

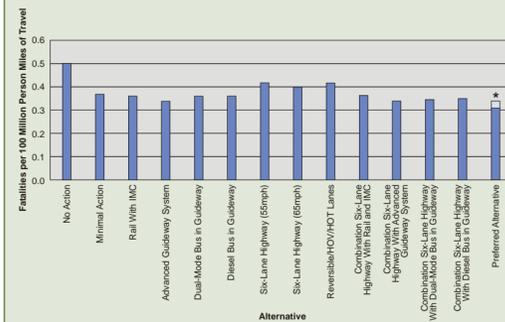
How do alternatives address corridor travel needs?

What do these charts show?

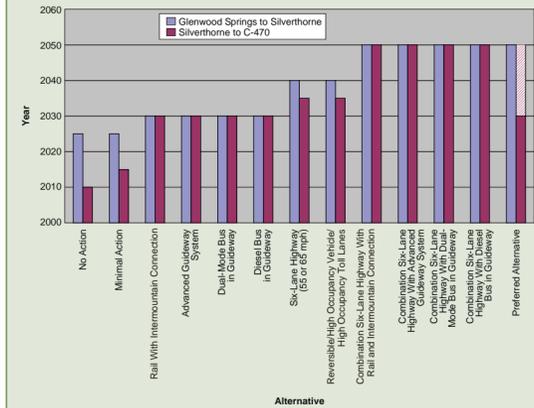
These charts provide a relative comparison of the effectiveness of the Action Alternatives to meet defined Corridor needs. Each of the measures addresses 2035 conditions. To address 2050 conditions, one chart compares when alternatives would meet network capacity. Network capacity is reached when travel speeds in the Corridor average 30 mph or less.

The hatching on the bars for the Preferred Alternative represent the difference between the Minimum and Maximum Programs of highway improvements. Generally, the Maximum Program provides greater transportation benefits but results in greater environmental and social impacts.

How do Projected Fatality Rates Compare?



When will the transportation network reach capacity?



Network capacity is reached when travel speeds in the Corridor average 30 mph or less.

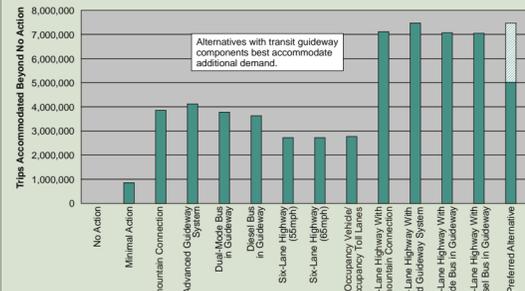
Why is the Preferred Alternative the recommended improvement for the I-70 Mountain Corridor?

The Preferred Alternative was identified by the Federal Highway Administration, Colorado Department of Transportation, and stakeholders participating in the Collaborative Effort as the alternative with the best opportunity to meet the defined needs of the project while minimizing environmental impacts. Its triggered phasing process allows the alternative to:

- Provide for the short-term needs in the Corridor;
- Provide the most capacity to accommodate unmet demand;
- Minimize travel time, improving mobility and accessibility to destinations served by the I-70 highway; and
- Reduce congestion in the Corridor more than other alternatives, lowering the overall hours of poor operations on the I-70 highway.

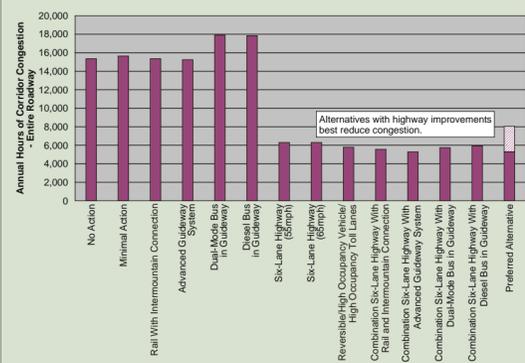
How well do alternatives address capacity and congestion?

How many additional trips can each alternative accommodate?

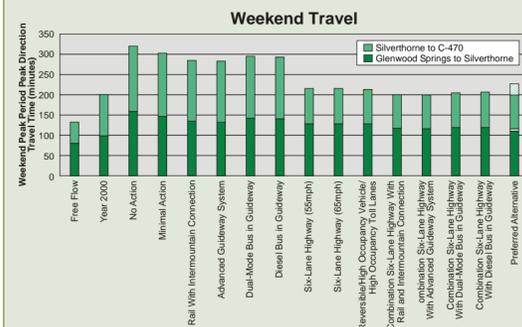


The above chart shows the ability of an alternative to provide additional capacity, measured by the amount of additional trips accommodated, but does not directly relate to the ability of an alternative to reduce congestion.

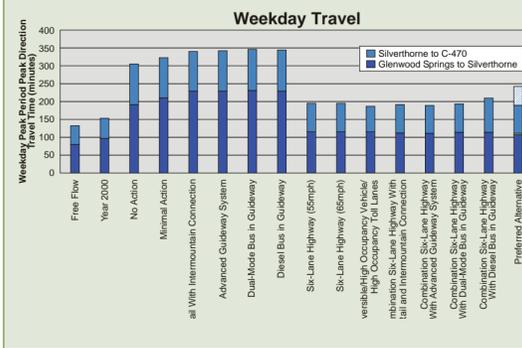
- Transit alternatives accommodate more than 3.5 million additional trips per year but do not reduce congestion.
- Highway alternatives provide less additional capacity than the Transit alternatives, measured by the number of additional trips accommodated, but do a much better job at reducing congestion (see chart below).
- Combination alternatives do a good job at providing increased capacity, as measured by the additional trips accommodated, and reducing overall congestion.



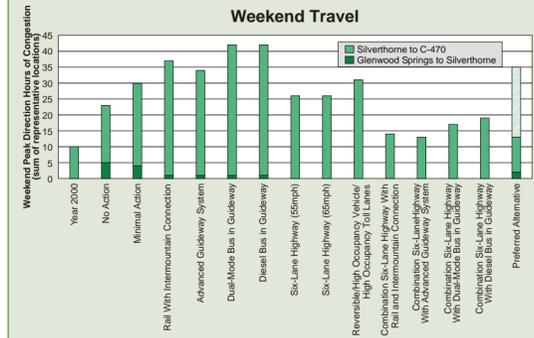
How long will it take to travel the Corridor during the peak period (rush hour) on a typical weekend or week day?



Without improvements to the Corridor, it will take twice as long to travel the Corridor on a typical weekday (more than 300 minutes), and two hours longer on a typical weekend (320 minutes total). Because the Transit alternatives attract more trips to the Corridor, highway travel times are slightly higher than the No Action alternative and considerably higher than the Highway and Combination alternatives.

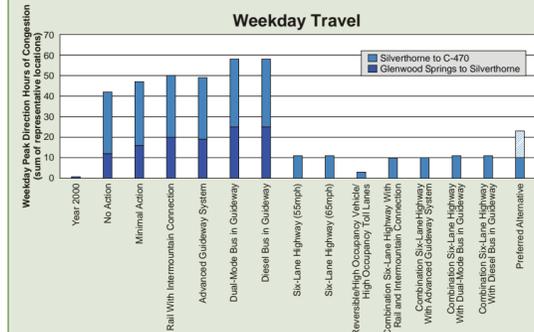


How many hours will the highway be congested (stop-and-go conditions) on a typical weekend or week day?



The amount of congestion over the course of a day varies by location along the Corridor depending on the alternative, time of day, and direction of travel.

- Weekend westbound direction congestion occurs primarily in Jefferson County
- Weekend eastbound congestion occurs primarily in Clear Creek County
- Weekday traffic congestion is forecast to occur primarily in Eagle County, followed closely by Jefferson County and Clear Creek County.



What are the environmental and community impacts of alternatives?

The I-70 Mountain Corridor contains many important and sensitive resources. Any transportation improvement, even minor actions, has the potential to directly or indirectly affect these resources. For the Programmatic Environmental Impact Statement (PEIS), the lead agencies focused on identifying the types of impacts that could occur and comparing the range of impacts among alternatives. In some areas in the Corridor, all Action Alternatives include the same improvements, and therefore have the same impacts.

- The Minimal Action Alternative generally has the fewest environmental impacts but also is the poorest at meeting the purpose and need.
- The Combination alternatives generally have the greatest environmental impacts because they have broader scopes and construction footprints.
- The Preferred Alternative has a range of impacts that are within these ranges.
- The triggers built into the Preferred Alternative limit the impact because the improvements (and impacts) would not be implemented unless warranted after review of Corridor conditions and the effectiveness of incremental improvements.

Because the PEIS decision will not result in any construction projects, these impacts would primarily occur in Tier 2 processes and would be further analyzed at that point.

The Resource Stations contain more information about the environmental impacts of alternatives and the program- and project-level mitigation strategies the lead agencies have committed to include in future construction projects.

