

Progress Fact Sheet



Central 70

December 2022

Completed Work



West Segment (Brighton to Colorado boulevards)

- Construction of the 4-acre park over I-70
- Construction of permanent eastbound I-70 off-ramp to Steele Street
- Construction of Swansea Elementary playground
- Construction of the eastbound I-70 lanes in the lowered section
- Reconstructed Brighton Boulevard under I-70
- Removed westbound I-70 off-ramp to Steele/Vasquez
- Demolished old Union Pacific Railroad (UPRR) bridge
- Removed York Street on-ramp to westbound I-70
- Constructed UPRR access bridge
- Constructed York, Josephine, Columbine, Clayton, Fillmore, Cook and Monroe bridges
- Constructed Burlington Northern Santa Fe (BNSF) and Union Pacific Railroad (UPRR) bridge
- Constructed 46th North and South avenues between Colorado and Brighton boulevards
- Constructed future westbound I-70 lowered section between Brighton and Colorado boulevards
- Switched eastbound and westbound I-70 traffic from the viaduct into the lowered section
- Demolished viaduct between Brighton and Colorado boulevards
- Completion of westbound cover systems
- Construction of pump station

Central Segment (Colorado Boulevard to Quebec Street)

- Reconstructed I-70 traffic between Colorado Boulevard and Quebec Street
- Opened new ramp access to eastbound I-70 from southbound Colorado Boulevard, removed loop ramp
- Installed and relocated utilities along 45th North and South avenues
- Demolished and reconstructed the I-70 bridges over Dahlia, Holly and Monaco streets and Denver Rock Island Railroad (DRIR)
- Rebuilt 45th Drive intersections at Dahlia, Holly and Monaco streets

Completed Work *Continued*

- Relocated Holly Street ramps to I-70 to permanent locations
- Paved and striped 45th North and South drives
- Construction of Quebec Street and I-70 interchange
- Demolished and relocated Holly Street ramps to I-70 to permanent locations
- Paved and striped 45th North and South drives
- Construction of Quebec Street and I-70 interchange

East Segment (Quebec Street to Chambers Road)

- Demolished old I-270 flyover and built new bridge
- Widened and shifted I-70 traffic to new pavement
- Demolished the I-70 bridge over Peoria and built a new bridge
- Installed median barriers and sign structures
- Concrete panel replacement on I-70 between I-225 and Chambers Road

Ongoing Work



WEST SEGMENT (Brighton to Colorado boulevards)

- Testing for the tolling system between Colorado Boulevard and Chambers Road
- Landscaping and punchlist items



Additional Information

- 146 of the 148 identified Record of Decision mitigation measures are in progress or completed.
- All of the 133 anticipated parcels have been either acquired or have agreements for ROW transfer in place upon completion of construction.
- All of the 258 confirmed utility conflicts are resolved.
- More than 2.6 million cubic yards of dirt was excavated to build the lowered highway.
- The Project bilingual Community Liaison hosted outreach 'office hours' weekly as well as provided on-going coordination with local partners and organizations.

Sidewalks

- Nearly 50,000 linear feet (or about 9.5 miles) of new sidewalk were added:
 - Along the north-south connections within the Project boundaries, including (but not limited to): Brighton, York, Josephine, Columbine, Clayton, Fillmore, Steele/Vasquez, Colorado, Dahlia, Holly, Monaco, Quebec and Peoria.
 - Along the new 46th Avenue between Brighton and Colorado boulevards and along Stapleton Drive between Quebec Street and Colorado Boulevard.
- These sidewalks greatly improve access in the communities and to and from bus stops and the RTD rail stations.

Project Benefits

Improved Safety:

- Widened shoulders outside and inside the travel lanes for vehicle pull-off and emergency response
- More direct on- and off-ramps
- Interchanges spaced farther apart

Improved Infrastructure: The Project addressed the deteriorating transportation infrastructure by building 20 new bridges, six of which replaced structurally deficient bridges.

Economic Vitality: Reduced congestion and a safer road design cuts down on delivery delays and positively affects surrounding businesses.

Access to Transportation Facilities:

The Project provides reasonable access to transportation facilities by:

- Improving interchanges, providing updated sidewalks and following Denver's bike plan.
- Facilitating connections between residential and business activity centers by improving the frontage roads and the interstate access points.

Mobility: The Project enhanced mobility by providing transportation choices that:

- Improve reliability by providing a congestion-free lane (tolled Express Lane).
- Balance the transportation needs of local, regional and national users by providing improvements on an interstate system.

Workforce

The Central 70 Project had a goal to hire approximately one-fifth of its overall workforce from 13 ZIP codes adjacent to the Project. Throughout the project, local residents worked more than 720,000 hours for Kiewit and its subcontractors, achieving the goal in March 2021.

Connectivity: Local north-south and east-west connectivity is improved with the Project. The Project also features a 4-acre park over the highway that connects the Elyria-Swansea neighborhoods that were divided when the viaduct was built in the 1960s.

Driver Choice: The new Express Lanes in each direction of I-70, provides drivers with a choice to use the Express Lane for a reliable trip in exchange for a toll or to use one of the three general-purpose lanes for free. Carpoolers (vehicles with three or more people) and motorcyclists can travel in the Express Lane for free.

Transportation Capacity: The Project provides realistic capacity expansion and minimized future congestion leading to:

- A sufficient transportation system capacity to ensure the efficient movement of people and goods.
- Flexibility for future expansion and modification by preserving CDOT right-of-way.