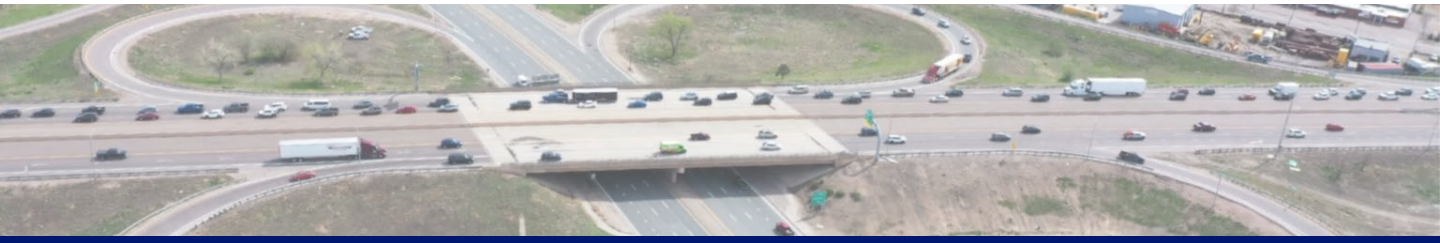
I-270 Corridor Improvements



Welcome to the I-270 Corridor Improvements Project Open House

Find out what's going on with the I-270 project. Take a look at the different designs being considered. Talk with our project team, and let them know what you think. Your input matters and can help shape the future of I-270.

Your comments and insights are important

- Fill out and return a comment form
- Share your ideas with project team members
- Send an email or call the hotline with your comments

Thank you for taking the time to get involved in the I-270 Corridor Improvements project

Project team members will be available throughout the meeting to talk with you and answer your questions.
If you need translation services, child care, or any other assistance please let a staff member know.

Scan for project website

I-270 Corridor Improvements

How to get involved

Please fill out a comment form, either now or later on the website, to let us know how you think the project is coming along and any suggestions to improve the project or process. We are listening!

How you can help

- Provide feedback, voice concerns, or offer support for specific project alternatives or design elements
- Keep informed, and let your friends and family know what is happening with the project
- Get the word out – let us know of events, media channels, or other gatherings where people may want to learn about the project
- Volunteer for our Stakeholder Working Group
- Participate in future meetings to hear the latest information and project updates

Attend
Future public meetings

Request
Project presentations, updates, or tours

Send an email
cdot_i270@state.co.us

Visit the website
ww.codot.gov/projects/i270

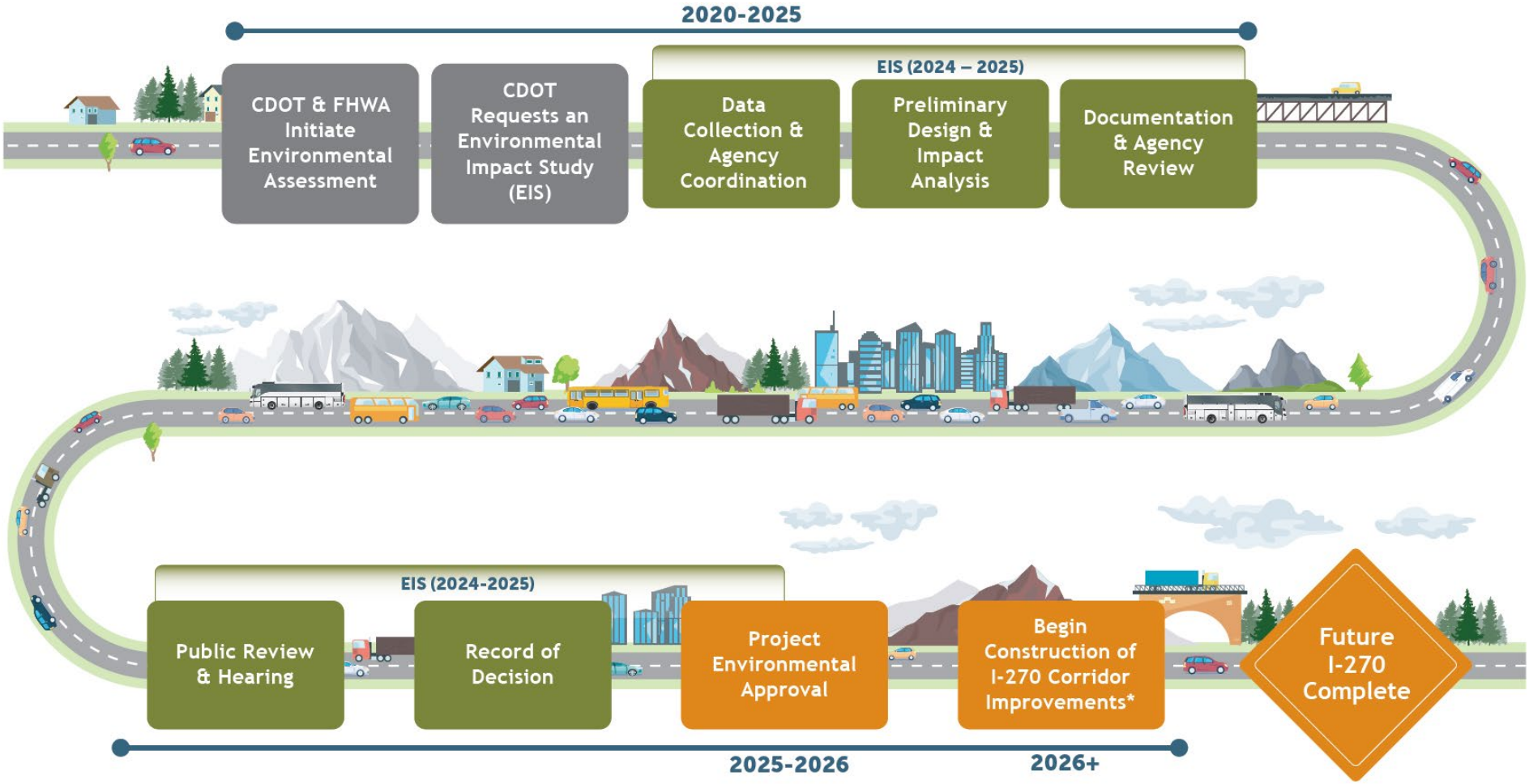
Subscribe to
Email distribution list

Call the hotline
303-512-4270

Scan for project website

Project Schedule

The community will have an opportunity to contribute throughout the entire process.



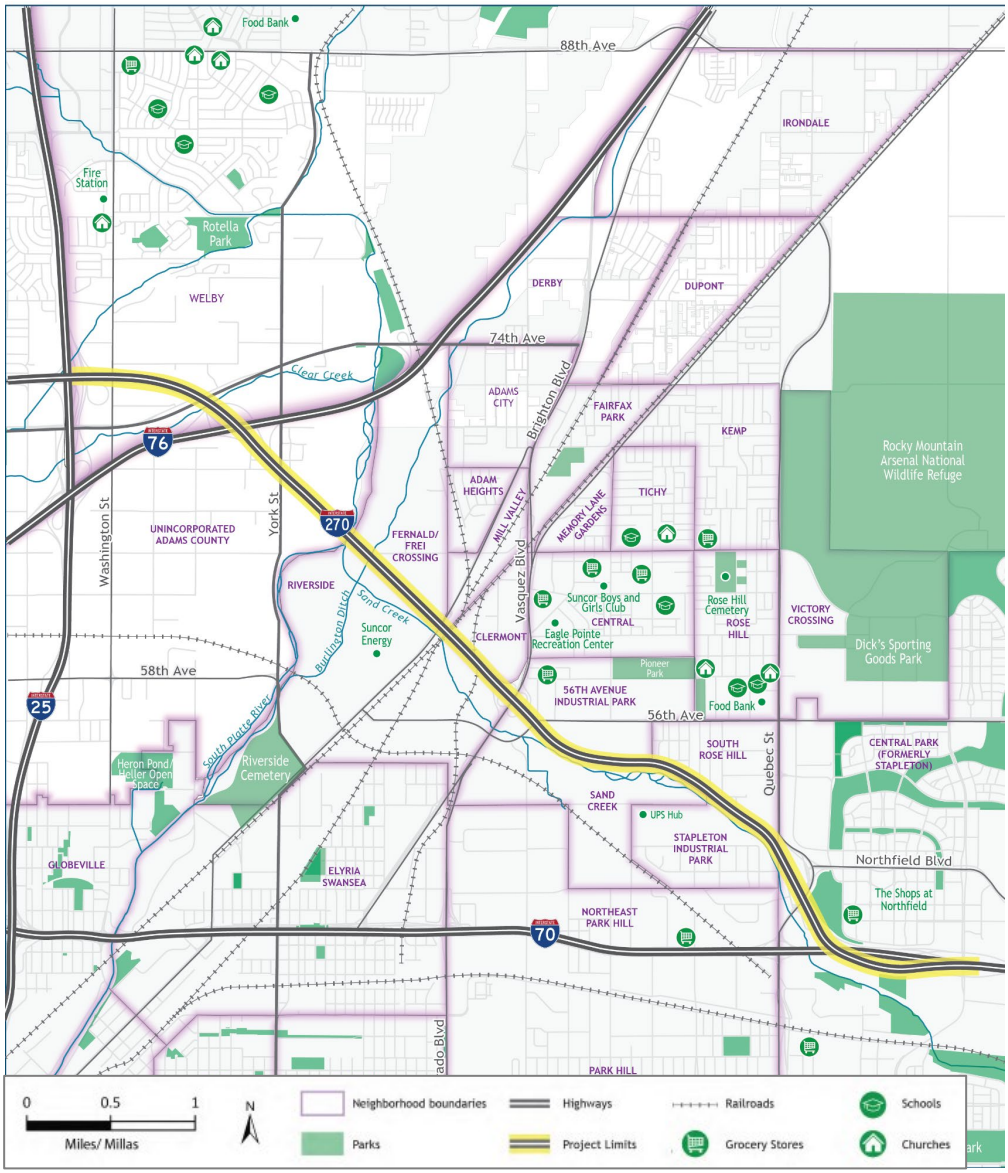
* CDOT will prioritize reconstruction of structures that have exceeded their useful life. Ongoing maintenance activities and emergency repairs will continue as needed until construction is complete.

Scan for project website

Project Background

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) are conducting an environmental study to evaluate transportation improvements for the I-270 corridor.

The project would improve traffic flow and safety on I-270; reconfigure interchanges and ramps; enhance bicycle and pedestrian connectivity across I-270; better accommodate transit; and replace aging bridges and other infrastructure in poor condition. The need for improvements has become more urgent as the infrastructure has deteriorated and traffic volumes have increased. Input from residents and businesses in the area, highway and transit users, and other interested groups on how to improve the corridor is needed.



An environmental study will:

- Identify potential design alternatives to address the needs
- Analyze the benefits and effects of the project on the environment and community
- Provide opportunities for meaningful public participation and representation

Scan for project website

Purpose and Need

The purpose of the I-270 Corridor Improvements project is to implement transportation solutions that modernize the I-270 corridor to accommodate existing and forecasted transportation demands.

Crash on I-270

Why are I-270 improvements needed?

- **Traveler safety**
- **Travel time and reliability**
- **Transit on the corridor**
- **Bicycle and pedestrian connectivity across I-270**
- **Freight operations**

Midday congestion on I-270

In addition to addressing project needs, CDOT, FHWA, and participating agencies have established a key project goal:

Minimize environmental and community impacts resulting from the project

Deteriorating bridge conditions on I-270 over Brighton Boulevard

Bridge deck failure on I-270 over the Burlington Canal

Scan for project website

Origin and Destination Study

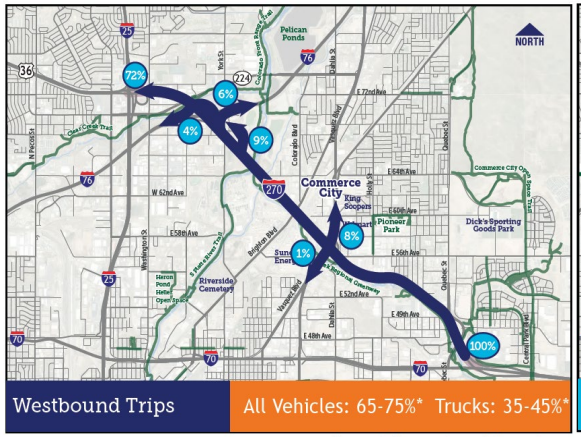
Percent of vehicles that travel the length of I-270

Through-trip traffic analysis was conducted from September to November 2021 to determine:

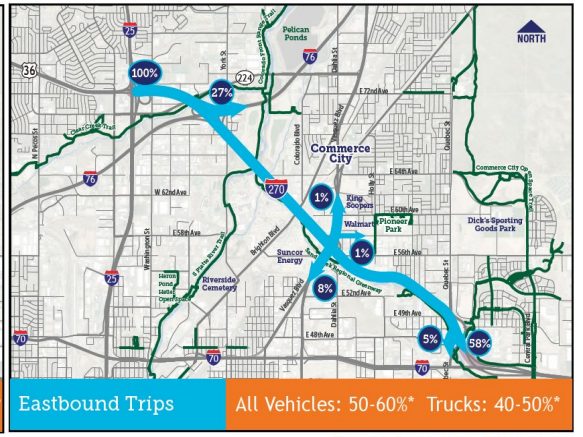
- Percent of traffic traveling on I-270 without stopping
- Percent of traffic traveling on I-270 diverting to other routes

Peak hour congestion avoidance on I-270

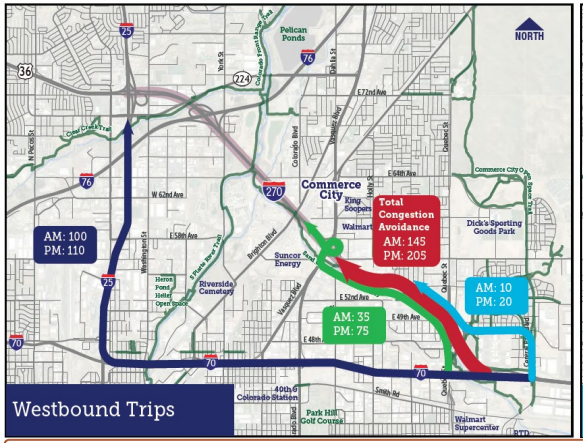
- Congestion on I-270 during peak hours causes some drivers to seek alternate routes
- Use of alternate routes increases traffic on local neighborhood streets and other highways, increasing the total distance vehicles travel
- 5-6% of all westbound vehicles and 4-5% of all eastbound vehicles use alternate routes during the peak hour

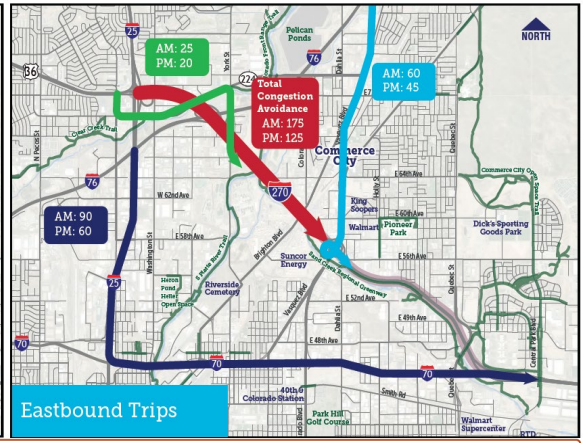


*Range indicates time-of-day variance



*Range indicates time-of-day variance





Congested I-270 Segment During Peak
Congestion Avoidance Routes

AM: XX
PM: XX
Peak Hour Vehicles

Scan for project website

Public Involvement Approach

Community input is essential for the success of the project, and the project team is dedicated to maintaining a transparent public involvement process. This approach aims to foster an atmosphere of openness and trust between the project team and the community.

What are the project's public involvement goals?

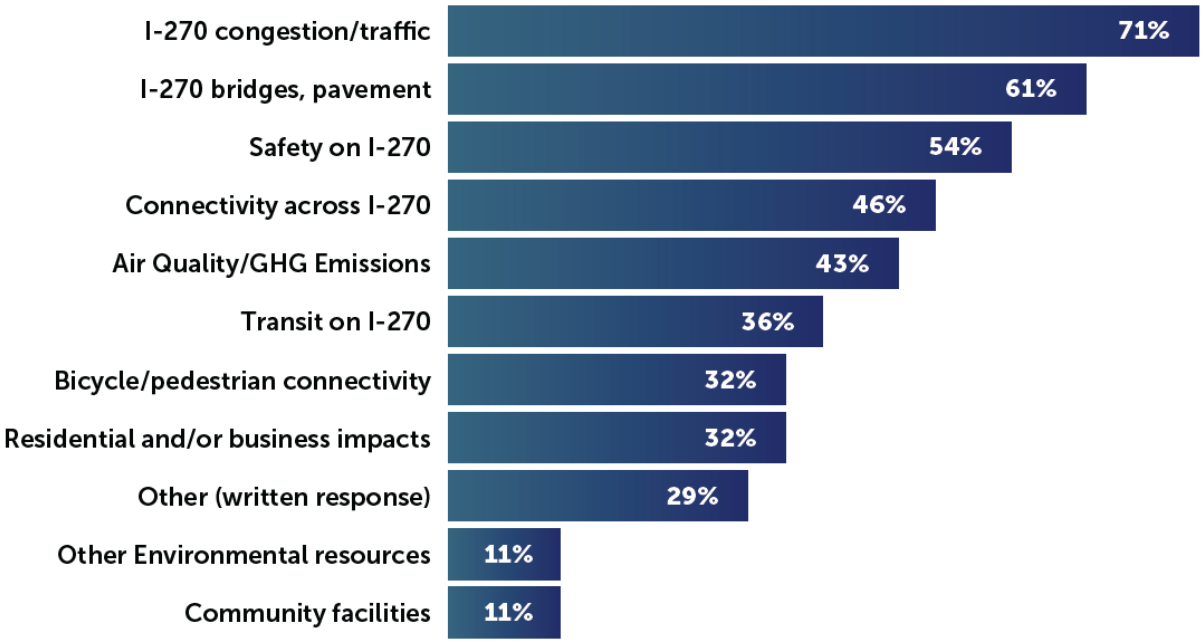
- Conduct extensive public outreach efforts to gather input from corridor users and the diverse populations along the project area.
- Ensure meaningful participation for all stakeholders in the decision-making process.
- Use a grassroots approach, such as setting up information tables, for neighborhoods directly impacted by I-270.
- Keep the public informed about ongoing work and consistently monitoring community concerns.
- Ensure that federal, state, regional, and local government agencies are well-informed at every stage of the process

What public involvement activities has CDOT conducted?

Scan for project website

Input received from the meeting and online comment forms

What are you most concerned about?



Traffic & Safety

- Poor pavement condition and potholes
- Poor bridge conditions
- Shoulders that don't have room to pull over safely
- Traffic at all times of the day

Environment & Community

- Community advocated for measures to improve air quality
- Minimize any adverse impacts to residential areas and local businesses

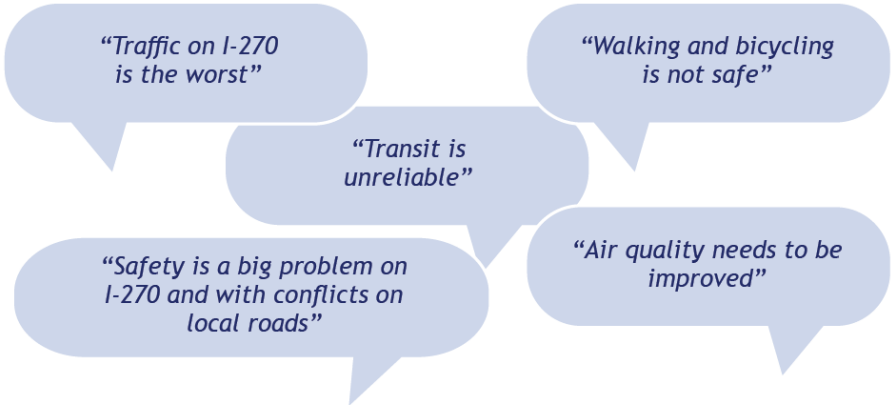
Connectivity

- Support for expansion of transit service and bicycle and pedestrian connectivity improvements
- Consider accessibility

Listening Sessions and Stakeholder Workshops

Listening Sessions (November/December 2023)

Project staff conducted listening sessions in English and Spanish at different locations near the project corridor to collect community input. Residents voiced several concerns during these sessions, including issues related to traffic and congestion, safety, environmental health, and connectivity.



Stakeholder feedback underscores the importance of developing comprehensive solutions that strike a balance among safety, traffic management, environmental concerns, and community well-being.

Stakeholder Workshops (February/March 2024)

The project is using an innovative community-centered bilingual planning process to engage stakeholders as thought-partners through a series of stakeholder workshops. This process began in February 2024 and will help CDOT and FHWA to better understand community values and visions for the project and surrounding neighborhoods. The stakeholder group will be engaged throughout the EIS process to guide CDOT and FHWA in developing, refining, and selecting the right solution for I-270 improvements. Let us know if you would like to be included.

The group identified key factors to make the project successful:

- Fixing I-270
- Improving neighborhood conditions
- Realizing community and environmental goals and addressing historical inequities
- Affected residents, businesses, and other stakeholders participating actively and having a "seat at the table"

Scan for project website

Response to Community Input

CDOT and FHWA listen to community and stakeholder input during the project development process. Below are ways we have already responded to community requests:

- Initiated an Environmental Impact Statement
- Revisited and revised the draft purpose and need
- Developed new alternatives
- Engaged bilingual community liaisons and developed multi-cultural outreach plan
- Expanded in-person public outreach and listening sessions
- Convened stakeholder workshops to collaborate on the vision for I-270

I-270 Corridor Improvements project
October 2023 public open house

I-270 Corridor Improvements project
December 2023 listening session

Scan for project website

COLORADO
Department of Transportation

Environmental Impact Assessment Process

The environmental impact assessment process includes a thorough evaluation of community and environmental resources. It includes the following steps:

- Conducting research, desktop surveys, and review of existing studies to document existing conditions for each resource
- Examining designs and construction footprints of alternatives to understand how the project is designed and could be built
- Conducting analysis to assess impacts to the human and natural environment
- Evaluating the severity, duration, and type of impacts, including direct, indirect, and cumulative impacts
- Evaluating opportunities to avoid, minimize, or mitigate harmful environmental impacts
- Documenting and reporting impacts
- Comparing impacts among alternatives, including the No Action alternative
- Developing mitigation measures

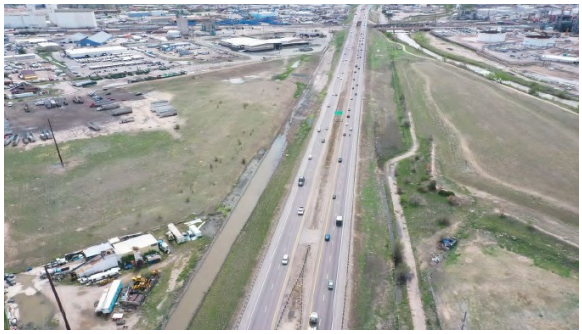
Your input helps us to understand important resources and impacts in your community

Source: US Fish and Wildlife Service

Scan for project website

Right of Way

- "Right of way" refers to the land owned by CDOT for maintaining and operating highways.
- Along I-270, CDOT's right of way is large, ranging from about 300 feet to more than 550 feet wide along the interstate and even wider around the interchanges.
- Most improvements, including adding an additional highway lane in each direction, could be implemented largely within the existing right of way without needing to relocate structures, residences, or businesses, though some land acquisition and/or temporary construction easements would likely be needed.



I-270 looking eastbound near Burlington Ditch

I-270 and Vasquez Boulevard interchange

I-270 looking westbound towards I-76

I-270 looking westbound at Vasquez Boulevard

I-270 over the Platte River

I-270 looking westbound near 60th Avenue

Scan for project website

Bicycle and Pedestrian Facilities

The project area does not have adequate infrastructure to accommodate safe and efficient bicycle and pedestrian travel. Issues include unpaved, narrow, and incomplete sidewalk and trail connections, as well as, limited opportunities to cross I-270.


Brighton Boulevard


Vasquez Boulevard


York Street


58th Avenue

As shown on the map below, CDOT, Commerce City, and Adams County have other projects planned to improve bicycle and pedestrian infrastructure within the project area, though many are not funded yet. CDOT has funded the CO 224 project highlighted below.

Colorado Highway 224: US 36 to US 6 Multimodal Improvements Project

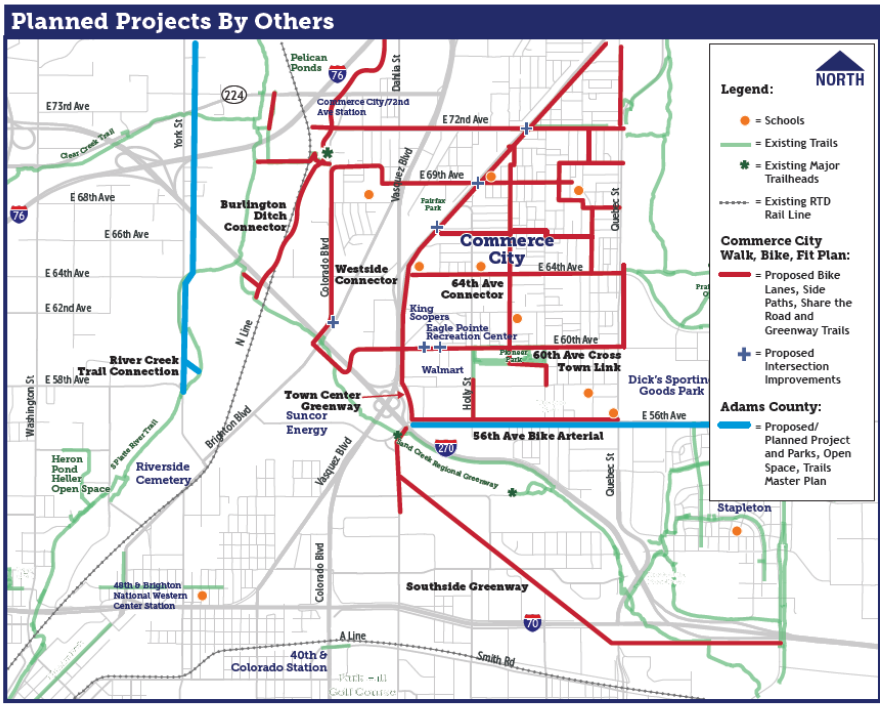
Originally envisioned as a $7 million asphalt resurfacing project of 3.6 miles of CO 224 between US 36 and US 6.

After engaging surrounding residents and Adams County Commissioners, CDOT allocated an additional $14 million from I-270 funding to add multimodal improvements to the CO 224 project

Multimodal improvements include sidewalks, lighting, ADA curb ramps, access to the Clear Creek Trail, access to the South Platte River Trail, drainage improvements, a new pedestrian crossing structure over the Burlington Canal, and intersection safety improvements.

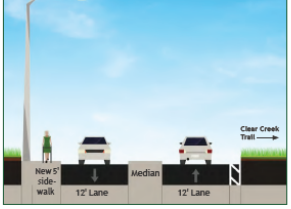
Construction of the project is expected to begin spring 2025 and end summer 2026.

Planned Projects By Others



Existing condition: CO 224 over Burlington Ditch I-270

Proposed Typical Section for CO 224



Existing condition: CO 224 under I-270

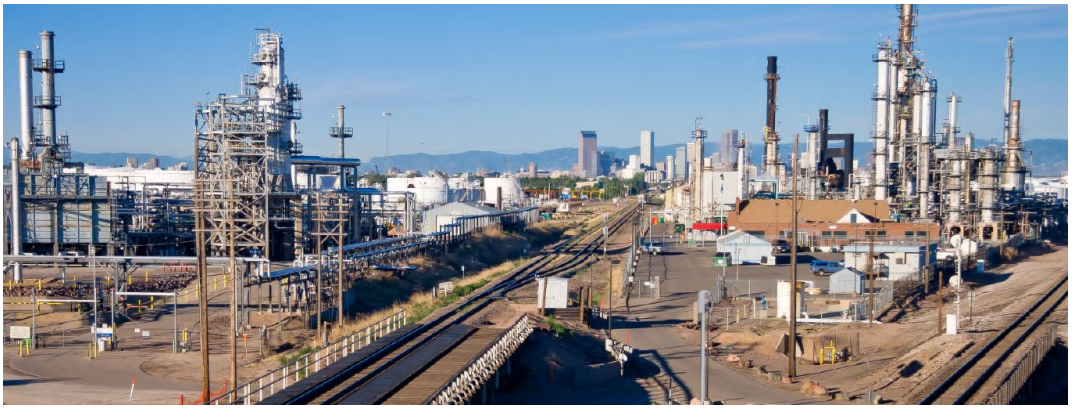
Scan for project website

Air Quality

Community and environmental groups have expressed concerns about poor air quality in the project area and how vehicles traveling on I-270 contribute to emissions. CDOT will be collecting and analyzing air quality data, including:

- Determining potential air pollution emission impacts for I-270 using Environmental Protection Agency (EPA) approved models and up-to-date 2050 traffic projections
- Developing and implementing a pollution construction plan to provide continuous monitoring, reporting (including exceedance alerts), and action plans
- Evaluating measures to mitigate air quality impacts from the project (as necessary)

CDOT has been monitoring air quality along the I-270 corridor since 2021 and has been reaching out to communities to better understand air quality.



Looking south from viaduct at I-270 and Brighton Boulevard

Scan for project website

Environmental Justice and Community Study Area

Environmental Justice

Most neighborhoods surrounding the project area fall under state and federal definitions of environmental justice communities, meaning, among other things, these areas have large communities of color, are lower income, have higher housing cost burdens, and are at risk of experiencing higher levels of health or environmental impacts.

Residential area near I-270

The concentration of industrial activity and major transportation infrastructure in the project area disproportionately exposes residents to higher levels of pollution compared to other parts of Colorado. This environmental burden poses risks to human health and hinders the ability of culturally rich residential communities to thrive and prosper.

Environmental justice analysis will:

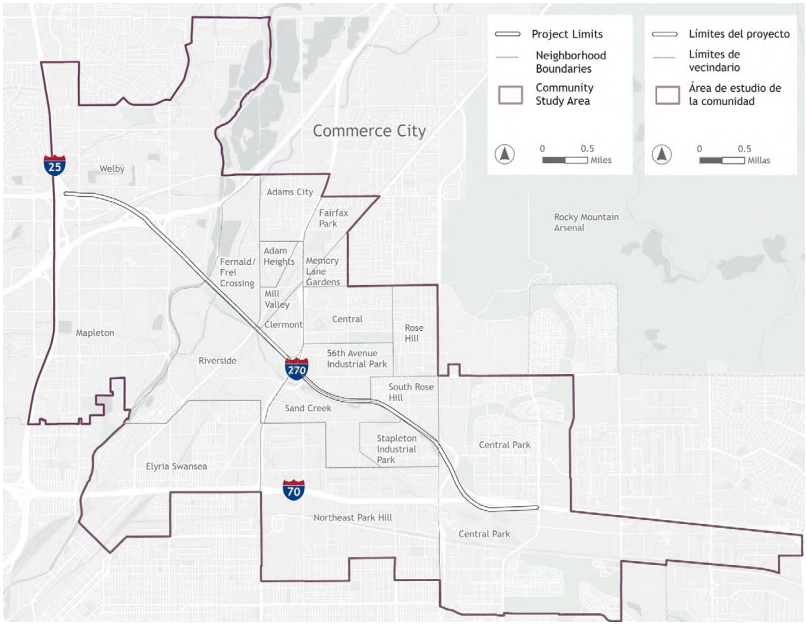
- Examine if and how the project affects environmental justice communities
- Develop mitigation strategies as needed to avoid or lessen project effects
- Conduct specialized outreach to ensure meaningful community participation

Community Study Area

Environmental justice is evaluated based on a "Community Study Area," an area that encompasses communities within and around the project site that could be potentially impacted, whether directly or indirectly, by the project activities.

The purpose of defining the Community Study Area in the Environmental justice analysis is to ensure that all relevant communities are included in the evaluation process. We'd like to hear from you to make sure we have accurately identified all the neighborhoods and areas that could be affected by the I-270 Improvements project.

It is important to note that we are also examining a larger area as part of our analysis of the project's cumulative effects. This means we're considering not only what's happening now but also past and potential future actions that could impact the area.



Proposed community study area

Scan for project website

Waters, Wetlands, and Wildlife

Wetlands and Waters

Numerous bodies of water traverse the study area.

- South Platte River
- Clear Creek
- Sand Creek
- O-Brien Ditch
- Thornton Gravel Ponds
- Other drainages, reservoirs, and small ponds along the rivers and creeks

Thornton Gravel Ponds along the South Platte River.
Marli Miller, Geology Pics. 2020.

Wetlands are located along water bodies, roadside swales, and stormwater drainages.

The project may impact wetlands or surface waters, which may require a permit from the U.S. Army Corps of Engineers if affected surface waters and wetlands are under the jurisdiction of Section 404 of the Clean Water Act.

Wildlife

The project area is predominantly urbanized, with limited native or natural habitats. Wildlife species commonly found in urban and suburban environments inhabit the area.

Streams and riparian areas in the project area also provide habitat for fish, birds, and mammals, including species listed as threatened or of special concern in Colorado.

Birds in South Platte River

Scan for project website

Recreation and Socioeconomic Resources

Recreational Resources

Parks, trails, and recreation centers provide important recreation amenities for residents and visitors. Recreational resources in the project area include:

- Northfield Pond Park
- Pioneer Park
- Fairfax Park
- Central Park
- Swansea Park
- Lorraine Granado Community Park
- Elyria Skatepark
- Clear Creek Trail
- South Platte River Trail
- Sand Creek Greenway Trail
- Dahlia Trailhead
- Eagle Pointe Recreation
- Center
- Johnson Recreation Center
- Swansea Recreation Center

Eagle Pointe Recreation Center


Bicyclist on the Sand Creek Greenway


Art on the South Platte River Trail

Socioeconomic Resources

The area has many social, economic, and cultural resources important to nearby communities, such as emergency and medical services, schools, libraries, community centers, churches, stores, and various businesses located along I-270. Some notable examples include:

- Adams County Food Bank
- Adams 14 Hope Family Resource Center
- Kids First Health Care
- Suncor Boys and Girls Club
- The Shops at Northfield

Major industries play a crucial role in the local economy and provide employment to many residents. These entities include:

- Amazon
- UPS
- USPS Bulk Mail Center
- Suncor Energy
- Pepsi Bottling Co.
- Shamrock Foods
- Coca Cola Bottling Co.
- Union Pacific Railroad

Scan for project website

Alternatives Overview

Subject to change based on input

- CDOT has considered feedback from the public and agencies on ways to improve the I-270 corridor.
- Improvement options are called alternatives in the environmental review process.
- Alternatives were presented at the public meeting in October 2023.
- In response to public input, alternatives were refined and a new alternative, the Minimal Build Alternative, was developed.
- The display boards describe and illustrate the elements of each alternative and highlight the pros and cons in relation to the project needs.
- Alternatives evaluated in the EIS will continue to be refined and improved based on input and analysis. Mitigation measures and other enhancements will be developed and included as appropriate. Those that are not recommended for detailed evaluation will be set aside.

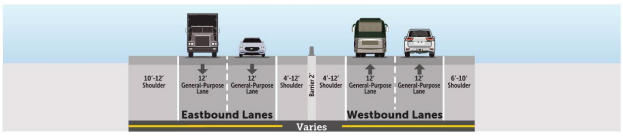
We want your input:

- ? What are your thoughts on what is being recommended for further study?
- ? What are your thoughts on what is being set aside?
- ? What are your ideas for improving I-270 that haven't been considered?
- ? What elements of the alternatives should continue to be developed and refined?

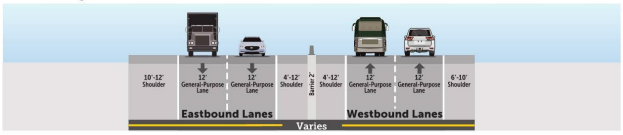
What are Express Lanes?

Express lanes are special highway lanes that can be used by transit vehicles and high-occupancy vehicles (3 or more people) for free and other travelers, including freight trucks, who choose to pay a fee.

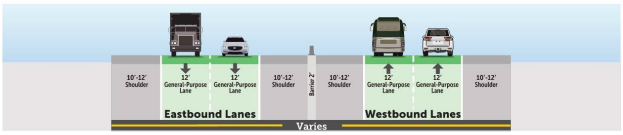
No Action



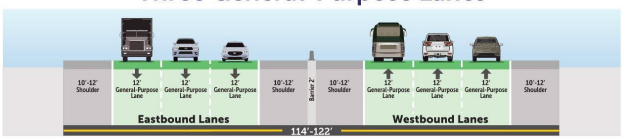
Bicycle, Pedestrian and Transit Enhancements



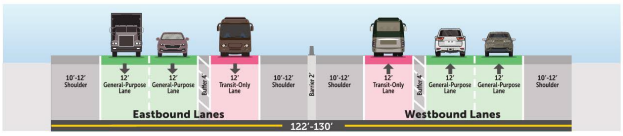
Minimal Build



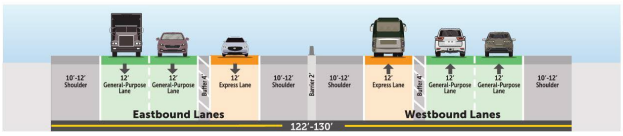
Three General-Purpose Lanes



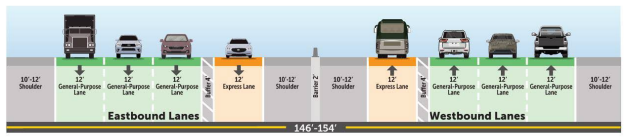
Two General-Purpose Lanes and One Transit-Only Lane



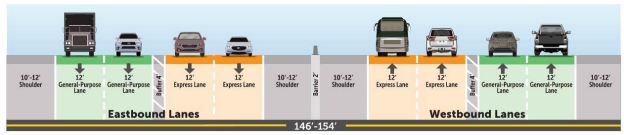
Two General-Purpose Lanes and One Express Lane that Accommodates Transit



Three General-Purpose Lanes and One Express Lane that Accommodates Transit



Two General-Purpose Lanes and Two Express Lane that Accommodate Transit



Scan for project website

No Action Alternative

Subject to change based on input

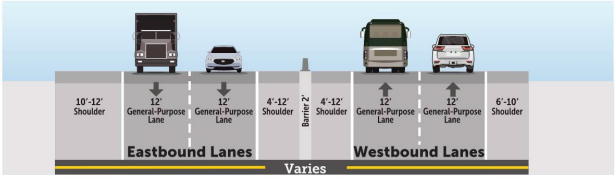
Alternative Summary

- Would maintain the existing highway configuration of two general-purpose travel lanes in each direction
- Bridges and pavement would continue to be maintained and repaired but underlying infrastructure deficiencies would remain
- Interchanges, ramps, and shoulders would not be improved

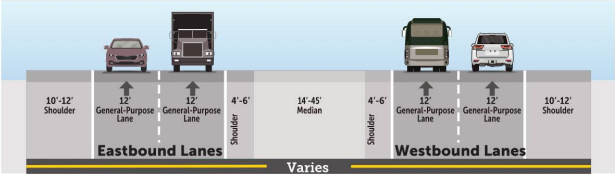
Considerations

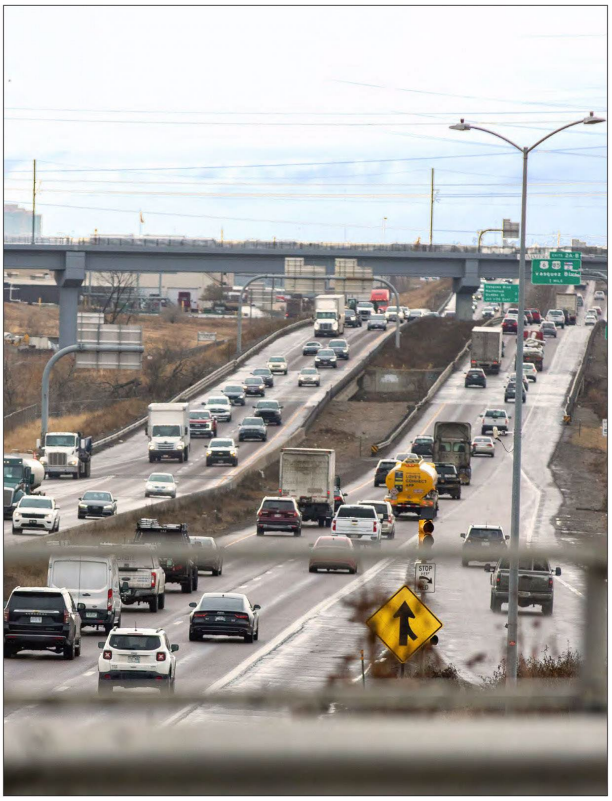
- The No Action Alternative does not meet any of the project needs
- I-270 would remain congested with unreliable travel times and frequent congestion-related crashes
- Transit on I-270 would continue to be slow and unreliable
- Freight operations would continue to be challenged by highway congestion and short entrance and exit ramps at interchanges, which are particularly problematic for freight trucks accelerating and decelerating
- Conflicts entering and exiting the highway would remain and worsen as traffic increases
- Maintenance would become more frequent and costly as bridges and pavement continue to degrade
- Emergency and incident response operations would continue to be difficult with challenges accessing and maneuvering around incidents
- Would not improve bicycle and pedestrian facilities
- As part of the EIS, the No Action Alternative is fully analyzed for comparison to build alternatives

Existing I-270 Cross Section
East of Vasquez Boulevard



Existing I-270 Cross Section
West of Vasquez Boulevard





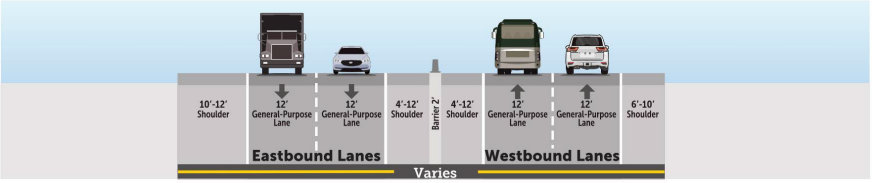
Scan for project website

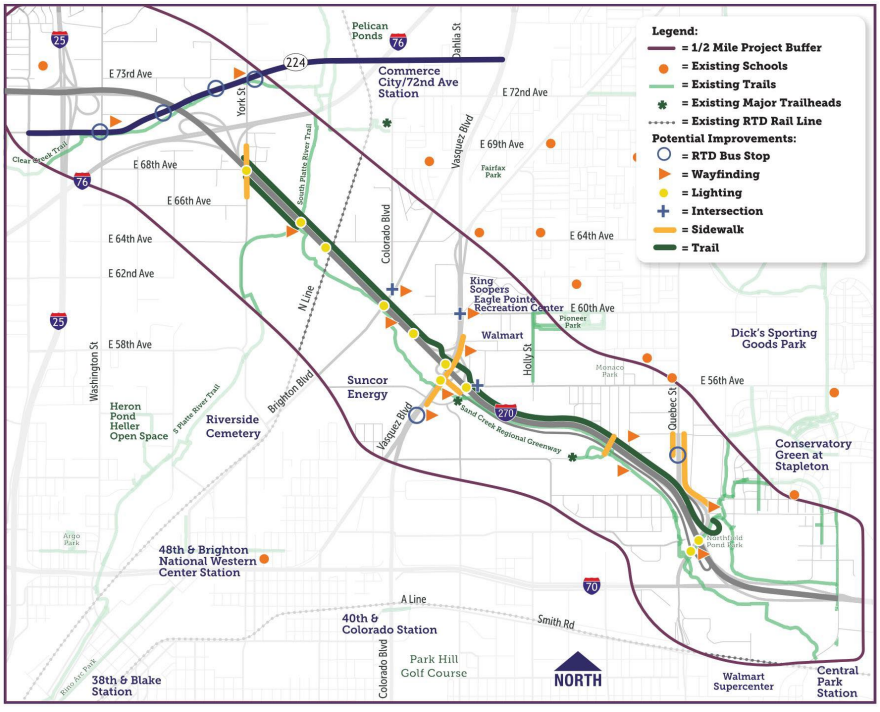
Bicycle, Pedestrian, and Transit Enhancements Alternative

Subject to change based on input

Alternative Summary

- Would not change the I-270 configuration, which would remain two lanes in each direction
- Focuses all improvements on enhancing the bicycle, pedestrian, and transit network in the community, with improvements such as adding new or improved bus stops, crossings of I-270, wayfinding, lighting, intersections, sidewalks, and trails, instead of making highway improvements
- Includes ongoing maintenance and rehabilitation of existing highway structures and pavement





Pros

- Substantial improvements in both bicycle and pedestrian connectivity across I-270 and within surrounding neighborhoods
- Transit users would benefit from an enhanced experience, with potential new or improved bus stops and better surrounding infrastructure, resulting in improved convenience and accessibility

Cons

- Does not improve traveler safety, travel time and reliability, or freight operations on I-270
- Transit travel time and reliability on I-270 would continue to be affected by slow and inconsistent travel speeds
- Maintenance requirements would persist and likely increase in frequency, resulting in more highway or lane closures and higher costs over time
- I-270 would remain congested with unreliable travel times and frequent congestion-related crashes
- Emergency and incident response operations would continue to be difficult with challenges accessing and maneuvering around incidents

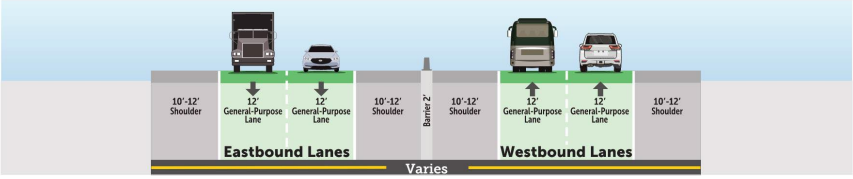
Scan for project website

Minimal Build Alternative

Subject to change based on input

Alternative Summary

- Does not add additional travel lanes to I-270
- Focuses on updating and modernizing deficient and outdated I-270 infrastructure to meet current standards
- Would reconstruct existing pavement and lanes, widen shoulders where necessary, reconstruct bridges that have reached the end of their useful life, reconfigure interchanges and ramps, and add sidewalks at existing crossings of I-270 where needed
- Transit remains in the general-purpose lanes as service exists today



Pros

- Modernizes outdated infrastructure, which would reduce the cost and traveler impacts of ongoing maintenance
- Improvements such as widening shoulders and redesigning interchanges would somewhat improve traveler safety and traffic flow
- Interchange improvements, including lengthening ramps, would reduce conflicts with freight trucks and somewhat improve freight operations
- Widened shoulders would improve emergency and incident response operations with better access and maneuverability

Cons

- Safety issues due to congestion would persist
- Interchange and ramp enhancements alone would provide only a minimal improvement to travel time and reliability due to capacity limitations on I-270
- Would have limited effect on travel time and reliability, transit on the corridor, or freight operations due to capacity constraints on I-270
- Would not expand bicycle and pedestrian connectivity outside of existing I-270 crossings, although additional crossings or facilities could be added through refinements

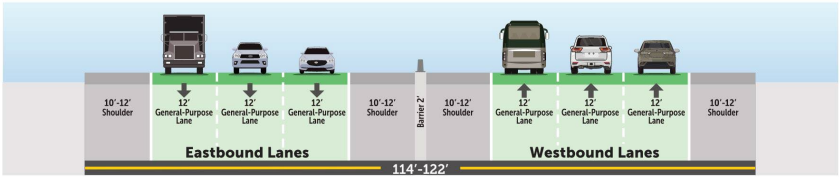
Scan for project website

Three General-Purpose Lanes Alternative

Subject to change based on input

Alternative Summary

- Adds one general-purpose travel lane in each direction
- Improves interchanges and ramps, replaces outdated bridges, widens shoulders where necessary, and adds sidewalks where needed at existing I-270 crossings
- Reconstructs highway infrastructure to accommodate the widened highway footprint (as needed) and modernizes the existing infrastructure
- Transit remains in the general-purpose lanes as service exists today



Pros

- Modernizes outdated infrastructure, which would reduce the cost and traveler impacts of ongoing maintenance
- Widening shoulders and redesigning interchanges in combination with additional lane capacity would improve traveler safety and traffic flow
- Adding one new general-purpose lane in each direction would have high potential to reduce congestion-related crashes
- Better serves travel demand with increased lane capacity to improve travel time and reliability
- Transit operations would improve somewhat with the overall improved travel time and reliability
- Interchange improvements, including lengthening ramps, would reduce conflicts with freight trucks and, in combination with additional lane capacity, would improve freight operations
- Widened shoulders would improve emergency and incident response operations with better access and maneuverability

Cons

- Transit would remain in general-purpose lanes, which are not reliable when the highway is congested
- Would not expand bicycle and pedestrian connectivity outside of existing I-270 crossings, although additional crossings or facilities could be added through refinements

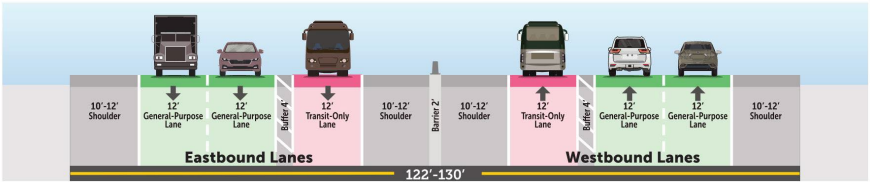
Scan for project website

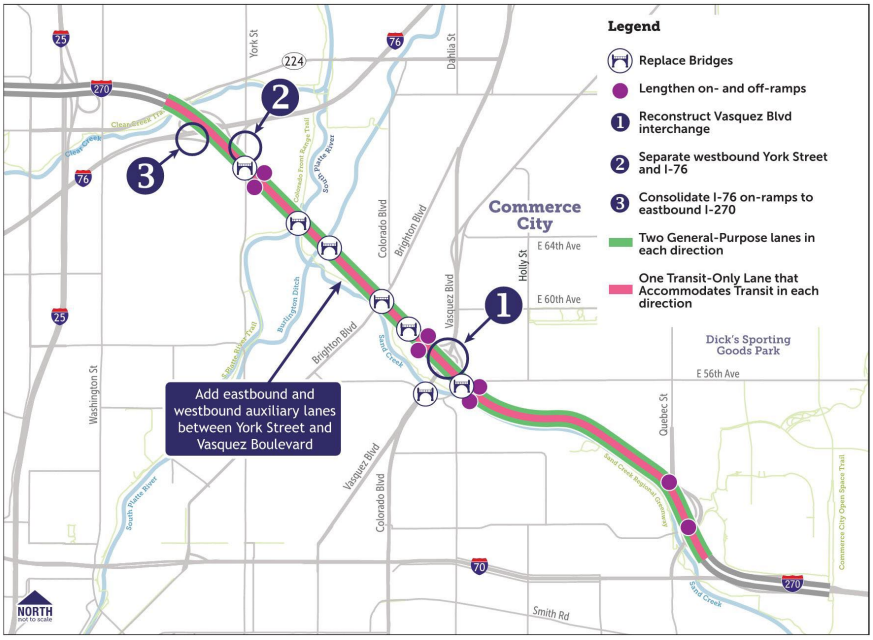
Two General-Purpose Lanes and One Transit-Only Lane Alternative

Subject to change based on input

Alternative Summary

- Adds one new transit-only travel lane in each direction for a total of two general-purpose lanes and one transit-only lane in each direction through the corridor
- Improves interchanges and ramps, replaces outdated bridges, widens shoulders where necessary, and adds sidewalks where needed at existing I-270 crossings
- Reconstructs other highway infrastructure to accommodate the widened highway footprint (as needed) and modernizes the existing infrastructure
- Transit would have a dedicated lane for travel





Pros

- Modernizes outdated infrastructure, which would reduce the cost and traveler impacts of ongoing maintenance
- Improvements such as widening shoulders and redesigning interchanges would somewhat improve traveler safety and traffic flow
- Transit operations would be improved by access to a transit-only lane, which buses could use for free
    - Although there is only one transit route on I-270 today, adding more service in the future may be more feasible with improved transit travel time and reliability
- Interchange improvements, including lengthening ramps, would reduce conflicts with freight trucks and somewhat improve freight operations
- Widened shoulders would improve emergency and incident response operations with better access and maneuverability

Cons

- Traffic congestion would persist on I-270 with all non-transit vehicles remaining in two general-purpose lanes
- Safety issues due to congestion would persist
- Would not meaningfully improve travel time and reliability of general-purpose lanes or freight operations
- Would not expand bicycle and pedestrian connectivity outside of existing I-270 crossings, although additional crossings or facilities could be added through refinements

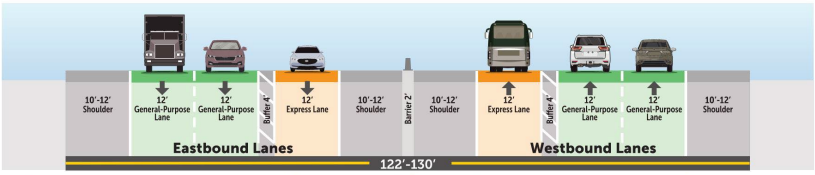
Scan for project website

Two General-Purpose Lanes and One Express Lane that Accommodates Transit Alternative

Subject to change based on input

Alternative Summary

- Adds one new travel lane, operated as an Express Lane, in each direction for a total of two general-purpose lanes and one Express Lane in each direction through the corridor
- Improves interchanges and ramps, replaces outdated bridges, widens shoulders where necessary, and adds sidewalks where needed at existing I-270 crossings
- Reconstructs other highway infrastructure to accommodate the widened highway footprint (as needed) and modernizes the existing infrastructure
- Transit could travel in the Express Lane with high-occupancy vehicles and users who choose to pay a fee



Pros

- Modernizes outdated infrastructure, which would reduce the cost and traveler impacts of ongoing maintenance
- Widening shoulders and redesigning interchanges would improve traveler safety and traffic flow
- Adding one new Express Lane in each direction would have high potential to reduce crashes
- An Express Lane provides the opportunity for a highly reliable travel time; users not in the Express Lane also benefit from an overall improvement to travel time and reliability across all lanes
- Transit operations would be improved by access to an Express Lane, which buses could use for free
- Interchange improvements, including lengthening ramps, would reduce conflicts with freight trucks and, in combination with additional lane capacity, would improve freight operations
- Widened shoulders would improve emergency and incident response operations with better access and maneuverability

Cons

- Would not expand bicycle and pedestrian connectivity outside of existing I-270 crossings, although additional crossings or facilities could be added through refinements

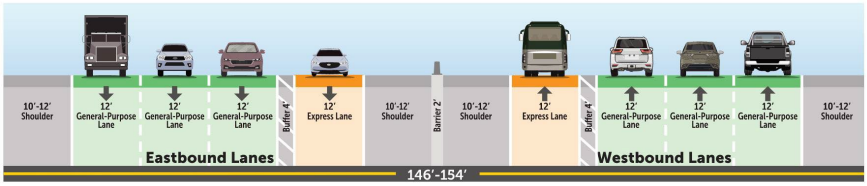
Scan for project website

Three General-Purpose Lanes and One Express Lane that Accommodates Transit Alternative

Subject to change based on input

Alternative Summary

- Adds two new travel lanes in each direction: one general-purpose lane and one Express Lane for an overall configuration of three general-purpose lanes and one Express Lane in each direction through the corridor
- Improves interchanges and ramps, replaces outdated bridges, widens shoulders where necessary, and adds sidewalks where needed at existing I-270 crossings
- Reconstructs other highway infrastructure to accommodate the widened highway footprint (as needed) and modernizes the existing infrastructure
- Transit could travel in the Express Lane with high-occupancy vehicles and users who choose to pay a fee



Pros

- Modernizes outdated infrastructure, which would reduce the cost and traveler impacts of ongoing maintenance
- Widening shoulders and redesigning interchanges would somewhat improve traveler safety and traffic flow
- Transit operations would be improved by access to an Express Lane, which buses could use for free
- Widened shoulders would improve emergency and incident response operations with better access and maneuverability

Cons

- Lack of capacity on adjoining roadways (I-70 and I-25) creates merging conflicts, which are expected to offset potential safety and congestion improvements of additional capacity on I-270
  - On I-270, additional lanes in each direction (general-purpose lanes and Express Lane) provide more capacity than can be processed at either end of the corridor as I-270 merges into I-25/US 36 and I-70
  - New areas of congestion, delays, and additional conflict points created by these merging conflicts are expected to offset the potential for mid-corridor benefits due to the short length of I-270
- Would not expand bicycle and pedestrian connectivity outside of existing I-270 crossings, although additional crossings or facilities could be added through refinements

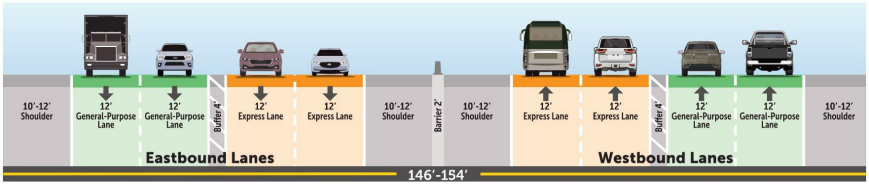
Scan for project website

Two General-Purpose Lanes and Two Express Lanes that Accommodate Transit Alternative

Subject to change based on input

Alternative Summary

- Adds two new travel lanes in each direction, which would be operated as Express Lanes, for an overall configuration of two general-purpose lanes and two Express Lanes, in each direction through the corridor
- Improves interchanges and ramps, replaces outdated bridges, widens shoulders where necessary, and adds sidewalks where needed at existing I-270 crossings
- Reconstructs other highway infrastructure to accommodate the widened highway footprint (as needed) and modernizes the existing infrastructure
- Transit could travel in the Express Lane with high-occupancy vehicles and users who choose to pay a fee



Pros

- Modernizes outdated infrastructure, which would reduce the cost and traveler impacts of ongoing maintenance
- Widening shoulders and redesigning interchanges would somewhat improve traveler safety and traffic flow
- Transit operations would be improved by access to an Express Lane, which buses could use for free
- Widened shoulders would improve emergency and incident response operations with better access and maneuverability

Cons

- Lack of capacity on adjoining roadways (I-70 and I-25) creates merging conflicts, which are expected to offset potential safety and congestion improvements of additional capacity on I-270
  - On I-270, additional lanes in each direction (general-purpose lanes and Express Lane) provide more capacity than can be processed at either end of the corridor as I-270 merges into I-25/US 36 and I-70
  - New areas of congestion, delays, and additional conflict points created by these merging conflicts are expected to offset the potential for mid-corridor benefits due to the short length of I-270
- Would not expand bicycle and pedestrian connectivity outside of existing I-270 crossings, although additional crossings or facilities could be added through refinements

Scan for project website

Other Design Elements Common to Build Alternatives that Improve I-270

Subject to change based on input

Vasquez Boulevard Interchange

The interchange has been a source of community concern for years. It causes traffic jams and is challenging to navigate through, both for drivers and pedestrians. The curves on the existing loop ramps are too tight for freight trucks to navigate, and several rollovers have occurred over the past few years.

All build alternatives that improve I-270 would:

- Reconstruct the Vasquez Boulevard interchange as a new partial cloverleaf with loop ramps in the east and west quadrants
- Add traditional ramps in the north and south
- Provide a new movement from northbound Vasquez Boulevard to eastbound I-270

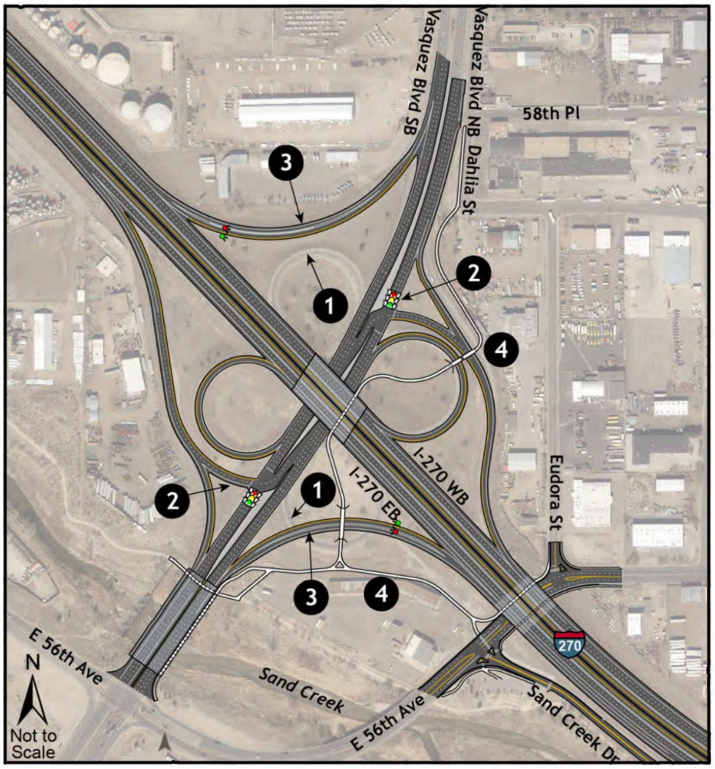
Other interchange and ramp improvements

Short acceleration and deceleration lanes at interchanges compromise highway safety, efficiency, and the overall flow of traffic. This is particularly true for freight trucks because they are heavier than passenger vehicles and take longer to accelerate and decelerate.

All build alternatives that improve I-270 would lengthen or modify the entrance and exit ramps to and from I-270 at:

- I-76
- York Street
- Vasquez Boulevard
- Quebec Street

Vasquez Boulevard Interchange Redesign Elements



LEGEND

1. Remove loop ramp
2. Realign ramp and add traffic signals
3. Add new northbound on-ramp to westbound I-270
4. Add new sidewalks and crossings

These design elements are included in build alternatives that improve I-270. They are not included in the No Action Alternative or the Bicycle, Pedestrian, and Transit Enhancements Alternative.

Scan for project website

Preliminary Alternatives Evaluation and Screening

Subject to change based on input

The I-270 Improvements Project Environmental Impact Statement is conducting three levels of screening before identifying a Preferred Alternative.

1. Concept or Fatal Flaw Screening (Level 1)
2. Refinement and Qualitative Evaluation (Level 2)
3. Detailed Quantitative Evaluation (EIS)

After initial evaluation and screening (Levels 1 and 2) and gathering input from the community, the preliminary recommendations for alternatives to evaluate in detail in the Environmental Impact Statement are presented in the graphic below. Fill out a comment form to share your thoughts!

▲ High ● Moderate ▼ Low

Alternatives are compared to each other and ranked as having a high, moderate, or low potential to meet the project's purpose, needs, and goal

Project Needs and Goal	Traveler Safety	Travel Time and Reliability	Transit on the Corridor	Bicycle and Pedestrian Connectivity	Freight Operations	Environmental & Community Impacts	Recommended for detailed evaluation in EIS
How well does the alternative:	Reduce crashes	Improve travel time and reliability	Improve transit speed	Increase connectivity across I-270	Improve freight operations	Have potential to meet project goal	
No Action	▼	▼	▼	▼	▼	▲	Yes
Bicycle, Pedestrian and Transit Enhancements	Not included in Level 2 screening. Set aside as a standalone alternative in the Level 1 screening because it does not have the potential to meet the project's s purpose and need. Elements of this alternative will be evaluated to include in the other build alternatives.						No
Minimal Build	▼	▼	▼	●	▼	▲	No
Three General-Purpose Lanes	▲	▲	●	●	▲	●	Yes
Two General-Purpose Lanes and One Transit-Only Lane	▼	▼	▲	●	▼	●	No
Two General-Purpose Lanes and One Express Lane that Accommodates Transit	▲	▲	▲	●	●	●	Yes
Three General-Purpose Lanes and One Express Lane that Accommodates Transit	●	●	▲	●	▲	▼	No
Two General-Purpose Lanes and Two Express Lanes that Accommodate Transit	●	●	▲	●	●	▼	No

Scan for project website