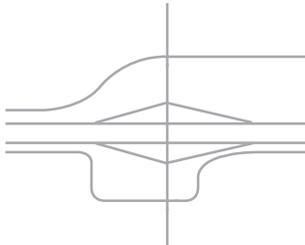
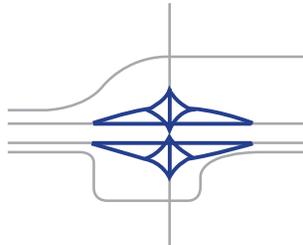


Alternatives Carried Forward

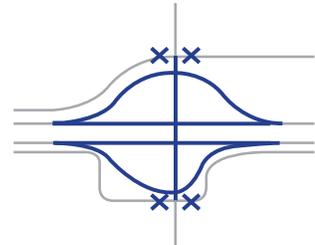
The following alternatives will be further defined and carried forward for further evaluation in Level 2 screening.



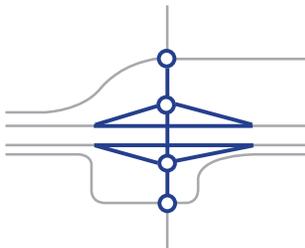
No Action



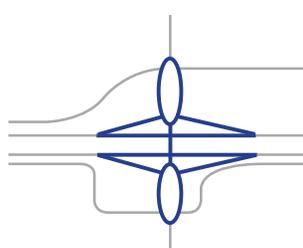
Single Point Urban Interchange (SPUI)



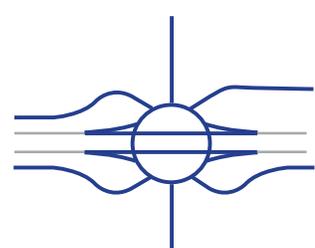
Traditional Diamond



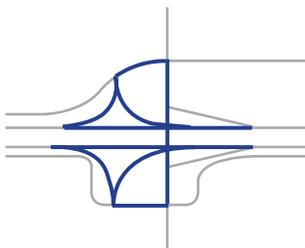
Diamond with Roundabouts at Ramps & Frontage Roads



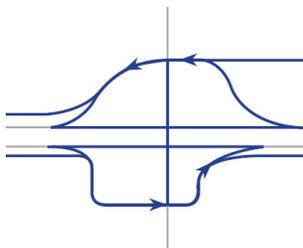
Diamond with Six-Leg Roundabout at Ramps & Frontage Roads



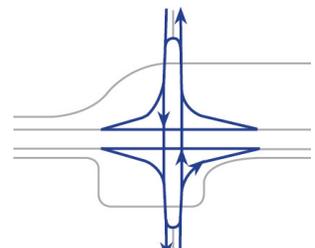
Single Roundabout Interchange



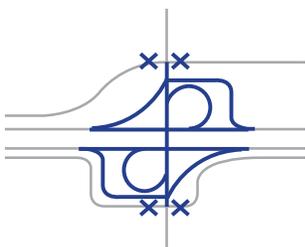
Button Hook Ramps



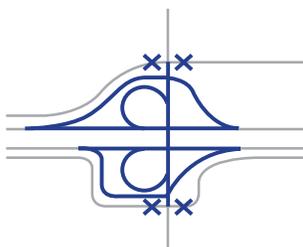
Texas Frontage Road Diamond



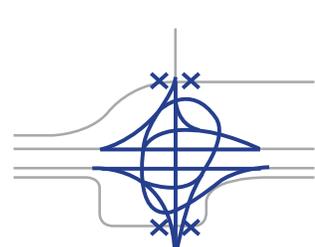
Michigan Lefts at Ramps



Partial Cloverleaf with Loops SW & NE Quadrants



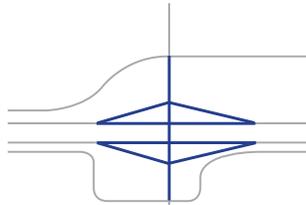
Partial Clover Leaf with Loops SW & NW



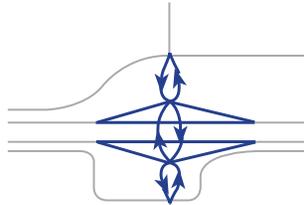
Fully Directional

Alternatives Eliminated as a Stand-Alone Alternative

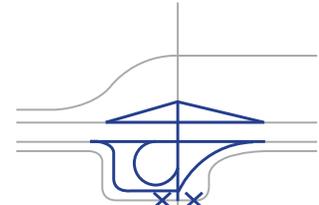
The following alternatives do not meet the purpose and need of the project as a stand-alone alternative, but could be included as part of other larger alternatives.



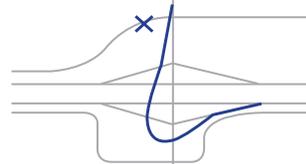
Improved Tight Diamond - Added Lanes on Kipling & Ramps



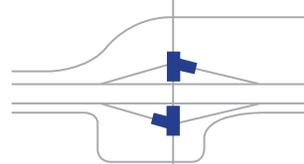
Double Crossover Diamond



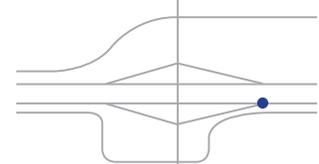
Partial Cloverleaf with Loop SW Quadrant



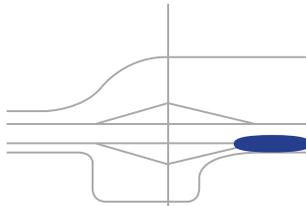
SB to EB Flyover Ramp



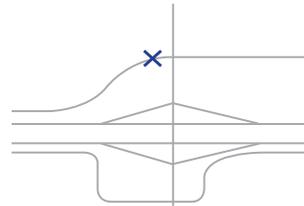
Added Turn Lanes at Ramps



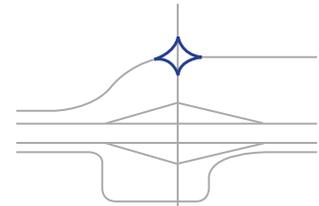
Ramp Meter Modifications



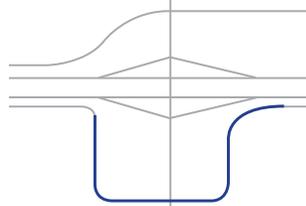
EB Ramp Merge Lane Modifications



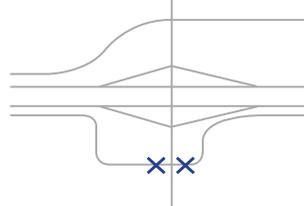
Close West Side of 49th Avenue



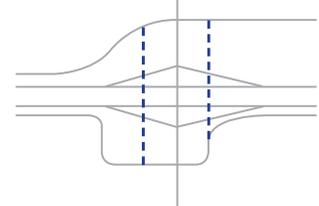
Remove 49th Avenue Signal (closure or RIRO)



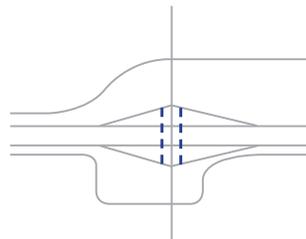
Realign South Frontage Road Further South



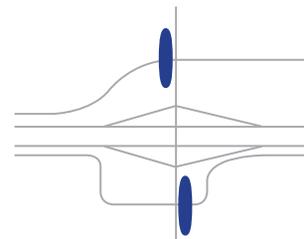
Close South Frontage Road at Kipling



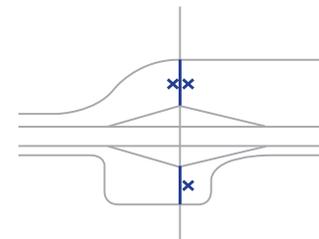
Bike Path I-70 Grade Separations at Interchange



Widen/Improve Paths Under I-70 Bridge



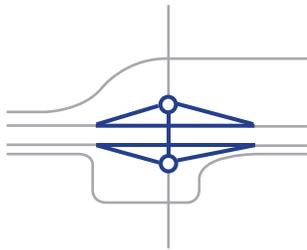
Bus Pullouts



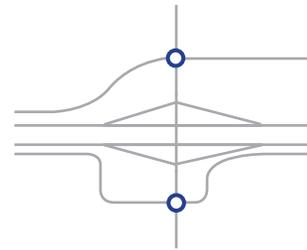
Close Driveways Between Ramps and Frontage Roads

Alternatives Eliminated

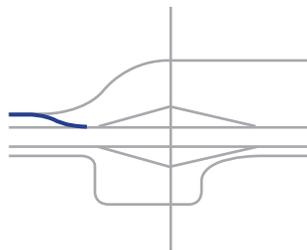
The following alternatives do not meet the purpose and need of the project and will not be carried forward for further evaluation.



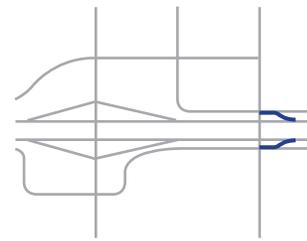
Diamond with Roundabouts at Ramps



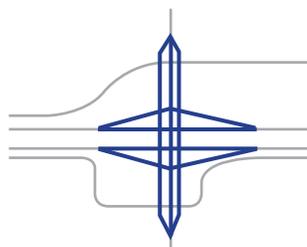
Diamond with Roundabouts at Frontage Roads



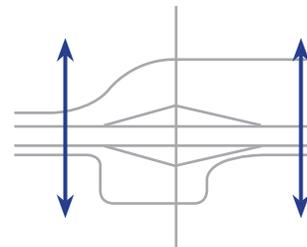
New WB Off Ramp West of Kipling



Half Diamond to East at Garrison



Three-Level Diamond



Local Road I-70 Grade Separation at Miller and Independence

I-70 & Kipling Interchange Planning Environmental Linkage (PEL) Study Evaluation Criteria



LEVEL 1 (PURPOSE AND NEED) SCREENING

Level 1 screening will identify a range of interchange improvements that could meet the project purpose and need, while eliminating concepts from consideration that do not meet the purpose and need.

During the Level 1 screening, alternative concepts will be evaluated with a “Yes” or “No” answer to the following questions to demonstrate each alternative’s ability to meet the project purpose and need.

- Traffic Operations:
 - Can the alternative meet current and future traffic demands?
 - Does the alternative improve operations by addressing the interaction of the Kipling interchange with the frontage road intersections?
- Safety:
 - Does the alternative improve existing conditions that contribute to higher than expected crash rates?
- Multimodal Connections:
 - Can the alternative accommodate bicycle, pedestrian, and transit connections through the interchange?

An alternative that has a “No” answer to any of the above questions will be considered to not meet the project purpose and need and will be eliminated. Alternatives eliminated as a stand-alone alternative may be included as elements of other alternatives that are carried forward to Level 2 screening.

LEVEL 2 SCREENING

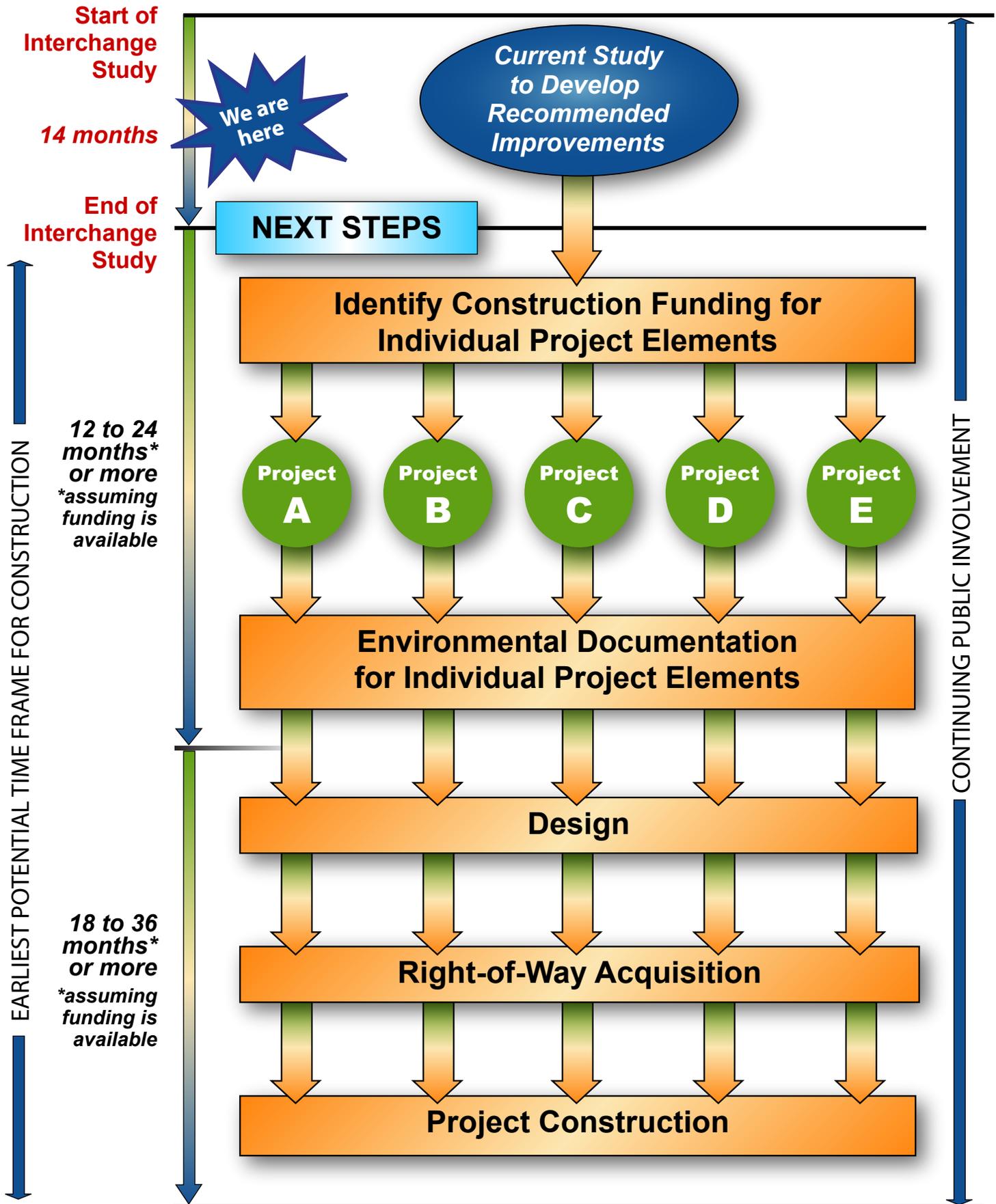
Alternatives carried forward from the Level 1 screening will be reviewed and refined to add more definition of the proposed improvements, to better understand the potential benefits and impacts of the alternatives. The alternatives will be compared to determine how well each concept meets the following evaluation criteria:

- Optimize operations and reduce congestion
- Improve traveler safety
- Accommodate multimodal connections
- Avoid and minimize environmental impacts
- Avoid and minimize community impacts
- Maximize constructability

ALTERNATIVES REFINEMENT

Further steps may be taken after Level 2 screening to refine the design elements of the recommended alternative(s) considering design solutions to minimize costs and community impacts and maximize multimodal operation benefits. The final recommendations may include large-scale improvements and/or separate, short-term improvements. Long-term recommendations will likely have short-term project elements identified as phases or stand-alone projects.

I-70 & Kipling Interchange PEL Study Project Process



I-70 & Kipling Interchange PEL Study Project Schedule

7/11/12

