



MUNICIPAL DISTRICT OF GREENVIEW No. 16

GREENVIEW INDUSTRIAL GATEWAY COMMITTEE MEETING AGENDA

Monday, November 8, 2021

9:00 AM

Administration Building
Valleyview, AB

#1	CALL TO ORDER		
#2	ADOPTION OF AGENDA		
#3	MINUTES	3.1 Greenview Industrial Gateway Committee Meeting Minutes held October 13, 2021.	2
#4	DELEGATION		
#5	BUSINESS	5.1 Greenview Industrial Gateway Orientation	5
		11:00 a.m. 5.2 Alberta Transportation – Highway 40 Transportation Network Review Study	7
		5.3 Land Survey Plan Contract – Greenview Industrial Gateway	31
		5.4 Greenview Industrial Gateway Event	34
#6	CLOSED SESSION	6.1 Disclosure Harmful to Business Interests of a Third Party (Section 16, FOIP)	
		10:00 a.m. 6.2 Disclosure Harmful to Business Interests of a Third Party (Section 16, FOIP)	
#7	ADJOURNMENT		

Minutes of a
GREENVIEW INDUSTRIAL GATEWAY COMMITTEE MEETING
MUNICIPAL DISTRICT OF GREENVIEW NO. 16

Greenview Administration Building,
Valleyview, Alberta on Tuesday, October 13, 2021

#1
CALL TO ORDER
PRESENT

Chair Winston Delorme called the meeting to order at 9:00 a.m.

Ward 5	Reeve Dale Smith
Ward 1	Councillor Winston Delorme
Ward 2	Councillor Dale Gervais
Ward 4	Councillor Shawn Acton
Ward 9	Councillor Tyler Olsen (virtual)
Ward 9	Councillor Duane Didow

ATTENDING

Interim Chief Administrative Officer	Stacey Wabick
Director, Community Services	Dennis Mueller
Recording Secretary	Wendy Holscher
Executive Director, Industrial Development	Kyle Reiling
Manager Communications and Marketing	Stacey Sevilla

ABSENT

Ward 8	Deputy Reeve Bill Smith
Ward 3	Councillor Les Urness

#2
AGENDA

MOTION: 21.10.22 Moved by: COUNCILLOR SHAWN ACTON
That the Greenview Industrial Gateway Committee adopt the October 13, 2021, Greenview Industrial Gateway Committee Meeting Agenda as presented.

- Move Agenda item 6.1 to start

CARRIED

#3 MINUTES

3.0 MINUTES

MOTION: 21.10.23 Moved by: REEVE DALE SMITH
That the Greenview Industrial Gateway Committee adopt the September 7 2021, Greenview Industrial Gateway meeting minutes as amended.

CARRIED

BUSINESS ARISING

- The land survey quotes have been obtained and will be presented at the following Greenview Industrial Gateway meeting.

#4 DELEGATIONS

4.0 DELEGATIONS

#5 NEW BUSINESS

5.0 NEW BUSINESS

**MCDANIELS CO2
PRESENTATION**

5.1 MCDANIELS AND ASSOCIATES CO2 PRESENTATION

MOTION: 21.10.24 Moved by: COUNCILLOR TOM BURTON

That the Greenview Industrial Gateway Committee accept the McDaniel's and Associates CO2 Presentation for information, as presented.

CARRIED

**GIG STAKEHOLDER
EVENT**

5.2 GREENVIEW INDUSTRIAL GATEWAY STAKEHOLDER EVENT

MOTION: 21.10.25 Moved by: COUNCILLOR DALE GERVAIS

That the Greenview Industrial Gateway Committee accept the Greenview Industrial Gateway Stakeholder Event report for Information, as presented.

CARRIED

CLOSED SESSION

6.0 CLOSED SESSION

MOTION: 21.10.26 Moved by: COUNCILLOR TOM BURTON

That the meeting go to Closed Session, at 9:06 a.m. pursuant to Section 197 of the Municipal Government Act, 2000, Chapter M-26 and amendments thereto, and Division 2 of Part 1 of the Freedom of Information and Protection Act, Revised Statutes of Alberta 2000, Chapter F-25 and amendments thereto, to discuss Privileged Information with regards to the Closed Session.

CARRIED

6.1 DISCLOSURE HARMFUL TO BUSINESS INTERESTS OF A THIRD PARTY

OPEN SESSION

OPEN SESSION

MOTION: 21.10.27 Moved by: COUNCILLOR TOM BURTON

That, in compliance with Section 197(2) of the Municipal Government Act, this meeting come into Open Session at 10:27 a.m.

CARRIED

MOU - PROPONENT

MOTION: 21.10.28 Moved by: COUNCILLOR DALE GERVAIS

That Greenview Industrial Gateway Committee recommend to Council to sign the Memorandum of Understanding with the proponent.

CARRIED

Chair Winston Delorme recessed the meeting at 10:29 a.m.

Chair Winston Delorme reconvened the meeting at 10:45 a.m.

#7
ADJOURNMENT

7.0 ADJOURNMENT

MOTION: 21.10.29 Moved by: COUNCILLOR DALE GERVAIS
That the Committee adjourn this Greenview Industrial Gateway Meeting
at 11:51 a.m.

CARRIED

CHIEF ADMINISTRATIVE OFFICER

CHAIR



REQUEST FOR DECISION

SUBJECT: **GIG Orientation**

SUBMISSION TO: Greenview Industrial Gateway
Committee Meeting

REVIEWED AND APPROVED FOR SUBMISSION

MEETING DATE: November 8, 2021

CAO:

MANAGER:

DEPARTMENT: CAO SERVICES

GM: DM

PRESENTER: KR

STRATEGIC PLAN: Development

LEG:

RELEVANT LEGISLATION:

Provincial (cite) – N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That the Greenview Industrial Gateway Committee accept the Greenview Industrial Gateway Orientation for information, as presented.

BACKGROUND/PROPOSAL:

Administration will be providing the Committee with a brief overview of from when the industrial park project originated to the status of where the development has progressed to-date.

BENEFITS OF THE RECOMMENDED ACTION:

1. The benefit of the recommended motion is that the Committee will be informed as to not only the history but the current status of the Greenview Industrial Gateway project.

DISADVANTAGES OF THE RECOMMENDED ACTION:

1. There are no disadvantages to the recommended motion.

ALTERNATIVES CONSIDERED:

Alternative #1: The Committee has the alternative to alter or deny the recommended motion.

FINANCIAL IMPLICATION:

There are no financial implications for the recommended motion.

STAFFING IMPLICATION:

There are no staffing implications to the recommended motion.

PUBLIC ENGAGEMENT LEVEL:

Greenview has adopted the IAP2 Framework for public consultation.

INCREASING LEVEL OF PUBLIC IMPACT

Inform

PUBLIC PARTICIPATION GOAL

Inform - To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

PROMISE TO THE PUBLIC

Inform - We will keep you informed.

FOLLOW UP ACTIONS:

N/A

ATTACHMENT(S):

- N/A



REQUEST FOR DECISION

SUBJECT:	Alberta Transportation – Highway 40 Transportation Network Review Study		
SUBMISSION TO:	Greenview Industrial Gateway Committee Meeting	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	November 8, 2021	CAO:	MANAGER:
DEPARTMENT:	CAO SERVICES	GM: DM	PRESENTER: KR
STRATEGIC PLAN:	Development	LEG:	

RELEVANT LEGISLATION:

Provincial (cite) – N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That the Greenview Industrial Gateway Committee accept the Greenview Industrial Gateway Transportation report from CastleGlenn Consultants Inc. for information, as presented.

BACKGROUND/PROPOSAL:

A representative from CastleGlenn Consultants Inc. will be in attendance to provide a presentation on the Highway 40 Transportation Network Review Study and the impact on the Greenview Industrial Gateway project.

BENEFITS OF THE RECOMMENDED ACTION:

1. The benefit of the recommended motion is that the Committee will have information regarding the Highway 40 Transportation Network Review Study and how it relates to the Greenview Industrial Gateway project.

DISADVANTAGES OF THE RECOMMENDED ACTION:

1. There are no disadvantages to the recommended motion.

ALTERNATIVES CONSIDERED:

Alternative #1: N/A

FINANCIAL IMPLICATION:

There are no financial implications for the recommended motion.

STAFFING IMPLICATION:

There are no staffing implications to the recommended motion.

PUBLIC ENGAGEMENT LEVEL:

Greenview has adopted the IAP2 Framework for public consultation.

INCREASING LEVEL OF PUBLIC IMPACT

Inform

PUBLIC PARTICIPATION GOAL

Inform - To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

PROMISE TO THE PUBLIC


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FOLLOW UP ACTIONS:

N/A

ATTACHMENT(S):

- Highway 40 – Transportation Network Review Study Presentation



HIGHWAY 40

Transportation Network Review Study

Technical Review

Committee Meeting No. 2



Date: September 27th, 2021

Time: 9:00 a.m.



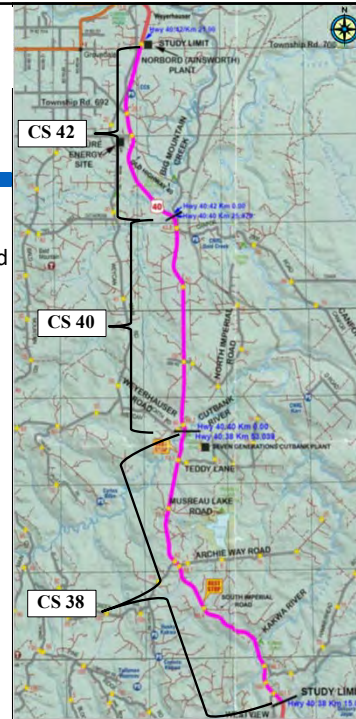
The Agenda Items

1. Review of Study Area , Objectives, Requirements and Deliverables
2. Watercourses and Bridge Culvert Locations and Analysis & Findings
3. Overview of June Public Engagement
4. Indigenous Consultation Update
5. Draft Functional Plan Drawings
 - Northern Portion of Study Area: (Ultimate Twinning)
 - Twinning Configuration including plan, profiles, cross-sections, intersections (Roundabouts), access management and relocating private roads, and potential staging strategy
 - Southern Portion of Study Area:
 - Passing/Climbing Lanes , Access Improvements, Proposed Chain On/Off Locations, and Existing SRA site improvement
6. General Questions and Answers on DRAFT functional concepts
7. Upcoming Project Tasks and Project Schedule for the Remaining Work
8. Next Step - TRC No. 3 and 2nd Public Engagement Session scheduled for December

The Review of Study Area

The Highway 40 Corridor

- 85 km section of Hwy 40 extends from the Norbord Access to south of the Kakwa River.
- Three control sections: 42 (21km), 40 (26km), and 38 (38km).
- is a heavily used active resource related highway with natural resource based developments in the oil & gas sector along with logging.
- is identified as a “Connector Route” within the Oversize/Overweight (OSOW) highway network (2018);
- Continues to experience growth and development of the industrial sector;
- Heavy truck traffic and commercial vehicles comprise 30% of the traffic.



Objectives and Requirements

Study Goals, Objectives:

- Review safety and highway operations;
- Identify improvements;
- Develop functional plans for improvements and access management;
- Develop right of way requirements;

General Requirements of the Study:

- Address current and future safety;
- Identify future development plans;
- Determine improvements;

Issues and Concerns:

- The only link to some developments;
- Heavily used for natural resource-based developments;
- 30% Heavy truck and commercial vehicle volume;
- Connector route within oversize/overweight highway network;
- Recreational traffic in the summer;

Watercourses and Bridge/Culvert Locations

Northern Portion of Study Area				Southern Portion of Study Area		
No.	CS	km	Bridge File	Watercourse Name	Structure Type	A New or Extension Bridge Culvert is Required
15	42	16	77324	Big Mountain Creek Tributary	Bridge-Sized Culvert	✓
14	42	12.7	79744	Bald Mountain Creek 2nd Order Tributary	Bridge-Sized Culvert	✓
13	42	7.35	80673	Bald Mountain Creek Tributary	Bridge-Sized Culvert	✓
12	42	2.97	79475	Bald Mountain Creek	Bridge-Sized Culvert	✓
11	42	1.09	80674	Big Mountain Creek Tributary	Bridge-Sized Culvert	✓
10	42	0.01	79474	Big Mountain Creek	Bridge-Sized Culvert	✓
9	40	0.06	79473	Cutbank River	Major Bridge	
8	40	2.16	80693	Cutbank River Tributary	Bridge-Sized Culvert	
7	38	49.2	80779	Cutbank River Tributary	Bridge-Sized Culvert	
6	38	48.2	80778	Cutbank River Tributary	Bridge-Sized Culvert	✓
5	38	36.5	80777	Kakwa River Tributary	Bridge-Sized Culvert	
4	38	25.8	80694	Kakwa River Tributary	Bridge-Sized Culvert	✓
3	38	25.4	80695	Kakwa River Tributary	Bridge-Sized Culvert	
2	38	25.1	79509	Kakwa River Tributary	Bridge-Sized Culvert	
1	38	23.9	79472	Kakwa River	Major Bridge	

Findings

Existing and Forecast (10 & 20-Year) Traffic

Table 4-3: Traffic Forecast, Using Historical Growth Rate

Annual Traffic Growth Rate Scenario ->					2.0%		4.0%		6.0%	
CS	Traffic count Station	Km	AADT 2019	% Truck	2030	2040	2030	2040	2030	2040
40:42	Ainsworth Plant	21.020	5,750	0.32			8,697	11,113	10,026	13,650
	Twp Rd 700	20.200	5,360	0.32			8,104	10,355	9,342	12,719
	Twp Rd 692	13.040	5,200	0.30			7,829	10,004	9,026	12,288
	Twp Rd 690	10.450	4,955	0.32	6,352	7,394	7,498	9,581	8,644	11,768
40:40	Canford Rd	23.900	3,780	0.40	4,953	5,765	5,846	7,470	6,739	9,175
	Secure Energy Loc	21.450	3,720	0.44	4,926	5,734	5,815	7,430	6,703	9,126
	Newalta N of Cutbank River	17.780	3,680	0.44	4,879	5,679	5,759	7,358	6,638	9,038

Highway 40 is designated as a "Level 2 Service Classification" and has a minimum planning LOS "C".

ALBERTA TRANSPORTATION

Red Values depict volumes which exceed 9,900 AADT which exceed a LOS "D" threshold.

Orange Values depict volumes which exceed 4,600 AADT which exceed a LOS "C" threshold.

Service Class	Outside Metropolitan Area		Small Metropolitan Area (population > 50,000)	Large Metropolitan Area (population > 500,000)
	Rural Context	Urban Context	Rural & Urban	Rural & Urban
Level 1	B	C	C	D
Level 2	C	D	D	D
Level 3	D	D	D	D
Level 4	D	D	D	D

(* AT guidelines assume a 15% Truck. Equivalency factor however, HCM assumes a 1.3 equivalency factor.)

Sensitivity Analysis :

- 3 different annual growth rates were applied
- 6% - High
- 4% - Med
- 2% - Low

Traffic forecasts were adjusted to account for heavy vehicle equivalencies for truck percentages greater than 15 percent.*

Improvement Thresholds

AT's warrant values to assess the need/justification for passing lanes:

Passing Lane Warrants

NPO ≥ 40%	40% > NPO ≥ 30%	NPO < 30%
Satisfactory	The %PZ is marginal	Improvement is warranted

NPO = Net Passing Opportunities

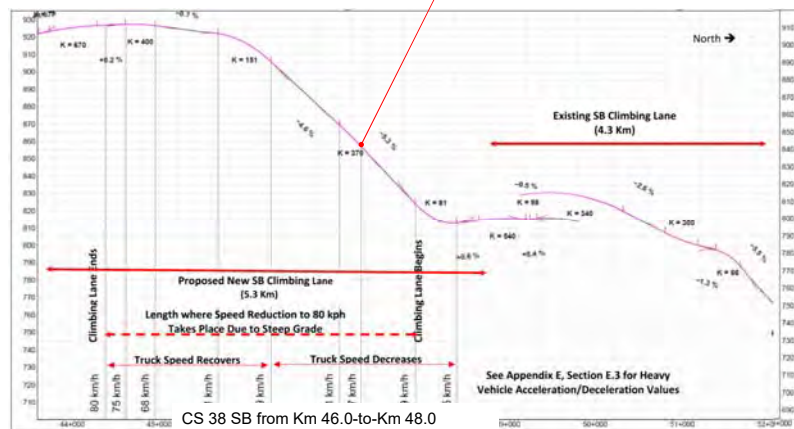
%PZ = Percent Passing Zone

Summary of Net Passing Opportunity by Control Section

Control Section	Existing Condition (2019) (Assuming Summer 2020 Improvements)	
	SB	NB
42 [20 km]	21.4%	28.1%
40 [26 km]	44.8%	36.4%
38 (N of Km 36.81) [16.2 km]	53.8%	31.0%
38 (S of Km 36.81) [21.8 km]	51.8%	58.5%
All of 38 [38.0 km]	52.6%	48.3%

Truck Climbing Lane Required

Climbing lane extensions of the existing climbing lanes is warranted.



Environmental Evaluation Update

Draft Desktop Report

- March-April 2021 GeoVerra was engaged to complete desktop evaluation of existing environmental conditions and environmental evaluation (EE) of Highway 40 project.
- EE was based on the Term of Reference (2014) and evaluated the project's potential environmental impacts for several Valued Ecosystem Components (VECs): soils/landforms, vegetation, wildlife, wetlands, fisheries, hydrology, water quality/surface water, groundwater, and navigable waters.
- EE Draft Report submitted April 24, 2021; it provided broad look at identified sensitivities, potential project impacts, standard mitigations and recommendations to consider as the project moves closer to final design and implementation.

Review of Revised Highway Improvement Designs

- August-September 2021 detailed highway improvement designs and options provided, GeoVerra started review for a more site-specific evaluation. Final EE Report pending final TRC outcomes and preferred designs. Key sensitivities and findings on next slides.



Watercourse crossing requirements

- New crossings are to ensure fish passage is maintained and fragmentation of watersheds is minimized through the installation of proper crossing structures (Watercourse Crossings Management Directive, AEP 2020).
- The watercourses in the project area are designated as High Risk Watersheds because of the presence of sensitive fish species and density of watercourse crossings (Watercourse Crossings Management Directive, AEP 2020 and Master Schedule of Standards and Conditions, AEP 2021).
- The Disposition Holder must install a Type I or Type II structure as defined in the Code of Practice for Watercourse Crossings that maintains the channel, for all Class A, B and C watercourses (Master Schedule of Standards and Conditions, AEP 2021)



Watercourse crossing requirements

- As per the Code of Practice for Watercourse Crossings, new crossings over Class C watercourses are to be, in order of preference:
 - Type 1 (single span bridge with no abutments on or within the bed or active channel),
 - Type 2 (open bottom culvert, single span or multi-span bridge with abutments on or within the bed or active channel)
 - Type 3 (closed bottom culvert – round, arch or box on or within the bed of a waterbody) - provided watercourse is not fish bearing.



Wetlands and Wetland Policy

- Detailed assessment of wetlands to be impacted for *Water Act* applications and compensation/replacement.



Environmental Evaluation Update Cont.

Recommendations To Date

- QAES assessment, fish habitat and crossings
- Wildlife sweep, formal surveys, timing restrictions (KWBZ, Trumpeter Swan, B5 Nesting Zone), setbacks (key habitat features, Wildlife Act), wildlife collision review
- QWSP wetland assessment, Water Act
- Public use assessment for creek navigability
- Soil, groundwater, water quality assessments
- Rare plant survey



Overview of June Public Engagement

- Presence of high volume, low speed vehicles, create an unsafe passing along Hwy 40 in locations with no passing lanes
- The high speed of traffic flow can create unsafe situations, specifically in winter;
- The high number of wildlife collisions
- Inadequate safe gaps for making left-turns from Twp Rd 700 and 690 to Hwy 40 at peak time
- Concerns about cattle crossing at Campbell Creek
- The poor visibility caused by heavy equipment operators (i.e. graders) that leave behind dust storms causing a safety concern for vehicles tailing them.
- the addition of passing lanes in 2020/21 was very helpful. However, they don't go further past the north of Big Mountain Creek. Since unsafe passing is common in that area, it would be thoughtful to see more passing lanes.
- Highway maintenance should be increased – specifically for snow and mud.



Indigenous Engagement Update

Introductory Letters

- Between May 19th and 20th, introductory letters were sent to each of the indigenous groups identified by the ACO (the AWC and its six underlying enterprises/co-ops, Horse Lake First Nation, Sucker Creek First Nation, and Gift Lake Metis Settlement).
- These letters were sent by both registered mail and email. Delivery of the introductory letters was confirmed for all groups. Upon request, a copy of the introductory letter was also uploaded to any online consultation portals.
- The introductory letter included project information, a link to an online, interactive engagement platform and an invitation to participate in a Zoom public engagement session held on June 15, 2021.
- Within this letter, each indigenous group was asked to let us know if they have any concerns related to this project or if they would like to schedule a separate Zoom information session for just their community.



Indigenous Engagement Update Cont.

Follow-up Emails and Telephone Calls

- Several weeks after the delivery of the introductory letters, a series of follow-up emails and telephone calls were placed to each indigenous groups.
- During these follow-up emails and phone calls, receipt of the information package was again confirmed, a reminder of the date and time of the public engagement session was given, and each group was asked if their community had any questions or concerns.

Responses to Date

- Of the four indigenous groups, only one requested an additional meeting, which was held online via Zoom on August 5th. The meeting began with introductions, followed by a presentation of the Highway 40 Network Review Study (consistent with what had been presented at the public engagement Zoom meeting), as well as some informal Q&A at the end.
- Two of the indigenous groups have indicated that increased activity/development in the area is or will be impeding the basic indigenous rights of their members to hunt, trap, fish and harvest medicinal plants and berries; however, these concerns are general and cumulative in nature, have not been geographically located within the study area, and are therefore out of scope for this project (as indicated within GoA's consultation guidelines).
- The Elders of one group have asked that Alberta Transportation be mindful of wetlands.
- No site-specific concerns have been identified by any of the indigenous groups so far.



Draft Functional Plan Drawings

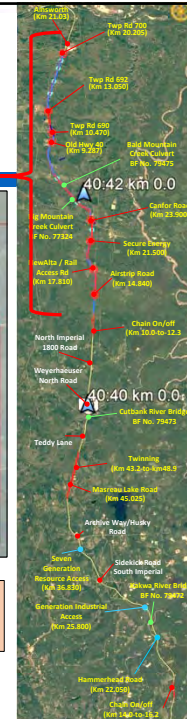
Proposed Twinning



Proposed:

- 32.6 km Twinning in three Stages
- 8 Multilane Roundabouts as main Intersections
- 6 Minor "T" Intersections
- 1 RI/RO Access
- 6.44 km Private and Service Roads

The extension of twinning beyond roundabout 7 is conditional upon development in the area



Twinning Option Impacts

Castleglenn Consultants
Engineers, Project Managers & Planners

20

CS	East Side	West Side	Impact Issues	Km - From	Km - To	CS	East Side	West Side	Impact Issues	Km - From	Km - To
	East		Industrial Development	20+520	21+580		West		Intersection - Twp Rd 690	10+470	
	East	West	Intersection	21+030			West		Developed Area	10+600	10+750
	East	West	Intersection - Twp Rd 700	20+205			East		Developed Area (70m)	10+050	
		West	Utility Corridor							9+920	
	East	West	Open water/ Watercourses							9+300	
	East		Developed Areas							6+400	6+800
	East		Existing Accesses and Private Roads							6+500	6+800
	East									6+400	
	East									6+200	6+500
	East									4+610	
	East									0+900	
	East									23+950	24+500
42	East	West	Utility corridor	15+500	15+700		East	West	Access	23+950	
		West							Intersection - Canfor	23+900	
	East	West	Overhead Power	8+800	20+500		East		Access	20+54	
	East	West	Access	12+160			East	West	Accesses on both sides - Alta Rd	17+810	
	East		Access	11+830					Powerline Corridor	17+400	14+000
	East		Residential area	11+350	11+950		East		Access Road	14+840	15+050
	East		Access	11+350			East	West	Accesses on both sides and crossing utility - Airstrip Rd	14+840	
	East		Existing Service Road	11+350	11+830						

• Proposed Twinning on the West Side (SB): From CS40, km 23+500 to CS 42, km 21+000

• Proposed Twinning on the East Side (NB): From Cs40, km 14+000 to km 23+500

Why Roundabout

Compare Roundabout vs Signalized Intersection

Roundabout north of Grande Prairie on Highway 43
(Opened to traffic in September 2018)

HIGHWAY 43



• Hwy 40 roundabouts will be designed to accommodate heavy resource vehicle traffic by assuring a 74m wide diameter.

Sources:

- Soltykevych, T. et al. (2014). Roundabout on Alberta highways. Conference of the Transportation Association of Canada
- TAC (2017). Canadian Roundabout Design Guide

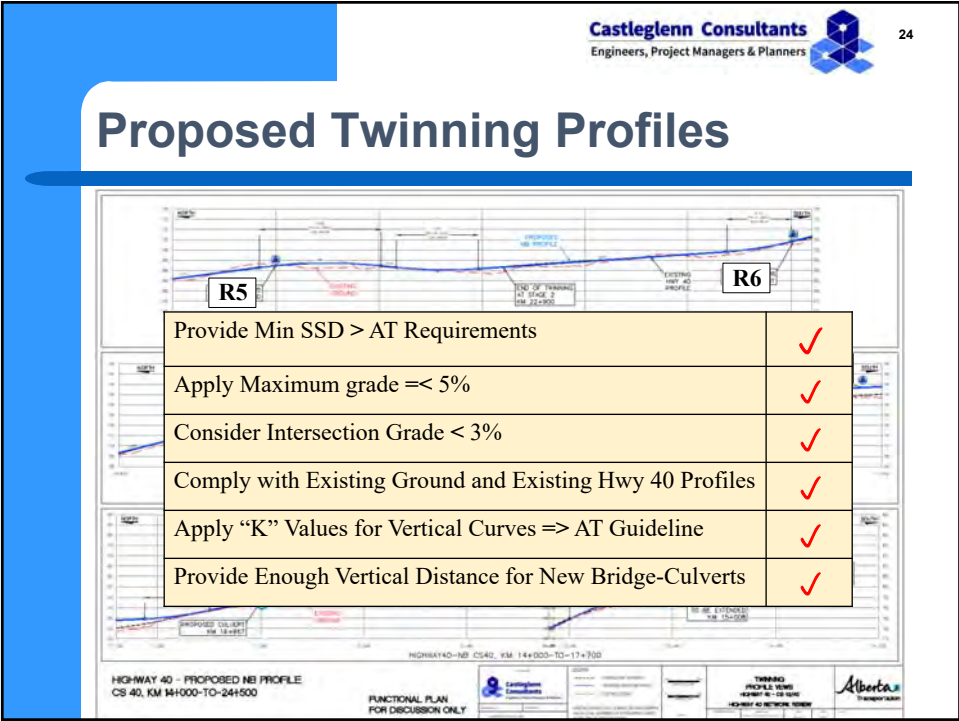
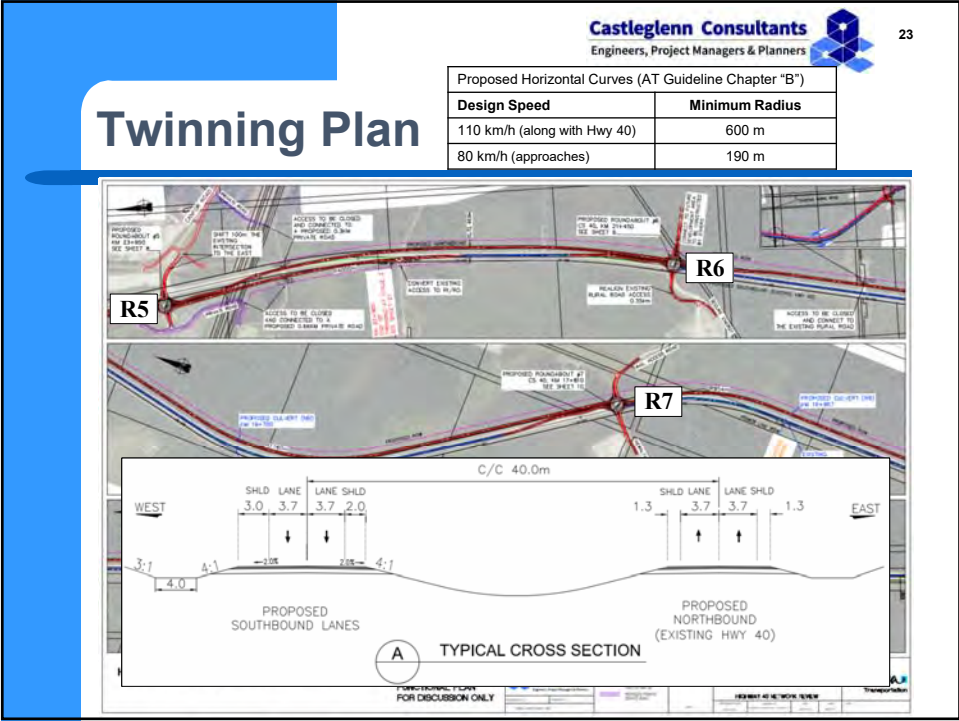
Design Criteria: Roundabout

	Criteria	Parameter	References
General	Design Speed	50 km/h	Table 9.21.1 ⁽¹⁾
	Design Vehicle at Roundabouts	WB-36	-
	Inscribed Circle Diameter	46-100m	Table 9.21.1 ⁽²⁾
Horizontal and Vertical Alignment	Entry Angle	20-60 degree	Section 6.3.11 ⁽³⁾
	Max. Entry Radius	100.0m	Table 6.4 ⁽³⁾
	Exit Radius	20.0-100.0m	Table 6.4 ⁽³⁾
	Centre Line Offset (Creating Entry Deflection)	15.0-20.0m	Section 6.3.13 ⁽³⁾
	Min. S.S.D. (Based on 70km/h speed)	105.0m	Table B-2-3a ⁽¹⁾
	Max. Approach Grades	4%	Section 6.8.3 ⁽³⁾
			Table 9.21.1 ⁽²⁾
Cross-Section	No. of Lanes	2 (Max capacity of a 2-lane roundabout is 45,000 vehicles per day)	Section 6.3.2 ⁽³⁾
	Max. Circulatory Roadway Width	15.0m	Section 6.3.3 ⁽³⁾
	Min. Clearance from Inner and Outer Curbs	1.0 m	Section 6.3.3 ⁽³⁾
	Type of Central Island	Raised and Traversable (for OSQW)	Table 9.21.4 ⁽²⁾
	Approach Median Width	2.5-10.0m	Section 6.6.2 ⁽³⁾
	Entry Width	Single Lane: 4.2-6.0m Dual Lane: 6.0-12.0m	Table 6.4 ⁽³⁾
	Exit Width	Single Lane: 7.0-7.5m Dual Lane: 10.0-11.0m	Table 6.4 ⁽³⁾
	Cross-fall	1-3%	Section 6.8.3 ⁽³⁾

(1) - Based on Alberta Transportation Highway Geometric Design Guide, Chapter A, B (September 2020) and C and D (August 1999).

(2) - Geometric Design Guide for Canadian Roads, Chapter 5, Section 9.21, (June 2013)

(3) - Canadian Roundabout Design Guide (January 2017)



		Existing Condition					Proposed Roadway		Proposed Solution			
CS	No.	Access or Intersection	Name	Location Km	East side or West side	Legal	Total width	Type of Road	length (m)	Proposed Access or Intersection	Distance between roundabouts	Staging Plan
1	Intersection	NORSDORF ACCESS AND AINSWORTH PLANT	21.030	W & E	4-Leg							
2	Intersection	TWP ROAD 700	20.215	W & E	4-Leg					Proposed Roundabout #1		
3	Access		19.300	W	3-Leg	Private Access	200			To Be Closed		Yes

40	22	Intersection	CANFOR ROAD	23,900	E	3-Leg	Realigned Road	360	Proposed Roundabout #5	2.4 km	Turning - Stage 3 (3 km)
	23	Access		23,370	W	4-Leg	Realigned Access	310	To Be Closed		
	24	Access		23,370	E	4-Leg	Private Access	300	To Be Closed		
	25	Access		22,800	W	3-Leg		Convert To R/R			
	26	Intersection	SECURE ENERGY LOC	21,500	W	3-Leg	Realigned Road	150	Proposed Roundabout #6		
	27	Access		20,340	E	3-Leg		To Be Closed			
	28	Intersection	NW/VALLEY/RAIL ACCESS ROAD	17,870	E & W	4-Leg		Proposed Roundabout #7			
	29	Intersection	AIRSTRIP ROAD	14,840	E & W	4-Leg	Realigned Road	400	Proposed Roundabout #8		
	30	Intersection	W/VALLEY ROAD	14,840	E & W	4-Leg	Realigned Road	400	Proposed Roundabout #9		

ROUNDABOUT #2

Radius: 250m
Radius: 60-70m

WEST EAST

SHLD	LANE	LANE	SHLD	MEDIAN	SHLD	LANE	LANE	SHLD
3.0	3.7	3.7	1.5	2.5 - 10.0m	1.5	3.7	3.7	3.0

PROPOSED SOUTHBOUND PROPOSED NORTHBOUND

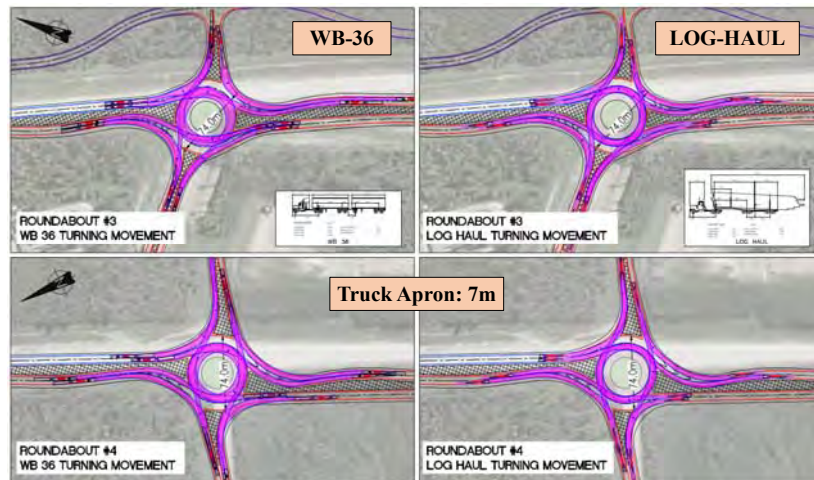
ROUNDABOUT SHOULD HAVE ADEQUATE LIGHTING TO HELP DRIVERS SAFELY TRAVERSE THE ROUNDABOUT. LIGHTING SHOULD BE CONSIDERED AT LEAST 120m BEFORE THE ROUNDABOUT APPROACHES, AND BE PLACED AFTER CLEAR ZONE.

BRIDGE CULVERT EXTENSION
KM 12+680
BF79744

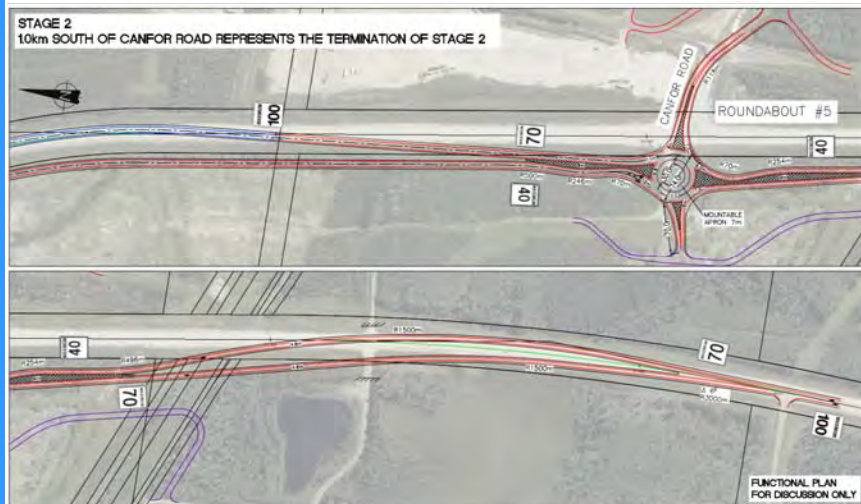
R65m R63m MOUNTABLE APRON 7m



Turning Movements at Roundabouts



Staging Plans

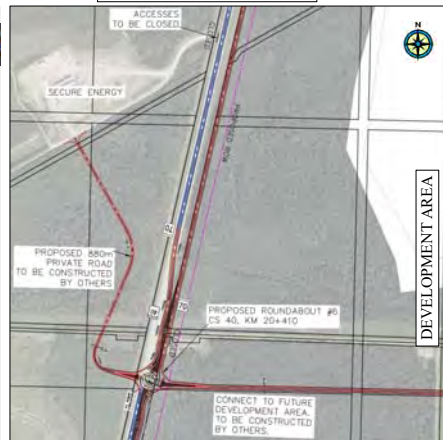


Two Concepts for Roundabout 6 (Adjacent Development Area)

CONCEPT A



CONCEPT B

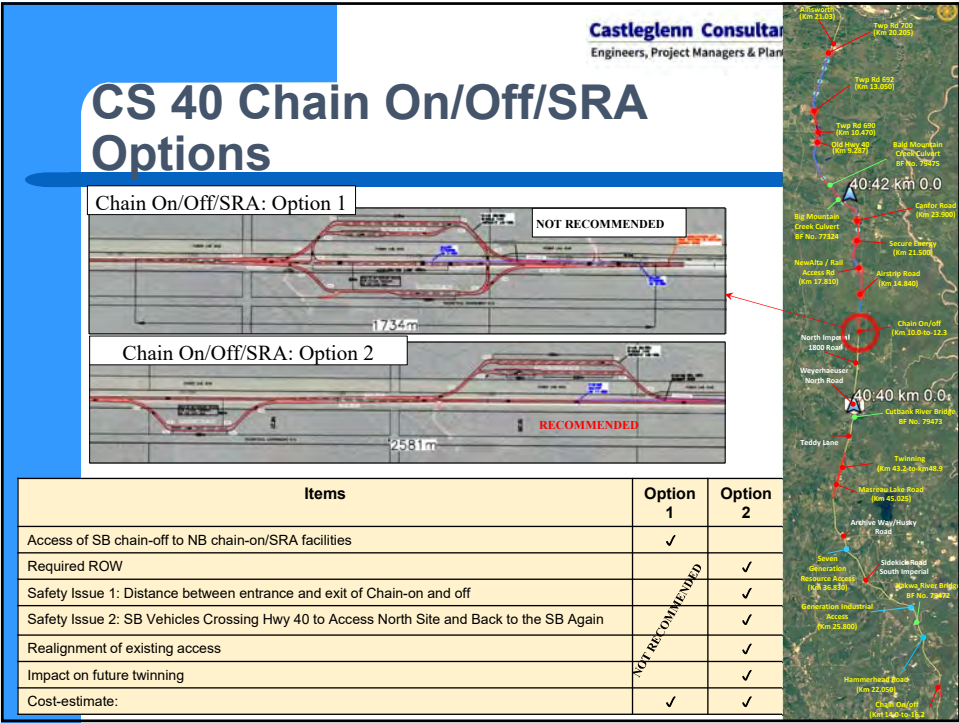


Improvements on the Southern Portion of Study Area

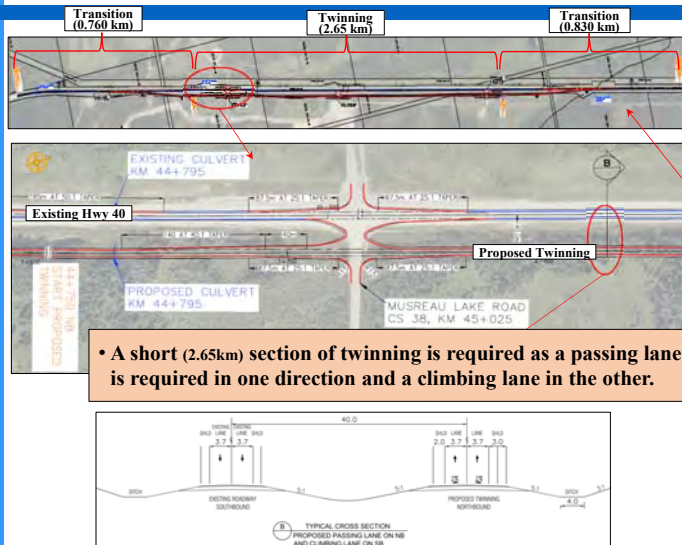


- Chain-on/Chain-off areas,
- SRA sites improvement,
- A short section of Twinning
- Access/Intersection Improvements

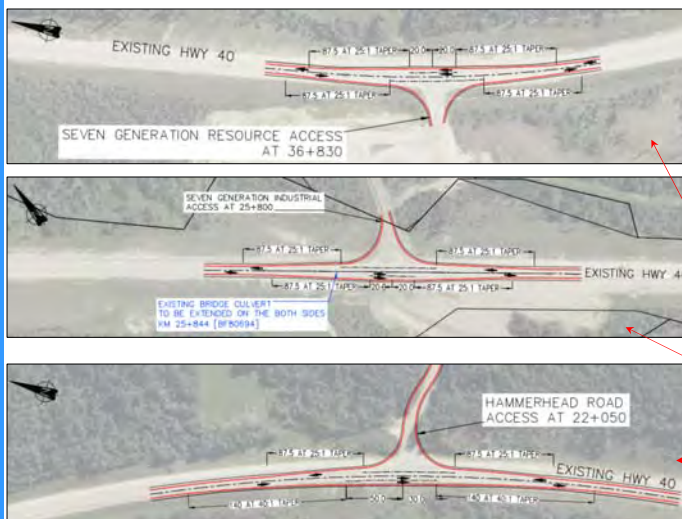




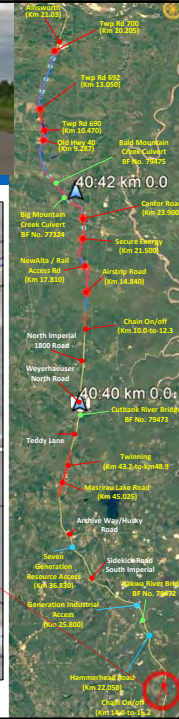
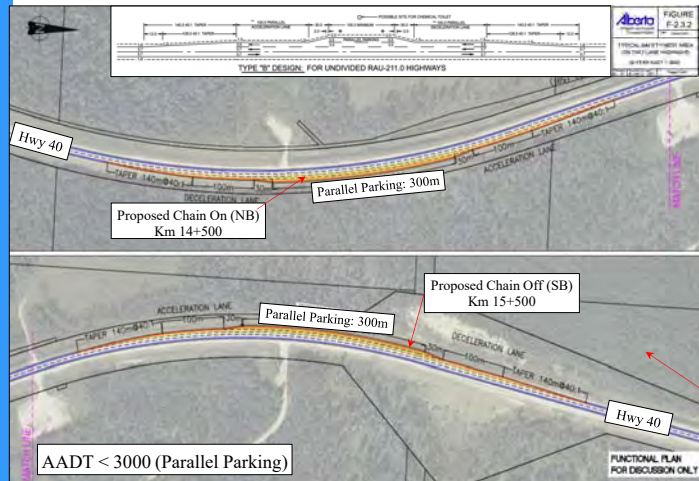
Twinning (From km44+750 To km 47+400)



Localized Access Improvement



Chain On/Off (CS38)



Summary of Improvements: Southern Portion

Upgrade Existing SRA to Chain On/SRA	1
Proposed Chain On/Off facilities	3
SRA - Acceleration Lane Improvement	1
Total Length of Proposed Twinning	2.65 km
Intersection and Access Improvements	6



Safety Improvement

Alberta Wildlife Watch 2021

Animal-Vehicle Collision Safety Program
CMA 504: Wildlife Collision Map Jun. 22, 2021



The Project Schedule

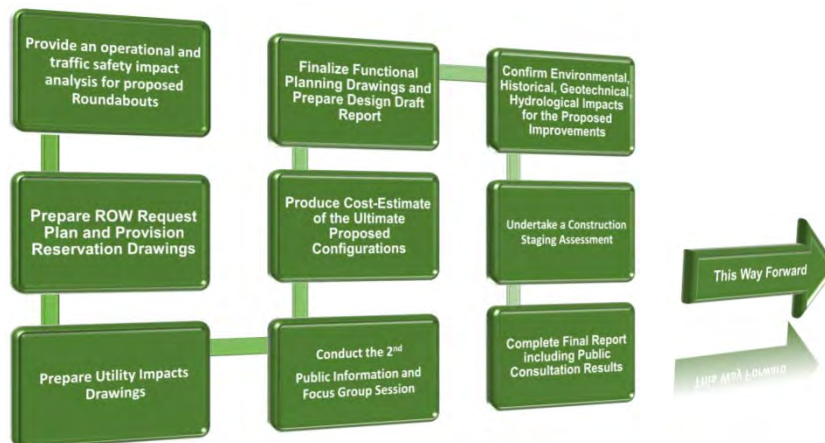
Condensed Milestone Schedule for Hwy 40 (Norbord Access to S of Hammerhead Rd) - Network Review Study (March)

Phase	Description	Month	Week	2021	2022
I	Identify Existing Conditions, Alternatives & Constraints	March	1	T = K	
II	Identify Hwy 40 Ultimate Corridors and Intersection Alternatives	March	2	T = P = K	
III	Evaluate, Analyze and Recommend Preferred "Ultimate" Plans	March	3	T = K	
IV	Develop and Refine a "Staged" Short-Term Solution	March	4	K	
V	Develop Functional Plans, ROW Mosaic and Report	March	5		C = A = K

T TRC Meeting **C** MD Council Presentation **M** MLA Presentation (If Required)
P Public Engagement **A** Final AT Presentation **K** Key Milestone

- 6 months remaining in project schedule.
- The Network Study is anticipated to be completed by end of March 2022.
- The next TRC Meeting will be in December 2021.
- MD Council Presentation, MLA Presentation & Final AT presentation.

The Way Forward ...





Thank You



REQUEST FOR DECISION

SUBJECT:	Land Survey Plan – Greenview Industrial Gateway		
SUBMISSION TO:	Greenview Industrial Gateway Committee Meeting	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	November 8, 2021	CAO:	MANAGER:
DEPARTMENT:	CAO SERVICES	GM: DM	PRESENTER: KR
STRATEGIC PLAN:	Development	LEG:	

RELEVANT LEGISLATION:

Provincial (cite) – N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That the Greenview Industrial Gateway Committee recommend to Council to award the surveying contract to Meridian Surveys Ltd., Grande Prairie, Alberta in the amount of \$28,550.00 plus GST.

BACKGROUND/PROPOSAL:

A purchase sales agreement with the Province of Alberta is required as the final step or condition to establish ownership of the 2000 acres of land required for the Greenview Industrial Gateway project. Currently, the province is conducting an appraisal of the above-noted lands in order to establish a purchase price that Greenview would be obligated to adhere to in order to proceed with the industrial development.

Greenview is required to perform a legal survey in preparation of a registered subdivision plan and register the 2000 acres of property with Alberta Land Titles, the survey will be the final component required as to complete the land purchase sales agreement with the Province. Administration is recommending that Greenview proceed with the survey at this time in order to ratify the completion of the land purchase sales agreement.

Administration has obtained quotes from four surveying/engineering firms in order to provide a legal survey of the property as well as the flagging of the property perimeter. Four of the firms responded to Greenview's request, with one firm declining the project, and three quotes obtained. Meridian Surveys Ltd., Grande Prairie, Alberta was the lowest proponent with a total cost of \$28,550.00 GST not included.

Administration is recommending that Meridian Surveys be awarded the Greenview Industrial Gateway contract for surveying services.

BENEFITS OF THE RECOMMENDED ACTION:

1. The benefit of the recommended motion is that the Committee will be made aware of the costs associated with surveying of the industrial area.

DISADVANTAGES OF THE RECOMMENDED ACTION:

1. There are no disadvantages to the recommended motion.

ALTERNATIVES CONSIDERED:

Alternative #1: The Committee has the alternative to alter or deny the recommended motion.

FINANCIAL IMPLICATION:

The financial implication is \$28,550.00 plus GST for the land survey.

STAFFING IMPLICATION:

There are no staffing implications to the recommended motion.

PUBLIC ENGAGEMENT LEVEL:

Greenview has adopted the IAP2 Framework for public consultation.

INCREASING LEVEL OF PUBLIC IMPACT

Inform

PUBLIC PARTICIPATION GOAL

Inform - To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

PROMISE TO THE PUBLIC

Inform - We will keep you informed.

FOLLOW UP ACTIONS:

N/A

ATTACHMENT(S):

- Survey Quotes

Greenview Industrial Gateway Project

19-Oct-21

RFQ Results

Supplier	Price to completed field survey and prepare Final Plan for PLS Submission	Price to Flag perimeter Boundary of PLS	Combined \$ (GST not inc)
Meridian Surveys Ltd. Grande Prairie AB	\$ 20,285.00	\$ 8,265.00	\$ 28,550.00
HELIX Surveys Ltd. Grande Prairie AB	\$ 39,000.00	\$ 10,000.00	\$ 49,000.00
Midwest Surveys Inc. Grande Prairie AB	declined	declined	
Beirsto & Associates Engineering Ltd. Grande Prairie AB	\$ 31,350.00	\$ 10,900.00	\$ 42,250.00



REQUEST FOR DECISION

SUBJECT:	GIG Event		
SUBMISSION TO:	Greenview Industrial Gateway Committee Meeting	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	November 8, 2021	CAO:	MANAGER:
DEPARTMENT:	CAO SERVICES	GM: DM	PRESENTER: KR
STRATEGIC PLAN:	Development	LEG:	

RELEVANT LEGISLATION:

Provincial (cite) – N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That the Greenview Industrial Gateway Committee accept the Greenview Industrial Gateway Event update for information, as presented.

BACKGROUND/PROPOSAL:

Administration will provide a verbal update in regard to the GIG event scheduled for November 10th, 2021.

BENEFITS OF THE RECOMMENDED ACTION:

1. The benefit of the recommended motion is that the Committee will be informed of the Greenview Industrial Gateway event plan.

DISADVANTAGES OF THE RECOMMENDED ACTION:

1. There are no disadvantages to the recommended motion.

ALTERNATIVES CONSIDERED:

Alternative #1: The Committee has the alternative to alter or deny the recommended motion.

FINANCIAL IMPLICATION:

There are no financial implications for the recommended motion.

STAFFING IMPLICATION:

There are no staffing implications to the recommended motion.

PUBLIC ENGAGEMENT LEVEL:

Greenview has adopted the IAP2 Framework for public consultation.

INCREASING LEVEL OF PUBLIC IMPACT

Inform

PUBLIC PARTICIPATION GOAL

Inform - To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

PROMISE TO THE PUBLIC

Inform - We will keep you informed.

FOLLOW UP ACTIONS:

N/A

ATTACHMENT(S):

- N/A