

OVERVIEW

This study focuses on the 41-kilometre section of Highway 11 between Highway 22 and Township Road 390 (east of Benalto).

Highway 11 is an important route for the movement of people, goods, and services. It connects national parks and communities with over 5,000 residents, including Red Deer, Sylvan Lake and Rocky Mountain House. CIMA Canada Inc. (CIMA+) is conducting the functional planning study on behalf of Alberta Transportation.

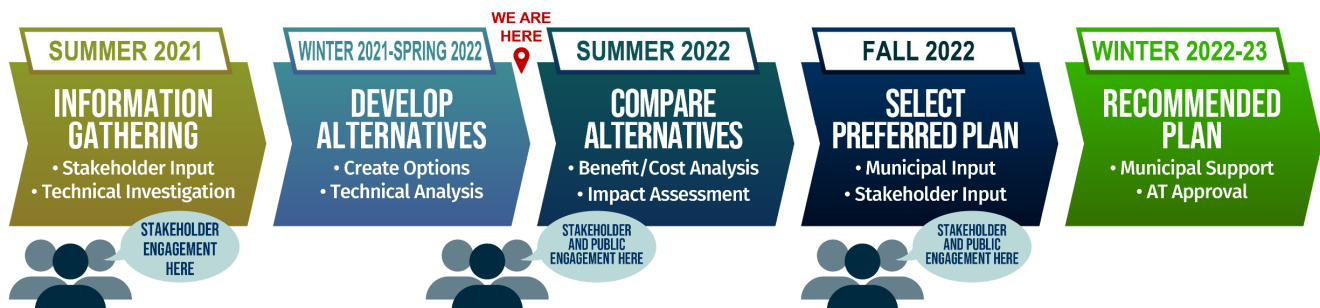
The project will be built in phases; the sections closer to Sylvan Lake and Rocky Mountain House will be twinned first. The remaining section – the largest and the focus of this study – will be twinned after the first two.

The objectives of the study are to:

- Assess existing conditions and constraints along the corridor
- Identify issues and concerns for people whose property is adjacent to the highway
- Examine the highway's role and performance in the provincial road network
- Consider future needs and develop a plan to meet those needs

The study will consider the impacts of all proposed changes to the highway, including land, environmental resources and utilities, among others.

PROJECT PROCESS & TIMELINE



STUDY UPDATE

During the information gathering stage, the project team sent personal letters to the 246 people who own property along Highway 11 from Highway 22 to Twp Rd 390. The letter introduced the Highway 11 twinning project and invited each property owner to meet with the project team and help us better understand local uses and conditions that may affect development of the twinning plan. CIMA+ conducted interviews with those that responded to the letter, representing 115 separate properties along the corridor.

Interviews with property owners, as well as information on existing conditions and constraints resulted in CIMA+ generating four potential options to twin or upgrade Highway 11.

PRELIMINARY CONCEPTS

- **Twin Existing Highway 11** – For some time twinning the existing highway has been anticipated as the likely plan, however no previous studies have been done to confirm if this is the preferred plan. The current twinning concept transitions from north to south (and the reverse) along the corridor based on the current understanding of the key constraints. Twinning requires the most right-of-way, impacts many farmsteads and acreages and has high initial construction costs. However, twinning offers significant improvement in operations and will serve highway traffic for the foreseeable future.
- **Expand the Existing Passing lanes** – For existing conditions it is the passing opportunities that fail along the highway, not the operational level-of-service. Limited passing opportunities and difficult left-turns onto the highway concerned many stakeholders. Expanding the passing lanes requires less right-of-way and has less impacts to farmsteads and acreages, as well as, less initial construction costs than twinning. Expanding the existing passing lanes does not significantly improve operational levels-of-service and at the 20-year horizon, additional upgrades would be required to meet highway performance requirements.
- **Couplet** – The couplet concept is based on an 800m wide separation between the eastbound and westbound travel, with westbound travel on a new alignment. A similar couplet exists on Highway 16, east of Wildwood, without operational concerns from residents or emergency services. Right-of-way along the existing Highway 11, should be adequate, new right-of way would be required for the opposing direction. A couplet offers operational improvement similar to twinning and eliminates the need for future roundabouts, however an unconventional highway concept will require special safety considerations. A couplet has higher upfront construction costs than traditional twinning.
- **Alternate Highway Location** – The existing Highway 11 is highly developed as a rural corridor and follows a correction line. A new location for the corridor would not follow a correction line, requiring far less access management and the extensive right-of-way requirements would disrupt fewer farmsteads, homesteads and acreages. There would be a significant improvement in operations and highway traffic would be served well for the foreseeable future. Additionally, the existing highway would become a local road, serving local mobility needs. A new highway location represents the highest initial construction costs.

NEXT STEPS

In the coming months the study team will evaluate the four options across a range of criteria. Decisions are made considering stakeholder and public feedback, technical requirements (environmental constraints, safety requirements, utility conflicts, user impacts), Alberta Transportation's policies and standards, as well as Provincial funding availability and priorities.

A final open house is tentatively scheduled for winter of 2022-2023. Following the open house, the study team will present the plan that the team proposes to recommend to the Province, to Clearwater County, Lacombe County, Red Deer County and the Town of Eckville.

Addition Information and study updates can be found on the project website:

<https://www.alberta.ca/highway-11-from-highway-22-to-township-road-390.aspx>

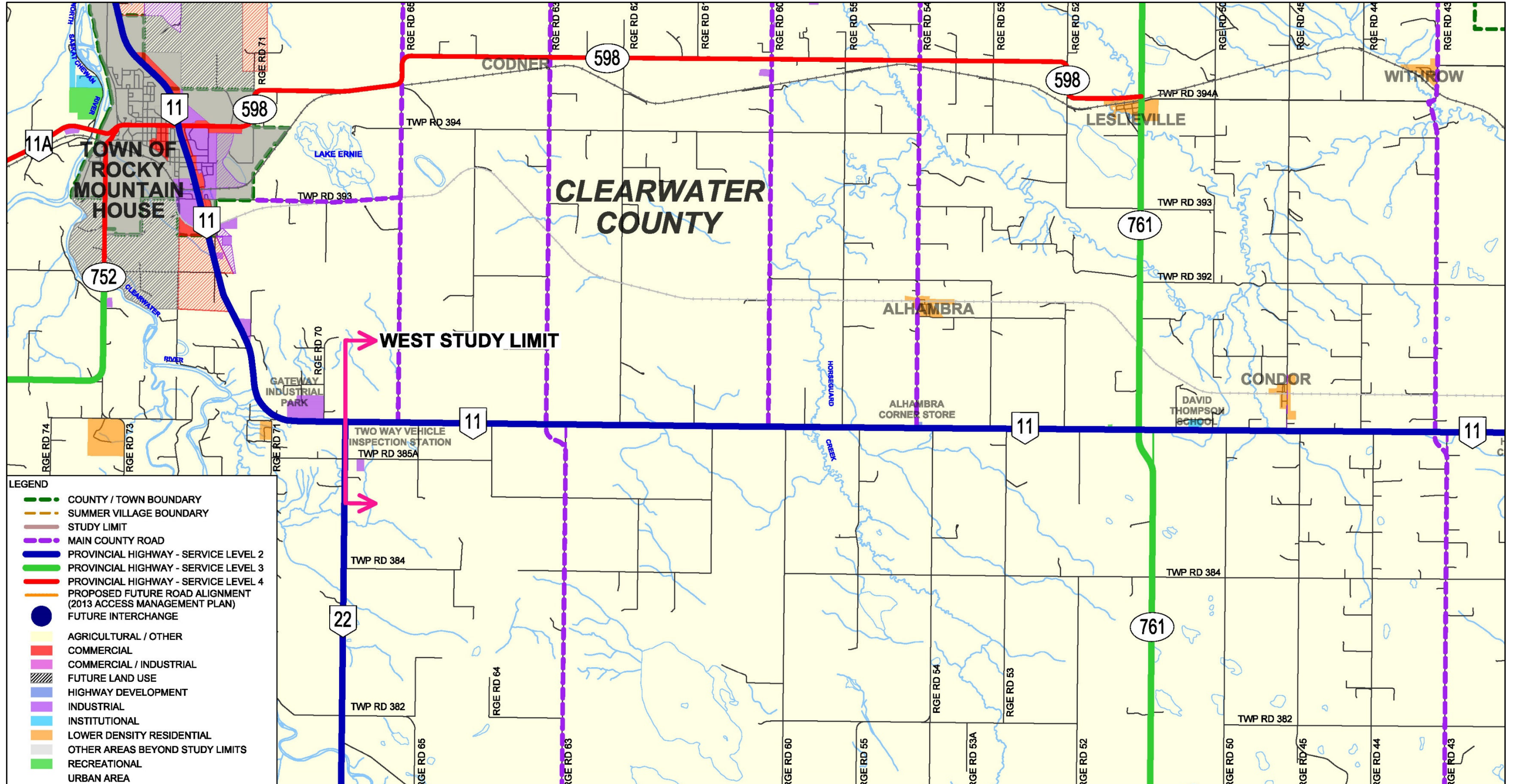
For further information please contact:

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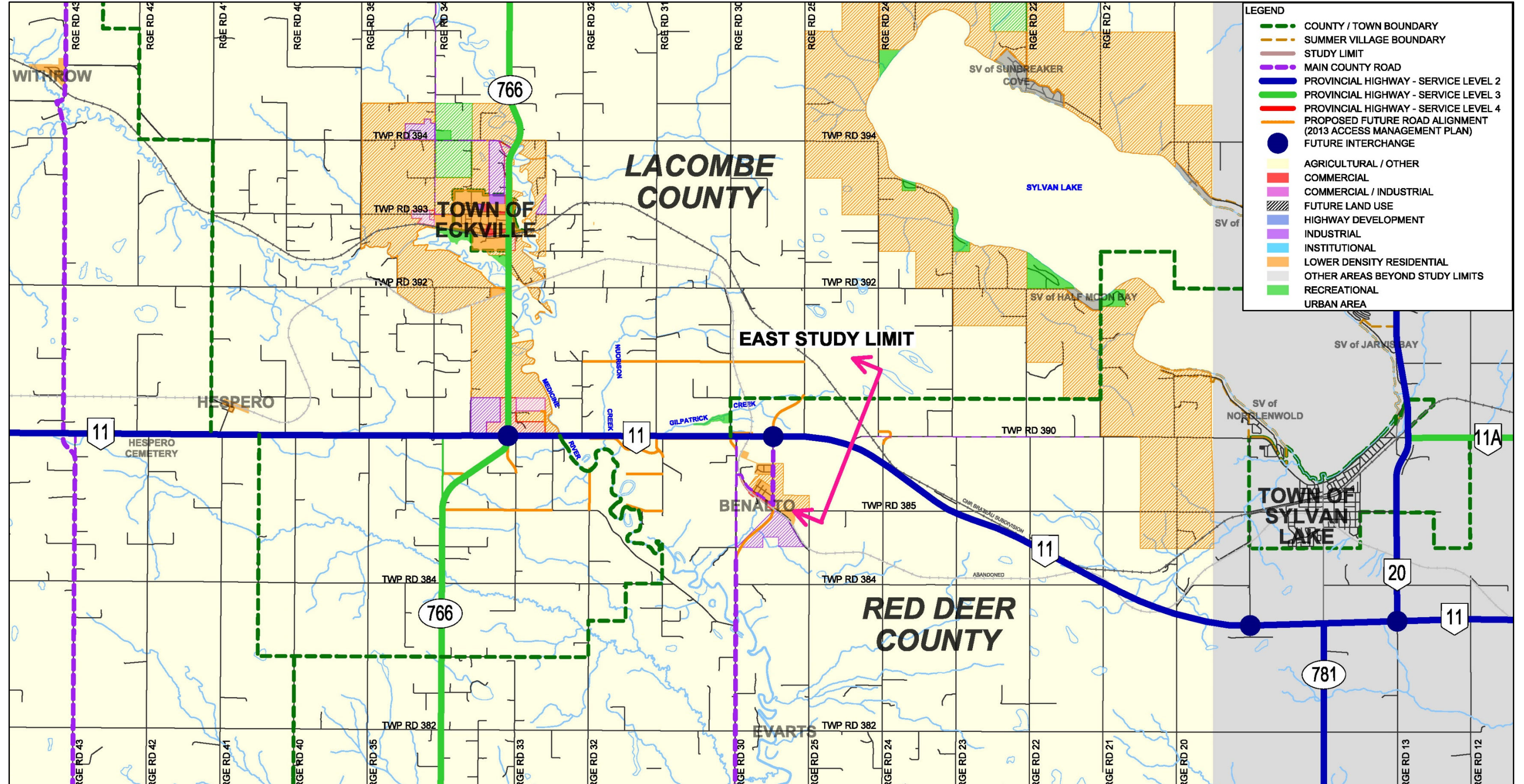
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LEGEND

- COUNTY / TOWN BOUNDARY
- SUMMER VILLAGE BOUNDARY
- STUDY LIMIT
- MAIN COUNTY ROAD
- PROVINCIAL HIGHWAY - SERVICE LEVEL 2
- PROVINCIAL HIGHWAY - SERVICE LEVEL 3
- PROVINCIAL HIGHWAY - SERVICE LEVEL 4
- PROPOSED FUTURE ROAD ALIGNMENT (2013 ACCESS MANAGEMENT PLAN)
- FUTURE INTERCHANGE
- AGRICULTURAL / OTHER
- COMMERCIAL
- COMMERCIAL / INDUSTRIAL
- FUTURE LAND USE
- HIGHWAY DEVELOPMENT
- INDUSTRIAL
- INSTITUTIONAL
- LOWER DENSITY RESIDENTIAL
- OTHER AREAS BEYOND STUDY LIMITS
- RECREATIONAL
- URBAN AREA

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