

Roberts Bank RAIL CORRIDOR

The Roberts Bank Rail Corridor (RBRC) is an important 70-kilometre stretch connecting Canada's largest container facility and a major coal terminal at Roberts Bank with the North American rail network. It carries increasing volumes of international freight through the communities of Delta, Surrey, Langley City and Langley Township.

FACT SHEET
FEBRUARY 2009

The Challenge

The Roberts Bank Rail Corridor consists mostly of single rail track and currently carries up to 18 trains per day, ranging from 6,000 to 9,500 feet in length. The volume of train traffic is forecasted to increase to 21 trains per day by 2011, and some train lengths are expected to increase up to 12,000 feet.

The corridor has about 66 rail/road crossings. Of these, 12 are grade-separated, 38 are public at-grade crossings, and 16 are private at-grade crossings. About 388,000 vehicles per day cross the tracks, with this number estimated to increase to 560,000 vehicles per day by 2021.

With the future increases in both train traffic and vehicle traffic, the existing at-grade rail crossings present a major challenge to both rail operation efficiency and road network efficiency for the surrounding communities.

Identifying Solutions

In February 2007, the *Roberts Bank Rail Corridor: Road/Rail Interface Study* prioritized the optimal locations for investment in road/rail grade separation projects. Careful consideration was also given to selected road closures, network reconfigurations, and traffic management measures designed to maximize benefits to motorists, railways and neighboring communities.

The study was a collaborative effort among Transport Canada, British Columbia Ministry of Transportation and Infrastructure, South Coast British Columbia Transportation Authority (TransLink), Port Metro Vancouver, and the Greater Vancouver Gateway Council, as well as stakeholder consultations with affected municipalities and the railway companies.

Following completion of the *Roberts Bank Rail Corridor: Road/Rail Interface Study*, nine grade separations in Delta, Surrey, and the City and Township of Langley have been identified for implementation by 2014.

The new road/rail grade separations for the Roberts Bank Rail Corridor will:

- enhance the efficiency and safety of rail operations.
- accommodate the anticipated growth in trade-related traffic.
- improve the flow of local traffic.
- improve traffic safety and provide for better access by emergency vehicles during train events.
- reduce idling of vehicles at level crossings, energy use, and greenhouse gas emissions.

The Partners

Together, the Roberts Bank Rail Corridor partners have succeeded in aligning the local interest in quality of life with the national interest in trade competitiveness, in increasingly-challenging economic times.

The unprecedented close collaboration among stakeholders has resulted in an overall package of road and rail improvements of approximately \$360 million, cost-shared among the various partners.

The partners in this Program will contribute a total of \$307 million for the construction of nine road-rail grade separations. Additionally, the railways will invest roughly \$60 million in rail infrastructure to increase capacity along the corridor to meet the needs of shippers and improve supply chain efficiencies.



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64th Avenue Rail Overpass at Highway 10 Project

Long traffic delays at rail level crossings result in social, economic, and environmental costs.

A one-minute crossing closure multiplies into a five-minute impact on traffic congestion during peak hours.

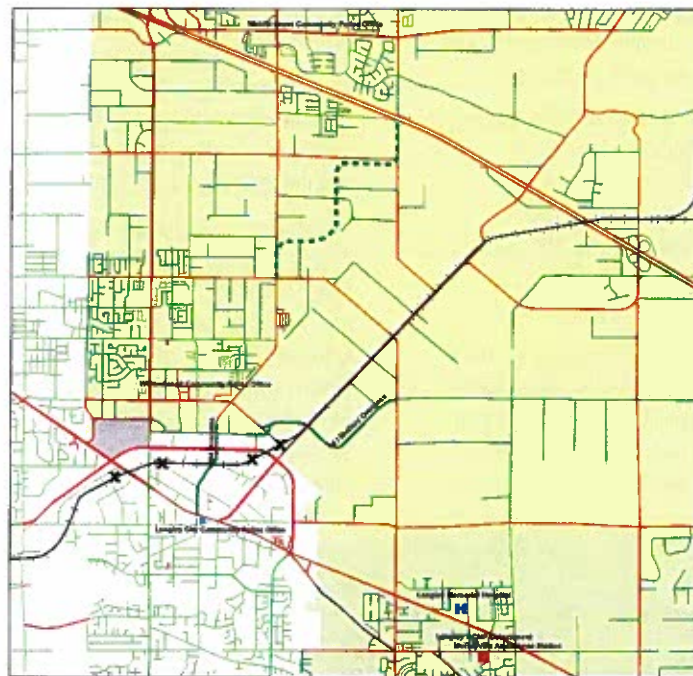
A grade-separated crossing will improve public safety.



The new overpass spans the railway at Mufford Crescent and Highway 10 (Glover Road). Approach roads will be realigned to connect 64 Avenue between 204 and 216 Streets.

Other new improvements include:

- A new bridge over North Creek;
- Improved drainage;
- Dedicated bike lanes; and
- Access roads to the adjacent farms.



Preliminary Design

The design optimizes the long-term benefits to the community:

- Minimizes impact to ALR lands.
- Providing direct connection to Highway 1.
- Minimizes environmental impacts.
- Minimizes bisection of large farm parcels.
- Strong connectivity to local road network.

