



PEIS

PEIS conducted a three-tiered evaluation of alternatives for the entire I-70 mountain corridor (C-470 to Glenwood Springs). The PEIS identified auxiliary lanes as the recommendation for mile markers 180-190 for roadway improvements.

Alternatives Development

Develop range of reasonable alternatives focused on eastbound and westbound auxiliary lanes and other safety and operational improvements based on project Purpose and Need

Purpose & Need Screening

High level traffic analysis and evaluation of potential safety benefits based on project Purpose and Need

Purpose and Need Criteria (Fatal Flaws)	
Safety	Operations
Does the alternative reduce crashes?	Does the alternative improve traffic flow?
	Does the alternative maintain or improve access for emergency response?
	Does the alternative reduce number of full closures?
Additional Core Values Criteria (Not Fatal Flaws)	
Collaborative Decision-Making	Enhanced Environments
Is the alternative consistent with the Record of Decision?	Does the alternative maintain existing terrestrial wildlife connectivity?
	Does the alternative include trail relocation away from directly adjacent to I-70?

Comparative Screening

Preliminary conceptual design to consider more detailed traffic and safety analysis, physical constraints and environmental/community impacts

Purpose and Need Criteria	
Criteria	Measurement
Safety	
Ability of the alternative to address unsafe conditions along I-70	Anticipated crash reduction along I-70
Ability of the alternative to provide snow storage	Area available for snow storage
Operations	
Ability of the alternative to improve traffic flow	Average travel speeds along I-70 during 2050 design hour
Ability of the alternative to maintain or improve emergency access	Accommodation of emergency vehicle travel
Ability of the alternative to reduce full closures of I-70 due to incidents	Expected number of full closures
Additional Core Values Criteria	
Criteria	Measurement
Corridor Characteristics and Aesthetics	
Potential noise impacts	Number of potentially impacted noise receptors within 500' of proposed alignment
Impacts to properties adjacent to I-70 right-of-way	Number of properties requiring ROW acquisition
Visual impacts	Qualitative assessment of potential visual impacts to viewers in the project area
Enhanced Environment	
Potential wetland and waters of the U.S. impacts	Approximate acreage or linear feet of impacts
Opportunities for water quality improvements, per the SWEEP MOU	Qualitative comparison of alternatives
Opportunities for aquatic habitat enhancement per ALIVE/SWEEP MOUs	Qualitative comparison of alternatives
Opportunities for terrestrial habitat enhancement per ALIVE MOU	Qualitative comparison of alternatives
Recreation	
Magnitude of historic and non-historic Section 4(f) impacts	Qualitative comparison of alternatives
Recreational facility impacts	Qualitative assessment of potential recreational facility impacts
Implementability	
Conceptual level construction cost estimate	Cost estimate
Utility impacts	Qualitative assessment of potentially impacted utilities
Sustainability	
Ease of maintenance	Qualitative assessment of maintenance effort and access

Design Option Considerations

Based on the Level 1 Screening, only one alternative met the Purpose and Need criteria. Therefore, the Level 2 Screening was not conducted. Core Value criteria developed for Level 2 will be used during the design option consideration process (see Design Option station).

Proposed Action