

CAPITAL PROFILE REPORT

PROFILE NAME: 50 STREET CPR GRADE SEPARATION
PROFILE NUMBER: 18-66-6503
DEPARTMENT: Integrated Infrastructure Services
LEAD BRANCH: Infrastructure Planning and Design
PROGRAM NAME:
PARTNER: Infrastructure Planning and Design
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE: Approved
PROFILE TYPE: Standalone
LEAD MANAGER: Jason Meliefste
PARTNER MANAGER: Jason Meliefste
ESTIMATED START: June, 2018
ESTIMATED COMPLETION: December, 2023

Service Category: Roads

Major Initiative:

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	86,600
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	86,600

PROFILE DESCRIPTION

This rail crossing has been identified as one of the City's priority locations for a grade separation to improve traffic flow along 50 Street. The grade separation includes accommodation for future widening of 50 Street but the widening of the road outside the limits of this project is not included with this project. The City has applied for Federal and Provincial funding for the project, and has received funding commitments from both orders of government. A formal agreement with the Federal government, through the National Trade Corridors Fund, is expected in mid-2018 and is contingent on the City demonstrating a commitment to funding the work.

Separate profiles will be advanced for the replacement and widening of the 50 Street over Sherwood Park Freeway bridge, as well as widening of 50 Street between Sherwood Park Freeway and 76 Avenue.

The work includes land acquisition, design and construction.

Preliminary design is currently ongoing to confirm scope, schedule and budget. The scope, schedule, and budget presented in this profile are based on conceptual level analysis that has been completed to date. Adjustments to scope, schedule, and budget will be required in the future as the process progresses.

PROFILE BACKGROUND

This rail crossing has been identified as one of the priority locations for grade separation to improve traffic flow along 50 Street. The grade separation includes widening of 50 Street at the underpass, between Sherwood Park Freeway and 90 Avenue.

Replacement and widening of the 50 Street over Sherwood Park Freeway bridge, as well as widening of 50 Street between Sherwood Park Freeway and 76 Avenue will be brought forward as separate profiles.

The City has secured Federal and Provincial funding commitments for the work, and is working towards formal funding agreements which require a commitment from City Council for funding. Preliminary design work is underway.

PROFILE JUSTIFICATION

The 50 Street railway crossing ranks highly on the City's priority list for grade separation due to high traffic volumes and frequent train blockages. The crossing is adjacent to the CP Lambton yards, resulting in multiple, frequent, irregular, and lengthy train crossing and blockages of 50 Street.

The City has made applications to the Provincial and Federal governments for funding commitments. The Provincial government has earmarked funding for this project, and a Federal commitment through the National Trade Corridors Fund is forthcoming. In order to tap into these funding sources, a commitment to fund the balance of the work from City Council is required.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for goods and services and commuters. By improving capacity and decreasing congestion, this project will improve Edmontonians' ability to move efficiently through the city.

ALTERNATIVES CONSIDERED

Railway grade separation is required to eliminate significant traffic delays caused by train blockages. The alternative to grade separation is to maintain the existing roadway infrastructure which has delays due to train blockages of the roadway.

COST BENEFITS

Tangible benefits include decrease travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved goods and service movement and improved business and citizen satisfaction with roadway capacity in the area.

KEY RISKS & MITIGATING STRATEGY

Coordination will be required with CP throughout the project to ensure that operations of the railway line are accommodated during construction. Land acquisition and substantial utility relocates will also be necessary, and should be initiated as soon as possible.

RESOURCES

The project will require an external Consultant and Contractor to complete design and construction, who will be selected via a competitive process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this widening project be approved to grade separate the railway crossing and decrease congestion in the area.

A funding commitment from City Council will allow for execution of a funding agreement with the Federal Government.

Release of \$6.5M of funding immediately will allow for land acquisition to begin, as well as initiation of design work for utility relocations.

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.1-01) Recent indications are that the City will be successful in obtaining federal funding for the grade separation project. This adjustment is to provide funding to begin land acquisition and utility relocation work in anticipation of a formal funding announcement.

The full funding request will be brought forward to City Council for funding as part of the 2019-22 Capital Budget.

CAPITAL PROFILE REPORT

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PROFILE NAME: **50 Street CPR Grade Separation**

FUNDED

PROFILE NUMBER: **18-66-6503**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Planning and Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Council	-	7,500	6,400	10,000	25,000	30,000	7,700	-	-	-	86,600
	Current Approved Budget	-	7,500	6,400	10,000	25,000	30,000	7,700	-	-	-	86,600
	Approved Funding Sources											
	Federal Grant	-	250	3,200	5,000	12,500	15,000	3,850	-	-	-	39,800
	Partnership Funding	-	-	-	-	1,500	-	-	-	-	-	1,500
	Pay-As-You-Go	-	-	-	-	-	-	200	-	-	-	200
	Provincial Grant	-	-	-	-	9,650	15,000	3,650	-	-	-	28,300
	Tax-Supported Debt	-	7,250	3,200	5,000	1,350	-	-	-	-	-	16,800
	Current Approved Funding Sources	-	7,500	6,400	10,000	25,000	30,000	7,700	-	-	-	86,600

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-
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REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	7,500	6,400	10,000	25,000	30,000	7,700	-	-	-	86,600
	Requested Funding Source											
	Federal Grant	-	250	3,200	5,000	12,500	15,000	3,850	-	-	-	39,800
	Partnership Funding	-	-	-	-	1,500	-	-	-	-	-	1,500
	Pay-As-You-Go	-	-	-	-	-	-	200	-	-	-	200
	Provincial Grant	-	-	-	-	9,650	15,000	3,650	-	-	-	28,300
	Tax-Supported Debt	-	7,250	3,200	5,000	1,350	-	-	-	-	-	16,800
	Requested Funding Source	-	7,500	6,400	10,000	25,000	30,000	7,700	-	-	-	86,600

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)	Construction	-	-	5,000	10,000	25,000	30,000	7,700	-	-	-	-	77,700
	Design	-	2,000	1,400	-	-	-	-	-	-	-	-	3,400
	Land	-	5,500	-	-	-	-	-	-	-	-	-	5,500
	Total	-	7,500	6,400	10,000	25,000	30,000	7,700	-	-	-	-	86,600

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-