

S.R. 65 Diamond Option

This interchange option applies to all 4-Lane Alternatives as well as the 6-Lane Alternatives numbers 5, 6, & 7.

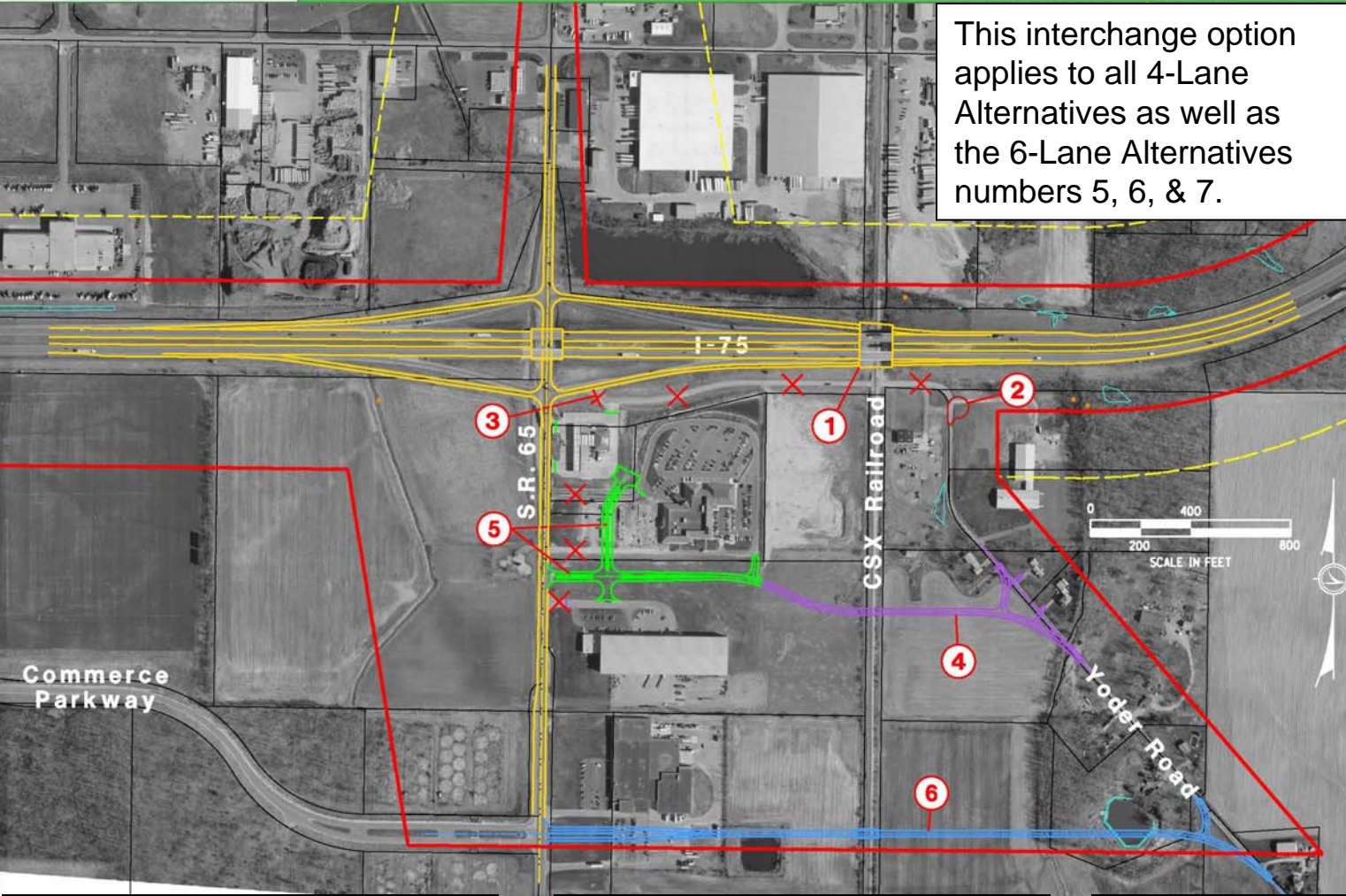
ALL-75-0.21
PID 76691
STAKEHOLDER MEETING
DECEMBER 19, 2006

NOTES

- ① Widen bridge over CSX Railroad for reconfigured ramps
- ② Cul-de-sac Yoder Road and remove existing road to eliminate 2 way traffic on the ramp. (Eliminate at grade Railroad Crossing - for some options)
- ③ Remove drive to Yoder Road.
- ④ Extend and reconfigure Yoder Road to intersect with S.R. 65. Combine with option 5. (New at-grade with railroad)
- ⑤ Provide access road option due to 600 foot LA R/W limit.
- ⑥ Realign Yoder Road to intersect with S.R. 65 at Commerce Pkwy. Option to provide rail grade separation over Railroad. Impact to business parking lot and ponds. (Option 5 required also)



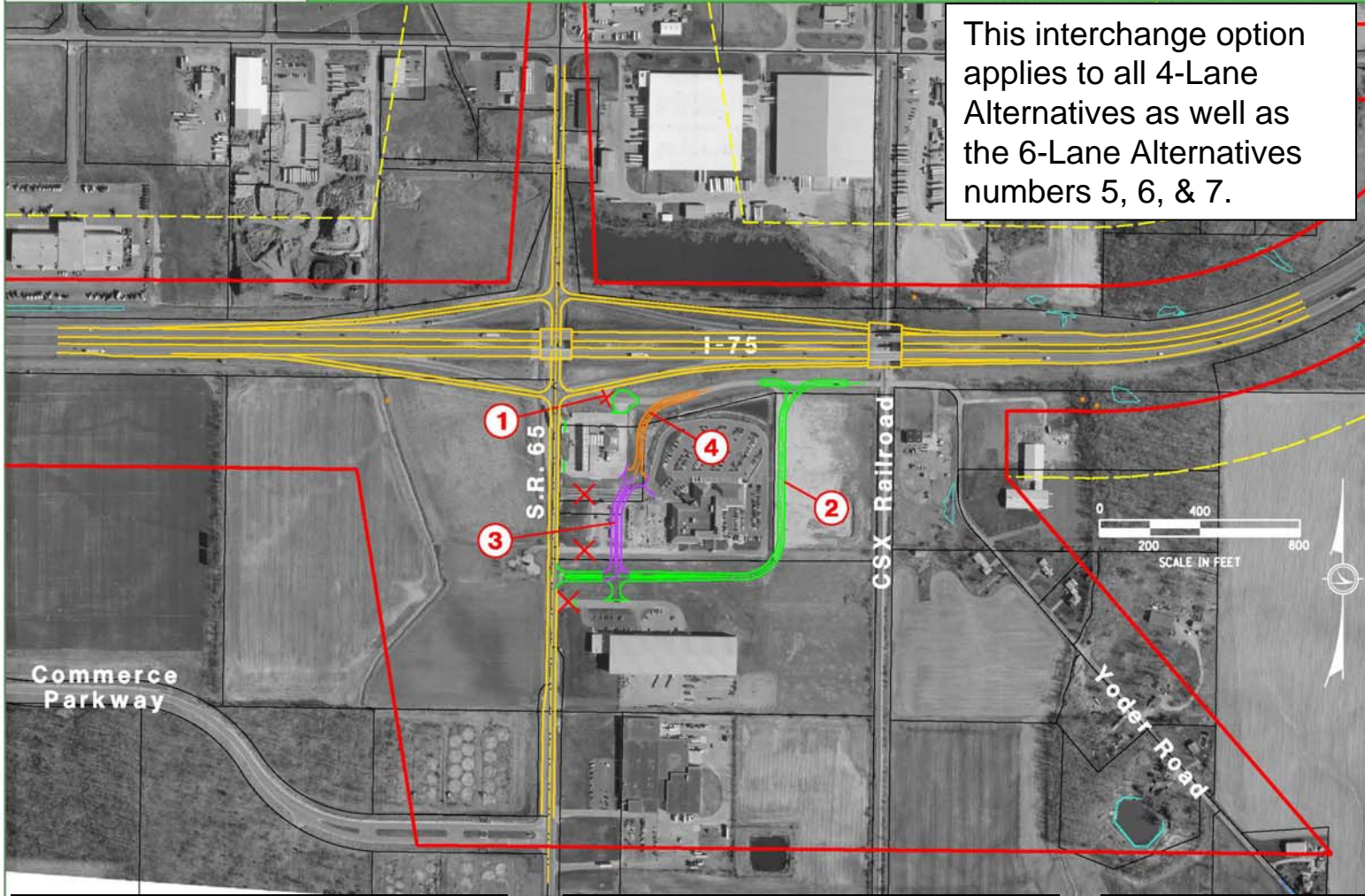
X - Roadway to be removed



Widen bridge over CSX railroad for reconfigured ramps.

Cul-de-sac Yoder Road and reconfigure to intersect with S.R. 65. (see next slide for additional options)

Eliminate S.R. 65 median under I-75.



This interchange option applies to all 4-Lane Alternatives as well as the 6-Lane Alternatives numbers 5, 6, & 7.

ALL-75-0.21
PID 76691
STAKEHOLDER MEETING
DECEMBER 19, 2006

- NOTES**
- ① Eliminate Yoder Road connection from existing northbound I-75 entrance ramp.
 - ② Realign Yoder Road to provide required 600 feet LA R/W along S.R. 65 while maintaining the existing at-grade railroad crossing and direct Yoder Road access to S.R. 65 and local businesses.
 - ③ This roadway can be combined with elements from option 2 and/or option 4 to provide adequate access to existing businesses.
 - ④ This roadway must be combined with a short section of option 2 at S.R. 65 and option 3 to provide adequate access to existing businesses while maintaining the existing at-grade railroad crossing on Yoder Road.

X - Roadway to be removed



Eliminate Yoder Road connection from existing northbound I-75 entrance ramp.

Realign Yoder Road to provide required 600 feet LA R/W along S.R. 65 while maintaining the existing at-grade railroad crossing.

Options can be combined and/or modified to satisfy the intent of using the existing Yoder Road at-grade rail crossing while meeting the 600 foot LA R/W requirement.