

# WELCOME

Welcome to tonight's Open House for the Functional Planning Study for Highway 15 from the intersection of Range Road 220 (City of Fort Saskatchewan Limit) to the intersection of Range Road 210 (Highway 830 North). This is the second of three planned Open Houses for this project.

Please review the information provided. Should you have any questions regarding the information presented, Project Staff are available to answer and provide further details on the project.

Comment cards and project information sheets are also available at Reception.

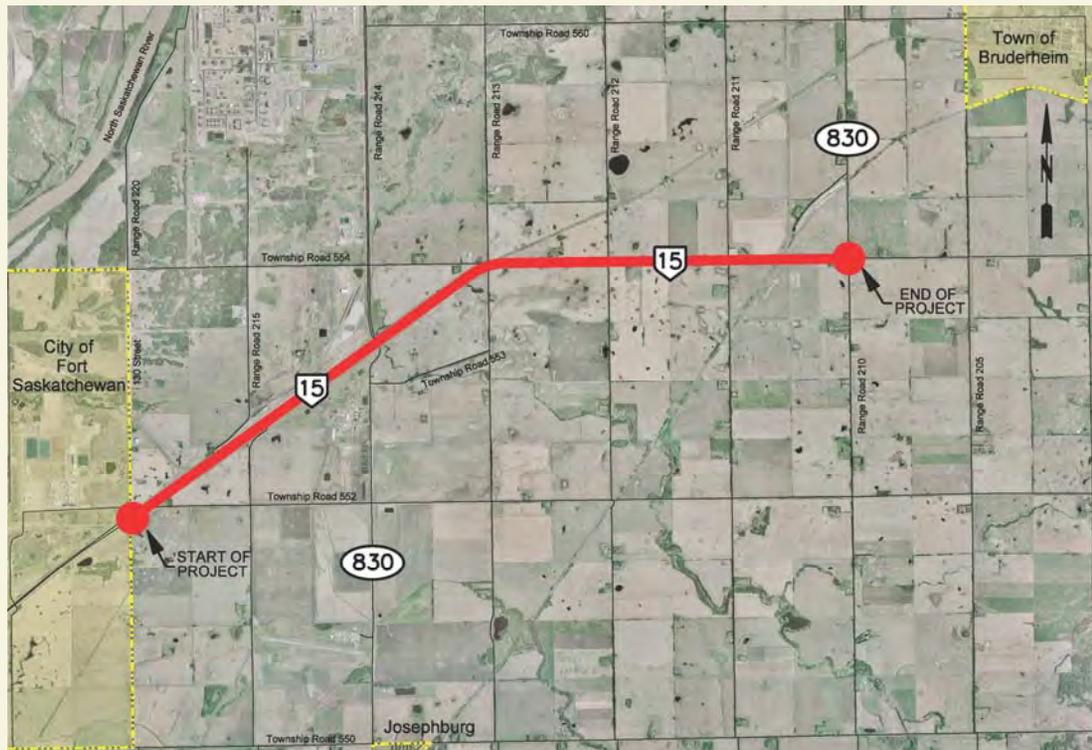


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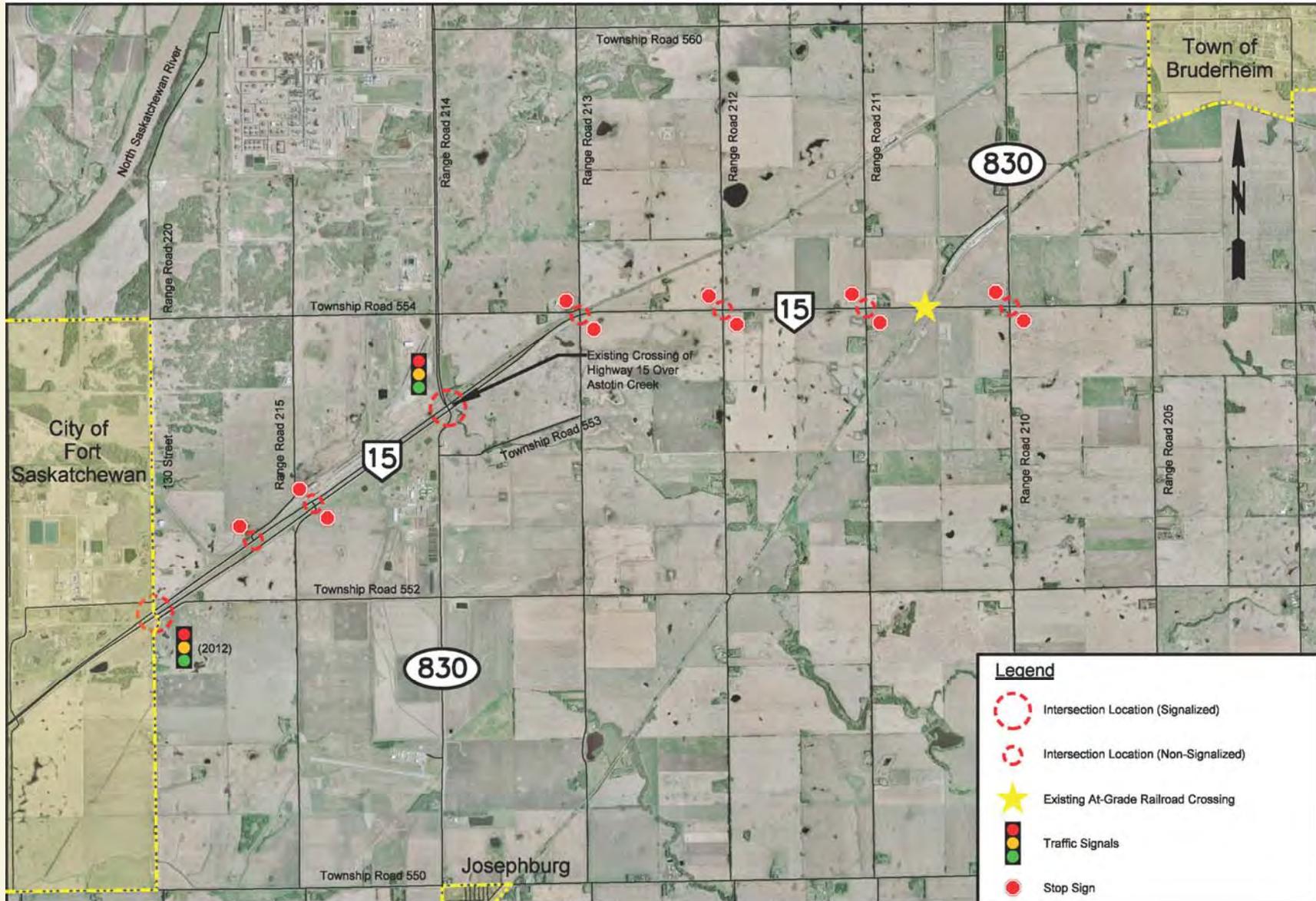
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# BACKGROUND

- Strathcona County, at the request of Alberta Transportation, is undertaking a Functional Planning Study to determine the future needs for Highway 15.
- As Alberta Industrial Heartland development occurs, there will be significant traffic impacts on Highway 15 and the local road network.
- This Functional Planning Study will determine the medium-term (20 years) and long-term (50 years) upgrading needs for the Highway.

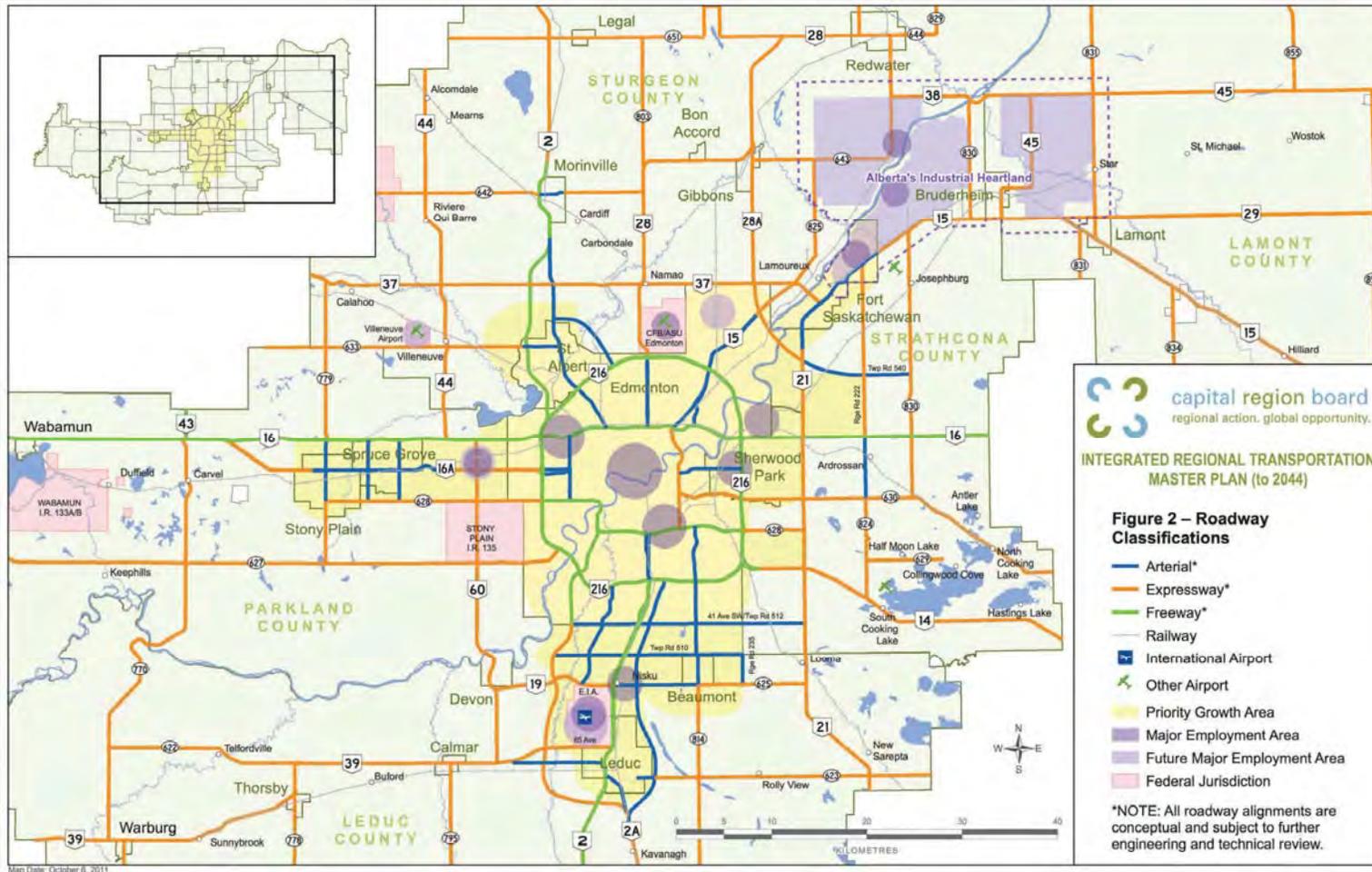


# EXISTING ROADWAY CONDITIONS



# REGIONAL CONTEXT

In September 2011 the Capital Region Board approved the **Integrated Regional Transportation Master Plan** which identifies future regional roadway network improvements.



# WHAT WE HAVE LEARNT

A previous Open House was held on April 26, 2012. Below is a summary of the key issues raised by the attendees:

- Many individuals were unaware of the Capital Region's Inter-Regional Transportation Master Plan (IRTMP) and the road network improvements proposed.
  - *Copies of the complete IRTMP report are available for review.*
- Extension of the project's limits easterly to the intersection with Highway 29 near Lamont.
  - *Alberta Transportation previously reviewed the upgrading requirements for this section of highway. Copies of this report are available for review.*
- Concerns were raised regarding the functionality of the four-way stop along Highway 830 near Josephburg.
  - *This information has been provided to Alberta Transportation.*

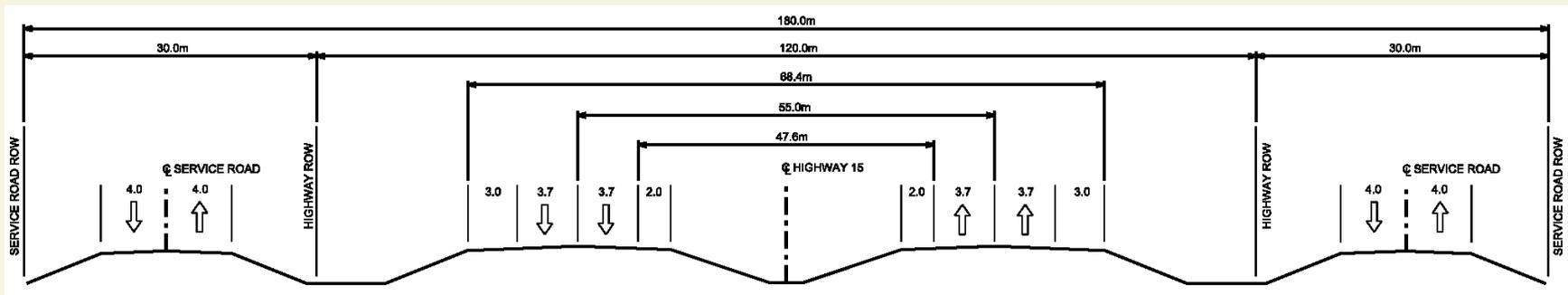
# ROADWAY DESIGN CLASSIFICATION

- Previous planning documents, including the Capital Region IRTMP, have classified Highway 15 as an expressway. This study will maintain this classification.
- An expressway is defined as:
  - At least four travel lanes (two in each direction).
  - The travel lanes in each direction are separated by either a ditch, raised median or other barrier.
  - 100 kilometres/hour posted speed limit.
  - At grade intersections are permitted, however at designated minimum spacing (typically 1.6 km).
  - No direct access from adjoining lands.

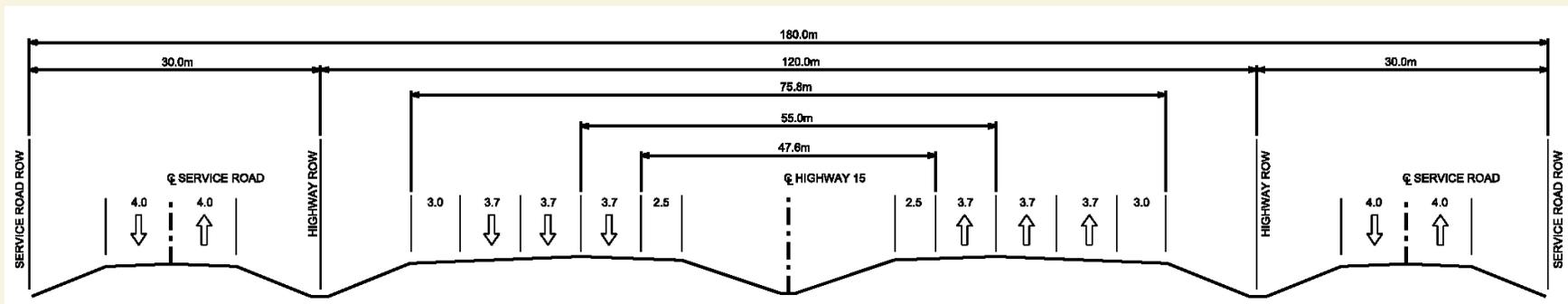
# ROADWAY DESIGN CLASSIFICATION

Below are typical cross sections of the twinned (both existing and proposed) sections of Highway 15. Widening to 6 lanes may be required to accommodate growing traffic volumes, this will be determined during the latter phases of this study.

## 4-Lane Base Configuration

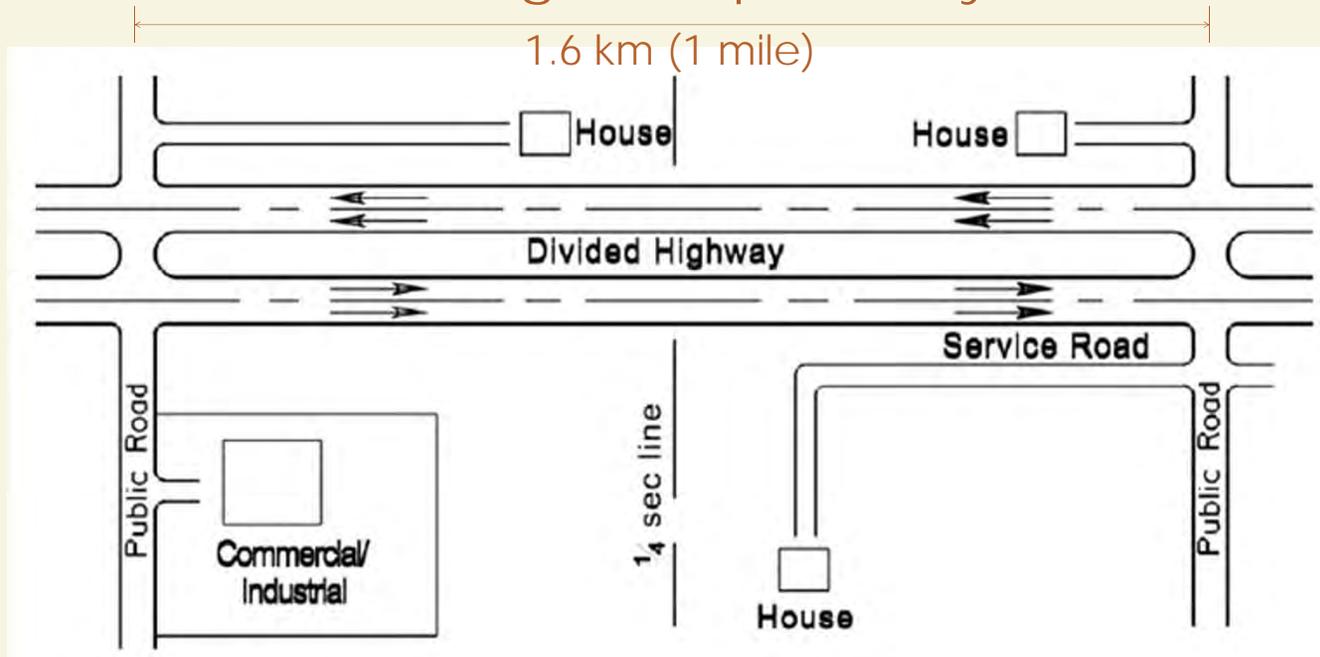


## 6-Lane Ultimate Configuration



# ACCESS MANAGEMENT

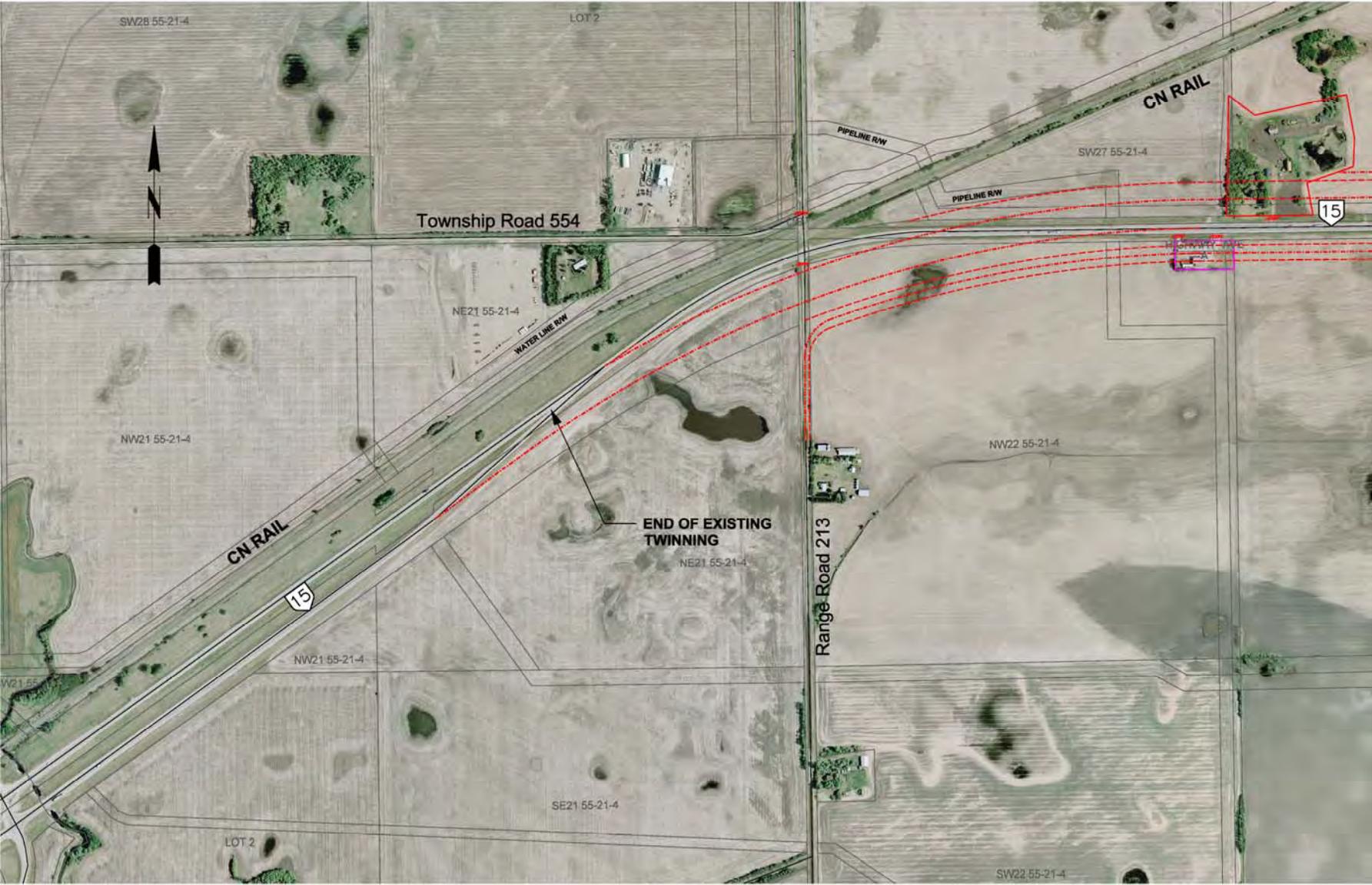
- As mentioned previously, direct property accesses are not permitted along an expressway type roadway. Also, due to roadway safety and intersection spacing concerns, intersecting roadways may need to also be closed.
- Alternative access shall be provided to affected properties through service roads. Below is an illustration of a typical access management scheme along an expressway.



# TWINNING REQUIREMENTS

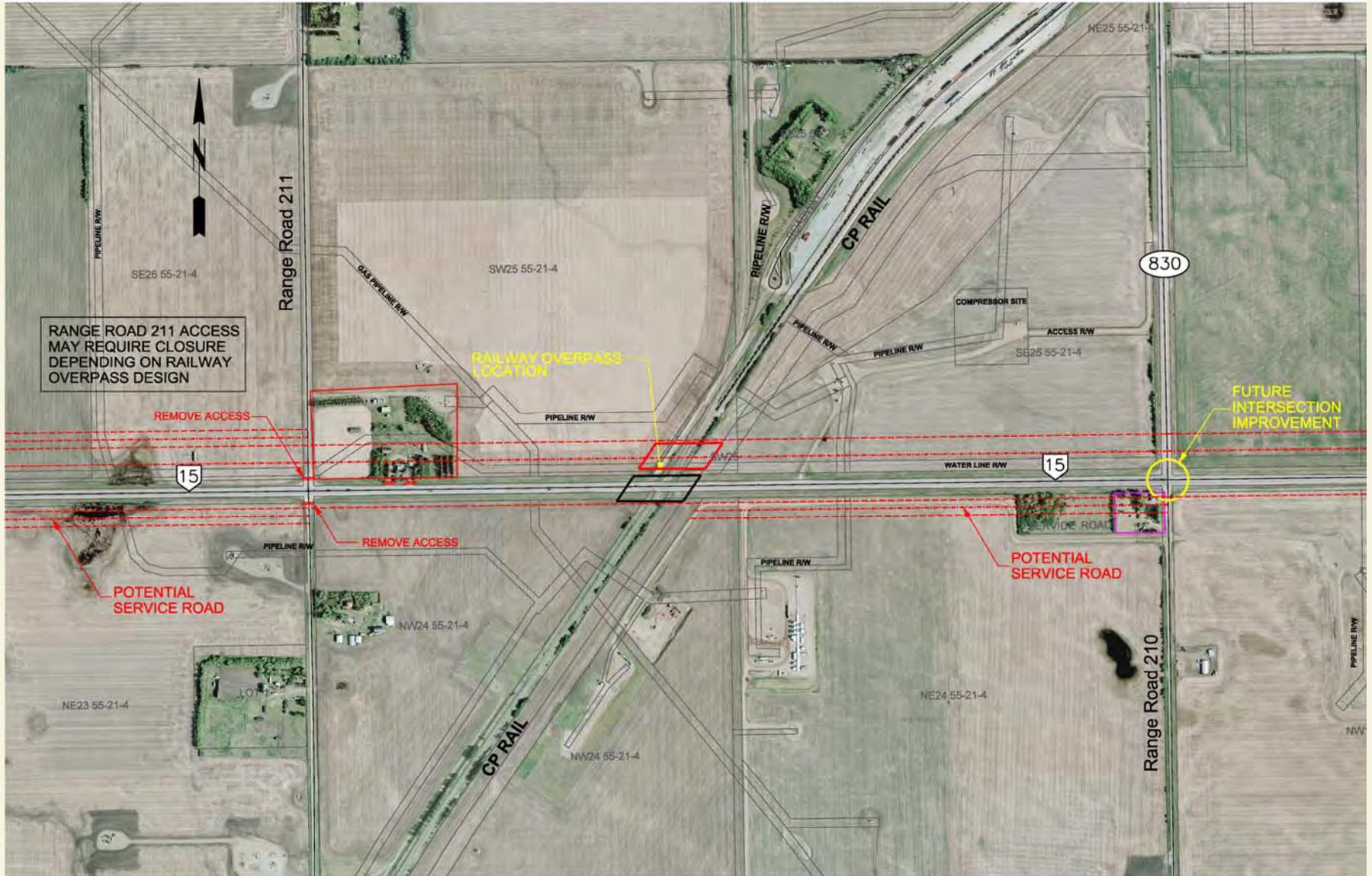
- The section of Highway 15 east of Range Road 214 will require twinning within the 50 Year Horizon of this study.
- A previous study, completed in 1998 by Alberta Transportation, identified that twinning to the north of the existing lanes of Highway 15 is the preferred option.
- The next three slides illustrate the impact that future twinning will have on adjoining lands, as well as the provision of Service Roads to access properties adjacent to Highway 15.
- A grade separation may be required at the CP Rail crossing located approximately 750 metres west of the Highway 830 North intersection. Timing will be dependant on growth in the Industrial Heartland.

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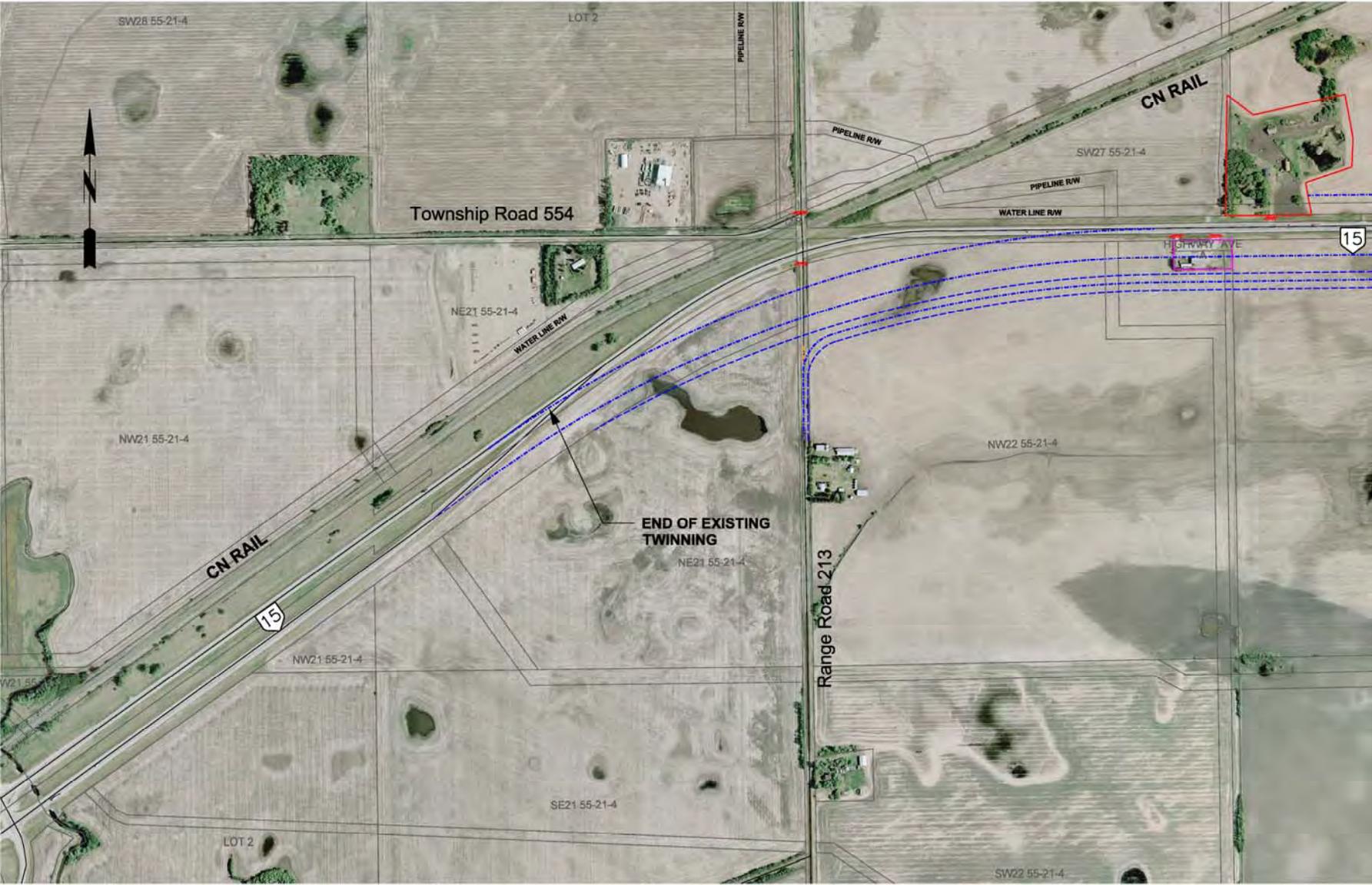




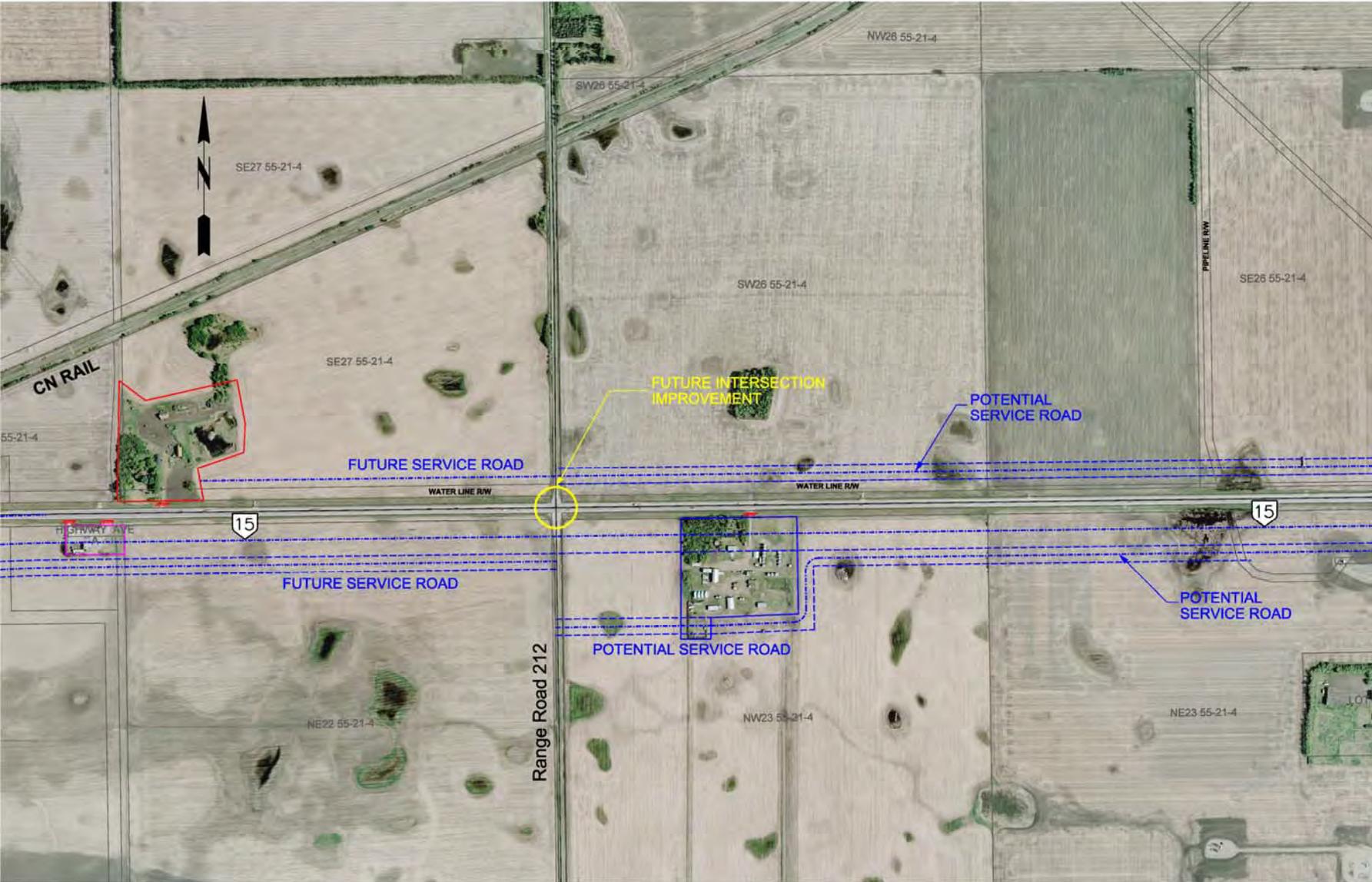
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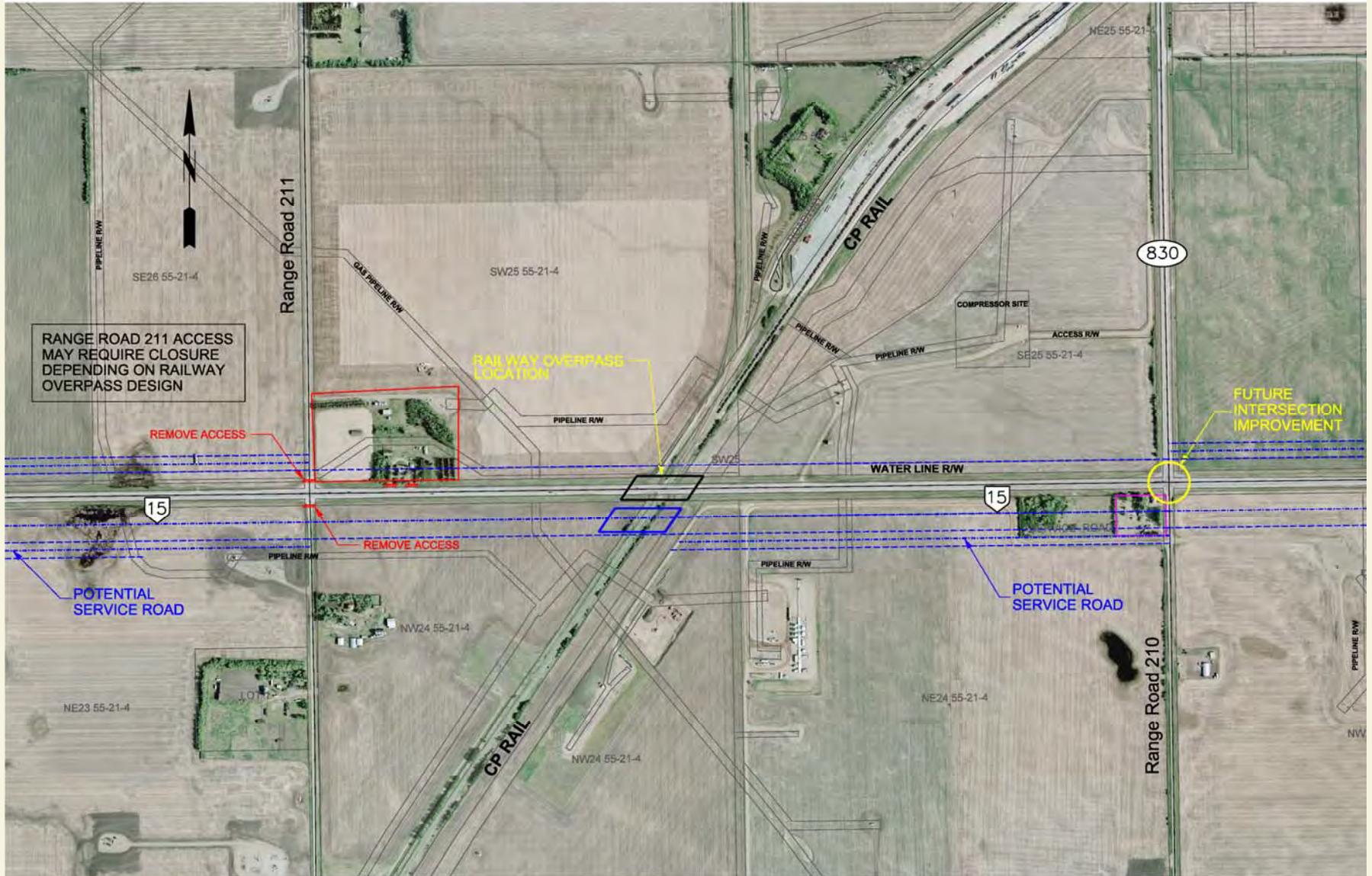
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# INTERSECTION IMPROVEMENTS

- As traffic volumes increase along Highway 15, improvements to intersections will be required.
- It is anticipated that all major intersections along Highway 15 will be upgraded to a slot-left turn configuration with signals. This a similar configuration currently found at the intersection with Range Road 214 and to be constructed at Range Road 220.



# NEXT STEPS

This is the second of three Open Houses for this project. The final Open House will be held in mid-September 2012.

Please watch your mailbox and local papers for advertisements about the next Open House, or visit [www.strathcona.ca/Highway15FPS](http://www.strathcona.ca/Highway15FPS) for more details.

Completion of the Highway 15 Functional Planning Study is anticipated in early 2013.

# THANK YOU

Thank you for attending tonight's Open House. If you have any further questions or concerns, please talk to one of the Project Team members or email [dan.dmytryshyn@cima.ca](mailto:dan.dmytryshyn@cima.ca).



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