

SYSTEMS AT WORK



Building for Safety



Central 70



A KEY COMPONENT OF THE CENTRAL 70 PROJECT is improving safety, which is a part of CDOT's overarching "Whole System. Whole Safety." campaign focused on infrastructure projects that will help to reduce traffic injuries and death. Higher-than-average crash rates can often be attributed to antiquated roadway conditions that do not meet current design standards, such as those found on some sections of I-70 today. Examples include inadequate acceleration and/or deceleration lane lengths, insufficient sight distance at entrance and exit ramps, ramp design speeds that are too low, insufficient shoulder widths of only two feet and exit spacing of less than one mile, which creates weaving issues for traffic entering and exiting the highway.

To address these critical issues, the new Central 70 will have wider shoulders for emergency use, reconfigured interchanges, and additional acceleration and deceleration lanes. The overall width of the highway is dramatically increasing to support these efforts, with the new lowered section lanes of future westbound I-70 wide enough to accommodate all six lanes of traffic being moved off the viaduct until the eastbound lanes can be completed.



DID YOU KNOW?

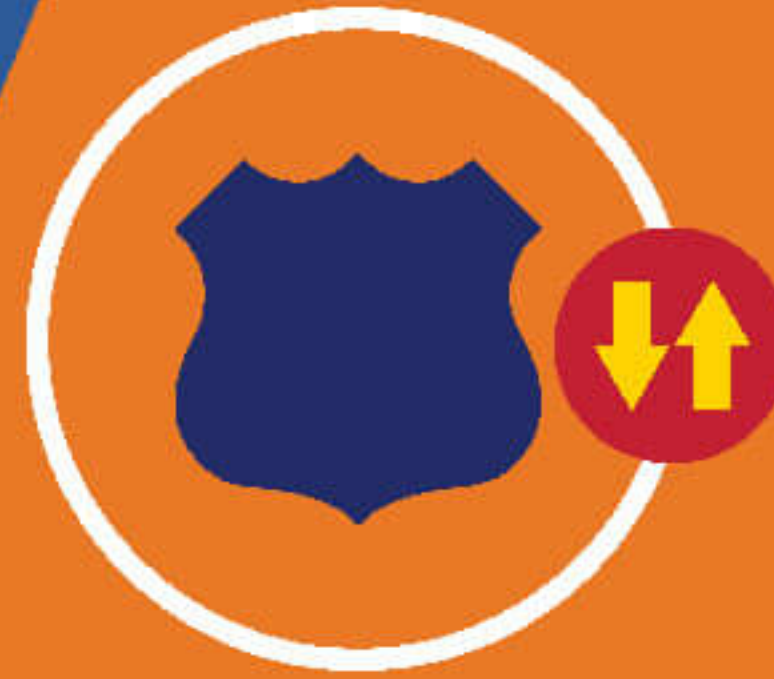
Trucks carrying hazardous materials (HAZMAT) are not allowed to travel on the portion of I-70 between I-25 and I-270. HAZMAT trucks are routed onto I-270 or I-225.



BUILDING SAFETY INTO CENTRAL 70

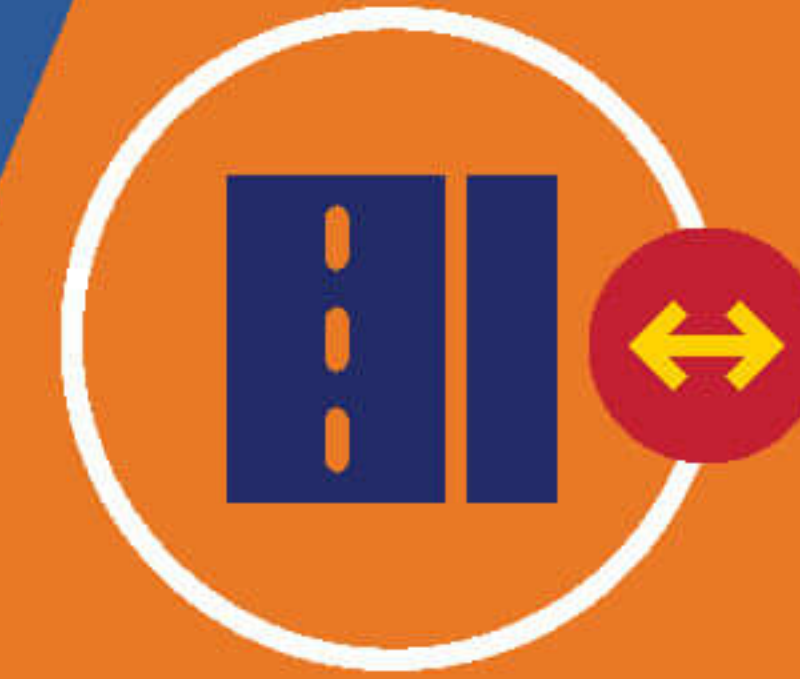
Expand the highway width

to accommodate one additional lane in each direction.



Widen shoulders

outside and inside the travel lanes for vehicle pull-off and emergency response.



Widen sidewalks

on both sides of the new north/south bridges that connect local roads above the lowered highway.



Eliminate all loop on- and off-ramps

and increase the distance between on- and off-ramps to minimize weaving and congestion.



Add crosswalks

along the new 46th Avenues and other local streets.



Repair and widen bridges

along the corridor.

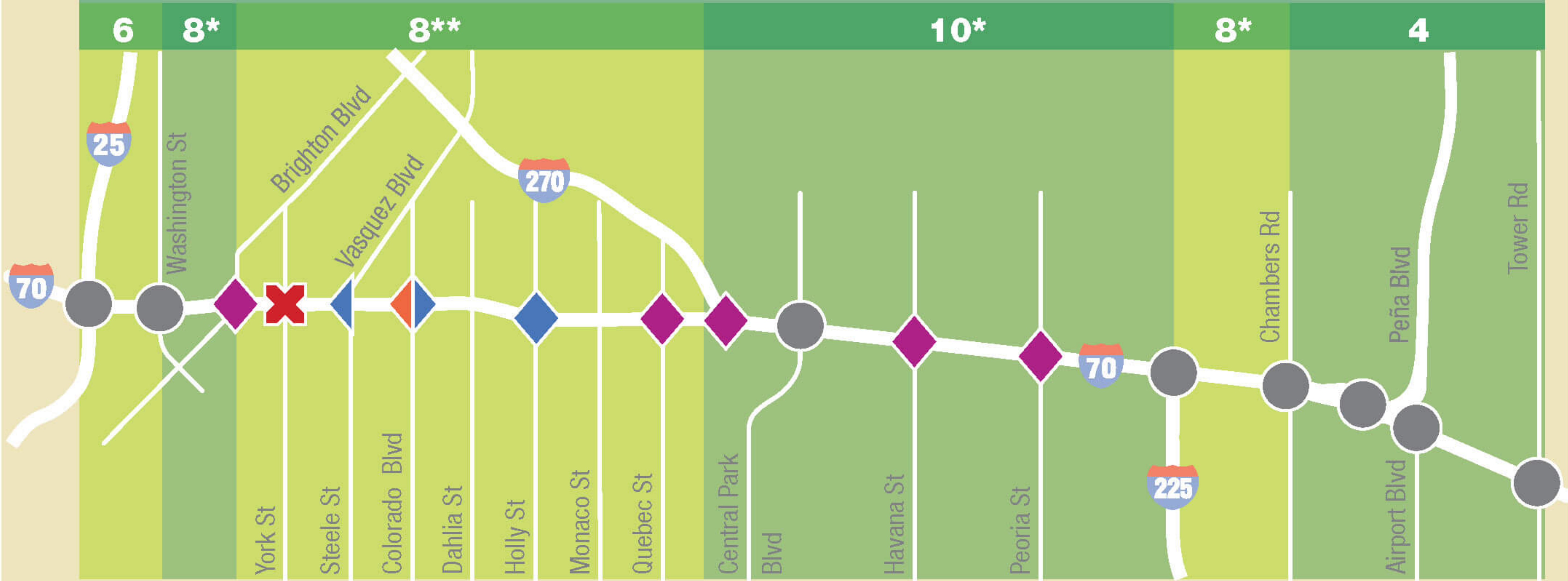


Remove the aging,

57-year-old viaduct.



Total number of lanes in both directions



- Existing interchange (no reconstruction)
- ◆ New/reconstructed interchange
 - ◀ Westbound on/eastbound off
 - ▶ Eastbound on/westbound off
 - ◄ Slip ramps (westbound on/eastbound off)
- ✖ Interchange removal
- ◆ Partially reconstructed interchange (ramps only)

* Includes 1 additional tolled Express Lane in each direction

** Highway is full width to accommodate two tolled Express Lanes but will be striped as a single tolled Express Lane



Narrow shoulders, tight exit ramps and short acceleration lanes contribute to dangerous conditions on the current I-70 viaduct.