

North Central Region
Stony Plain Office

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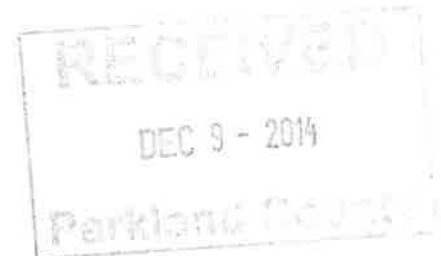
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December 04, 2014

Our File: 2511/SE18-53-05-W5M

Darcy Paulichuk
D&A Paulichuk Consulting Ltd.
20834 – 96A Avenue
Edmonton, AB T5T 4E7



Dear Mr. Paulichuk:

Re: **Traffic Impact Assessment for the Proposed Pineridge RV Resort Phase Three, 80 Lot RV Campground on Lot 1, Block 2, Plan 0827566 in SE18-53-05-W5M, South of Highway 16 and East of Highway 31; Parkland County**

This is in reference to your submittal of the above-noted Traffic Impact Assessment (TIA) dated September 26, 2014. The department has noted the following:

- The trip assignment assigns 5% of development traffic to southbound on Rge. Rd. 55, but the conclusions recommend signage disallowing right turns at the development access intersection with Rge. Rd. 55.
- Long term solution when the Highway 16/Rge. Rd. 55 intersection closes, is to divert traffic via a fronting service road connecting to Highway 31 one mile east of Rge. Rd. 55. Such a circuitous route leads one to wonder why there is no connection through the existing RV Resort development to the two intersections at Highway 31.
- What has Parkland County said with regards to the need for a second access for the Phase III RV development?

Please be advised that while Alberta Transportation concurs with the conclusions and recommendations of your TIA regarding the requirement for an upgrade to the intersection at Highway 16 at Range Road 55, detailed design is required to confirm sufficient pavement width exists to allow the proposed work including allowance for 2 future overlays. If sufficient width is not present, the drawing would need to show proposed widening to accommodate the associated TIA conclusions.

In addition, the proposed development appears to be outside of the distances requiring a Roadside Development Permit pursuant to the Highways Development and Protection Regulation. Alberta Transportation's interests in this development are therefore limited to any required improvements at intersection of local roads impacted by development traffic with the two provincial highways. Your TIA needs to be submitted for approval by Parkland County if the only intersection impacted is Highway 16 further to the Section 5 Freeway Intersection Removal Agreement (FIRA) between the department and the municipality. Once any known improvements required to address those impacts are identified, Parkland County should be applying for a Roadside Development Permit (RDP) to undertake those improvements as the local road authority.



Image Date - August 24, 2013

Lot 1 BLK 2 PL 0827566

