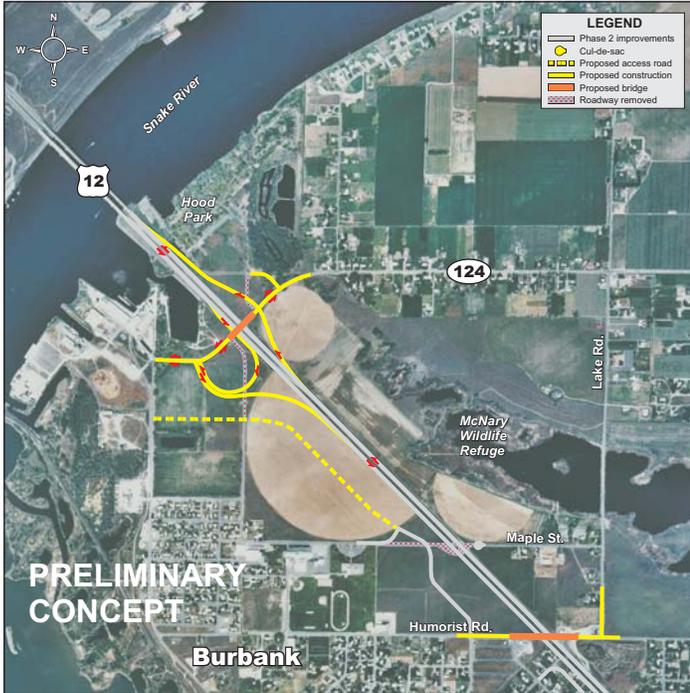


US 12 / SR 124 Interchange Footprint Study

Preliminary Concept C: Partial Cloverleaf Interchange (PARCLO)



Example of a PARCLO Interchange

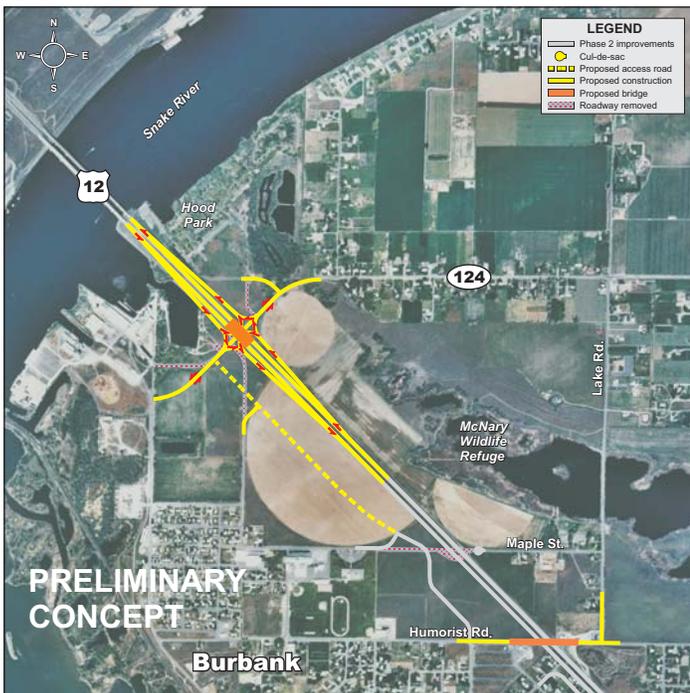
The PARCLO is similar to a diamond interchange, except that the eastbound off-ramp is a loop.

Estimated cost: \$ 12–16 million
(This estimate includes engineering, right of way, and construction costs.)

Features:

- SR 124 crosses over US 12.
- The loop ramp requires more land in the southwest quadrant.
- The major traffic movement from eastbound US 12 to eastbound SR 124 has a right turn onto SR 124.
- Proximity of the eastbound ramp intersections on SR 124 could lead to driver confusion and wrong-way movements.
- Traffic signals should not be required initially, but could be added at the ramp intersections on SR 124 as traffic volumes increase in the future.

Preliminary Concept D: Single Point Urban Interchange (SPUI)



Example of a SPUI

The SPUI is a relatively new type of interchange; the first was constructed only 30 years ago. Although somewhat unusual in Washington, the SPUI is becoming more common throughout the United States.

Estimated cost: \$ 17–21 million
(This estimate includes engineering, right of way, and construction costs.)

Features:

- US 12 crosses over SR 124.
- Of the three concepts, the SPUI requires the least additional land.
- Elevating US 12 requires additional reconstruction of the highway.
- All ramps meet on SR 124 at a single intersection that is controlled by a traffic signal.
- The single intersection point and concurrent left turns allow traffic to move efficiently.

