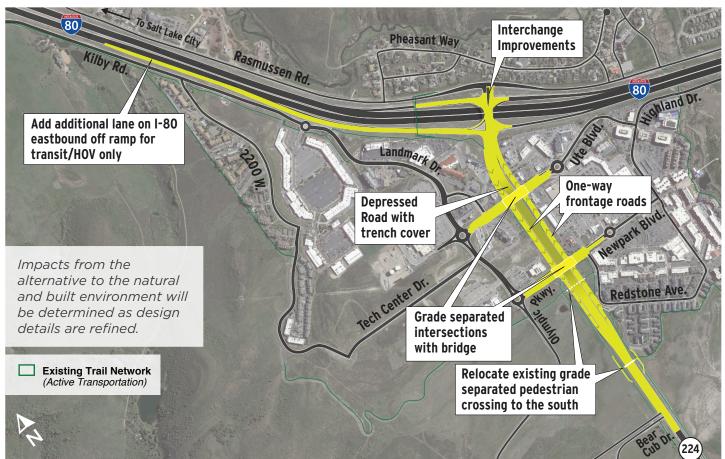
ALTERNATIVE B

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

Kimball Junction



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



Interchange improvements

Depressed road with trench cover

Landmark

Grade separated rech center pr. intersections with bridge

Add additional lane on I-80 eastbound off ramp for transit/HOV only

One-way frontage roads

New Park

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J.C.

The exact impact of the alternatives to residence, businesses, access etc., are unknown. Impacts will be determined as design details are refined.

Existing Trail Network (Active Transportation)

Key Trails and Paths Within the Study Area

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

