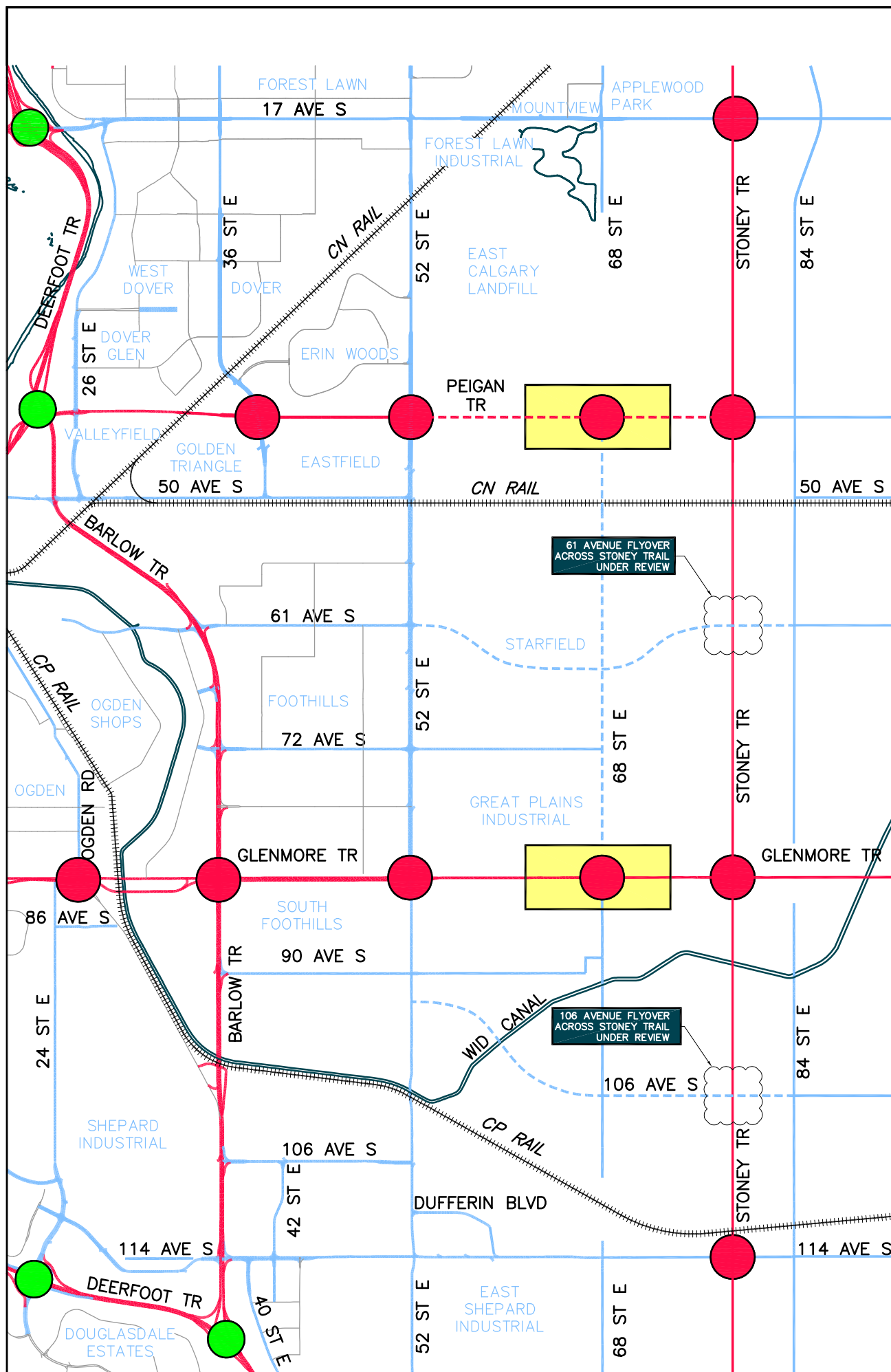


# Road Network- East Calgary



## LEGEND

	INTERCHANGE	EXPRESSWAY	MAJOR ROAD	COLLECTOR
EXISTING				
FUTURE				
STUDY AREA				
				RAILWAY

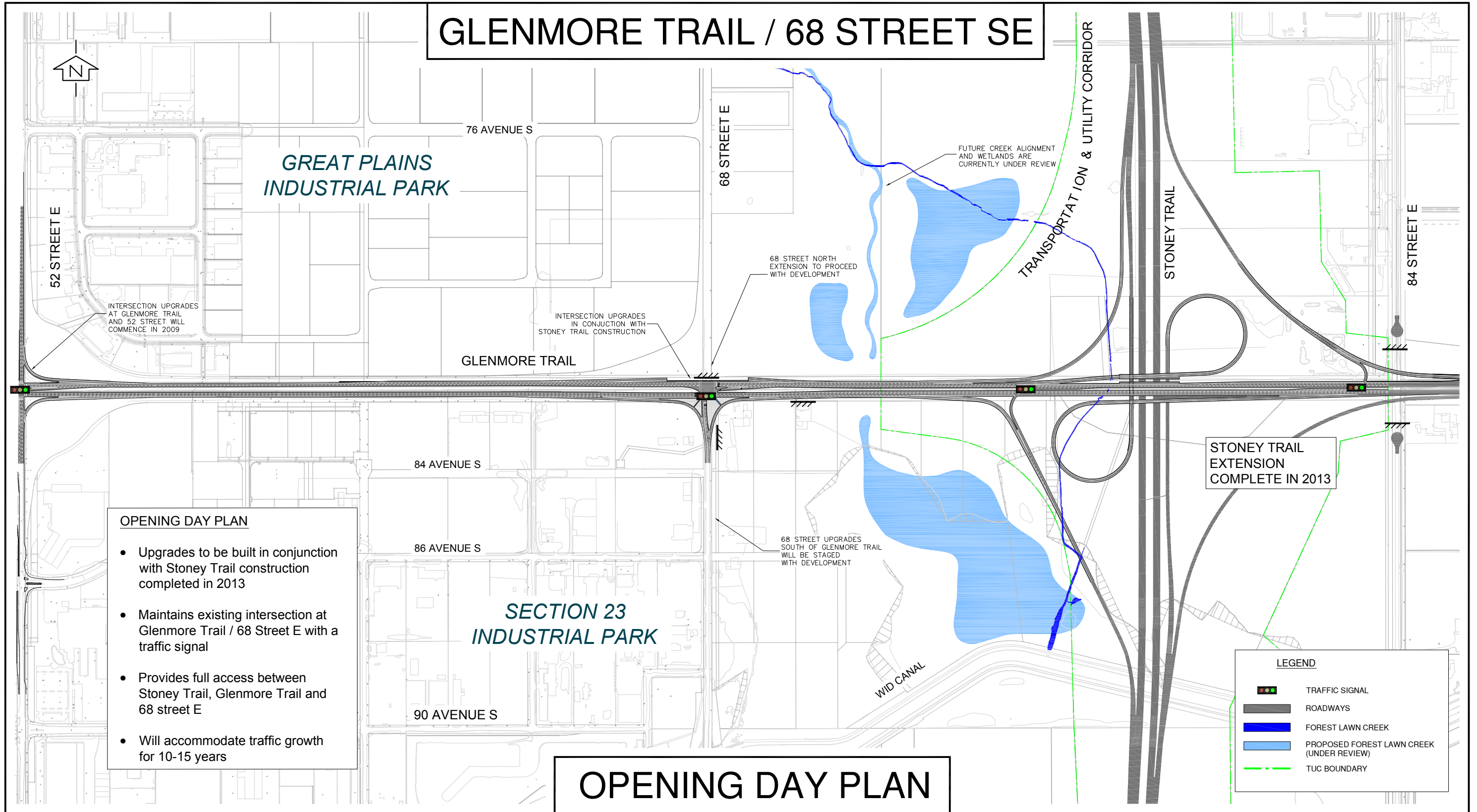


THE CITY OF  
**CALGARY**  
TRANSPORTATION PLANNING

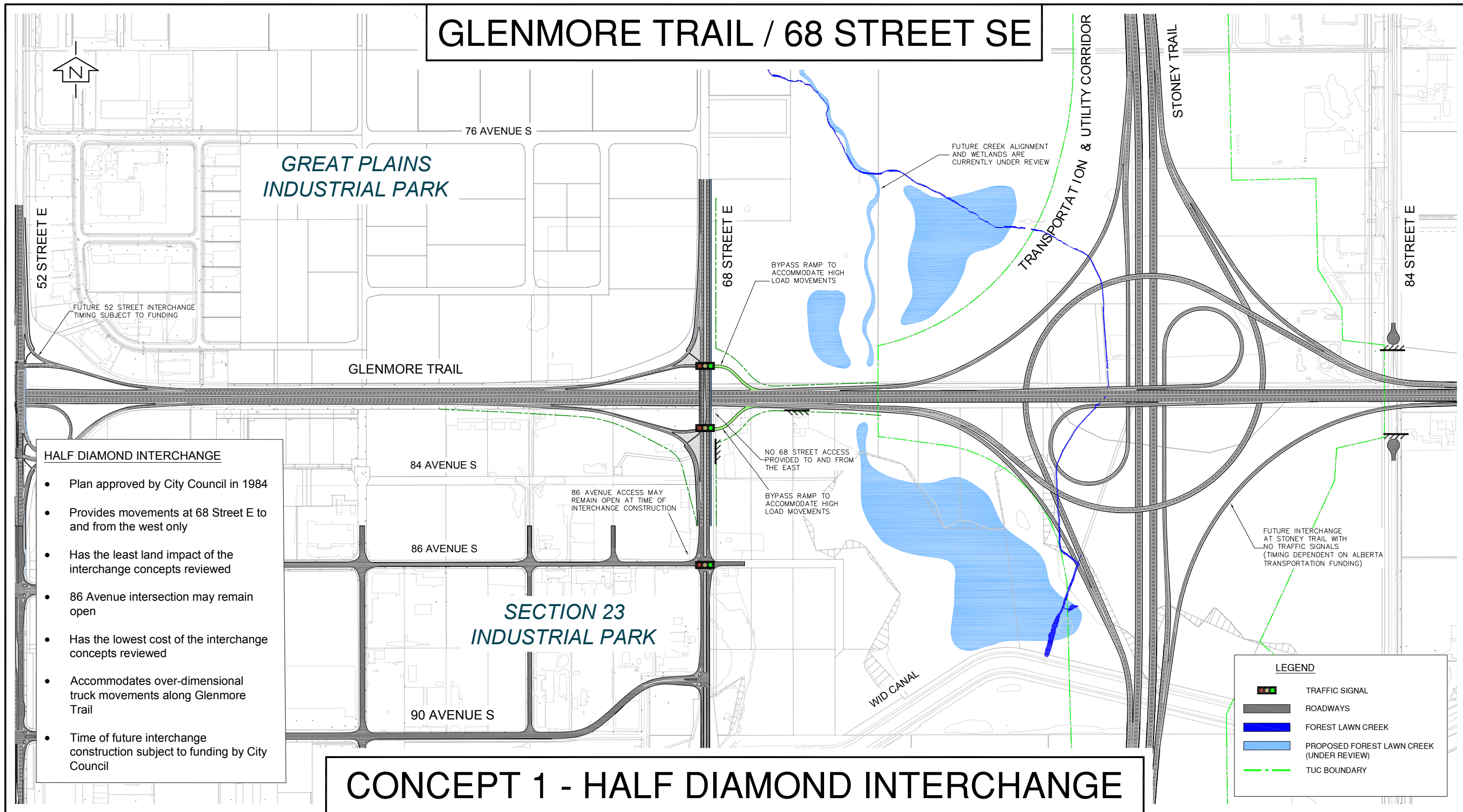
KEEPING CALGARY ON THE MOVE



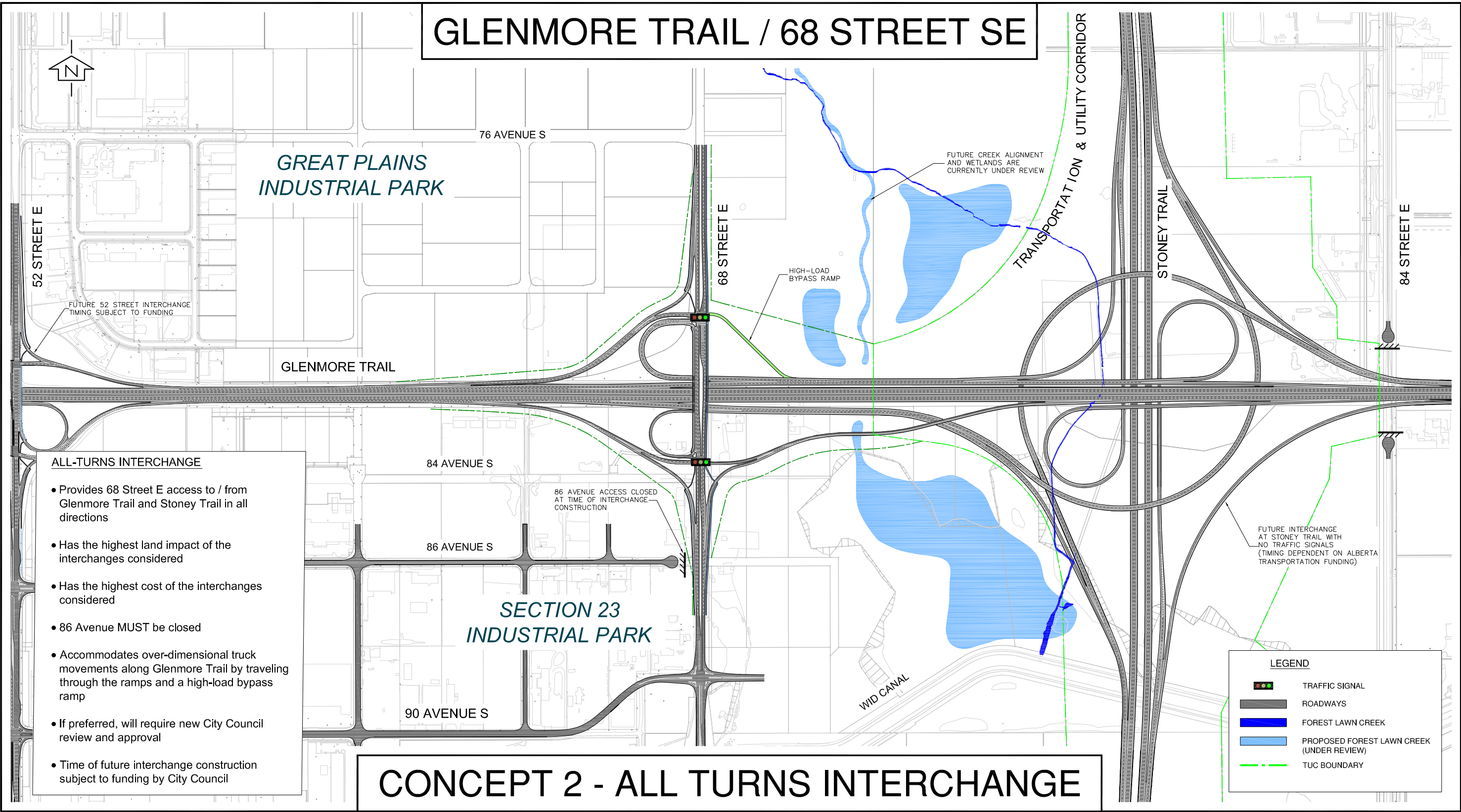
# GLENMORE TRAIL / 68 STREET SE



# GLENMORE TRAIL / 68 STREET SE



# GLENMORE TRAIL / 68 STREET SE



### ALL-TURNS INTERCHANGE

- Provides 68 Street E access to / from Glenmore Trail and Stoney Trail in all directions
- Has the highest land impact of the interchanges considered
- Has the highest cost of the interchanges considered
- 86 Avenue MUST be closed
- Accommodates over-dimensional truck movements along Glenmore Trail by traveling through the ramps and a high-load bypass ramp
- If preferred, will require new City Council review and approval
- Time of future interchange construction subject to funding by City Council

## CONCEPT 2 - ALL TURNS INTERCHANGE

# Glenmore Trail/68 Street N.E. Interchange

CONCEPT EVALUATION		
CRITERIA	CONCEPT 1 Half Diamond Interchange	CONCEPT 2 All Turns Interchange
Access From 68 Street to Glenmore West	FULL ACCESS	FULL ACCESS
Access From 68 Street to Glenmore East	NO ACCESS	FULL ACCESS
Access From 68 Street to Stoney Trail	NO ACCESS	FULL ACCESS
Land Requirements	LOWER	HIGHER
Wetland Disturbance	LOWER	HIGHER
Pedestrian Accommodation	NO SIGNAL CROSSINGS	ONE SIGNAL CROSSING



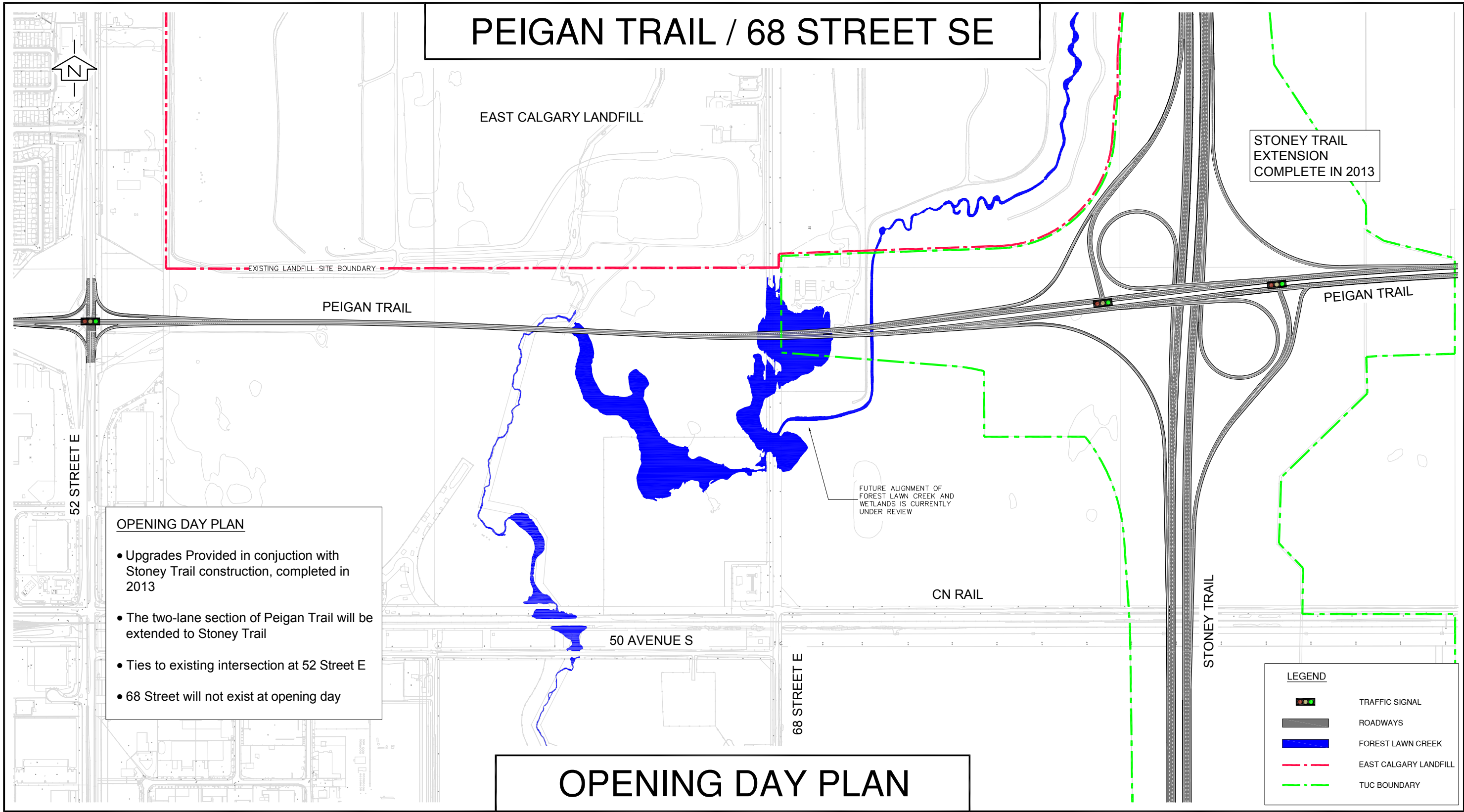
LESS  
DESIRABLE



MORE  
DESIRABLE



# PEIGAN TRAIL / 68 STREET SE



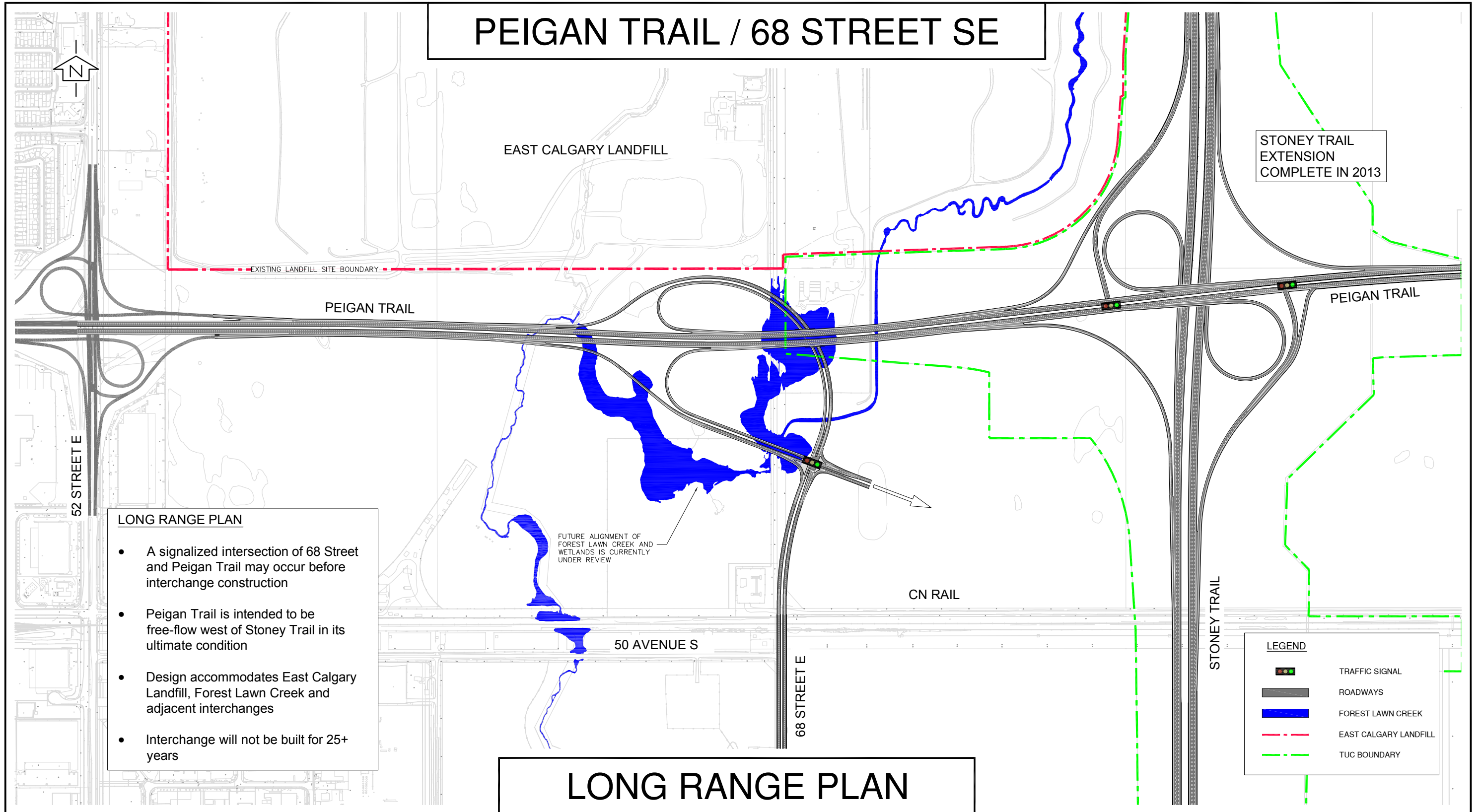
**OPENING DAY PLAN**

- Upgrades Provided in conjunction with Stoney Trail construction, completed in 2013
- The two-lane section of Peigan Trail will be extended to Stoney Trail
- Ties to existing intersection at 52 Street E
- 68 Street will not exist at opening day

## OPENING DAY PLAN

LEGEND	
	TRAFFIC SIGNAL
	ROADWAYS
	FOREST LAWN CREEK
	EAST CALGARY LANDFILL
	TUC BOUNDARY

# PEIGAN TRAIL / 68 STREET SE



## LONG RANGE PLAN