



Safety, Congestion and Travel Time Improvements

Currently, narrow lanes and shoulders and inadequate spacing between interchanges contribute to daily 10 hour plus congestion on I-70. The closely spaced on- and off-ramps coupled with short auxiliary lanes require drivers to make speed changes within a very short distance. The I-70 viaduct itself has no shoulders, meaning there is no room for accident avoidance or breakdown recovery. These factors contribute to a higher than normal crash rate along this portion of I-70. In addition, the rapid growth of the Denver metro region has added demand to this aging interstate, which was originally designed to handle a Colorado with a 1980's population.

Without improvements, traffic models predict that I-70 congestion will grow to more than 12.5 hours a day (more than half of the day) by 2035. In addition, today's average of 200,000 vehicles that travel the 10-mile corridor daily is expected to grow by 35 percent in 2035.

Central 70 Safety Improvements include:

- Increased shoulder widths; allowing disabled vehicles to pull over and for accident avoidance/recovery
- Widely spaced interchanges to safely enter and exit the interstate and reduce weaving
- Longer auxiliary lanes to improve site distances when entering the highway
- Wider travel lanes built to modern safety standards

Improving Mobility Through Express Lanes:

- Express Lanes deliver more consistent, reliable speeds and reduced travel times for the entire corridor, including the free general-purpose lanes
- Express Lanes increase roadway capacity and help manage congestion on Colorado highways by adding lanes that provide choices to drivers
- The capacity for an Express Lane is generally estimated at 1,500 vehicles per lane per hour which, when combined with widened shoulders and improved roadway geometry, improve traffic flow
- Express Lanes will be priced to fluctuate in price based on demand and to operate at or above 45 mph for most of the day
- Similar to US 36, which experienced improved travel times in all lanes (20-29 percent from 2011(pre) to 2017 (post)), the Central 70 Project improvements will provide reliable travel once the Project is complete in 2022.

