

Building Alberta

Northeast Anthony Henday: A Look at the Numbers

Opening Fall 2016

The Northeast Anthony Henday Drive will complete the Edmonton Ring Road when it opens in the fall of 2016. Running from Manning Drive to just south of Whitemud Drive, it will consist of:

- 27 kilometres of six- and eight-lane divided roadway.
- nine interchanges;
- two road flyovers;
- eight rail flyover crossings; and
- two bridges across the North Saskatchewan River.

Benefits

This realizes Alberta's vision to provide safe, accessible, free-flowing travel around the City of Edmonton.

The Anthony Henday Drive is a vital part of Alberta's provincial highway network, improving market access and quality of life for Albertans.

Decades in the making, the Henday helps ensure the long-term economic viability of Alberta's Capital Region by delivering crucial infrastructure to meet the needs of current and future generations of Albertans.

Project Details

The single largest transportation project in the province's history, the \$1.8 billion Northeast Anthony Henday project is broken down into five roadway segments with 18 distinct construction sites.



Free-flow interchange at Henday Drive and Yellowhead Trail (Highway 16) that will open to the public in the fall of 2016.

Demolition facts:

- 13 bridges will be demolished.
- Track excavators and "wrecking" balls, or hydraulic hammers, are used for demolition.
- Steel rebar, concrete demolition debris and other materials will be recycled.

Materials used in the project amount to:

- Over 300 concrete girders;
- Approximately 12,000 metric tonnes of structural steel girders;
- Over 90,000 cubic metres of concrete;
- 1.5 million metric tonnes of asphalt (30% recycled);
- 90,000 lineal metres of steel foundation piles;
- 4 - 5 million metric tonnes of aggregate;
- More than 100 major directional signs.

For more information contact:

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Equipment used in the construction includes:

- 40 scrapers;
- 30 excavators;
- 30 off-highway trucks;
- 10 to 15 cranes;
- 10 graders; and
- 20 dozers.

Impressive new river crossing

The North Saskatchewan River Crossing will consist of twin bridges providing three lanes for northbound traffic and four lanes for southbound traffic. Each bridge will have four spans of steel plate girders to reach a total bridge length of 304 metres.

A pedestrian/cyclist crossing will run beneath the southbound bridge.



The 304-metre North Saskatchewan crossing will include a pedestrian/cyclist bridge located under the south bridge.



The southside river berm allows crews to build the first half of the North Saskatchewan twin bridges.

Southside berm

In order to build the piers and install girders, crews constructed a berm on the south side of the North Saskatchewan River. Affecting 50 per cent of the river's flow at that particular location, the berm will allow half of the bridge to be constructed at a time.

With a volume of about 20,000 cubic metres, the berm uses about 15,000 tonnes of rock riprap.

This fall, weather permitting, after the south piers and girders are installed, the berm will be removed and a berm will be built on the north side of the river.

Girders

The girders are 50 to 55 metres long. Steel girders, often weighing close to 100 tonnes, usually require only a single crane to erect. Concrete girders, on the other hand, weigh up to 200 tonnes and require two cranes to place each girder.

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