

		Future Current Alignment		Future Realignment		Justification for evaluation
Interest	Suggested Metrics	North	South	West	East	
<b>NEIGHBORHOOD QUALITY:</b> 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.	

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<b>TRANSPORTATION:</b>						
Provide mobility, access and safety improvements to the corridor						
<b>A) Mobility: Provide for the seamless movement of goods and people through all modes of transportation.</b>						
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.

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<b>B) Access: Provide convenient, direct, and efficient access around neighborhoods.</b>						
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 access to 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

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<b>C) Safety: Provide a safe traveling and living environment</b>						
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.		

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<b>ECONOMIC: Promote economic activity in the corridor</b>						
Avoid 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 (full(partial))	48 (75)	46 (80)	142 (97)	101 (98)	
Create economic opportunities and allow for future growth	Number of jobs created during construction	2,500	2,900	4,000-4,300	4,500-4,800	Based on cost of construction.
Loss of property tax revenues	Based on 2005 valuations	Denver: -0.14% to -0.16%; Aurora: -0.02%		Denver: -0.11%; Aurora -0.02%; Commerce City: -0.6% to -0.7%		
Maintain NWSS as an economic anchor	Relocation of NWSS	No		Yes	No	

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<b>ENVIRONMENTAL:</b>						
<b>Minimize impacts to human and natural environment</b>						
Protect natural resources (e.g., South Platte River, Sand Creek, the Sand Creek Greenway)	Number of additional crossings	3		5		Additional stream crossings impacts natural resources including water quality, wetlands, habitat and open space.
Improve air quality	Conformity with air quality regulations	Will not exceed National Ambient Air Quality Standards				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.
Minimize noise impacts	Length of noise mitigation anticipated	9,000 ft		12,000 ft		
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.
Avoid disproportionate impacts to poor and minority communities	Percent minority population where residential displacements occur	91%	93%	85-95%	87-89%	
	Percent low-income where residential displacements occur	26%	46%	28-30%	27%	
Fulfill state and federal regulations (NEPA, Section 106, wetlands etc.)		Yes				All alternatives will fulfill regulatory requirements prior to construction.