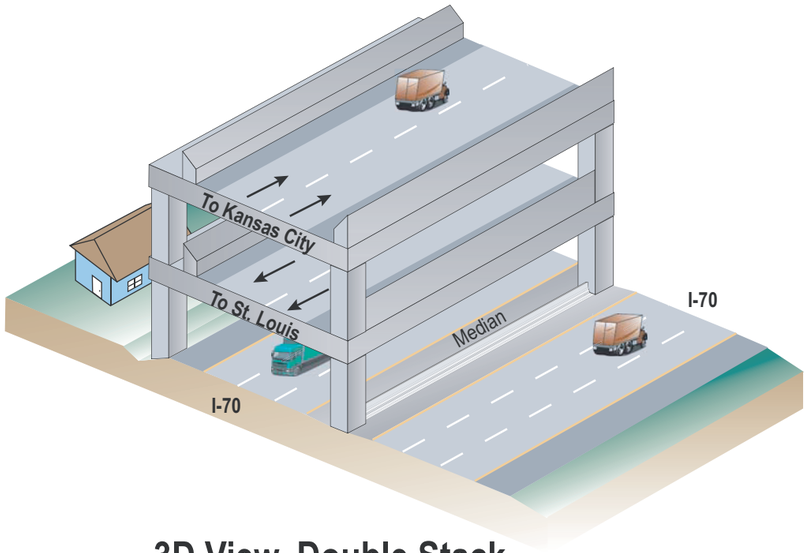
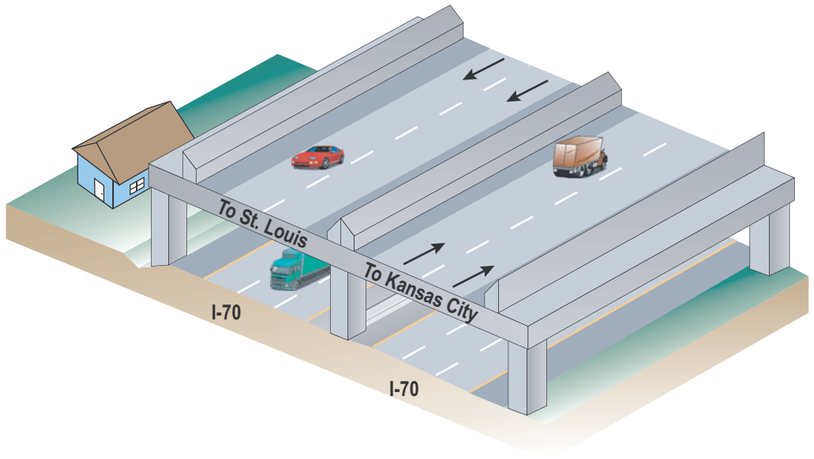
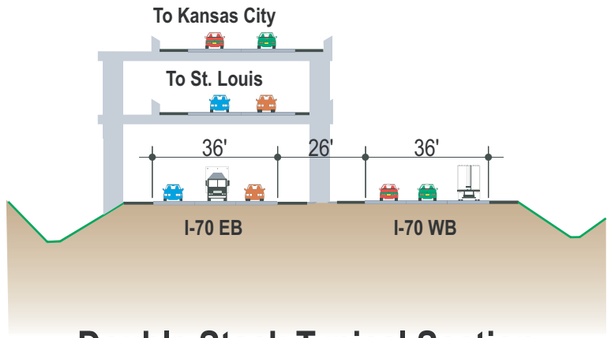


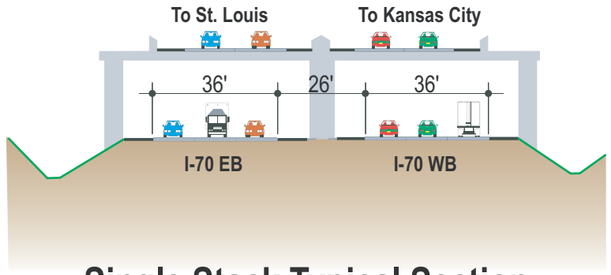
3D View, Double Stack



3D View, Single Stack



Double Stack Typical Section



Single Stack Typical Section

Advantages

1. Provides sufficient capacity for future I-70 traffic
2. Separates "through" trips from local trips
3. Requires slightly less new right-of-way

Disadvantages

1. Creates visual barrier across corridor
2. Greater noise impact to surrounding area
3. Does not provide adequate access for emergency vehicles
4. More difficult for general maintenance, including snow removal
5. Has associated drainage challenges, such as icing in winter
6. Still requires widening of existing I-70 to a six-lane section
7. Difficult to construct under live traffic
8. No access to Columbia from stacked expressways
9. Cost prohibitive
10. Still must purchase R/W

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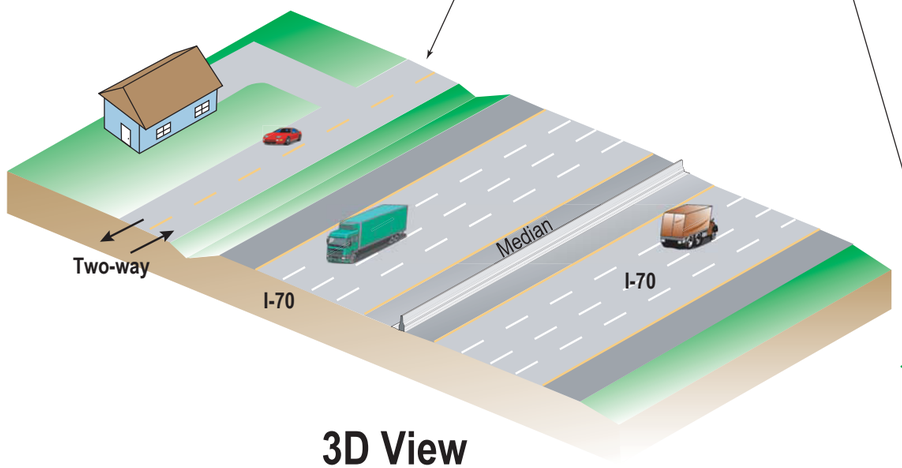
SECTION 4 Rocheport to Route Z

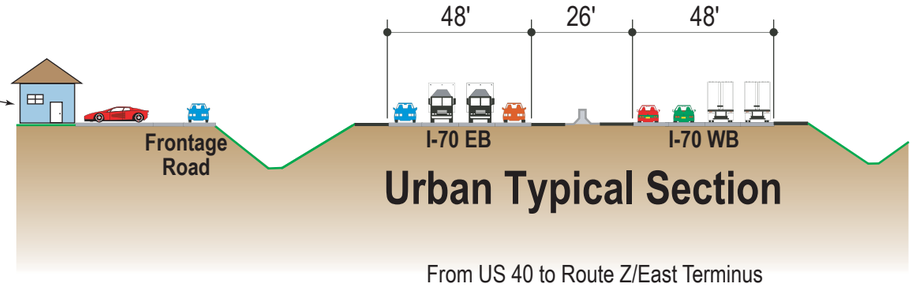
These concepts were developed to investigate design solutions within the existing I-70 corridor.

Stacked Section Concept

Exhibit II-3

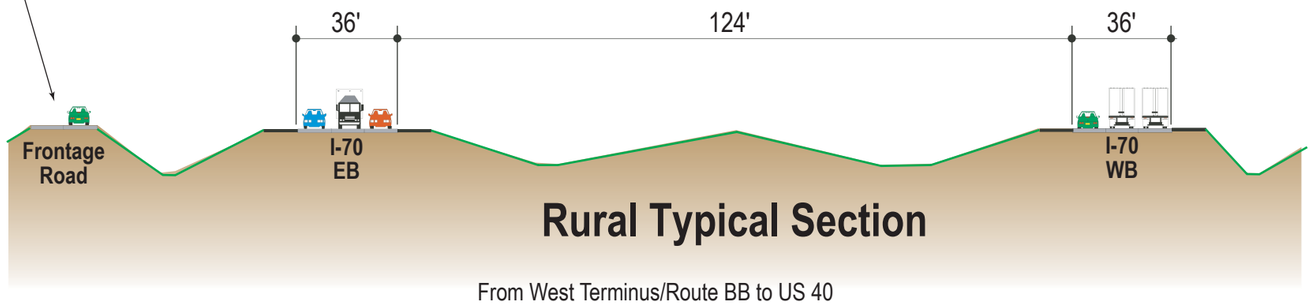


3D View



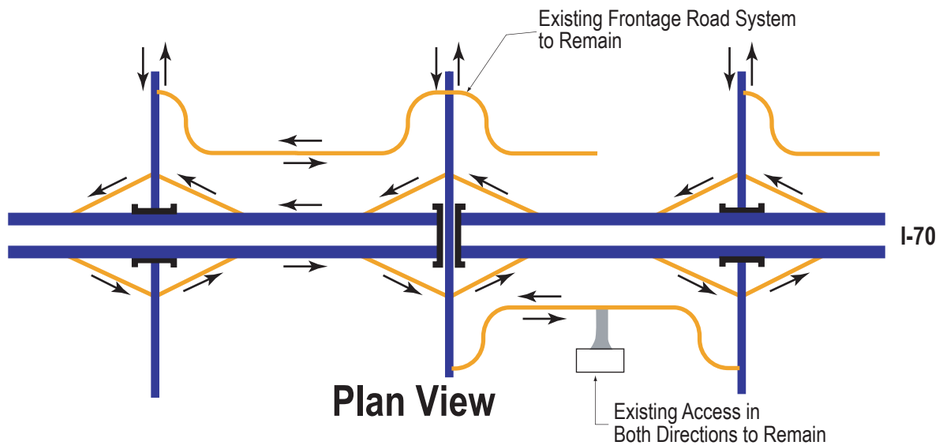
Urban Typical Section

From US 40 to Route Z/East Terminus
Existing R/W = 250' Proposed R/W = 220' - 250'



Rural Typical Section

From West Terminus/Route BB to US 40
Existing R/W = 250' - 385' Proposed R/W = 300' - 400'



Plan View

Advantages

1. Provides sufficient capacity for future I-70 traffic
2. Maintains existing access patterns
3. Requires less new right-of-way

Disadvantages

1. Does not provide facilities to separate local trips from "through" trips on I-70
2. Does not provide additional local road connectivity
3. Does not provide direct access from frontage roads to I-70 via slip ramps
4. Does not address known conflict points (inadequate ramp spacing, weaving, etc.)

NOTE: This alternative is one of 4 concepts that could be used interchangeably with other concepts at various locations throughout the corridor.

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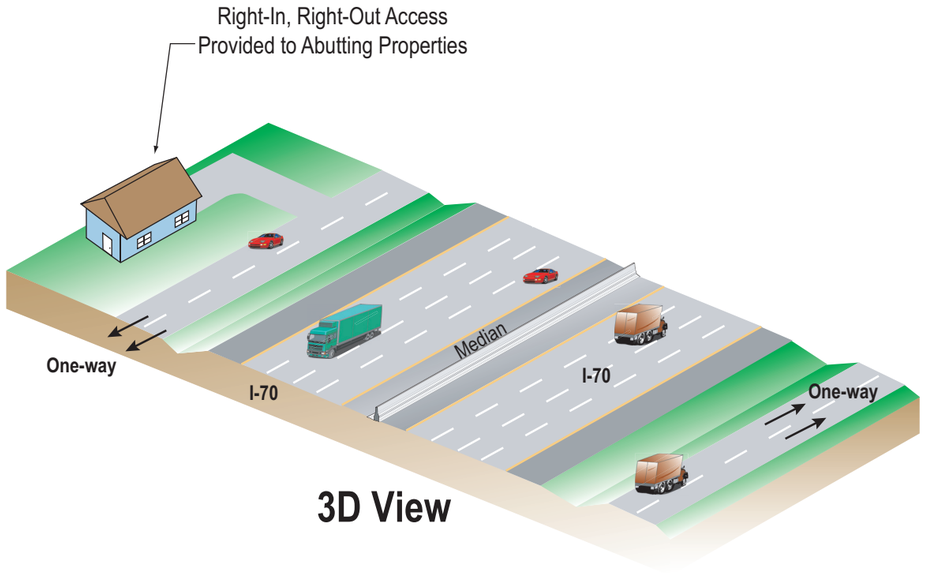
SECTION 4
Rocheport to Route Z

These concepts were developed to investigate design solutions within the existing I-70 corridor.

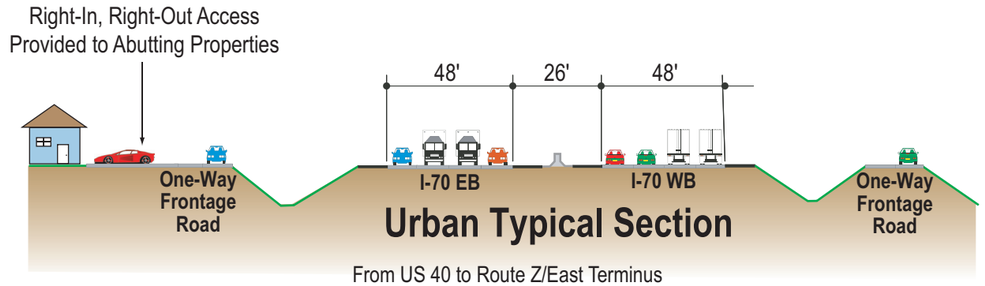
Basic Widening Concept

Exhibit II-4

T102003001MKE Exhibit_II-4 3-4-04 wjg

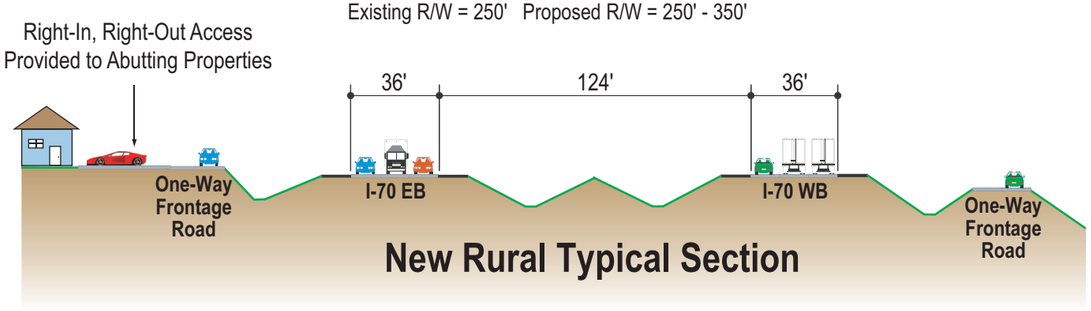


3D View



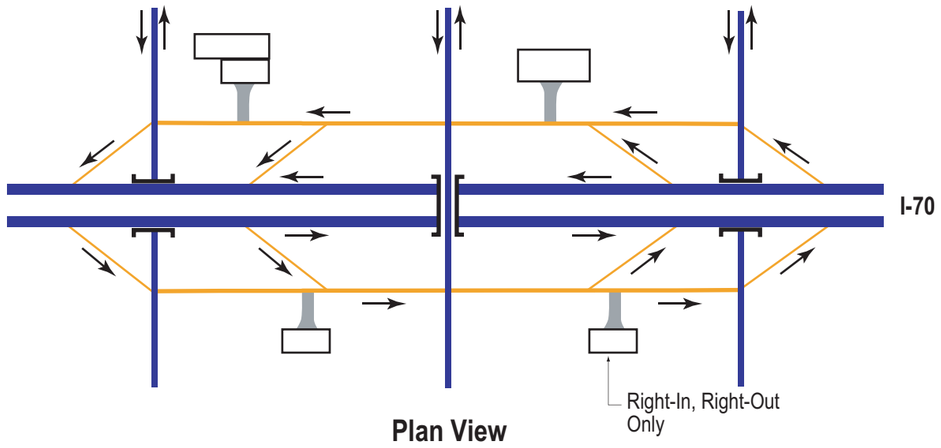
Urban Typical Section

From US 40 to Route Z/East Terminus
Existing R/W = 250' Proposed R/W = 250' - 350'



New Rural Typical Section

From West Terminus/Route BB to US 40
Existing R/W = 385' Proposed R/W = 550'



Plan View

Advantages

1. Provides sufficient capacity for future I-70 traffic
2. Maintains one direction of existing access patterns
3. Provides additonal local connectivity in key areas (e.g. Perche Creek)
4. Right-in, right-out access to abutting properties

Disadvantages

1. Provides access in only one direction (right-in, right-out) along frontage road
2. Requires more right-of-way than basic widening
3. Potentially high level of impact in areas currently without frontage roads.

NOTE: This alternative is one of 4 concepts that could be used interchangeably with other concepts at various locations throughout the corridor.

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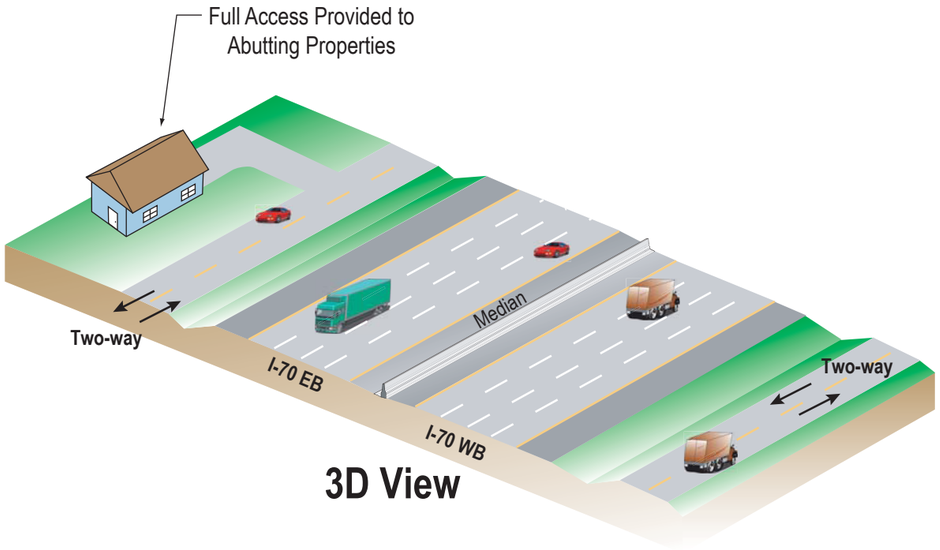
SECTION 4 Rocheport to Route Z

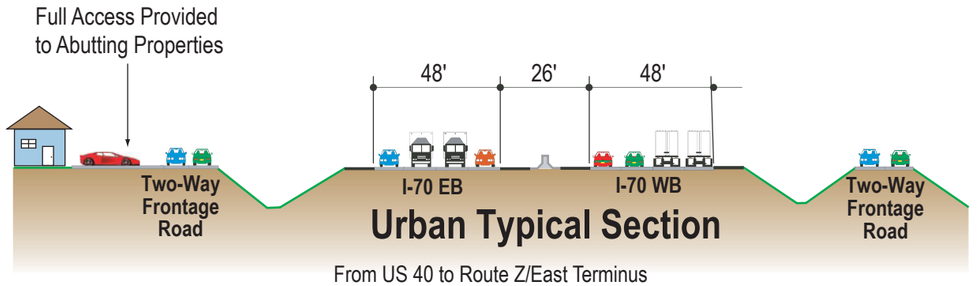
These concepts were developed to investigate design solutions within the existing I-70 corridor.

One-Way Frontage Road Concept

Exhibit II-5

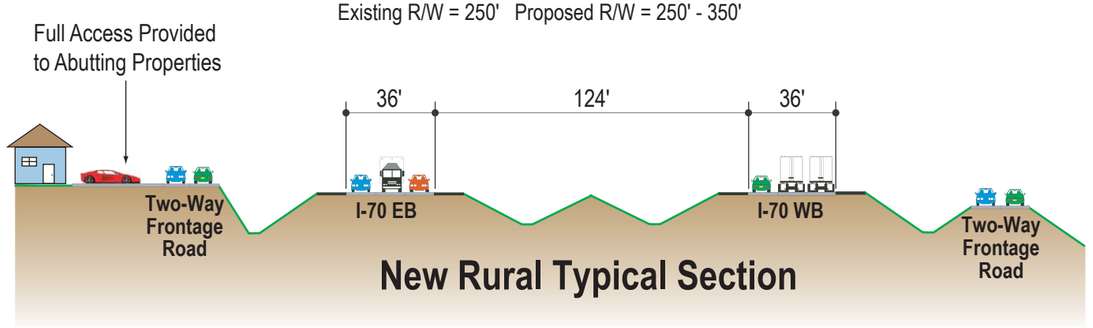


3D View



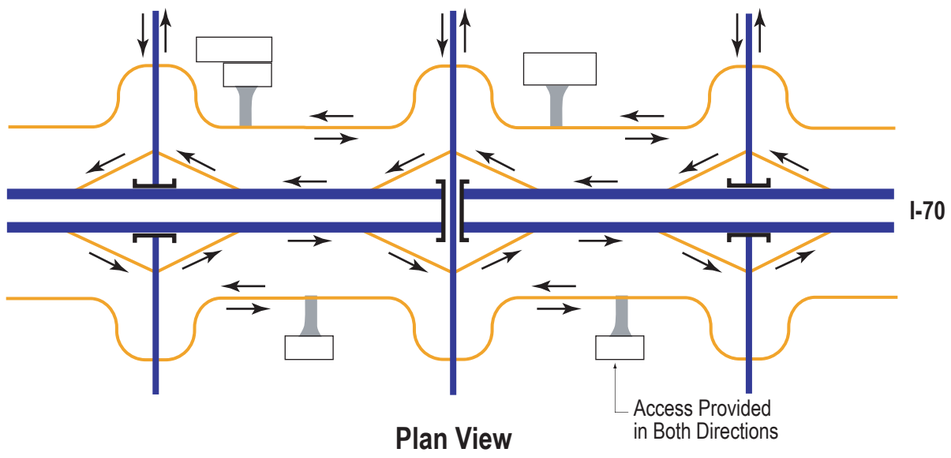
Urban Typical Section

From US 40 to Route Z/East Terminus
Existing R/W = 250' Proposed R/W = 250' - 350'



New Rural Typical Section

From West Terminus/Route BB to US 40
Existing R/W = 385' Proposed R/W = 550'



Plan View

Advantages

1. Provides sufficient capacity for future I-70 traffic
2. Maintains both directions of existing access patterns
3. Provides additonal local connectivity in key areas (e.g. Perche Creek)
4. Full access provided to abutting properties

Disadvantages

1. Does not provide direct access to I-70 via slip ramps
2. Requires more right-of-way than basic widening
3. Potentially high level of impact in areas currently without frontage roads.

NOTE: This alternative is one of 4 concepts that could be used interchangeably with other concepts at various locations throughout the corridor.

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SECTION 4 Rocheport to Route Z

These concepts were developed to investigate design solutions within the existing I-70 corridor.

Two-Way Frontage Road Concept

Exhibit II-6

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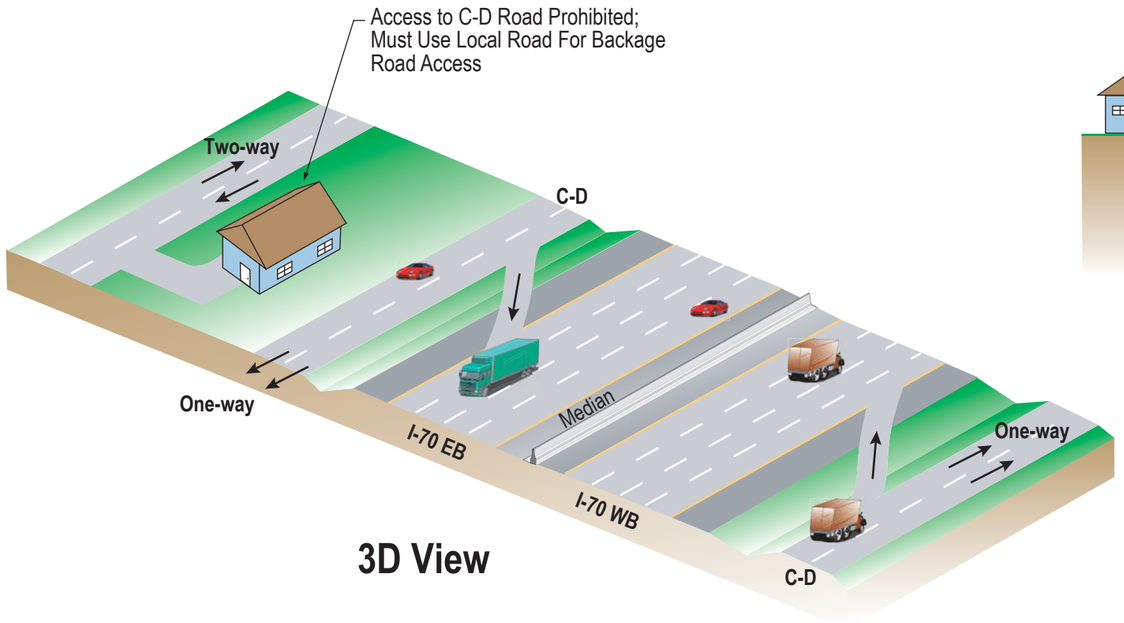
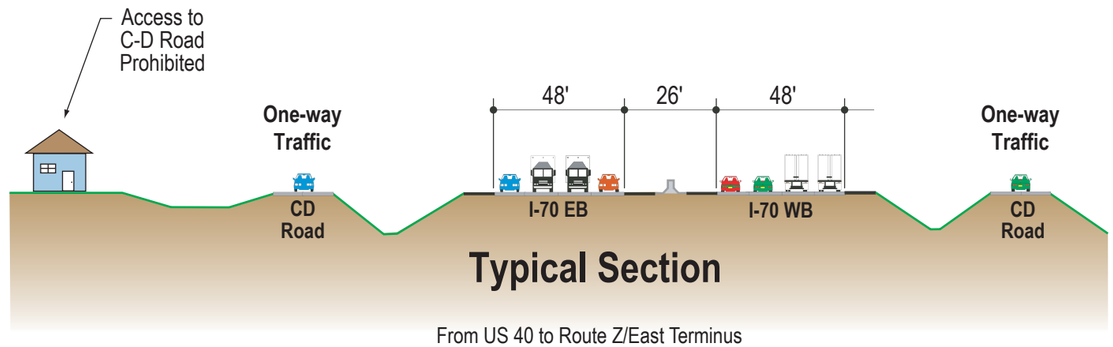
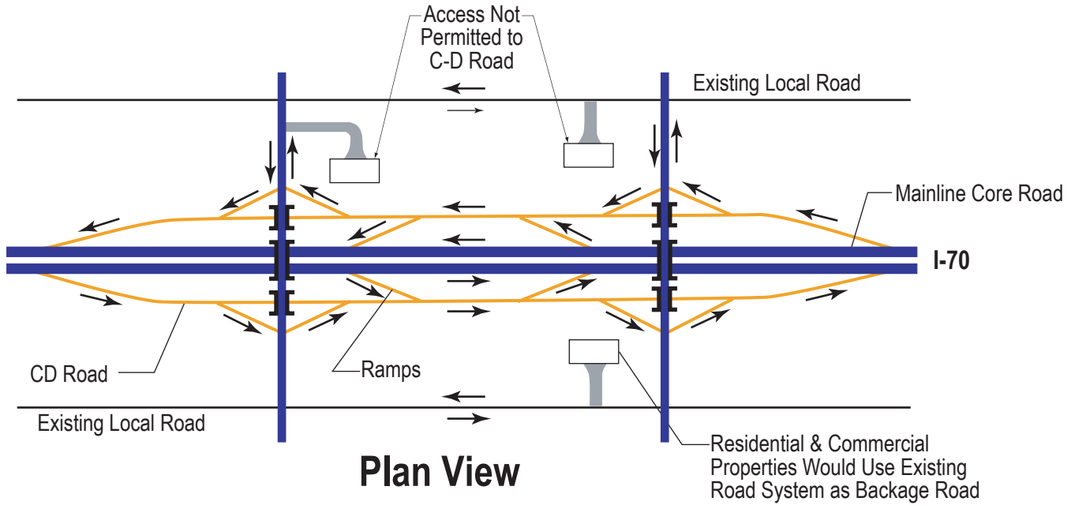


3D View



Typical Section

From US 40 to Route Z/East Terminus
Existing R/W = 250' Proposed R/W = 375' - 450'



Plan View

Advantages

1. Provides sufficient capacity for future I-70 traffic
2. Separates "through" trips from local trips
3. Provides direct access to properties using existing local roads
4. Moves weaving from I-70 onto C-D road (increasing safety)
5. Carries traffic at higher speeds

Disadvantages

1. Does not provide access onto C-D roads from abutting properties
2. Requires more right-of-way than basic widening
3. Requires access to properties from the back of property
4. Existing frontage road system eliminated or replaced resulting in impact to abutting properties

NOTE: This alternative is one of 4 concepts that could be used interchangeably with other concepts at various locations throughout the corridor.

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SECTION 4 Rocheport to Route Z

These concepts were developed to investigate design solutions within the existing I-70 corridor.

Collector/Distributor Road Concept

Exhibit II-7