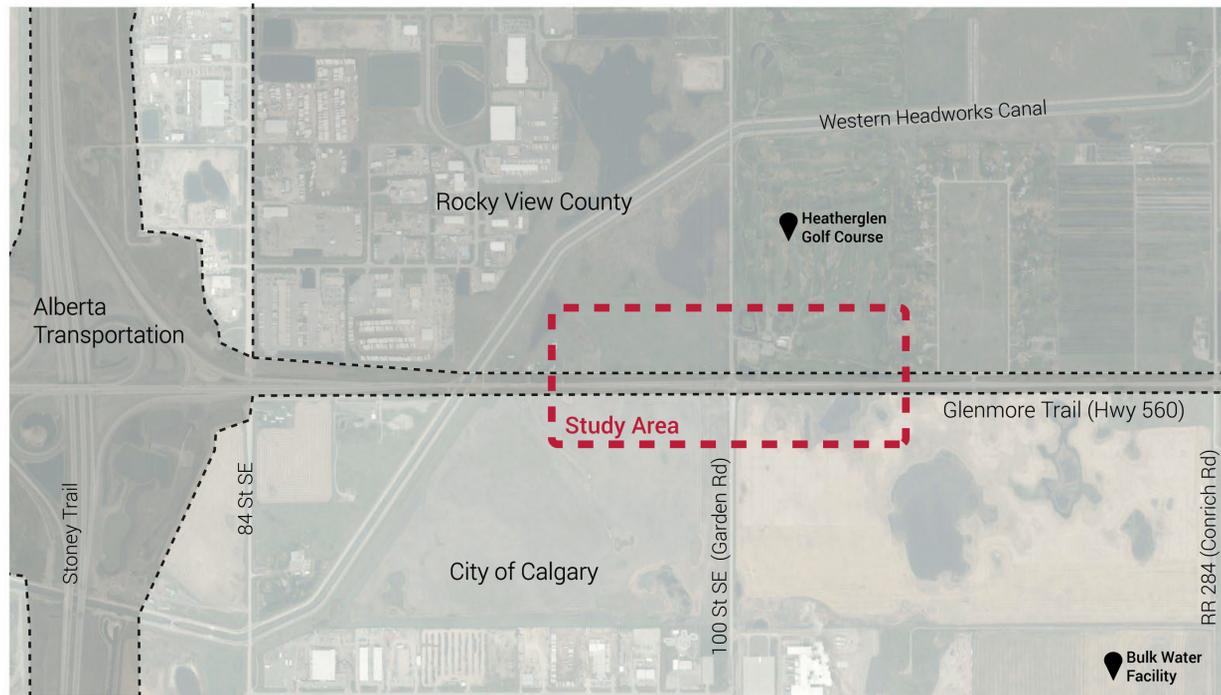


Welcome

Please come in and have a look at the information boards.
The project team will be happy to answer your questions.

Comment forms are available here and at
calgary.ca/glenmore100street until **June 22, 2015.**

Study Area



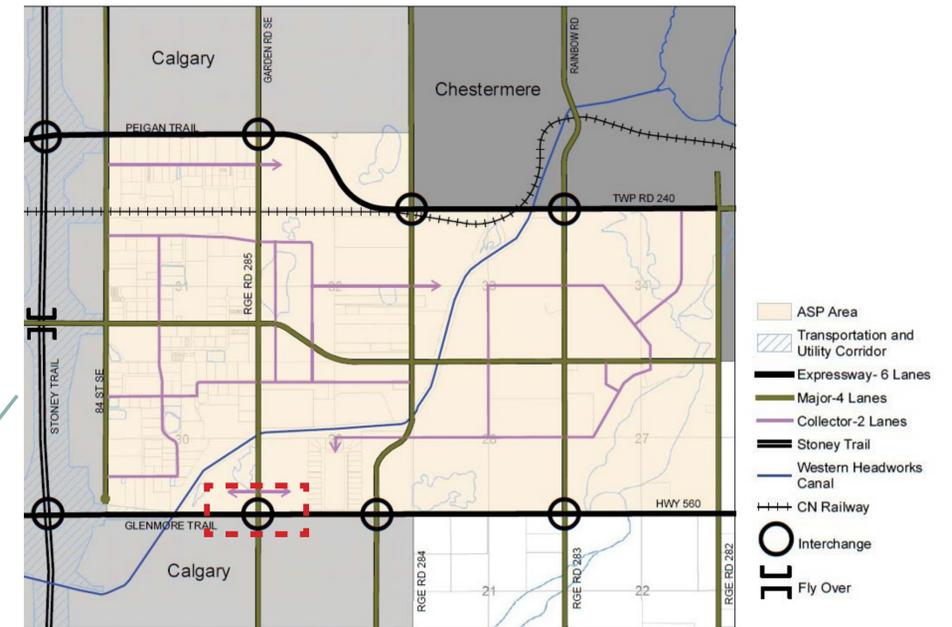
● Jurisdictional Boundary

Streets have many names

100 Street SE = Garden Road = Range Road 285

Conrich Road = Range Road 284

Glenmore Trail = Highway 560



2014 Janet Area Structure Plan - Transportation Network

2013 Shepard Industrial Area Structure Plan - Transportation Network



Study Purpose & Goals

The City of Calgary, Province of Alberta and Rocky View County are working together to make joint recommendations for a future half interchange at Glenmore Trail and 100 Street S.E. This functional planning study will refine the half interchange layout, identify the land required and confirm how access will be provided to the adjacent lands.

This is a long-term plan to identify requirements for 20-30 years in the future.

The Functional Planning Study will include the following considerations:

- Determine long-term needs for vehicle capacity, number of lanes, and land (right-of-way) requirements
- Prepare a plan for providing access to neighbouring properties, including impacts to the properties in the study area
- Identify the interchange plans and profiles that accommodate and consider the following:
 - The high load corridor on Highway 560
 - Adjacent interchanges and the surrounding road network
- Transit, and pedestrian and cyclist mobility

Study Process & Schedule

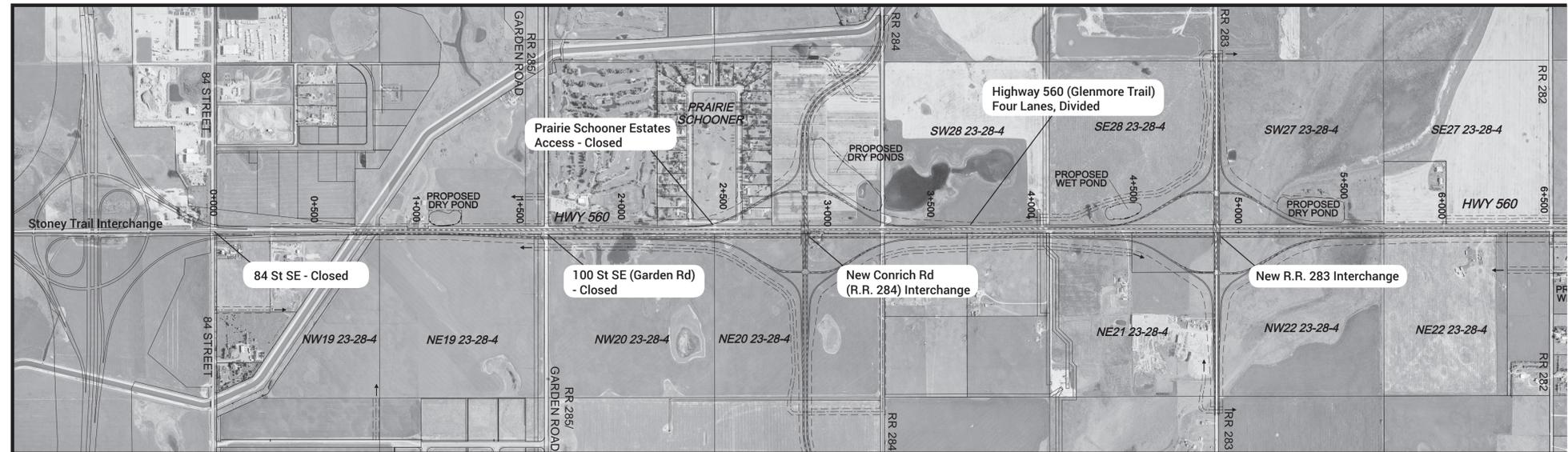


From 2007 to Now - What Has Changed

2007

The Highway 560 Functional Planning Study completed by Alberta Transportation in 2007 is the current long-term plan for the corridor. It includes upgrading Highway 560 to a high-speed, four-lane divided highway. Local access will be via grade-separated interchanges. Several existing intersections (including 100 Street SE) are to be closed.

Current Highway 560 Functional Plan (2007)



Since 2007, there have been a number of changes that have prompted a new look at the Glenmore Trail & 100 Street SE junction:

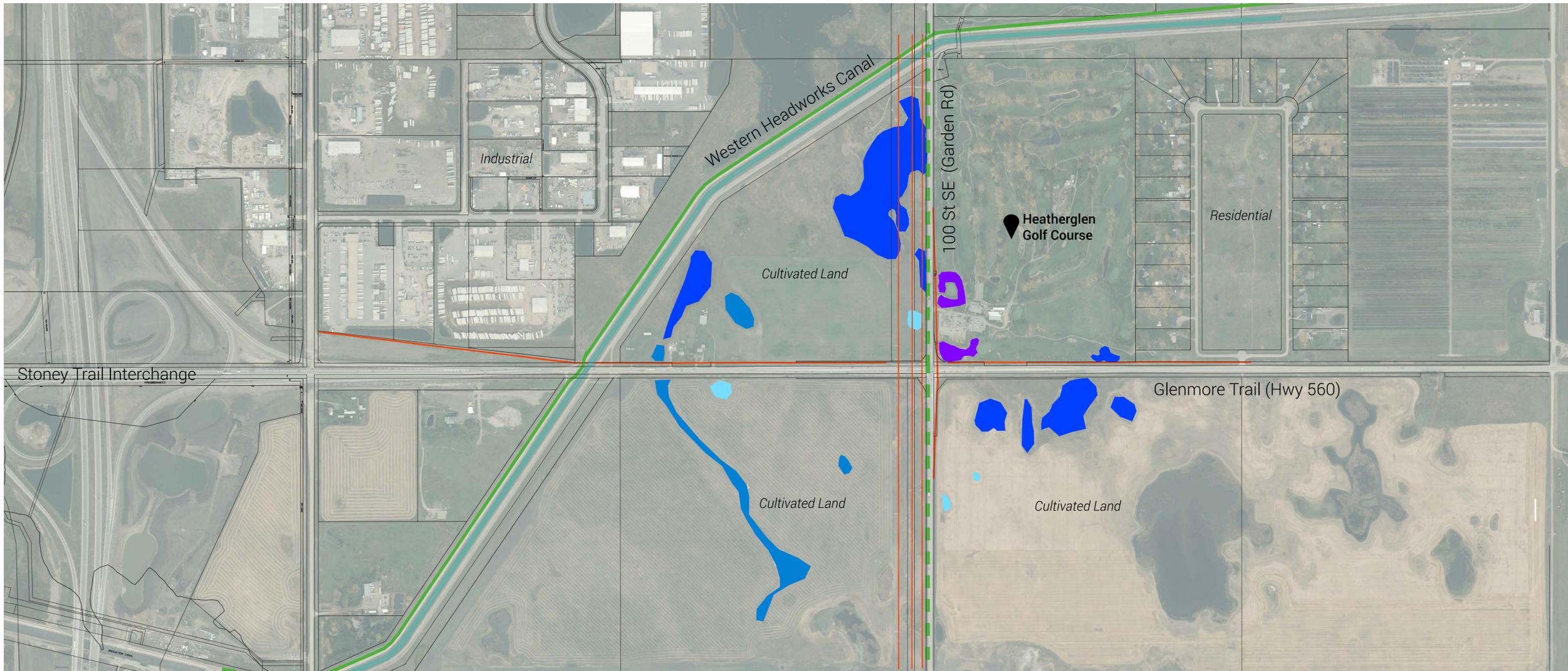
2013 Opening of Southeast Stoney Trail
84 Street S.E. access was closed when the southeast leg of Stoney Trail opened, resulting in additional traffic on 100 Street S.E.

2013 Shepard Industrial Area Structure Plan (approved)
Plan outlines expanded business/commercial area and increased industrial land use south of Glenmore Trail.

2014 Janet Area Structure Plan (approved)
Plan outlines increased industrial and commercial land uses, as well as long-term plans for a regional business centre, north and east of the study area.

Ongoing - Goods Movement & High Load Corridor
Highway 560 is an important Provincial goods movement corridor, providing access to Calgary for high load trucks (trucks too tall to go under the underpass).

Challenges & Existing Conditions



1. Class I Wetlands – Ephemeral Wetlands: In the project area these are low prairie zone/ 'shallow' wetlands, all are in cultivation, and become 'wet' intermittently through rain events, seasons/yearly changes.
2. Class II Wetlands – Temporary Wetlands: In the project area these have better defined wet meadow zones 'centrally', all are in cultivation, and become 'wet' intermittently through rain events, seasons/yearly changes.
3. Class III Wetlands – Seasonal Wetlands: In the project area these have better defined wet meadow zones and shallow marsh zones 'centrally', are partially cultivated in outer zones in dry years, have shrub cover around margins and some connection/portions with permanent waterbodies.



- Class I Wetland¹
- Class II Wetland²
- Class III Wetland³
- Stormwater Pond
- Existing Regional Pathway
- Proposed Regional Pathway
- Water Canal
- Overhead Powerlines

About the Project

The study will consider options to provide access to/from the west for 100 Street SE (Garden Road) at Glenmore Trail, for businesses and residents that rely on 100 Street SE. A half interchange concept has been previously proposed. The concept, and potential variations to it, will be developed to address constraints, opportunities and long-term needs.

Although the project will not be constructed for 20-30 years, we need to begin planning now.

What is a half interchange?

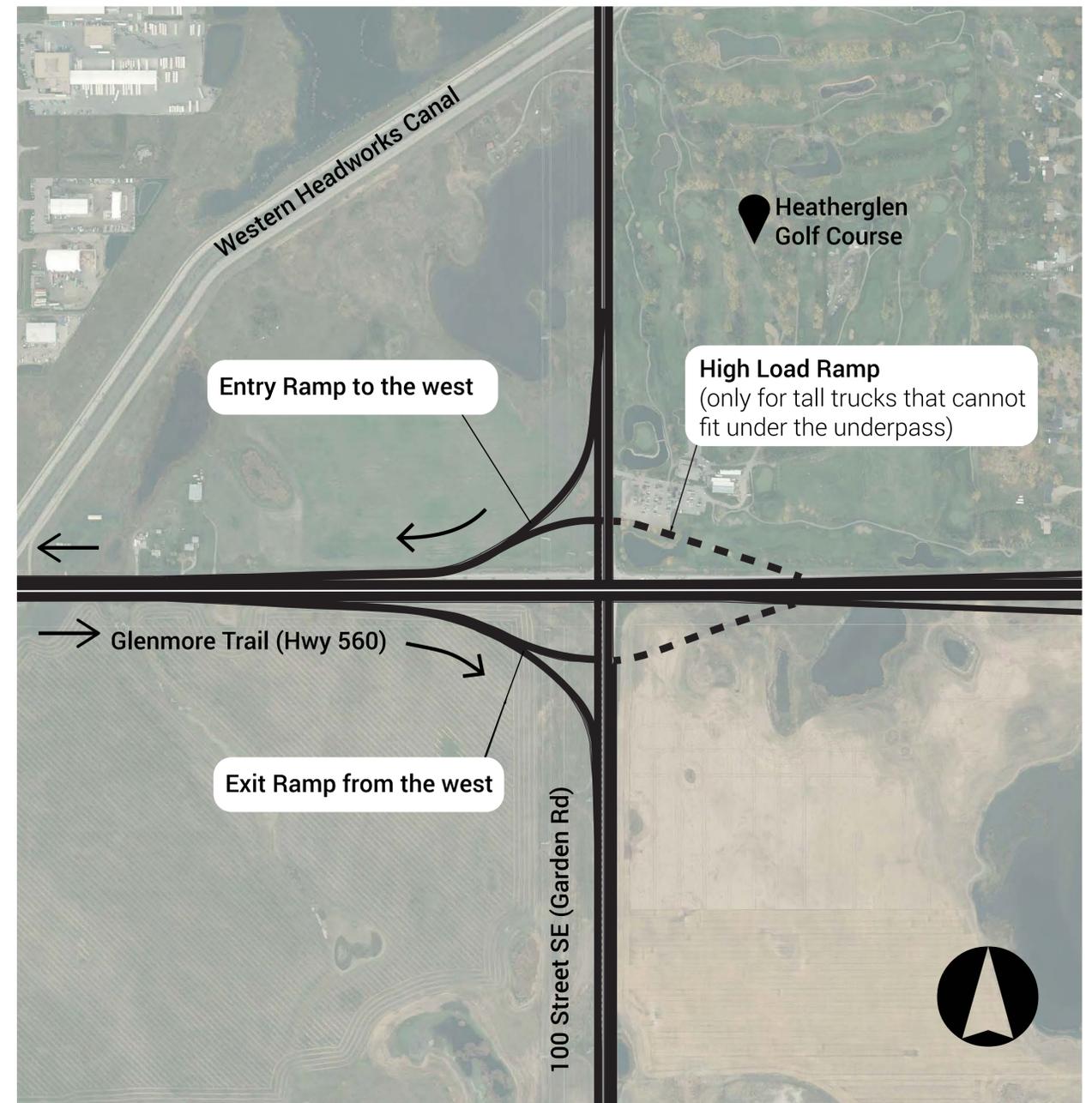
The half interchange provides access to and from the west, while maintaining the required interchange spacing between Stoney Trail and the future Conrich Road interchange to the east.

Why are we doing this study now?

The Shepard Industrial and Janet areas are expected to see significant growth over the next 20 – 30 years. The City of Calgary, Rocky View County and the Province recognize that providing access to the adjacent lands is crucial for future development. The study will provide the information necessary to allow the right-of-way to be protected.

Why not a full interchange?

A full interchange at 100 Street SE will be too close to the future Conrich Road interchange to allow for proper acceleration and deceleration lanes. The High Load Ramps will be used only in rare circumstances and cannot be designed for regular use. A half interchange accommodates the movements with the highest traffic volumes, providing good connections to Stoney Trail. The other movements will be provided via existing and future local roads and as outlined in the Highway 560 Functional Planning Study.



Thank you for coming!

Please visit **calgary.ca/glenmore100street** to fill out an online comment form before **June 22, 2015**.

You can also sign up for email updates to stay informed.

We'll be back in the winter looking for your feedback on half interchange concepts.