



North Central Region, Stony Plain District
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www.transportation.ca

Reference No.: RSDP022006
Our File: 2511/SE6-56-25-4

September 4, 2018

Mr. Murray Vandepont
G3 Canada Ltd.
800 – 423 Main Street
Winnipeg, Manitoba, R3B 1B3

Attention Mr. Vandepont:

**Subject: Proposed Access Options for the Morinville Morinville Facility
E half of 6-56-25-W4M; North of Highway 642; Sturgeon County**

This letter is in response to Niki Stade's email (attached) proposing alternate means of access from your proposed development to Highway 642. Please note that it is sound transportation planning that when access can be obtained from two different classes of road from a property, access should be from the roadway with the lower classification. Therefore, as a general principle, access from a development should always go to a local road, where one exists, rather than directly to a provincial highway.

It should also be noted that each intersection location along a road or highway carries safety risks. Each approach on a rural cross-section highway is an obstacle that is generally a greater risk to a vehicle that runs off the road than an empty roadside ditch. Also each intersection is a location of increased complexity for motorists with vehicles entering and exiting the highway, accelerating and slowing. Reducing the number of intersections on a highway and increasing the spacing between intersections helps to reduce driver workloads and improve the safe and efficient operation of the roadway.

Alberta Transportation is protecting Highway 642 as a major undivided highway at this location. The department's access management guidelines (chapter I of the Highway Geometric Design Guide) states that for new industrial developments, no direct highway access should be permitted and that access be via the local road system. It also states that a minimum spacing of 1.6 km is required between local road intersections.

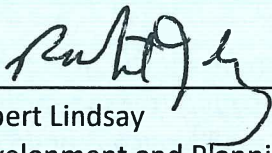
One of your access proposals is to create a new direct access to Highway 642 near the center of the highway frontage of your property. As your proposal is an industrial development, this proposal would not conform to the access management guidelines and therefore is not supported by Alberta Transportation.

The second proposal is to close the north leg of the Range Road 255 intersection and construct a service road on the north side of Highway 642 from Range Road 255 east to the Westmor Grain Terminal's direct highway access located roughly 520 meters to the east. Doing so would also not conform to the access management guidelines as it would leave in place a three-legged Range Road 255 intersection and convert the private access into a local road intersection only 520 meters away. One might come up with an acceptable design that also relocates the south leg of Range Road 255, but the costs and land acquisition issues might make such a plan impractical.

The municipality has control over both the land use zoning process and the construction of the local road system. Therefore it is the municipality's responsibility to ensure that the local road system is constructed to a suitable standard for the land uses it approves.

If you have any questions about this matter, or wish to meet to discuss this matter in greater detail, please contact the undersigned Development and Planning Technologist at (780) 968-4228 or Robert.lindsay@gov.ab.ca.

Signed:

A handwritten signature in black ink, appearing to read 'Robert Lindsay', is written over a horizontal line.

Robert Lindsay
Development and Planning Technologist

RJL/rjl

Attachments

cc: Niki Stade, AG-Industrial, 275 Commercial Drive, Winnipeg, Manitoba, R3P 1B3
Aaron Hair, Sturgeon County

Robert Lindsay

From: Niki Stade <nstade@fwsgroup.com>
Sent: Thursday, August 30, 2018 3:19 PM
To: Robert Lindsay
Cc: Murray Vanderpont - G3 (Murray_Vanderpont@g3.ca)
Subject: G3 Morinville - Alternative Access to Facility - Options
Attachments: 180821_alt access from Westmore intersection.pdf; 180829_site plan CT-001_MV revisions per zoning.pdf

Hi Robert,

Regarding the proposed G3 Morinville facility and associated intersection improvements, we were recently approached with a request to look into an couple alternate access options which we were hoping that you could review and provide feedback on (see attached).

The initial option that we feel is the optimal/safety option is the type II-b improvement at the existing intersection of Hwy 642 and 255 which was noted in the approved TIA. However, a new option that was proposed was to access the site from the adjacent Westmore facility (see attachment #1), and remove the existing access at 642 and 255. This does not seem ideal given the location of where the new access road to G3's facility would have to connect to the existing Westmore access, and is not our preferring option. We just want to confirm that Alberta Transportation agrees that this is not a viable option.

Another option raised was adding the site access directly off of Hwy 642 as marked on attachment #2. Again, this is not our preferred option for several reasons, and we just want to confirm that Alberta Transportation agrees that this is not a viable option.

If you wouldn't mind reviewing and letting us know your thoughts as soon as possible it would be much appreciated.

Thanks,

NIKI STADE
PROJECT MANAGER

AG-INDUSTRIAL
275 Commerce Drive
Winnipeg, MB R3P 1B3
(204) 487-5689 **TEL** | (204) 223-7898 **CELL**
FWSgroup.com

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The contents of this communication, including any attachment(s), are confidential and may be privileged. If you are not the intended recipient (or are not receiving this communication on behalf of the intended recipient), please notify the sender immediately, delete the file, and shred any paper copy. Thank you.

We have taken precautions against viruses, but take no responsibility for loss or damage caused by any virus present.

Proposed G3 grain elevator
development
Sec 6-56-25 W4M

Westmore Grain
Elevator

Existing
improved
highway
intersection

Proposed road
closure (TWP
255)

520.3 m

196 m