

CAPITAL PROFILE REPORT

PROFILE NAME:	137 AVENUE AND ANTHONY HENDAY DRIVE RAMPS	FUNDED
PROFILE NUMBER:	25-20-9520	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER:
PARTNER:	Infrastructure Planning and Design	PARTNER MANAGER:
BUDGET CYCLE:	2023-2026	ESTIMATED START:
		ESTIMATED COMPLETION:

Service Category:	Roads	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	15,036
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	15,036

PROFILE DESCRIPTION

As approved in the 2023-2026 Capital Budget, this project advances the design and delivery for the 137 Avenue and Anthony Henday Drive (AHD) ramps.

This work builds upon the previous concept design for the mainline geometry and grading plan completed by the Province of Alberta in November 2012 for the 137 Avenue underpass at Anthony Henday Drive. The earthworks for the future interchange ramps were constructed as part of the Anthony Henday Drive construction.

The overall project goals include planning, design and delivery of new interchange ramps and associated infrastructure to create a full interchange at 137 Avenue and Anthony Henday Drive, while considering operational performance for both the City and the Province, long term compatibility with future developments, and capital and lifecycle costs.

PROFILE BACKGROUND

The goal of the 137 Avenue and Anthony Henday Drive (AHD) Ramps project is to increase access into the Northwest Industrial area: enhancing connections to the local and regional roadway network, provide safe and efficient accommodation of goods movement, encourage development, increase the operational capacity, improve traffic safety and the level of service while accommodating all users safely and efficiently, and ensure continued industrial growth in Edmonton. The 137 Avenue interchange project aligns with the Edmonton Economic Action Plan and advances the goals of Connect:Edmonton and the City Plan related to supporting the City's economy.

The Northwest Industrial area is one of three key established industrial areas in Edmonton. Over the last number of years, the supply of vacant industrial land has been decreasing, with the Northwest Industrial area experiencing the most new development. New development is anticipated in the Northwest Industrial over the coming years. Currently, access into the Northwest Industrial area to major roads is limited, with the interchange at 137 Avenue an important connection to the northwest Anthony Henday Drive.

Numerous reports have been brought forward to Committee and Council regarding this area in the past several years, including related to actions to support industrial development. These reports directly resulted in funding being advanced in the 2023-2026 capital budget for this project advancement.

PROFILE JUSTIFICATION

The Northwest Industrial area is one of three key established industrial areas in Edmonton. Over the last number of years, the supply of vacant industrial land has been decreasing, with the Northwest Industrial area experiencing the most new development. New development is anticipated in the Northwest Industrial over the coming years. Currently, access into the Northwest Industrial area to major roads is limited, with the interchange at 137 Avenue an important connection to the northwest Anthony Henday Drive.

Enhancing connections to the local and regional roadway network is anticipated to open up the Northwest Industrial area, allowing for the safe and efficient accommodation of goods movement. The connection is expected to encourage development and ensure continued industrial growth in Edmonton. Recognizing this opportunity, during deliberations for the 2023-2026 Capital Budget, a motion to fund the interchange ramps was carried by the City Council.

The 137 Avenue interchange project aligns with the Edmonton Economic Action Plan and advances the goals of Connect:Edmonton and the City Plan related to supporting the City's economy. This project will leverage the potential of the Northwest Industrial area, will enable industrial development and support job creation. The completion of this interchange will help maintain the land supply needed for industrial growth, as well as support reinvestment, redevelopment, intensification and orderly industrial development in the City.

STRATEGIC ALIGNMENT

Industrial infrastructure projects that attract and support investment are important for supporting The City Plan and Edmonton's Economic Action Plan. The City Plan provides direction for future growth in direction 4.3.1.3 "Enable and expand non-residential opportunities by strategically investing in transportation infrastructure".

ALTERNATIVES CONSIDERED

The alternative to advancing this work is to allow access to the area to continue through existing connections as in the current state. Several options were previously considered related to this work, including cost-sharing options with St. Albert or area developers. These options are outlined in the report UPE01222 Industrial Infrastructure Projects.

COST BENEFITS

The benefit of this project is primarily the direct increase in access to industrial land for the Northwest Industrial area: enhancing connections to the local and regional roadway network, provide safe and efficient accommodation of goods movement, encourage development, increase the operational capacity, improve traffic safety and the level of service while accommodating all users safely and efficiently, and ensure continued industrial growth in Edmonton. The 137 Avenue interchange project aligns with the Edmonton Economic Action Plan and advances the goals of Connect:Edmonton and the City Plan related to supporting the City's economy.

KEY RISKS & MITIGATING STRATEGY

The 137 Avenue / Anthony Henday Drive ramp project is located within the Province's Transportation and Utilities Corridor (TUC). Reviews and approvals are subject to Provincial timelines and processes. The project includes ongoing discussions with the Province on a regular basis for design and approval coordination.

Cost inflation is a risk due to market conditions.

Discussions with Government of Alberta representatives are underway regarding ongoing operations and maintenance of the new ramps as the project falls almost entirely within the Provincial Transportation and Utility Corridor. There may be some repair or maintenance responsibilities that fall to the City in the future and will be determined through ongoing discussions.

RESOURCES

Design is largely being completed by in-house subject matter experts. As required, external subject matter experts have been retained to support specialized elements of design or in-field study. An external contractor will be retained for delivery through routine construction tendering processes.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended to proceed with creation of the standalone profile for this work to enable the project to move forward for delivery as the project is a key driver for industrial investment in NW Edmonton.

CAPITAL PROFILE REPORT

PROFILE NAME: **137 Avenue and Anthony Henday Drive Ramps**
 PROFILE NUMBER: **25-20-9520**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2025	2026	2027	2028	2029	2030	2031	2032	2033	Beyond 2033	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2024 Cap Administrative	116	-	-	-	-	-	-	-	-	-	-	116
	2025 Cap Council	-	634	7,070	7,070	73	73	-	-	-	-	-	14,920
	Current Approved Budget	116	634	7,070	7,070	73	73	-	-	-	-	-	15,036
Approved Funding Sources													
	Tax-Supported Debt	116	634	7,070	7,070	73	73	-	-	-	-	-	15,036
	Current Approved Funding Sources	116	634	7,070	7,070	73	73	-	-	-	-	-	15,036

BUDGET REQUEST		Prior Years	2025	2026	2027	2028	2029	2030	2031	2032	2033	Beyond 2033	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2025	2026	2027	2028	2029	2030	2031	2032	2033	Beyond 2033	Total
Revised Budget (if Approved)		116	634	7,070	7,070	73	73	-	-	-	-	-	15,036
Requested Funding Source													
	Tax-Supported Debt	116	634	7,070	7,070	73	73	-	-	-	-	-	15,036
	Requested Funding Source	116	634	7,070	7,070	73	73	-	-	-	-	-	15,036

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2025	2026	2027	2028	2029	2030	2031	2032	2033	Beyond 2033	Total
	Construction	-	-	6,875	6,875	-	-	-	-	-	-	-	13,750
	Design	116	634	-	-	-	-	-	-	-	-	-	750
	Follow Up Warranty	-	-	-	-	73	73	-	-	-	-	-	146
	Other Costs	-	-	195	195	-	-	-	-	-	-	-	390
	Total	116	634	7,070	7,070	73	73	-	-	-	-	-	15,036

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-