
**SOUTHWEST ANTHONY HENDAY DRIVE
NOISE STUDY
OPEN HOUSE
WHAT WE HEARD REPORT**

ALBERTA TRANSPORTATION

February 2017

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A. PROJECT OVERVIEW

Alberta Transportation is conducting a Noise Monitoring and Modeling Study along southwest Anthony Henday Drive to determine noise levels in the area. The study area encompasses the 20-kilometre segment of the freeway between the Highway 16A Interchange and the Queen Elizabeth Highway 2 Interchange.

Similar studies were held in 2007 and 2013 to assess the impact of Anthony Henday Drive on noise in the area. Another study was not scheduled until 2018 however, a new study has been initiated early at the request of the Minister of Transportation in response to the concerns of local residents.

B. PUBLIC OPEN HOUSE

A public open house was held on Monday, October 24, 2016 at St. Matthias Anglican Church (6220-188 Street) between 4:30 and 8:30 p.m. The event was organized as a drop-in format with two scheduled presentations (5 and 7 p.m.), each followed by a facilitated question and answer session. Large scale display panels were used to deliver key information and attendees could discuss, and ask questions about the project with members of the project team one-on-one.

The purpose of this event was to share information with local residents about provincial noise guidelines and the Noise Monitoring and Modeling Study along Anthony Henday Drive, as well as to receive input about the impact of traffic noise in the community.

Attendance

148 participants attended the public event over the four-hour period.

How input was received

Formal input was gathered via a comment form (See Appendix D – Comment Form) that attendees could complete and submit at the event or return by fax or email.

Alternatively, the comment form was available in a digital format which could be completed online on the Alberta Transportation project website for two weeks after the event. Road signs directed residents and commuters to the website and the comment form.

How event was publicized

Information about the open house was emailed to community leagues surrounding the project study area.

Roadside signs were placed in or near communities in the project area to invite commuters to attend the open house. The road signs remained up for two weeks following the event encouraging residents to visit the website to fill out the online comment form.

An ad was placed in the Edmonton Examiner.

C. WHAT WE HEARD: COMMENT FORM FEEDBACK

C.1 What We Heard Summary

Most respondents identify themselves as residents of communities situated along the study area of Anthony Henday Drive. These residents report that their daily routines are highly to extremely disturbed by the noise generated from the freeway. The greatest concern is how quality of life is impacted by traffic noise. Residents not only noted the inability to enjoy relaxing or socializing in backyards, but also that the noise inside homes is so loud it requires windows to be shut and more importantly, the evening noise is disturbing to sleep.

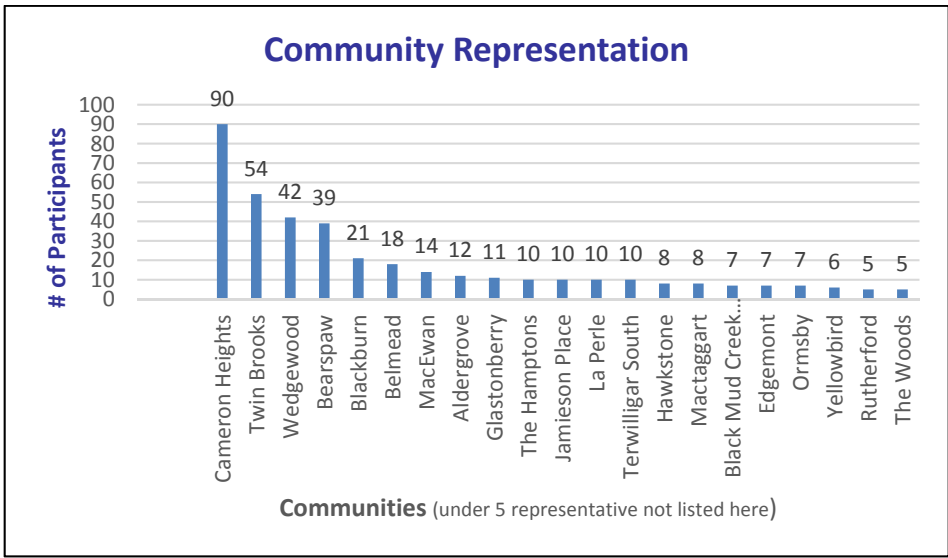
Residents report that not only does the noise coming from trucks, engine retarder brakes, motorcycles and accelerating and decelerating vehicles cause especially annoying sporadic noise, but also that the constant 24-hour drone of traffic is also disturbing. Some believe the grooved concrete surface contributes to the volume levels.

Residents would like to see some adjustments made to the study criteria and monitoring locations. They want assurance that conditions like wind, winter and traffic volumes that may affect sound levels are being considered in the study. There is a desire for noise monitoring locations further into the communities where it is felt the noise can sometimes be louder than at the properties closest to the freeway. There are several requests for monitors at various locations along the corridor. Some respondents volunteer to host monitors in their back yards. Other residents request that Alberta Transportation's noise guidelines be revisited as they consider the current threshold of 65 decibels to be an unacceptable standard for daily living.

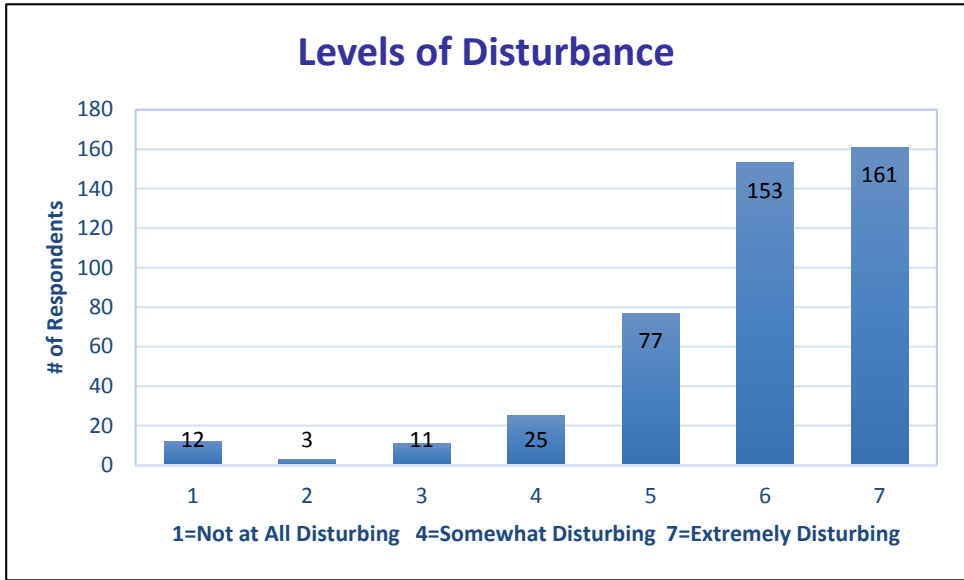
C.2 Comment Form Summary: Details

A total of 409 comment forms were completed with 87 submitted at the public open house and 322 completed online.

1. Respondents were asked to identify the community they reside in. Cameron Heights is the community represented most (90 completed forms) followed by Twin Brooks (54), Wedgewood (42), Bearspaw (39) and Blackburn (21). The other communities had less than 20 residents respond.



2. Respondents were asked to what degree the traffic noise generated from Anthony Henday Drive interrupted their daily routine at their residence. On a scale where 1 is Not At All Disturbing and 7 is Extremely Disturbing, most residents chose between a 5-7 level of disturbance.



3. Respondents were asked if they had any additional comments about the Southwest Anthony Henday Noise Study to share with the project team. The following is a summary of the comments received broken into common key themes.

Quality of Life (200 mentions): The majority of respondents report the traffic noise from Anthony Henday has impacted their quality of life with most citing sleep disturbances and the inability to enjoy their backyard and decks as the main issues. They report that the noise impacts not just their outside environments but also inside their homes with many saying that they cannot leave their windows open because of the noise and others stating the noise is disturbing their lives even with their windows closed.

Noise Causes (113 mentions): Respondents report the constant traffic noise is the annoyance while others highlight trucks, motorcycles, engine retarder brakes, and accelerating and decelerating vehicles as contributing to their noise disturbances. Respondents also feel the grooved concrete is noisier than other parts of the Henday.

Noise Abatement (108 mentions): Respondents would like to see noise abatement in place. Suggestions include berms, walls and trees. They also suggest enhanced enforcement for speeders and trucks using engine retarder brakes.

Noise Levels (83 mentions): Respondents report noise levels shift with environmental conditions such as wind, temperature and season but the noise is constant regardless of the level. Several individuals report decibel readings from independent noise monitoring in their communities: 69 dBA - Ormsby Close, 75 dBA - 2km from Henday, 83 dBA - during rush hour, 70 to 78 dBA - October 24, 2016.

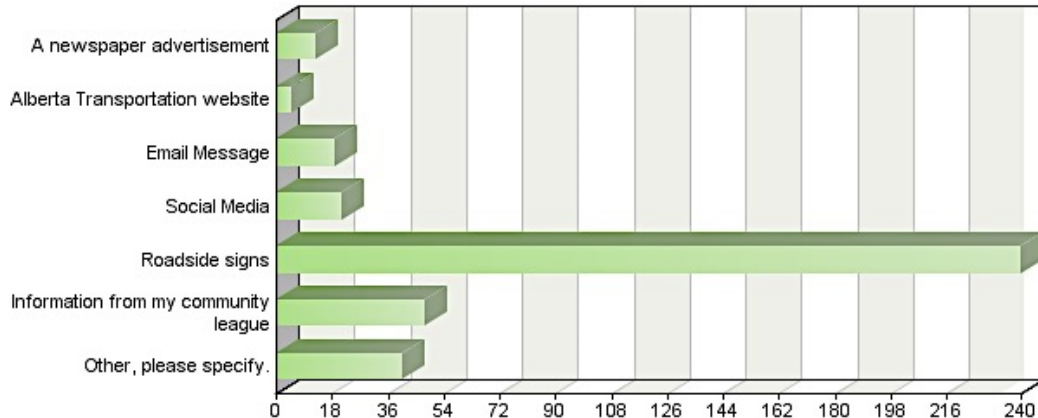
Study Criteria/Policy (66 mentions): Respondents reflected on the study criteria and comments suggest their desire to see monitoring locations that reach further into their communities where they feel the noise is louder than the area closest to the freeway. There are also several requests for monitors at various locations along the corridor and some respondents volunteered to host monitors in their back yards. Ten residents indicated that Alberta Transportation's noise guidelines be revisited as they consider the present acceptable decibel level unacceptable for living.

Public Engagement (34 mentions): Respondents feel that the road signs could have been placed in better locations to make them more visible and easier to read, in order to publicize the open house and study. Others feel that more advertising needed to be done as they were not aware a public open house took place. A few expressed their mistrust of the process, feeling that nothing will be done anyway.

Property Values (9 mentions): A few respondents fear that their property values will go down or report that they already have.

City of Edmonton Involvement (7 mentions): A couple of respondents would like to know why the City was not represented at the meeting and others wonder how the City allowed residential development so close to the ring road in the first place.

4. Respondents were asked to rate their level of agreement on a scale of 1 to 7 where 1 means Strongly Disagree and 7 means Strongly Agree regarding the quality of their experience at the open house. The majority of respondents felt the information presented was useful and informative; the visual displays were relatively easy to understand; the presentation was helpful and informative; the staff was friendly and available; they were able to find the information they were looking for; they understood the study's purpose and timelines; and they had the opportunity to voice their concerns.
5. Respondents were asked to relay how they heard about the open house and the majority indicate they saw the road side signs that were placed, where City permitting allowed, in communities along Anthony Henday Drive. It is important to note that while these respondents identify the road side signs as their main source of awareness of the study, there are many other indications from other respondents that the road side signs were not accessible in all communities and that they were in hard to read locations. Others feel there should have been additional advertising done to increase awareness.



APPENDIX A – COMMUNICATIONS/ADVERTISING

SW Anthony Henday Drive Noise Study Public Consultation Session



Public Consultation Session **Southwest Anthony Henday Drive Noise Study**

Alberta Transportation is conducting a Noise Monitoring and Modeling Study along the southwest Anthony Henday Drive. The study area includes the 20 km segment between the Highway 16A Interchange and the Queen Elizabeth Highway 2 Interchange.

A post construction noise study for southwest Anthony Henday Drive was conducted in 2007 and a follow up study was conducted in 2013. The new study will determine current noise levels in the area.

A **Public Consultation Session** is being held to share information on the study and to gather your comments and concerns.

Monday, October 24, 2016

St. Matthias Anglican Church

6210 - 188 Street

Drop in 4:30 – 8:30 p.m.

Presentations at 5:00 and 7:00 p.m. (repeat)

If you are unable to attend the event, information materials will be posted online and comments can be shared with Alberta Transportation beginning October 24 until November 14, 2016.

For more information: www.transportation.Alberta.ca

Southwest Anthony Henday Drive
Noise Study
Public Consultation Session

Alberta Transportation is conducting a Noise Monitoring and Modeling Study for the 20 km of Anthony Henday Drive between the Highway 16A Interchange and the Queen Elizabeth Highway 2 Interchange to determine noise levels in the area.

A Public Consultation Session is being held to present details of the study and listen to residents' comments.

Monday, October 24, 2016

Drop In 4:30 – 8:30 p.m.

St. Matthias Anglican Church

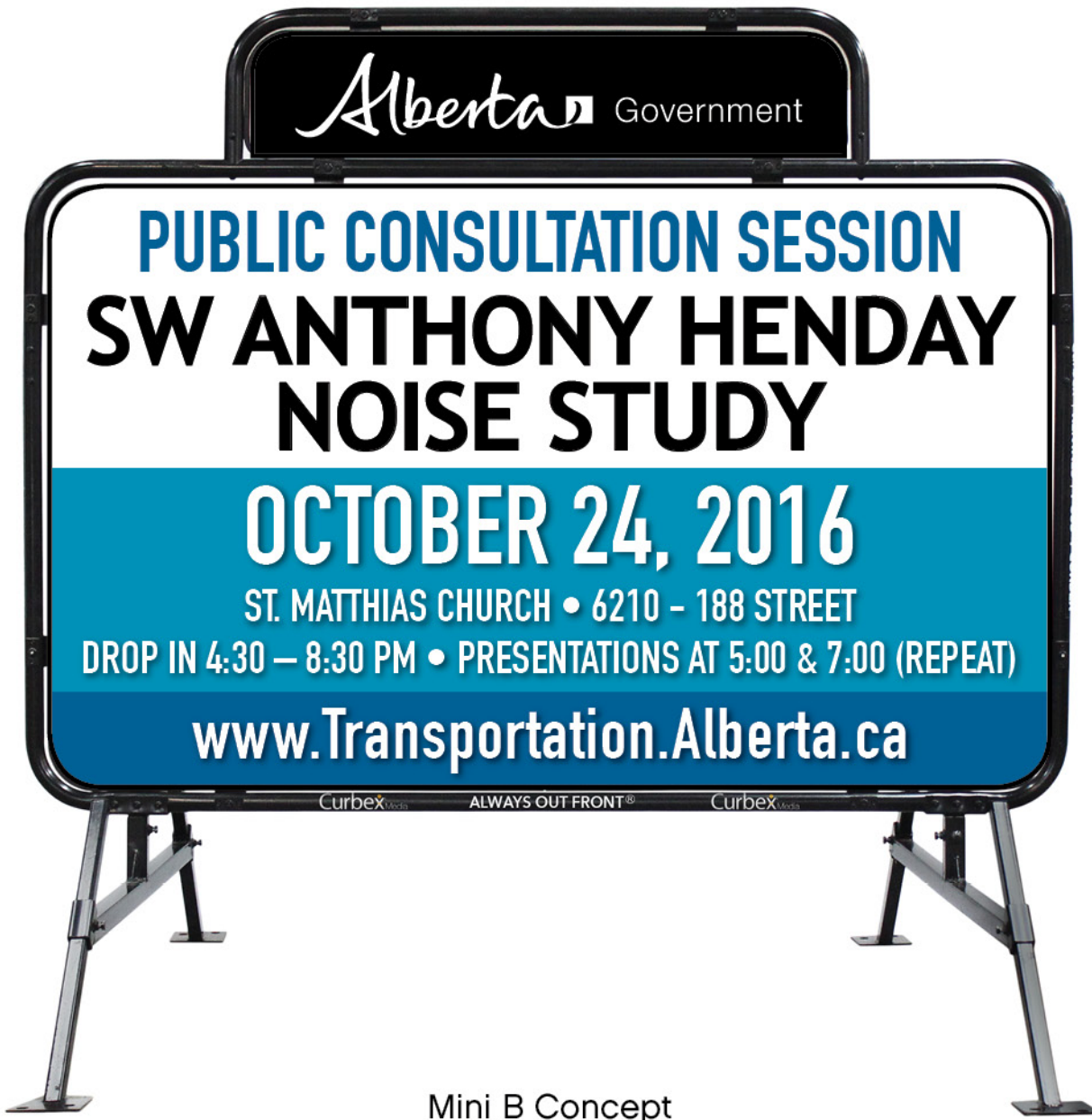
Presentations at 5:00 and 7:00 (repeat)

6210 - 188 Street

A moderated question and answer session will follow the presentation.

Comments will be received at the event, as well as online at Transportation.Alberta.ca between October 24 and November 14. Click on Ring Roads and then Edmonton Ring Road.

The logo for the province of Alberta, featuring the word "Alberta" in a stylized, cursive script font, followed by a small square icon containing a stylized letter 'A'.



Mini B Concept

PLEASE check this proof carefully for errors and omissions. Your approval constitutes acceptance of full responsibility for all errors, omissions and legal and ethical compliance in this document. DESIGNER will not accept liability for errors overlooked at this stage of proofing. Any changes from your previously approved copy will be charged extra according to both time and materials.

APPENDIX B – DISPLAY MATERIALS

Welcome

Southwest Anthony Henday Drive Noise Study

October 24, 2016 Drop-in 4:30 – 8:30 p.m.

Why We Are Here

- To share details of the SW Anthony Henday Drive Noise Study
- To provide an opportunity for you to ask questions and leave comments
- To listen to your concerns and answer your questions

Formal Presentations

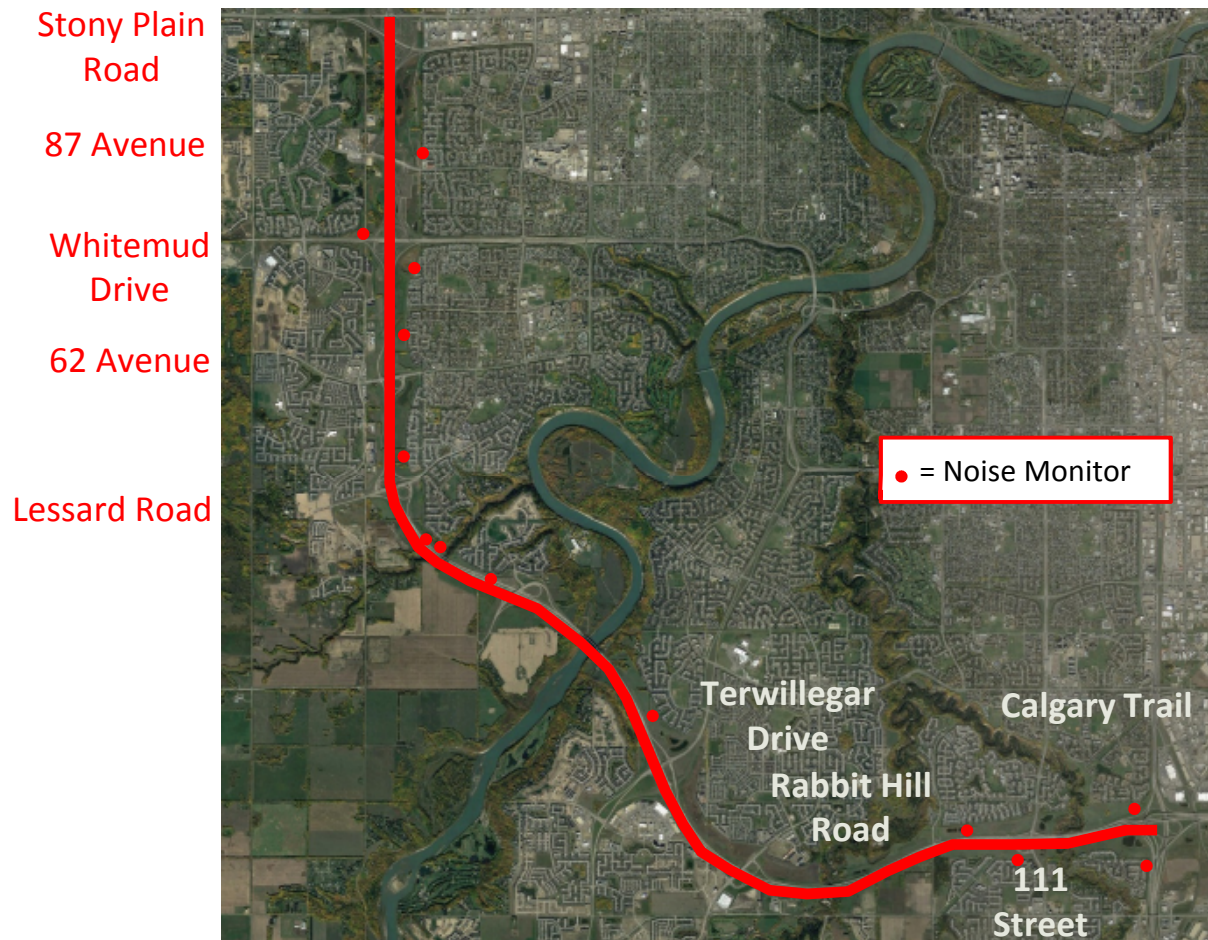
5 pm and 7 pm (repeat)

SW Anthony Henday Drive Noise Study

- Initiated by Alberta Transportation (AT)
- Based on Ministerial commitment to conduct study in 2016, prior to the original 2018 timeline
- Current noise levels will be compared to 2007 and 2013 noise monitoring results, and against AT's noise level guidelines
- Conducted to calibrate and verify the noise model

Noise Study: Area

- Project Boundaries: Highway 16A Interchange and QE Highway 2
- 13 monitoring locations
- Same locations as 2007 and 2013



Noise Study: Monitoring

- Conducted over a 24-hour monitoring period
 - Downwind conditions
 - Four separate monitoring periods to cover all locations under appropriate conditions
- dBA and frequency data recorded every 15 seconds
- Simultaneous digital audio recording for “isolation” analysis
- Portable weather monitoring station obtains accurate local meteorological conditions

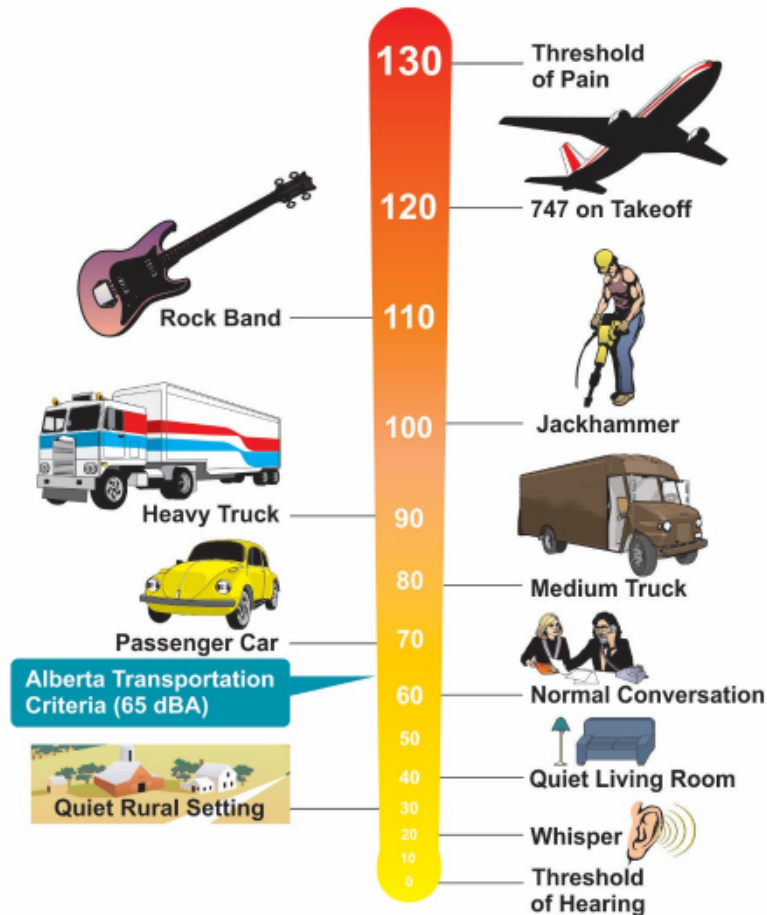
Noise Study: Modeling

- Computer noise model of entire study area considers:
 - Traffic on SW AHD, as well as all intersecting Edmonton roads and interchanges
 - Elevation contours
 - Residential property lines
 - Residential and commercial structures
- Noise levels are calculated at 1.2m elevation, 2m inside property line
- Colour noise maps are calculated for entire study area
- Sensitivity analysis is created to account for fluctuations in traffic volumes, heavy trucks, speed

Noise Study: Timeline

- Noise monitoring began a few weeks ago, however, due to construction in the area, monitoring at all locations could not be completed.
- Next spring (as soon as weather permits) monitoring will resume at all locations. Sites completed in 2016 will be redone to ensure a standardized baseline.
- Monitoring will take approximately 6 weeks to complete.
- Following monitoring, the noise modeling and analysis will be completed. The final report is expected in late summer.

Understanding Noise: Decibel Scale



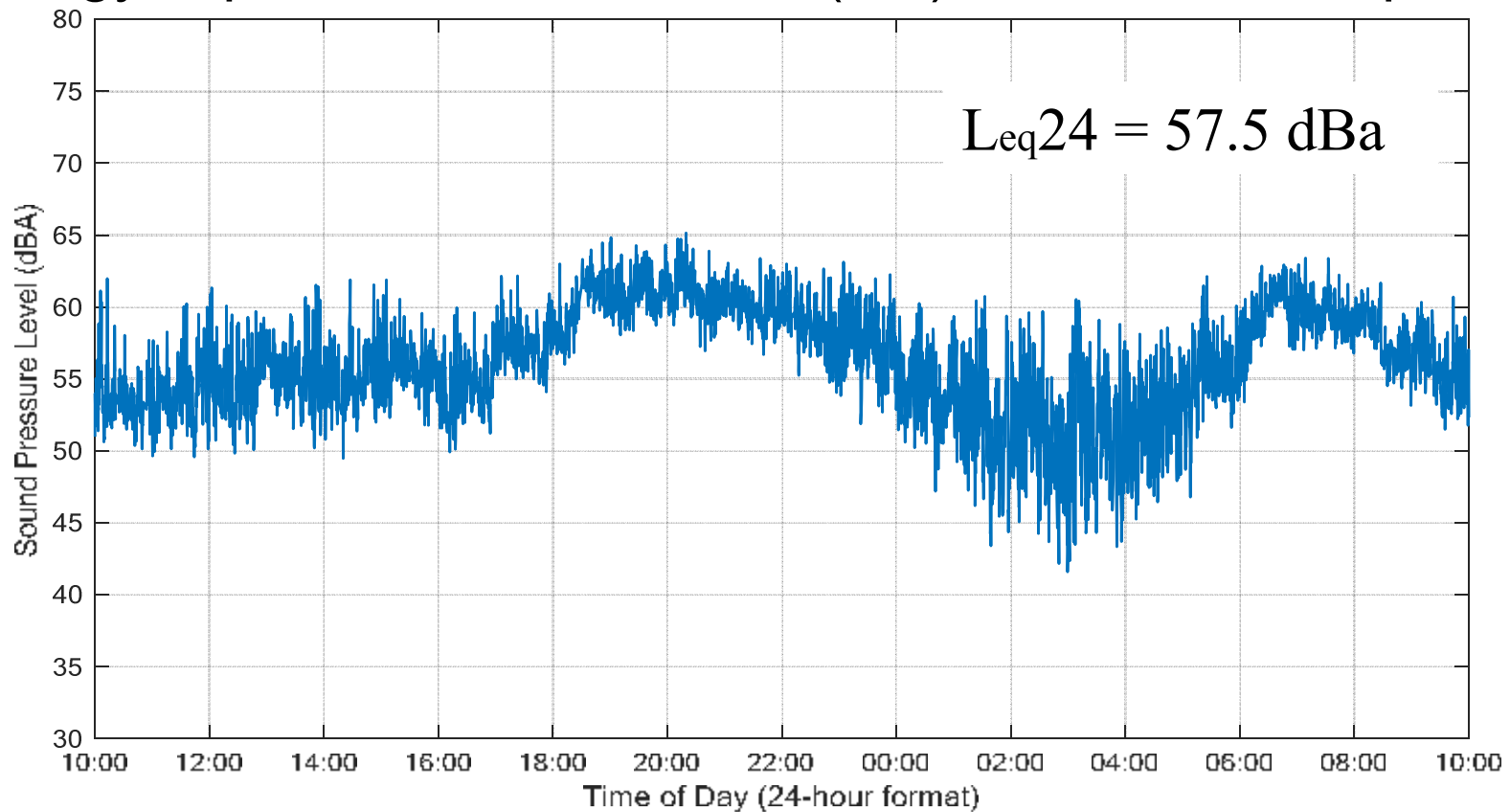
- Noise is measured using the Decibel (dB) Scale
- The Decibel Scale is a base-10 logarithm scale (similar to Richter Scale)
 - Change of 1-2 dB - threshold for subjective change
 - Change of 3 dB - barely perceptible
 - Change of 5 dB - strongly perceptible
 - Change of 10 dB – considered twice as loud

Understanding Noise: A-Weighting Scale (dBA)

- An “A-Weighting” scale (dBA) is being used to measure sound in the SW AHD noise study
 - A-weighting matches human hearing
- Human hearing is not linear at different frequencies (i.e. pitch).
- Human hearing reduces both low and high frequency (pitch) sounds compared to middle frequency sounds

Understanding Noise: Fluctuating Sounds

Energy Equivalent Sound Level (L_{eq}) over a 24-hour period



Understanding Noise: Energy Equivalent Sound Level

- Over time, sound is measured using the Energy Equivalent Sound Level (Leq)
 - Takes into account noise fluctuations
 - A short burst of loud noise is perceived to be as annoying to the average person as sustained noise at a lower level (i.e., loud air brakes for a short time versus continuous, low-level traffic noise)
 - One number represents all this data over a given time period
 - Method uses Logarithmic Average of Sound (not arithmetic)

Understanding Sound: Energy Equivalent Sound Level

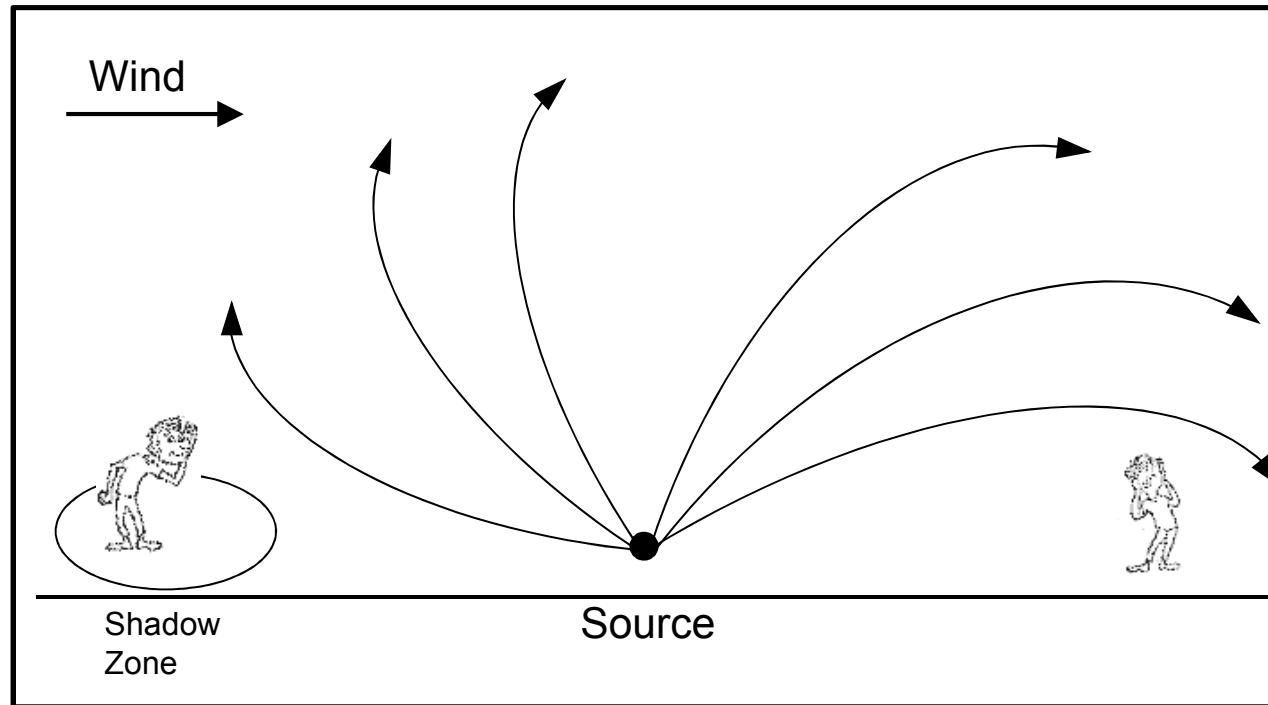
- The SW AHD noise study uses a 24-hour time period for the Energy Equivalent Sound Level (Leq)
- Sound is continuously measured by the noise monitor and the Leq is logged every 15 seconds for the entire 24 hours.
- The Leq is determined largely by louder sound levels.
- The purpose of this method is to reflect the way the people respond to sound.

Understanding Noise: Factors that Affect Noise

- Certain conditions affect how noise travels and is perceived
 - Wind
 - Temperature
 - Topography
 - Ground cover
- These conditions influence how and when noise monitoring can take place

Factors that Affect Noise - Wind

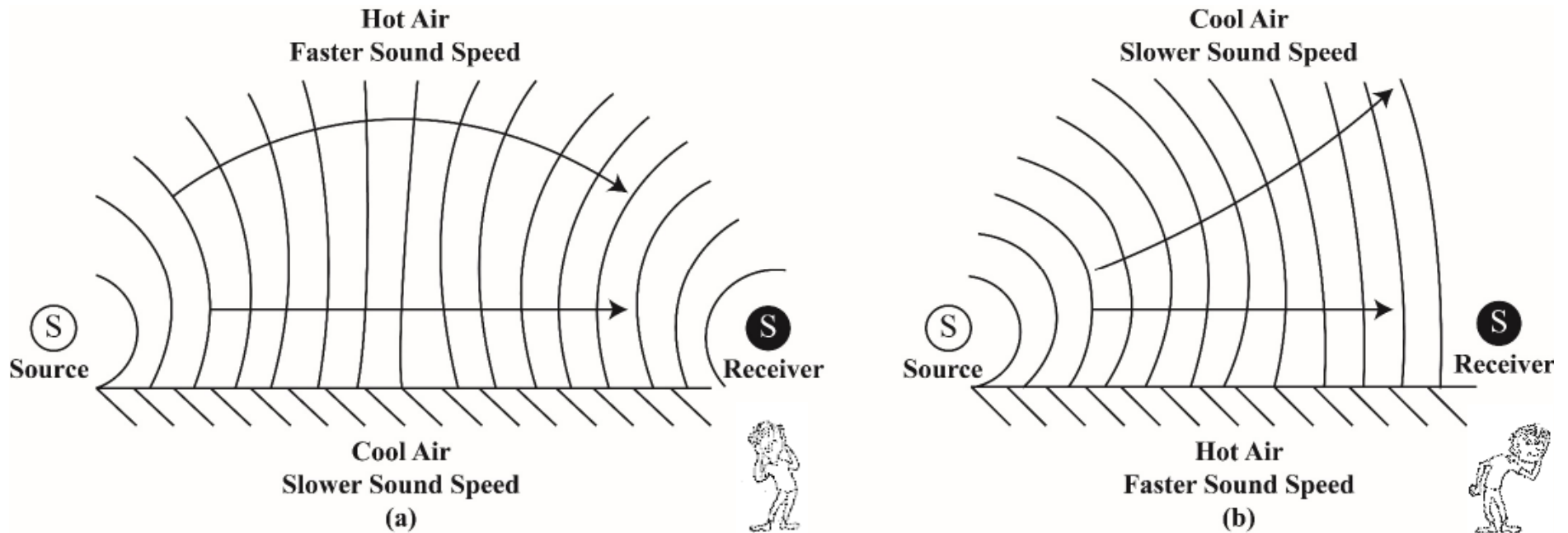
- Single biggest reason for day-to-day fluctuations in urban noise
- Decreased noise level upwind, increased noise level downwind
- The difference between sound upwind/downwind can be ± 10 dBA



Factors that Affect Noise - Temperature

- Normal gradient (i.e., colder temp. at higher elevation) generally has neutral effect on sound
- Temperature inversion (i.e. warmer temp. at higher elevation) can reflect sound back towards ground
- Difference can be +10 dBA
- Temperature inversion occurs when wind is calm

Factors that Affect Noise - Temperature



Factors that Affect Noise

- Rain
 - Falling rain (or snow) has little effect on sound travel
 - Wet road surface has different sound “quality” than dry
- Topography
 - Hills can provide sound attenuation
 - Valleys can provide sound amplification
- Ground Cover
 - Grass, grain crops, foliage can absorb sound
 - Snow cover can absorb or reflect sound

Traffic Noise

Sources

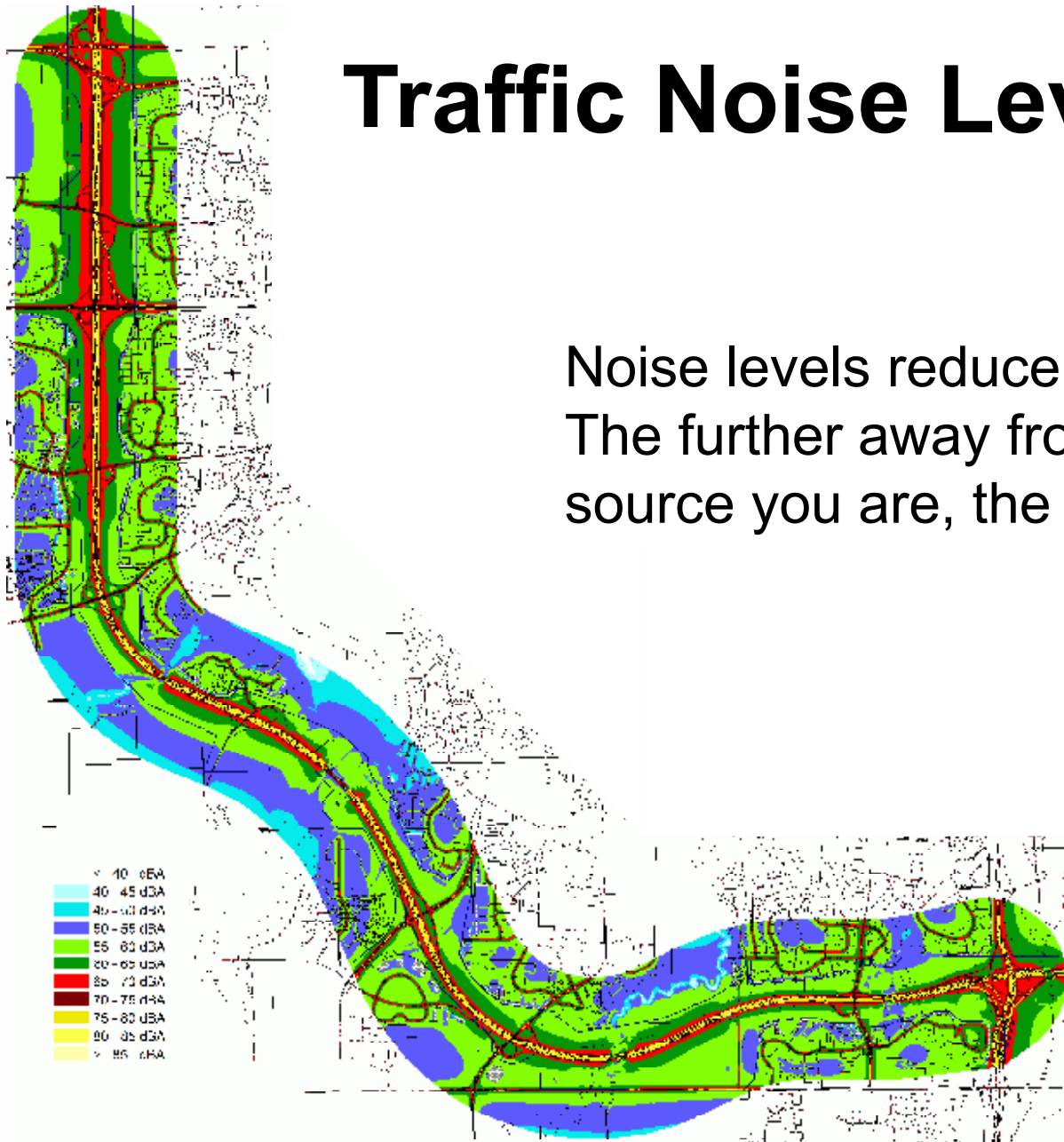
- Dominated by tire noise at speeds greater than about 50 km/h
- Engine noise (from front grill and reflections off road)
- Exhaust noise (higher up for large trucks and busses)
- Turbulent wind noise

Variables

- Road surface type and conditions
- Vehicle type and condition (passenger vehicles, trucks, buses and motorcycles)
- Tire configuration
- Number of vehicles, vehicle speeds
- Engine load

Traffic Noise Levels

Noise levels reduce over distances.
The further away from the noise
source you are, the quieter it is.



Traffic Noise Levels

- 2x traffic volume results in a 3 dBA increase (barely subjectively noticeable)
 - Double the traffic volume does not result in double the noise
- 10x traffic volume results in a 10 dBA increase (subjectively twice as loud)

Noise Attenuation Guidelines For 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 Leq24 * 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.

Thank-you for your participation.

Please complete the Comment Form and
leave it at the Welcome Desk tonight.

The form can also be returned by mail, email or completed
online at:

transportation.alberta.ca.

APPENDIX C – PRESENTATION

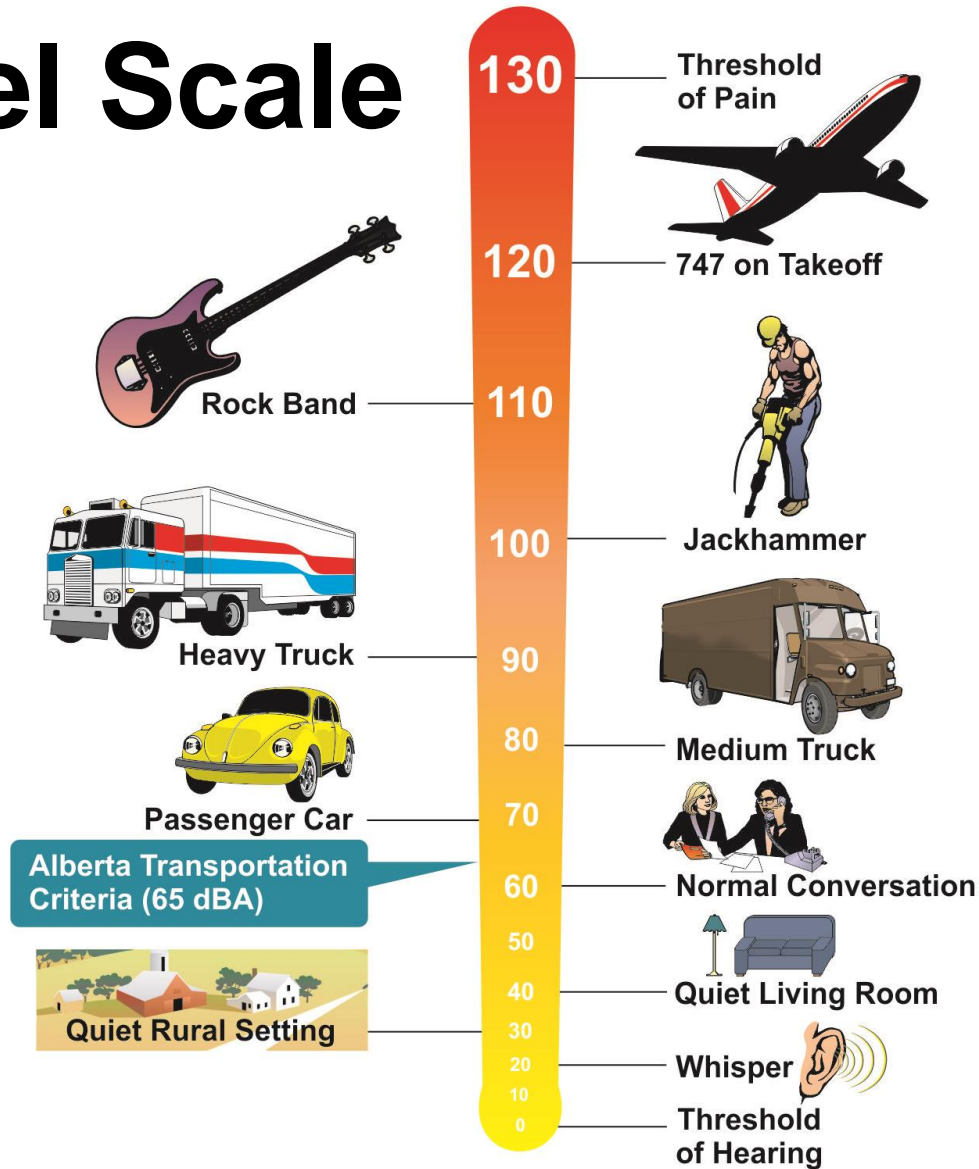
Southwest Anthony Henday Drive Noise Study

Introduction to Sound

Decibel Scale

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Decibel Scale

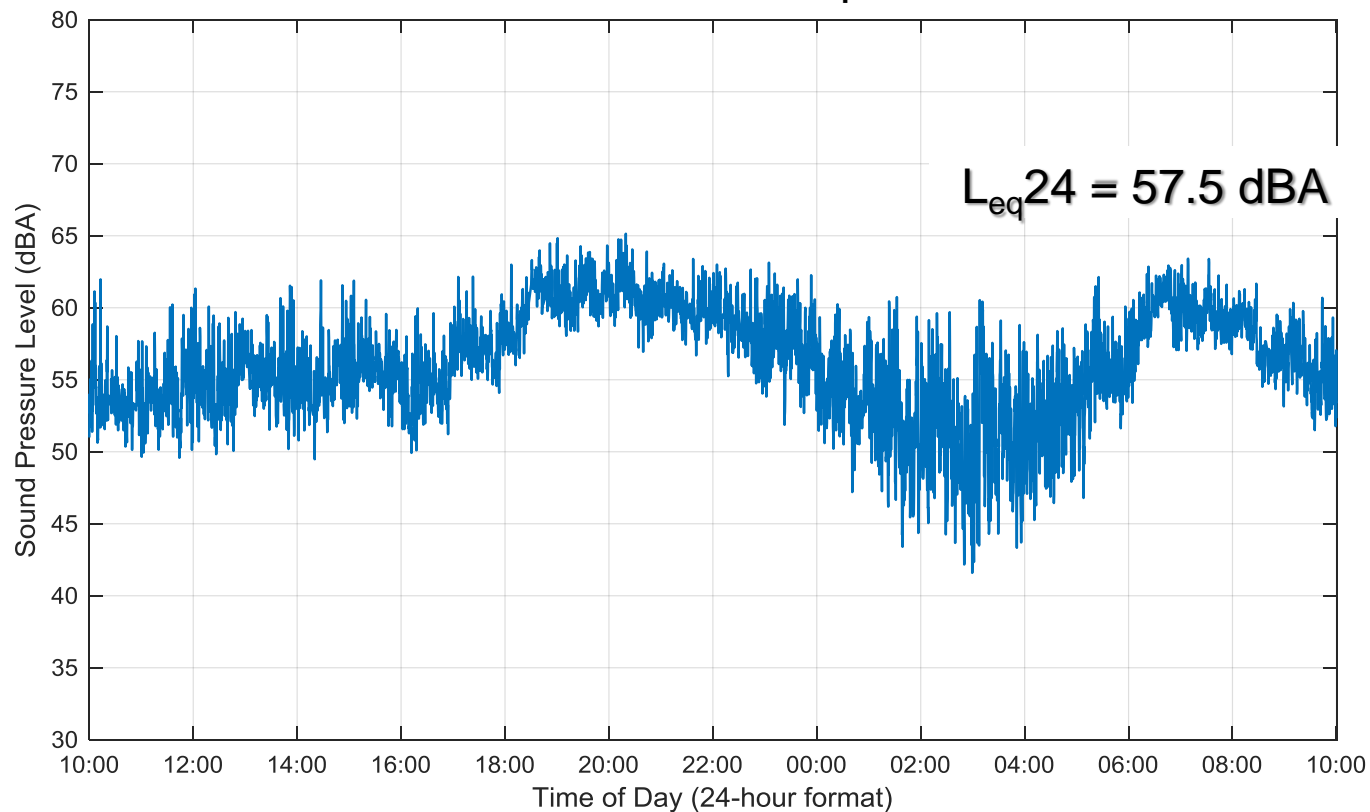


A-Weighting Scale (dBA)

- An “A-Weighting” scale (dBA) is being used to measure sound in the SW AHD noise study
 - A-weighting matches human hearing
- Human hearing is not linear at different frequencies (i.e. pitch)
- Human hearing **reduces** the volume of both low and high frequency (pitch) sounds compared to middle frequency sounds

Fluctuating Sounds

Energy Equivalent Sound Level (L_{eq})
over a 24-hour period



Energy Equivalent Sound Level

- Over time, sound is measured using the Energy Equivalent Sound Level (L_{eq})
 - Takes into account noise fluctuations
 - A short burst of loud noise is perceived to be as annoying to the average person as sustained noise at a lower level (i.e., loud air brakes for a short time versus continuous, low-level traffic noise)
 - One number represents all this data over a given time period
 - Uses Logarithmic Average of sound (not arithmetic)

Energy Equivalent Sound Level

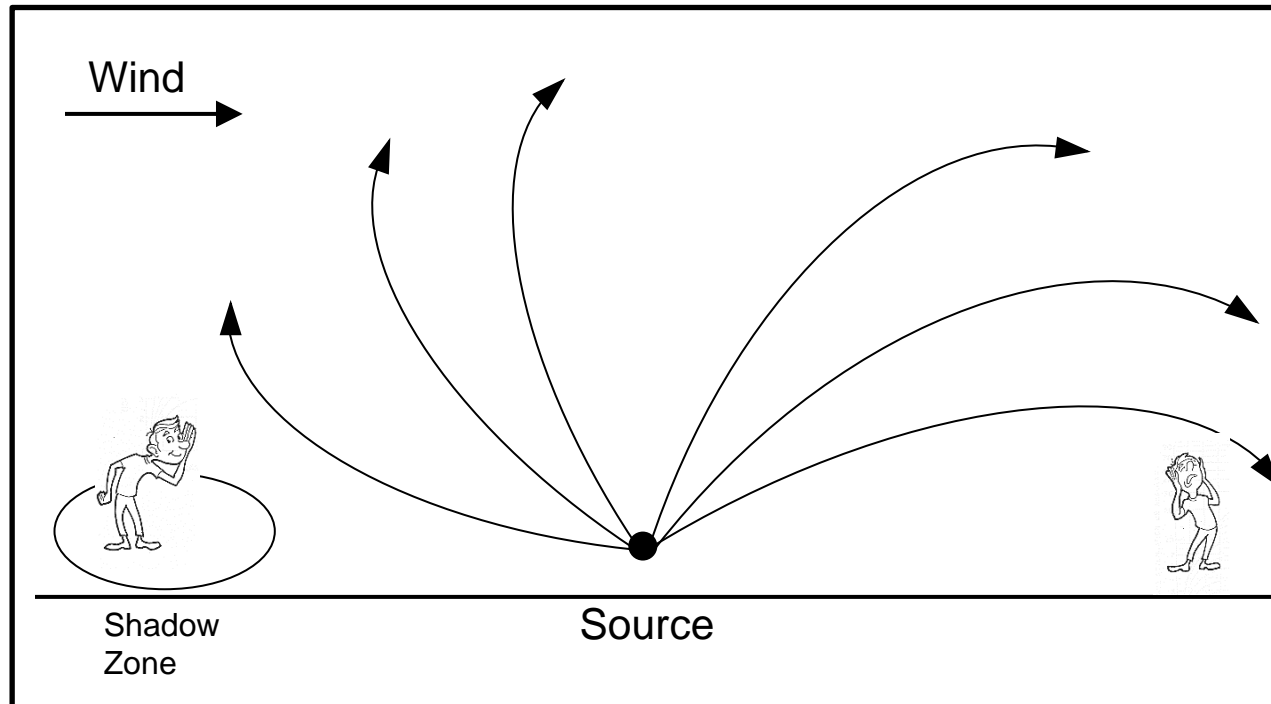
- The SW AHD noise study uses a 24-hour time period for the Energy Equivalent Sound Level (L_{eq})
 - Sound is continuously measured by the noise monitor and the L_{eq} is logged every 15 seconds for the entire 24-hours.
 - The L_{eq} is determined largely by louder sound levels.
 - The purpose of this method is to reflect the way that people respond to sound.

Factors that Affect Noise

- Certain conditions affect how noise travels and is perceived
 - Wind
 - Temperature
 - Topography
 - Ground cover
- These conditions influence how and when noise monitoring can take place

Factors that Affect Noise - Wind

- Single biggest reason for day-to-day fluctuations in urban noise
- Decreased noise level upwind, increased noise level downwind
- The difference between sound upwind/downwind can be +10 dBA



Factors that Affect Noise - Temperature

- Normal gradient (i.e. colder temp. at higher elevation) generally has neutral effect on sound
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- Temperature inversion occurs when wind is calm

Factors that Affect Noise - Temperature

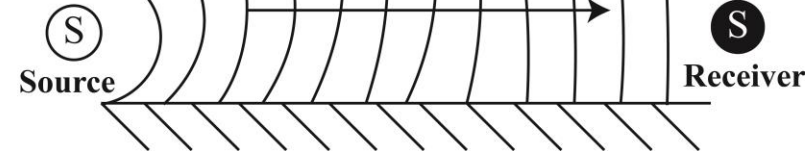
Hot Air
Faster Sound Speed



Cool Air
Slower Sound Speed
(a)



Cool Air
Slower Sound Speed



Hot Air
Faster Sound Speed
(b)



Factors that Affect Sound Travel

- Rain
 - Falling rain (or snow) has little effect on sound travel
 - Wet road surface has different sound “quality” than dry
- Topography
 - Hills can provide sound attenuation
 - Valleys can provide sound amplification
- Ground Cover
 - Grass, grain crops, foliage can absorb sound
 - Snow cover can absorb or reflect sound

Traffic Noise

Sources

- Dominated by tire noise at speeds greater than about 50 km/h
- Engine noise (from front grill and reflections off road)
- Exhaust noise (higher up for large trucks and busses)
- Turbulent wind noise

Variables

- Road surface type and conditions
- Vehicle type and condition (passenger vehicles, trucks, buses and motorcycles)
- Tire configuration
- Number of vehicles, vehicle speeds
- Engine load

Levels

- Distance reduces noise — the further you are away from the noise, the quieter it is
- 2x traffic volume results in a 3 dBA increase (barely subjectively noticeable)
 - Double the traffic volume does not result in double the noise
- 10x traffic volume results in a 10 dBA increase (subjectively twice as loud)

Current Noise Study

Policy

Alberta Transportation Noise Attenuation Guidelines for Provincial Highways:

*“For construction or improvements of highways through cities and other urban areas, Alberta Transportation will adopt a noise level of **65 dBA $L_{eq,24}$** measured **1.2 m above ground level and 2 m inside the property line** (outside the highway right-of-way).*

*The measurements should be adjusted to the **10-year planning horizon**, as a threshold to consider noise mitigation measures.”*

Policy

- Noise levels are measured objectively (1.2 m above ground level and 2 m inside the property line) to ensure all are treated fairly
- Alberta Transportation's noise policy is similar to that of the City of Edmonton

Noise Study Purpose

- Initiated by Alberta Transportation (AT) based on Ministerial commitment to conduct the study in 2016, prior to the original 2018 timeline.
- Current noise levels will be compared to 2007 and 2013 noise monitoring results, and against AT's noise level guidelines.

Noise Monitoring

- Where
 - 13 locations throughout study area
 - Same locations as 2007 and 2013
- When
 - 24-hour monitoring period
 - Downwind conditions
 - Four separate monitoring periods to cover all locations under appropriate wind conditions

Stony Plain Road

87 Avenue

Whitemud Drive

62 Avenue

Lessard Road

Study Area

● = Noise Monitor

Terwillegar Road

Rabbit Hill Road

Calgary Trail

111 Street



Current Noise Study: Monitoring

- How
 - dBA and frequency data recorded every 15 seconds
 - Simultaneous digital audio recording for “isolation” analysis
 - Portable weather monitoring station obtains accurate local meteorological conditions
- Why
 - For the calibration and verification of the noise model

Modelling

- Computer noise model of entire study area considers:
 - Traffic on SW AHD, as well as all intersecting Edmonton roads and interchanges
 - Elevation contours
 - Residential property lines
 - Residential and commercial structures
- Noise levels are calculated at 1.2 m elevation, 2 m inside property line
- Colour noise maps are calculated for entire study area
- Sensitivity analysis is created to account for fluctuations in traffic volumes, heavy trucks, speed

Noise Study Timeline

- Noise monitoring began a few weeks ago, however, due to construction in the area, monitoring at all locations could not be completed.
- Next spring (as soon as weather permits) monitoring will resume at all locations. Sites completed in 2016 will be redone to ensure a standardized baseline.
- Monitoring will take approximately 6 weeks to complete.
- Following monitoring, the noise modeling and analysis will be completed. The final report is expected in late summer.

APPENDIX D – COMMENT FORM

COMMENT FORM

Open House

Southwest Anthony Henday Drive Noise Study

October 24, 2016

Alberta Transportation is conducting a Noise Monitoring and Modeling Study along the southwest Anthony Henday Drive. The study area includes the 20 kilometre segment between the Highway 16A Interchange and the Queen Elizabeth Highway 2 Interchange. The purpose of this Public Open House is to share information with local residents about the noise study and provincial noise guidelines and to receive your input about the impact of traffic noise in your community.

Your input is welcomed.

1. In what community do you reside? (i.e., Edgemont, Wedgewood Heights, Potter Greens)

2. On a scale of 1-7, to what degree does the road traffic noise generated from Anthony Henday Drive interrupt your daily routine at your residence? *(please circle)*

Not at All Disturbing		Somewhat Disturbing			Extremely Disturbing	
1	2	3	4	5	6	7

3. Do you have any comments you would like to share with the Project Team about the Southwest Anthony Henday Noise Study? If so, please use the space below.

4. Please rate your level of agreement with the following statements regarding your experience at the Public Open House

	Strongly Agree					Strongly Disagree				
	1	2	3	4	5	1	2	3	4	5
The information presented was useful and informative.	1	2	3	4	5	1	2	3	4	5
The visual displays located in the room were easy to understand.	1	2	3	4	5	1	2	3	4	5
The presentation was helpful and informative	1	2	3	4	5	1	2	3	4	5
Staff was helpful, friendly and available to talk to me.	1	2	3	4	5	1	2	3	4	5
I was able to find the information I was looking for, regarding this project.	1	2	3	4	5	1	2	3	4	5
I understand the study's purpose and timelines	1	2	3	4	5	1	2	3	4	5
I had the opportunity to provide my input/voice my concerns.	1	2	3	4	5	1	2	3	4	5

5. I heard about the Public Open House from: (check all that apply)

- A newspaper advertisement
- Alberta Transportation website
- Email Message
- Social media
- Roadside signs
- Information from my community league
- Other, please specify _____

Please return your completed comment form to the welcome table. It can also be completed online at <http://www.transportation.alberta.ca/6000.htm> by midnight on **November 14, 2016**. The online survey is open to all residents, including those who were unable to attend this open house.

This information is being collected for the purpose of obtaining information from local residents about a Noise Monitoring and Modeling Study along southwest Anthony Henday Drive. The Freedom of Information and Protection of Privacy Act, s. 33 (c) governs Alberta Transportation's collection of this information. Please direct questions about the collection and use of this information to Brennan Evans, Alberta Transportation, Second Floor Provincial Building, #223, 4709 – 44 Avenue, Stony Plain AB, T7Z 1N4, 780-968-4224