



Atlantic Industries Limited

# PROJECT PROFILE



## Bolt-A-Plate and MSE Precast Panel Walls featured in Calgary's Sarcee Trail interchange

The interchange at Sarcee Trail and the TransCanada Highway (16th Avenue NW) helped support Calgary's traffic demands and provided access to the newly developed Trinity Hills — a large residential community of luxury apartments, modern townhomes, seniors' housing and supporting commercial developments next to Canada Olympic Park on the western side of the City.

### **Tunnels connect neighbourhood active transportation network**

Key to the development's success was having interchange access to Sarcee Trail. The developers also needed connectivity to the City's active transportation trail network.

AIL designed and supplied two Bolt-A-Plate pedestrian tunnels and MSE Precast Panels Walls for the project. Under a progressive design-assist model, Urban Systems and RJC Engineers worked with the developer, the City and Graham Construction to develop designs optimized for durability, economy and constructability. AIL has partnered on many projects with the City and Graham over the years.

### **Project at a glance:**

**Name:** Sarcee Trail / TransCanada Highway Interchange

**Location:** Calgary, Alberta

**Owner:** City of Calgary

**Engineer:** Urban Systems

**Engineer (Structural):** RJC Engineers

**Contractor:** Graham Construction & Engineering Inc

**Sector:** Urban, Transportation

**Application:** Active Transportation Underpass

**Product:** Bolt-A-Plate, MSE Precast Panel Walls

**Dimensions:** Span 4.8 m, rise 4.6 m, lengths 61 m and 32 m





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The Sarcee Interchange is very close to the Bowfort Interchange, another large-scale project featuring custom MSE Precast Panel Walls designed and supplied by AIL.

## Active transportation networks part of a more sustainable Calgary

Creating neighbourhood active transportation networks is a vital part of many progressive urban infrastructure plans. It prioritizes people on foot or bike, and connects them with local destinations conveniently, safely and enjoyably.

## AIL's Buried Metal Bridges are the more sustainable choice

When planning sustainable infrastructure projects, it is important to look at the full picture of the materials used, how they are made and transported, their life-cycle maintenance and what happens to them at end of their lifespan.



AIL's Buried Metal Bridges and Tunnels have a substantially lower life cycle carbon footprint than concrete bridges or structures. This is due to several factors:

- Steel is the world's most recycled material\*
- Less energy is used in the production and shipping of Buried Steel Bridges than concrete bridges
- Buried Steel Bridges can be built in significantly less time, reducing disruption time and detours and expediting construction schedules
- Buried Steel Bridges require less maintenance than concrete beam bridges
- Zinc used in galvanizing is a naturally occurring material and is 100% recyclable\*\*

\*Reference: [www.aisc.org](http://www.aisc.org)

\*\*Reference: <https://galvanizeit.org/hot-dip-galvanizing/is-galvanizing-sustainable-hdg-environmental-advantages>

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