

**MO-163/MO-763/BUSINESS LOOP I-70 EAST
ONE-WAY FRONTAGE ROAD SYSTEM
(PART 1)**

**ONE-WAY SYSTEM
CONTINUES ON EXHIBIT II-20B**

These are preliminary concepts only and are not meant to imply that a recommended I-70 widening alternative has been selected.
Study Hotline: 1-800-590-0088
www.improvei70.org

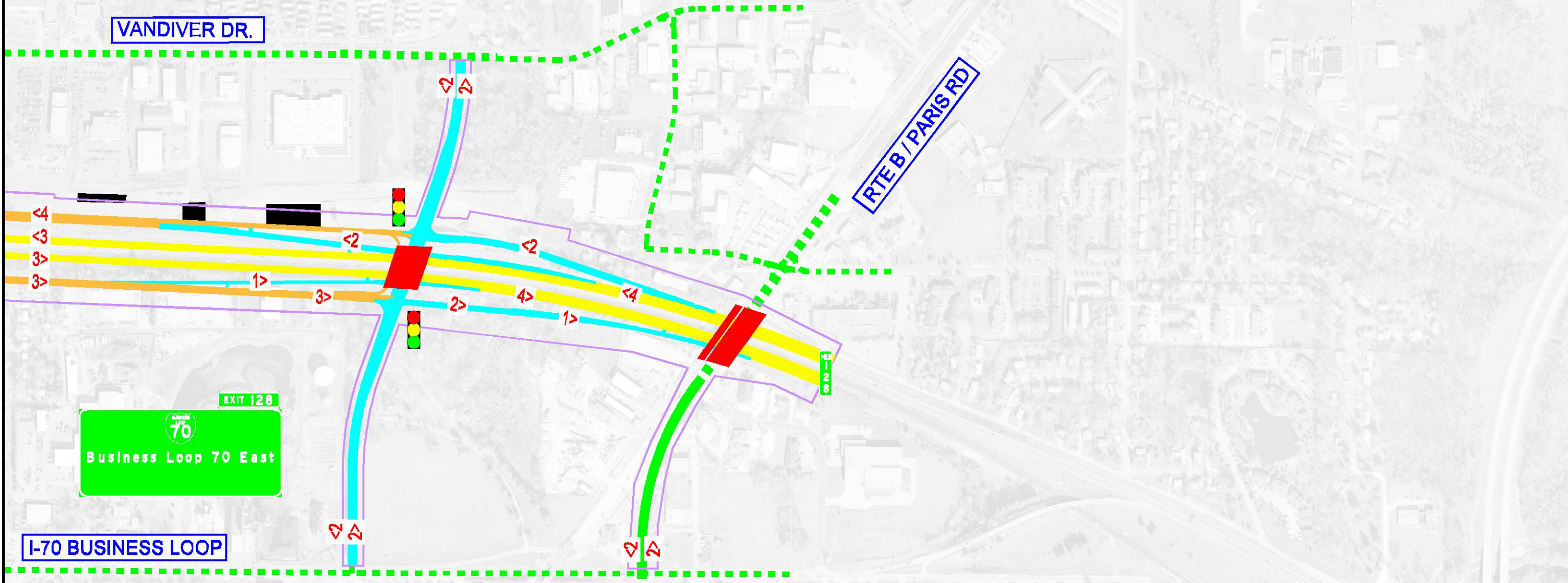
Exhibits II-12 through II-26 depict the Reasonable Alternatives for the Improve I-70 project. These figures were first shown publicly at the March 18th, 2004 Advisory Group Meeting.

* This alternative is a component of the Recommended Preferred Alternative

Aerial Mapping from November 2000
MARCH 18, 2004

		<p>SECTION 4 Rocheport to Route Z</p>	<ul style="list-style-type: none"> - - - - - Existing Facilities — — — — — Frontage Roads — — — — — Interchange Ramps and Cross Roads — — — — — Mainline I-70 	<ul style="list-style-type: none"> — — — — — CD Roads or One Way Frontage Roads Reasonable Alternative Footprint (Direct Impact Boundary) this Boundary is Also Shown on the Chapter 3 Exhibits 	<ul style="list-style-type: none"> Potential Signalized Intersection Recently Constructed Buildings (Post-Aerial Mapping) 	<ul style="list-style-type: none"> ▶ Directional Lane Indicator SCALE: 1" = 500' 	<p align="center">Reasonable Alternative Exhibit MO-163/MO763/Business Loop (East)* One-Way Frontage Road</p>	<p align="center">EXHIBIT II-20A</p>
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**MO-163/MO-763/BUSINESS LOOP I-70 EAST
ONE-WAY FRONTAGE ROAD SYSTEM
(PART 2)**



**ONE-WAY SYSTEM
CONTINUES ON EXHIBIT II-20A**

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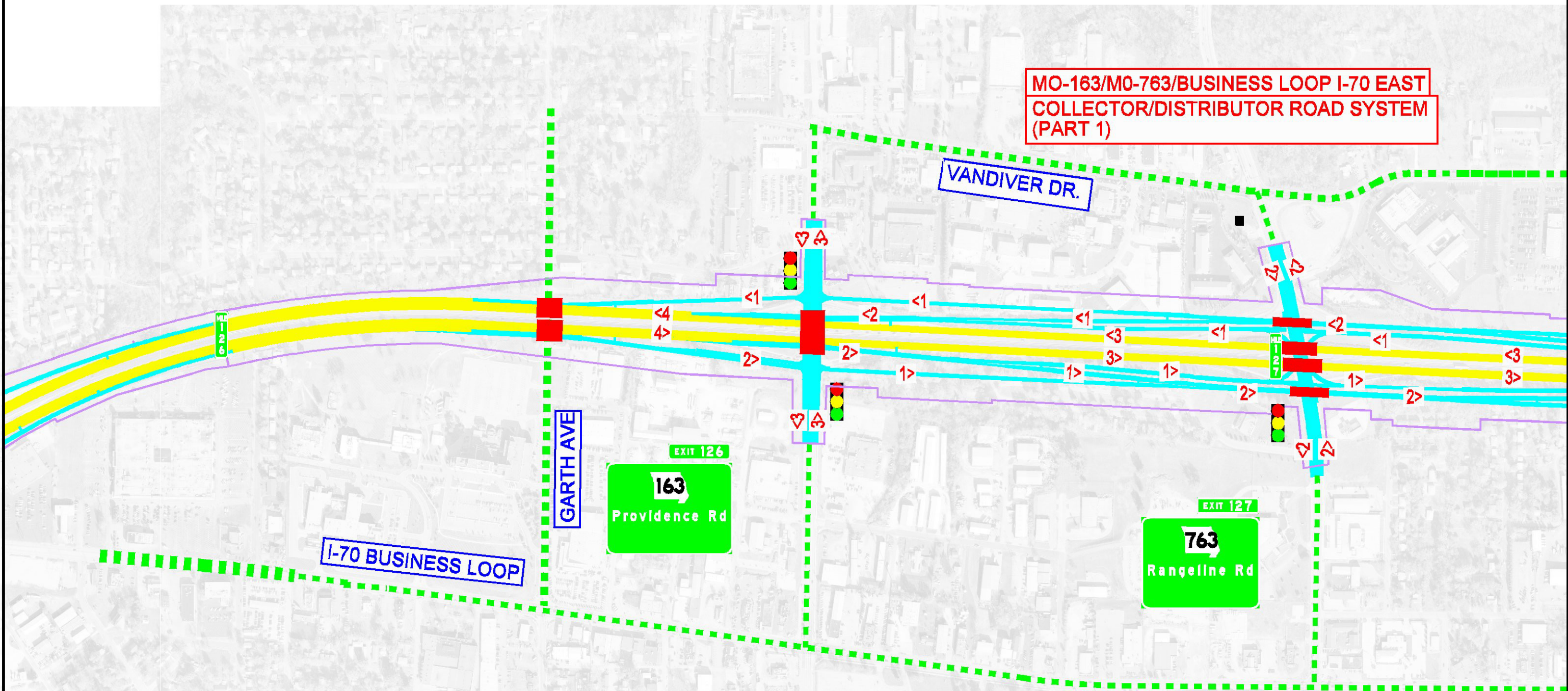
Aerial Mapping from November 2000
MARCH 18, 2004

		SECTION 4 <i>Rocheport to Route Z</i>	Existing Facilities	CD Roads or One Way Frontage Roads	Potential Signalized Intersection	Directional Lane Indicator SCALE: 1"= 500'
			Frontage Roads	Reasonable Alternative Footprint (Direct Impact Boundary) this Boundary is Also Shown on the Chapter 3 Exhibits	Recently Constructed Buildings (Post-Aerial Mapping)	

**Reasonable Alternative Exhibit
MO-163/MO763/Business Loop (East)*
One-Way Frontage Road**

EXHIBIT II-20B

**MO-163/MO-763/BUSINESS LOOP I-70 EAST
COLLECTOR/DISTRIBUTOR ROAD SYSTEM
(PART 1)**



**C/D SYSTEM CONTINUES
ON EXHIBIT II-21B**

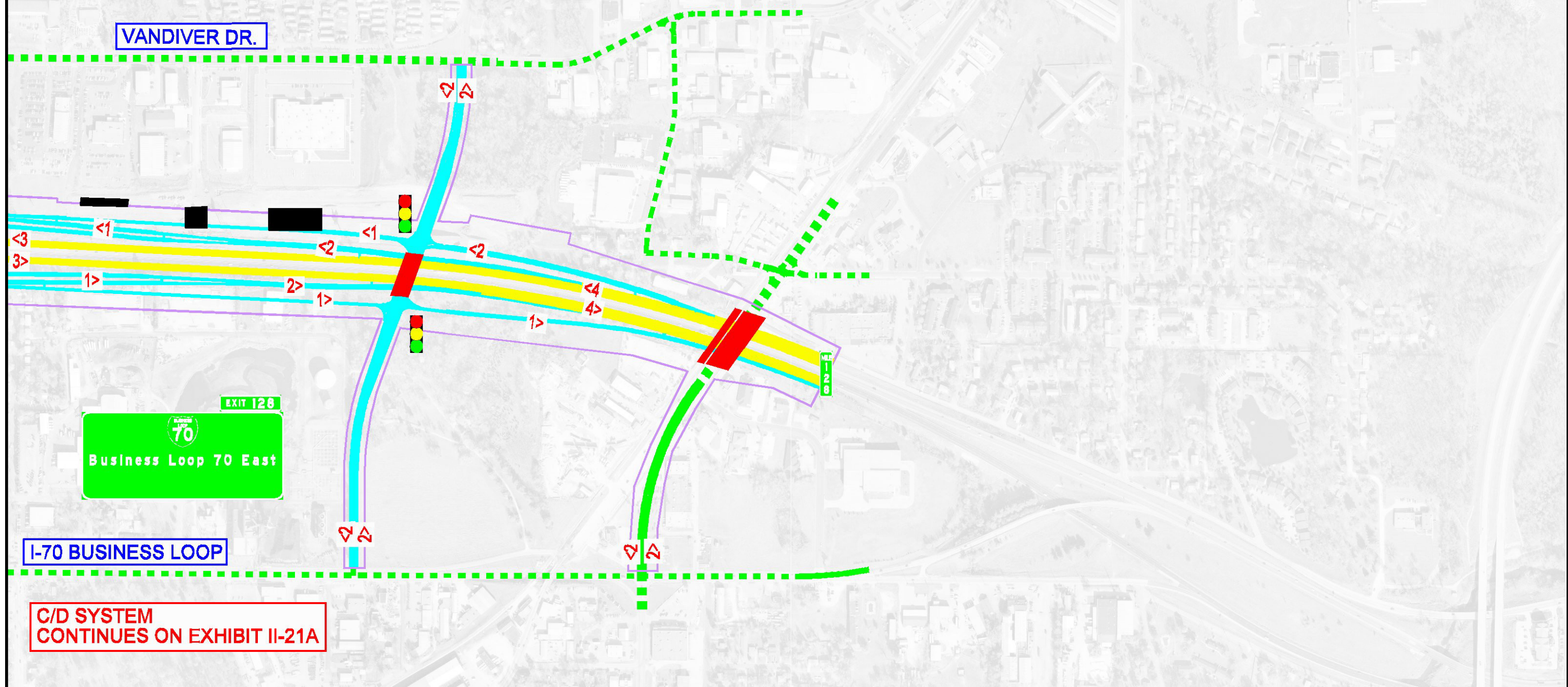
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Aerial Mapping from November 2000
MARCH 18, 2004

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		SECTION 4 <i>Rochport to Route Z</i>	Existing Facilities	CD Roads or One Way Frontage Roads	Potential Signalized Intersection	Directional Lane Indicator	SCALE: 1" = 500' 	
			Frontage Roads	Reasonable Alternative Footprint (Direct Impact Boundary) this Boundary is Also Shown on the Chapter 3 Exhibits	Recently Constructed Buildings (Post-Aerial Mapping)			
			Interchange Ramps and Cross Roads				Reasonable Alternative Exhibit MO-163/MO763/Business Loop (East)* C/D System	
			Mainline I-70				EXHIBIT II-21A	

**MO-163/MO-763/BUSINESS LOOP I-70 EAST
COLLECTOR/DISTRIBUTOR ROAD SYSTEM
(PART 2)**



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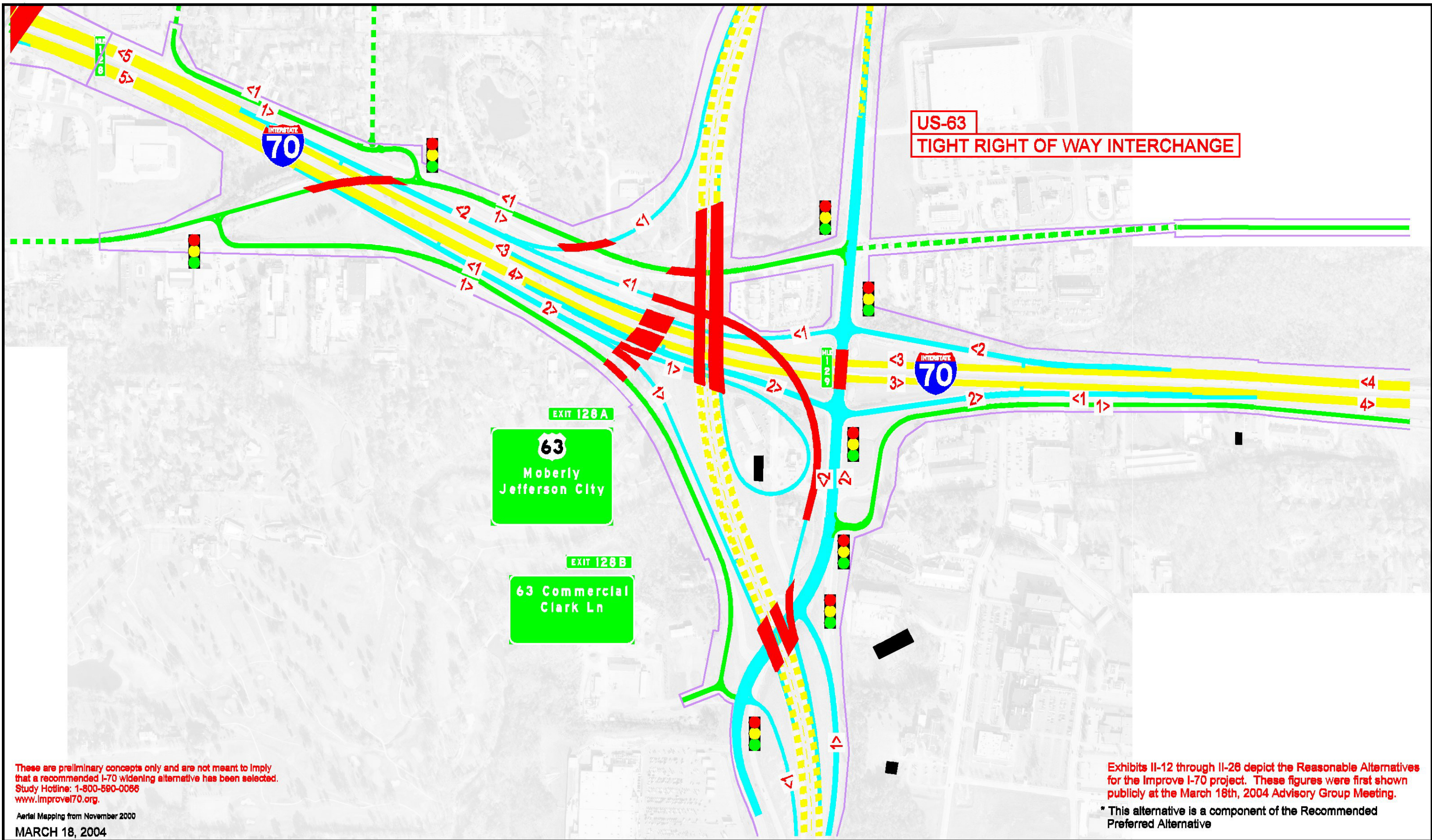
Aerial Mapping from November 2000

MARCH 18, 2004

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		<p>SECTION 4 Rocheport to Route Z</p>	<ul style="list-style-type: none"> --- Existing Facilities --- Frontage Roads --- Interchange Ramps and Cross Roads --- Mainline I-70 	<ul style="list-style-type: none"> --- CD Roads or One Way Frontage Roads Reasonable Alternative Footprint (Direct Impact Boundary) this Boundary is Also Shown on the Chapter 3 Exhibits 	<ul style="list-style-type: none"> Potential Signalized Intersection Recently Constructed Buildings (Post-Aerial Mapping) 	<ul style="list-style-type: none"> Directional Lane Indicator SCALE: 1" = 500' 		<p>Reasonable Alternative Exhibit MO-163/MO763/Business Loop (East)* C/D System</p>	<p>EXHIBIT II-21B</p>
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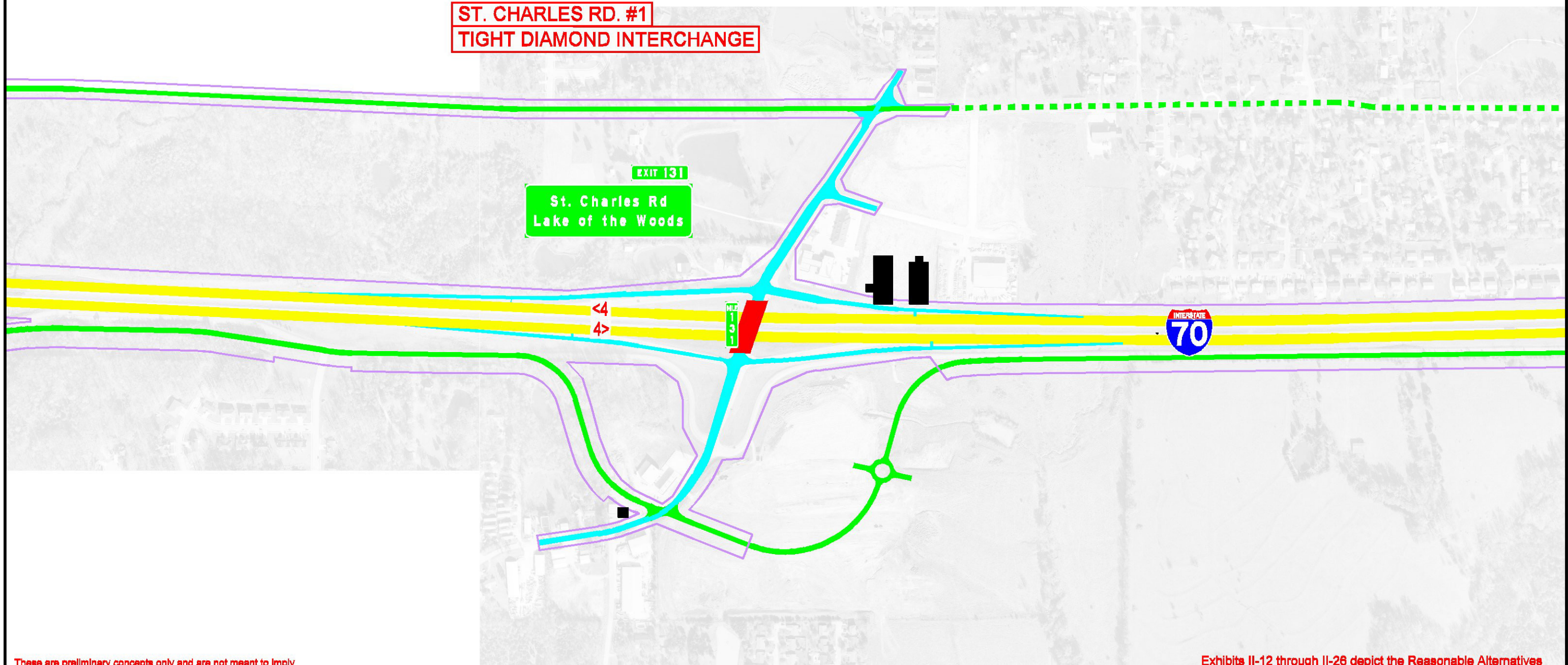
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		<p>SECTION 4 <i>Rochport to Route Z</i></p>	<ul style="list-style-type: none"> — Existing Facilities — Frontage Roads — Interchange Ramps and Cross Roads — Mainline I-70 	<ul style="list-style-type: none"> — GD Roads or One Way Frontage Roads Reasonable Alternative Footprint (Direct Impact Boundary) this Boundary is Also Shown on the Chapter 3 Exhibits 	<ul style="list-style-type: none"> Potential Signalized Intersection Recently Constructed Buildings (Post-Aerial Mapping) 	<ul style="list-style-type: none"> ↔ Directional Lane Indicator SCALE: 1" = 500' 	<p style="text-align: center;">Reasonable Alternative Exhibit US-63 Interchange*</p>	<p style="text-align: center;">EXHIBIT II-22</p>

**ST. CHARLES RD. #1
TIGHT DIAMOND INTERCHANGE**



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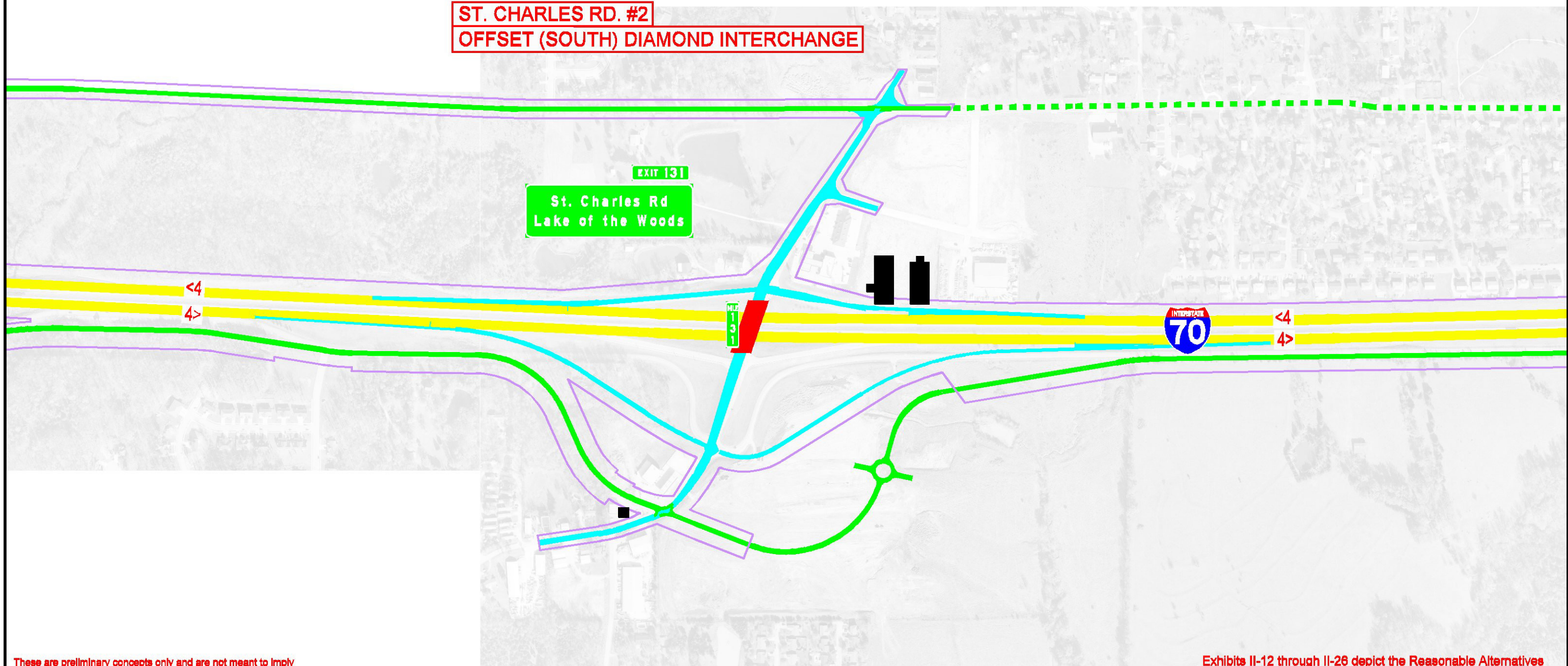
Aerial Mapping from November 2000
MARCH 18, 2004

Exhibits II-12 through II-26 depict the Reasonable Alternatives for the Improve I-70 project. These figures were first shown publicly at the March 18th, 2004 Advisory Group Meeting.

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		<p>SECTION 4 <i>Rochport to Route Z</i></p>	<ul style="list-style-type: none"> - - - - Existing Facilities — Frontage Roads — Interchange Ramps and Cross Roads — Mainline I-70 	<ul style="list-style-type: none"> — GD Roads or One Way Frontage Roads Reasonable Alternative Footprint (Direct Impact Boundary) this Boundary is Also Shown on the Chapter 3 Exhibits 	<ul style="list-style-type: none"> ■ Potential Signalized Intersection Recently Constructed Buildings (Post-Aerial Mapping) 	<ul style="list-style-type: none"> ↔ Directional Lane Indicator SCALE : 1"= 500' 		<p>Reasonable Alternative Exhibit St. Charles Rd. with Tight Diamond*</p>	<p>EXHIBIT II-23</p>
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**ST. CHARLES RD. #2
OFFSET (SOUTH) DIAMOND INTERCHANGE**



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Study Hotline: 1-800-590-0066
www.ImproveI70.org.

Aerial Mapping from November 2000

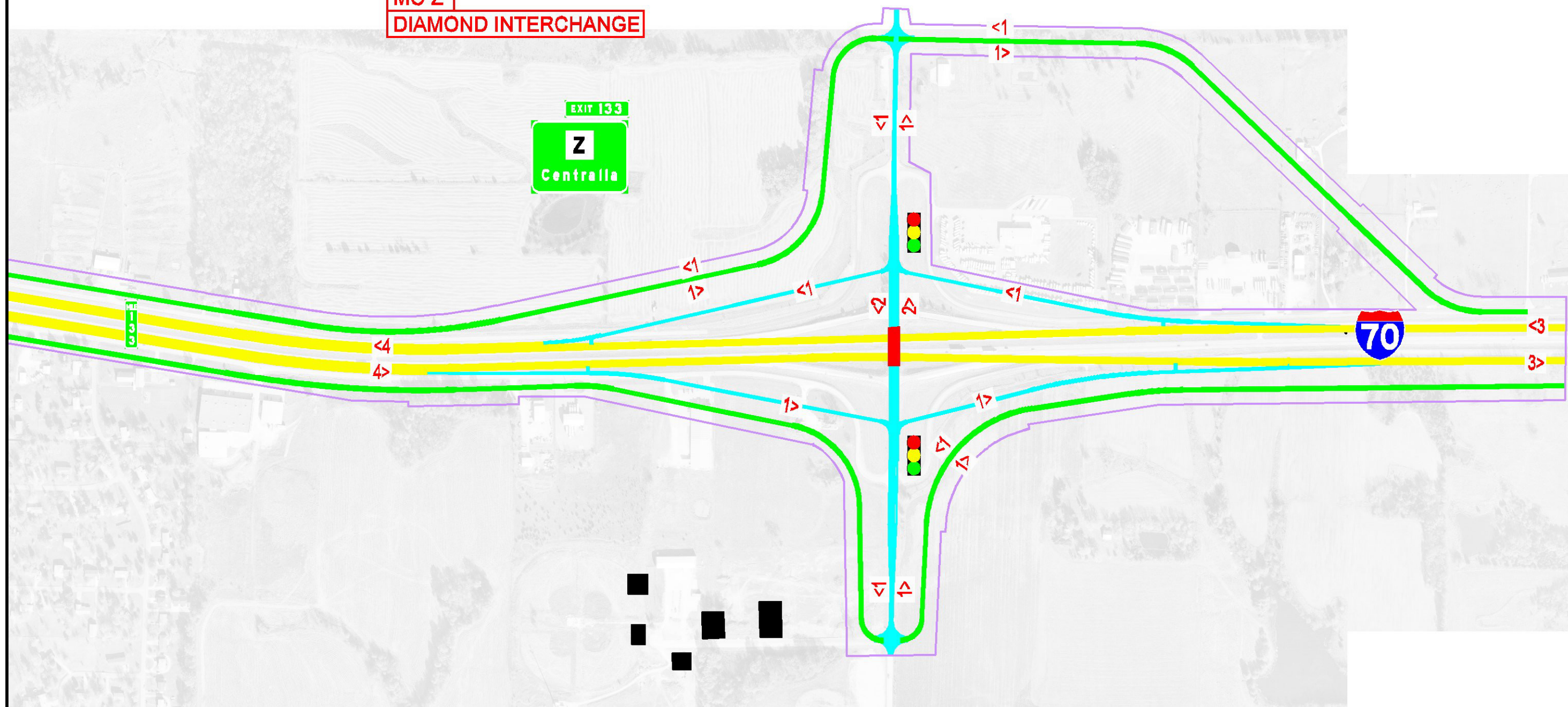
MARCH 18, 2004

Exhibits II-12 through II-26 depict the Reasonable Alternatives for the Improve I-70 project. These figures were first shown publicly at the March 18th, 2004 Advisory Group Meeting.

* This alternative is not a component of the Recommended Preferred Alternative

		<p>SECTION 4 <i>Rocheport to Route Z</i></p>	<ul style="list-style-type: none"> - - - - - Existing Facilities ————— Frontage Roads ————— Interchange Ramps and Cross Roads ————— Mainline I-70 	<ul style="list-style-type: none"> ————— GD Roads or One Way Frontage Roads Reasonable Alternative Footprint (Direct Impact Boundary) this Boundary is Also Shown on the Chapter 3 Exhibits 	<ul style="list-style-type: none"> ■ Potential Signalized Intersection Recently Constructed Buildings (Post-Aerial Mapping) 	<ul style="list-style-type: none"> ↔ Directional Lane Indicator SCALE : 1"= 500' 	<p style="text-align: center;">Reasonable Alternative Exhibit St. Charles Rd. with Offset Diamond*</p>	<p style="text-align: center;">EXHIBIT II-24</p>
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MO Z
DIAMOND INTERCHANGE



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Study Hotline: 1-800-590-0068
www.improvei70.org

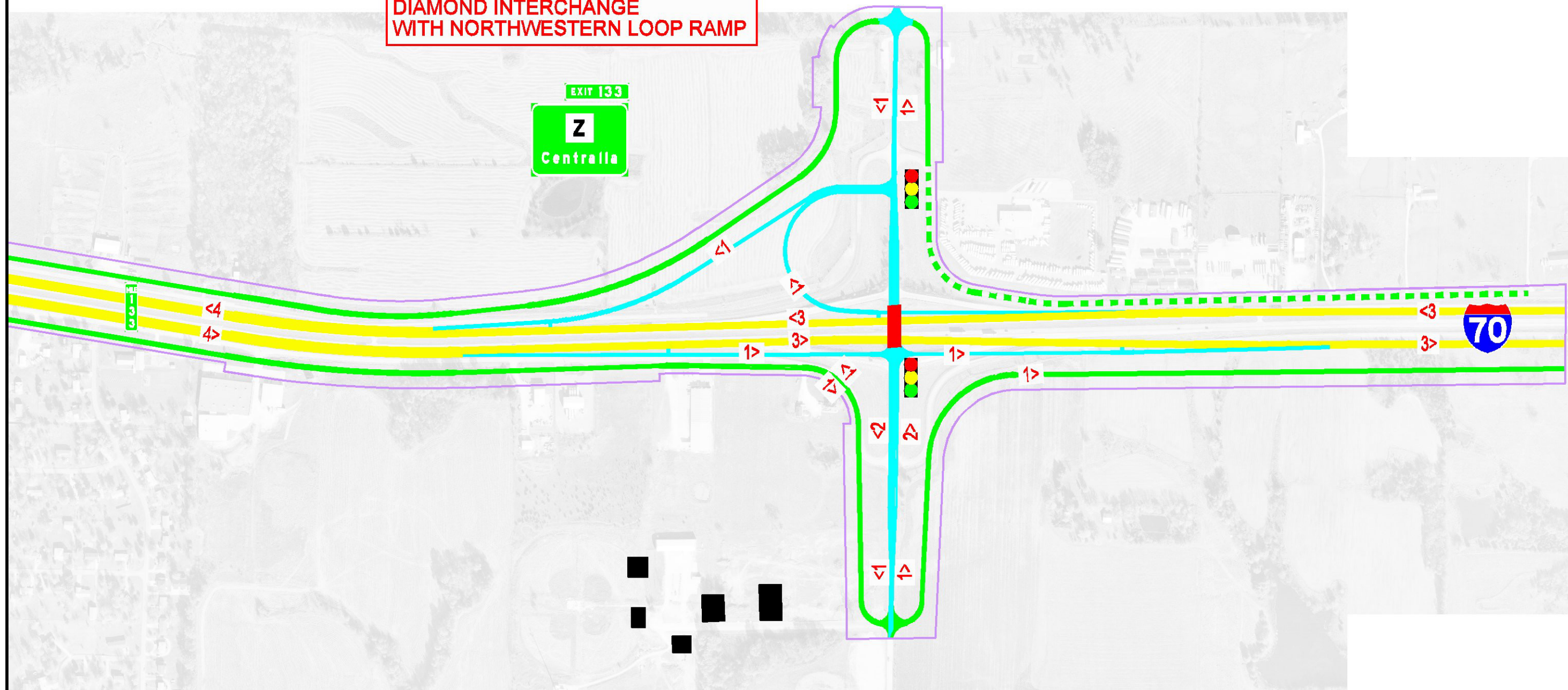
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Aerial Mapping from November 2000
MARCH 18, 2004

		<p>SECTION 4 <i>Rochport to Route Z</i></p>	<ul style="list-style-type: none"> — Existing Facilities — Frontage Roads — Interchange Ramps and Cross Roads — Mainline I-70 	<ul style="list-style-type: none"> — GD Roads or One Way Frontage Roads Reasonable Alternative Footprint (Direct Impact Boundary) this Boundary is Also Shown on the Chapter 3 Exhibits 	<ul style="list-style-type: none"> Potential Signalized Intersection Recently Constructed Buildings (Post-Aerial Mapping) 	<ul style="list-style-type: none"> ↔ Directional Lane Indicator SCALE: 1" = 500' 		<p>Reasonable Alternative Exhibit MO-Z Diamond Interchange*</p>	<p>EXHIBIT II-25</p>
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MO Z
DIAMOND INTERCHANGE WITH NORTHWESTERN LOOP RAMP



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 MARCH 18, 2004

		<p>SECTION 4 <i>Rochport to Route Z</i></p>	<ul style="list-style-type: none"> — Existing Facilities — Frontage Roads — Interchange Ramps and Cross Roads — Mainline I-70 	<ul style="list-style-type: none"> — GD Roads or One Way Frontage Roads Reasonable Alternative Footprint (Direct Impact Boundary) this Boundary is Also Shown on the Chapter 3 Exhibits 	<ul style="list-style-type: none"> Potential Signalized Intersection Recently Constructed Buildings (Post-Aerial Mapping) 	<ul style="list-style-type: none"> ➤ Directional Lane Indicator SCALE : 1" = 500' 	<p style="text-align: center;">Reasonable Alternative Exhibit MO-Z Diamond with Loop Ramp*</p>	<p style="text-align: center;">EXHIBIT II-26</p>
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