

		Future Current Alignment		Future Realignment		Justification for evaluation
Interest	Suggested Metrics	North	South	West	East	
NEIGHORHOOD QUALITY: Maintain quality of life and protect community values.						
Improve or maintain neighborhood connectivity	Assess neighborhood cohesion and barriers within community	Increased barrier effect in residential and other portions of Elyria Swansea due to wider I-70.		Increased barrier from traffic from Brighton Blvd diverting to 48th and Race on south in Elyria and Swansea. I-70 aligns with existing barrier of Brighton Bl., NWSS, industrial land uses and creek.		
Avoid/minimize impacts to neighborhood education facilities	Number of local schools relocated	1	0	0		
Minimize impact on neighborhoods from highway infrastructure	Acres of ROW	204	198	415	336	
	Number of residential units displaced	93	64	18	53	
	Number of partial residential property acquisitions	7	7	12	9	
	Number of local community resources lost; markets, school, P.O., rescue mission.	4	2	2		
Maintain Neighborhood connection to the South Platte River	Assess I-70 as barrier	Maintains existing connection		I-70 aligns with existing barrier of Brighton Bl., NWSS, industrial land uses.	Increased barrier effect along Brighton Bl., NWSS, industrial land uses.	

		Future Current Alignment		Future Realignment		Justification for evaluation
Interest	Suggested Metrics	North	South	West	East	
TRANSPORTATION:						
Provide mobility, access and safety improvements to the corridor						
A) Mobility: Provide for the seamless movement of goods and people through all modes of transportation.						
Increase mobility for highway through traffic	Improve travel time between I-25 and Tower Rd.	Westbound - 17.6 minutes Eastbound - 22.8 minutes		Westbound - 17.1 Minutes Eastbound 21.6 minutes		
Improve local traffic operation	Changes to local street networks	Heavier traffic on Brighton between I-70 and 44th Ave.; on Colorado Bl. Between I-70 and Smith Rd.; and on Quebec St. between I-70 and Sandown Rd.; changes to 46th Ave. result in changes to circulation and connectivity of numerous roadways.		Brighton St. becomes more circuitous; changes to 46th Ave. result in changes to circulation and connectivity of numerous roadways		Improvements in some locations may be offset by impacts at other locations. All alternatives decrease cut-through traffic on neighborhood streets.
Improve freight movement by truck		York St. interchange removal marginally increase truck traffic on local streets, mainly through changing routes.		Increase in truck traffic on 46th Ave. due to conversion from freeway.		Improvements in some locations may be offset by impacts at other locations.
Improve bicycle and pedestrian facilities	I-70 crossings	Viaduct extended to maintain Columbine and/or Clayton Street crossings under I-70		Underpass crossings of I-70 become at grade crossings of 46th Ave.		New crossings and facilities can be added to all alternatives.
Prepare for changing transportation needs	Alignment with local, regional and state planning	Aligns with NWSS Station Plan		Aligns with Elyria Swansea plan.		Analysis uses DRCOG's 2030 traffic model; Elyria Swansea plan features revitalized 46th Ave. with I-70 removed; NWSS Station Plan to be finalized December 2010; all alternatives align with Commerce City Comp plan.

		Future Current Alignment		Future Realignment		Justification for evaluation
Interest	Suggested Metrics	North	South	West	East	
B) Access: Provide convenient, direct, and efficient access around neighborhoods.						
Improve neighborhood access from I-70.	Changes to key interchanges	Remove York St. interchange,		Use of 46th Ave. instead of I-70 to access Elyria Swansea neighborhoods.		All interchanges would be improved to operate at LOS D, regardless of alternative chosen.
Improve access to neighborhood recreation centers, schools	I-70 crossings	Viaduct extended to maintain Columbine and/or Clayton Street crossings under I-70		Underpass crossings of I-70 become at grade crossings of 46th Ave.		All alternatives have improvement to local neighborhood mobility.
Improve Access to Transit	Consistency with proposed FASTRACKS station area plans	Consistent with NWSS Station Area Plan	Consistent with NWSS Station Area Plan	Requires additional coordination with RTD on station footprint	Requires additional coordination with RTD and Denver on access to station	Three stations in close proximity to project area
Improve freight rail facilities	Changes to grade separations or use of lines, leads and spurs	UPRR spur track relocation at Havana; all current grade-separated crossing retained				
Maintain truck stops	Number of stops impacted	1	0	0		Existing alignment north alternatives require acquisition of Pilot truck stop on Steele St.
Maintain access to manufacturers, warehouses and other local employers for truck and employee traffic	Distance to I-70	No change				46th Ave. will be able to carry the traffic that was previously on I-70, so distance will be maintained.
Maintain access to Riverside Cemetery for visitors and neighbors	Changes to access	No change		Brighton St. becomes more circuitous; I-70 becomes part of existing barrier of industrial uses.		Access is maintained with all alternatives, realignment modifies access

		Future Current Alignment		Future Realignment		Justification for evaluation
Interest	Suggested Metrics	North	South	West	East	
C) Safety: Provide a safe traveling and living environment						
Efficient emergency response times	Emergency response times are dependent on routes determined by local agencies once the facility is constructed.	Emergency response times could improve.				Emergency response times on I-70 improvement is more dependent on managed lanes alternatives than on alignments.
Provide a safe travel environment (roadway, access ramps and other facilities)		Facility rebuilt to current safety standards.				Facility will be safe if rebuilt, and it will be rebuilt under all alternatives.
Maintain safe and effective hazardous materials routing		Facility rebuilt to current safety standards for hazmat routing.				Facility will be safe if rebuilt, and it will be rebuilt under all alternatives.

		Future Current Alignment		Future Realignment		Justification for evaluation
Interest	Suggested Metrics	North	South	West	East	
ECONOMIC:						
Promote economic activity in the corridor						
Minimize economic impacts to individuals or businesses	Number of businesses displaced	45	42	58	52	In some cases, multiple properties may be needed for the operation of a single business, or multiple businesses may be on one property.
	Building square footage removed	972,737,	1,272,070	595,368	588,832	
	Properties acquired	48	46	142	101	
Creative Economic Opportunities		Consistent with Denver Station Area Plan Recommendations		Allows for redevelopment of 46th Avenue		All alternatives will increase safety, mobility and connectivity. All will accommodate for future growth and meet the projected traffic demands for 2035.
Avoids Total Acquisition of NWSS		Yes		No	Yes	

		Future Current Alignment		Future Realignment		Justification for evaluation
Interest	Suggested Metrics	North	South	West	East	
ENVIRONMENTAL:						
Minimize impacts to human and natural environment						
Protect natural resources (e.g. South Platte River, Sand Creek, the Sand Creek Greenway)	Impacts associated with new piers and structures	Loss of wildlife habitat, riparian vegetation and 0.31 acres of permanent wetlands		Loss of wildlife habitat, riparian vegetation and 1.06 acres of permanent wetlands		Additional stream crossings impact wetlands, wildlife habitat and open space. Mitigation includes wetland and vegetation replacement
Air quality	% Change Tons/Year Between Existing Alignment and Realignment	Alignments Differ Less Than 1.2% Tons of Emissions/Year				There are no significant differences between the alternatives, and none will cause violations of air quality standards. More people live near existing alignment, so more people would be exposed to emissions.
Protect health and safety of people living near the corridor	Number of residential units within 500 feet of the construction limits	899	883	604	612	More people live near existing alignment, so more people would be exposed to highway. There are no federal guidelines for health risks associated with proximity to a highway.
Minimize noise impacts	Approximate % of residential units impacted with no mitigation in place	10%	11%	12%	12%	Dense areas of impacted receivers are most likely to receive noise mitigation from the project
Minimize impacts to historic resources	Number of adverse effects to historic properties	34	6	11	14	
	Number of adverse effects to historic districts	1	0	1	0	Wessel district affected by existing alignment north, and NWSS affected by realignment west.
Environmental Justice	Impacted Resources that effect low income and minority populations	Acquisition of 93 residential, 45 commercial properties, Swansea Elementary and the Denver Rescue Mission	Acquisition of 64 residential and 42 commercial properties (including Purina). Proximity impacts to Dunham Park	Acquisition of NWSS, post office, 18 residential and 52 commercial properties. Proximity impacts to Elyria Park and FASTACKS station.	Acquisition of post office, 53 residential and 58 commercial properties. Proximity impacts to NWSS, Elyria Park and FASTRACKS station	The entire project area consists of low income and minority communities that are above the state and regional averages. There will be adverse effects to these communities under all four alternatives.