Central 70

FACT SHEET

I-70 Brighton to Colorado boulevards

Lowered section

As part of the Central 70 Project, the 1.2-mile long viaduct, which has been in place since 1965, will be removed and lowered approximately 30 feet below ground, a nearly 60-foot difference in elevation.

When reconstruction of Interstate 70 is complete in late 2022, drivers will experience a downward slope as they enter the lowered section, where they will travel under (from west to east) the Union Pacific Railroad, York and Josephine streets, and through a three-block tunnel with Columbine and Clayton streets on either side and a 4-acre park in the middle. Then, motorists will travel under Fillmore, Steele and Cook streets, the Burlington Northern Santa Fe Railroad, Monroe Street and Colorado Boulevard.

At ground level parallel to the lowered section, 46th North and 46th South avenues will provide easy access to the neighborhood while acting as a frontage road to I-70. Access to the lowered section will be via auxiliary lanes throughout the lowered section that will function similarly to Interstate 25 between Broadway and University boulevards. Interchanges will exist at Brighton Boulevard, Steele/Vasquez and Colorado Boulevard.

Sidewalks on all the north/south bridges as well as 46th North and South avenues will enhance connectivity for the community.

Once complete, I-70 will accommodate three general-purpose lanes and have room for two Express lanes in each direction, although only one will be in operation when the Project is complete. In addition, there will be wide shoulders to allow access for emergency vehicles and room for stalled vehicles to move out of traffic.

Some of the retaining walls along I-70 will incorporate art accent panels depicting the history and culture of the surrounding neighborhood. The retaining walls also serve as sound walls that will protect residents from noise while also eliminating the need for walls at ground level that would block views across the community.

Safety is a priority and there are a number of safety features built into the lowered section under the cover including a fixed fire suppression system, ventilation, public address and emergency broadcasting systems.