

East/West Through Denver	 <p>East/West: I-70 → US 6 → CML/BrushLine → 96th Ave → DIA</p>	 <p>East/West: I-70 → New Stockyards Station → I-70 → DIA</p>	 <p>East/West: I-70 → I-76 → New North Metro Station → 96th Ave → DIA</p>	 <p>Option A Option B Pena E Segment West 1B</p>	 <p>East/West Around Denver: I-70 → C-470 → E-470 → DIA</p>	 <p>Segment B-1 and B-4 Pena Blvd.</p>
Segment Name	<b>E/W Through Denver: US 6/CML/96<sup>th</sup> Ave</b>	<b>E/W Through Denver: I-70</b>	<b>E/W Through Denver: I-76 (new for L-2)</b>	<b>Shared Track: Extend Gold Line to I-70</b>	<b>E/W Around Denver: Beltways South</b>	<b>E/W Around Denver: Beltways North</b>
Travel Time	24 Min	26 Min	23 Min	56 Min	35 Min	37 Min
Average Speed	115 MPH	99 MPH	106 MPH	45 MPH	106 MPH	96 MPH
Top Speed	170 MPH	160 MPH	165 MPH	130 MPH	157 MPH	133 MPH
Cost	\$2.58 Billion	\$2.82 Billion	\$2.44 Billion	\$0.56 Billion	\$3.50 Billion	\$3.08 Billion
Environmental Concerns	ROW requirements will result in many community impacts Noise, EJ issues & community impacts	Not supported by CDOT – inconsistent with EIS EJ issues & community impacts	Fewer environmental/community issues than other E-W segments Opposition to 96th Avenue alignment	Increased train movements will increase local noise and community disruption May not work operationally with single-track Arvada recorded concerns	Follows corridors with available/dedicated ROW Potential impacts to Chatfield State Park	Potential impacts to Rocky Flats and open space/wildlife/recreation No ROW and history of public concerns in NW quadrant