



SUBJECT: Burloak Drive grade separation and Drury Lane pedestrian bridge update

TO: Committee of the Whole

FROM: Capital Works

Report Number: CW-13-18

Wards Affected: 2 and 5

File Numbers: 570.02-818

Date to Committee: July 9, 2018

Date to Council: July 16, 2018

Recommendation:

Delegate authority to the City Manager and City Solicitor to execute agreements with Metrolinx based on the fundamental principles outlined in this report; and

Direct the Executive Director of Capital Works to include the Burloak grade separation and Drury Lane pedestrian bridge projects in the 2019 proposed capital budget and forecast aligned with the cost sharing agreement.

Purpose:

The purpose of this report is to update Council on the status of the Burloak grade separation and Drury Lane pedestrian bridge.

A City that Moves

- Increased Transportation Flows and Connectivity

Background and Discussion:

In 2015 the province outlined plans for electrification of GO Transit routes by 2024 that would result in 15 minute service for trains along the Lakeshore West corridor. To achieve the electrification of the rail line, all electrification infrastructure requirements (or provisions for future electrification) need to be incorporated in planned rail corridor construction projects. This resulted in advancing the two construction projects in the

City of Burlington; the Burloak grade separation (2024) and the Drury Lane pedestrian bridge replacement (2021).

Burloak Drive

The existing Burloak Drive/CNR at-grade crossing consists of a four lane arterial road crossing of a three track rail line. This CNR line is one of the busiest rail lines in all of Canada and is utilized by Via Rail, CN Freight, Metrolinx and Amtrak.

In February 2017 staff provided an information report to Council (report CW-13-17). The following motion was passed:

Direct the Executive Director of Capital Works to advise the Town of Oakville that Burlington City Council requests the Burloak underpass be provided at six lanes capacity with a road configuration of four lanes; and

Direct the Executive Director of Capital Works to report back to Committee of the Whole for final approval of road configuration.

An environmental assessment for a grade separation at this location was completed in 2018 by Metrolinx recommending a design alternative of constructing a 4 lane underpass (with space to accommodate an additional 2 lanes in the future) at the current alignment of Burloak Drive with a temporary bypass road to the east in order to maintain traffic during construction. The drainage for this option was a gravity sewer system to an existing outlet.

Drury Lane Pedestrian Bridge

The Drury Lane pedestrian bridge is located between the north end of Drury Lane and the south end of Orpha Street. It crosses over the CNR tracks, approximately 400 meters east of the Burlington GO Station. The bridge is well used with an estimated 100 trips per day providing an important link for the residents living in the Glenwood School Drive neighbourhood to various destinations and amenities south of the railway tracks.

This bridge is a steel structure with a main span of approximately 40 metres. At both ends are a series of switchback ramps which rise 7.5 metres to the main span. Initially constructed in 1972, the bridge has reached the end of its lifecycle and is due to be replaced.

Strategy/process

Metrolinx, as part of its Regional Express Rail (RER) program, is in the process of issuing Alternative Financing and Procurement (AFP) calls to interested consortiums through Infrastructure Ontario for the financing, design and construction of the various civil requirements necessary to electrify the Lakeshore West Rail Corridor. Metrolinx

has included both the Burloak grade separation and Drury Lane pedestrian bridge projects as part of their AFP calls and wish to partner in the funding of both.

As these projects will be part of a larger package, it will be very difficult to distinguish and break out the actual costs associated with the city works. It is with that understanding that both Metrolinx and city staff have agreed that our respective cost share for the projects will be based on an estimated construction cost including design and contingencies agreed to by both parties prior to work commencing. While Metrolinx may realize cost savings from issuing a larger design/build contract, their process also entails significant overhead costs which are currently under discussion. With this process however, Metrolinx will also take on all risk for any potential cost overruns that may occur beyond the budgeted contingencies. The city in cooperation with the Town of Oakville have hired WSP to complete an independent estimate of the works required to be used in our cost sharing discussions.

The AFP has been issued by Metrolinx with a tentative award to the successful proponent by the end of 2018/early 2019. It is anticipated that the work will start in 2019 with preliminary utility relocation and construction of any rail/road diversion and the grade separation construction in 2021 and 2022. These timelines will be confirmed once the project has been awarded and a design approved.

The agreements between the city and Metrolinx for these projects is currently in draft form. Metrolinx has received preliminary comments on the agreements from city staff and plan on providing us with a final agreement later this year for review/comment prior to execution.

Financial Matters:

In Canada, the cost apportionment (sharing) for grade separations is governed by the Canadian Transportation Association's (CTA) Guidelines for Apportionment of Costs for Grade Separations. The CTA guidelines have five very generic project categories, with corresponding cost apportionment percentages, as follows:

		Municipal Cost (%)	Railway Cost (%)
Existing Level Crossing	City initiated (traffic volume, growth) need	85	15
	Railway Initiated (rail volume, growth) need	15	85
	Equal Growth	50	50
New Crossing	City initiated	100	0
	Railway initiated	0	100

Burloak Drive Project:

The Burloak grade separation is a complex project to deliver that requires land acquisition, a temporary track and road diversion, utility relocations and an extensive storm sewer to be constructed down to New Street in preparation of the grade separation construction.

Based on CTA guidelines, this project is a result of both road and rail traffic increasing at the existing level crossing. Municipal staff (Oakville and Burlington) and Metrolinx staff have agreed that a 50/50 basic cost apportionment is appropriate. As Burloak Drive is a boundary road with the Town of Oakville, the capital costs will be shared equally between the two municipalities. This results in a 25% cost share for the City of Burlington. All parties have agreed that any previous costs incurred for works completed in advance of the grade separation will be credited in the respective parties share of the cost. (land purchase, storm sewer, etc). The estimated cost for this project is \$60 million with a city share of \$15 million.

Drury Lane Project:

The Drury Lane project is far less complex to deliver and requires a small property acquisition and no utility relocation work.

Unlike the Burloak project, the CTA does not apply to this structure. This structure is entirely owned by the city, included in our asset management plan, and would typically be 100% our cost to replace. As Metrolinx requires an increase in clearance beneath the structure for its proposed rail line electrification, city staff and Metrolinx staff have agreed to a 50/50 cost share. The estimated cost for this project is \$5.2 million with a city share of \$2.6 million.

Total Financial Impact

The recent cost estimate for the city portion of the Burloak grade separation is \$15 million. It is a growth related project previously included in our development charge studies and within the 2018 capital budget and forecast with significant funding from development charges.

The 2019 proposed budget and forecast will reflect updated timing, costing and funding as a result of the cost apportionment agreement.

Similar to all new assets, the Burloak grade separation when completed will add to the city's inventory of assets and will be reflected in the updated asset management plan having a future impact on the financing strategy and long term sustainability of the plan.

The Drury Lane pedestrian bridge renewal project is also included in the 2018 capital budget and forecast in 2024 for \$2.1 million. This budget will be augmented as part of the 2019 budget process to reflect the discussion and negotiations with Metrolinx.

Staff are currently working with Metrolinx to review/confirm a final project estimate that will be included in the agreement. AFP procurement fees/management costs may be applied through Infrastructure Ontario and were not included in staff's previous estimate.

Source of Funding

The Burloak grade separation and Drury Lane pedestrian bridge projects will be updated to reflect revised costing and funding as part of the 2019 capital budget process reflective of the negotiated agreement between the parties.

Other Resource Impacts

Even though the city is not delivering these projects directly, as an equal partner a significant amount of staff time will be required to ensure that these 2 projects are delivered to the City of Burlington standards and specifications. These costs are already included in the project estimates and will not require any additional funding.

Connections:

As Burloak Drive is a boundary road, the Town of Oakville and the City of Burlington share in the costs and construction approvals of the proposed works as outlined in our Boundary Road Agreement.

Public Engagement Matters:

Staff have required that 2 Public Information Centers (PIC) be held as part of these construction projects to advise the public of the proposed design and the construction impacts and schedule. The dates and locations of these information sessions will be known once a successful proponent has been selected.

Area residents and business owner will be notified of the PIC by:

- direct mail, and
- advertisement in the Burlington Post

A project webpage will be created to provide project updates and valuable information for area residents throughout the course of construction.

Conclusion:

This report outlines the fundamental principles for a cost sharing agreement for the Burloak grade separation and Drury Lane pedestrian bridge projects. Staff are recommending approval to delegate the authority to the City Manager and City Solicitor to execute agreements with Metrolinx based on these principles.

Respectfully submitted,

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Manager of Design & Construction

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Report Approval:

All reports are reviewed and/or approved by Department Director, Director of Finance and Director of Legal. Final approval is by the City Manager.