

August 4, 2017

Residents of the Summer Village of Waiparous,

On July 24th, Mayor Larry Anderson along with the Road Committee met with representatives of Alberta Transportation (AT) and its consultants (Hatch and AMEC) on plans for the proposed new bridge in the Village. The meeting was cordial and included time for questions and concerns.

The reason cited for replacing the current bridge was its age, deterioration and substandard condition. Their rationale for location was based on the 2001 Highway 40 Functional Planning alignment recommendation of B-4. It was explained that as of 2017, Alberta Environment & Parks (AEP) does not support bypassing the Village.

Currently they are proposing raising the speed limit in the Village to 50km. The length of the proposed bridge would be 135m long and a 1km section of roadway will also be affected. They are starting with an Urban Design format, as it requires minimal clearing for the width of the road. This design has curbs and gutters. (See attachment)

After hearing their presentation, Mayor Larry expressed his opposition to the proposed alignment and offered the current location as a less objectionable alternative. The Road Committee then asked specific questions and listed our concerns and changes in the Village since 2001. (See attachments)

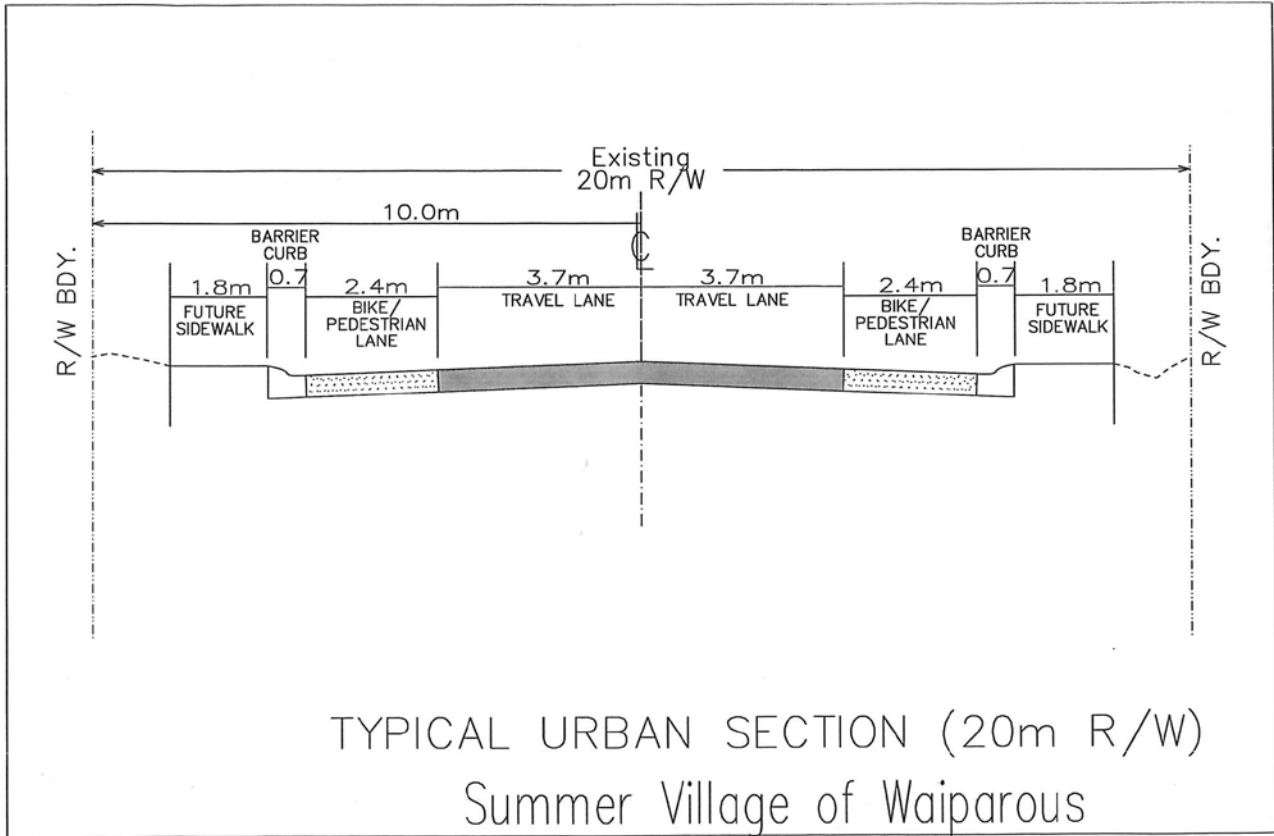
AT listened and acquiesced by allowing the future study to look at two alignments: current and proposed B-4. They also confirmed they would meet with the Village representatives again after the preliminary design stage to go over specific design modifications. A Public Information session will follow before a Detailed Design Report is prepared.

In the next six months several studies will be conducted including Topographic, Hydrological, Historical Resources, First Nations and Environmental. A representative from AT, Hatch or AMEC might contact you for permission to access your property in order to gather information for one of these studies. This approval is up to the individual property owner.

Since this bridge project has a long history and will affect you on a daily basis, it is imperative that we all be informed. Please read through this information carefully and attend a Road Committee meeting if you have any questions.

Sincerely,

Summer Village of Waiparous Road Committee



Questions for AT Meeting

- Why No Social Concerns in Current Terms of Reference?
(No Municipal Planner used in 2001 study)
- Is there a HWY 40 Update yet? How many years till it is done?
- Why Urban design and What #?
- Distance on each side of Bridge?
- Width and Height of Roadway and Bridge?
- Stilling Pond and Retaining Wall?
- Right of Way Requirements for HWY 40?
- What is the Updated Schedule?
- Dates of future meetings?
- Will Work Schedule be 6 Days a week, 12 hour days?
- Historical Resources Impact Study? (Was recommended in 2001 Study)
- First Nations Impact Study?
- New Environmental Study?

Changes & Concerns to Consider in the Village since 2001

- Traffic has increased by 53%. (Could be much higher as algorithm based on wkly #'s.)
No longer limited to long weekend spikes.
- Driver expectations currently not fulfilled.
We should have staged drops in speed before Village.
- We are a municipality with NO police force.
A natural speed deterrent or traffic calming is necessary on HWY 40 through the Village.
- Concerns of Vulnerable Users in 4 Crosswalks as well as Paths to and over Bridge.
- There are 2 bus stops within the Village on HWY 40.
12 children will use them during the next school year.
- If purpose of realignment no longer tied to upgrading HWY 40,
there is no reason to use those outdated recommendations.
- Property values have increased by a factor of 3 over 15 years.
(More than normal inflation for an urban area with commerce)
Buyout prices for properties will raise the bridge budget considerably.
- People are investing in Village.
It is no longer a seasonal use area with 900 sq. ft. cabins.
64% of survey respondents have substantially renovated their properties.
- Financial impacts for the Summer Village.

Loss of property taxes could be up to 8%. (Potential loss \$12,000 a year based on appropriating 6 properties)

- Properties 4, 7, 9, 13, 14, 16, and 18 Forestry Trail have no other option for driveway access except from HWY 40.
- A historically recognized heritage property where a third generation family lives will be destroyed. (Possibly more)
- Environmental concerns due to increased clear cutting and OHV use in the area are overtaxing the watershed.
- Elevation issues are evident from East to West side of proposed site. Destroys a cliff and the picturesque setting. Requires considerable fill in several areas. Environmental concerns for silt filtering into watershed exist.
- A stilling pond is a dangerous precedent for the confluence of 2 rivers that historically change course and levels every spring. Plus they provide a breeding ground for health concerns.
(i.e. mosquitoes)
- The Village is not a typical urban area and should not be completed to those standards. Minimal clearing is requested, but no curbs, gutters or piping are wanted since there is NO city road crew to unclog them.
- A Concrete Urban Bridge design does not fit in with the historical rural character of the Village.
Neither does a concrete retaining wall.
- New Bridge should preserve as well as enhance the ecological integrity of the Ghost/Waiparous Confluence and Fluvial Zone.

- Grizzlies proven to frequent the area and need to be considered in new Environmental Study. (In 2001 Study not considered.)