



Developing and evaluating project alternatives is the heart of the environmental study process.

Evaluation Process Includes:

- Rigorous exploration of all reasonable alternatives.
- Comparison and screening of alternatives to determine which best meet needs and should be carried forward for detailed evaluation in the environmental study.
- Evaluation of the No Action Alternative.

Alternatives will be evaluated to determine their potential to address the project's Purpose and Need and to compare environmental impacts. Alternatives will be refined through the process to select a Preferred Alternative.

Seven I-270 Alternatives are being explored. These include:

- **No Action Alternative**
- **Two General Purpose Lanes and Increased Bicycle, Pedestrian, and Transit Enhancements Alternative**
- **Three General Purpose Lanes Alternative**
- **Two General Purpose Lanes and a Transit Only Lane Alternative**
- **Two General Purpose Lanes and an Express Lane Accommodating Transit Alternative**
- **Two General Purpose Lanes and Two Express Lanes Accommodating Transit Alternative**
- **Three General Purpose Lanes and an Express Lane Accommodating Transit Alternative**

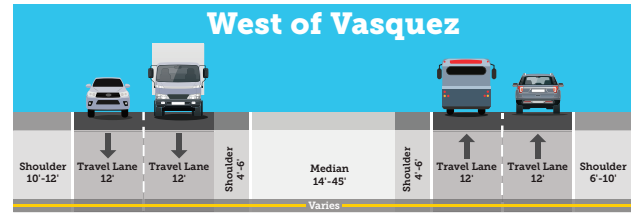
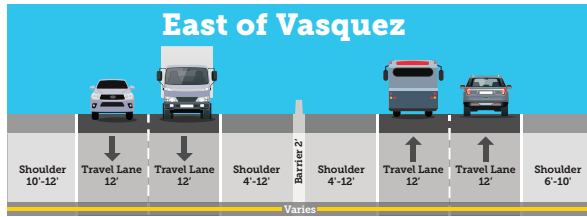
Cross sections and additional information on each of these alternatives are included on separate boards.

Proposed Alternatives



I-270 Corridor Improvements

Existing Corridor Cross Section



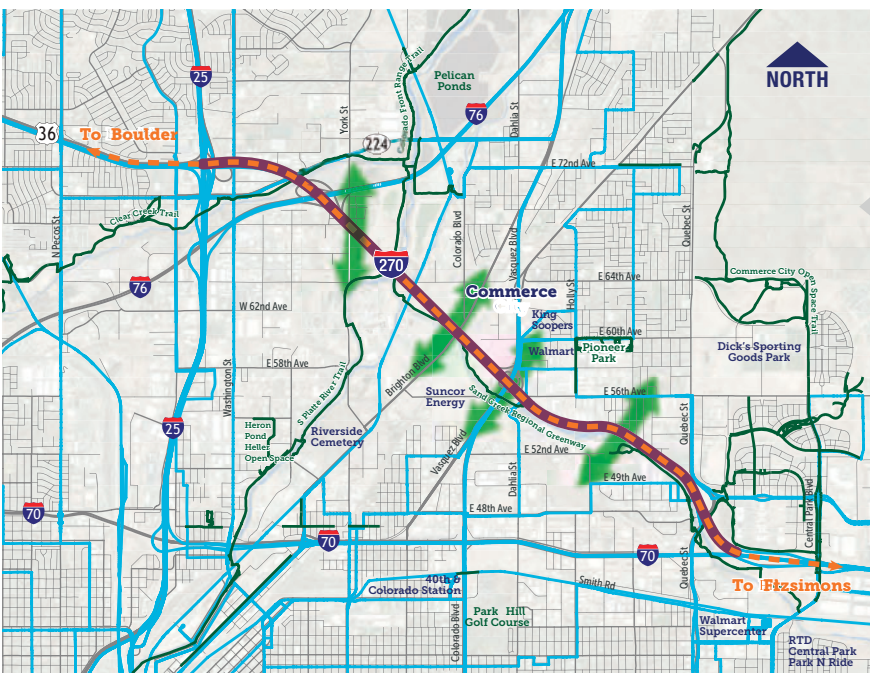
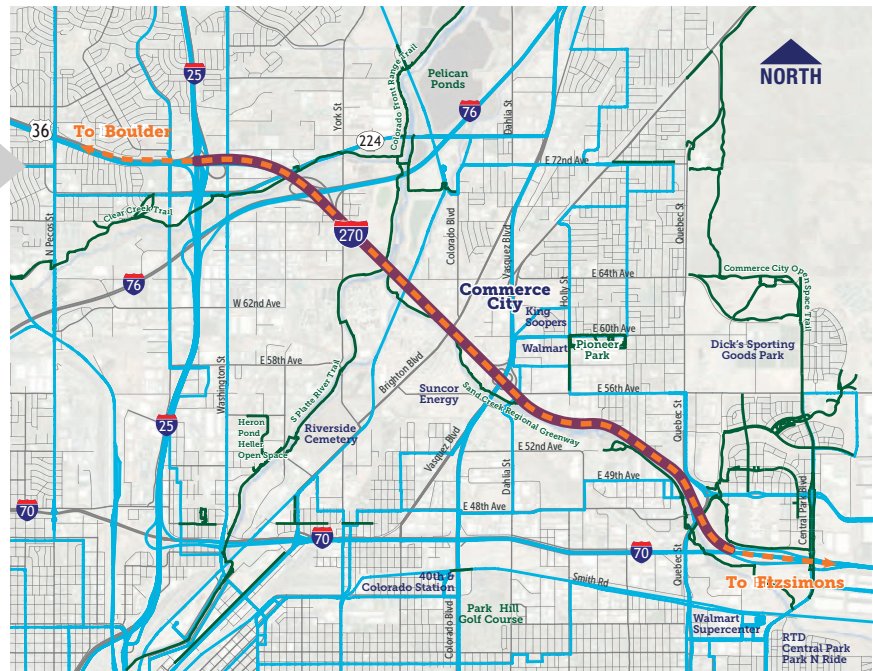
No Action Alternative
 Maintain existing highway configuration. Bridges and pavement will have routine maintenance only.

Legend

- = Project Limits
- = Existing Regional Bike/Trail Network

Transit Routes

- = Existing RTD Route FF5 - Peak Period Service
- = Existing Bus Routes



Two General Purpose Lanes and Increased Bicycle, Pedestrian, and Transit Enhancements Alternative
 Maintain existing highway configuration. Replace critical I-270 bridges.

= Opportunities for Bicycle & Pedestrian Connectivity to be Evaluated

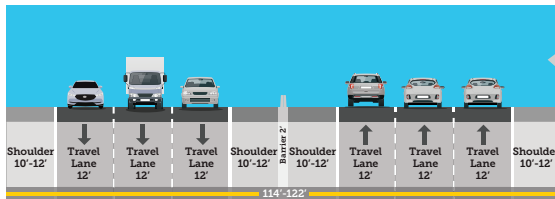
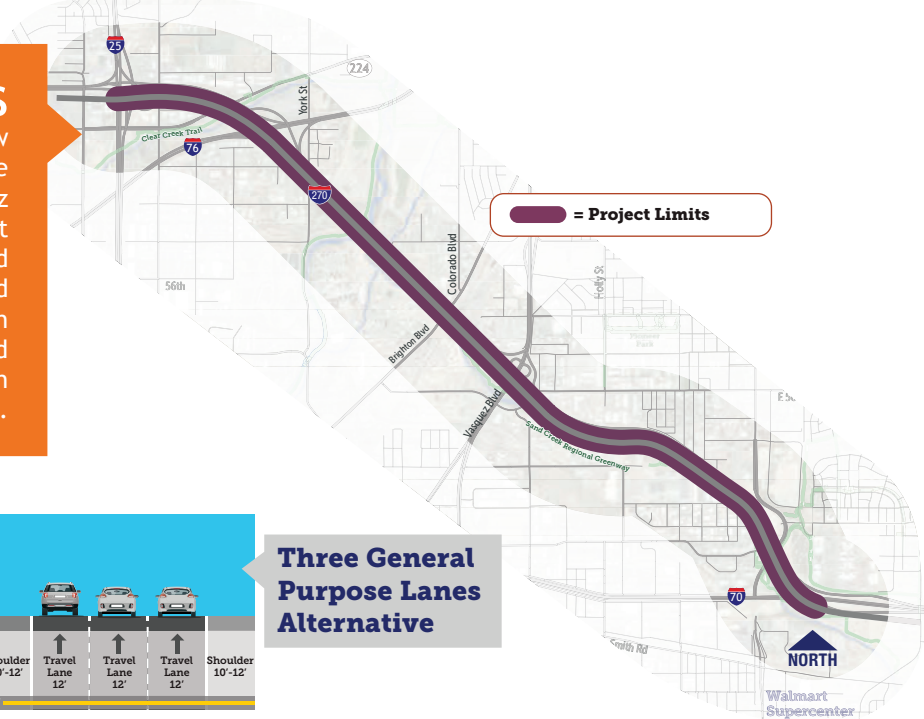
Proposed Alternatives



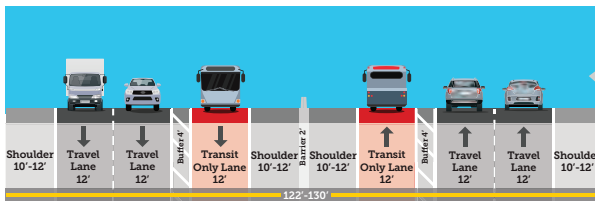
I-270 Corridor Improvements

Alternatives

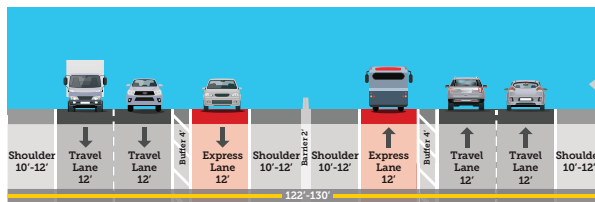
Each alternative below includes a new interchange configuration at Vasquez Boulevard, replaces deficient bridges corridor wide, and improves the standard acceleration and deceleration ramp lengths, and enhanced bicycle and pedestrian connectivity across I-270.



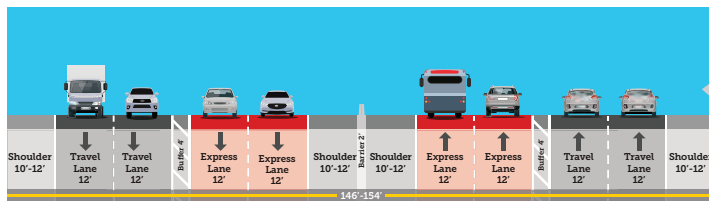
Three General Purpose Lanes Alternative



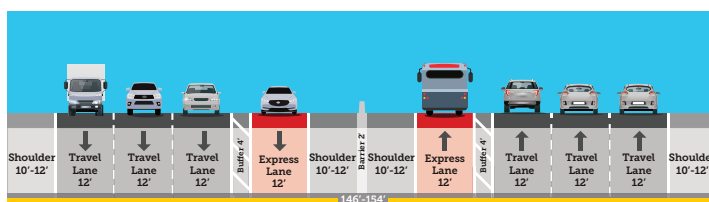
Two General Purpose Lanes and a Transit-Only Lane Alternative



Two General Purpose Lanes and an Express Lane Accommodating Transit Alternative



Two General Purpose Lanes and Two Express Lanes Accommodating Transit Alternative



Three General Purpose Lanes and an Express Lane Accommodating Transit Alternative



I-270 Corridor Improvements

CDOT and FHWA will consider how the project may affect a variety of community and environmental resources.

Community Resources

- Air Quality and Greenhouse Gases
- Bicycle and Pedestrian Facilities
- Cultural resources including Archaeology, Historic Resources, and Native American Consultation
- Energy
- Environmental Justice/Equity
- Farmlands
- Freight
- Land Use
- Noise
- Recreation
- Right of Way
- Section 4(f)/6(f) (Historic and Recreation Properties)
- Socioeconomics
- Transportation (Including Traffic Forecasting and Transit)
- Utilities and Railroads
- Visual/Aesthetics

Environmental & Community Resources to be Analyzed



Environmental Resources

- Floodplains
- Geologic Resources and Soil
- Hazardous/Solid Wastes
- Paleontology
- Stormwater/Water Quality
- Threatened and Endangered Species
- Vegetation/Noxious Weeds
- Wetlands and other Waters of the US
- Wildlife/Fisheries

The environmental study will also consider cumulative environmental and community impacts.

Cumulative impacts include potential impacts from the project in combination with other past, present and future projects in the surrounding area.