

QUEEN ELIZABETH II AND 65TH AVENUE INTERCHANGE (LEDUC) FUNCTIONAL PLANNING STUDY

PLANNING PROCESS NEEDS PUBLIC INPUT

STUDY OBJECTIVES AND BACKGROUND

Castleglenn Consultants Inc., on behalf of the City of Leduc, in association with Alberta Transportation and the Edmonton International Airport, is undertaking a functional planning study that is to identify the interim and ultimate requirements for the future Queen Elizabeth (QE II) and 65th Avenue interchange within the City of Leduc.

The purpose of this study was to:

- Review existing conditions, traffic operations and previous planning studies;
- Develop a short- and long-term strategy that achieves the objectives of the Provincial Highway Network; achieves the objectives of the Provincial Highway Network; can be staged to meet short-term development requirements within Leduc; integrates with the ultimate QE II collector-distributor system; and will meet the requirements of the ultimate traffic forecast;
- Carry out a comprehensive public involvement process that addresses public and safety interests and serves to build a case for the selection of the recommended solution; and
- Develop functional plans, right-of-way request plans and a final report that documents the study findings and recommendations.

CONCEPTUAL PRELIMINARY OPTIONS

The three configuration options considered were:

OPTION 1

This concept involved an “initial stage” that would see construction of a new 65th Avenue bridge across the “existing” QE II lanes with a new southbound on-ramp .

OPTION 2

The concept involved an “initial stage” that would see construction of a new 65th Avenue bridge in its “ultimate” location over a re-aligned improved QE II corridor along with connecting southbound ramp to the QE II corridor.

OPTION 3

This concept involves an “initial stage” that would see a new 2-lane southbound 50th St. bridge and the existing 50th St. Bridge reverting to northbound operation. Perimeter Road would be extended southward to connect to 65th Ave W. This facility would provide for “local” traffic while the 65th Avenue interchange would later be developed to accommodate “freeway” traffic.

EVALUATION CRITERIA

Each of the three options were evaluated taking into account the following factors:

- Existing Conditions, Constraints and Daily Traffic;
- Historical Traffic Growth;
- Existing and proposed Land Uses;
- Transportation Network vision;
- Public and Safety interests;
- Conformance to AT standards;
- Structures, earthworks, road and bridge conceptual cost (based upon AT’s Unit Price Averages Report” - July 2012);
- Area Impact; and
- Anticipated utilization (Traffic Volumes).

Information that was considered included the existing conditions, traffic operations, previous planning studies, alternative interchange configurations, and stakeholder objectives.

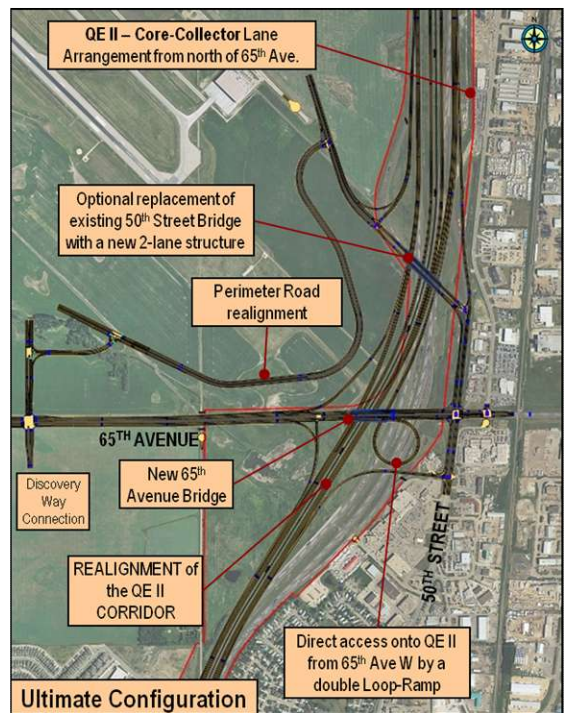
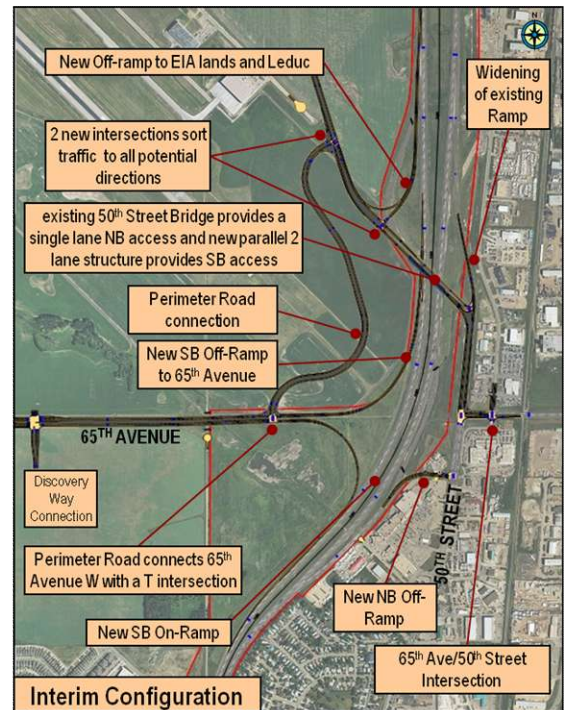
For more information on this planning study, please contact **Mr. Arthur Gordon**, Consultant Project Manager, **Castleglenn Consultants Inc.** by phone toll-free at (855) 857-9303, by fax at (403) 252-9331, or by mail at 110/120 1710 Radisson Drive SE, Calgary, Alberta T2A 7E9.



THE CONSULTANT'S PREFERRED CONCEPTUAL INTERCHANGE

The consultants have recommended Option 3 as the “preferred interchange solution” for the Queen Elizabeth II and 65th Avenue Interchange in the vicinity of the City of Leduc. This preferred interchange solution:

- maximizes the economic benefit to the community and provides for ease of access to existing businesses and industries;
- improves the 50th Street Bridge crossing by connecting SE Leduc to the NW (Edmonton International Airport proposed) commercial lands, which will be used to divert "local" traffic away from the QE II and Airport Road interchange;
- develops two continuous North-South service roads on either side of the QE II corridor which provide motorists with an alternative to the QE II;
- provides an alternative access to the Edmonton International Airport (EIA) for local Leduc residents;
- provides an alternative “emergency access route” to the Alberta Health Services, STARS, the new Medivac Base and Border Services in case of emergency, should Airport Road not be accessible;
- remains consistent with the City of Leduc development planning efforts and provides for the future development of the land west of the city and south of the EIA lands;
- will satisfy developments which are imminent, rather than speculative and longer term;
- provides for both a QE II southbound off-ramp onto 65th Avenue West and a QE II southbound on-ramp from 65th Avenue W. These access arrangements could be staged, when warranted, to address future demands from the 65th Ave. W corridor;
- conforms with Alberta Transportation desired freeway design standards;
- accommodates the later expansion of the QE II corridor to a core-collector freeway facility and a full 65th Avenue interchange that would be developed over the newly-realigned QE II corridor;
- serves to delay the construction of the full 65th Avenue interchange until sufficient development to the west of the QE II corridor has actually occurred to warrants its implementation;
- would costs the least amount of up-front funding;
- is characterized by the least amount of "throw away" costs (i.e., parts of infrastructure built an "Interim" stage, that later have to be removed);
- provides the least construction staging costs, given that traffic can essentially remain on the existing QE II corridor while the new QE II alignment is being constructed;
- provides for shared use of Perimeter Road within the Airport lands to connect with 65th Avenue West; and
- provides for a future connection of Discovery Way to 65th Ave. W.



This study represents a long-term plan. No construction is currently scheduled. The result of this functional planning study represent the Consultant's recommended interchange configuration, with is currently subject to review by representatives from the City of Leduc, Alberta Transportation and Edmonton International Airport who are members of the study's Technical Review Committee.

