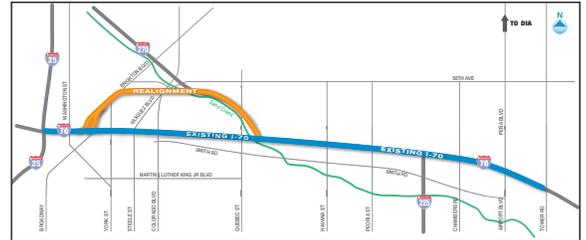


# Elimination of Realignment Alternative

The PACT agreed that Current Alignment is the more promising alternative (when compared to the Realignment). The Current Alignment provides the greatest opportunities to mitigate impacts to neighborhood growth and quality, more broadly improves/encourages transportation/transit safety and use, and could encourage economic development.



The PACT also agreed that the Current Alignment is the most supported alignment because of the following positive aspects:

- Maintains current location/plan for the FasTracks National Western Stock Show Station on the North Metro Line and preserves the potential for a larger Transit Oriented Development area
- Maintains two major highways in the area (I-70 and I-270) for safety, multiple route choices, and emergency access
- Avoids the negative impacts on the neighborhood of 10 to 20 times the amount current traffic on 46th Avenue in realignment (up to 50,000 vehicles per day)
- Less impact to Sand Creek Regional Greenway compared to the Realignment Alternative that adds a second river crossing and moves I-270 closer to the river
- Allows for South Platte River and Riverside Cemetery access without a visual barrier
- Maintains the current straight, shorter highway alignment compared to the realignment's additional curves
- Preserves potential for National Western Stock Show to continue to operate in its current location with their current programs
- Knowledge of the current conditions leads to better understanding of the potential future impacts associated with widening the current I-70
- Higher potential for near term funding because initial phases require less funding

FHWA and CDOT have considered this recommendation from the PACT and are proposing that the Realignment Alternative be eliminated from further consideration. Since the conclusion of the PACT, the project team has focused on refining the alternatives located along the Current Alignment.