



Project Facts

Background

I-70 between I-25 and Chambers Road is one of the most heavily traveled and congested highway corridors in the Denver region and the state. Since 2003, CDOT has been studying a series of improvements to this corridor to make the interstate safer, relieve congestion and address aging infrastructure. The results of that study were released in January 2016 in the Final Environmental Impact Statement, which analyzes these alternatives. On Jan. 19, 2017, the Federal Highway Administration approved the Record of Decision, allowing the project to move forward.

The Central70 Project addresses a major part of a multi-billion dollar dilemma that impacts every vehicle driver in the state, commercial carriers and commuters alike: congestion that grows worse every year and affects everyone's pocket books.

- More than \$6 billion annually are spent by Colorado drivers on deteriorating, congested and unsafe roads and bridges, according to TRIP, a national transportation research group.
- Each Denver driver annually spends 49 hours stuck in traffic
- The number of vehicle miles traveled increased 22 percent to 51.1 billion in 2015, the 10th largest increase in the nation.

On Aug. 23, 2017, CDOT selected Kiewit Meridiam Partners (KMP) to design, build, and help finance Central 70, as well as operate and maintain the completed project for 30 years. Construction is expected to begin in early 2018.

The Project

The Central 70 Project includes:

- Reconstructing I-70 from Brighton Boulevard to I-270 including the addition of one Express Lane in each direction
- Removing the 53-year-old viaduct and lowering the interstate between Brighton and Colorado boulevards
- Constructing a new 4-acre park over the interstate between Clayton and Columbine streets
- Widening I-70 from I-270 to Chambers Road to accommodate one Express Lane in each direction
- Restriping I-70 from I-25 to Brighton Boulevard to accommodate one Express Lane in each direction

