

Highway 16 Planning Study: Hwy 779 to AHD

Welcome!

Alberta Transportation and Economic Corridors is undertaking a study for Highway 16.

The study will identify and recommend long-term improvements to 22.5 KM of Highway 16, from Highway 779 to Anthony Henday Drive, that aim to maintain the efficient movement of traffic along the highway and at interchanges.

In the third round of engagement for the study, you will be able to:

- Learn about the study, the process, and anticipated timelines; and
- Learn about the short-term and long-term recommended improvements.

Highway 16 Planning Study: Hwy 779 to AHD

Project Overview

As part of the national highway system, Highway 16 is a critical link within the Alberta Capital Region and a key part of the east-west inter provincial trade corridor.

To accommodate increasing traffic and operational requirements of the Highway 16 corridor west of Edmonton, Alberta Transportation and Economic Corridors is considering expanding the highway from two to four lanes in each direction.

This study will consider:

- operational constraints and capacities, access control, interchange types and configurations, and new land acquisition requirements;
- operational capacity and long-term requirements of the existing interchanges;
- input from multiple stakeholders; and
- the accesses at Range Road 261 and 270 for safety improvements in the near term and access closure in the long term.

The study is planned to finish in 2024. Detailed design and construction timelines have not been established at this time.

Highway 16 Planning Study: Hwy 779 to AHD

Study Area Map

West Segment



East Segment



Highway 16 Planning Study: Hwy 779 to AHD

What We Heard in Round 1 of Engagement

The first round of engagement occurred online between November 2 and 16, 2021. A total of 483 participants responded to the survey and four emails were submitted. Below are the key themes shared by participants.

Key Themes:

- Concerns with safety and functionality of the current at-grade accesses and interchanges in the study area
- Concerns about high traffic volumes, traffic flow, congestion and traffic backing-up along the highway, especially at peak travel times
- Concerns about length of exit and merge lanes as they are not long enough to allow drivers to exit and enter the highway safely and efficiently
- Concerns about the number of lanes on Highway 16 and suggestions for widening and additional lanes
- Some participants noted concerns about the environment, noise, property impacts, construction and cost associated with highway and interchange improvements
- Some participants suggested improved signage, lighting, road maintenance (snow removal and potholes) to improve safety and travel in the study area

For more details, view the Round 1 Engagement Summary on the project website added below

Highway 16 Planning Study: Hwy 779 to AHD

What We Heard in Round 2 of Engagement

- A Virtual presentation and interactive Q&A session was held on February 23, 2023, with materials and an on-line survey available until March 6, 2023.
- Approximately 50 participants attended the presentation, and 27 on-line surveys were completed.
- Numerous comments received were about the queueing on Hwy 60 and the ramps near the Vehicle Inspection Station.

Location	Least Supported	Other Option(s) Presented	Most Supported
Highway 779	Parclo A4 (previous approved plan)	Traditional Diamond	Diverging Diamond
Jennifer Heil Way	Diverging Diamond	Traditional Diamond	Single Loop Parclo B
Century Road	Traditional Diamond	Diverging Diamond	Single Loop Parclo B
Highway 44	Traditional Diamond/Diverging Diamond equally supported		
Highway 60	Parclo B4	Diverging Diamond	Single Loop Parclo AB
Winterburn	Option 8a	Option 6, Option 11	Hybird

For more details, view the Round 2 Engagement Summary on the project website added below

Highway 16 Planning Study: Hwy 779 to AHD

Widening to 6-lanes and Access Management

(pending provincial funding)

- **A 3rd lane in each direction will be added:**
 - Hwy 779 to Hwy 60 – lane will be added to the outside
 - Hwy 60 to curve west of Anthony Henday Drive – lane will be added to the inside
 - Curve west of Anthony Henday Drive to Yellowhead Trail connections:
 - Eastbound lane will be added to the inside
 - Westbound lane will be added to the outside
- **Warrants for widening to 6-lanes from:**
 - Anthony Henday Drive to Jennifer Heil have already been met. The widening is currently not funded and is not listed on the 3-year construction program.
 - Jennifer Heil Way to Hwy 779 is anticipated within the next 5 years.
- **Access Management:**
 - The at-grade intersections of RR 270 and RR 261/231 Street will be removed when Hwy 16 is widened to 6-lanes.

Highway 16 Planning Study: Hwy 779 to AHD

Short-term Improvements at Interchanges

(pending provincial funding)

Before 2030

- Hwy 60 – signalize south ramp intersection

2030-2040

- Hwy 779 – signalize south ramp intersection
- Jennifer Heil Way – signalize south ramp intersection
- Hwy 44 – construct south ramp roundabout
- Winterburn Road – construct Diverging Diamond Interchange and basket weaves to Anthony Henday Drive

2040 to 2075

(cost-benefit analysis needed to determine if improvements are reasonable based on remaining service life of the structure)

- Jennifer Heil Way – possible bridge widening to add southbound lane
- Hwy 60 – possible bridge widening to add northbound lane, signalize north ramp intersection

Highway 16 Planning Study: Hwy 779 to AHD

Widening to 8-lanes

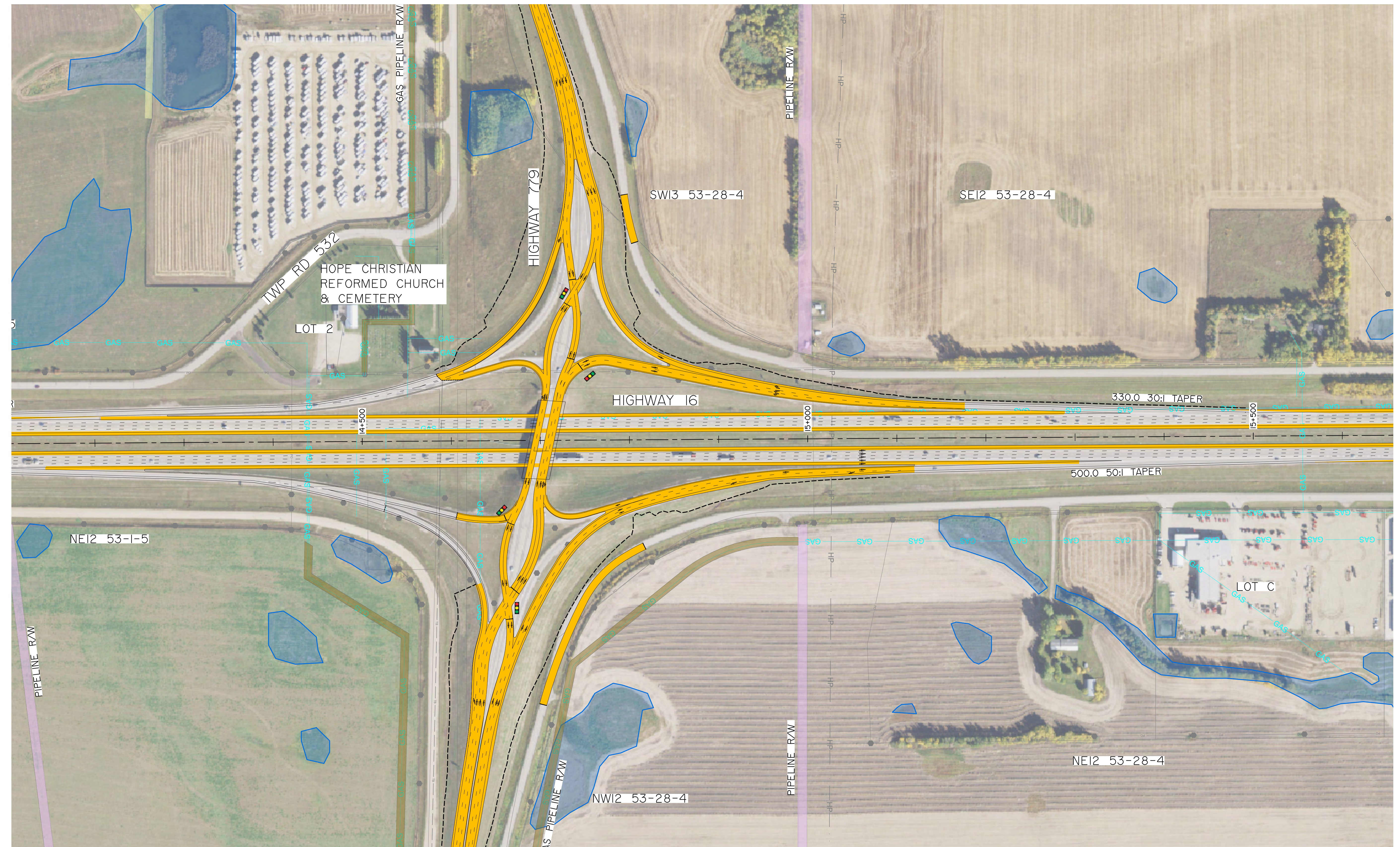
(pending provincial funding)

- A 4th lane in each direction will be added:
 - Hwy 779 to Hwy 60 – lane will be added to the inside
 - Hwy 60 to basket weave ramps – lane will be added to the outside
- Warrants for widening to 8-lanes from:
 - Anthony Henday Drive to Winterburn Road have already been met. The widening is currently not funded and is not listed on the 3-year construction program.
 - Winterburn Road to Century Road is anticipated within the next 7 years.
 - Century Road to Hwy 779 is anticipated within the next 15 to 25 years.

Highway 16 Planning Study: Hwy 779 to AHD

Hwy 779

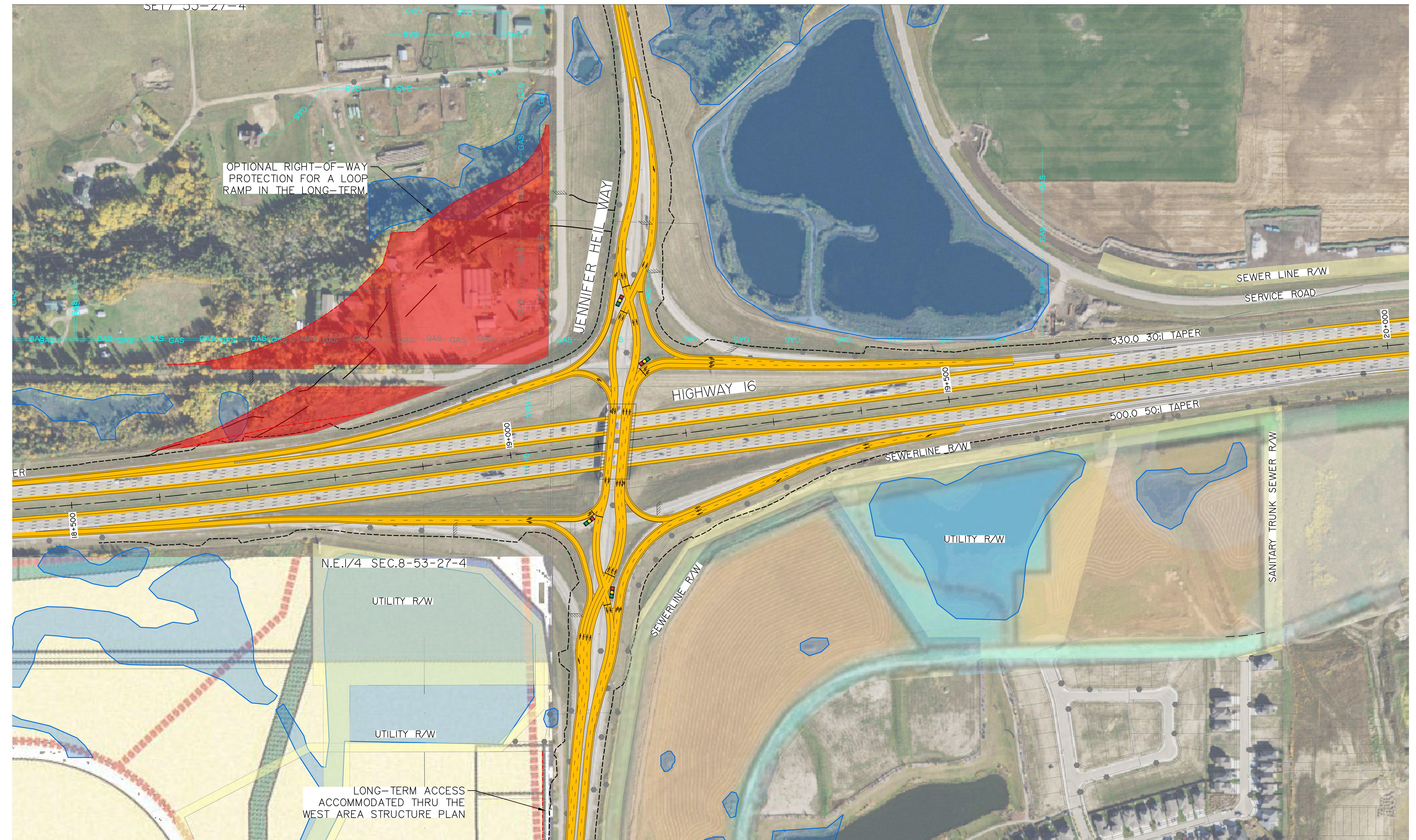
- Diverging Diamond Interchange
- Minor adjustments to adjacent service roads
- No right-of-way required at this location



Highway 16 Planning Study: Hwy 779 to AHD

Jennifer Heil Way

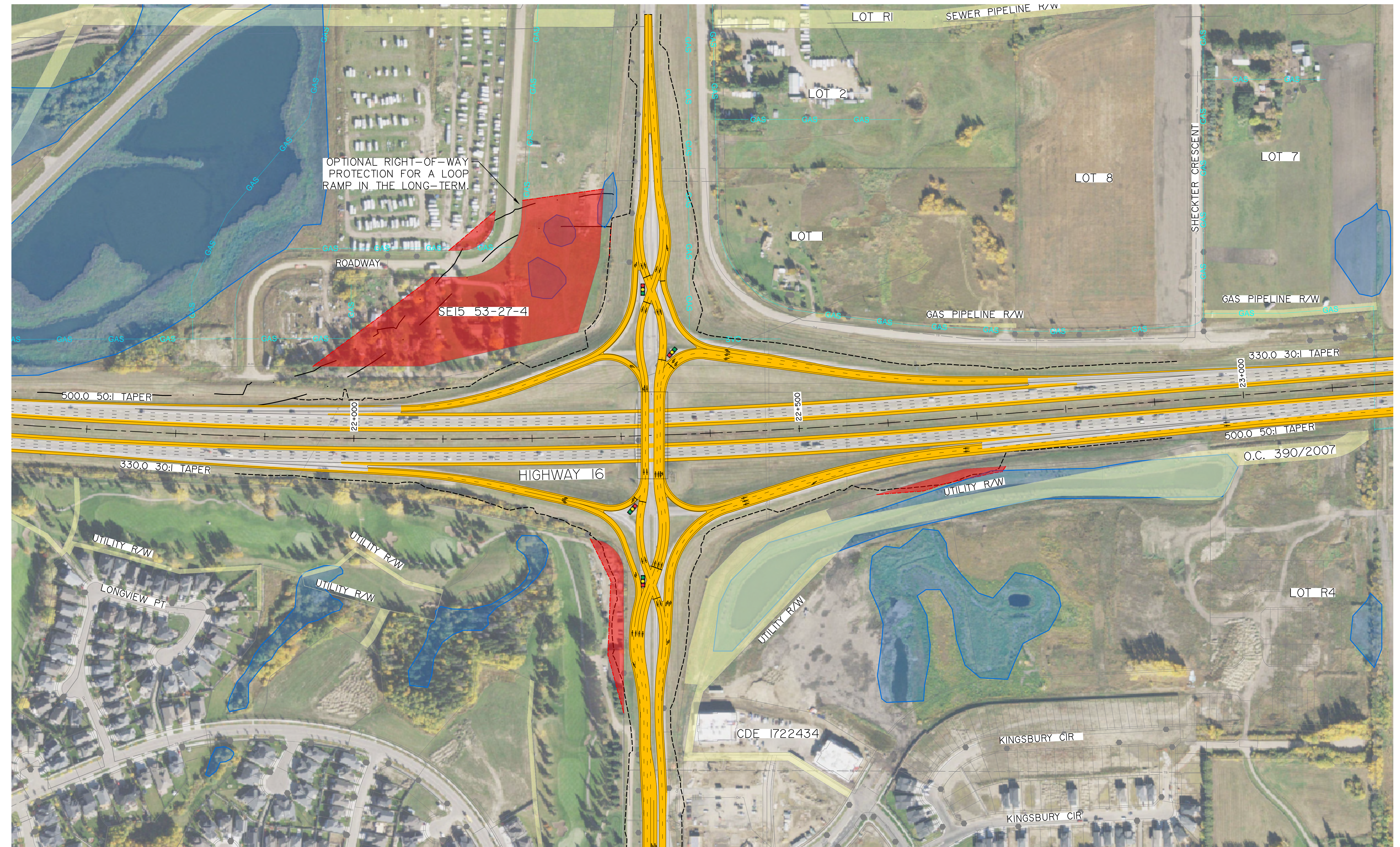
- Diverging Diamond Interchange (recommended)
- Diamond with a Parclo Loop in NW quadrant (right-of-way protection only)
- Long term access for existing residences in SW quadrant will need to be accommodated in West Area Structure Plan



Highway 16 Planning Study: Hwy 779 to AHD

Century Road

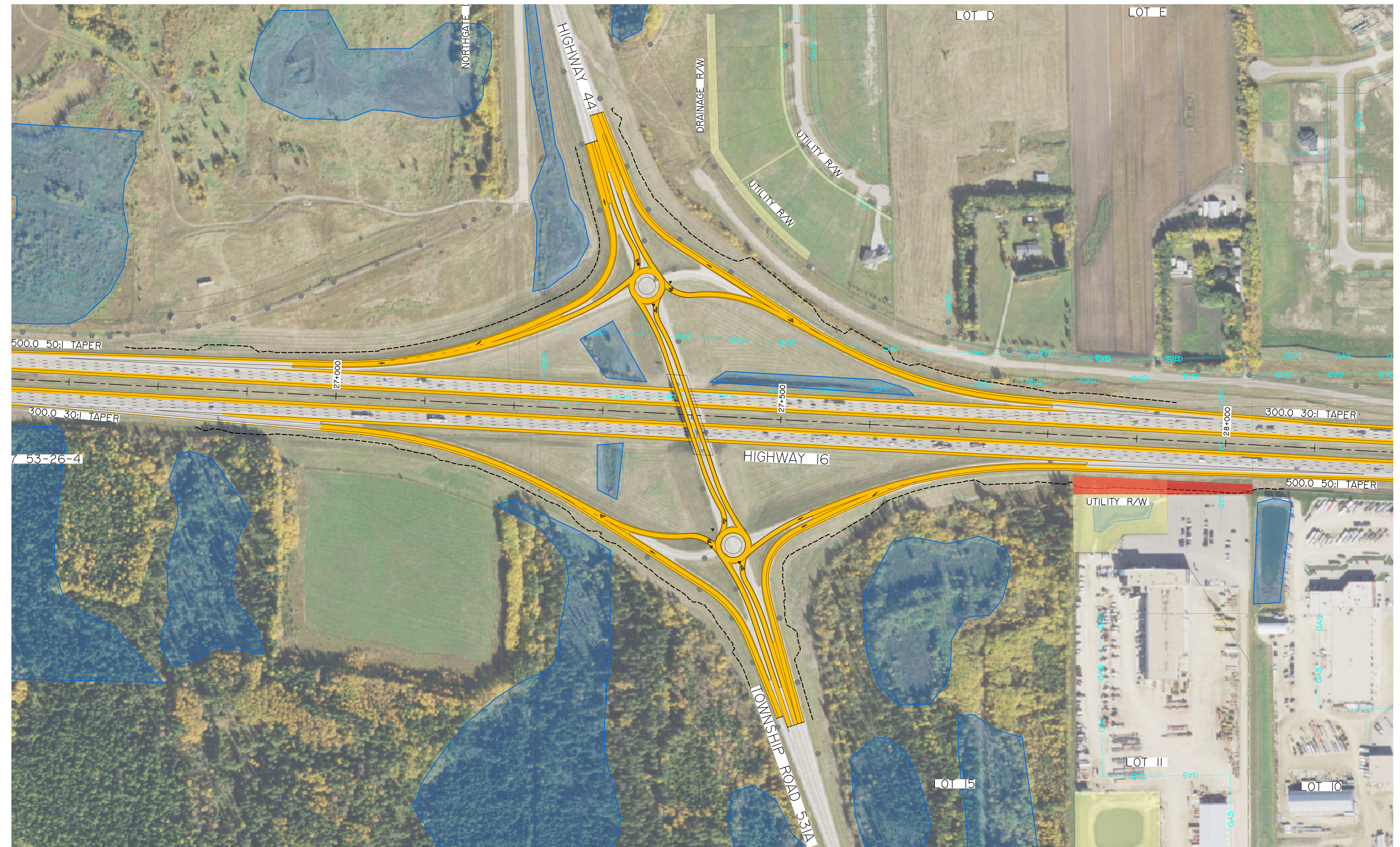
- Diverging Diamond Interchange (recommended)
- Diamond with a Parclo Loop in NW quadrant (Right-of-way protection only)
- 2-lane easybound on-ramp
- Right-of-way required in the SW and SE quadrants



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Highway 44

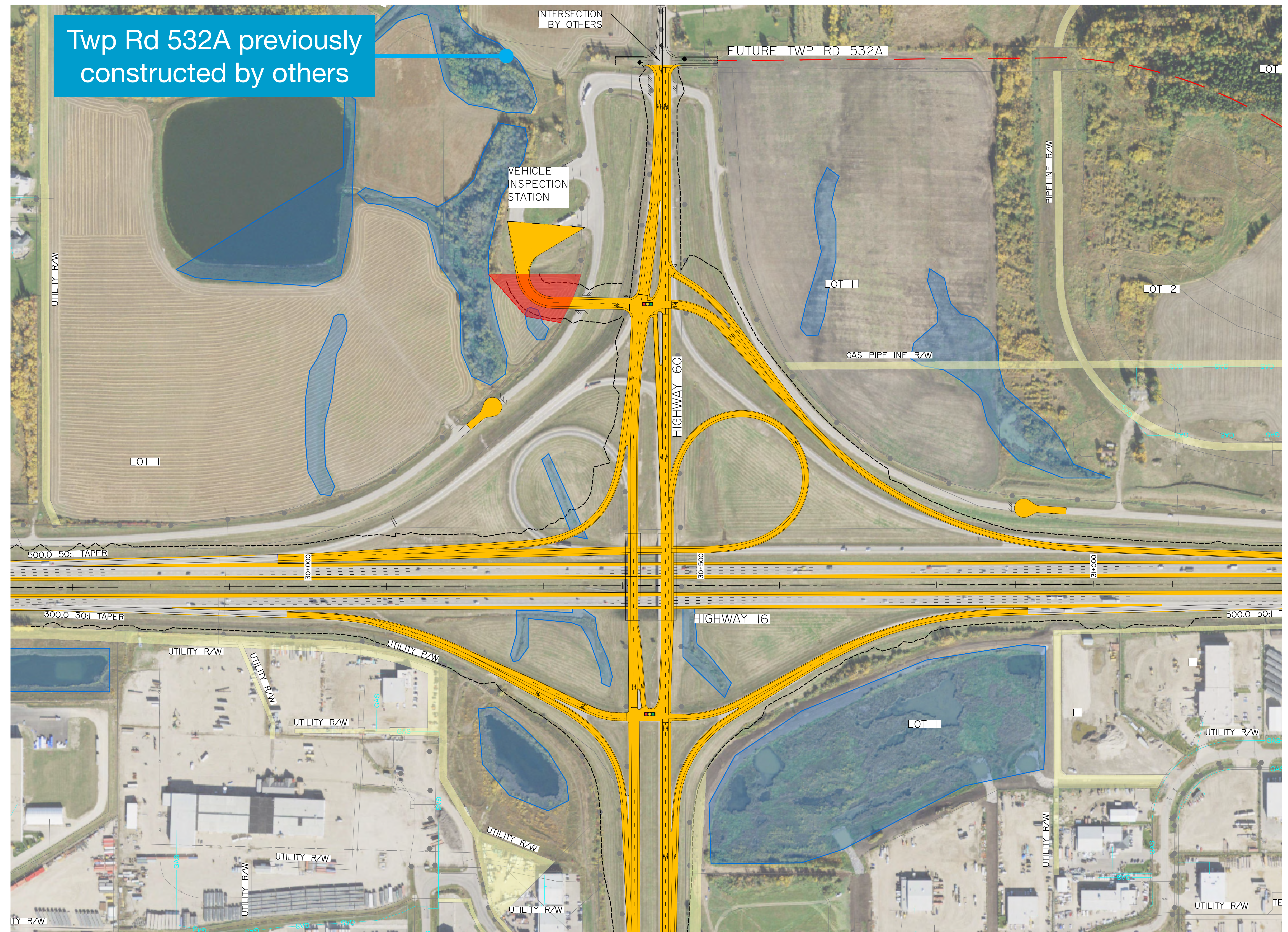
- Diamond interchange with roundabouts
- Configuration can accommodate Hwy 44 twinning in the future
- Minor right-of-way required in SE quadrant



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Highway 60

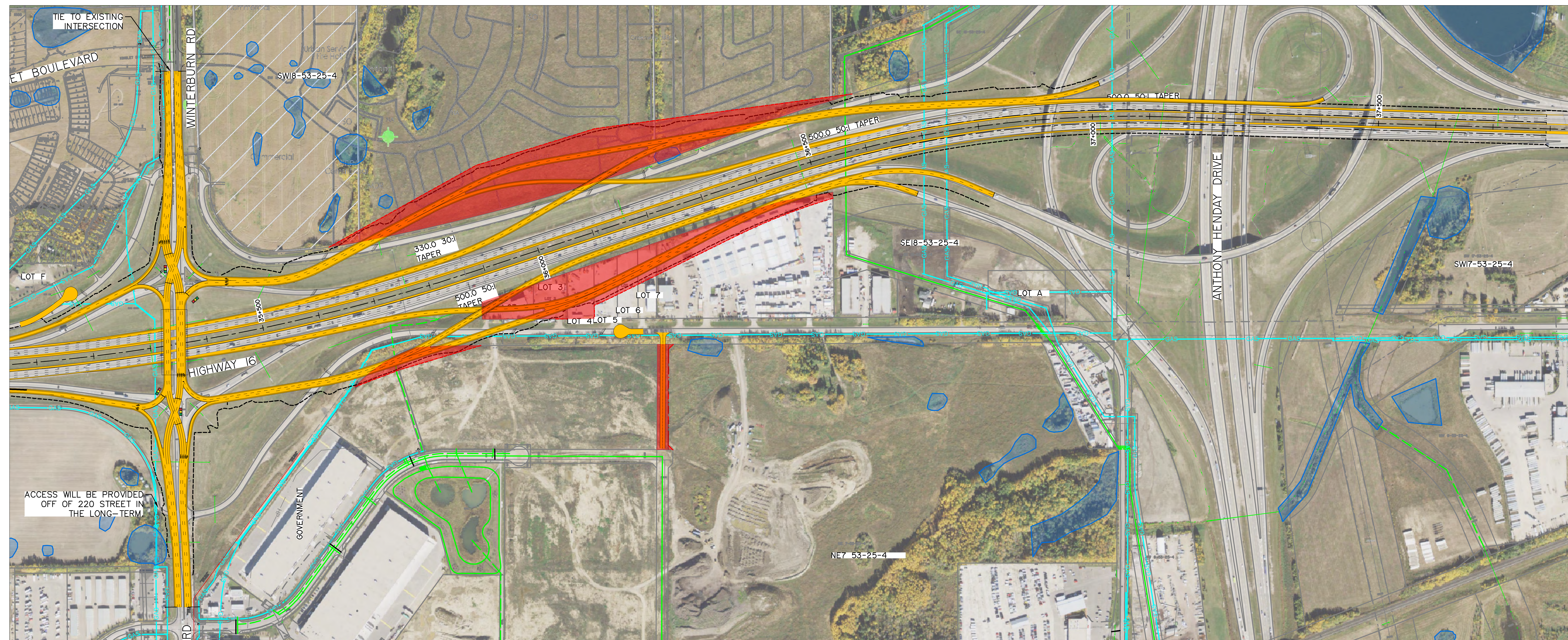
- Diamond interchange with Parclo loop in NE quadrant – allows westbound free-flow movement along Economic Corridor to Hwy 44
- Direct access to the Vehicle Inspection Station off the westbound ramps
- Minor right-of-way required in SE quadrant to accommodate new Vehicle Inspection Station access road



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Winterburn Road

- Diverging Diamond Interchange with basket weaves from Anthony Henday Drive
- Right-of-way required for basket weaves
- Long term access for existing residence in SW quadrant will be accommodated off of 220 Street



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Thank you for your interest and participation in the study!

The final report will be submitted to TEC in the summer.

For more information and to share any comments you may have about the recommended improvements for the Highway 16 Planning Study, please visit: <https://www.alberta.ca/highway-planning-studies.aspx>

Your input, along with technical expertise, will help inform the recommended plan for the study area.

Engagement Timelines

