What was included in the "Universe of Standalone Alternative Concepts" considered in the Phase I screening process?

NO BUILD ALTERNATIVE

Includes the preservation of the existing transportation network and any programmed transportation improvements that are reasonably expected to occur regardless of the outcome of the IH 35 PEL Study. A No Build alternative is required in all planning and environmental studies to serve as the benchmark against which all other alternatives are compared. (See **Figure 1)**

TDM/TSM/ITS-ONLY ALTERNATIVE

Includes Traffic Demand Management (TDM) actions or programs that encourage people to carpool or travel at alternative times; Traffic System Management (TSM) improvements such as signal improvements, signing, ramp modifications, auxiliary lane additions, or minor construction that enables the existing system to operate more efficiently and safely; and Intelligent Transportation Systems (ITS) technologies such as cameras, message signs, and web-based alerts that inform drivers about congestion, construction, accidents, and emergencies.

RAIL-ONLY ALTERNATIVE

Involves the implementation of rail transit service, either within a new dedicated right-of-way or within existing Union Pacific Railroad (UP) freight line right-of-way near the IH 35 PEL Study Area, and would also potentially include grade separations at select roadway crossings to address any existing safety concerns related to the interaction of rail and vehicular traffic movements.

TRANSIT-ONLY ALTERNATIVE

Involves the implementation of new and/or enhanced bus transit service in the IH 35 PEL study area, and would potentially include construction of additional park-and-ride facilities, expansion of existing bus routes/service, implementation of express bus and/or bus rapid transit service, and/or promotion of policies or programs that encourage or incentivize enhanced transit ridership in the IH 35 PEL Study Area.

TRUCK-ONLY ALTERNATIVE

Involves the construction of a dedicated lane on the existing IH 35 and/or IH 410 facility that is restricted solely for use by large trucks (e.g., eighteen-wheelers) and would be barrier-separated from passenger vehicles.

Figure 1: No-Build Alternative

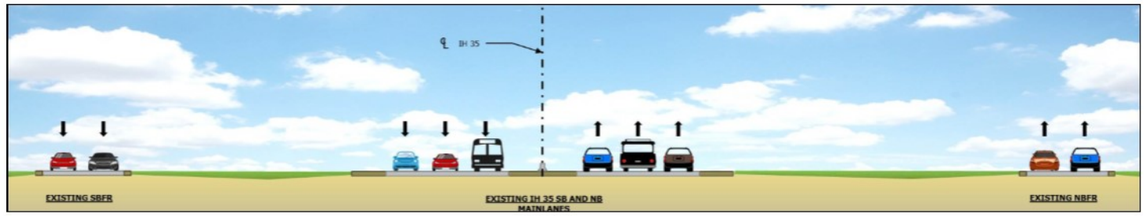


Figure 2: Expansion Alternative - At-Grade Option

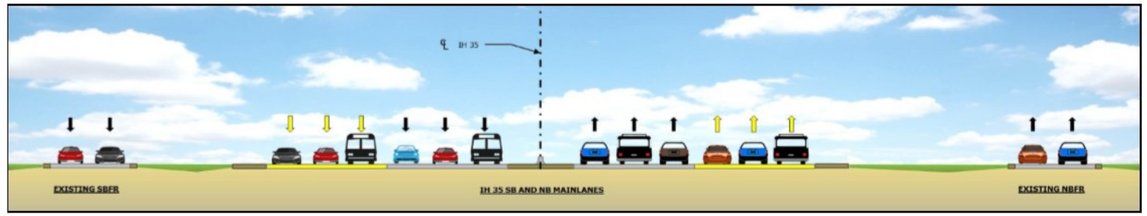


Figure 3: Expansion Alternative - Elevated Option

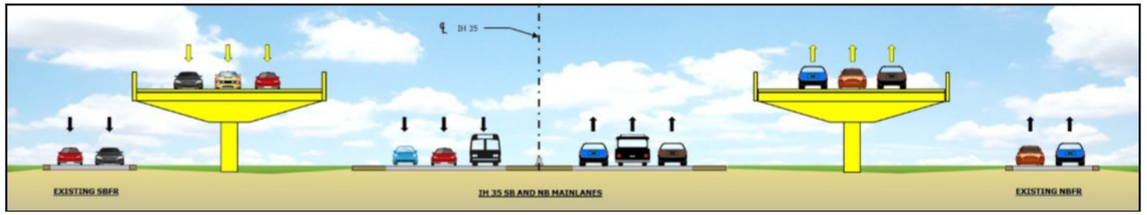


Figure 4: Expansion Alternative - Partially-Elevated Option

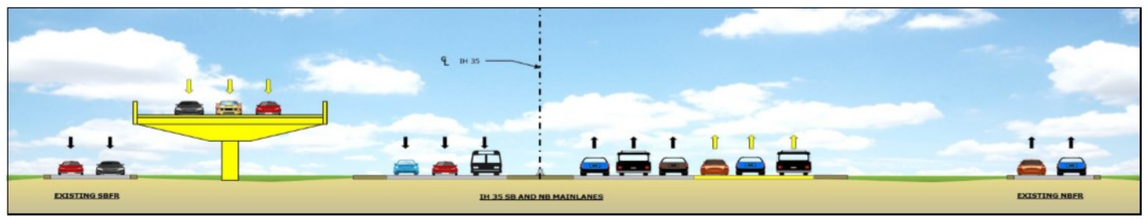
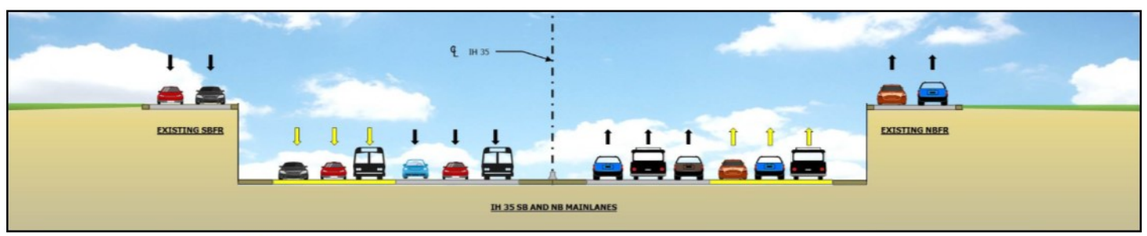


Figure 5: Expansion Alternative - Depressed Option



⬇⬆ - Existing lanes - ⇩⇧ - Proposed lanes*

*Proposed lanes could include general purpose, managed, High Occupancy Vehicle, High Occupancy Transit, Transit Priority, etc.

EXPANSION ALTERNATIVE - AT-GRADE OPTION

Involves the construction of additional at-grade capacity on IH 35 and IH 410, generally to include up to three additional lanes in each direction depending on right-of-way, merging, and site-specific environmental constraints. Limited right of way acquisition might be required at various locations along IH 35 to optimize capacity. (See **Figure 2**)

EXPANSION ALTERNATIVE - ELEVATED OPTION

Involves the construction of three additional elevated mainlanes in each direction (six lanes total), with minimal additional right of way rquired. (See **Figure 3**)

EXPANSION ALTERNATIVE - PARTIALLY-ELEVATED OPTION

Involves the construction of a combination of three additional at-grade and elevated mainlanes in each direction (six lanes total) , with minimal additional right of way required. (See **Figure 4)**

EXPANSION ALTERNATIVE - DEPRESSED OPTION

Involves the construction of up to three additional depressed mainlanes in each direction (six lanes total), with minimal additional right of way required. (See **Figure 5**)

NEW LOCATION HIGHWAY ALTERNATIVE

Involves the construction of an entirely new controlled-access highway project adjacent to the existing IH 35 corridor in the IH 35 PEL Study area in an attempt to serve the same travel market currently using the existing IH 35 facility.

PARALLEL FACILITY ALTERNATIVE

Involves the expansion or upgrade of an existing roadway, or combination of multiple roadways, that parallel the existing IH 35 corridor in the IH 35 PEL Study Area in an attempt to serve the same travel market currently using the existing IH 35 facility.

Draft Alternatives Development and Evaluation Process