

**BRIEF**

DEPARTMENT OF REGIONAL  
ECONOMIC EXPANSION

**Saint John Throughway**



DEPARTMENT  
OF HIGHWAYS

PROVINCE OF  
**NEW BRUNSWICK**

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New Brunswick DEPARTMENT  
OF HIGHWAYS

PROVINCE OF  
**NEW BRUNSWICK**

## INTRODUCTION

Traffic problems in the Greater Saint John area are of major concern to both the citizens and government. It is realized that the effective movement of people and goods is a requisite to achieving meaningful economic development in the community.

A proper recognition of the causes of today's problems is vital for the evaluation of a suggested solution. The two primary developed areas of Saint John were until recently virtually severed by the harbour, the route over the bridge at the Reversing Falls being somewhat circuitous. Difficulties also arise from the fact that the main business area is located on a peninsula making freedom of traffic movement difficult at best. Furthermore, the city's road construction program has been unable to keep pace with the ever increasing demand being placed on its system.

In the light of the foregoing, an engineering study carried out for the Saint John Harbour Bridge Authority in 1963 established the feasibility of constructing a new bridge across the mouth of the Saint John River to link downtown development on the east with west Saint John and Lancaster on the west. It became apparent that major benefits to the community as a

whole could be realized if the new structure was integrated into a new major facility at the extremities of its approaches. An engineering study subsequently prepared in 1954 on behalf of the Bridge - Throughway Complex Committee for Metropolitan Saint John recommended an alignment for such a route.

In due course, the province's Department of Highways assumed the responsibility for the new roadway, now known as the Saint John Throughway. It would link major provincial highways on the eastern and western extremities of the Metropolitan Saint John area via a new transportation corridor through both developed and rural areas. The Harbour Bridge, the responsibility of a provincially constituted Authority, would form an integral part of this corridor.

PRESENT STATUS

Considerable work has been carried out since the 1963 and 1964 reports. The Harbour Bridge was opened to traffic in 1968 and a new viaduct on Mill Street, forming the first phase of the province's Throughway project, will be completed this year.

Functional planning and detailed design of other segments of the project have been in progress since 1966.

Numerous alternative alignments and interchange concepts have been developed for both the eastern and western regions. Detailed engineering drawings are presently complete for the area between the Toll Plaza, at the Harbour Bridge's western extremity, and the vicinity of Fairville Boulevard. The detailed engineering for the easterly segment between Mill Street and Wall Street, including the interchange at the latter location, is presently better than 50% complete.

### SCOPE OF PROJECT

The Throughway as presently envisaged would extend from the McKay highway in the east to Spruce Lake in the west, a distance of some  $12\frac{1}{2}$  miles. It would provide a direct through route for traffic travelling on highway 1 or alternatively destined northerly to Fredericton via highway 7, and simultaneously accommodate urban traffic by means of a series of interchanges strategically placed throughout its length.

The proposed route, illustrated on Figure I, will proceed westerly from the McKay highway over undeveloped lands to the north of Marsh Creek entering the urbanized area in the vicinity of Gilbert Street. It will then parallel the Canadian National Railway Company tracks through the city to Mill Street, where it will connect with the eastern approaches to the Harbour Bridge.

Proceeding westerly from the Toll Plaza area at Market Street, the Throughway will occupy the area north of Prince Street passing under Lancaster Avenue enroute to Fairville Boulevard south of the K Mart. From this point, it will continue south-westerly to its interchange with Manawagonish Road, then proceed roughly parallel to existing highway #1 through open land ultimately intersecting it at the easterly extremity of the existing

four lane section in the vicinity of Spruce Lake.

Interchanges are planned at the following locations:

McKay Highway

Ashburn Road

Bayside Drive (Roundhouse)

Wall Street

Mill Street

Market Place

Fairville Boulevard

Manawagonish Road

Lorneville Sideroad

In addition to the foregoing areas, grade separations are planned for:

Rothesay - C.N.R.

Marsh Creek

Gilbert Street

Riverview Drive

Lancaster Avenue

C.P.R. - 2 locations

ESTIMATE OF COST

The following estimates of cost are for budgetary considerations only. They are based on the currently proposed scheme, but design refinements, sub surface investigations and further discussions with the municipality in respect to cost sharing on certain interchange connections will necessitate nominal adjustment. Current prices have been used; no allowance for future price escalation is included.

Section	Location	Construction+Property+Engineering	Cost
A	McKay Highway to Wall Street	<i>no right of way</i>	\$ 14,400,000
B	Wall Street to Mill Street		6,250,000
<del>C</del>	<del>Mill Street</del>	<del>no right of way</del>	<del>3,925,000*</del>
D	Toll Plaza to Fairville Blvd.		6,700,000 <i>need a year to buy land</i>
E	Fairville Blvd. to Manawagonish Rd.		4,650,000
F	Manawagonish Rd. to Spruce Lake		4,500,000
			<u>\$ 40,425,000</u>

\* Includes settlement with railway.  
Property part of Urban Renewal programme.

Max all right of way 3.0 max  
 If all right of way purchased etc year  
 3.0 max

6.0 max if start from  
 2.0 min



SAINT JOHN THROUGHWAY

ESTIMATED ANNUAL EXPENDITURES

1969	4,795,000
1970	6,580,000
1971	9,120,000
1972	10,610,000
1973	6,820,000
1974	<u>2,500,000</u>
	\$40,425,000

The above estimate includes construction, property and engineering costs.

Expenditures made prior to December 31, 1969 are shown as a 1969 expenditure regardless of year actually made.

TABLE I

### CONSTRUCTION STAGING

The following programme is based on providing the entire facility in the least possible time in order to realize maximum benefit from expenditures made. Due regard has been made for lead time on engineering and property acquisition. Figure 2 illustrates this programme graphically.

1. Section "C" - Mill Street Viaduct

This contract involves the construction of the Mill Street Viaduct and ramp connections to the Throughway. It provides a direct connection between the Harbour Bridge and the western half of the Central Business District. It is currently under construction and will be completed by the end of 1969.

2. Section "D" - Toll Plaza at the western extremity of the Harbour Bridge to the interchange with Fairville Blvd.

This segment of the Throughway permits the citizens of Saint John to realize a significant additional benefit from the existing Harbour Bridge by providing a direct connection to the industrial and residential areas of Lancaster. Circuitous routing is presently required. The detailed engineering for this work is complete and the property acquisition partially complete.

This part of the project lends itself to various small contracts which would permit an immediate start on construction in areas where property takings permit. Construction is scheduled for completion at the end of 1971.

3. Section "B" - Wall Street to Mill Street

This segment of the Throughway ties the commercial and industrial segment of the Central Business District to the Harbour Bridge and its western connection constructed in 2. above. It also provides a direct link to the large residential area located to the north of the peninsula. The detailed engineering design for this work is well advanced at this time.

The nature of the construction involved in this area does not readily lend itself to more than one contract. Considerable railway and utility relocations, grading and construction of a major structure carrying Wall Street over the Throughway must be integrated to achieve the most economical results. It is expected that some work could be underway prior to the full acquisition of all the properties involved.

To provide even more meaningful benefit to the community as a whole, the work entailed in this section should be extended to include the connection to Bayside Drive discussed under 5. below.

Construction to and including the Wall Street interchange is scheduled to be completed by September 1972.

4. Section "E" - Fairville Boulevard to  
Manawagonish Road

This part of the facility further taps the more outlying commercial, industrial development as well as significant residential, suburban subdivisions. On completion, it will provide the first direct connection to the rural highway system, thus permitting a considerable part of the inbound traffic to enjoy uninterrupted flow directly into the C.B.D. Similarly, outbound vehicles will be able to leave the city without adding to the overcrowding of the existing streets.

The work involved in this section could be handled in one or more contracts, depending on the final design details and rate of property procurement. The early stages of the time allotted for

engineering would be required to firm up various details presently under consideration. This section would be open to traffic in the summer of 1973.

5. Section "A" - McKay Highway (Hwy #1)  
to Wall Street

This section of the Throughway provides the important "roundhouse" interchange connection to the eastern half of the peninsula and the industrial area to the east of Courtenay Bay, as well as the connecting link to the rural highway system leading to Moncton, the eastern seaboard and Nova Scotia.

As noted in 3. above, serious consideration is being given to phasing the "roundhouse" interchange construction with the "Mill St. to Wall St." section. The balance of the work can be constructed independently as a series of smaller contracts, depending on details determined during the design stage.

The estimates contained in this brief are based on the ultimate four lane facility. Consideration is presently being given, however, to construction of two lanes only, easterly from the aforementioned

interchange, as the first phase of this work. Paving the additional lanes and providing the interchange at Ashburn Rd. would be carried out at a later date as traffic warranted it. The initial savings are estimated to be about \$1,800,000, based on the full four lane embankment being constructed in the first phase.

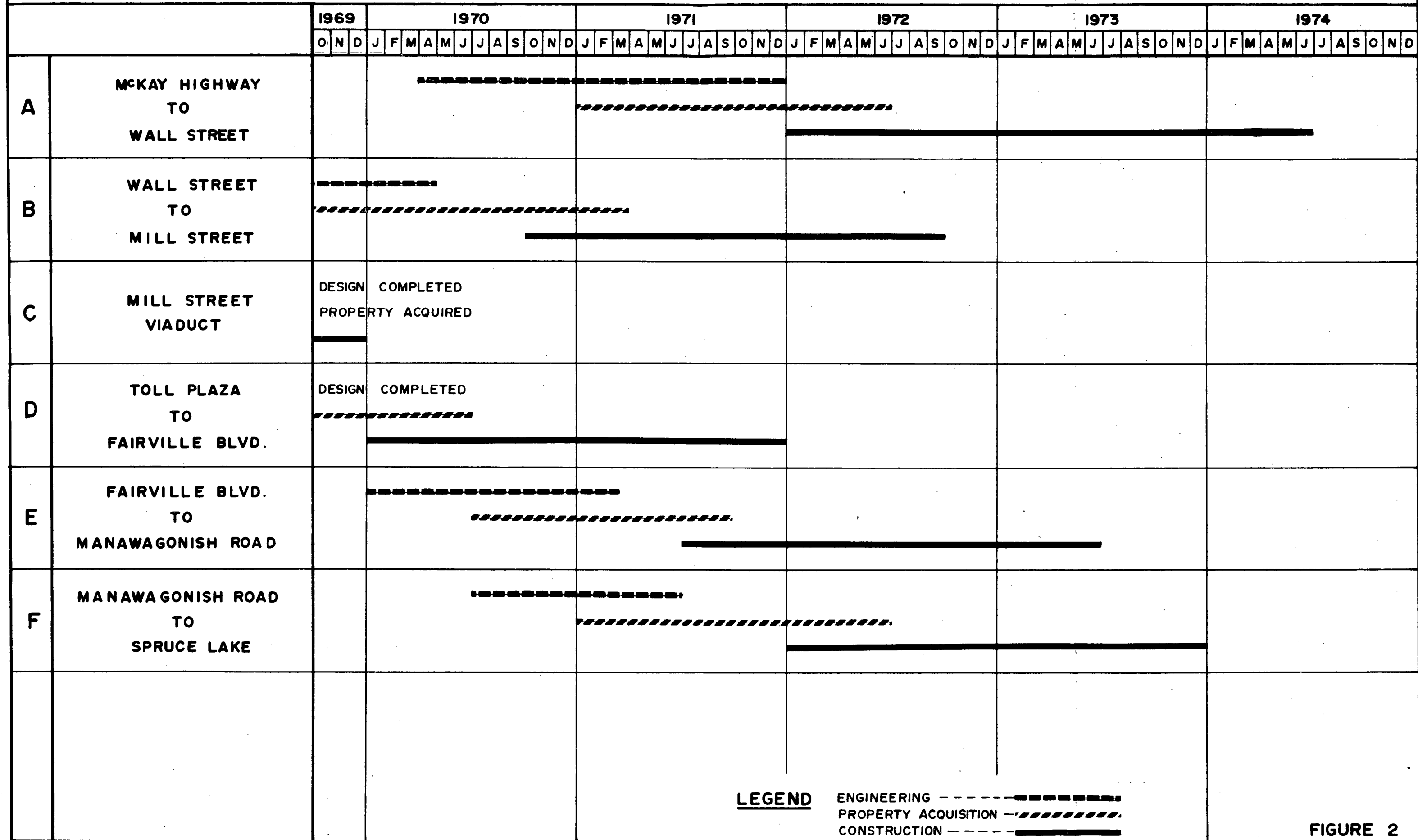
This section would be available for traffic by the summer of 1974.

6. Section "F" - Manawagonish Rd. to Spruce Lake  
This segment of the Throughway provides the connecting link between the existing four lane highway leading to St. Stephen and Maine and the four lane segment noted in 4. above. It permits direct travel into, or through the Greater Saint John area, completing the system as presently envisaged.

The planning on this section is currently underway and indications are that a number of contracts could be called to handle this work. This section could be completed by the end of 1973.



# PROGRAMME FOR COMPLETION OF SAINT JOHN THROUGHWAY



**LEGEND**  
 ENGINEERING -----  
 PROPERTY ACQUISITION - - - - -  
 CONSTRUCTION - - - - -

**FIGURE 2**



