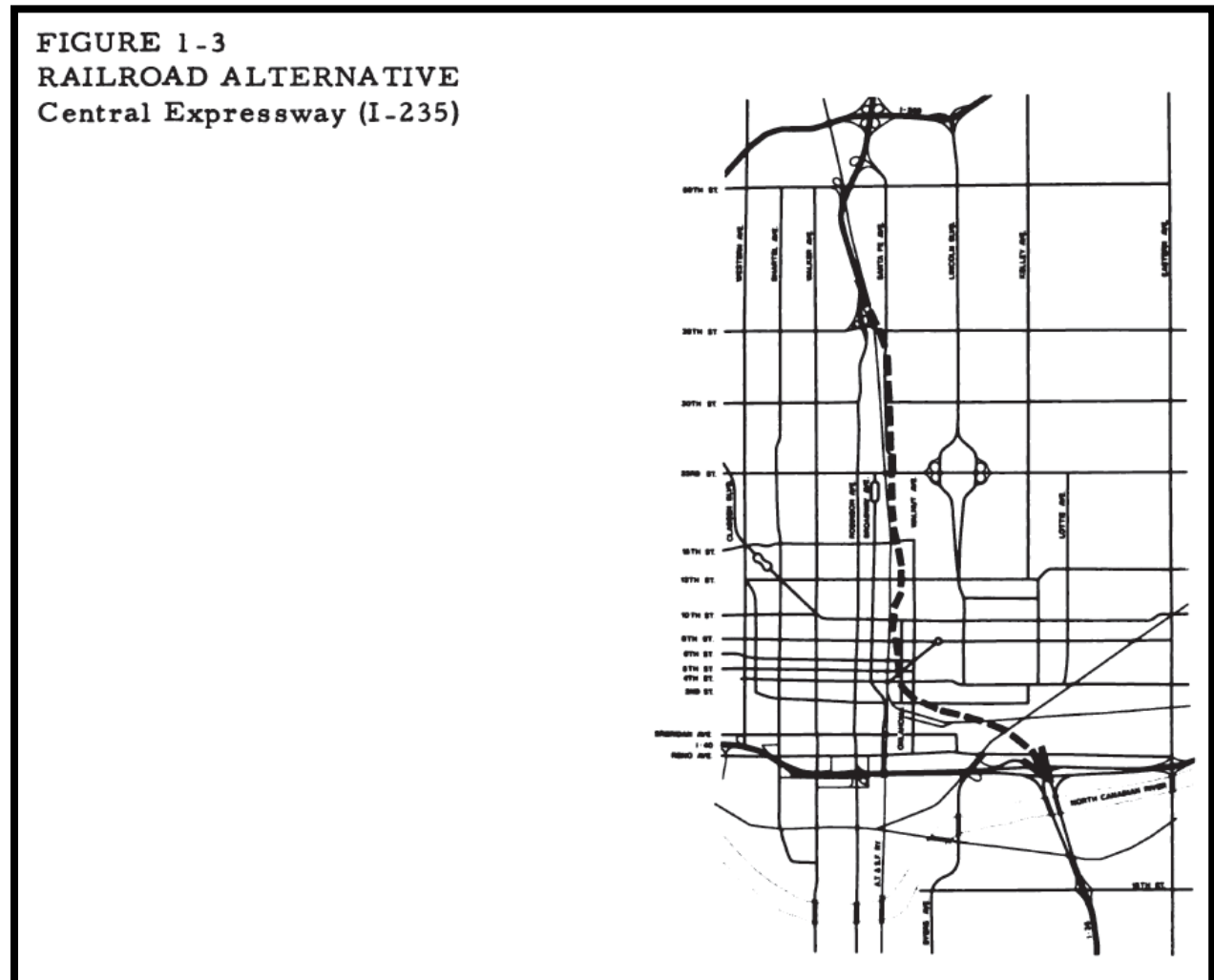


Full excerpt from the Draft Environmental Statement, Section 1.4, "Description of the Alternatives," pages 1-8 through 1-9:



Railroad Alternative

The Railroad alternative is a six-lane expressway connection which would parallel the eastern side of the A.T. & S.F. railroad tracks from north of 36th Street to 2nd Street, where it would turn to the east until it joins with the I-35/I-40 Interchange (Figure 1-3). This alternative would be elevated above grade level for its entire length. It is contemplated that this alternative would have either full or partial ramp connections at the following streets: 36th, 23rd, 21st, 11th, 6th, and 2nd Streets, Lincoln Boulevard, and Sheridan Avenue. As part of the I-35/I-40 Interchange, a connection to Reno Avenue would be provided.

As indicated for the Broadway alternative, the travel forecast for the Railroad alternative is based on the assumption that all of the improvements assumed as part of the "No Project" alternative, widening of the existing Broadway Extension, and other planned regional improvements would occur by 1995.

Mixed-mode express bus service to the Capitol Complex could be provided via the Railroad alternative and 23rd Street or 21st Street. Exclusive-lane bus service to the Capitol could be provided by developing the median as a busway and providing adequate median space when the Broadway Extension is widened. Adequate median width exists south of 21st Street to provide exclusive-lane service if desired. By providing means for vertical transportation of people (from the elevated roadway to grade level at appropriate locations, express bus users could directly transfer to the shuttle bus service planned to service the Capitol, the Health Center and downtown.