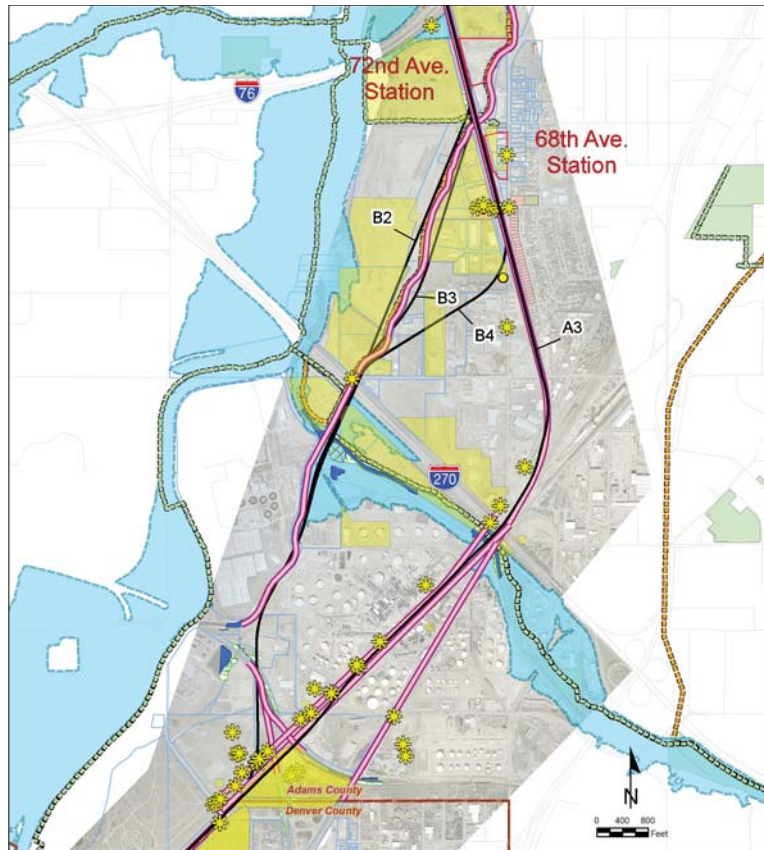


SOUTHERN SECTION ALIGNMENTS SUMMARY – COMPARATIVE EVALUATION DENVER UNION STATION TO 84TH AVENUE



SOUTHERN SECTION ALIGNMENT DETAIL



LEGEND

Assessor Parcels	EMU Noise - Post Mitigation	Archaeological/Historic (NRHP Eligible)	100-Year Floodplain
Station Footprints	Severe	Trails - Existing	Wetlands
Historic Landfills	Upper Moderate	Trails - Proposed	Riparian Vegetation
Hazardous Materials Sites	Lower Moderate	Parks and Open Space	Other Waters
	National Priority List Site	Parks - Proposed	Prairie Dog Colonies

EMU NOISE IMPACTS

ALIGNMENT	TOTAL POST-MITIGATION IMPACTS (SEVERE/UPPER MODERATE/LOWER MODERATE)
A-3	0
B-2	0
B-3	0
B-4	1 (0/1/0)

RIGHT-OF-WAY IMPACTS AND RELOCATIONS

ALIGNMENT	RESIDENTIAL RELOCATION	BUSINESS RELOCATIONS
A-3	0	12
B-2	0	13
B-3	2	16
B-4	3	14

WETLANDS AND OTHER WATER IMPACTS

ALIGNMENT	WETLAND IMPACTS	OTHER WATER IMPACTS
A-3	0.1 acre	1.2 acre
B-2	0.3 acre	2.5 acre
B-3	0.5 acre	2.7 acre
B-4	0.3 acre	2.4 acre

AT-GRADE STREET CROSSINGS

ALIGNMENT	NEW CROSSING	EXISTING CROSSING
A-3	0	8
B-2	2	3
B-3	5	4
B-4	5	5

FREIGHT RAILROAD OPERATION IMPACTS

ALIGNMENT	FREIGHT RR OPS IMPACTS
A-3	Most
B-4	Less than A-3
B-2, B-3	Least

OTHER IMPACTS

- Visual
 - A-3 requires noise walls
 - B alignments do not require walls
- Social/EJ
 - B-4 creates most barrier effects
- Safety & Security
 - All alignments are in industrial areas

SUMMARY EVALUATION

- All four alignments in DEIS
- No preference indicated in DEIS
- Similar construction costs
- Need public and agency comments to DEIS
- Need additional detailed investigation