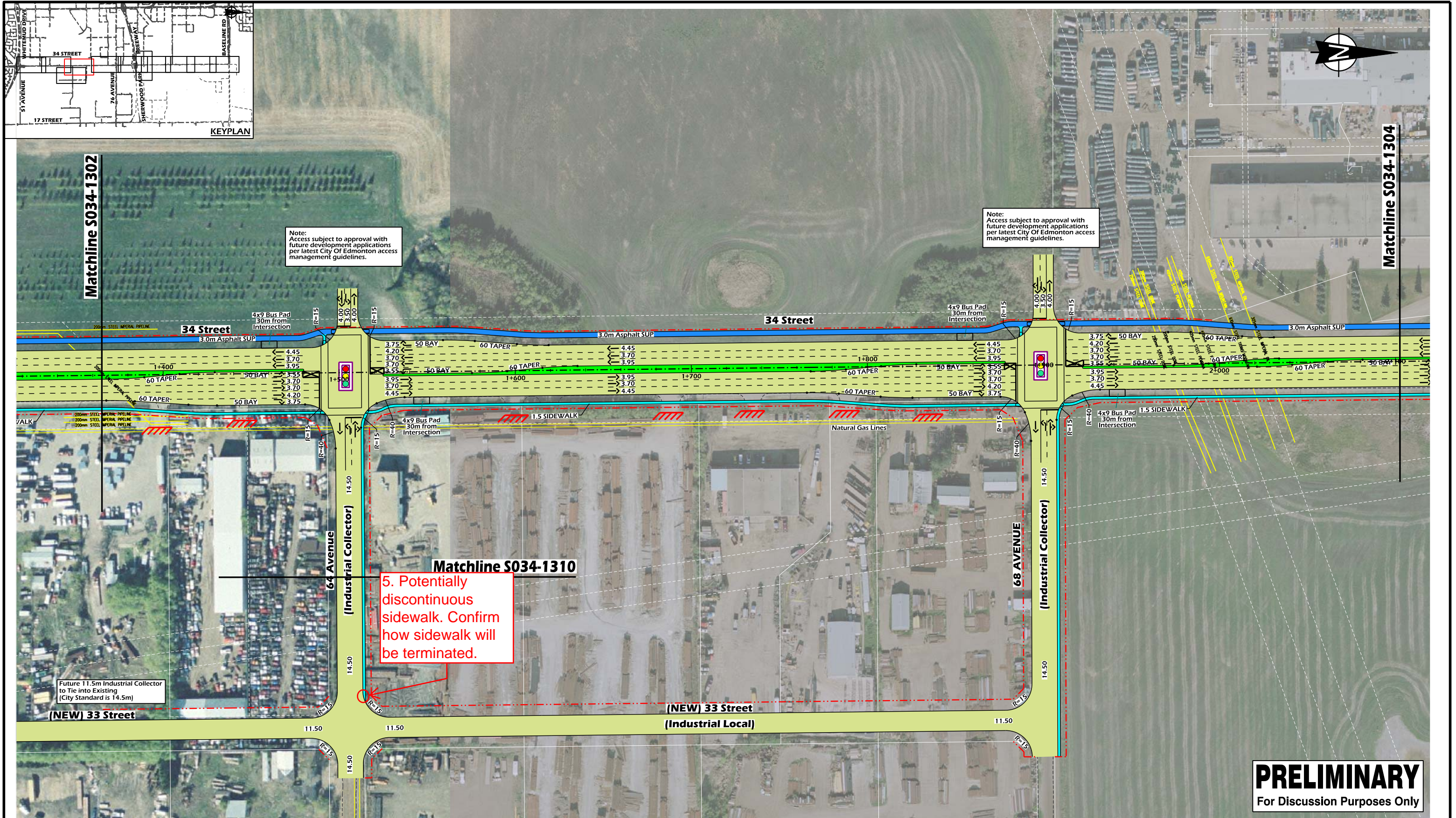
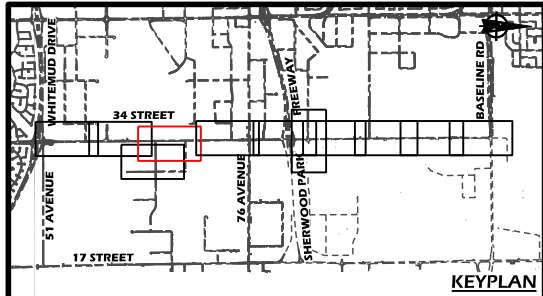


APPENDIX H

Traffic Safety Audit





LEGEND

- Proposed Right of Way
- Proposed Roadway
- Existing Roadway
- Railway
- 3m Asphalt SUP
- 1.5m Concrete Sidewalk

Access Closure
4x9 Bus Stop Pad

DESIGN SPEED = 70 km/h
POSTED SPEED = 60 km/h

Note:
Road dimensions for the City of
Edmonton are to the Face of Curb

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Edmonton TRANSPORTATION SERVICES

STRATHCONA
COUNTY

Manager, Transportation Planning Branch

Director, Facility & Capital Planning

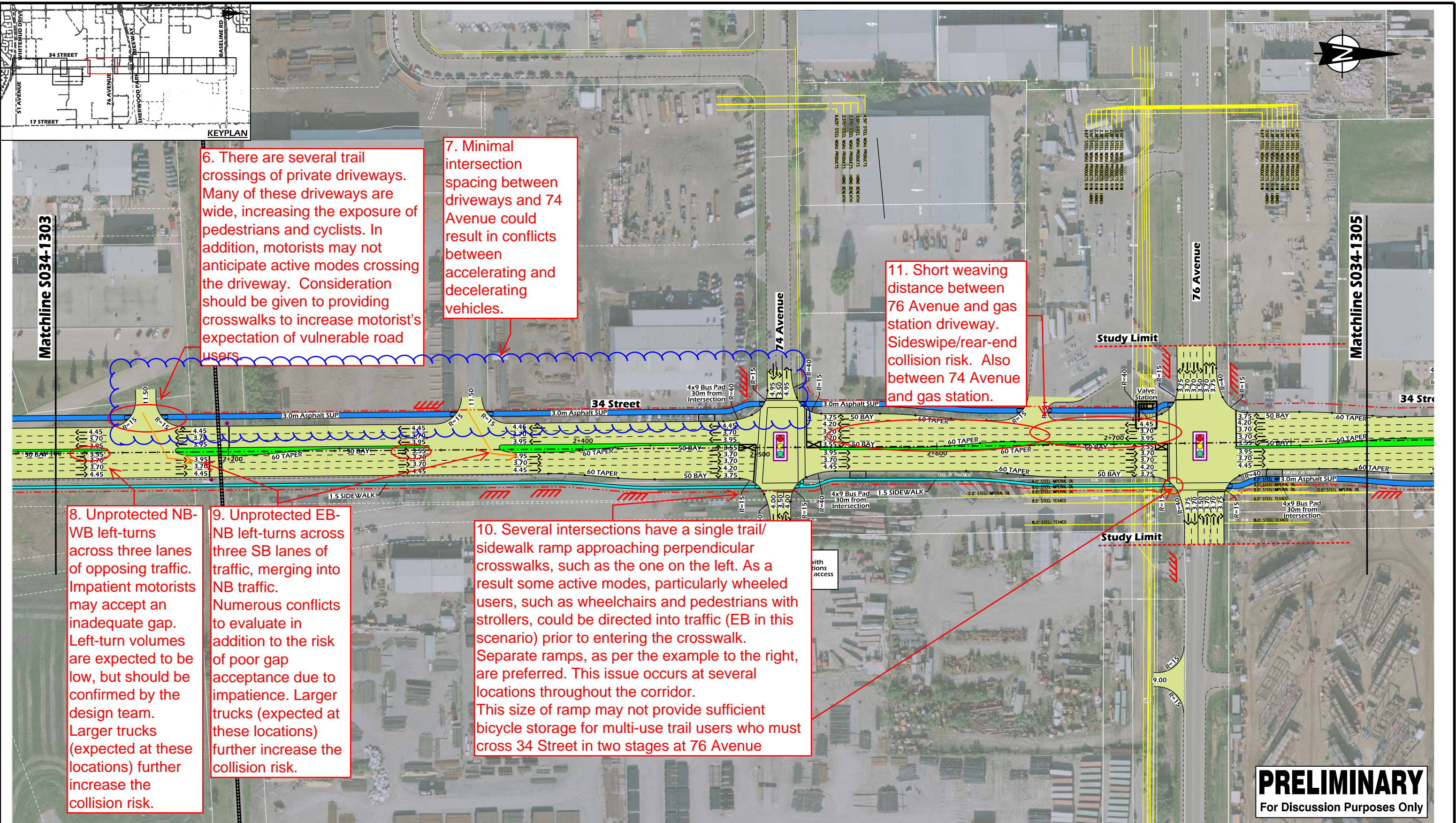
PERMIT TO PRACTICE P6383

CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

Figure X-X
34 Street, Whitemud Dr to Baseline Road
Conceptual Alignment

DRAWN: TD
REVIEWED:
DATE: 2013 02 28

PLAN NO.
S034-1303



6. There are several trail crossings of private driveways. Many of these driveways are wide, increasing the exposure of pedestrians and cyclists. In addition, motorists may not anticipate active modes crossing the driveway. Consideration should be given to providing crosswalks to increase motorist's expectation of vulnerable road users.

7. Minimal intersection spacing between driveways and 74 Avenue could result in conflicts between accelerating and decelerating vehicles.

11. Short weaving distance between 76 Avenue and gas station driveway. Sideswipe/rear-end collision risk. Also between 74 Avenue and gas station.

8. Unprotected NB-WB left-turns across three lanes of opposing traffic. Impatient motorists may accept an inadequate gap. Left-turn volumes are expected to be low, but should be confirmed by the design team. Larger trucks (expected at these locations) further increase the collision risk.

9. Unprotected EB-NB left-turns across three SB lanes of traffic, merging into NB traffic. Numerous conflicts to evaluate in addition to the risk of poor gap acceptance due to impatience. Larger trucks (expected at these locations) further increase the collision risk.

10. Several intersections have a single trail/sidewalk ramp approaching perpendicular crosswalks, such as the one on the left. As a result some active modes, particularly wheeled users, such as wheelchairs and pedestrians with strollers, could be directed into traffic (EB in this scenario) prior to entering the crosswalk. Separate ramps, as per the example to the right, are preferred. This issue occurs at several locations throughout the corridor. This size of ramp may not provide sufficient bicycle storage for multi-use trail users who must cross 34 Street in two stages at 76 Avenue

PRELIMINARY
For Discussion Purposes Only

LEGEND

- Proposed Right of Way
- Proposed Roadway
- Existing Roadway
- Railway
- 3m Asphalt SUP
- 1.5m Concrete Sidewalk

Access Closure
4x9 Bus Stop Pad

DESIGN SPEED = 70 km/h
POSTED SPEED = 60 km/h

Note:
Road dimensions for the City of Edmonton are to the Face of Curb

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Edmonton TRANSPORTATION SERVICES

STRATHCONA COUNTY

Manager, Transportation Planning Branch

Director, Facility & Capital Planning

PERMIT TO PRACTICE P6383

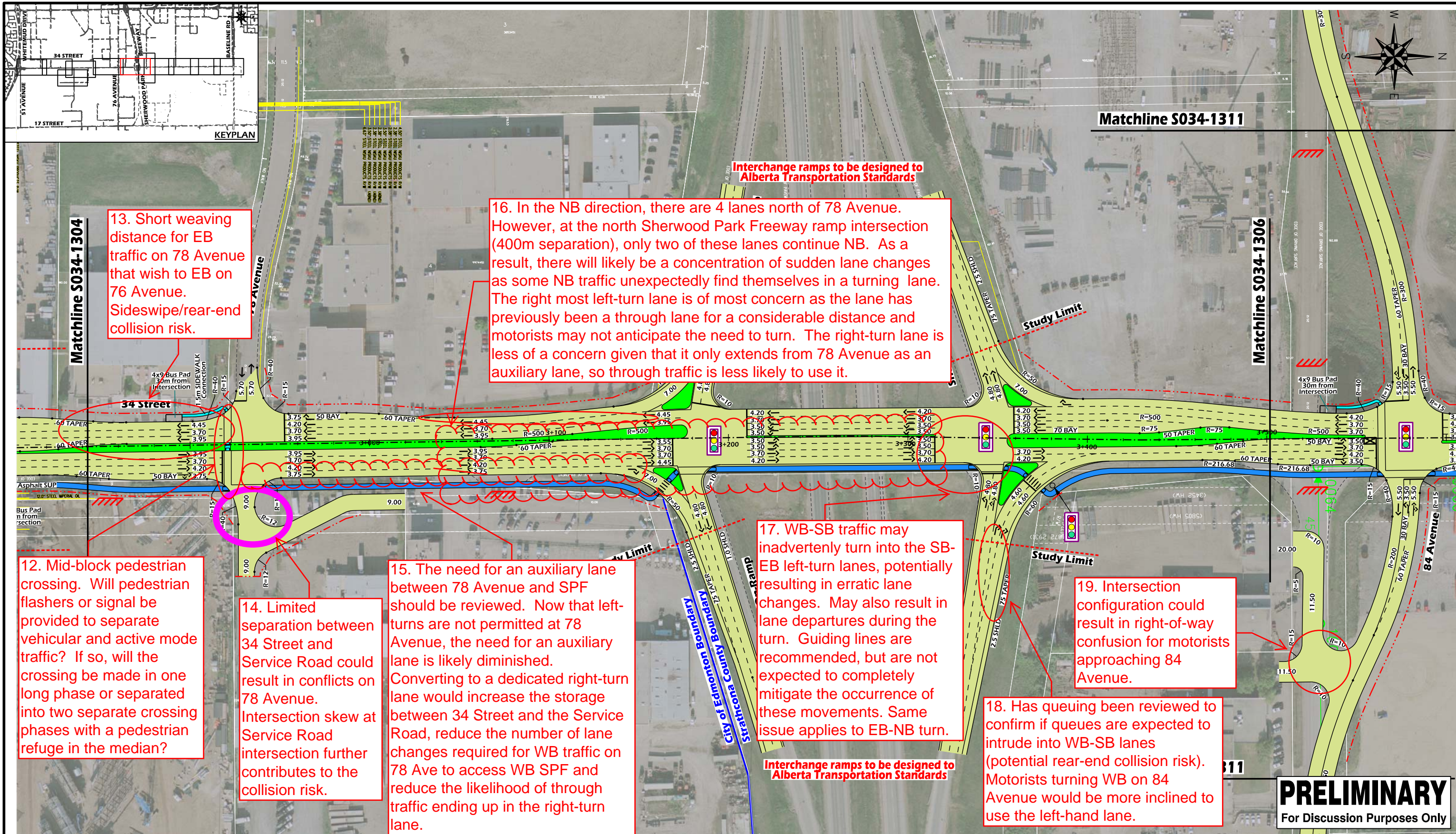
CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

Figure X-X
34 Street, Whitemud Dr to Baseline Road
Conceptual Alignment

20m 0 40m

DRAWN: TD
REVIEWED:
DATE: 2013 02 28

PLAN NO.
S034-1304



LEGEND

Proposed Right of Way

Proposed Roadway

Existing Roadway

Railway

3m Asphalt SUP

1.5m Concrete Sidewalk


Access Closure

4x9 Bus Stop Pad


DESIGN SPEED = 70 km/h

POSTED SPEED = 60 km/h


Note: Road dimensions for Strathcona County are to the lip of gutter



McElhanney
Consulting Services Ltd.



Edmonton
TRANSPORTATION SERVICES



STRATHCONA
COUNTY

DATUM:
PROJECTION:
SCALE FACTOR:
COORDINATES:
SCALE (m):
PROJECT LOCATION: 17 St from Sherwood Park Freeway to Knightsbridge Ave
SURVEY BY:
DESIGN BY: Tony Deolhay
APPROVED BY: Ryan Belker
DRAWING/PROJECT No.:
REV. No.:
SHEET No.:
S034-1205

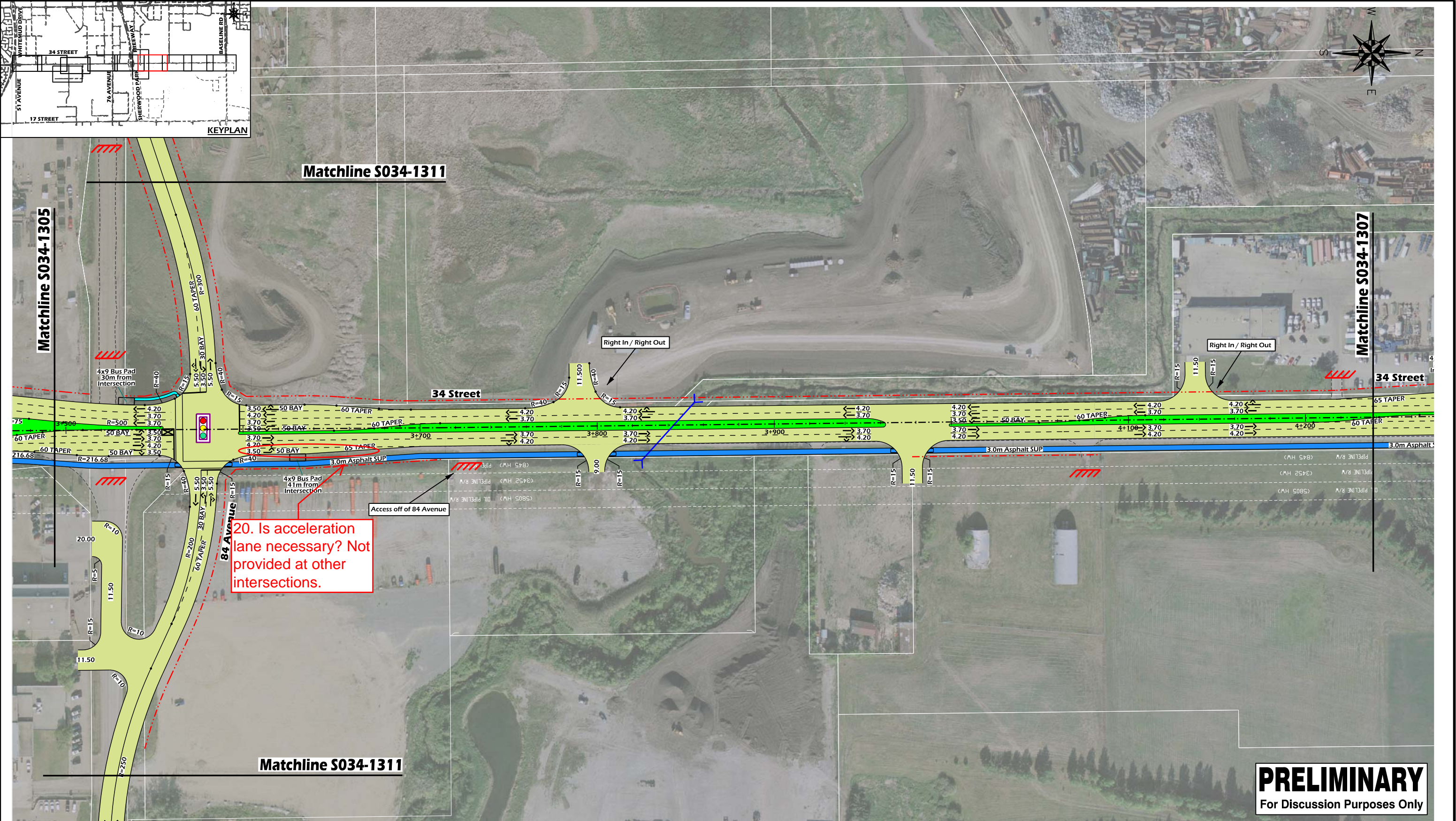
AIR PHOTO:
CONTOUR INTERVAL:
DATE: Apr 25, 2013
DRAWN BY: Tony Deolhay
CHECKED BY: Andy Heath
PROJECT MANAGER: Tony Moghee

CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

Figure X-X
34 Street, Whitemud Dr to Baseline Road
Conceptual Alignment

CAPITAL PLANNING AND CONSTRUCTION
2001 SHERWOOD DRIVE SHERWOOD PARK, ALBERTA, T8A 3W7

34th Street Conceptual Alignment.dgn Sheet 5 4/29/2013 1:04:24 PM



PRELIMINARY
For Discussion Purposes Only

LEGEND

- Proposed Right of Way
- Proposed Roadway
- Existing Roadway
- Railway
- 3m Asphalt SUP
- 1.5m Concrete Sidewalk
- Access Closure
- 4x9 Bus Stop Pad

DESIGN SPEED = 70 km/h
POSTED SPEED = 60 km/h

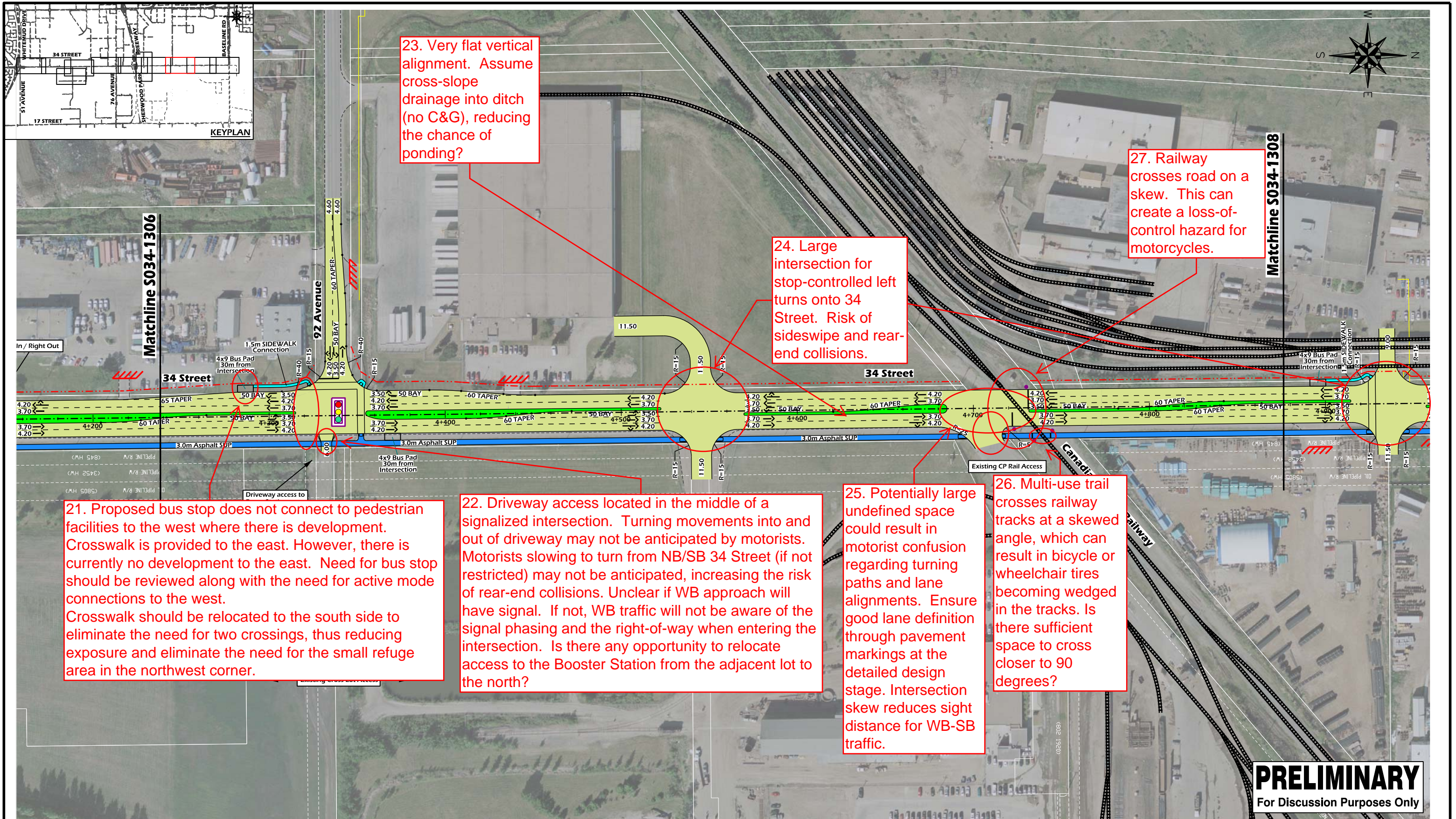
Note:
Road dimensions for Strathcona County are to the lip of gutter

DATUM: PROJECTION: SCALE FACTOR: COORDINATES: SCALE (m): Horz: 1:1000 DATE: Apr 25, 2013 PROJECT LOCATION: 17 St from Sherwood Park Freeway to Knightsbridge Ave SURVEY BY: DESIGN BY: Tony Deahoy CHECKED BY: Andy Heath APPROVED BY: Ryan Belker PROJECT MANAGER: Tony Moghee DRAWING/PROJECT No.: REV. No.: SHEET No.: S034-1206

CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

Figure X-X
34 Street, Whitemud Dr to Baseline Road
Conceptual Alignment

CAPITAL PLANNING AND CONSTRUCTION
2001 SHERWOOD DRIVE SHERWOOD PARK, ALBERTA, T8A 3W7



LEGEND

- Proposed Right of Way
- Proposed Roadway
- Existing Roadway
- Railway
- 3m Asphalt SUP
- 1.5m Concrete Sidewalk
- Access Closure
- 4x9 Bus Stop Pad

DESIGN SPEED = 70 km/h
POSTED SPEED = 60 km/h

Note:
Road dimensions for Strathcona County are to the lip of gutter

DATUM: PROJECTION: SCALE FACTOR: COORDINATES: SCALE (m): Horz: 1:1000 DATE: Apr 25, 2013 PROJECT LOCATION: 17 St from Sherwood Park Freeway to Knightsbridge Ave SURVEY BY: DRAWN BY: Tony Deahoy DESIGN BY: Tony Deahoy CHECKED BY: Andy Heath APPROVED BY: Ryan Belker PROJECT MANAGER: Tony Moghee DRAWING/PROJECT No.: REV. No.: SHEET No.: S034-1207

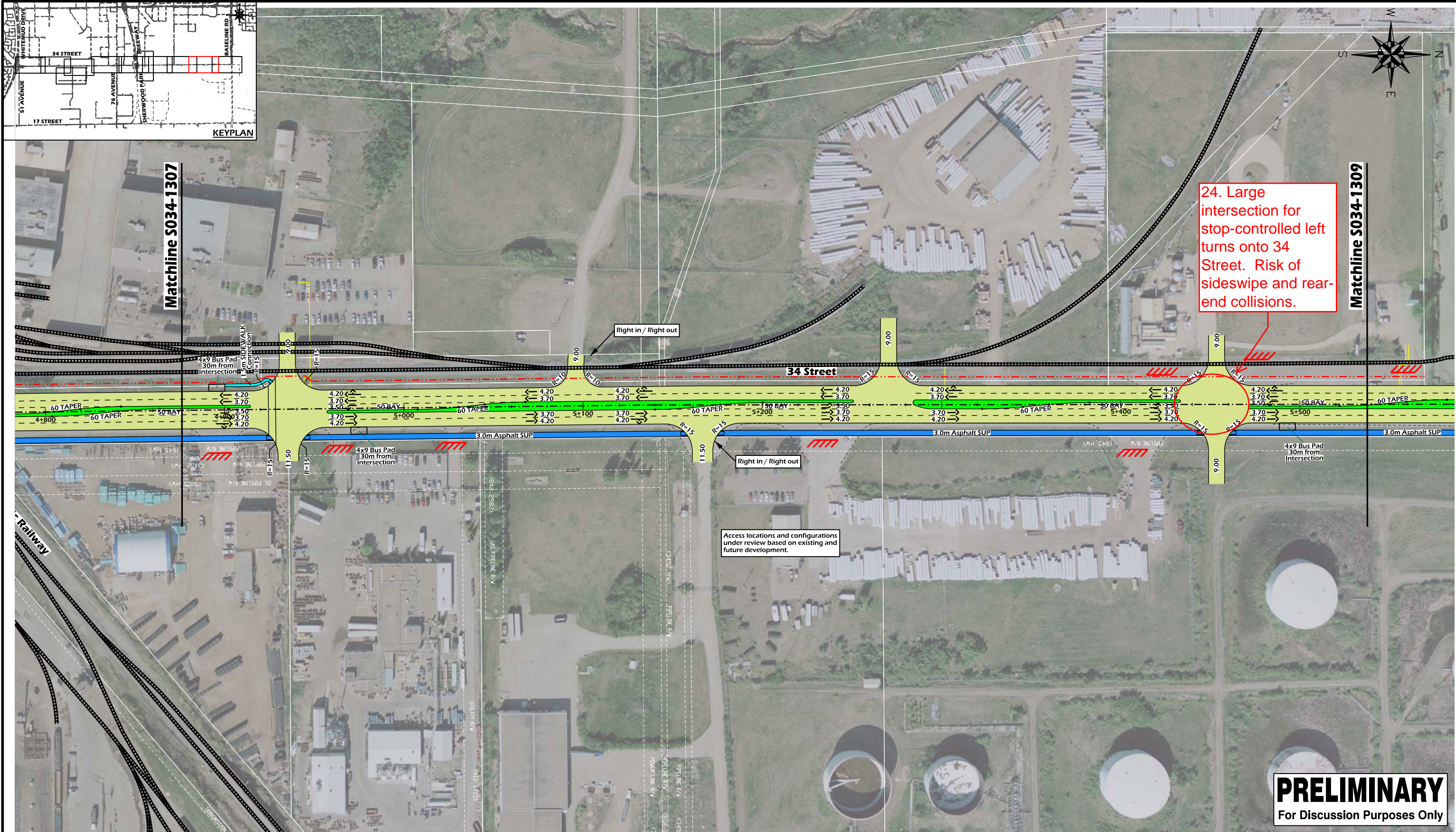
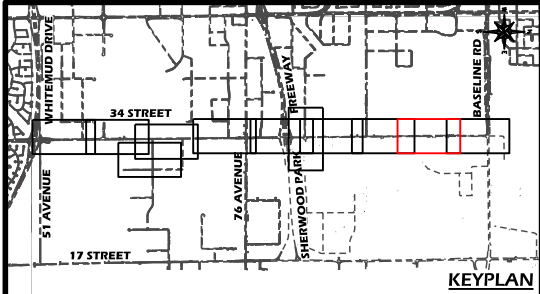
CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

Figure X-X

34 Street, Whitemud Dr to Baseline Road

Conceptual Alignment

CAPITAL PLANNING AND CONSTRUCTION
2001 SHERWOOD DRIVE SHERWOOD PARK, ALBERTA, T8A 3W7



PRELIMINARY
For Discussion Purposes Only

LEGEND

- Proposed Right of Way
- Proposed Roadway
- Existing Roadway
- Railway
- 3m Asphalt SUP
- 1.5m Concrete Sidewalk
- Access Closure
- 4x9 Bus Stop Pad

DESIGN SPEED = 70 km/h
POSTED SPEED = 60 km/h

Note:
Road dimensions for Strathcona County are to the lip of gutter

DATUM: PROJECTION: SCALE FACTOR: COORDINATES: SCALE (m): Horz: 1:1000 DATE: Apr 25, 2013 PROJECT LOCATION: 17 St from Sherwood Park Freeway to Knightsbridge Ave

SURVEY BY: Tony Deahoy	DRAWN BY: Tony Deahoy
DESIGN BY: Tony Deahoy	CHECKED BY: Andy Heath
APPROVED BY: Ryan Belker	PROJECT MANAGER: Tony Moghee
DRAWING/PROJECT No.: S034-1208	REV. No.: SHEET No.: S034-1208

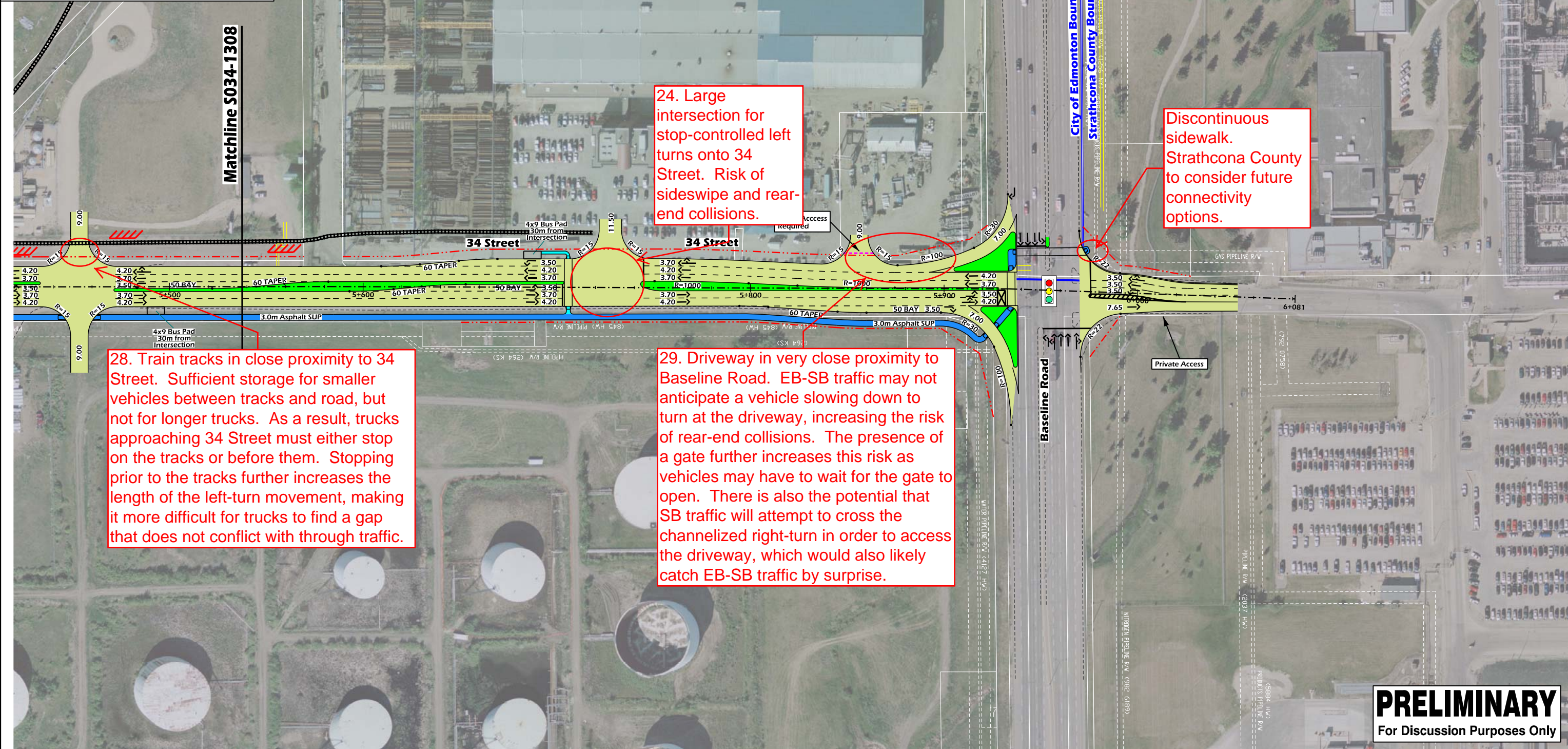
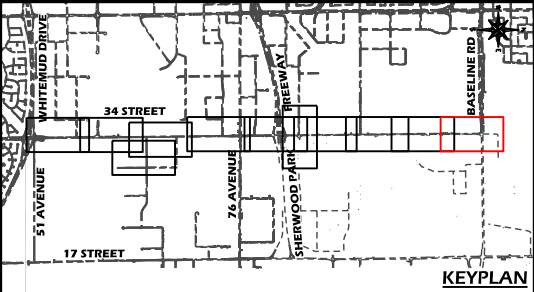
CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

Figure X-X

34 Street, Whitemud Dr to Baseline Road

Conceptual Alignment

CAPITAL PLANNING AND CONSTRUCTION
2001 SHERWOOD DRIVE SHERWOOD PARK, ALBERTA, T8A 3W7



PRELIMINARY
For Discussion Purposes Only

LEGEND

- Proposed Right of Way
- Proposed Roadway
- Existing Roadway
- Railway
- 3m Asphalt SUP
- 1.5m Concrete Sidewalk
- Access Closure
- 4x9 Bus Stop Pad

DESIGN SPEED = 70 km/h
POSTED SPEED = 60 km/h

Note:
Road dimensions for Strathcona County are to the lip of gutter

DATUM: PROJECTION: SCALE FACTOR: COORDINATES: SCALE (m): Horz: 1:1000 DATE: Apr 25, 2013 PROJECT LOCATION: 17 St from Sherwood Park Freeway to Knightsbridge Ave SURVEY BY: DRAWN BY: Tony Deahoy DESIGN BY: Tony Deahoy CHECKED BY: Andy Heath APPROVED BY: Ryan Belker PROJECT MANAGER: Tony Moghee DRAWING/PROJECT No.: REV. No.: SHEET No.: S034-1209

CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

Figure X-X

34 Street, Whitemud Dr to Baseline Road

Conceptual Alignment

CAPITAL PLANNING AND CONSTRUCTION
2001 SHERWOOD DRIVE SHERWOOD PARK, ALBERTA, T8A 3W7