

What happened to the Realignment Alternatives?

After receiving many comments on the Draft EIS in opposition of the realignment, project team members reevaluated the Realignment Alternative. The results of the additional analysis showed that the Realignment Alternative should no longer be considered a reasonable alternative for the following reasons:



- Does not meet the Purpose and Need of the project, *“to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70”*
 - After removal of the highway (I-70), 46th Avenue would remain and traffic volumes would likely increase 10 to 20 times (up to 50,000 vehicles per day). (safety, access, mobility)
 - Creates a barrier to the community making it difficult for bikes/pedestrians to move through the neighborhood.
 - May encourage highway travelers to use 46th Avenue, a local roadway facility with many access points
 - Delivery trucks and other large vehicles would need to frequently use 46th Avenue to reach the industrial and warehousing businesses located near existing I-70
 - Does not maintain two major highways in the area (I-70 and I-270) for safety, multiple route choices, and emergency access. (access, mobility)
 - Does not maintain the current location/plan for the FasTracks National Western Stock Show Station on the North Metro Line, and restricts development for a larger transit oriented development area. (access)
 - Creates additional curves and increased lane miles. (mobility, safety)
- Would not allow National Western Stock Show to continue to operate in its current location with its current programs.
- Creates impacts to the Sand Creek Regional Greenway and South Platte River.
- Adds visual barriers and does not maintain access to the South Platte River and the Riverside Cemetery.
- Would increase the cost of the project (estimated at approximately \$2.3 billion) compared to Current Alignment alternatives, making it less likely to fund in the near term.