Highway 11 Twinning

Highway 22 to Township Road 390

Functional Planning Study

OPEN HOUSE #1

June 22 & 23, 2022

4:00pm – 8:00pm

WELCOME

Alberta CIMA+

Highway 11 Twinning

Highway 22 to Twp Rd 390 - Functional Planning Study

Welcome!

Today we will -

- Introduce the project and study process
- Share concepts that were explored for Highway 11 corridor
- Gather your feedback and input

Our Format

- Informal drop-in with presentations at 5:00pm & 6:30pm
- View the project information, ask our staff questions
- Complete the comment sheet here or online

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

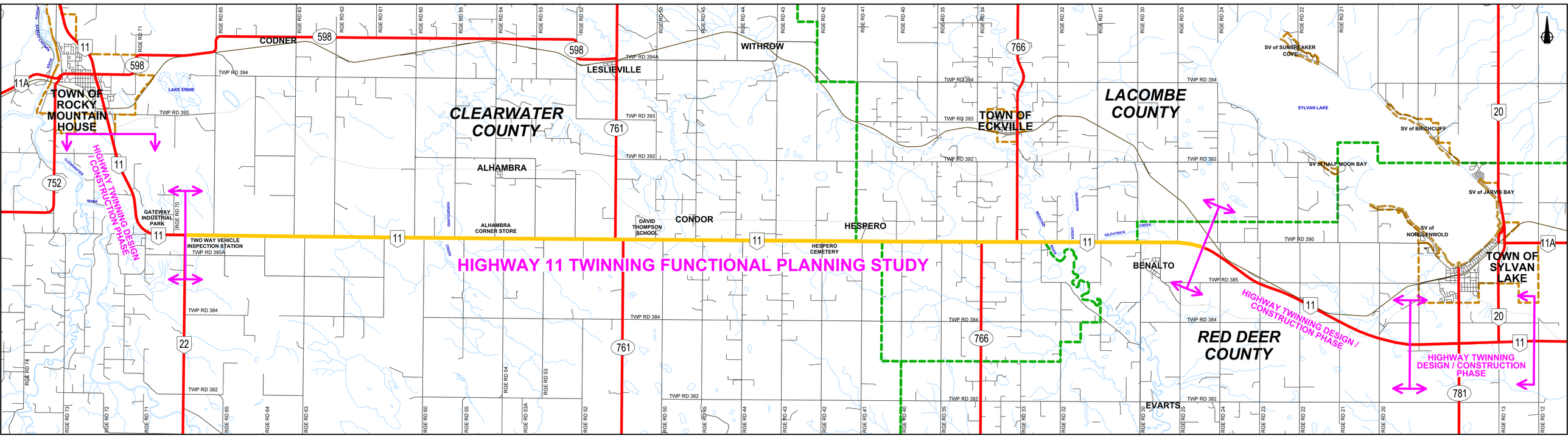
Study Area

Highway Planning: Highway 22 to Township Road 390 (East of Benalto)

- Clearwater County: Highway 22 to Range Road 41 (28 km)
- Lacombe County: Range Road 41 to Range Road 31 (9 km)
- Red Deer County: Range Road 31 to Township Road 390 (5 km)

Highway Twinning Design: By Others

- AECOM Team: Highway 22 to Rocky Mountain House
- WSP Team: Township Road 390 to Sylvan Lake



Study Objectives

The Study will:

1. Evaluate options to twin Highway 11

   (We are here. This is the topic of today's Open House)

2. Identify preferred alignment and cross-section

3. Develop an access management plan to support highway twinning

4. Recommend interim and long-term improvements

5. Identify the required right-of-way

Working Together

Technical Review Committee (TRC)

- Clearwater, Lacombe and Red Deer Counties and Town of Eckville are represented on the TRC
- The TRC guides the study process at key points

PROJECT PROCESS & TIMELINE

SUMMER 2021

INFORMATION GATHERING
- Stakeholder Input
- Technical Investigation

STAKEHOLDER ENGAGEMENT HERE

- Project start-up with TRC

WINTER 2021-SPRING 2022

DEVELOP ALTERNATIVES
- Create Options
- Technical Analysis

- Meet with the TRC to review alternatives

WE ARE HERE

SUMMER 2022

COMPARE ALTERNATIVES
- Benefit/Cost Analysis
- Impact Assessment

STAKEHOLDER AND PUBLIC ENGAGEMENT HERE

- Meet with the TRC to review public input and screening

FALL 2022

SELECT PREFERRED PLAN
- Municipal Input
- Stakeholder Input

STAKEHOLDER AND PUBLIC ENGAGEMENT HERE

- Meet with the TRC to review preferred plan

WINTER 2022-23

RECOMMENDED PLAN
- Municipal Support
- AT Approval

- Meet with the TRC to review public input and recommended plan

CIMA+

Alberta

Highway 11 Role

Highway 11 is a Level 2 Provincial Highway

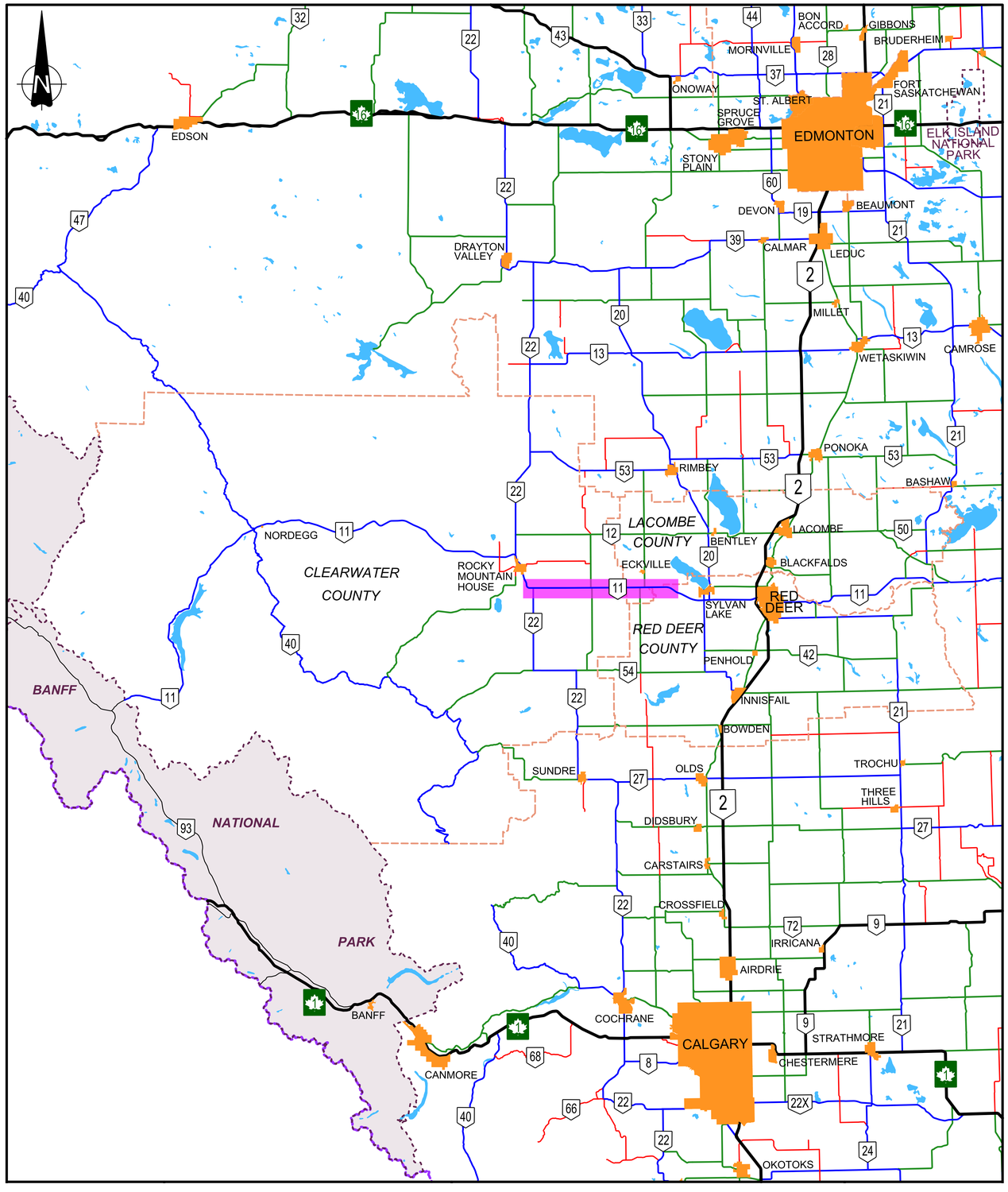
- Accommodates the movement of people, goods, and services intra-provincially
- Connects provincially significant areas, e.g., population centres over 5,000 and national parks

Highway 11 Serves Two Purposes:

- Long trip lengths e.g., Red Deer to Rocky Mountain House, Nordegg and Banff National Park
- Local trips e.g., farming, businesses and communities along the corridor

Planning and Design Considerations

- Long-distance, high speed roadways require consistent geometric and safety standards

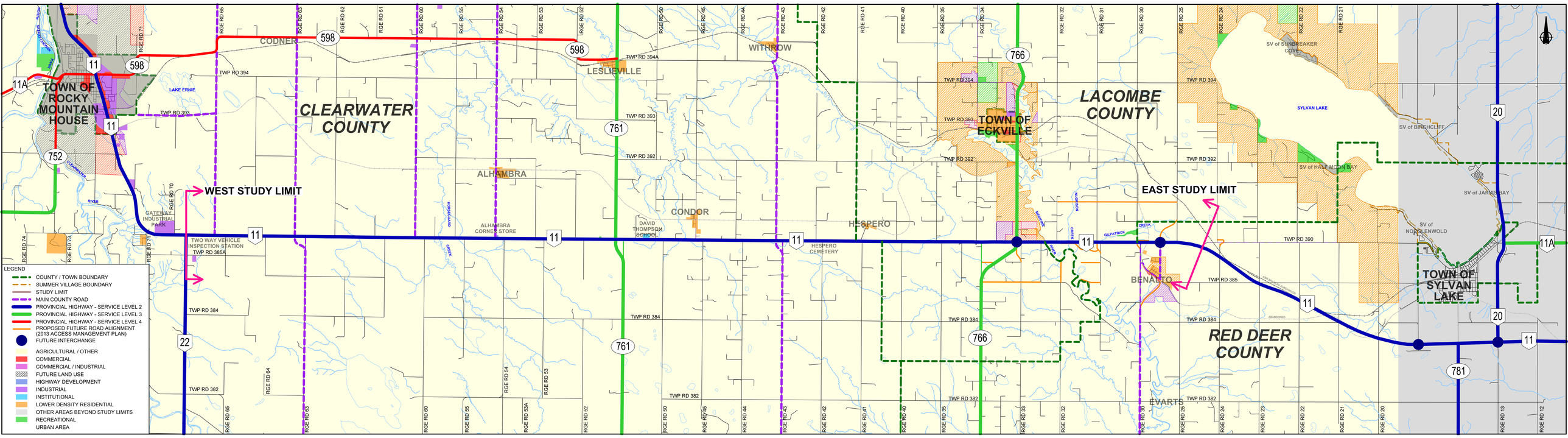


Highway Classification

Access On/Off Highway 11

Highway 11 will become a divided highway (2 lanes each way)

- In the short-term, Highway 11 will become an EXPRESSWAY facility
  Access via range road intersections only, every 1.6km
- In the long-term, Highway 11 will be upgraded to a FREEWAY facility between Eckville and Sylvan Lake
  - Access via interchanges only (see below)



Twinning: The Challenges

Right-of-Way Requirements

- Existing highway right-of-way is only 40 to 60m wide
- Twinned highway right-of-way will range between 105 and 160m wide

Access Management for a Twinned Highway

- Highway 11 is a correction line - twice as many intersections as usual
- Intersections need to be consolidated to a minimum 1.6km spacing
- Many private accesses/driveways need to be redirected to a range road
- East of Eckville access will ultimately be redirected to the interchange locations

Impacted Stakeholders

- Potentially 200+ impacted property owners along the existing highway corridor

(Farmsteads, homesteads, work yards and acreages)

Existing Conditions & Constraints

The First Step:
Gathering Background Information

1. Environmental Resources
2. Historical Resources
3. Geotechnical Conditions
4. Existing Land Development
5. Existing Bridge / Major Culvert Conditions
6. Existing Utilities

Local Knowledge: You can help us

We've completed this step and would welcome your local knowledge.

- Look at ***"Existing Conditions and Constraint's Plan"***
- Tell us about any features or information you believe may be incorrect or missing

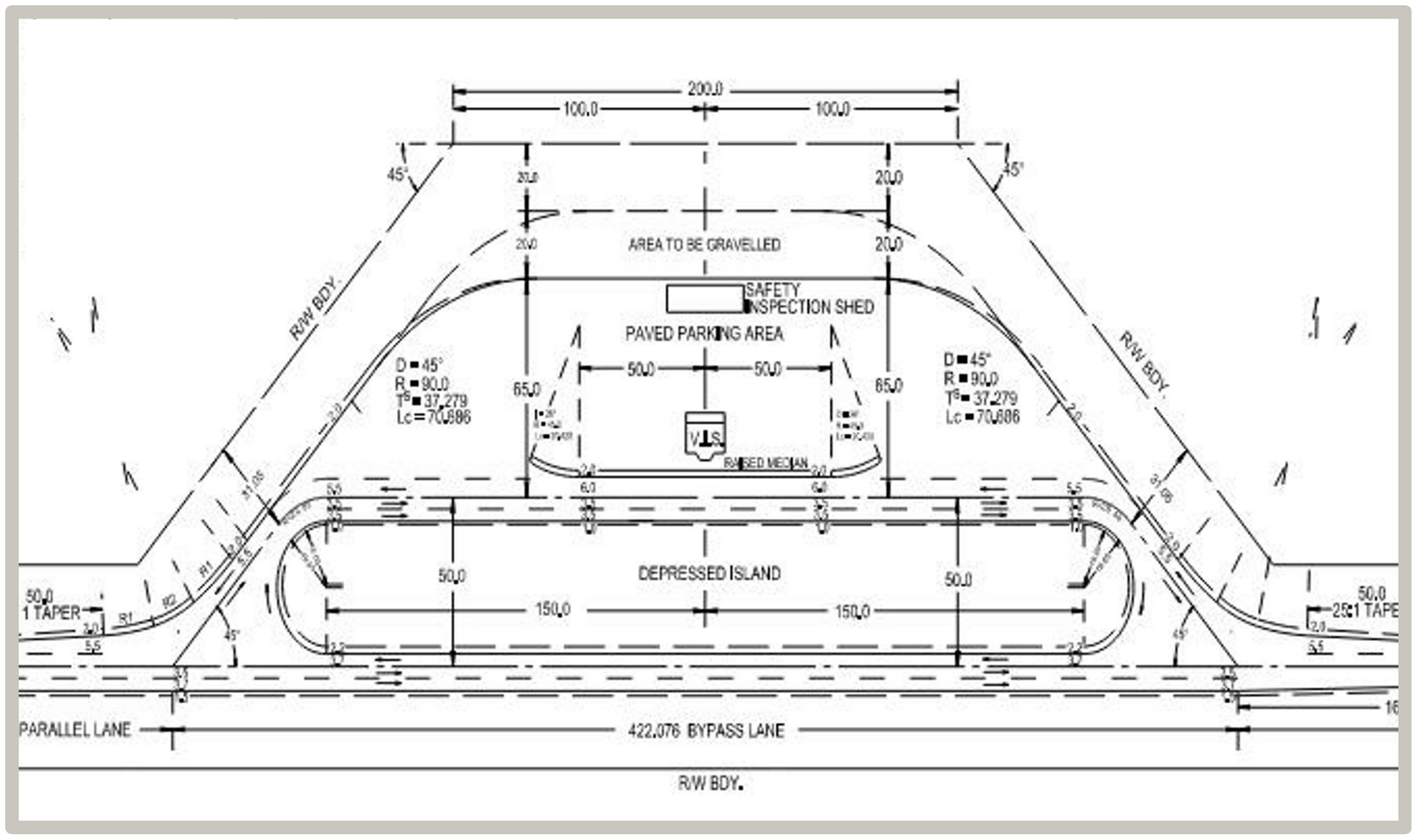
Transmission line, looking north, west of Highway 766

Mobile Vehicle Inspection Station

Relocation of the Mobile Vehicle Inspection Station (MIS)

- Existing MIS is on the south side of Highway 11, east of Highway 22
- The site would be impacted by the highway twinning option
- Existing location would only have access to eastbound direction of a twinned Highway 11
- A Class ‘B’ MIS maybe located nearby along the two-lane Highway 22

Class ‘B’ MIS



Public Input

What We Heard - Project Appraisal Phase

1. Uncertainty

- Extent of property impact is unknown. Property improvements are on hold. Future access to Hwy 11 is unknown.

2. Compensation

- How will compensation for needed right-of-way be determined?
- Will owner preferences concerning acquisitions be considered?

3. Farming Operations

- Effect on intergenerational properties and continuity of farm operations.
- Movement of farming equipment, both along and between properties.
- Farmstead proximity to a widened highway.

4. Highway Operations

- Safe access to Hwy 11 is a concern. Roundabouts are not preferred.

Four Preliminary Concepts

Stakeholder Input

- We listened to stakeholders who asked we consider alternatives to twinning along existing Highway 11

Four Preliminary Concepts

1. Twin Existing Highway 11 (original scope)
2. Expand the Existing Passing Lanes
3. Couplet Concept
4. New Highway Alignment

Concepts are Preliminary

- Subject to change
- View on tables in the hall
- Will be evaluated by the study team

How we Screened each Option

Twinning Existing Highway 11

+ The plan we were asked to develop

- **Third highest cost and greatest anticipated property impacts**

Passing Lane Strategy

+ Lowest cost and impacts the fewest landowners

- **Results in lowest level-of-service and service life**
- **Does not meet standards for passing lanes**
- **May be preferred by directly impacted landowners**
- **Unlikely to be well received by long-distance highway users**
- **May present lowest economic stimulus for David Thomson region**

North Couplet Concept

+ Unconventional, but there is a precedent in Alberta

- **Second highest cost and still impacts a surprising number of stakeholders**
- **Good service life; unconventional operation will require careful consideration to mitigate potential safety concerns**

New Highway Alignment

+ The least disruptive twinning concept

- **Lowest impact to developed parcels, but highest cost**
- **Best traffic operations and safety, better than Twinning Existing Highway**

Screening of Preliminary Concepts

CATEGORY:		IMPACTS				PERFORMANCE		COST
Criteria No.:		a	b	c	d	e	f	g
SCREENING CRITERIA: / HIGHWAY TWINNING OPTION		Occupied Parcels Impacted	Right-of-Way Required	Environ-mental & Historical Resources	Construc-tion & Traffic Disruption	Service Life	Traffic Operations & Safety	Cost Estimate
1	**Twin Existing Highway 11**	**Highest**	High	Moderate	**Highest**	**Best**	Best	High
2	**Expanded Passing Lanes** (Along existing Highway 11)	High	**Moderate**	**Lowest**	High	**Poor**	**Poor**	**Moderate**
3	**Couplet Concept** (Wbd leg 800m north of Hwy 11)	High	Highest	Low	Moderate	**Best**	Good	Highest
4	**New Highway Alignment** (800m north of existing Hwy 11)	**Moderate**	**Highest**	Moderate	**Lowest**	**Best**	**Best**	**Highest**

RANKING LEGEND

Category	Poor Outcomes				Best Outcomes
Impacts:	Highest	High	Moderate	Low	Lowest
Performance:	Worst	Poor	Moderate	Good	Best

Screening Criteria

A. Occupied Parcels Impacted

Farmsteads, homesteads and acreages needed to be acquired for the removal of core buildings or where parcels come too close to building

B. Right-of-Way Required

Estimate of additional right-of-way including frontage roads and other roadway realignments

C. Environmental and Historical Resources

Impact on river and stream crossings and known historical resource areas

D. Construction and Traffic Disruption

Extent of construction related disruption to access and traffic flow

E. Service Life

How long the options will perform before additional upgrading is required

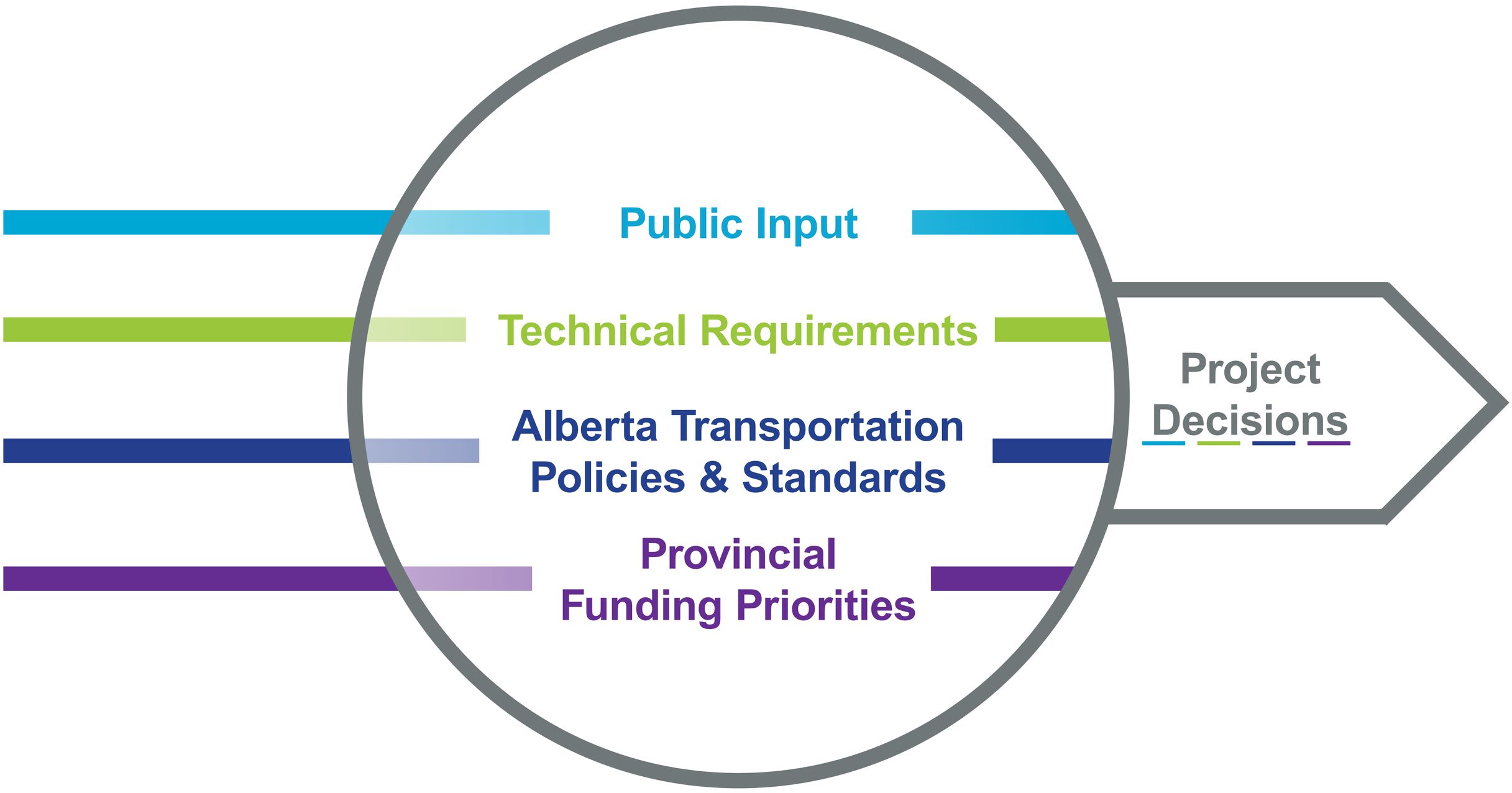
F. Traffic Operations and Safety

Meeting driver expectations and reducing collision potential

G. Cost Estimate

Anticipated construction and property costs

How Decisions are Made



This process means decisions:

- Are fiscally responsible
- Align with best practices
- Consider the existing infrastructure & land uses
- Lead to the best outcomes for the highway network

Next Steps

Before You Leave:

- Please review the ***Existing Conditions and Constraints Plan***
- Please review the ***Concept Plans*** and discuss with project staff
- Please fill out the ***Comment Sheet***

The Study Team:

- Will consider public input in the review and evaluation of the concept plans
- Return in the fall/winter with a preferred plan

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Thank you for Attending!

The Information Shown Today will be Posted on the Project Website!