

WELCOME

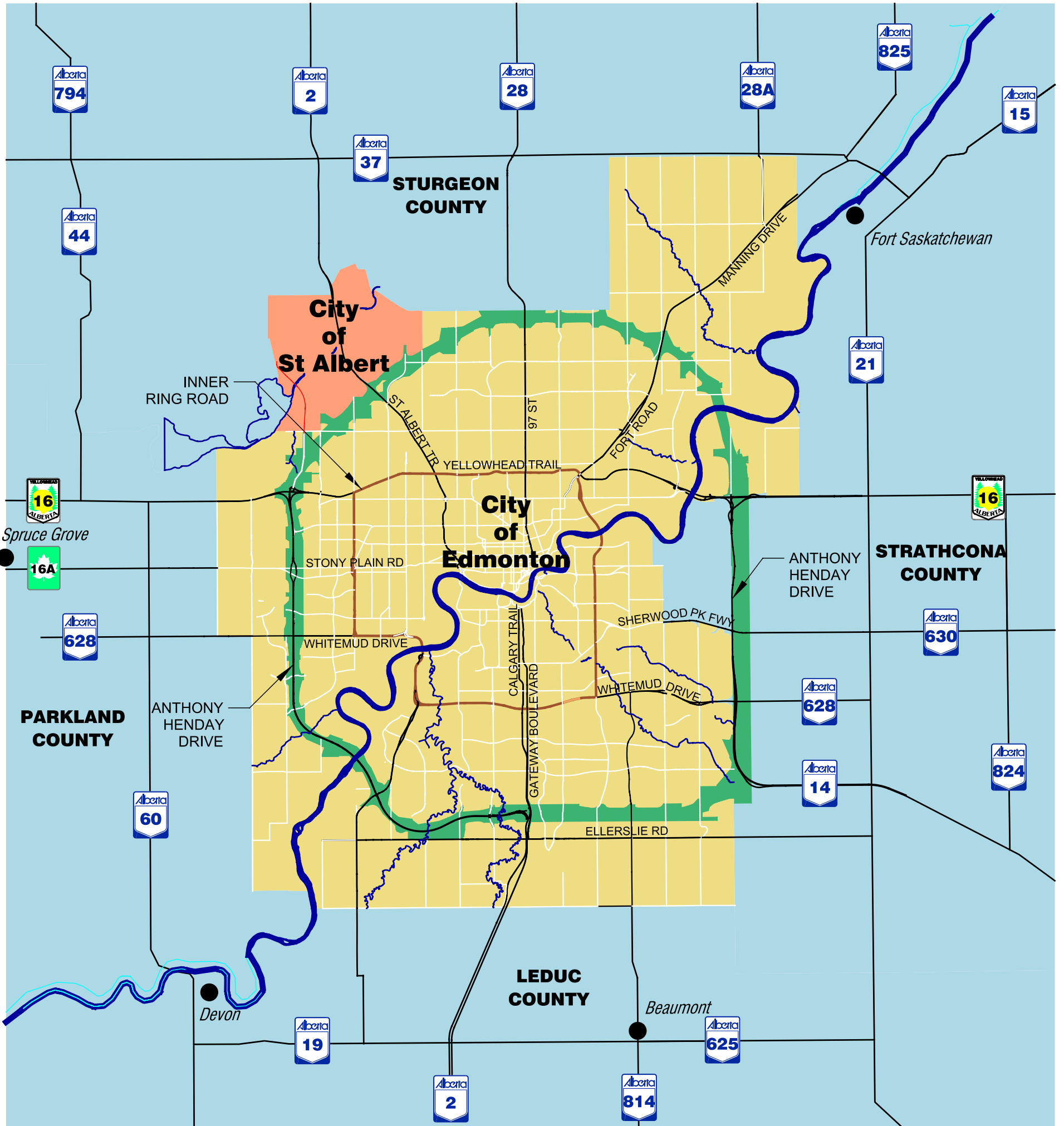
**NORTH EAST EDMONTON RING ROAD
FUNCTIONAL PLANNING STUDY
SECOND OPEN HOUSE**

- To inform interested residents and businesses about the recommended functional plan.
- To present information regarding the history and background of the corridor development.
- To discuss with residents corridor development plans.

ATTENTION:

- Please talk with the project representatives in attendance about any of your concerns regarding the project.
- Complete a comment sheet and leave it in the box at the door.
- All public comments on the corridor development project will be considered by Alberta Transportation.
- A summary of the open house comments will be provided on the website:
(www.transportation.alberta.ca/1701htm)
- Thank you for your interest.

NORTH EAST EDMONTON RING ROAD

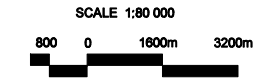


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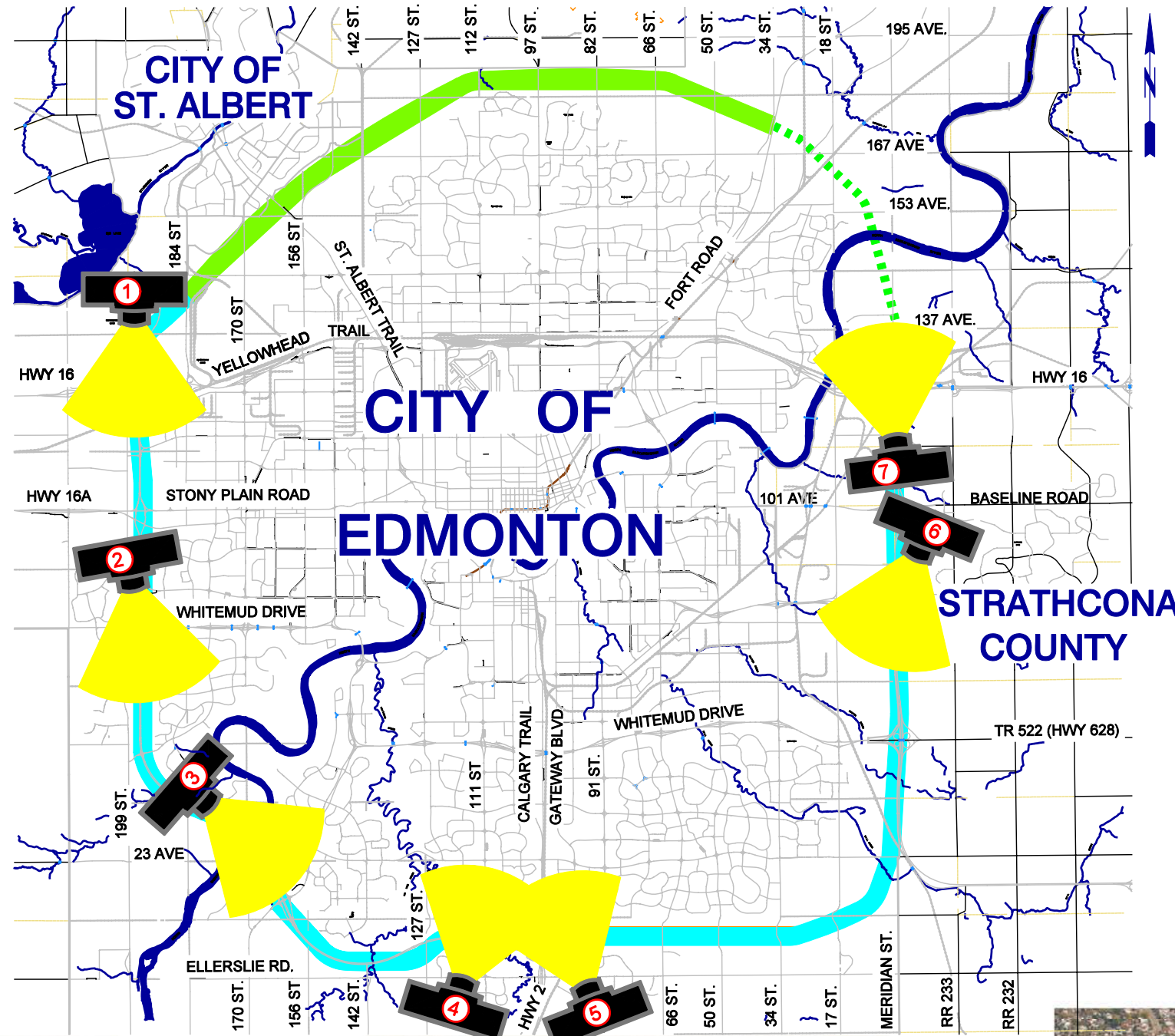
LEGEND

- █ Completed and in Service
- █ North Leg Anthony Henday 2011
- █ North Leg Anthony Henday 2015

Anthony Henday Drive



HIGHWAY 16 - (WEST)



HIGHWAY 16 - (EAST)



87 AVENUE AND WHITEMUD DRIVE



SHERWOOD PARK FREEWAY



NORTH SASKATCHEWAN RIVER CROSSING



111 STREET



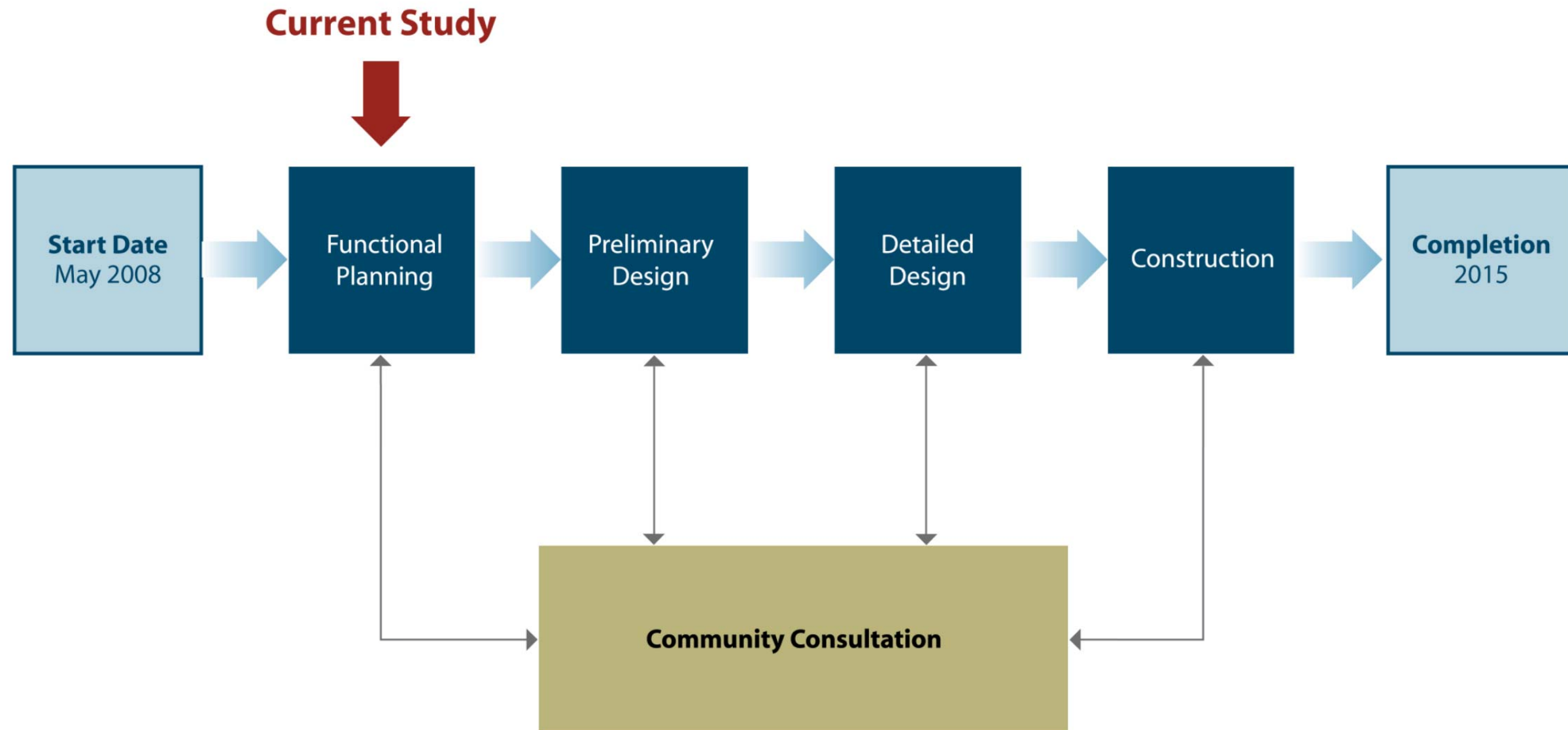
CALGARY TRAIL

PURPOSE OF STUDY

THE MAJOR OBJECTIVES OF THE STUDY ARE:

- Review previous plans.
- Identify roadway requirements for future Edmonton region populations of 1.6 million (approx. year 2040) and 2.5 million (Long Term Stage). Both stages will be free flow (no traffic signals) on Anthony Henday Drive.
- Forecast noise level based on the 1.6 million population (Stage 1) road network.
- Undertake a public consultation program.
- Develop a storm water management plan.
- Update roadway and utility requirements within the corridor.
- Develop functional roadway plans.
- Document all findings.

NORTH EAST EDMONTON RING ROAD



TRANSPORTATION / UTILITY CORRIDOR (TUC)

BACKGROUND

In the mid 1970s, the Government of Alberta established the Restricted Development Area (RDA) around Edmonton. The lands included in the RDA were designated for Transportation and Utility Corridor (TUC) uses, being the high standard Ring Road, major power lines, pipelines and linear municipal utilities.

Land acquisition for the TUC program commenced in 1974. To date, the Province acquired approximately 98.6% of the RDA Corridor requirements in Edmonton.

More information on the TUC can be found at www.tuc.gov.ab.ca

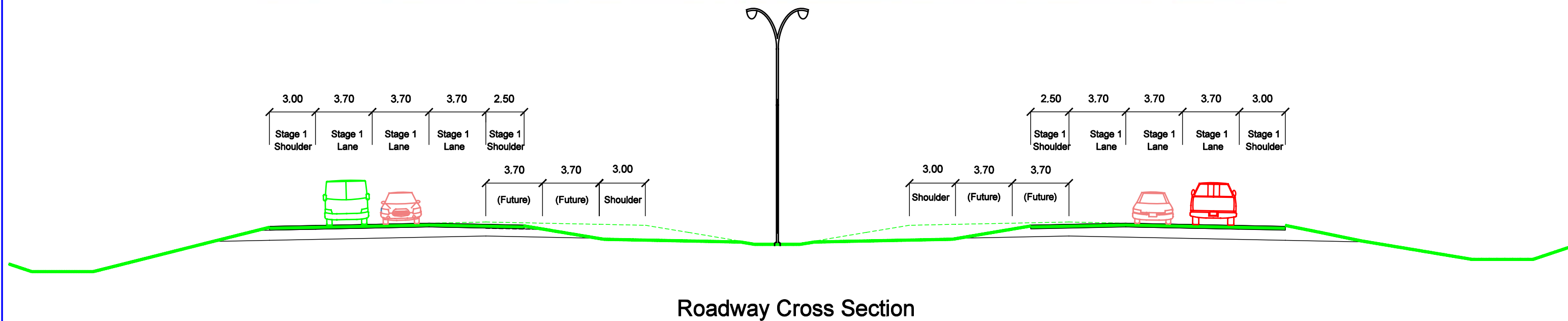
TRANSPORTATION / UTILITY CORRIDOR (TUC)

USES WITHIN THE TUC:

- Primary Uses - Include Ring Road and associated interchanges and stormwater management facilities, petroleum pipelines, power transmission lines, telecommunications lines, and municipal regional water, sanitary and storm sewer lines.
- Secondary Uses - These usually occur adjacent to roadways, above underground pipelines, below power lines or on parcels that are awaiting the development of an initial primary use. They are compatible with Primary Uses and typically involve permitting leasing of the land for re-established agricultural, recreational and various limited commercial purposes. These uses may last a long time but the Province has taken care to ensure that they can be easily altered, reduced or completely displaced to accommodate Primary Uses.

More information on the TUC can be found at www.tuc.gov.ab.ca

NORTH EAST EDMONTON RING ROAD



SCALE NTS

June 2009

NOISE ATTENUATION GUIDELINES FOR PROVINCIAL HIGHWAYS UNDER PROVINCIAL JURISDICTION WITHIN CITIES AND URBAN AREAS

Definition:

Noise is defined as the sounds generated by vehicles operating on the highway. It includes but is not limited to engine/exhaust sounds and road contact sounds.

Guidelines:

- For construction or improvements of highways through cities and other urban areas, Alberta Transportation will adopt a noise level of 65 dBA Leq 24 *measured 1.2 metres above ground level and 2 metres inside the property line (outside the highway right-of-way). The measurements should be adjusted to the 10 year planning horizon value, as a threshold to consider noise mitigation measures.
- The mitigation of noise issues could include constructing noise walls and/or berms. The decision to implement noise mitigation must consider whether mitigation is cost-effective, technically practical, broadly supported by the affected residents, and fits into overall provincial priorities.
- Any accepted noise mitigation measures consistent with this guideline will be the responsibility of Alberta Transportation. Where established local noise mitigation policies are more stringent than this guideline, the local policy may be considered on a shared responsibility basis.
- Alberta Transportation will be responsible for noise attenuation, in accordance with this guideline, in areas where Alberta Transportation is undertaking widening (by at least one lane width) or major realignment of an existing road or constructing a new road adjacent to an existing residential development.
- In areas where a residential subdivision is constructed adjacent to an existing roadway, the development proponent will be responsible for noise attenuation consistent with these guidelines.
- In areas where a residential subdivision is constructed adjacent to a designated highway that has not been constructed, Alberta Transportation will request that the development proponent and approving authority address future noise concerns consistent with these guidelines.

** Noise level expressed in decibels (dB) is taken to mean the A-weighted 24-hour equivalent sound level.*

ENVIRONMENTAL ASSESSMENT

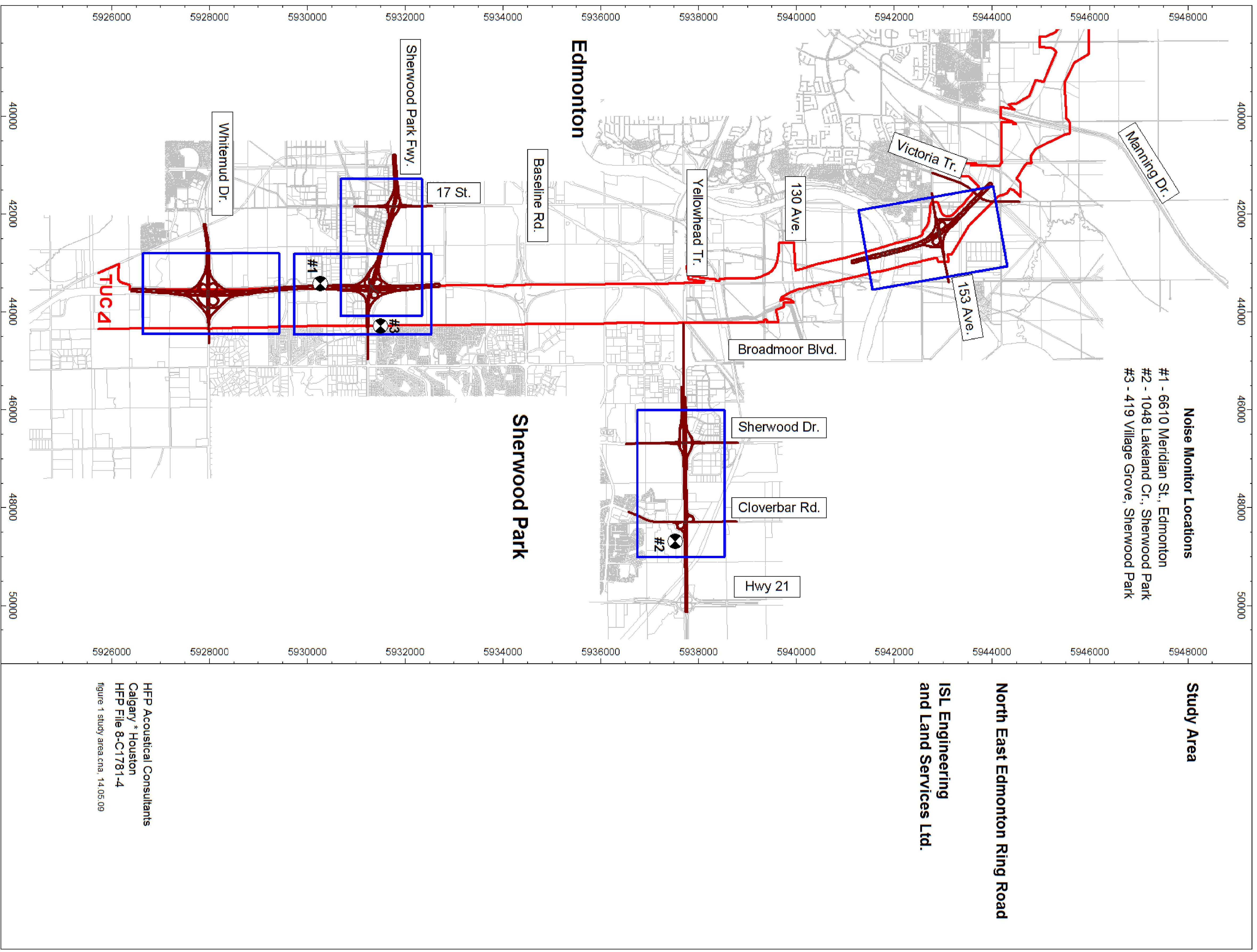
- As a matter of policy, Alberta Transportation undertakes environmental assessments for its roadway construction projects.
- The section of the project from Manning Drive to Yellowhead Trail including the proposed North Saskatchewan River crossing, was studied under a previous environmental assessment pursuant to the Canadian Environmental Assessment Act.
- As the project may receive federal funding, an environmental impact assessment document is being prepared for the project area as all of it could be subject to the Canadian Environmental Assessment Act.
- The environmental assessment will focus on the subjects of wetlands, wildlife and wildlife habitat and fisheries. Other subject areas will also be examined to augment environmental information previously collected in support of the project's functional planning study.
- To identify ways that the proposed project could affect biophysical and socio-economic resources, the following Valued Ecosystem Components (VECs) are being assessed: soils, geology, geomorphology, hydrology and surface water quality, vegetation, wildlife, fish and aquatic resources, air quality, noise, and historical resources.

ENVIRONMENTAL ASSESSMENT

Tasks completed to-date or in progress:

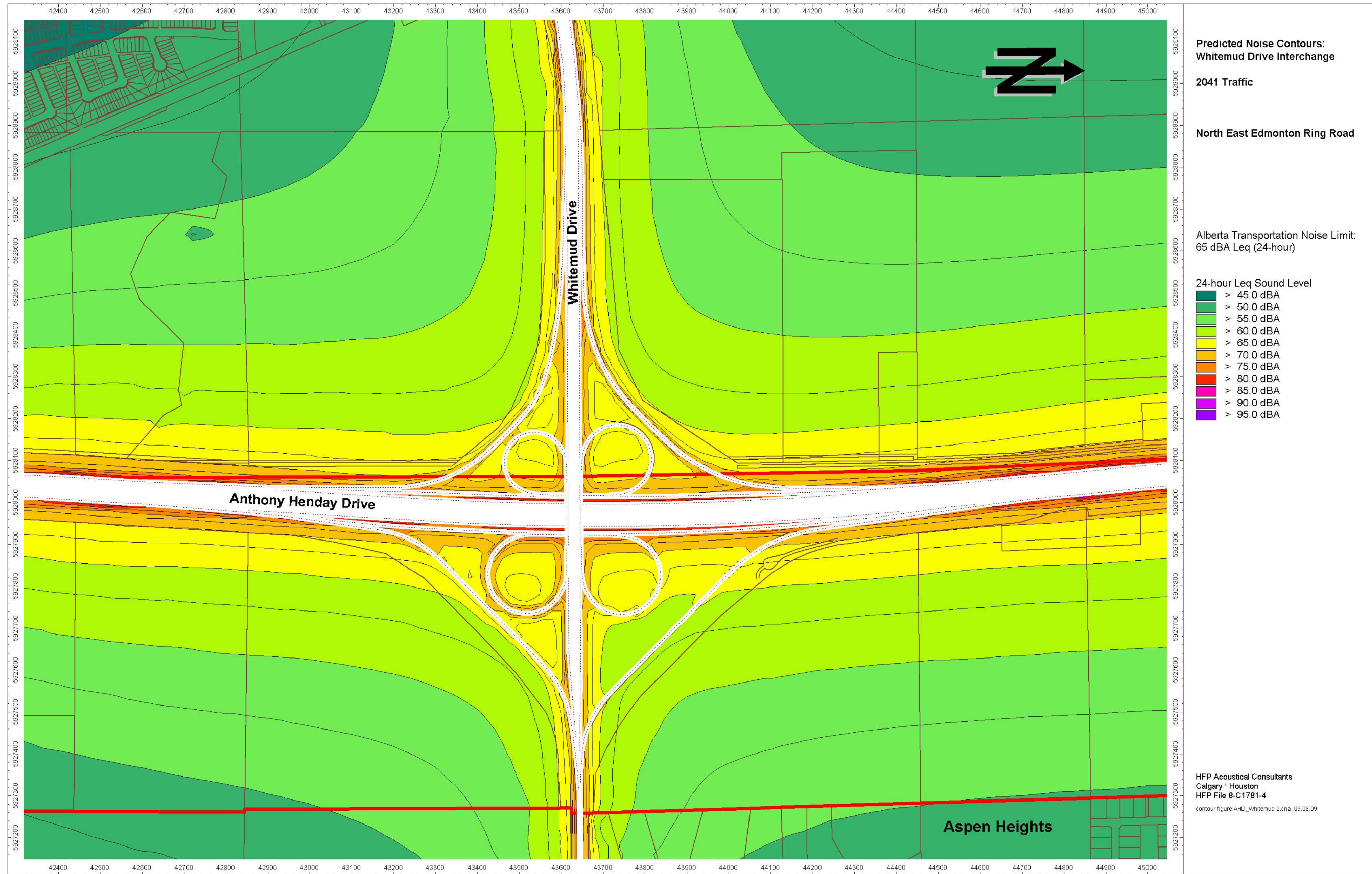
- Vegetation: Rare plant survey and data analysis completed.
- Wetlands: Wetland identification and classification in support of possible Alberta Water Act approval completed and data analysis in progress.
- Wildlife:
 - Amphibian surveys completed.
 - Breeding bird surveys completed.
 - Winter tracking completed.
- Fish and Aquatic Resources:
 - Fisheries and water quality assessment of select waterbodies and watercourses completed in support of confirmation of requirements under the federal Fisheries Act. Data analysis in completed.
- Air Quality: Air quality assessment in completed.
- Noise: Noise assessment in progress.
- Historical Resources: An historical impact assessment has been previously completed.
- The public are invited to identify any environmental concerns and provide environmental information.

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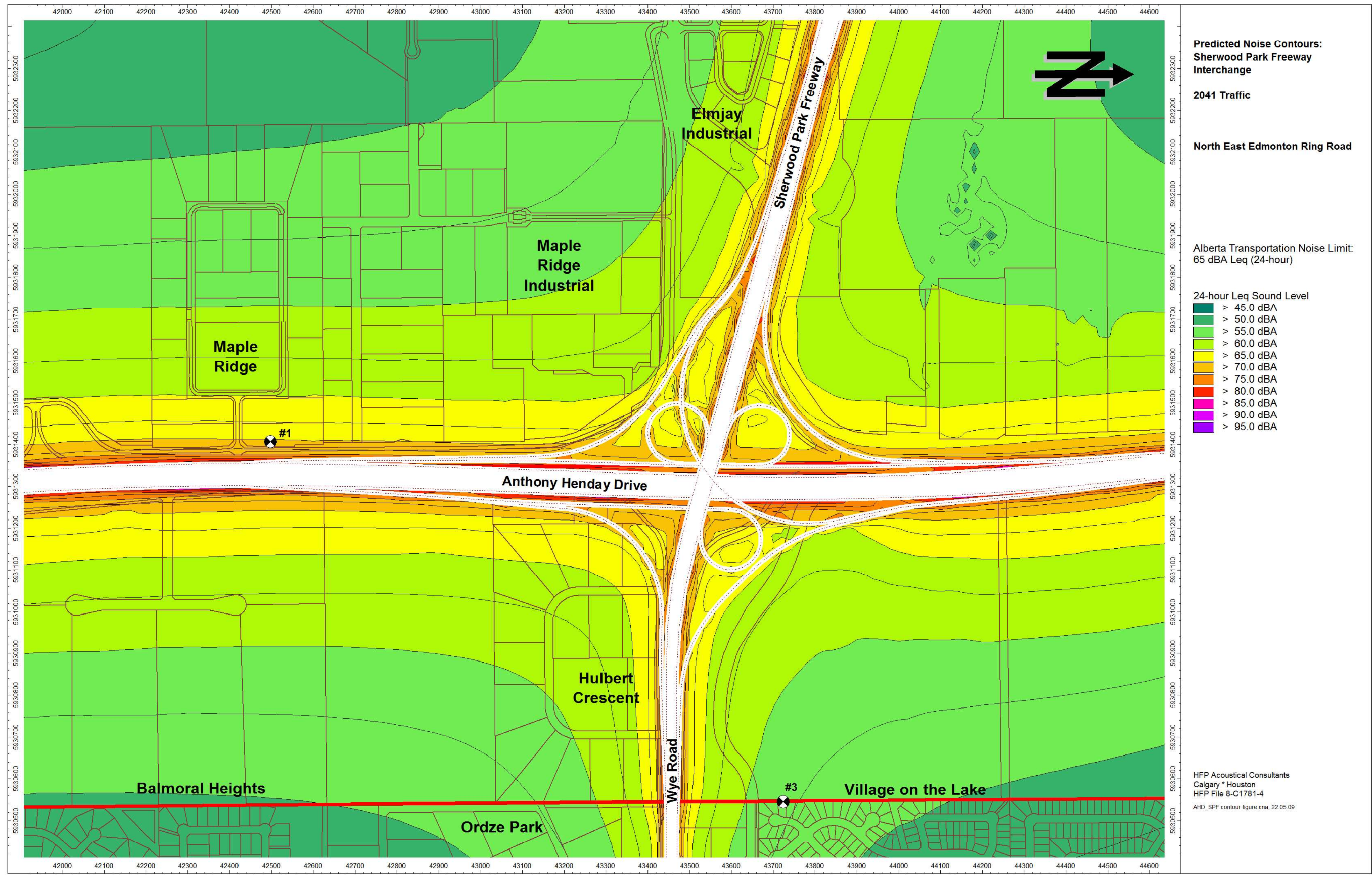


HFP Acoustical Consultants
Calgary • Houston
HFP File 8-C-1781-4
figure 1 study area.cna, 14.05.09

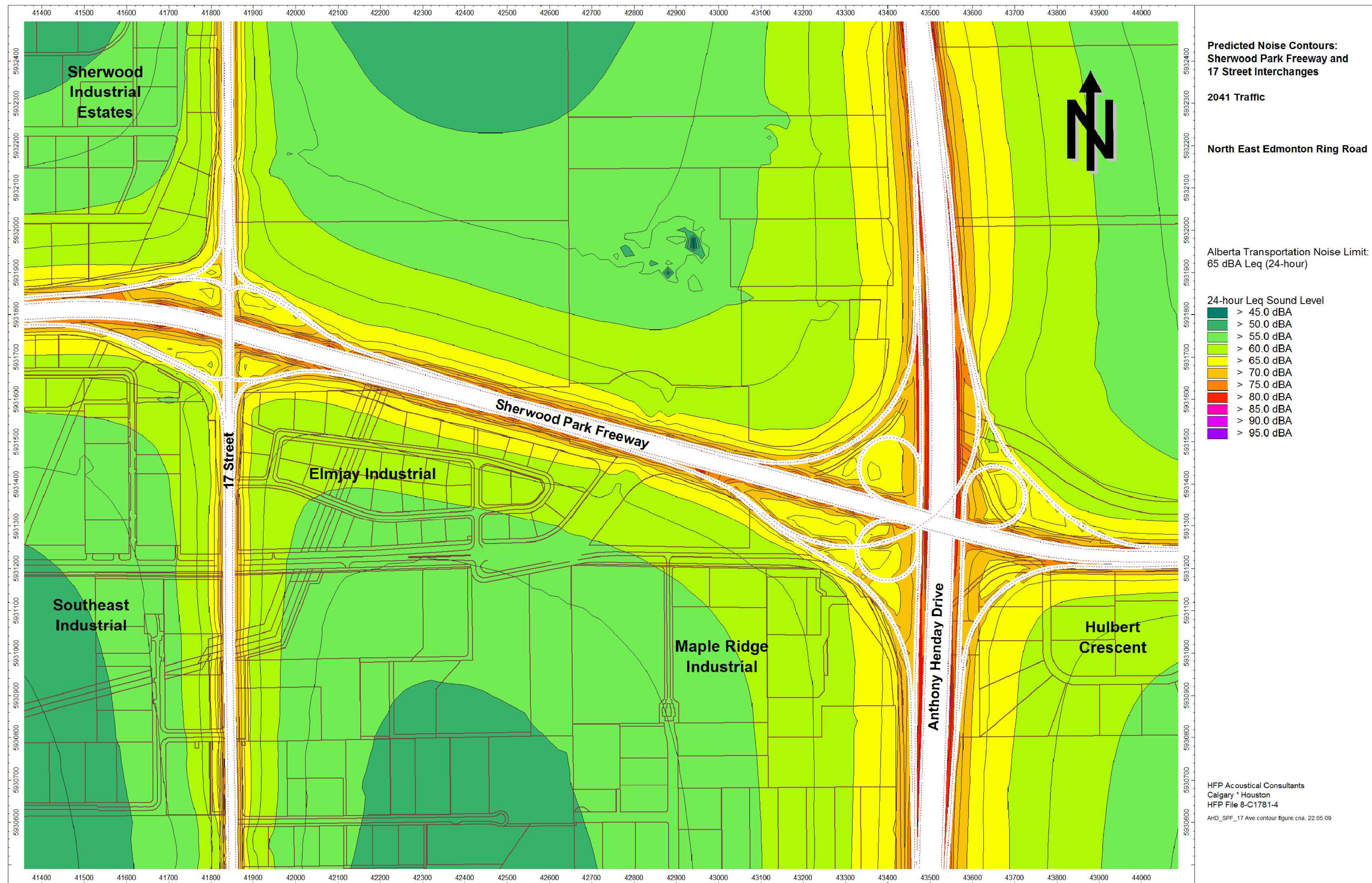
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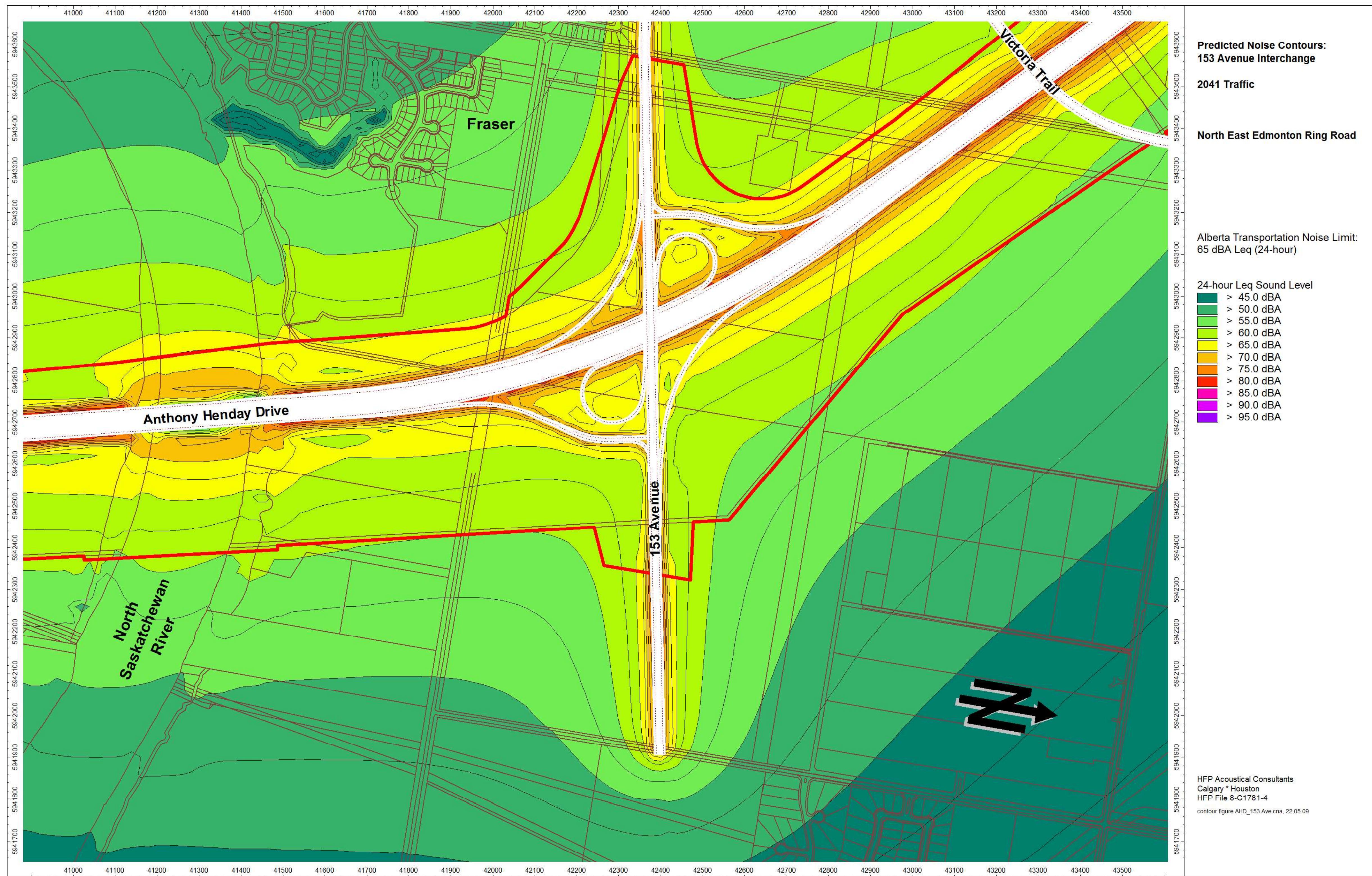
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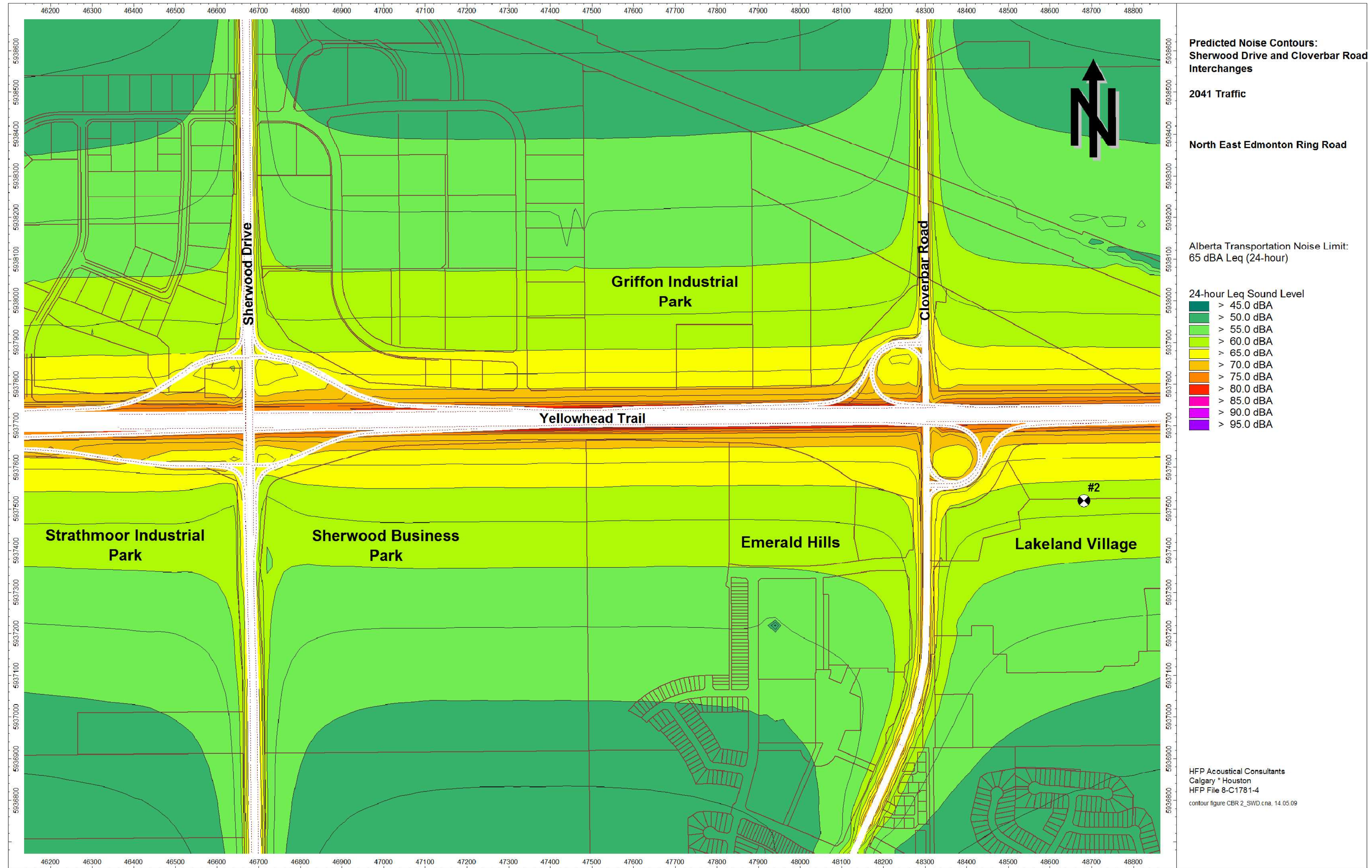
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