

## 8. RECOMMENDATION OF PREFERRED ALTERNATIVE

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### 8.1 Rationale for Recommending the Preferred Alternative

The two *Build Alternatives* (A and C) and the *No Build Alternative* were evaluated throughout the DEIS process in terms of their effects on the natural and human environments, as well as their ability to meet the proposed project's purpose and need.

*Alternative A* was identified as the *Recommended Alternative* for implementation for the reasons detailed below.

*Alternative A* meets the purpose and need of the proposed project by facilitating long-term congestion management along the US 290/SH 71 corridor by accommodating the movement of people and goods for multiple modes of travel. *Alternative A* also meets the purpose and need of the proposed project by improving mobility and operational efficiency as well as safety and emergency response time. In addition to meeting the purpose and need, *Alternative A* has fewer impacts than *Alternative C*. Measures of effectiveness are identified by alternative in **Table 3.3**. In summary, *Alternative A*:

- Adds 19 at-grade crossings of shared-use path and streets, which is 4 fewer than *Alternative C*.
- Adds approximately 7,200 linear feet of total change in the length of access points in/out, which is 5,520 linear feet less than *Alternative C*.
- Proposes approximately 10,840 linear feet of elevated structures, which is 3,160 less than *Alternative C*.
- Includes approximately 3.40 acres of streams and water bodies within the right-of-way compared to 4.78 under *Alternative C*.