

# I-90 Exit 63 Interchange Alternatives Evaluation

Has the fewest impacts to property

Best accommodates current Long-Range planning efforts

Alternatives at Westgate are most compatible with EAFB and Box Elder Land Planning

Best utilizes existing infrastructure

EXIST 63 INTERCHANGE RECONSTRUCTION ALTERNATIVES	ADDRESS THE NEED FOR THE PROJECT	APZ CONFLICTS	ENVIRONMENTAL IMPACTS	PRIVATE PROPERTY AND ROW	FACILITATES MOVEMENTS TO AND FROM EAFB	ACCOMODATES TRANSPORTATION APPROVED PLANS	CONSTRUCT-ABILITY	CONSTRUCTION COSTS	COMPATIBILITY WITH JULUS	CONNECTIVITY WITH EXISTING ROAD NETWORK	SIMPLICITY OF INTERCHANGE CONFIGURATION	DESIGN CRITERIA	CONTROL OF ACCESS	Carry Forward?
	1	2	3	4	5	6	7	8	9	10	11	12	13	
The No Action Alternative	↓	↑	↑	↑	↑	↓	↑	↑	↑	↗	→	↗	↑	●
Alternative 1 - Interchange at Westgate	↑	↑	→	↗	↗	→	↗	↗	↑	↗	↑	→	→	●
Alternative 2 - Interchange at Westgate with Direct Access to EB 1416	↑	↑	→	→	↗	→	↗	↗	↑	↗	↗	→	→	●
Alternative 3 - Interchange at Westgate Rd. with Existing West Ramps and New East Ramps	↑	↑	→	→	↑	↑	↗	↗	↑	↑	→	↗	↗	●
Alternative 4 - Interchange at Highway 1416	↑	↑	↗	↑	→	↗	→	↗	↑	↗	↑	↑	↑	●
Alternative 5 - Interchange at Radar Hill Road	↑	↑	↓	↓	↗	→	→	↗	↗	→	↑	↑	↗	●
Alternative 6 - Interchange at Radar Hill Rd. with Braided Ramps to Commercial Dr.	↑	↑	↓	↓	↑	→	↗	↓	↗	→	↗	↑	↓	●
Alternative 7 - Split Interchange with Radar Hill Rd. and Commercial Dr.	↑	→	↓	↗	↑	→	↗	↓	→	↗	↗	↓	↗	●
Alternative 8 - Split Diamond with Radar Hill Rd. and Commercial Dr. with Exclusive EAFB Ramps	↑	→	↓	↓	↑	→	↗	↓	→	↗	→	→	→	●
Alternative 9 - Interchange at Bennett Road	↑	↑	↗	↗	↓	↓	↗	→	↑	↗	↑	↑	↑	●
Alternative 10 - Split Diamond Interchange at Commercial Dr	↑	→	↗	↗	↗	→	↗	↗	→	→	↗	→	↓	●
Alternative 11 - Remove Exit 63 Interchange	→	↑	↑	↑	↓	↓	↑	↑	↑	↓	→	↑	↑	●

Alternatives have most impacts on low income and minority populations

Alternatives at Radar Hill Road have highest construction costs

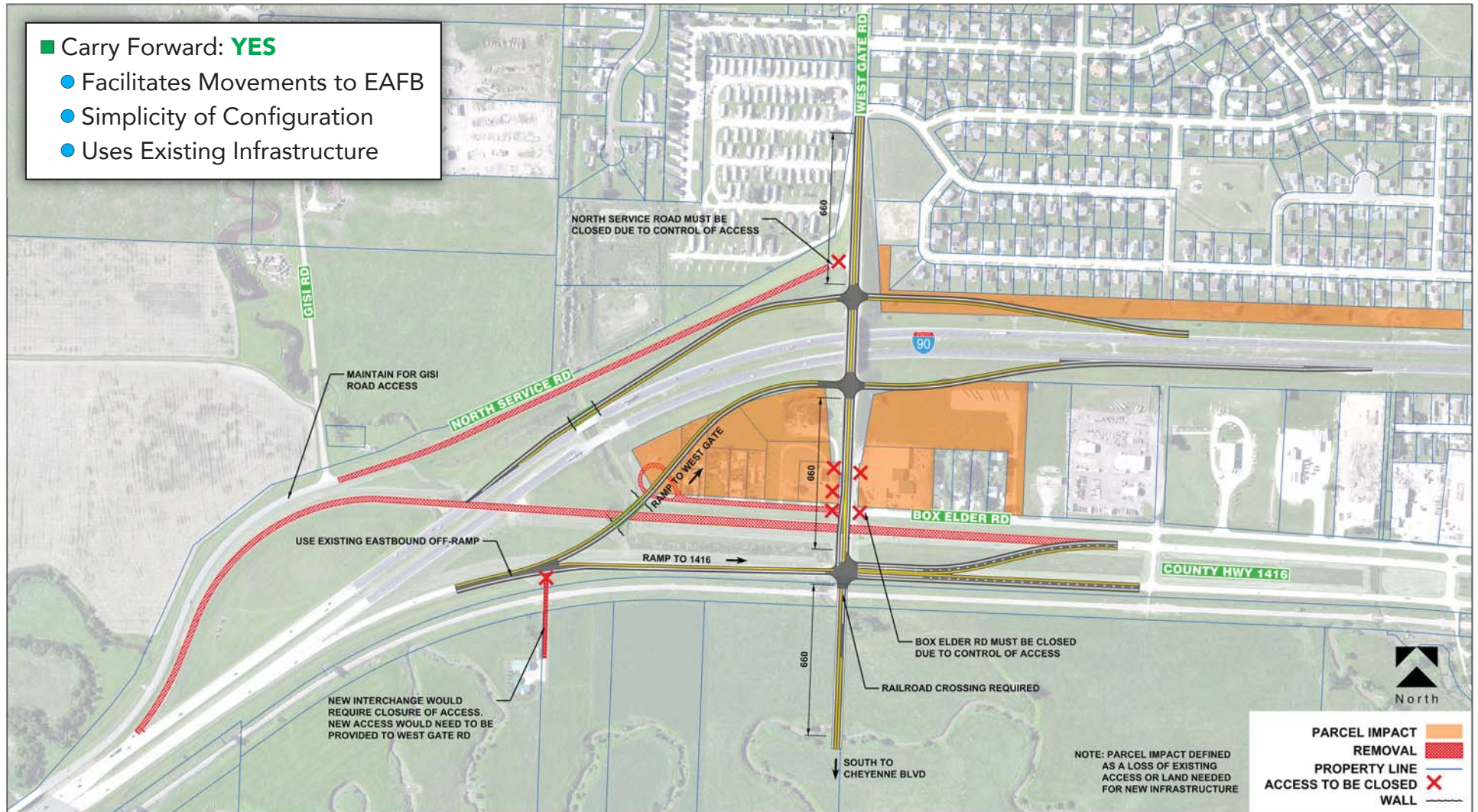
**LEGEND**

- ↓ Point Value = 0 *Least meets criterion*
- ↗ Point Value = 1
- Point Value = 2
- ↖ Point Value = 3
- ↑ Point Value = 4 *Best meets criterion*

# I-90 Exit 63 Alternative 1 - Interchange at West Gate

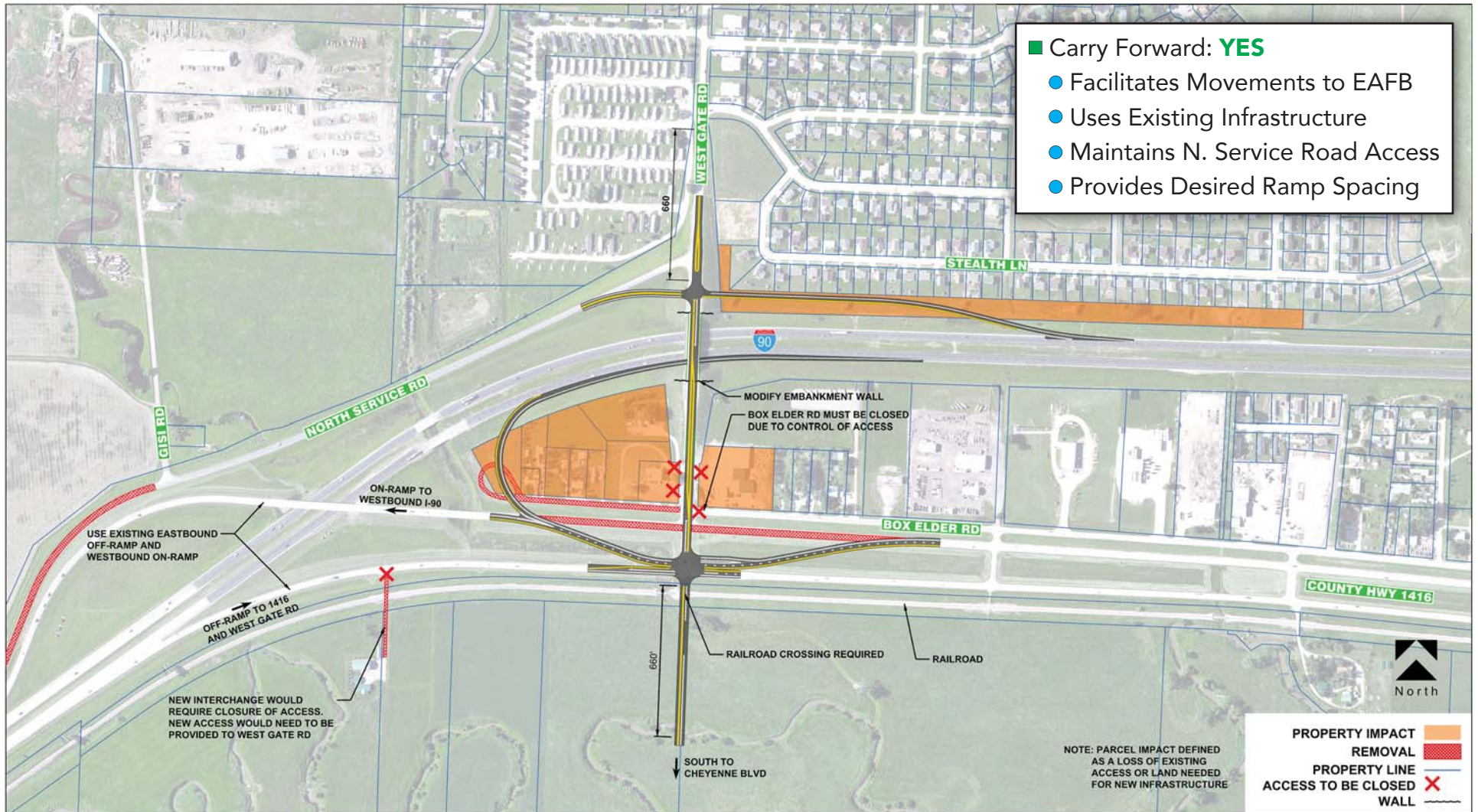


# I-90 Exit 63 Alternative 2 - Interchange at West Gate Rd. with Direct Access to Eastbound 1416

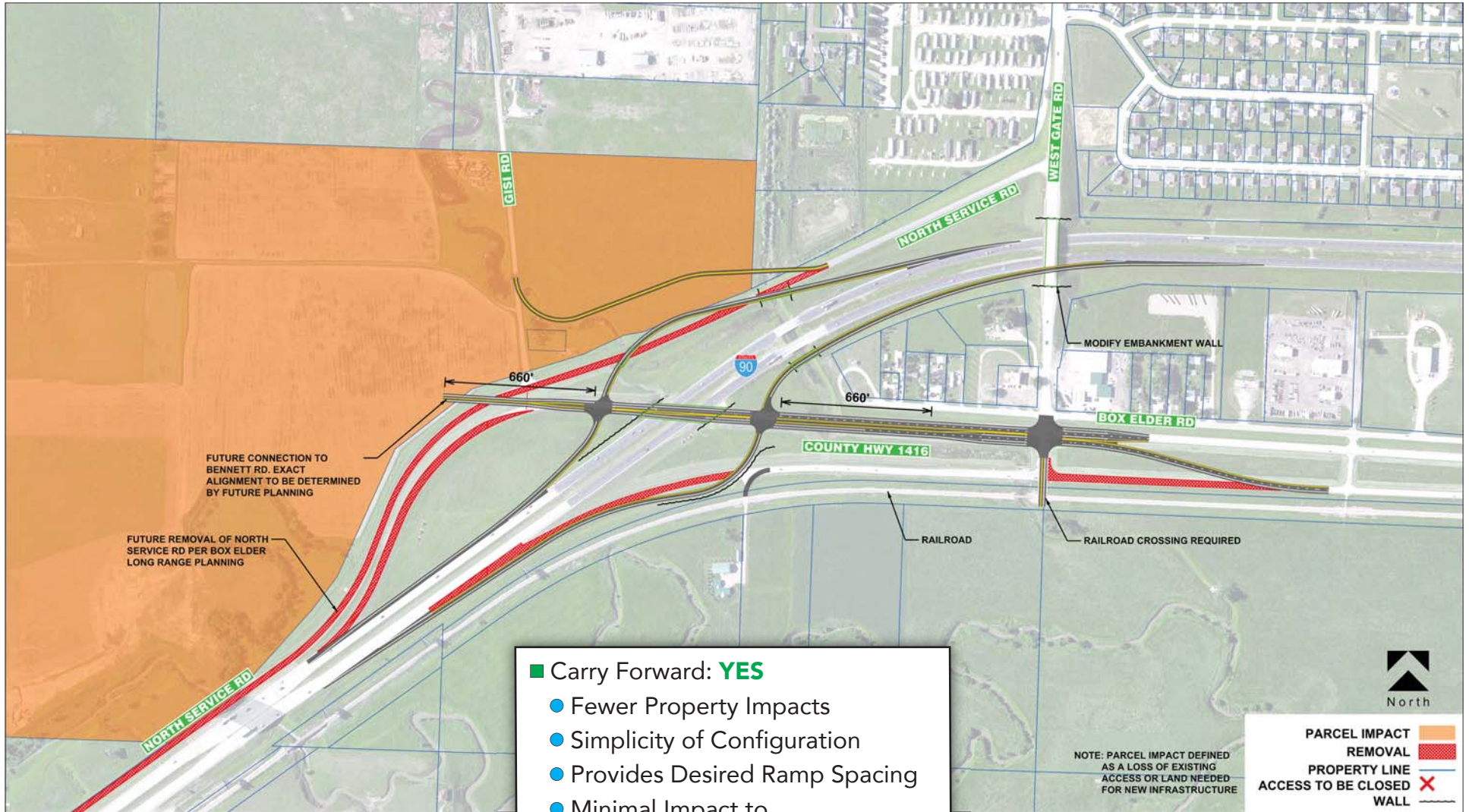


# I-90 Exit 63

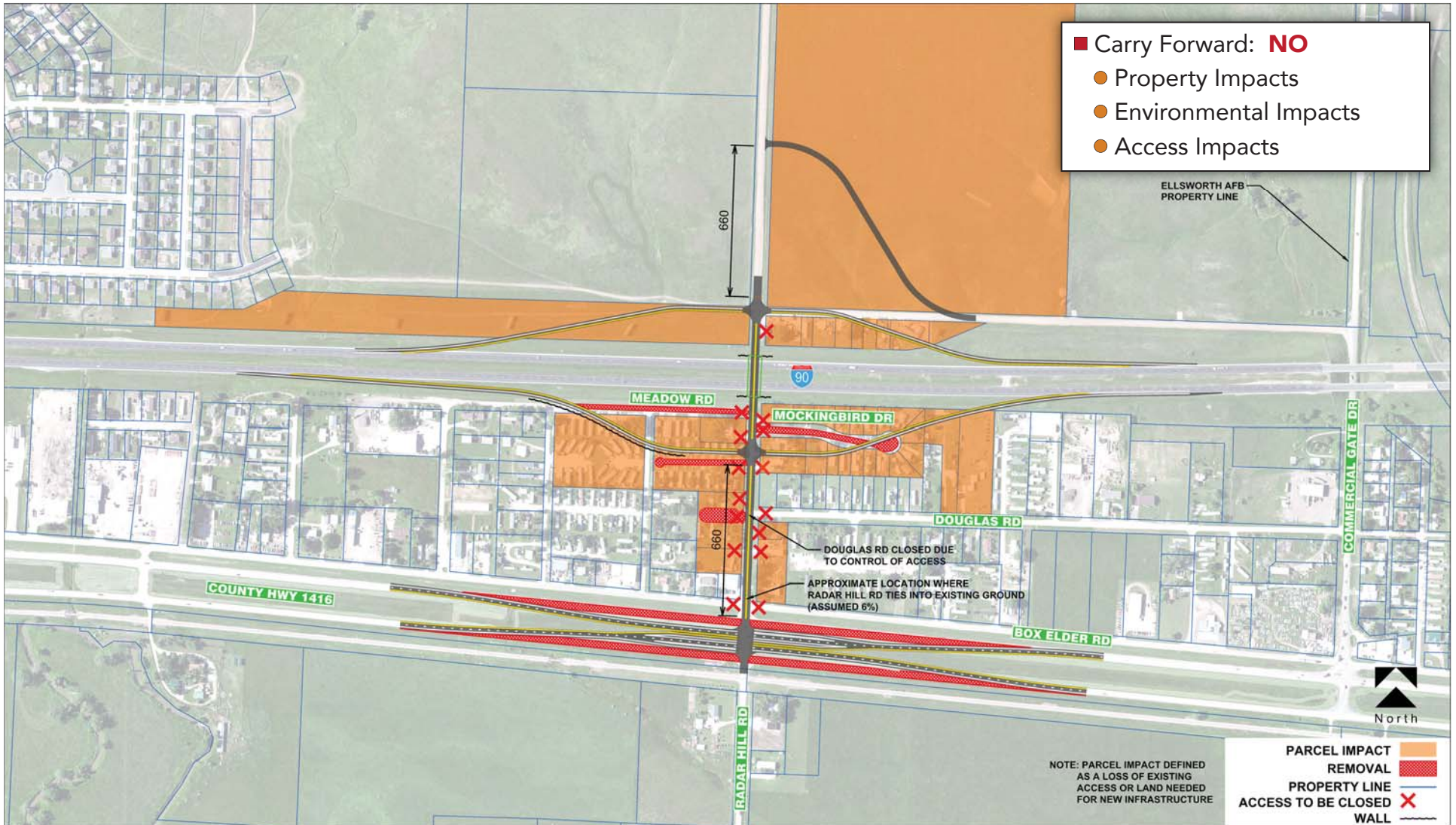
## Alternative 3 - Interchange at West Gate Rd. with Existing West Ramps and New East Ramps



# I-90 Exit 63 Alternative 4 - Diamond Interchange at Highway 1416

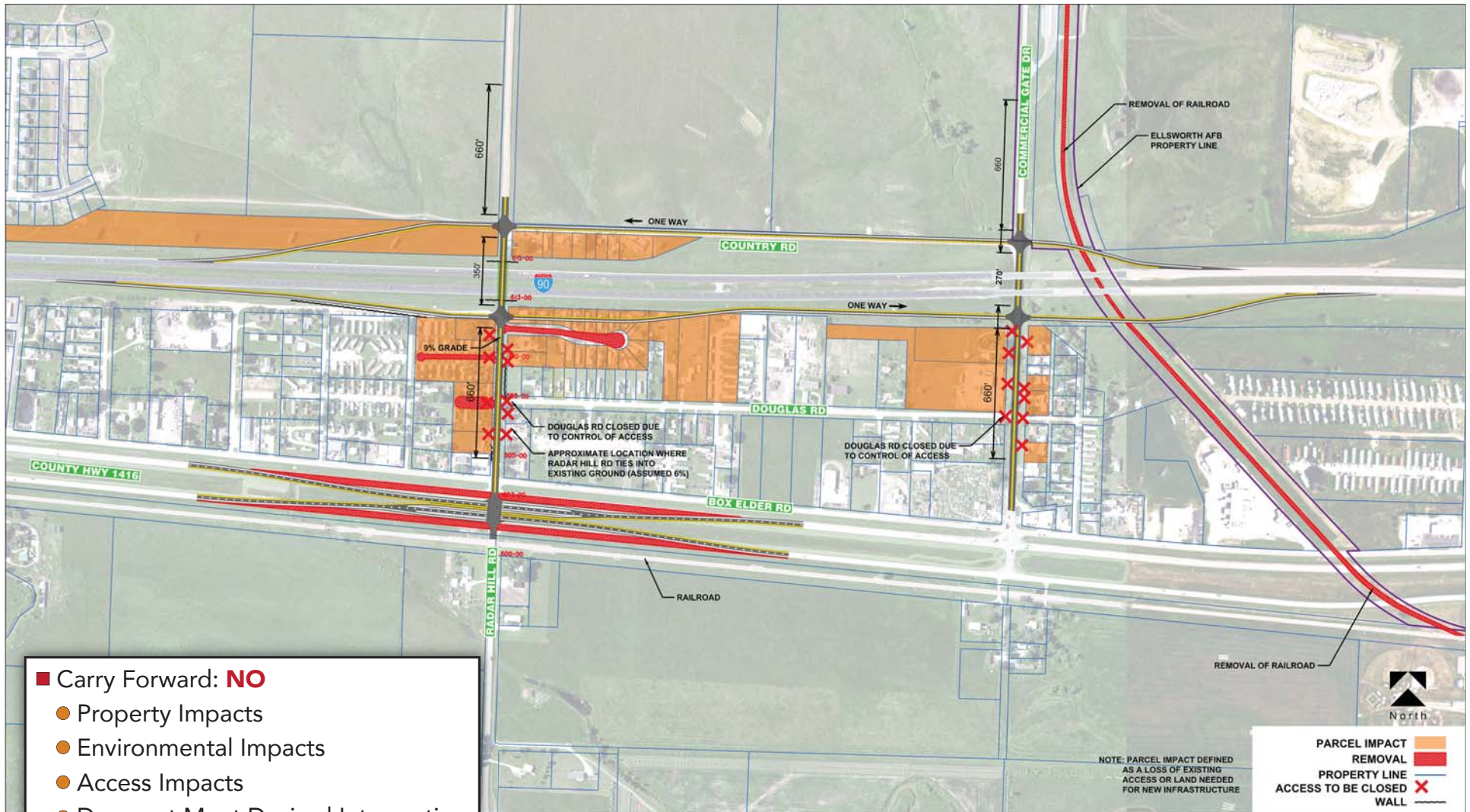


# I-90 Exit 65 Alternative 5 - Interchange at Radar Hill Rd.





# I-90 Exit 65 Alternative 7 - Split Tight Diamond with Radar Hill Rd. and Commercial Gate Dr.

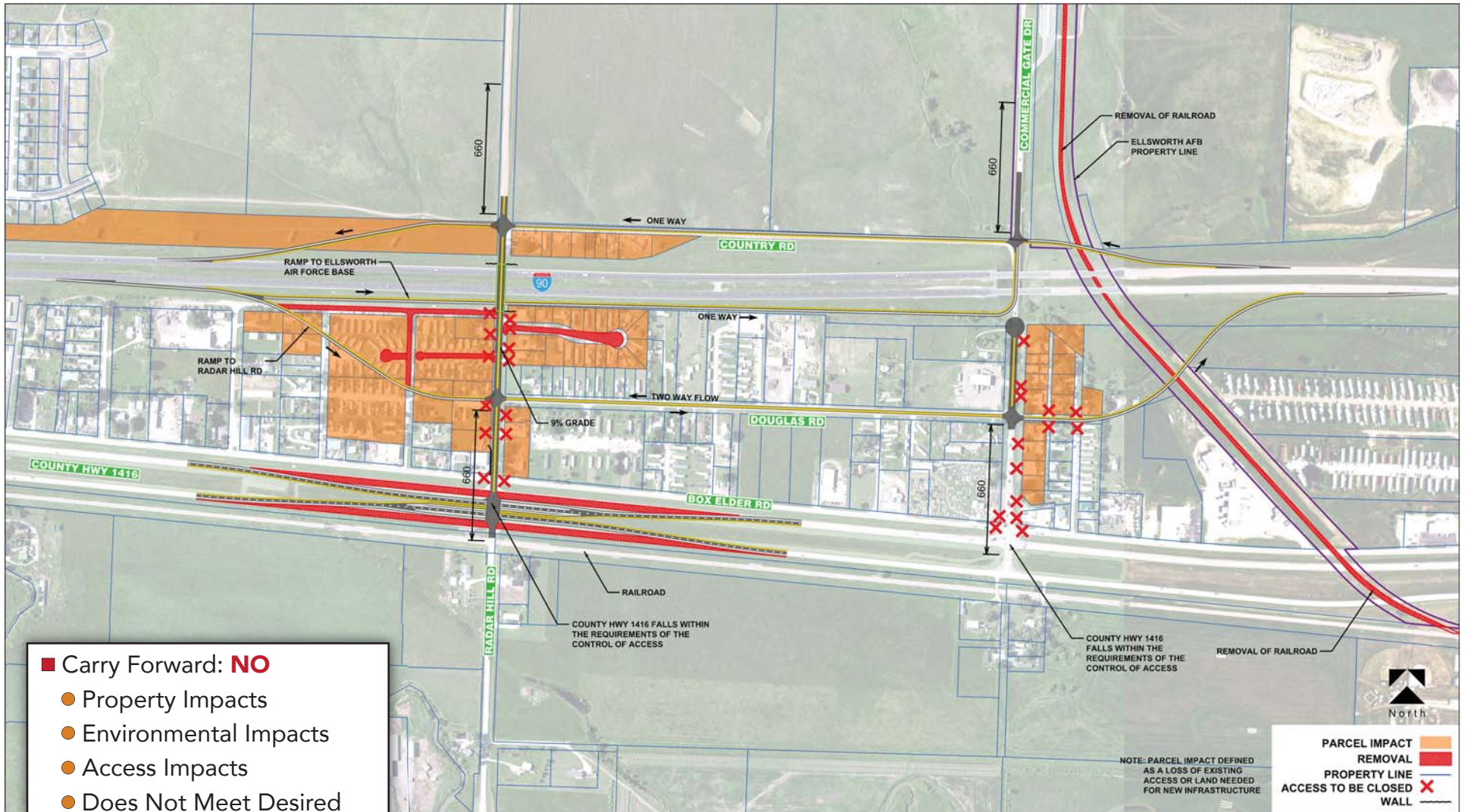


- Carry Forward: **NO**
- Property Impacts
- Environmental Impacts
- Access Impacts
- Does not Meet Desired Intersection for Intersection Ramp Spacing

NOTE: PARCEL IMPACT DEFINED AS A LOSS OF EXISTING ACCESS OR LAND NEEDED FOR NEW INFRASTRUCTURE

PARCEL IMPACT	Orange shaded area
REMOVAL	Red shaded area
PROPERTY LINE	Blue dashed line
ACCESS TO BE CLOSED	Red 'X' mark
WALL	Black line

## Alternative 8 - Split Diamond Interchange with Radar Hill Rd. and Commercial Gate Dr. with Exclusive Ellsworth AFB Ramp

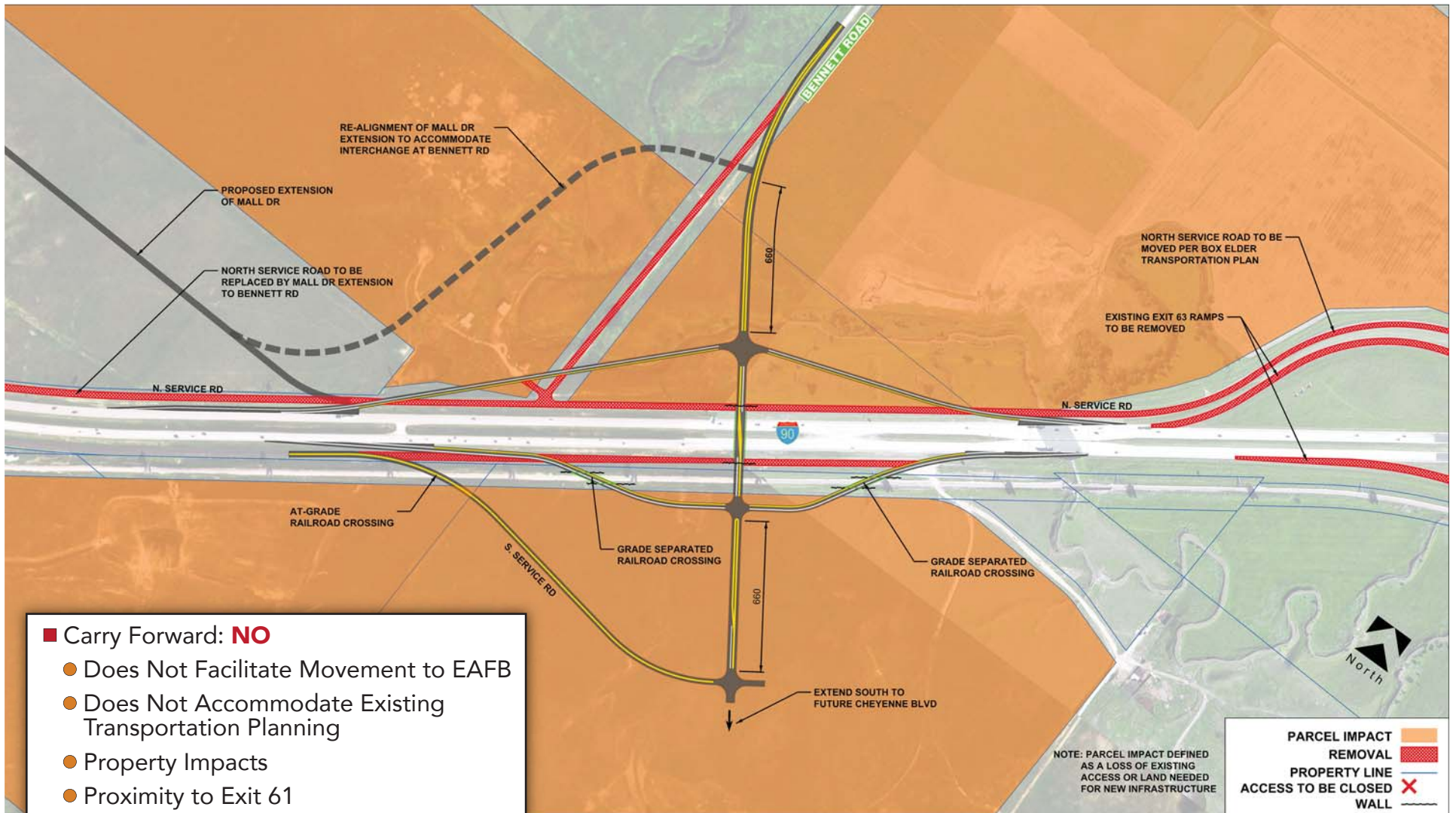


- Carry Forward: **NO**
- Property Impacts
- Environmental Impacts
- Access Impacts
- Does Not Meet Desired Intersection Ramp Spacing
- Interchange Complexity

NOTE: PARCEL IMPACT DEFINED AS A LOSS OF EXISTING ACCESS OR LAND NEEDED FOR NEW INFRASTRUCTURE

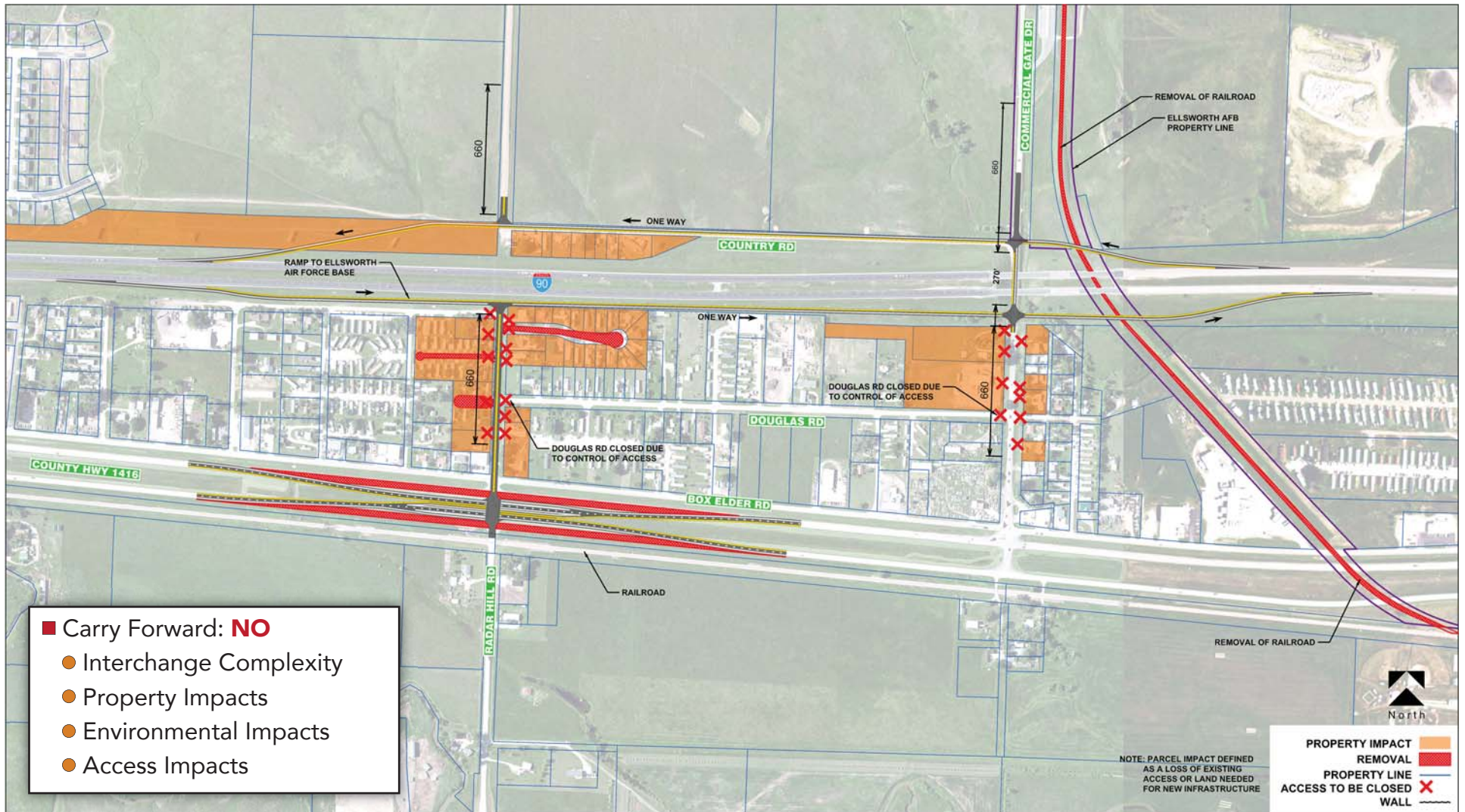
PARCEL IMPACT	Orange fill
REMOVAL	Red fill
PROPERTY LINE	Blue dashed line
ACCESS TO BE CLOSED	Red 'X'
WALL	Black dashed line

# I-90 Exit 62 Alternative 9 - Interchange at Bennett Rd.



- Carry Forward: **NO**
- Does Not Facilitate Movement to EAFB
- Does Not Accommodate Existing Transportation Planning
- Property Impacts
- Proximity to Exit 61
- Lack of Connectivity to Existing Transportation Network

# I-90 Exit 65 Alternative 10 - Split Diamond Interchange at Radar Hill Rd.



# I-90 Exit 63 Alternative 11 - Exit 63 Removal at County Hwy 1416

