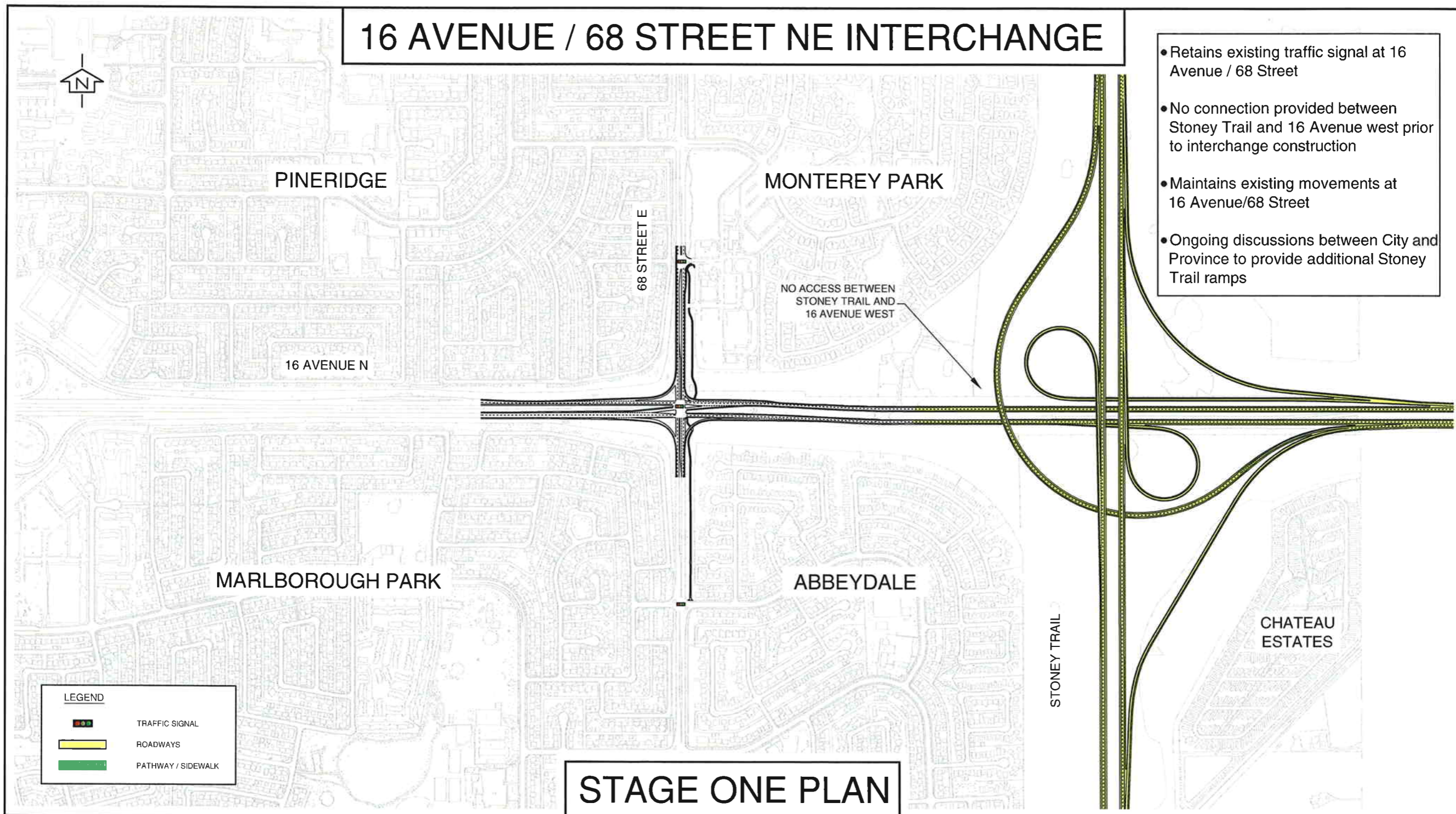


# 16 AVENUE / 68 STREET NE INTERCHANGE



- Retains existing traffic signal at 16 Avenue / 68 Street
- No connection provided between Stoney Trail and 16 Avenue west prior to interchange construction
- Maintains existing movements at 16 Avenue/68 Street
- Ongoing discussions between City and Province to provide additional Stoney Trail ramps

# 16 AVENUE / 68 STREET NE INTERCHANGE



PINERIDGE

MONTEREY PARK

16 AVENUE N

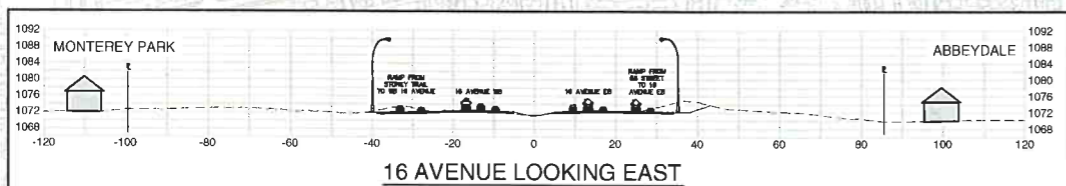
68 STREET E

MARLBOROUGH PARK

ABBEYDALE

CHATEAU ESTATES

STONEY TRAIL

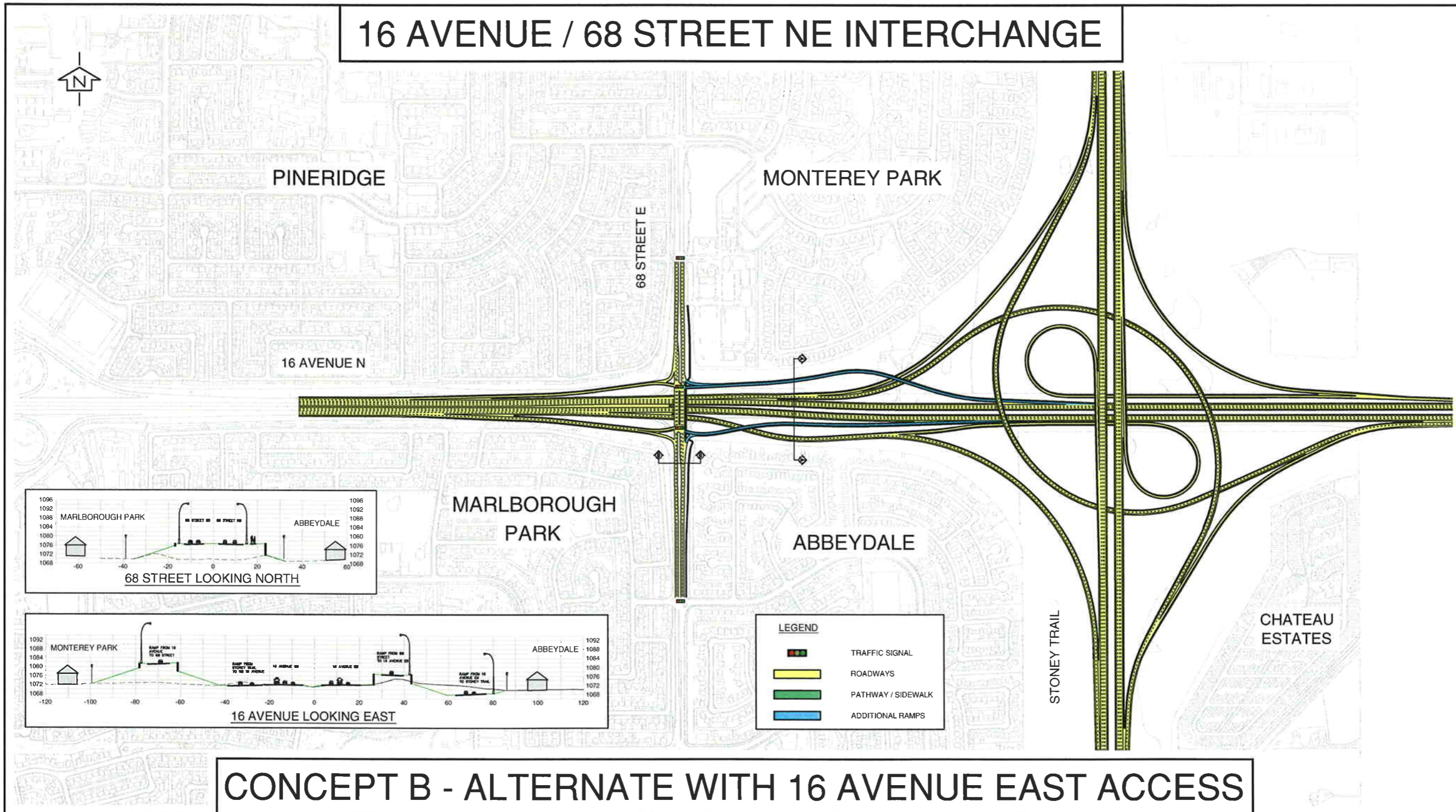


## LEGEND

-  TRAFFIC SIGNAL
-  ROADWAYS
-  PATHWAY / SIDEWALK

## CONCEPT A - APPROVED LONG RANGE PLAN

# 16 AVENUE / 68 STREET NE INTERCHANGE



CONCEPT B - ALTERNATE WITH 16 AVENUE EAST ACCESS

# 16 AVENUE / 68 STREET NE INTERCHANGE



PINERIDGE

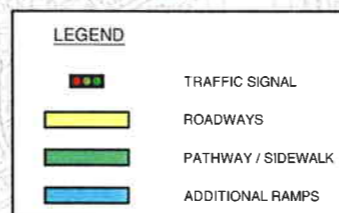
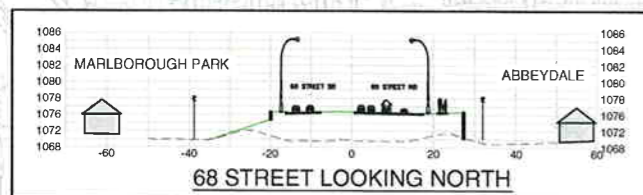
MONTEREY PARK

16 AVENUE N

68 STREET E

MARLBOROUGH PARK

ABBEYDALE



STONE TRAIL

CHATEAU ESTATES

## CONCEPT C - ALTERNATE WITH FULL ACCESS

# 16 Avenue/68 Street N.E. Interchange

## CONCEPT A - APPROVED LONG RANGE PLAN


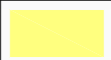


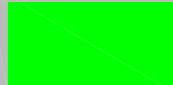
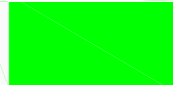


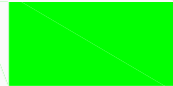



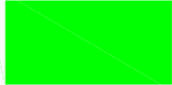






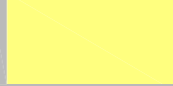


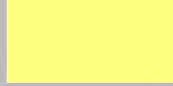

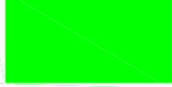


- Provides ramps from 68 Street to west leg of 16 Avenue only
- Plan currently approved by City Council
- Existing communities planned around this plan
- Accommodates all long range traffic projections
- Approximate cost of \$60 Million

CONCEPT EVALUATION	CONCEPT CRITERIA	A - Approved Long Range Plan	B - Alternate with 16 Avenue East Access	C - Alternate with Full Access	LEGEND:  GOOD  ACCEPTABLE  POOR
	Access from 68 Street to 16 Avenue	GOOD	GOOD	GOOD	
	Access from 68 Street to Stoney Trail	POOR	POOR	GOOD	
	Potential Traffic Noise	ACCEPTABLE	POOR	POOR	
	Driver Comfort/Simplicity	GOOD	GOOD	POOR	
	Impact on Adjacent Homes	GOOD	ACCEPTABLE	POOR	
	Cost	GOOD	ACCEPTABLE	POOR	
	Compatibility with Provincial Plans	GOOD	ACCEPTABLE	POOR	
	Stormwater Drainage	GOOD	ACCEPTABLE	POOR	

# 16 Avenue/68 Street N.E. Interchange

## CONCEPT B - ALTERNATE WITH 16 AVENUE EAST ACCESS


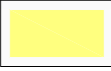


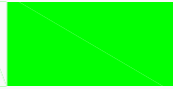







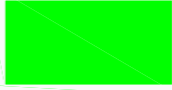
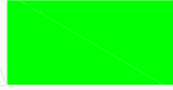

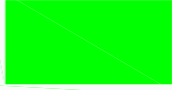


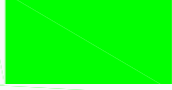


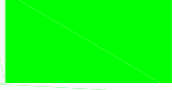


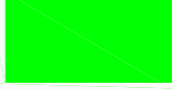


- In addition to west ramps, provides new ramps from 68 Street to east leg of 16 Avenue
- Replicates all existing traffic movements to and from 16 Avenue
- Movements between 68 Street and Stoney Trail would not be provided
- Approximate cost of \$100 Million

CONCEPT EVALUATION	CONCEPT CRITERIA	A - Approved Long Range Plan	B - Alternate with 16 Avenue East Access	C - Alternate with Full Access	LEGEND:  GOOD  ACCEPTABLE  POOR
	Access from 68 Street to 16 Avenue				
	Access from 68 Street to Stoney Trail				
	Potential Traffic Noise				
	Driver Comfort/Simplicity				
	Impact on Adjacent Homes				
	Cost				
	Compatibility with Provincial Plans				
	Stormwater Drainage				

# 16 Avenue/68 Street N.E. Interchange

## CONCEPT C - ALTERNATE WITH FULL ACCESS

- In addition to west ramps, provides new ramps from 68 Street to all legs of 16 Avenue and Stoney Trail
- Accommodates all possible movements between 68 Street, 16 Avenue and Stoney Trail
- Approximate cost of \$180 Million

CONCEPT EVALUATION	CONCEPT CRITERIA	A - Approved Long Range Plan	B - Alternate with 16 Avenue East Access	C - Alternate with Full Access	LEGEND:  GOOD  ACCEPTABLE  POOR
	Access from 68 Street to 16 Avenue				
	Access from 68 Street to Stoney Trail				
	Potential Traffic Noise				
	Driver Comfort/Simplicity				
	Impact on Adjacent Homes				
	Cost				
	Compatibility with Provincial Plans				
	Stormwater Drainage				

# *16 Avenue/68 Street N.E. Interchange*

## *What?*

- The City of Calgary is reviewing options for an interchange at 16 Avenue and 68 Street NE

## *Why?*

- To ensure long-term compatibility with provincial plans for the adjacent Ring Road (opens in 2009)
- By examining options at this time, The City can ensure that future requirements are protected

## *How?*

- Analyze current traffic patterns and future traffic projections
- Review interchange options to ensure future requirements are accommodated

## *Where?*

- 16 Avenue and 68 Street NE

## *When?*

- 1978 - City Council approved the current interchange plan at 16 Avenue and 68 Street
- Nov 2009 - Anticipated opening date for the Northeast Ring Road
- Future - Traffic forecasting indicates that the interchange may be required within the next 20 years.

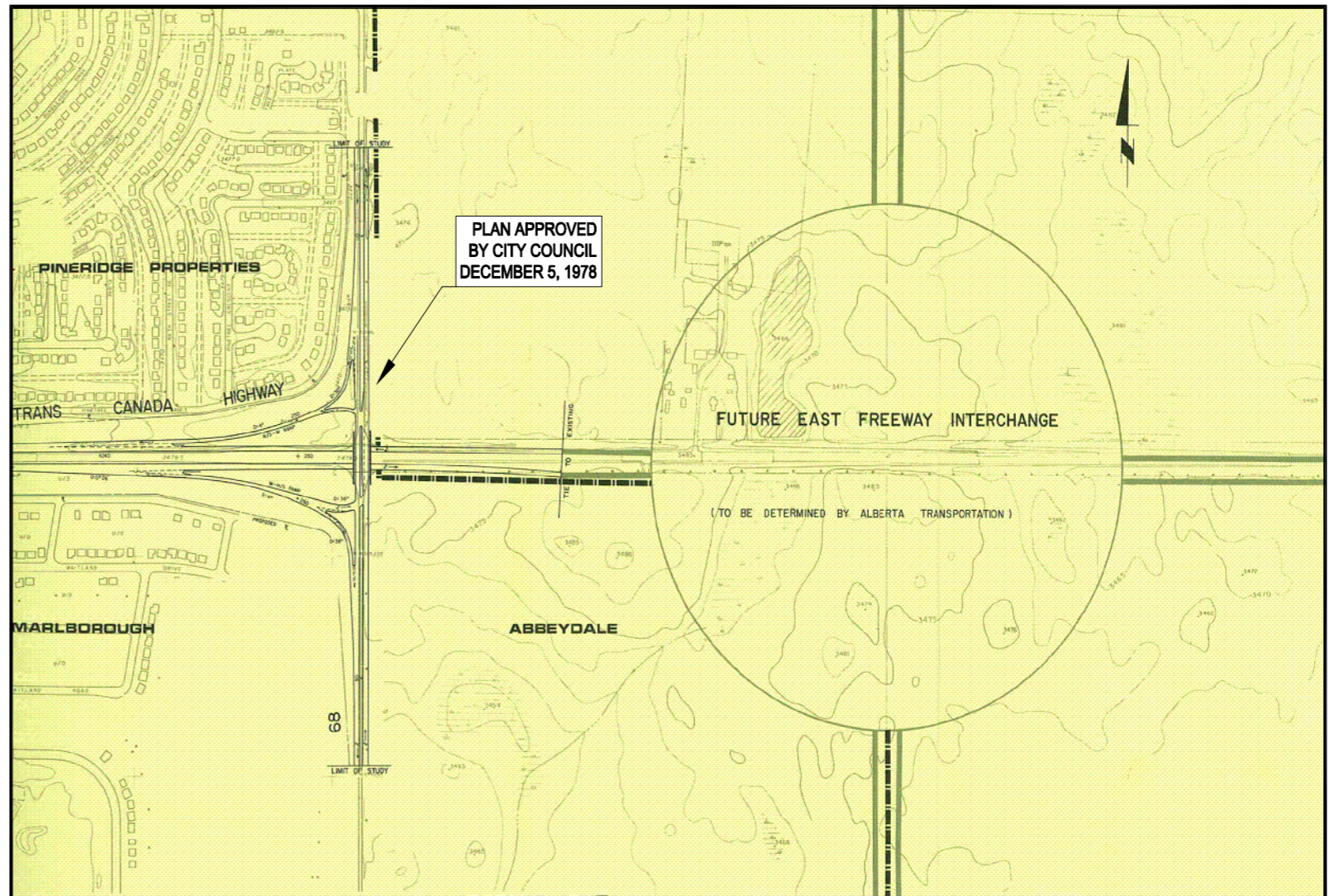
## *Who?*

- The City of Calgary Transportation Planning and ISL Engineering & Land Services Ltd.

# *Trans-Canada Highway East Functional Planning Study (1978)*

The interchange at 16 Avenue/68 Street NE was first planned as part of the "Trans-Canada Highway East Functional Planning Study", which was completed in the late 1970s.

On December 5, 1978, at a special Public Hearing, City Council approved the study with a "Half Diamond" interchange at 16 Avenue/68 Street providing access to and from the west of 68 Street only.



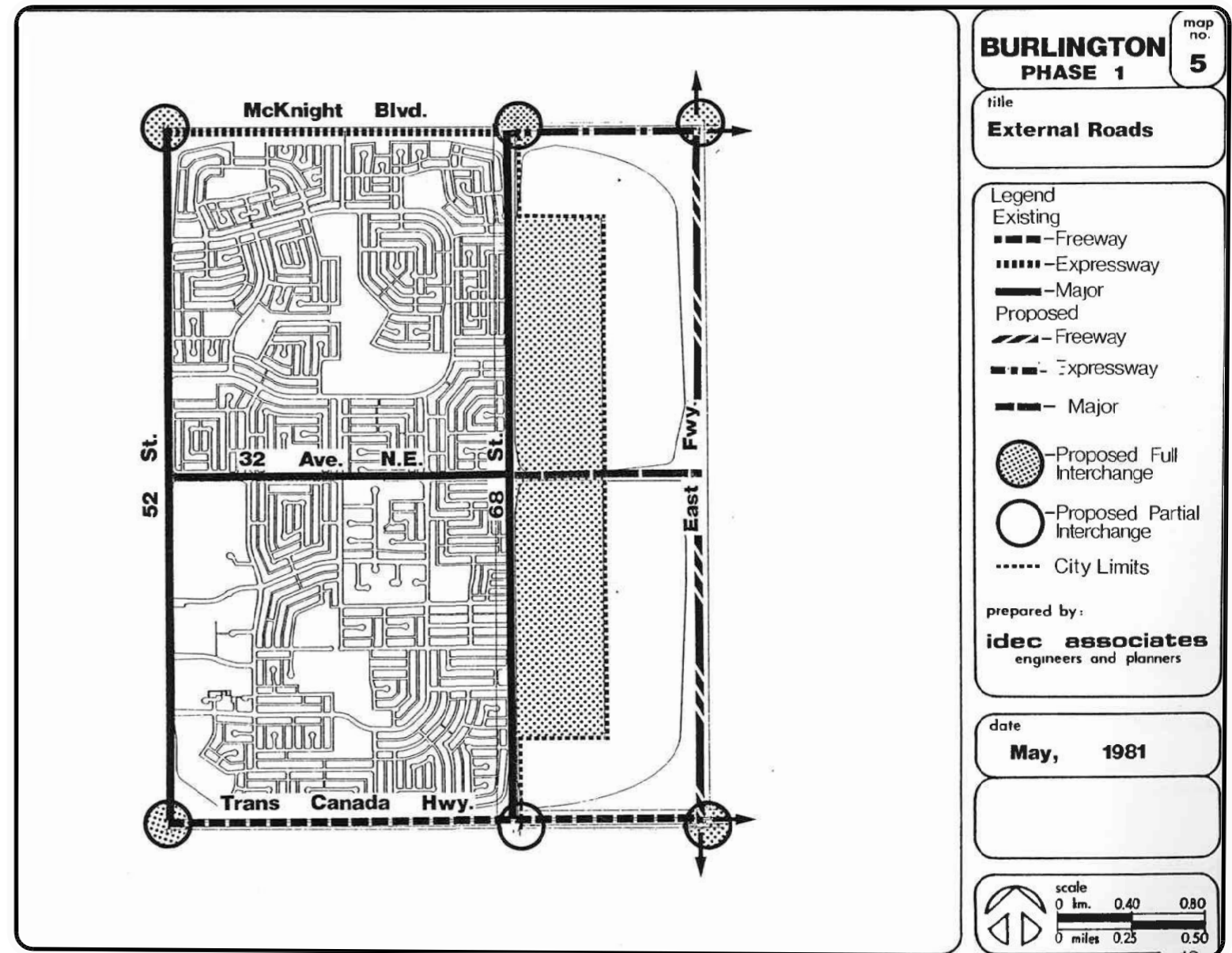
# Burlington (Monterey Park) Area Structure Plan (1981)

Communities surrounding the interchange were planned in the late 1970s and early 1980s. These plans envisioned an interchange at 16 Avenue/68 Street NE providing access to and from the west only.

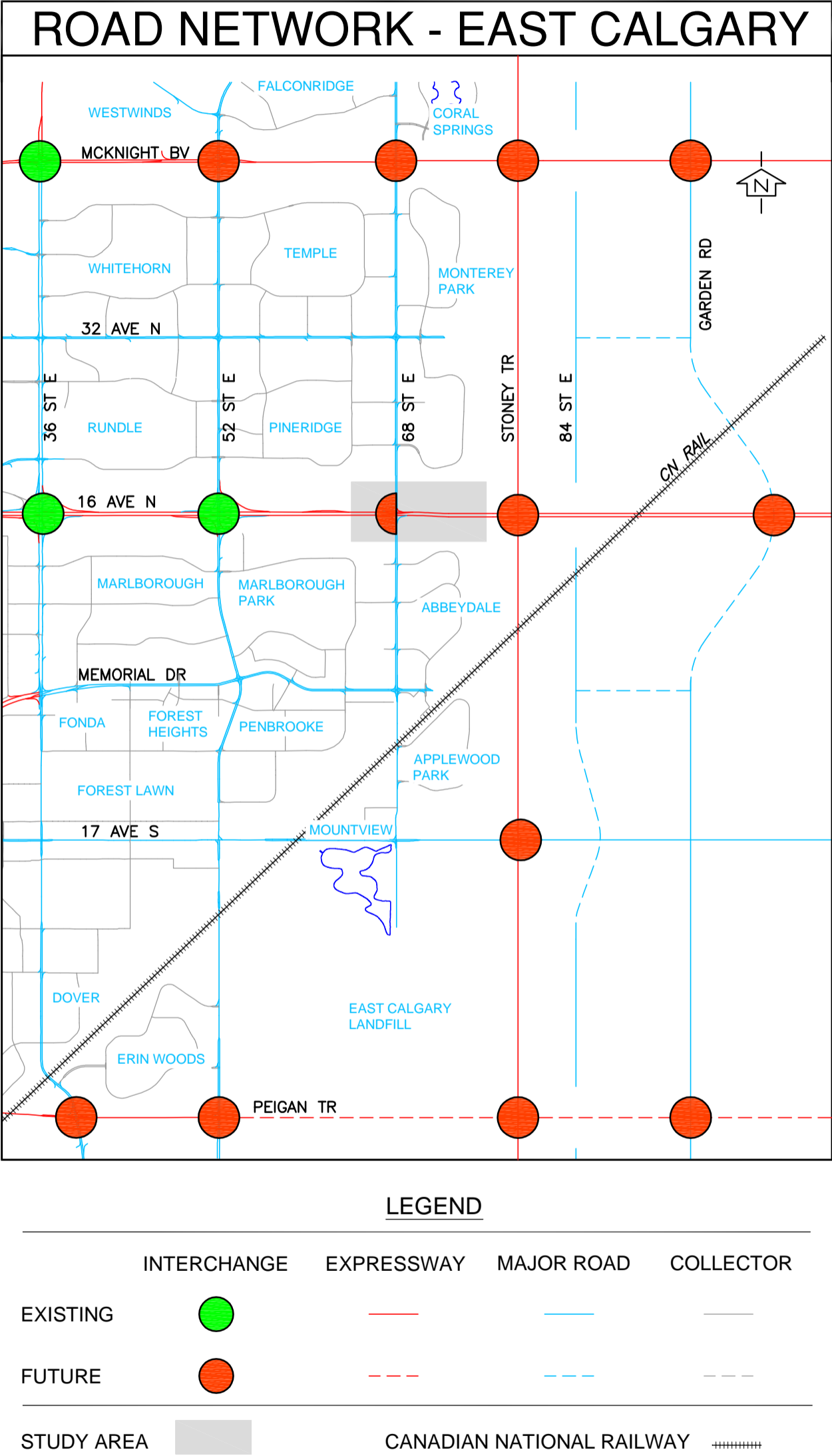
The following statement is taken from the "Burlington (Monterey Park) Area Structure Plan" in 1981:

#### 4.2.2 68 Street N.E.

68 Street will ultimately be upgraded from its present two lanes to a 4 lane divided major road between McKnight Boulevard (48 Avenue N.E.) and the Trans-Canada Highway. Because of its proximity to the proposed East Freeway and the consequent restriction on ramp locations, the future interchange with the Trans-Canada Highway cannot be designed to accommodate full turning movements. This interchange will provide access to and from 68 Street to the west only. East-bound traffic from Burlington and the Properties will have access to the Trans-Canada Highway via either 32 Avenue or McKnight Boulevard and the proposed East Freeway.



# 16 Avenue/68 Street N.E. Interchange



# *16 Avenue/68 Street N.E. Interchange*

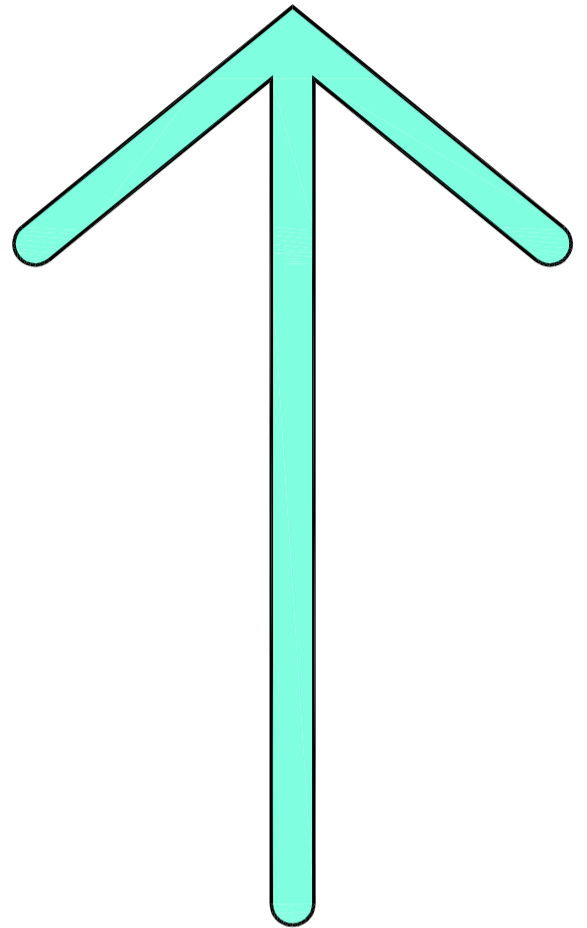
## WELCOME

### INFORMATION SESSION

- Representatives of the City of Calgary along with the engineering consultants, ISL Engineering and Land Services Ltd., are here to provide information and obtain feedback regarding the long term plans for an interchange at 16 Avenue and 68 Street N.E.
- The study team wishes to address questions, concerns and suggestions related to the long term plans from the community and general public
- Please provide feedback on the survey sheet provided

# *16 Avenue/68 Street N.E. Interchange*

## INFORMATION SESSION



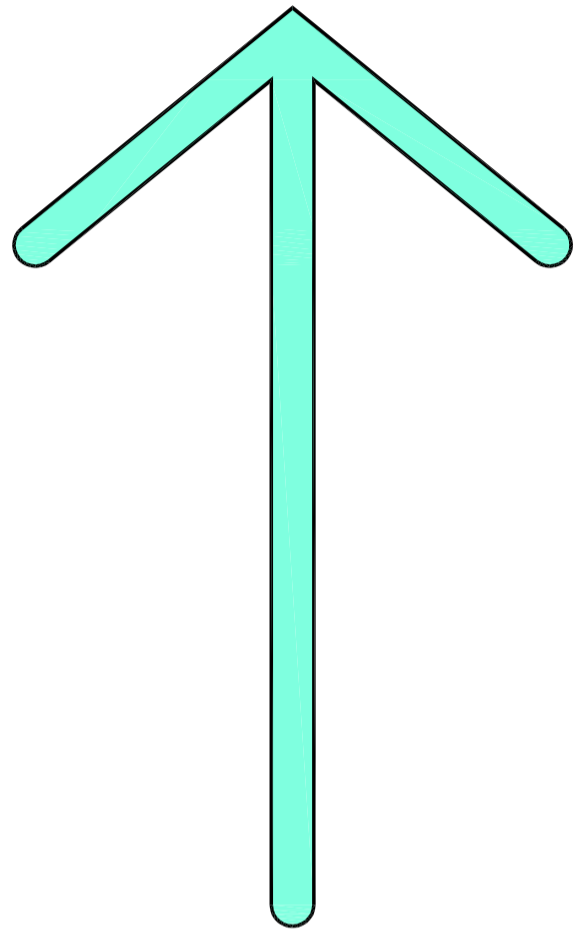
Date: June 27, 2007

Time: 4:00pm - 8:00pm

Location: Pineridge Community Association  
6024 Rundlehorn Dr N.E.

# *16 Avenue/68 Street N.E. Interchange*

## INFORMATION SESSION



Date: June 28, 2007

Time: 4:00pm - 8:00pm

Location: Marlborough Park Community Hall  
6021 Madigan Dr N.E.

# *16 Avenue/68 Street N.E. Interchange*

APPROVED  
CITY  
PLANS



THE CITY OF  
**CALGARY**  
TRANSPORTATION PLANNING

KEEPING CALGARY ON THE MOVE



# *16 Avenue/68 Street N.E. Interchange*

# STAGE ONE PLAN

# *16 Avenue/68 Street N.E. Interchange*

# LONG RANGE OPTIONS

# *16 Avenue/68 Street N.E. Interchange*

THANK YOU

PLEASE PROVIDE YOUR  
FEEDBACK ON THE SURVEY  
SHEETS PROVIDED.

# *16 Avenue/68 Street N.E. Interchange*

## NEXT STEPS

- The City will review feedback from the Information Sessions and provide a summary on the project website
- The City of Calgary and The Province of Alberta will continue to work together to finalize the Stage One plan and protect for possible Long Range Options