

Welcome

Highway 11 Twinning Project - South Limit of Rocky Mountain House to 1 km East of Highway 22

**Public Information Session
February 27, 2024
3:00 – 7:00 p.m.**

Alberta Transportation and Economic Corridors would like to inform you of this project to date. Please review the display boards and let our project team know if you have any questions.

Hwy 11 Improvements Project

The twinning project is part of a larger improvement project that is split up into four sections between Rocky Mountain House and Sylvan Lake. This Information Session will inform you further on **Project A – Twinning of Highway 11 between the south limit of Rocky Mountain House and 1 km east of Highway 22.**

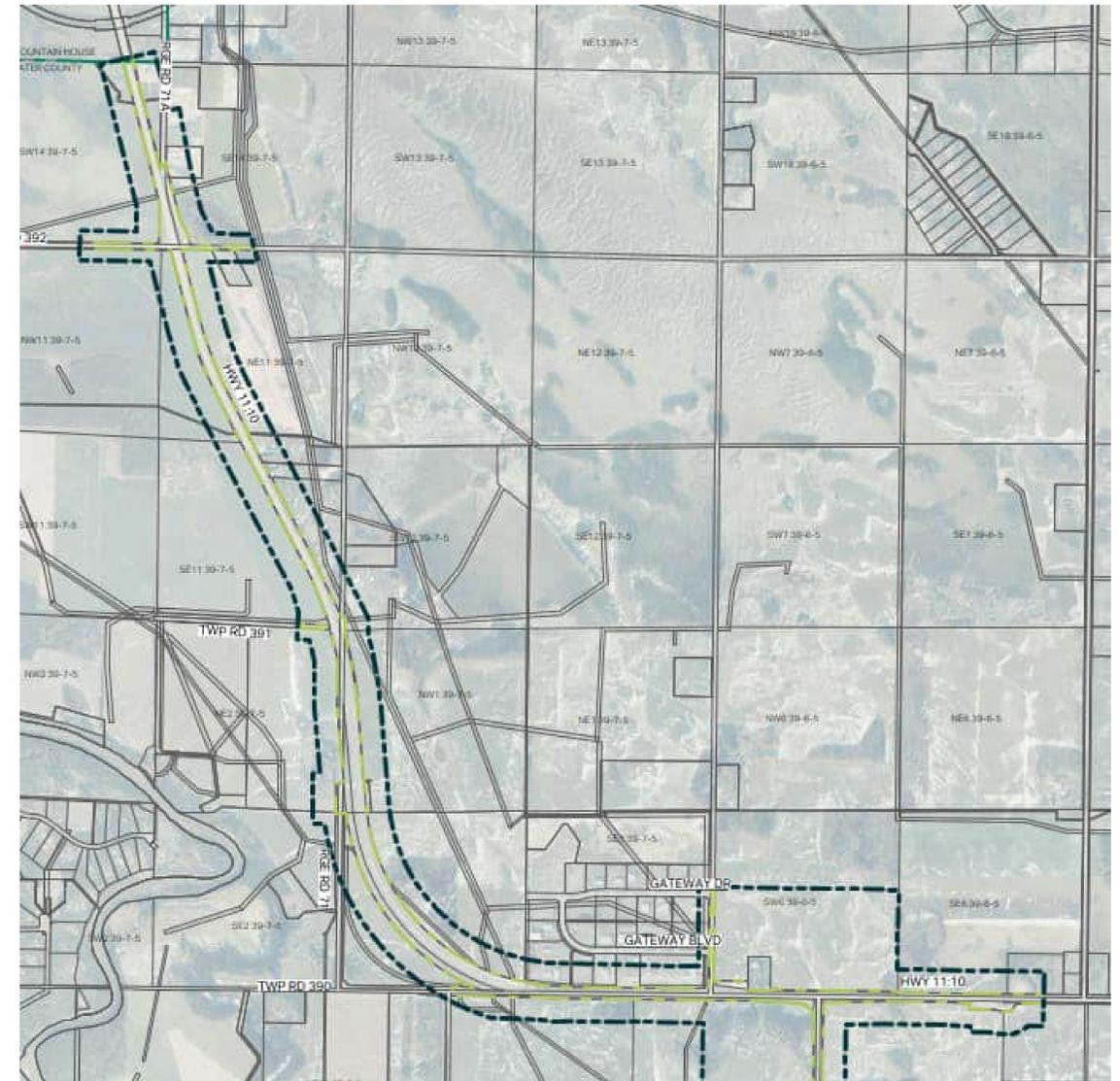


- Project B:** Highway 11 twinning from Highway 22 to Township Road 390. Functional Planning Study was completed in Jan 2024 and detailed design commencing in 2024. Construction timelines are not yet established.
- Project C:** Highway 11 twinning from 1 km west of Township Road 390 near the hamlet of Benalto to 2 km west of Highway 781. Construction was completed in Fall 2023.
- Project D:** Highway 11 twinning from 2 km west of Highway 781 to 1 km east of Highway 20 near Sylvan Lake. Construction was completed in Fall 2022.

Project Overview

The project scope will include:

- Twinning of Hwy 11 for approximately 7 km, extending from the south limit of Rocky Mountain House to 1 km east of Hwy 22.
- Access management changes throughout the corridor to meet the current design standards for the highway, including consolidation of six intersections / highway accesses down to three intersections.
- Intersection upgrades at Township Road 392 and Township Road 391 and a new roundabout at Hwy 22.
- Intersection illumination at Township Road 392 and Hwy 22.
- Utility relocations to accommodate the twinning construction



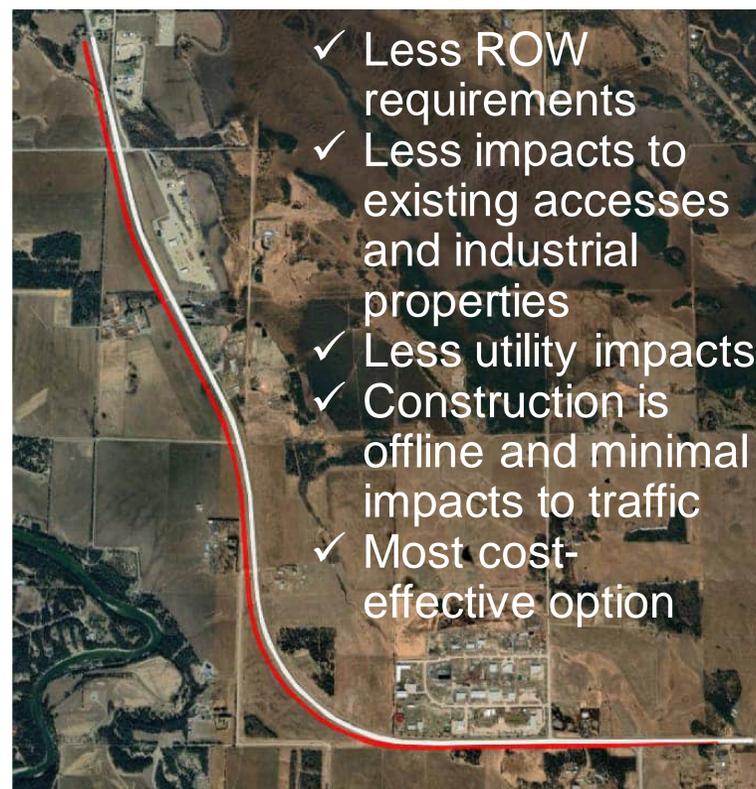
Twinning Options

Three alignment options for twinning of Hwy 11 were considered. The options were evaluated based upon impacts to adjacent properties, access management and right-of-way requirements, utility impacts, constructability and construction cost.

Option 1

Twinning to the South/West

(SELECTED ALIGNMENT)



Option 2

Twinning to the North/East



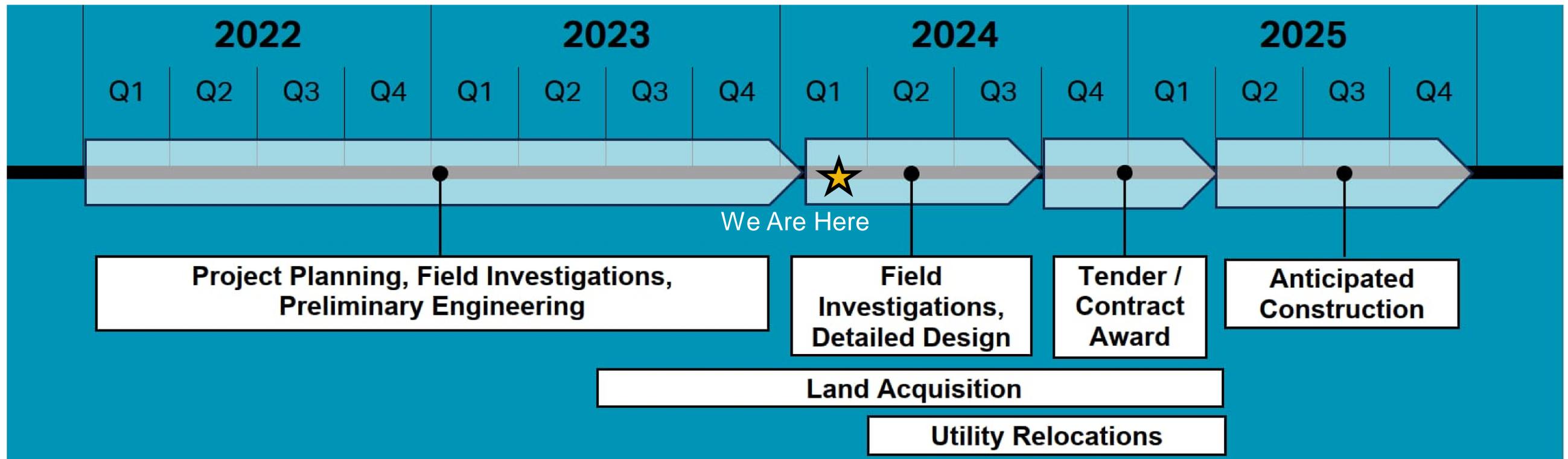
Option 3

Twinning to both sides of existing Hwy 11



— Existing Carriageway — Twinning Alignment Option

Project Timeline



Next Steps

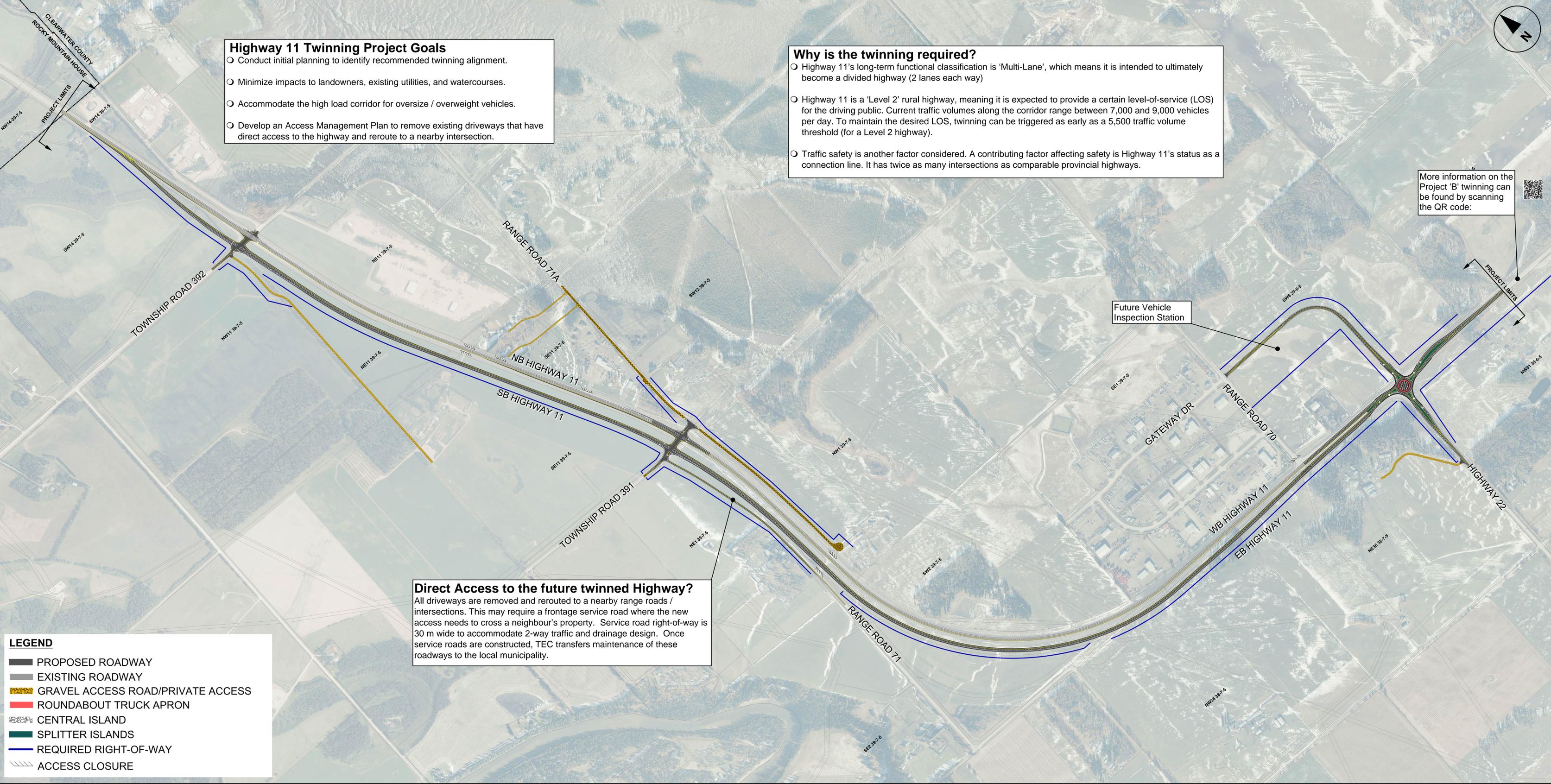
- February to December 2024 – Finalize field investigations, detailed design, land agreements, utility relocations, prepare contract documents, contract bid period.
- January to March 2025 – Bid reviews, contract award.
- Spring 2025 – Anticipated construction start.
- November 2025 – Anticipated construction completion.



- Highway 11 Twinning Project Goals**
- Conduct initial planning to identify recommended twinning alignment.
 - Minimize impacts to landowners, existing utilities, and watercourses.
 - Accommodate the high load corridor for oversize / overweight vehicles.
 - Develop an Access Management Plan to remove existing driveways that have direct access to the highway and reroute to a nearby intersection.

- Why is the twinning required?**
- Highway 11's long-term functional classification is 'Multi-Lane', which means it is intended to ultimately become a divided highway (2 lanes each way)
 - Highway 11 is a 'Level 2' rural highway, meaning it is expected to provide a certain level-of-service (LOS) for the driving public. Current traffic volumes along the corridor range between 7,000 and 9,000 vehicles per day. To maintain the desired LOS, twinning can be triggered as early as a 5,500 traffic volume threshold (for a Level 2 highway).
 - Traffic safety is another factor considered. A contributing factor affecting safety is Highway 11's status as a connection line. It has twice as many intersections as comparable provincial highways.

More information on the Project 'B' twinning can be found by scanning the QR code:

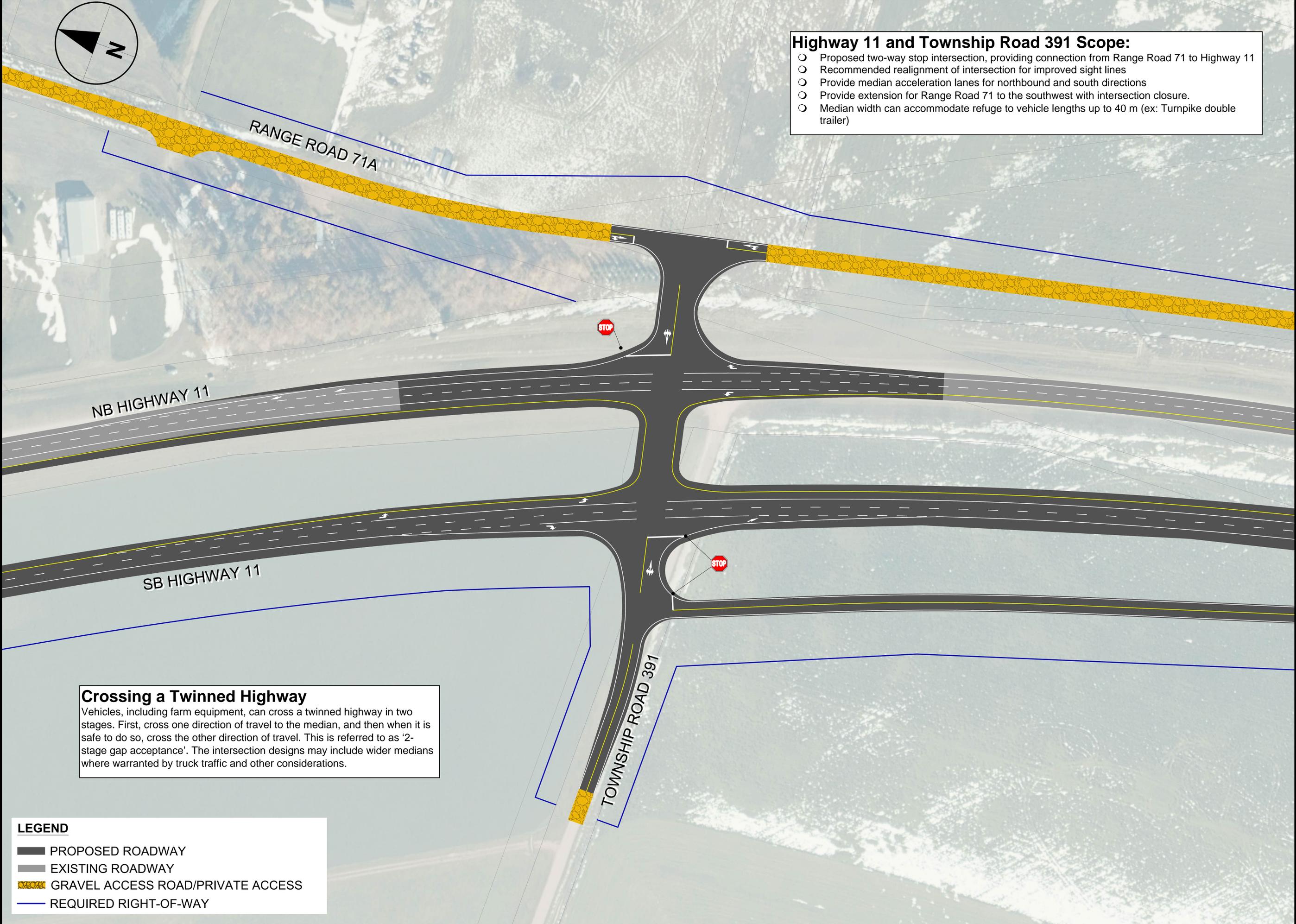



Direct Access to the future twinned Highway?
 All driveways are removed and rerouted to a nearby range roads / intersections. This may require a frontage service road where the new access needs to cross a neighbour's property. Service road right-of-way is 30 m wide to accommodate 2-way traffic and drainage design. Once service roads are constructed, TEC transfers maintenance of these roadways to the local municipality.

- LEGEND**
- PROPOSED ROADWAY
 - EXISTING ROADWAY
 - ▨ GRAVEL ACCESS ROAD/PRIVATE ACCESS
 - ▨ ROUNDABOUT TRUCK APRON
 - ▨ CENTRAL ISLAND
 - ▨ SPLITTER ISLANDS
 - REQUIRED RIGHT-OF-WAY
 - ▨ ACCESS CLOSURE

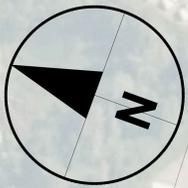


- Highway 11 and Township Road 391 Scope:**
- Proposed two-way stop intersection, providing connection from Range Road 71 to Highway 11
 - Recommended realignment of intersection for improved sight lines
 - Provide median acceleration lanes for northbound and south directions
 - Provide extension for Range Road 71 to the southwest with intersection closure.
 - Median width can accommodate refuge to vehicle lengths up to 40 m (ex: Turnpike double trailer)



Crossing a Twinned Highway
 Vehicles, including farm equipment, can cross a twinned highway in two stages. First, cross one direction of travel to the median, and then when it is safe to do so, cross the other direction of travel. This is referred to as '2-stage gap acceptance'. The intersection designs may include wider medians where warranted by truck traffic and other considerations.

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- ▬ PROPOSED ROADWAY
 - ▬ EXISTING ROADWAY
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 - ▬ REQUIRED RIGHT-OF-WAY



Highway 11 and Township Road 392 Scope:

- Proposed two-way stop intersection, providing connection from Range Road 71A and local roads to Highway 11
- Provide median acceleration lanes for northbound and south directions
- Median width can accommodate refuge to vehicle lengths up to 40 m (ex: Turnpike double trailer)
- Intersection illumination

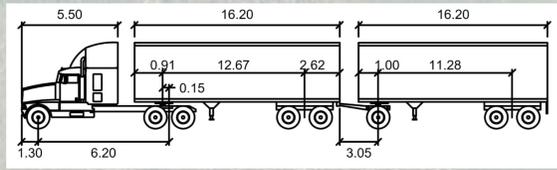
NB HIGHWAY 11

SB HIGHWAY 11

TOWNSHIP ROAD 392

LEGEND

- PROPOSED ROADWAY
- EXISTING ROADWAY
- GRAVEL ACCESS ROAD/PRIVATE ACCESS
- REQUIRED RIGHT-OF-WAY



Design Vehicle: Modified WB-36 (Turnpike Double Trailer)

Highway 11 and Highway 22 Intersection Scope:

- Proposed two lane roundabout will improve traffic operations at intersection and will connect to Gateway Drive.
- Highway 11 is identified as a high-load corridor that will be the main route for oversized vehicles. The proposed multi-lane roundabout is designed with a 65 m inscribed diameter and 3.2 m truck apron, capable of accommodating the swept path of large vehicles such as turnpike double trailer, lowboy and log haul trucks.
- North leg will serve as a service road to the industrial area and future mobility inspection service station.
- Range Road 70 intersection will be closed for safety concerns. Traffic will be directed to the service road.
- Intersection illumination

SERVICE ROAD

WB HWY 11:10

WB HWY 11:10

EB HWY 11:10

EB HWY 11:10

65 m inscribed circle diameter

3.2 m wide truck apron

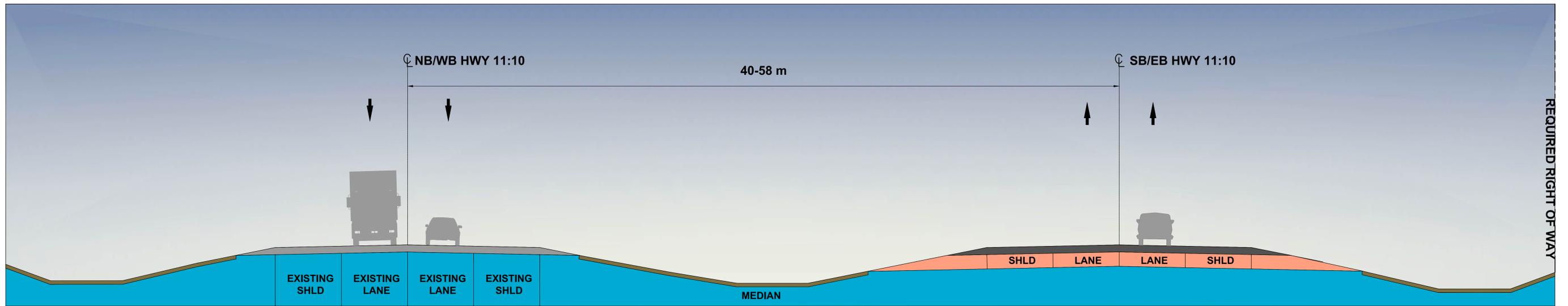
SB HWY 22:22

NB HWY 22:22

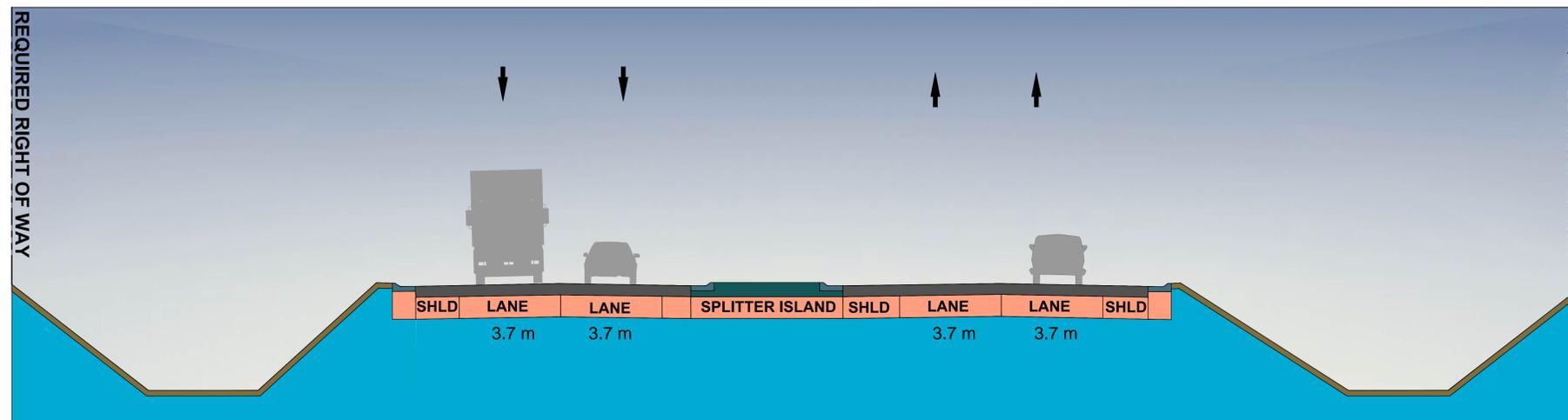
LEGEND

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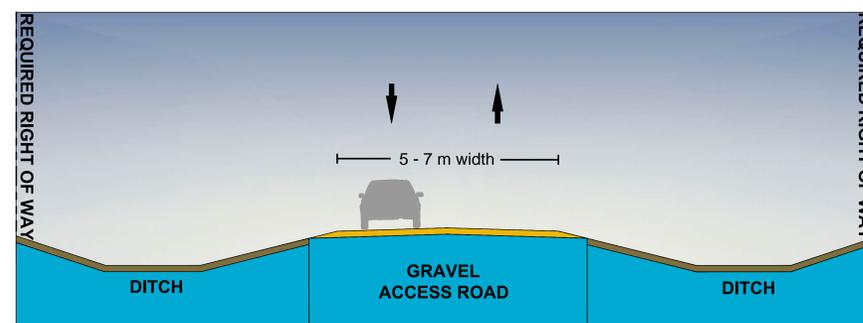
HIGHWAY 11 TYPICAL FOUR-LANE TWINNED SECTION



HIGHWAY 11 & HIGHWAY 22 ROUNDABOUT APPROACH



GRAVEL ACCESS ROAD/PRIVATE ACCESS



Thank You

Thank you for attending the Highway 11 Twinning Information Session. Before you leave, please fill out the provided evaluation / feedback form.

The information shown here today will be available on the project website:
www.alberta.ca/highway-11-twinning-project

The project website can also be accessed by scanning the below QR code:

