

Reroute Alternative

Overview

Some have suggested that it would be cheaper and easier to entirely move - or reroute - I-70 onto I-270 and I-76 and replace I-70 with a city street. There are many practical concerns with this idea:

- Substantial increase in traffic volumes on 46th Avenue. Projected traffic volumes in 2035 on 46th Avenue are 10 to 20 times higher (more than 50,000 vehicles per day) compared to keeping I-70 in its current location.
- Rerouting I-70 will force delivery trucks and other large vehicles to use 46th Avenue frequently to reach the industrial areas and businesses located near the existing I-70.
- Of the traffic heading west on I-70, approximately 50% continues past I-25, staying on I-70. The reroute alternative adds two miles of out-of-direction travel for these vehicles. Thirty-five percent of the traffic heading west on I-70 exits to southbound I-25. This alternative adds four miles of out-of-direction travel for these vehicles resulting in additional travel times.
- There will no longer be multiple east-west highway route choices in the area. The multiple route choices are beneficial for emergency access.

Cost

Additionally, the cost is estimated at around \$3.2 billion. This would increase the Project construction cost by approximately three times compared to the Central 70 Project (estimated at \$1.2 billion).

Furthermore, Bridge Enterprise funding would not be available for the I-270/I-76 reroute because none of the bridges along I-270 and I-76 are rated as poor, which means that they are not eligible for that funding.

Included in the cost:

- Complete reconstruction of the entire length of the I-270/I-76 - a large section of this highway has been built on landfill and could require up to 20 feet of excavation.
- 12 lanes total with lanes and shoulders built to current safety standards.
- Reconstruction of all mainline bridges to accommodate 12 lanes with shoulders built to current standards.
- Reconstruction of ramps and auxiliary lanes.
- Interchange reconstruction at I-70/I-270, I-270/I-76/US 36, I-76/I-25, and I-76/State Highway 121. The interchanges at I-270/I-76/US 36 and I-76/I-25 would require substantial improvements and may become new “mousetrap” types of interchanges (similar to I-70/I-25).
- Culverts/drainage throughout the length of the reroute.
- Structural and embankment walls throughout the length of the reroute.

See the [video](#).