



ALBERTA

TRANSPORTATION AND ECONOMIC CORRIDORS

*Office of the Minister
MLA, Innisfail-Sylvan Lake*

December 2, 2025

AR 104139

Mr. Neil Woitas
Deputy Reeve
Lamont County
Postal Box 240
Lamont, AB T0B 2R0
neil.w@lamontcounty.ca

Dear Deputy Reeve Woitas:

I am writing in response to a letter from Lamont County's previous Deputy Reeve, Mr. Daniel Warawa, regarding safety measures for Highway 16 and Highway 15/855. As Minister of Transportation and Economic Corridors, I am able to provide the following information.

I was saddened to learn of this tragic collision and I have met with Anya's father, Mr. Bernie Palsitt, to convey my condolences. I also shared with him our plan to address safety concerns at this location.

Highway safety is a priority for Transportation and Economic Corridors, and I can assure you the department is committed to providing a safe, efficient, and sustainable transportation system which meets the needs of Albertans. This commitment includes regularly monitoring, inspecting, and assessing needs on our highways.

A functional planning study for this intersection began in early 2024 and the final report was accepted by the department in summer 2025. The study recommends constructing a diamond interchange at Highway 16 and Highway 15/855. A copy of the Executive Summary from the Highway 16 and Highway 15/855 Functional Planning Study is enclosed for your information.

The Budget 2026 planning process is underway, and my department is requesting funding to complete the Highway 16 and Highway 855 interchange design. If approval is received, an engineering consultant will be retained to begin the design work. Construction of an interchange, or other future improvements, at the intersection would be undertaken following completion of the design and would be subject to future budget approval processes.

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While there are no plans to install traffic lights and fatality signs are not installed by the department, the current traffic control measures on the approach to Highway 16 near Mundare include:

- Important Intersection Ahead signs;
- Four-Lane Highway Ahead signs;
- STOP Ahead signs;
- STOP Ahead pavement message;
- STOP signs with a red flashing beacon; and
- rumble strips throughout the approach.

Speed limit amendments may be requested by municipalities. The first step is to consult with your local MLA. If the request is supported, the MLA will submit a formal request by way of a memorandum or letter to myself.

Honourable Jackie Armstrong-Homeniuk communicated to the department additional RCMP presence in the vicinity of the intersection of Highway 16 and Highway 15/855 was requested of the local detachment, in particular during mid-day and evening peak times.

Should you have further questions, please contact Mr. Stuart Richardson, Acting Regional Director. Mr. Richardson can be contacted toll-free in Alberta by first dialing 310-0000, then 403-340-4867, or at stuart.richardson@gov.ab.ca.

Thank you for taking the time to write.

Sincerely,



Honourable Devin Dreeshen, ECA
Minister of Transportation and Economic Corridors

Enclosure

cc: Honourable Mike Ellis, ECA, Minister of Public Safety and Emergency Services
Honourable Jackie Armstrong-Homeniuk, ECA, MLA for Fort Saskatchewan-Vegreville
Stuart Richardson, Acting Regional Director, Transportation and Economic Corridors

Executive Summary

This report presents the findings of the functional planning study for upgrading the intersection of Highway 16 and Highway 15/Highway 855, located near the Town of Mundare, Alberta. The study evaluated potential interchange configurations and access management strategies to enhance safety and operational efficiency while aligning with Alberta Transportation and Economic Corridors' (TEC) long-term goal of upgrading Highway 16 to a freeway standard. The primary goal is to identify the most effective interchange design and develop plans that support future infrastructure investments, improving both safety and mobility.

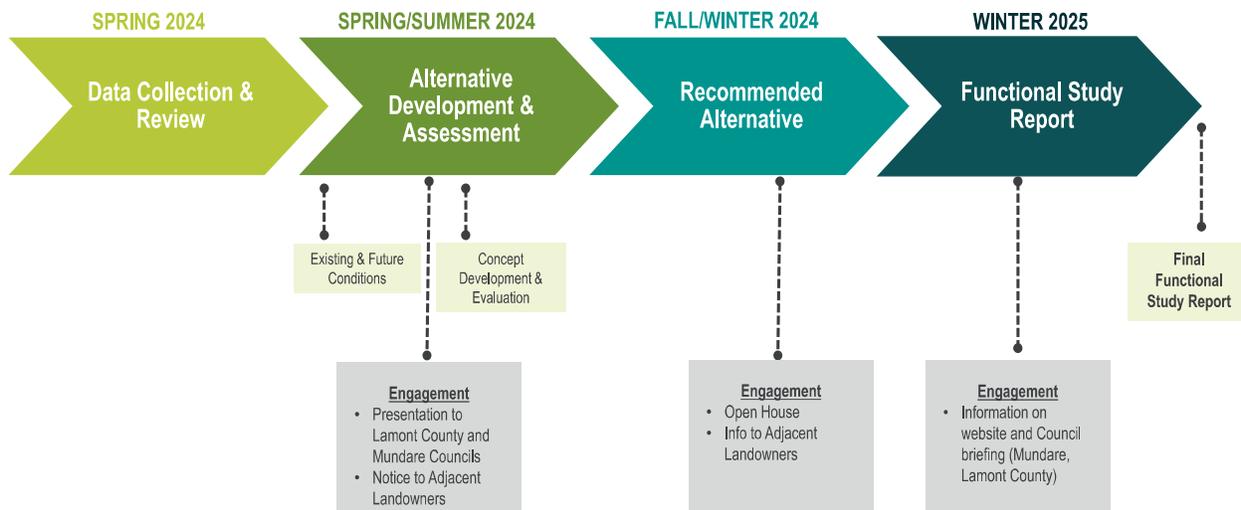
1.1. PROJECT PURPOSE AND OBJECTIVES

The purpose of this study was to assess the long-term needs of the Highway 16 and Highway 15/Highway 855 intersection and develop plans for upgrading it to a grade-separated interchange. The study focused on operational and safety improvements, considering the goal of upgrading Highway 16 to a freeway standard. The study objectives included conducting a detailed analysis of the intersection, identifying right-of-way (ROW) requirements, evaluating interchange options using a Multiple Account Evaluation (MAE) framework, and developing a stageable implementation strategy.

1.2. PROJECT APPROACH AND METHODOLOGY

This project was completed between Spring 2024 and Winter 2025 through a four-phase process with technical assessments and stakeholder consultations:

- » Phase 1: Project Initiation, Data Collection and Review.
- » Phase 2: Alternative Development and Assessment.
- » Phase 3: Recommended Alternative.
- » Phase 4: Documentation.



1.3. INTERCHANGE RECOMMENDATION

Several interchange options were reviewed, including a Diamond Interchange, Modified Parclo A, and Parclo AB. The alternatives were assessed using both qualitative and quantitative MAE methods. The evaluation determined that converting the intersection to an interchange could significantly reduce collisions, eliminating severe conflict points and reducing delays. The Diamond Interchange emerged as the preferred option, offering optimal safety and operational performance while minimizing environmental and property impacts. Moreover, it was identified as the most cost-effective option.

The recommended Diamond Interchange design offers free-flowing southbound right turns, minimal property impact, and a cost-effective solution that aligns with TEC’s long-term freeway concept. It will improve traffic flow and reduce accidents by eliminating problematic left turns and high-collision areas. The design meets future traffic demands while minimizing the required bridge length and ROW acquisition.



Recommended Interchange

1.4. STAKEHOLDER ENGAGEMENT

Three rounds of stakeholder engagement were conducted to gather input and refine the recommended design. The first round, held between March and July 2024, involved meetings with the Technical Review Committee (TRC), presentations to local councils, and mailouts to landowners near the intersection. The second round, from November to December 2024, included a public open house with over 60 attendees and additional TRC discussions. The third round of engagement shared the information regarding the recommendations with the Councils of Mundare and Lamont County.

1.5. RIGHT OF WAY AND ACCESS MANAGEMENT

The study included a detailed Access Management Plan that aligns with TEC's guidelines to enhance safety and operational efficiency. Recommendations from previous studies were incorporated, including the removal of several accesses and the protection of key ROW areas for future development. The project will also require the acquisition of titled land in the southeast and northwest quadrants of the current intersection.

1.6. COST ESTIMATE

A Planning level cost estimate for the recommended Diamond Interchange was prepared, with an estimated cost of \$45 million (2025 dollars) covering bridge construction, ramp design, ROW acquisition, contingency, and engineering.

1.7. RECOMMENDATIONS

The study concluded that the Diamond Interchange is the most effective solution to address the operational and safety challenges at the intersection. The recommended design aligns with TEC's freeway plans and will improve safety, reduce collisions, and enhance traffic flow in the long term. The following next steps are recommended:

- » Advancing the Functional Plan to the Preliminary and Detailed Design phases.
- » Reviewing future developments in the area and coordinating with TEC for ROW and access management.
- » Continuing engagement with local authorities and stakeholders to ensure the project's success and secure required land for future phases.

The recommended design will provide long-term benefits for traffic safety and operational efficiency, supporting future infrastructure investments and corridor protection.

