

These are preliminary concepts only and are not meant to imply that a recommended I-70 widening alternative has been selected.  
 Study Hotline: 1-800-580-0068  
 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



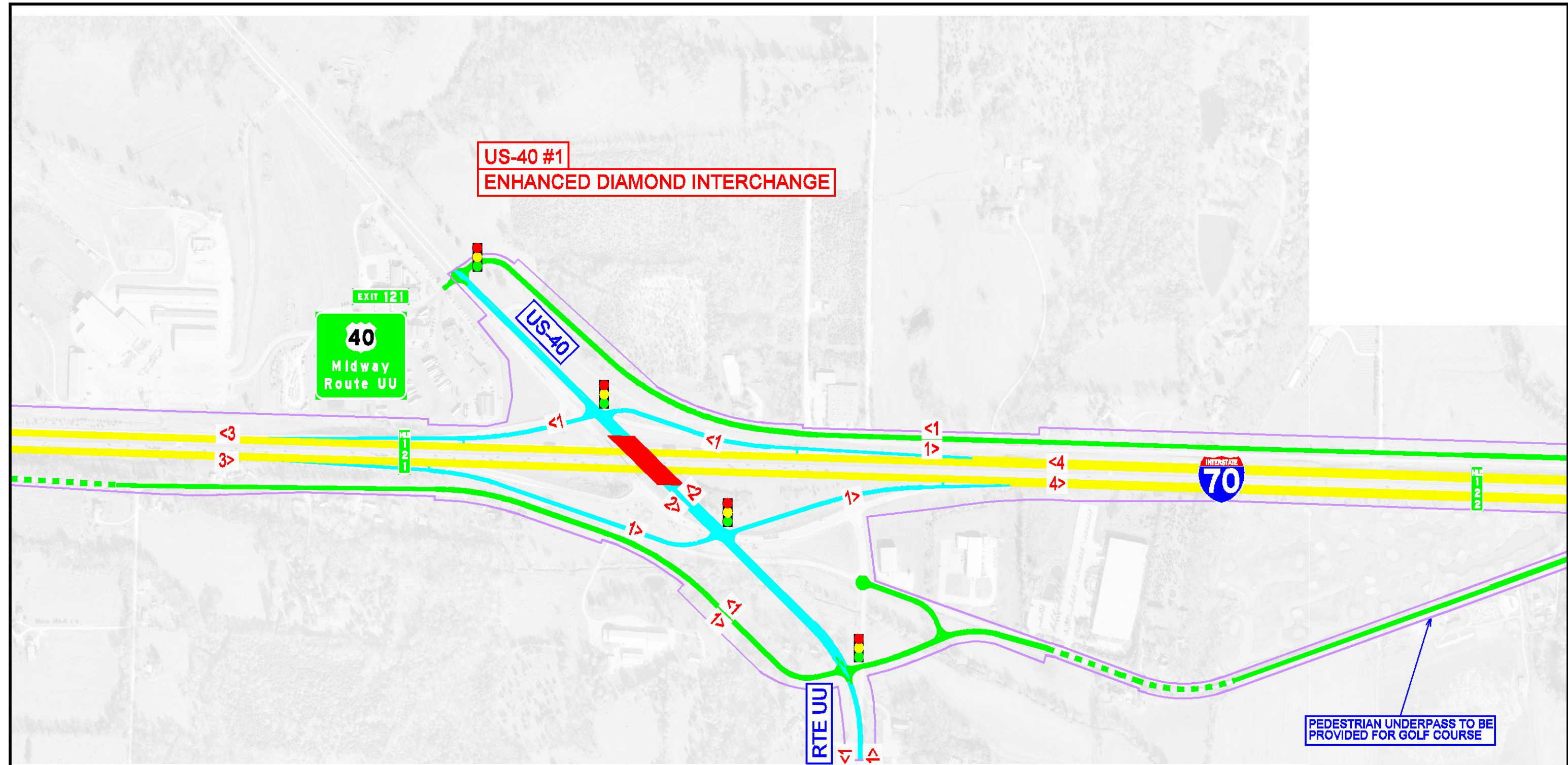
SECTION 4  
 Rocheport to Route Z

Existing Facilities	GD Roads or One Way Frontage Roads	Potential Signalized Intersection	Directional Lane Indicator
Frontage Roads	Reasonable Alternative Footprint (Direct Impact Boundary) this Boundary is Also Shown on the Chapter 3 Exhibits	Recently Constructed Buildings (Post-Aerial Mapping)	SCALE : 1" = 500'
Interchange Ramps and Cross Roads			
Mainline I-70			

Reasonable Alternative Exhibit  
 MO-J/O with Diamond Interchange\*

EXHIBIT  
 II-12





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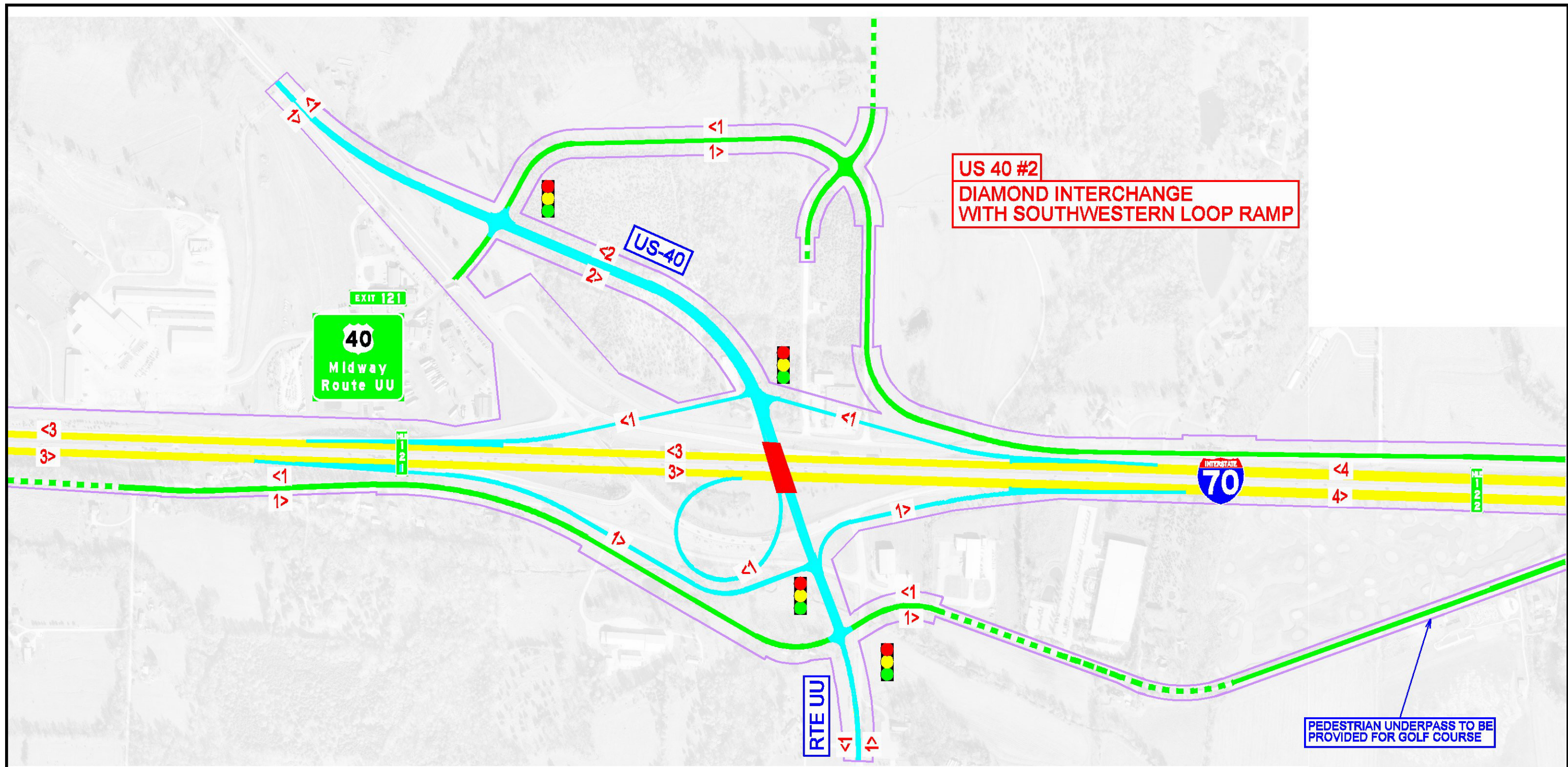
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Aerial Mapping from November 2000  
 MARCH 18, 2004

		<p><b>SECTION 4</b>  <i>Rochport to Route Z</i></p>	<ul style="list-style-type: none"> <li><span style="color: green;">■</span> Existing Facilities</li> <li><span style="color: green;">—</span> Frontage Roads</li> <li><span style="color: cyan;">—</span> Interchange Ramps and Cross Roads</li> <li><span style="color: yellow;">—</span> Mainline I-70</li> </ul>	<ul style="list-style-type: none"> <li><span style="color: orange;">—</span> GD Roads or One Way Frontage Roads</li> <li><span style="border: 1px solid purple; display: inline-block; width: 10px; height: 10px;"></span> Reasonable Alternative Footprint (Direct Impact Boundary) this Boundary is Also Shown on the Chapter 3 Exhibits</li> </ul>	<ul style="list-style-type: none"> <li> Potential Signalized Intersection</li> <li> Recently Constructed Buildings (Post-Aerial Mapping)</li> </ul>	<ul style="list-style-type: none"> <li><span style="color: red;">➤</span> Directional Lane Indicator</li> <li>SCALE: 1" = 500'</li> </ul>	<p><b>Reasonable Alternative Exhibit US-40 with Enhanced Diamond Interchange*</b></p>	<p><b>EXHIBIT II-13</b></p>
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**US 40 #2**  
**DIAMOND INTERCHANGE**  
**WITH SOUTHWESTERN LOOP RAMP**

**PEDESTRIAN UNDERPASS TO BE PROVIDED FOR GOLF COURSE**

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Aerial Mapping from November 2000

MARCH 18, 2004

		<p><b>SECTION 4</b>  <i>Rocheport to Route Z</i></p>	<ul style="list-style-type: none"> <li>Existing Facilities</li> <li>Frontage Roads</li> <li>Interchange Ramps and Cross Roads</li> <li>Mainline I-70</li> </ul>	<ul style="list-style-type: none"> <li>GD Roads or One Way Frontage Roads</li> <li>Reasonable Alternative Footprint (Direct Impact Boundary) this Boundary is Also Shown on the Chapter 3 Exhibits</li> </ul>	<ul style="list-style-type: none"> <li>Potential Signalized Intersection</li> <li>Recently Constructed Buildings (Post-Aerial Mapping)</li> </ul>	<ul style="list-style-type: none"> <li>Directional Lane Indicator</li> <li>SCALE: 1" = 500'</li> </ul>	<p><b>Reasonable Alternative Exhibit US-40 Diamond Interchange with SW Loop*</b></p>	<p><b>EXHIBIT II-14</b></p>
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