

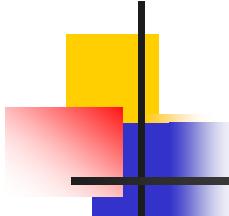
OPEN HOUSE #2

HIGHWAYS 2 and 3 Fort Macleod Bypass Functional Planning Study

WELCOME

4 pm to 8 pm

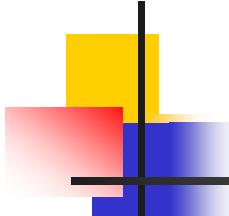
July 3, 2008



Highways 2 & 3, Fort Macleod Bypass – Planning Study

OPEN HOUSE FORMAT

This Open House is an informal venue where area residents and businesses are provided with the opportunity to view the project information and discuss their interests and concerns with project staff.



Highways 2 & 3, Fort Macleod Bypass – Planning Study

OPEN HOUSE PURPOSE

To Make the Community Aware of the:

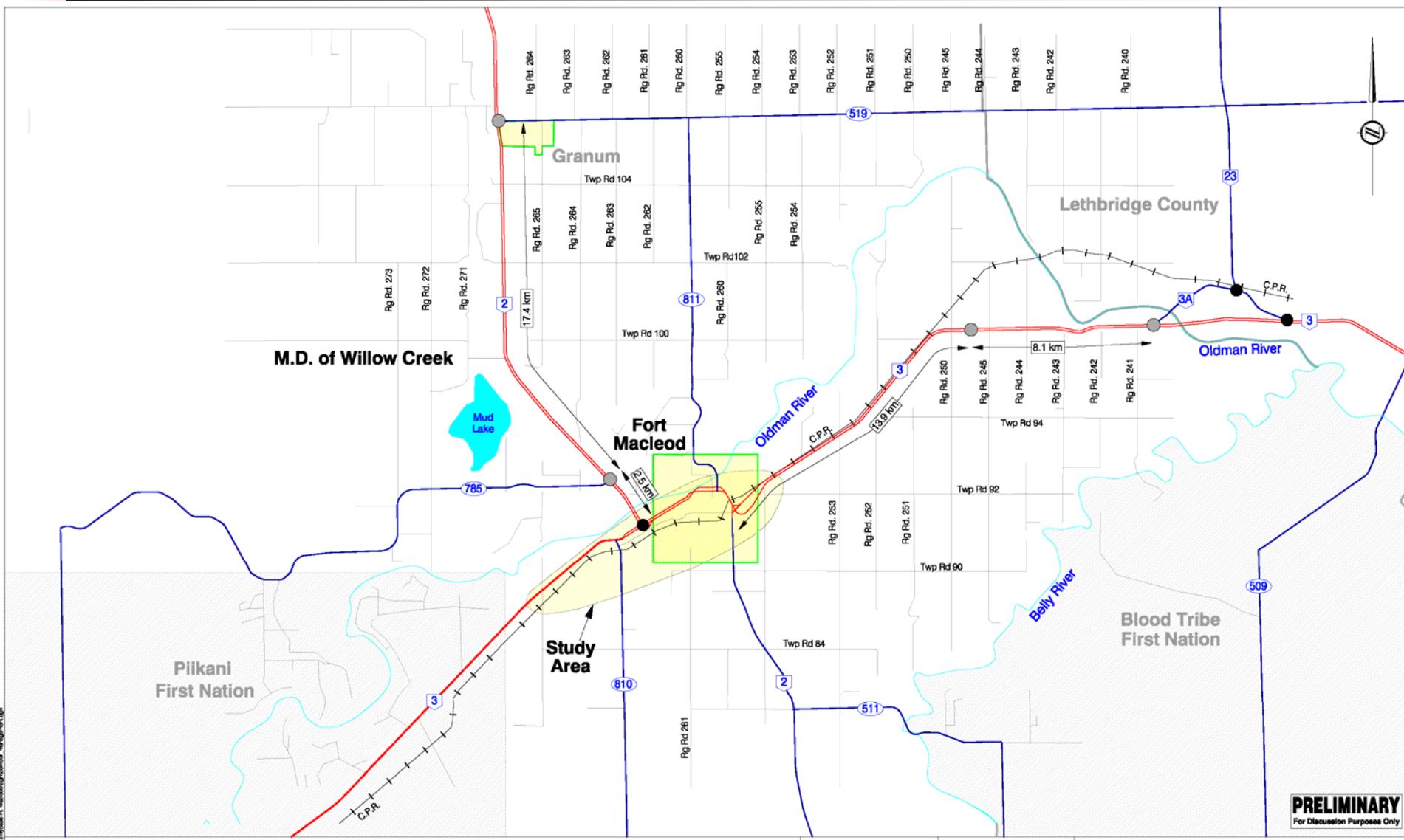
- Study Process and Project Requirements
- Technical Issues and Potential Impacts

To Invite Public Input Regarding:

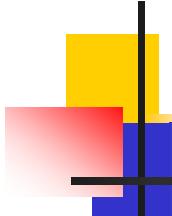
- Development of a New Highway Corridor
- Preliminary Alignment Alternatives and Interchange Configurations

Highways 2 & 3, Fort Macleod Bypass – Planning Study

STUDY AREA



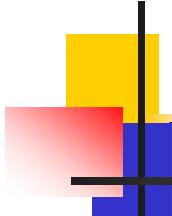
Highways 2 & 3, Fort Macleod Bypass – Planning Study



STUDY PURPOSE

TO:

1. Identify the ultimate alignment and extent of a freeway standard Highway 3 bypass of Fort Macleod;
2. Establish a free-flow connection with Highway 2 North; and
3. Maintain access to Fort Macleod.

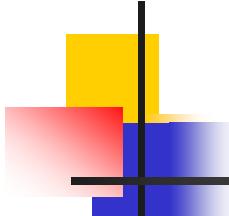


Highways 2 & 3, Fort Macleod Bypass – Planning Study

STUDY PROCESS

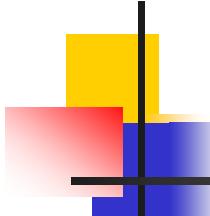
1. Data Collection
2. Open House #1 – Information Gathering
3. Develop Alternative Highway Alignments
4. **Open House #2 – Present Alternatives,
including a Preferred Plan**
5. Modify and Confirm a Preferred Plan
6. Open House #3 – Present a Recommended Plan
7. Complete Report
8. Presentation to the Town and M.D. Councils
9. Plan Approval by the Province

Highways 2 & 3, Fort Macleod Bypass – Planning Study



TIMELINE

1. Open House #1 – March 20, 2008
2. **Open House #2 – July 3, 2008**
3. Open House #3 – September 2008
4. Study Completion – October 2008



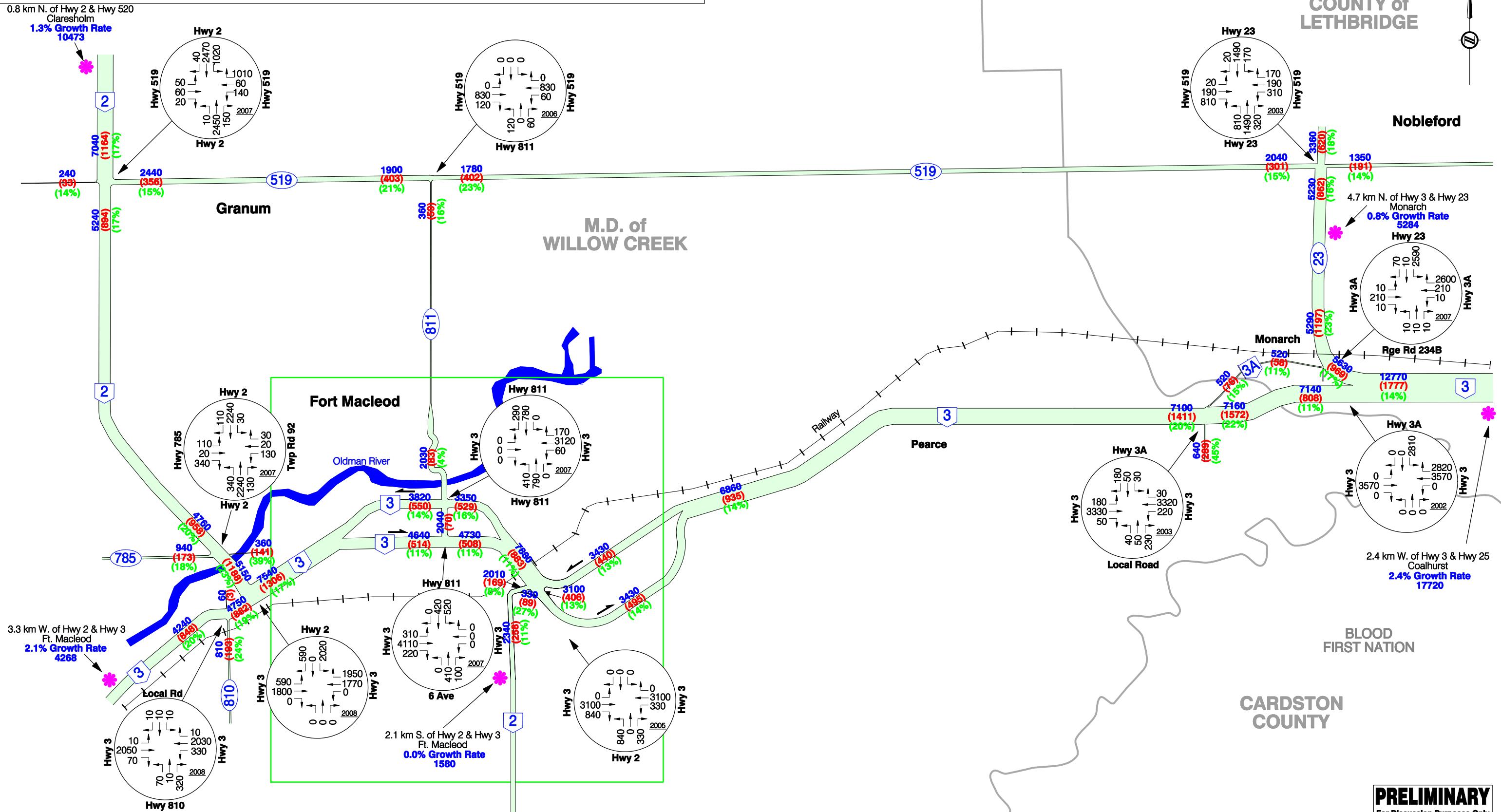
Highways 2 & 3, Fort Macleod Bypass – Planning Study

OPEN HOUSE #1 – March 20, 2008

Summary of Concerns from Open House #1

Concern or Interest	Response
1 Timing of highway improvements? Interest in seeing construction soon.	8
2 Right-of-way requirements and property impacts.	4
3 Input regarding route alignment.	4
4 Interest in seeing more detailed plans.	3

2007 REGIONAL TRAFFIC FLOW DIAGRAM

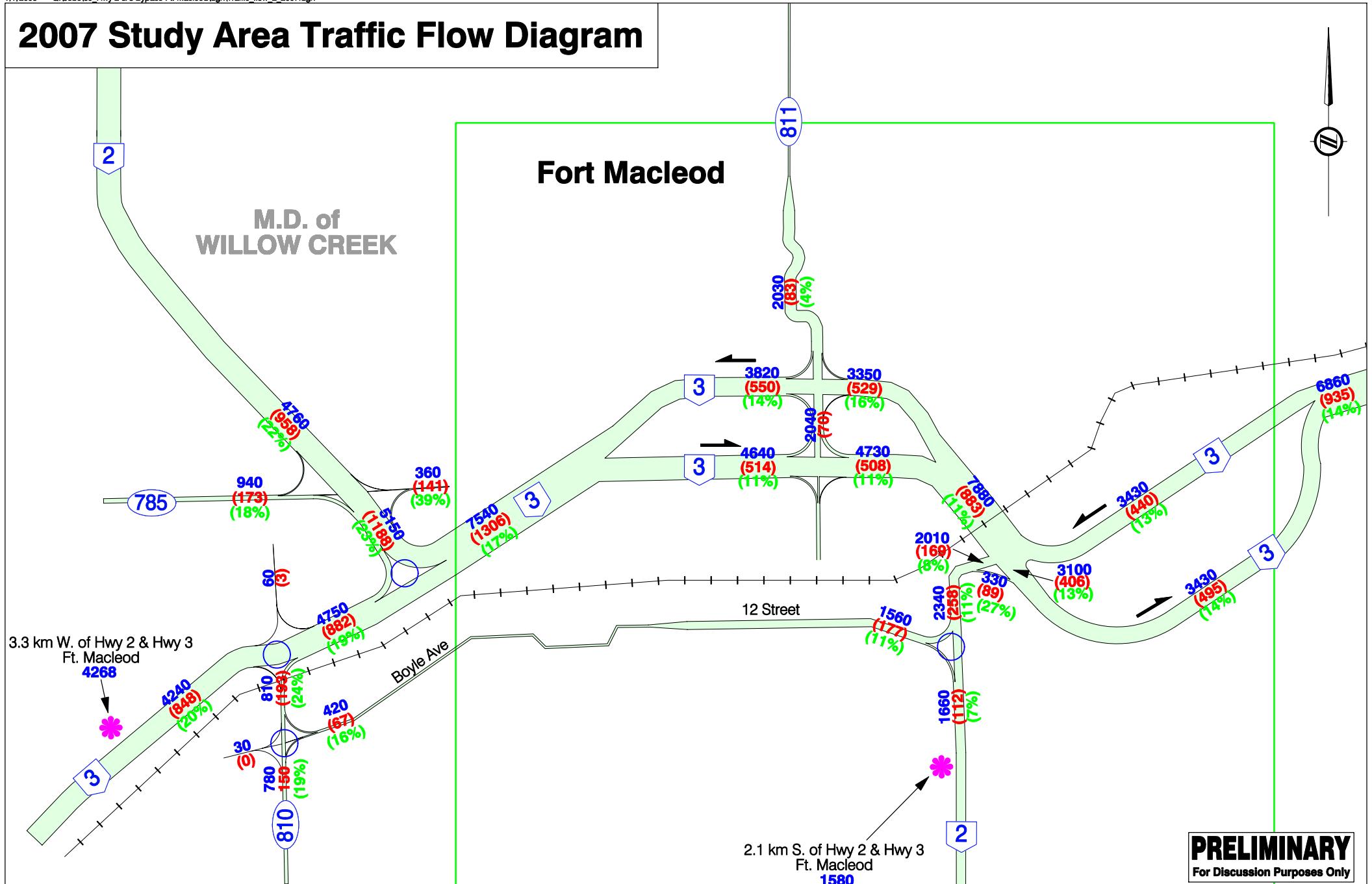


Legend

- 2130 Average Annual Daily Traffic (AADT) Volumes
- (1530) Truck Average Annual Daily Traffic (AADT) Volumes
- (16%) Percentage of Trucks
- * Automatic Traffic Recording Station (ATR)
- 2.1% 10 year Linear Growth Rate

2008 Year last count was conducted

2007 Study Area Traffic Flow Diagram



Legend

- 2130 Average Annual Daily Traffic (AADT) Volumes
- (1530) Truck Average Annual Daily Traffic (AADT) Volumes
- (16%) Percentage of Trucks
- * Automatic Traffic Recording Station (ATR)
- 2008 Traffic Counts


McElhanney
Consulting Services Ltd.


Alberta

Exhibit 5.2
2007 Study Area Traffic Flow Diagram
Highway 2 & 3, Fort Macleod Bypass
Functional Planning Study

Drawn by TD

Designed by

Checked by

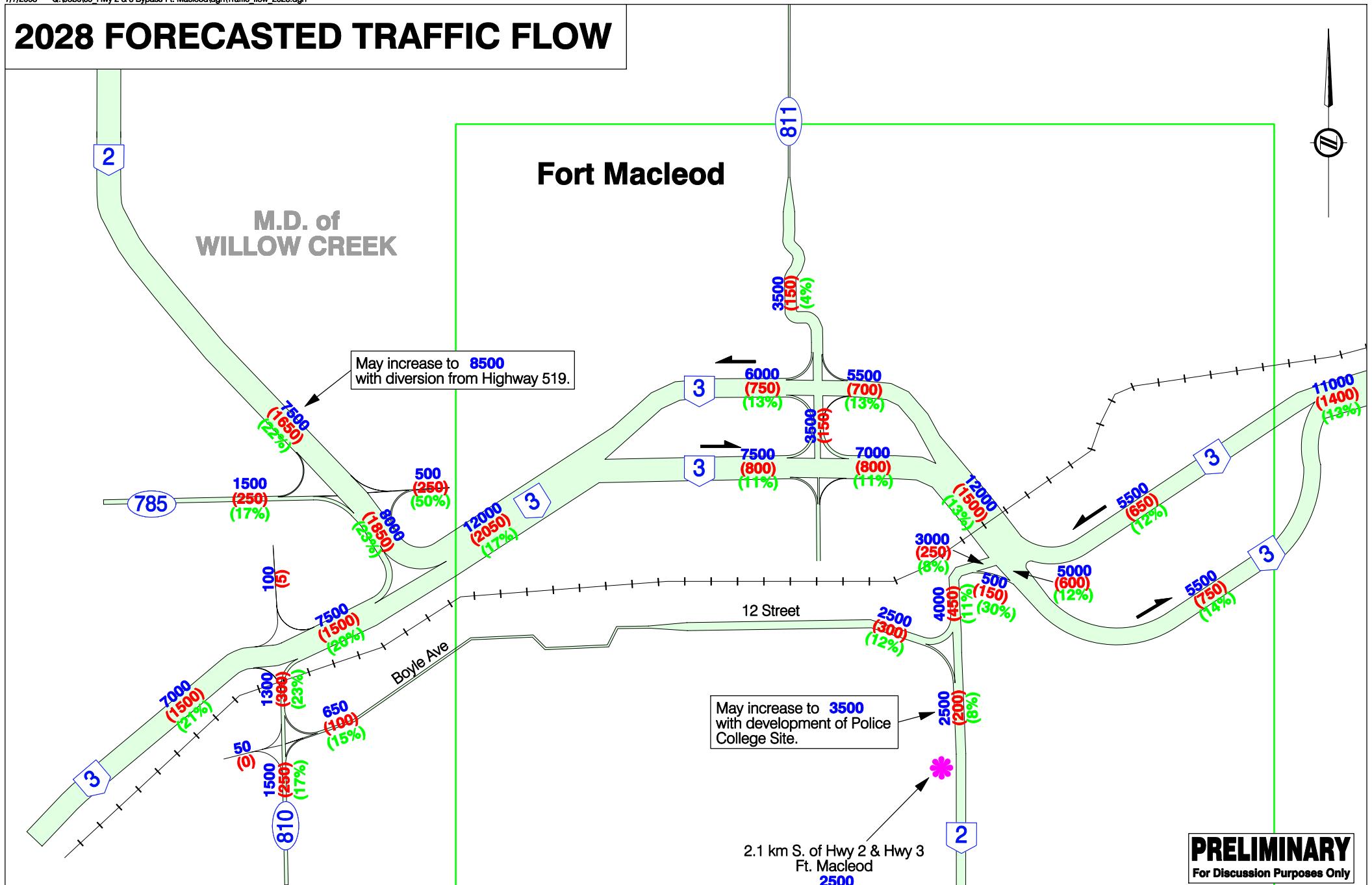
Approved by

JUN 27 2008

NOT TO SCALE

Plan No. P.3333

2028 FORECASTED TRAFFIC FLOW



PRELIMINARY
For Discussion Purposes Only

Legend

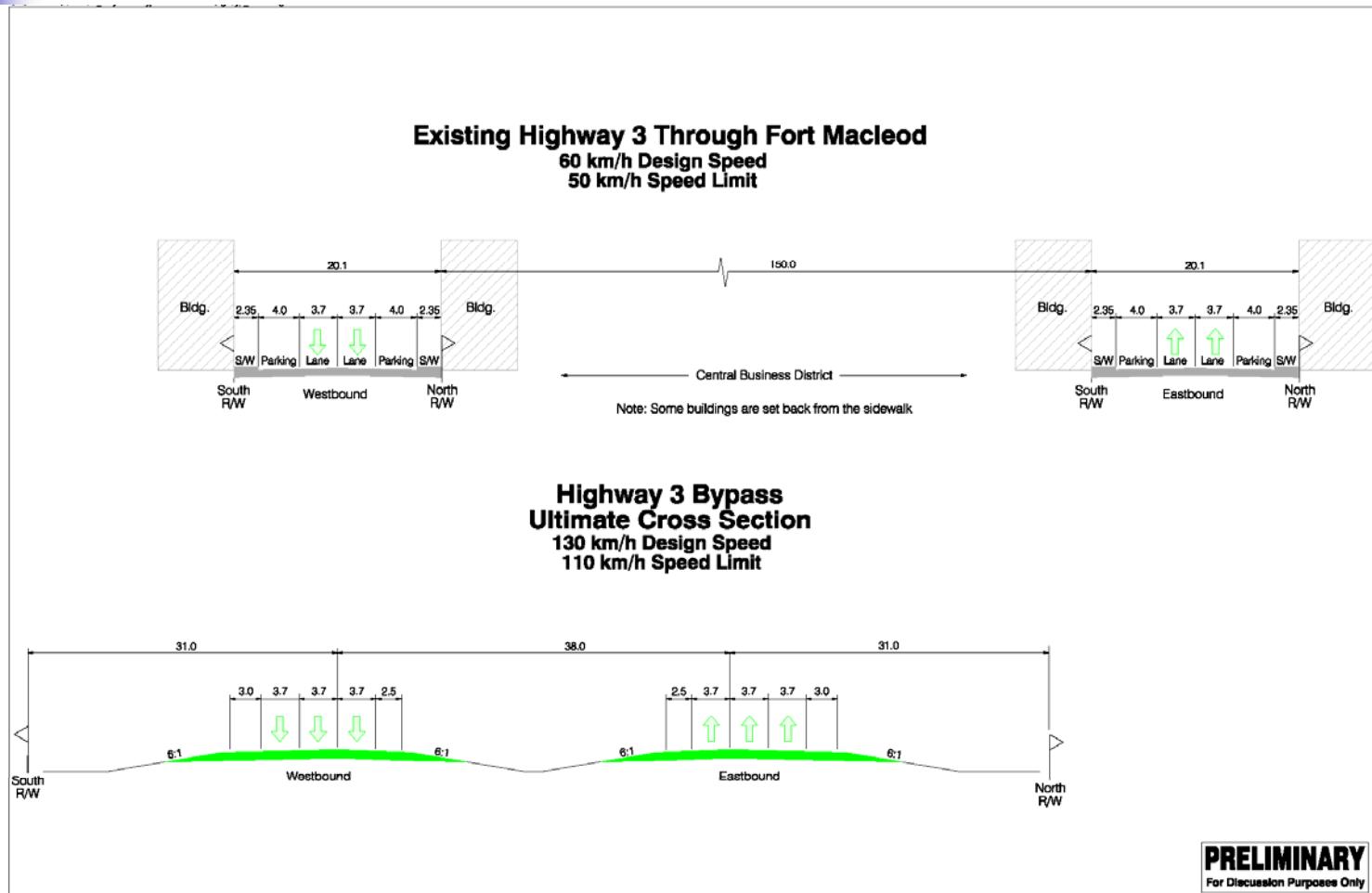
- 2130 Average Annual Daily Traffic (AADT) Volumes
- (1530) Truck Average Annual Daily Traffic (AADT) Volumes
- (16%) Percentage of Trucks
- * Automatic Traffic Recording Station (ATR)



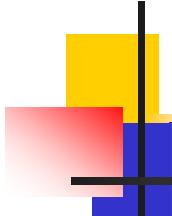
Exhibit 5.3
2028 Forecasted Traffic Flow Diagram
Highway 2 & 3, Fort Macleod
Functional Planning Study

Highways 2 & 3, Fort Macleod Bypass – Planning Study

TYPICAL CROSS-SECTIONS



RFD 616.6 - 130
HGDG Figure C-6.1 (Case 2)



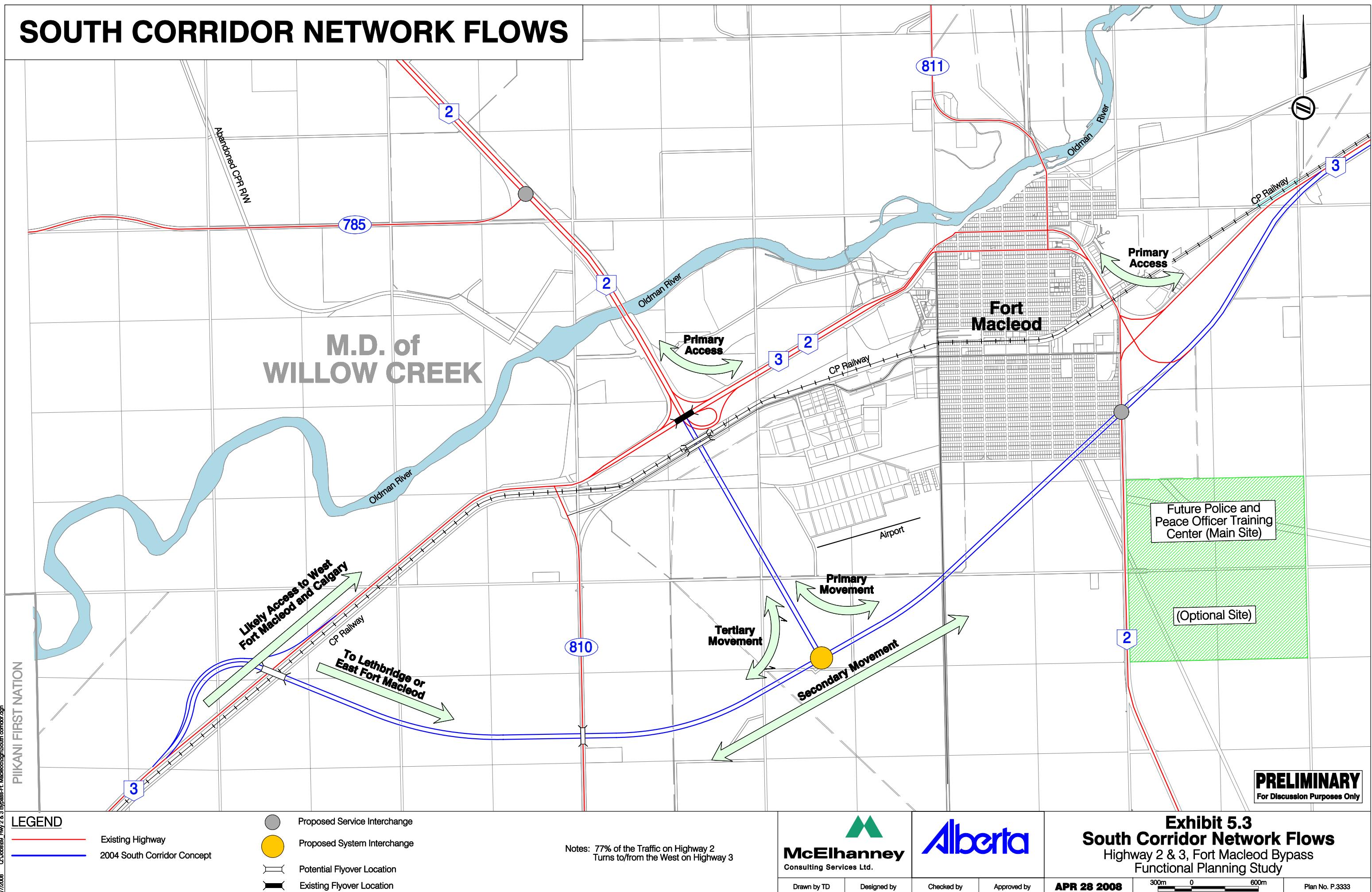
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SOUTH CORRIDOR CONCEPT

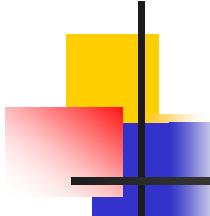
The department is considering a South Corridor alignment because:

- It better allows the existing interchange to be upgraded to a full access interchange.
- It provides more opportunities for the Town to develop north of the bypass route.
- It moves the bypass route further away from existing developed areas.
- The future Highway 2 South interchange is centrally located to access developable lands remaining south of the bypass route.

SOUTH CORRIDOR NETWORK FLOWS



Highways 2 & 3, Fort Macleod Bypass – Planning Study



SOUTH CORRIDOR INTERCHANGES

Interchanges are anticipated at the following locations:

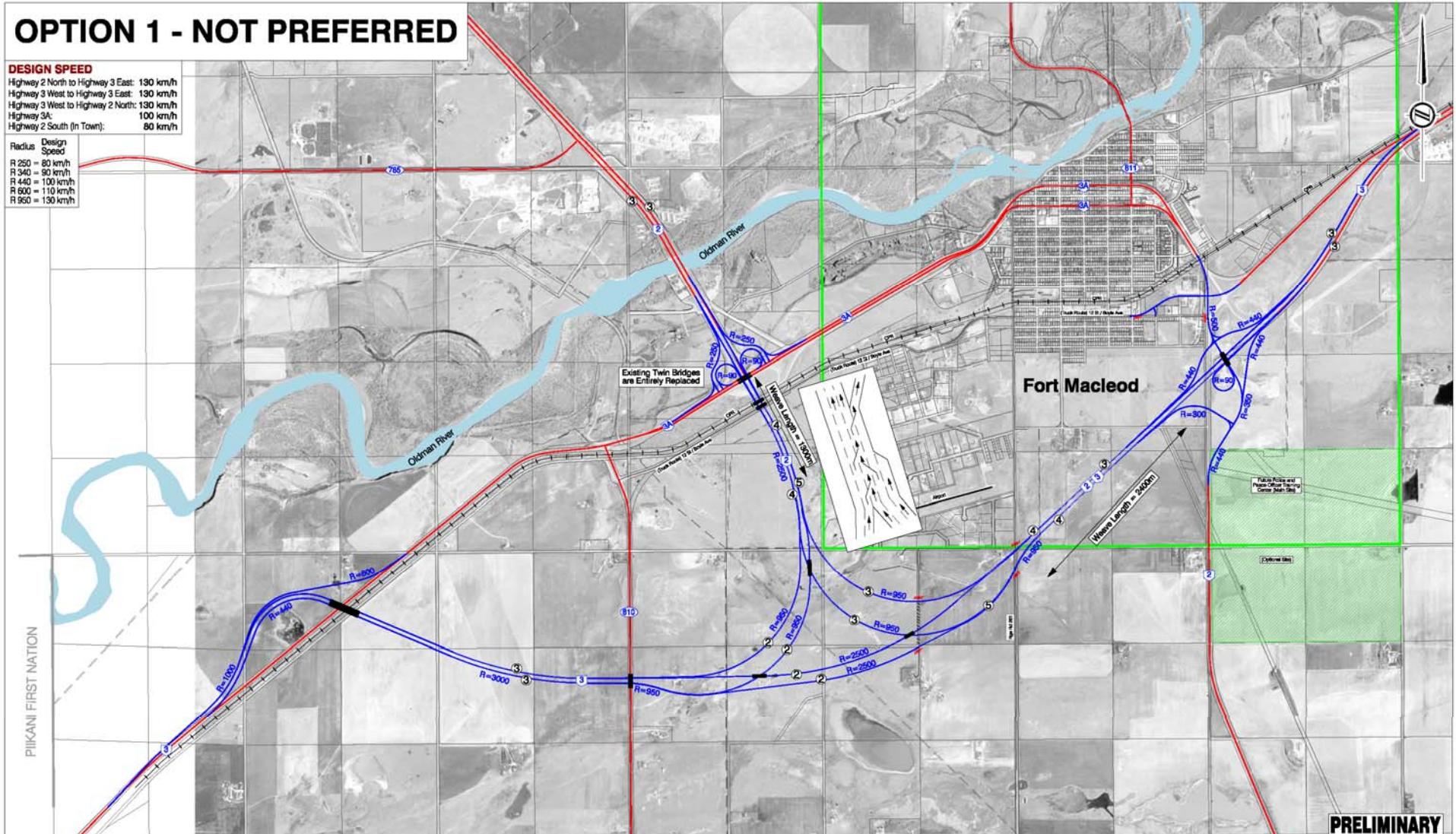
- *Service Interchanges:*
 - Highway 3 Bypass and Hwy 2 South (east end)
 - Existing Highways 2 and 3 (upgrade)
- *System Interchange:*
 - Highway 3 Bypass and Highway 2 Extension
- *Directional Interchange:*
 - Highway 3 Bypass and existing Hwy 3 West

OPTION 1 - NOT PREFERRED

DESIGN SPEED

Highway 2 North to Highway 3 East: 130 km/h
Highway 3 West to Highway 3 East: 130 km/h
Highway 3 West to Highway 2 North: 130 km/h
Highway 3A: 100 km/h
Highway 2 South (In Town): 80 km/h

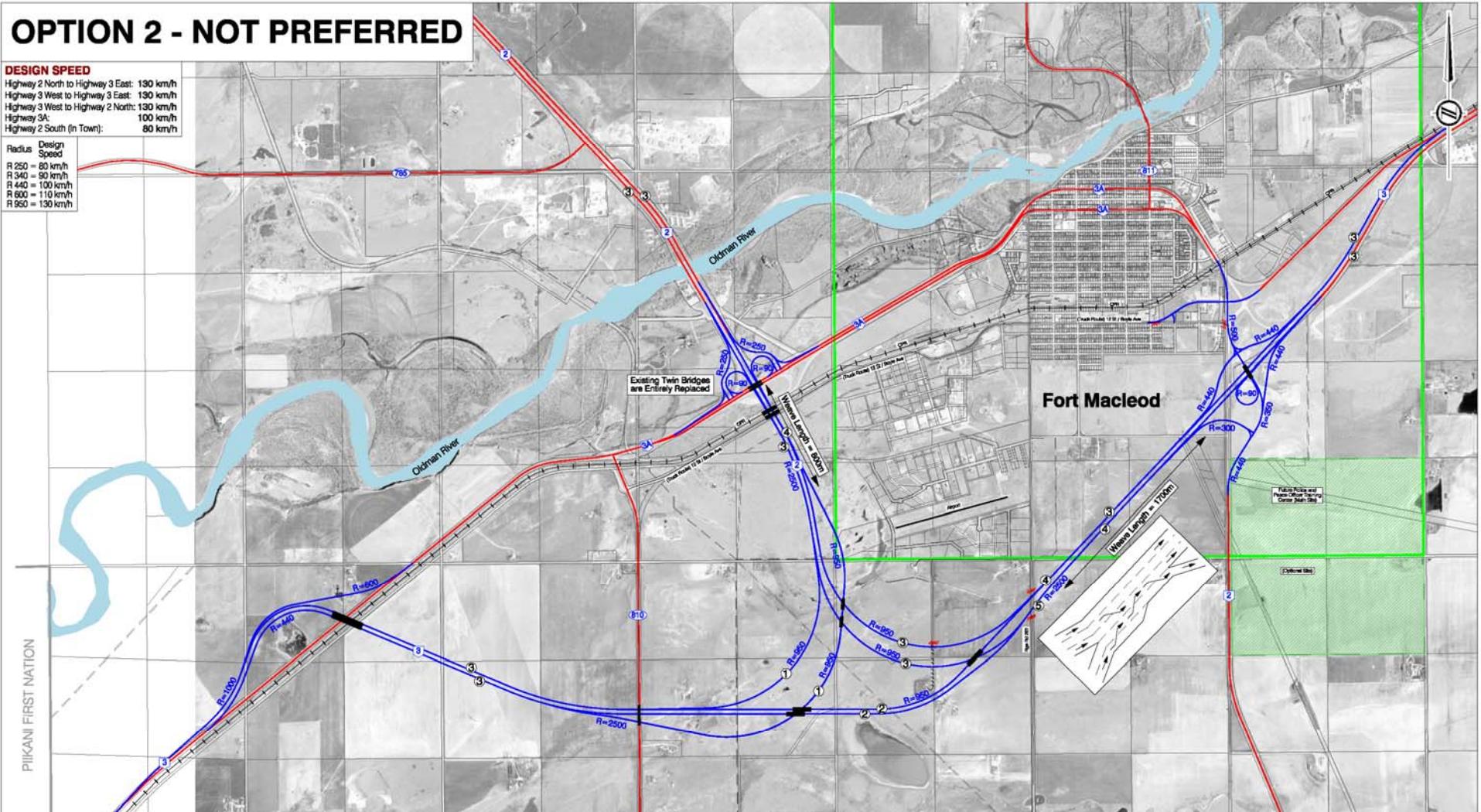
Radius Design Speed
R 250 = 80 km/h
R 340 = 90 km/h
R 440 = 100 km/h
R 500 = 110 km/h
R 950 = 130 km/h



- 1) 2nd largest interchange footprint.
- 2) Removes existing Highway 2/3 interchange.
- 3) 10 new structures.
- 4) Poor North-South Trade Corridor continuity

OPTION 2 - NOT PREFERRED

DESIGN SPEED	
Highway 2 North to Highway 3 East:	130 km/h
Highway 3 West to Highway 3 East:	130 km/h
Highway 3 West to Highway 2 North:	130 km/h
Highway 3A:	100 km/h
Highway 2 South (In Town):	80 km/h
Radius Design Speed	
R 250 = 60 km/h	
R 340 = 80 km/h	
R 440 = 100 km/h	
R 600 = 110 km/h	
R 950 = 130 km/h	



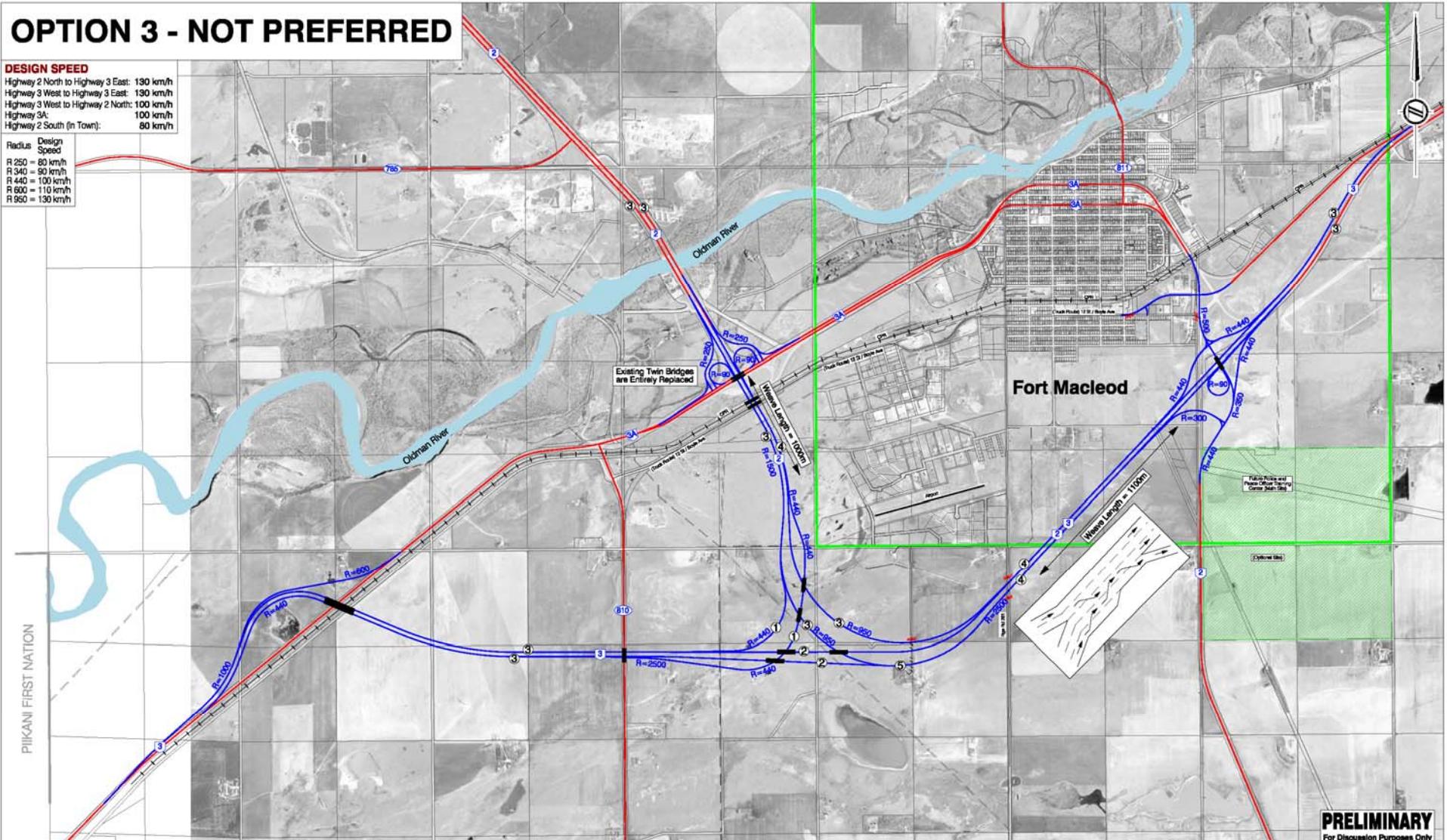
- 1) 1 lane ramps from the north to west and return.
- 2) Largest interchange footprint.
- 3) Removes existing Highway 2/3 interchange.
- 4) 12 new structures.
- 5) Longer bridge for Highway 810 flyover.
- 6) Encroaches on airport approach envelope.
- 7) Poor long-term upgrading potential.

OPTION 3 - NOT PREFERRED

DESIGN SPEED	
Highway 2 North to Highway 3 East:	130 km/h
Highway 3 West to Highway 3 East:	130 km/h
Highway 3 West to Highway 2 North:	100 km/h
Highway 3A:	100 km/h
Highway 2 South (In Town):	80 km/h

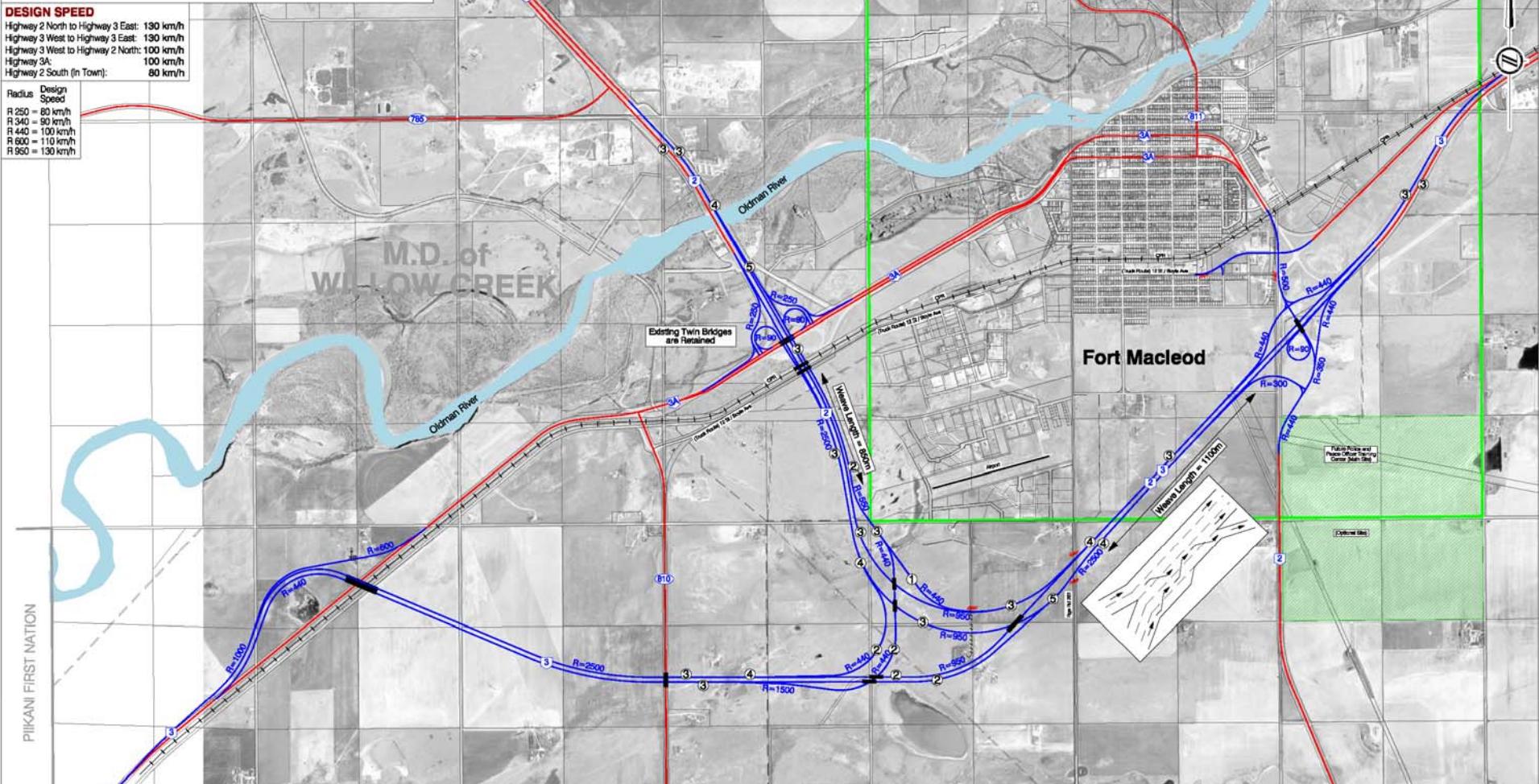
Radius Design Speed

R 250 = 80 km/h
R 340 = 90 km/h
R 440 = 100 km/h
R 600 = 110 km/h
R 950 = 130 km/h

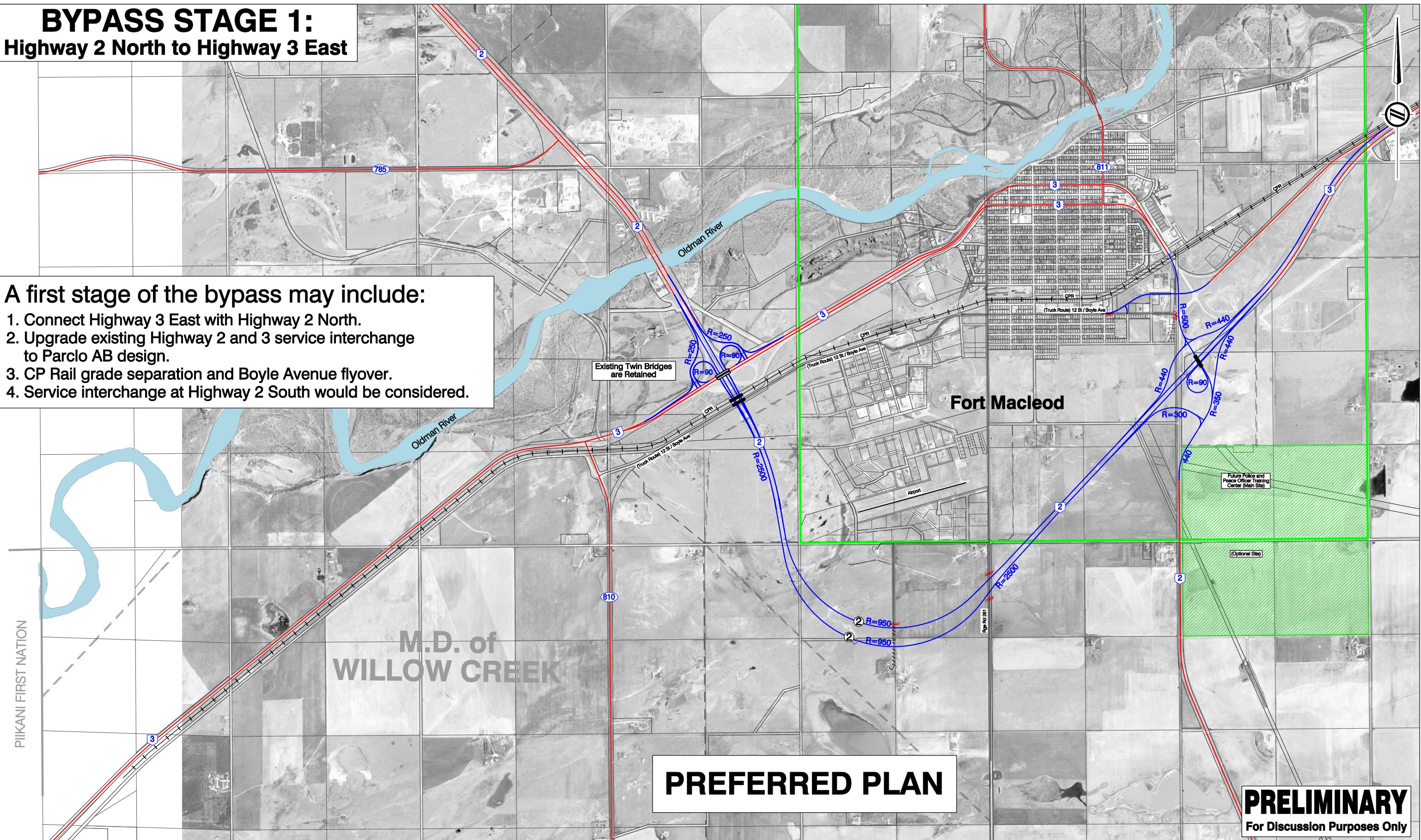


- 1) 1 lane ramps from the north to west and return.
- 2) Smallest interchange footprint.
- 3) Removes existing Highway 2/3 interchange.
- 4) 12 new structures.
- 5) Poor long-term staging.

OPTION 4 - PREFERRED



- 1) 1 lane ramps from the north to west & return (upgradeable).
- 2) 2nd smallest interchange footprint.
- 3) Retains existing Highway 2/3 interchange.
- 4) 9 new structures.
- 5) Touches edge of airport approach envelope.
- 6) Achieves best North-South Trade Corridor alignment.
- 7) Provides good future staging & flexibility.



LEGEND	
Existing Alignment	
Proposed Alignment	
Municipal Boundary	

DESIGN SPEED

Highway 2 North to Highway 3 East: 130 km/h
 Highway 3 West to Highway 3 East: 130 km/h
 Highway 3 West to Highway 2 North: 100 km/h
 Highway 3A: 100 km/h
 Highway 2 South (In Town): 80 km/h

Radius Design Speed

R 250 = 80 km/h
 R 340 = 90 km/h
 R 440 = 100 km/h
 R 600 = 110 km/h
 R 950 = 130 km/h

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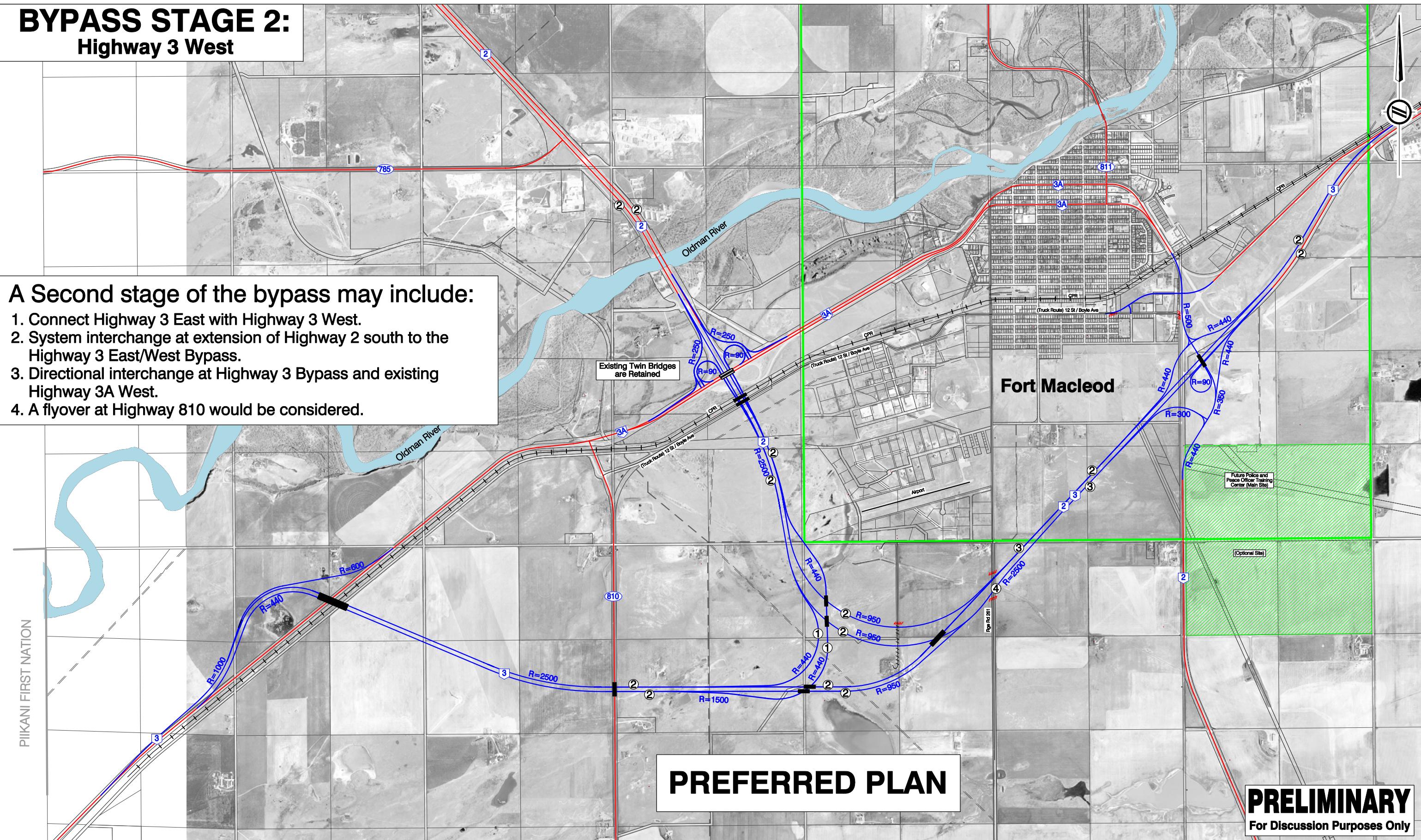
Exhibit 17.2: Stage 1
Fort Macleod Bypass
Highway 2 & 3, Fort Macleod Bypass
Functional Planning Study

JUN 24 2008

300m 0 600m

Plan No. P333

BYPASS STAGE 2: Highway 3 West



LEGEND

- Existing Alignment
- Proposed Alignment
- Municipal Boundary

DESIGN SPEED

Highway 2 North to Highway 3 East: 130 km/h
 Highway 3 West to Highway 3 East: 130 km/h
 Highway 3 West to Highway 2 North: 100 km/h
 Highway 3A: 100 km/h
 Highway 2 South (In Town): 80 km/h

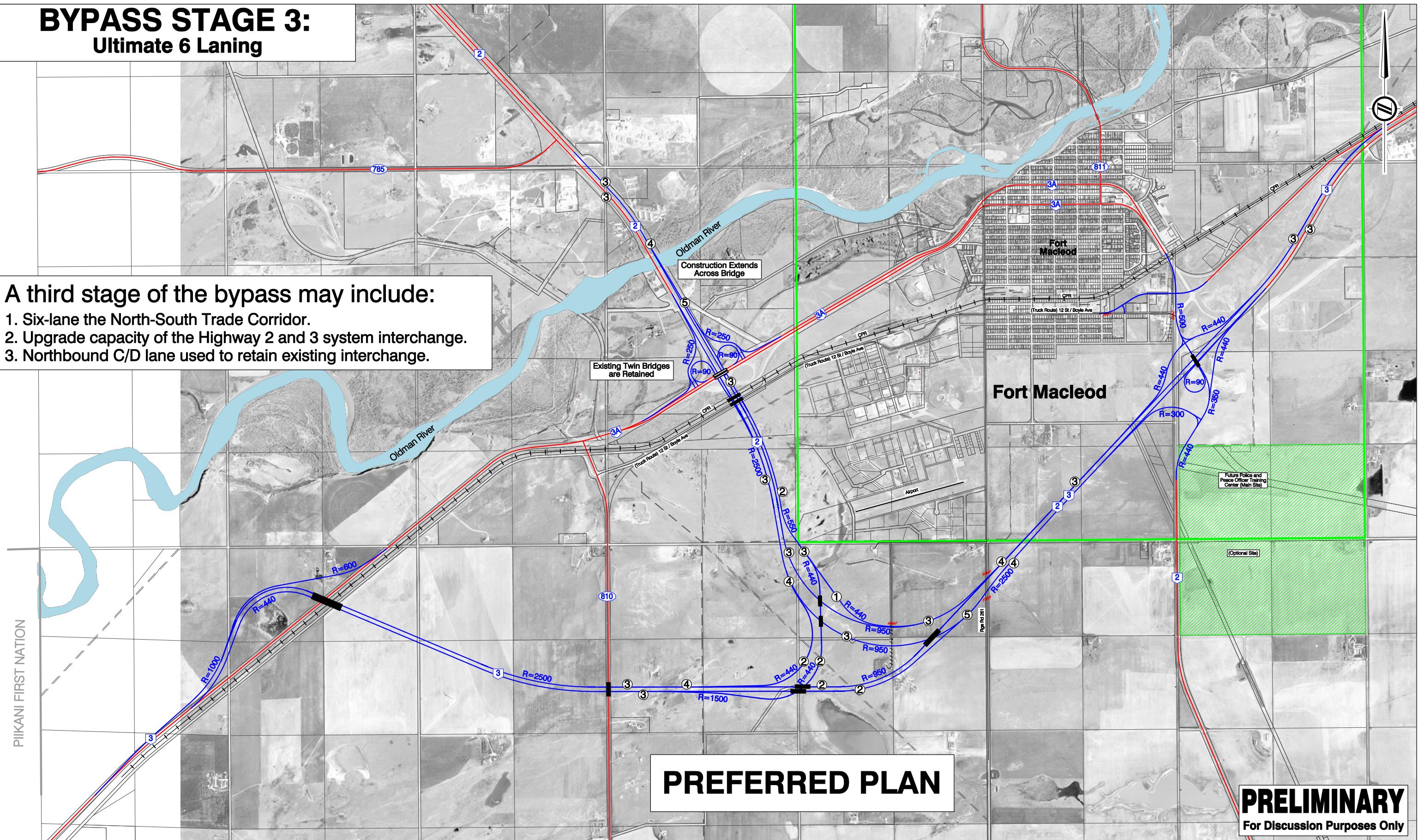
Radius Design Speed
 R 250 = 80 km/h
 R 340 = 90 km/h
 R 440 = 100 km/h
 R 600 = 110 km/h
 R 950 = 130 km/h

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Consulting Services Ltd.

Alberta

**Exhibit 17.3: Stage 2
Fort Macleod Bypass**
Highway 2 & 3, Fort Macleod Bypass
Functional Planning Study

BYPASS STAGE 3: Ultimate 6 Laning



LEGEND

- Existing Alignment
- Proposed Alignment
- Municipal Boundary

DESIGN SPEED

Highway 2 North to Highway 3 East: 130 km/h
 Highway 3 West to Highway 3 East: 130 km/h
 Highway 3 West to Highway 2 North: 100 km/h
 Highway 3A: 100 km/h
 Highway 2 South (In Town): 80 km/h

Radius Design Speed
 R 250 = 80 km/h
 R 340 = 90 km/h
 R 440 = 100 km/h
 R 600 = 110 km/h
 R 950 = 130 km/h

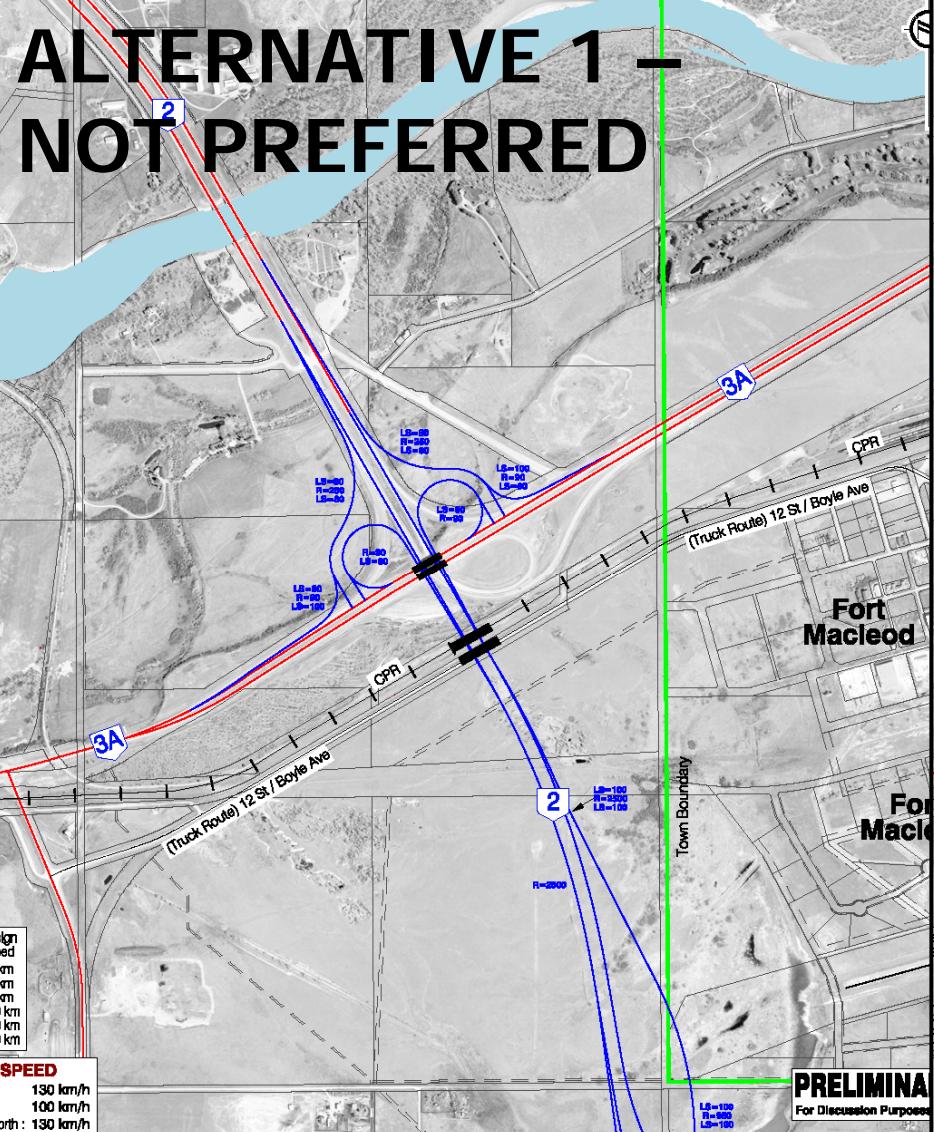
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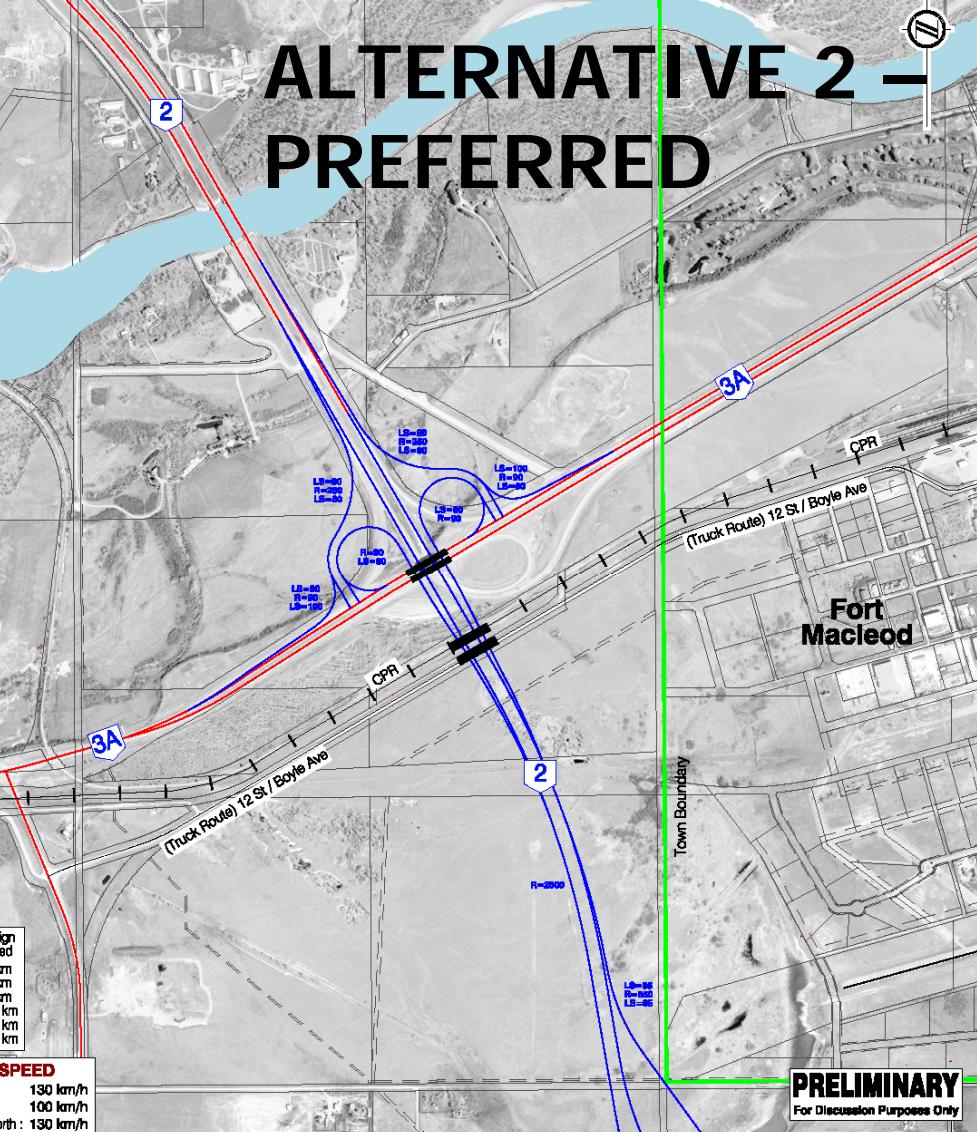
**Exhibit 17.4: Stage 3
Fort Macleod Bypass**
Highway 2 & 3, Fort Macleod Bypass
Functional Planning Study

Existing Highway 2/3 Interchange

**ALTERNATIVE 1 –
NOT PREFERRED**



**ALTERNATIVE 2 –
PREFERRED**

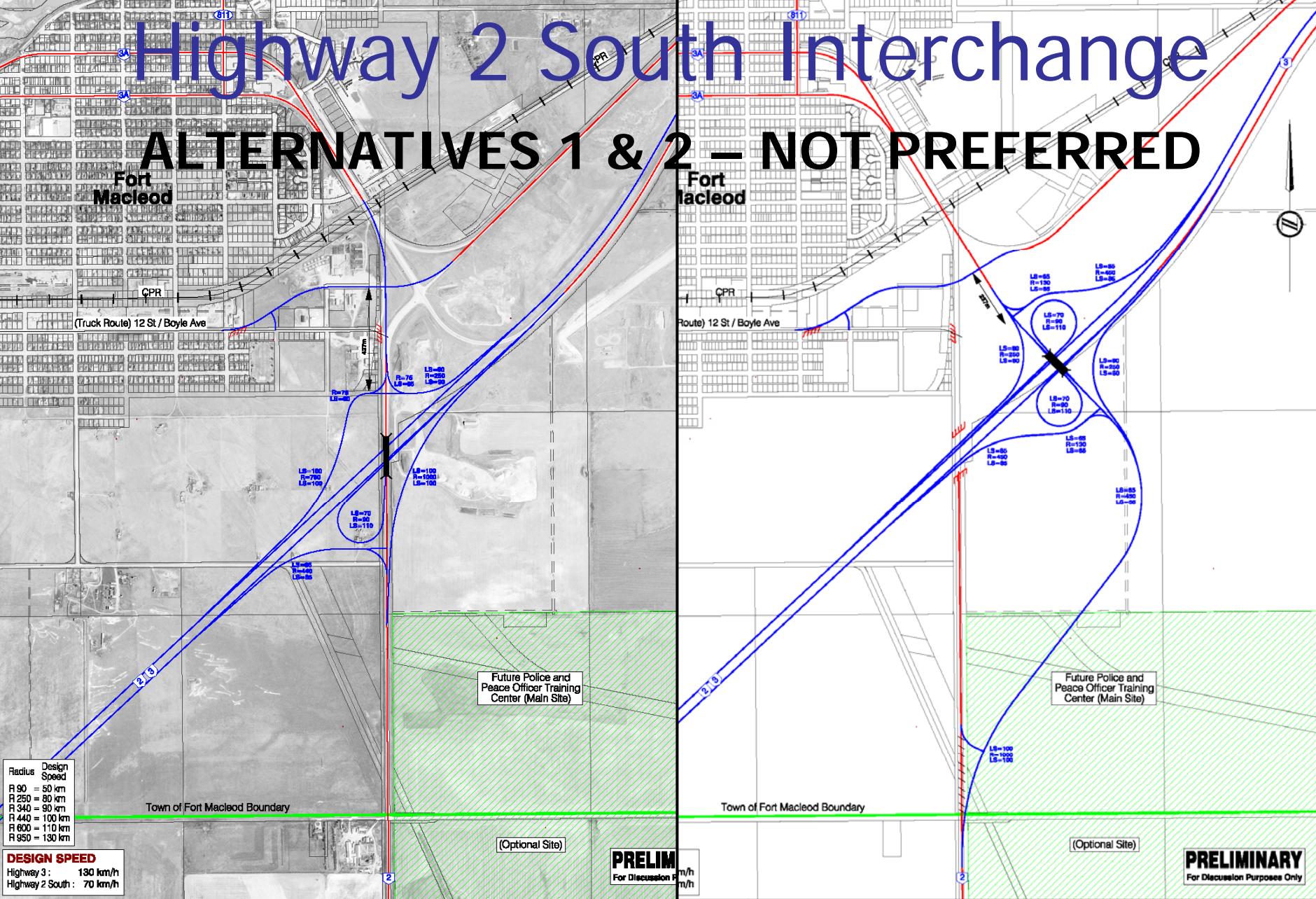


1. Removes/replaces existing structures.
2. No separate deceleration lanes.

1. Retains existing structures.
2. Provides separate deceleration lanes.

Highway 2 South Interchange

ALTERNATIVES 1 & 2 – NOT PREFERRED

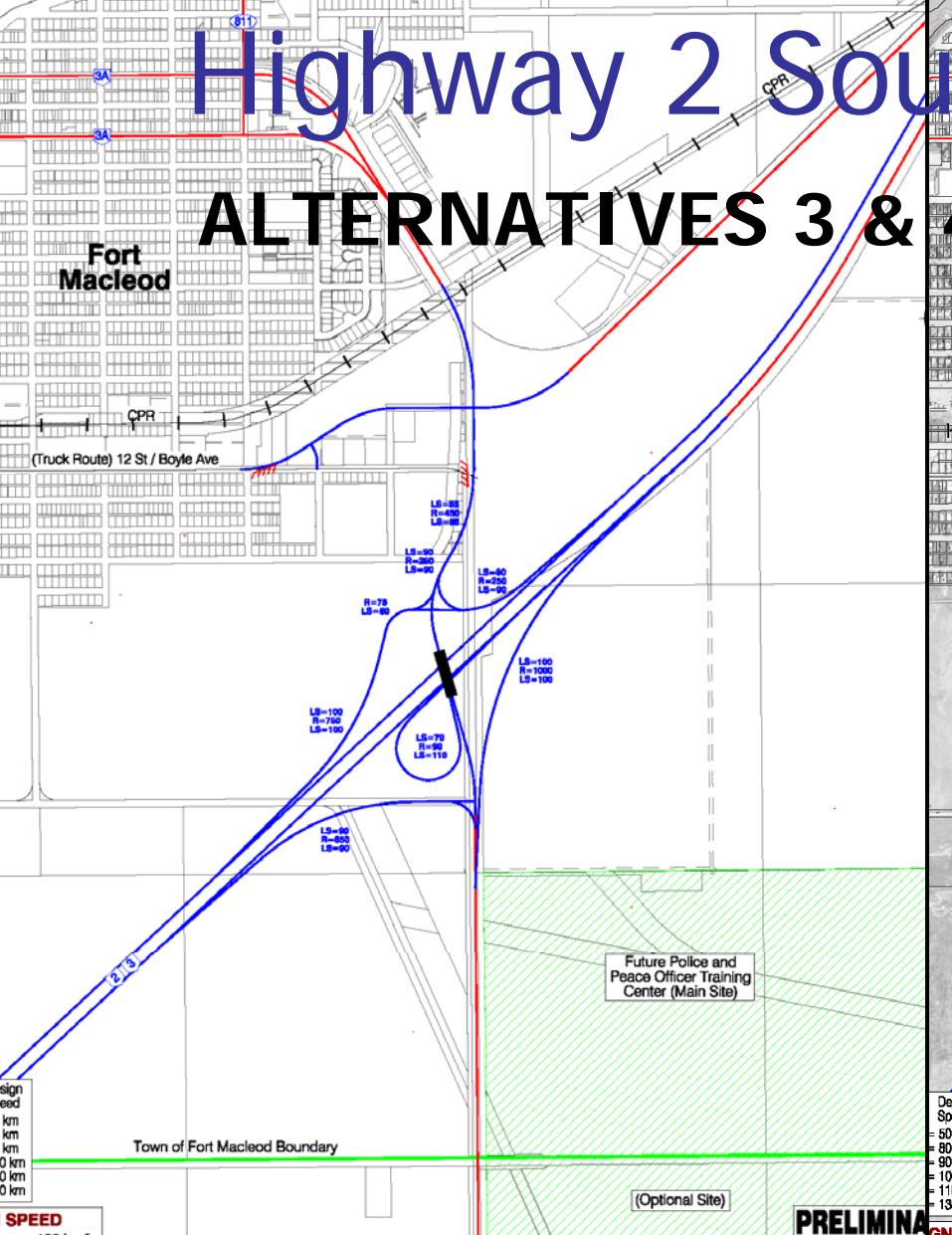


1. Bridge on skew; costly to build & maintain.
2. Poor ramp design on north side.

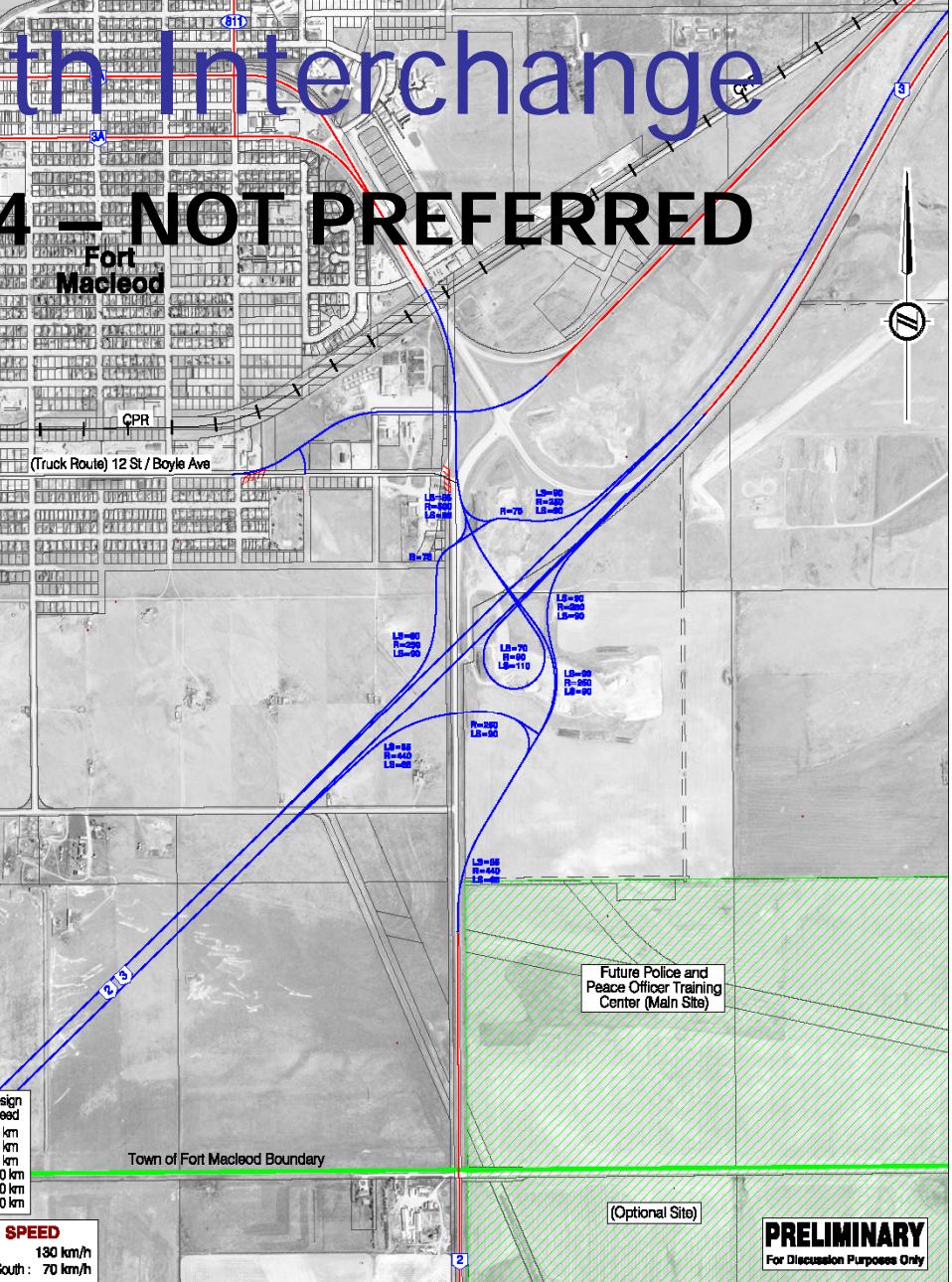
1. Significant impacts to Police College site.
2. Large interchange footprint.

Highway 2 South Interchange

ALTERNATIVES 3 & 4 – NOT PREFERRED

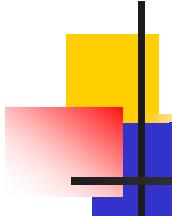


1. Low standard ramp geometry.
2. Bridge still on a significant skew.
3. Close to existing development.



1. Low standard interchange geometry.
2. Poor sight lines.

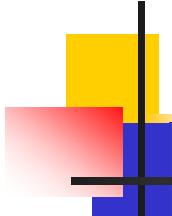
Highways 2 & 3, Fort Macleod Bypass – Planning Study



ENVIRONMENTAL RESOURCES

The study involves reviewing the following environmental issues:

- Soils & Vegetation
- Fish and Wildlife
- Historical Resources
- Stormwater Management
- Geotechnical Conditions



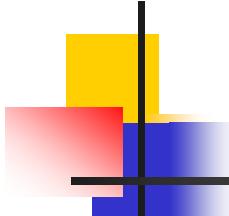
Highways 2 & 3, Fort Macleod Bypass – Planning Study

EVALUATION CRITERIA

The bypass alternatives are being evaluated based on criteria in several areas:

- Environmental Resources
- Public Input
- Freeway Design Standards
- Right-of-Way Requirements
- Staging & Constructability
- Noise Analysis
- Costs

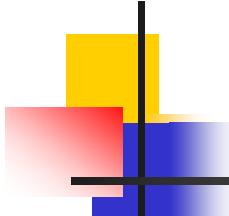
(not in order of importance; more may be identified)



Highways 2 & 3, Fort Macleod Bypass – Planning Study

WHAT HAPPENS NEXT?

- The Preferred Alternative will be modified and developed in detail taking into account the comments received here and from other stakeholders.
- The final plan to be recommended to Alberta Transportation will first be presented at Open House #3.

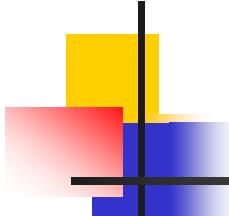


Highways 2 & 3, Fort Macleod Bypass – Planning Study

WE NEED YOUR HELP.

WHAT HAVE WE MISSED?

- Please help us by taking the time to fill out the questionnaire provided and drop in the box near the entrance.
- The questionnaire can also be returned by mail to the address on the back.



OPEN HOUSE #2

HIGHWAYS 2 and 3 Fort Macleod Bypass Functional Planning Study

THANK YOU FOR ATTENDING