

Update on 137 Avenue On-ramps

(B. Esslinger)

Recommendation

That August 24, 2021, Integrated Infrastructure Services report IIS00662, be received for information.

Previous Council/Committee Action

At the May 25, 2021, Urban Planning Committee meeting, Councillor Esslinger made the following inquiry:

Can Administration provide an update on the 137 Avenue on-ramps to Anthony Henday Drive including preparation work by the provincial government, cost estimate and where it fits within the City's infrastructure plan?

Executive Summary

Anthony Henday Drive was completed in 2016. Since its completion, it has provided a vital connection for the movement of people and goods in the Edmonton metropolitan region. When Alberta Transportation was preparing to construct northwest Anthony Henday Drive, an interchange at 137 Avenue / Anthony Henday Drive was planned and designed. Alberta Transportation placed earthworks for the future ramps to prepare for future interchange construction. However, funding was not allocated toward paving the ramps at the time of construction of northwest Anthony Henday Drive.

Preliminary costs for the interchange ramp construction are estimated at \$7 million (-20 percent to +30 percent). While this project may potentially spur economic development in the surrounding area, analysis has not been completed to prioritize this project or evaluate the economic benefit of this work compared to similar investments in other areas.

The ramp is not included in the City of Edmonton's current capital program. With no capital funding currently prioritized for upgrades at this location, and resources committed for the current budget cycle, this project could potentially be considered during the development of the 2023 to 2026 Capital Budget.

Report

When northwest Anthony Henday Drive was built over 137 Avenue in 2008, the original design called for an interchange to be constructed to connect 137 Avenue, St. Albert, and the surrounding Mistatim industrial area with Anthony Henday Drive. However, when the Government of Alberta, Ministry of Alberta Transportation signed the initial 30-year Public-Private-Partnership (P3) agreement with NorthWestConnect to build, operate and maintain the northwest leg of Anthony Henday Drive, ramp paving at 137 Avenue was excluded from the scope of the project. Alberta Transportation elected not to fund the paving of the ramps connecting 137 Avenue to Anthony Henday Drive, citing a lack of development in the surrounding area. Instead, the Province elected to complete the Anthony Henday Drive overpass at 137 Avenue in addition to earthworks for future ramps, leaving it to the City of Edmonton and other potential stakeholders to fund future access to Anthony Henday Drive at 137 Avenue.

Since the completion of northwest Anthony Henday Drive in 2011, the areas around 137 Avenue and Anthony Henday Drive have changed substantially; the industrial areas to the east have developed and the residential areas on the edge of St. Albert have grown and matured.

This report outlines several key considerations related to the future 137 Avenue / Anthony Henday Drive ramps, including the project's current status. The report also speaks to considerations such as new economic development opportunities, the progression of the project, and prioritization of the project within the City's infrastructure plan.

Project Development Status and Cost Estimate

Earthworks for future ramp development at 137 Avenue / Anthony Henday Drive were completed during the construction of northwest Anthony Henday Drive. The earthworks were placed based on the interchange plan approved by Alberta Transportation (see Attachment 1).

Alberta Transportation completed the design for the interchange ramps to approximately Checkpoint 3 of the City's Project Development and Delivery Model. If this project was deemed a priority and funding for delivery allocated, design validation and detailed design would be required. No further land acquisition, land use studies, environmental studies, site location studies, or public engagement sessions are anticipated to be needed. Coordination with Alberta Transportation would be required to confirm requirements, including potential updates to design plans, to account for any changes that have occurred in the area over the past decade.

Preliminary costs for the interchange ramp construction are estimated at \$7 million (-20 percent to +30 percent), based on the design completed by Alberta Transportation and provided there are no site conditions that would impact the costs.

Prioritization within the City’s Infrastructure Plan

At present, further design or construction for the ramps at 137 Avenue / Anthony Henday Drive has not been identified as a priority in the City of Edmonton or Alberta Transportation capital plans.

The project is one of many identified locations where new or upgraded interchanges are required. Transportation Services report CR_1331 presented to Transportation Committee on October 15, 2014, outlined a need for 66 new or significantly modified interchanges over the next 30 to 50 years. Some of these interchanges have since been funded (including those along Yellowhead Trail) and others have been deemed no longer required (such as those along Terwillegar Drive). However, a significant number of new and modified interchange requirements remain unfunded, including the ramps at 137 Avenue / Anthony Henday Drive.

As noted, this project is not identified for funding in the current capital budget. While this project may potentially spur economic development in the surrounding area, analysis has not been completed to prioritize this project or evaluate the economic benefit of this work compared to similar investments in other areas.

The 2019 to 2022 capital budget cycle is nearing an end, with resources allocated to the completion of ongoing capital projects. This project could be considered as part of the 2023 to 2026 budget development.

Corporate Outcomes and Performance Management

Corporate Outcome: The City of Edmonton has sustainable and accessible infrastructure			
Outcome	Measure	Result	Target
The City of Edmonton has sustainable and accessible infrastructure	Infrastructure Density (city’s population divided by the total kilometres of infrastructure)	56.5 (2017)	Increase over previous year

Corporate Outcome: Goods and services move efficiently.			
Outcome	Measure	Result	Target
Goods and Services move efficiently.	Business Satisfaction: Goods and Services Transportation (% of survey respondents who are satisfied/very satisfied)	50.5% (2017)	53% (2018)

	Travel Time and Reliability for Goods and Services Movement (time in minutes: seconds to drive 10 km route)	10:09 - 50% of time 13:35 - 85% of time (2017)	12:30 - 50% of time 16:00 - 85% of time (2018)
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Corporate Outcome: Edmonton Region is a catalyst for industry and business growth.			
Outcome	Measure	Result	Target
Edmonton Region is a catalyst for industry and business growth.	Edmonton Region's Non-residential Permit Value (\$ billion)	1.86 (2017)	2.79 (2018)

Attachments

1. 137 Avenue Interchange Ramp Location

Others Reviewing this Report

- G. Cebryk, Deputy City Manager, City Operations
- D. Croft, Acting Deputy City Manager, Financial and Corporate Services
- H. Rai, Acting Chief Financial Officer, Financial and Corporate Services
- S. McCabe, Deputy City Manager, Urban Planning and Economy
- C. Owen, Deputy City Manager, Communications and Engagement
- K. Fallis-Howell, Acting City Solicitor