



Central 70 Will and Will Not

The Central 70 Project will	The Central 70 Project will <u>NOT</u>
Project Basics	
<ul style="list-style-type: none"> • Provide the first safety and capacity improvements to I-70 since the highway’s construction in 1964. • One new Express Lane in each direction • Auxiliary lanes for safe exiting and entering the highway • Adding 8-foot outside and 12-foot inside shoulders for accidents and breakdowns • Rebuilding of some existing side streets 	Add unnecessary or excessive lanes. The planned 8- to 10-lane template is similar to other major interstates in the metro area and is designed to safely carry more than 200,000 vehicles per day.
Permanently address the 54-year old viaduct; the second largest bridge in Colorado and the last of the 30 worst bridges in the state yet to be addressed.	Prevent CDOT from addressing poor and structurally deficient bridges around the state. The Transportation Commission requires that no more than 50 percent of revenues from the Bridge Enterprise program be allocated to the Central 70 Project.
Add new capacity and choice with Express Lanes that encourage carpooling, accommodate future transit growth and guarantee drivers a congestion-free trip even as Colorado grows.	Add new capacity as general purpose lanes where congestion can’t be managed.
Create a vibrant and active 4-acre park maintained by the City and County of Denver and modeled on other active spaces around the nation.	Further divide the Globeville, Elyria and Swansea neighborhoods.
Ensure all aspects of the highway, including landscaping and snow removal, are maintained via strict standards placed on Kiewit Meridiam Partners (KMP).	Be subject to unknown funding sources for maintenance.
Enhance pedestrian and bicycle connectivity and safety throughout the corridor by incorporating 8-foot sidewalks, tree lawns and lighting along roads.	Reduce pedestrian and bicycle connectivity and safety.



Traffic Congestion	
Relieve congestion and create a functioning highway that makes it possible for drivers to use I-70 as a thoroughfare instead of the local street network.	Shift traffic to the local street network.
Accommodate freight traffic on one of Colorado's most active, industrial and commercial corridors; currently serving 1,200 businesses and 22,000 employees.	Shift freight traffic from the interstate to local streets.
Impacts and Community Commitments	
Provide a series of unprecedented mitigations including a \$2 million contribution to affordable housing development, funding for fresh food access, improvements to Swansea Elementary School and home improvements for nearly 300 homes.	Ignore the impacts to the community.
Meet all health-based air quality standards which will result in emission levels that are equivalent or reduced, compared to today, even with the nearly 50 percent increase in population and increased travel expected by 2035.	Cause violations of health-based air quality standards set by the Environmental Protection Agency (EPA).
Improve air quality in the area, including at Swansea Elementary School, by reducing congestion and building a lowered and partially covered highway.	Negatively impact long-term air quality.
Provide the residents and owners of 56 homes acquired for the project with full benefits under the Uniform Act, including covering the cost difference caused by market conditions.	Require residents displaced by the project to make up the difference between the value of their home and a new property with like characteristics or place restrictions on where residents choose to move.