

and activities to ensure that social impacts to communities and people are recognized early and continually throughout the transportation decision making process—from early planning through implementation. Should the potential for discrimination be discovered, action to eliminate the potential shall be taken.”

Effects resulting from the three alternatives being evaluated in the EA are described in the following sections.

No-Action Alternative

The No-Action Alternative includes only minor safety and maintenance improvements along C-470, such as resurfacing and re-striping. As such, these activities would result in negligible effects to Wolhurst or to any other residential population in the project area. Similarly, because no new ROW would be required, no particular

social group would be affected. In general, the effects of this alternative on the population living within the project area are negligible.

General Purpose Lanes Alternative

The GPL Alternative includes widening existing C-470 and Santa Fe Drive, both of which border Wolhurst. These improvements would require ROW acquisition from Wolhurst. The existing noise barrier along the southern border of the property would also be affected by highway widening and interchange improvements. A replacement noise barrier would be re-located within CDOT ROW parallel to C-470, approximately 50-90 feet closer to the interior road than the existing barrier. **Figure 3-4** shows the design concept for the interchange improvement in proximity to Wolhurst.

**Figure 3-4
Santa Fe Drive Interchange at Wolhurst**

