

# HIGHWAY 3 TWINNING PLANNING STUDY

## Town of Taber to West of Burdett

# WELCOME

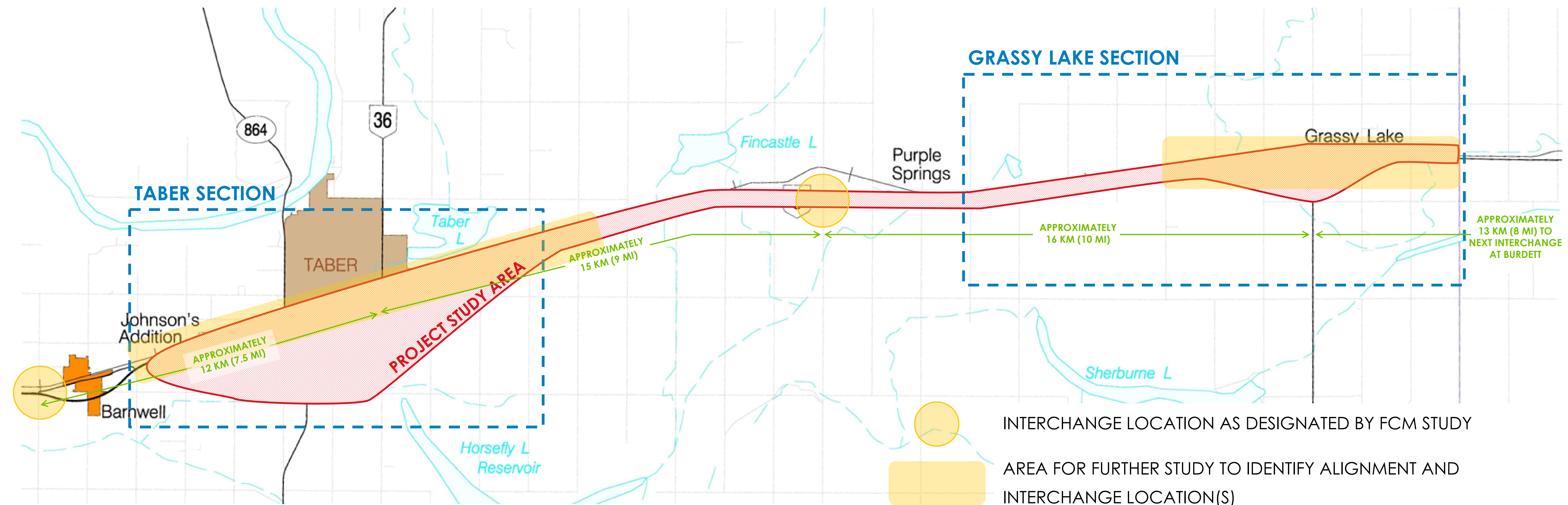
### Open House Purpose:

- Share what we learned from the first open house
- Present the feasible options developed & gather your feedback
- Present the proposed evaluation criteria & gather your feedback

Please review the display boards and discuss the project with our staff

# BACKGROUND

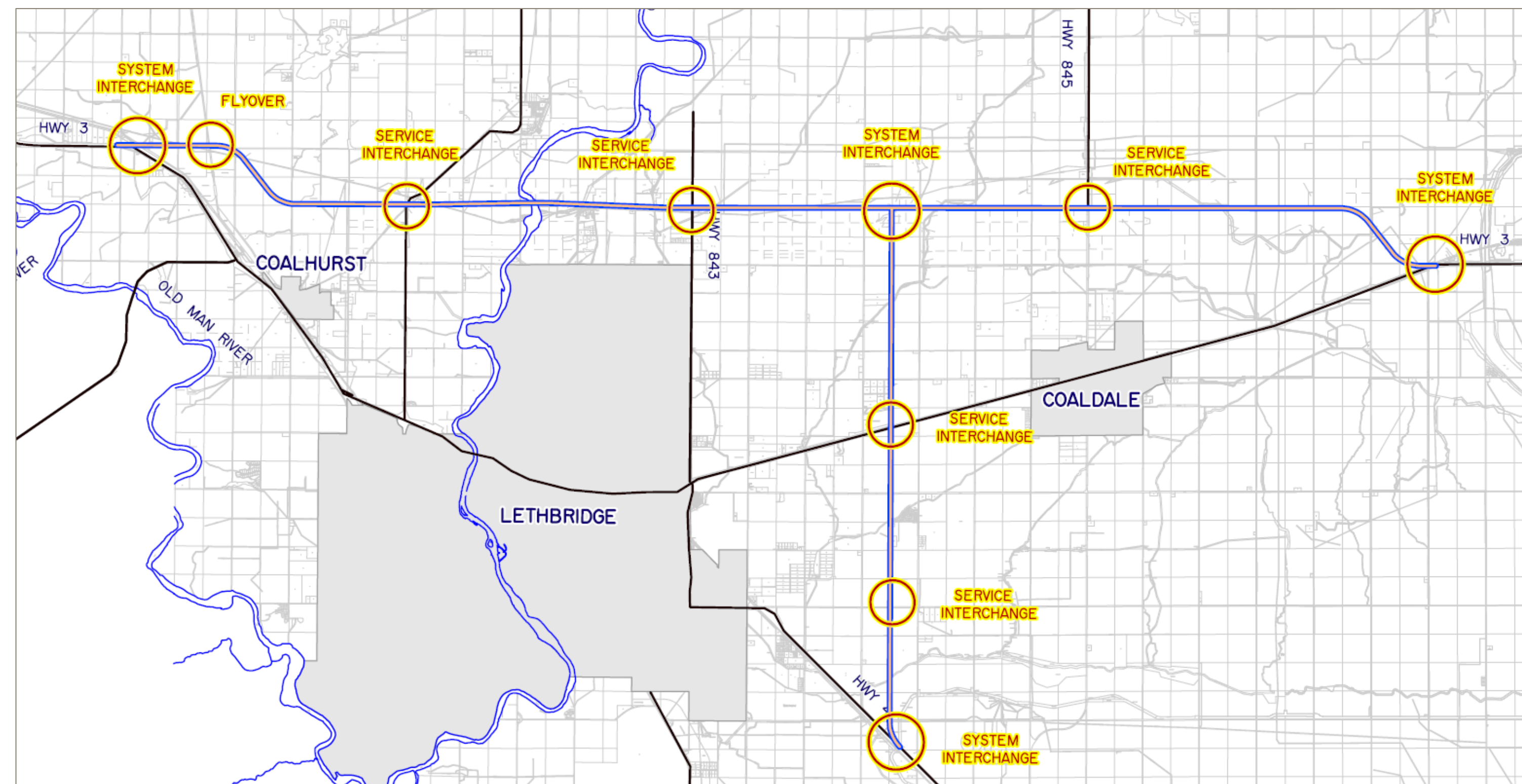
- Highway 3 corridor provides a primary connection to other provinces and is one of only three continuous east-west routes through Alberta
- Highway 3 has been classified as a future freeway in the provincial highway network as part of the National Highway System (NHS)
- A Freeway Corridor Management Study (FCMS) was completed in 2006, identifying future access locations along the Hwy 3 corridor



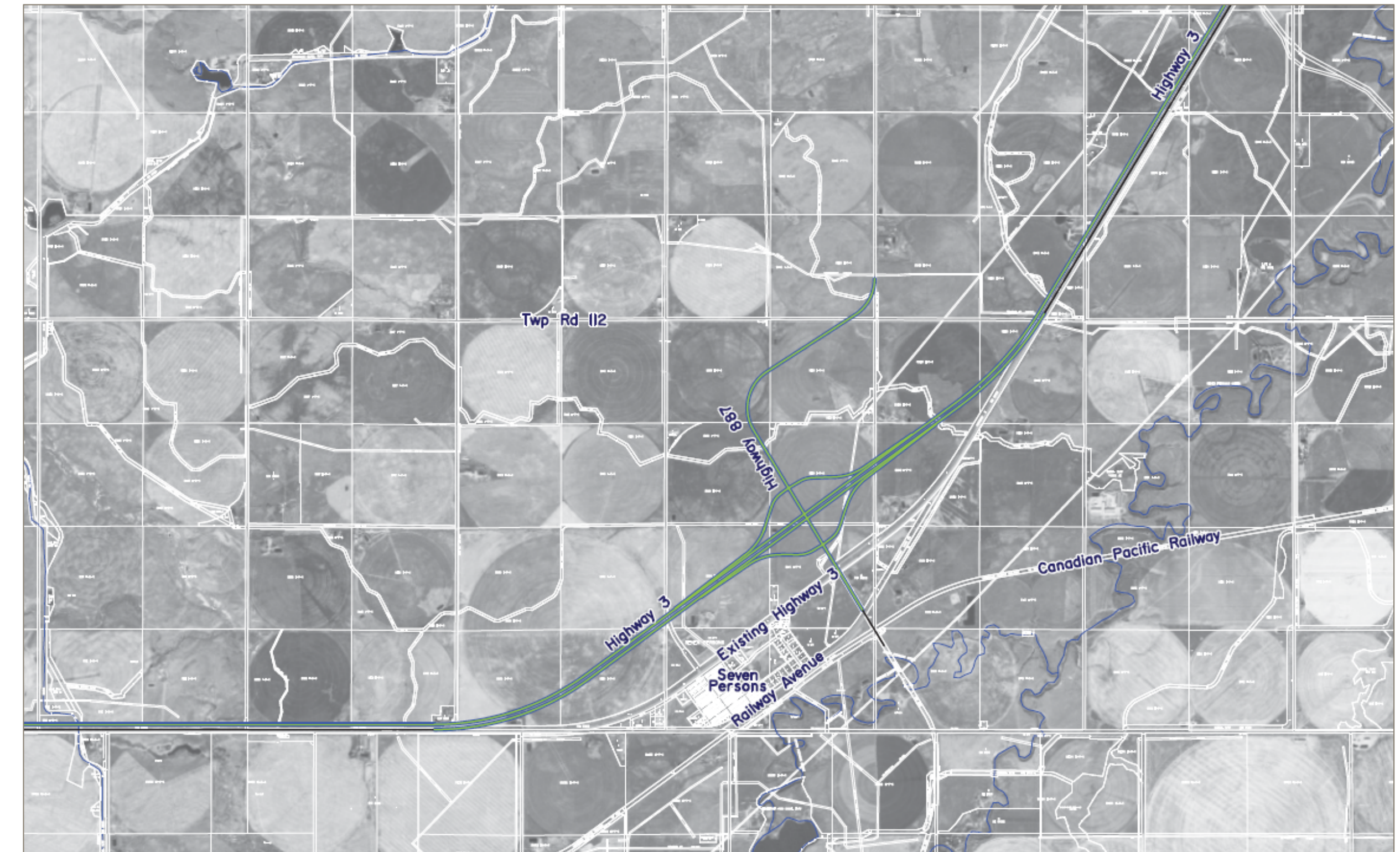


# PREVIOUS HIGHWAY 3 STUDIES

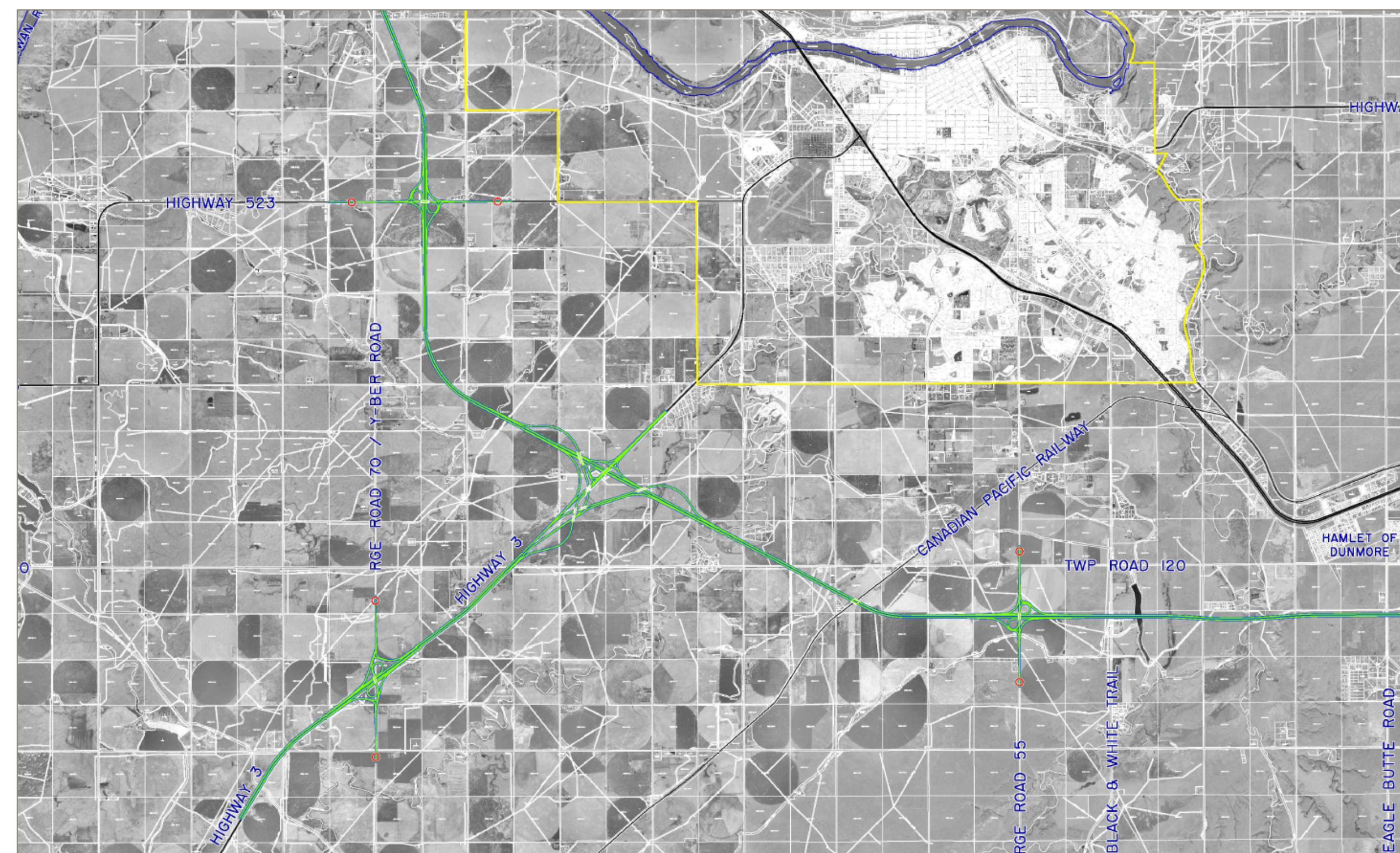
A number of planning studies, including realignments of several communities have been completed along the corridor. This study is part of the overall future plan to create a twinned freeway on Highway 3 between the BC border and the City of Medicine Hat.



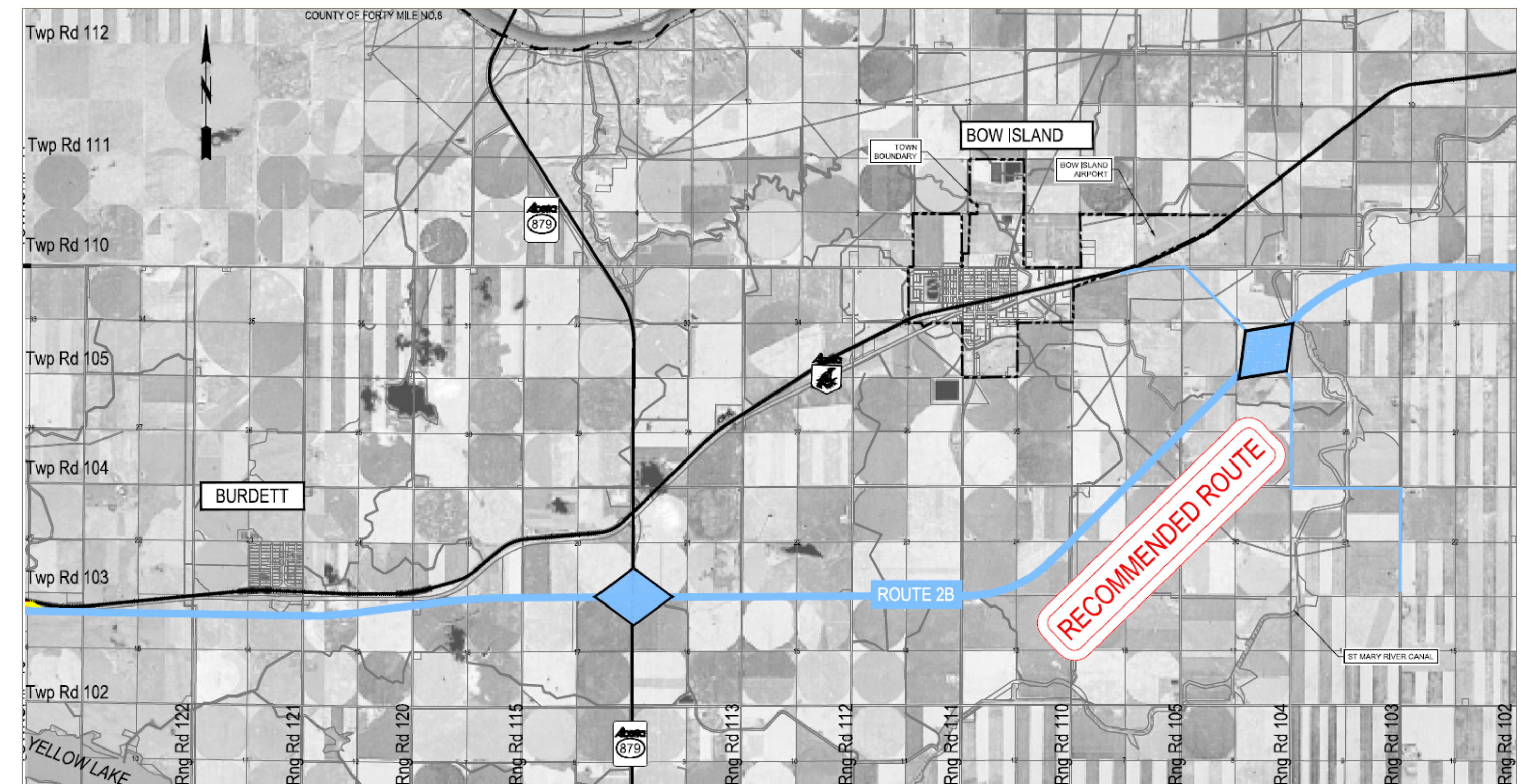
**Coalhurst – Lethbridge – Coaldale**



**Seven Persons**



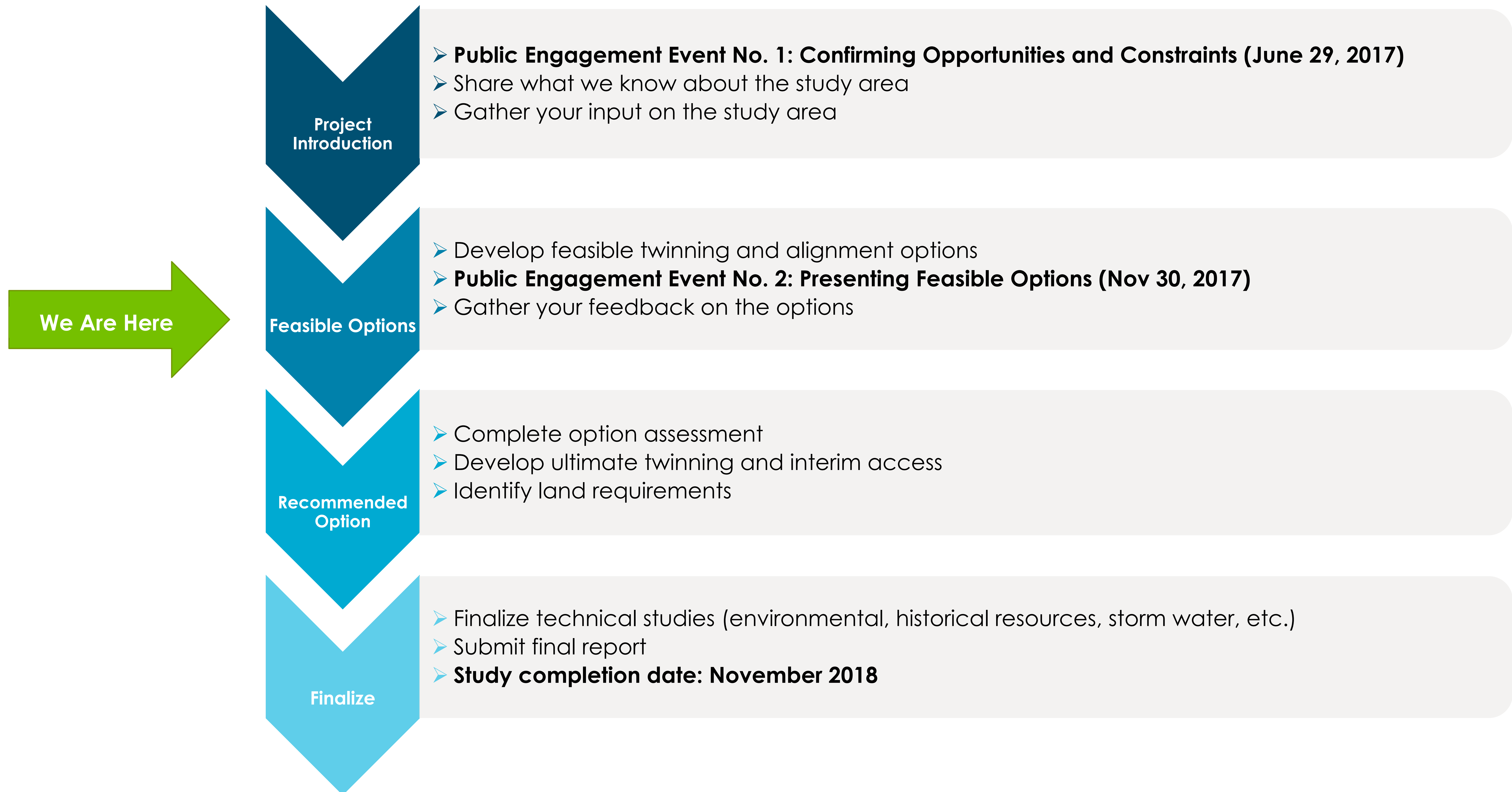
**Medicine Hat**



**Bow Island**



# STUDY PROCESS AND TIMELINE





# OPEN HOUSE #1: WHAT WE HEARD

- Top concerns with existing highway:
  - Increased traffic volumes (66%)
  - Commercial vehicle/truck volumes (66%)
  - Safety for vehicles and pedestrians (53%)
- Top concerns with routing options around Taber:
  - Impacts to irrigated agricultural land (56%)
  - Safety for vehicles and pedestrians (50%)
  - Direct impacts to property from highway upgrading (33%)
  - Maintaining access to businesses (32%)
- Top concerns with routing options around Grassy Lake:
  - Safety for vehicles and pedestrians (62%)
  - Impacts to irrigated agricultural land (31%)
  - Increased travel time (18%)
  - Maintaining access to businesses (18%)

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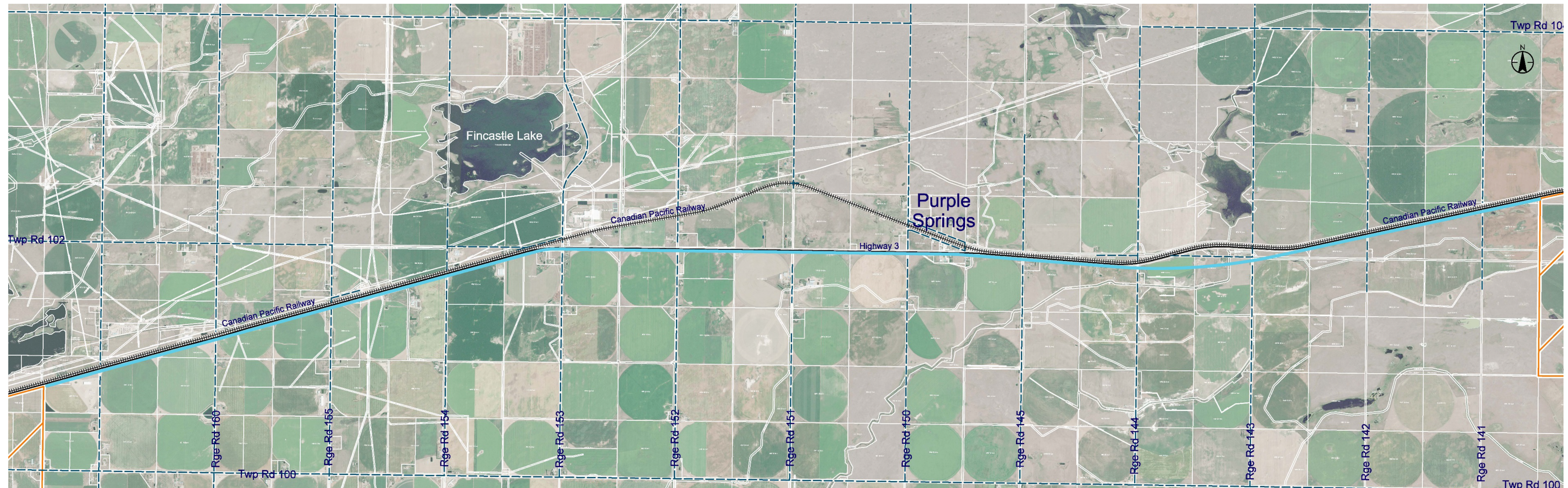


Open house # 1 held June 29, 2017 to introduce the Highway 3 Twinning Planning Study and gather input on the study area

- Total of 102 attendees
- ~75% completed the survey
- Majority from MD of Taber (45%) followed by Town of Taber (24%)

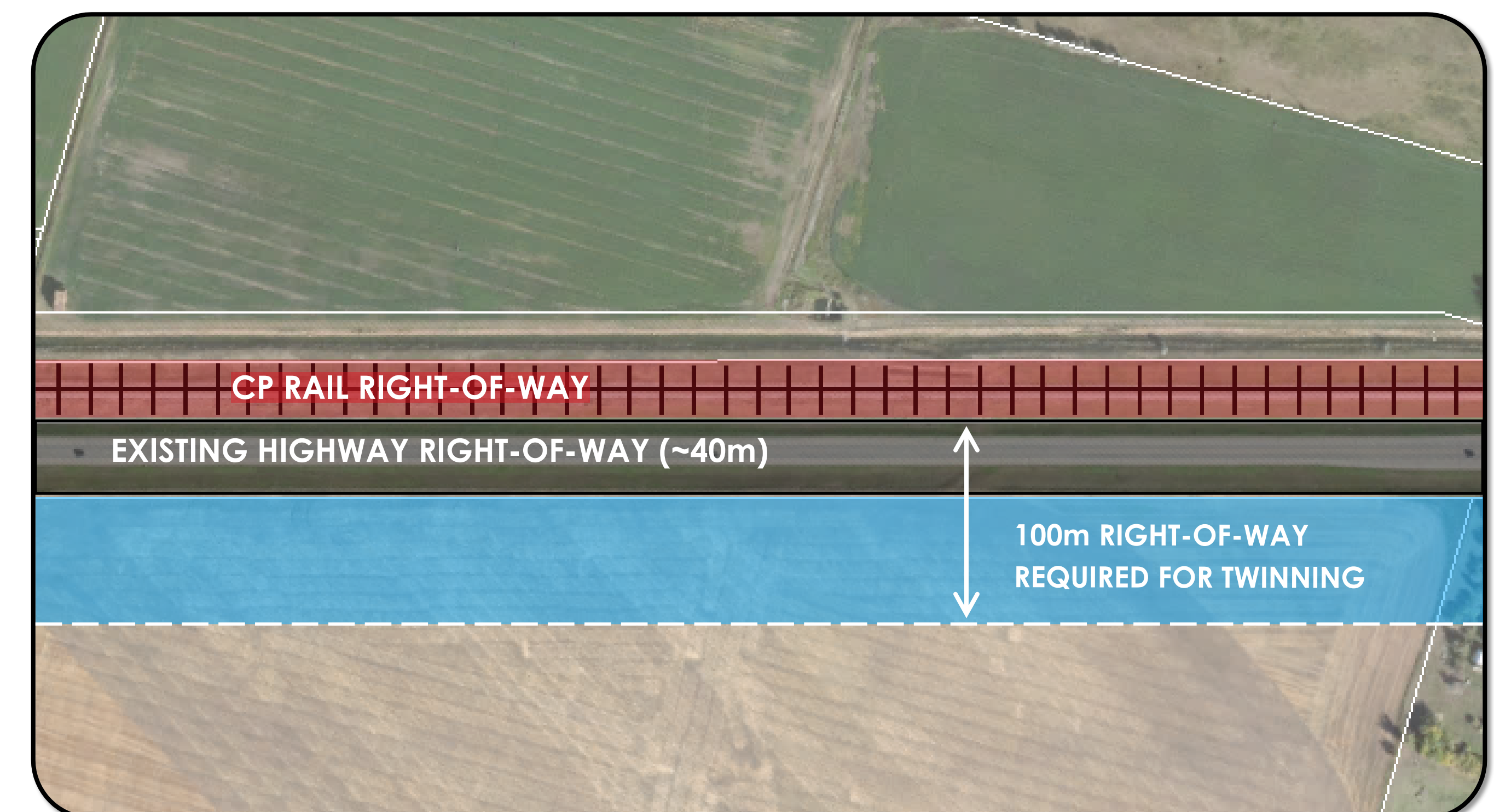


# OVERALL TWINNING



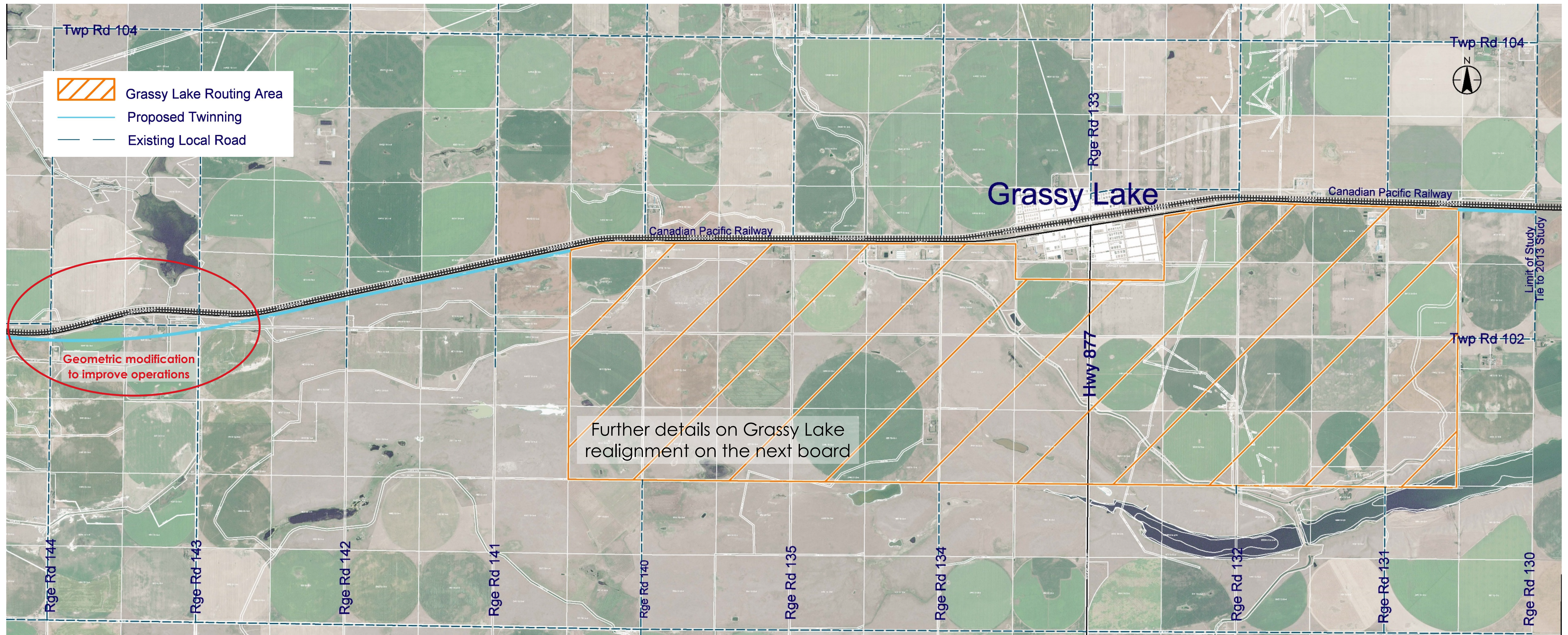
Based on a high-level review, **twinning to the south is the preferred option**

- Limited options due to adjacent parallel CP railway line to the north
- Ties into previous Hwy 3 twinning study to the east





# GRASSY LAKE SECTION



3 Grassy Lake routing concepts considered:

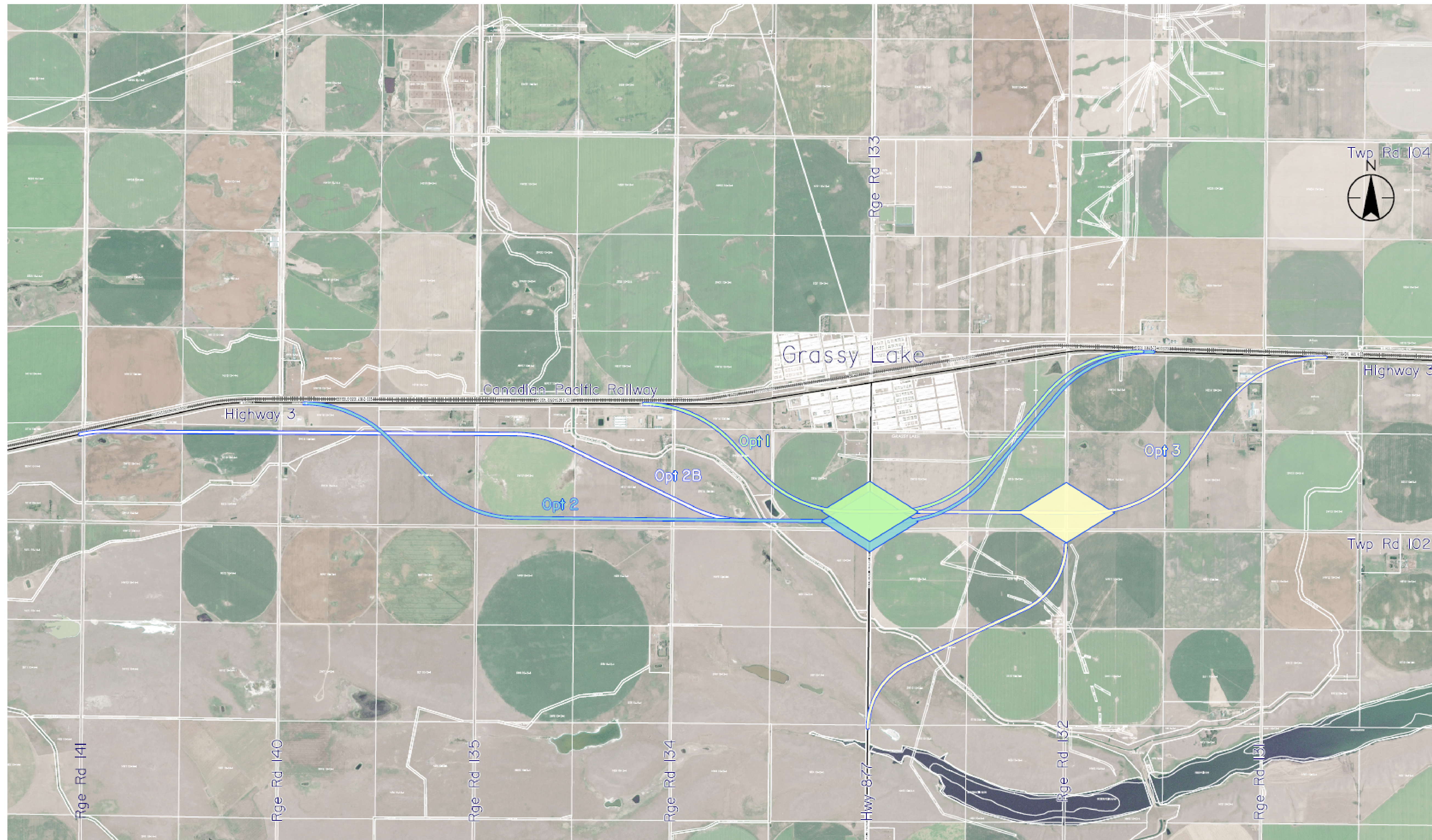
- Realign to the north
- Upgrade existing Hwy 3 through Grassy Lake
- Realign to the south

Based on high-level review, the **south routing is the preferred option**

- Limited options due to adjacent parallel CP railway line
- Avoids 2 CPR grade separated crossings
- Maintains integrity of the community
- Ties into previous Hwy 3 twinning study east of Rge Rd 130



# GRASSY LAKE REALIGNMENT



**NOTE: 20+ year construction timing for the Grassy Lake realignment**

## Option 1

**Route length: 4.9 km**

- Located as close to Grassy Lake as possible while maintaining access requirements for the ultimate interchange
- Shortest travel time

## Option 2

**Route length: 7.7 km**

- Identified at first open house
- Minimizes impact to irrigated agricultural land and developments west of Grassy Lake

## Option 2B

**Route length: 9.6 km**

- Minimizes impact to the Sunset Solar project

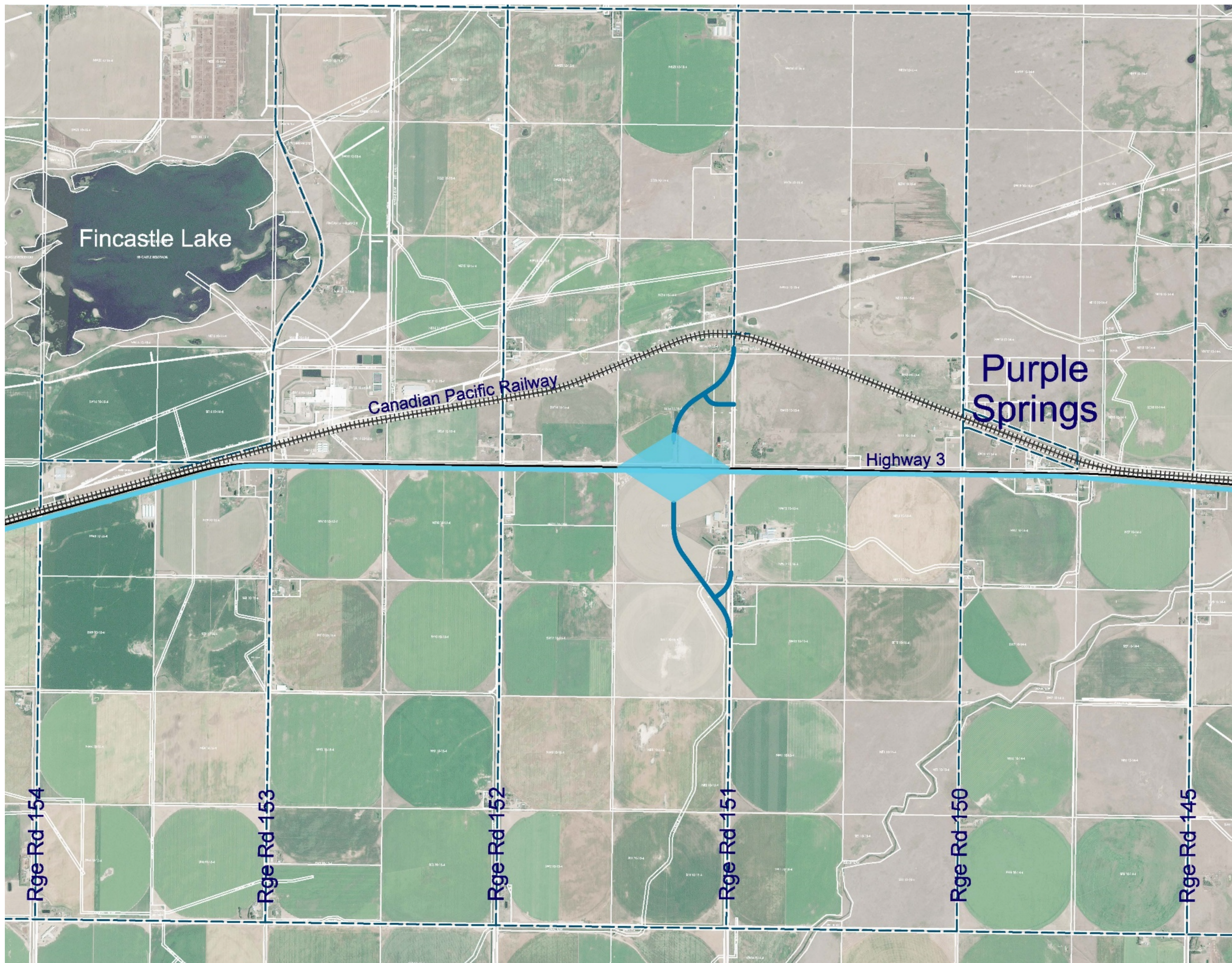
## Option 3

**Route length: 6.4 km**

- Provides interchange at Rge Rd 132 to access industrial developments without travelling through Grassy Lake
- Requires realignment of Hwy 877 (approx. 2.4 km)



# RANGE ROAD 151 INTERCHANGE



2006 FCMS identified a future access location at Range Road 151

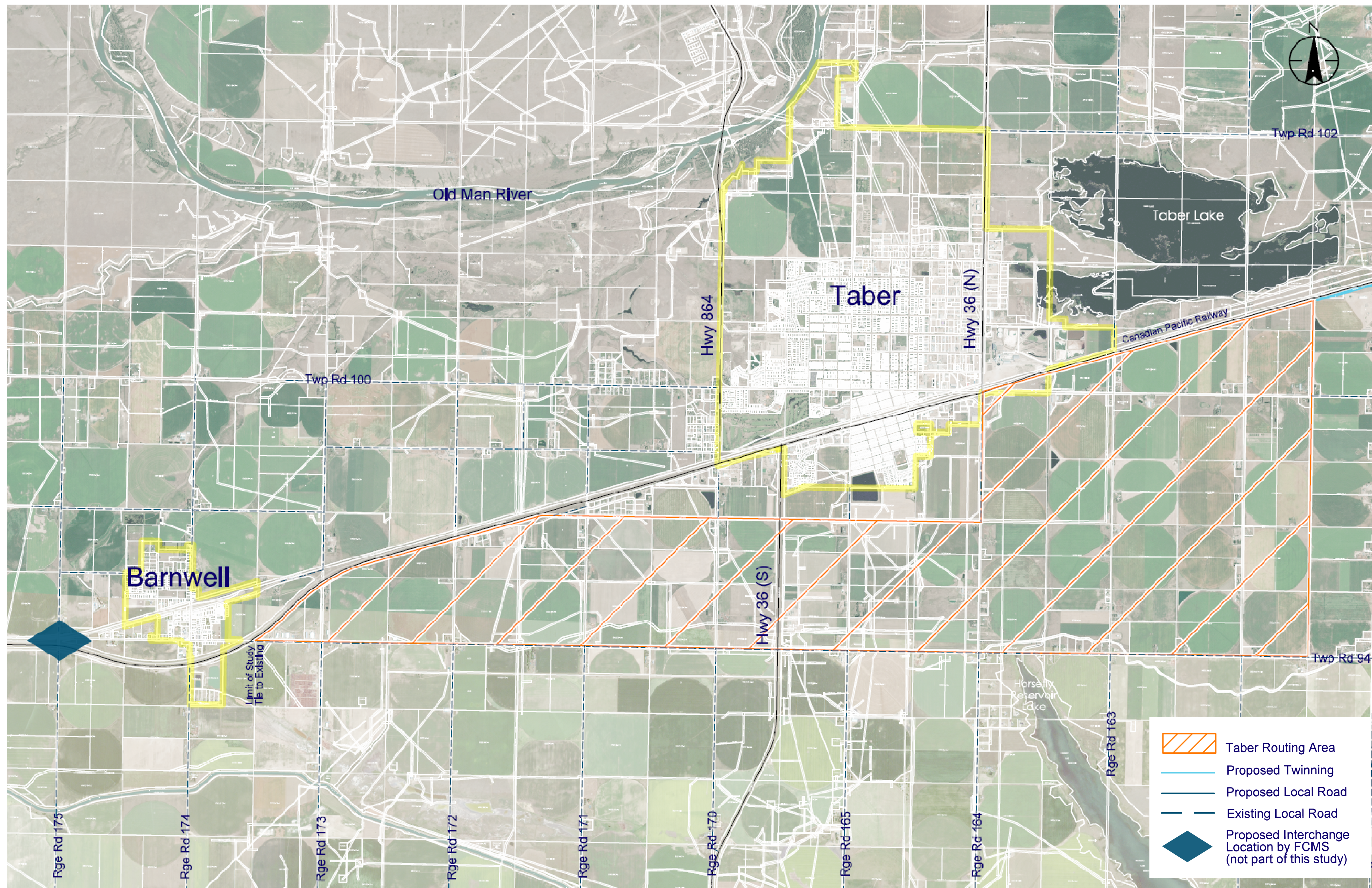
- Increased separation from the CPR to allow for interchange
- Equidistant between accesses at Grassy Lake and Taber (approx. 16 km each direction)

**Proposed interchange shifted west of Rge Rd 151 to minimize development impacts**

- Proposed Twinning
- Proposed Local Road
- Existing Local Road
- Proposed Interchange Location



# TABER SECTION



3 Taber routing concepts considered:

- Realign to the north
- Upgrade existing through Taber
- Realign to the south

Based on high-level review, the **south routing is the preferred option**

- Maintains integrity of the community
- Shorter realignment
- Avoids 2 CPR grade separated crossings
- Avoids Oldman River valley and tributaries
- Allows for future Town growth to the north

The impacts of upgrading the existing alignment through Taber are detailed further on the following boards



# EXISTING CORRIDOR THROUGH TABER



## Highway 3 Existing Conditions

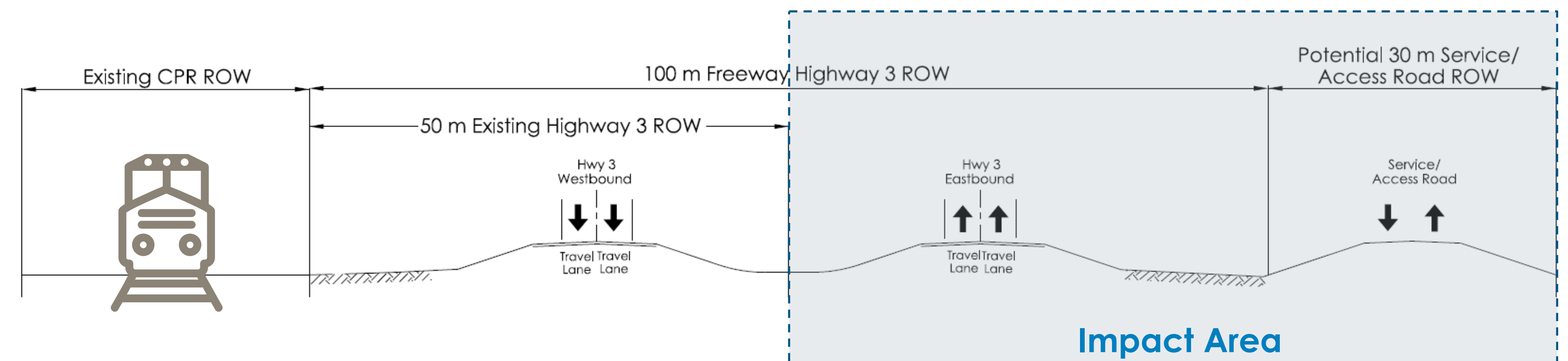
- 4-lane divided cross section
- Right-of-way width varies between 50-60 m
- 50 km/h posted speed
- 11 all-directional intersections (3 signalized)
- 18 direct accesses to properties south of the Highway

Highway 3 has been classified as a **future freeway** in the provincial highway network.

## What is a Freeway?

- Twinned (four lane divided)
- Free-flow operation (no traffic lights)
- Access via interchanges only (grade separations)
- High speeds (90-110 km/h)

## Freeway Cross-Section





# ULTIMATE FREEWAY CROSS SECTION THROUGH TABER



- 100 metre right-of-way
  - Direct property impacts, including several residential and business developments
- Requires closure of all existing direct accesses
  - May require service road to provide access between Hwy 864 and Hwy 36 (N)
- Physical barrier dividing Taber
  - limited access opportunities to connect across the highway (interchange only)
- 110 km/h posted speed

**NOT  
RECOMMENDED**



# MODIFIED FREEWAY CROSS SECTION THROUGH TABER

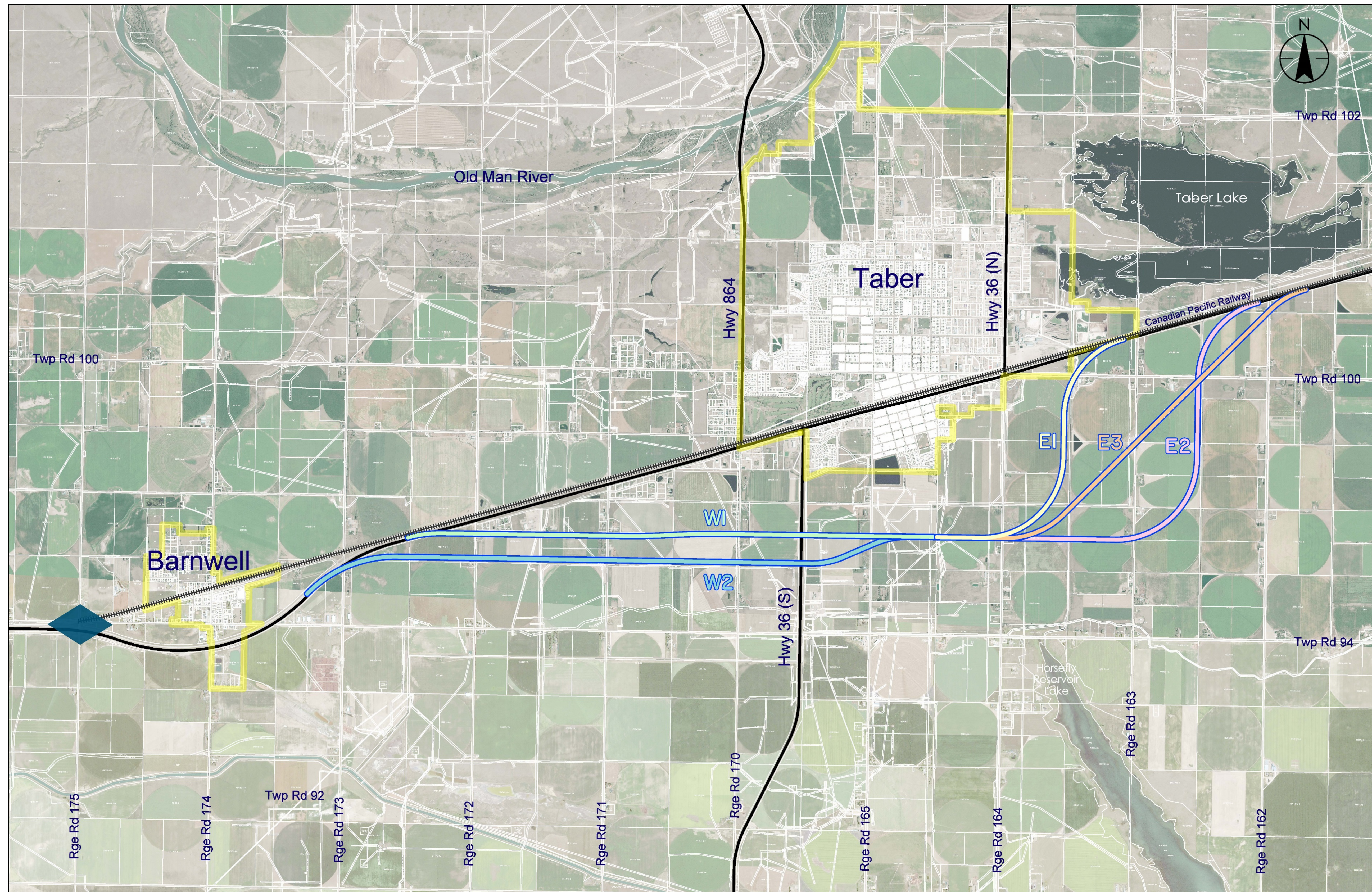


- 50 metre right-of-way (within existing)
- Requires closure of all existing direct accesses
  - May require service road to provide access between Hwy 864 and Hwy 36 (N)
- Physical barrier dividing Taber
  - limited access opportunities to connect across the highway (interchange only)
- 90 km/h posted speed

NOT  
RECOMMENDED



# TABER REALIGNMENT



## WEST SECTION

### West Option 1

Route length: 6.5 km

- Most northerly alignment
- Follows half blind quarter section line to minimize severance of irrigated lands/pivots
- Shifted slightly south on west section to minimize development impacts

### West Option 2

Route length: 7.6 km

- Shifted north of blind quarter section line to minimize significant impact irrigated lands/pivots
- Minimizes property impacts

## EAST SECTION

### East Option 1

Route length: 3.9 km

- Closest alignment to Taber
- Shifted west of blind quarter section line to minimize severance of irrigated lands/pivots
- Avoids irrigation canal

### East Option 2

Route length: 6.1 km

- Shifted west of blind quarter section line to minimize severance of irrigated lands/pivots
- Avoids irrigation canal

### East Option 3

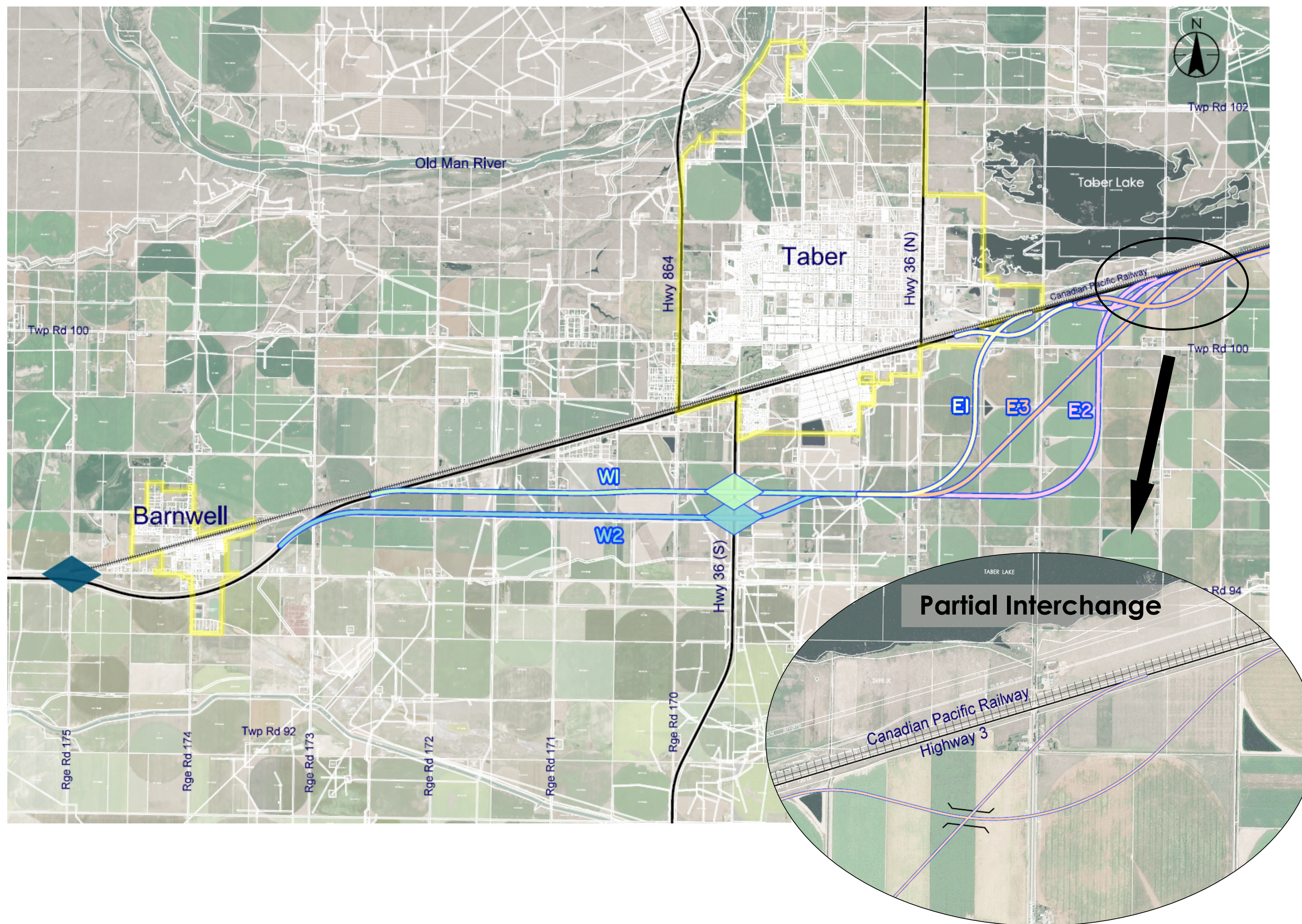
Route length: 5.7 km

- Traversing 45° diagonally to minimize overall travel distance
- Minimizes severance of irrigated lands/pivots

**NOTE: 20+ year construction timing for the Taber realignment**

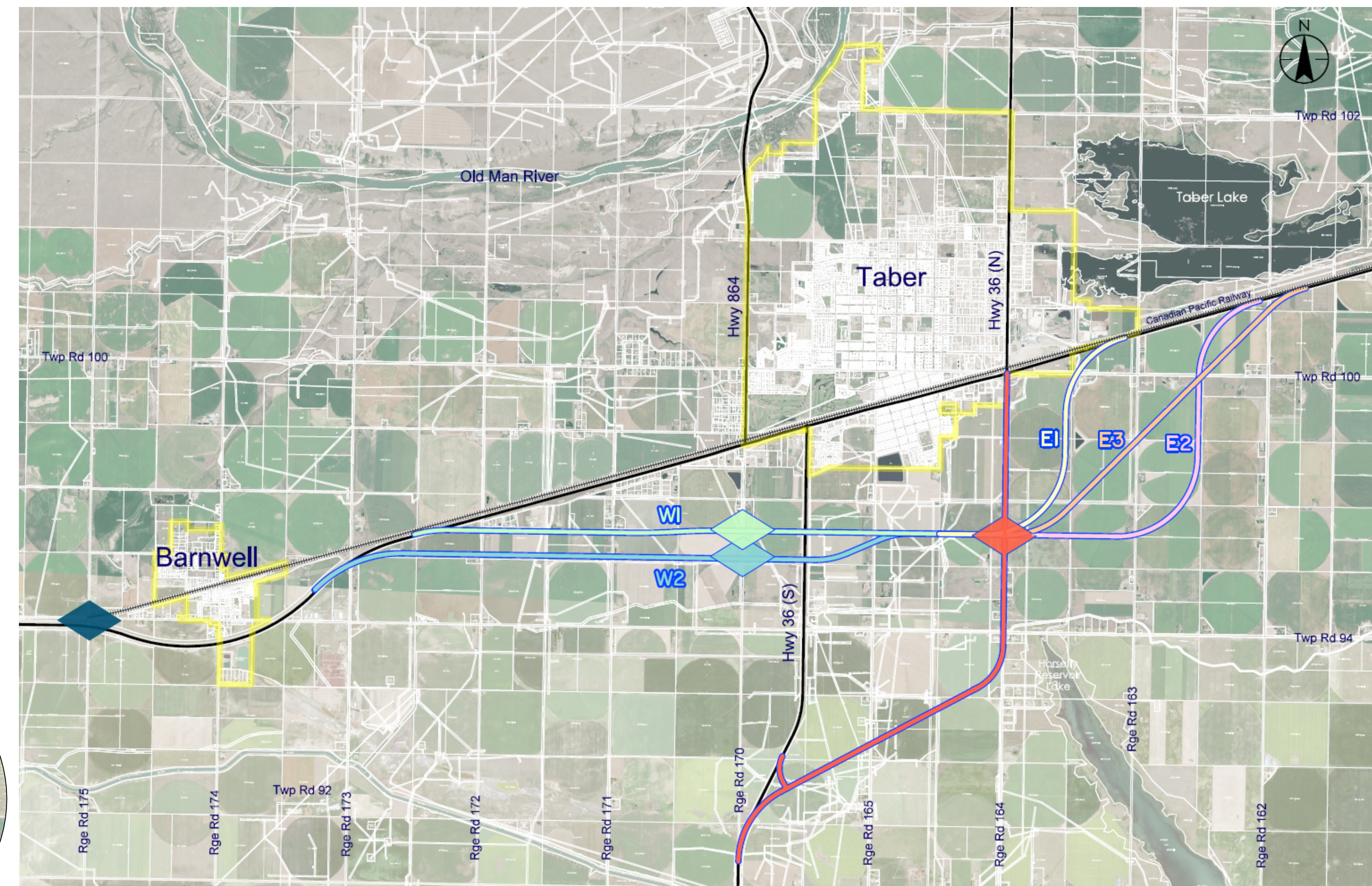


# TABER HIGHWAY 36 SCENARIOS



## SCENARIO 1

- Highway 36 remains in existing alignment
  - Highway 36 through traffic must travel through Taber
- Full interchange with Hwy 36 South
- Partial interchange with old Hwy 3 east of Town

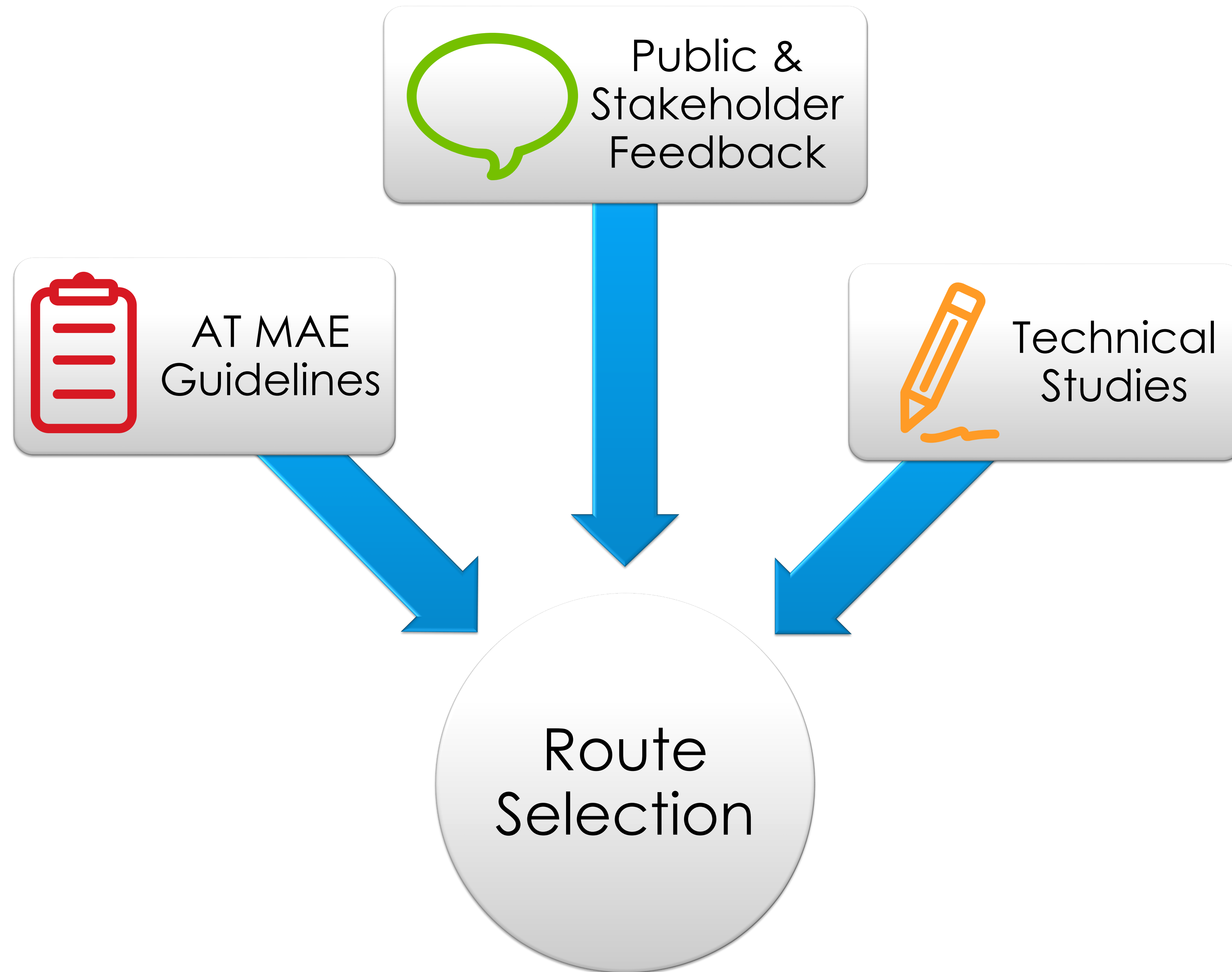


## SCENARIO 2

- Highway 36 South realigned to the east to align with 36 North
  - Removes Highway 36 through traffic from Taber
- Two full interchanges with Hwy 36 (RR 164) and with RR 170



# EVALUATION OF OPTIONS



## We will evaluate the options by:

- Using AT's established Multiple Account Evaluation (MAE) guidelines for selecting a preferred option
  - Considering criteria across different categories to allow us to determine the best option
- Listening and considering what is important
- Conducting technical studies



# COMMENTS

**Your comments are important.**

Please complete a survey form and add your feedback to the plans on the tables:

Learn more at <http://www.transportation.alberta.ca/6088.htm>





# NEXT STEPS

## Following this open house, we will:

- Review feedback & consider your comments in the evaluation of the options
- Identify a recommended option
- Prepare the Final Report

