



Highway 1A Grotto Mountain Wildlife Crossing and Associated Wildlife Exclusion Fencing Project

Transportation and Economic Corridors (TEC)

Transportation and Economic Corridors' (TEC) mandate is to provide Albertans with a safe and efficient transportation system. To improve public and wildlife safety along the Highway 1A corridor between Canmore and Graymont Quarry, TEC is constructing wildlife exclusion fencing on both sides of the highway, along with a purpose-built wildlife crossing near Grotto Mountain. TEC has retained DIALOG to complete the design and construction supervision of this project.

Where we are now

The Project team has completed the preliminary design for the crossing structure. This included reviewing potential crossing locations along a 5-km stretch of highway and selecting a crossing location and type. Based on the target wildlife species, the local topography, and constraints at the chosen project location, an overpass was selected as the most appropriate crossing structure. An overpass allows wildlife to safely walk over the highway.

The Project team is beginning engagement with local municipalities, Indigenous groups, and project stakeholders to share information about the project and gather input to inform the design.

Based on the feedback the Project team obtains, they will proceed to complete the design of the wildlife crossing and wildlife exclusion fencing before proceeding to construction.



Figure 1 Wildlife Overpass

Benefits of wildlife exclusion fencing and crossing structures

Wildlife exclusion fences are designed to protect humans and wildlife alike, and function together with purpose-built crossing structures. Some of the benefits include the following:

- Protecting human and wildlife lives
- Reducing property damage
- Improving wildlife connectivity

Support for the project

The Government of Alberta has allocated \$15 million over three (3) years to mitigate **animal-vehicle collisions** (AVCs) on provincial highways to improve the safety of the travelling public.

To address AVCs, the Government of Alberta has implemented the [Alberta Wildlife Watch \(AWW\) Program](#), which aims to improve driver safety and reduce the impacts of highways on wildlife. AWW was developed in close collaboration with federal (Parks Canada) and provincial (Wildlife Stewardship) governments with input from academia and environmental non-governmental organizations.



Figure 2 Elk near a highway in Alberta

Project location

The wildlife exclusion fence will extend along Highway 1A from the east end of Canmore (near Elk Run Blvd) to the Graymont Quarry. The final fencing alignment and extents will be determined during preliminary design.

The wildlife crossing structure will be located approximately 3 km east of Elk Run Blvd.

This project is expected to reduce AVCs by up to 80 percent, reducing the road-related mortality of local wildlife.

Where the wildlife exclusion fencing crosses highway access points, wildlife guards and/or gates will be installed to exclude wildlife while allowing vehicle access. These guards will be designed specifically to exclude wildlife from the highway and located to minimize noise impacts.

Wildlife exclusion fences are designed to improve driver safety by separating wildlife and vehicles. When climbing species, such as bears, are in areas where wildlife exclusion fence is being installed, return arms may be added on top of posts with mesh to connect them. These return arms are extensions that angle

back toward the wildlife habitat, making it more difficult for animals to climb over. This design enhances the overall effectiveness of wildlife exclusion fencing, improving safety for both wildlife and motorists.

Enabling wildlife movement

This project will allow wildlife freer movement in the Bow Valley. The new Grotto Mountain wildlife overpass will provide a safe new crossing location for wildlife to cross over Highway 1A without risk of injury or death. The existing highway negatively impacts wildlife populations and movement, and the wildlife crossing will provide a safe crossing location. The wildlife exclusion fencing will guide wildlife to the new overpass and to existing safe crossing locations along Highway 1A. Existing crossing locations will also be evaluated for opportunities to improve wildlife usage.

Finally, one-way structures (commonly referred to as jump-outs) will be installed along the fence line at appropriate locations. If wildlife enter the exclusion zone (i.e., the road side of the fences), the jump-outs give them the ability to escape the highway zone and return to the safety of the habitat side of the fences. The jump-outs are designed so that animals can easily exit, but not readily enter, the exclusion zone.



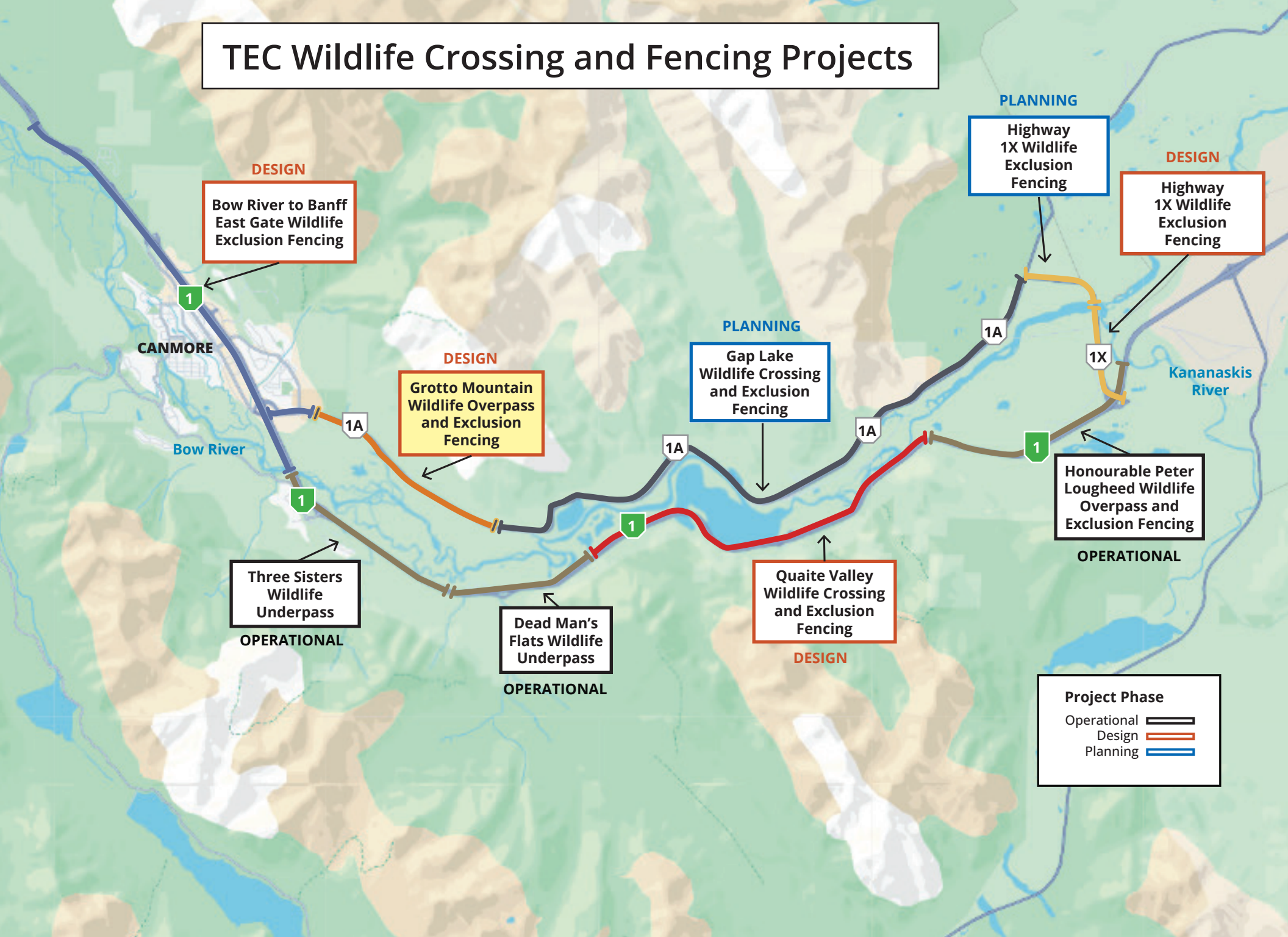
Figure 3 Jump-out

Stay informed about the project

To speak with a project team member about the Highway 1A Grotto Mountain Wildlife Overpass and Associated Wildlife Exclusion Fencing project, please email the project team at:

GrottoMountain@dialogdesign.ca

TEC Wildlife Crossing and Fencing Projects



DESIGN
Bow River to Banff East Gate Wildlife Exclusion Fencing

CANMORE

Bow River

Three Sisters Wildlife Underpass
OPERATIONAL

DESIGN
Grotto Mountain Wildlife Overpass and Exclusion Fencing

Dead Man's Flats Wildlife Underpass
OPERATIONAL

PLANNING
Gap Lake Wildlife Crossing and Exclusion Fencing

Quaite Valley Wildlife Crossing and Exclusion Fencing
DESIGN

PLANNING
Highway 1X Wildlife Exclusion Fencing

DESIGN
Highway 1X Wildlife Exclusion Fencing

Honourable Peter Lougheed Wildlife Overpass and Exclusion Fencing
OPERATIONAL

Project Phase

- Operational
- Design
- Planning

Kananaskis River