

Application to the 2023 U.S. DOT Reconnecting Communities and Neighbors (RNC) Discretionary Grant

Preferred Design from the IAMP



Alterations at Court & 20th St.

Lane Configuration is the same as the IAMP preferred option except for the following:

- Two channelized right turn lanes have been reduced to “regular” right turn lanes.
- This reduces the Right of Way in both the NE and SW corners of that intersection.
- Capacity (of the right turn lanes) is estimated to be similar to Preferred design.
- Improved signal operation and pedestrian safety.
- Bike lanes are not shown in the reduced option, but are still required at the intersection due to the right turn lanes.

Alterations at US395 & Frazier Ave.

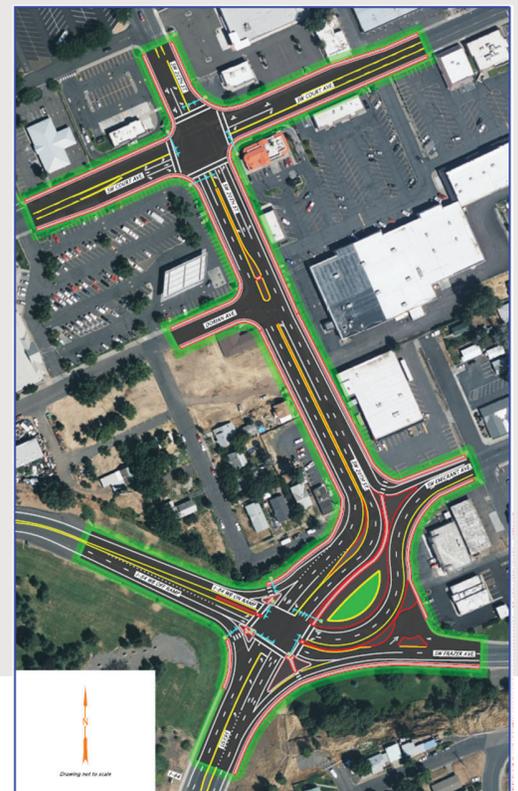
For the main intersection there are two key lane differences:

- The right turn lane off Emigrant continues up SW 20th street, this would likely have to be modified (overall footprint would be similar).
- The dedicated through lane (off Emigrant to the on-ramp), is combined as a through left lane. There are only two through lanes on Emigrant which are increased to three in this design.

At the main intersection, ROW is primarily reduced with the following changes:

- The intersection is centered on the existing I-84 ON/OFF ramp intersection.
- The majority of the new roadways are on top of existing roadways. The IAMP preferred option has significant new roadway construction.
- The I-84 ON/OFF ramps are in the same location as today.
- Reversing curves from Emigrant to US395 (designed to accommodate freeway length trucks).
- The quantity of ROW files and acquisitions are significantly reduced.

Alternate Design from the IAMP



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