

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

PLANNING PROCESS NEEDS PUBLIC INPUT

BACKGROUND

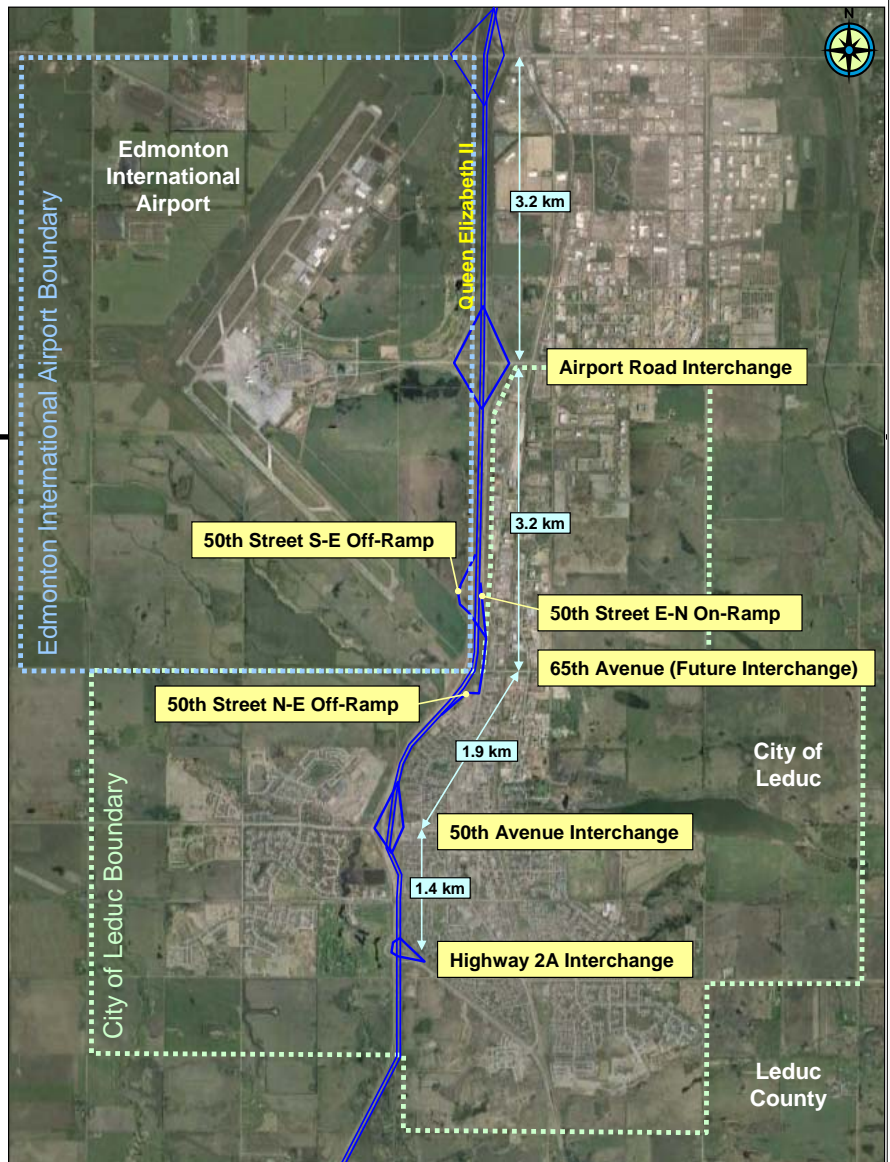
CastleGlenn Consultants Inc., on behalf of the City of Leduc, in association with Alberta Transportation and the Edmonton International Airport, is undertaking a functional planning study to identify the ultimate requirements for the future Queen Elizabeth (QEII) and interchange within the City of Leduc.

The study will analyse the existing conditions and traffic operations within the general study area, which ranges from approximately 800 metres south of the Hwy 2A interchange to approximately 800 metres north of Airport Road along the QEII. The study will also review the results of previous studies and generate options for a short-term strategy to provide for a 65th Avenue connection to the QEII. The solution must satisfy the requirements for all affected agencies and integrate seamlessly with the *ultimate* vision for the QEII corridor by considering both short and long term planning for the area.

CURRENT QEII TRAFFIC VOLUMES

Current (2013) traffic volumes within the study area indicate approximately 60,300 vehicles-per-day (vpd) on the QEII just north of 50th Street ramps and 48,400 vpd south of the 50th Street ramps.

Approximately 10 per cent of QEII vehicle traffic is considered heavy vehicle traffic, which includes single unit trucks and tractor trailer units. Traffic volumes along the QEII within the study area have grown by about 4.2 per cent per year over the last decade.



A FUTURE VISION FOR THE 65TH AVENUE CORRIDOR

The existing 65th Avenue corridor is an east-west arterial posted at 50 km/hr that extends from 50th Street to the municipal boundary east of the City of Leduc. The corridor acts as a connection from the north central area of Leduc to the partial QEII 50th Street interchange.

The City of Leduc envisions that the 65th Avenue corridor will be extended westerly across the QEII to connect with the west municipal boundary. The future 65th Avenue corridor would provide access to the future Port Alberta and West Area Structure Plan lands. The corridor is envisioned as a future 4-lane divided arterial roadway with a posted speed of 80 km/hr on the west side of the QEII. (The future 65th Avenue corridor is currently protected as Township Road 500 right-of-way.) A future full-movement interchange is planned at the QEII/65th Avenue interchange.

STUDY PROCESS

The proposed methodology for the project has the following six distinct simultaneous phases that are being undertaken simultaneously:

Phase 1: Information Collection

- Land use plans, historical collision statistics and historical traffic information collection
- Undertake traffic overview and forecast volumes

Phase 2: Confirm the Ultimate QEII Realignment

- Includes an evaluation of travel demand forecasts and modeling

Phase 3: Identify QEII Corridor Alternatives

- Includes identification of a short-term 65th Avenue interchange solution and existing conditions evaluations of environmental, geotechnical and historical elements

Phase 4: Evaluate, Analyze and Recommend Preferred Ultimate Interchange

- Includes bridge planning, utility, environmental, geotechnical and historical impacts, storm water plan and conceptual costing. The preferred ultimate QEII realignment and 65th Avenue interchange will be formally recommended at the end of this phase

Phase 5: Develop and Refine a Staged Solution

- A staging analysis will be undertaken to accommodate transitions to the *ultimate* design. Functional plans will be prepared for the *interim* stage plans

Phase 6: Develop Functional Plans, ROW Mosaic and Report

- The functional plans, right-of-way request plans and a final report will be prepared.

Public Involvement

- Undertake Focus Groups with those individuals that may be directly impacted by the highway improvements
- Public Open House # 1 - Study introduction and presentation of conceptual options
- Review and consider all public input from the focus group and the public open house
- Focus Groups and Public Open House # 2 - Presentation of preferred short- and long-term solutions
- Review public input and refine the preferred solution

This study represents the initial stage in the planning process. Representatives from the City of Leduc and the Edmonton International Airport are members of the Technical Review Committee.

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.

