



Alternative Suggestions, Improvements, and Modifications: Should NOT be Included

All Alignments (Current Alignment and Realignment)

	Alternative/Suggestion	Concern	Response to Suggestion/Concern
#	Connectivity:		
1	Improve ramps farther – Tower Road	Congestion on I-70 in the area of I-225 and Pena Blvd/Airport	I-70 and the connection at Tower Road are built to the 2035 regional transportation plan and to meet future demand levels.
2	More lanes	Congestion on I-70 in the area of I-225 and Pena Blvd/Airport	I-70 and the connections at I-225/ Pena/Airport are built to accommodate future demand according to the 2035 regional transportation plan. More lanes won't solve congestion problem. The problem is caused by the close spacing of I-225, Chambers and Pena and the associated weaving.

Current Alignment

	Alternative/Suggestion	Concern	Response to Suggestion/Concern
#	Connectivity: East/west		
3	Two-way frontage roads along I-70 (similar to I-70 w between Lowell to Tennyson)	Emergency response time, moving east/west through neighborhood when blocked by RR	Adding frontage roads to both sides of the highway would greatly increase the impact area for the project since more land will be needed. The example given only exists between streets that cross under but have no on or off ramps to I-70. A two-way frontage road that crosses a street with a ramp would have to be at least 600' from the end of the ramp for signal timing and storage lengths. This results in increased property acquisitions, costs, and community impacts.
4	46th stay under highway	Foot print too wide	To leave 46th under the viaduct and cross Vasquez would require each of the freeway on and off ramps to be moved out 425'; this would create a wider footprint and result in increased property acquisition, costs and community impacts.
#	Connectivity: North/south		
5	Remove RR west of Colorado	Elevation	Extremely expensive and cost prohibitive. Even with the elimination of the Market Lead railroad spur just to the west of Colorado Boulevard, the highway needs to remain elevated so that Garfield Street can pass under.

Current Alignment

	Alternative/Suggestion	Concern	Response to Suggestion/Concern
#	Connectivity: Other		
6	Create a flyover at Quebec	Widening or improvement on Quebec at I-70	Flyover would be cost prohibitive. There would be additional property (including RR) and natural resource impacts. CDOT will continue to coordinate with Denver and respond to the recommendations from its East Side Mobility Plan, which includes Quebec south of I-70.
7	Eliminate at-grade rail crossing at Peoria	Widening or improvement on Peoria at I-70	I-70 and the connection at Peoria are built to the 2035 regional transportation plan and to meet future demand levels; the increase in traffic as a result of improvements to I-70 does not require additional capacity improvements on Peoria.
8	Colorado improved access for transit– 45th south of Hwy going east dead ends	Access	45th Avenue dead ends because of Manna Pro and RR. 45th could not have anything other than right in/right out at Colorado do to proximity of freeway on and off ramps.

Realignment

	Alternative/Suggestion	Concern	Response to Suggestion/Concern
#	Connectivity: East/west		
9	2 local two-way frontage road system parallel to realignment, one on north, one on south	Maintain existing connections that are on I-70 now	Due to the RR and cemetery, I-70 would need to be moved south to provide a frontage road on the north; this would increase impacts to the community and impact the park. Brighton Blvd on the south side could be extended to Vasquez on the 52 nd Ave or 53 rd Ave grid; see suggestion #2 on “Could” Suggestion List, under existing alignment.
10	I-70 W off ramp would connect backwards to Dahlia – so Dahlia can get to Colorado	56th Ave connection to Dahlia	Urban interchange spacing is 1 mile; Dahlia is .3 miles away. In order to continue the split diamond to Dahlia and then have a ramp to I-70, a thousand feet of I-70 would need to be shifted towards Commerce City due to proximity of Sand Creek. There is also a RR and spurs between Colorado and Dahlia that would have to be grade separated; due to close spacing this may not be possible

Realignment

	Alternative/Suggestion	Concern	Response to Suggestion/Concern
#	Connectivity: North/south		
11	Take it straight to Dahlia (remove "S")	56th Ave connection to Dahlia	Removing the S curve and straighten Dahlia and 56th would place the intersection at roughly I-270 so the highway would need to be moved. This would also require another crossing over Sand Creek and would move the light at 56th and Colorado closer to the interchange which already has substandard weaving issues.
12	Dahlia connection	Maintain existing connections that are on I-70 now	Dahlia connects to 56th, (56th goes under I-70), and doesn't start again until 69th St. Due to the Colorado/I-270 interchange location and that Colorado/Vasquez basically runs along the Dahlia alignment, Dahlia cannot be connected. Proposed 46th Avenue will provide connections to I-70 on the east and west ends.
13	Monaco or Holly Flyover	Maintain existing connections that are on I-70 now	Flyover of RR, I-70 and Sand Creek present substantial impacts to cost (\$60-100m), Right of way, and wetlands. A RR crossing would have to be negotiated. Because Monaco is industrial on the south side on residential on the north side a crossing isn't advisable.
#	Other: Connectivity		
14	46th/Quebec be signalized, not over pass	Congestion at Quebec because of heavy truck traffic	This was modeled and the westbound off ramp traffic backed up onto I-70, signalization would cause more congestion than a free-flow overpass.
15	Flyover of Quebec over I-70	Quebec-area (similar to current alignment)	There is an existing interchange at Quebec that provides access to Stapleton, Northfield and the soccer fields
#	Other: Alignment		
16	Cut thru neighborhood more to decrease curve	Hwy curve creates bottle neck and safety issue	Flattening the curves would impact El Centro Su Teatro and the park, and would require the acquisition of the entire community of Elyria.
17	Re-alignment should be built at grade with overpasses at Race, Brighton, possibly York	Elevated road conflicts with RTD rail stops	With overpass at Race, Cemetery access, Brighton, York, Vasquez, Colorado and three RR crossings it would create a roller coaster feel to come back to grade between all the crossings.
18	Connect south side frontage road to Sand Creek frontage road	Maintain existing connections that are on I-70 now	Brighton Blvd runs along the south side and it could be extended to Vasquez, along the 52 nd Ave or 53th Ave grid. Trying to make this connect to Sand Creek frontage road is very problematic due to signal spacing on Colorado Blvd, two more RR crossing and another crossing of Sand Creek.