



Township Road 250 Realignment Project

Electoral Division: 6

File: 4055-700

Date:	March 4, 2025
Presenter:	Jeannette Lee, Manager
Department:	Capital & Engineering Services

REPORT SUMMARY

On the November 28, 2024, Special Council Meeting, Council requested that a report to be brought back for consideration on the possibility of constructing Township Road 250 to the ultimate 4-Lane configuration in a single phase.

MOVED by Councillor Samra that Administration be directed to prepare a report to be presented to Council, no later than the end of Q1 2025, to explore the opportunity to complete the full improvements of the Township Road 250 realignment to the ultimate 4 lane design.

The current project delivery strategy is based on construction in two phases: construction of the first two lanes, and twinning to 4 lanes when warranted by growth in traffic volumes. This report is intended to detail the estimated costs, as well as the advantages and disadvantages of phasing the project. The two-phase approach would address immediate needs by constructing the south two lanes in 2026 and completing the twinning at a later date with a total estimated cost of \$21,267,000. The phasing plan would incur higher costs due to contractor remobilization and extended disruption.

Alternatively, a single-phase delivery in 2026 would complete the project at an estimated cost of \$19,161,000, yielding approximately \$2,106,000 in savings and reducing community disruption, although it does require a higher upfront investment.

Current traffic volumes on Township Road 250 are about 5,700 vehicles per day. The County's transportation model forecasts traffic volumes to be 15,000vpd at the 2040 horizon. When considering the Long Range Transportation Network 4-lane road threshold of 10,000vpd, twinning will be required prior to 2040, though the exact timing will depend on the rate of development in the area.

Administration recommends completing only the two-lane upgrade required to meet our immediate industrial and commercial needs, deferring the four-lane expansion until increased traffic volumes warrant further development.

ADMINISTRATION'S RECOMMENDATION

THAT Council receives this report for information.

BACKGROUND

The Township Road 250 Realignment has been identified in the Conrich Area Structure Plan as the preferred solution to divert truck traffic away from the hamlet and address the geometric constraints of the existing roadway and intersection at Conrich Road. Currently, the existing Township Road 250 and intersection at Conrich Road are not built to the standards required to support the heavy truck traffic generated by the CN Intermodal Facility. The Township Road 250 Realignment will be an

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industrial/commercial road, with a signalized intersection at Conrich Road and an improved crossing angle with the CN Rail tracks which will move heavy truck traffic away from the existing homes. The existing Township Road 250 will be converted into a local road to better serve the residents of Conrich and passenger vehicle traffic.

While land acquisition agreements with the developers of Conrich Crossing and Overland Open Park have recently been finalized, the negotiations took longer than anticipated and construction is anticipated to start in 2026.

### ANALYSIS

The current plan for the Township Road 250 Realignment is to deliver the project in two phases. However, the project could be delivered in a single phase, which would result in some cost savings, but the road would be built to a higher standard than required by current traffic volumes. The estimated costs and advantages of each option are detailed in this section.

#### Option 1: Project is delivered in two phases

The advantage of the phased approach is that it meets the immediate need for an industrial/commercial standard road, addresses safety concerns, and preserves the option to upgrade to a four-lane standard in the future. Currently, the road sees about 5,700 vehicles per day (vpd), including about 1,950 trucks. According to the County’s Long-Range Transportation Network, a four-lane road is typically triggered at about 10,000vpd. Based on current traffic levels, this threshold has not yet been met. Another advantage of phasing is that it spreads costs over multiple budget years, which helps reduce the immediate financial impact on the County. It also provides additional opportunities to apply for grant funding and allows for more time to collect revenue through the transportation offsite levy bylaw.

The disadvantage of the two-phase approach is the additional costs associated with remobilizing a contractor for the second phase of construction. While the design seeks to minimize unnecessary or "throwaway" costs, some will be unavoidable. Additionally, phasing the project will mean residents face a second round of construction, leading to more disruption in the future.

#### Phase 1: Construction of first two lanes of the realignment

This phase is the construction of the south two lanes of the realigned Township Road 250. This includes building the ultimate signalized intersection at Conrich Road, as well as the ultimate crossing at the CN Rail tracks. New intersections will connect the realigned road to the existing Township Road 250, which will be converted into a local road, serving only residents and passenger vehicles.

#### Phase 2: Twinning of the realignment

This phase will involve the twinning on the north side of Township Road 250 from Range Road 285 to Range Road 283 (Logistics Parkway), where the road transitions back to two lanes.

The estimated cost of delivering the project in two phases:

Scope	Estimated Cost
Phase 1 (2026) *	\$11,160,000
Phase 2 (2027) *	\$10,107,000
Total	\$21,267,000

\*The construction year is assumed for calculating a 3% annual inflation adjustment.



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### Option 2: Full scope of the project is delivered in a single phase

A single-phase delivery offers some advantages, including cost savings by avoiding contractor remobilization and eliminating rework expenses such as road tie-ins, stripping, grading, and line painting. It also minimizes disruption to residents by completing construction in a single cycle.

However, the primary disadvantage of single-phase project delivery is the substantial upfront financial investment required.

The estimated cost of delivering the project in a single phase:

Scope	Estimated Cost
Full Scope (2026) *	\$19,161,000
Potential Savings from single phase delivery	\$1,106,000

\*The construction year is assumed for calculating a 3% annual inflation adjustment.

If the project is delivered in a single phase, estimated cost savings of \$2,106,000 could be realized. If the project is phased, each year the twinning is delayed, construction costs for Phase 2 will rise due to inflation, and the potential cost savings from completing the project in a single phase will grow accordingly. It is noted that the costs in this section are estimated, and actual construction prices will not be known until the County issues a public tender for the project.

### COMMUNICATIONS / ENGAGEMENT

A community information session was hosted in June 2024. Configuration options for the intersections of the realigned Township Road 250 with the existing Township Road 250 were presented to the community for their feedback. The vast majority of community members wanted the existing Township Road 250 to remain as a through road for local and passenger vehicle traffic (as opposed to cul-de-sacs that would eliminate through traffic).

A subsequent meeting was held with affected residential landowners to present the access options in further detail, get additional feedback, and negotiate required land purchases. Land acquisition from one residential property owner is outstanding, with the agreement expected to be completed shortly.

### IMPLICATIONS

#### **Financial**

Delivering the project in two phases will result in higher overall costs but will allow the funding to be distributed across multiple budget cycles, provide additional opportunities for grant funding and give more time to collect transportation offsite levy revenues.

The current budget for the project, by year is:

Year	Budget
2023	\$110,000
2024	\$2,050,000
2025	\$7,000,000
Total	\$11,160,000

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Although not included in the budgets in the table above, a Strategic Transportation Infrastructure Program grant application was submitted to Alberta Transportation and Economic Corridors (ATEC) in November 2024, by which the County requested \$9,445,000 in funding. ATEC’s decision on this grant funding request is expected in April 2025.

Delivery of the project in a single phase would require a budget adjustment of \$10,000,000 inclusive of a 10% contingency. This could be funded through the road program reserve and transportation offsite levy reserve through a budget adjustment.

### Safety

Proceeding with the project will enhance safety for residents and motorists, as the realigned Township Road 250 will be constructed to an industrial/commercial standard required to support the current industrial development in the area. The existing Township Road 250 will also be converted into a local roadway serving only residents and passenger vehicles.

### Strategic

Infrastructure investments in Conrich will support industrial growth and help grow the County’s non-residential tax base.

## STRATEGIC ALIGNMENT

Key Performance Indicators		Strategic Alignment	
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.1: Citizens satisfied with the range of County services available/delivered	Delivering this project will provide an enhanced level of service to residential and industrial landowners in the Conrich area.
Effective Service Delivery	SD4: Services are continually assessed for improvements in cost efficiency, effectiveness, and customer experience	SD4.1: Services that are assessed annually for innovation opportunities and have demonstrable efficiency improvements	This project has been identified as a priority in the County’s Annual Road and Bridge program.
Financial Prosperity	FP1: Successfully planning and managing tax revenues between residential and non-residential landowners	FP1.1: Residential/Non-Residential Assessment Split Ratio as set out in the Assessment Diversification Policy	Delivery of this project will support industrial growth in Conrich and provide further non-residential tax base.

## ALTERNATE DIRECTION

THAT Council refers the Township Road 250 Realignment to be completed in one phase as per Option 2, along with its associated budget allocation, to the 2025 Spring Budget Finalization for deliberation concurrently with other initiatives.

## ATTACHMENTS

Attachment A: Township Road 250 Phasing Plan

Township Road 250 Realignment Project

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**APPROVALS**

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Manager:	Jeannette Lee, Manager Capital & Engineering
Executive Director/Director:	Byron Riemann, Chief Operating Officer
Chief Administrative Officer:	Reegan McCullough, Chief Administrative Officer

