

# Stoney Trail / Macleod Trail Interchange Capacity Improvements (Highway 22X/Highway 2A)

## Frequently Asked Questions (Latest revisions are noted in blue)

### Why are changes being made to the Stoney Trail/Macleod Trail interchange?

Currently the interchange at Stoney Trail (Highway 22X) and Macleod Trail has only one lane in each direction, with a signalized intersection on the west side. Given the anticipated increase in traffic resulting from the completion of the southeast leg of Stoney Trail, Alberta Transportation hired Aecom for the design and contract management of the Macleod Trail Interchange Improvements to increase capacity of the interchange.

This investment will also improve safety for all motorists using the interchange, including local residents, tourists and commercial truckers, supporting Alberta Transportation's goal of building Alberta. A prudent investment in the province's core transportation network, these improvements will help improve market access by improving traffic flow along this north-south, east-west axis point.

### What improvements are planned for this interchange?

The project will add a second lane of traffic in each direction on the Stoney Trail bridge over Macleod Trail, as well as new traffic signals and dual left turn lanes to improve traffic flow.

### Will the signalized intersections remain in the Stoney Trail (Highway 22X) and Macleod Trail interchange as part of this project?

As part of the improvement to the Stoney Trail (Highway 22X) and Macleod Trail intersection, the existing signalized T-intersection west of Macleod Trail and the unsignalized T-intersection east of Macleod Trail will remain. The west intersection will be modified to allow for dual left turns for southbound to eastbound traffic. The east intersection will have signals installed to control traffic.

### Will access from Shawville Boulevard SE to Stoney Trail (Highway 22X) be changed?

This project will not add or remove existing traffic patterns or access in the area. The project is to improve the capacity of the interchange.

### How does the interchange fit with the long-range plans for the "ultimate" interchange?

These improvements to the interchange will utilize existing infrastructure and will not significantly impact the future plans for the interchange.

### What is planned for the future of this interchange?

There is a proposal for the future that the interchange be expanded with a new bridge added for westbound traffic and the existing bridge handling eastbound traffic.

Information on the future plans for the Twinning Improvements, which will be subject to provincial funding and priorities, can be found under 'Background'.

**How will I get out of the Shawnessy shopping area once the improvements have been completed?**

You will be able exit the shopping area as you currently are able to. No changes to the shopping area exits will be impacted by the Capacity Improvements proposed for the interchange.

**Will access to Silverado be interrupted during construction?**

The signalized intersection on Spruce Meadows Trail at 6<sup>th</sup> Street/Sheriff King Street is outside of the project area and will remain open. During construction, all of the existing turning and through movements at the existing intersection will remain in use.

**Will pedestrian and bicycle access be part of the project?**

For the current interchange project, there will be no changes to the existing pedestrian and bicycle network, and no new connections will be created.

**How will construction impact events at Spruce Meadows?**

The construction schedule will take into account the major events held at Spruce Meadows. This could include restricting lane closures during event days, or adjusting certain portions of the project work schedule to accommodate event days.

**Are any improvements planned to reduce noise for nearby residents?**

A traffic noise analysis has been conducted. The current Alberta Transportation Noise Attenuation Guideline is met therefore, no noise attenuation will be constructed.

**What is being done to protect the environment before and during construction?**

The following components were covered in the environmental assessment (*South Calgary Ring Road Environmental Assessment Report, AMEC 2009*):

- Soil
- Vegetation (native, riparian and rare plant communities)
- Wetlands
- Wildlife
- Groundwater and Surface Water Quality
- Fish and Aquatic Resources
- Climate and Air Quality
- Socio-Economics and Land Use
- Historical Resources
- Noise and Lighting

Permanent erosion and sediment control measures will be reviewed and construction activities will be regularly monitored for compliance.

**Is there someone I can talk to for more information on this project, or to provide comments?**

Please contact:

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