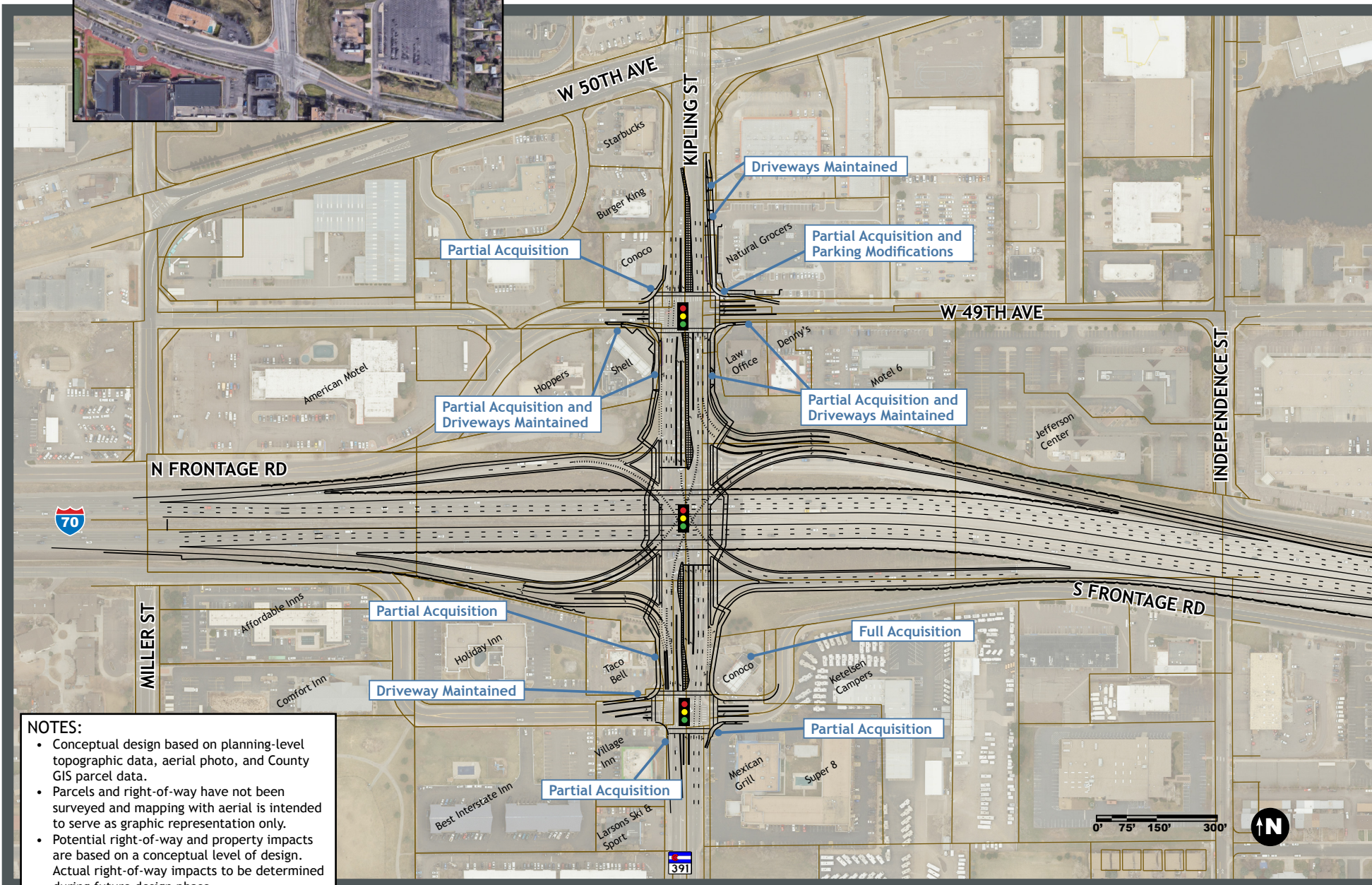




SUMMARY: Not Recommended

- Interchange breaks down with poor traffic operations during evening peak hours
- Lowest safety benefits compared to other alternatives



NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Parcels and right-of-way have not been surveyed and mapping with aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.

POST-PEL STUDY EVALUATION

Optimize operations and reduce congestion

- Interchange layout familiar for drivers to negotiate
- Congested interchange intersection operations (PM peak hours)
- Congested off ramp operations (PM peak hours)

Improve traveler safety

- Safety benefits due to reduction in congestion

Accommodate multimodal connections

- Shared use paths and bicycle lanes provided directly through interchange
- Signalized frontage road intersections provide direct access for pedestrian and bicyclist crossings

Avoid and minimize community impacts

- Relatively minor community impacts with full access to existing frontage roads
- One potential full property acquisition and some partial acquisitions

Maximize constructability

- Relatively low property acquisition costs (\$2-5 million), but total interchange cost (\$55-65 million) consistent with other alternatives due to high construction costs
- Constructability difficult due to clear-span bridge over Kipling adjacent to existing I-70 bridges
- Potential for short-term ramp improvements, but bridge with ramps intersection must be constructed at once