

APPENDIX B: DECISION TREES

Decision Trees

for Interstate Segments

Color Code	Safety	Pavement	Bridge	Capacity	Connectivity	
	ICF/ICC (current value)	Decade of Major Work	Decade of Major Work	When LOS E/F Is expected	Interstate Crossings For Vehicles	Interstate Crossings For Peds & Bikes
	≥ 2.0	2020	2020	2020	>0.5 mi between vehicle crossings	>0.25 mi between pedestrian crossings
	1.0 - 2.0	2030	2030	2030	n/a	n/a
	0.0 - 1.0	2040	2040	2040	n/a	n/a
	< 0.0	2050	2050	2050 or beyond	0.5 mi or less between vehicle crossings	0.25 mi or less between crossings

Decision Trees

for Interchanges

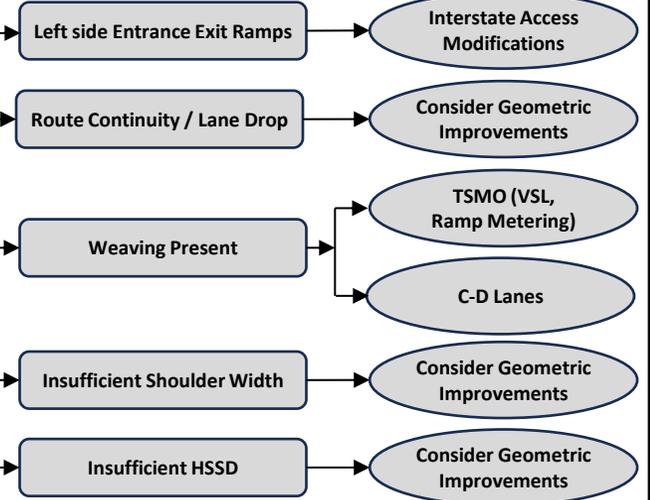
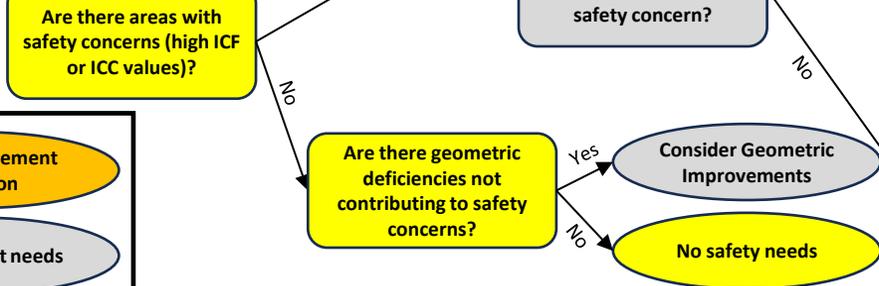
Color Code	Safety	Pavement	Bridge	Capacity	Connectivity
	ICF/ICC (current value)	Decade of Major Work	Decade of Major Work	When LOS E/F Is expected	Interstate Crossings For Peds & Bikes
	≥ 2.0	2020	2020	2020	Pedestrian &/or bicycle facilities are not provided
	1.0 - 2.0	2030	2030	2030	n/a
	0.0 - 1.0	2040	2040	2040	n/a
	< 0.0	2050	2050	2050 or beyond	Pedestrian & bicycle facilities are provided

65 SPOKE

I-65 from I-465 to Lafayette Rd

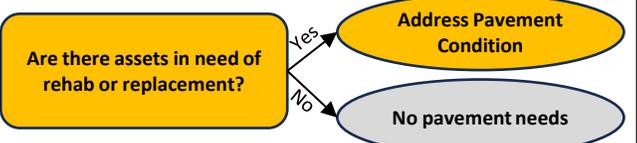


SAFETY

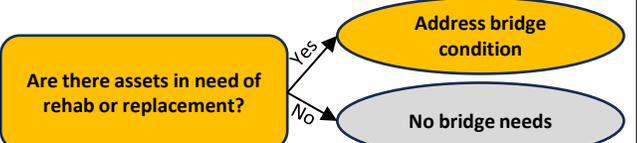


ASSETS

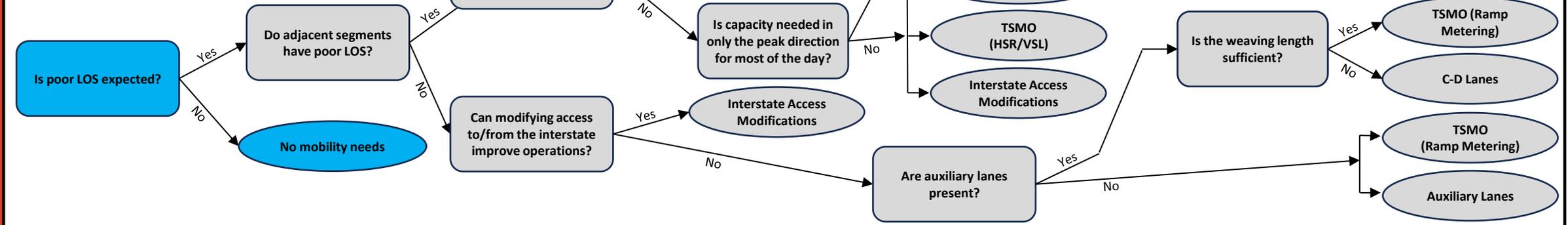
ROAD



BRIDGE

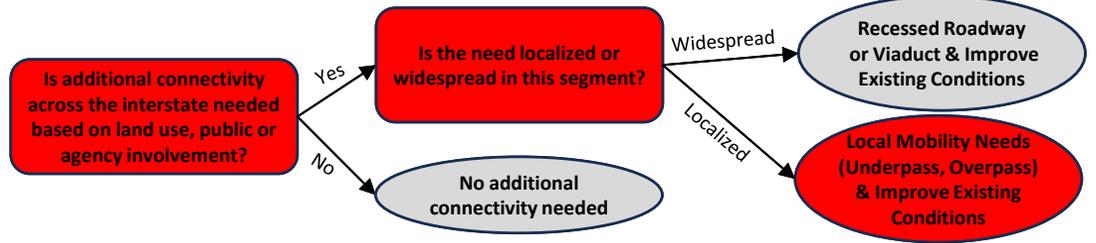


MOBILITY

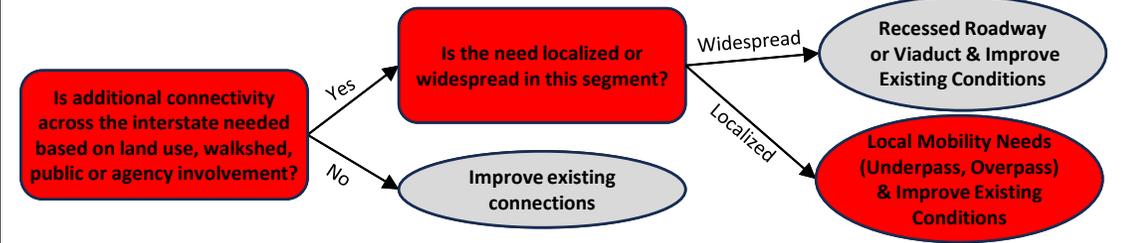


CONNECTIVITY

MOTORIZED



NON-MOTORIZED



I-65 from Lafayette Rd to 38th St (west)



Note: Des 2000050 is expected to address safety concerns.

SAFETY

Are there areas with safety concerns (high ICF or ICC values)?

Yes

No

Select geometric deficiencies present in this segment.

Does a merge/diverge area contribute to the safety concern?

Yes

No

Are there geometric deficiencies not contributing to safety concerns?

Yes

No

TSMO (VSL, Ramp Metering)

Aux Lanes

Consider Geometric Improvements (Improve Merge/Diverge)

Consider Mobility Needs

Left side Entrance Exit Ramps

Route Continuity / Lane Drop

Weaving Present

Insufficient Shoulder Width

Insufficient HSSD

Interstate Access Modifications

Consider Geometric Improvements

TSMO (VSL, Ramp Metering)

C-D Lanes

Consider Geometric Improvements

Consider Geometric Improvements

ASSETS

ROAD

Are there assets in need of rehab or replacement?

Yes

No

Address Pavement Condition

No pavement needs

BRIDGE

Are there assets in need of rehab or replacement?

Yes

No

Address bridge condition

No bridge needs

MOBILITY

Is poor LOS expected?

Yes

No

Do adjacent segments have poor LOS?

No mobility needs

Yes

No

Is a significant portion of the traffic regional pass-through trips?

Yes

No

Managed Lanes (Express Lanes)

Managed Lanes (Truck Lanes)

Is capacity needed in only the peak direction for most of the day?

Yes

No

Added Travel Lanes

TSMO (HSR/VSL)

Interstate Access Modifications

Managed Lanes (Reversible Lanes)

TSMO (HSR/VSL)

Is the weaving length sufficient?

Yes

No

TSMO (Ramp Metering)

C-D Lanes

Can modifying access to/from the interstate improve operations?

Yes

No

Interstate Access Modifications

Are auxiliary lanes present?

Yes

No

TSMO (Ramp Metering)

Auxiliary Lanes

CONNECTIVITY

MOTORIZED

Is additional connectivity across the interstate needed based on land use, public or agency involvement?

Yes

No

Is the need localized or widespread in this segment?

Widespread

Localized

Recessed Roadway or Viaduct & Improve Existing Conditions

Local Mobility Needs (Underpass, Overpass) & Improve Existing Conditions

No additional connectivity needed

NON-MOTORIZED

Is additional connectivity across the interstate needed based on land use, walkshed, public or agency involvement?

Yes

No

Is the need localized or widespread in this segment?

Widespread

Localized

Recessed Roadway or Viaduct & Improve Existing Conditions

Local Mobility Needs (Underpass, Overpass) & Improve Existing Conditions

Improve existing connections

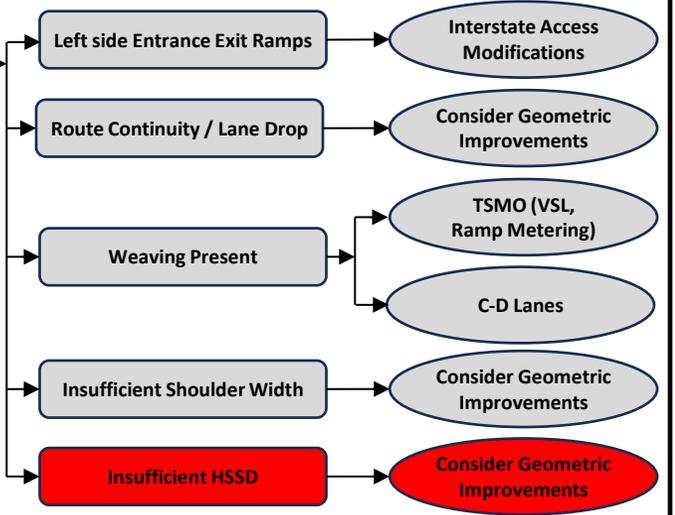
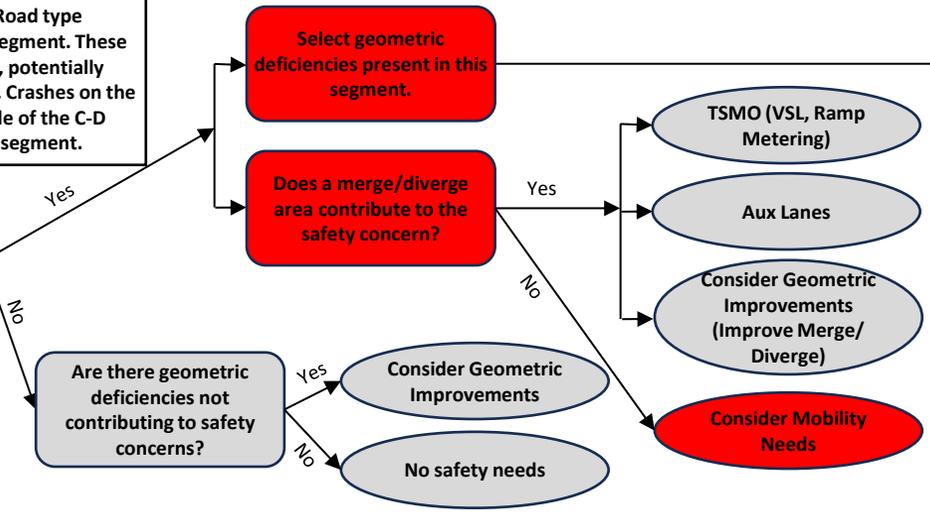
I-65 from 38th St W to 38th St E (Mainline Lanes)



Note: Sideswipe and Ran Off Road type crashes are prevalent in this segment. These crashes imply reckless driving, potentially linked to very wide shoulders. Crashes on the horizontal curves on either side of the C-D lanes are also included in this segment.

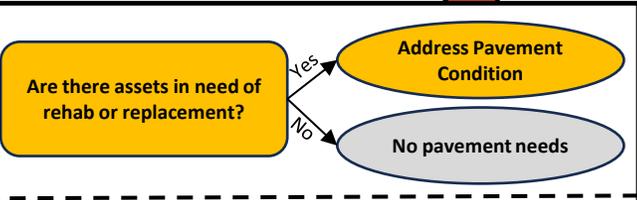
SAFETY

Are there areas with safety concerns (high ICF or ICC values)?

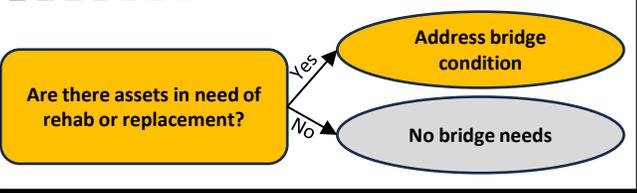


ASSETS

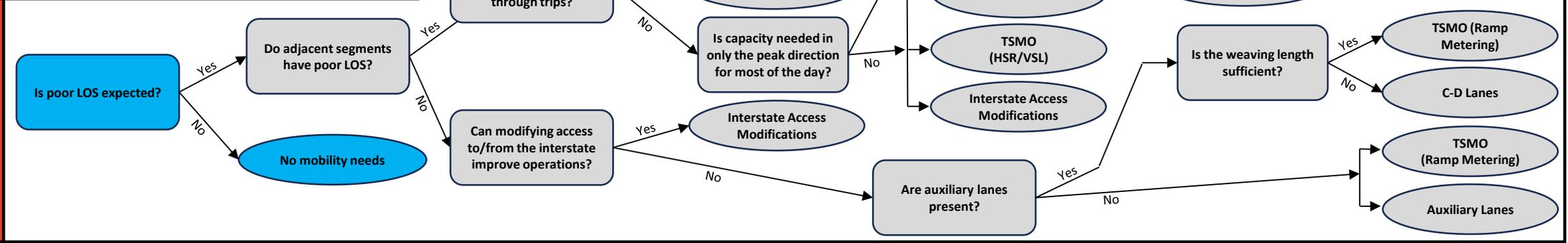
ROAD



BRIDGE

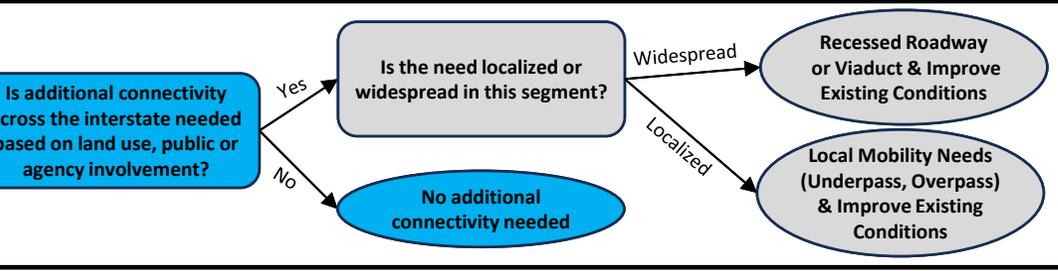


MOBILITY

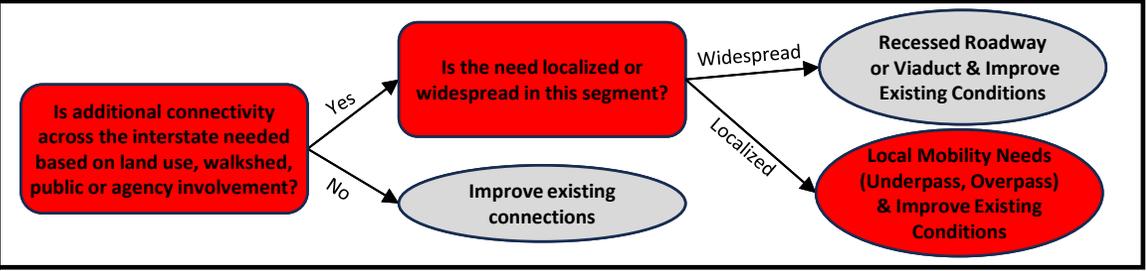


CONNECTIVITY

MOTORIZED



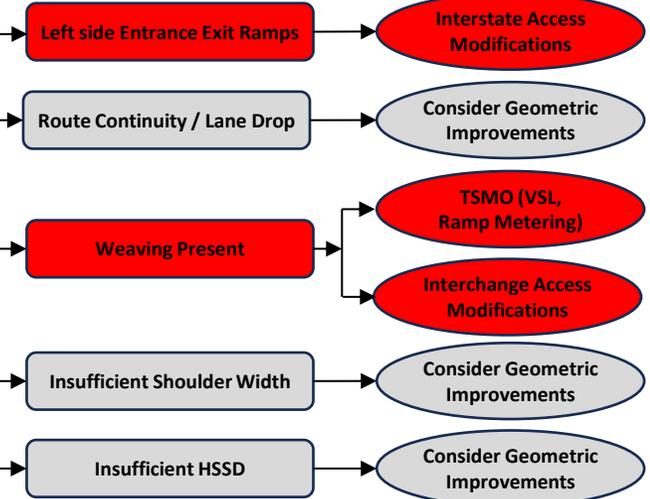
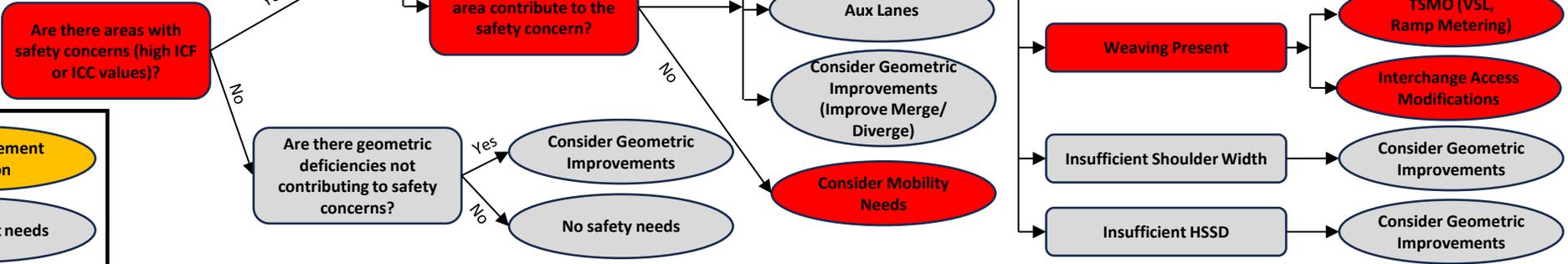
NON-MOTORIZED



I-65 from 38th St W to 38th St E (C-D Lanes)

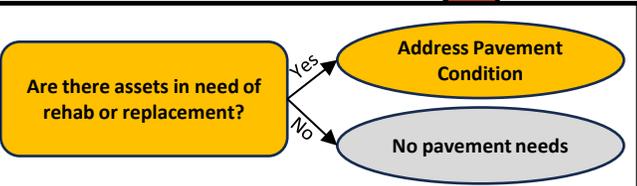


SAFETY



ASSETS

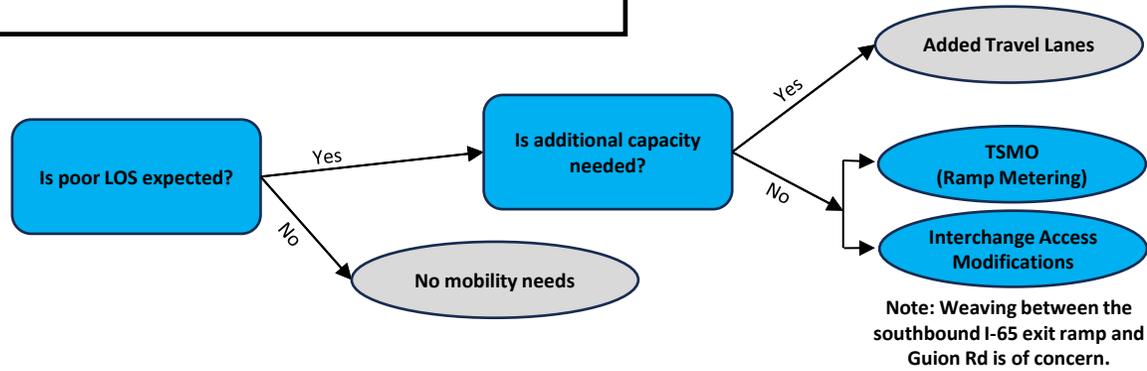
ROAD



BRIDGE



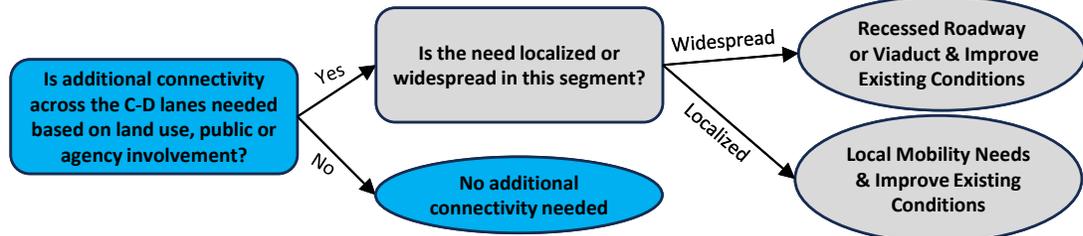
MOBILITY



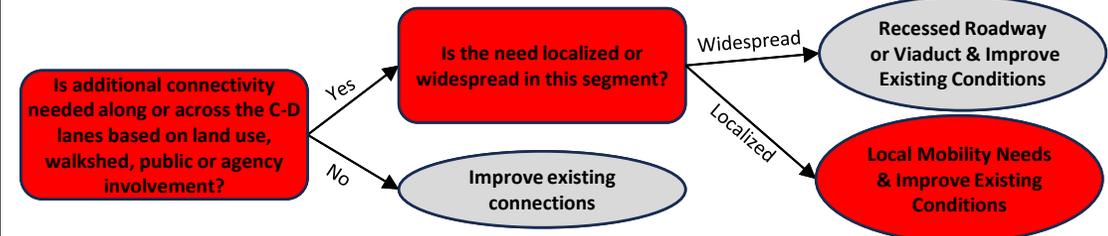
Note: Concepts not applicable to C-D lanes have been removed.

CONNECTIVITY

MOTORIZED



NON-MOTORIZED

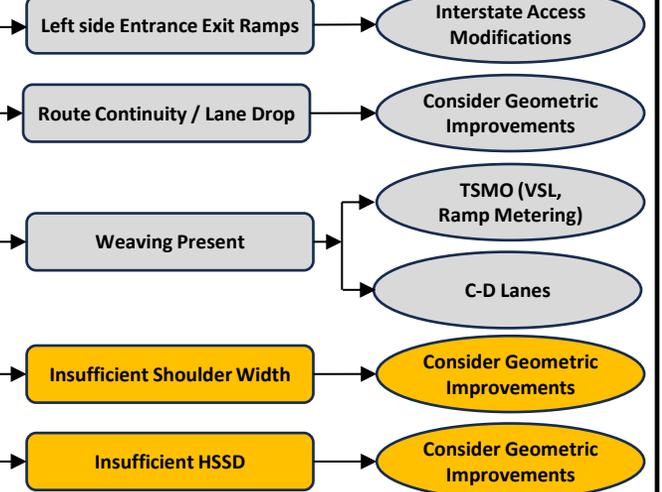
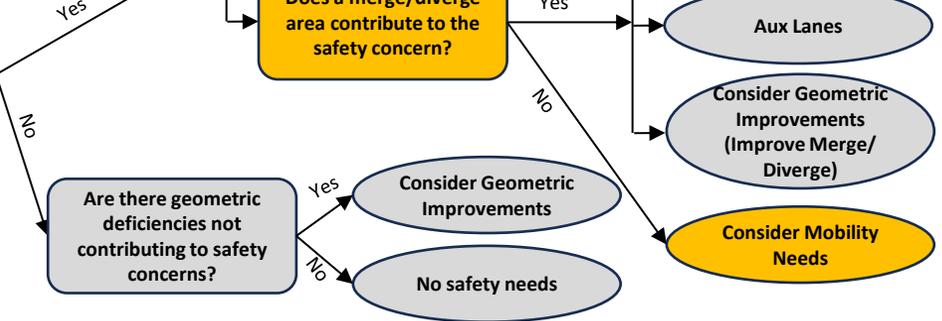


I-65 from 38th St (east) to Dr MLK Jr Blvd



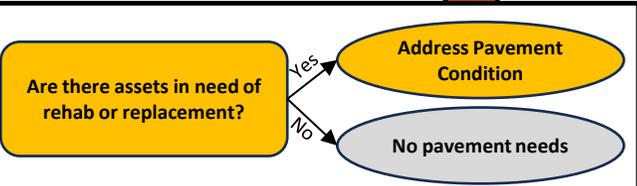
SAFETY

Are there areas with safety concerns (high ICF or ICC values)?

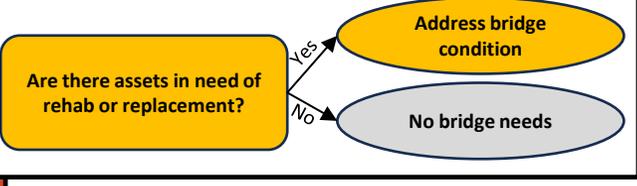


ASSETS

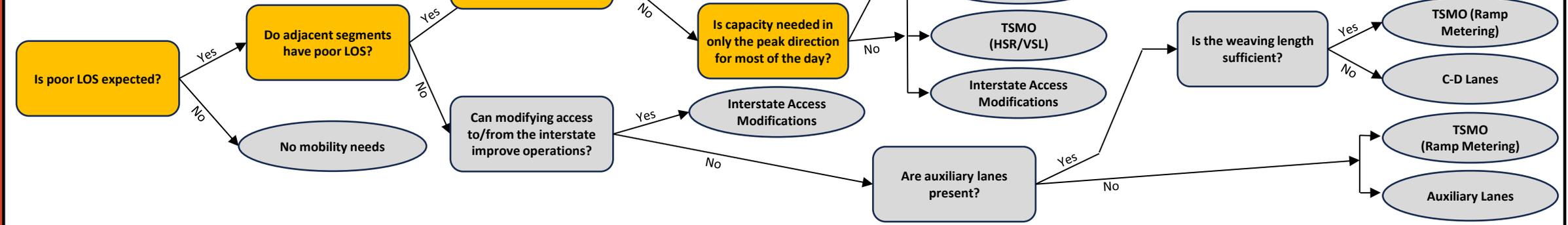
ROAD



BRIDGE

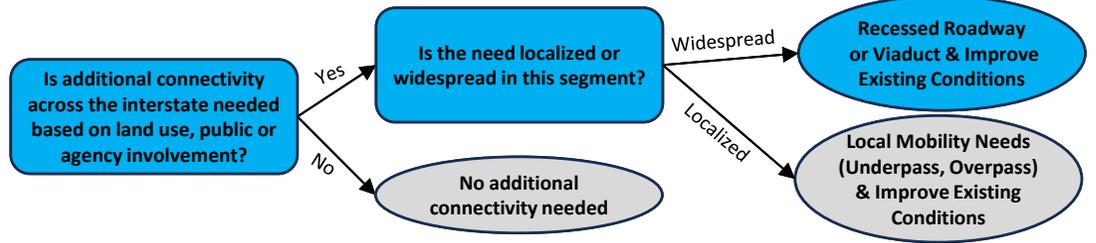


MOBILITY

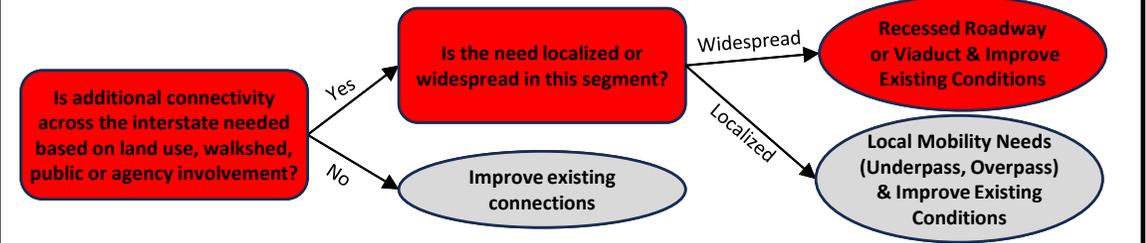


CONNECTIVITY

MOTORIZED



NON-MOTORIZED

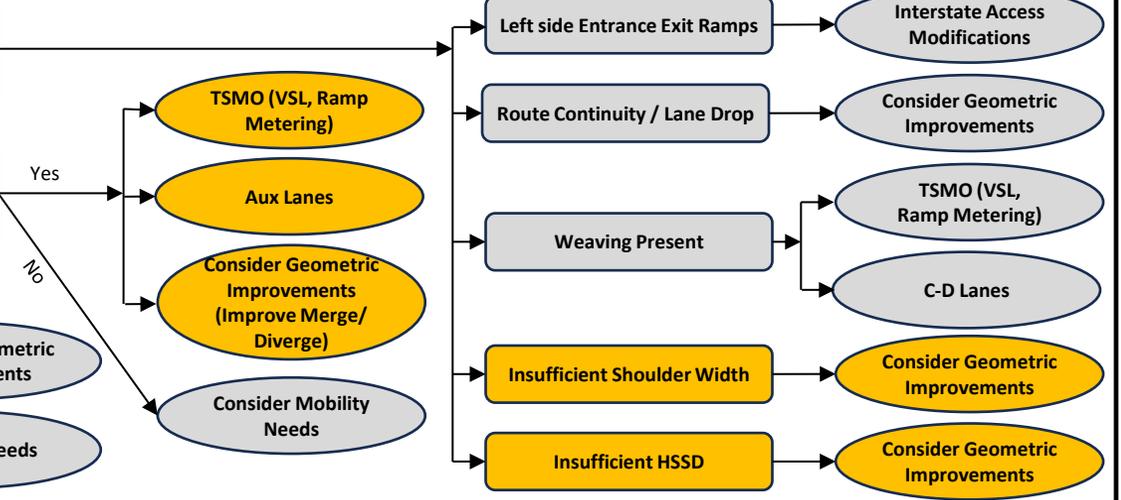
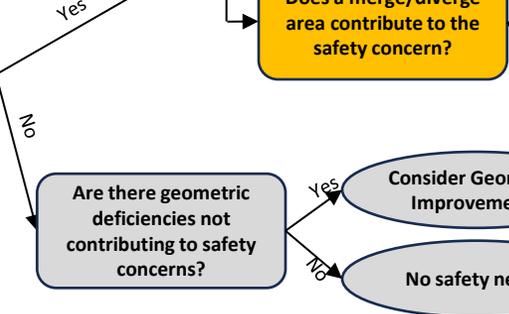


I-65 from Dr MLK Jr Blvd to 29th/30th St



SAFETY

Are there areas with safety concerns (high ICF or ICC values)?



ASSETS

ROAD

Are there assets in need of rehab or replacement?



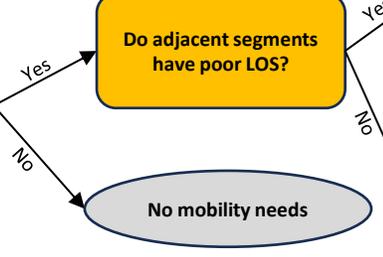
BRIDGE

Are there assets in need of rehab or replacement?



MOBILITY

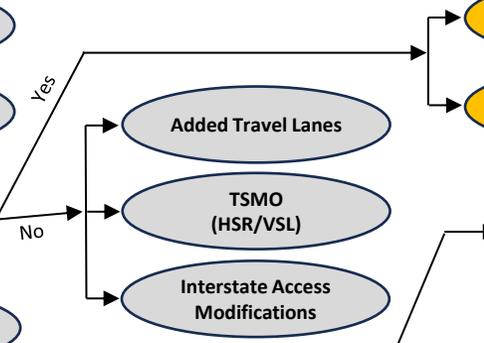
Is poor LOS expected?



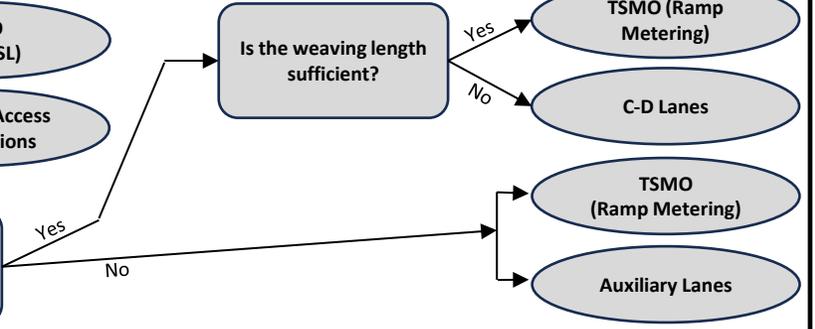
Is a significant portion of the traffic regional pass-through trips?



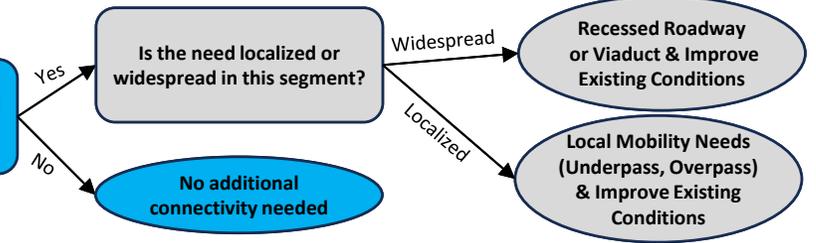
Is capacity needed in only the peak direction for most of the day?



Are auxiliary lanes present?

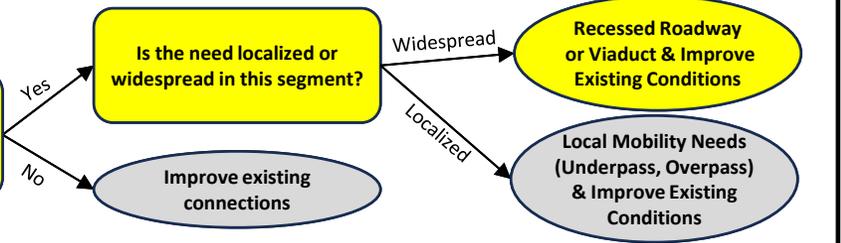


Is additional connectivity across the interstate needed based on land use, public or agency involvement?



MOTORIZED

Is additional connectivity across the interstate needed based on land use, walkshed, public or agency involvement?

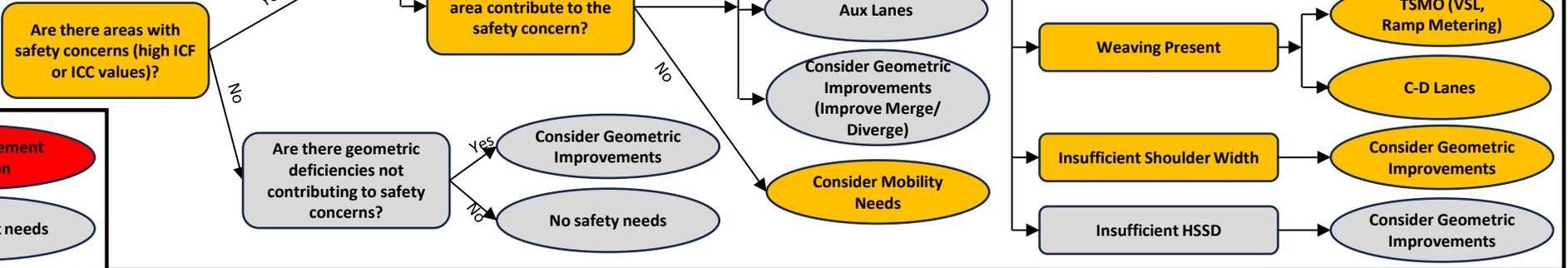


NON-MOTORIZED

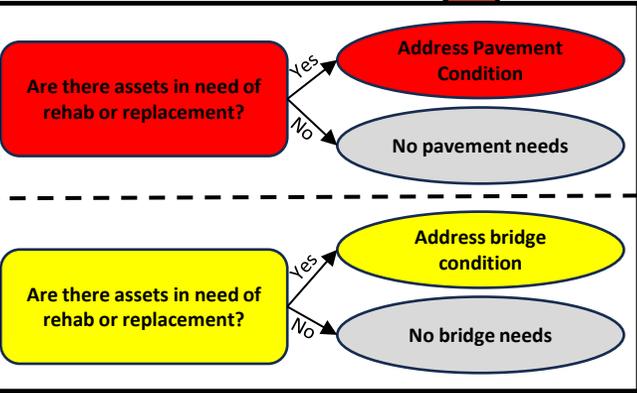
I-65 from 29th/30th St to 21st St



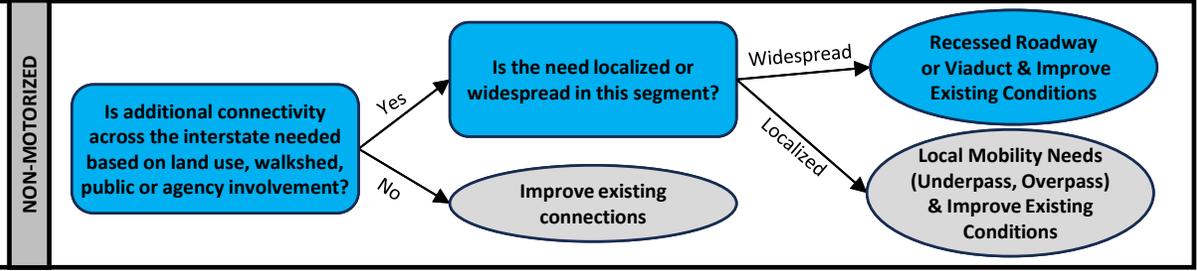
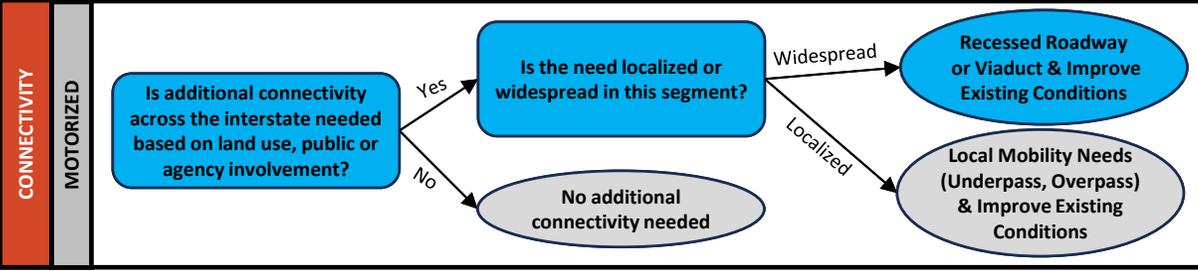
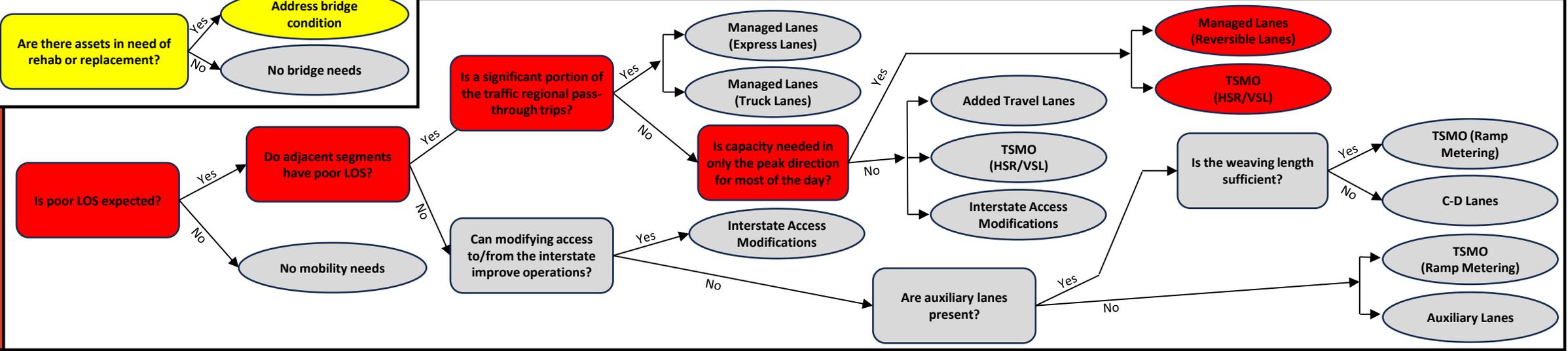
SAFETY



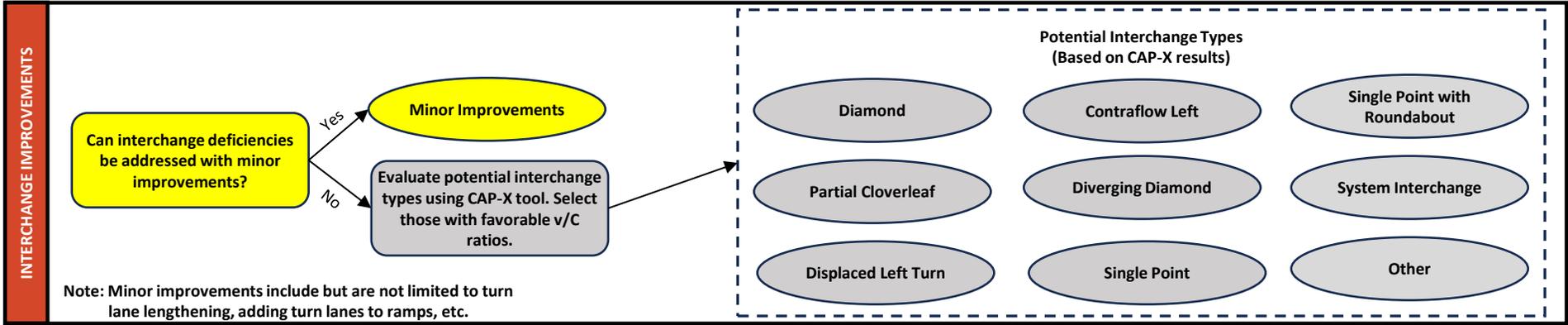
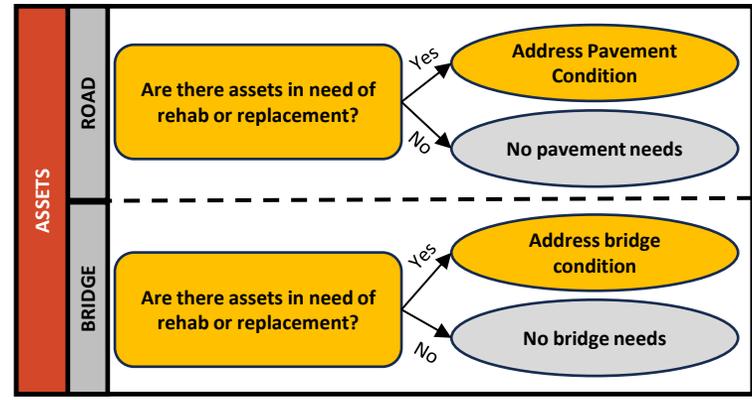
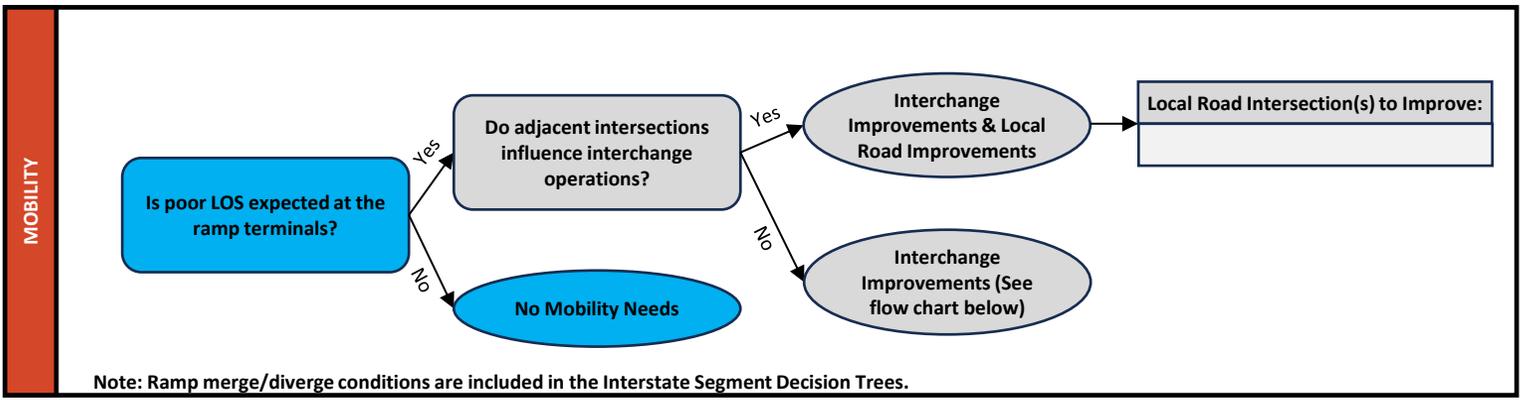
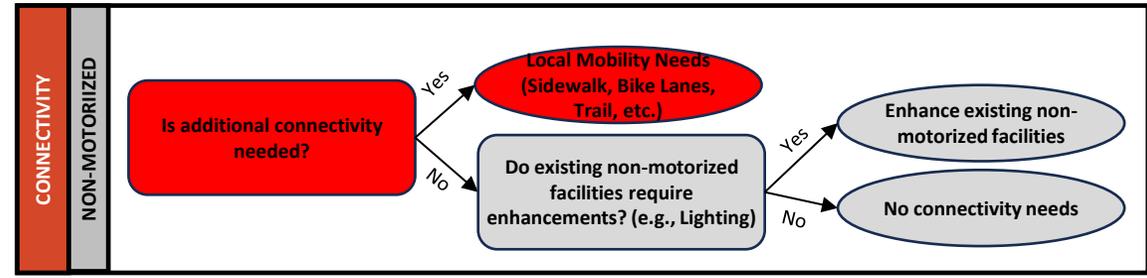
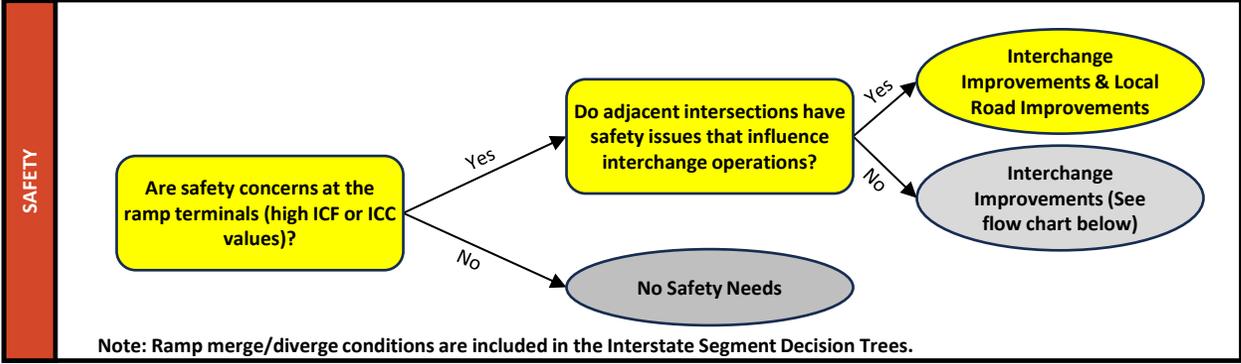
ASSETS



MOBILITY

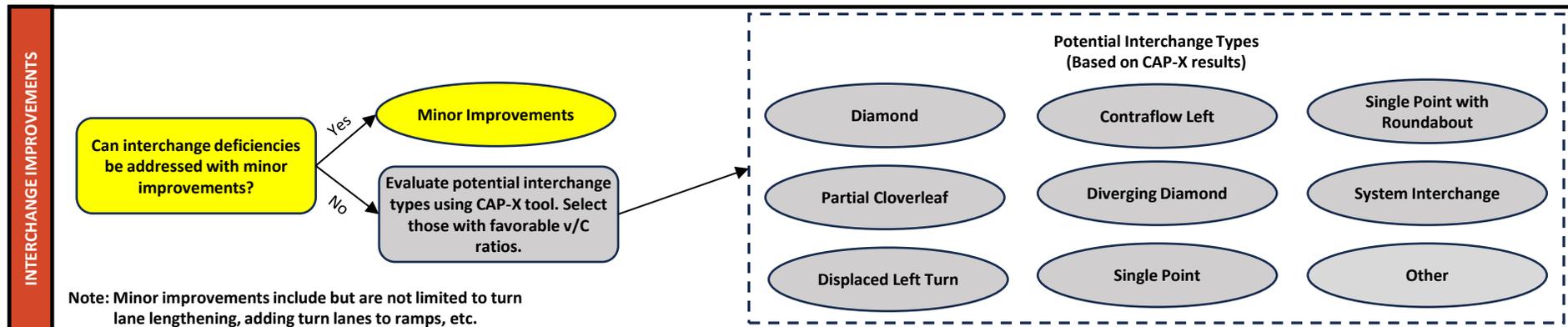
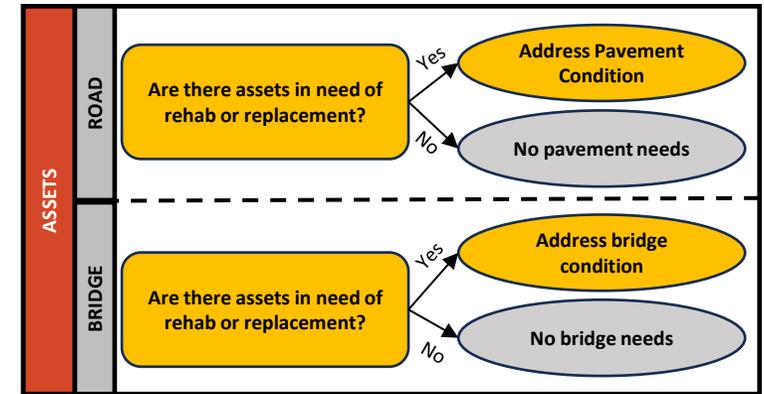
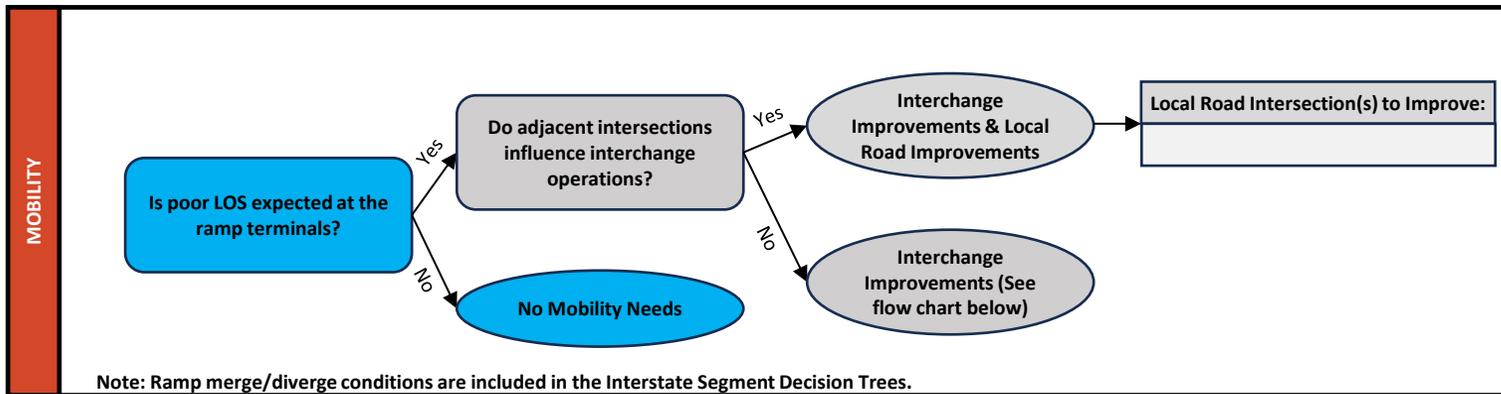
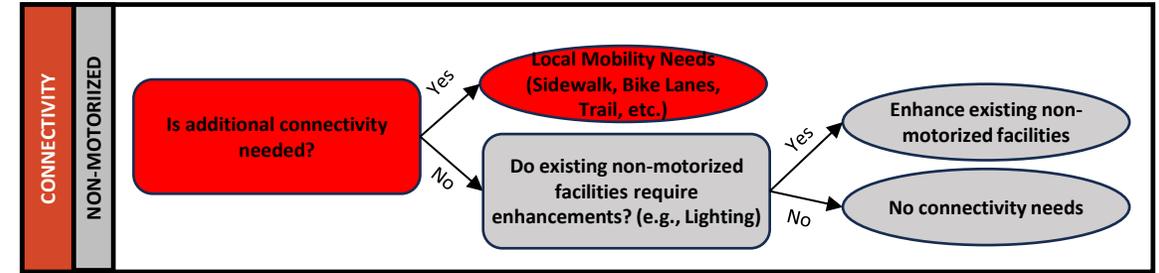
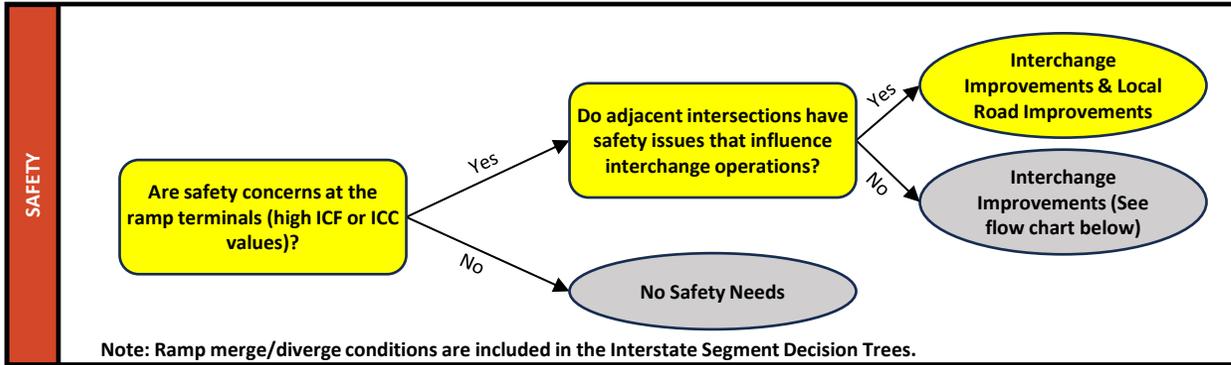


I-65 & Lafayette Rd (Exit 121)



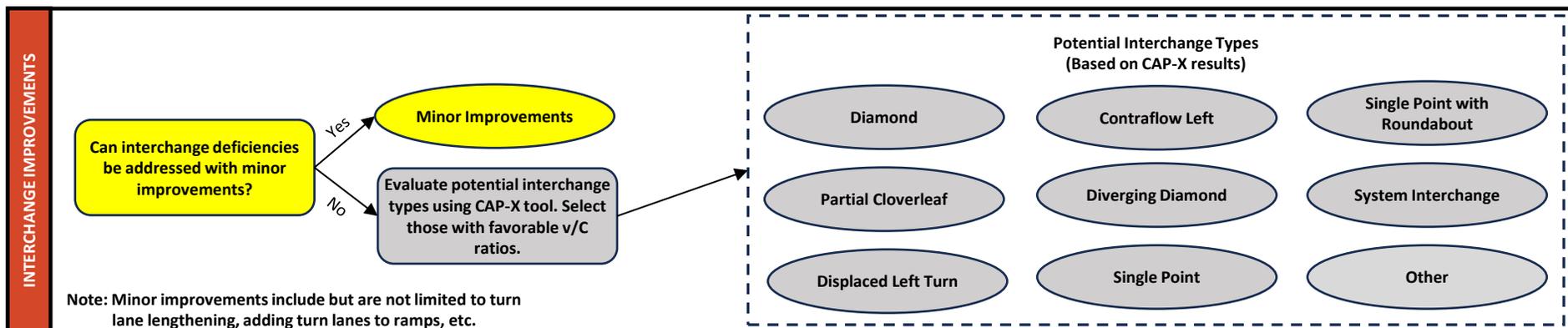
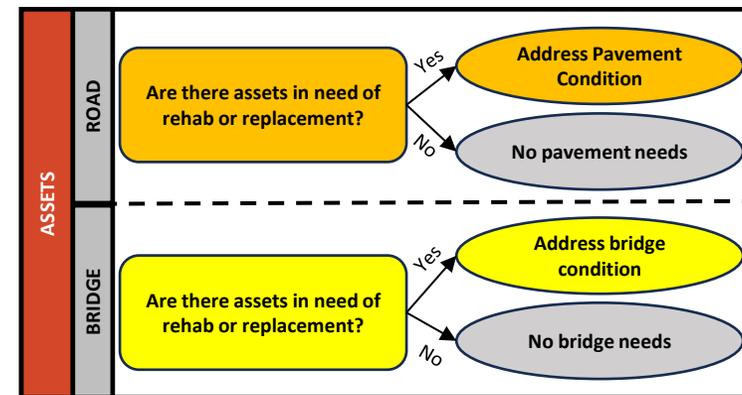
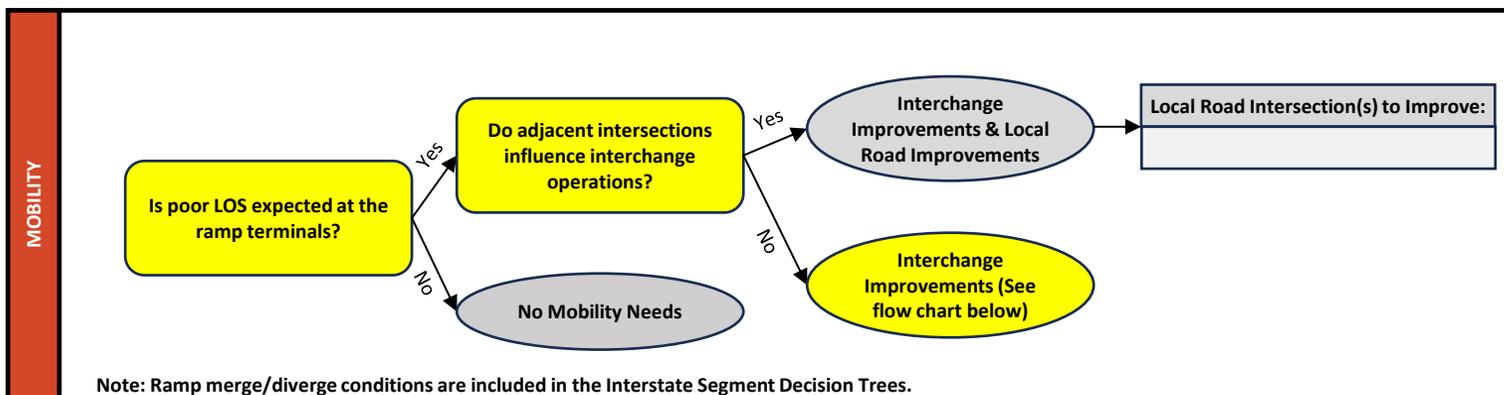
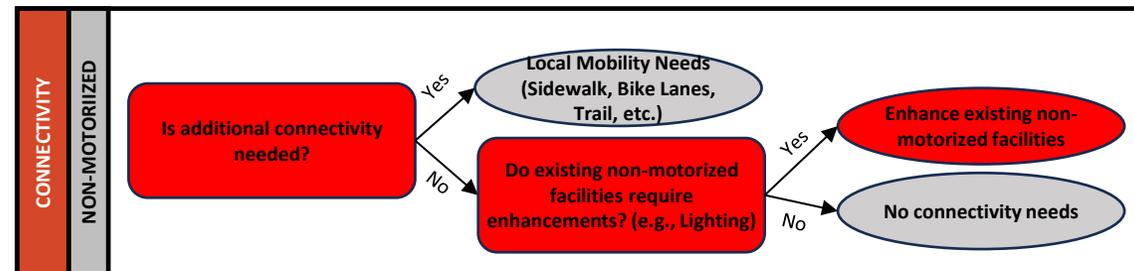
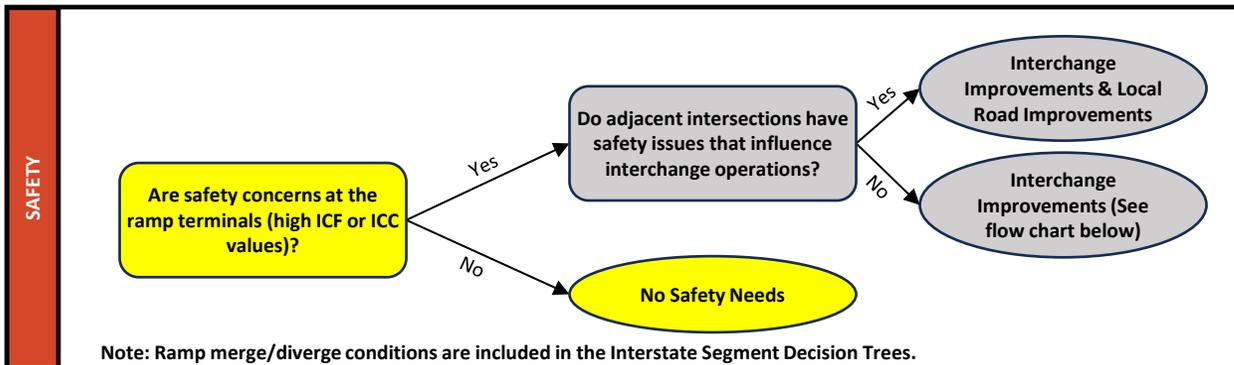
Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

I-65 & 38th St /
Kessler Blvd
(Exit 119)



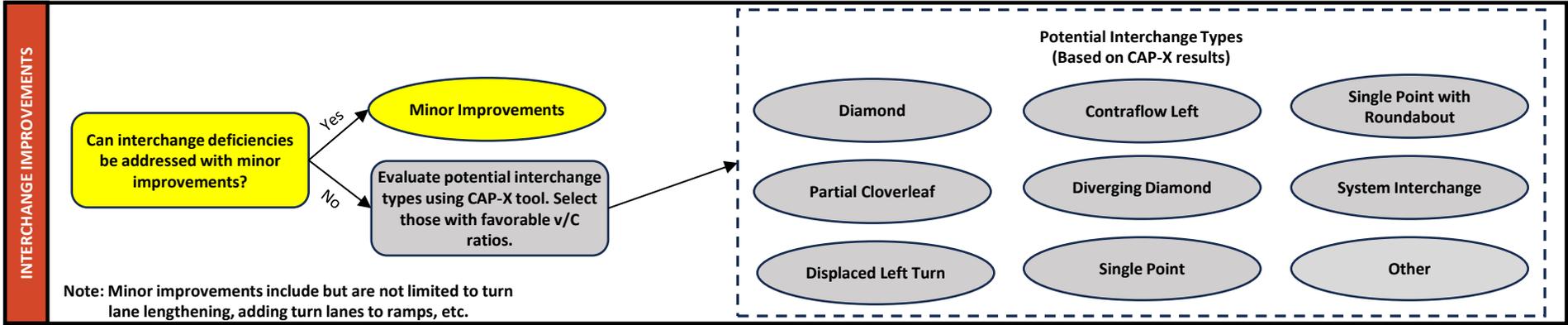
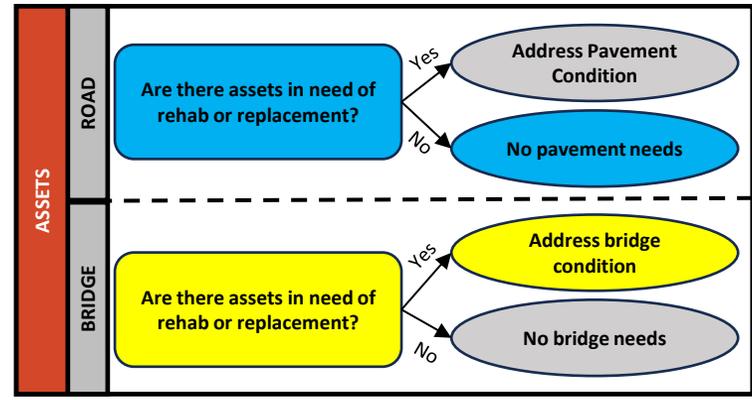
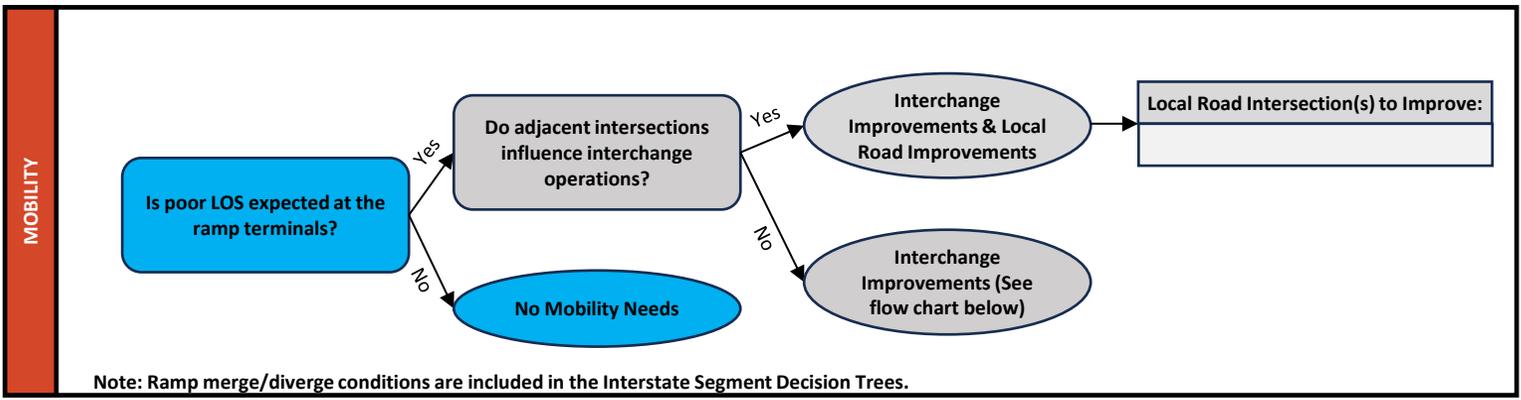
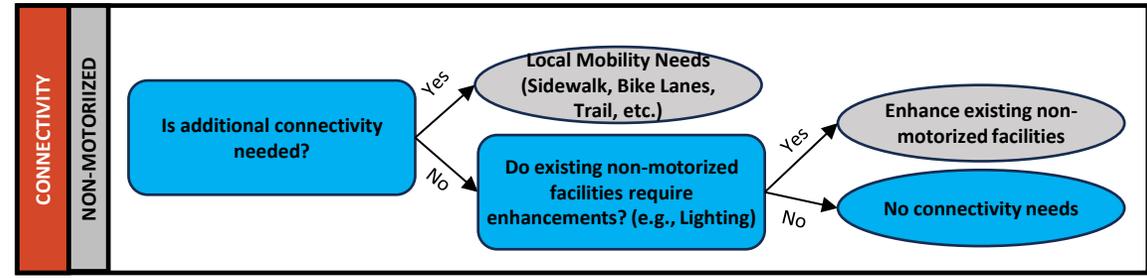
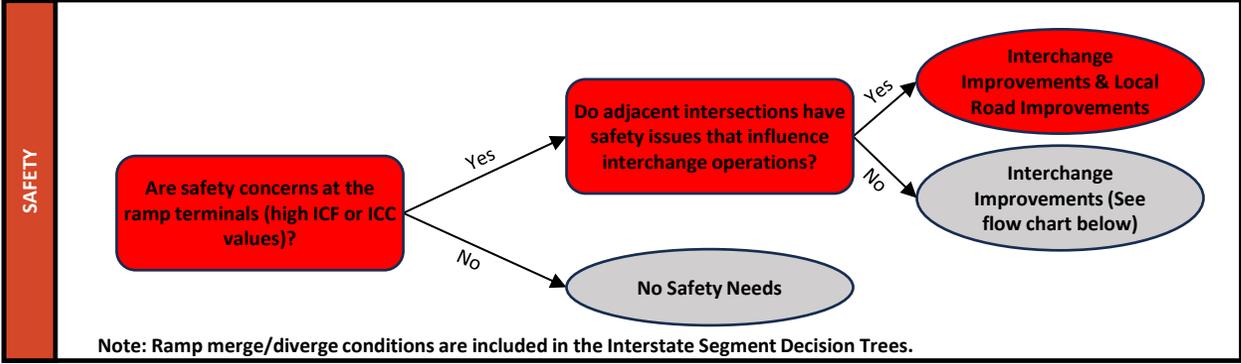
Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

**I-65 & MLK Jr Dr/
Michigan Rd
(Exit 117)**



Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

**I-65 & 29th/30th St.
(Exit 116)**



Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

65 DOWNTOWN SPOKE

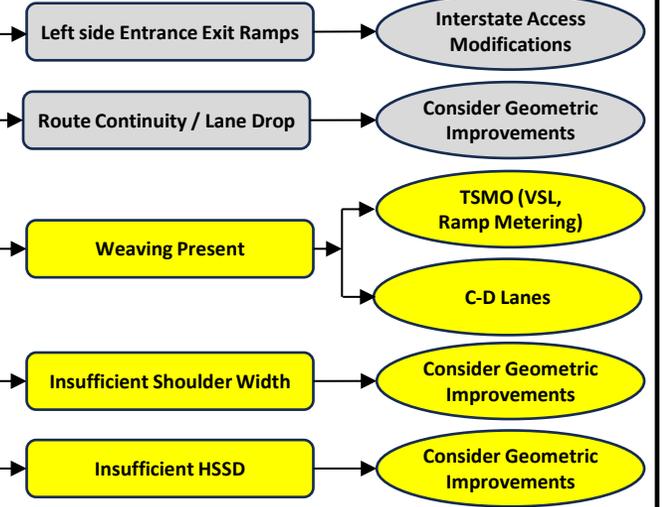
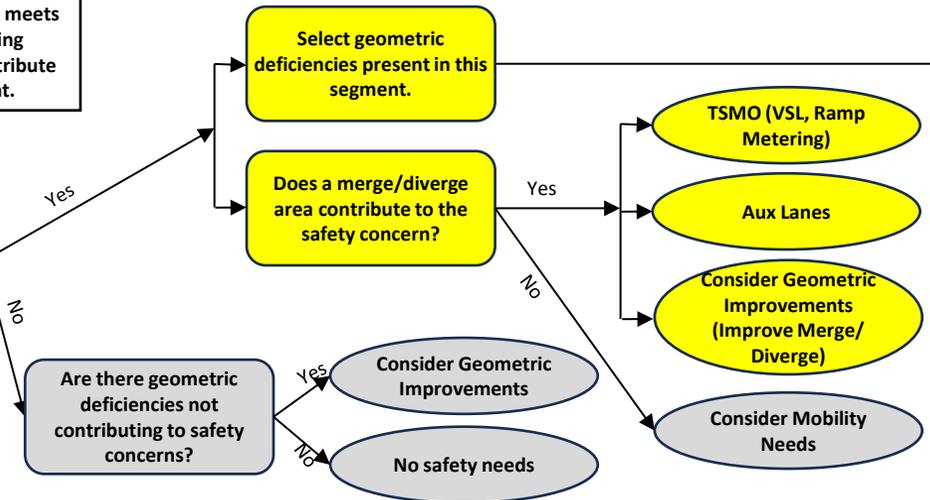
I-65 from to 21st St to West St



Note: While weaving distance meets INDOT criteria, the high weaving volumes to/from West St contribute to deficiencies on this segment.

SAFETY

Are there areas with safety concerns (high ICF or ICC values)?



ASSETS

ROAD

Are there assets in need of rehab or replacement?



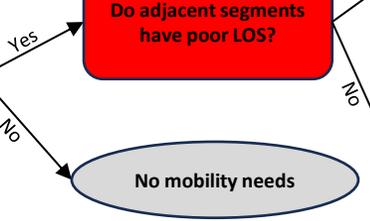
BRIDGE

Are there assets in need of rehab or replacement?



MOBILITY

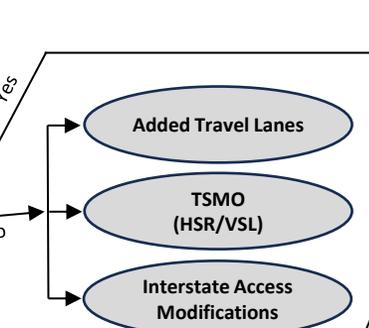
Is poor LOS expected?



Is a significant portion of the traffic regional pass-through trips?



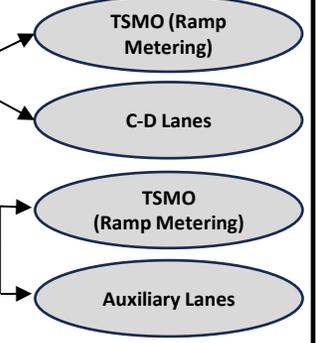
Is capacity needed in only the peak direction for most of the day?



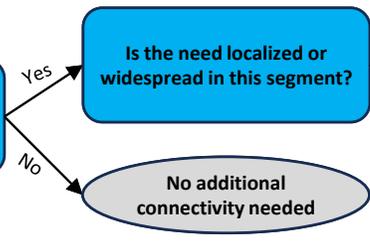
Are auxiliary lanes present?



Is the weaving length sufficient?

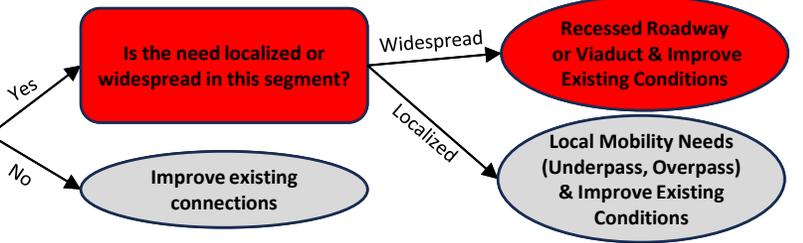


Is additional connectivity across the interstate needed based on land use, public or agency involvement?



NON-MOTORIZED

Is additional connectivity across the interstate needed based on land use, walkshed, public or agency involvement?



I-65 from West St to Meridian St



SAFETY

Are there areas with safety concerns (high ICF or ICC values)?

Yes

No

Select geometric deficiencies present in this segment.

Does a merge/diverge area contribute to the safety concern?

Yes

No

TSMO (VSL, Ramp Metering)

Aux Lanes

Consider Geometric Improvements (Improve Merge/Diverge)

Consider Mobility Needs

Left side Entrance Exit Ramps

Route Continuity / Lane Drop

Weaving Present

Insufficient Shoulder Width

Insufficient HSSD

Interstate Access Modifications

Consider Geometric Improvements

TSMO (VSL, Ramp Metering)

C-D Lanes

Consider Geometric Improvements

Consider Geometric Improvements

Are there assets in need of rehab or replacement?

Yes

No

Address Pavement Condition

No pavement needs

Are there assets in need of rehab or replacement?

Yes

No

Address bridge condition

No bridge needs

Is a significant portion of the traffic regional pass-through trips?

Yes

No

Managed Lanes (Express Lanes)

Managed Lanes (Truck Lanes)

Is capacity needed in only the peak direction for most of the day?

Yes

No

Added Travel Lanes

TSMO (HSR/VSL)

Interstate Access Modifications

Managed Lanes (Reversible Lanes)

TSMO (HSR/VSL)

Is the weaving length sufficient?

Yes

No

TSMO (Ramp Metering)

C-D Lanes

Is poor LOS expected?

Yes

No

Do adjacent segments have poor LOS?

Yes

No

Can modifying access to/from the interstate improve operations?

Yes

No

Interstate Access Modifications

Are auxiliary lanes present?

Yes

No

TSMO (Ramp Metering)

Auxiliary Lanes

Is the need localized or widespread in this segment?

Widespread

Localized

Recessed Roadway or Viaduct & Improve Existing Conditions

Local Mobility Needs (Underpass, Overpass) & Improve Existing Conditions

Is additional connectivity across the interstate needed based on land use, public or agency involvement?

Yes

No

No additional connectivity needed

Is additional connectivity across the interstate needed based on land use, walkshed, public or agency involvement?

Yes

No

Improve existing connections

Is the need localized or widespread in this segment?

Widespread

Localized

Recessed Roadway or Viaduct & Improve Existing Conditions

Local Mobility Needs (Underpass, Overpass) & Improve Existing Conditions

ASSETS

ROAD

BRIDGE

MOBILITY

CONNECTIVITY

MOTORIZED

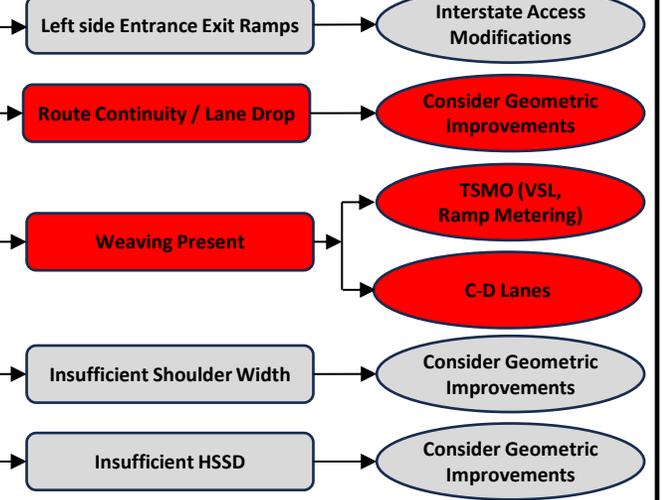
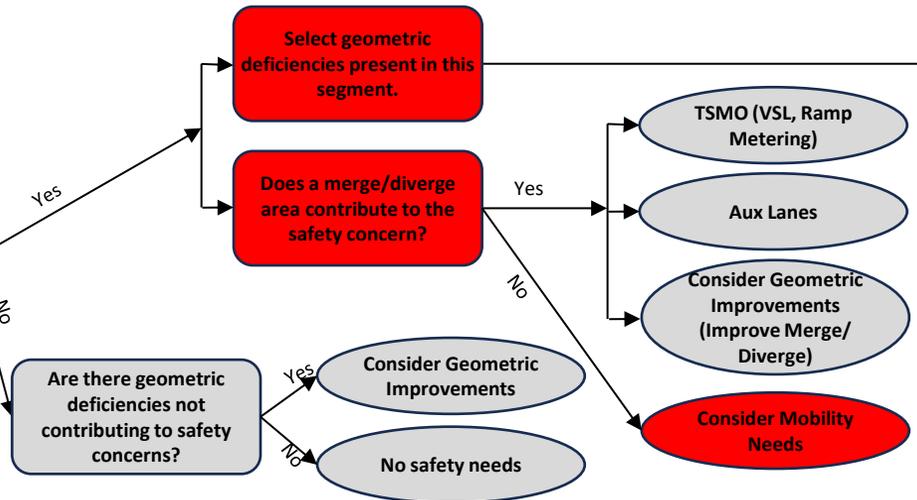
NON-MOTORIZED

I-65 from Meridian St to North Split



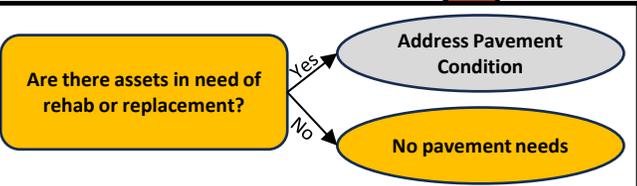
SAFETY

Are there areas with safety concerns (high ICF or ICC values)?

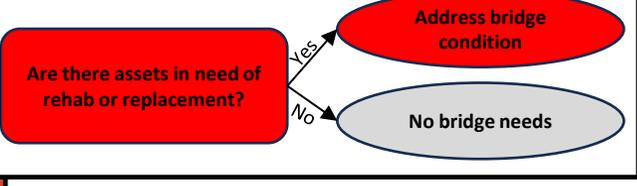


ASSETS

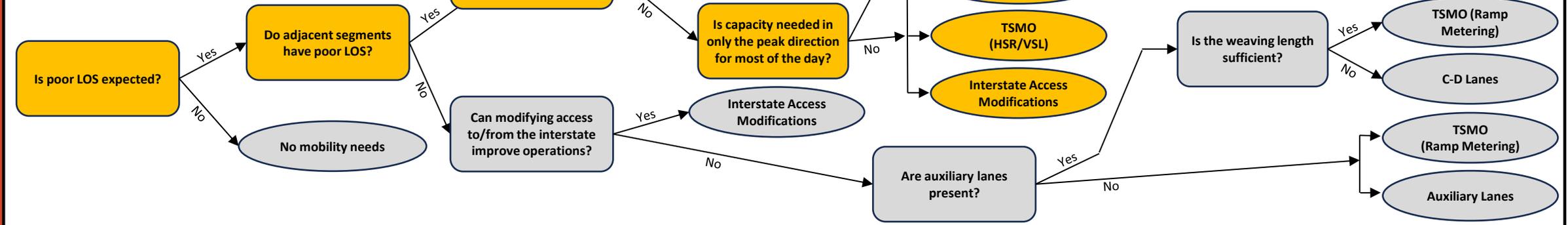
ROAD



BRIDGE

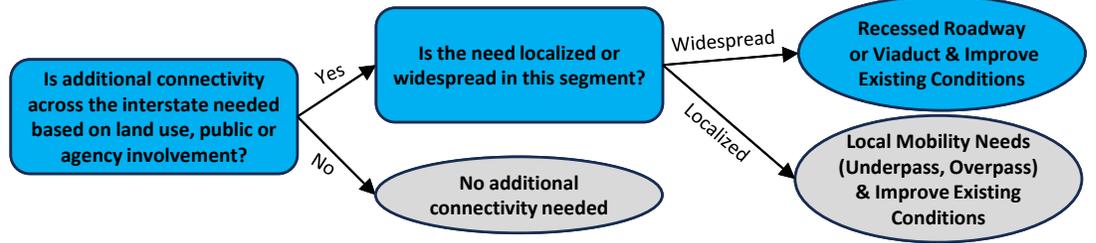


MOBILITY

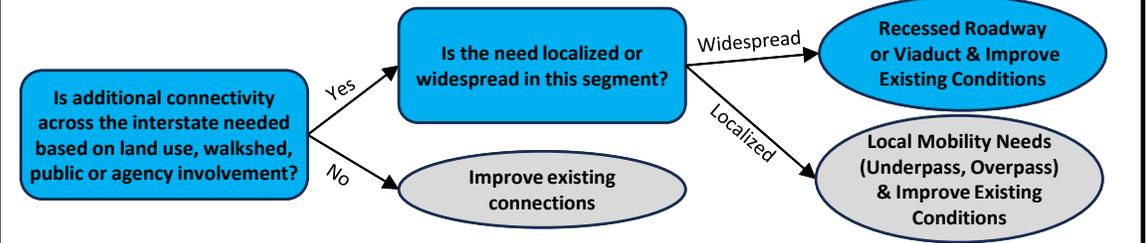


CONNECTIVITY

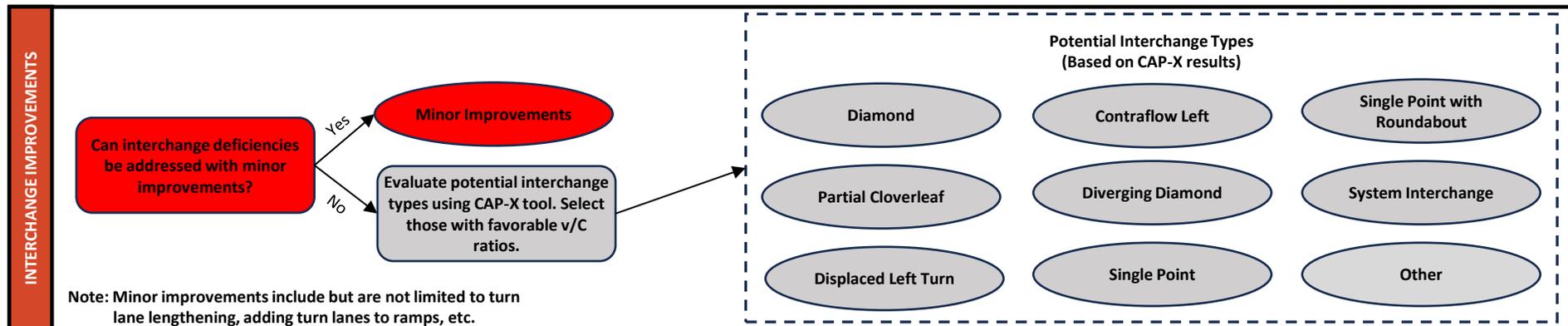
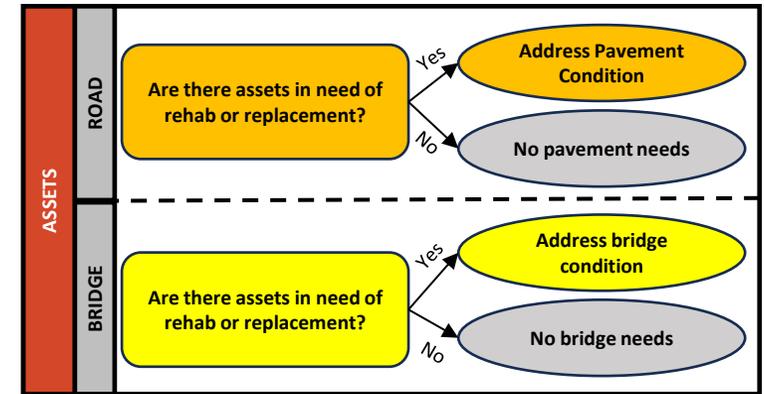
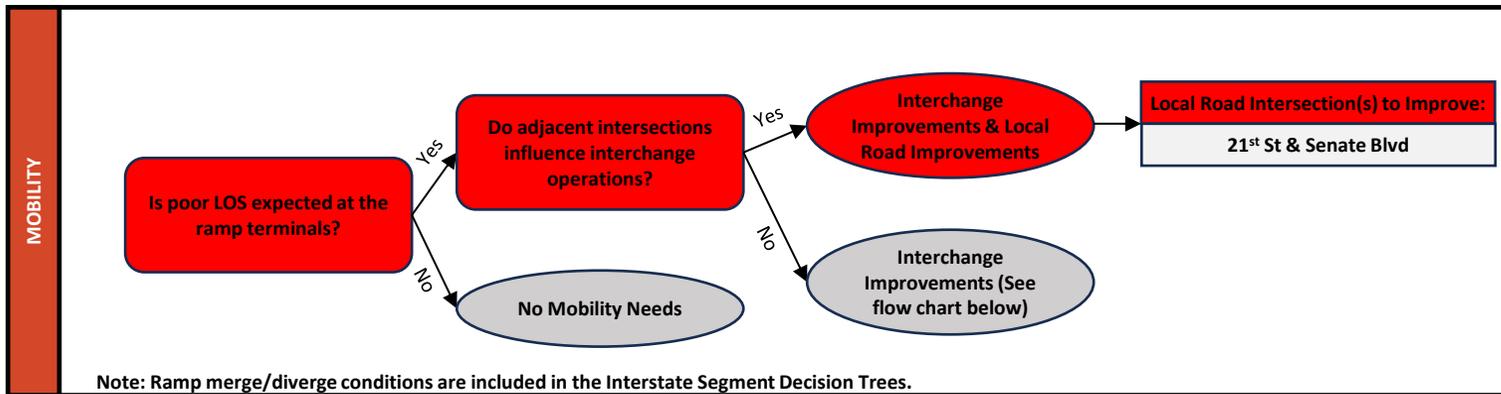
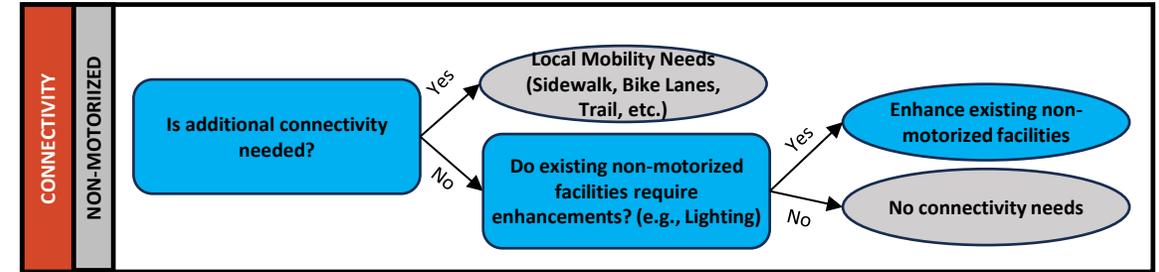
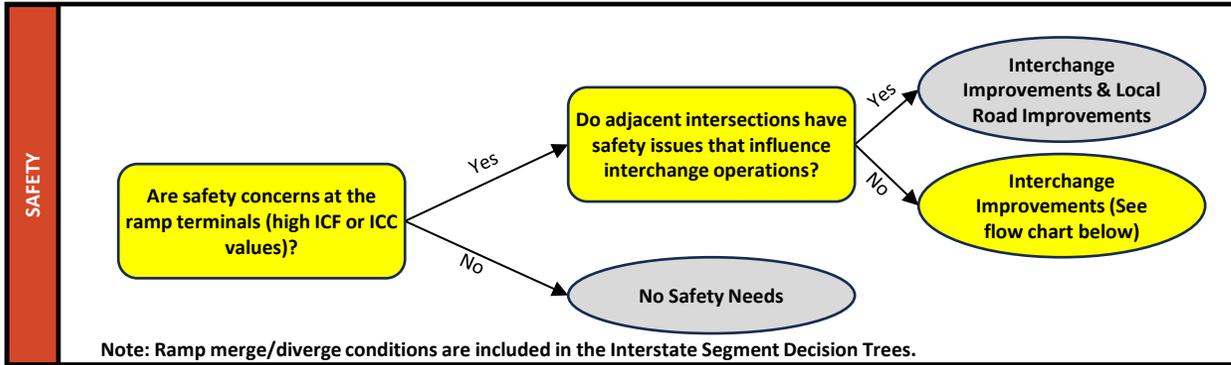
MOTORIZED



NON-MOTORIZED



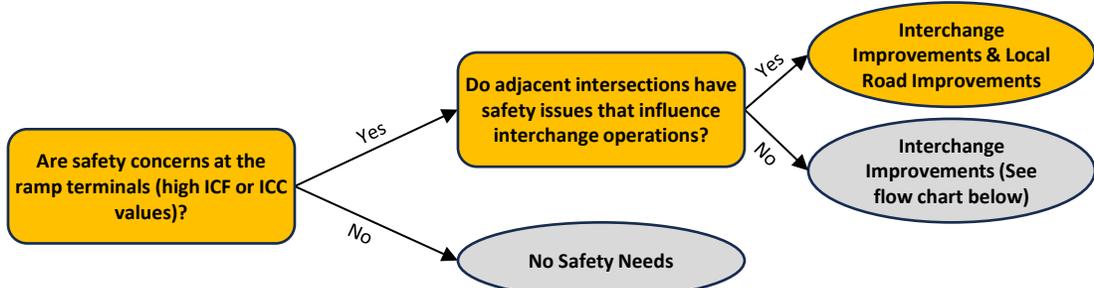
I-65 & 21st St. (Exit 115)



Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

I-65 & West St. (Exit 114)

SAFETY

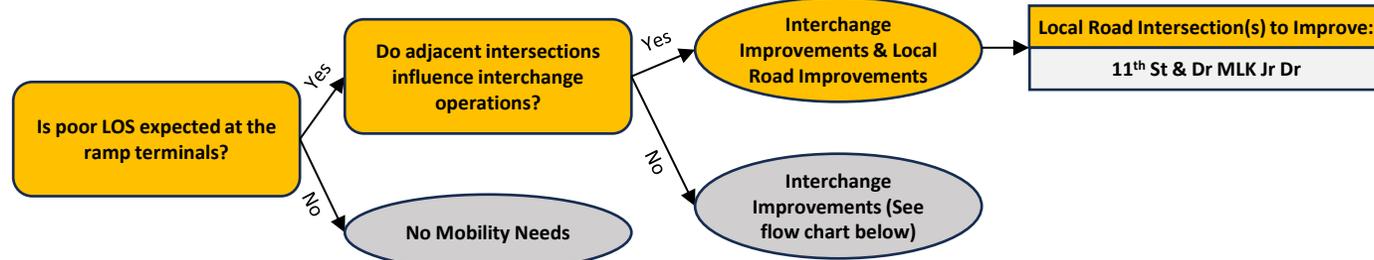


Note: Ramp merge/diverge conditions are included in the Interstate Segment Decision Trees.

CONNECTIVITY

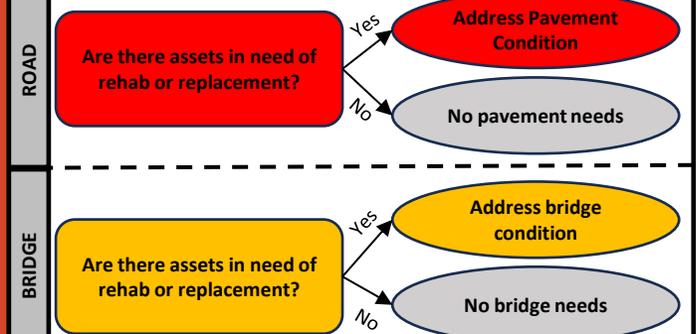


MOBILITY

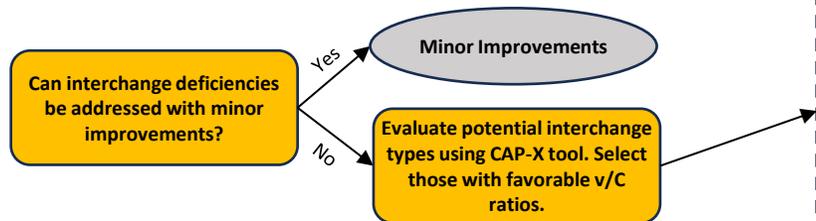


Note: Ramp merge/diverge conditions are included in the Interstate Segment Decision Trees.

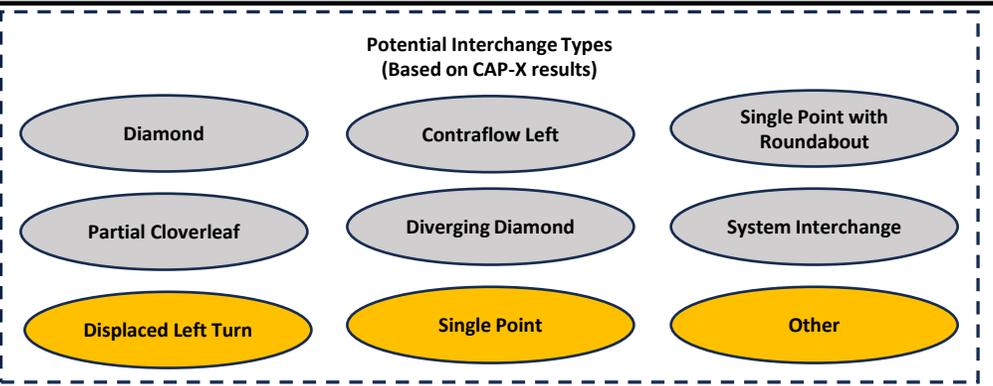
ASSETS



INTERCHANGE IMPROVEMENTS

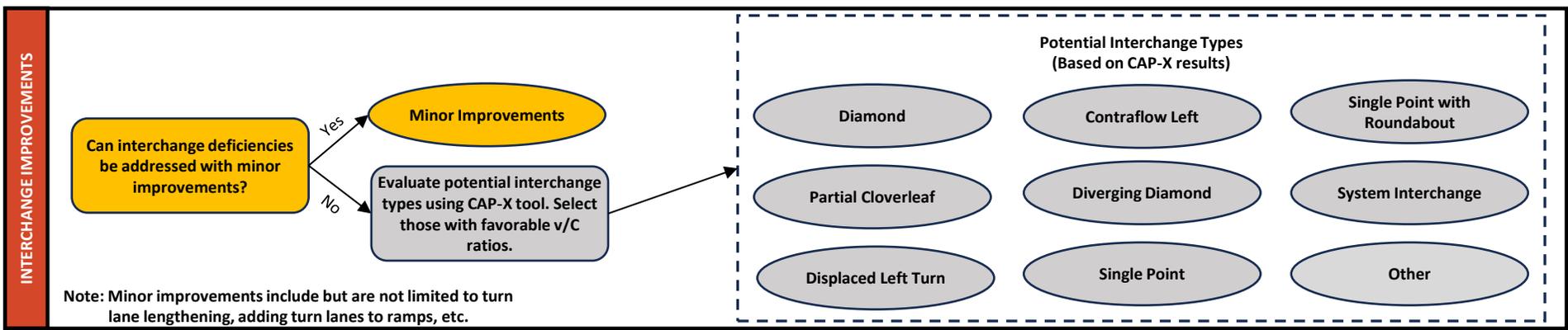
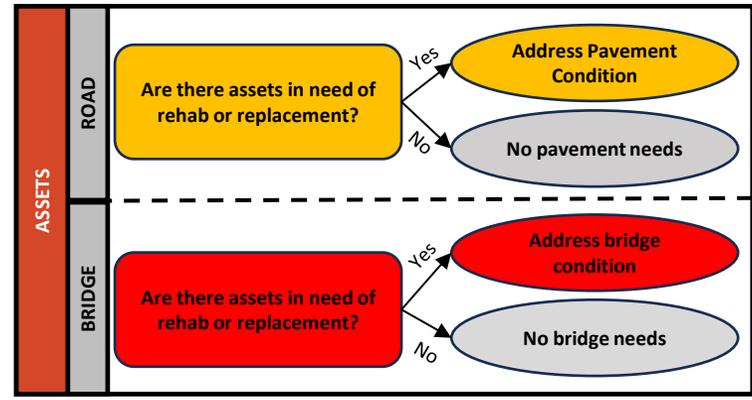
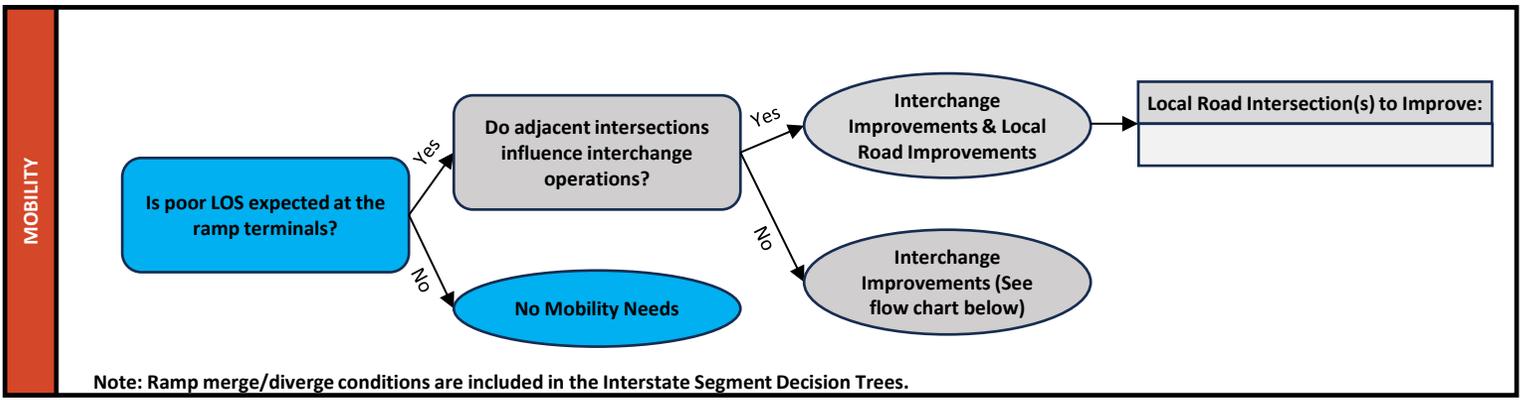
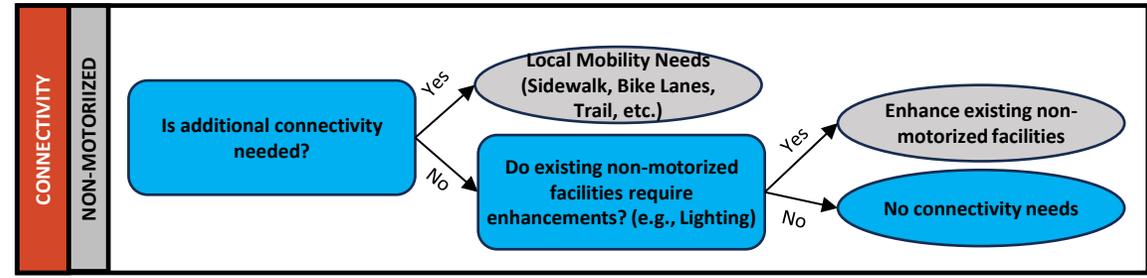
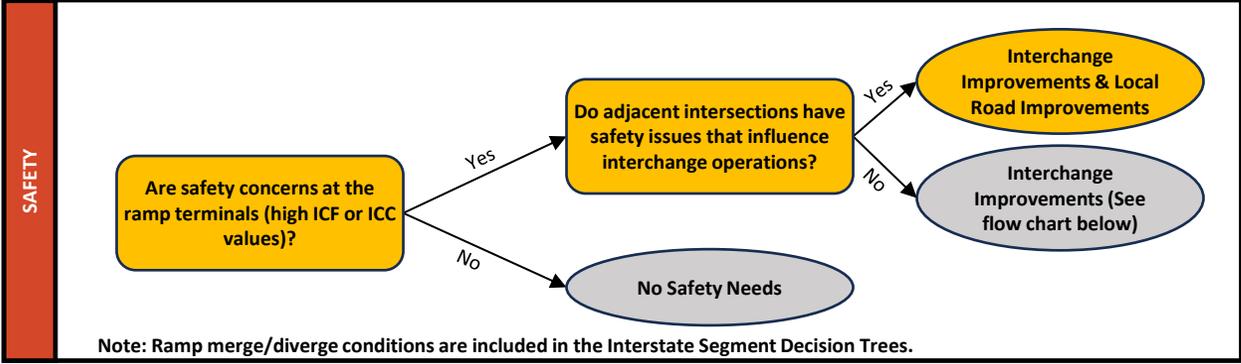


Note: Minor improvements include but are not limited to turn lane lengthening, adding turn lanes to ramps, etc.



Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

I-65 & Meridian St. (Exit 113)



Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

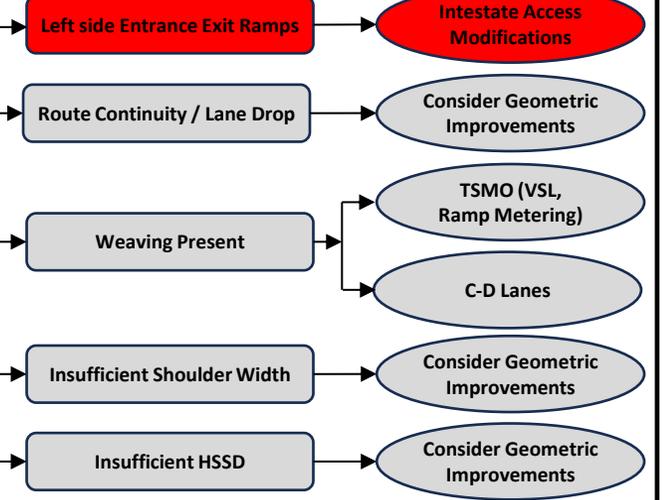
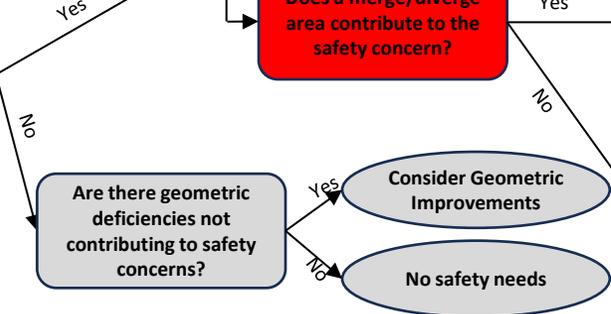
65/70 DOWNTOWN SPOKE

I-65/70 from Washington St to Fletcher Ave



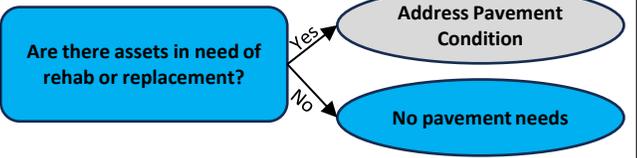
SAFETY

Are there areas with safety concerns (high ICF or ICC values)?

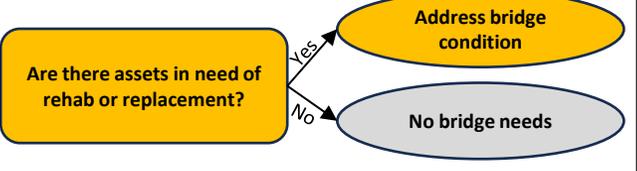


ASSETS

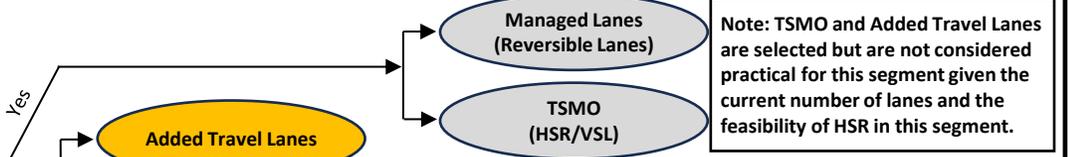
ROAD



BRIDGE



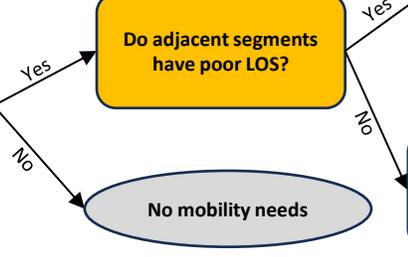
Is a significant portion of the traffic regional pass-through trips?



Note: TSMO and Added Travel Lanes are selected but are not considered practical for this segment given the current number of lanes and the feasibility of HSR in this segment.

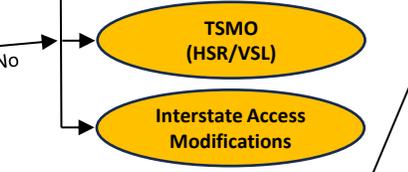
MOBILITY

Is poor LOS expected?

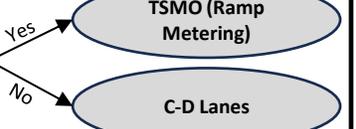


Do adjacent segments have poor LOS?

Is capacity needed in only the peak direction for most of the day?

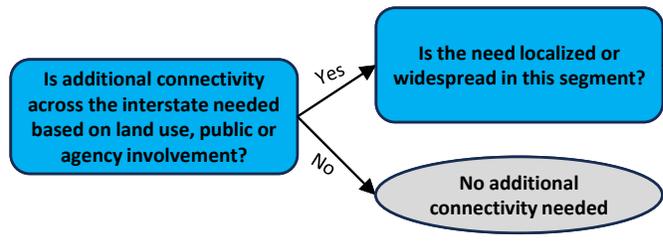


Is the weaving length sufficient?

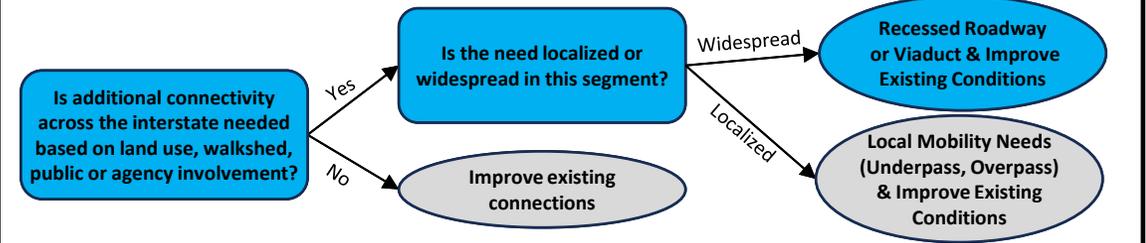


CONNECTIVITY

MOTORIZED



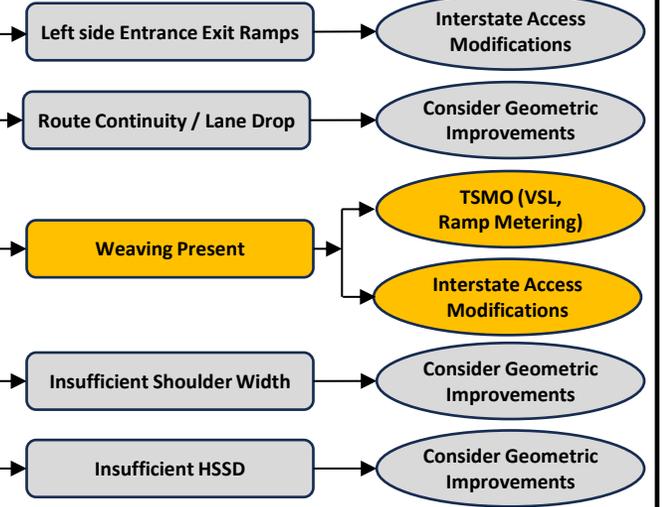
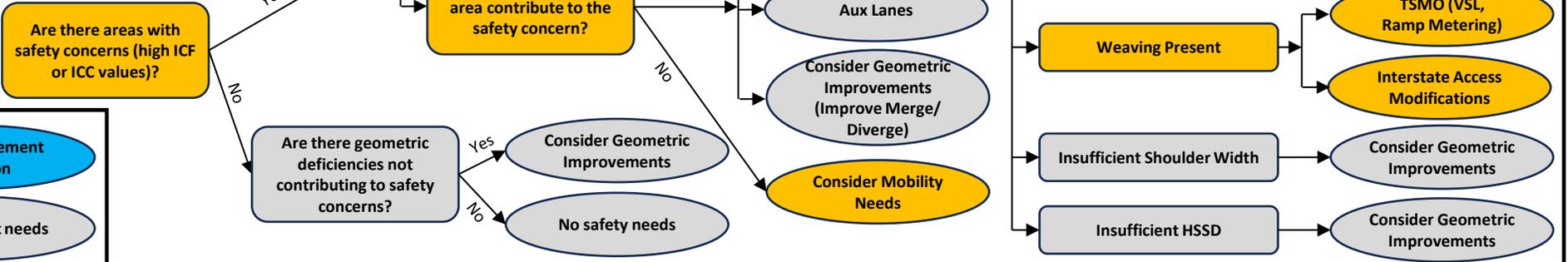
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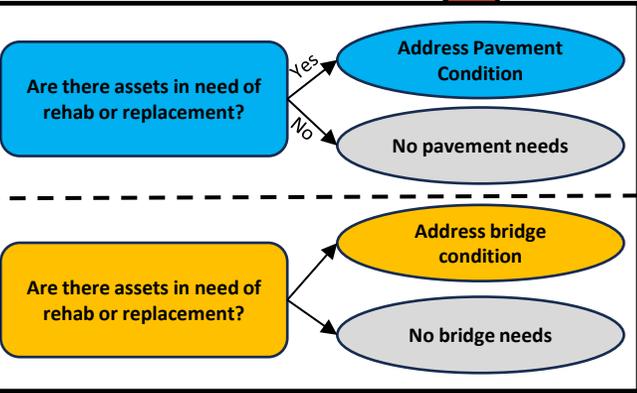
I-65/70 from Washington St to Fletcher Ave (Southbound C-D Lanes)



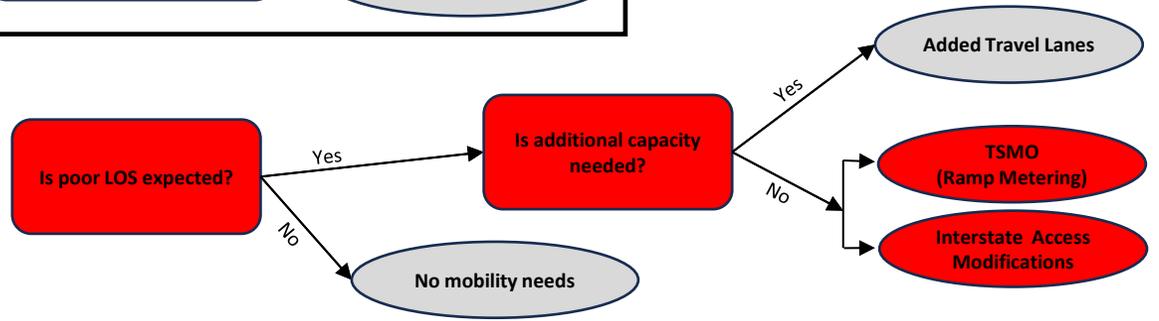
SAFETY



ASSETS

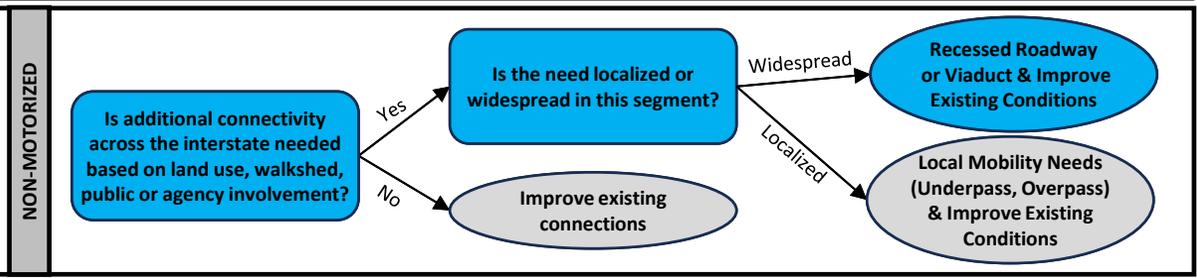
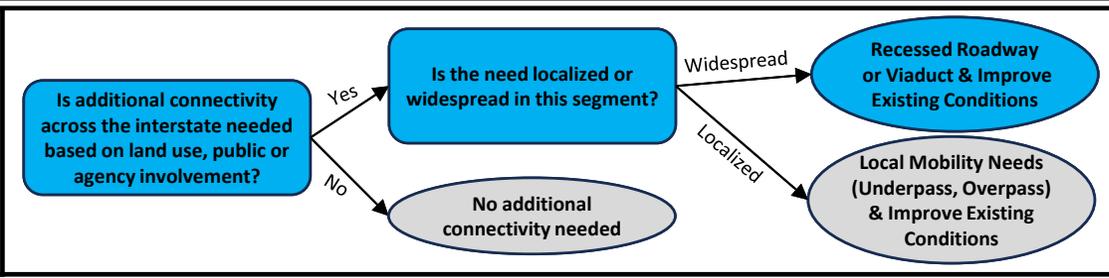


MOBILITY



Note: Concepts not applicable to C-D lanes have been removed.

CONNECTIVITY

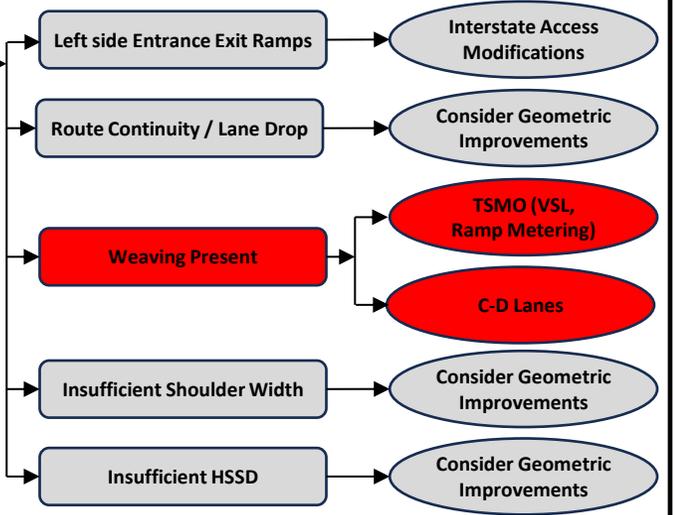
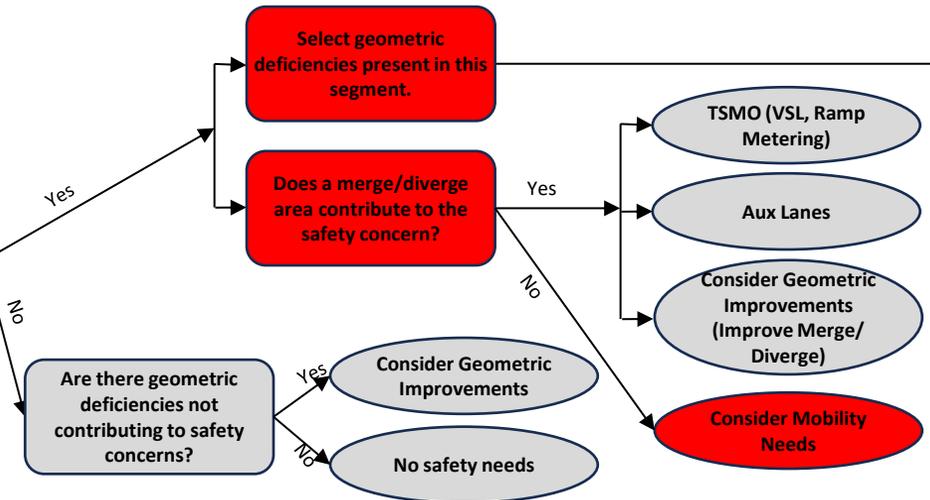


I-65/70 from Fletcher Ave to South Split

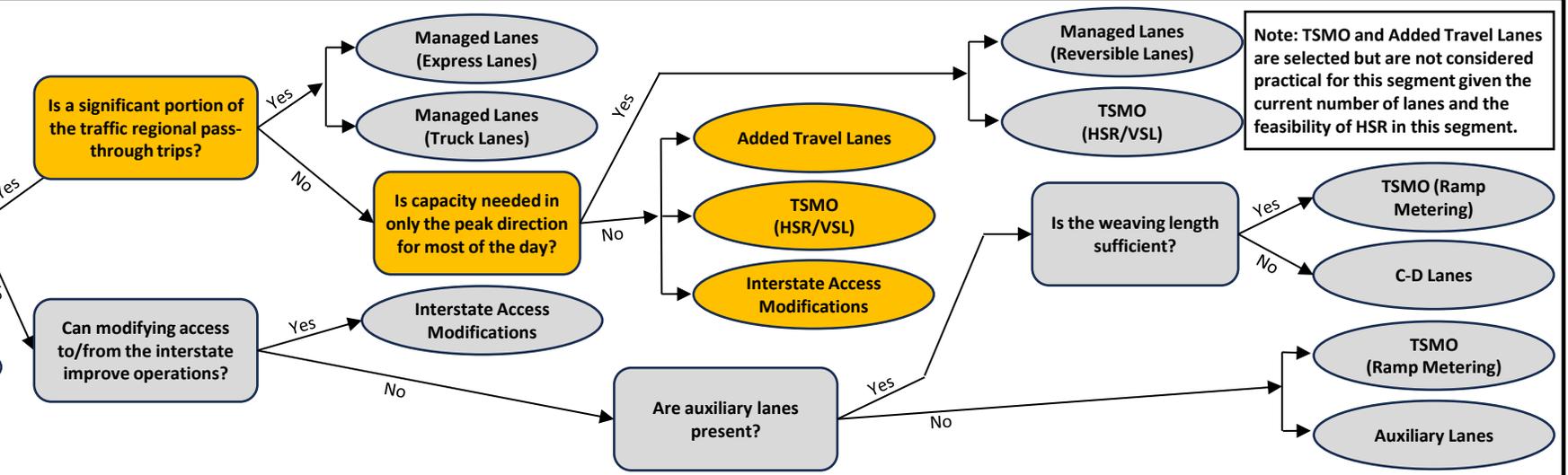
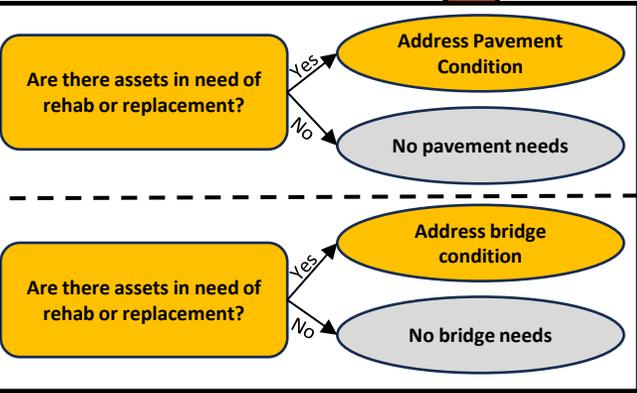


SAFETY

Are there areas with safety concerns (high ICF or ICC values)?

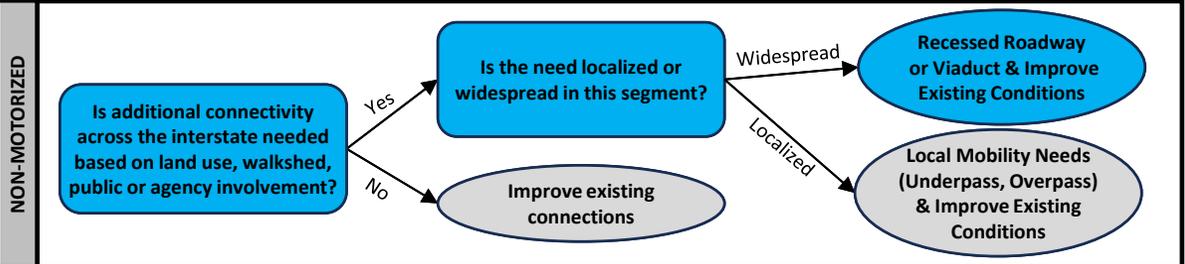
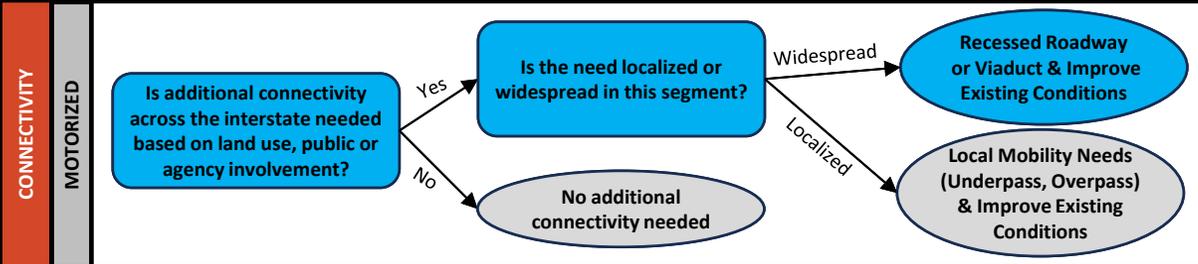


ASSETS



Note: TSMO and Added Travel Lanes are selected but are not considered practical for this segment given the current number of lanes and the feasibility of HSR in this segment.

MOBILITY

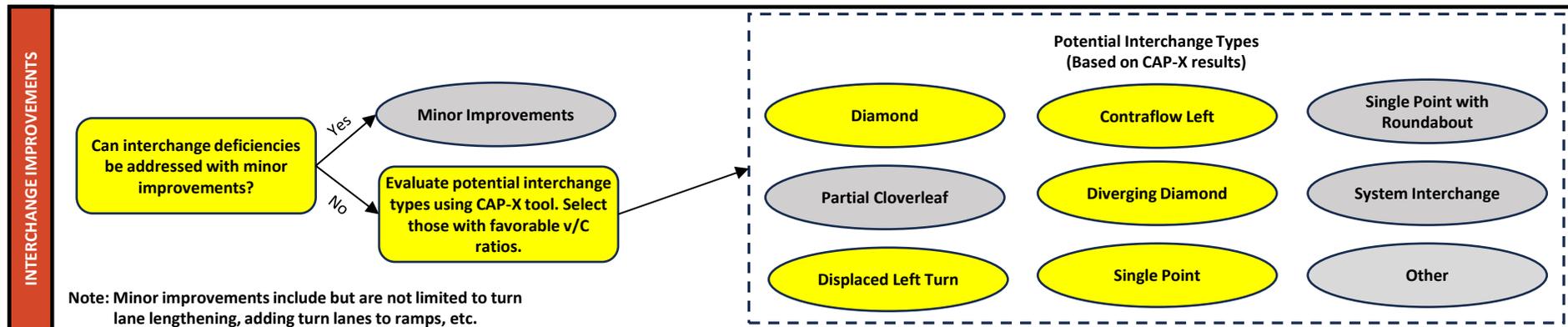
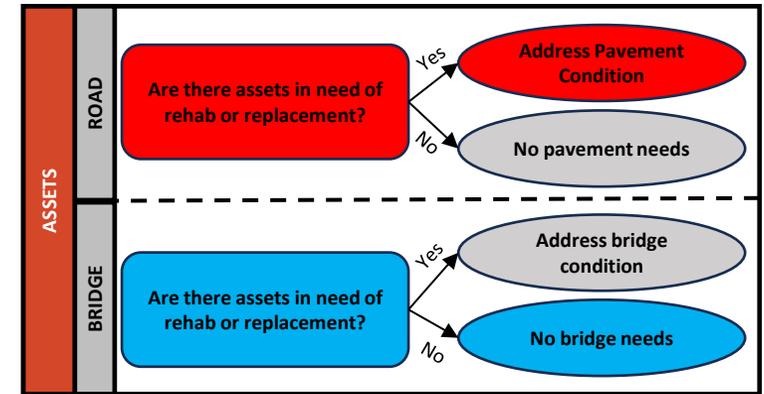
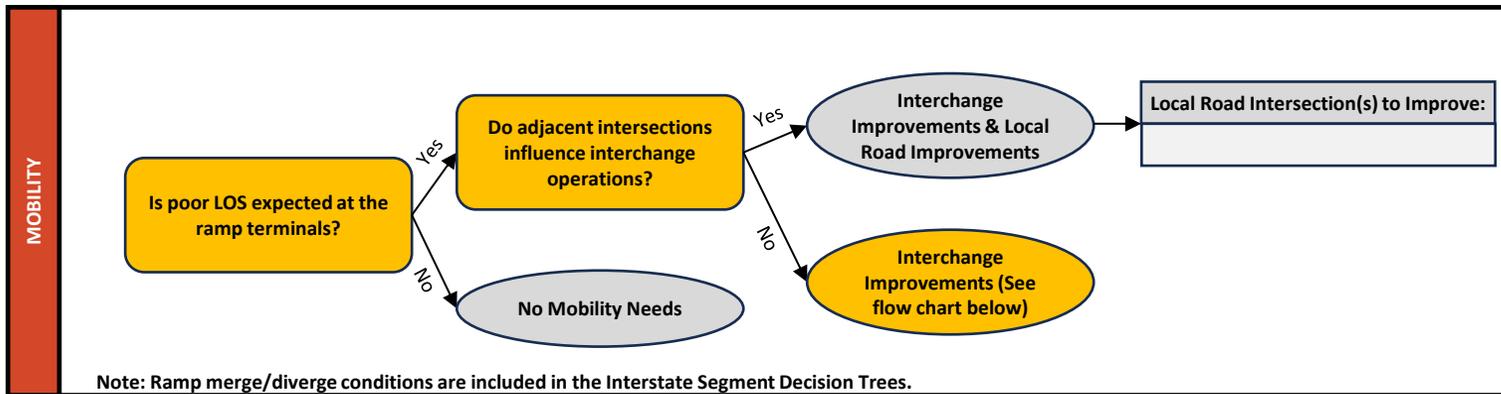
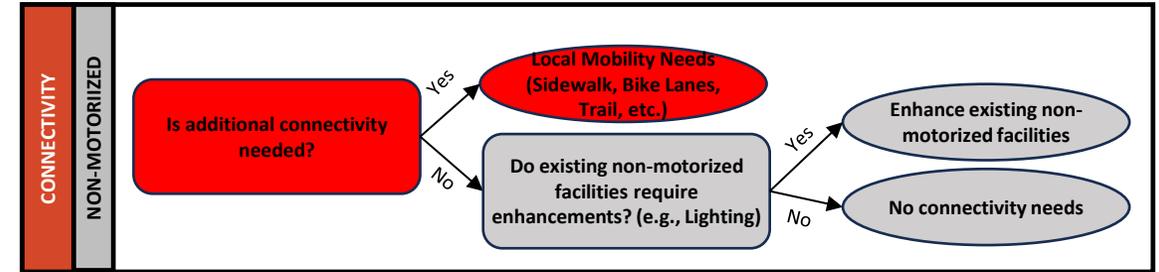
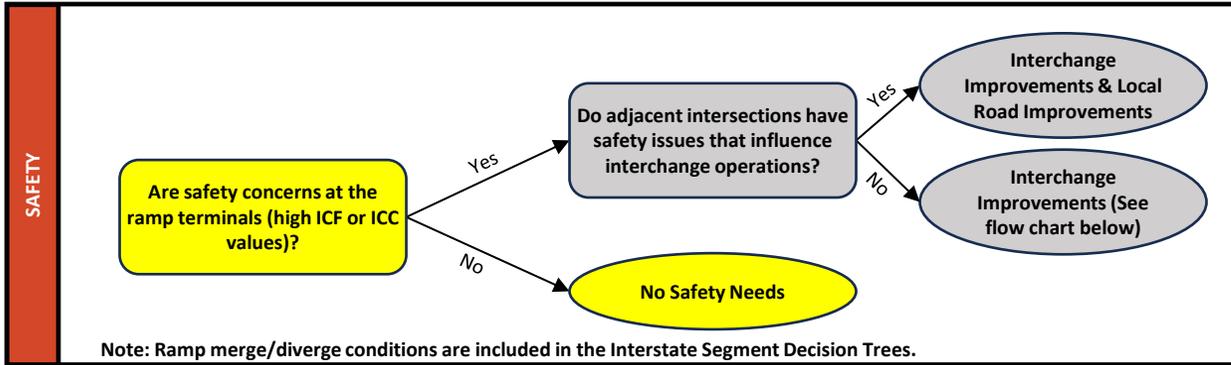


CONNECTIVITY

MOTORIZED

NON-MOTORIZED

I-65/70 & Washington St (Exit 111)



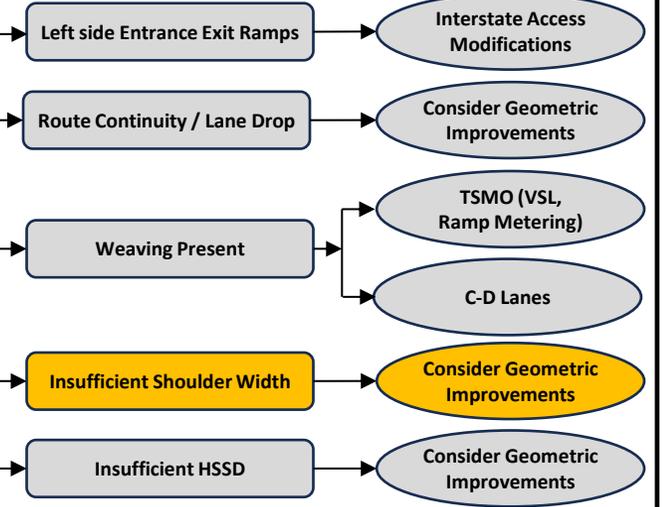
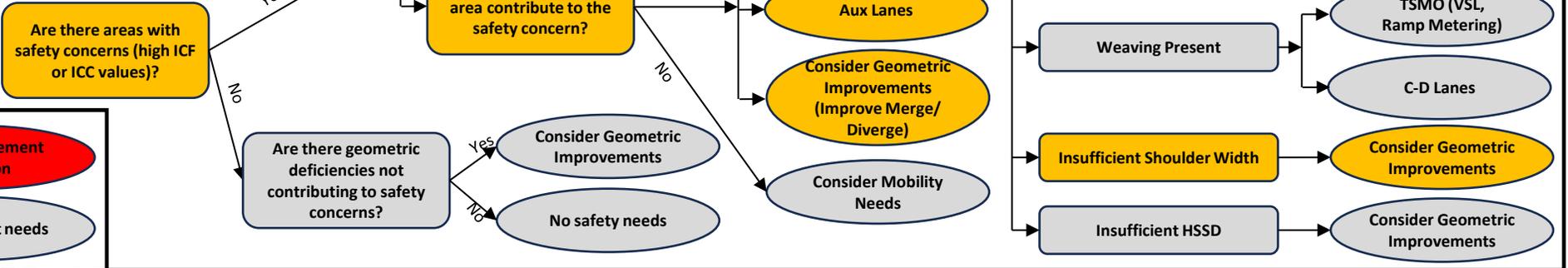
Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

70 DOWNTOWN SPOKE

I-70 from Harding St to West St / Missouri St

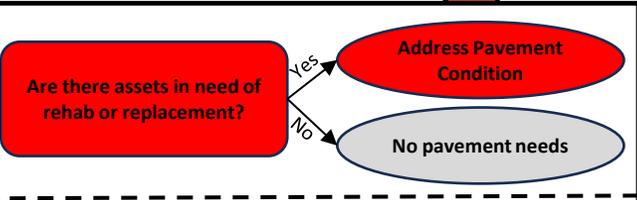


SAFETY

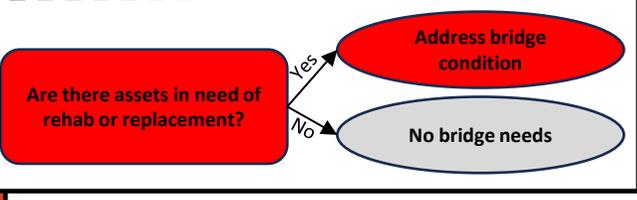


ASSETS

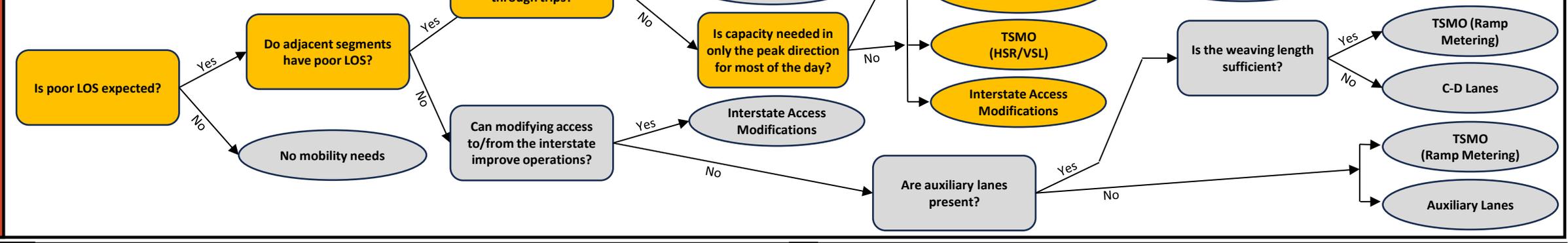
ROAD



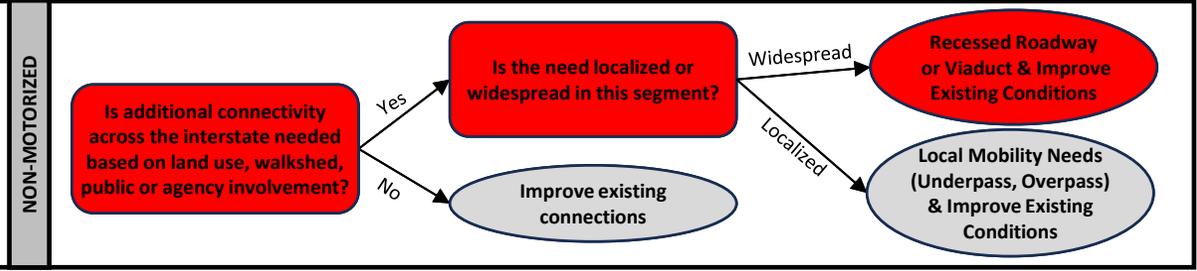
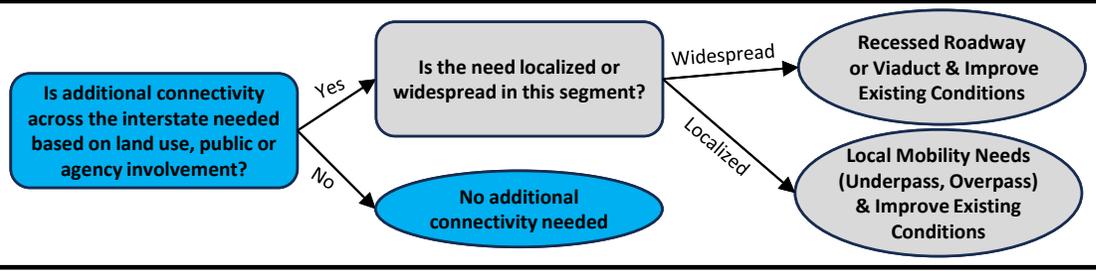
BRIDGE



MOBILITY



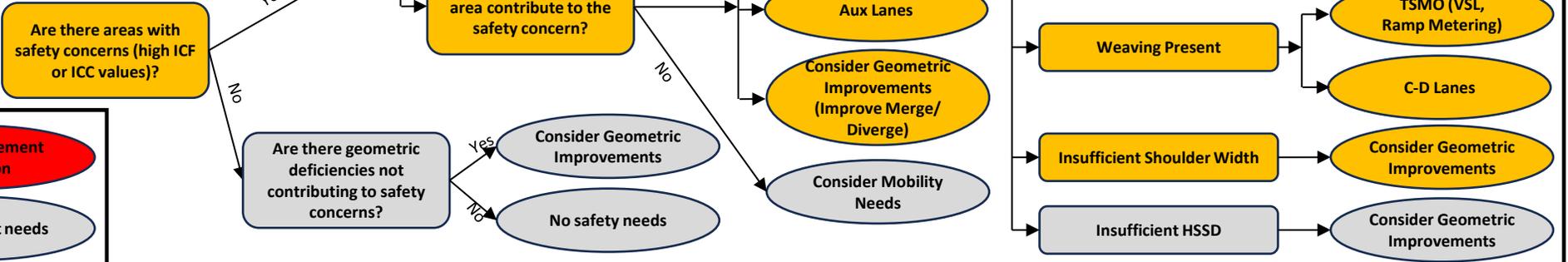
CONNECTIVITY



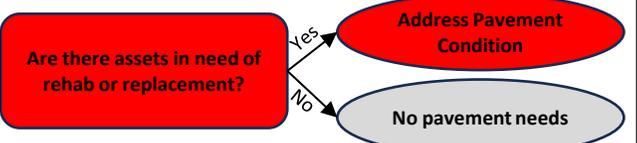
I-70 from West St / Missouri St to Meridian St



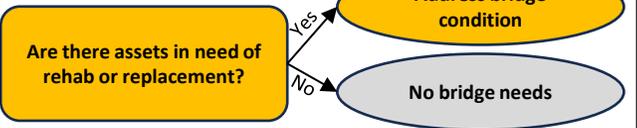
SAFETY



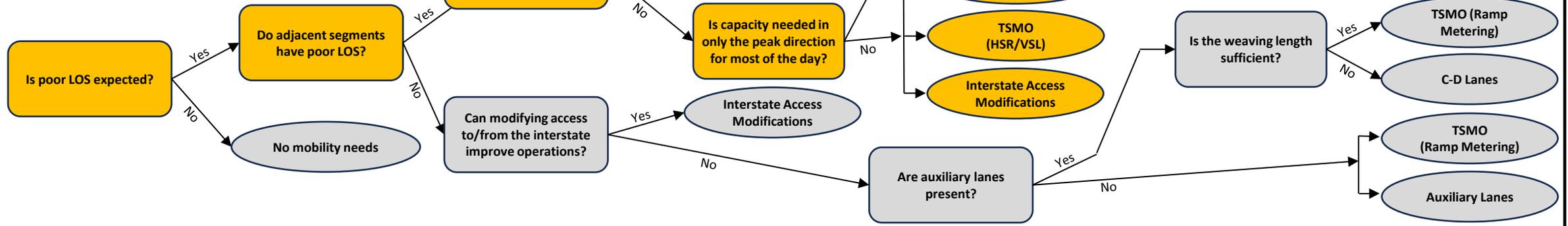
ROAD



BRIDGE

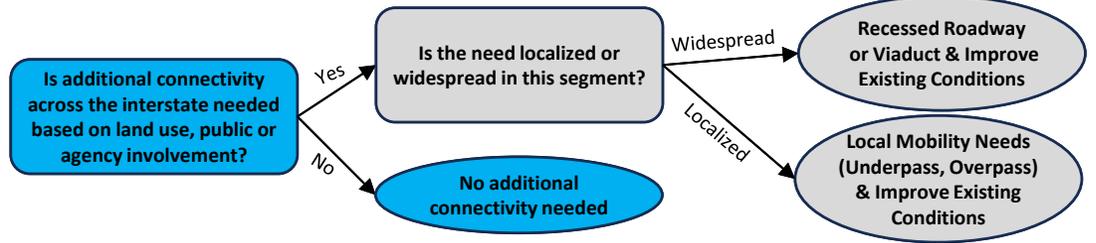


MOBILITY

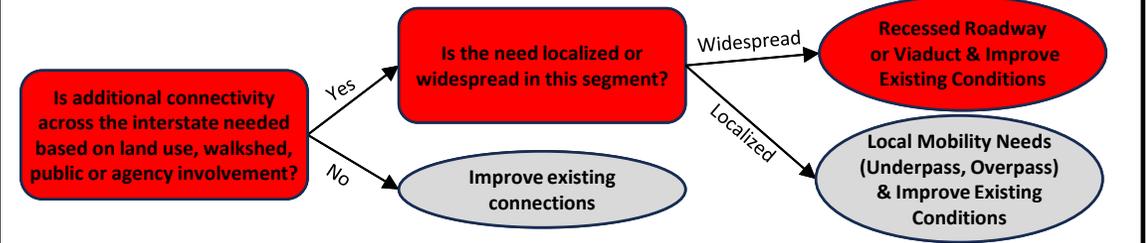


CONNECTIVITY

MOTORIZED



NON-MOTORIZED

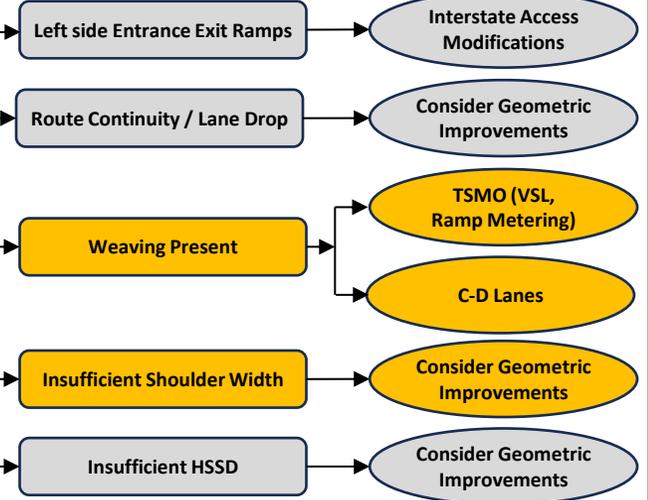
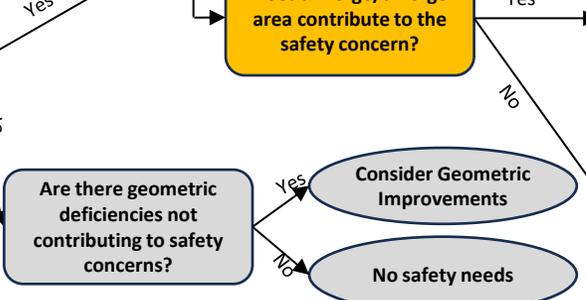


I-70 from Meridian St to South Split

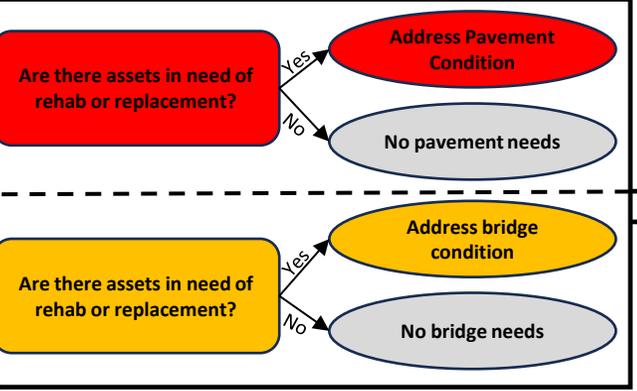


SAFETY

Are there areas with safety concerns (high ICF or ICC values)?



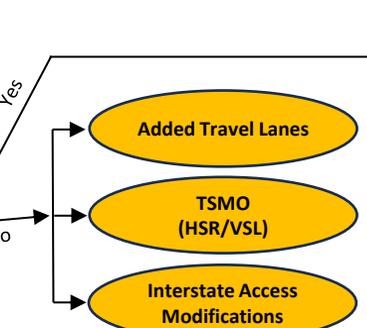
ASSETS



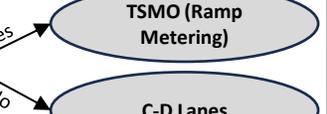
Is a significant portion of the traffic regional pass-through trips?



Is capacity needed in only the peak direction for most of the day?

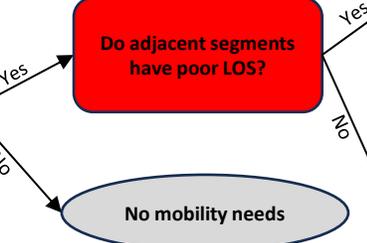


Is the weaving length sufficient?

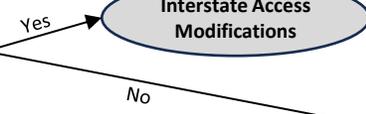


MOBILITY

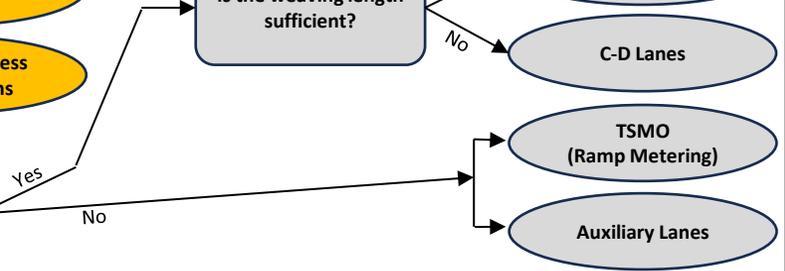
Is poor LOS expected?



Can modifying access to/from the interstate improve operations?

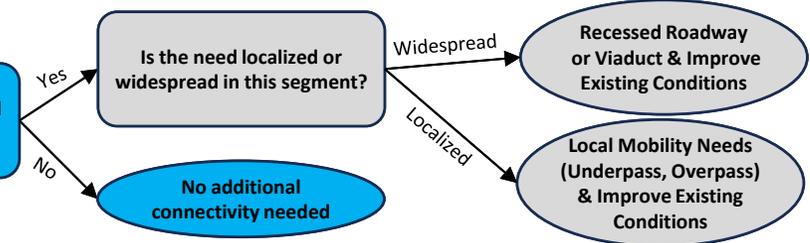


Are auxiliary lanes present?



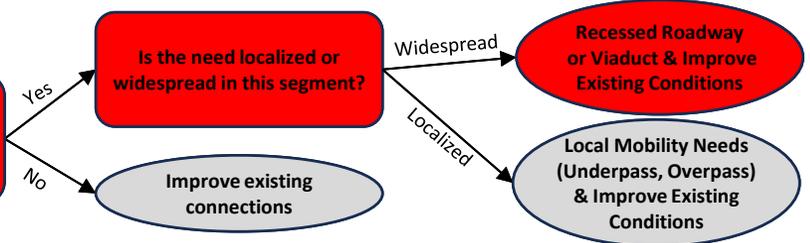
CONNECTIVITY

Is additional connectivity across the interstate needed based on land use, public or agency involvement?



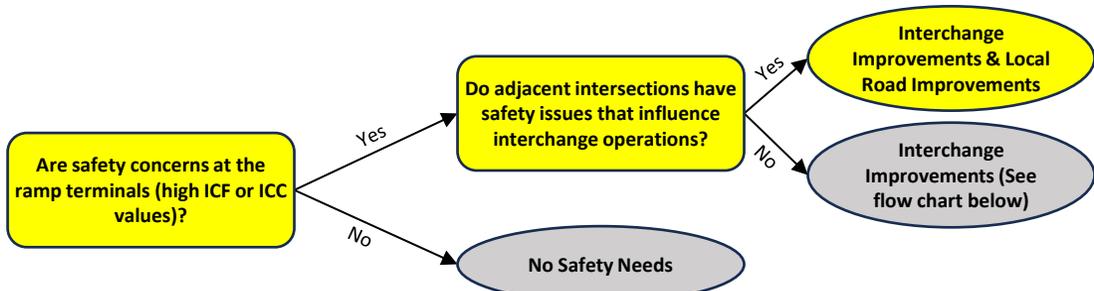
NON-MOTORIZED

Is additional connectivity across the interstate needed based on land use, walkshed, public or agency involvement?



I-70 & West St / Missouri St (Exit 79)

SAFETY



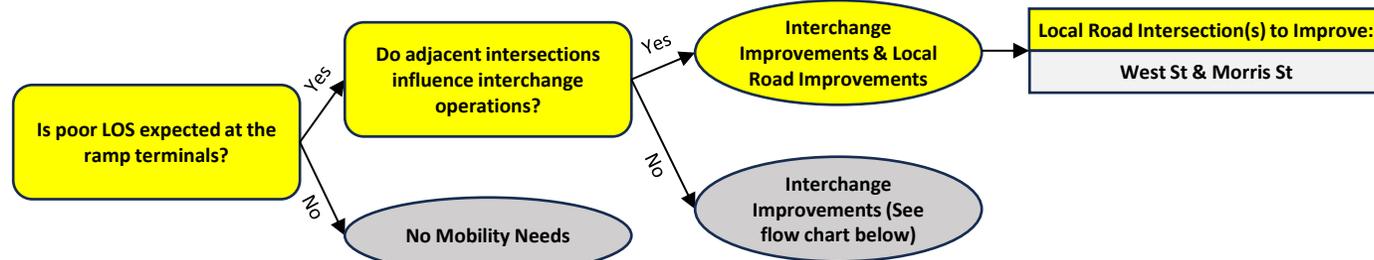
Note: Ramp merge/diverge conditions are included in the Interstate Segment Decision Trees.

CONNECTIVITY

NON-MOTORIZED



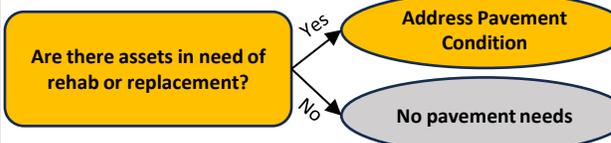
MOBILITY



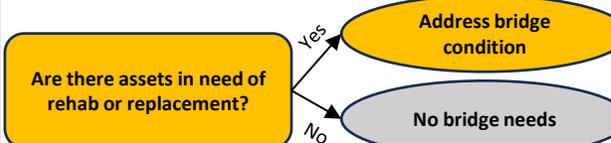
Note: Ramp merge/diverge conditions are included in the Interstate Segment Decision Trees.

ASSETS

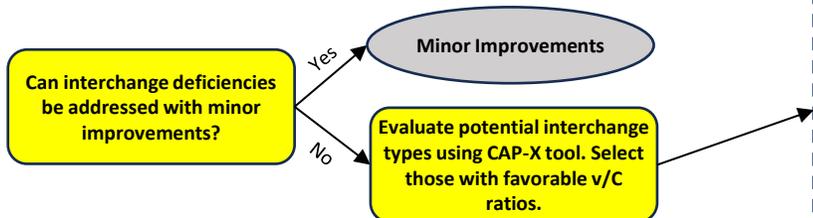
ROAD



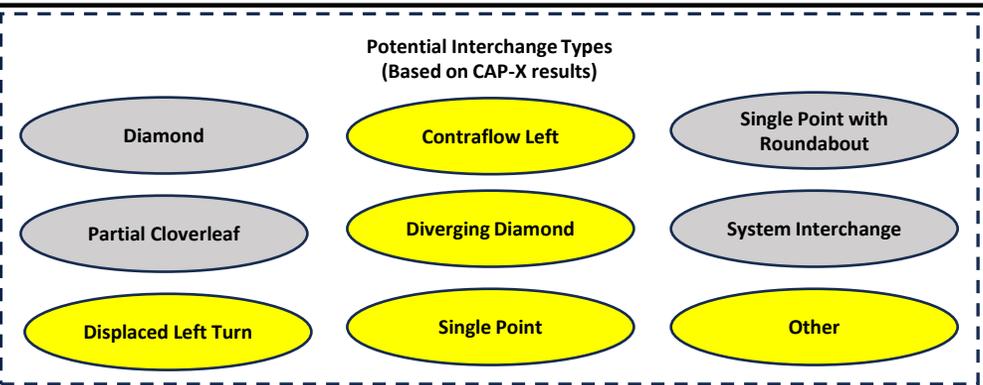
BRIDGE



INTERCHANGE IMPROVEMENTS



Note: Minor improvements include but are not limited to turn lane lengthening, adding turn lanes to ramps, etc.



Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

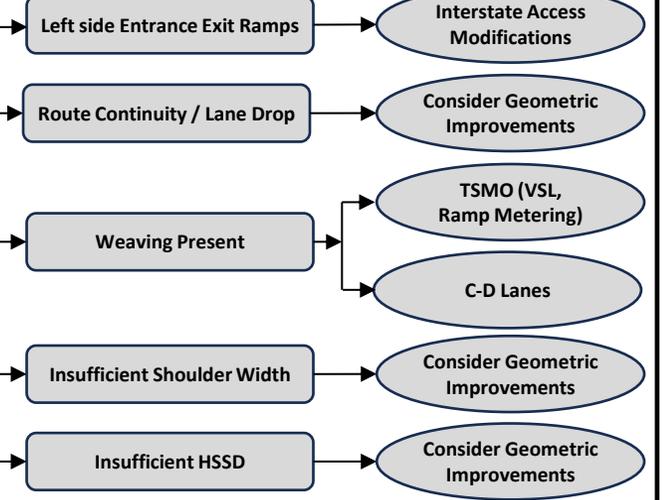
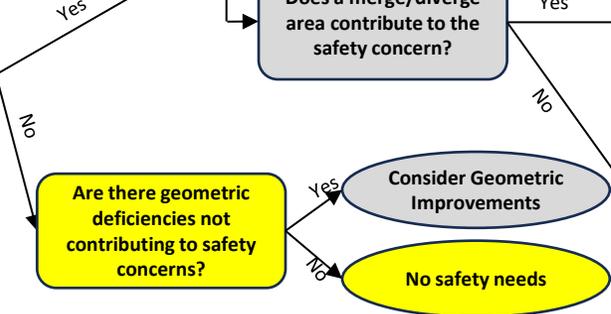
70 WEST SPOKE

I-70 from I-465 to Sam Jones Expy



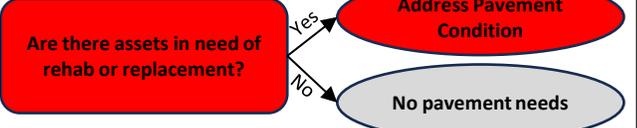
SAFETY

Are there areas with safety concerns (high ICF or ICC values)?

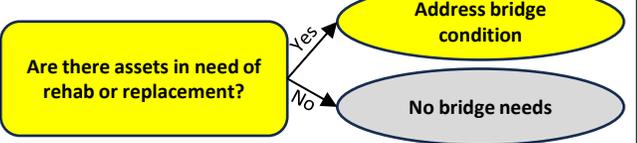


ASSETS

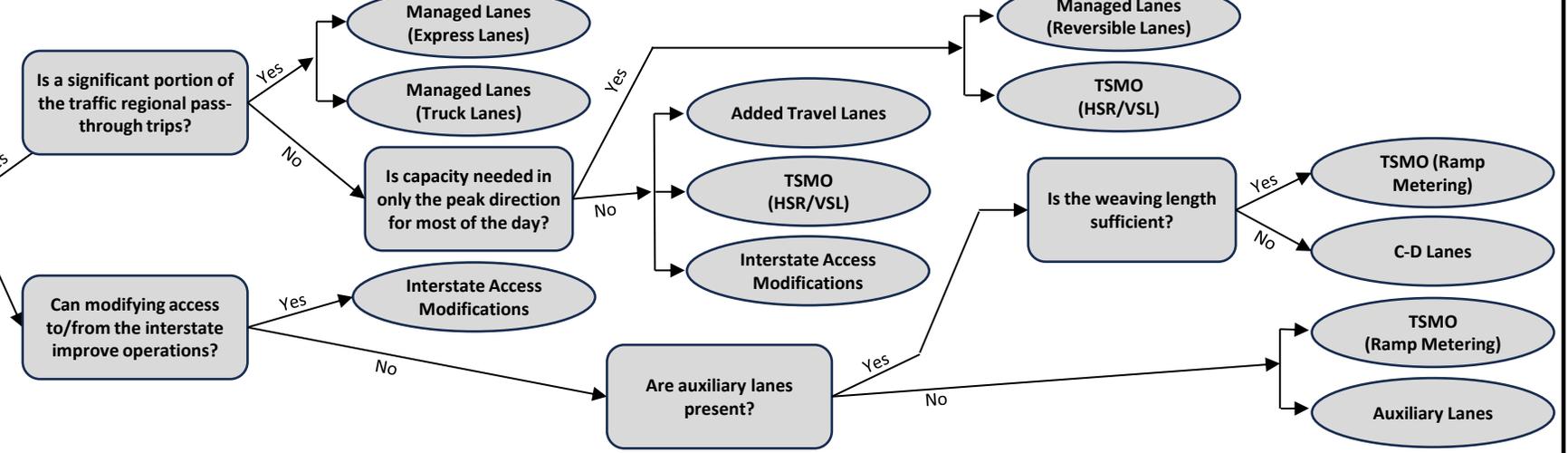
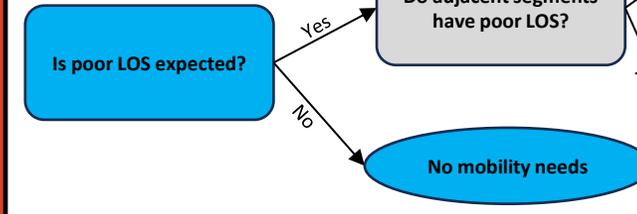
ROAD



BRIDGE

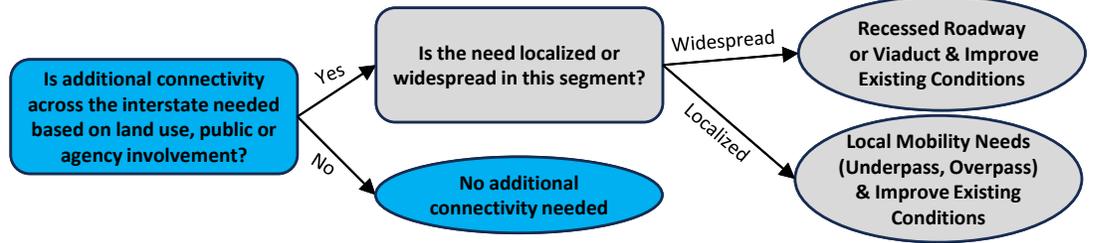


MOBILITY

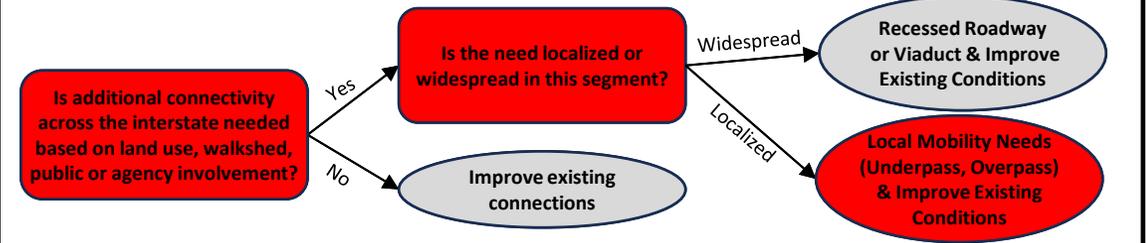


CONNECTIVITY

MOTORIZED



NON-MOTORIZED

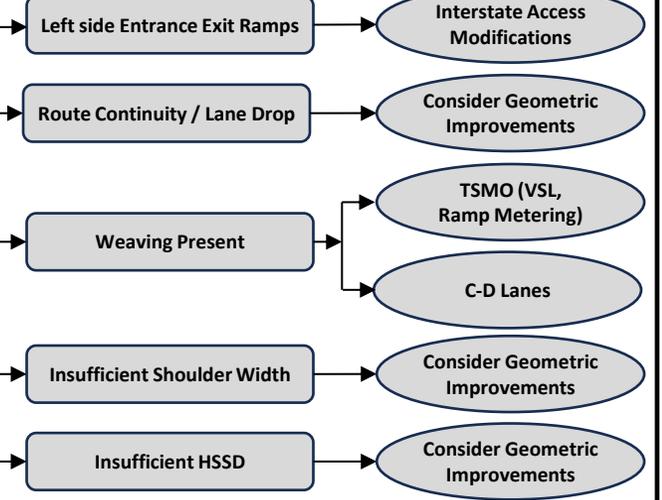
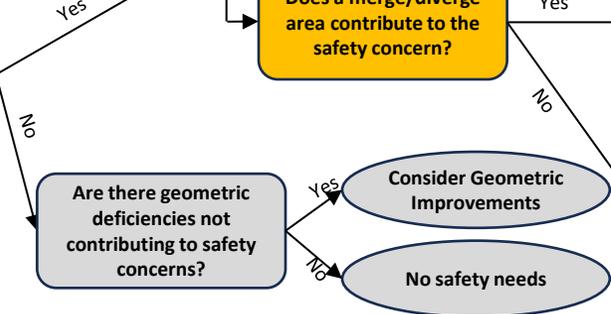


I-70 from Sam Jones Expy to Holt Rd



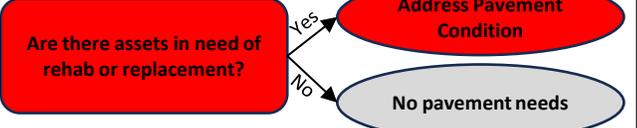
SAFETY

Are there areas with safety concerns (high ICF or ICC values)?

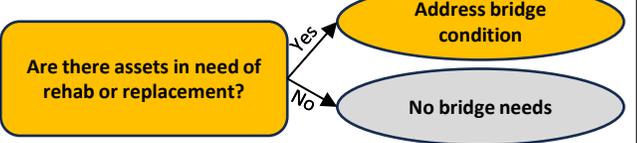


ASSETS

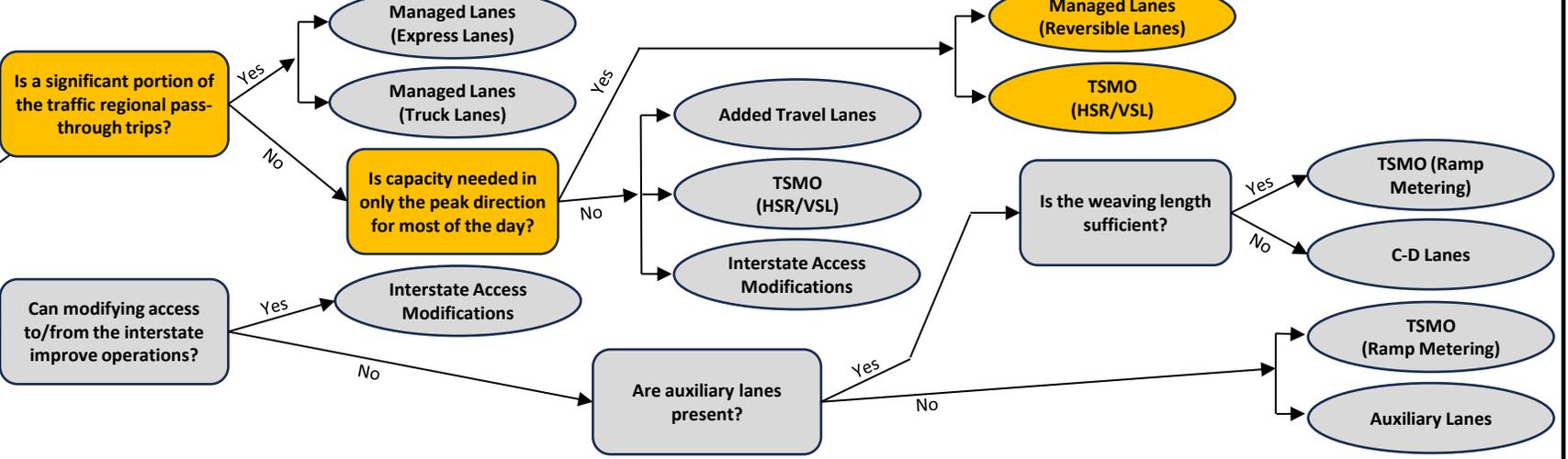
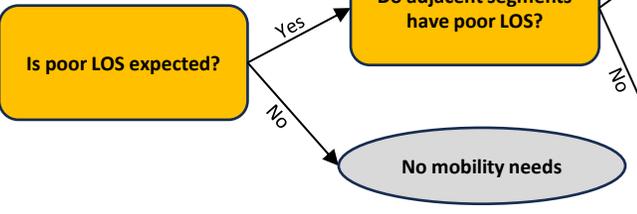
ROAD



BRIDGE

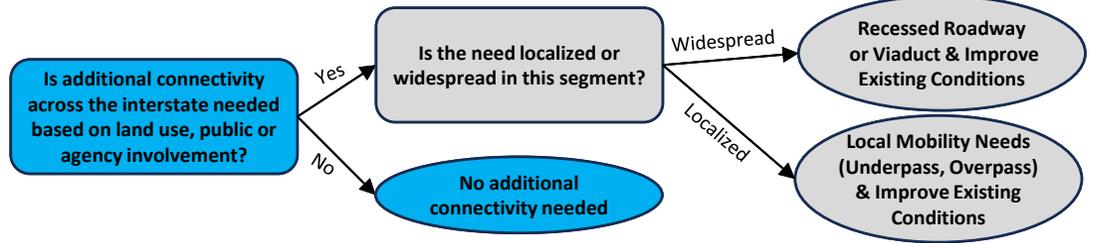


MOBILITY

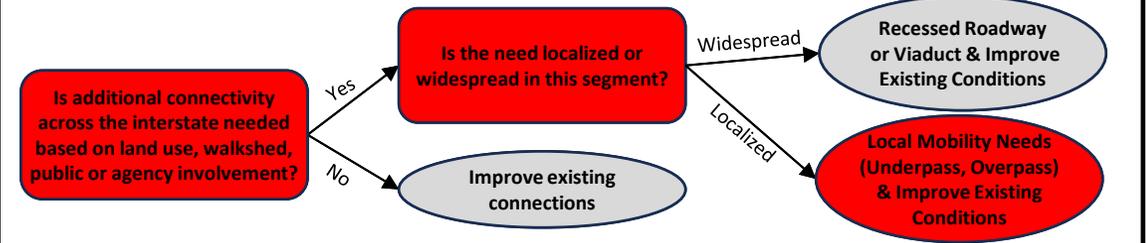


CONNECTIVITY

MOTORIZED



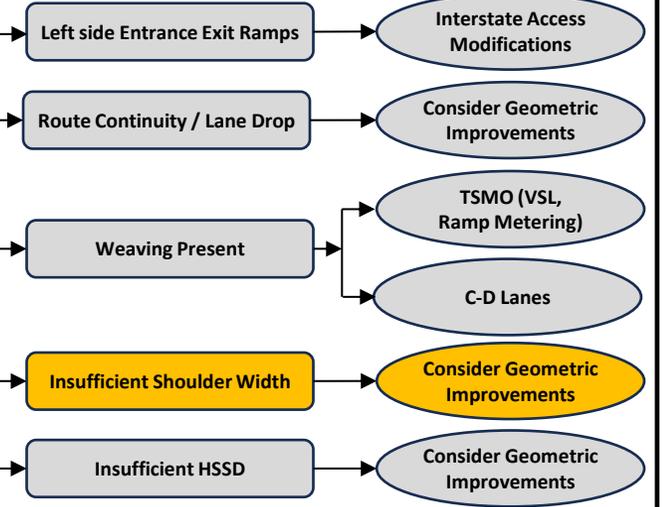
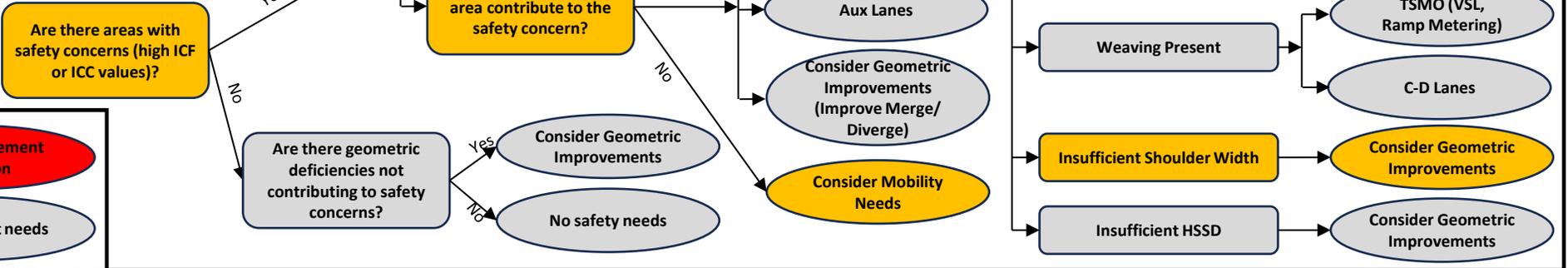
NON-MOTORIZED



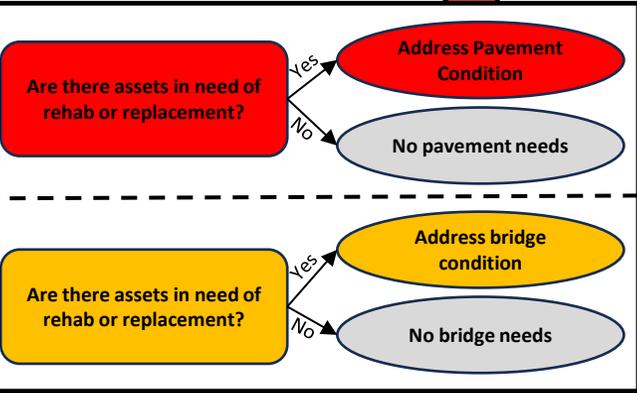
I-70 from Holt Rd to Harding St



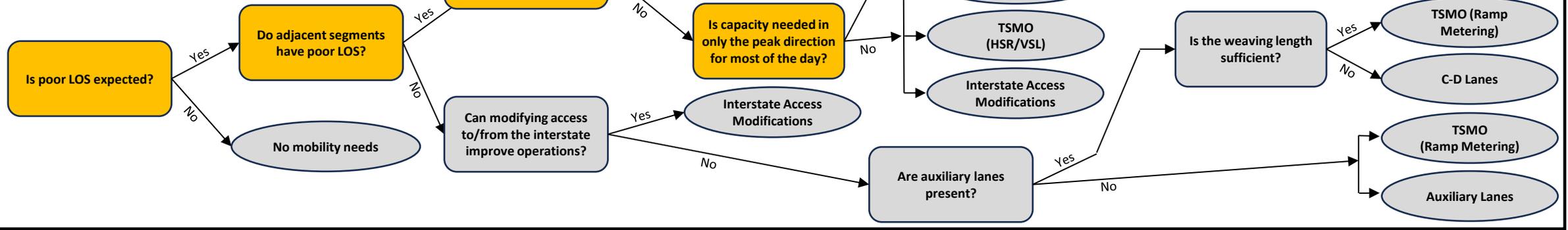
SAFETY



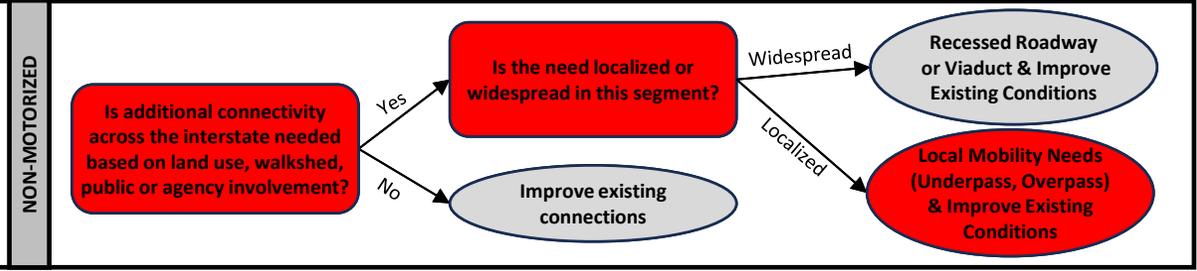
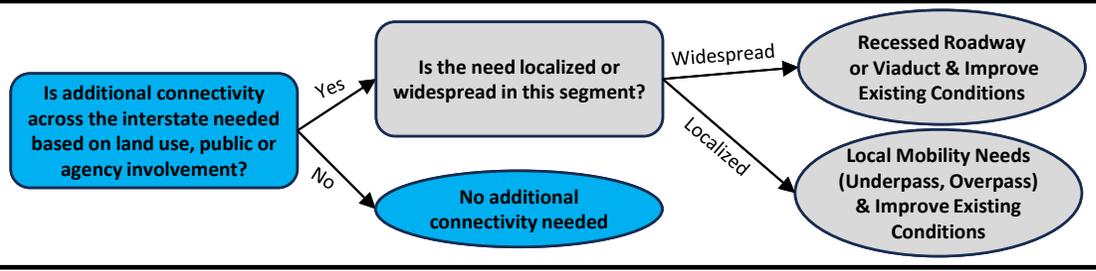
ASSETS



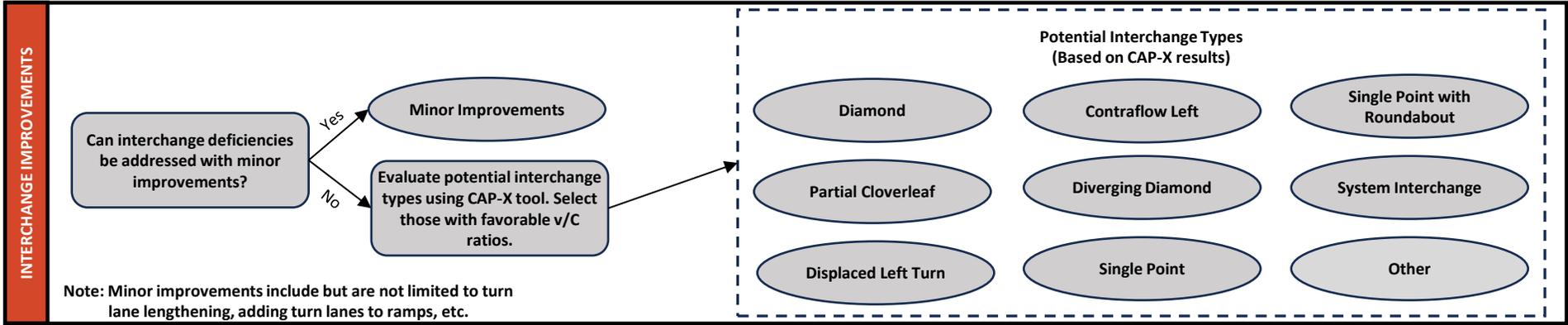
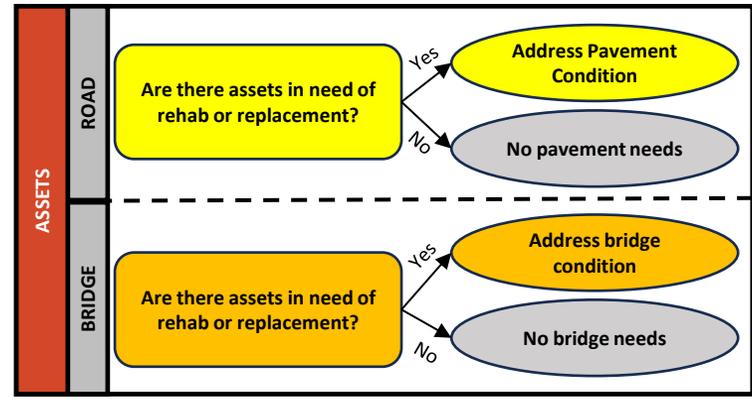
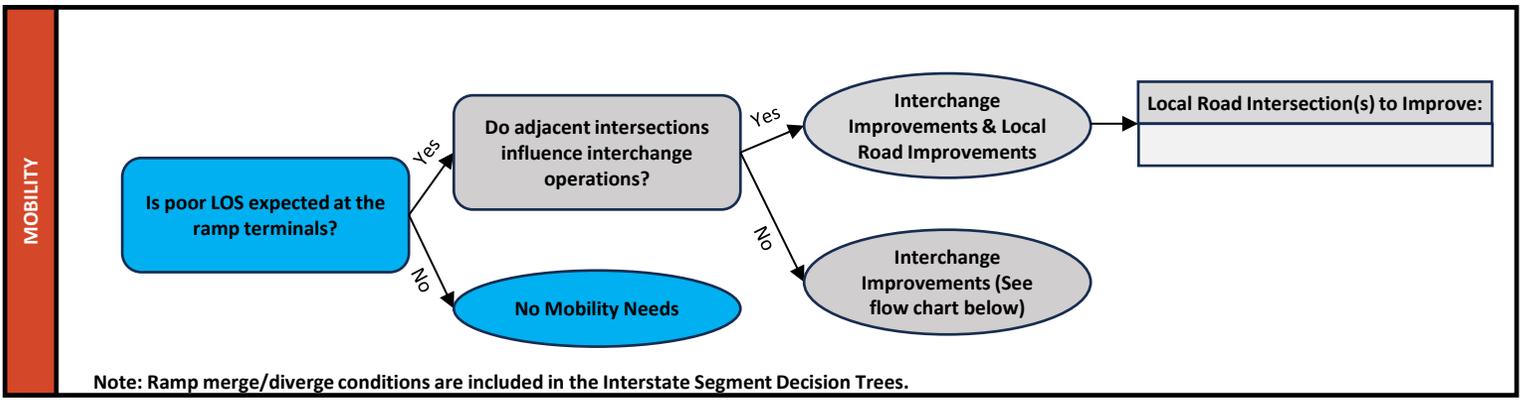
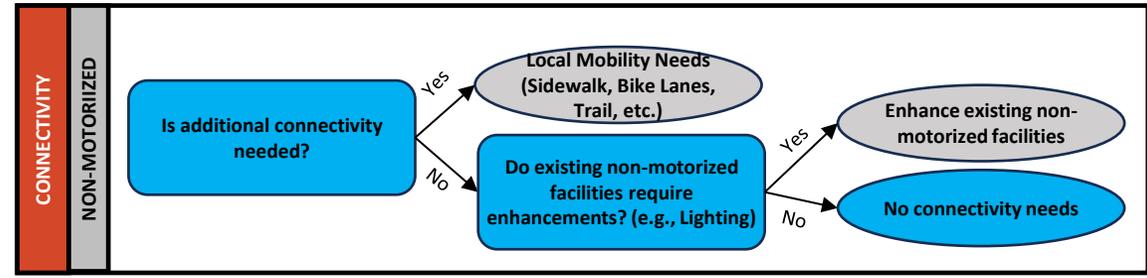
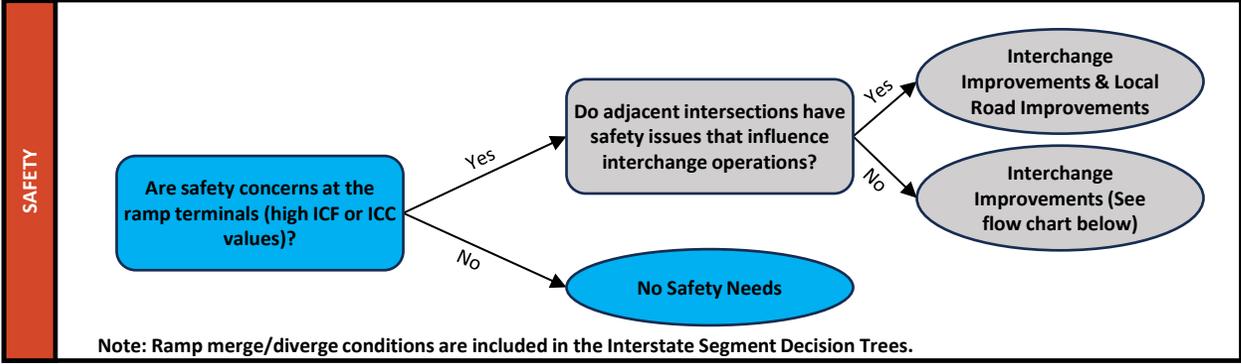
MOBILITY



CONNECTIVITY



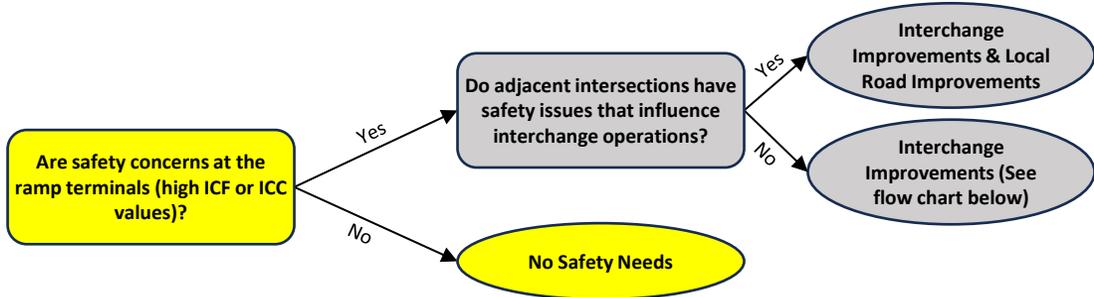
I-70 & Sam Jones Expy (Exit 75)



Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

I-70 & Holt Rd (Exit 77)

SAFETY



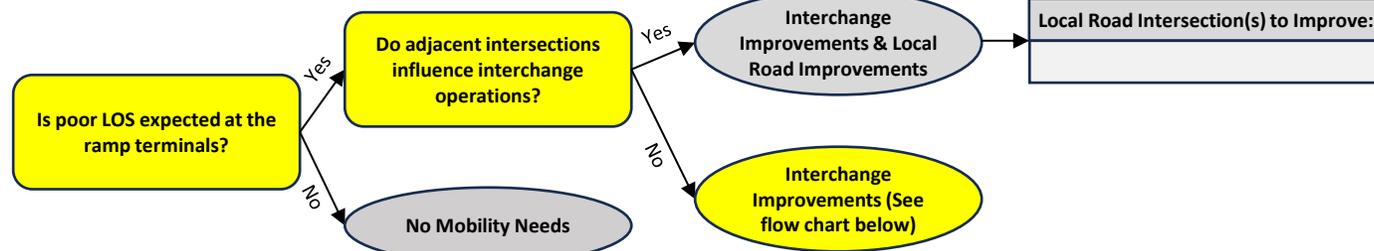
Note: Ramp merge/diverge conditions are included in the Interstate Segment Decision Trees.

CONNECTIVITY

NON-MOTORIZED



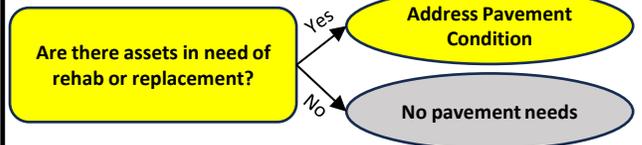
MOBILITY



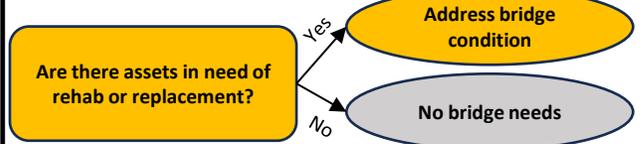
Note: Ramp merge/diverge conditions are included in the Interstate Segment Decision Trees.

ASSETS

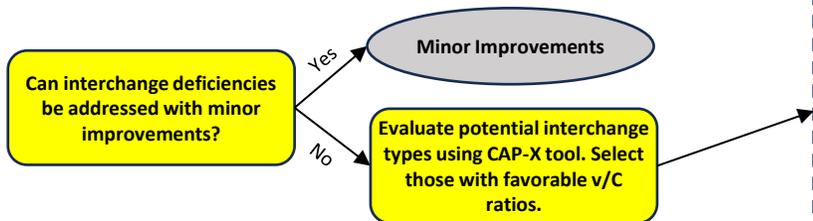
ROAD



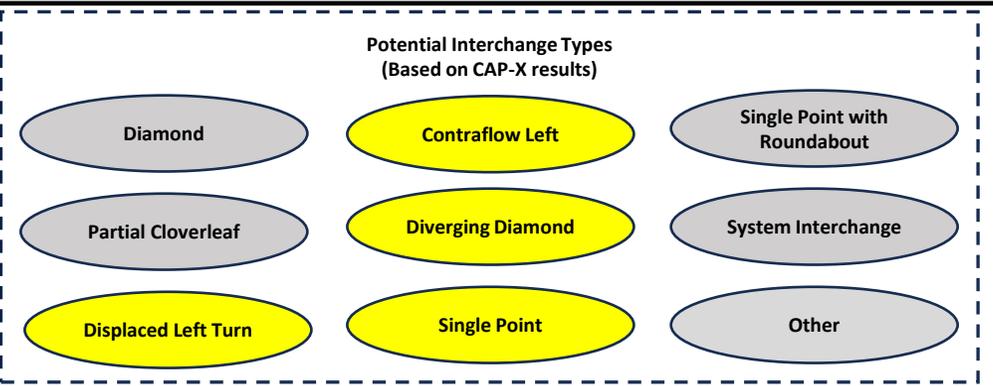
BRIDGE



INTERCHANGE IMPROVEMENTS

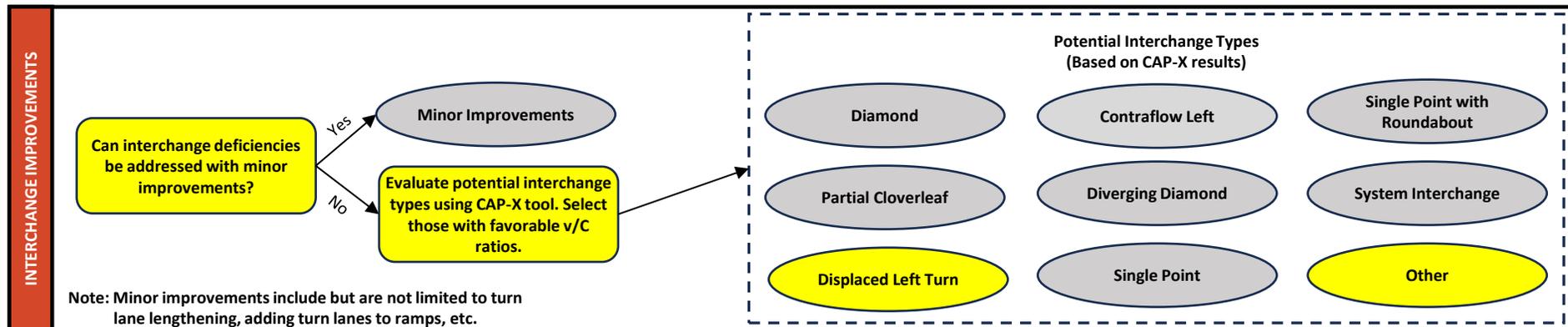
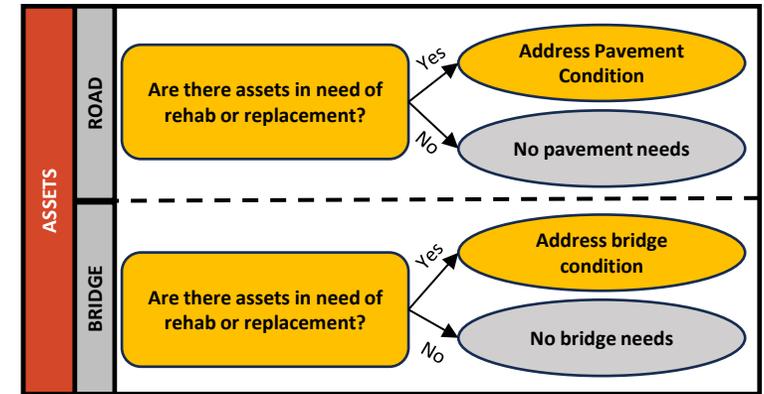
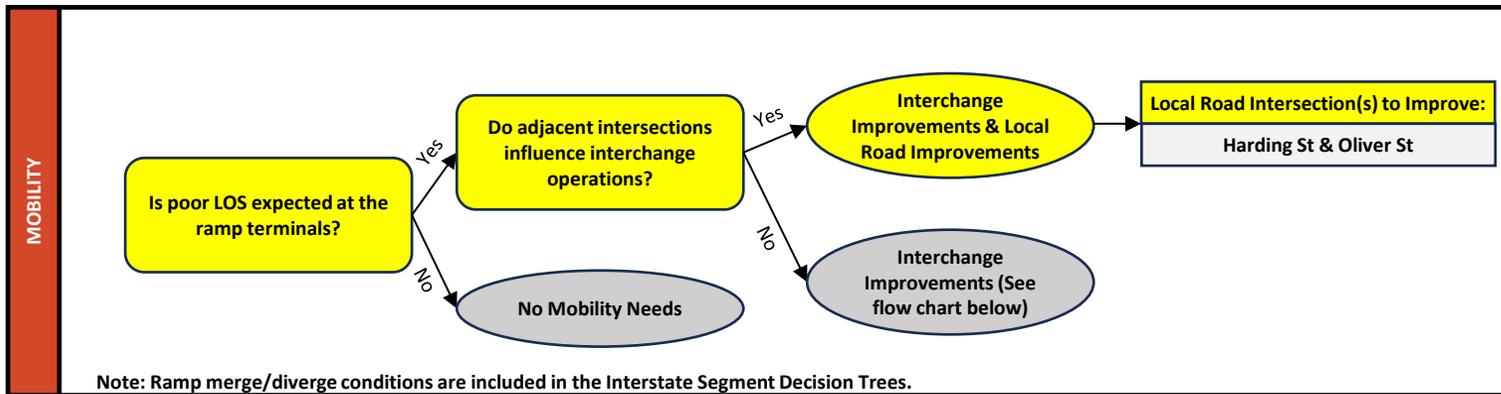
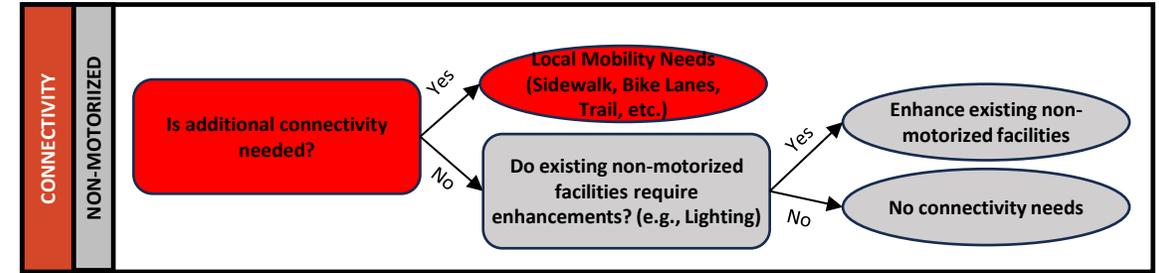
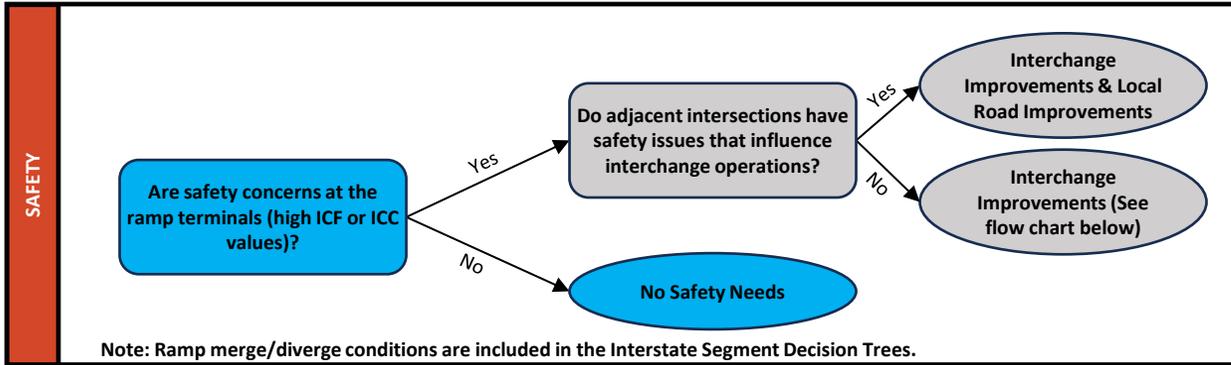


Note: Minor improvements include but are not limited to turn lane lengthening, adding turn lanes to ramps, etc.



Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

I-70 & Harding St (Exit 78)



Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

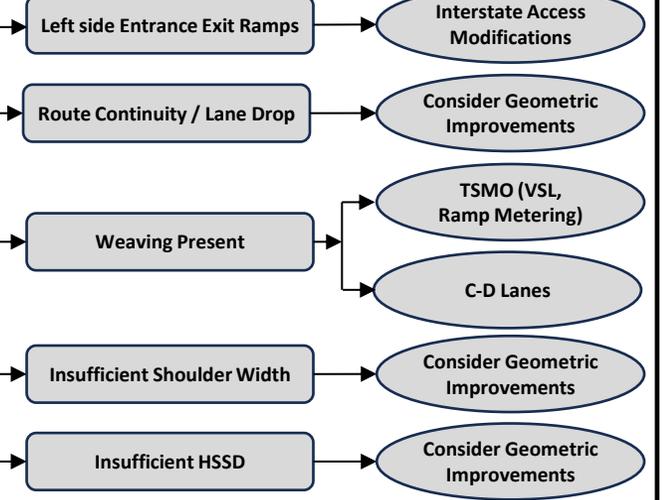
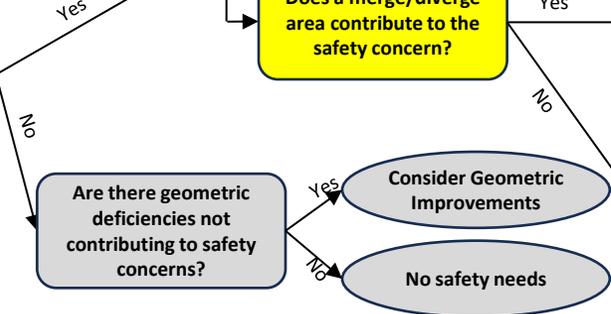
70 EAST SPOKE

I-70 from Rural St to Emerson Ave



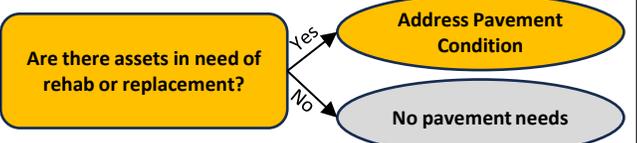
SAFETY

Are there areas with safety concerns (high ICF or ICC values)?

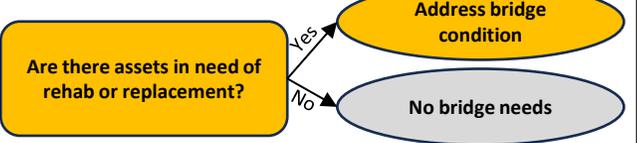


ASSETS

ROAD

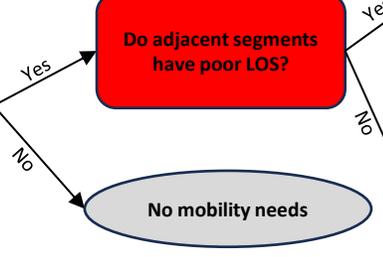


BRIDGE



MOBILITY

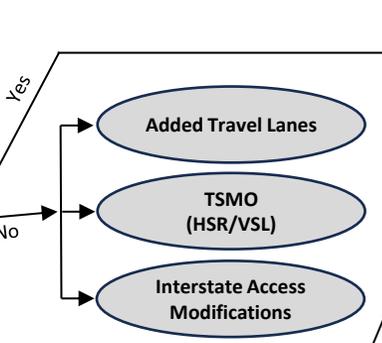
Is poor LOS expected?



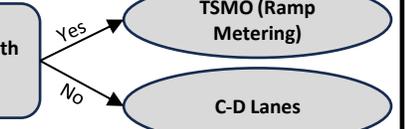
Is a significant portion of the traffic regional pass-through trips?



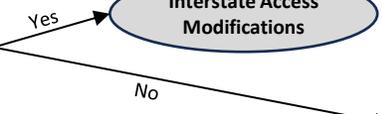
Is capacity needed in only the peak direction for most of the day?



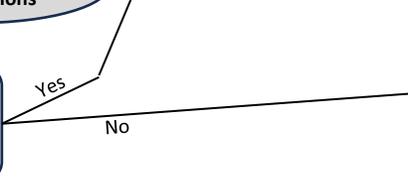
Is the weaving length sufficient?



Can modifying access to/from the interstate improve operations?



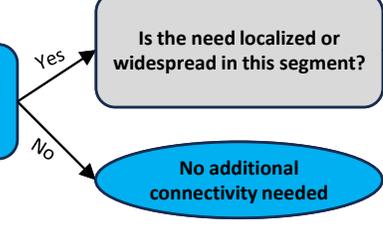
Are auxiliary lanes present?



CONNECTIVITY

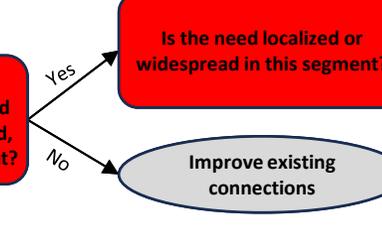
MOTORIZED

Is additional connectivity across the interstate needed based on land use, public or agency involvement?



NON-MOTORIZED

Is additional connectivity across the interstate needed based on land use, walkshed, public or agency involvement?

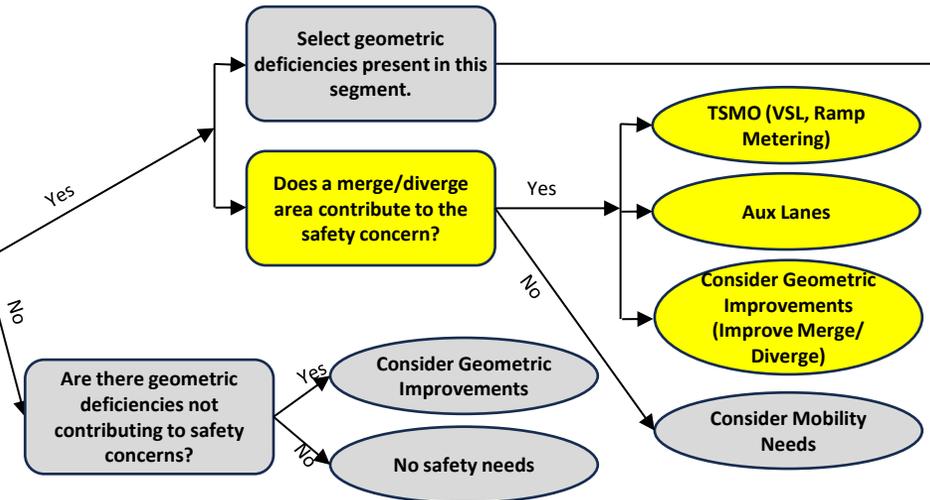


I-70 from Emerson Ave to Shadeland Ave

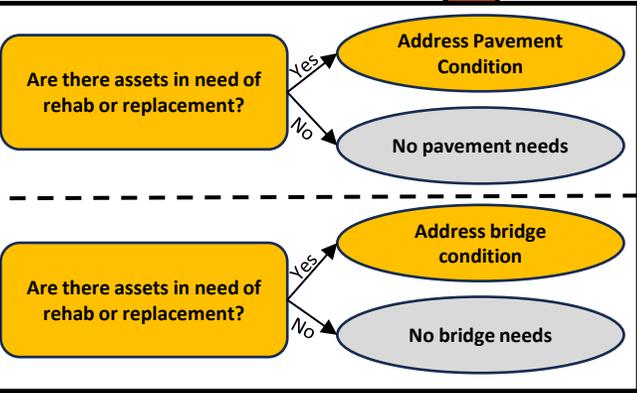


SAFETY

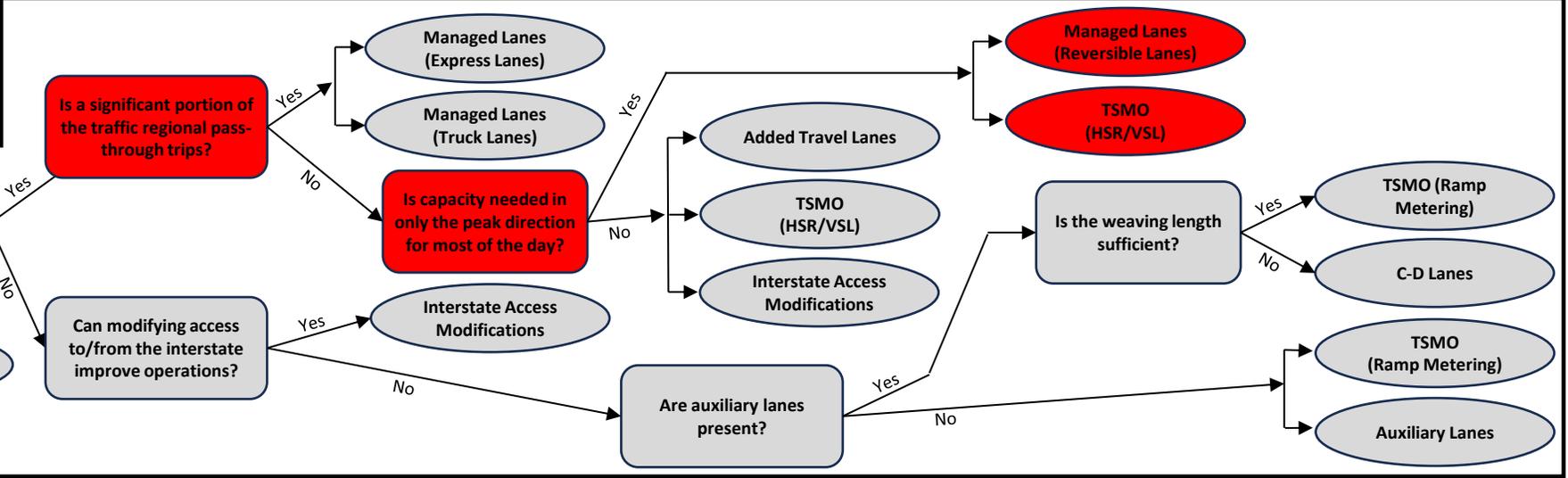
Are there areas with safety concerns (high ICF or ICC values)?



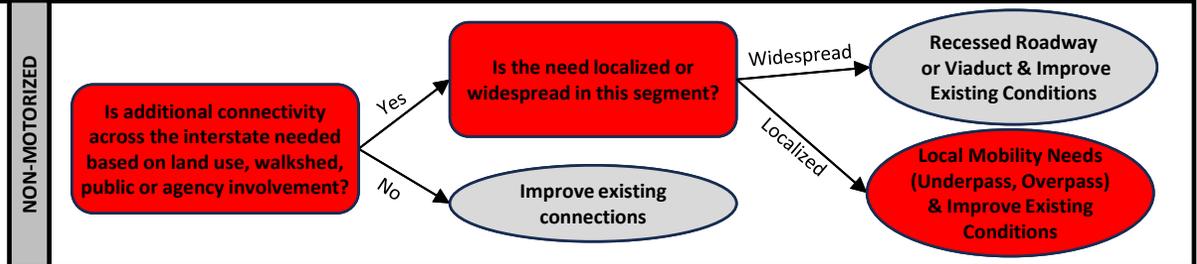
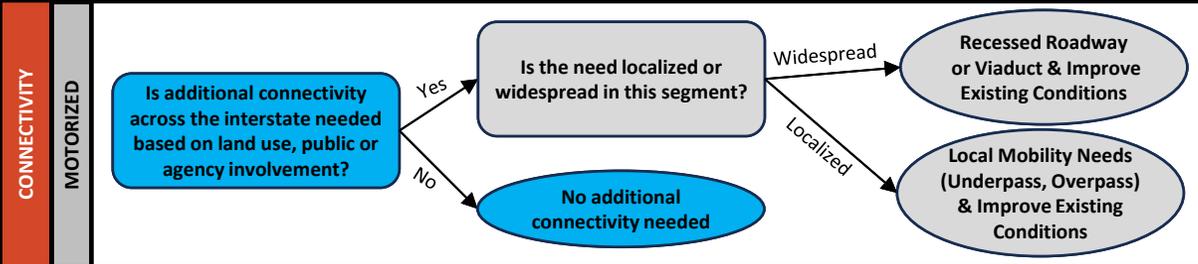
ASSETS



BRIDGE



MOBILITY



CONNECTIVITY

MOTORIZED

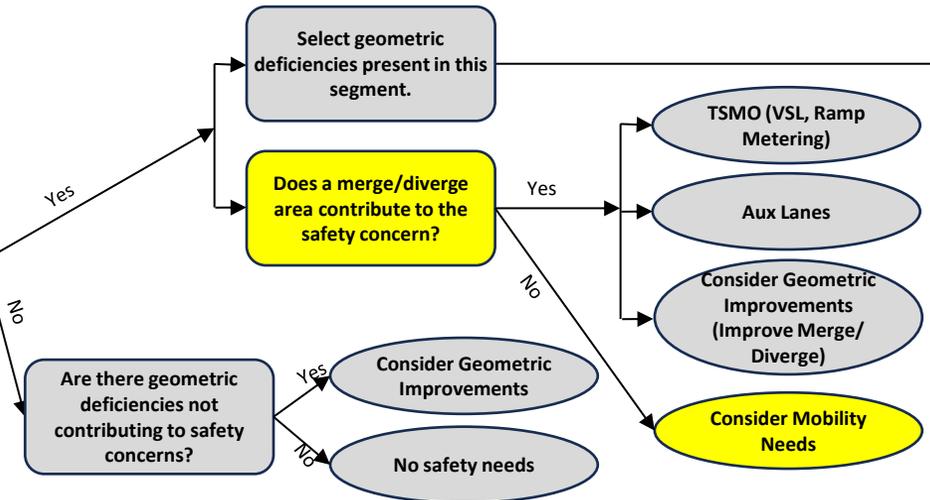
NON-MOTORIZED

I-70 from Shadeland Ave to I-465 (Mainline Lanes)

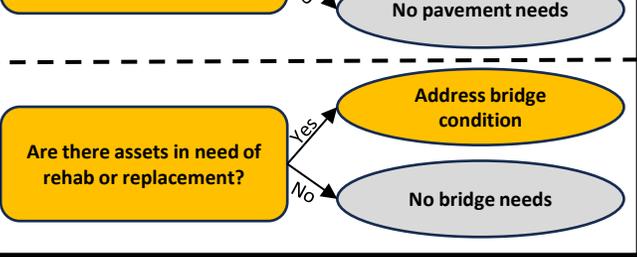
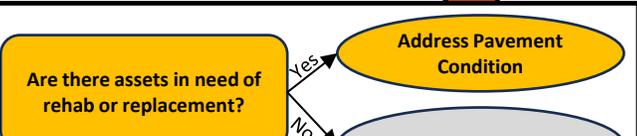


SAFETY

Are there areas with safety concerns (high ICF or ICC values)?

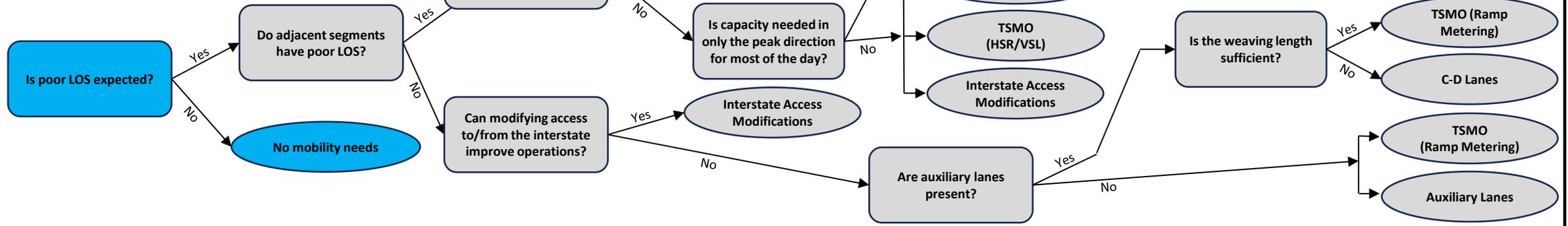


ASSETS



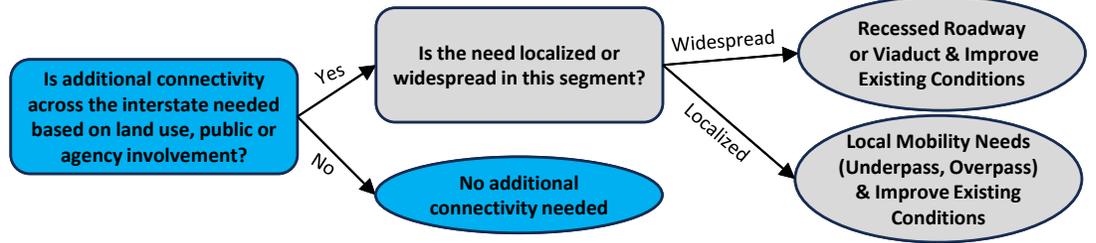
BRIDGE

MOBILITY

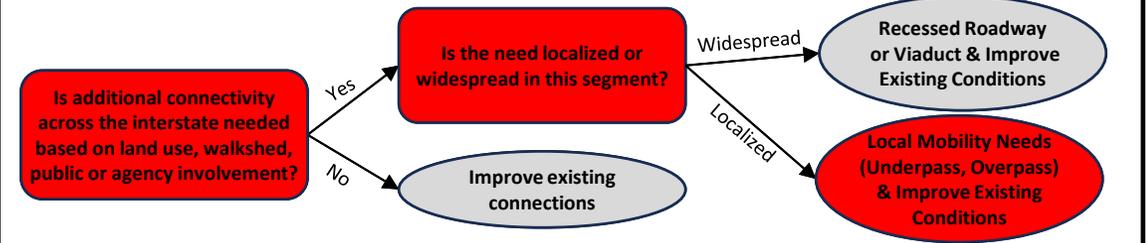


CONNECTIVITY

MOTORIZED



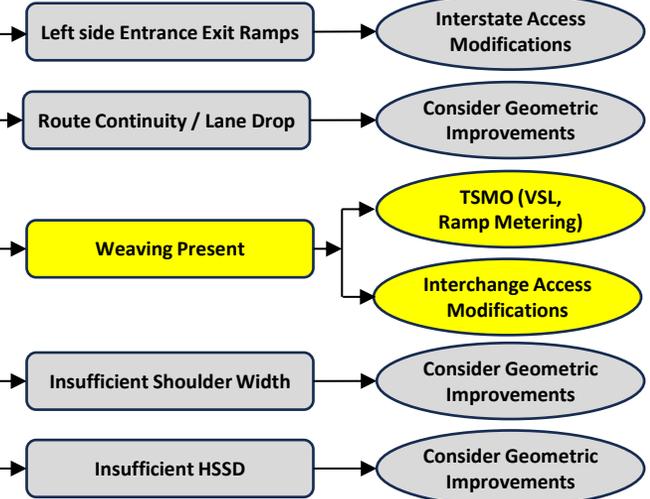
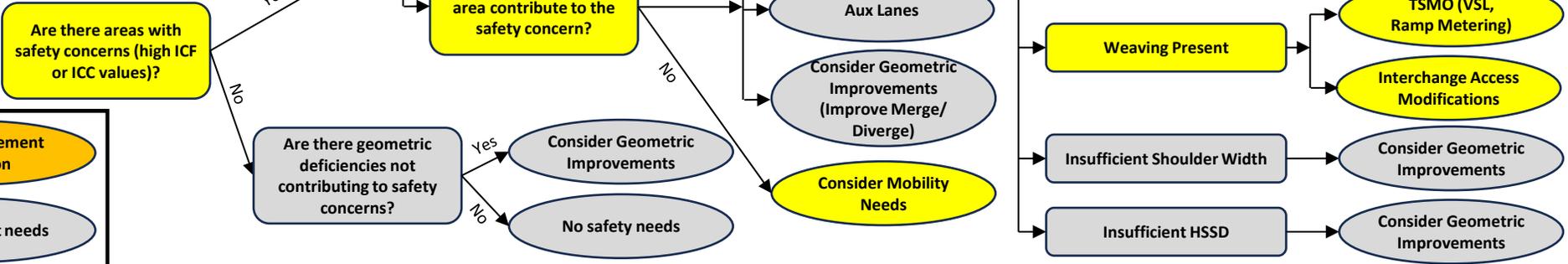
NON-MOTORIZED



I-70 from Shadeland Ave to I-465 (C-D Lanes)

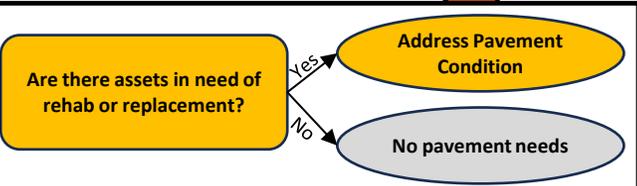


SAFETY

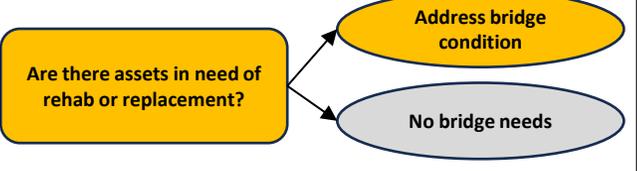


ASSETS

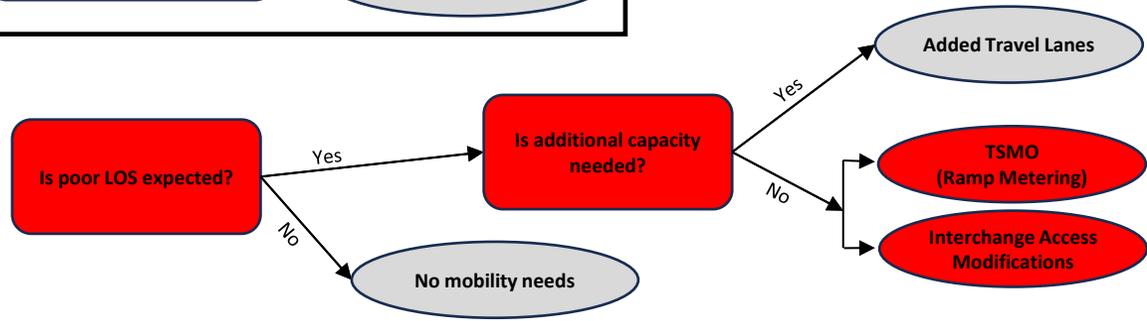
ROAD



BRIDGE

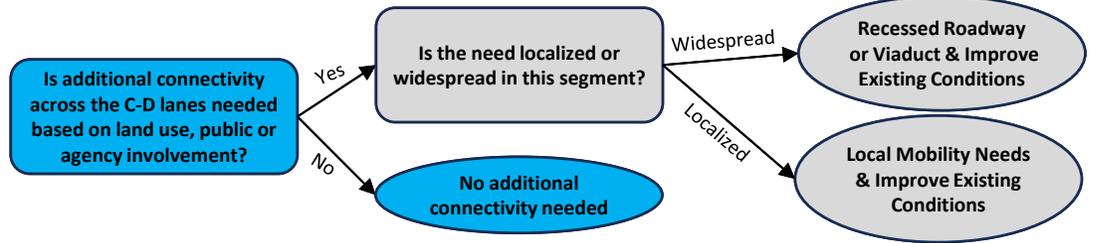


MOBILITY

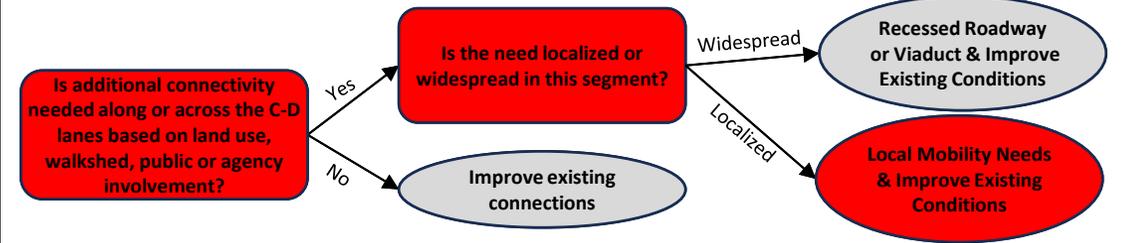


CONNECTIVITY

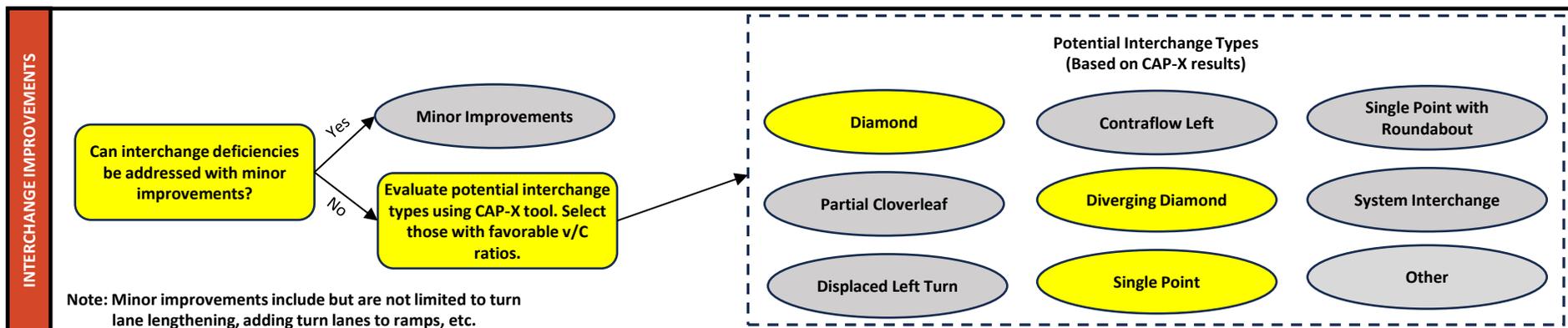
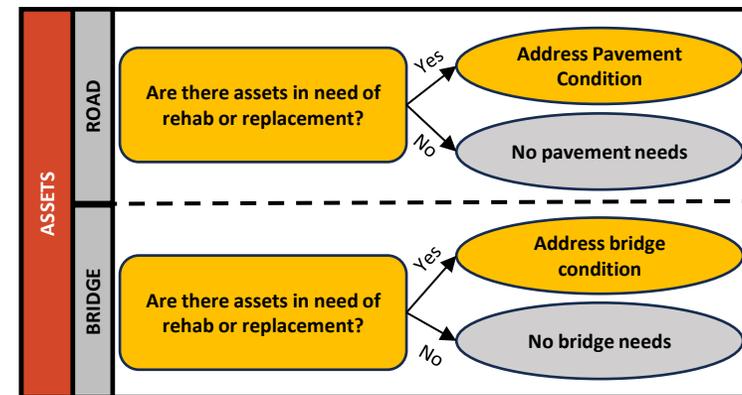
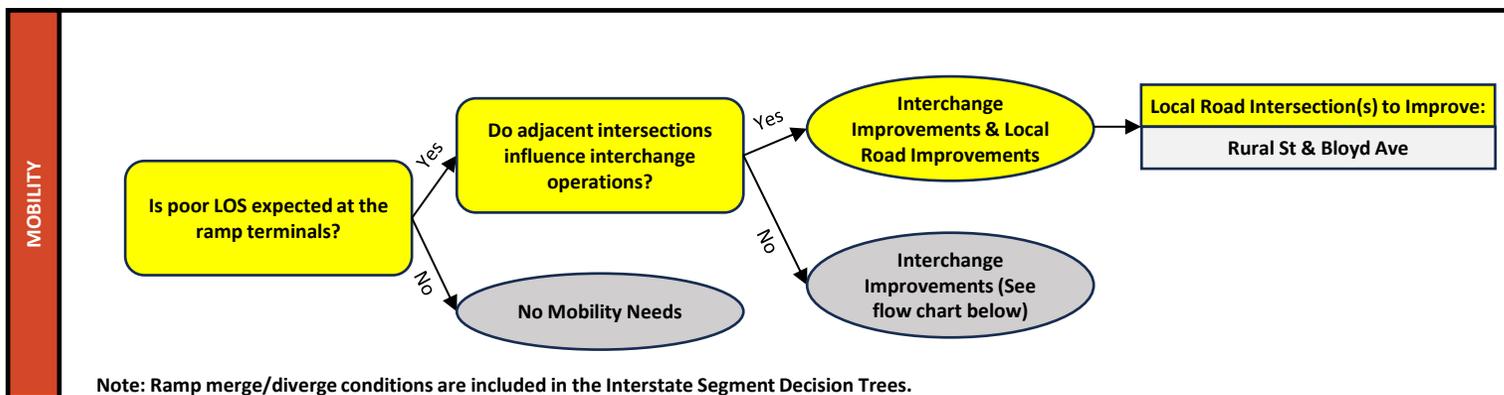
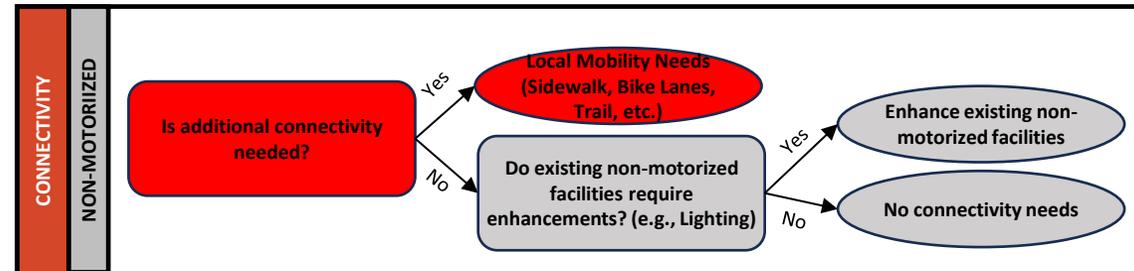
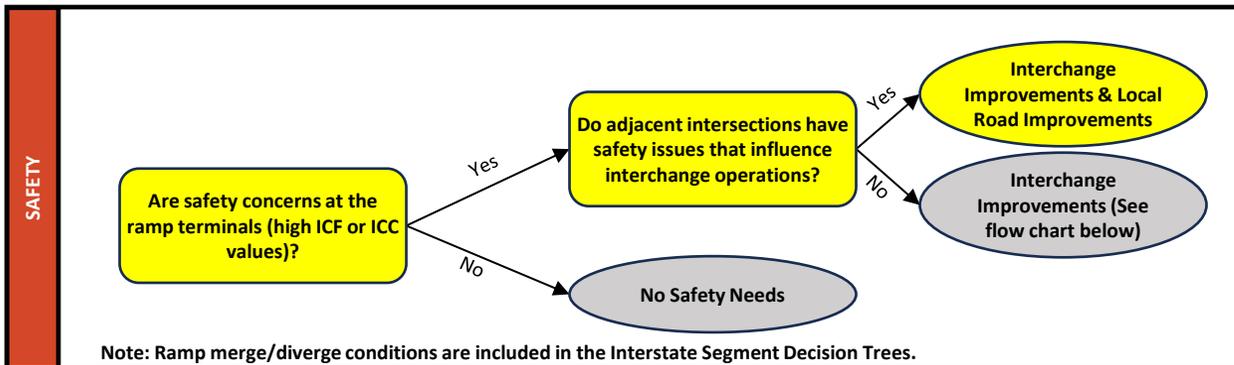
MOTORIZED



NON-MOTORIZED

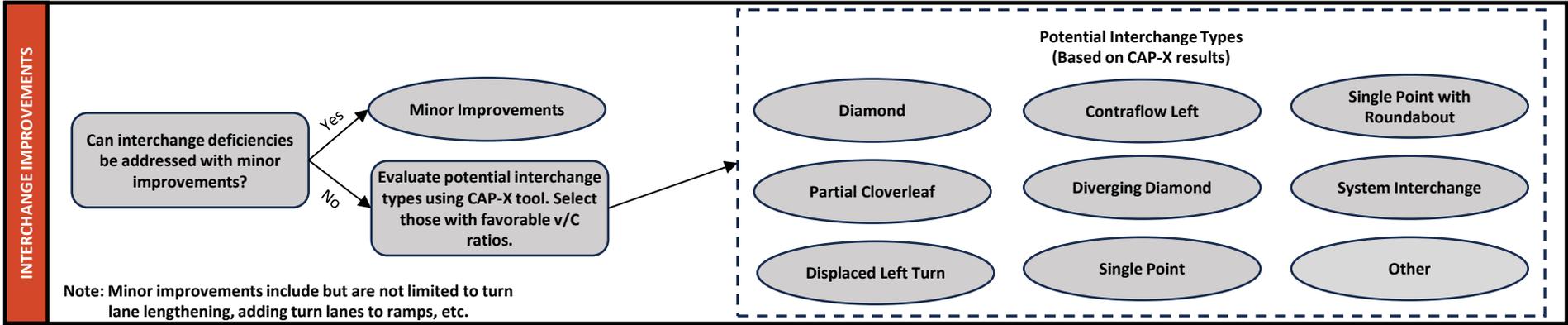
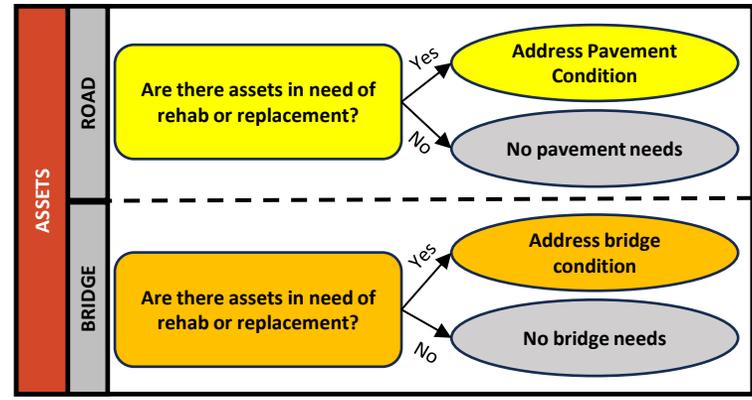
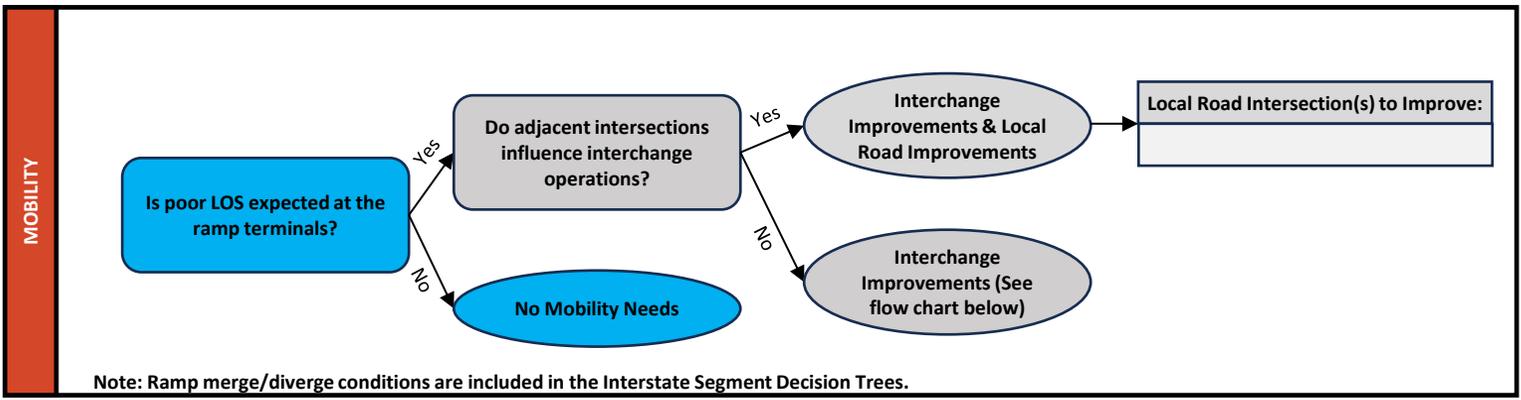
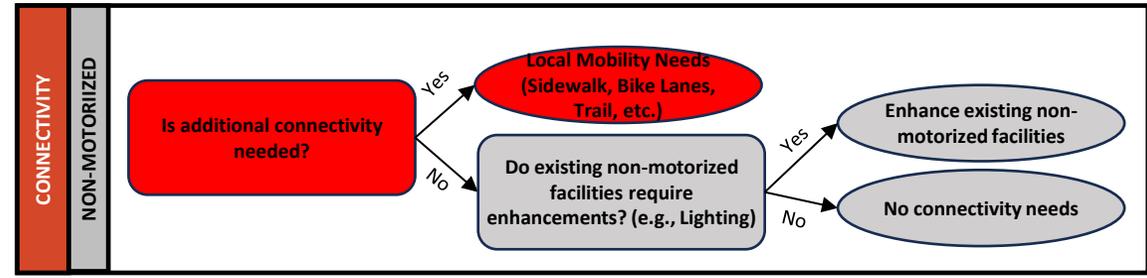
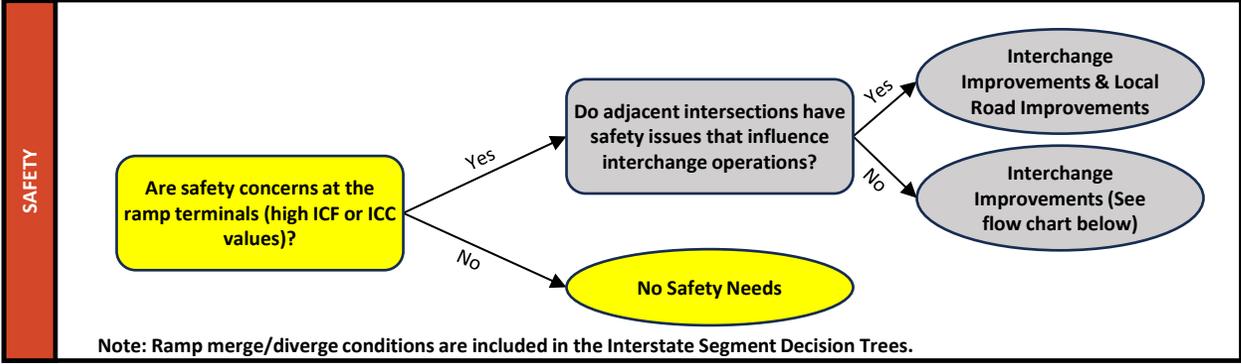


I-70 & Rural St / Keystone Way (Exit 85)



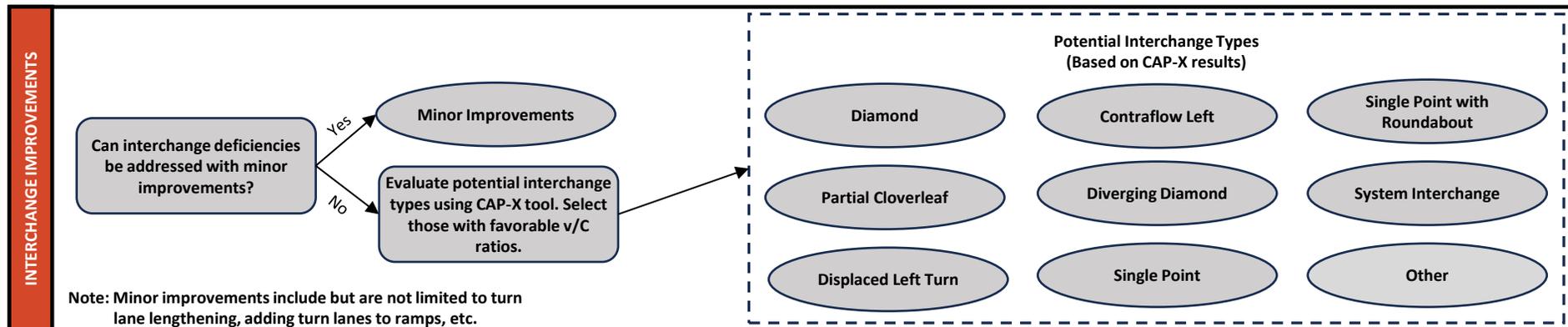
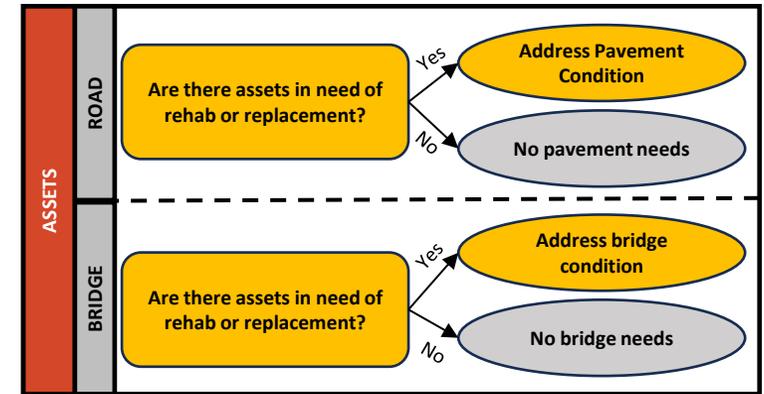
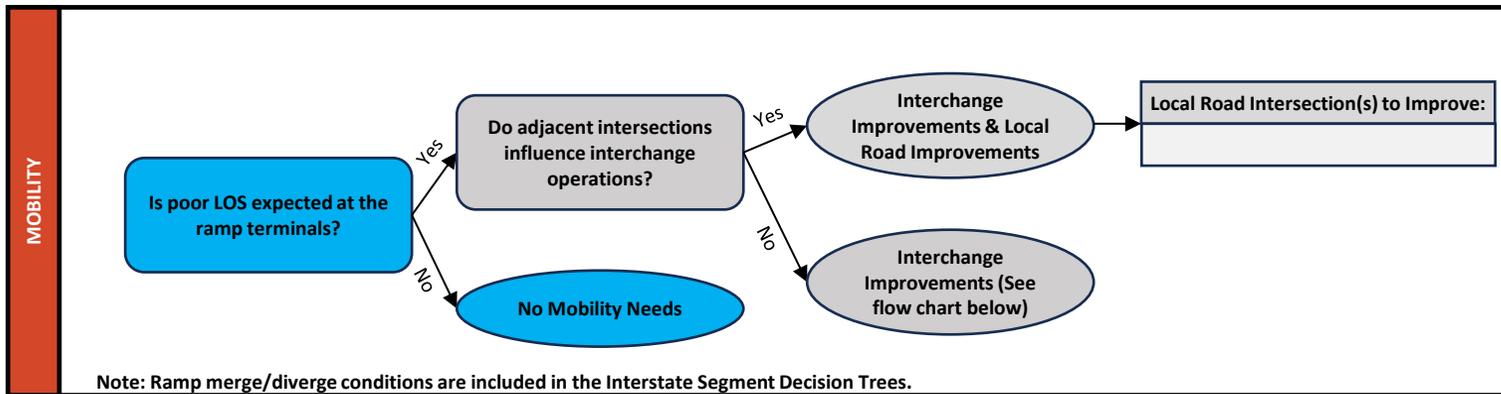
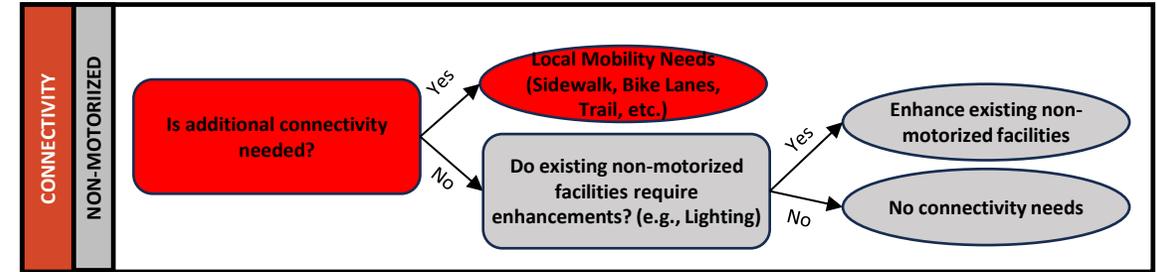
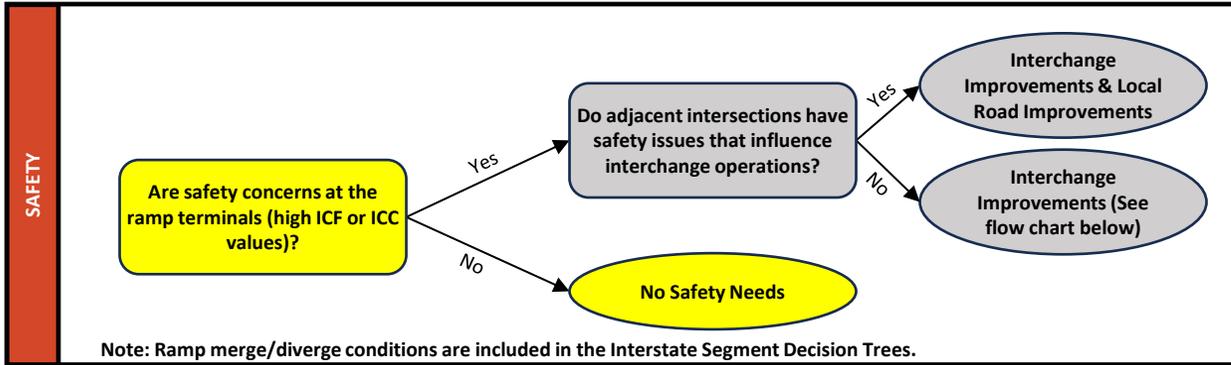
Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

I-70 & Emerson Ave (Exit 87)



Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.

I-70 & Shadeland Ave (Exit 89)



Note: CAP-X results do not preclude any interchange types, but do indicate those most likely to yield acceptable interchange operations.