

ALTERNATIVE 34-1

OFFSET SINGLE POINT

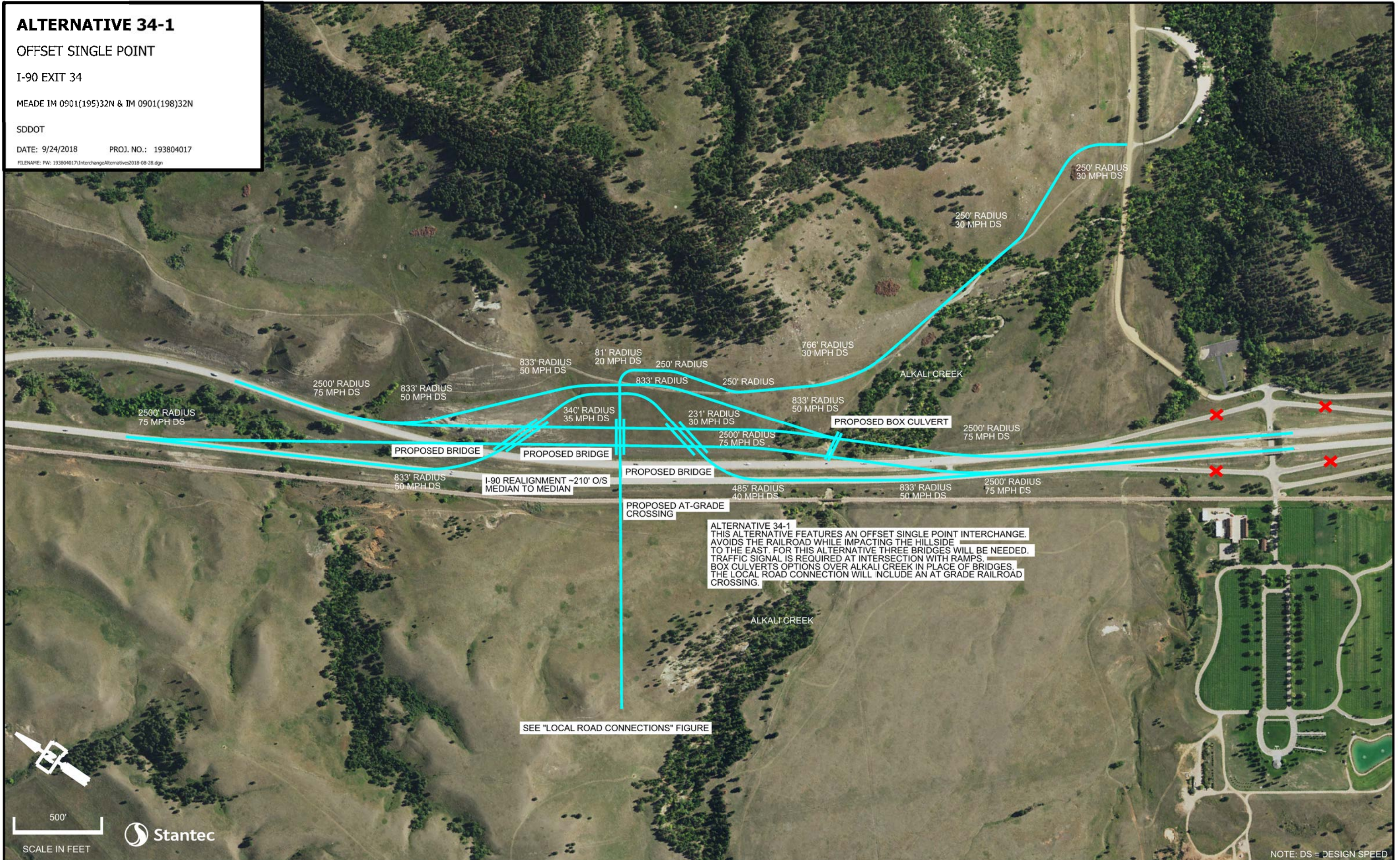
I-90 EXIT 34

MEADE IM 0901(195)32N & IM 0901(198)32N

SDDOT

DATE: 9/24/2018 PROJ. NO.: 193804017

FILENAME: PW: 193804017; InterchangeAlternatives2018-08-28.dgn



500'
SCALE IN FEET



NOTE: DS = DESIGN SPEED

ALTERNATIVE 34-1B

ROUNDBABOUT INTERCHANGE

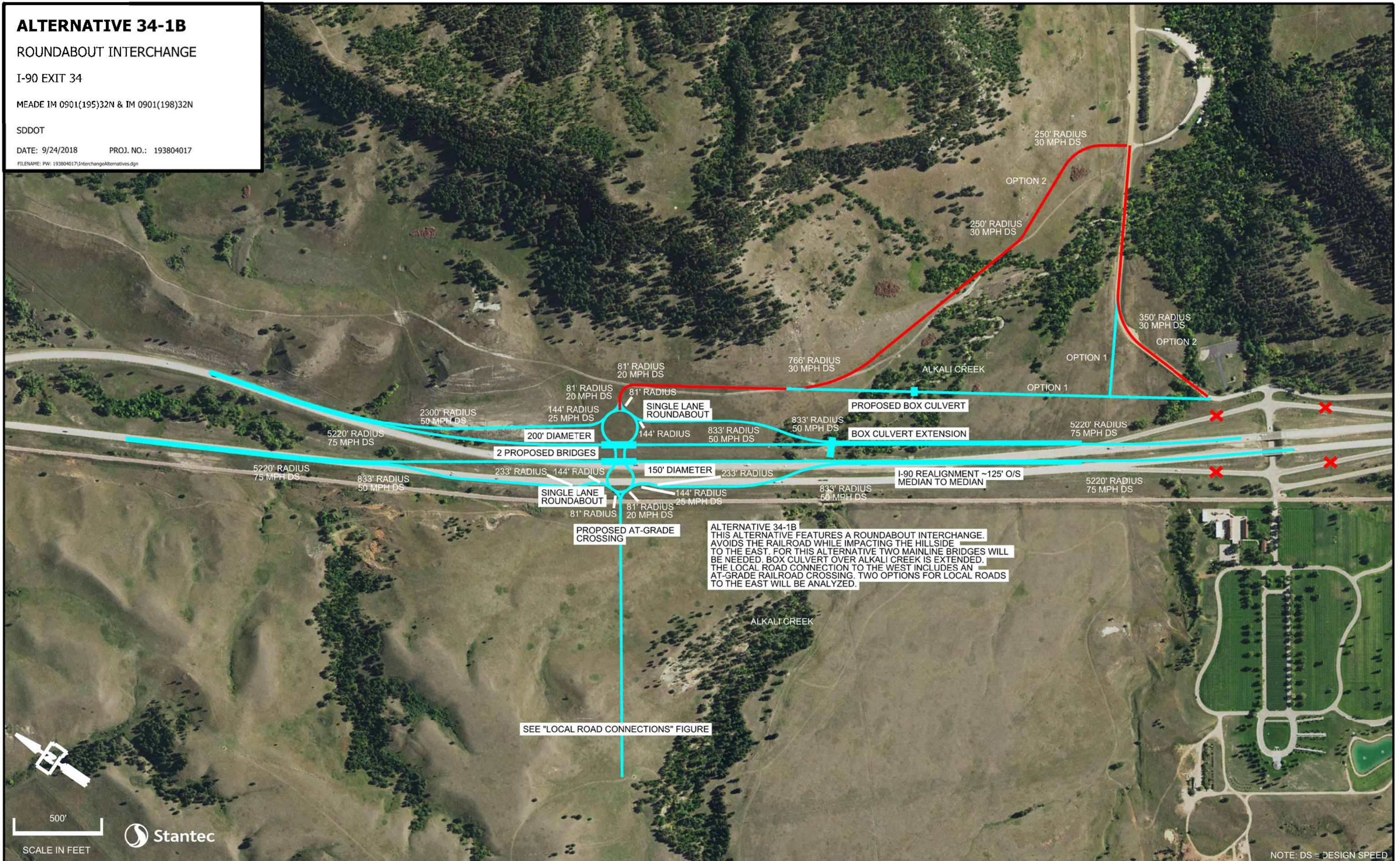
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5220' RADIUS
75 MPH DS

2300' RADIUS
50 MPH DS

200' DIAMETER

144' RADIUS
25 MPH DS

SINGLE LANE
ROUNDBABOUT

144' RADIUS

2 PROPOSED BRIDGES

150' DIAMETER

233' RADIUS

SINGLE LANE
ROUNDBABOUT

144' RADIUS
25 MPH DS

PROPOSED AT-GRADE
CROSSING

81' RADIUS
20 MPH DS

81' RADIUS
20 MPH DS

ALTERNATIVE 34-1B
THIS ALTERNATIVE FEATURES A ROUNDBABOUT INTERCHANGE.
AVOIDS THE RAILROAD WHILE IMPACTING THE HILLSIDE
TO THE EAST. FOR THIS ALTERNATIVE TWO MAINLINE BRIDGES WILL
BE NEEDED. BOX CULVERT OVER ALKALI CREEK IS EXTENDED.
THE LOCAL ROAD CONNECTION TO THE WEST INCLUDES AN
AT-GRADE RAILROAD CROSSING. TWO OPTIONS FOR LOCAL ROADS
TO THE EAST WILL BE ANALYZED.

766' RADIUS
30 MPH DS

833' RADIUS
50 MPH DS

PROPOSED BOX CULVERT

BOX CULVERT EXTENSION

ALKALI CREEK

I-90 REALIGNMENT ~125' O/S
MEDIAN TO MEDIAN

OPTION 1

OPTION 1

5220' RADIUS
75 MPH DS

250' RADIUS
30 MPH DS

OPTION 2

250' RADIUS
30 MPH DS

350' RADIUS
30 MPH DS

OPTION 2

SEE "LOCAL ROAD CONNECTIONS" FIGURE

ALTERNATIVE 34-2

FOLDED DIAMOND

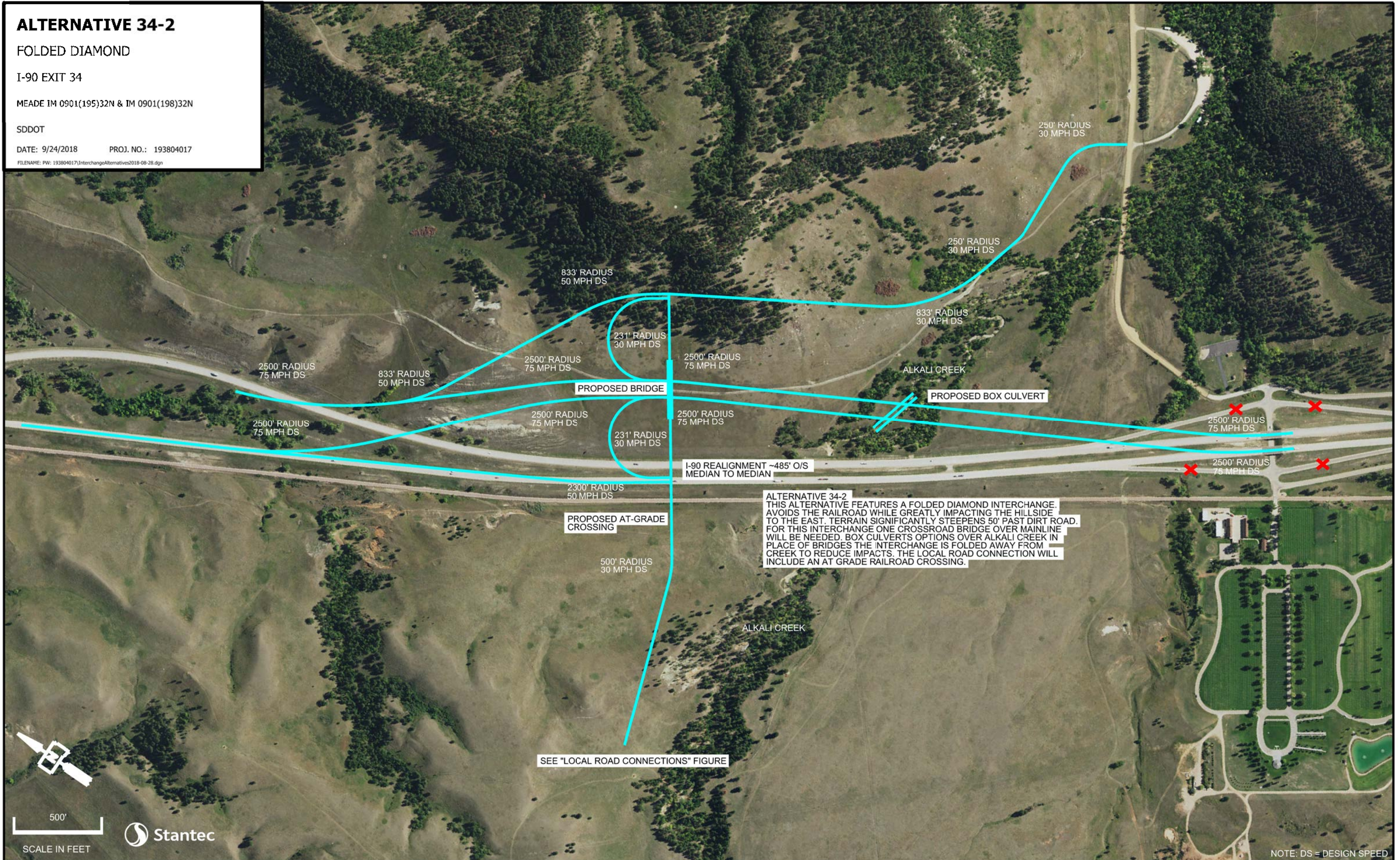
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ALTERNATIVE 34-2
THIS ALTERNATIVE FEATURES A FOLDED DIAMOND INTERCHANGE. AVOIDS THE RAILROAD WHILE GREATLY IMPACTING THE HILLSIDE TO THE EAST. TERRAIN SIGNIFICANTLY STEEPENS 50' PAST DIRT ROAD. FOR THIS INTERCHANGE ONE CROSSROAD BRIDGE OVER MAINLINE WILL BE NEEDED. BOX CULVERTS OPTIONS OVER ALKALI CREEK IN PLACE OF BRIDGES THE INTERCHANGE IS FOLDED AWAY FROM CREEK TO REDUCE IMPACTS. THE LOCAL ROAD CONNECTION WILL INCLUDE AN AT GRADE RAILROAD CROSSING.

SEE "LOCAL ROAD CONNECTIONS" FIGURE

ALTERNATIVE 34-3

MODIFIED FOLDED DIAMOND

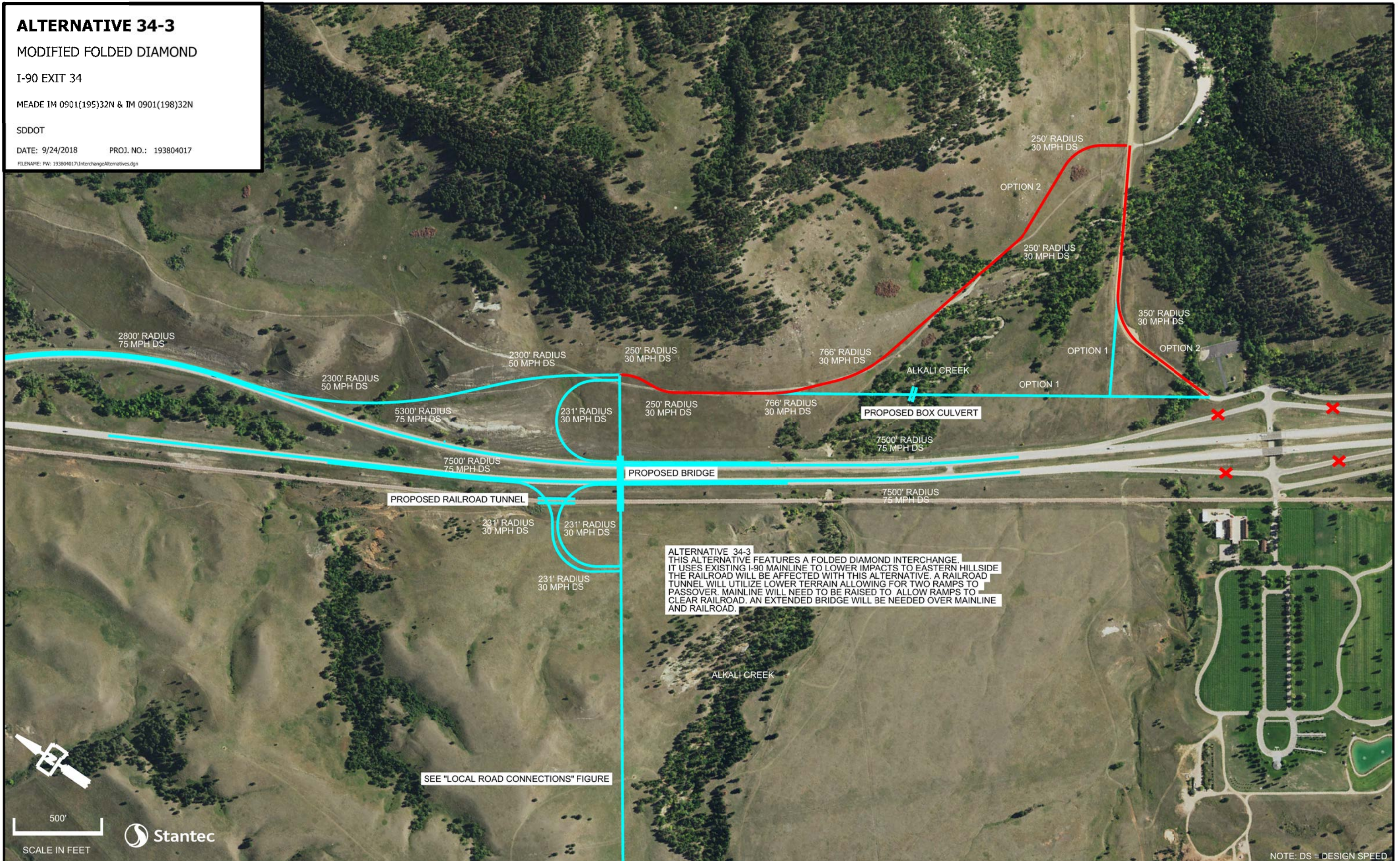
I-90 EXIT 34

MEADE IM 0901(195)32N & IM 0901(198)32N

SDDOT

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ALTERNATIVE 34-3
THIS ALTERNATIVE FEATURES A FOLDED DIAMOND INTERCHANGE. IT USES EXISTING I-90 MAINLINE TO LOWER IMPACTS TO EASTERN HILLSIDE. THE RAILROAD WILL BE AFFECTED WITH THIS ALTERNATIVE. A RAILROAD TUNNEL WILL UTILIZE LOWER TERRAIN ALLOWING FOR TWO RAMP TO PASSOVER. MAINLINE WILL NEED TO BE RAISED TO ALLOW RAMP TO CLEAR RAILROAD. AN EXTENDED BRIDGE WILL BE NEEDED OVER MAINLINE AND RAILROAD.

SEE "LOCAL ROAD CONNECTIONS" FIGURE



NOTE: DS = DESIGN SPEED

ALTERNATIVE 34-4

SHIFTED STANDARD DIAMOND

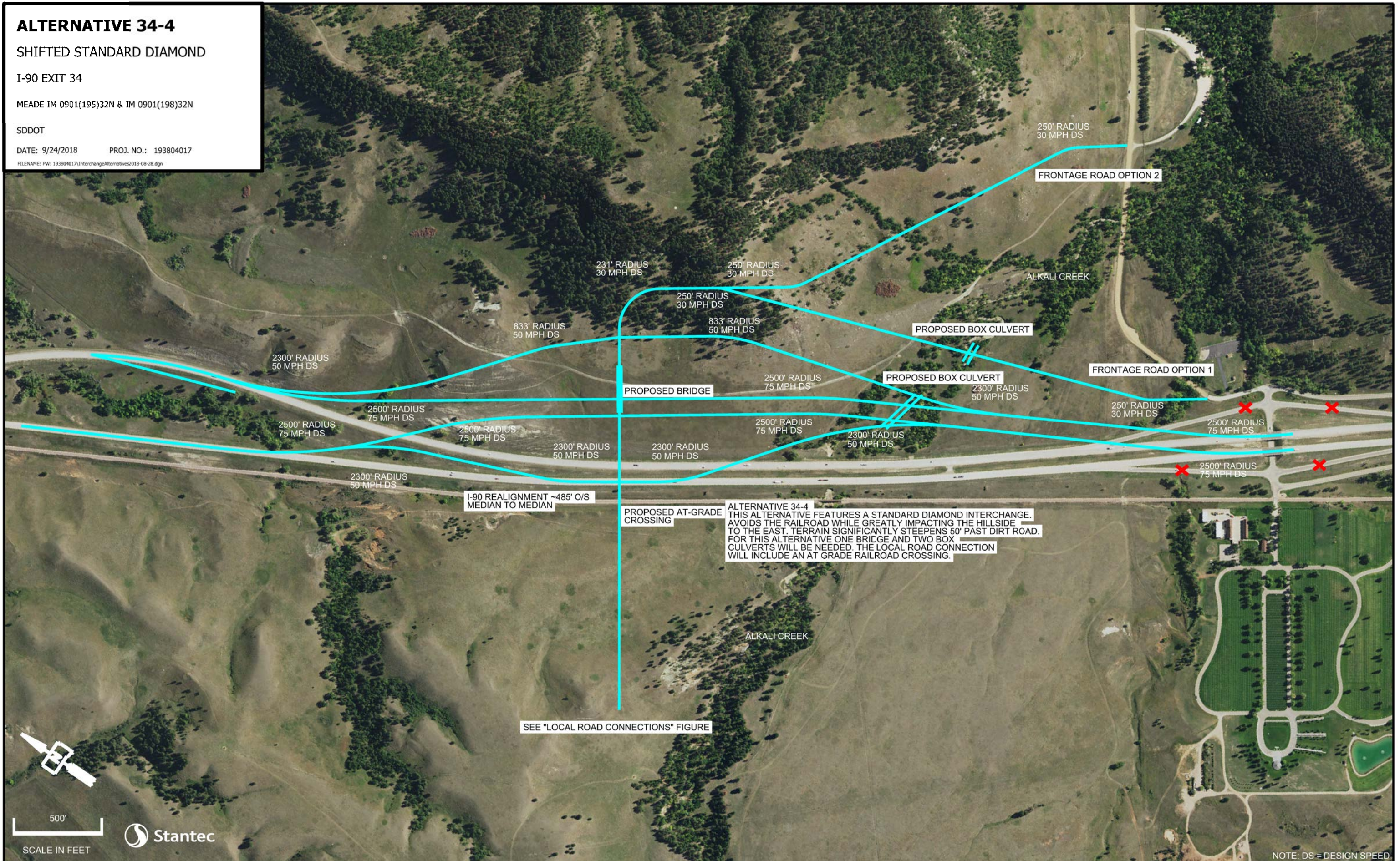
I-90 EXIT 34

MEADE IM 0901(195)32N & IM 0901(198)32N

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I-90 REALIGNMENT ~485' O/S MEDIAN TO MEDIAN

PROPOSED AT-GRADE CROSSING

PROPOSED BRIDGE

PROPOSED BOX CULVERT

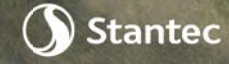
PROPOSED BOX CULVERT

FRONTAGE ROAD OPTION 1

FRONTAGE ROAD OPTION 2

ALTERNATIVE 34-4
THIS ALTERNATIVE FEATURES A STANDARD DIAMOND INTERCHANGE. AVOIDS THE RAILROAD WHILE GREATLY IMPACTING THE HILLSIDE TO THE EAST. TERRAIN SIGNIFICANTLY STEEPENS 50' PAST DIRT ROAD. FOR THIS ALTERNATIVE ONE BRIDGE AND TWO BOX CULVERTS WILL BE NEEDED. THE LOCAL ROAD CONNECTION WILL INCLUDE AN AT GRADE RAILROAD CROSSING.

SEE "LOCAL ROAD CONNECTIONS" FIGURE



NOTE: DS = DESIGN SPEED

ALTERNATIVE 34-5

WESTBOUND BUTTON-HOOK

I-90 EXIT 34

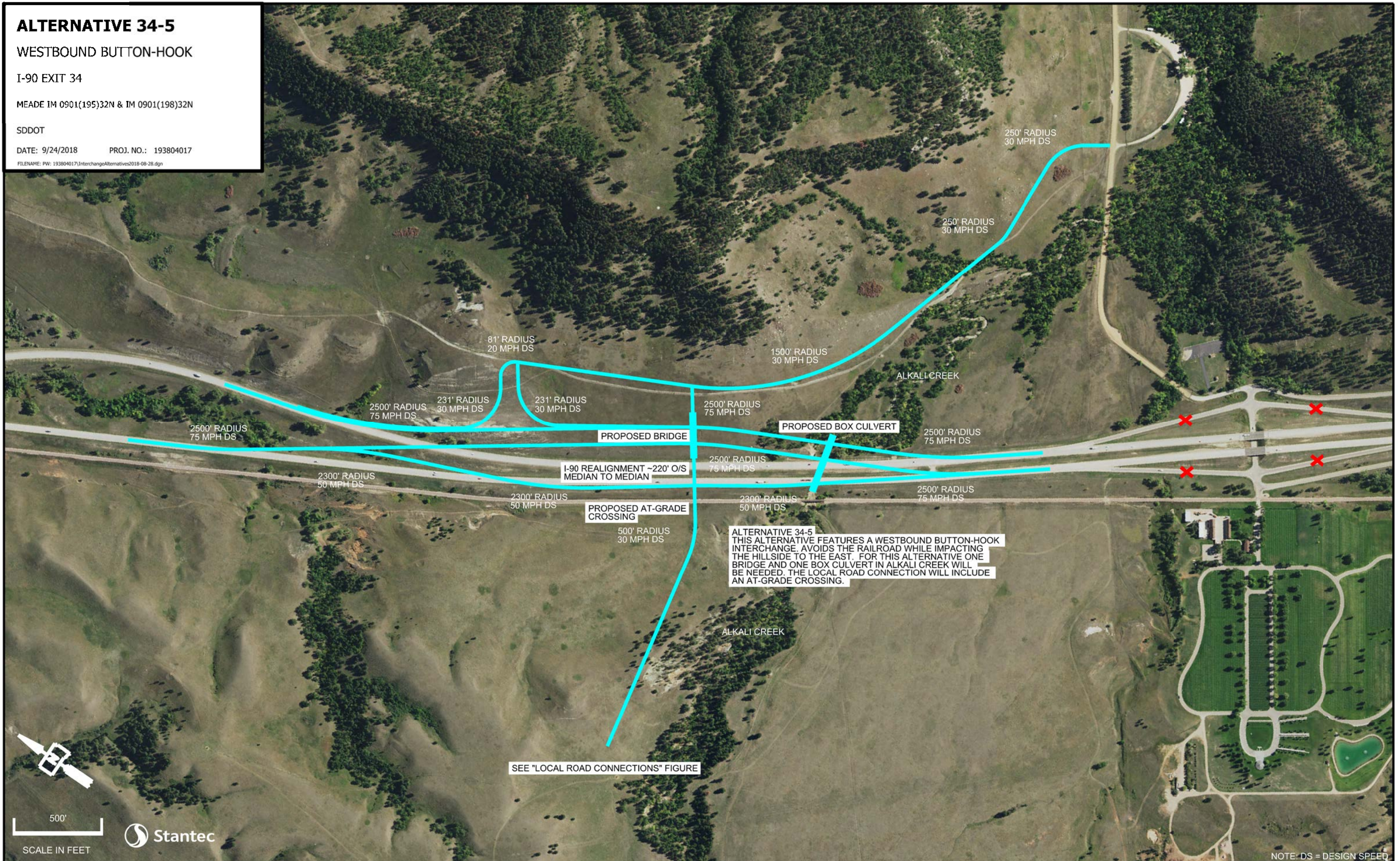
MEADE IM 0901(195)32N & IM 0901(198)32N

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ALTERNATIVE 34-5
THIS ALTERNATIVE FEATURES A WESTBOUND BUTTON-HOOK INTERCHANGE. AVOIDS THE RAILROAD WHILE IMPACTING THE HILLSIDE TO THE EAST. FOR THIS ALTERNATIVE ONE BRIDGE AND ONE BOX CULVERT IN ALKALI CREEK WILL BE NEEDED. THE LOCAL ROAD CONNECTION WILL INCLUDE AN AT-GRADE CROSSING.

ALTERNATIVE 34-5B

PARTIAL FOLDED DIAMOND

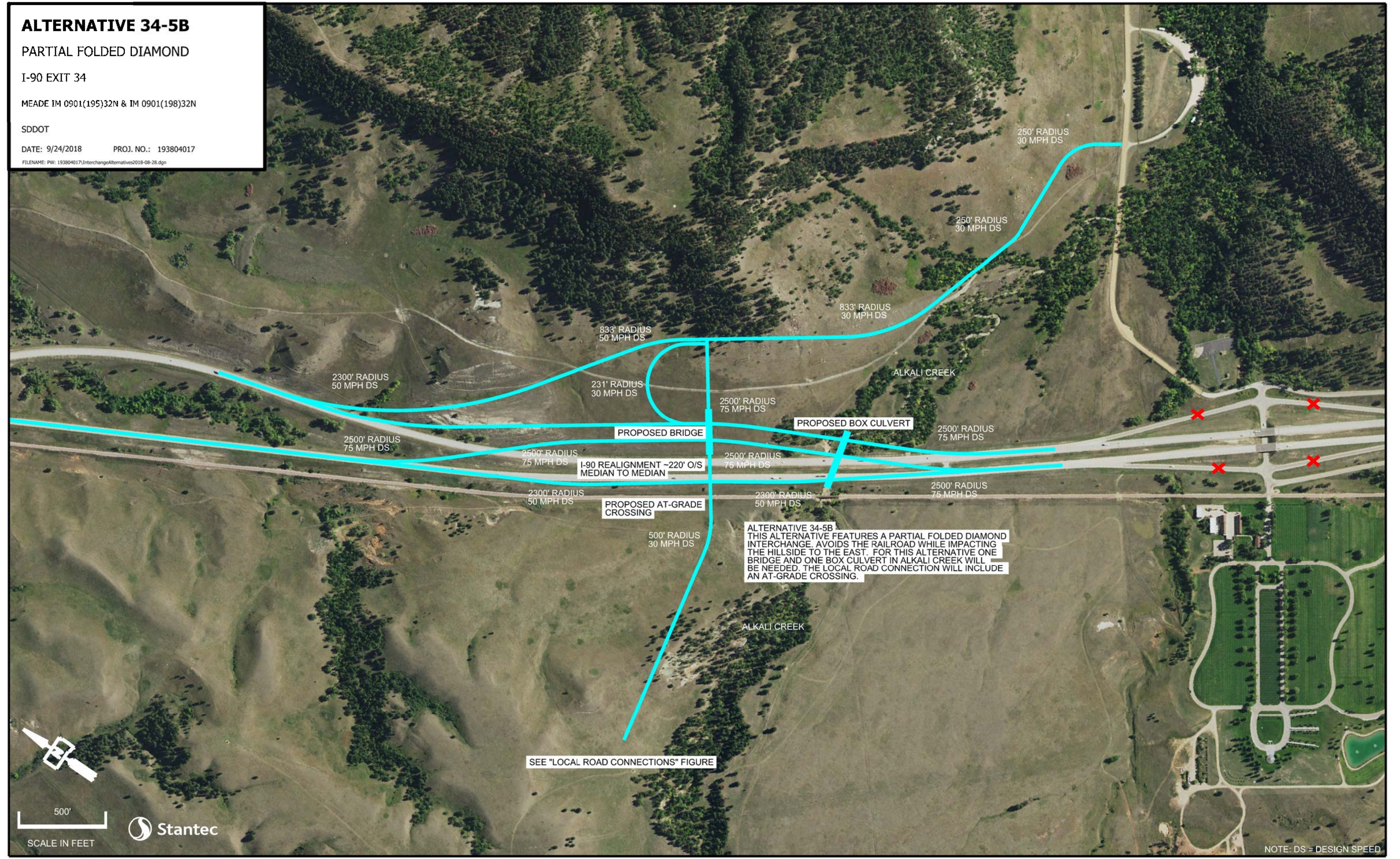
I-90 EXIT 34

MEADE IM 0901(195)32N & IM 0901(198)32N

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ALTERNATIVE 34-5B
THIS ALTERNATIVE FEATURES A PARTIAL FOLDED DIAMOND INTERCHANGE, AVOIDS THE RAILROAD WHILE IMPACTING THE HILLSIDE TO THE EAST. FOR THIS ALTERNATIVE ONE BRIDGE AND ONE BOX CULVERT IN ALKALI CREEK WILL BE NEEDED. THE LOCAL ROAD CONNECTION WILL INCLUDE AN AT-GRADE CROSSING.

SEE "LOCAL ROAD CONNECTIONS" FIGURE

ALTERNATIVE 34-6

TRUMPET

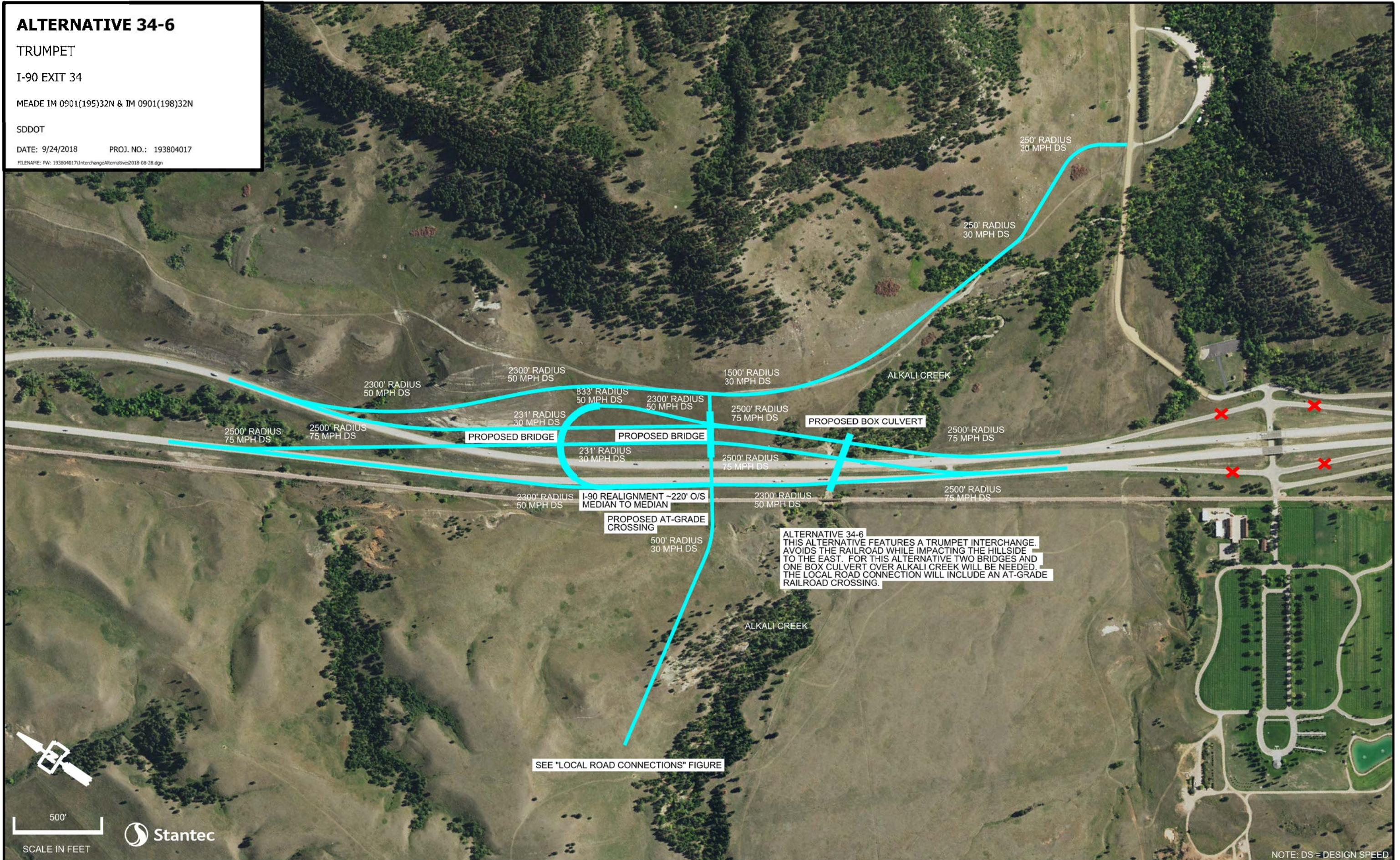
I-90 EXIT 34

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SDDOT

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FILENAME: PW: 193804017; InterchangeAlternatives2018-08-28.dgn



ALTERNATIVE 34-6
THIS ALTERNATIVE FEATURES A TRUMPET INTERCHANGE.
AVOIDS THE RAILROAD WHILE IMPACTING THE HILLSIDE
TO THE EAST. FOR THIS ALTERNATIVE TWO BRIDGES AND
ONE BOX CULVERT OVER ALKALI CREEK WILL BE NEEDED.
THE LOCAL ROAD CONNECTION WILL INCLUDE AN AT-GRADE
RAILROAD CROSSING.

SEE "LOCAL ROAD CONNECTIONS" FIGURE

ALTERNATIVE 34-7

ROUNDBOUT INTERCHANGE (SOUTH)

I-90 EXIT 34

MEADE IM 0901(195)32N & IM 0901(198)32N

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ALKALI CREEK

SINGLE LANE
ROUNDBOUT

231' RADIUS
30 MPH DS

231' RADIUS
30 MPH DS

200' DIAMETER

231' RADIUS
30 MPH DS

RETAINING WALL
AND GUARDRAIL

2 PROPOSED BRIDGES

2300' RADIUS
50 MPH DS

2300' RADIUS
50 MPH DS

2300' RADIUS
50 MPH DS

PROPOSED
BOX CULVERT

2300' RADIUS
50 MPH DS

PROPOSED AT-GRADE
CROSSING

ALTERNATIVE 34-7
THIS ALTERNATIVE FEATURES A ROUNDBOUT INTERCHANGE IN THE WESTBOUND DIRECTION AND DIAMOND FOR EASTBOUND. INTERCHANGE IS SHIFTED TO THE EAST OF EXISTING, REDUCING IMPACTS TO HILLSIDE AND ALKALI CREEK. ROAD TO CEMETERY IS SHORTENED. FOR THIS ALTERNATIVE TWO BRIDGES AND ONE BOX CULVERT WILL BE NEEDED. THE LOCAL ROAD CONNECTION WILL INCLUDE AN AT-GRADE RAILROAD CROSSING.



500'

SCALE IN FEET



NOTE: DS = DESIGN SPEED

OPTION A, B, C

LOCAL ROAD CONNECTIONS

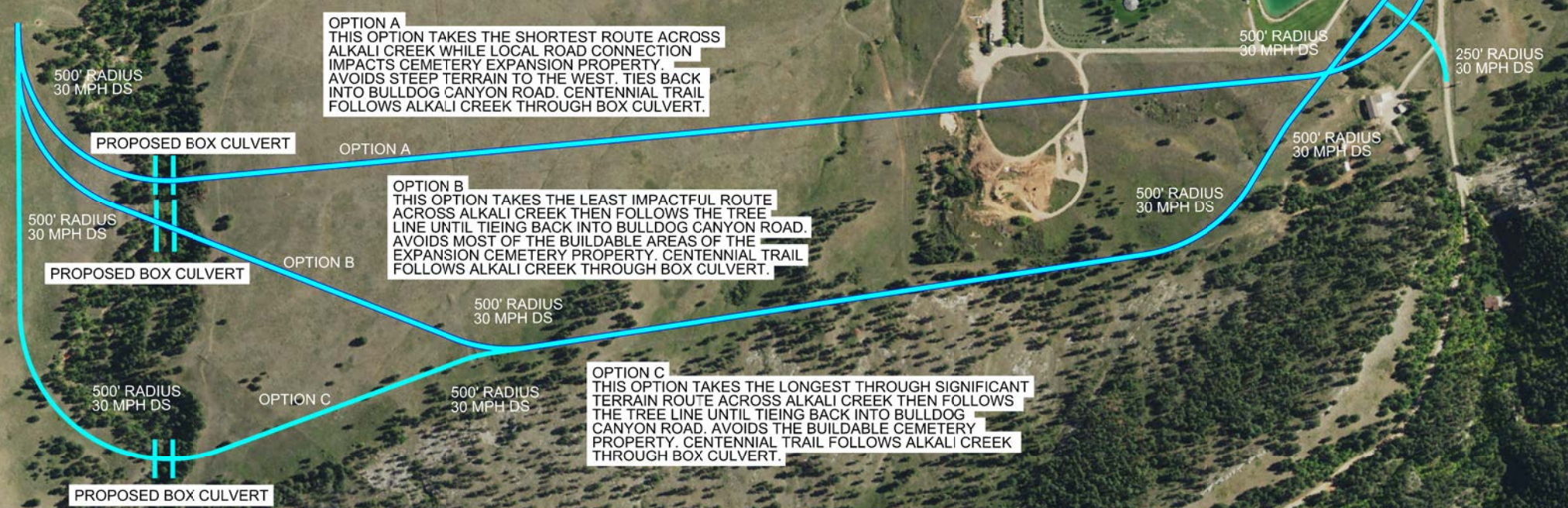
I-90 EXIT 34

MEADE IM 0901(195)32N & IM 0901(198)32N

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NOTE: DS = DESIGN SPEED

ALTERNATIVE 37-1

STANDARD DIAMOND UPGRADE

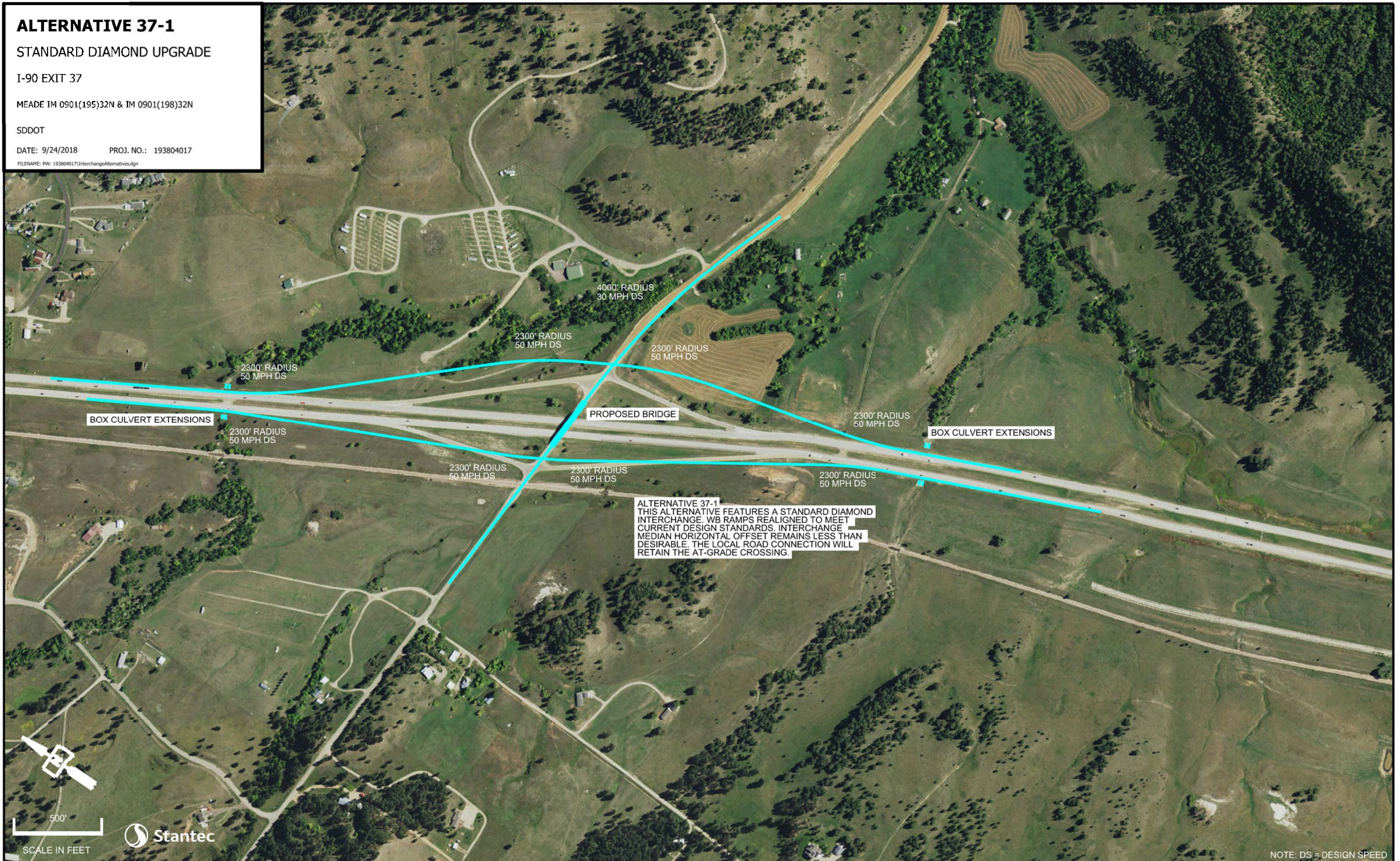
I-90 EXIT 37

MEADE IM 0901(195)32N & IM 0901(198)32N

SDDOT

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FILENAME: PW: 193804017;InterchangeAlternatives.dgn



ALTERNATIVE 37-1
THIS ALTERNATIVE FEATURES A STANDARD DIAMOND INTERCHANGE. WB RAMPS REALIGNED TO MEET CURRENT DESIGN STANDARDS. INTERCHANGE MEDIAN HORIZONTAL OFFSET REMAINS LESS THAN DESIRABLE. THE LOCAL ROAD CONNECTION WILL RETAIN THE AT-GRADE CROSSING.

ALTERNATIVE 37-2

BRIDGE SKEW UPGRADE

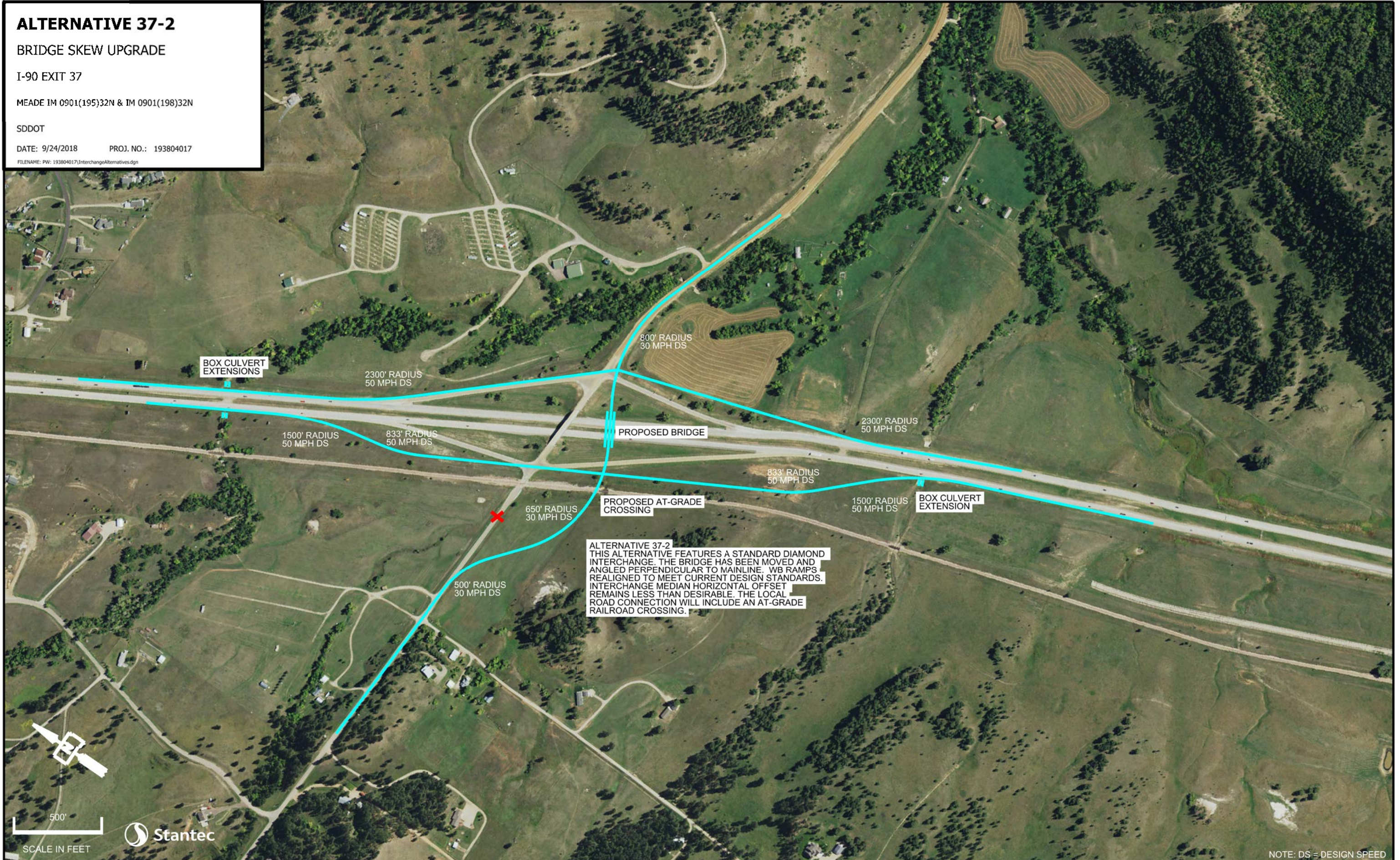
I-90 EXIT 37

MEADE IM 0901(195)32N & IM 0901(198)32N

SDDOT

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ALTERNATIVE 37-2
THIS ALTERNATIVE FEATURES A STANDARD DIAMOND INTERCHANGE. THE BRIDGE HAS BEEN MOVED AND ANGLED PERPENDICULAR TO MAINLINE. WB RAMPS REALIGNED TO MEET CURRENT DESIGN STANDARDS. INTERCHANGE MEDIAN HORIZONTAL OFFSET REMAINS LESS THAN DESIRABLE. THE LOCAL ROAD CONNECTION WILL INCLUDE AN AT-GRADE RAILROAD CROSSING.



NOTE: DS = DESIGN SPEED

ALTERNATIVE 37-3

MAINLINE REALIGNMENT UPGRADE

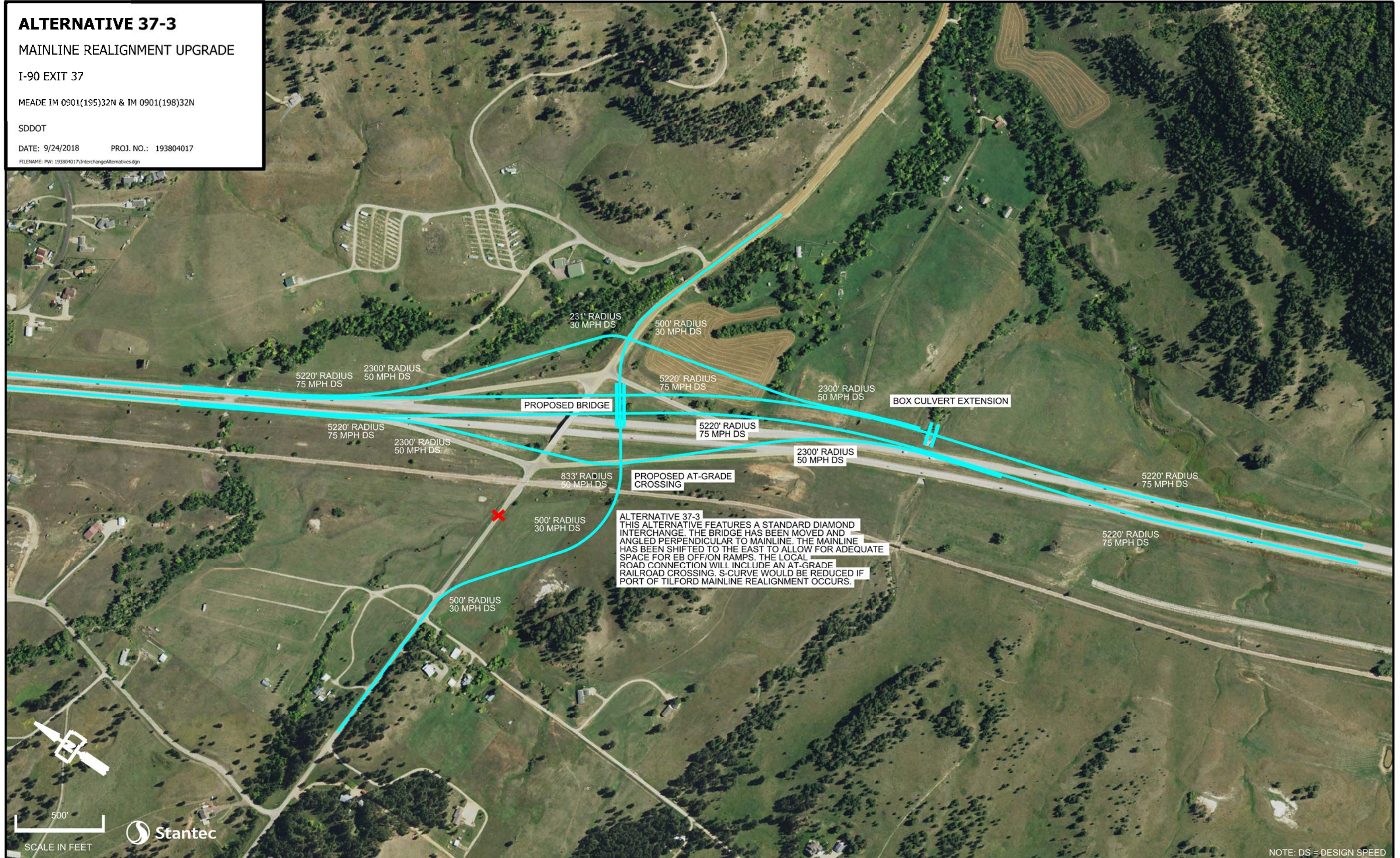
I-90 EXIT 37

MEADE IM 0901(195)32N & IM 0901(198)32N

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NOTE: DS = DESIGN SPEED

ALTERNATIVE 40-1

STANDARD DIAMOND UPGRADE

I-90 EXIT 40

MEADE IM 0901(195)32N & IM 0901(198)32N

SDDOT

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ALTERNATIVE 40-1
WB ON-RAMP AND EB OFF-RAMP ALIGNED
TO MEET CURRENT DESIGN STANDARDS.

2300' RADIUS
50 MPH DS

231' RADIUS
30 MPH DS

2300' RADIUS
50 MPH DS

2300' RADIUS
50 MPH DS



500'
SCALE IN FEET



NOTE: DS = DESIGN SPEED