

Alternatives Eliminated in the Draft EIS

Close to 100 highway alternatives were developed based on input from the community in 2003/2004. A four tier screening process was used to reduce the full range of potential alternatives to the alternatives evaluated in the Draft EIS.

Some of the previously eliminated alternatives and the reasons they were eliminated are listed below:

	<p>Add a level to the viaduct</p> <ul style="list-style-type: none"> • Would limit the ability to access the upper level from arterial streets that connect to I-70 • Would require complex construction techniques that result in the closure of I-70 for extended time period • Would cost higher as compared to other alternatives
	<p>Improving 56th and Smith Road</p> <ul style="list-style-type: none"> • Would not substantially alleviate the need to add capacity to I-70 • Would only reduce volumes on I-70 by zero to nine percent during peak hours and one to four percent daily
	<p>Improving I-270 and I-76</p> <ul style="list-style-type: none"> • Would require the reconstruction of the I-76/I-25 interchange to provide for all traffic movements and would require major widening of I-270 and I-76 for approximately 12 miles to accommodate the relocated traffic • Would require improvements on I-25 between I-76/I-270 and the existing I-70/I-25 interchange for traffic that wants to go south on I-25 towards downtown Denver • Would result in almost four miles of out of direction travel for trips on I-25 to access I-70
	<p>I-70 at-grade</p> <ul style="list-style-type: none"> • Would require the most building acquisitions of any design option • Would adversely affect access to properties along north-south arterials where neighborhood mobility would be limited since only the major arterials would cross over or under I-70 and all other roadways would be cut off or dead-ended