

HIGHWAY 16 – FUTURE FREEWAY

Highway 779 to Kapasiwin Road

Functional Planning Study

- PROJECT INFORMATION SHEET #2 -

INTRODUCTION

CH2M Hill along with Morrison Hershfield have been retained by Alberta Transportation to conduct a functional planning study for Highway 16 in Parkland County, from Highway 779 to Kapasiwin Road.

Long-term growth along the Highway 16 corridor through Parkland County and at destinations served by both Highways 16 and 43 is forecast to continue. A functional planning study is required to:

- Identify the ultimate interchange configurations and access management requirements that will accommodate long-term growth;
- ultimately achieve 8 lanes along Highway 16; and
- to protect right-of-way requirements in support of the long-term highway plan.

BACKGROUND

As part of the National Highway System, linking British Columbia, Alberta and Saskatchewan, the desirable ultimate design for Highway 16 is to a free flow 8-lane standard, with access only at interchanges. Highway 43 is also a national highway, linking Highway 16 and the Capital Region with northwest Alberta and northeast BC.

Highway 16 through Parkland County is already a high-speed roadway with two sets of two lanes and the connection with Highway 43 and other regional and local roads. It is increasingly important to finalize the ultimate interchange configurations and access management plans to protect long-term highway and interchange operation, to identify long-term right-of-way requirements and to enable Parkland County to effectively plan for its own future growth.

STUDY PROCESS

Project Appraisal: The project team has consulted with Parkland County to convey study objectives and receive their input. The team has also conducted site examinations to document issues and concerns, problem definition and study objectives.

The team has identified long-term highway needs, predicted future traffic and transportation objectives, identified project constraints and criteria, and examined the province's and the county's road plans and development objectives.

Public Information Session #1 was held to invite the community to view the project information, interchange and access management concepts, and to discuss concerns with project staff.

Develop Recommended Alternative: The team reviewed input from Public Information Session #1 and completed the development, analysis and evaluation of alternatives, to select the recommended concept.

In addition to the constraints created by existing development, the corridor contains environmental resources that were also considered.

Public Information Session #2 is being held to invite the community to view the project information, public input received to date, the recommended plan and to discuss concerns with project staff.

Finalize Recommended Functional Plan: The team will review public input from Public Information Session #2 and from other stakeholders, to refine the plan and to prepare the recommended functional plan for approval by the province.

COMMENT SUMMARY – PUBLIC INFORMATION SESSION #1

1) Intersection Safety	46	30%
a. Intersections unsafe / left turn vehicles in median /poor sight lines due to contours, snow, etc	22	
b. Numerous gravel trucks	9	
c. Need longer turning/ merge/ diverge lanes	8	
d. Excessive speed	7	
2) Access Management	38	25%
a. Pave Service Roads	12	
b. Oppose closing intersections	10	
c. Oppose service roads - increase travel time	6	
d. Need right-in-right-out	3	
e. Backage Road intrusive to community	3	
f. Who maintains service road? (service road vs driveway)	2	
g. Opposed to RR12 - RR13 N of Hwy 16 backage road connection	1	
h. Issue with integrated (backage) road east of RR13, south of Hwy 16	1	
3) Agreement with Plan	23	15%
a. Agree with plan - sooner the better	11	
b. Agree to closing intersections	9	
c. Agree to 8 laning	3	

4) Interchange Spacing	13	9%
a. Need more interchanges	6	
b. Issue with RR 30 I/C - not needed	2	
c. Issue with Hwy 16 & 16A I/C - poor design	2	
d. Issue with existing interchange at Hwy 16 & 43 - poor design	1	
e. Issue with RR #30 I/C - should be relocated to RR #25	1	
f. Issue with Hwy 779 I/C - oppose all 4 options	1	
5) Other Concerns	26	21%
a. Request for future information	6	
b. Increased noise due to loss of trees, more traffic	7	
c. Compensation for impacted landowners	3	
d. Affected homeowners should have been notified prior to Open House	2	
e. Reduces Property value	3	
f. Plan delays the ability to develop land adjacent to highway	2	
g. Need more detailed information	1	
h. Utilities in the area	1	
i. Extend study area to include Parkland Drive (impacts to Blueberry School)	1	
Total Comments	146	

IMPLEMENTATION

These are long-term highway improvement plans. Based on traffic volumes, the conversion of Highway 16, between Highways 43 and 779, to a controlled-access freeway facility is not expected to be completed for another 10 to 20 or more years. The section of Highway 16 west of Highway 43 to Kapasiwin Road is not expected to occur for another 25 to 50 or more years. Actual need is affected by changes in traffic type, speed and safety experience.

If approved, it is anticipated that these highway plans would be protected by the province and the county as planning and development proceeds in areas affecting the highway corridor.

Parkland County is currently developing its own Transportation Master Plan and there is potential for the two projects to complement each other.

The service roads, whether shown as a frontage or other local road, are conceptual, subject to development of future area structure plans and related subdivision and development plans.

WHAT IS THE NEXT STEP?

Following this public information session, the

recommended plans will be developed based on the input received here and from other stakeholders, from the regulatory (environmental) agencies, the right-of-way requirements, achieving freeway design standards, staging and constructability and on safety and costs.

The recommended functional plan will be presented to Alberta Transportation for approval. This project is not on Alberta's 3-year plan.

INFORMATION

If you have any questions, comments or would like additional information, please contact:

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