

# NORTHEAST ANTHONY HENDAY DRIVE (NEAHD)



## HIGHLIGHTS:

### DESCRIPTION:

Highway construction and reconstruction works

### LOCATION:

Edmonton, AB

### CLIENT:

Alberta Transportation

### PROJECT VALUE:

\$1.8 B

### VALUE OF CIVIL WORKS:

\$1.34 B

### PROJECT COMPLETED:

October 2016

### MATERIALS SUPPLIED:

Ready Mix - 100,000 m<sup>3</sup>  
Aggregate - 3.7 M tonnes  
Asphalt - 1 M tonnes  
Concrete Pipe - 12,000 tonnes

## THE PROJECT

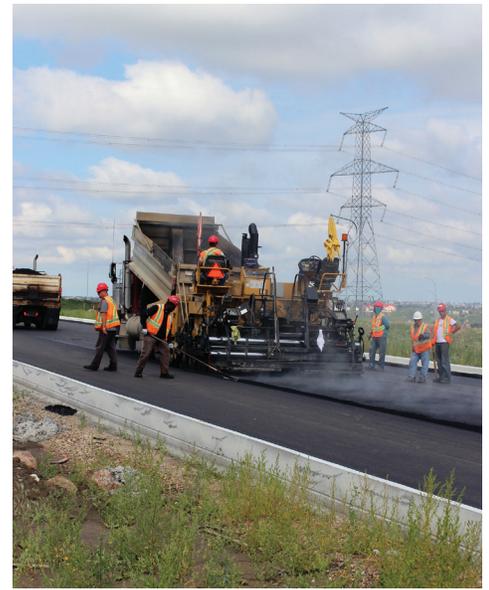
The Northeast Anthony Henday Drive (NEAHD), owned by Alberta Transportation, represents one of the most recently completed P3 ring road projects in the Province of Alberta. The urban freeway project included 18 km of reconstructed six and eight-lane divided freeway, and nine km of new six and eight-lane divided freeway. It also involved 48 bridge structures, including two major river structures, eight interchanges and nine flyovers.

## THE SCOPE

The project consisted of roadway construction, grade separation (underpass, overpass, and tunnels), rail works, utility works and demolition. In addition, the project required expertise in project management, construction staging, a good health and safety track record, overcoming environmental challenges, traffic management, and the employment of local workforce and a multi-disciplinary construction team.

## LAFARGE PARTICIPATION

Lafarge was a design-build joint venture partner on the project and we supplied aggregates, ready mix concrete, concrete pipe, precast girders, precast soffit panels, and roadway barriers.



Lafarge also provided construction services for trenchless utilities, concrete curb, gutter and sidewalk, asphalt paving and operation & maintenance (O&M) services.

For the NEAHD project, Lafarge supplied materials and elements included 100,000 m<sup>3</sup> ready mix concrete, 3.7M tonnes of road base aggregate, 1M tonnes of asphalt, 12,000 tonnes of concrete pipe and 165 lane km of roadway maintenance during construction.

## PROJECT DELIVERY

The project was divided into five sub-sections to facilitate design coordination with five different engineering firms. This approach is similar to that utilized on the Southeast Anthony Henday Drive, where an incremental design process enabled design to be as required for construction in the field.



### CLIENT REFERENCE:

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