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December 10, 2008

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File No. i15452.00

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Attention: Frank Wilson

Subject: **RESPONSE TO LACOMBE COUNTY
TRAFFIC IMPACT ASSESSMENT RESPONSE**

This letter is in response to the comments received by Lacombe County in regards to the Traffic Impact Assessment. The comments were received at our office via email on November 25, 2008. Shown below is a response to each comment received by Lacombe County.

1. Based on the revised TIA traffic generated from the development will add an additional 400 vehicles per day (vpd) to the Sunbreaker Cove road. This increases the traffic from 800 vpd to 1200 vpd while the current standard of the road is marginal adequate. Improvements to Sunbreaker Cove Road strictly due to the development result in a portion of the road being ungraded to a "Country Residential Main Access Standard" from Rainy Creek Road to the boundary of the Summer Village of Sunbreaker Cove. This would include the removal of the vertical crest on Sunbreaker Cove Road just south of Rainy creek Road and the addition of tapers to the east entrance (210 at 60:1 north and south of the intersection required on east access to the proposed subdivision). The portion within the Summer Village should also be considered for improvements, however due to difficult negotiations a reduced speed limit it may suffice.

The report assesses Sunbreaker Cove Road and recommends that the roadway be upgraded to a "Main Access Road" standard. The vertical curve in Sunbreaker Cove Road is addressed within the report and our client is willing to remove the vertical curve. The taper sizes and intersection geometry will be handled during the detailed design stage of the project. The existing traffic volume on Sunbreaker Cove Road is 752 vpd. Our development will generate 427 vpd on the north leg of Sunbreaker Cove Road at the intersection of Sunbreaker Cove Road & East Access Road and 85 vpd on the south leg of Sunbreaker Cove Road at the intersection of Sunbreaker Cove Road & East Access Road. These numbers are supported by Amendment #1 dated December 10, 2008. It is to be noted that these traffic volumes are based on 100% sell out of the property and 100% occupancy. As shown in Amendment #1, these occupancy rates will be rarely achieved.



2. The portion of the Sunbreaker Cove Road south of the east entrance will see a project increase of over 200 vpd and will also need to have improvements.

As stated in Amendment #1 dated December 10, 2008, the vehicle traffic generated on Sunbreaker Cove Road south of the intersection of Sunbreaker Cove Road & East Access Road is 85 vpd.

3. The north access to the site which is off of Rainy Creek will require a deceleration lane and taper (190 deceleration lanes with an 87.5 m @ 25:1 taper) on the west leg and south side of the road. An acceleration lane and taper is required on the east leg of the intersection and south side of the road (a 300 m long with 210 at 60:1 taper).

The report states that this intersection will require a Type III intersection treatment. The taper sizes and intersection geometry will be handled during the detailed design stage of the project.

4. Traffic volumes and the additional traffic generated from the development on Rainy Creek and Sunbreaker Cove road will be considered prior to issuing the development agreement when an offsite for road improvements is discussed.

These are items to be addressed during the development agreement stage of the project.

5. Alternate access should be arranged to existing acreages at the corner of Rainy Creek and Sunbreaker Cove road. The access points on Sunbreaker should be moved if at all possible since traffic volumes are increasing and numerous access points result in potential accidents. The existing access points are 110 m and 145 m from the corner neither of which meet our standard setback and it may be a good time to address the safety issues if the developer can provide access off of an internal road or at least eliminate one access by providing one shared acreage warning the property owners that they would have to change their access one further subdivision occurs on the remainder of the quarter section.

The report addresses these concerns, and our client is aware that accommodation will be required to these two accesses. The final details will be addressed during the development agreement stage and detailed design stage of the project.

6. Delineation lighting is required at the intersection of Rainy Creek/Sunbreaker Cove Road. Partial lighting required at the north and east entrance to the subdivision.

Delineated lighting of Rainy Creek Road & Sunbreaker Cove Road is warranted when 280 lots are developed or when 54% of the development occurs.



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Sky Country RV, Sylvan Lake on Pt. NE 34-39-2-W5M
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Partial lighting of Rainy Creek Road & Sunbreaker Cove Road is warranted when 137 lots are developed or when 27% of the development occurs.

The timing of the construction of the illumination would be specified in the development agreement.

The other two accesses into the subdivision do not warrant illumination.

7. Alberta Transportation should be given a copy of the TIA for their comments on the intersection of Rainy Creek and Highway #20. The study proposes numerous improvements with turning lanes but indicated that lighting is required due to current traffic and the development should not have to pay for the lighting improvements. Alberta Transportation may have a different view point.

A copy of the report has been submitted to Alberta Transportation. We are still awaiting their comments.

If you have any questions or require any further information, please contact me directly.

Yours truly,

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