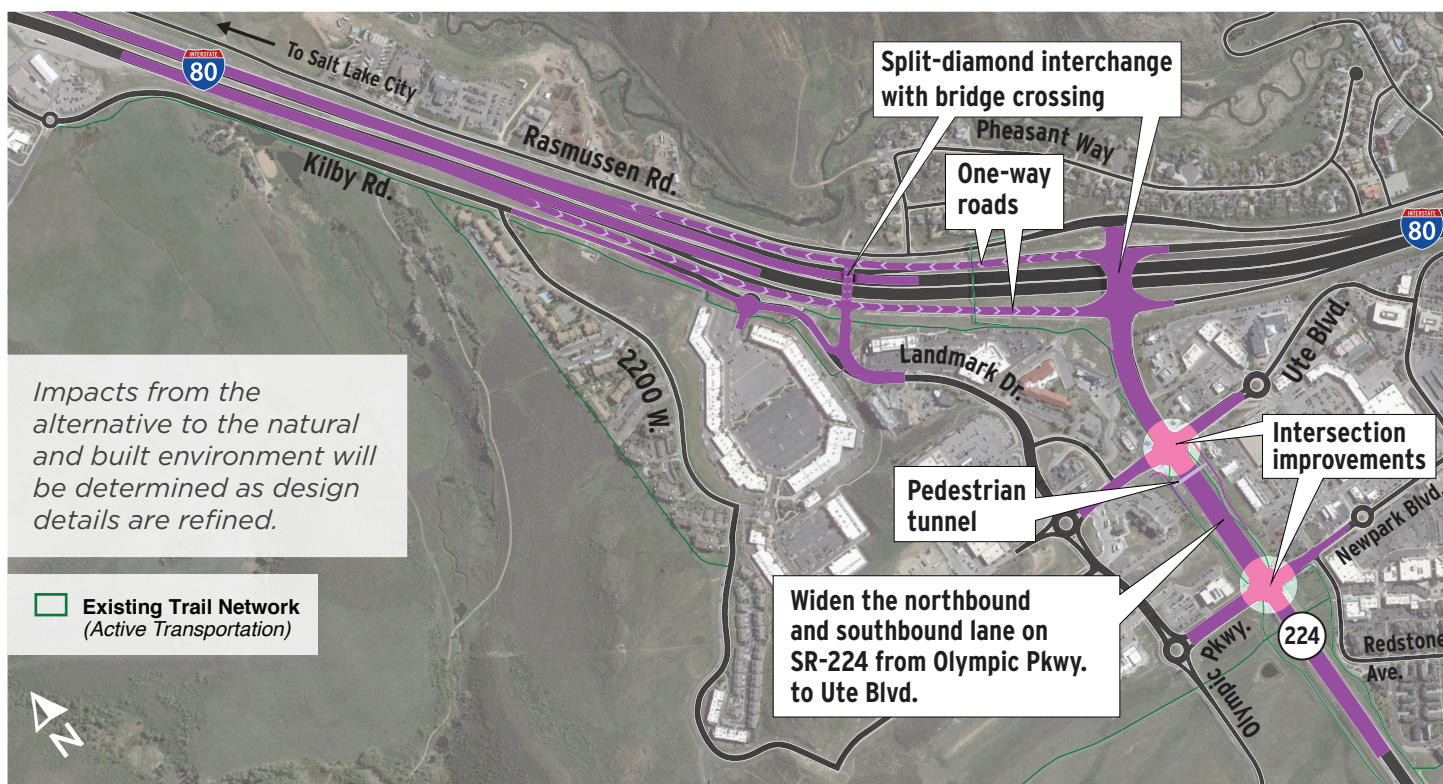


ALTERNATIVE A

SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



DESCRIPTION

This alternative consists of a split-diamond interchange configuration on I-80 with intersection and pedestrian improvements on SR-224. The existing single-point urban interchange (SPUI) at Kimball Junction would be converted into a tight-diamond configuration (traffic signals at each off ramp), and the interchange would be split between the existing location at SR-224 and a new intersection with a bridge crossing I-80 to the west of SR-224.

The split-diamond interchange would disperse traffic away from SR-224 by providing easier access to residential and commercial locations in west Kimball Junction. One-way roads for both eastbound and westbound directions would connect the two intersections and tie into the on and off ramps for I-80. The shared use path on the south side of I-80 would continue in the future for pedestrian comfort.

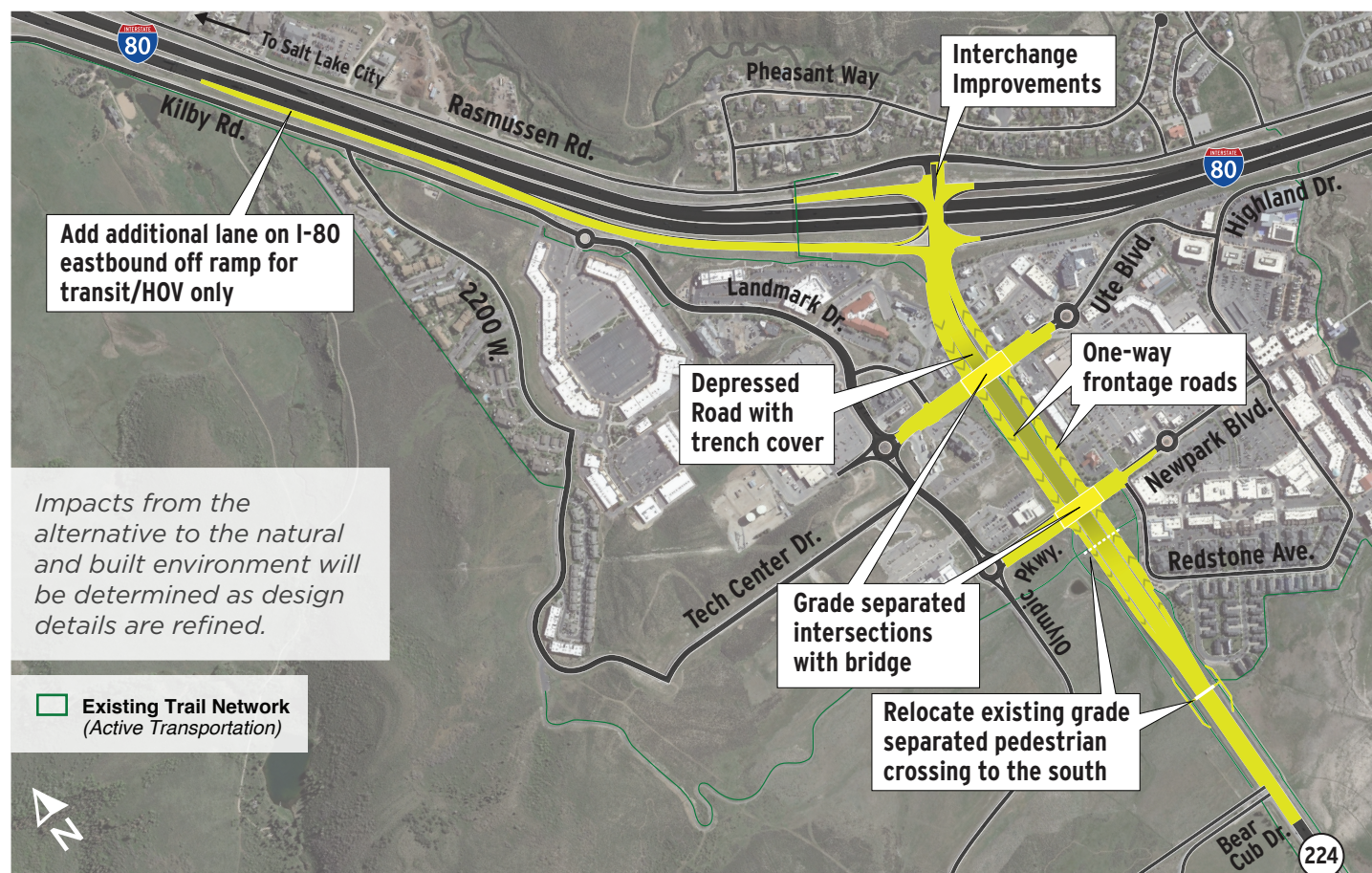
A pedestrian tunnel at Ute Boulevard and intersection improvements along SR-224 are proposed to move all users more efficiently through the area. Intersection improvements include adding northbound and southbound through lanes on SR-224 between Olympic Parkway and I-80.

BENEFITS

- ✓ Provides new access points, better traffic dispersion and direct access into Kimball Junction on the south side of I-80
- ✓ Pedestrian tunnel would increase connectivity and comfort
- ✓ Improves travel time and mobility
- ✓ Minimize queuing onto I-80

ALTERNATIVE B

GRADE-SEPARATED INTERSECTIONS WITH ONE-WAY FRONTAGE ROADS TO THE I-80 INTERCHANGE



DESCRIPTION

This alternative consists of grade separated intersections at Ute Boulevard and Olympic Parkway that would help separate local and through traffic in the area. SR-224 would remain at or close to its current location horizontally but would be depressed below the surface streets through Kimball Junction. Entrance ramps would diverge from SR-224 to create a one-way frontage road system. Vehicles heading northbound from SR-224 to I-80 eastbound would exit onto the northbound frontage road south of Olympic Boulevard to continue north and use the existing on ramp.

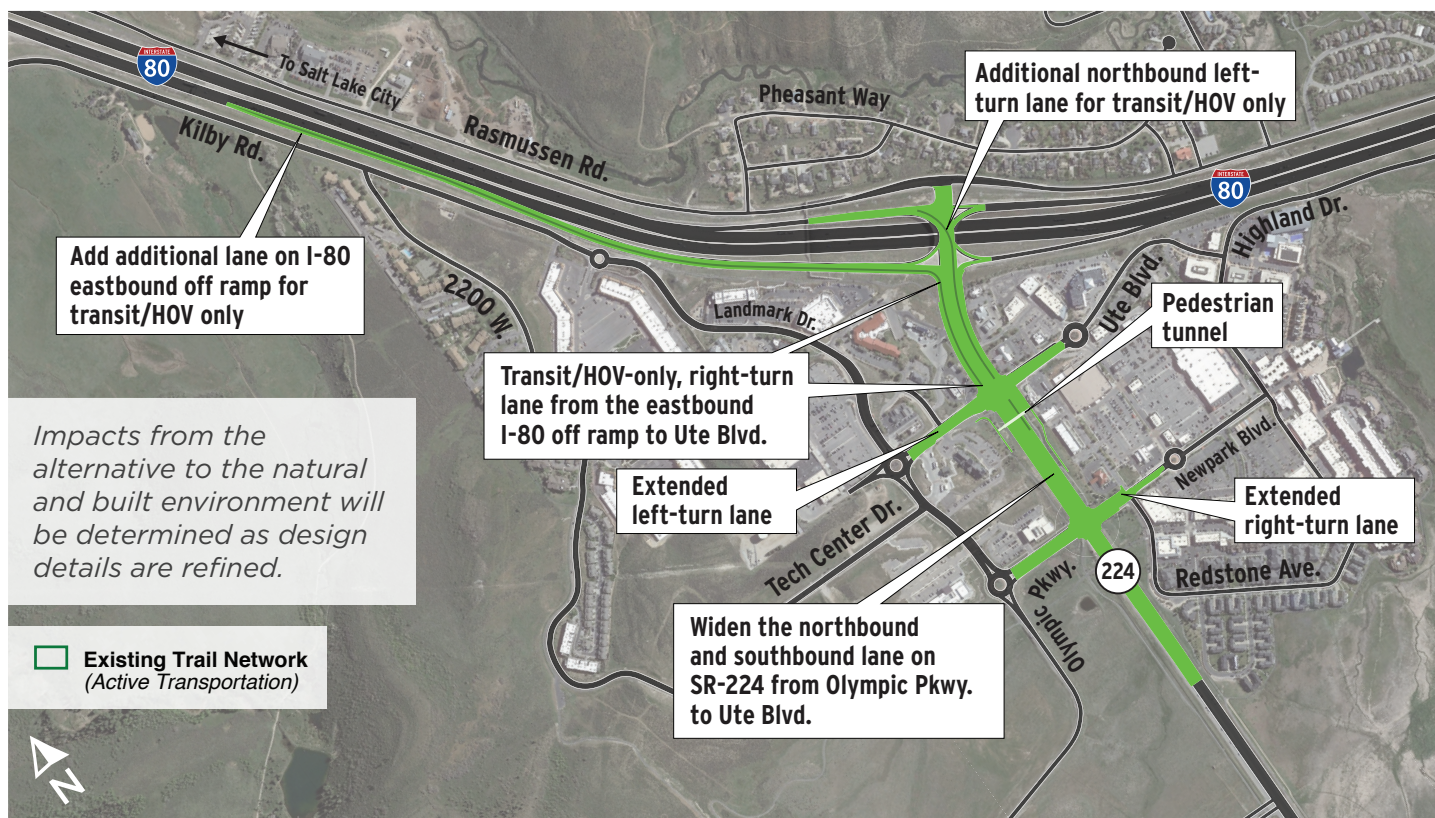
A trench cover would go over the depressed SR-224 section between Olympic Parkway and Ute Boulevard. The existing pedestrian crossing south of Olympic Parkway would be relocated. Olympic Parkway and Ute Boulevard would tie into the frontage system at intersections, crossing over SR-224 on bridges.

BENEFITS

- ✓ Increase walking comfort by decreasing volume of traffic next to and crossing pedestrian/bicycle routes
- ✓ By depressing the roadway through Kimball Junction, there would be fewer visual impacts
- ✓ Improves travel time and mobility
- ✓ Minimize queuing onto I-80

ALTERNATIVE C

INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS



DESCRIPTION

This alternative consists of expanding lanes for general purpose vehicles and strategic locations only for high-occupancy vehicles (HOV) while improving pedestrian and bicycle accessibility.

Potential improvements include the following options:

- Expand the I-80 eastbound off ramp for transit/HOV only. Add a transit/HOV-only, right-turn lane from the eastbound I-80 off ramp to Ute Boulevard
- Add dual left turn lanes at Olympic Parkway for southbound to eastbound movement
- Add an additional northbound left-turn lane at the existing single-point urban interchange (SPUI) for transit/HOV only
- Build a pedestrian tunnel near Ute Boulevard
- Widen the northbound and southbound lanes on SR-224 from Olympic Parkway to Ute Boulevard. A variation would be to widen only for an HOV-only lane
- Extend the westbound-to-northbound right-turn lane on Newpark Boulevard
- Extend the eastbound-to-northbound dual left-turn lane on Ute Boulevard

BENEFITS

- ✓ Pedestrian tunnel would increase connectivity and comfort
- ✓ Improves travel time and mobility
- ✓ People would be incentivized to have additional occupants in vehicle
- ✓ Minimize queuing onto I-80