Welcome!
Please come in.

West Calgary Ring Road

Alberta Transportation and Associated Engineering (owner’s engineer) staff are available to answer your questions.

For the latest project information, please visit w-crr.ca and subscribe to the email distribution list.

Thank you for coming!
West Calgary Ring Road…

at a glance

West Calgary Ring Road

The West Calgary Ring Road is the final section needed to complete the Calgary Ring Road. Once complete, the entire Calgary Ring Road will provide more than 100 kilometres (km) of free-flow travel around the city. It will improve access to hospitals, schools, workplaces and recreation, and help reduce congestion within the city. The project will be completed in three parts — the north project, south project and twinning the bridge over the Bow River.

- **Bow River Bridge twinning**
  - Adding a second four-lane bridge
  - Widening about two km of Stoney Trail NW from Crowchild Trail to Scenic Areas Link

- **North project**
  - Constructing three km of six- and eight-lane divided freeway
  - Reconstructing five km of Highway 1 and one km of Valley Ridge Boulevard NW
  - Two interchanges
    - Highway 1
    - Valley Ridge Boulevard NW
  - 1 Avenue SW connection

- **South project**
  - Five km of six- and eight-lane divided freeway
  - Reconstructing about 1 km each of Old Banff Coach Road SW, Bow Trail SW and 17 Avenue SW
  - Four interchanges
    - Old Banff Coach Road SW
    - Bow Trail SW
    - 17 Avenue SW
    - Highway 8

- **Benefits**
  - Efficient movement of people and goods through and around Calgary
  - Reduced pressure on city road network
  - Travel time savings, improved reliability and reduced congestion

The WCRR will be located primarily within the existing Transportation Utility Corridor (TUC) already owned by the provincial government, with some additional small parcels of land needing to be purchased.
Construction...
what to expect

West Calgary Ring Road

Hours of work
- Contractor hours:
  - Monday – Saturday, 7 a.m. – 10 p.m.
  - Sundays and holidays, 9 a.m. – 10 p.m.
- Overnight work, authorized by Alberta Transportation, may be required to limit any potential impact and improve safety

Dust mitigation
- Monitored regularly during construction
- Mitigation measures may include:
  - Watering
  - Dust suppressant products
  - Hydroseeding (a planting process that sprays a mixture of seed and mulch on surfaces to minimize dust)

Weed control
- Seeded areas will be mowed twice per year and noxious weeds will be removed throughout the project

Water truck  Hydroseeding

Air quality monitor locations

Blueweed (invasive weeds commonly found in the Calgary area)
By D. Gordon E. Robertson [CC BY-SA 3.0 (https://creativecommons.org/licenses/by-sa/3.0) or GFDL (http://www.gnu.org/copyleft/fdl.html)], via Wikimedia Commons

Canada Thistle (invasive weeds commonly found in the Calgary area)
By Homer Edward Price (Canada-Thistle) [CC BY 2.0 (https://creativecommons.org/licenses/by/2.0)], via Wikimedia Commons
Street lights... reducing light pollution
West Calgary Ring Road

The WCRR will use LED street lights in order to:
• Reduce electricity usage and GHG emissions
• Improve light quality
• Limit light pollution
• Safely illuminate the road
• Reduce maintenance and replacement costs

Downward directional lighting to avoid spillover

The LED street lights will be similar to the examples at right from Northeast Stoney Trail.

Retroreflective sheeting on overhead directional signs

Upward-facing lights on signage won’t be used
Noise...

guidelines and mitigation

West Calgary Ring Road

The West Calgary Ring Road is located within the province’s Transportation Utility Corridor and is subject to provincial noise reduction guidelines. The provincial guidelines for noise reduction are different than those used by the City of Calgary; however, they are consistent with the policies used within the City of Edmonton and other urban areas. The guidelines are regularly reviewed to ensure they remain applicable.

The noise reduction guidelines for provincial highways within cities and urban areas indicate an average noise level of 65 decibels over a 24-hour period is acceptable. The measurements are taken using an A-weighted filter 1.2 metres above ground level and two metres inside the property line (outside the highway right-of-way).

A noise study will be done as part of the project to determine if noise mitigation will be required. The results of the study will be shared once complete, and if noise mitigation is warranted, the project team will contact adjacent property residents.
Environment... respect and protection

West Calgary Ring Road

In 2010, 2015 and 2018 a number of environmental assessments were completed along the West Calgary Ring Road (WCRR) alignment.

- **Vegetation and rare plants:** No rare plant species have been identified
- **Wildlife:** Various bird species including owls, raptors and songbirds have been identified
- **Aquatics:** Four unnamed watercourses (streams) cross the WCRR alignment
- **Wetlands:** 11 wetlands could potentially be impacted by the WCRR

To reduce the impact on wildlife, including migratory and non-migratory birds, the project area will be pre-cleared this winter to avoid the breeding window and avoid impacts to nesting birds.

The contractor will be required to develop an ISO 14001 Environmental Management System which will include:

- Environmental Construction Operation (ECO) Plans
- Dust Management Plans
- Noise Management Plans
- Contamination Management Plans

The contractor will also be responsible for all environmental applications and approvals, including those for wetlands, stormwater management, watercourse crossings, pits and surface materials (gravel) and others as applicable.

Alberta’s Wetland Regulatory Process

- **AVOID**
- **MINIMIZE**
- **REPLACE**
We recognize that the gravel extraction and processing site in the Transportation Utility Corridor as part of the Southwest Calgary Ring Road project has been an irritant to nearby residents. While it isn’t feasible to change the current gravel crushing operation because of existing contractual agreements, steps will be taken to address residents’ concerns and minimize impacts:

- Gravel for the WCRR project will be removed and hauled off-site for processing (crushing). After processing, it will be hauled back to the site for use.
- Noise and air quality will be continuously monitored and if conditions exceed established limits, appropriate action will be taken.
- Where practical, an earth berm will be constructed between the gravel extraction area and adjacent residences to minimize dust and noise impacts.
- Where practical, the existing vegetation will be retained as a buffer between the berm and the community. Additional trees may be planted.
- The berm and stockpile areas will be seeded, watered or have dust suppressant products applied to minimize erosion and dust.

Benefits

- reduced number and frequency of trucks using public roads to haul gravel, improving safety and reducing noise
- excavation will lower the road elevation, reducing noise and visual impacts for nearby residents
- using gravel from the site reduces construction cost
- gravel is a non-renewable resource and this deposit would be difficult to access after road construction is complete
Next steps
Thank you for coming!

West Calgary Ring Road

Utility work across the project will be ongoing. Any public engagement as part of utility work will be done by the utility companies and follow regulatory requirements.

Spring 2019
- Construction of the north project is expected to begin.

Early 2020
- Design and construction of the south project and Bow River bridge twinning is expected to begin.

2021
- Southwest Calgary Ring Road open to traffic.

2022
- West Calgary Ring Road is expected to open to traffic.