

Highway 104 Antigonish

Addington Forks Road to Taylor Road
Corridor Preservation

Transportation and Public Works



THE PROBLEM

Traffic Volumes

- Annualized average daily traffic volumes (AADTs) up to 14,400 vehicles per day (vpd).
- Summer ADT nearing 20,000 vpd.
- Second highest volumes in the Province (100 series, 2 lane)
- Large percentage of trucks (up to 20%)

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THE PROBLEM

Access

- Numerous residential and commercial driveways
- at grade intersections

Speed

- Posted limits as low as 60 km/hr
- Mix of local (slower) and through (faster) traffic

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THE PROBLEM

Speed Differential

- The difference in speed between vehicles on the main roadway versus those entering and exiting
- High speed differential increases the likelihood and severity of collisions

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THE PROBLEM

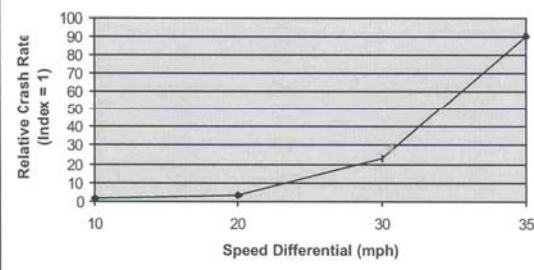
Safety

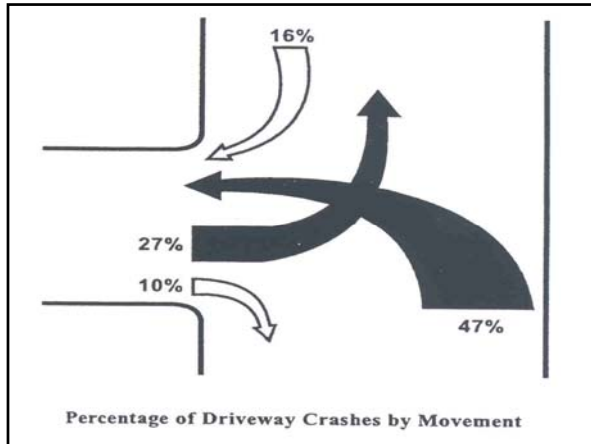
- The combination of high volumes, uncontrolled access, and local versus through traffic has resulted in the highest collision rates in the Province (100 series)
- Up to 13 times the Provincial average for 2 lane 100 series controlled access highways.
- Up to 15 times the Provincial average for 4 lane divided 100 series controlled access highways.

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Relationship between Speed Differential and Collisions





THE SOLUTION

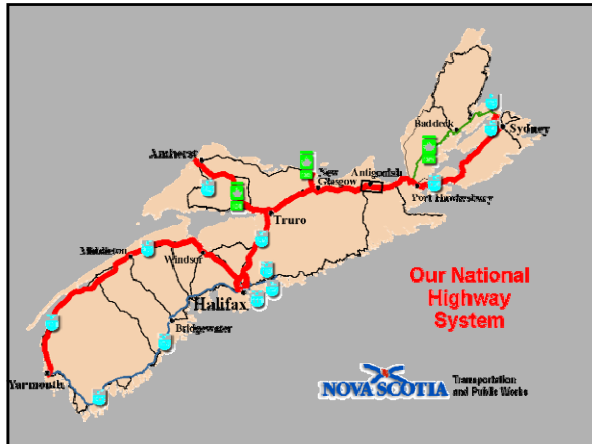
- Identify the routing, including access locations, for a new Highway 104 from Addington Forks Road to Taylor Road that best meets the transportation and economic development needs of the local community and the province.
- Secure the identified highway alignment, including interchange locations, through corridor preservation (land purchase).

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THE SOLUTION


- Construct the new Highway 104 when funding is available.
 - is part of the National Highway System, so is eligible for cost sharing with the Federal Government

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PROJECT CHRONOLOGY

- Corridor preservation study initiated, fall of 1996
- Constraint identification, winter 1997
- First public consultation, May 1997
- Investigation of alignment options, summer and fall of 1997
- Identification of most feasible alignment options (three), fall 1997

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PROJECT CHRONOLOGY

- Further analysis of three alignment options, winter 1998
- Second public consultation, May 1998
- Completion of Safety Review by Consultant, February 1999
- "Blue Route" with interchanges (as currently proposed) recommended to Minister by staff, April 1999

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PROJECT CHRONOLOGY

- Completion of Peer Assessment by Consultant, April 2000
- Minister approves the alignment to be registered through the environmental assessment (EA) process, May 2000

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PROJECT CHRONOLOGY

- Public information session on approved alignment, May 2001
 - overwhelming support received
 - cannot satisfy everyone
- Project description developed as part of the Federal and Provincial environmental assessment processes, summer 2001

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PROJECT CHRONOLOGY

- Project was registered for EA, November 2001
 - no public comments were received on ToR during public review period
- Final terms of reference issued, Feb 2002
- Consultant hired to develop the EA report, May 2002
 - field work conducted through 2002

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PROJECT CHRONOLOGY

- Final report submitted, April 2005
- DEL Minister refers report to EA Board, April 2005
 - Board conducts public hearings, June 2005
- Provincial EA approval, August 2005

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REVIEW OF THE PROJECT

Let's review the alignment and access configurations.

- cost and phasing opportunity
- Church St extension tunnel

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TRAFFIC VOLUMES

	Highway not constructed	Highway constructed	
		Old Hwy.	New Hwy.
1998	15,000	n/a	n/a
2010	21,000	8,800	17,000
2030	39,000	16,000	30,000

All volumes are vehicles per day (vpd).

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SAFETY REVIEW

- Review alignment options and recommend the scheme which provides the greatest safety
- Examined eight scenarios from three alignments
- “Blue” alignment with interchange locations as currently proposed provides the greatest safety

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PEER ASSESSMENT

- Undertook the peer review of the three alignments to reassess the project with “fresh eyes”
- Recommended the “Blue” route be adopted in principle

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MAY 2001 INFORMATION SESSION

- Presentation of the alignment to be registered for environmental assessment
- Handouts and large scale maps
- 200 attendees and 27 completed comment forms
- Positive atmosphere at the session

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MAY 2001 INFORMATION SESSION

- Comment form analysis yielded:
 1. 52% supported the project
 2. 22% did not oppose the project, but had concerns over certain aspects
 3. 15% did not support the project
- Seems to be a desire to get the project underway

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SOCIO-ECONOMIC CONSIDERATION

- ToR requirement was adequately covered
- TPW asked JWEL to do more work, in recognition of the business impacts
- ARDA and Profile Antigonish (now the Antigonish Area Partnership) provided input

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SOCIO-ECONOMIC CONSIDERATION

Key methods identified to minimize these impacts were:

- Interchange beautification
- Appropriate signage
- Locating the Tourism Information Centre at one of the new interchanges

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ROADSIDE SIGNING PROGRAMS FOR 100 SERIES HIGHWAYS

- Guide signs



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ROADSIDE SIGNING PROGRAMS FOR 100 SERIES HIGHWAYS

- Industrial/Business Park signs



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ROADSIDE SIGNING PROGRAMS FOR 100 SERIES HIGHWAYS

- Community Identity signs



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ROADSIDE SIGNING PROGRAMS FOR 100 SERIES HIGHWAYS

- Motorist Service Symbol signs



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ROADSIDE SIGNING PROGRAMS FOR 100 SERIES HIGHWAYS

- Business Logo signs



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ROADSIDE SIGNING PROGRAMS FOR 100 SERIES HIGHWAYS

- Major Tourist Attraction signs



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ROADSIDE SIGNING PROGRAMS FOR 100 SERIES HIGHWAYS

- Scenic Travelway Identity signs



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ROADSIDE SIGNING PROGRAMS FOR 100 SERIES HIGHWAYS

- Large Service/ Business Area Loop signs



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ROADSIDE SIGNING PROGRAMS FOR 100 SERIES HIGHWAYS

- Eligibility for each type would need to be assessed within the guidelines of the respective program
- Up to the Town, Municipality, and businesses to choose to participate when possible

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NEXT STEPS

- Field survey and detailed design (pending approval), fall 2005-2008
- Purchase of corridor, fall 2005-2008
- Earliest possible start date for construction, spring 2008

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