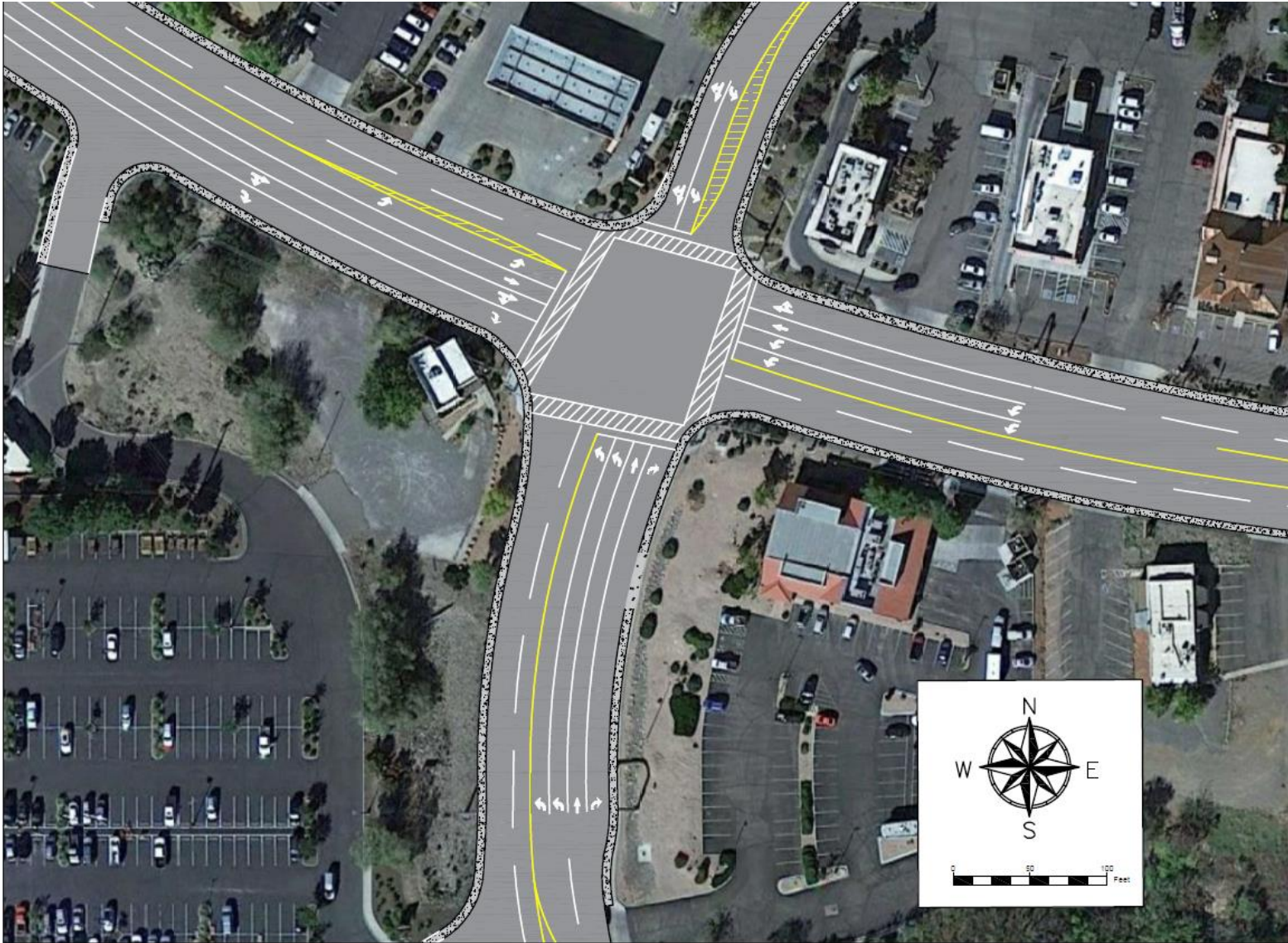


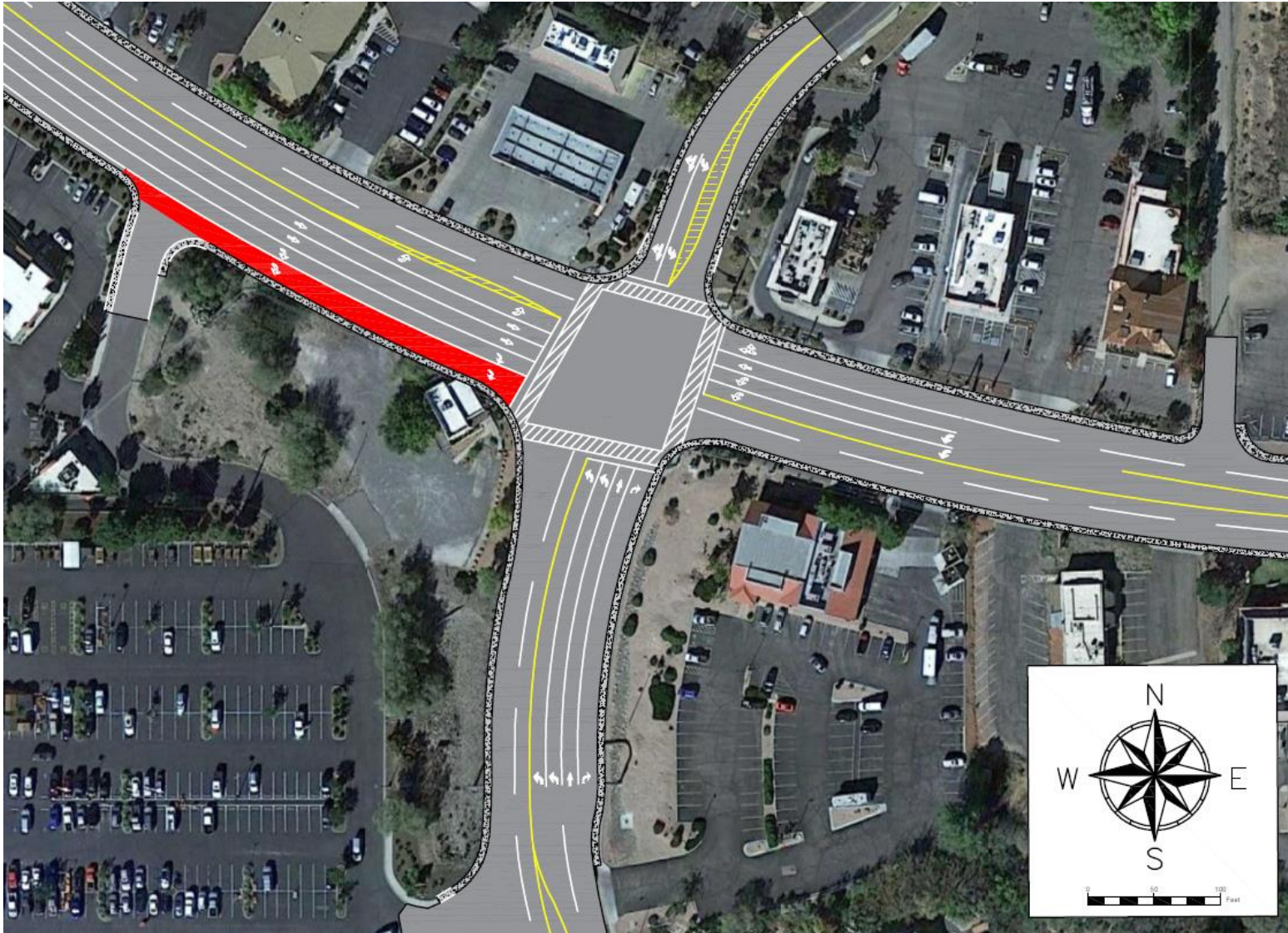
Alternative A

There will be some changes to signal timing that will lead to the improvement of the intersection and adding right-turn arrows in all dedicated right-turn lanes. Therefore, no additional lanes will be needed in this alternative and the change in signal timing will reduce the delays for SR 260.



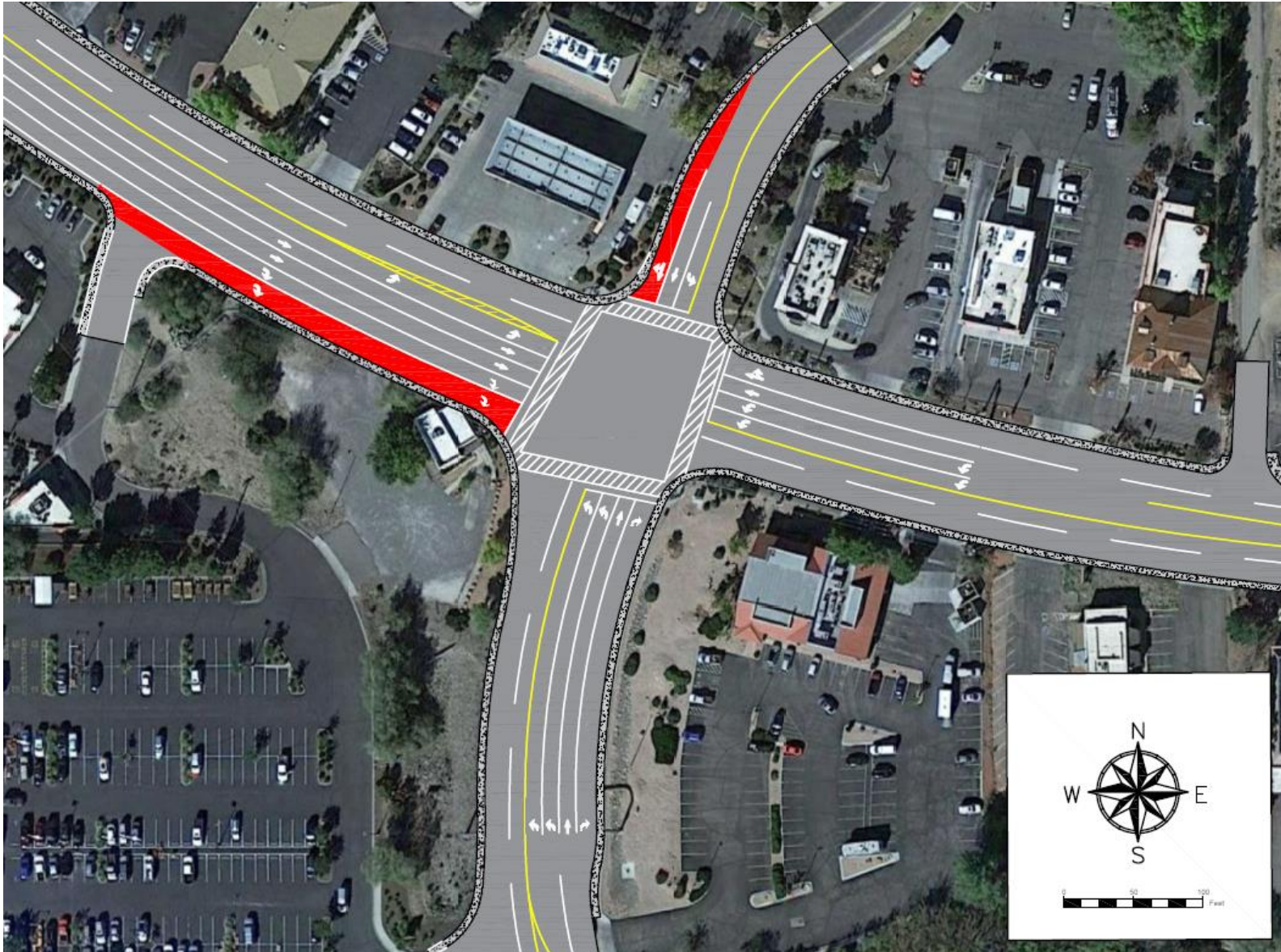
Alternative B

This alternative would include the updated timing of Alternative A and adding a right turn lane to the eastbound (SR 89A NB) approach. This will relieve traffic on SR 89A NB. As this alternative would require the acquisition of right-of-way currently occupied by Starbucks and Dunkin' Donuts, which may require the demolition of both businesses to meet setback requirements prescribed in the Cottonwood City Code. The additional lane is highlighted in red in the figure below.



Alternative C

This alternative includes the updated timing of Alternative A, the added right-turn lane on SR 89A NB described in Alternative B, and an additional through/right-turn lane on Cove Pkwy. This will help reducing the level of traffic on both Cove Pkwy and SR 89A NB. The additional lanes are highlighted in red in the figure below:

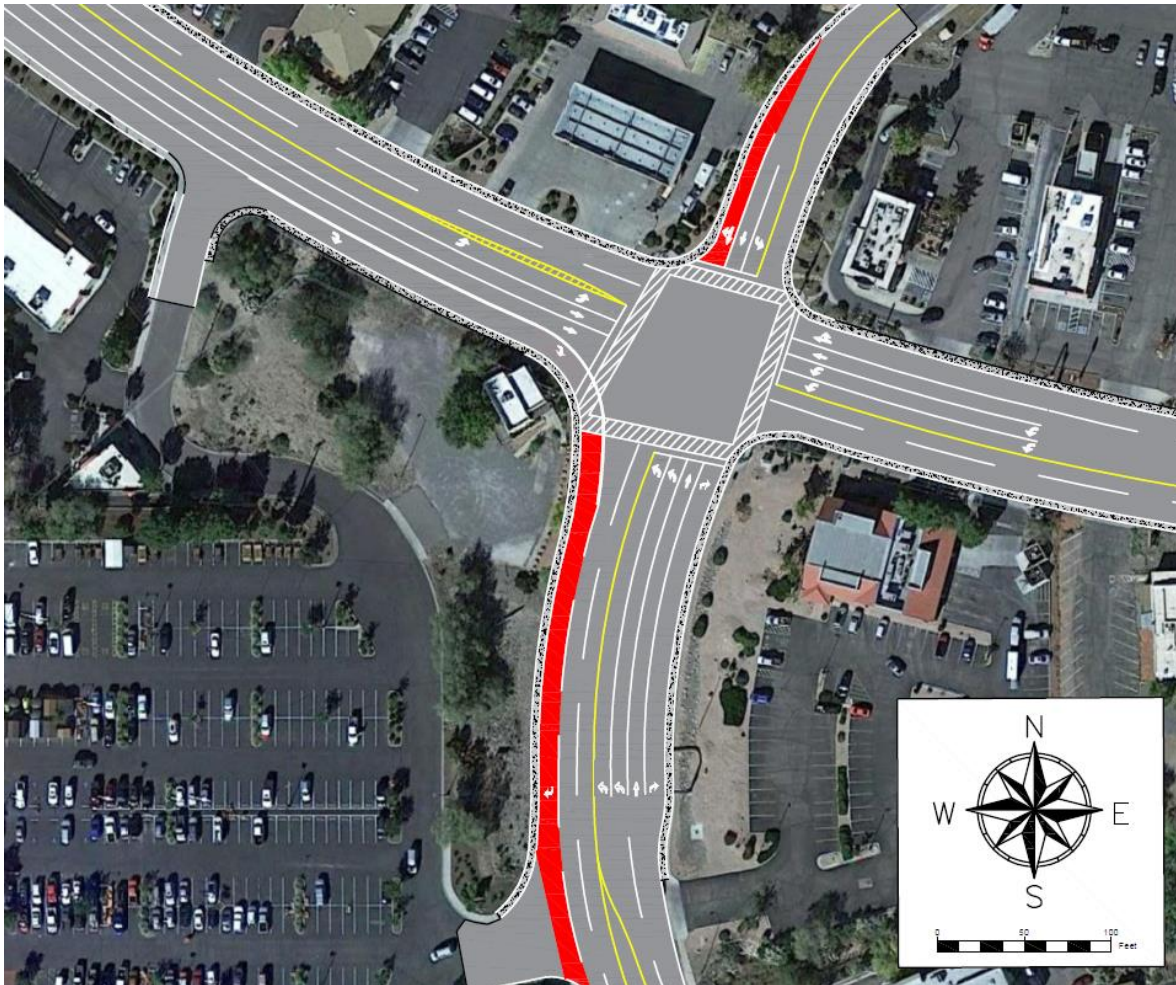


Alternative D

This alternative would add a slip lane to the SR 89A NB (east approach) to SR 260 EB (south exit) turn instead of an additional turn lane. The updated timing in Alternative A and the added through/right-turn lane on Cove Parkway are included in Alternative D.

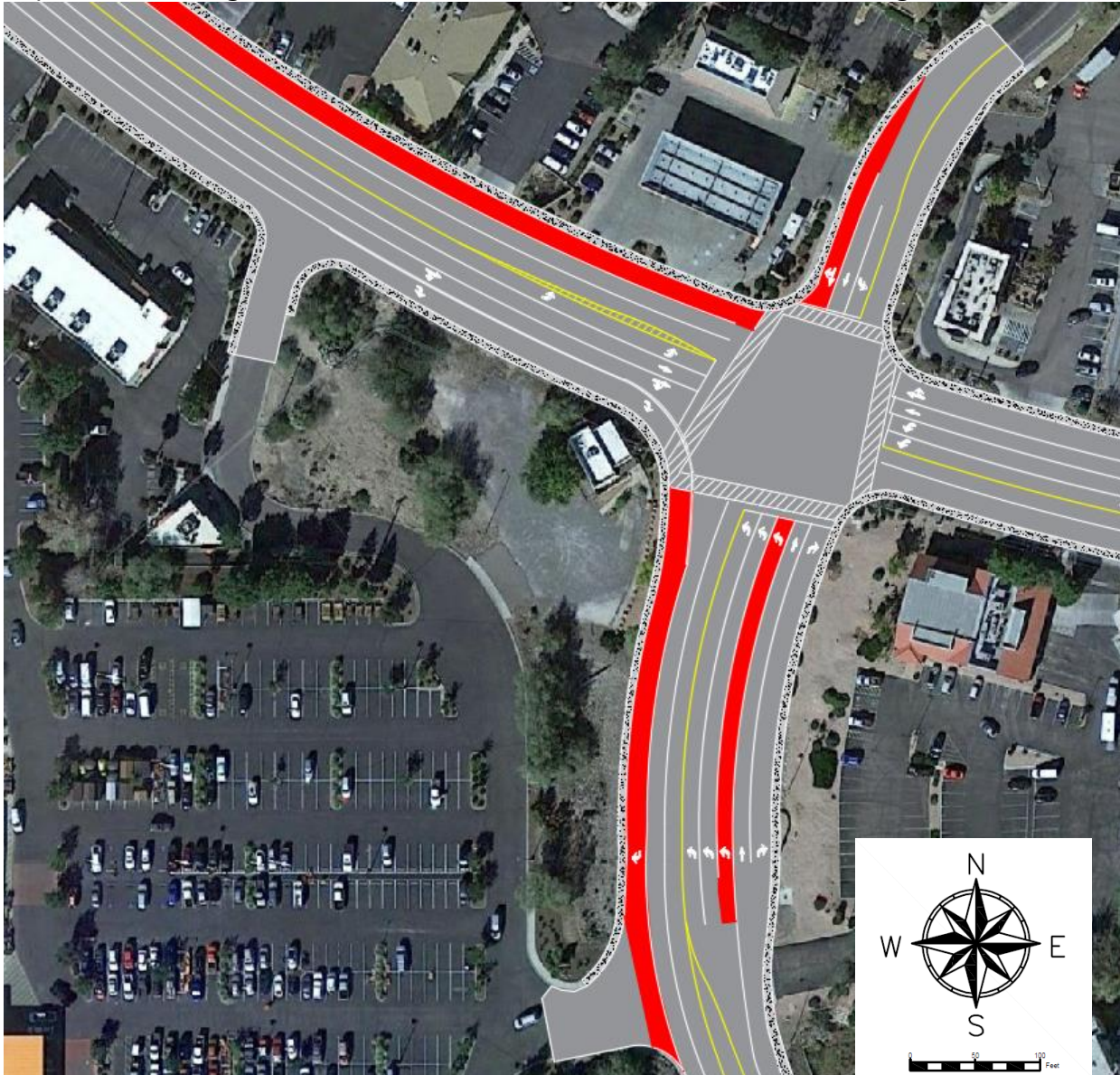
Four sub-alternatives have been identified that differ only in where the slip lane will end. These sub-alternatives are:

- Alternative D-1: Short merge distance (lane ends before driveway)
- Alternative D-2: Slip lane becomes a right-turn only lane at the driveway
- Alternative D-3: Slip lane continues past the driveway and merges before the next signal at Fir Street, and
- Alternative D-4: Slip lane continues until and becomes right-turn only at Fir St



Alternative E

This alternative will require adding through lanes into Cove Pkwy, adding slip lanes as mentioned in alternative D and an additional third turn lane from SR 260 WB to SR 89A SB. As this might lead to widening SR 89A west of SR 260 intersection which will require either partial or full removal of the gas station as well as a partial removal of the parking lots on the northern edge of the road. To minimize impacts to existing businesses, the third lane on SR 89A SB would merge before the next signal at Cottonwood St -Main St.



Final Design

The final design was selected from alternative D [sub-alternative D-4] which is adding a slip lane proved most effective. As the slip lane continues on SR260 and then becomes a right turn lane only when it reaches Fir St. Thus shifting one lane to the east side will be needed and that's on SR 260 and adding through lane on Cove Pkwy.

