

**CAPITAL PROFILE REPORT**

PROFILE NAME:	<b>YELLOWHEAD TRAIL (STAGE 2) 149 STREET INTERCHANGE</b>	PROFILE STAGE:	<b>L1 - Update Profile</b>
PROFILE NUMBER:	<b>17-66-2307</b>	PROFILE TYPE:	<b>Standalone</b>
DEPARTMENT:	<b>Transportation Services</b>	PROFILE MANAGER:	<b>Adam Homes</b>
BRANCH:	<b>Transportation Planning</b>	LEAD BRANCH MANAGER:	<b>Barry Belcourt</b>
LEAD BRANCH:	<b>Roads Design &amp; Construction</b>	ESTIMATED START DATE:	<b>January, 2017</b>
PROGRAM NAME:		ESTIMATED COMPLETION:	<b>January, 2021</b>
BUDGET CYCLE:	<b>2015-2018</b>		

<b>Major Initiative:</b>		<b>Service Category:</b>	<b>Roads</b>
<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	<b>-</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>245,750</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>245,750</b>

**PROFILE DESCRIPTION**

Removal of the left turns and north-south through movements at the 149 Street intersection and the construction of one-way service roads in both directions between 156 Street and St. Albert Trail to accommodate access to area businesses.

**PROFILE BACKGROUND**

Stage 2 of the Yellowhead Trail Strategic Plan includes the removal of left turns and north-south through movements at the 149 Street intersection and the construction of one-way service roads in both directions to accommodate local business access.

**PROFILE JUSTIFICATION**

Yellowhead Trail is the highest truck volume Goods Movement corridor in the City and is designated a future freeway facility. Traffic volumes will continue to grow along this corridor to almost double in 30 years. In 2044, traffic will be over 100,000 vehicles per day and the existing intersections will operate well over capacity with significant delays for all users. Truck volumes on this corridor will also continue to grow, keeping Yellowhead Trail as the top goods movement corridor in the City. This intersection has consistently ranked as one of the highest collision locations in the City and making changes here is a high priority and will go a long way to reducing annual collision rates and costs. These improvements will optimize traffic capacity and flow along the corridor.

**STRATEGIC ALIGNMENT**

This project aligns with the Way We Move by improving access and mobility for commuters and goods movement. By improving capacity and decreasing congestion, this project will the ability to move goods and services efficiently through the City.

**ALTERNATIVES CONSIDERED**

Construction of the modifications to the existing configuration is required to accommodate growth in the area. The alternative to improvements would be to maintain the existing roadway infrastructure as-is, which is currently at capacity and as traffic volumes continue to grow in the future, delays for all users will grow substantially.

**COST BENEFITS**

Tangible benefits include decrease travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved citizen satisfaction with roadway capacity in the area, improved goods movement and improved economic outlook for the City and region by promoting and enhancing goods movement.

**KEY RISKS & MITIGATING STRATEGY**

Risks of not doing this project include delays and emissions and reduced economic viability for regional businesses. Risks of the project include significant land costs and possible claims due to changing accesses for some local businesses.

**RESOURCES**

The project will require an external Contractor to complete construction. The contractor will be selected through a tender process.

**CONCLUSIONS AND RECOMMENDATIONS**

That funding for this project be approved to increase roadway capacity and decrease congestion in the area.

# CAPITAL PROFILE REPORT

## CAPITAL BUDGET AND FUNDING SOURCES (000's)

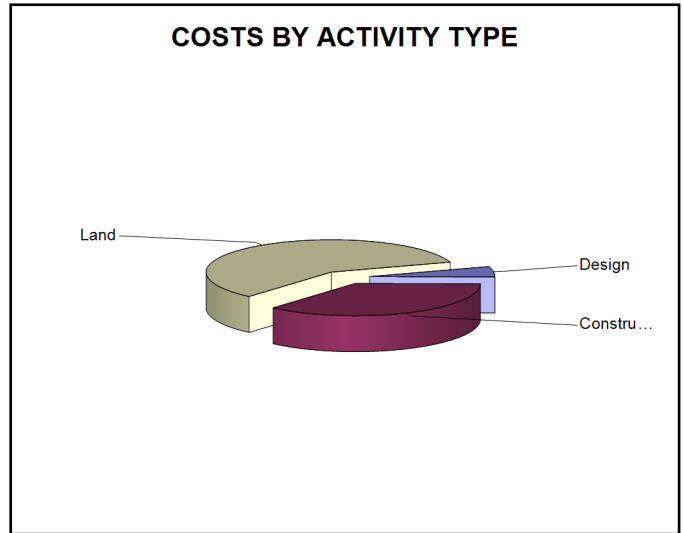
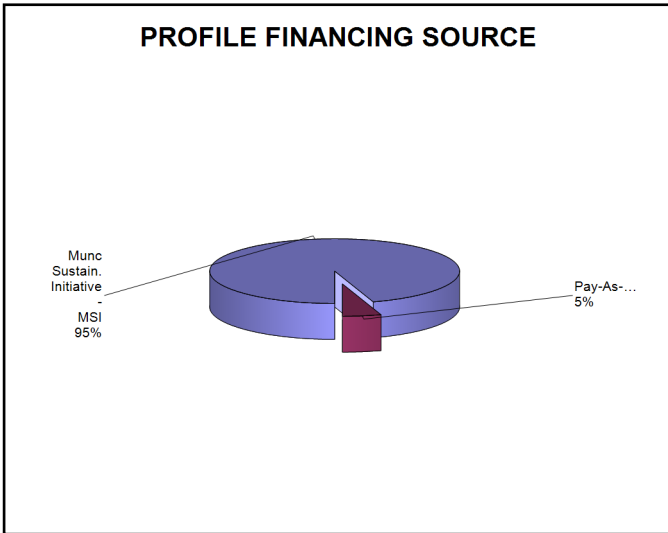
PROFILE NAME: **Yellowhead Trail (Stage 2) 149 Street Interchange**  
 PROFILE NUMBER: **17-66-2307**

PROFILE TYPE: **Standalone**

APPROVED BUDGET		PRIOR YEARS	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	-	-	58,000	54,750	59,000	40,000	34,000	-	-	-	245,750
	Revised Funding Sources (if approved)												
	Munc Sustain. Initiative - MSI	-	-	-	55,100	52,013	56,050	38,000	32,300	-	-	-	233,463
	Pay-As-You-Go	-	-	-	2,900	2,738	2,950	2,000	1,700	-	-	-	12,288
	Requested Funding Source	-	-	-	58,000	54,750	59,000	40,000	34,000	-	-	-	245,750

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	-	-	58,000	54,750	59,000	40,000	34,000	-	-	-	245,750
	Requested Funding Source												
	Munc Sustain. Initiative - MSI	-	-	-	55,100	52,013	56,050	38,000	32,300	-	-	-	233,463
	Pay-As-You-Go	-	-	-	2,900	2,738	2,950	2,000	1,700	-	-	-	12,288
	Requested Funding Source	-	-	-	58,000	54,750	59,000	40,000	34,000	-	-	-	245,750



## OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-