

City of Edmonton **Yellowhead Trail Freeway Conversion Program**

# **St. Albert Trail to 97 Street**

## **Help us finalize the concept!**

**February 2021**

The City of Edmonton has developed and wants to share the concept plan for the future configuration of Yellowhead Trail from St. Albert Trail to 97 Street, the single largest and most complex project of the Yellowhead Trail Freeway Conversion Program.

When construction is completed on this section, there will be no traffic signals on Yellowhead Trail within the Edmonton metro region and on the Trans-Canada Highway between Lloydminster and Edson!

The concept for this section of Yellowhead Trail includes:

- + two new interchanges at 127 Street and 115 Street,
- + a connection from 107 Street to the 115 Street interchange to provide all-directional access to Yellowhead Trail, and;
- + new service roads to manage traffic flow into residential and business neighbourhoods in the west part of the study area.

The concept plan does not require the purchase of any residential properties, however the City will need to buy some commercial land for this project.

**See page 4 for the concept image and more details.**

## **How Did We Get Here?**

In fall 2019 we completed Phase 1 of the concept planning study. Public feedback, technical requirements and City policies and programs were used to develop three design options. In Phase 2, fall 2020, these options were presented for feedback. Public feedback, along with a technical evaluation and further analysis, were used to select the concept plan.

We are now in Phase 3, the final stage of the planning study. Due to the risks associated with COVID-19 and gatherings, we are sharing information and gathering feedback online.

The concept plan will be shared online on February 22, 2021. Explore the concept, and join us for a live online learning session where we will share details about the concept and answer your questions. The online sessions will be held the week of March 1, 2021. See page 6 for more details.



# How the Concept was Selected

The three design options presented in Phase 2 were evaluated using project specific criteria. The criteria were developed based on technical requirements, City policies and programs, and public input from Phase 1. The criteria were finalized following Phase 2 engagement.

Option 1 (Service Road) and Option 2 (Conventional Interchange) were each found to have some desirable features. Each option also had features that the public raised concerns about.

**We brought the strongest elements of Option 1 and Option 2 together to create a Hybrid Option.**

We then evaluated each of the four different options.

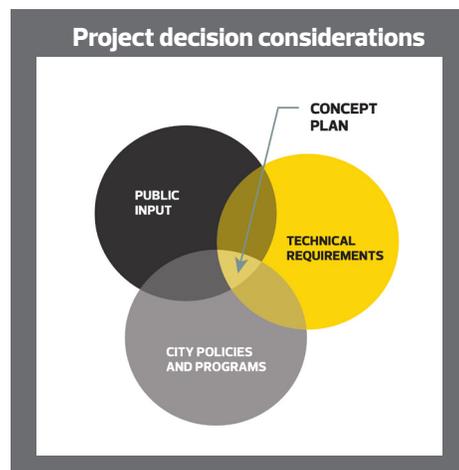
During this evaluation process, Option 3 (127 Street Overpass/121 Street Interchange) was eliminated. The technical analysis of Option 3 matched the concerns we heard from the public, and it was clear that Option 3 would not meet the project objectives.

When evaluating the options from Phase 2 it was noted that Option 1 (Service Road) has a lack of connection to Yellowhead Trail due to the long stretches of service roads. In Option 2 (Conventional Interchange) there were concerns with the safety and efficiency of the back to back merges between St. Albert Trail and 127 Street.

Combining the west section of Option 1 with the east section of Option 2 to create the Hybrid Option will provide safe and efficient merging on Yellowhead Trail along with better connectivity.

## Your Input Matters

We will consider your feedback along with technical requirements and City policies and programs to finalize the concept plan.



# Option Evaluation

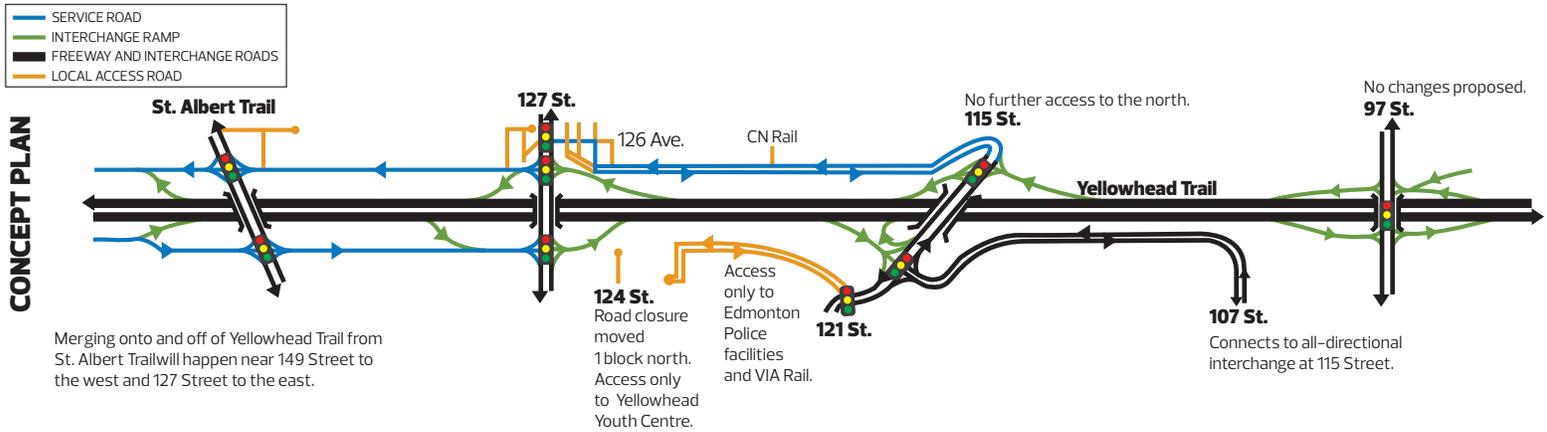
Category	Criteria	Option 1 – Service Road	Option 2 – Conventional Interchange	Option 3 – 127 Street Overpass/ 121 Street Interchange	Hybrid Option
 <p>Economic</p> <ul style="list-style-type: none"> <li>+ Goods movement along and on/off Yellowhead Trail</li> <li>+ Impacts to nearby railway operations and the Blatchford development</li> </ul>	   				
 <p>User Benefits</p> <ul style="list-style-type: none"> <li>+ Travel along, across, on and off Yellowhead Trail</li> <li>+ Travel times</li> <li>+ Neighbourhood access</li> <li>+ Ease of use</li> </ul>	   				
 <p>Social and Community Sustainability and Sustainable Urban Integration</p> <ul style="list-style-type: none"> <li>+ The look of the corridor</li> <li>+ Open and green space</li> <li>+ Safety and security</li> <li>+ Walking and cycling connections</li> <li>+ Transit connections</li> <li>+ Neighbourhood traffic impacts</li> </ul>	   				
 <p>Technical Feasibility</p> <ul style="list-style-type: none"> <li>+ Compatibility with current and future City projects</li> <li>+ Construction</li> <li>+ Utility impacts</li> <li>+ Opportunity for future developments</li> </ul>	   				
 <p>Financial</p> <ul style="list-style-type: none"> <li>+ Construction, maintenance and rehabilitation costs of Yellowhead Trail and the new interchanges and overpasses.</li> <li>+ Costs associated with land impacts</li> </ul>	   				
 <p>Environment</p> <ul style="list-style-type: none"> <li>+ Impacts to the environment, such as: <ul style="list-style-type: none"> <li>+ Noise</li> <li>+ Visual</li> <li>+ Emissions</li> <li>+ Green space</li> <li>+ Landscaping</li> </ul> </li> </ul>	   				

 **HIGHEST RATED**     
 **HIGHER RATED**  
 **LOWER RATED**     
 **LOWEST RATED**

# The Hybrid Option Concept Details

The Hybrid Option was selected as the concept through the evaluation process. The Hybrid Option was also one of the least expensive options evaluated in Phase 2.

For more details, view the concept plan at [edmonton.ca/YellowheadSATto97Street](http://edmonton.ca/YellowheadSATto97Street).



St. Albert Trail	Hagmann Estate Industrial Area	127 Street	115 Street	124 Street and 121 Street, south of Yellowhead Trail	107 Street
<p>All-directional travel at the St. Albert Trail interchange.</p> <p>Access on the west side of St. Albert Trail happens near 149 Street using service roads.</p> <p>Access on the east side of St. Albert Trail happens near 127 Street using service roads.</p>	<p>Access from 127 Street and 126 Avenue is maintained.</p> <p>Access to the Hagmann area west of 127 Street will be provided by a new one-way westbound service road between 127 Street and St. Albert Trail. This service road includes two westbound lanes. A third lane is being considered to accommodate travel movements in and out of Hagmann.</p> <p>Access to the Hagmann area east of 127 Street will be provided by a new two-way service road to provide better access to the industrial area and CN Rail's Walker Yard. Access to this service road will be provided from the 115 Street interchange.</p>	<p>All-directional travel to and from Yellowhead Trail at 127 Street is provided using the Interchange ramps.</p>	<p>All-directional travel to and from Yellowhead Trail at 115 Street is provided using the interchange ramps.</p> <p>The 115 Street interchange connects to 121 Street to the south of Yellowhead Trail, and to the new east-west service road north of Yellowhead Trail.</p> <p>There is no access to 115 Street north of CN Rail's Walker Yard from this interchange.</p>	<p>121 Street will connect to Yellowhead Trail at the 115 Street interchange.</p> <p>No access will be provided to or from 124 Street from Yellowhead Trail. A new local road will connect to 121 Street to provide access to the Edmonton Police Services facilities north of 123 Avenue.</p> <p>The existing closure at 124 Street and 123 Avenue will be shifted north to provide access to the Yellowhead Youth Centre facility.</p>	<p>All-directional travel between Yellowhead Trail and 107 Street is provided at the 115 Street interchange.</p>

# Concept Highlights

- + Yellowhead Trail will be three free-flowing lanes in each direction.
- + New interchanges at both 127 Street and 115 Street will accommodate north-south traffic movements at Yellowhead Trail, as well as traffic movements on and off Yellowhead Trail.
- + 107 Street and 121 Street will connect to the 115 Street interchange to provide all-directional access to Yellowhead Trail.
- + Service roads between St. Albert Trail and 127 Street will be used to provide access to St. Albert Trail from westbound Yellowhead Trail and from St. Albert Trail to eastbound Yellowhead Trail.
- + Yellowhead Trail will pass under the new interchanges at 127 Street and 115 Street, with the north/south roads being built at the elevation of the existing roads.
- + Yellowhead Trail will be realigned and straightened to remove the curve between 121 Street and 107 Street. This will accommodate plans for a future LRT bridge.
- + There are no changes to the interchange or access at 97 Street. The City is exploring improvements to sidewalks and active mode connections at 97 Street.

# Key Features



## Land requirements

The concept addresses freeway access while minimizing impacts to land. There are no direct impacts to residential land. However, the City will need to buy some commercial land.



## Walking and biking connections

Pedestrians and cyclists can cross Yellowhead Trail at St. Albert Trail, 127 Street and 97 Street. There may be an opportunity to provide similar connections at the 115 Street interchange. This will be further studied during the next phase of the project.

A shared-use path on the south side of Yellowhead Trail is being proposed.



## Community integration and landscaping

Landscaping will be added along both sides of Yellowhead Trail where there is space.



## Noise and visual impacts

Noise walls near residential neighbourhoods along the south side of Yellowhead Trail will be replaced.

Yellowhead Trail will pass under the new interchanges with the north/south roads remaining at their current elevation.

Interchange ramps and service roads will be closer to neighbourhoods south of Yellowhead Trail, and the existing berms blocking visibility of Yellowhead Trail today will be modified. This may change views from the neighbourhood.



## Construction

Construction will begin in 2023 and will be complete in 2027.



## Cost

The Hybrid Option was one of the most cost-effective options considered during Phase 2. Cost estimates will be refined as design progresses.

# Phase 3 Engagement

Your perspectives and feedback during Phase 3 will be considered as we finalize the concept for Yellowhead Trail between St. Albert Trail and 97 Street.

Visit [edmonton.ca/YellowheadSATto97Street](http://edmonton.ca/YellowheadSATto97Street) beginning February 22, 2021:

- + Watch the informative videos
- + Flip through the information booklet
- + View the concept plan in detail
- + Register for an online learning session
- + Complete the online survey

## **BUSINESS ONLINE LEARNING SESSION**

March 2, 2021 | 11:30 a.m. – 1 p.m.

## **PUBLIC ONLINE LEARNING SESSIONS**

March 4, 2021 | 6:30 – 8 p.m.

March 6, 2021 | 10 a.m. – 11:30 a.m.

## **ONLINE SURVEY**

Visit the project web page to share your feedback February 22 to March 8, 2021

If you require support to access the online survey or would prefer a paper copy, please contact [info@islengineering.com](mailto:info@islengineering.com) or 311 or pick up a copy at one of the Yellowhead Trail drop boxes in the Sherbrooke, Prince Charles or Westwood neighbourhoods.

## **Neighbourhood Drop Box Locations**

- + Sherbrooke: northeast corner of 131 Street and 122 Avenue
- + Prince Charles: southeast corner of 124 Street and 121 Avenue
- + Westwood: east side of 105 Street between 122 Avenue and 121 Avenue

# What's Next?

The timeline for the next stages of the project is:

- + April 2021—Concept plan complete
- + Mid-2021—Preliminary design begins
- + 2023 to 2027—Construction

Email: [yellowhead@edmonton.ca](mailto:yellowhead@edmonton.ca)  
[edmonton.ca/YellowheadSATto97Street](http://edmonton.ca/YellowheadSATto97Street)

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**SHAPE** OUR CITY

