

# Highway 27 Construction: Questions and Answers

## Highway 27 Through Sundre

*These questions and responses were compiled from the June 2022 public information session.*

### 1) Is anything being done to address the potholes?

Yes, potholes are being addressed as part of the pavement re-construction and overlay design.

### 2) Fixing the road slope?

As part of the mini-roundabout design, the new construction will provide smoother road slope / transitions while navigating through and around the intersection.

### 3) Can the mini-roundabouts be built as concrete only?

No, the design provided asphalt concrete pavement as the preferred structure for the mini-roundabouts based on the traffic volumes and vehicle types along the corridor. Mountable splitter and central islands will be constructed with a concrete structure.

### 4) Can concrete be placed on the approach to the bridge?

Yes, the approaches to the bridge will include concrete for the eastbound movement.

### 5) Why three roundabouts through town?

Consecutive mini-roundabouts provide traffic calming and speed control through downtown Sundre, providing the best balance for traffic flow and safety due to their close proximity with each other.

### 6) Why not put in four way stops?

Roundabout geometry is preferred layout for traffic operations as it facilitates continuous movement from each direction resulting in less idle time while also reducing crash severity by reducing possibility of right-angle collisions.

### 7) Is the main purpose of this to reduce speed? Why not just lower the speed limit?

The goal of the project is to improve safety throughout the corridor. Artificially lowering the speed limit through the corridor without adjusting the geometry to suit would not achieve a reduction to speed, as drivers tend to travel at speeds they feel comfortable with.

### 8) Are all mini-roundabouts the same size?

Yes, all three proposed mini-roundabouts are of similar size and concept.

### 9) Can the central island sizes be reduced to prevent forcing large trucks into potholes and curbs?

Reducing the size of the central island is unnecessary because the islands will be mountable and are designed to accommodate trucks driving overtop of them. Reducing the size of them any further, will jeopardize design standards.

### 10) Can the splitter islands be smaller?

No. The splitter islands are already at a minimum size allowed under engineering guidelines.

### **11) Can bump outs not be installed?**

Bump outs (also referred as bulb-outs) are being installed as they slow down traffic and guide drivers approaching the intersection while providing a separation between the sidewalk and traffic. This separation improves safety for pedestrians while reducing crossing distances.

### **12) Will bump outs cause issues with large heavy loads swinging out?**

The mountable islands are designed to be used by larger trucks while navigating through a roundabout. In doing so, they are meant to avoid bump outs and avoid truck swing.

### **13) Can vehicles turning south onto 4th street and 3rd street make right turns into the parking lots?**

Yes, vehicles making these turning movements are still able to make right turns into the adjacent parking lots.

### **14) Is there a mockup of the new mini-roundabouts?**

At this time, there is no rendering completed for the mini-roundabout designs.

### **15) Has relocating the wide load corridor been considered?**

Alberta Transportation & Economic Corridors has previously reviewed the high-load corridor network with possible alternatives, and it was deemed economically not feasible due to high construction cost.

### **16) Moving power pole at 4th St northwest?**

Yes, the power pole at the northwest corner of 4 St West will be getting relocated for the proposed mini-roundabout layout.

### **17) Has anyone from the team spent 48 hours in town to experience the current setup?**

Yes, the project team has undertaken numerous site visits throughout the design to understand the background and challenges of the project site, as well as considerable consultation time with local stakeholders.

### **18) Can more pedestrian flashers be installed at more locations?**

Pedestrian flashers will be installed at all marked crosswalks in-line with applicable engineering guidelines to aid in safe movement of pedestrians within the corridor.

### **19) Can the sidewalk on the bridge be improved?**

The scope of this project does not include any work on the bridge. Bridge related improvements will be addressed as part of the province's bridge rehabilitation program.

### **20) Can the sidewalk from Bergen Road to the bridge be setback from the highway to increase safety?**

No, the location and condition of the sidewalks were assessed in line with applicable engineering guidelines and deemed adequate.

### **21) Can a roundabout be installed at Highway 760 instead of lights?**

The current volumes at the intersection does not warrant a roundabout at the present time. A single lane roundabout will have considerable impact to adjacent landowners with an estimated value of over \$5M. An improvised mini-roundabout will cost over \$2M with impact to local businesses (access management). For this reason, signalized intersection is recommended at this location to aide with the current critical movements, as well as provide pedestrians safe movement around the intersection in comparison to existing conditions.

**22) Can the lights at 760 be synced with the lights at Centre Street?**

Based on the separation of the two intersections, synchronization is not anticipated to be necessary. Alberta Transportation & Economic Corridors will continue to monitor the traffic signal timing post construction.

**23) Can the "no turns on red" at Centre Street and Highway 27 be removed?**

The "no turns on red" signs will remain but will now only be in effect during the peak hours which are to be determined through consultation with local school district.

**24) Why have a shared right turn and through lane instead of a dedicated right turn lane at Centre Street (buy the land)?**

Alberta Transportation & Economic Corridors assessed the intersection and determined that a dedicated right turn lane will improve the operation of the intersection. Therefore, land purchase will be pursued, and intersection improvement will be implemented as part of the construction.

**25) Why not build a mini-roundabout at Centre Street?**

This intersection has a very high westbound to northbound traffic movement. A roundabout at this intersection requires substantial right of way to existing businesses and therefore deemed counterintuitive to the growth of the town.

**26) For detours during construction, can we use side roads?**

Yes, side roads will be accessible during construction for local residents. Through traffic on Hwy 27 will be managed by the awarded contractor for safe movement. Contractor's activities will be regularly communicated to the public.

**Intersection of Hwy 27/22/584/10<sup>th</sup> Street (RRA54)**

**27) How does the roundabout accommodate large trucks?**

The roundabout provides mountable truck aprons within the central island and outer edges for large trucks to use to navigate the roundabout. Additional traffic accommodation would be required to guide Over-Sized loads through the roundabout.