

# MOU for Southwest Ring Road

## City of Calgary

November 27, 2009

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### **Principles:**

The City of Calgary and Alberta Transportation (the Parties) agree that the completion of the Calgary Ring Road system is an important undertaking. A planning study for the Southwest Ring Road alignment is now required.

The Southwest Ring Road study area encompasses the south-western leg of the Calgary Ring Road from north of the junction of 17<sup>th</sup> Avenue SW to east of Macleod Trail SE as shown on the attached map.

The Southwest Link of the Ring Road (Southwest Link) is described as follows and is that portion that is not in the currently designated Transportation Utility Corridor (TUC):

- 37 St. alignment from 162 Ave. to Glenmore Trail
- Glenmore Trail from 37 St. to 69 St.

The remaining study area is described as follows (Ring Road Section):

- Highway 22X from Macleod Trail to West City limits
- Highway 8 from 69 St. to West City limits
- West Ring Road (101 St.) from Highway 8 to 17 Ave. S
- 37 St. alignment from 162 Ave. to Highway 22X

Additional right of way for an adjacent formalized utility component will not be planned for those segments outside the current designated TUC. The Southwest Link connects to the City's existing infrastructure at Glenmore Trail. Glenmore Trail is an urban expressway. The context of this expressway and other existing infrastructure shall be taken into consideration when planning for the Project.

The Parties will work together to complete the Transportation Planning Study for the Project in a timely manner.

### **Transportation Planning Study:**

Key considerations for the Transportation Planning Study (Planning Study) include the following:

General:

1. The Province will be the lead for the Planning Study.
2. The study will recommend interim and ultimate plans.

3. Planning work will review the Glenmore/37 Street area first in order to ensure that objectives of both parties are considered in sufficient time to allow the city to meet their interchange tender date. Glenmore Trail east of 37 St. is an urban expressway with a 90 km/hr design speed.
4. The Calgary Transportation Plan (CTP) principles and design considerations for river crossings (Appendix B of CTP) shall be considered in the Planning Study.
5. Multimodal uses are an important consideration in CTP. Appropriate pedestrian and cycling facilities shall be considered at specific interchanges or crossings. City standards will be considered (e.g. sidewalks on both sides of the structures).
6. Other uses shall be considered in the Southwest Link and in the Transportation Utility Corridor such as pedestrian overpasses, public transportation and pathways as part of the Perimeter Greenway.
7. Planning Study timelines
  - Consultant acquisition: Q4 2009
  - Consultant initiate work: Q4 2009
  - Study complete: Q4 2011
8. A comprehensive public engagement process will be followed that takes into consideration all stakeholders.
9. The Province will be the lead for engagement and communications and will be assisted by City administration.
10. The proposed design should recognize the urban character, constrained right of way and close proximity to urban development. Consideration should be given to balancing the need for a high standard facility and the presence of existing neighbourhoods.
11. The planning study will work towards a design speed of 110 km/h for the Southwest Link, recognizing that there may be exceptions to this standard due to the constrained nature of the route location. The study will look at mitigating impacts where possible. An urban cross section shall be considered.
12. An access management plan shall be completed for communities impacted by the proposed design.
13. The maximum number of ultimate core lanes is 8. Initial stage construction may be less than 8 lanes.
14. The City may need to place utilities in the right of way. Provision will be made for these utilities. Efforts shall be made to avoid placing parallel utilities under the road surface. Installation of third party utilities in the right of way will be minimized and restricted where possible.
15. Proposed roadway illumination will take into consideration the close proximity of adjacent communities.
16. Crossing of waterways shall take into consideration the protection of Calgary's drinking water. Guidelines associated with the transportation of dangerous goods and emergency spill containment shall be incorporated in the design of this crossing.
17. Interchange spacing will be designed in accordance with Transportation Association of Canada Geometric Design Guide for Canadian Roads 1999 (TAC). All proposed interchange locations and connections will be reviewed as part of the study.
18. Alberta Transportation's noise policy shall be used.

19. The planning study will validate the preferred route taking into consideration previous studies of alternative alignments.

### **Dispute Resolution:**

1. Dispute resolution process:
  - a. The parties agree to work together to complete the study
  - b. In the event that either party does not agree with recommendations being proposed or the parties are not successful in resolving a dispute then the dispute will be escalated to the signatures of this agreement within 2 weeks of the issue being identified.

### **Items for future discussion upon completion of the Planning Study:**

Examples of items for future discussion upon completion of the Planning Study include but are not limited to:

1. Construction and cost responsibility.
2. City assistance in purchasing land on behalf of the Province.
3. Amendments to Highway Transfer Agreement.
4. Transfer of existing road right of way in Southwest Link.

### **Signed by:**

Original signed by

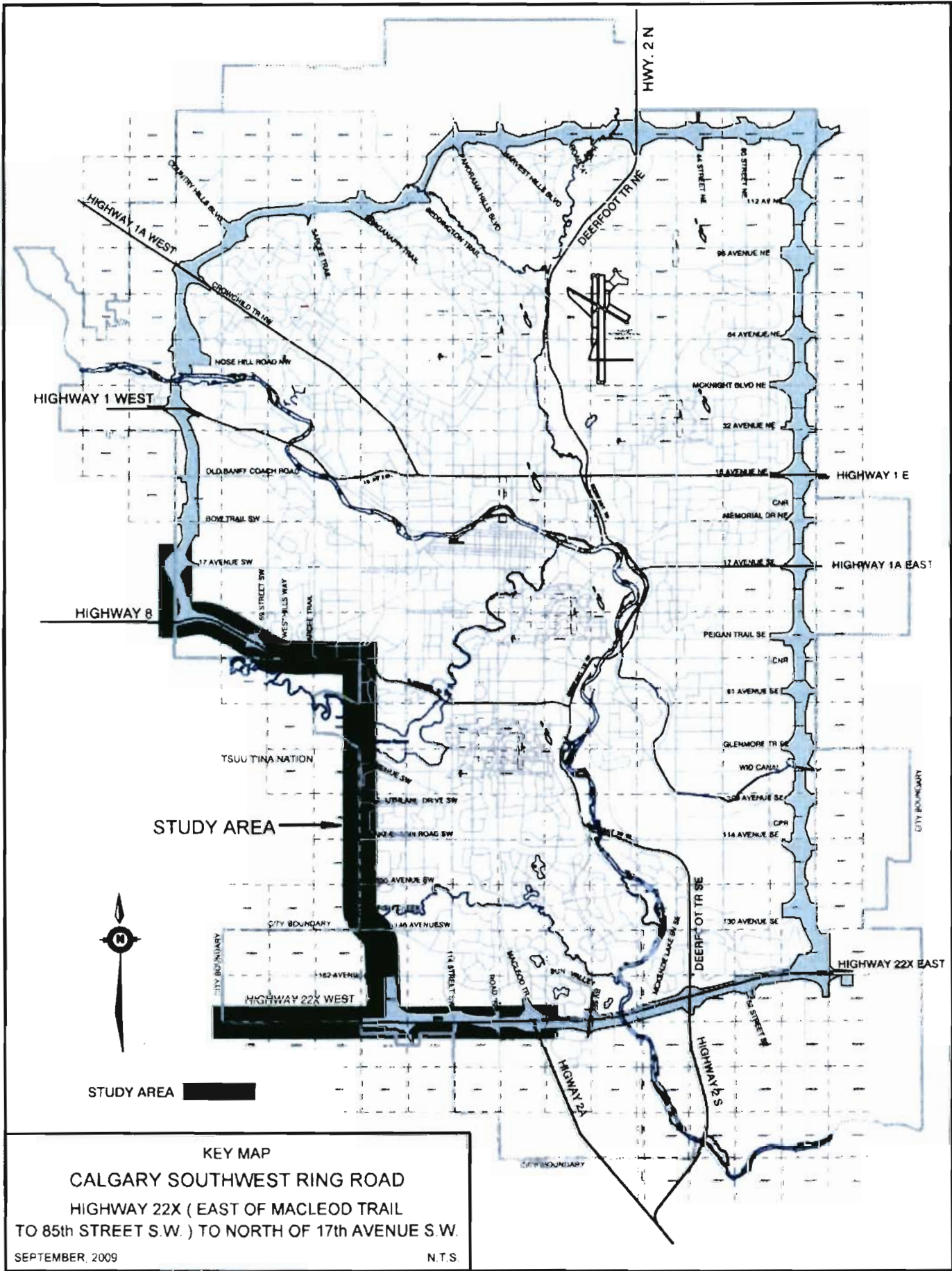
Tim Hawnt

Assistant Deputy Minister of Transportation

Original signed by

John Hubbell

General Manager, Transportation



STUDY AREA

STUDY AREA

KEY MAP

CALGARY SOUTHWEST RING ROAD

HIGHWAY 22X ( EAST OF MACLEOD TRAIL

TO 85th STREET S.W. ) TO NORTH OF 17th AVENUE S.W.

SEPTEMBER, 2009

N.T.S.