



Level 1 Screening Criteria			No Action Alternative	ALTERNATIVE 1 Existing Two Lanes with Curve Modifications and Intelligent Transportation System (ITS) Improvements	ALTERNATIVE 2 Auxiliary Lanes with Full Shoulders, Curve Modifications, and ITS Improvements	ALTERNATIVE 3 Existing Two Lanes with Operational Lanes and Curve Modifications and ITS Improvements	ALTERNATIVE 4 Auxiliary Lanes with Westbound I-70 Realignment, Curve Modifications, and ITS Improvements
Purpose and Need	Safety	Does the alternative reduce crashes?	NO No change in roadway conditions or traffic disruptions	YES Curve modifications reduce crashes related to curve geometry	YES Auxiliary lanes, curve modifications, and full shoulders address safety issues	YES Curve modifications and wide outside shoulder for majority of time address safety issues	YES Auxiliary lanes, curve modifications, and full shoulders address safety issues
	Operations	Does the alternative improve traffic flow?	NO No change in roadway characteristics or conditions that create disruptions in traffic flow	NO No change in other roadway characteristics or conditions that create disruptions in traffic flow	YES Three travel lanes reduce traffic flow turbulence and provide area for incidents while maintaining two lanes of traffic	NO Majority of time only two travel lanes, which does not reduce disruptions in traffic flow	YES Three travel lanes reduce traffic flow turbulence and provide area for incidents while maintaining two lanes of traffic
		Does the alternative maintain or improve access for emergency response?	YES Existing levels of emergency access maintained, but no improvements	YES Lane closure system with ITS signage improves access for emergency response	YES Full shoulders maintained and lane closure system with ITS signage improves access for emergency response	YES Wide outside shoulder for majority of time and lane closure system with ITS signage Improves access for emergency response outside of travel lanes	NO While lane closure system improves access for emergency response, the loss of emergency cross overs does not maintain or improve current emergency response access
		Does the alternative reduce number of full closures?	NO No reduction in crashes or change in roadway characteristics that contribute to full closures	YES Slight reduction in full closures with reduced crashes related to curve geometry	YES Reduction in full closures with reduced crashes	YES Reduction in full closures with reduced crashes	YES Reduction in full closures with reduced crashes
Additional Core Values	Enhanced Environment	Does the alternative maintain existing terrestrial wildlife connectivity?	YES Existing terrestrial wildlife connectivity maintained	YES Existing terrestrial wildlife connectivity maintained	NO Existing terrestrial wildlife connectivity maintained in the lower half of the corridor; the addition of a third lane increases the barrier effect in the upper half of the corridor.	NO Existing terrestrial wildlife connectivity maintained in the lower half of the corridor; the addition of a third lane increases the barrier effect in the upper half of the corridor.	NO Change in westbound I-70 alignment does not maintain existing terrestrial wildlife connectivity as the WB bridges on the lower half of the corridor would be removed.
	Recreation	Does the alternative include trail relocation away from directly adjacent to I-70?	NO Trail remains in existing location directly adjacent to I-70	NO Trail remains in existing location directly adjacent to I-70	YES Widening I-70 requires trail relocation	YES Widening I-70 requires trail relocation	YES Widening I-70 requires trail relocation
	Collaborative Decision-making	Is the alternative consistent with the Record of Decision (ROD)?	NO ROD includes recommendation for auxiliary lanes	NO ROD includes recommendation for auxiliary lanes	YES ROD includes recommendation for auxiliary lanes	NO ROD includes recommendation for auxiliary lanes	NO Change in westbound I-70 alignment is not consistent with ROD
SUMMARY OF RESULTS			Retained Baseline Comparison	Eliminated	Retained	Eliminated	Eliminated
NOTES				Does not meet Purpose and Need because it does not address I-70 operational issues and does not address Core Values because it is inconsistent with the ROD	The addition of a third lane increases the distance for wildlife to cross and mitigation for this impact will be included in the refinements of the alternative	Does not meet Purpose and Need because it does not address I-70 operational issues with only two travel lanes open majority of the time and does not address Core Values because it is inconsistent with the ROD	Does not meet Purpose and Need because it does not maintain existing emergency access and does not address Core Values because it does not maintain existing terrestrial connectivity and is inconsistent with the ROD