

Highway 11 Functional Planning Study

Highway 22 to Township Road 390

Fact Sheet

During the initial information gathering phase, the project team spoke with 107 people about twinning Highway 11. The following is a summary of the topics discussed.

Rationale for Twinning Highway 11

Alberta Transportation determined that twinning Highway 11 was necessary after evaluating safety concerns, traffic volumes, the highway's classification, and economic development opportunities. The evaluation identified the following:

- **Traffic Safety:** Highway 11 is currently on a correction line. This means that Highway 11 between Sylvan Lake and Rocky Mountain House has twice as many intersections as comparable highways. Because of the current number and spacing of intersections, passing lanes cannot be added safely.

Through the project team's initial engagement, they heard concerns about safety from many landowners. As part of the study, the collision rates and intersection operations on Highway 11 will be analyzed. The study will also explore opportunities to consolidate the intersections and create more consistent spacing.

- **Traffic Volume:** Highway 11 is a Level 2 rural highway. In 2019, the average annual daily traffic volumes were:
 - 6,800 west of Township Road 390;
 - 5,400 west of Highway 766 (Eckville); and
 - 5,100 east of Highway 22 at Rocky Mountain House.
- **Highway Classification:** The Province's Roadside Management Classification for Highway 11 between Sylvan Lake and Rocky Mountain House is 'multi-lane,' known as a Rural Arterial Divided (RAD). This means that twinning would ultimately be required.
- **Economic Development:** Highway twinning supports economic development and tourism in west central Alberta, reducing travel times and improving safety for residents, visitors and business owners.

The Highway 11 Functional Planning Study

Working closely with Alberta Transportation and the four municipalities in the study area (Clearwater County, Lacombe County, Town of Eckville and Red Deer County) the project team will:

- **Gather Information:**
 - Stakeholder Engagement with landowners next to Highway 11.
 - Technical Research of the bridges, utilities, ground conditions (geotechnical) and environmental resources along the 41 km section of the highway.
- **Develop Alternatives:**
 - Options will be developed based on input from the information gathering phase and the technical analysis.
 - The options will be assessed to determine the feasible alternatives.
- **Compare Alternatives**
 - Feasible options will be evaluated across a range of criteria. These include financial, user benefits/technical objectives, community sustainability and environmental/historical resources.
 - Landowners, stakeholders and the public will review the feasible options and provide feedback.
- **Select Preferred Plan**
 - Considering feedback from landowners, stakeholders and the public, along with the technical requirements, a preferred plan will be selected.
 - The project team will seek municipal support for the preferred plan.

- **Recommended Plan**

- The preferred plan will be presented to Alberta Transportation for approval (end 2022).
- The recommended plan will be shared with the landowners, stakeholders and the public.

PROJECT PROCESS & TIMELINE



Property Access

Property owners may be concerned about how the Highway twinning will affect their current access to Highway 11. Alberta Transportation is required to maintain or restore access to all affected properties. This is a key part of the study that the project team is undertaking.

Service Roads

Service Roads provide or restore access to affected properties. Service roads can be used to link properties and secondary roads to the Highway and reduce the number of intersections. The extent and/or location of service roads will be determined as the study proceeds.

Impact to Nearby Property/Buildings

Alberta Transportation understands that twinning may create uncertainty for nearby property owners who may be considering upgrading or maintaining their property. When the functional plan is complete, more information will be available about what the twinning will look like and how it may impact adjacent property owners.

Medians and Right-of-Way Requirements

The existing Highway 11 right-of-way in the study area is between 40m and 60m wide. The standard cross-section for a twinned highway would see a divided highway with a grass median 25m wide within a 100m wide right-of-way. The existing twinned section of Highway 11 between Red Deer and Sylvan Lake is an example. The preferred cross-section is determined, in part, by the required intersection layouts and other design factors.

Highway 11 Couplet

During the Information Gathering phase, some stakeholders suggested using the existing highway to provide two-lanes in one direction and building or utilizing an existing parallel roadway some distance away, to provide two-lanes in the opposite direction. Given the constraints along the corridor, the study team will investigate various twinning options. A couplet option presents unique operational issues and risks when compared to a standard twinning cross-section.

Proposed Roundabouts

This study is part of the larger project that will twin all of Highway 11 (David Thompson Highway) between Rocky Mountain House and Sylvan Lake. The overall project will be completed in four sections, which are in various stages of development.

As a part of the overall project, roundabouts will be installed at the Highway 11/Range Road 15 and Highway 11/Highway 781 intersections in the near future. This study will also consider roundabouts. You can learn about the other projects here:

- <https://www.alberta.ca/highway-11-twinning-project.aspx>
- <https://www.alberta.ca/assets/documents/trans-highway-11-functional-planning-study.pdf>

Next Steps

Design, right of way purchase and coordination of any necessary utility relocations are anticipated to begin in 2024. Construction timelines have not been determined at this time.