

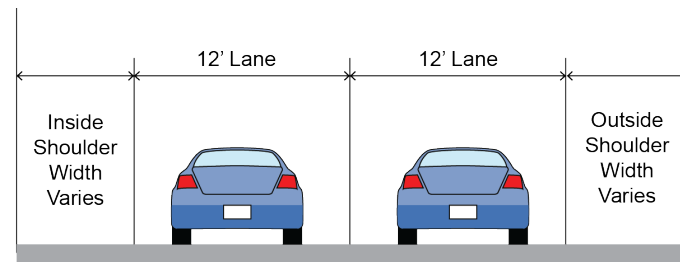
## No Action Alternative

Included as a baseline for comparison to the action alternatives

Under the No Action alternative, only programmed projects that are planned and funded by CDOT or other entities would be completed.

Currently, there are no large-scale transportation projects to add safety improvements, operational improvements, vehicular capacity, and multimodal facilities along I-70 within the project area.

Maintenance, such as resurfacing and plowing, would be continued.



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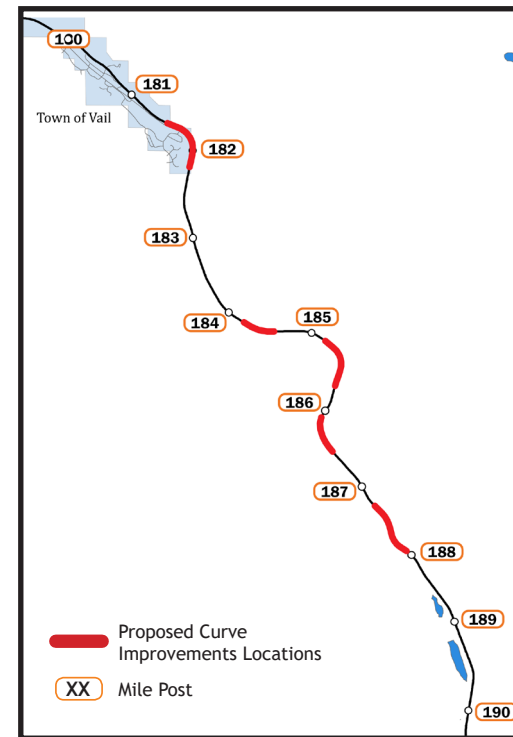
## ALTERNATIVE 1

### EXISTING TWO LANES WITH CURVE MODIFICATIONS AND INTELLIGENT TRANSPORTATION SYSTEM (ITS) IMPROVEMENTS

This alternative is considered because it may address safety issues related to the corridor curve geometry and emergency response while avoiding the physical impacts due to widening I-70.

The alternative consists of:

- Geometric modifications in both the eastbound and westbound directions to flatten the curves with design deficiencies and the highest identified crash patterns in red on the graphic below.
- Roadway modifications limited to curve areas.
- The Vail Pass Recreation Trail would remain in current location.
- ITS equipment would be installed along the I-70 corridor and would include:
  - » Variable Message Signs to warn passengers of upcoming curves, grades, and incidents
  - » Upgrades to existing power and communications ITS equipment
  - » Variable speed limit signs
  - » Lane closure signage



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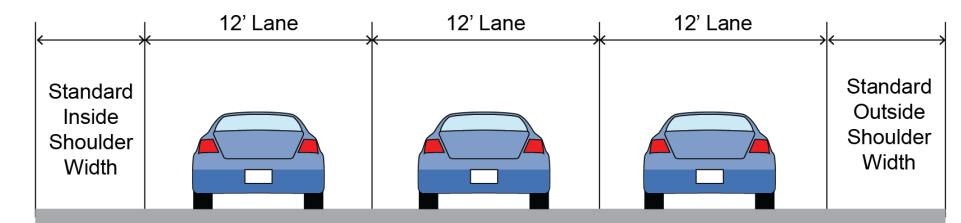
## ALTERNATIVE 2

### AUXILIARY LANES WITH FULL SHOULDERS WITH CURVE MODIFICATIONS AND ITS IMPROVEMENTS

This alternative is considered because it may address safety and operational issues along the corridor.

The alternative consists of:

- Widening I-70 in both eastbound and westbound directions to provide three lanes between the East Vail and Shrine Pass interchange with standard shoulder widths (narrower shoulder considered as needed to avoid areas of impact)
- Geometric modifications in both the eastbound and westbound directions to flatten the curves with design deficiencies and the highest identified crash patterns (same as shown in red on the graphic in Alternative 1).
- Vail Pass Recreation Trail relocated where impacted.
- ITS equipment would be installed along the I-70 corridor and would include:
  - » Upgraded power and communications
  - » Additional Variable Message Signs
  - » Variable speed limit signs
  - » Lane closure signage



Proposed cross-section of Auxiliary Lanes with Full Shoulders with Curve Modifications and ITS Improvements

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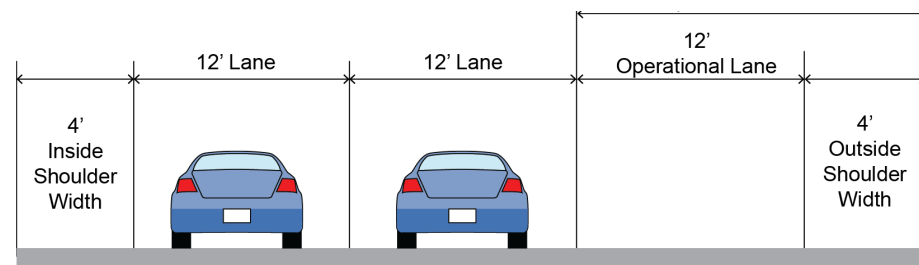
ALTERNATIVE 3

**EXISTING TWO LANES AND OPERATIONAL LANES WITH CURVE MODIFICATIONS AND ITS IMPROVEMENTS**

This alternative is considered because it may address safety and operational issues along the corridor while minimizing the physical impacts due to widening I-70.

The alternative consists of:

- Widening I-70 in both eastbound and westbound directions to provide three lanes between the East Vail and Shrine Pass interchange to provide a wide outside shoulder that can be opened for an additional lane (an “operational lane”) when needed due to incident, emergency response, or unusually high traffic volumes. Overhead automated signage would control the opening and closure of the operational lane.
- Geometric modifications in both the eastbound and westbound directions to flatten the curves with design deficiencies and the highest identified crash patterns (same as shown in red on the graphic in Alternative 1).
- Vail Pass Recreation Trail relocated where impacted.
- ITS equipment would be installed along the I-70 corridor and would include:
  - » Upgraded power and communications
  - » Additional Variable Message Signs
  - » Variable speed limit signs
  - » Lane closure signage



Proposed cross-section of Auxiliary Lanes as Operational Lanes with Curve Modifications and ITS Improvements

**ELIMINATED**

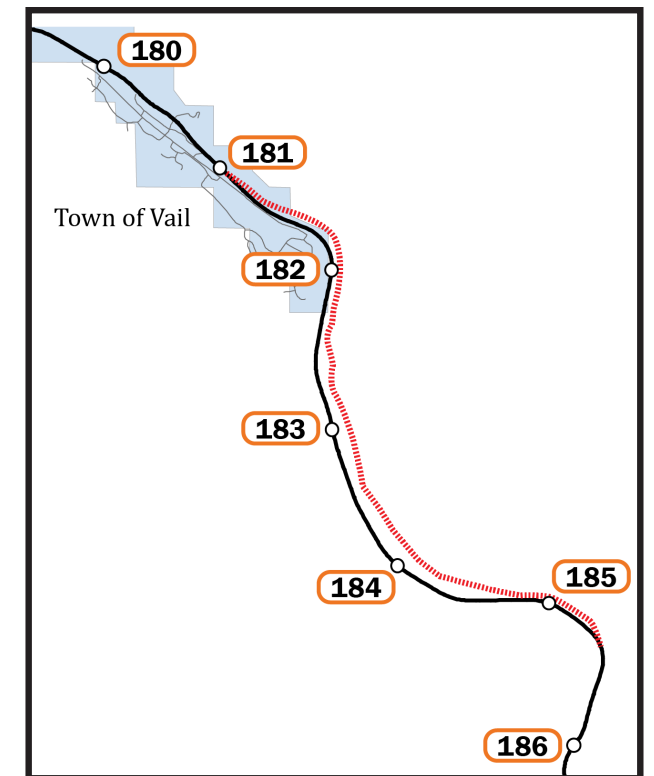
ALTERNATIVE 4

**AUXILIARY LANES WITH WESTBOUND I-70 REALIGNMENT, CURVE MODIFICATIONS, AND ITS IMPROVEMENTS**

This alternative is considered because it may address safety and operational issues along the corridor while minimizing impacts to the traveling public during construction.

The alternative consists of:

- Widening I-70 in both eastbound and westbound directions to provide three lanes between the East Vail and Shrine Pass interchange with standard shoulder widths.
- Westbound I-70 would be realigned to the location of the Vail Pass Recreation Trail (the Old US 6 alignment) between mile posts 182 and 185.4, which would avoid the challenges of maintaining traffic during the reconstruction of most of the I-70 bridges.
- Relocate the Vail Pass Recreation Trail.
- Eastbound I-70 may be widened in the current location or shifted to the current westbound I-70 alignment with geometric modifications to flatten the curves with design deficiencies and the highest identified crash patterns.
- ITS equipment would be installed along the I-70 corridor and would include:
  - » Upgraded power and communications
  - » Additional Variable Message Signs
  - » Variable speed limit signs
  - » Lane closure signage



**ELIMINATED**