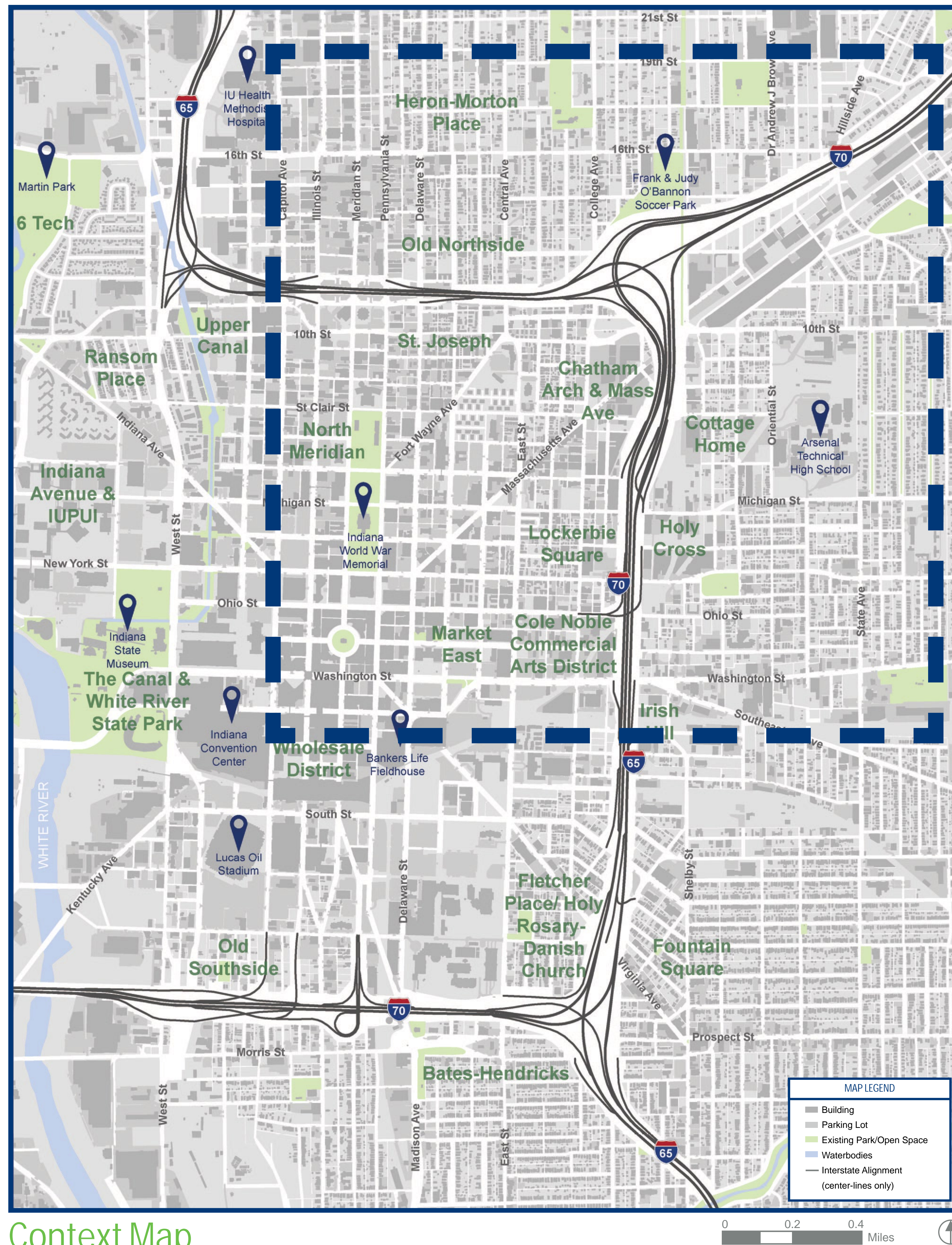
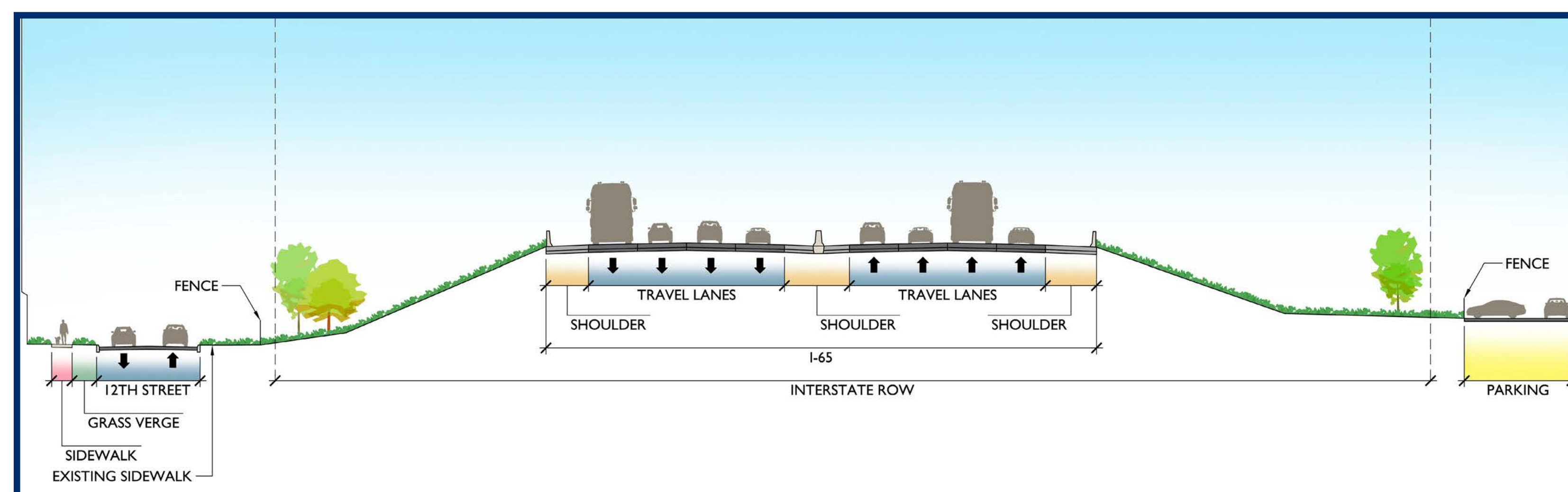


North Split ALTERNATIVE 1, 2 & 3



Context Map



Existing Cross Section at Central Avenue Looking East

Alternative 1

1

NO-BUILD

Leave the interchange as it is, with no replacement of pavement and bridges, and no safety or operational improvements.

RETAINED
FOR NEPA

Alternative 2

2

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Policy, strategy, and technology improvements, including traffic demand reduction or diversion.

ELIMINATED

Alternative 3

3

REPLACE BRIDGES AND PAVEMENT IN-KIND

Rehab or replace bridges and pavement at their current locations.

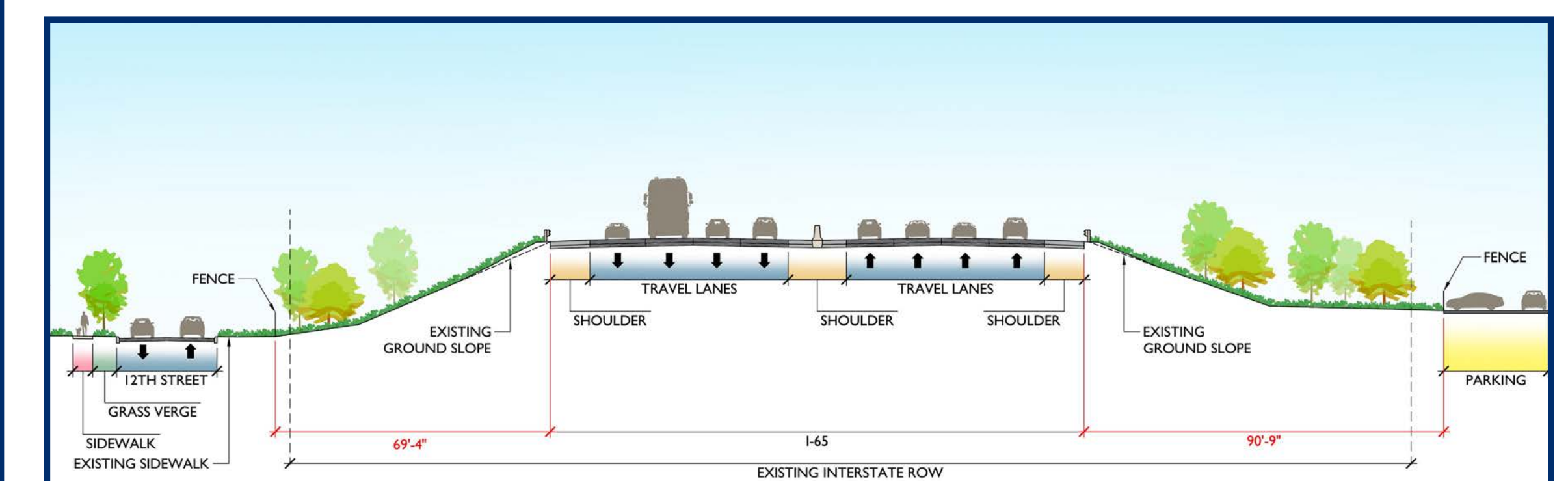
ELIMINATED

North Split ALTERNATIVE 4A



Alternative 4A

ELIMINATED



Proposed Cross Section at Central Avenue
Looking East

ALTERNATIVE 4A

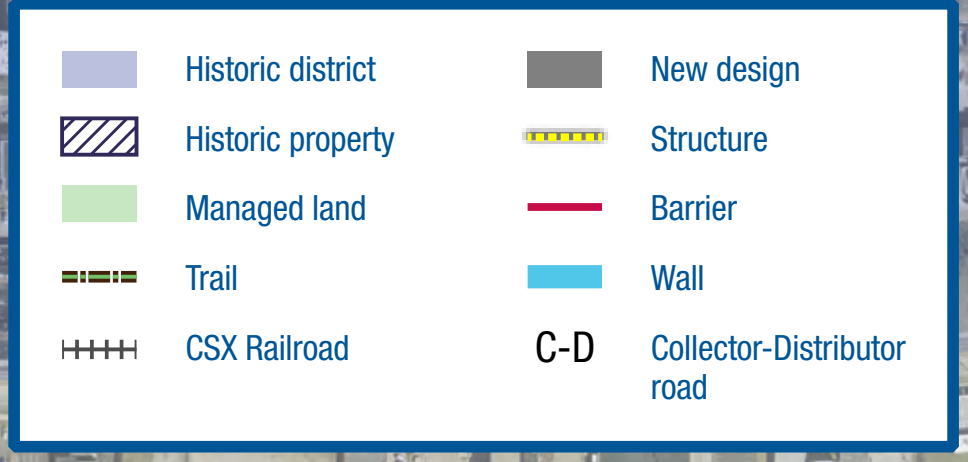
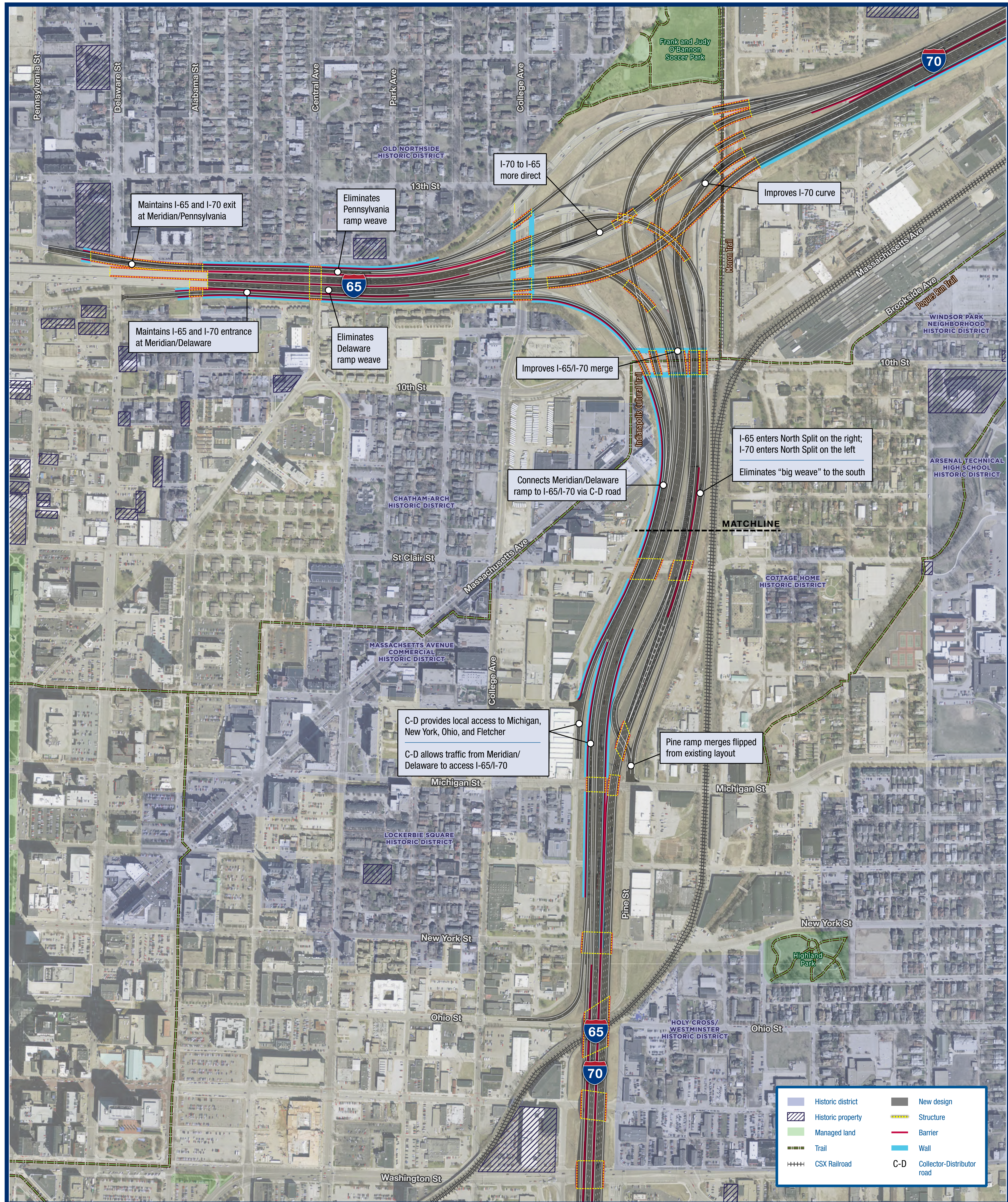
EFFICIENT INTERCHANGE RECONSTRUCTION:

NO ACCESS AT MERIDIAN/PENNSYLVANIA AND
MERIDIAN/DELAWARE RAMPS

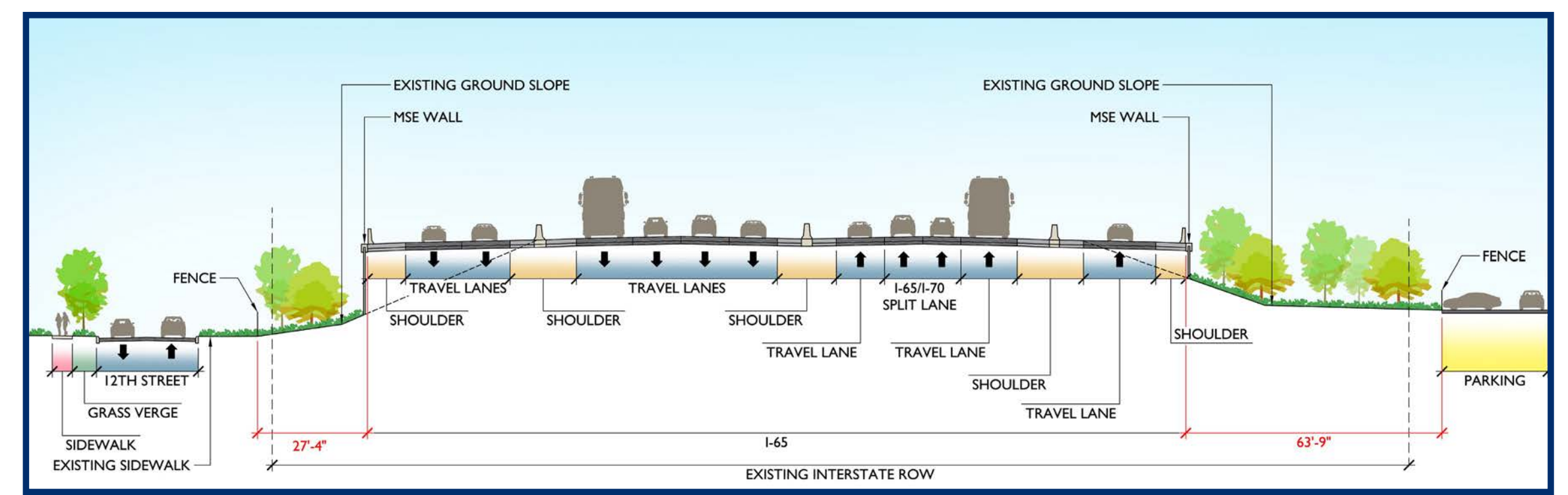
Replace bridges and pavement, and realign ramps
to correct safety problems. No added through
lanes, but existing connections are closed with
some options.

- ✓ Opportunities for Larger Connections
- ✓ **Efficient, Smaller Interchange**
- ✓ No Added Through Lanes
- ✓ Develop within the ROW
- ✓ Meets Project Needs
- ✓ Shorten Walls

North Split ALTERNATIVE 4B



ELIMINATED



Proposed Cross Section at Central Avenue Looking East

ALTERNATIVE 4B

EFFICIENT INTERCHANGE RECONSTRUCTION:

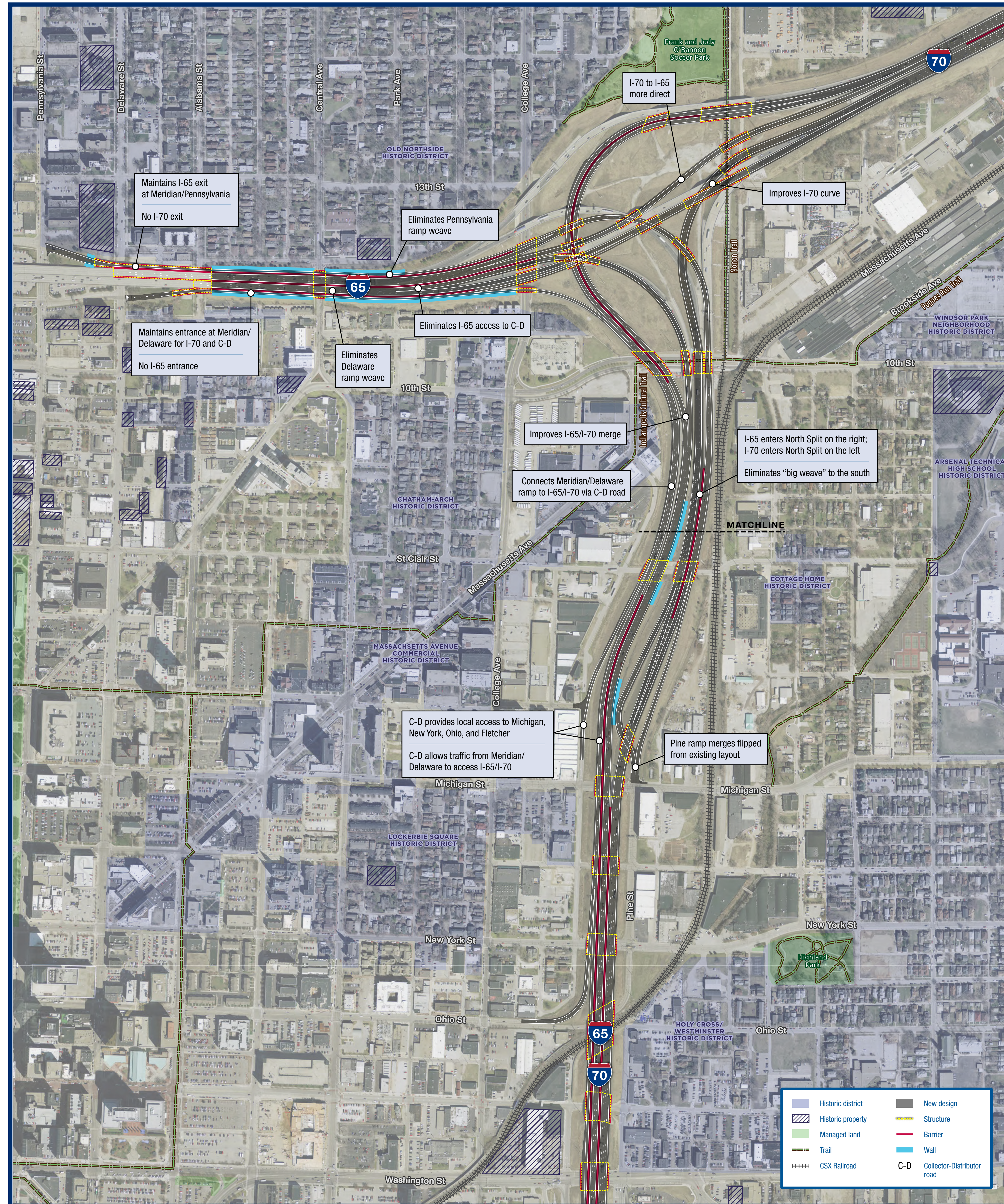
FULL ACCESS AT MERIDIAN/PENNSYLVANIA AND MERIDIAN/DELAWARE RAMPS

Replace bridges and pavement, and realign ramps to correct safety problems. No added through lanes, but existing connections are closed with some options.

- ✓ Opportunities for Larger Connections
- ✓ **Efficient, Smaller Interchange**
- ✓ No Added Through Lanes
- ✓ Develop within the ROW
- ✓ Meets Project Needs
- ✗ Shorten Walls

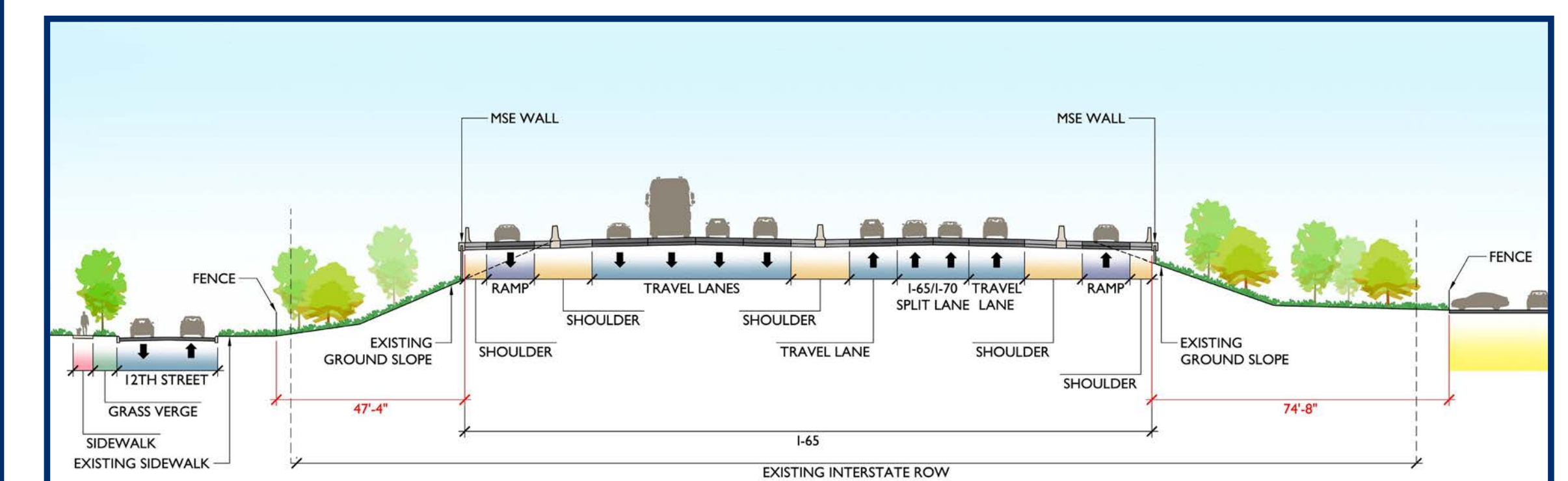
Alternative 4B

North Split ALTERNATIVE 4C



Alternative 4C

PRELIMINARY PREFERRED
ALTERNATIVE



Proposed Cross Section at Central Avenue
Looking East

ALTERNATIVE 4C

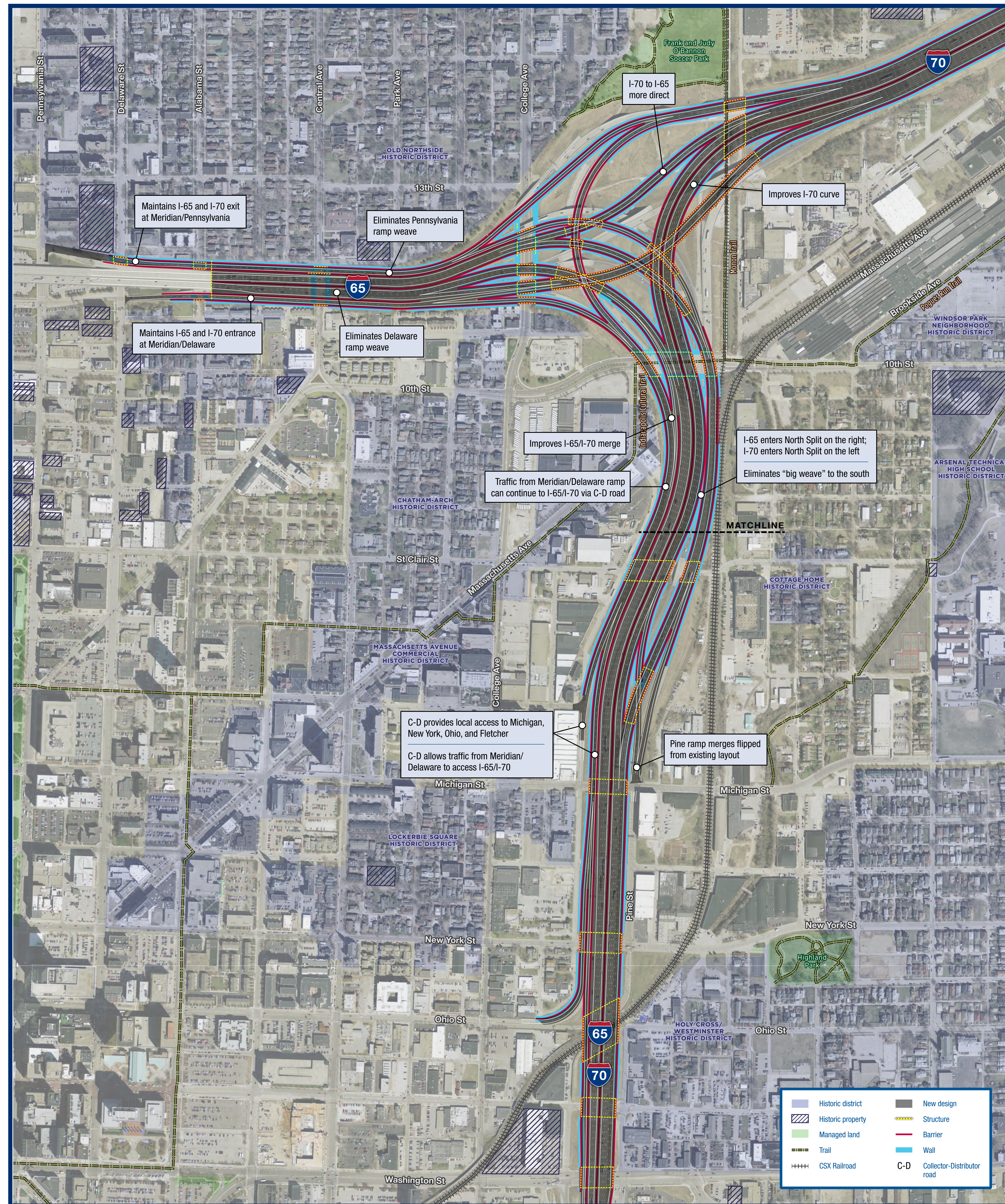
EFFICIENT INTERCHANGE RECONSTRUCTION:

PARTIAL ACCESS AT MERIDIAN/PENNSYLVANIA AND
MERIDIAN/DELAWARE RAMPS

Replace bridges and pavement, and realign ramps to correct safety problems. No added through lanes, but existing connections are closed with some options.

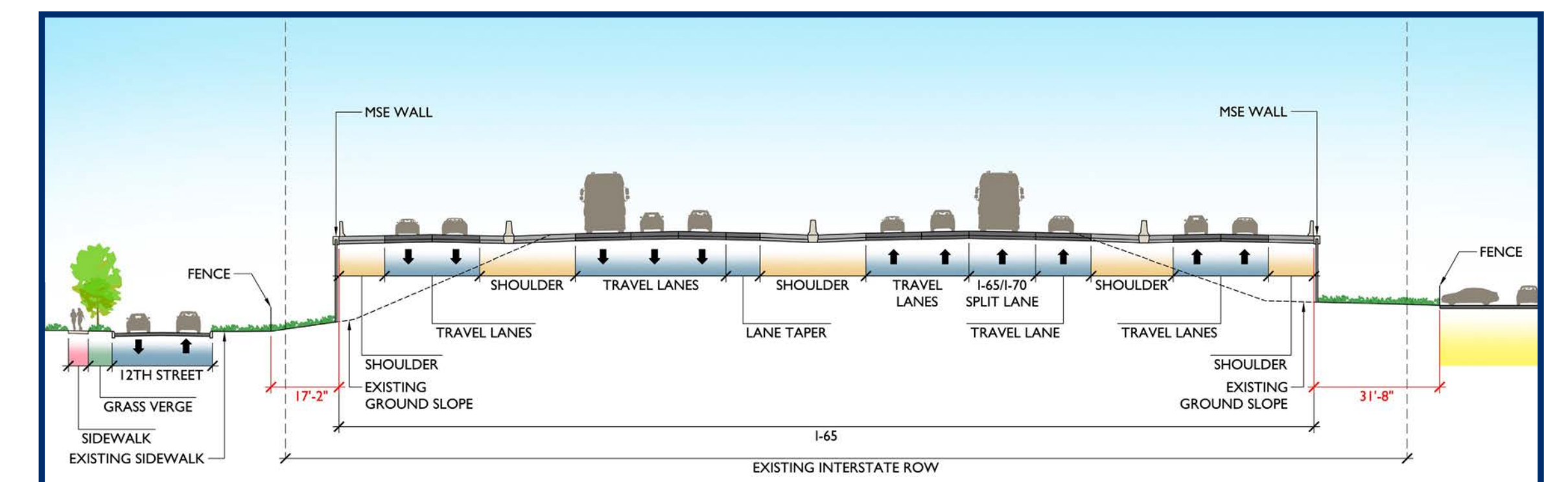
- ✓ Opportunities for Larger Connections
- ✓ **Efficient, Smaller Interchange**
- ✓ No Added Through Lanes
- ✓ Develop within the ROW
- ✓ Meets Project Needs
- ✓ Shorten Walls

North Split ALTERNATIVE 5



Alternative 5

ELIMINATED



Proposed Cross Section at Central Avenue
Looking East

ALTERNATIVE 5 FULL INTERCHANGE RECONSTRUCTION

Replace bridges and pavement, and realign ramps to correct safety problems. Serve all existing movements and add through lanes to provide reserve capacity.

- ☒ Opportunities for Larger Connections
- ☒ **Efficient, Smaller Interchange**
- ☒ No Added Through Lanes
- ☒ Develop within the ROW
- ☒ Meets Project Needs
- ☒ Shorten Walls

Alternative Access Configurations

SUMMARY COMPARISON

Alternative	Pennsylvania Street Exit (access from)	Delaware Street Entrance (access to)	Ohio/Michigan via C-D Road (access from)	Approximate Maximum Wall Height / Added Pavement Width		Added Through Lanes	Estimated Cost
				North of West Leg	South of West Leg		
<div>Alternative 4A</div> <div>All Ramps Closed</div>	Closed	Closed	I-65, I-70	None	None	No	\$215 M to \$265 M
	I-65, I-70	I-65 (via C-D) I-70	I-65, I-70	18 feet/ 48 feet	33 feet/ 55 feet	No	\$270 M to \$330 M
<div>Alternative 4C</div> <div>Selected Ramps Closed</div>	I-65 only	I-65 (via C-D) I-70	I-70 only	11 feet/ 24 feet	7 feet/ 21 feet	No	\$225 M to \$275 M
<div>Alternative 5</div> <div>All Ramps Open + added Through Lanes</div>	I-65, I-70	I-65 (via C-D) I-70	I-65, I-70	30 feet/ 56 feet	37 feet/ 72 feet	Yes	\$305 M to \$370 M

ALTERNATIVES MOVING FORWARD

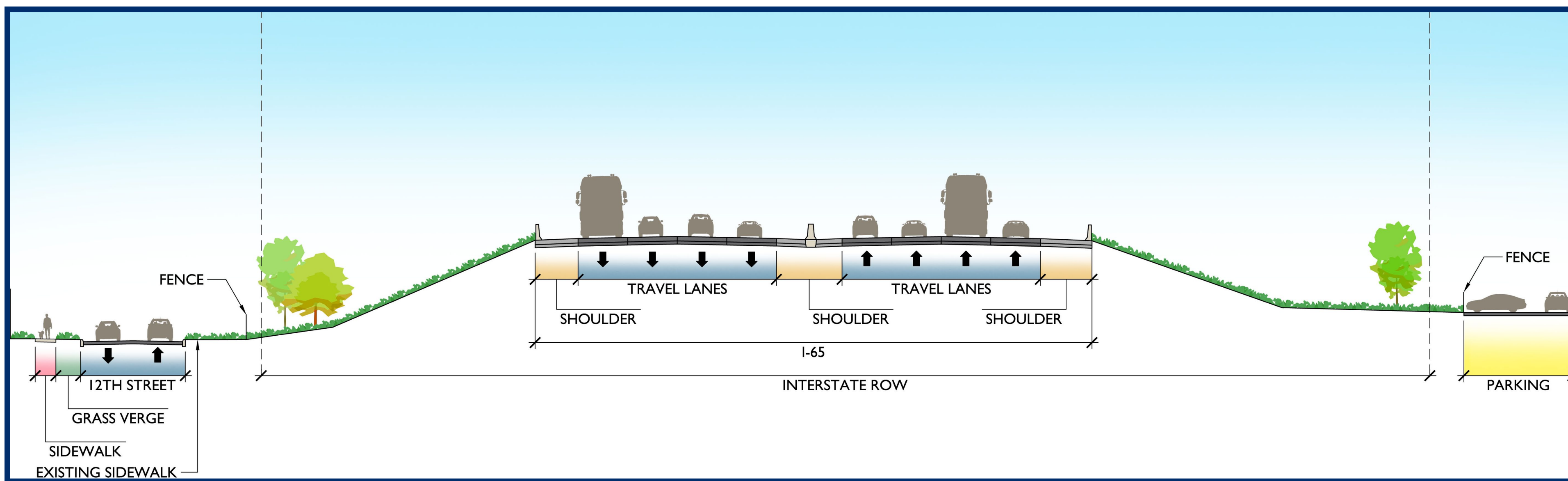


Preliminary Preferred

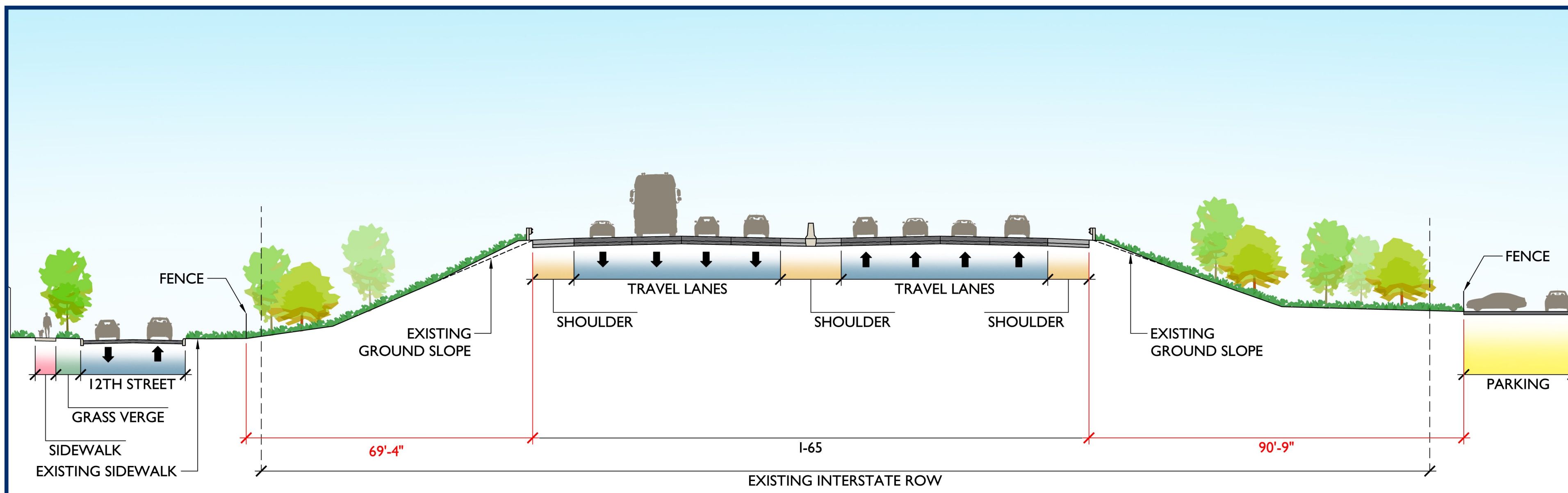


Eliminated

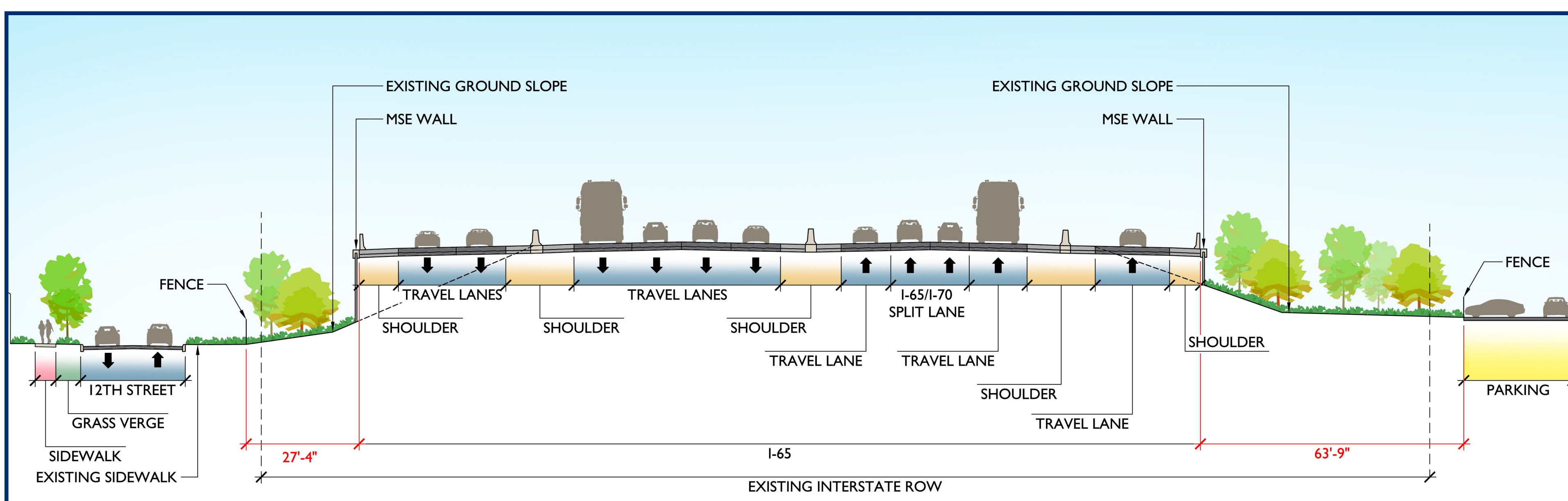
North Split CROSS SECTIONS



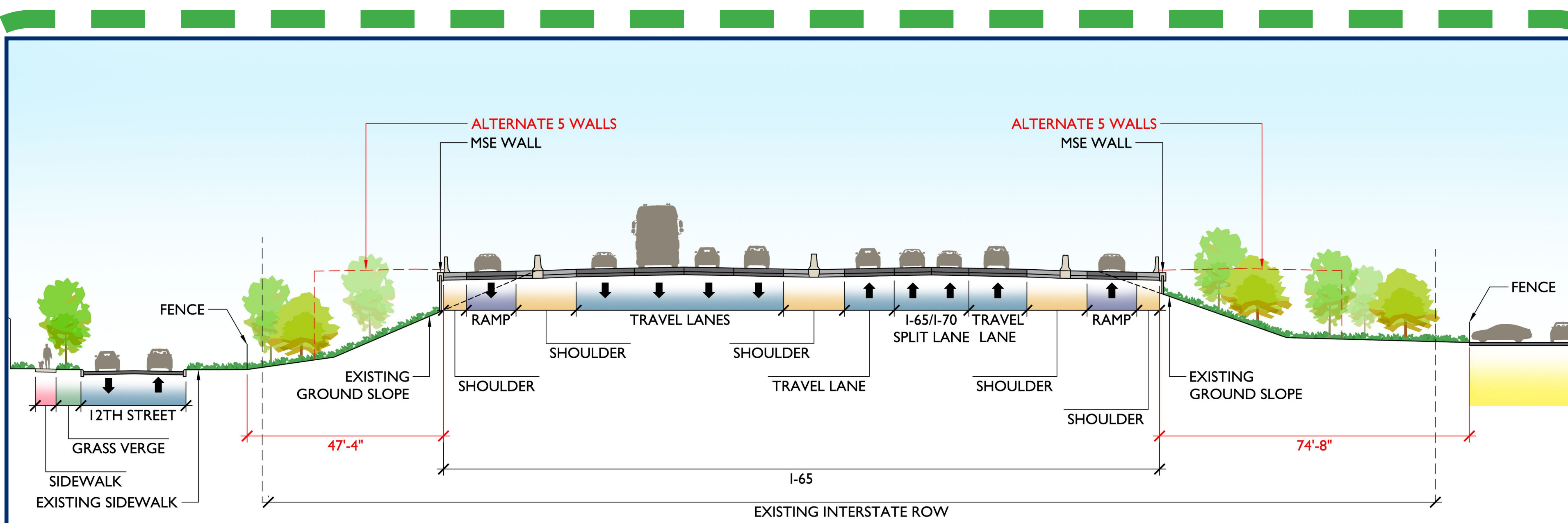
Existing Cross Section at Central Avenue Looking East



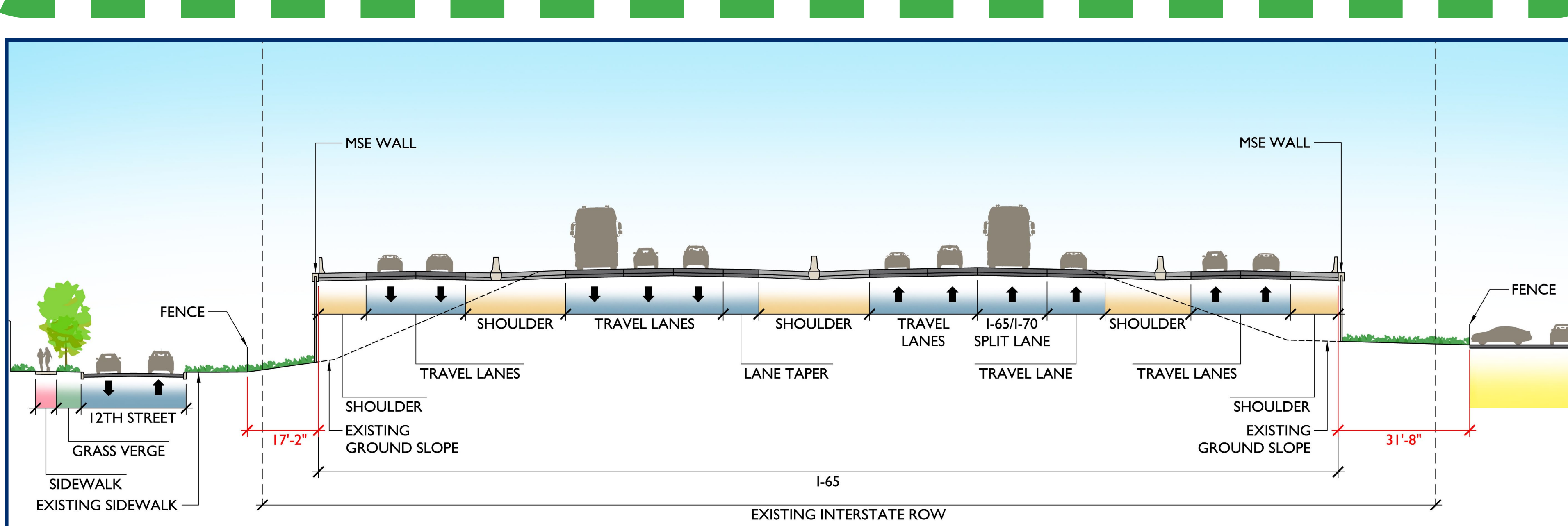
Alternative 4A - Cross Section at Central Avenue Looking East



Alternative 4B - Cross Section at Central Avenue Looking East



Alternative 4C - Cross Section at Central Avenue Looking East

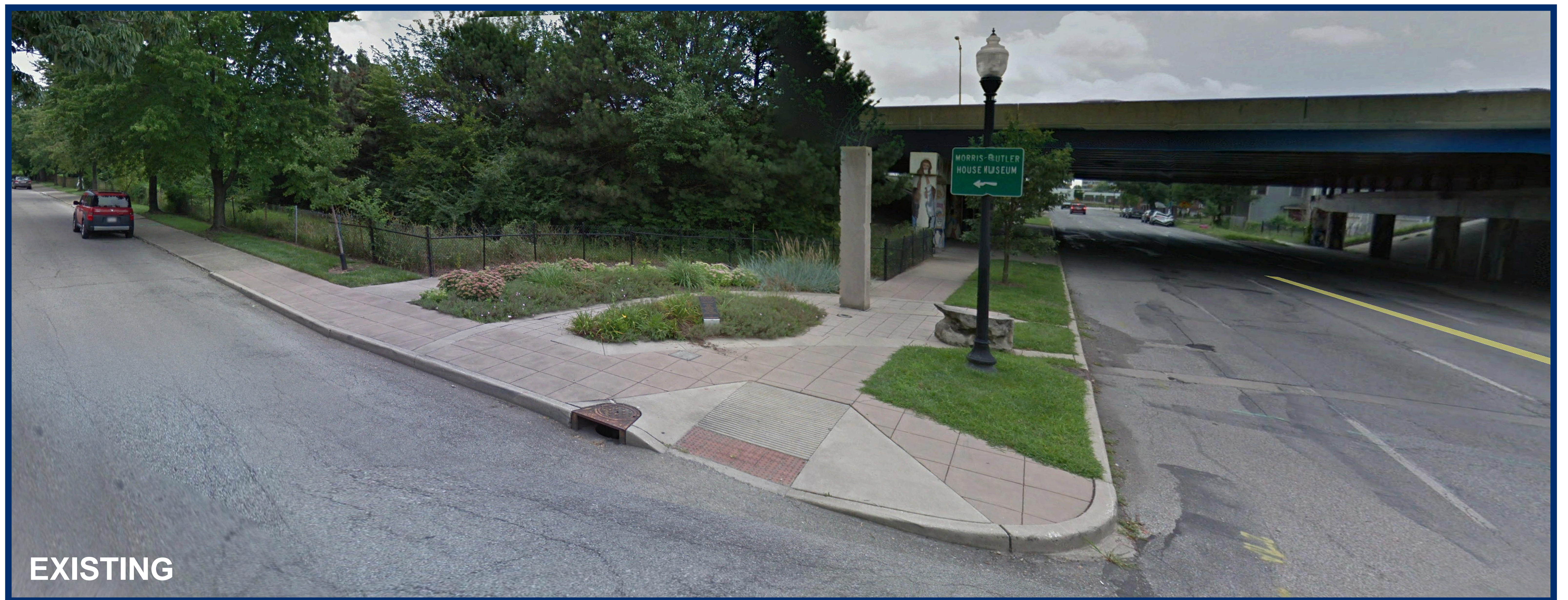


Alternative 5 - Cross Section at Central Avenue Looking East

Preliminary Preferred

Alternative 4C

PERSPECTIVES



EXISTING



ALTERNATIVE 4C

12th and Central