

Frequently Asked Questions West Calgary Ring Road Stoney Trail Extension - Highway 8 to Highway 1

What is the project?

Alberta Transportation has commissioned a study to develop the long term and initial stage functional plan for the West portion of the Calgary Ring Road - Stoney Trail Extension between Highway 8 and Highway 1 (Trans-Canada Highway).

What will the study report include?

It will include:

- Plans for the ultimate stage planning horizon of 2.8 million people
- Plans for initial stage planning horizon at 2035
- Confirmation of required rights-of-way to accommodate the ultimate stage corridor plans for this portion of the ring road.

Who is involved?

Alberta Transportation has retained TransTech Focus to conduct this functional planning study. Subconsultants include AMEC, Thurber Engineering, Patching Acoustical Consultants, Canadian Highways Institute and Terrace Engineering.

The project is directed by a Technical Review Committee (TRC) with representatives from Alberta Transportation, The City of Calgary, and the Municipal Districts of Rocky View and Foothills.

When will the study be completed?

A final recommended plan and draft report is expected to be completed by the end of 2008.

When will construction on this portion of the Ring Road begin?

Once the functional planning study has been submitted and approved, the next step will be detailed road design, and then construction.

When is the entire Ring Road expected to be completed?

Alberta Transportation has indicated that they would like to have the ring road constructed by 2015.

How many interchanges will be required?

Interchanges as originally planned include:

- 17th Avenue
- Bow Trail
- Old Banff Coach Road

All of these previously planned interchanges will be reviewed as part of this study and changes will be made where appropriate.

How will you deal with environmental concerns?

An Environmental consultant has been retained as part of the study team. The consultant will gather information on the corridor and make recommendations. Generally the team will endeavor to avoid environmentally sensitive areas and if this is not possible, then to minimize and/or mitigate the impacts.

What options are you considering for this portion of the Ring Road?

The primary focus of this study is to accommodate the long term traffic needs of the Province and The City of Calgary. Options will be evaluated based on a number of considerations including but not limited to: capacity, safety, costs, staging abilities, existing infrastructure, environmental concerns and public input.

I live near where this road will be built. How will I be impacted?

We have not yet developed the designs for the Ring road. We will be in a better position to provide the information requested at our fall open houses, which will provide opportunities to view the roadway design options under consideration. We expect to contain the entire Ring Road within the existing TUC.

What will this project cost?

Costs are not available at this time

Will sound walls be provided?

Noise analysis is one of the key tasks of the Functional Planning Study. Alberta Transportation has a policy that provides a threshold of 65 dba Leq₂₄. If the projected noise levels are above this value, noise attenuation in the form of berms and/or noise walls will be provided with the construction of the Ring Road.

How much traffic will there be on this portion of the Ring Road?

The amount of traffic varies with each section of the Calgary Ring Road. In general terms we expect traffic demands to require eight lanes (four lanes in each direction). In some areas, additional lanes may be required to address high traffic demands.

How can I get more information as the project moves forward?

- Visit the project web site at www.southcrr.ca.

- Contact Aziz Merali, TransTech Focus at aziz.merali@focus.ca , or 403-272-8080, Ext. 101.