

Highway 40 – Transportation Network Review Study

[From Norbord Access to South of Kakwa River]

Highway40.ca - Online Public Consultation – June 2021

BACKGROUND AND STUDY PURPOSE

The Highway 40 corridor connects Grande Prairie to Grande Cache and Highway 16 forming a major north-south highway that supports significant heavy industrial, agricultural and resource industry developments.

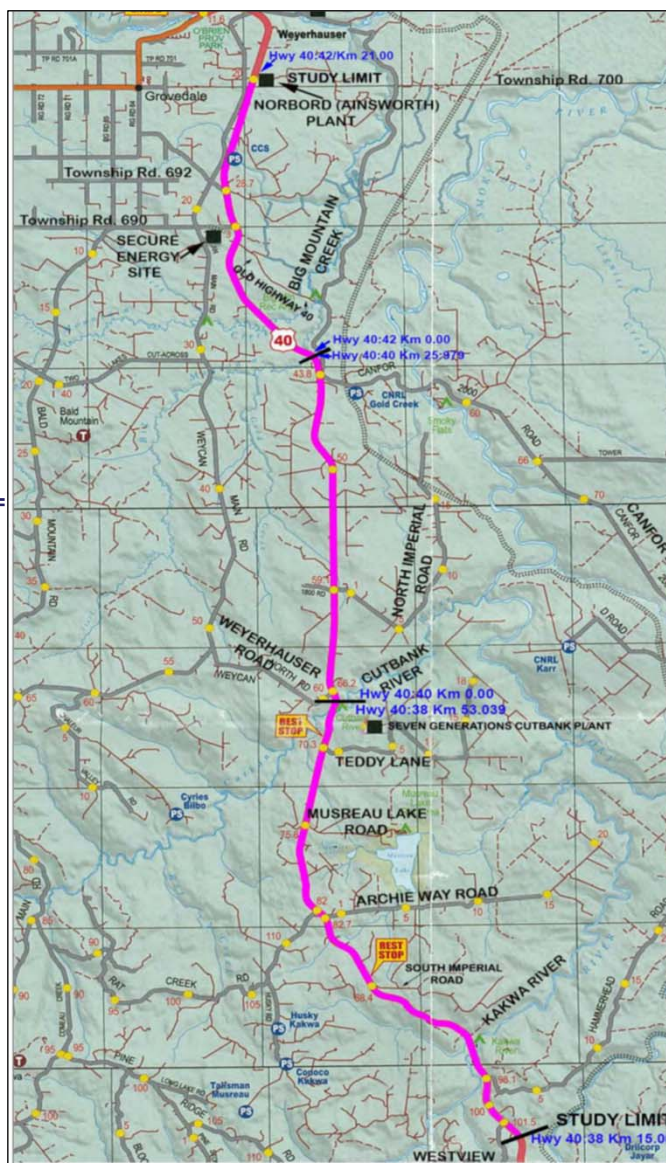
The purpose of this study is to assess an 85km section of the corridor to determine the short and long-term needs of the highway corridor; to improve safety; and ensure highway functionality. The study will confirm the long-term corridor plans, over-sized and overweight requirements and develop highway improvements intended to foster economic development within the region.

The project will:

- address existing highway operations and safety concerns within the study area;
- identify issues, constraints and solutions to accommodate future economic development;
- identify infrastructure improvements including intersection upgrades, new service roads, local road enhancements and the long-term highway requirements; and
- identify the required property to implement the recommended improvements.

THE STUDY AREA

- Castleglenn Consultants Inc. was retained by Alberta Transportation to undertake the Highway 40 Transportation Network Review Study from the Norbord Access to south of the Kakwa River, covering approximately 85 km of the corridor.
- The highway is designated as a Level 2 highway;
- The study area is entirely within the MD of Greenview; and
- The Highway 40 corridor is characterized by significant heavy vehicle traffic use serving the energy resource and forestry sectors.



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A FUTURE VISION FOR THE HIGHWAY 40 CORRIDOR

The project is intended to ensure the integrity of the future Highway 40 corridor, inclusive of short term improvements that benefit existing safety concerns and long term widenings to support economic growth within the region. The Highway 40 corridor is accessed by a network of connecting roadways and accesses that must ensure accessibility to a variety of industries, landowners and developments.

METHODOLOGY

The proposed methodology is comprised of five distinct phases which include:

Phase I – Identify Existing Conditions, Alternatives and Constraints

This phase documents the existing conditions such as land use, safety, environmental, geometric and other constraints that relate to the integrity of Highway 40 and the long term plans.

Phase II – Identify Highway 40 Ultimate Corridor and Interchange Alternatives

This phase includes an evaluation and feasibility assessment of viable short-term and long-term improvements along the Highway 40 corridor.

Phase III – Evaluate, Analyze and Recommend Preferred “Ultimate” Plans

This phase involves the evaluation of the identified improvements. Conceptual designs will be reviewed as to their flexibility to respond to future travel demand and their suitability to assure economic development opportunities and conformance with current design standards.

Phase IV – Develop and Refine a “Staged” Solution

A “staged solution” will be developed that is intended to address future development opportunities of the lands adjacent to the Highway 40 corridor, to mitigate existing traffic operational and safety concerns to assure constructability and to ensure the role of Highway 40 in the region as a critical corridor.

Phase V – Develop Functional Plans, ROW Mosaic and Report

This phase of the project will result in a technically feasible/viable solution that identifies the scope of the improvements, supported by plans with required property identified and a report.

Public and Indigenous Engagement

The Engagement process will be integrated with the technical phases of the study with the objective of informing all land owners, residents, business owners, industry and stakeholders that are directly impacted by the proposed infrastructure of the requirements necessary to achieve the “ultimate” plans for the Highway 40 corridor.

Should you have any questions or concerns please contact:

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