

Title: Highway 2A26 Design Speed Reduction

Memorandum (or Approval) Date: June 9th, 2014
 Design Exception Request Date: January 27th, 2014
 Region: AT North Central
 Approval Status: Approved

Project Location					
Highway	Control Section	At km	From km	To km	Existing AADT
2A	26		27.3	29.8	11,040

Project Type (Mark all that apply with an X)					
Functional Planning:	<input checked="" type="checkbox"/>	New Construction:	<input checked="" type="checkbox"/>	Reconstruction:	Paving/Surfacing:
Bridge:		Operations:		Geotechnical:	Environmental:
Shoulder Widening:		Other:			

Summary
<p>In 2009, Alberta Transportation completed the Highway 2/2A Interchange Functional Planning Study which proposed to realign Highway 2A approximately 2.4km South of its current location. As part of the study, Highway 2A was given a design classification of RED-412.4-110, which is compatible with the design classification adopted for the adjacent Highway 2A Leduc to Highway 616 (Millet) Functional Planning Study. The design exception request is the reduction of design speed from 110 km/h to 90 km/h in the vicinity of the signalized intersection previously identified at the two interchange terminals, 50 street (existing Highway 2A) and the south access to South Fork.</p>

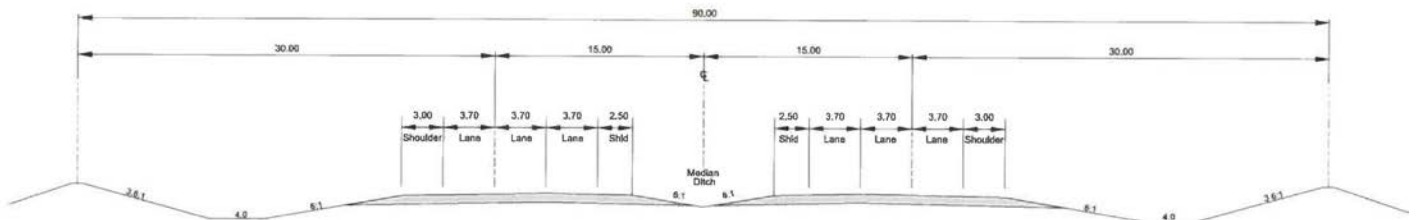
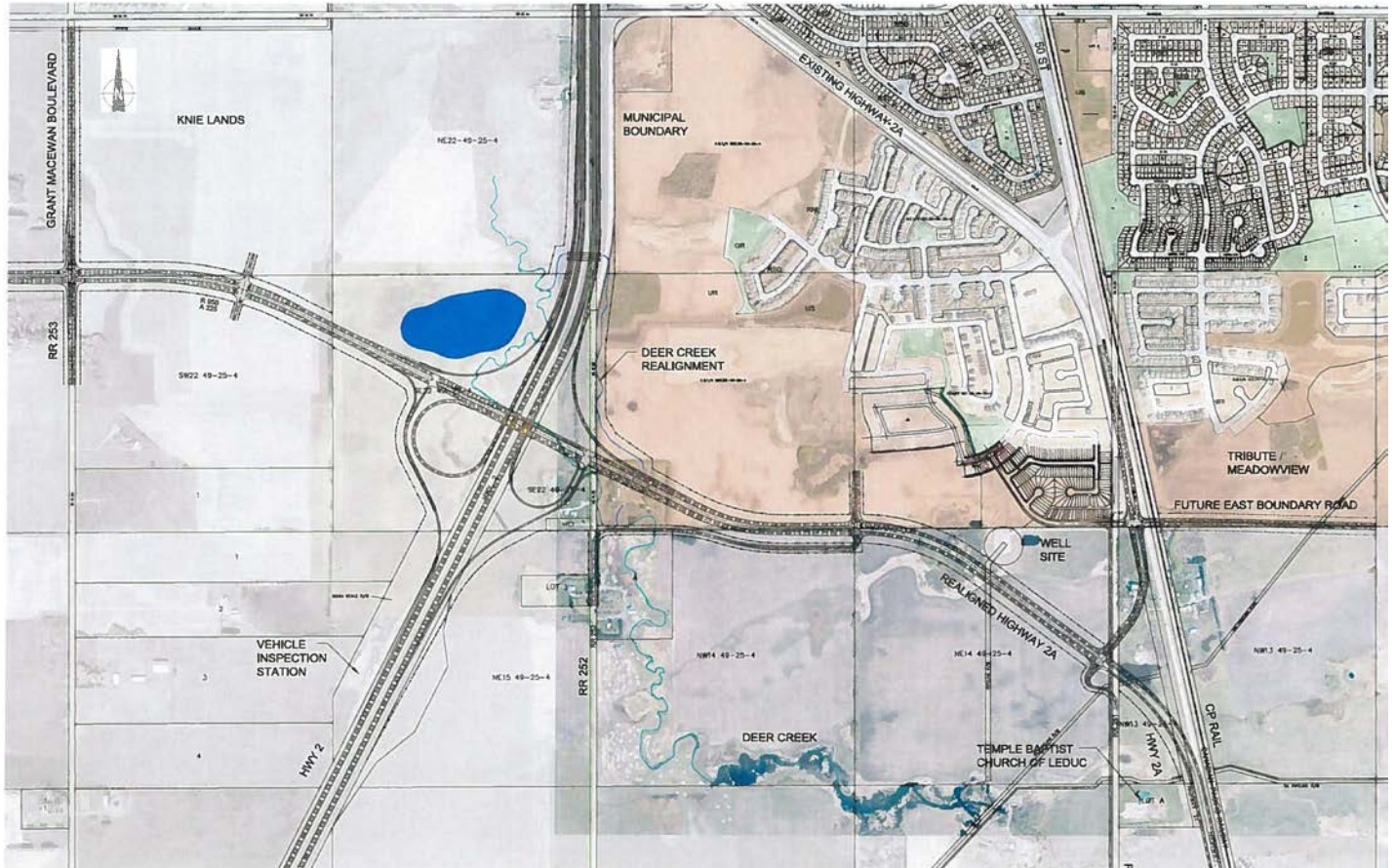
Rationale for Approval/Rejection
<ul style="list-style-type: none"> The section of roadway being considered will have four signalized intersections in close proximity operating at a posted speed of 70-80 km/h and residential development on either side. It is not appropriate to have a design speed 30-40 km/h over the posted speed, which will create unrealistic expectations from the drivers. Instead of a high-speed rural highway, the reduced design speed will make the drivers expecting a more urban environment with frequent intersections and pedestrians.

Additional Information
<p>After the 2009 study was published, the City of Leduc has concerns with the future realignment's impacts will have on the South Fork Development. The City has undertaken an alignment alternative that respected the previously proposed interchange location and the active well site within Leduc County, limited intrusions into the South Fork Development, and provided connections to the City's boundary roads, while maintaining the functional requirements outlined by Alberta Transportation.</p>

Key words

Reduced speed, urban, design speed, posted speed

Diagrams



Rural