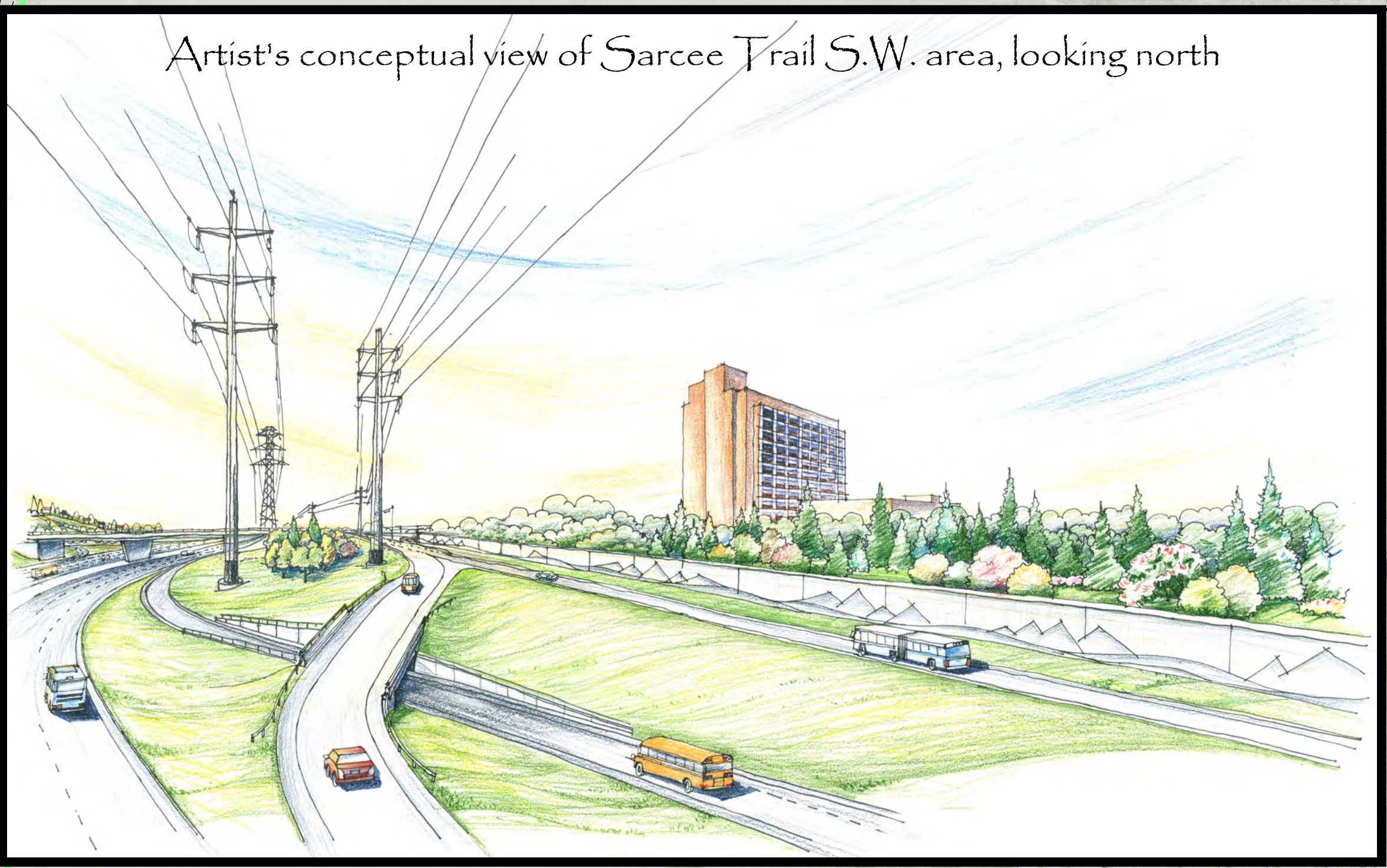
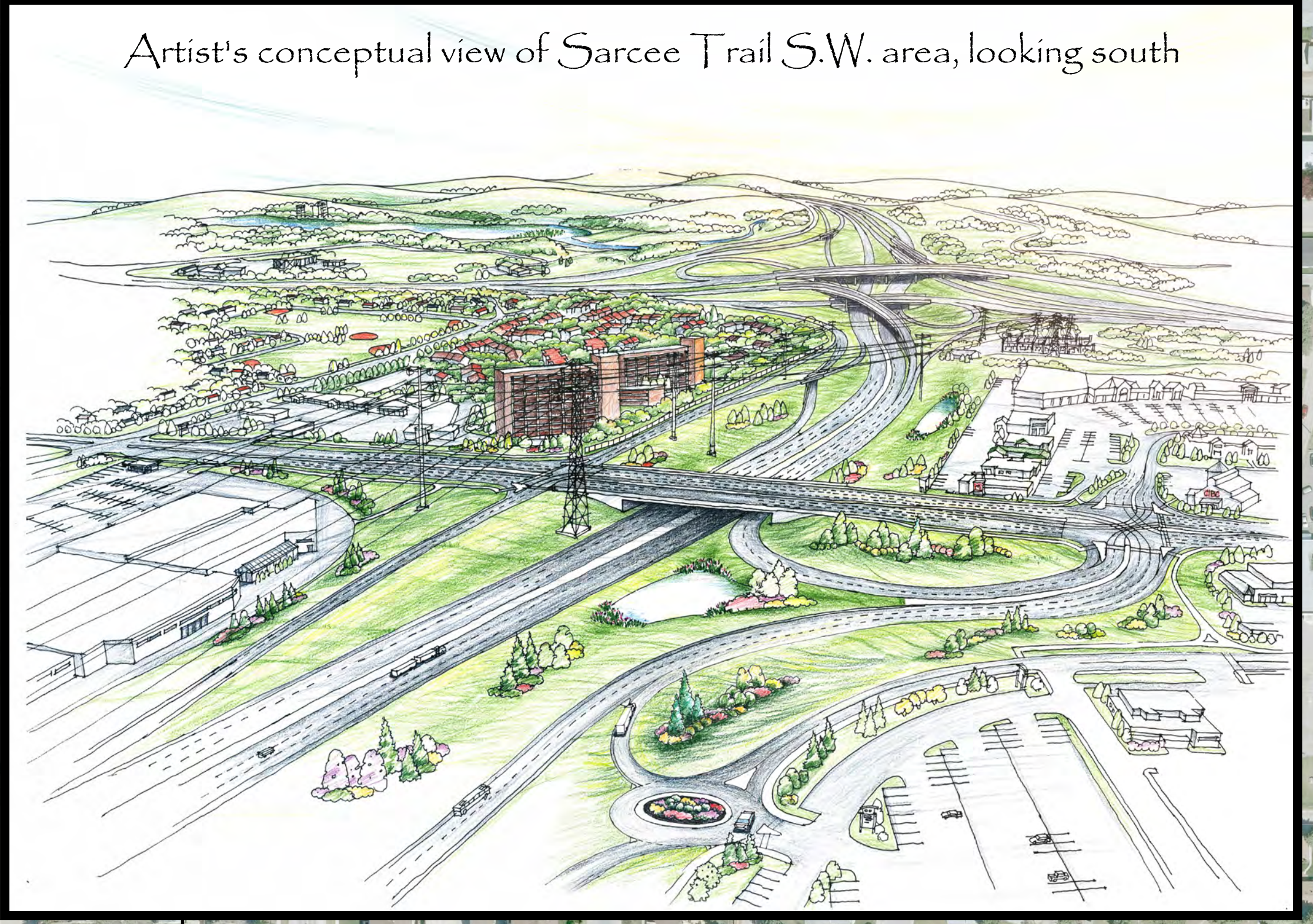


Avoids impacts to ATCO Pipeline station and City water lift station.
Provides direct connections to Rotary / Mattamy Greenway.
Impacts to existing AltaLink towers.
Maintains access from Signal Hill Shopping Centre.

Roundabout provides all-directions access to / from Signal Hill Shopping Centre.
Provides safe movements to / from Signal Hill Shopping Centre and slows down vehicles coming from southbound Sarcee Trail.
City owned property impacts to be further reviewed with tenants.

Maintains existing transit routes.
Transit priority signal allows buses to proceed ahead of traffic.
Reduces the existing number of traffic lights.
Shortest overall travel times to / from communities and shopping centres.

Richmond Road elevated approximately 6m and Sarcee Trail lowered approximately 3m below existing roadway.
4-way stop at 51 Street S.W. and 39 Avenue S.W. intersection provides optimal traffic flow.
Right-in / right-out access shifts to accommodate bus bay.
Bus bays replaces transit terminal.
4m wide multi-use pathways enhance pedestrian connections north and south of Richmond Road.
Closure of west access to London Place Shopping Centre due to steep grades.
4-way stop at 50 Street S.W. and 40 Avenue S.W. intersection provides optimal traffic flow.
Basket weave bridge eliminates vehicle weaving between northbound Sarcee Trail and westbound Glenmore Trail.
Impacts to existing Enmax towers.
Noise barriers along residential properties immediately adjacent to the interchange can mitigate noise impacts.
Connection to future Southwest Calgary Ring Road Interchange at Glenmore Trail and Highway 8.



Legend	
	Proposed road
	Proposed bridge
	Stormwater management pond
	Existing pathway / sidewalk
	Proposed pathway / sidewalk
	Potential retaining wall
	Potential noise protection
	Road closures
	Lane count / direction
	Traffic signal
	Transit
	City owned property
	Transportation Utility Corridor (TUC)
	Southwest Calgary Ring Road (SWCRR)