

Mitigation of Impacts

- Reduce conflict points (Right-in, Right-out)
 - Requires acceleration & deceleration lanes to meet criteria (impacts bridge over Yankee Tank Creek)
 - Requires physical separation of eastbound and westbound lanes on K-10
 - Results in anticipated crash rate of 1.3 crashes per year (5-6 crashes in a 4-year period)
 - Reduces crash severity (4 conflict points)
- Inconsistent with ultimate freeway configuration
- Approximately \$1.6 M to construct “temporary” configuration



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- ELIMINATE conflict points (Cul-de-sac)
 - Zero conflict points
 - Consistent with ultimate freeway configuration
 - Approx. \$335,000

