

College Street Underpass Rehabilitation

The College Street underpass is Greater Sudbury's oldest bridge, originally constructed in 1949 to accommodate three lanes of vehicular traffic crossing under three Canadian Pacific Kansas City (CPKC) railway tracks. Given the age and condition of the structure, the low bridge clearance and lack of active transportation facilities, it requires rehabilitation or replacement in the short term.

The City must keep all three rail lines on the bridge open during construction work on the underpass. The cost of a three-rail temporary detour was estimated at over \$40 million (detour only). This constraint limits the available replacement options. As a result, a rehabilitation project to extend the life of the bridge for 25 years is the most reasonable solution.

The estimated project cost of rehabilitating the College Street underpass is approximately \$27 million. This includes bridge, retaining wall and road rehabilitation, active transportation improvements, roundabout construction, lighting, utility relocation and water/sewer improvements. The estimated cost of bridge rehabilitation work is \$14 million.



Why is this important?

The City is responding to an increasing number of inquiries from industry seeking property with rail access, demonstrating the importance of maintaining the rail network within the community. Greater Sudbury plays a critical role north of the Greater Toronto Area in rail access. Both CPKC and Canadian National Railway (CNR) class 1 main lines run through the city and connect to the Huron Central (HCR) and Ottawa Valley (OVR) railways within the city limits. Furthermore, local mining company, Vale owns and operates considerable rail infrastructure within the city with connections to multiple rail lines.



Supporting information

Greater Sudbury has double the average number of level rail crossings per capita for comparable cities in Ontario.

Over the last five years, the City has invested approximately \$2.3 million to rehabilitate 10 level crossings. It also spends an additional \$250,000 annually in general maintenance of crossings.

CPKC flagging and engineering fees, and insurance requirements associated with overpass rehabilitation projects represent significant proportions of project budgets. A recent capital project to rehabilitate the Paris Street Bridge required over \$550,000 in flagging and engineering costs - close to 6.5 per cent of the project construction cost alone.

How can senior levels of government support us?

The City is seeking support from senior levels of government for the cost of the College Street Underpass Rehabilitation project, a critical link in local and national CPKC rail networks. Senior government funding contributions to this project are needed to ensure that this critical piece of aging infrastructure is rehabilitated in a timely manner.

Alignment with government policies/priorities

The project aligns with two of the Ontario Ministry of Infrastructure's nine priority investment areas, including Roads and Bridges and Northern Communities. The rehabilitation of the College Street underpass in northern Ontario's largest city and economic centre will continue to support the efficient movement of goods and people both within the community and on a broader scale, across the province and country.

"In northern Ontario rail is essential to our natural resources and agricultural sectors, providing cost efficient transport of large, heavy shipments over long distances. It connects northern Ontario industries to customers and suppliers across the continental rail system. The north needs an efficient and financially sustainable rail transport network to support and connect its industries and communities."

– Connecting the North: A Draft Transportation Plan for Northern Ontario



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