

INNOVATIVE SOLUTIONS



Rethinking Central 70



Central 70



WHEN I-70 WAS BUILT in the early 1960s, the bridge and drainage structures were designed to last 30 years. In preparation for the inevitable upgrades needed, planning began for the Central 70 Project in 2003 with the I-70 East environmental process.

By 2008, nine structures on the corridor were classified as either structurally deficient or functionally obsolete and in critical need of repair, rehabilitation or replacement. That same year, CDOT completed the Environmental Impact Statement (EIS), a federally mandated process that looks at the impacts and mitigations of various alternative transportation solutions, between I-25 and Tower Road.

However, the community didn't agree with the preferred option, saying that CDOT needed to continue to evaluate a variety of solutions, keeping the community top of mind. In response, CDOT conducted five additional years of neighborhood outreach during which the community and CDOT came to an agreement to lower the highway between Brighton and Colorado boulevards and add a cover park adjacent to Swansea Elementary School.

This 'preferred alternative' was presented in the supplemental EIS in 2014 and the final EIS in 2016. Ultimately, federal approval was given to the Project in January 2017, and in August 2018, construction began on CDOT's largest-ever infrastructure project.



Experts gave the I-70 viaduct between Brighton and Colorado boulevards a sufficiency rating of 44 out of 100 in 2008, which quickly prompted two rehabilitation projects that were completed in 2011. These efforts elevated the rating to 62 and extended the usable lifespan of the structure by 10-to-15 additional years.

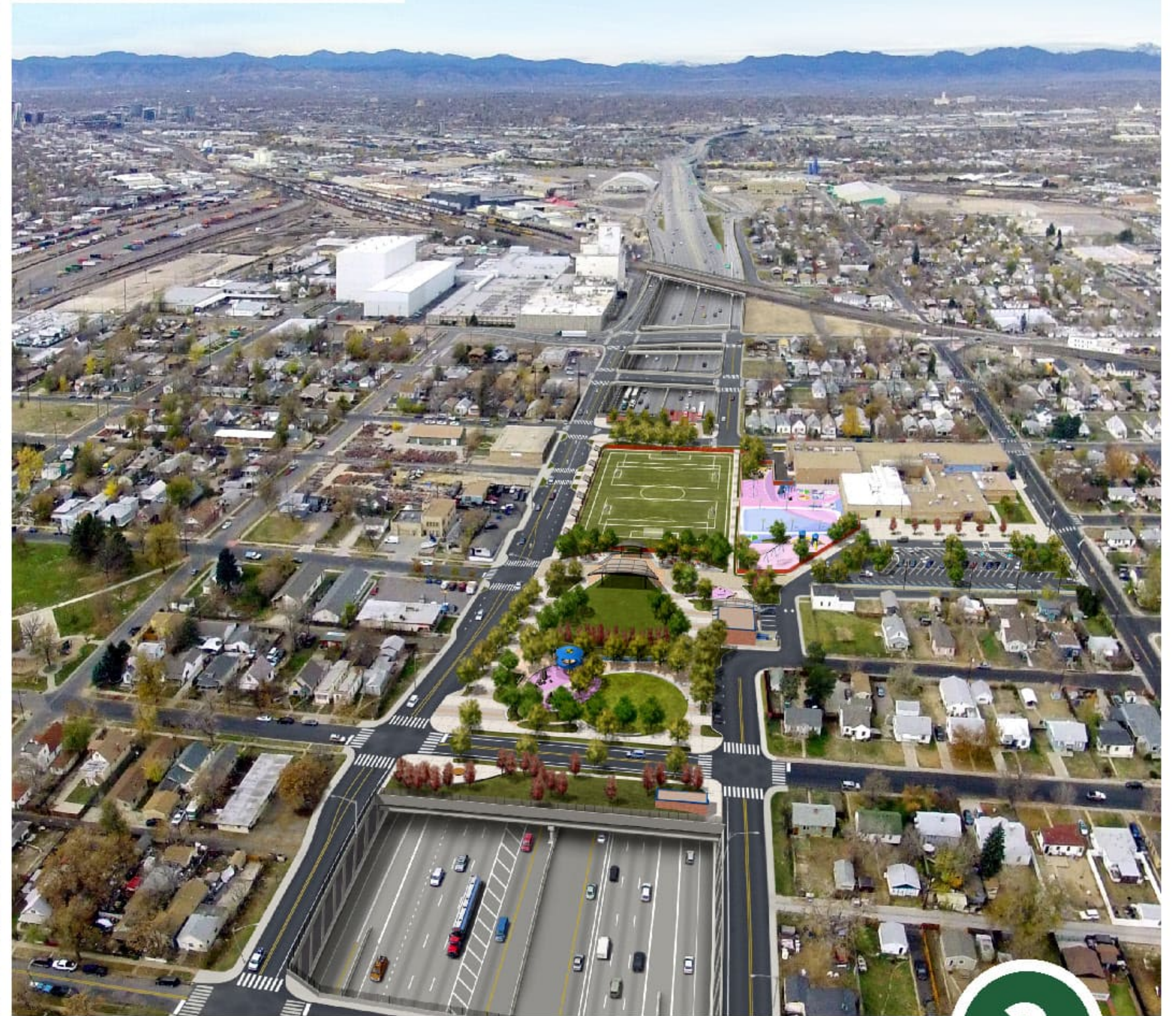


2016



Central 70

2023

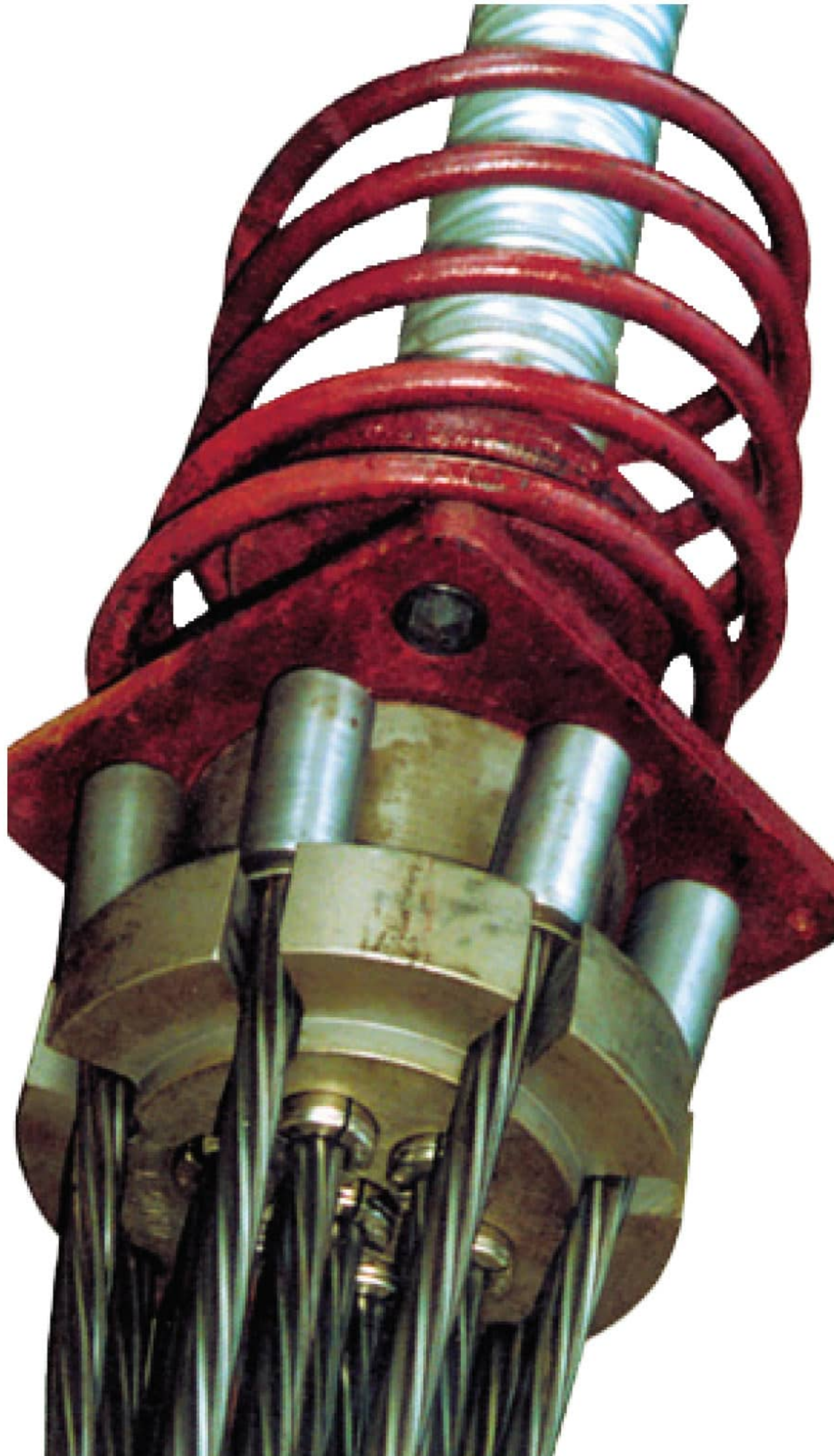


DID YOU KNOW?

In February 2005, more than 550 residents and businesses of North Denver, led by resident Tom Anthony, signed a petition asking that the highway be lowered between Brighton Boulevard and Steele/Vasquez.

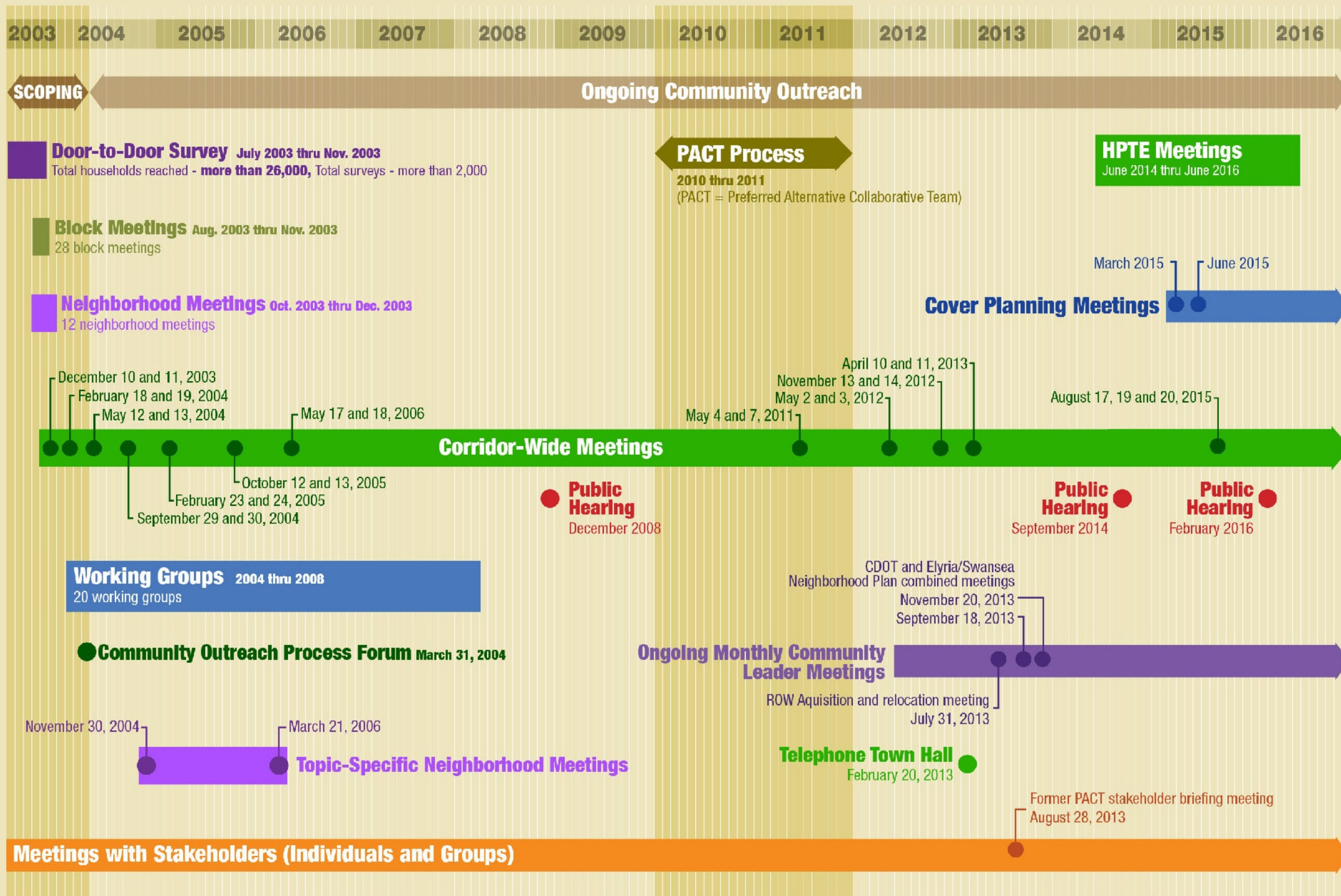


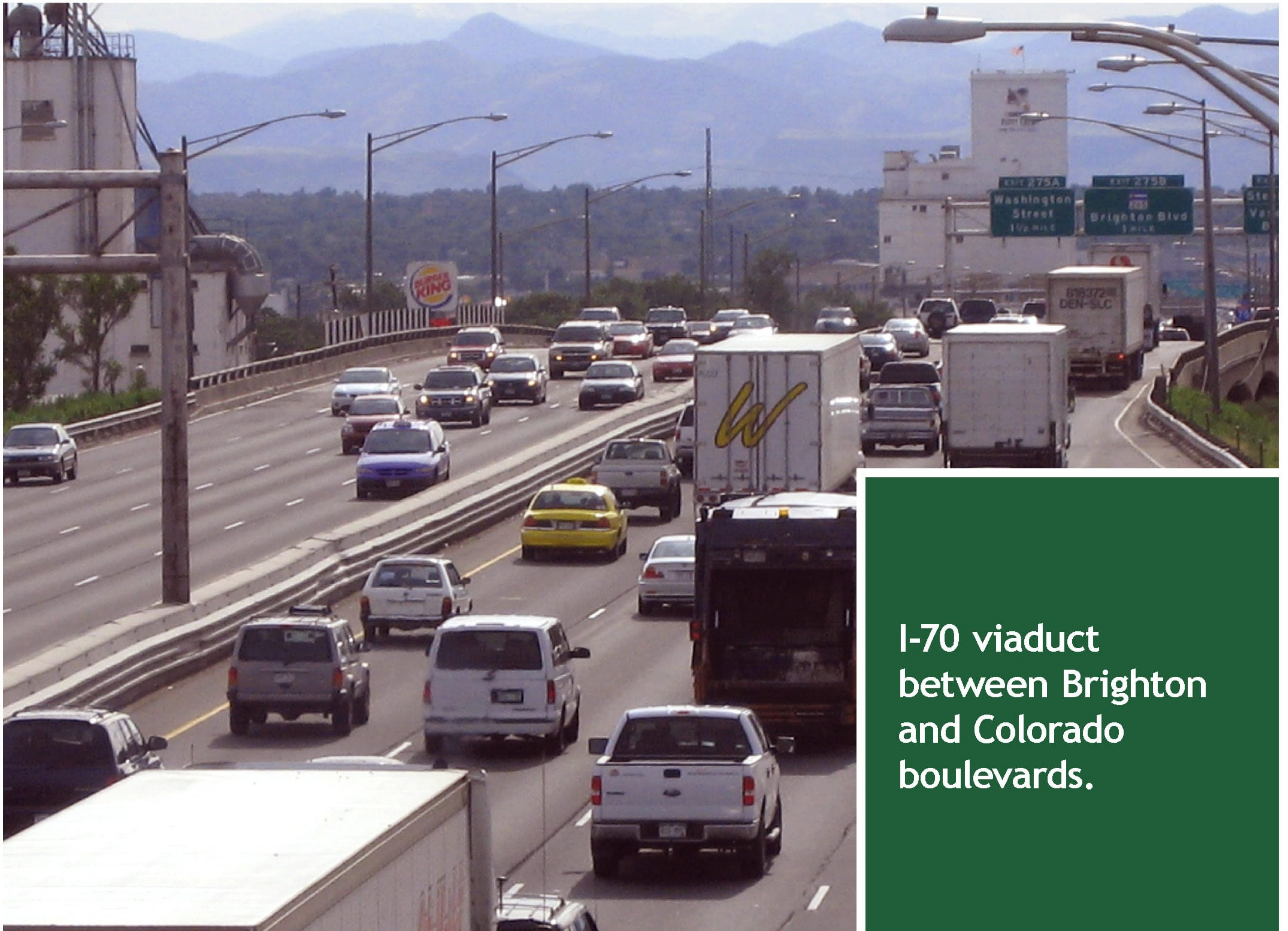
As the viaduct deteriorates, pieces of concrete like this one aren't too hard to find.



Post-tensioning steel strands or bars, typically referred to as tendons, were used to strengthen the existing viaduct as an added protection to perform excavations around the structure. These tendons weren't needed at every pier location on the viaduct, only at the piers that had existing cracks/issues.

PUBLIC OUTREACH SUMMARY, 2003-2016





I-70 viaduct
between Brighton
and Colorado
boulevards.