

CAPITAL PROFILE REPORT

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PROFILE NAME: **170 STREET PEDESTRIAN BRIDGE**
 PROFILE NUMBER: **21-20-2100**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Infrastructure Planning & Design**
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

PROFILE STAGE:	Council Review
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	Pascale Ladouceur
ESTIMATED START:	July, 2021
ESTIMATED COMPLETION:	September, 2023

Service Category: **Roads**

Major Initiative:

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	-
BUDGET REQUEST:	9,501
TOTAL PROFILE BUDGET:	9,501

PROFILE DESCRIPTION

This profile includes the Detailed Engineering Design and Construction Services of the 170 Street Pedestrian Bridge project. The scope of work includes Detailed Design, Pre-Construction (Tender), Construction, Resident Engineering, and Post-Construction (As-Built) services. Construction is anticipated to begin in 2021 and completed in 2022.

PROFILE BACKGROUND

The previous grade separated pedestrian bridge located on 170 Street north of 87 Avenue was demolished in 2018. As this bridge provided important east-west pedestrian connectivity across the busy 170 Street arterial roadway for adjacent communities and businesses, there is a strong desire to restore pedestrian connectivity as soon as possible. A concept planning study was completed, identifying a recommended new bridge location, between 87 Avenue and the former pedestrian bridge location. Through 2019 Fall SCBA, this project received funding from Council to expand the project scope beyond concept design to preliminary and detailed design, which is anticipated to be completed in Q2 2021.

PROFILE JUSTIFICATION

Construction of the 170 Street Pedestrian Bridge will be financed by way of a Local Improvement Tax to be amortized over a period of thirty (30) years, with contributions from adjacent benefitting funding partners.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity, and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

An interim at-grade crossing was constructed in 2019, on the south side of 90 Avenue to provide for the above mentioned pedestrian connectivity until a new bridge is built. This interim pedestrian crossing connects to the alleyway on the east side of 170 Street. If funds for the Delivery of the new grade separated bridge is not available, alternatives such as construction of a new east side sidewalk on 170 Street to allow better pedestrian connectivity, allowing separation from the residential houses.

COST BENEFITS

Tangible Benefits:

- Improved safety for active mode users
- Enhanced active mode connection for adjacent community, businesses and health care facilities.

Intangible Benefits:

- Mode shift with enhanced active mode connection
- Responding to residents and community interest, increased citizen satisfaction with improved roadway infrastructure.

KEY RISKS & MITIGATING STRATEGY

Key risks:

- Funding not approved.
- External stakeholder and public expectation, supported by Council, that the new pedestrian bridge would begin construction in 2021.
- if construction of the new pedestrian bridge does not advance in 2021, construction of the new pedestrian bridge is recommended for after VLW LRT construction is completed, i.e. 2028 or later, which may be a significant source of contentious for residents in the community.

Mitigating Strategy:

- Continue to provide project status updates to share information (via project webpage, direct emails to key stakeholders, etc.) on funding status.
- Maintain and encourage use of interim at-grade crossing at 90 Avenue until funding of a new bridge is available.

RESOURCES

Internal City resources are available to manage this project. External resources (i.e. consulting services) were procured as part of the Develop phase of the project. Contracted resources for the construction services will be procured as required to carry out the requirements of this project.

CONCLUSIONS AND RECOMMENDATIONS

Delivery funding approval of the new 170 Street Pedestrian Bridge project.

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 PROFILE NUMBER: **21-20-2100**
 BRANCH: **Infrastructure Delivery**

RECOMMENDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	3,327	5,703	471	-	-	-	-	-	-	-	9,501
	Revised Funding Sources (if approved)												
	Federal Gas Tax Fund	-	2,626	4,502	372	-	-	-	-	-	-	-	7,501
	Local Improvements Prop. Share	-	700	1,201	99	-	-	-	-	-	-	-	2,000
	Requested Funding Source	-	3,327	5,703	471	-	-	-	-	-	-	-	9,501

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	3,327	5,703	471	-	-	-	-	-	-	-	9,501
	Requested Funding Source												
	Federal Gas Tax Fund	-	2,626	4,502	372	-	-	-	-	-	-	-	7,501
	Local Improvements Prop. Share	-	700	1,201	99	-	-	-	-	-	-	-	2,000
	Requested Funding Source	-	3,327	5,703	471	-	-	-	-	-	-	-	9,501

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
		Construction	-	2,467	4,057	338	-	-	-	-	-	-	-
	Contingency	-	250	600	46	-	-	-	-	-	-	-	896
	Design	-	385	660	55	-	-	-	-	-	-	-	1,100
	Other Costs	-	225	386	32	-	-	-	-	-	-	-	643
	Total	-	3,327	5,703	471	-	-	-	-	-	-	-	9,501

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-