

Alternative Suggestions, Improvements, and Modifications: Could be Included

The following list of suggestions could be included as improvements or modifications to the alternatives under consideration. Many of these suggestions may cause additional impacts, or trade-offs which are also briefly described.

All Alignments (Existing Alignment and Realignment)

	Alternative/Suggestion	Concern	Response to Suggestion/Concern
#	Other: Buffer		
1	Wider buffer to address growth and impacts	Amount of buffer between highway and homes, neighborhood impacts, noise	All alternatives will have an increased buffer when compared to the existing condition. Efforts to create a larger buffer will cause increased property acquisitions, costs, and community and historic impacts. Project team will coordinate with other agencies to determine the appropriate width of such a barrier. Condemnation laws restrict CDOT from purchasing property for the project. Project team will also coordinate during final design on aesthetics, landscaping and disposal of remnant parcels.
#	Other: Parks/development		
2	Allow parks and open space or private development under the highway	Neighborhood cohesiveness, elevated structure, hurt development in the area	There is a commitment to a series of urban design workshops with Denver and the community and business interests in the project area. This development vision will result from stakeholder input after the PACT recommends an alignment. There are potential Homeland Security issues with uses under the highway; they are allowed on a case-by-case basis. In addition, all alignments impact large parcels that would have remnant parcels to dispose of.
#	Other: Walkability		
3	No free right on red	Safety for pedestrians and bikes	Local agencies have the authority over the signalization and safety of cross-streets. Coordination will occur after the identification of a preferred alignment. This suggestion could be accomplished at the local agencies' initiative.

Current Alignment

	Alternative/Suggestion	Concern	Response to Suggestion/Concern
#	Connectivity: East/west		
4	Providing a connection between Thomson Court to Vasquez	Access	Vasquez would be rebuilt for the existing alignment alternatives on the north side connecting Thompson Ct, Clayton, Fillmore and Milwaukee. On the south side a new road would be created connecting Thompson Ct, Clayton, Fillmore, Milwaukee and St Paul with the North shift. It remains a possibility for the South Shift.

Realignment

	Alternative/Suggestion	Concern	Response to Suggestion/Concern
#	Connectivity: East/west		
5	Connect south side frontage road to Brighton and York street	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 53 th Ave grid. It would require a grade crossing for two rail lines. There would be increased costs and the number of property acquisitions would be higher.
#	Connectivity: North/south		
6	Add frontage roads along I-70 to provide access	Access from I-70 into north Swansea would be more limited	Brighton Blvd runs along the interstate from Race to about Thompson Ct and provides access to York and Columbine. Brighton could be extended to Vasquez along the 52 nd and 53 rd Ave grid. Brighton Blvd from 46 th to 48 th would still provide the same access.
#	Other: Connectivity		
7	Brighton Boulevard should be simplified	Plan shows circuitous route for Brighton Blvd	Brighton Blvd traffic is routed on 48 th Ave and Race St to avoid a complex 5 legged intersection with Brighton Blvd and the freeway ramps. Efforts to provide an easier diamond interchange would increase impacts to the community including the park. There is also a spacing issue with the I-25 collector-distributor roads and Washington Blvd. Other alternatives are being analyzed including the potential to coordinate with Denver Parks and Recreation on realigning the existing park footprint.