

ATTACHMENT 2

AIRPORT TRANSIT LINE LETTERS OF SUPPORT

December 10, 2019

Mr. Alex Saba
Sr. Transportation Engineer, Major Transit Projects Division
The City of Calgary – Transportation Infrastructure
3rd Floor – Rocky Mountain Plaza - 615 Macleod Trail SE
P.O. Box 2100, Station M
Calgary, Alberta
T2P 2M5

Mail Code: 8481

Dear Mr. Saba:

Subject: City of Calgary's Airport Transit Study (ATS)

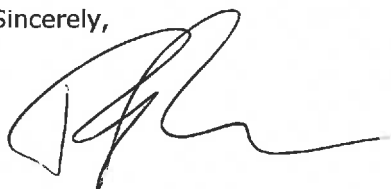
The Calgary Airport Authority would like to thank you for the opportunity to be an active participant, as a key stakeholder, in the Airport Transit Study (ATS). As such, we support the recommendations contained within the Study regarding alignment, station locations and accept the proposed technology as information at this time.

We will endeavor to incorporate the findings of the ATS into our planning framework; including our upcoming Airport Master Plan update and land development review processes. We look forward to continuing to promote and improve transportation services to the airport.

Due to the timing, and thus preliminary nature of the report, YYC makes no formal commitment in terms of financials or specifications and reserves the right to adjust its opinion. Our involvement and acknowledgement of the ATS does not constitute an agreement to fund or contribute to the progression of this initiative at this time.

We thank you again for involving The Calgary Airport Authority in this process and look forward to further collaboration with The City of Calgary on this initiative and many others.

Sincerely,



Rob Palmer,
Vice President, Strategy and
Chief Financial Officer

October 29, 2019

Mr. Alex Saba, P. Eng
Senior Transportation Engineer, Major Transit Projects Division
City of Calgary
3rd Floor – Rocky Mountain Plaza
615 Macleod Trail SE
PO Box 2100 Station M
Calgary, AB T2P 2M5
Mail Code: 8481

Dear Mr. Saba:

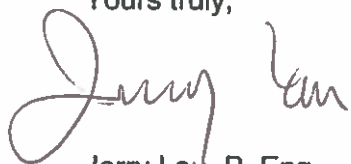
Subject: Airport Trail Transit Study – Alignment Over Deerfoot Trail

Thank you for involving Alberta Transportation on the alignment of the future transit connection over Deerfoot Trail to the Calgary International Airport (YYC).

We concur with the recommended alignment as attached, showing the future connection crossing Deerfoot Trail south of the Airport Trail interchange at the existing on/off ramp connections to Deerfoot Trail. This is compatible with the ultimate interchange concept with a westbound to southbound directional ramp at the Airport Trail interchange. Further details would have to be developed, such as vertical clearances and abutment locations to ensure no conflict with future Deerfoot Trail plans.

If you have any further questions, please contact me at 403-297-8633 or at jerry.lau@gov.ab.ca.

Yours truly,



Jerry Lau, P. Eng.
Infrastructure Manager
Southern Region



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navcanada.ca

May 15, 2018

Your file
CIP 2018051
Our file
18-0794

Mr. Stefan Kutac
Calgary Airport Authority
2000 Airport Road NE
Calgary, AB
T2E 6W5

RE: Airport Project: Air Rail Link - Calgary, AB

Mr. Kutac,

NAV CANADA has evaluated the captioned proposal and has no objection to the project as submitted finding no significant impacts at this time. As the plan is more defined and timelines developed please re-submit the project for re-assessment.

For planning purposes, we suggest adherence be given to TP1247, (Land Use in the Vicinity of Aerodromes) which outlines the specific protection requirements.

Should you decide not to proceed with this project, please advise us accordingly so that we may formally close the file. If you have any questions, contact the Land Use Department by telephone at 1-866-577-0247 or e-mail at landuse@navcanada.ca.

NAV CANADA's land use evaluation is valid for a period of 12 months. Our assessment is limited to the impact of the proposed physical structure on the air navigation system and installations; it neither constitutes nor replaces any approvals or permits required by Transport Canada, other Federal Government departments, Provincial or Municipal land use authorities or any other agency from which approval is required. Innovation, Science and Economic Development Canada addresses any spectrum management issues that may arise from your proposal and consults with NAV CANADA Engineering as deemed necessary.

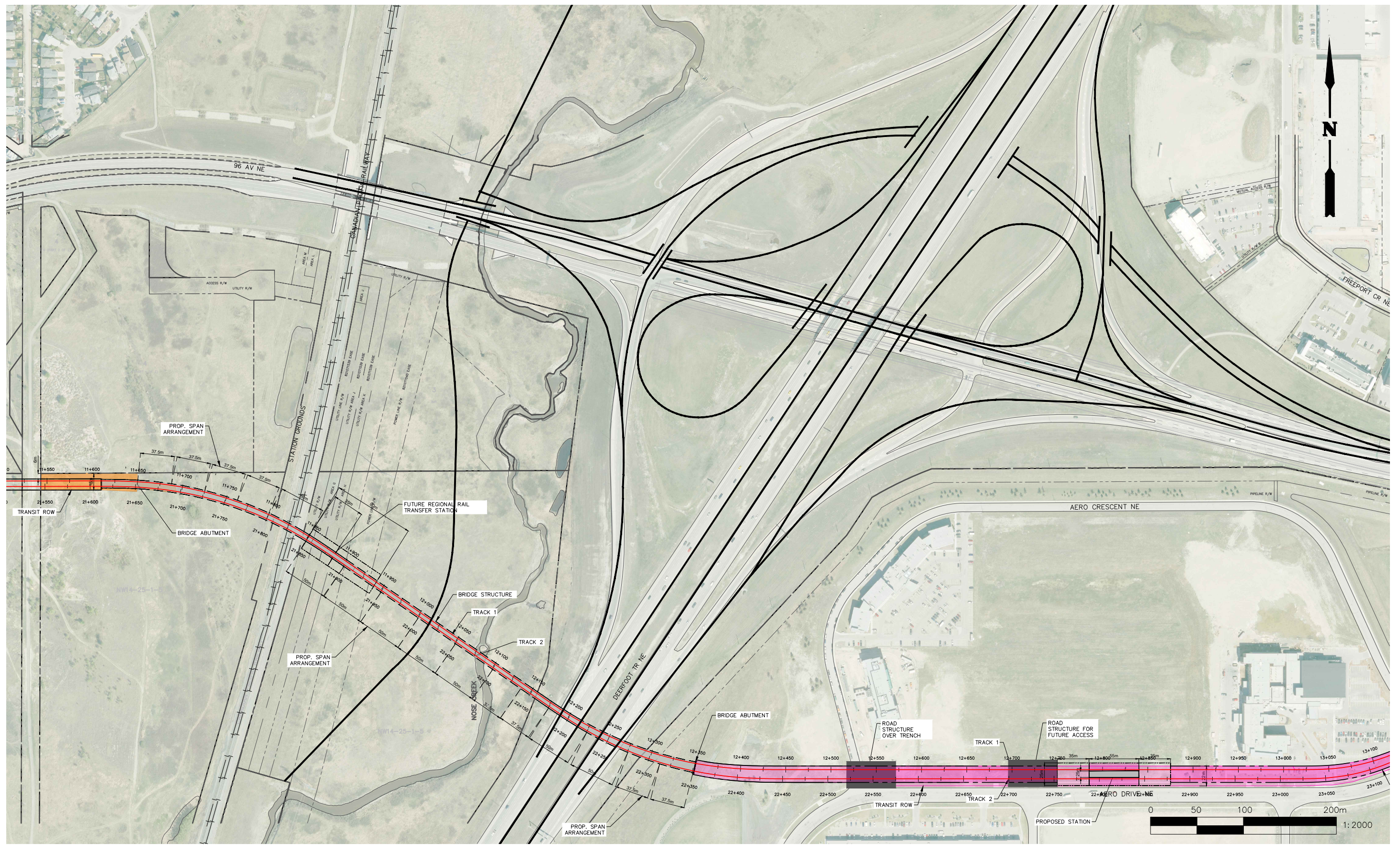
Yours truly,

A handwritten signature in blue ink, appearing to read "Gheorghe Adamache".

Gheorghe Adamache | NAV CANADA

Manager - AIM IFP Service Delivery

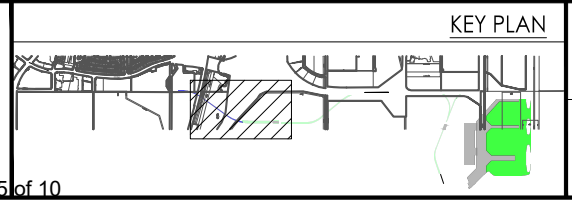
cc NOPR - Northern and Prairie Region, Transport Canada
 CYYC - CALGARY INTL
 CLC3 - CALGARY (PETER LOUGHEED CENTRE) (HELI)



DATE: 2019-10-28 - 3:56pm
 PATH: \\mim\common\misa\Transit\Projects\171-00509-04 - Calgary BlueLine_Airport_LRT\2.0 Drawings (CADD)\1.0 Civil\2.0 Sheets\GL-BL Connector - 2019-10-07.dwg
 LAYOUT: R-102-1

DESIGNED SA	YYYY-MM-DD	REVISIONS			
DRAWN SA	YYYY-MM-DD	DATE	BY	DESCRIPTION	REV
CHECKED SQ	YYYY-MM-DD				
APPROVAL	YYYY-MM-DD				

LEGEND	
—	AIRPORT CONNECTOR ALIGNMENT
	PROP. STATION HEAD
	IMPACTED LANDS
	PROP. PLATFORM
	YYC LANDS



AIRPORT TRANSIT LINE
ROUTE SELECTION STUDY - PREFERRED OPTION
TRACK 1&2 ALIGNMENT WITH INTERCHANGE

SCALE: AS SHOWN	CONTRACT NO.:	CONSULTANT PROJECT NO.:
DATE: 2019-09-03	-	-
FIGURE NO.:	R-102-1	-

Quarero, Sander

From: Saba, Alex <Alex.Saba@calgary.ca>
Sent: May-28-19 12:47 PM
To: Quarero, Sander
Subject: FW: LRT - Airport Transit Study - CPR review
Attachments: STDCLR-001.pdf

Hi Sander,

I received the email below and attachment for comments from CPR. Please log those comments in the final report to be addressed as part of future design stages upon funding availability.

Thanks

Regards,

Alex Saba, P.Eng., P.E. PMP

Sr. Transportation Engineer, Major Transit Projects Division
The City of Calgary - Transportation Infrastructure

3rd Floor - Rocky Mountain Plaza - 615 Macleod Trail SE
PO Box 2100, Station M, Calgary, AB T2P 2M5 | Mail Code: 8481
T 403.268.5723 | C 403.880.1701 | F 403.268.4799

calgary.ca



ISC: Protected

From: Frank Gulas [mailto:Frank_Gulas@cpr.ca]
Sent: Wednesday, May 8, 2019 9:06 AM
To: Saba, Alex <Alex.Saba@calgary.ca>
Cc: Frank Gulas <Frank_Gulas@cpr.ca>
Subject: [EXT] FW: LRT - Airport Transit Study - CPR review

Good Morning Alex,

This email is to confirm that Canadian Pacific Railway Company ("CP") confirms acknowledgement of the proposed Airport Trail LRT expansion.

Any inclusion of CP lands in the conceptual design for the Airport Trail LRT expansion will need to be closely reviewed by CP stakeholders for approvals.

This acknowledgement is given without prejudice to CP's discretion to negotiate, approve and complete any and all proposed transaction involving the subject lands.

Furthermore, the City should incorporate clearance parameters on the attached PDF (Proposed Overhead Structure Clearances for New Construction) for the proposed above grade separation conceptual design.

Note that for new construction, CP requests that City provide the horizontal clearance to the face of an abutment/pier/wall on the other side of the track from the maintenance/access road of 7.622 m = 25'-0".

Regards,



Frank Gulas
Specialist Real Estate - Alberta
O 403-319-3436
F 403-319-3727
7550 Ogden Dale Road SE
Calgary AB T2C 4X9

From: Saba, Alex <Alex.Saba@calgary.ca>
Sent: Friday, May 03, 2019 10:32 AM
To: Frank Gulas <Frank_Gulas@cpr.ca>
Subject: FW: Airport Transit Study - CPR review

This email did not originate from Canadian Pacific. Please exercise caution with any links or attachments.

Hi Frank,
Below is what I had sent for CPR's review and comment.

Please feel free to call me if you would like to discuss.

Thanks

Regards,

Alex Saba, P.Eng., P.E. PMP
Sr. Transportation Engineer, Major Transit Projects Division
The City of Calgary - Transportation Infrastructure

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PO Box 2100, Station M, Calgary, AB T2P 2M5 | Mail Code: 8481
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calgary.ca



ISC: Protected

From: Saba, Alex [<mailto:Alex.Saba@calgary.ca>]
Sent: Wednesday, June 20, 2018 11:17 AM
To: [Pete Bayerle@cpr.ca](mailto:Pete_Bayerle@cpr.ca); paul_whalen@cpr.ca
Cc: Quartero, Sander <Sander.Quartero@wsp.com>
Subject: Airport Transit Study - CPR review

Hello Pete and Paul,

The City of Calgary is undertaking a study of a transit connection from the future Green Line LRT to the future Blue Line LRT along Airport Trail, with a connection to the airport. You are receiving this letter because you have been identified as a stakeholder in the project. The Airport Transit Study is currently in Phase 1, and the project team would like to meet with you to:

- share an overview of the project as well as related studies and policies
- discuss opportunities for engagement throughout the project
- learn about any concerns and ideas you may have
- seek input to develop design criteria, terms, and conditions of a future crossing agreement

We are interested in meeting with Canadian Pacific Railway regarding the above at your earliest convenience.

What is the Airport Transit Study?

A future transit connection will provide improved transit access to the Calgary International Airport by connecting the future Green Line LRT with the future Blue Line LRT. The Airport Transit Study will review technical requirements, and provide preliminary estimates of capital and operating costs, land requirements, infrastructure requirements and community impacts.

The study will include recommendations for:

- A transit technology
- The alignment, as well as number and location of potential stations, between the future 96 Avenue N.E. Green Line station and 19 Street N.E.
- Location for a storage and maintenance facility
- Land requirements
- A staging plan and cost estimates

There is currently no funding for the detailed design or construction of this connection.



What the Project Means to CP Rail

- In order to create a transit connection from the approved alignment of the future Green Line LRT to the future Blue Line LRT, the alignment of the future transit right-of-way must cross CP Rail's Red Deer Subdivision near mile 8.2. The precise location and means of crossing have yet to be fully evaluated.
- It is very likely that the crossing will take the form of an overpass, spanning the Nose Creek Valley in which CP Rail, Deerfoot Trail and Nose Creek run. Based on preliminary reviews, clearances in excess of 12m are viewed to be achievable over the current CP Top of Rail.
- Our current estimates do not indicate a demand for this service in the short- or medium-term; this study is viewed to be preliminary and supportive of long-range infrastructure plans.
- Plans may include considerations for a station near or adjacent to the CP Rail right-of-way to facilitate a potential return of passenger service to the Red Deer Subdivision.

Please contact me if you need any further information and to arrange a meeting at your earliest convenience.

Sincerely,

Regards,

Alex Saba, P.Eng., P.E., PMP

Sr. Transportation Engineer, Major Transit Projects Division
The City of Calgary - Transportation Infrastructure

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calgary.ca

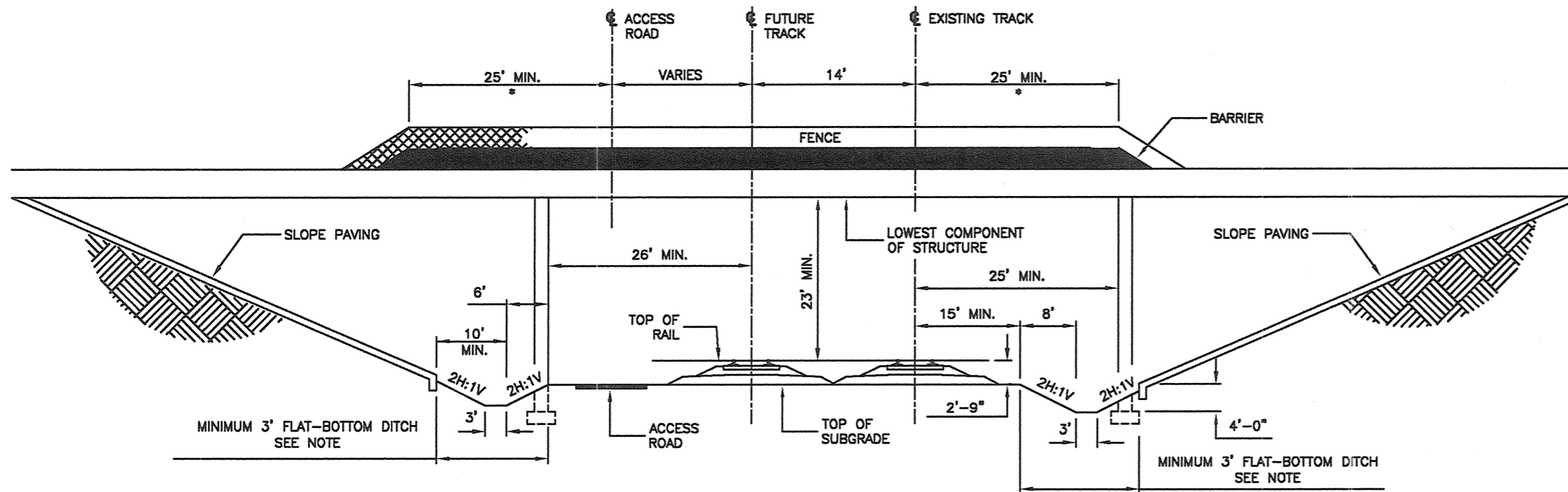


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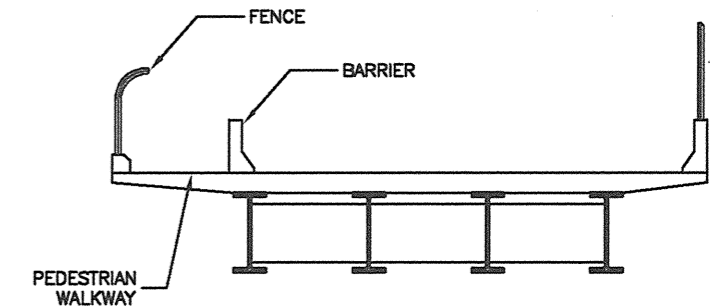
ELEVATION

PERPENDICULAR TO TRACKS

NOTE:

WIDTH AND HEIGHT SUBJECT TO HYDRAULIC REQUIREMENTS.

* THE LIMITS OF THE FENCE WITH BARRIER RAIL SHALL EXTEND TO THE LIMITS OF RAILROAD RIGHT-OF-WAY OR A MIN. OF 25 ft BEYOND THE CENTERLINE OF THE OUTERMOST EXISTING TRACK, FUTURE TRACK OR ACCESS ROADWAY, WHICHEVER IS GREATER.



OVERHEAD STRUCTURE CROSS SECTION WITH FENCE

GENERAL

FENCE SHALL BE PROVIDED AS INDICATED ON THE CROSS SECTIONS AND ELEVATION VIEW ON BOTH SIDES OF THE OVERHEAD STRUCTURE IN ALL NEW OR MODIFIED STRUCTURES.

BARRIER RAIL FOR OVERHEAD STRUCTURES, WITHOUT WALKWAYS, THAT MAY BE SUBJECT TO SNOW REMOVAL SHALL BE A MINIMUM OF 42 INCHES IN HEIGHT WITH A 4 FOOT WIDE SHOULDER OR 30 INCHES IN HEIGHT WITH A 6 FOOT WIDE SHOULDER.

LIGHTS ARE TO BE INSTALLED ON THE UNDERSIDE OF THE OVERHEAD STRUCTURE WHERE SHADOWS CAST BY THE STRUCTURE WOULD INTERFERE WITH RAILROAD OPERATIONS.

SLOPE PAVING SHALL BE PROVIDED WHERE END SLOPES EXCEED 2 HORIZONTAL TO 1 VERTICAL.

FALSEWORK FOR CONSTRUCTION OF OVERHEAD STRUCTURES SHALL COMPLY WITH RAILROAD REQUIREMENTS.

TEMPORARY SHORING SHALL BE DESIGNED IN ACCORDANCE WITH RAILROAD GUIDELINES FOR TEMPORARY SHORING.

APPLICANT SHALL BE RESPONSIBLE FOR IDENTIFICATION, LOCATION AND PROTECTION OF EXISTING UTILITIES.

CALL THE FOLLOWING NUMBERS AT LEAST 48 HOURS PRIOR TO COMMENCING WORK TO DETERMINE LOCATION OF FIBER OPTICS: CP "CALL BEFORE YOU DIG", 1-866-291-0741

CLEARANCES

MINIMUM VERTICAL CLEARANCE SHALL BE 23'-0" ABOVE THE TOP OF HIGH RAIL WITHIN 25' OF CENTERLINE OF TRACK. ADDITIONAL CLEARANCE MAY BE REQUIRED FOR CONSTRUCTION PURPOSES OR IF SAG OF VERTICAL CURVE MUST BE ADJUSTED OR IF FUTURE TRACK RAISE FOR FLOOD CONSIDERATIONS OR MAINTENANCE IS PROBABLE.

MINIMUM HORIZONTAL CLEARANCES, MEASURED AT RIGHT ANGLE FROM CENTERLINE OF TRACK, SHALL BE AS SHOWN IN ELEVATION VIEW.

PIERS

PIERS SHALL BE LOCATED OUTSIDE RAILROAD RIGHT-OF-WAY.

PIER PROTECTION WALLS SHALL BE PROVIDED IN ACCORDANCE WITH THE CP "REQUIREMENTS FOR THE DESIGN OF STEEL AND CONCRETE STRUCTURES CARRYING RAILWAY TRAFFIC".

TOP OF FOOTINGS LOCATED WITHIN 25 FEET FROM CENTERLINE OF TRACK SHALL BE A MINIMUM OF 6 FEET BELOW BASE OF RAIL AND A MINIMUM OF 1 FOOT BELOW FLOWLINE OF DITCH.

DRAINAGE

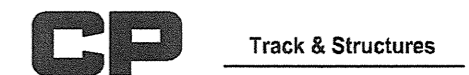
DRAINAGE FROM THE OVERHEAD STRUCTURE SHALL BE DIVERTED AWAY FROM AND NOT DISCHARGED ONTO THE TRACKS, ROADBED AND RAILROAD RIGHT-OF-WAY.

AT MINIMUM, A 3' FLAT-BOTTOM DITCH SHALL BE PROVIDED ON EACH SIDE OF THE TRACKS AS NECESSARY.

CULVERTS MAY BE INSTALLED IN LIEU OF STANDARD RAILROAD DITCHES WHEN APPROVED BY THE CHIEF ENGINEER BRIDGE. MAINTENANCE OF CULVERTS WILL BE AT APPLICANT'S EXPENSE.

FUTURE TRACKS AND ACCESS ROAD

SPACE IS TO BE PROVIDED FOR ONE OR MORE FUTURE TRACKS AS REQUIRED FOR LONG RANGE PLANNING OR OTHER OPERATING REQUIREMENTS. WHERE PROVISION IS MADE FOR MORE THAN TWO TRACKS, SPACE IS TO BE PROVIDED FOR AN ACCESS ROAD ON BOTH SIDES OF TRACKS.



PROPOSED OVERHEAD STRUCTURE CLEARANCES FOR NEW CONSTRUCTION

 CHIEF ENGINEER STRUCTURES	DRAWN BY: YYW	CHK BY: JJ
	CAD FILE #:	
DATE: JAN. 5, 2015	DRAWING #: STDCLR-001	