

# Councillor Request Inquiry

## # 24-2018

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2018

Council approved the Wye Road Functional Planning Study (January 2015) as the guide for future transportation improvements for the Wye Road corridor on March 10, 2015. Attached is the executive summary from the report. The full report can be found by following the link below:  
<https://www.strathcona.ca/transportation-roads/construction/projects-and-plans/sherwood-park-construction/wye-road-projects/>

This study, along with regularly updated traffic operations data, traffic safety data and coordination with adjacent development helps guide the prioritization of projects along the Wye Road corridor ensuring that study objectives and recommendations are in line with current needs and that project timing is optimized.

## EXECUTIVE SUMMARY

The Functional Planning Study for Wye Road between Highway 216 and Highway 21 was initiated by Strathcona County to develop plans to meet the long-term traffic demand for this important transportation corridor, including intersection requirements and access management for both existing and proposed developments. The primary objective was to determine a configuration for the roadway and intersections that will maintain an acceptable level of operating service for the foreseeable future.

### Secondary Objectives Included

Address the needs of pedestrians in the corridor, including trails, sidewalks, benches, lighting and crosswalks (addressed in detail in a separate report entitled “Wye Road Urban Design Guidelines”).

Condition assessment and capacity analysis of storm sewers (Ordze Road to east of Brentwood Boulevard).

Noise assessment to determine additional noise attenuation requirements along Wye Road.

Develop an access management plan that balances business viability and corridor integrity

### Recommendations

The recommended plans are illustrated on **Exhibits ES-1** through **ES-3**, and generally include widening Wye Road to a six (6) lane divided arterial roadway, plus auxiliary lanes and double left turn lanes, where required, to meet traffic demand. Additional findings and recommendations of the study include:

**Sherwood Drive / Wye Road Intersection:** To accommodate traffic (as projected for the 20 year horizon), double left turn movements are recommended in all quadrants except northbound to westbound. In conjunction with the dual lefts, modifications at the Petro Canada access and the Wal-Mart access are required. The recommendations for the Sherwood Drive intersection and corridor improvements between Ordze Road and Ash Street were developed in collaboration with the business owners adjacent to the corridor through an extensive public engagement process.

**Brentwood Boulevard / Wye Road Intersection:** Traffic analysis at the intersection indicates that the implementation of double left turns in all quadrants except northbound to westbound will result in acceptable function in the long term. Six (6) through lanes on Brentwood Boulevard / Range Road 232 cannot be provided in conjunction with southbound double left turn lanes, unless right-of-way is acquired from the residential lots that back onto Brentwood Boulevard. As the acquisition of the additional right-of-way would be very difficult, Range Road 232 is recommended to be a four lane roadway with auxiliary lanes adjacent to Salisbury Village East.

**Clover Bar Road / Wye Road Intersection:** Conventional intersection treatment, with double left turn lanes eastbound and northbound appears to meet the long-term traffic demand for this intersection.

**Access Management** for the new development south of Wye Road between Ash Street and Range Road 232 was completed as part of this Functional Planning Study, and the fixed access locations are shown on the Exhibits. It should be noted that the study assumed future development of the acreage parcels west of Range Road 231 would be low density residential, and as such the only access provided is at Nottingham

Way. Development of this area into high density residential or commercial property would require further review, but it should be noted that any additional accesses along Wye Road will detrimentally affect network performance. It is strongly recommended that additional accesses are not permitted along this corridor.

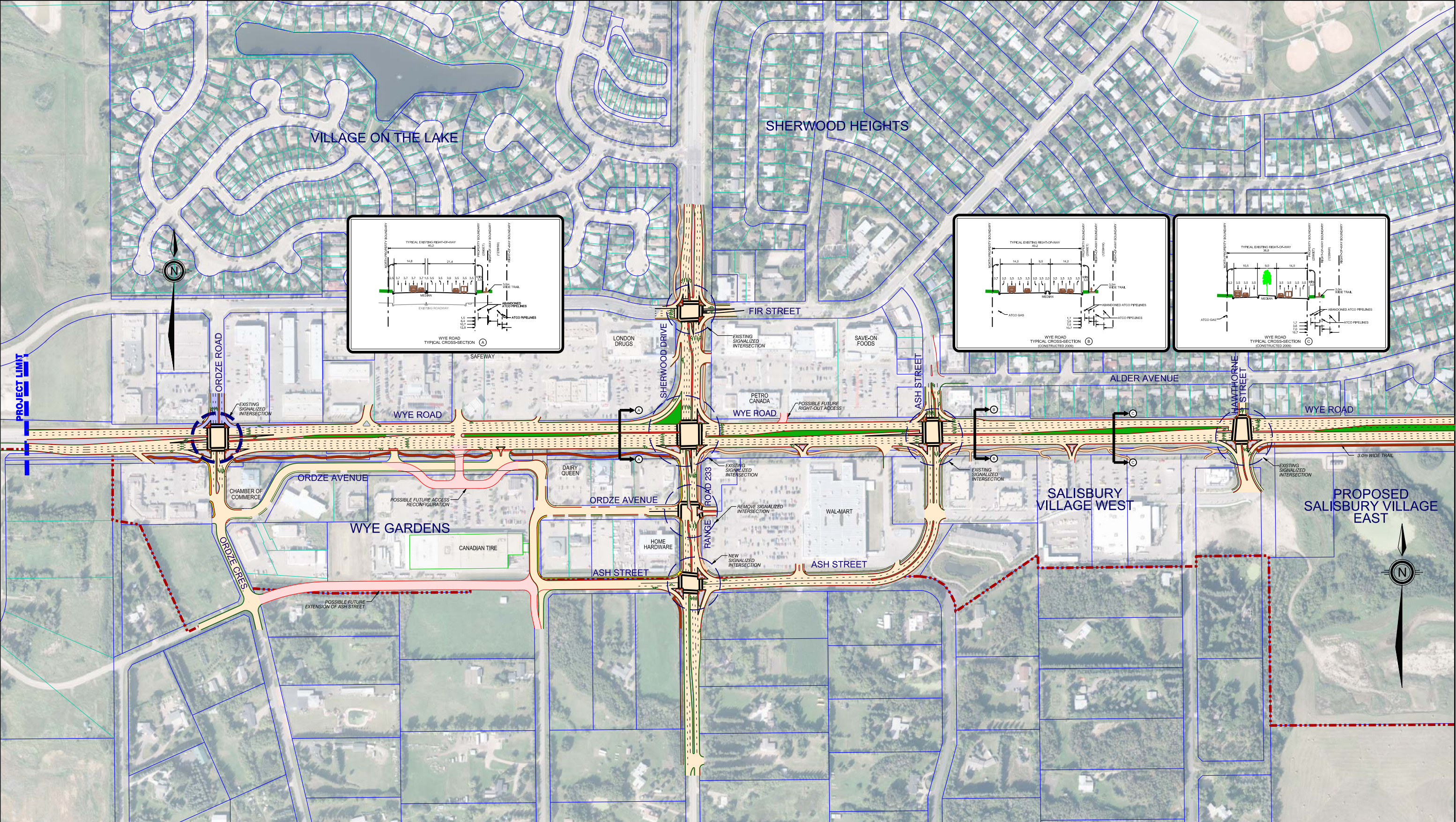
**Storm Sewer Review** of the existing storm infrastructure should be undertaken in advance of roadway improvements so that any capacity or condition concerns can be addressed in advance of the roadway construction.

### Cost Estimate and Implementation Strategy

The estimated total cost of this project, based on 2013 typical construction costs, is **\$63 Million**, which does not include right-of-way acquisition, but does include pipeline and power relocations, extensive trail and landscape construction, minor storm sewer infrastructure and appurtenances in support of the roadway widening, new street lights and signals.

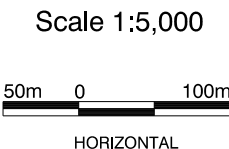
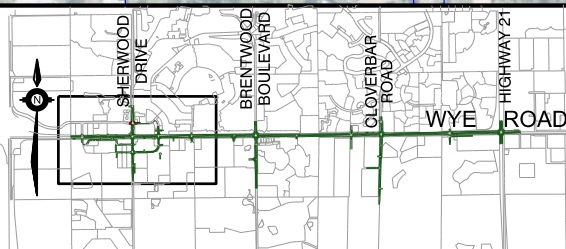
It is anticipated that the project will be staged over a number of years, and it would be prudent to use this study as the guiding document for staged implementation of the project. Feedback from the public communication sessions already held has indicated that there is a general desire to see the corridor improved, especially the construction of additional pedestrian facilities.





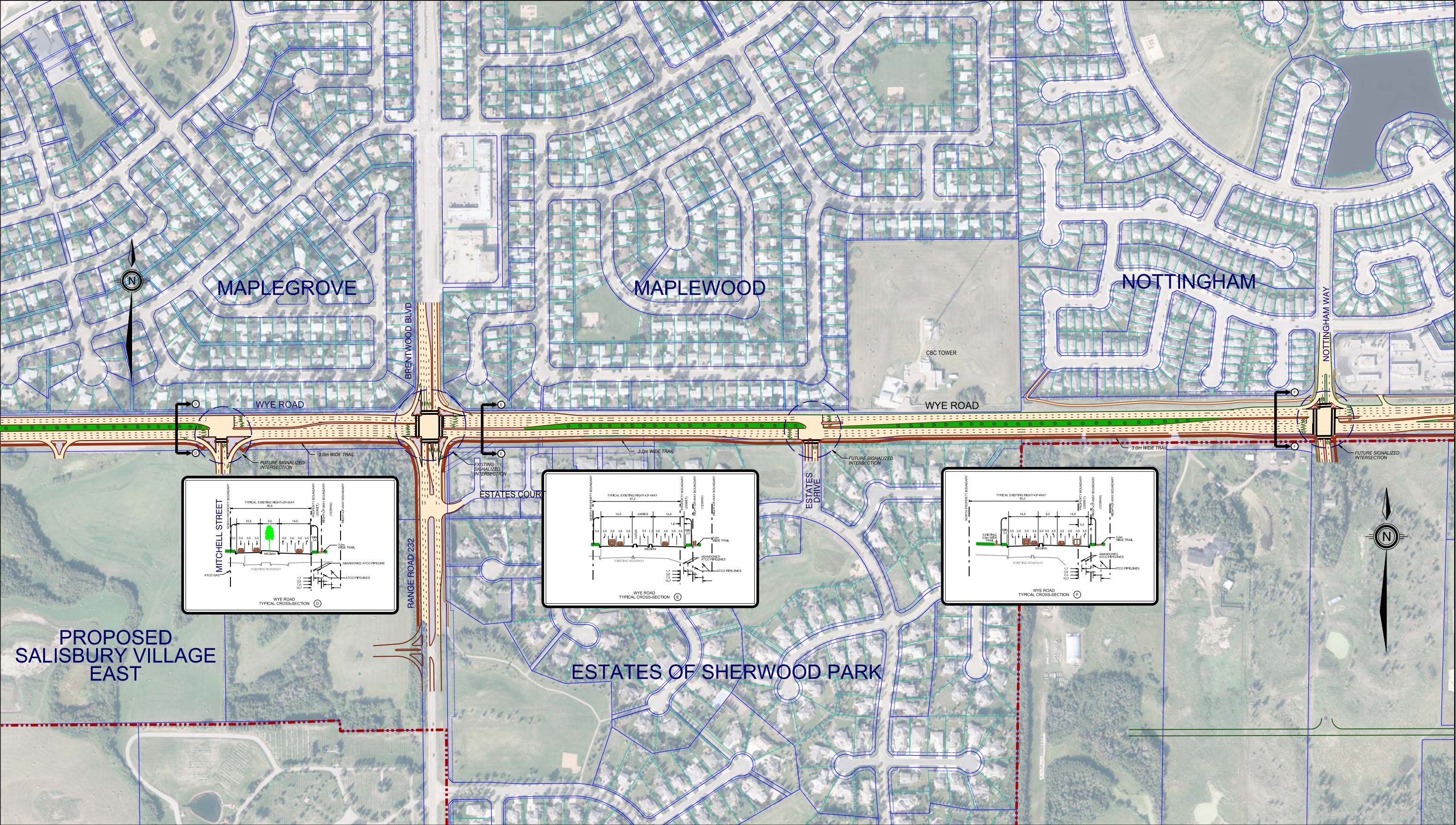
FUNCTIONAL PLAN ONLY  
SUBJECT TO REVISIONS

- LEGEND:
- |  |                         |
|--|-------------------------|
| SHORT TERM IMPROVED ROADWAY (1-10 YEARS) | PROPOSED TRAIL          |
| MEDIUM TERM ROADWAY (11-20 YEARS)        | EXISTING TRAIL          |
| LONG TERM ROADWAY (20+ YEARS)            | PROPOSED SIDEWALK       |
| CONCRETE MEDIAN                          | EXISTING SIDEWALK       |
| LANDSCAPED AND PLANTED MEDIAN            | URBAN SERVICES BOUNDARY |



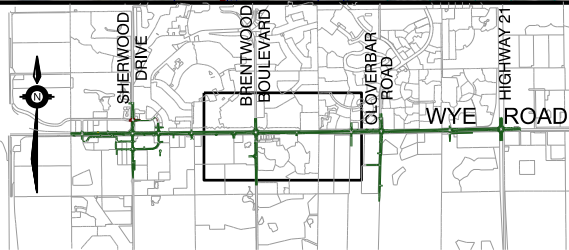
WYE ROAD - SHERWOOD PARK  
FUNCTIONAL PLANNING STUDY  
RECOMMENDED LONG TERM IMPROVEMENT PLAN  
Date: JANUARY, 2015  
EXHIBIT ES-1





**FUNCTIONAL PLAN ONLY  
SUBJECT TO REVISIONS**

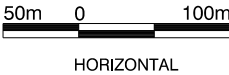
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- |  |                         |
|--|-------------------------|
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| LANDSCAPED AND PLANTED MEDIAN            | URBAN SERVICES BOUNDARY |



STRATHCONA  
COUNTY



Scale 1:5,000



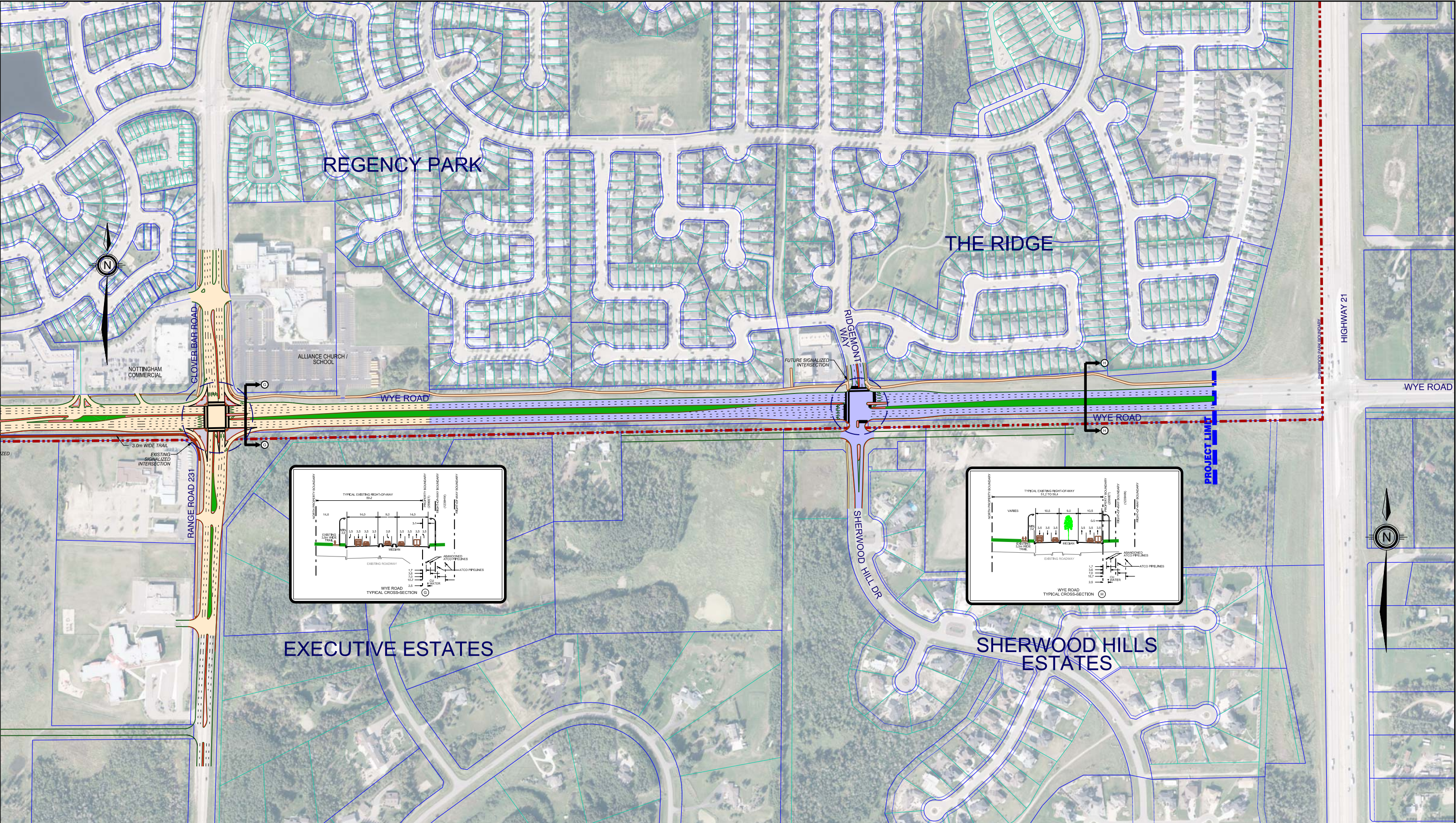
WYE ROAD - SHERWOOD PARK  
FUNCTIONAL PLANNING STUDY

**RECOMMENDED LONG TERM IMPROVEMENT PLAN**

Date: JANUARY, 2015

**EXHIBIT ES-2**





**FUNCTIONAL PLAN ONLY  
SUBJECT TO REVISIONS**

- LEGEND:**
- |  |                         |
|--|-------------------------|
| SHORT TERM IMPROVED ROADWAY (1-10 YEARS) | PROPOSED TRAIL          |
| MEDIUM TERM ROADWAY (11-20 YEARS)        | EXISTING TRAIL          |
| LONG TERM ROADWAY (20+ YEARS)            | PROPOSED SIDEWALK       |
| CONCRETE MEDIAN                          | EXISTING SIDEWALK       |
| LANDSCAPED AND PLANTED MEDIAN            | URBAN SERVICES BOUNDARY |



Scale 1:5,000



WYE ROAD - SHERWOOD PARK  
FUNCTIONAL PLANNING STUDY

**RECOMMENDED LONG TERM IMPROVEMENT PLAN**

Date: JANUARY, 2015

**EXHIBIT ES-3**