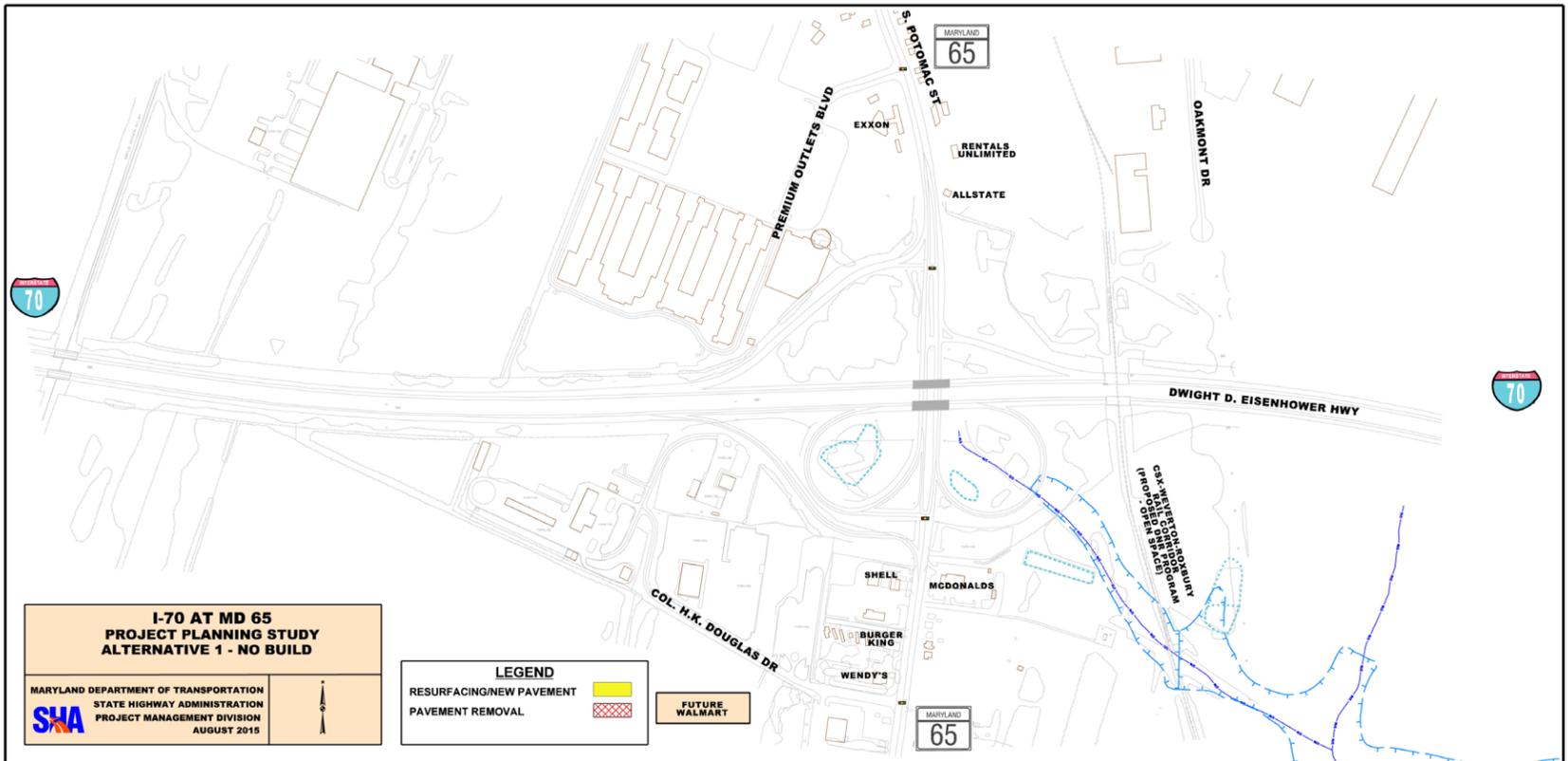


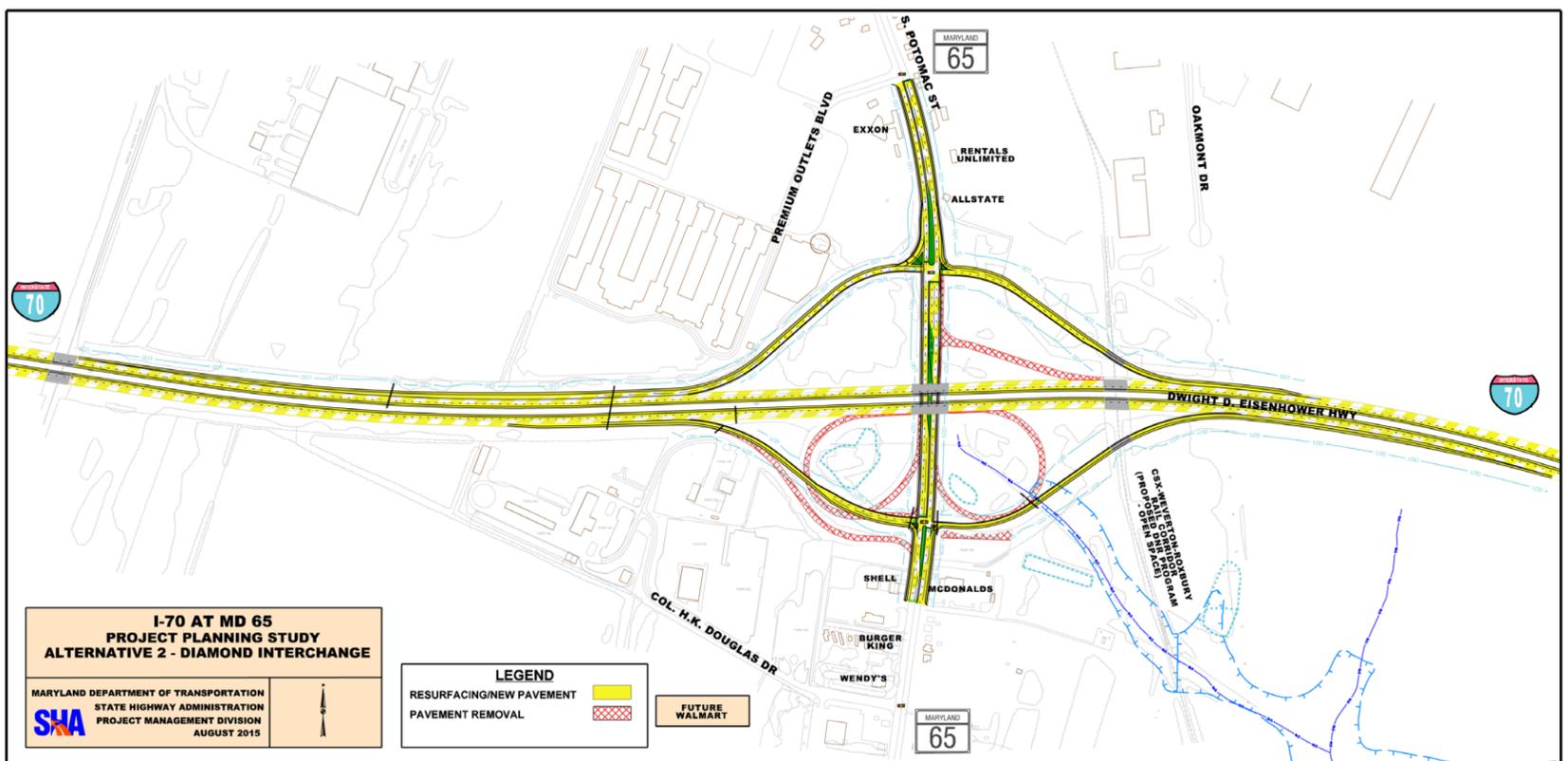
ALTERNATIVE 1 - NO BUILD

Proposes minor and short-term improvements as part of routine maintenance and safety operations.



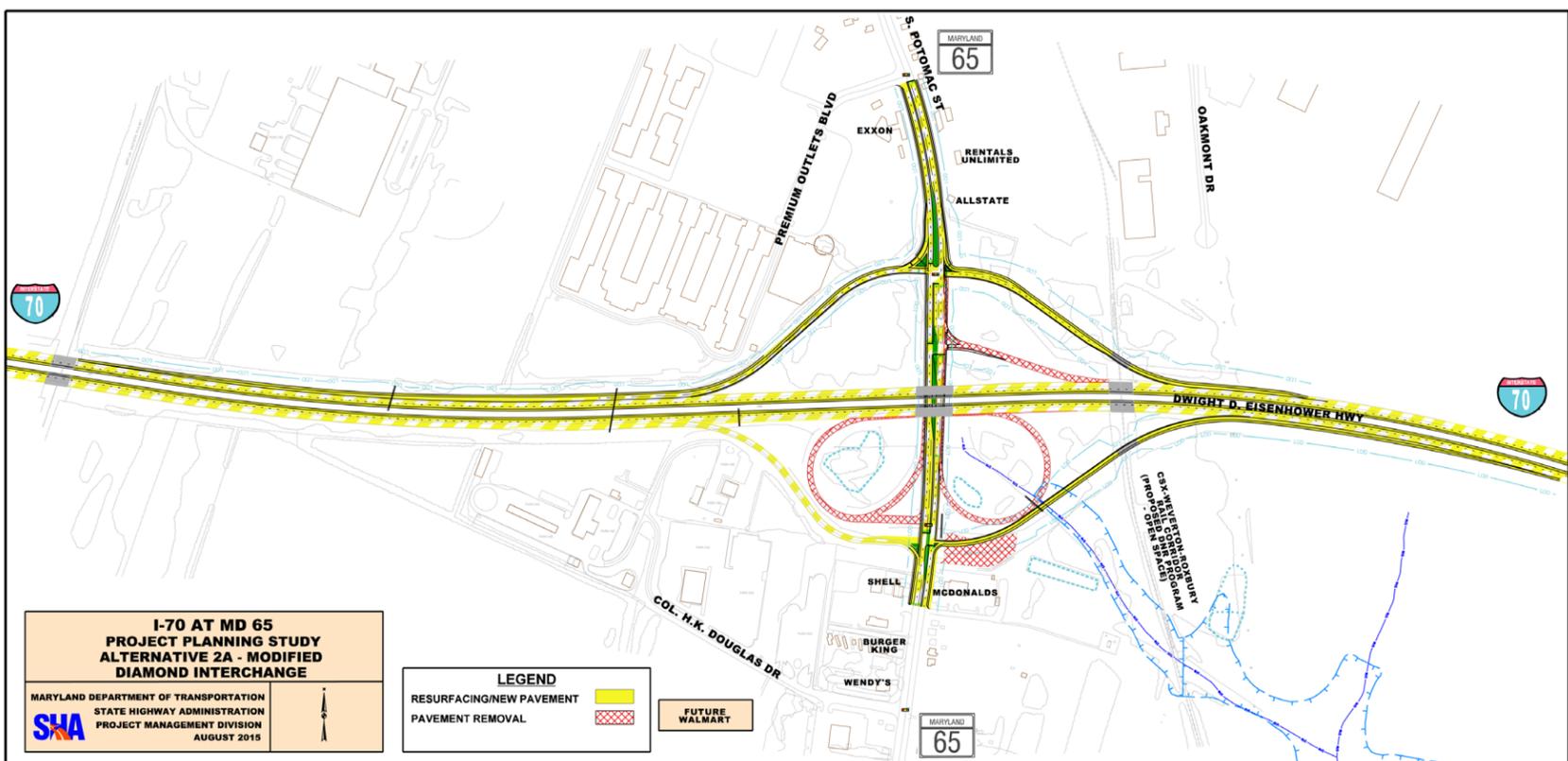
ALTERNATIVE 2 - DIAMOND INTERCHANGE I-70 INSIDE WIDENING

Reconfigures the interchange similar to a traditional diamond interchange.



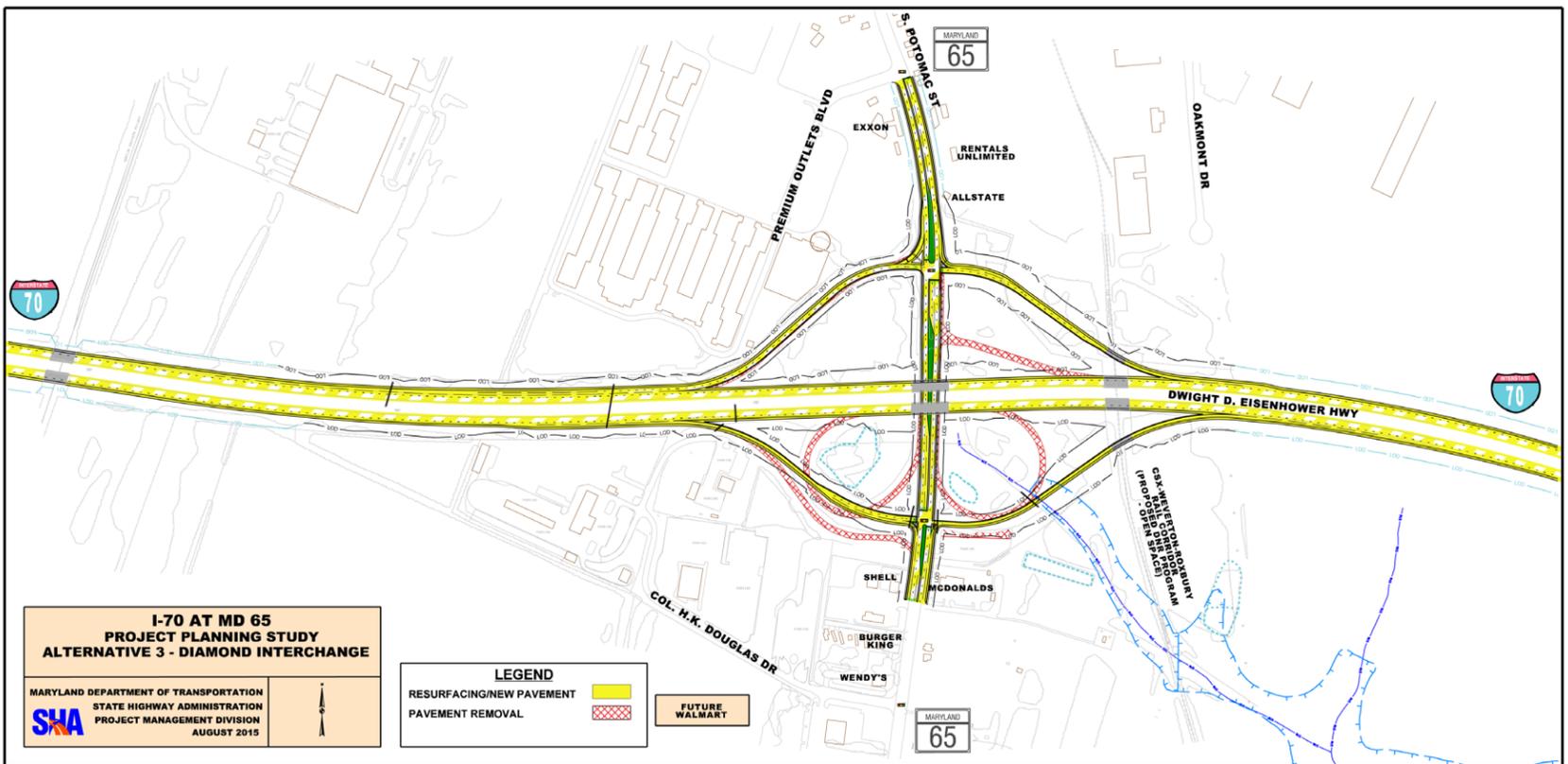
ALTERNATIVE 2A - MODIFIED DIAMOND INTERCHANGE I-70 WIDENING

Reconfigures the interchange similar to a traditional diamond interchange.
Re-aligns ramps further south than Alternative 2 to utilize existing ramps.



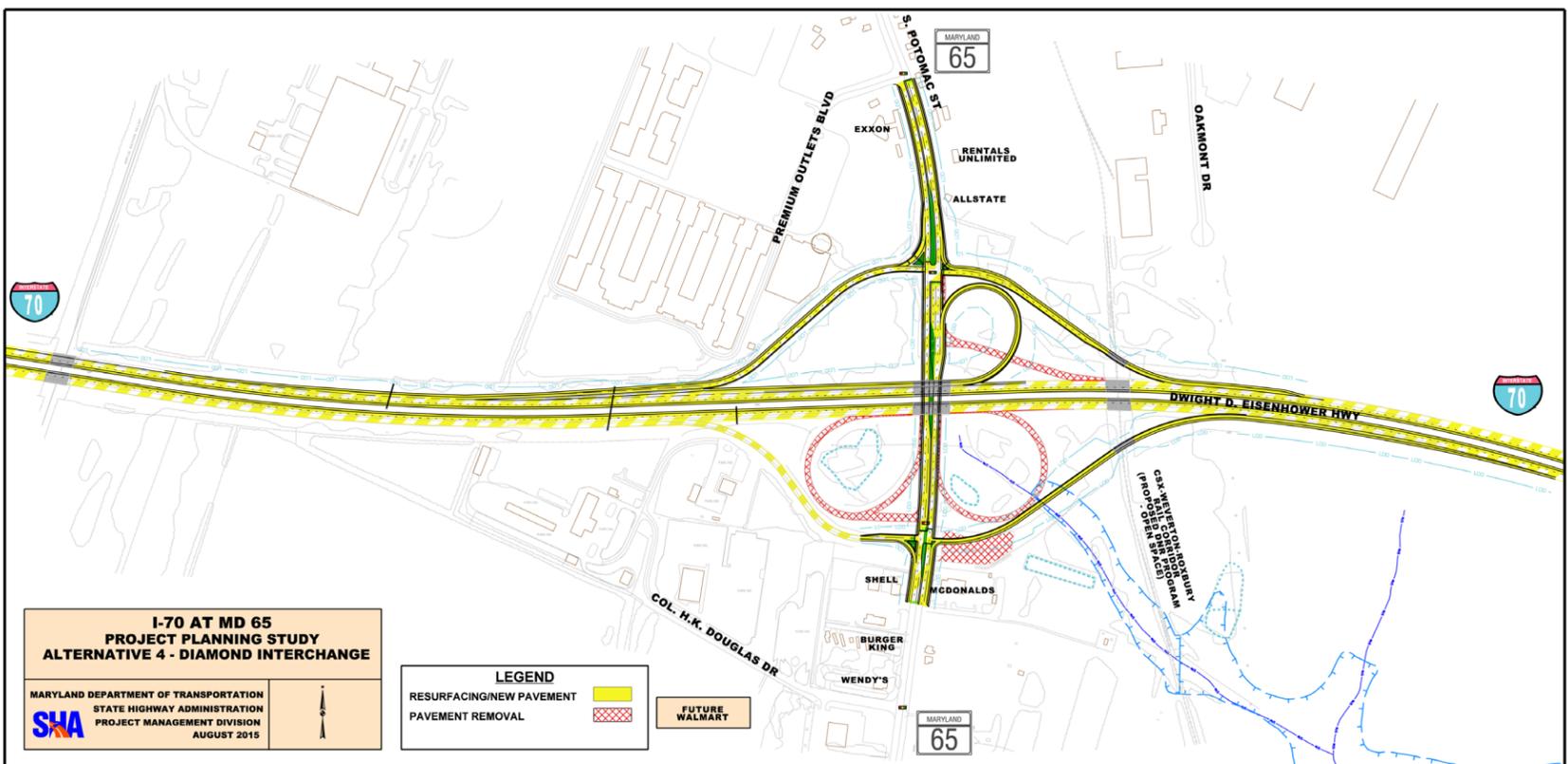
ALTERNATIVE 3 - DIAMOND INTERCHANGE I-70 OUTSIDE WIDENING (RECOMMENDED TO DROP)

Reconfigures the interchange similar to a traditional diamond interchange. Assumes I-70 outside widening instead of inside widening. Provides sufficient green space to accommodate future drainage needs and potential Erosion and Sediment Design facilities.



ALTERNATIVE 4 - DIAMOND INTERCHANGE PLUS REDUNDANT WB LOOP RAMP

Reconfigures the interchange similar to a traditional diamond interchange. Proposes a redundant westbound loop ramp in the northwest quadrant of the interchange. Assumes I-70 inside widening.



ALTERNATIVE 5 - CLOVERLEAF INTERCHANGE

Reconfigures the interchange similar to a traditional cloverleaf interchange. Assumes I-70 inside widening and MD 65 widening to avoid impact to existing bridge piers.

