

Mill Creek Bridge Proposal

76 Avenue Traffic Volumes

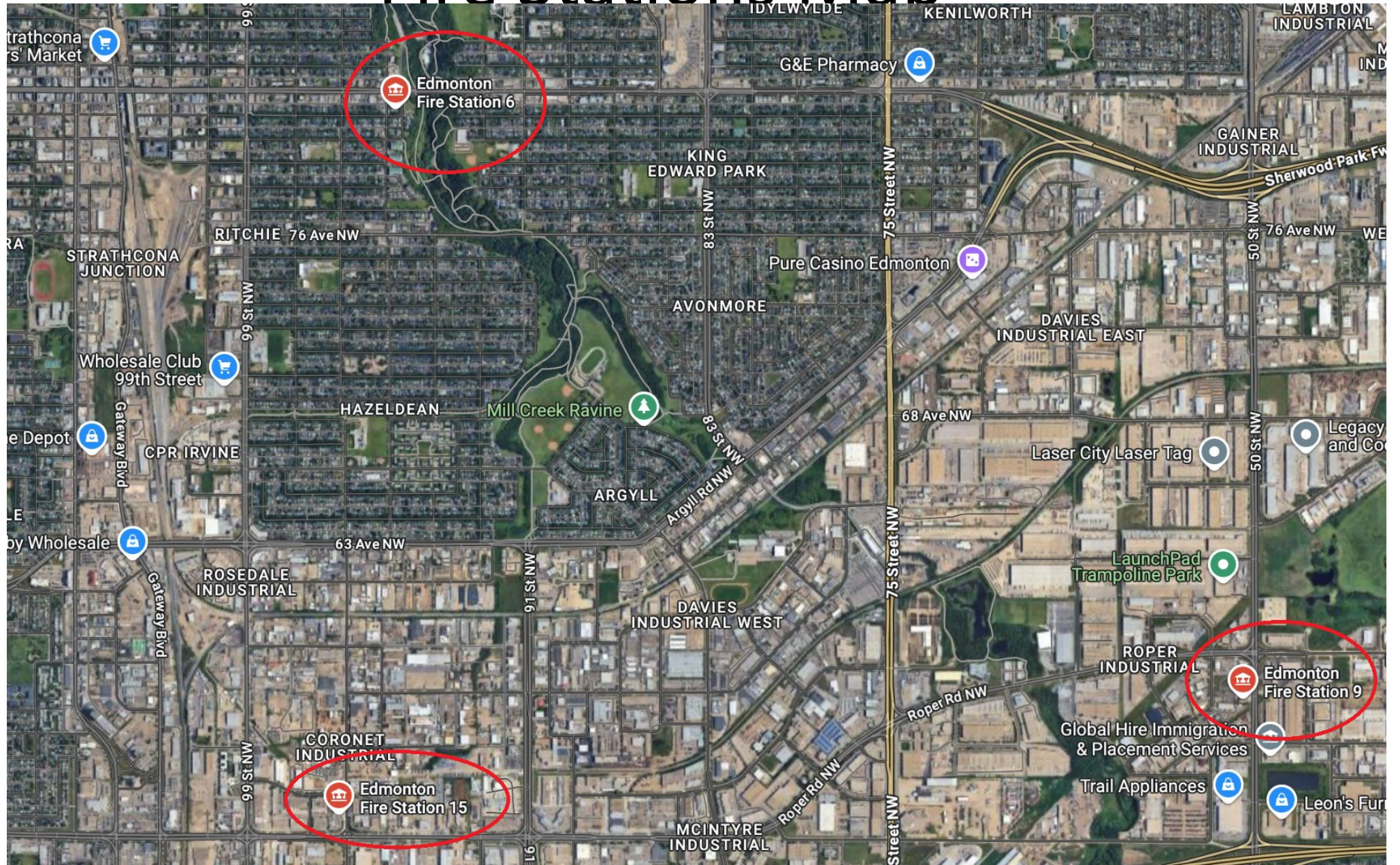
Average Traffic Volume for 76 avenue near Mill Creek 2011-2023: ~5000

Average Traffic Volume for 82 Avenue near Mill Creek 2011-2023: ~25000 - 30000

Average Traffic Volume for 63 Avenue near Mill Creek 2011-2023: ~25000

					Mill Creek to East of this point	Mill Creek to West of this point										
Traffic Volume Info																
Year	2023		2023		2023		2023		2023		2023		2023		2023	
Traffic Volume per day	6050		7040		7040		5500		6160		4840		4290		4730	
Street Description	76 Avenue West of 98 Street		76 Avenue West of 97 Street		76 Avenue West of 96 Street		76 Avenue West of 95 Street West		76 Avenue West of 89 Street West		76 Avenue West of 85 Street West		76 Avenue West of 83 Street		76 Avenue West of 81 Street	
2011	5700		0		0		0		5800		4800		4100		4500	
2012	5600								5800		4700		4000		4400	
2013	5700								5900		4600		4100		4500	
2014	5900								6000		4700		4200		4600	
2015	6000								6300		4700		4200		4600	
2016	5700								4900		4500		4000		4400	
2017	5700		6700		6700		5200		5800		4500		4000		4400	
2018	5400		6400		6400		4900		5500		4300		3800		4200	
2019	5600		6600		6600		5100		5700		4500		4000		4400	
2020	4800		5700		5700		4400		4900		3900		3400		3800	
2021	5200		6100		6100		4800		5300		4200		3700		4100	
2022	5500		6400		6400		5000		5600		4400		3900		4300	
2023	6050		7040		7040		5500		6160		4840		4290		4730	

Fire Stations Map



Is 76 Avenue a Secondary Corridor?

Scona District plan



Southeast District Plan







Where are the numbers?

	1 – Box Culvert on Same Alignment	2 – Arch Culvert on New Alignment	3 – Bridge with Trestle Bridge	4 – Wider Bridge no Trestle Bridge
Constructability	High risk due to challenging water management.	High risk due to challenging water management and MSE wall backfill constraints	Channel re-alignment can be completed before bridge.	Similar to Option 3, but simpler without trestle bridge
Net Present Value	Medium	Highest	Medium	Lowest
Active Modes	Maintains connectivity for 76 Ave and Mill Creek trail users	Same as Option 1	Same as Option 1	Two separate trails systems combined over crossing
Historical Preservation	Includes trestle, but with reduced height	Includes trestle with MSE wall backdrop	Rebuilt trestle similar to original setting	No trestle, does not comply with bylaw
Aesthetics	Slightly reduced due to short trestle	Requires aesthetic focus for wall design	Improved aesthetic with open channel	Reduced aesthetic for trail users
Public Response Risk	Environmental concerns likely to be expressed	Environmental and aesthetic concerns may be expressed	Likely a preferred option based on past project experience	High probably of negative public response to no trestle
Geotechnical Risk	Lowest risk option	Highest risk due to MSE walls and cuts in SW bank	Risk due to cut in SW bank	Same as Option 3
Hydrotechnical Performance	Increased velocity an risk of debris catching	Slightly constricted channel	Open channel flow	Same as Option 3
Wildlife Passage & Fish Habitat	Does not meet requirements	Does not meet terrestrial passage	Provides wildlife passage but with reduced clearances	Same as Option 3
Impact to Trees/Vegetation	Least area of tree removals	Significant impact to trees on SW bank.	Same as Option 2	Same as Option 2 but with additional impacts on north side road