

ATHABASCA TRUCK ROUTE STUDY

PLANNING PROCESS NEEDS PUBLIC INPUT

STUDY OBJECTIVES AND BACKGROUND

CastleGlenn Consultants Inc. has been retained by Alberta Transportation to conduct this study to determine the best location for a truck route around the urbanized area of the Town of Athabasca. The purpose of the study is to:

- review possible locations for alternative truck routes around the Town of Athabasca;
- review the existing conditions both through the Town and along alternative corridors;
- recommend a preferred route that would be subject to further detailed analyses and additional roadway design.

The general study area is bounded by Highway 812 on the west, Highway 827 to the east, Township Road 672 (north of the Athabasca River) to the north and just south of Meanook (Township Road 644) to the south.

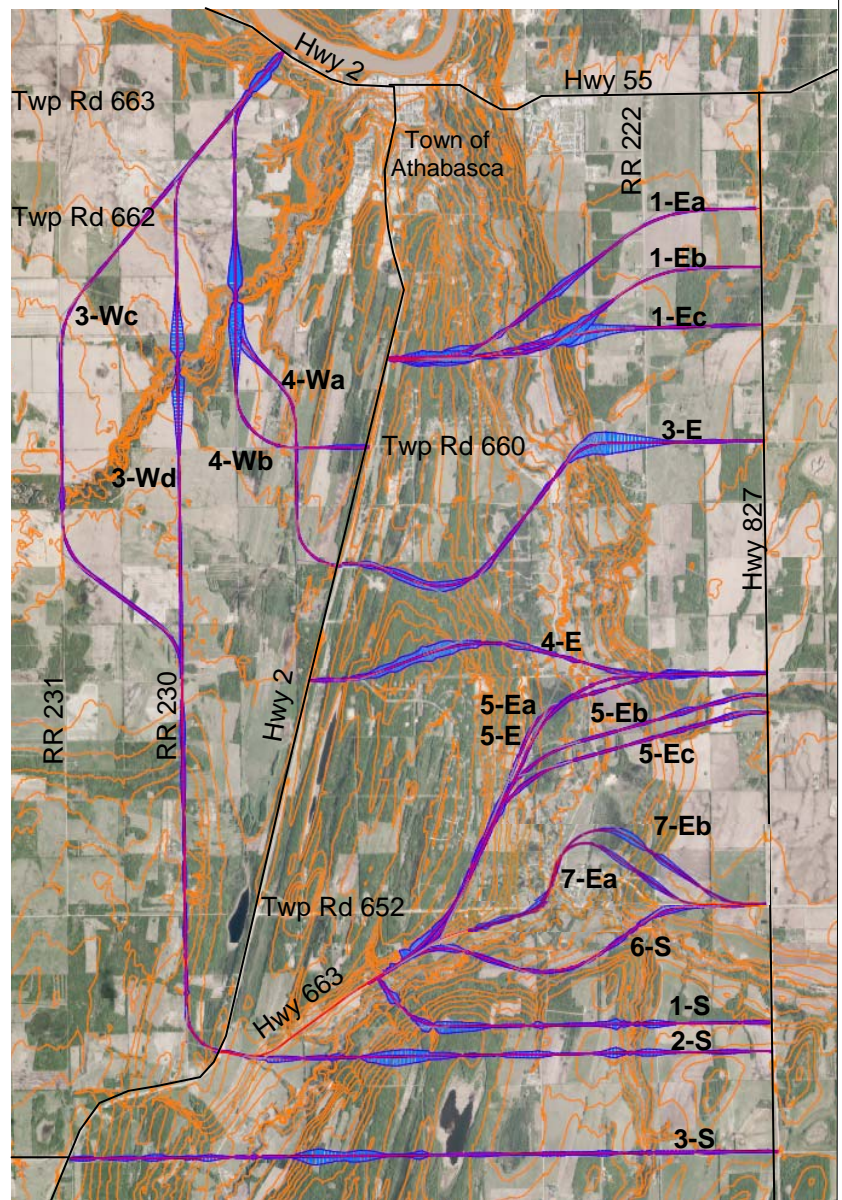
CONCEPTUAL TRUCK ROUTE ALIGNMENTS EVALUATED IN DETAIL

Several alignments were evaluated in detail, evaluation criteria included:

- Structure, earthworks, road works and right-of-way acquisition costs;
- Required right-of-way;
- Existing dwelling and approved development impacts;
- Alignment geometry;
- Geotechnical requirements (i.e. cut/fill, cut heights);
- Environmental impacts;
- Historical impacts;
- Distance savings and diversions; and
- Anticipated utilization of new truck route (i.e. number of trucks using the route).

East Alignments: A total of 15 alignments were analyzed to the east of Highway 2 and south of Highway 55.

West Alignments: A total of 8 alignments were considered to the west (and south) of Highway 2, where 4 alignments were analyzed in detail.



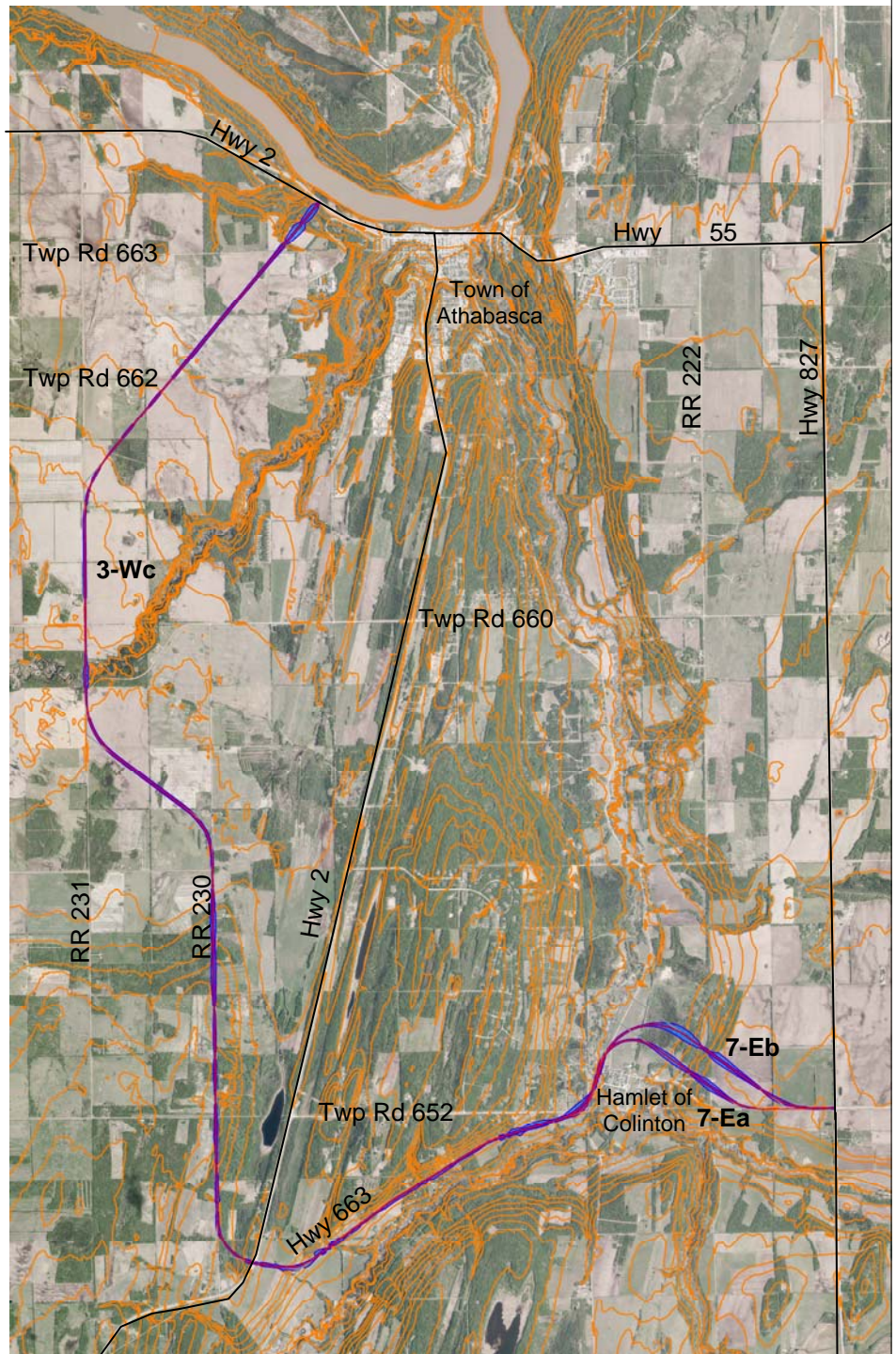
THE CONSULTANT'S CONCEPTUALLY PREFERRED TRUCK ROUTE ALIGNMENTS

East Alignments: Option 7-E is the consultant's preferred alignment east of Highway 2. The alignment represents the least cost alternative, shortest in length and uses the greatest amount of existing infrastructure, following the Highway 663 and 827 corridors. Option 7-E would require a new crossing of the Tawatinaw River, 100 m north of the existing crossing in Colinton.

The alignment avoids the existing landslide area along Highway 663 west of Colinton by realigning the corridor to the north. For Option 7-Ea, a design exemption would be required for the 90 km/hr design speed along the route, however a higher standard facility remains viable with Option 7-Eb.

West Alignments: Option 3-Wc is identified as the preferred alignment to the west of Highway 2. The alignment represents the least cost alternative and uses existing right-of-way along Range Roads 230 and 231. Option 3-Wc has the most cost-effective crossing of Muskeg Creek by crossing at the existing culvert location and reducing the amount of earthworks required; the alignment would require a bridge crossing to replace the existing culvert. The alignment also minimizes environmental impacts and avoids the Meanook National Wildlife Area.

All the preferred alignments will be evaluated further and the most efficient, accessible and cost effective route will be recommended.



For more information on this planning study, please contact **Mr. Arthur Gordon**, Consultant Project Manager, **CastleGlenn Consultants Inc.** by phone toll-free at (855) 857-9303, by fax at (403) 252-9331, or by mail at 110/120 1710 Radisson Drive SE, Calgary, Alberta T2A 7E9.