



Sarcee Trail / 17th Ave. S.W. Interchange

Frequently Asked Questions

1. Why is the interchange being considered now?

There are a number of reasons why this interchange construction is being considered as part of the West LRT Project:

- Costs will be lower than if The City builds the interchange in the future after the West LRT is complete.
- Disruptions to motorists and adjacent communities will happen once instead of twice when the interchange would otherwise be constructed years into the future.
- Coordinating the design and project management between both projects is more efficient.
- Optimize the schedule and construction staging with one contractor instead of separate contractors working to coordinate efforts.

An interchange is necessary for the Sarcee Trail/17th Ave. S.W. intersection to accommodate future traffic volumes. Sarcee Trail is a major route for transporting goods through the city and will need to accommodate higher traffic flows in the north-south direction.

2. What is the interchange project budget?

The project budget is unknown at this time, but will be determined through the ongoing design review. The money for the Interchange is resourced through the 2009-2018 Transportation Infrastructure Investment Plan (TIIP) list. And is separate from the West LRT budget. The TIIP uses \$1.645 billion from the Province's Municipal Sustainability Initiative (MSI).

This plan represents 50% of the total MSI funding available to The City of Calgary from this program. Additional funding from other sources, including provincial and federal gas tax and grants; transportation acreage assessments; Community and Recreation and Centre City levies and contributions from the Calgary Parking Authority, make the overall value of the plan \$3.9 billion over the 10 year period 2009-2018.

3. When will construction begin on the interchange?

A construction schedule will not be determined until the project budget has been approved, which will be fall 2008.



4. Why Not Build a Cloverleaf Interchange?

There are three main reasons for not building a Cloverleaf Interchange in urban areas:

- Weaving and Traffic Volumes
- Safety
- Land Availability.

For more information, please click [here](#).

5. Will traffic noise be addressed as part of the interchange project?

Yes. A noise study began in late August 2008 and finished in early September 2008. It consisted of administering noise tests and models at 11 locations bordering the West LRT alignment including commercial and residential properties. The noise testing site on each specific property was located in an area that faced the West LRT alignment. There were three locations used in the northwest, northeast and southeast corners of the Sarcee Trail/17th Ave. S.W. intersection.

The noise testing and modeling locations are in these areas:

- 10th Ave., between 14th St. and 16th St. S.W.
- 10th Ave., between 17th St. and 18th St. S.W.
- Southwest corner of Bow Trail and 26th St. S.W.
- Bow Trail (south side) between 29th St. and 31st St. S.W.
- Northwest corner of 17th Ave. and 42nd St. S.W.
- Southwest corner of 17th Ave. and 45th St. S.W.
- Westwood Drive between Westland Avenue and Waskatenau Crescent
- Northwest corner of Sarcee Trail and 17th Ave. S.W.
- Southeast corner of Sarcee Trail and 17th Ave. S.W.
- 17th Ave. S.W. (north side) along Christie Park Hill
- 17th Ave. S.W. (south side) along Simcoe Circle

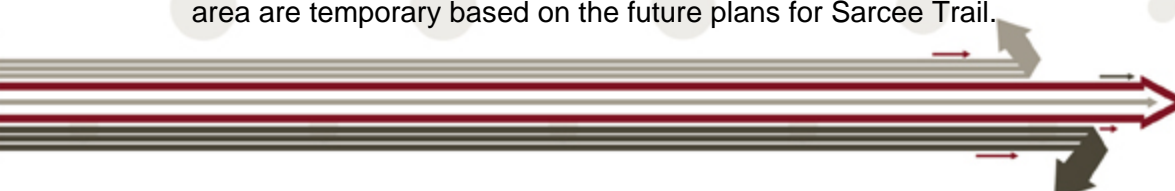
A full report on the noise testing will be available in winter 2009. The next step with the noise testing results is to communicate them to the adjacent communities and begin the process of designing the noise attenuation walls where appropriate. These walls will be included in the Design-Build Request for Proposal and constructed by the Design-Build contractor.

6. What is the history of the open areas around the intersection of Sarcee Trail and 17th Ave. S.W.?

The open areas bordering Sarcee Trail between Glenmore Trail/Highway 8 and Bow Trail, including the space surrounding the 17th Ave. S.W. intersection is City of Calgary owned Transportation Right of Way (ROW).

The ROW was identified through the Southwest Roads Study Supplementary Report, which was completed in 1978. As part of The Report, it identified a road plan for Sarcee Trail. This report includes interchange concepts at Glenmore Trail, 17th Ave. S.W. and Bow Trail, which will compliment Calgary's future Ring Road.

A motion to approve the plan and protect the Sarcee Trail transportation ROW was carried through at council in June 1979. Current parks, pathways and off-leash dog areas within this area are temporary based on the future plans for Sarcee Trail.



6. Will there be opportunities for public engagement on the interchange?

Yes, there will be a public information session held in December to display the interchange design and opportunities to provide feedback.

To date, there have been two public information sessions:

- July 22, from 5 p.m. to 8 p.m. at the Strathcona CA
- August 7, from 5 p.m. to 8 p.m. at the Westgate CA

These sessions displayed interchange concept design options that were reviewed by the design team, and the preferred design. Due to the number of design and construction constraints, the public will be engaged at the Listen and Learn level as part of The City's *engage!* program for future public engagement.

