

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

Frequently Asked Questions

(Latest revisions are noted in blue)

Will the signalized intersections around the Stoney Trail (Highway 22X) and Macleod Trail interchange be improved as part of this project?

This project does not include improvements to the signalized intersections outside of the project area (e.g., 6th Street and Stoney Trail, 162nd Avenue and Macleod Trail) that are currently maintained and operated by the City of Calgary. 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 be removed.

Why is the access from Shawville Boulevard SE to Stoney Trail (Highway 22X) being changed?

Many people have recently expressed concern regarding the change in access from Shawville Boulevard as part of the planned interchange upgrade at Macleod Trail SE and Stoney Trail (Highway 22X).

The intent of upgrading the Macleod Trail and Stoney Trail (Highway 22X) interchange is to remove the existing traffic lights on Highway 22X. This will improve the capacity of the interchange, which will become busier when the Southeast Stoney Trail Project (a high-speed freeway with no signalized intersections) is open to traffic in October 2013.

The existing access to and from the exit ramp from southbound Macleod Trail to Shawville Boulevard was approved by the City of Calgary during development of the Shawnessy Shopping Centre. The current plans for the interchange upgrade will still allow southbound traffic on Macleod Trail to access Shawville Boulevard from the exit ramp, however traffic exiting south on the ramp from Shawville Boulevard will only be able to access westbound Stoney Trail (Highway 22X) with the upgraded interchange.

Removing access to eastbound Stoney Trail (Highway 22X) was reviewed during the planning phases of this project, in consultation with the City of Calgary. Changes to the access are required because the interchange is part of the provincial highway system, and must meet provincial and federal standards for highway design. It was determined that this type of access within an interchange of two major roadways does not meet these standards. Safety was also a major factor in changing the access as it is not feasible to safely provide access from this local road to eastbound Stoney Trail (Highway 22X) within the interchange area. There are no practical design alternatives that will allow the existing access from Shawville Boulevard to eastbound Stoney Trail to be left in place.

Access to eastbound Stoney Trail (Highway 22X) and southbound Macleod Trail south of Stoney Trail (Highway 22X) will be available through:

- northbound Shawville Boulevard to eastbound 162nd Avenue to southbound Macleod Trail; and

- westbound Shawville Gate to southbound 6th Street to eastbound Stoney Trail (Highway 22X).

How can I get out of the Shawnessy shopping area once the exit ramp is modified so that you can only go west on Stoney Trail (Highway 22X)?

Shawville Gate to 6th Street or 162nd Avenue to Macleod Trail will continue to be the primary entrances/exits from this area. There is access to Stoney Trail (Highway 22X) east and west from both routes.

Why not build a traffic circle for the shopping area or connect other roads?

Functional planning to date takes into account the long-range plans for the roadway corridors as well as adjacent development. Alternative interchange configurations were reviewed and the current interchange plan incorporates the best solution, given the constraints of the area.

How does the interchange fit with the long-range plans for the “ultimate” interchange?

The current interchange plan has been designed to work with the future Calgary Ring Road plans and the new infrastructure will minimize future reconstruction. The timeline for the “ultimate” interchange at Macleod Trail depends on the Southwest Calgary Ring Road timeline, which has not been established.

Will access to Silverado be interrupted during construction?

The signalized intersection on Spruce Meadows Trail at 6th 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 improvements to the existing pedestrian and bicycle network, and no new connections will be created.

Can it be built sooner?

A minimum of two construction seasons are required to complete the project. These improvements will be completed as quickly as possible. The tender period for the project is anticipated in the spring of 2013 with completion by the fall of 2014, subject to final approval and weather permitting.

How will construction impact events at Spruce Meadows?

The construction schedule will take into account the major events held at Spruce Meadows each year. 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 by the existing features (berm, wall, etc.), therefore, no additional 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

Prior to construction, a number of activities will be undertaken:

- Topsoil Assessment
- Weed Survey
- Seed Mix Development
- Fertilizer Recommendations

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:

AECOM

Phone: 403-270-9203

E-mail: stoney.trail@aecom.com

Project website: <http://www.transportation.alberta.ca/stmacgp.htm>