



Draft Level 1 Alternatives Evaluation Summary Sheet

Criteria Questions:

“Yes” – The alternative meets or has the potential to meet the criteria in question.

“Neutral” – The alternative would likely not affect the criteria in question.

“No” – The alternative would likely negatively affect the criteria in question.

“Carried Forward” – The alternative is carried forward to Level 2 evaluation.

“Removed as a Standalone Alternative” – The alternative is removed from consideration, but elements are carried forward for incorporation into other alternatives during Level 2 evaluation.

“Removed from Consideration” – The alternative is removed from consideration. No elements unique to the alternative are carried forward.

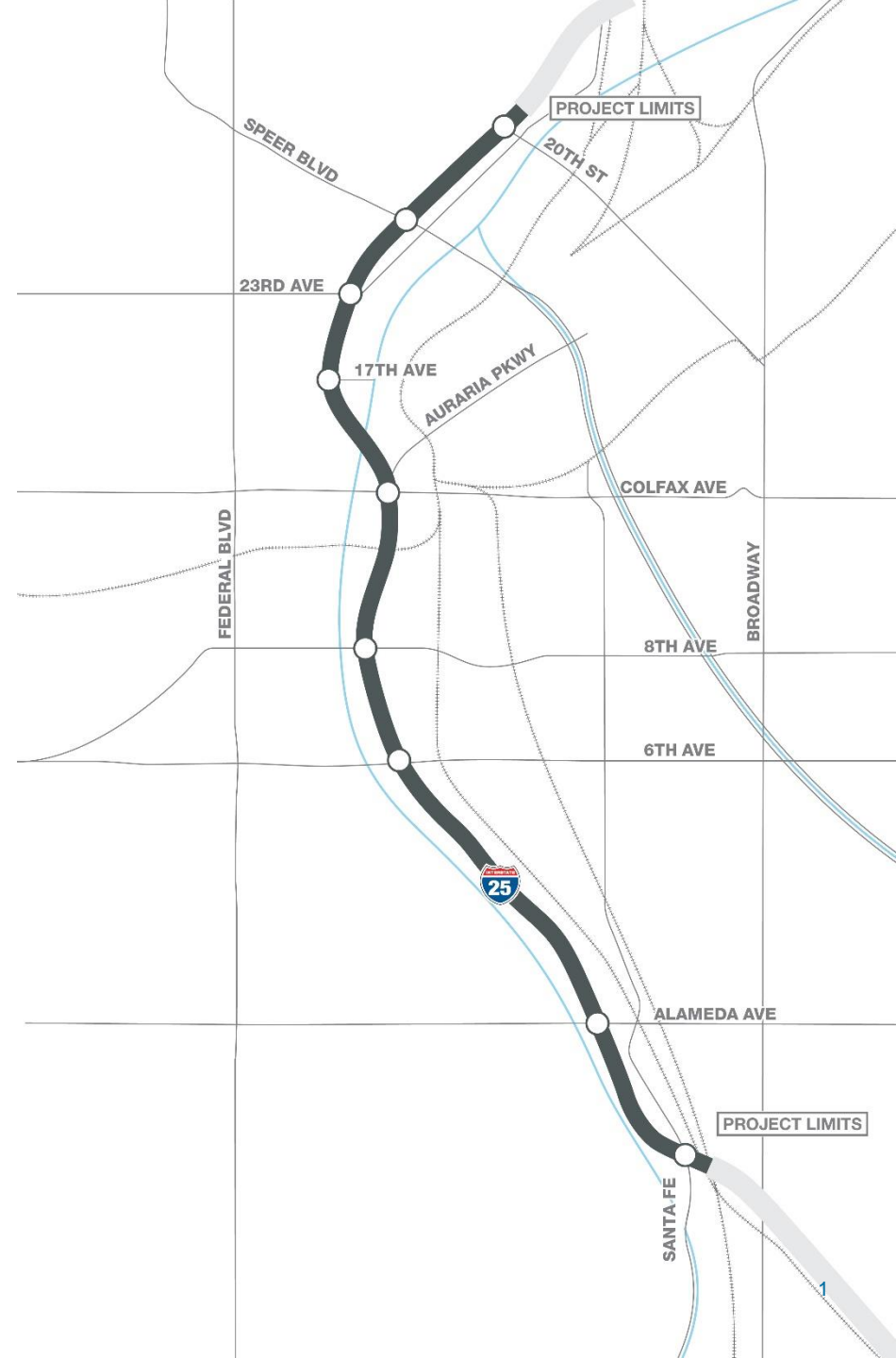
Alternative	Safety	Congestion	Travel Time Reliability	Access	Cross Connectivity	Summary of Results
No Action	Neutral	Neutral	Neutral	Neutral	Neutral	Carried Forward
I-25 Reroute with Urban Boulevard	No	No	No	Neutral	Neutral	Removed from Consideration
Lane Reductions	Neutral	No	Yes	Neutral	Neutral	Removed from Consideration
Shoulder Lane Use	No	Yes	Neutral	Neutral	Neutral	Removed as a Standalone Alternative
I-25 Geometric Refinements	Yes	Yes	Yes	Yes	Neutral	Carried forward
I-25 Geometric Improvements	Yes	Yes	Yes	Yes	Neutral	Carried forward
I-25 Realignment	Yes	Yes	Yes	Neutral	Neutral	Carried forward
Additional General-Purpose Lanes	Yes	Yes	Yes	Neutral	Neutral	Carried Forward
Lane Conversion	Neutral	Neutral	Yes	Neutral	Neutral	Carried Forward
Added Express Lanes	Neutral	Yes	Yes	Neutral	Neutral	Carried Forward
Collector/Distributor Roads	Yes	Yes	Neutral	Yes	Yes	Carried Forward
Dedicated Transit Lanes	Yes	Yes	Yes	Neutral	Neutral	Carried Forward
New Transit Facility	Yes	Yes	Yes	Neutral	Neutral	Carried Forward
Multi-Level Highway	Yes	Yes	Yes	Yes	Yes	Carried Forward
Transportation Demand Management (TDM), Operational, and Intelligent Transportation Systems (ITS)	Yes	Yes	Yes	Neutral	Neutral	Carried Forward
Congestion Pricing	Yes	Yes	Yes	Neutral	Neutral	Carried Forward



No Action

This alternative presents the expected future condition if no action is taken. This includes reasonably planned mobility improvements in the region within the 2040 regional planning horizon. On I-25 Central, these projects include adding one additional lane on I-25 between Alameda Avenue and Walnut Street and interchange capacity improvements at the I-25 and Broadway interchange. This alternative is not the same as the existing condition.

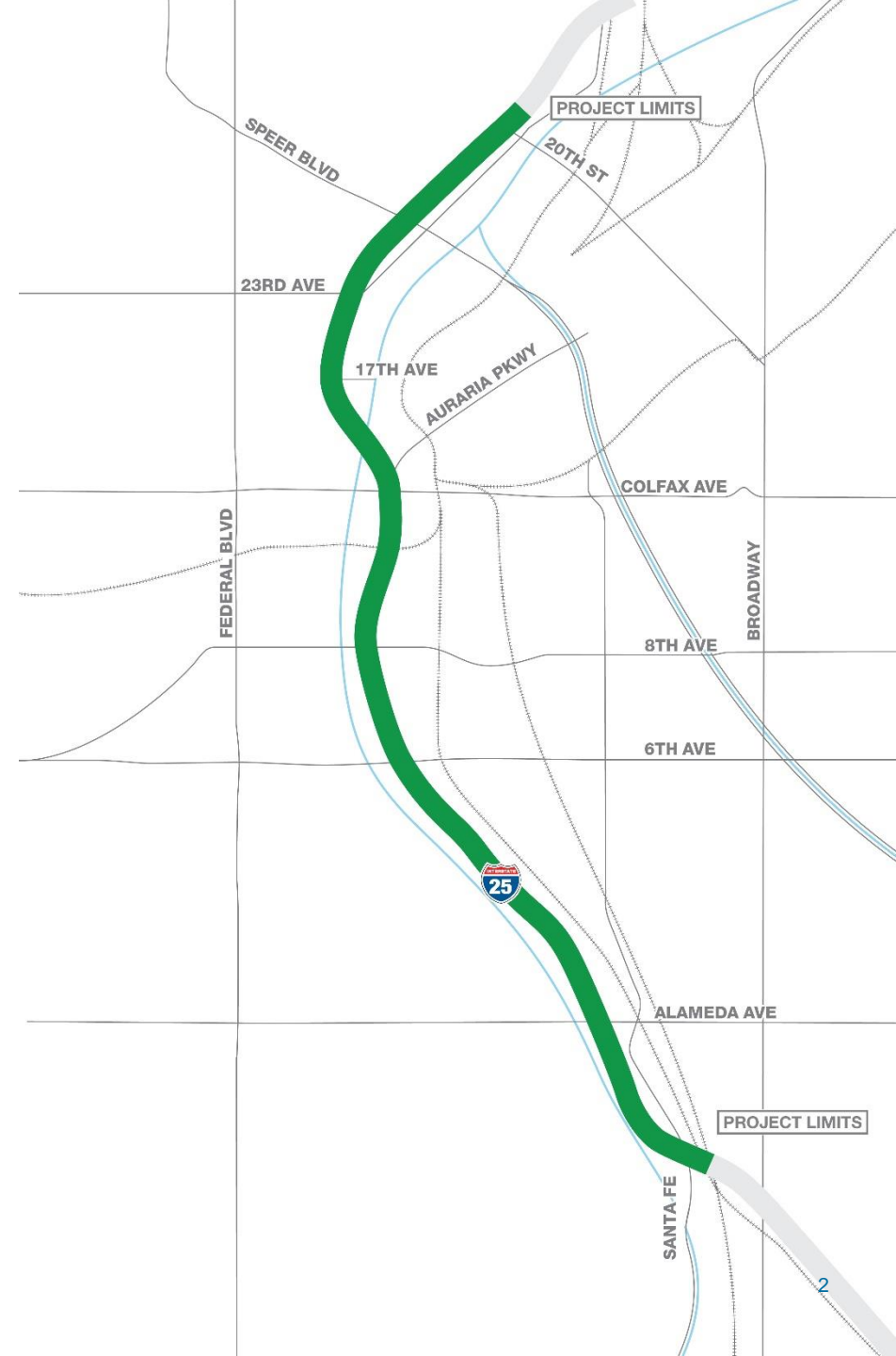
Criteria	Determination
Safety	Neutral
Congestion	Neutral
Travel Time Reliability	Neutral
Access	Neutral
Cross Connectivity	Neutral
Carried Forward	





I-25 Reroute with Urban Boulevard

This alternative would include the rerouting of regional traffic around the urban core of the City and replacement of the existing I-25 with an urban boulevard. Regional traffic would be rerouted east using I-76, I-70, and I-225. A signalized urban boulevard would be created from approximately 20th Street to US 85/Santa Fe Drive that connects to the existing surface grid.



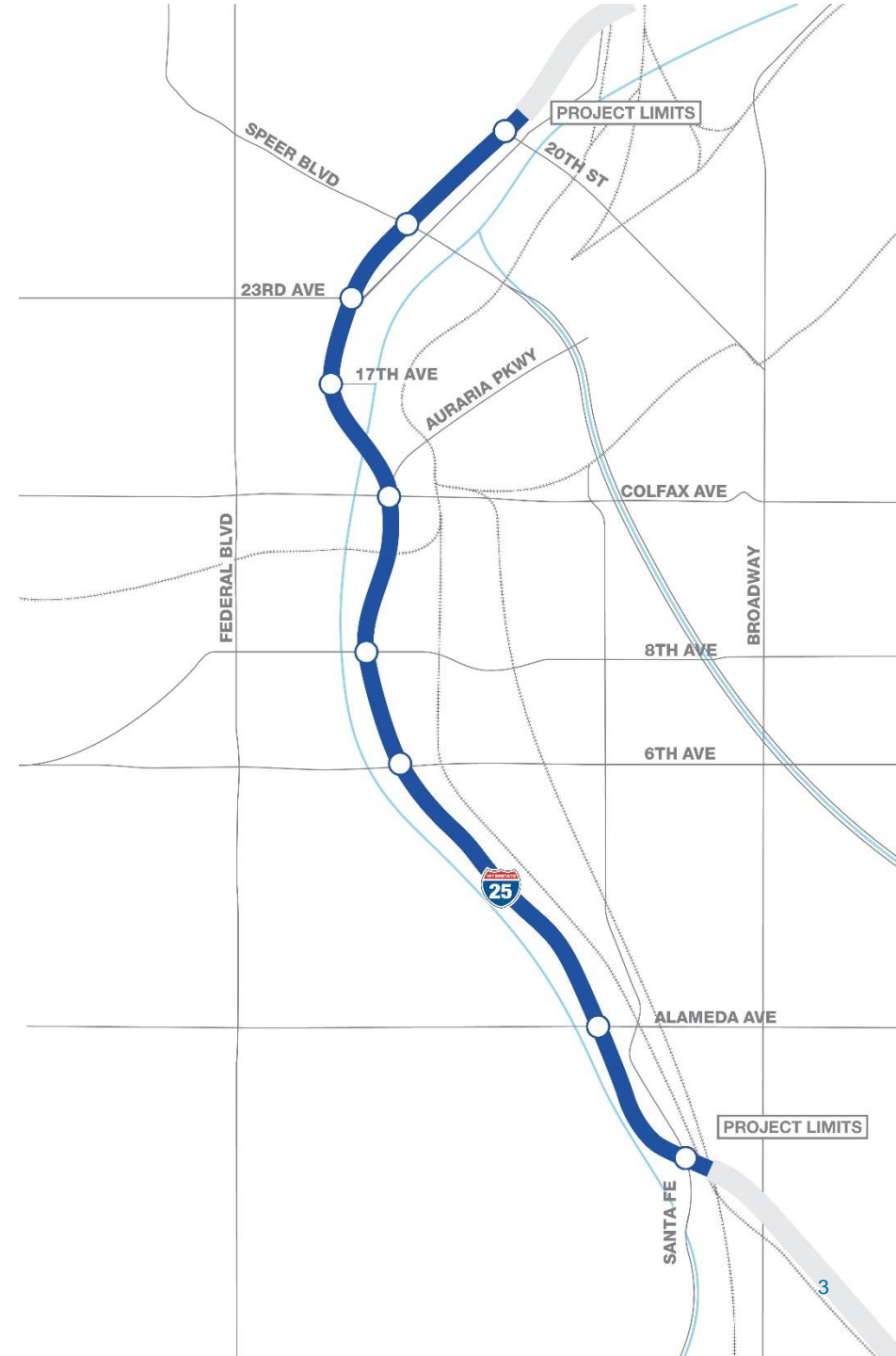
Criteria	Determination
Safety	No
Congestion	No
Travel Time Reliability	No
Access	Neutral
Cross Connectivity	Neutral
Removed from Consideration	



Lane Reductions

This alternative proposes removal of travel lanes to implement a more standard cross section (as achievable within the existing ROW).

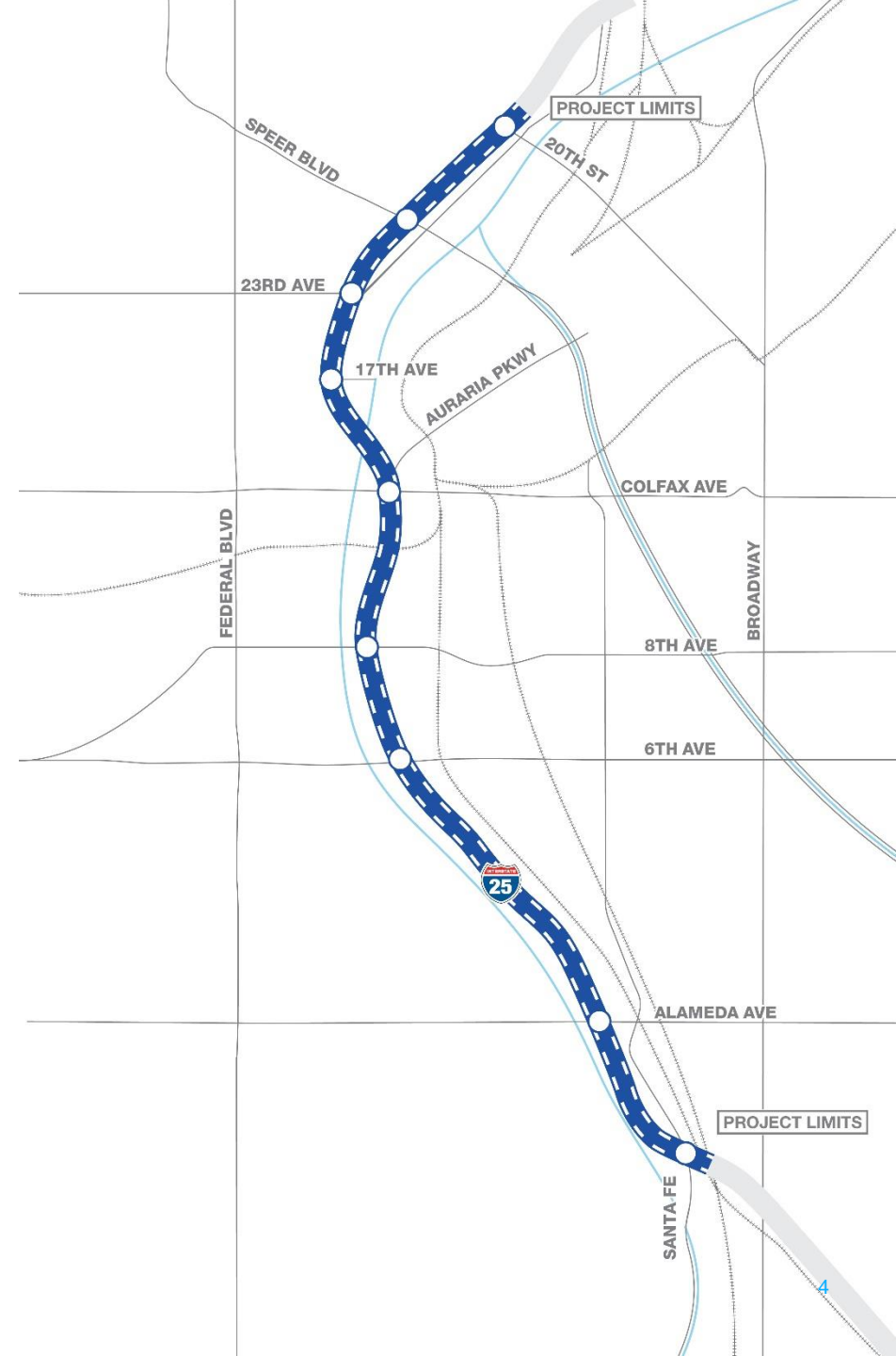
Criteria	Determination
Safety	Neutral
Congestion	No
Travel Time Reliability	Yes
Access	Neutral
Cross Connectivity	Neutral
Removed from Consideration	





Shoulder Use Lane

This alternative would bring shoulders up to standard, or construct new shoulders as needed to be used as flexible travel lanes during peak periods. Current shoulder space is inconsistent along the existing freeway between 20th Street and Santa Fe Drive/US 85.

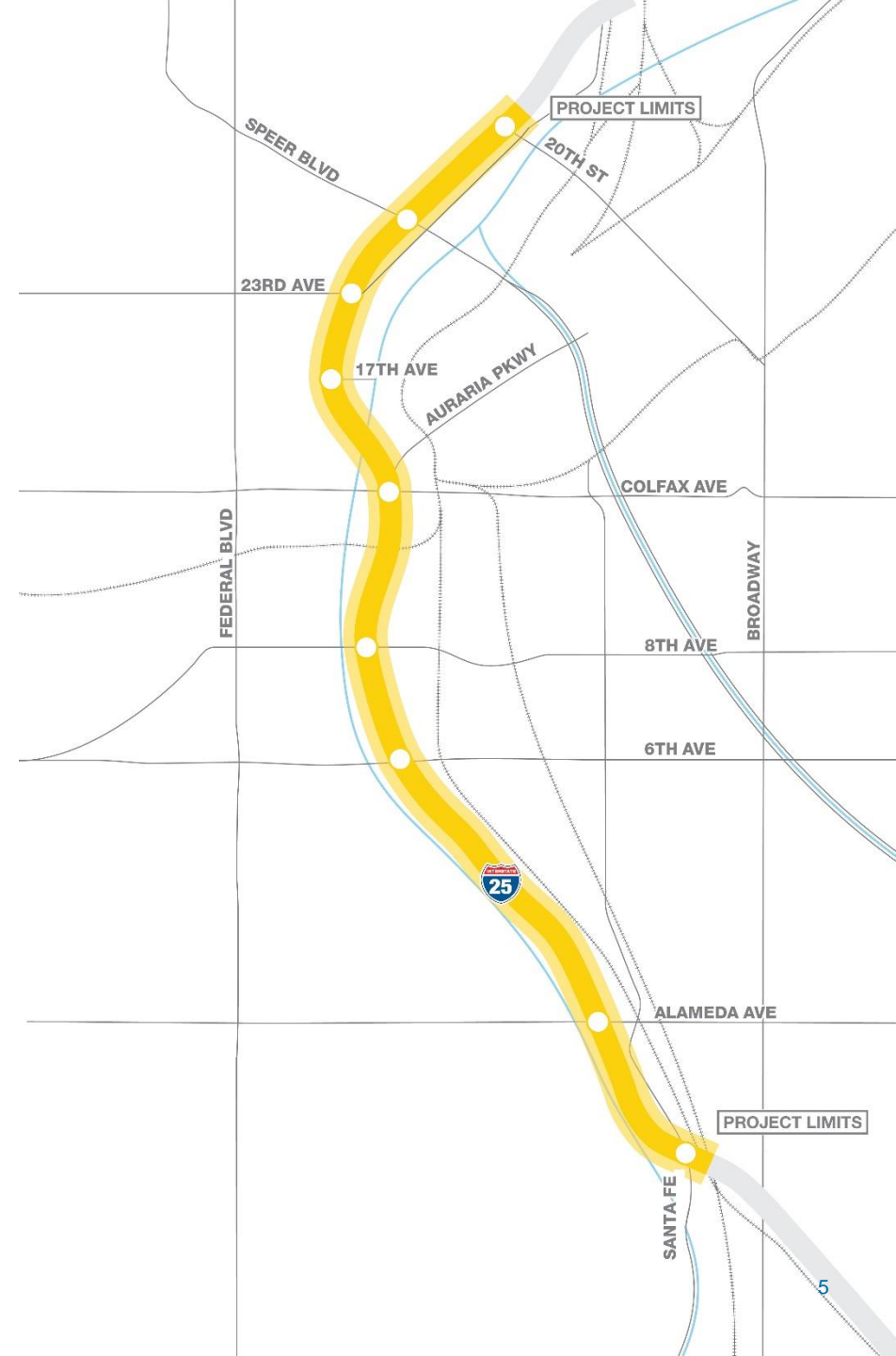


Criteria	Determination
Safety	No
Congestion	Yes
Travel Time Reliability	Neutral
Access	Neutral
Cross Connectivity	Neutral
Removed as a Standalone Alternative	



I-25 Geometric Refinements

This alternative would provide geometric refinements along the existing alignment. The intent of this alternative is to implement a more standard cross section (if achievable) with standard lane widths, shoulders, ramp lengths, etc. to the extent possible within the existing right of way, or with minimal additional right-of-way.

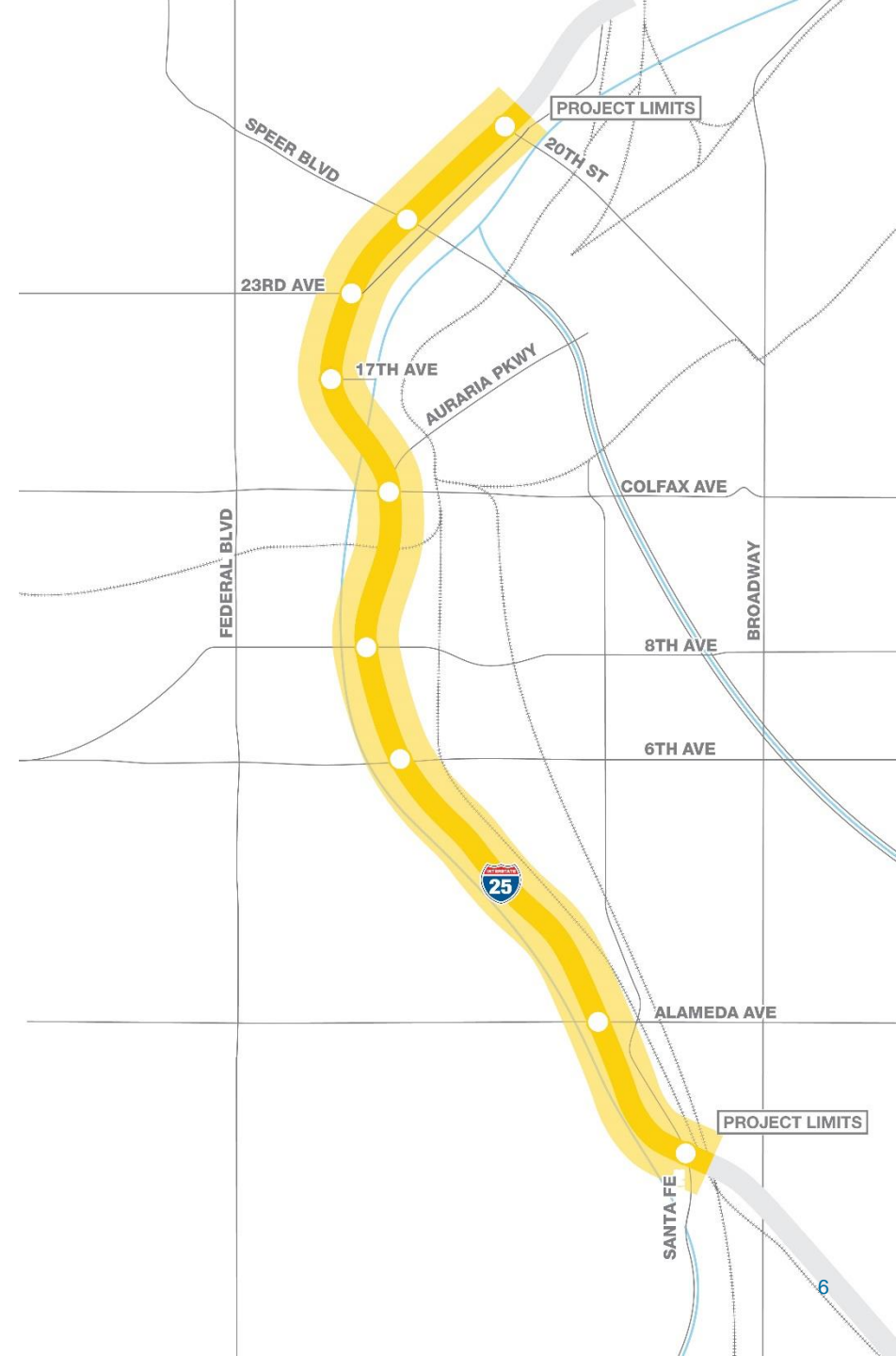


Criteria	Determination
Safety	Yes
Congestion	Yes
Travel Time Reliability	Yes
Access	Yes
Cross Connectivity	Neutral
Carried Forward	



I-25 Geometric Improvements

This alternative would provide major alignment alterations such as implementing a more standard cross section, improved access/egress ramp configurations, straightening curves, etc. Additional right-of-way would be acquired where necessary to achieve a standard cross section.

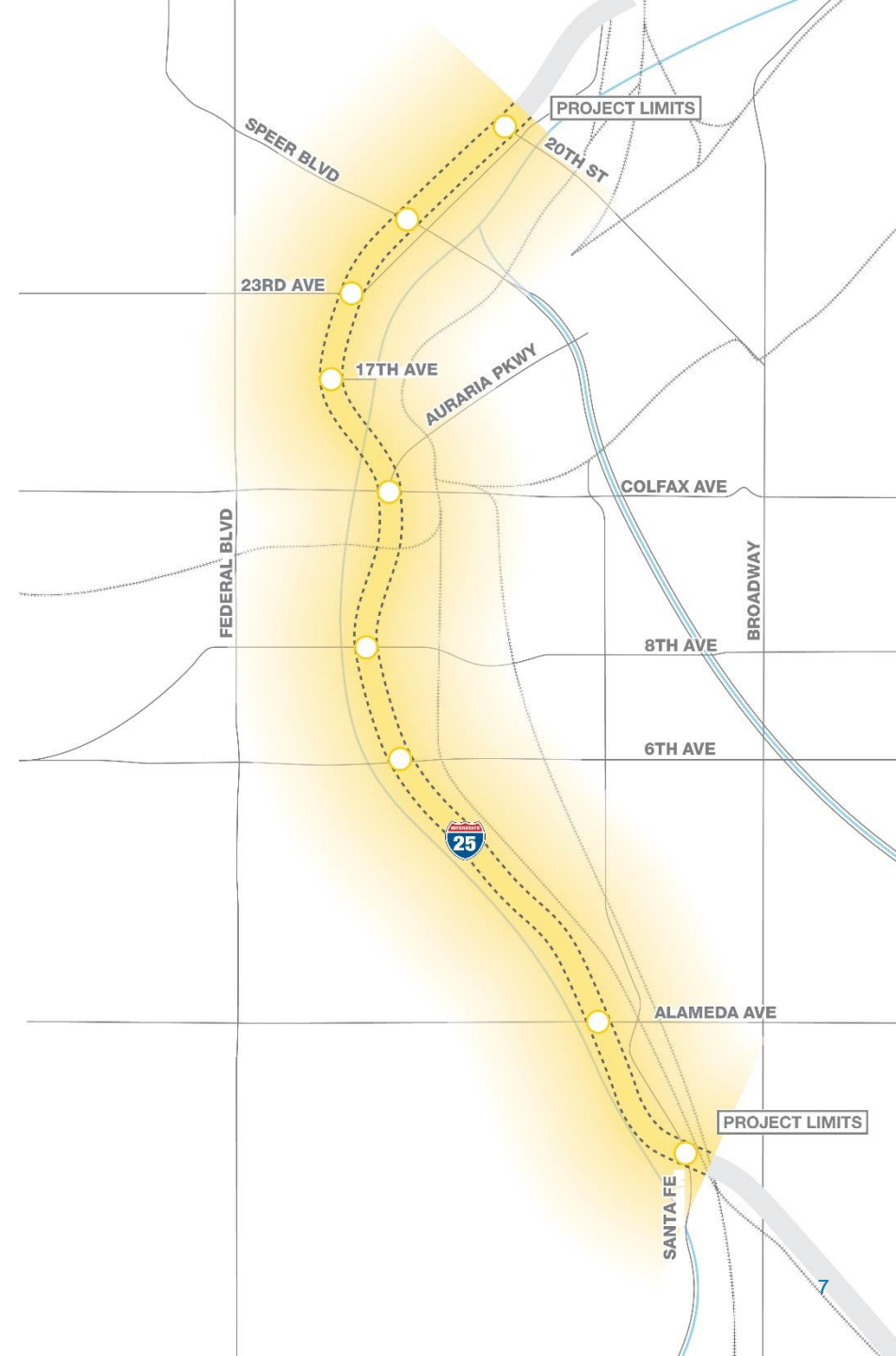


Criteria	Determination
Safety	Yes
Congestion	Yes
Travel Time Reliability	Yes
Access	Yes
Cross Connectivity	Neutral
Carried Forward	



I-25 Realignment

The alternative proposes the substantial realignment of the highway (new right-of-way) using the Consolidated Main Line (CML) or other corridor that may serve I-25 traffic.



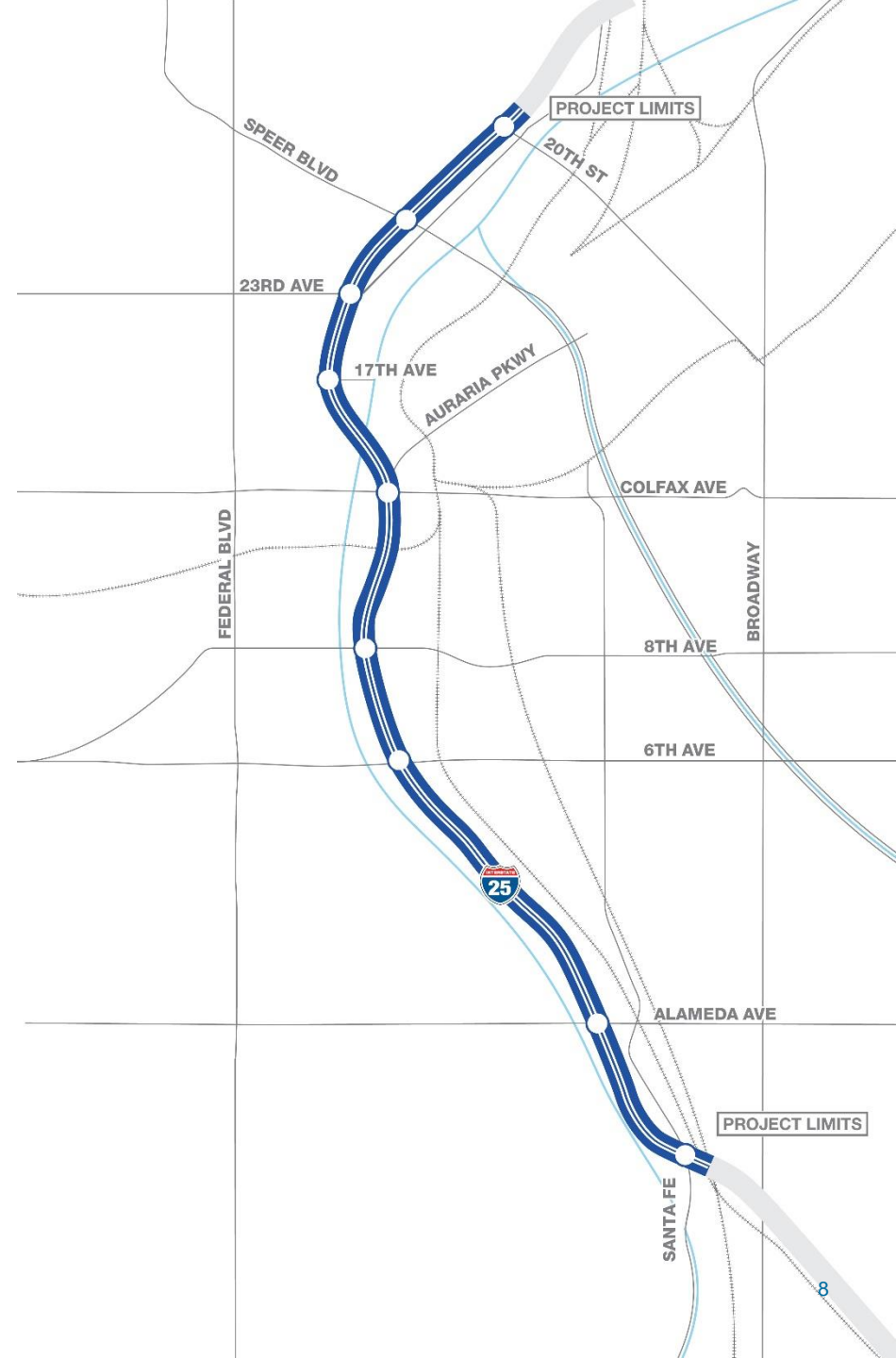
Criteria	Determination
Safety	Yes
Congestion	Yes
Travel Time Reliability	Yes
Access	Neutral
Cross Connectivity	Neutral
Carried Forward	



Lane Conversion

This alternative proposes converting existing general-purpose lanes to express lanes.

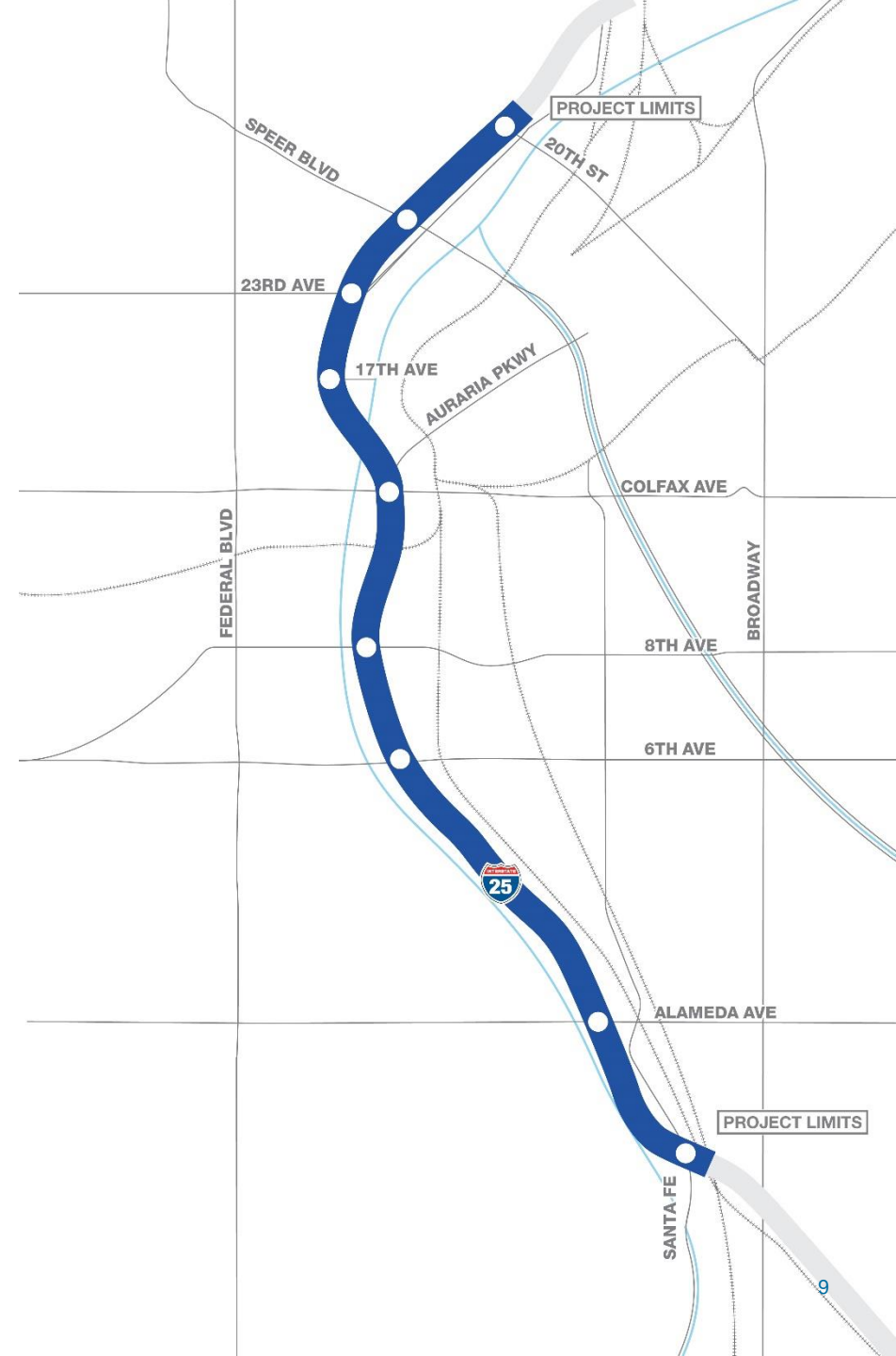
Criteria	Determination
Safety	Neutral
Congestion	Neutral
Travel Time Reliability	Yes
Access	Neutral
Cross Connectivity	Neutral
Carried Forward	





Additional General-Purpose Lanes

This alternative proposes adding travel lanes to the freeway that could be used by any driver or vehicle type.



Criteria	Determination
Safety	Yes
Congestion	Yes
Travel Time Reliability	Yes
Access	Neutral
Cross Connectivity	Neutral
Carried Forward	



Added Express Lanes

This alternative proposes adding travel lanes to the highway that could be used by regional (through) traffic or managed for specific users such as high occupancy vehicles (HOV), tolled vehicles, etc.

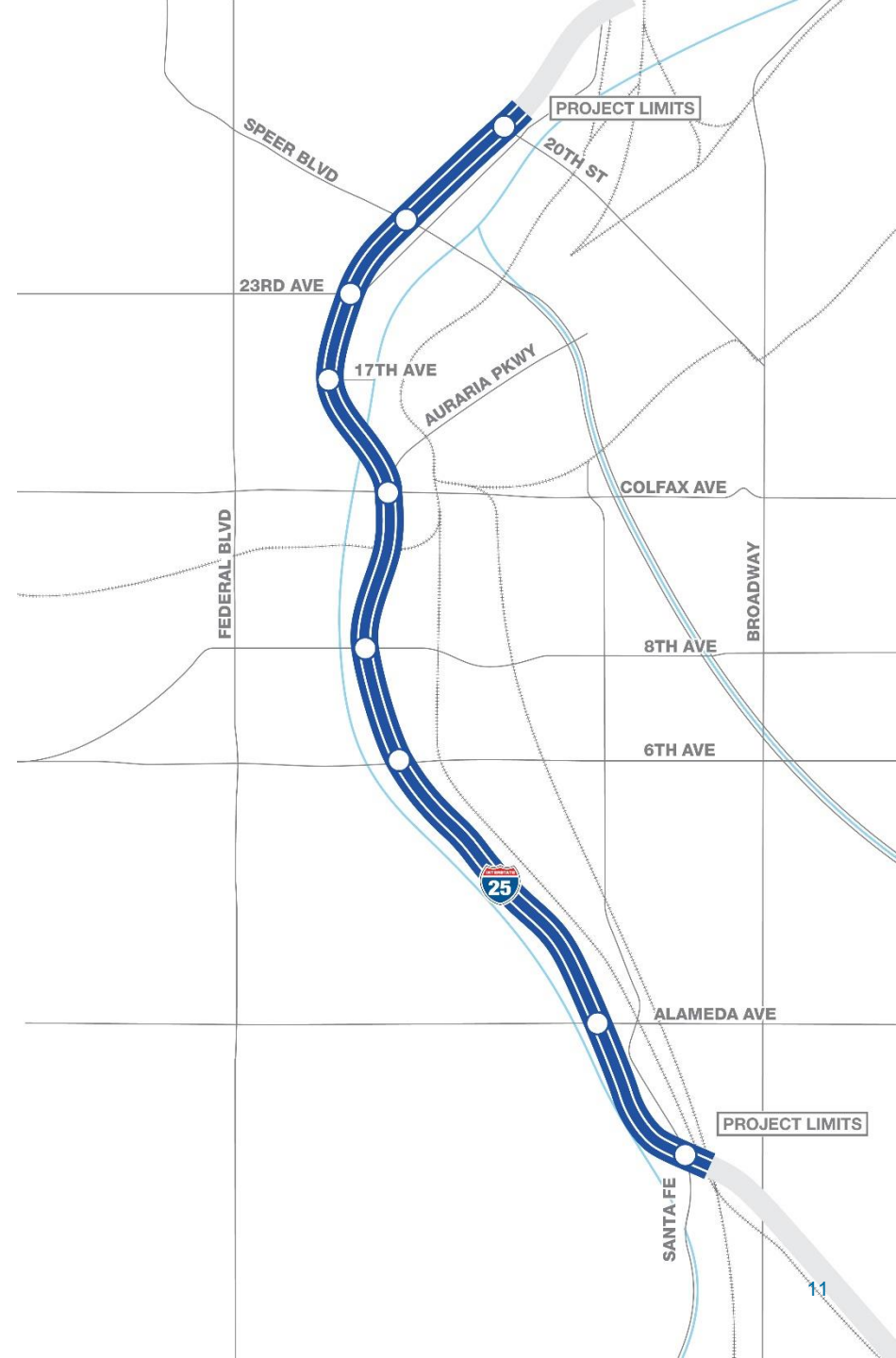


Criteria	Determination
Safety	Neutral
Congestion	Yes
Travel Time Reliability	Yes
Access	Neutral
Cross Connectivity	Neutral
Carried Forward	



Dedicated Transit Lanes

This alternative proposes adding travel lanes to the highway that are for transit only (bus, express bus, BRT, or other new technology type, etc.).

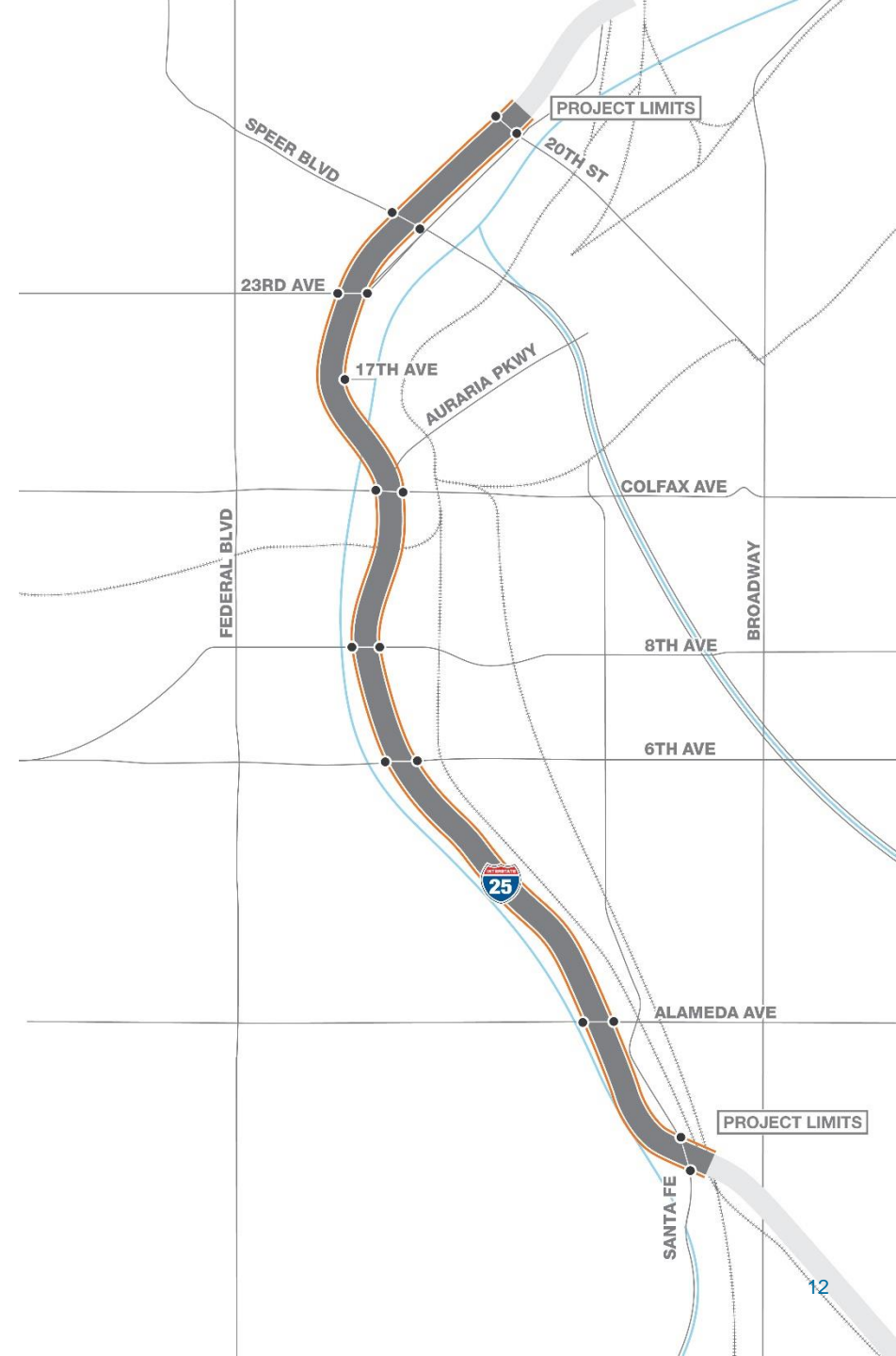


Criteria	Determination
Safety	Yes
Congestion	Yes
Travel Time Reliability	Yes
Access	Neutral
Cross Connectivity	Neutral
Carried Forward	



Collector/Distributor Roads

This alternative would add a system of roads adjacent to the highway which could allow for the consolidation of access.

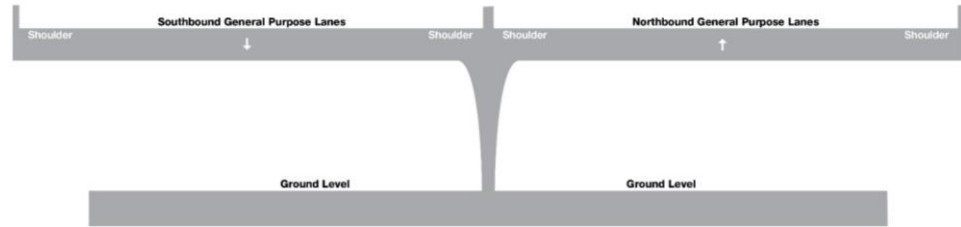


Criteria	Determination
Safety	Yes
Congestion	Yes
Travel Time Reliability	Neutral
Access	Yes
Cross Connectivity	Yes
Carried Forward	

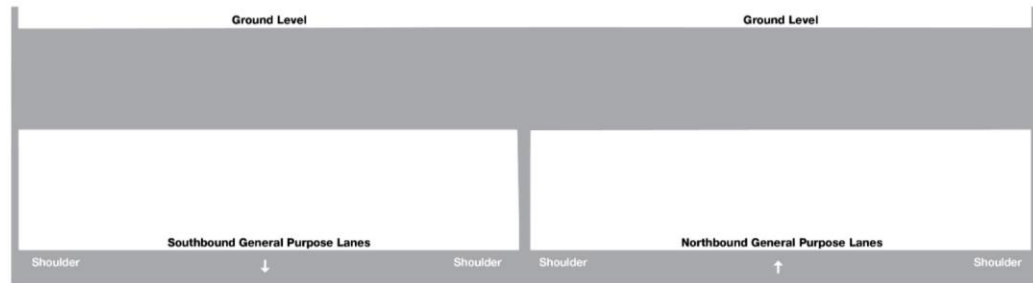
Multi-Level Highway

This alternative would include reconstruction of the existing I-25 as a viaduct (elevated), tunnel, or an open lowered freeway. These improvements may be consistent throughout the corridor or only proposed in specific segments.

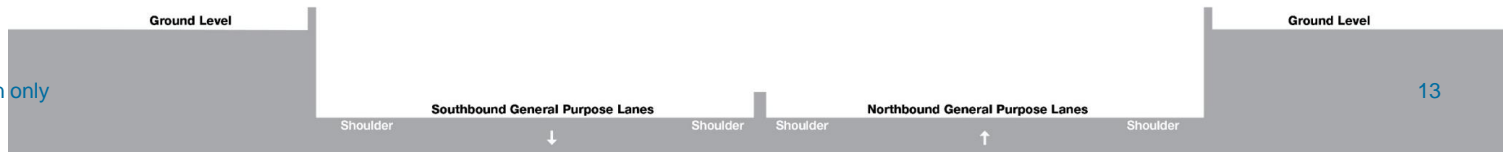
Example of a Typical Viaduct Section



Example of a Typical Tunnel Section



Example of a Typical Lowered Section



Criteria	Determination
Safety	Yes
Congestion	Yes
Travel Time Reliability	Yes
Access	Yes
Cross Connectivity	Yes
Carried Forward	

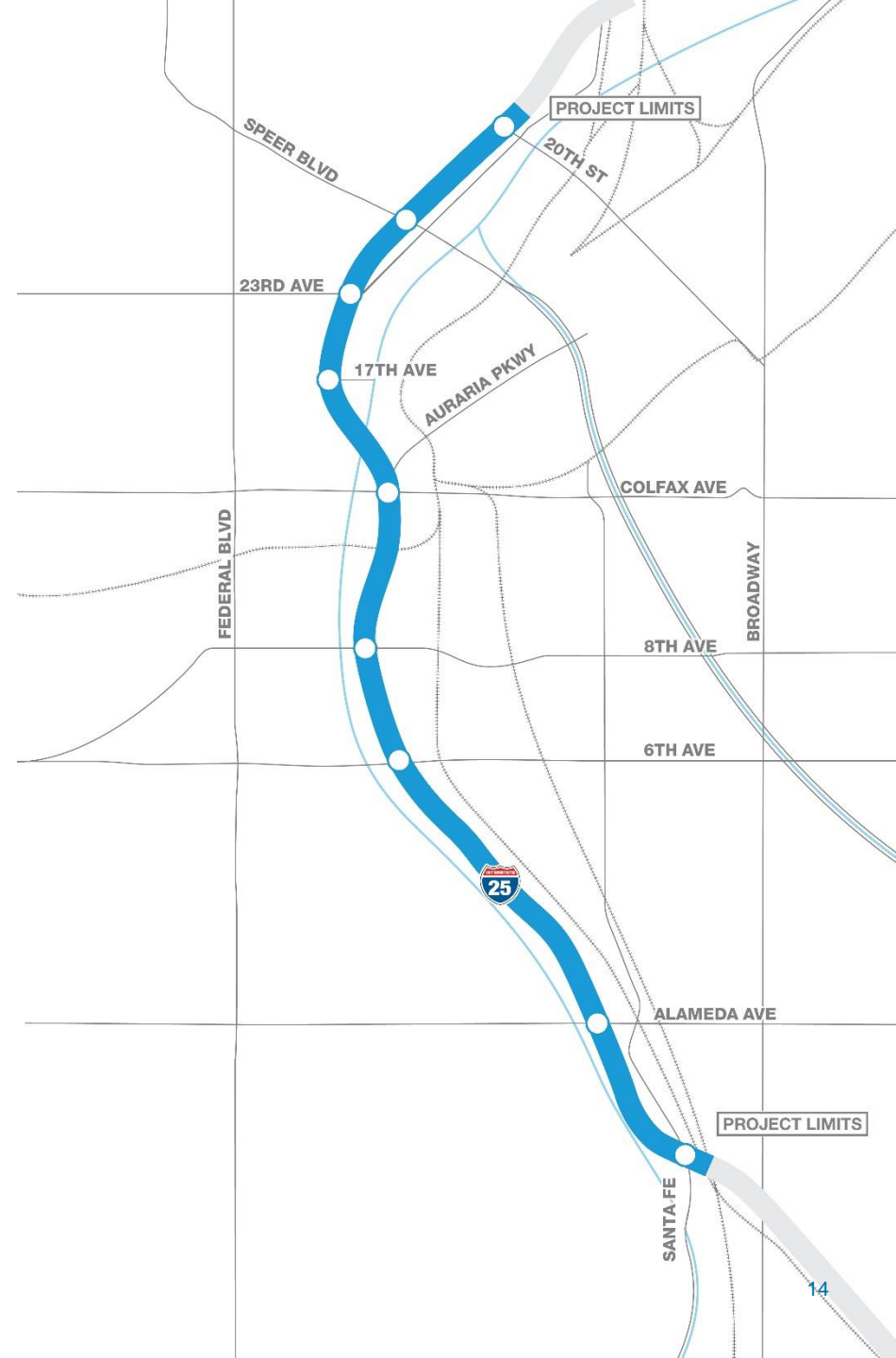


I-25 Central PEL

Transportation Demand Management (TDM), Operational, and Intelligent Transportation Systems (ITS)

This alternative includes strategies designed to reduce travel demand and improve the use of the current transportation system, while reducing the need for major capital investments. TDM strategies would address traffic congestion by reducing travel demand rather than increasing transportation capacity. TDM programs provide user information, incentives, and encourage behavior change to reduce travel demand. ITS improvements may include active traffic management (ATM), variable message signs (VMS), and variable speed limits to help improve traffic flow on the existing transportation system.

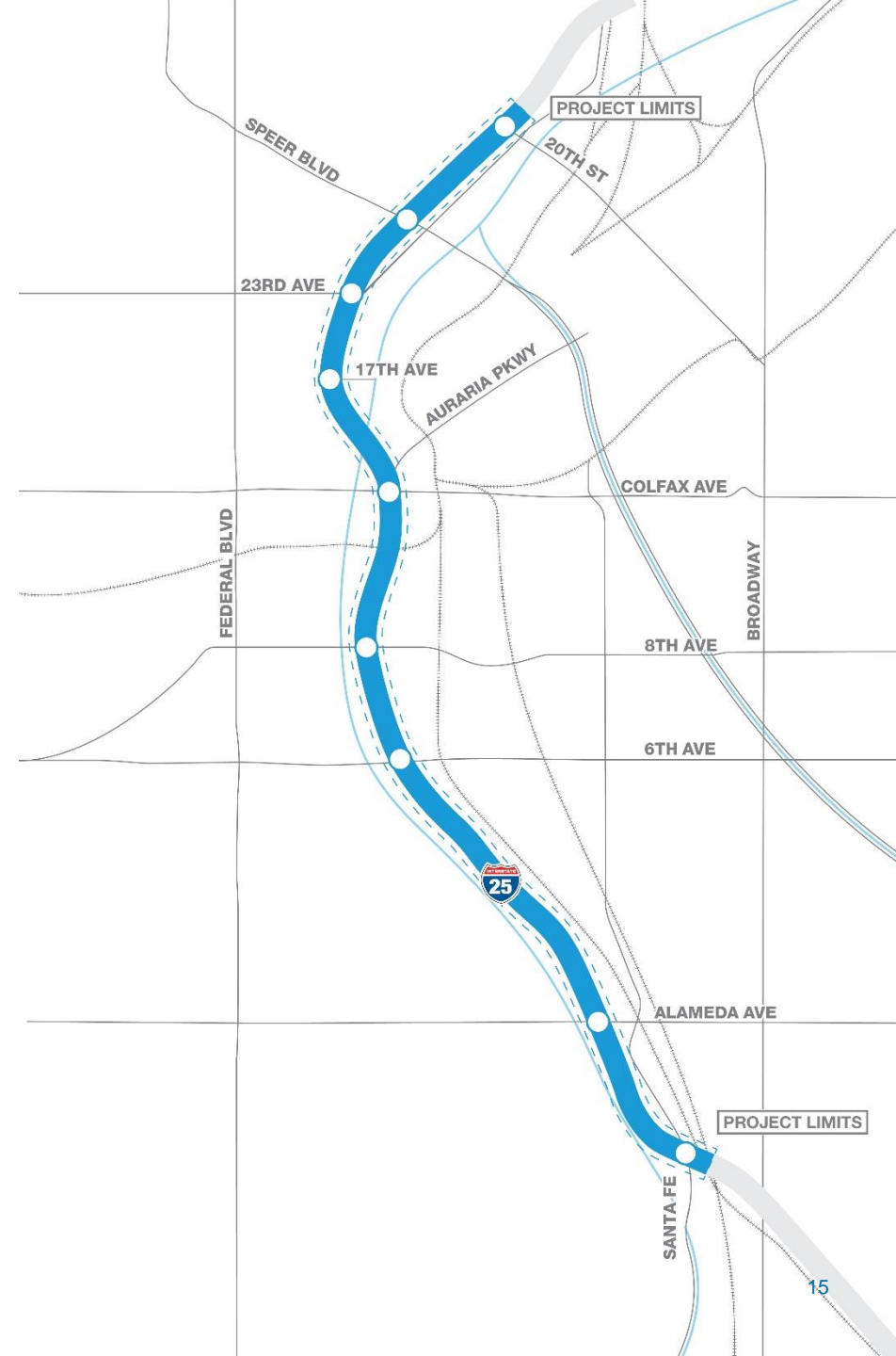
Criteria	Determination
Safety	Yes
Congestion	Yes
Travel Time Reliability	Yes
Access	Neutral
Cross Connectivity	Neutral
Carried Forward	





Congestion Pricing

This alternative proposes a mechanism to reduce peak congestion by shifting or reducing trips to off-peak times by implementing variable charges during the commuter peaks. These charges may apply to specific lanes of a roadway (similar to express toll lanes); variable tolls on an entire roadway; cordon charges that require a toll to enter a congested area of the city; or per mile charges in a specific congested area.



Criteria	Determination
Safety	Yes
Congestion	Yes
Travel Time Reliability	Yes
Access	Neutral
Cross Connectivity	Neutral
Carried Forward	



New Transit Facility

This alternative includes the construction of a high capacity transit facility (rail or other new technology type). The new transit facility may be located adjacent to the I-25 corridor (in new ROW) or follow another corridor in the region depending on the transit corridors' ability to serve similar origins and destinations as I-25.

Criteria	Determination
Safety	Yes
Congestion	Yes
Travel Time Reliability	Yes
Access	Neutral
Cross Connectivity	Neutral
Carried Forward	

