

Title: Hwy 2A Realignment Functional Planning Study Update - Leduc

Memorandum (or Approval) Date: May 9, 2014
 Design Exception Request Date: January 28, 2014
 Region: AT North Central
 Approval Status: Approved

Project Location					
Highway	Control Section	At km	From km	To km	Existing AADT
2A	26	Approx. length: 2.5	27.3	n/a	11040

Project Type (Mark all that apply with an X)			
Functional Planning: X	New Construction: X	Reconstruction:	Paving/Surfacing:
Bridge:	Operations:	Geotechnical:	Environmental:
Shoulder Widening:	Detailed Design:		

Summary
The minimum spacing requirements outlined by Transport Canada between a railway crossing and an intersection requires part of existing Hwy 2A to be realigned. In addition, the realigned section must meet minimum median width of 22.6m and 2m inside shoulders, as outlined in the HGDG. With the adjacent intersection to the north at 50 Street (existing Hwy 2A) already having a reduced median width of 20m with no-inside shoulders, the design exception request is to further reduce the centre median width to 16.4m through the realigned section of highway, and ultimately along the future connection to the new Hwy 2A.

Rationale for Approval/Rejection
<ul style="list-style-type: none"> Allows for a double-left turn bay with raised islands at the new Boundary Road intersection, allowing the highway to take on an urban that is more compatible with its long-term function. Signals to drivers that they are entering an urban area with intersections and pedestrian crossings. Reduce impacts to adjacent lands. Improve intersection operations with shorter crossing distance East/West.

Additional Information
<ol style="list-style-type: none"> According to Alberta Transportation's 2013 BIM report, the existing Hwy 2/2A interchange will need to be replaced, and the new interchange will be located to the south. In addition, the existing highway would become part of Leduc's arterial road network. Part of an ongoing infrastructure improvements, the City is planning to begin construction of their east Boundary Road. This arterial road will run east/west along the municipal boundary, cross the CP Railway and tie into existing Hwy 2A with a new intersection. The four leg of this intersection will serve as an access point into the South Fork Development and resolve any potential impact of the realignment.

Key Words

Interchange, reduced median width, inside shoulders, cross-section

Photograph/Diagram



