

# PROJECT OBJECTIVES

- ⇒ Improve traffic mobility and safety for all roadway users along the corridor
- ⇒ Eliminate the numerous direct accesses and intersections onto the highway to reduce conflict points
- ⇒ Sustain service to longer distance trips, including recreational, commercial and tourist traffic travelling between Kelowna and Vernon
- ⇒ Improvement features include:
  - Widening to four lanes from Winfield to Oyama
  - Relocation of the highway inland away from Wood Lake
  - Increase lane and shoulder widths
  - Improve highway alignment

# WORK COMPLETED TO DATE

- ⇒ Multiple alignment options were considered
- ⇒ Upgrading along existing highway alignment not considered a good option due to:
  - High cost
  - Difficult to construct while managing traffic
  - Significant environmental implications to Wood Lake
- ⇒ Concluded the highway should be relocated inland
- ⇒ Multiple inland options were considered, shown are the best options from the analysis

# SOUTHERN END OF PROJECT

Two alignment options considered:

- ⇒ Realign highway along Oceola Road
- ⇒ Tie in to existing 4 lane near lakeshore

## ***Oceola Road Option advantages:***

- Straight alignment
- Moves highway away from lakefront

## ***Oceola Road Option disadvantages:***

- Long continuous grade for trucks
- Potential for traffic to speed through Winfield
- Large impact on ALR lands
- Divides community
- Significant property impacts and access issues

## ***Tie into existing 4 lane near lakeshore advantages:***

- Flatter grade
- Provides calming effect for southbound traffic into Winfield
- Less property and ALR impacts
- Potential for upgrading the Oceola intersection to a grade separated interchange in future if required



**Highway 97 Four Laning, Winfield to Oyama**

URBANSYSTEMS.

# MIDDLE SECTION OF PROJECT

- ⇒ Alignment options are limited due to the topography of the area
- ⇒ Steep, high rock bluffs on west side of alignment area and high fill slopes on the east side dictate the location of the highway



*Highway 97 Four Laning, Winfield to Oyama*

URBANSYSTEMS.

# NORTHERN END OF PROJECT

Two alignment options considered:

- ⇒ Tie new alignment back into existing alignment just south of Oyama Road (Option A)
- ⇒ Continue new alignment to the west of the community of Oyama and tie back into existing alignment near Evans Road (Option B)

## **Option A advantages:**

- Shorter alignment
- Utilizes existing 4 lane highway section near Oyama Road

## **Option B advantages:**

- Flatter grade
- Bypasses numerous uncontrolled accesses and signalized intersection at Oyama Road
- Moves highway to the north of the community of Oyama, instead of through it

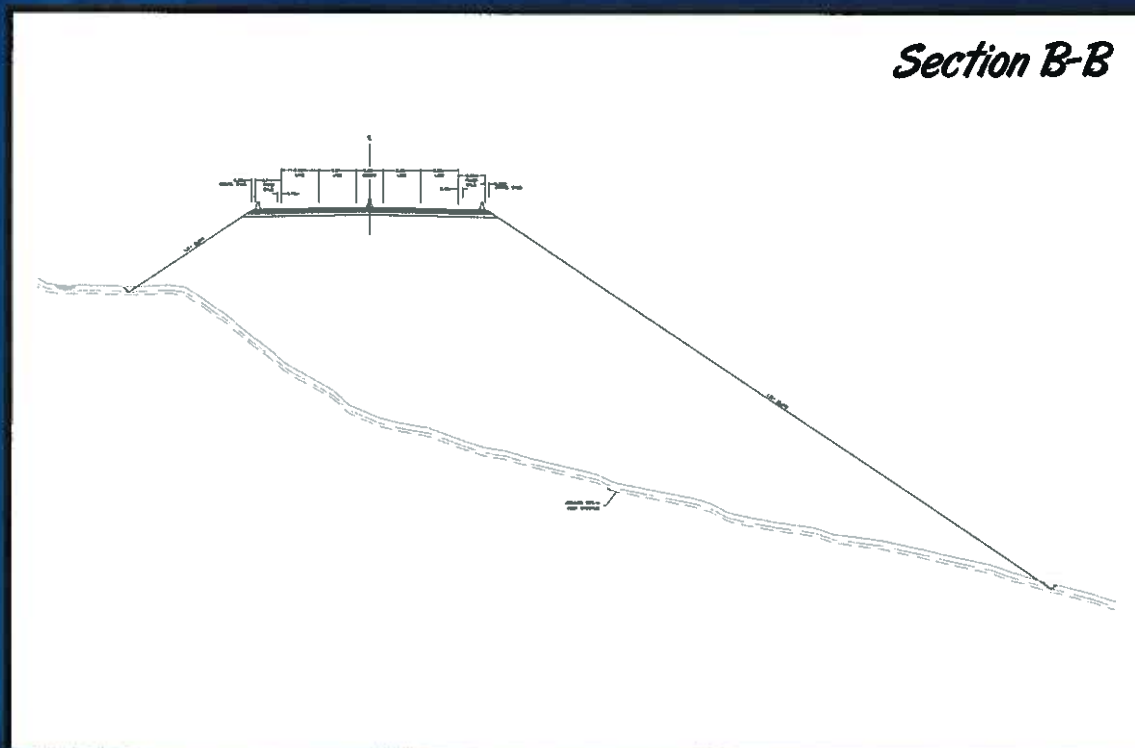
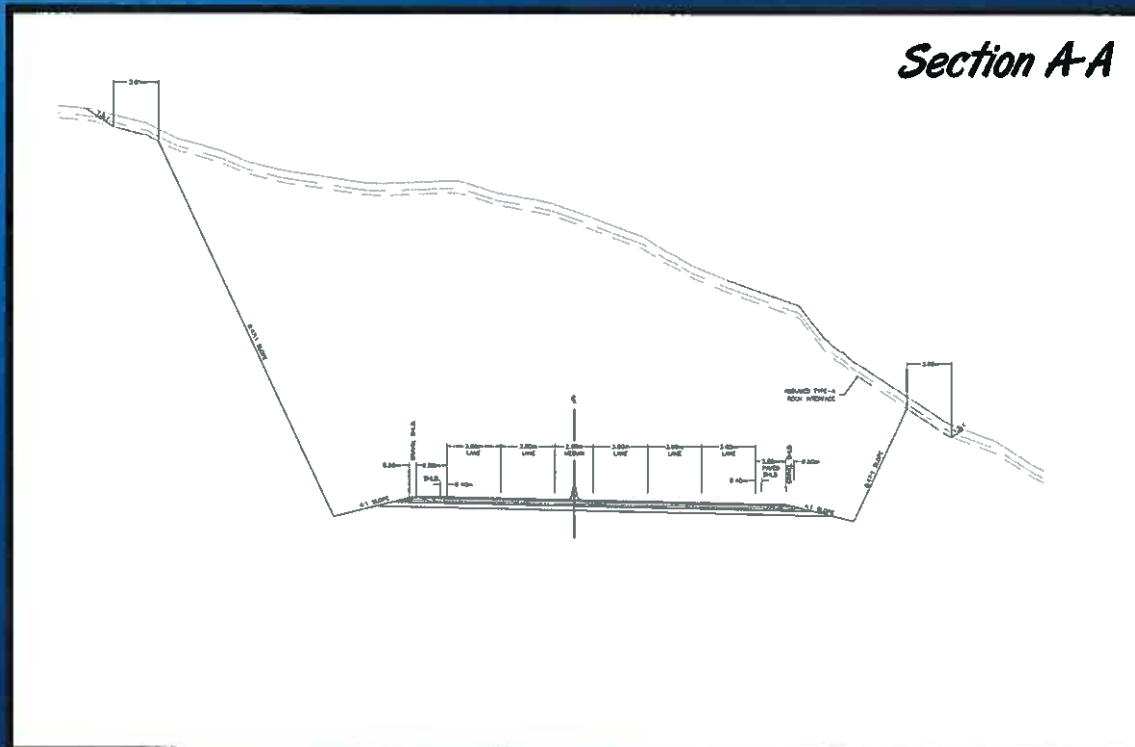


*Highway 97 Four Laning, Winfield to Oyama*

URBANSYSTEMS.



# TYPICAL SECTIONS



Highway  Four Laning, Winfield to Oyama

URBANSYSTEMS.



# NEXT STEPS

Completion of Preliminary Design is planned for the end of November 2007

## If federal funding is approved:

- ⇒ Detailed design to proceed in January 2008, with completion by the end of 2008
- ⇒ Property acquisition to commence in the fall of 2008, with completion in the summer of 2009
- ⇒ Construction to commence in the summer of 2009, with completion at the end of 2011