

Highway 40 – Transportation Network Review Study

[From Norbord Access to South of Kakwa River]

Highway40.ca - Online Public Consultation – February, 2022

BACKGROUND AND STUDY PURPOSE

The Highway 40 corridor connects Grande Prairie to Grande Cache and extends as far south as Highway 16 forming a major north-south highway that supports significant heavy industrial, resource, agricultural and tourism traffic.

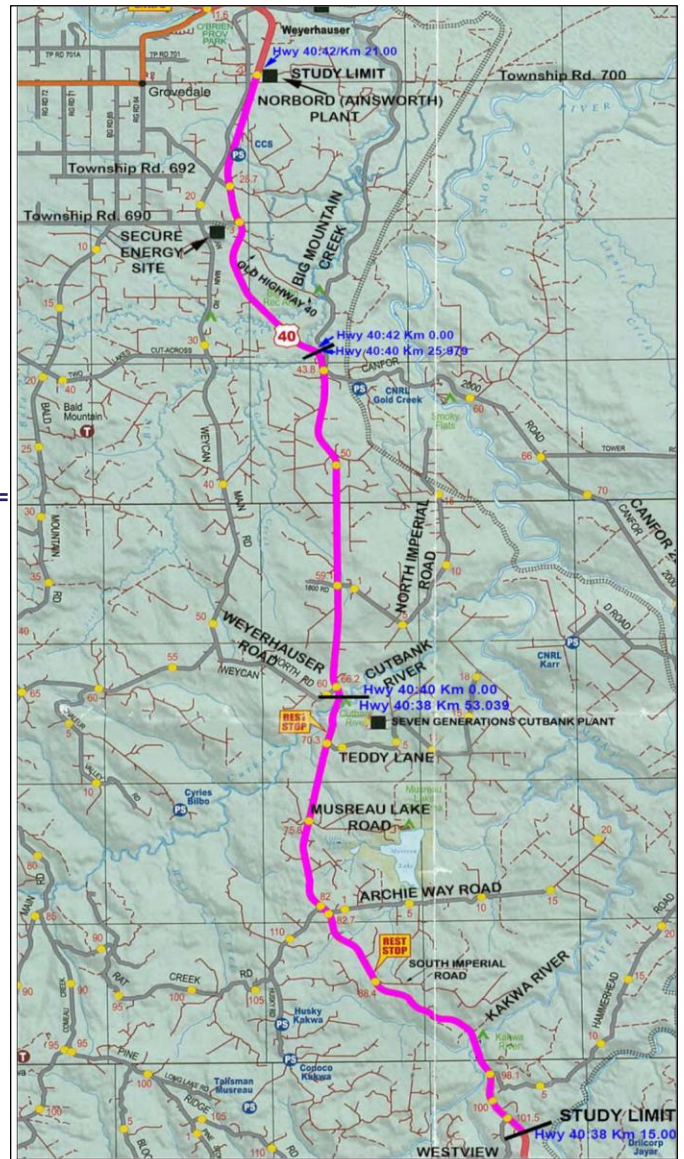
The purpose of this network review study was to assess an 85km section of the corridor to determine the short and long-term needs of the highway corridor; to improve safety; and ensure highway functionality. The Consultants is proposing recommendations regarding proposed short-term (additional passing, climbing lanes etc.) and long-term network expansion intended to improve safety, traffic operations and foster economic develop within the region.

The project plans:

- address existing highway operations and safety concerns within the study area;
- resolve identified issues and constraints;
- accommodate future economic development;
- propose infrastructure improvements including intersection upgrades, new service roads, local road enhancements and the long-term highway twinning 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, forestry and tourism sectors.
- Continues to experience growth and development of the industrial sector.



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A FUTURE VISION FOR THE HIGHWAY 40 CORRIDOR

The proposed plans are 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.

CONSULTANT PROPOSED IMPROVEMENTS

The consultant has proposed the following improvements to the Highway 40 corridor :

Highway Twinning:

- 32.1 km of twinning are proposed to be developed over 3 stages;
- 8 multi-lane roundabouts suitable to accommodate heavy (WB-36 and Log-haul) vehicle traffic are proposed as main intersections along the twinned section of the corridor;
- 6 minor “T” Intersections would be established
- 1 access would be converted to right-in/right-out only access
- 13 direct accesses would be closed and accessed by 6.44 km of private and service roads.
- 871 acres of lands would be required for right-of-way provisions.

Other Proposed Improvement

- Upgrade of an existing safety rest area to accommodate chain-on facility and an acceleration lane improvement;
- 3 proposed new chain on/off facilities;
- 2.7 km of additional twinning to provide for passing opportunity in one direction and truck climbing lane in the opposite direction;
- 5 intersection and access improvements.
- Approximately 97 acres of land would be required for right-of-way provisions.

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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