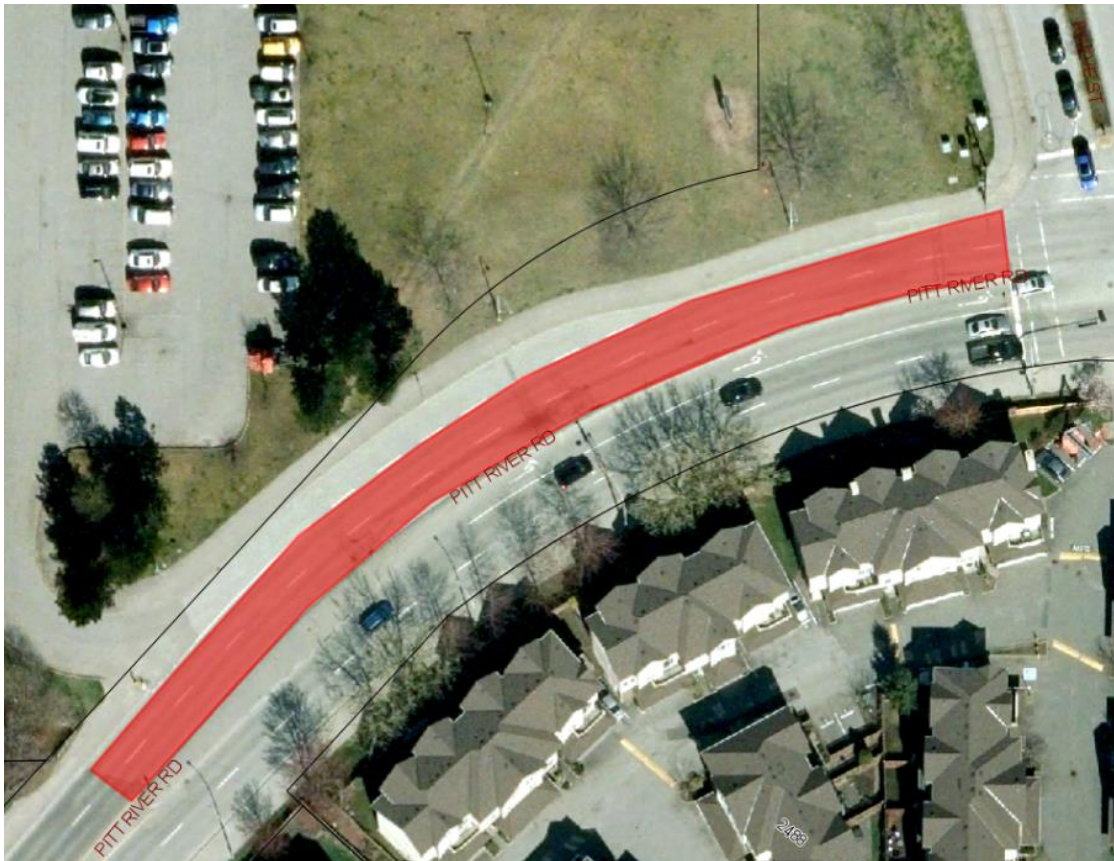
## Pitt River Road Maintenance

### **RECOMMENDATION:**

That the Committee of Council direct staff to proceed with 120 metres of pavement rehabilitation of the westbound lanes on Pitt River Road, west of Reeve Street in 2019 at a total cost of \$66,500 to be funded from the general capital reserve, and that the financial plan be amended as required.

### **REPORT SUMMARY**

This report identifies a section of Pitt River Road requiring pavement rehabilitation which was originally scheduled for 2022. Given increased wear and tear from heavy truck traffic, it is recommended that this project be brought forward for rehabilitation in 2019.



### **BACKGROUND**

In 2017, the City of Port Coquitlam developed its five year Neighborhood Rehabilitation program whereby the City was divided into five zones with the intent to rebuild poor condition roads in one

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zone per year. In addition to roads, the program involves rehabilitation / replacement of existing water, storm and sanitary infrastructure where necessary and in conjunction with the road construction; this allows the City to streamline project delivery, achieve cost savings and minimize construction impacts to the neighborhoods.

The westbound lanes on Pitt River Road west of Reeve Street are in very poor condition and in need of rehabilitation. Pitt River Road is not formally classified as a truck route however trucks serving land developments in the adjacent area have likely contributed to rapid degradation. Rehabilitation of this zone is currently scheduled for 2022, however, the existing condition will exacerbate to an unacceptable level if not dealt with earlier. Underground infrastructure through this corridor does not need to be rehabilitated as capacity and condition requirements are being met.

### **DISCUSSION**

The westbound lanes on Pitt River Road, along the Riverside Secondary frontage, from Reeve Street to approximately 120m west of Reeve Street are in poor condition and require repaving. The Engineering department originally planned for this work to be completed in coordination with road rehabilitation and underground utility works proposed as part of the Kwikwetlem First Nation's business park development just west of this location, however, the pavement has failed more rapidly than anticipated as a result of the increased truck traffic using this section of road. There is no overlap between this smaller (120m) section of road repaving proposed and the offsite works proposed for the Kwikwetlem First Nation's business park development.

Engineering and Public Works staff estimate that this 120m segment of road could last one more winter season with extensive patching by City crews, at an estimated cost of \$15,000, to prevent major failure prior to the spring of 2020. Engineering staff have sought quotes from contractors to complete the work prior to winter, and have been able to secure a commitment to complete the work at a cost of \$66,500 which includes a 10% contingency.



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If paving were deferred to the spring of 2020, it is likely that more favourable pricing for the work could be secured, however, the upkeep required to maintain the road in the interim would offset the cost savings and the overall benefit to defer the work would be nominal. As this project is not currently included in the City's approved capital funding, this report seeks approval to complete this emergent project.

If approved as recommended, maintenance costs would be reduced, driving comfort enhanced and overall driver safety improved through the winter months and beyond

### **FINANCIAL IMPLICATIONS**

The recommended amendment to the Financial Plan is to fund \$66,500 of paving works on Pitt River Road west of Reeve Street from the general capital reserve.

### **OPTIONS** (✓ = Staff Recommendation)

	#	Description
	1	Approve the recommended financial plan amendment.
	2	Complete temporary patching work and consider further rehabilitation works as part of the 2020-2021 capital plan deliberations

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