

Highway 3 Twinning – East of Highway 885 (Whitla) to Medicine Hat Preliminary Design Engagement Summary – May 2026

Introduction

Alberta Transportation and Economic Corridors (TEC) retained AECOM and ISL as consulting team partners to complete the design and construction administration for the twinning of Highway 3 from east of Highway 885 (Whitla) to Medicine Hat. This work will include expanding Highway 3 from 2 undivided lanes in each direction to 2 (4 total) divided lanes in each direction. The twinning of Highway 3 will improve safety and efficiency along the corridor.

Engagement Process

The project considered input from adjacent landowners and businesses, stakeholders including community groups, Cypress County, the City of Medicine Hat, and County of Forty Mile. First Nations consultation is ongoing.

Two phases of engagement took place for the project with both occurring in the preliminary design phase. In September 2024, the first round of engagement was held to share information about the project and the recommendations from the previous functional planning studies and gather feedback to inform the preliminary design. The second round of engagement occurred in April 2026 to share the recommended plan and gather feedback to inform the final plan.

The second round of engagement opportunities conducted included public information sessions and a survey. The project team in attendance included representatives from TEC, AECOM and ISL. The same information was shared at each event and online on the TEC [project website](#). The information sessions were held in the evening, from 4 to 7 p.m., on April 27, 2026 at Medicine Hat College – Big Eagle Room (299 College Dr SE) and on April 28, 2026 at Seven Persons Community Hall (426 Drinnan Street).

In the second round of engagement, display boards were used to share information about:

- The project background, preliminary design overview, what we heard from the September 2024 information sessions, the project area map, the engagement process with anticipated timeline;
- What we did between the first and second round of engagement;
- The recommended plan for 1) Whitla to Seven Persons, 2) Seven Persons to Range Road 70, and 3) Range Road 70 to Medicine Hat;
- Typical highway cross sections; and
- Key intersection plans for Highway 3 and Range Road 84 (North), Range Road 74 to 2 Avenue at Seven Persons, Highway 3 and Township Road 120, and Highway 3 and Highway 523.

Display boards from the information sessions and a link to an online survey (open from April 20 to May 12, 2026) were made available for those who wanted to learn more about the project and provide feedback online. Paper copies of the online survey were available at the information sessions for participants to provide their feedback.

The engagement opportunities were advertised using:

- The project website;
- Road signs along Highway 3 between Whitla and Medicine Hat;
- Advertisements in the Medicine Hat News and the 40-Mile County Commentator/Cypress Courier;
- Information forwarded to municipalities to share on their websites and social media platforms; and
- Letters sent to immediately adjacent landowners and stakeholders in the project area and emails sent to those on the project contact list.

Note:

- *Indigenous consultation is being conducted separately from the public and stakeholder engagement process.*

A total of **64 responses** were received through the paper and online comment forms. Approximately **117 people** attended the April 27, 2026 information session at the Medicine Hat College and approximately **157 people** attended the April 28, 2026 information session at the Seven Persons Community Hall.

We asked participants the following questions:

1. Do you have any feedback or information to share about the twinning of Highway 3 from Whitla to Medicine Hat that can help refine the preliminary design? If yes, please briefly summarize your feedback.
2. Do you have anything else to share with the project team? If so, please briefly summarize.

Below is a summary of feedback received to both of the above questions as there were overlapping themes across the responses. All feedback received was shared with the project team for their information and consideration in finalizing the recommended plan for this project.

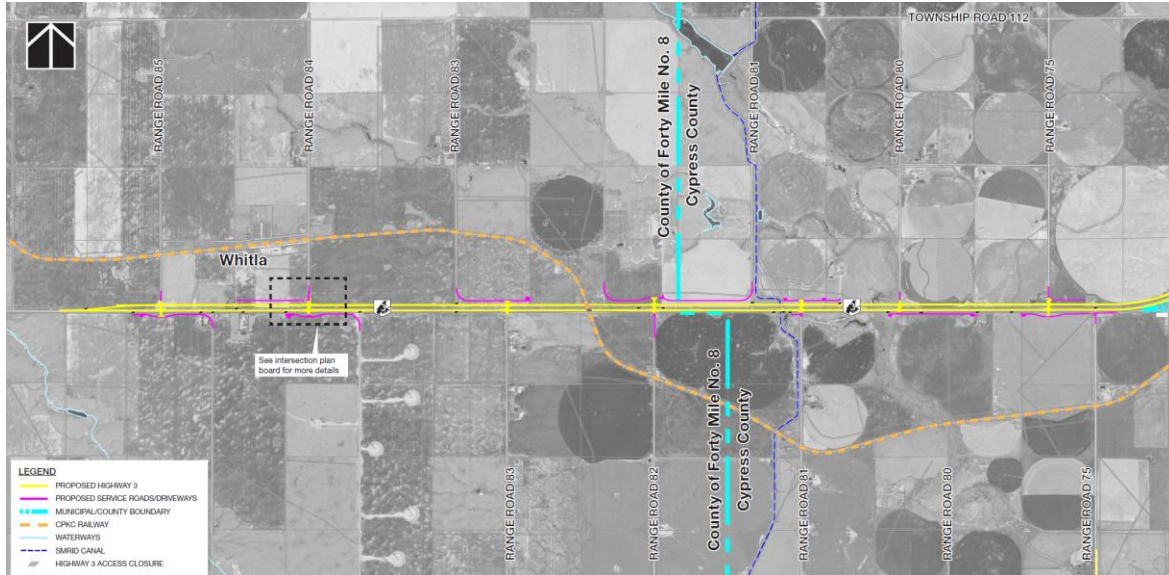
Key Themes

TOP THEMES

- The majority of participants were supportive of the twinning of Highway 3 to improve safety and mobility along the highway.
- Many landowners were appreciative of the in-person information sessions to speak directly with the project team. However, some landowners would like to continue with one-on-one discussion about the recommended plans near their property and address site-specific issues.
- Some participants shared concerns about land impacts causing a loss in agricultural land and impacts to property values and agricultural operations. Similarly, some participants shared that access road closures would also greatly impact their business operations.
- Safety, in general, and at specific intersections and locations was brought up a few times by participants.

RECOMMENDED PLAN THEMES

Recommended Plan 1 - Whitla to Seven Persons

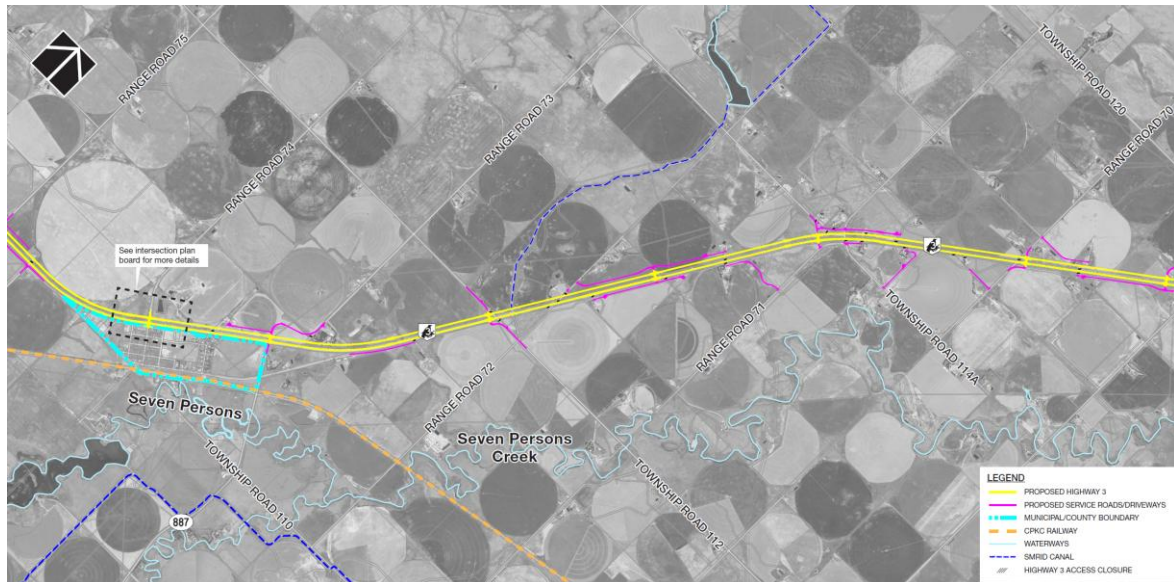


Yellow line = Proposed Highway 3

Pink line = Proposed Service Roads/Driveways

- Overall, this section of the recommended plan had the least concerns for people who provided feedback on the project.
- People either shared their appreciation for the designed service roads to accommodate their highway access or discussed possible service road adjustments in the current plan.
- One participant raised concerns about sight lines at the Range Road 75 intersection.

Recommended Plan 2 - Seven Persons to Range Road 70



Yellow line = Proposed Highway 3

Pink line = Proposed Service Roads/Driveways

- Most people were in support of the alignment through Seven Persons. People shared their appreciation that the project team maintained the current highway alignment through Seven Persons so that the highway may continue to support local businesses within the area.
- One individual noted that three to four fox and coyote dens exist near Seven Persons and Range Road 74. As a result, many animal collisions have occurred along the highway and have caused safety concerns. They asked if the project team could also review other potential wildlife impacts in the recommended plan.
- Another participant noted that the approaches for the parcels east of Seven Persons may need to be reviewed.
- Additionally, there was a request to review the service road access at Range Road 74 as farm equipment encroaches on the land adjacent to the roadway.

Recommended Plan 3 - Range Road 70 to Medicine Hat



Yellow line = Proposed Highway 3

Pink line = Proposed Service Roads/Driveways

- From survey and information session participants, the recommended plan from Range Road 70 to Medicine Hat received the most feedback out of the three plans shared.
- Many participants also had concerns about safety at the intersection of Highway 3 and 523 and suggested it be revised to match Township Road 120. It was suggested that adding a larger median at the intersection of Highway 523 would be a safer option for vehicles, large trucks, and agricultural equipment turning left and heading westbound and eastbound on Highway 3. *Note: Due to area development and constraints at the intersection of Highway 3 and Highway 523, a larger median is not feasible at this location.*
- A few people indicated that Highway 3 and South Boundary Road intersection may require an intersection plan as the area receives a high volume of traffic, particularly to the nearby business park just south of the airport by 30 Street SW. Easy access will need to be maintained off Highway 3 to the business park as well as for emergency services to access the south side of Medicine Hat.
- A few people also would like to see an interchange design incorporated into the recommended plan to connect Highway 3 with Highway 1.
- A small number of participants thought that the project could save on costs if the highway twinning followed with the current highway alignment.
- One individual recommended that left turns be eliminated near this area as they are dangerous in the face of oncoming highway traffic. Instead, they recommended implementing U-turn lanes to accommodate through and left-turn movements across the highway.
- Another participant noted that there are a couple of desire lines (e.g., unplanned route or shortcut that is human made) where people off-road from Gershaw Drive to the Highway. It was recommended that adequate service roads are needed so that desire lines are not replicated across the highway.



- There were concerns about congestion at Highway 3 and Range Road 65 causing impacts to two parcels and leading to tight vehicle turning maneuvers at the intersection.

OVERALL PROJECT THEMES

General Project Support

- People were generally supportive of the project and believe it will improve traffic flow and safety along the highway.
- People were generally supportive of the changes that were made to the recommended plan which included additional accesses along the highway and the alignment adjacent to Seven Persons. The changes in the recommended plan included: the increase in the number of at-grade intersections from 9 to 18, the Seven Persons access maintained at the current highway alignment, and the selection of the preferred Medicine Hat highway alignment.
- Almost a third of survey participants explicitly stated their support for the project.
- A few participants did not support the project because of the loss of agricultural land in certain areas to make the project feasible.

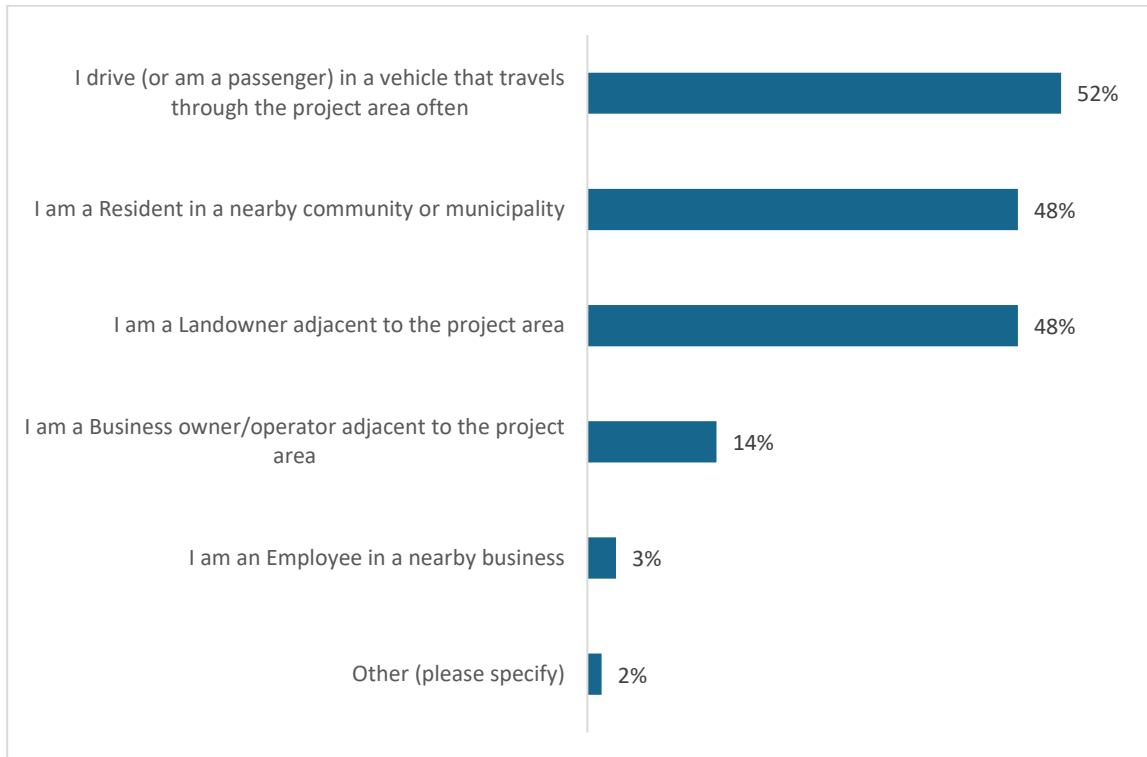
Land Impacts and Access Points

- Similar to the first round of engagement, the main concern for most people involve impacts to agricultural lands and operations, and maintaining access points for agricultural operations during construction and after the highway is twinned.
- Some people were not aware of why accesses need to change and raised concerns that they will lose efficient access to the highway, thereby increasing driving time and distance for residents, businesses, and emergency vehicles.
- Some participants also had questions regarding traffic management during construction, including travel times, detours, access management, emergency response continuity, and whether the highway will remain open.
- A few people inquired about the costs of service road and driveway modifications, surface maintenance, and dust control.
- One landowner requested relocation of their existing access point (instead of removal) so they may continue to operate their agricultural business without significant changes. Another shared that they are unable to continue with their ranching operations if parts of their lands are acquired for the highway.
- Only one participant stated their support for reducing access points to improve traffic flow and decrease the number of areas where vehicles will be entering and exiting the highway.

Safety and Traffic

- Safety and recommendations for making the highway safer was a reoccurring theme for survey and information session participants, with concerns around specific intersections (as mentioned above, merging lanes (i.e. lanes being adequate length for large transport trucks) and keeping the speed limit at 100km/hr.
- A couple of participants would like to see traffic near their property and along Township Road 120 more effectively diverted to the highway.

Demographics



Other (please specify):

- My access to highway 3 will be changed (did not specify whether they were a landowner or business owner/operator in the area)

Next Steps

Feedback received through the stakeholder and public engagement process, Indigenous consultation, and technical work will inform the final recommended plan for the Highway 3 Twinning project. This will be the final round of engagement before the project team moves forward with detailed design in late 2026. The timeline for construction will be confirmed following the completion of the detailed design phase.

Before construction begins, the project team will send letter updates to stakeholders and members of the public who provided their contact information throughout the engagement process. Updates will continue to be provided on the project website at www.alberta.ca/highway-3-twinning-east-of-highway-885-whitla-to-medicine-hat