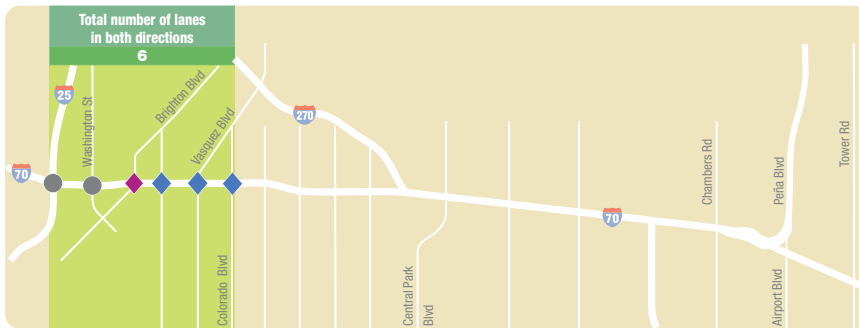


Alternatives Evaluated in the Final EIS

No-Action Alternative

- Expansion Options: North or South



Expansion Options

Expansion Options refer to the North or South Options of the No-Action Alternative and the Revised Viaduct Alternative. These move the north edge of the highway north or the south edge of the highway south of the existing facility from Brighton Boulevard to Colorado Boulevard.

The Partial Cover Lowered Alternative does not include Expansion Options because I-70 can only be widened to the north with this alternative. Widening to the south is not possible because of the location of the UPRR rail yard west of the Nestlé Purina PetCare Company facility.

Operational Options

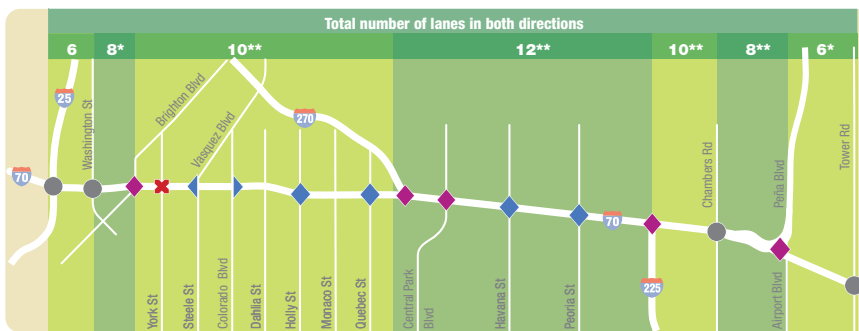
Two Operational Options to help handle the added capacity are considered for the Build Alternatives from I-25 to Tower Road: General-Purpose Lanes and Managed Lanes.

General-purpose lanes are traffic lanes that do not have any restrictions regarding which vehicles may use them. All vehicles may use all lanes at all times.

Managed lanes are sets of lanes where operational strategies (e.g., pricing, time of day, or number of passengers) are proactively implemented and managed in response to changes in traffic conditions on the highway facility.

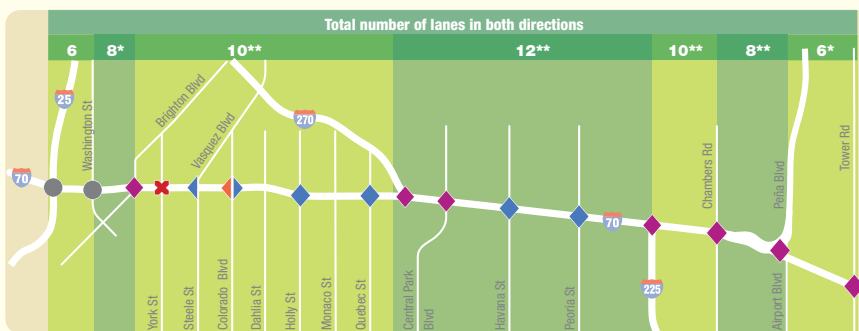
Revised Viaduct Alternative

- Expansion Options: North or South
- Operational Options: General-Purpose Lanes or Managed Lanes



Partial Cover Lowered Alternative — Preferred Alternative

- Operational Options: General-Purpose Lanes or Managed Lanes



- Existing interchange (no reconstruction)
- ◆ New/reconstructed interchange
 - ◀ Westbound on/eastbound off
 - ▶ Eastbound on/westbound off
 - ◀▶ Slip ramps (westbound on/eastbound off)
- ✗ Interchange removal
- ◆ Partially reconstructed interchange (ramps only)

* Includes 1 additional lane each direction (general-purpose or managed lanes)
** Includes 2 additional lanes each direction (general-purpose or managed lanes)

Updates to Partial Cover Lowered Alternative

As a result of comments received on the Supplemental Draft EIS and additional stakeholder and agency coordination, the Final EIS Partial Cover Lowered Alternative has been refined to include elements of both the Basic and Modified connectivity options as they were analyzed in the Supplemental Draft EIS.