



I-70 East

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January 2016

Project Snapshot

I-70 EAST PROJECT: COMMUNITY, CONNECTIONS & COMMERCE

I-70 between I-25 and Tower Road is one of the most congested and heavily traveled highways in the state. As the only east-west interstate in Colorado, I-70 ties together Denver International Airport, downtown Denver and the Front Range, providing a backbone for business and commerce across the state.

The purpose of the I-70 East Project is to implement a transportation solution that improves safety, access and mobility while addressing congestion on I-70.



The I-70 East Project will reduce travel time and improve safety. Today, up to 220,000 vehicles use the corridor daily (Photo by CDOT).

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) are nearing the completion of the I-70 East Environmental Impact Statement (EIS), a federally required process that began in 2003. The FHWA is expected to issue a Record of Decision in summer 2016, completing the environmental process. Construction is anticipated to begin in 2017.

Also under way is the selection of a private partner to construct the I-70 East Project. Four developer teams have been selected to respond to a Request for Proposals (RFP). The chosen developer partner will design, build and help finance I-70 East, as well as operate and maintain the completed project. Final selection of a developer partner is scheduled for spring 2017.



Draft conceptual rendering



Improves Safety and Congestion In Region's Growth Corridor

- **Reduces travel time.** Phase 1 of the project will reduce travel time through the corridor by one third to one half in 2035.
- **Serves population & employment growth.** By 2035, population in the corridor served by I-70 East is expected to grow by 42 percent and employment is expected to increase by 58 percent. More than 1,200 businesses are located in the corridor today.

- **Addresses last of state's "30 worst" bridges.** The two-mile-long viaduct between Colorado and Brighton Boulevards (identified in 2009 as among the state's 30 worst) would be eliminated. Constructed in 1964, ongoing repair work has kept this structure safe and functioning years beyond its expected life.
- **Adds modern safety standards.** Redesigned shoulders and interchanges will reduce accidents while improving safety for drivers, pedestrians and the community.

1 EXTENSIVE HISTORY OF PUBLIC INVOLVEMENT:

CDOT has been working with neighborhood residents, businesses and other stakeholders for more than a decade to find the best solution to improve I-70 between I-25 and Tower Road. The Preferred Alternative identified in the Final EIS has been developed and refined based on thousands of comments collected by the project team and more than 200 meetings held in the community. The current design reflects the values and concerns CDOT has heard throughout this lengthy process.

2 IMPORTANCE OF THE STUDY PROCESS:

CDOT considered more than 90 alternatives — including moving I-70 north of Denver — before developing the Partial Cover Lowered Alternative, identified as the Preferred Alternative in the Final EIS. The Final EIS is the third time CDOT has conducted a comprehensive analysis of the social, economic and environmental impacts on more than 21 resources — including air quality and noise — since the project began in 2003.

The Final EIS describes all of this analysis along with a list of mitigations to address project impacts (For impacts and mitigations, see www.i70east.com/reports.html).

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BUILT IN PHASES: The I-70 East Project will be built in phases, as funding becomes available. Phase 1 is the only funded project phase at this time. The main Phase 1 elements include:

- Complete reconstruction of I-70 from Brighton Boulevard to I-270, including the addition of one managed lane, which will operate as an Express Lane, in each direction;
- Removing the 50-year-old viaduct and lowering the interstate between Brighton and Colorado boulevards;
- Construction of a new, four-acre cover over the interstate between Clayton and Columbine Streets; and
- Widening I-70 from I-270 to Chambers Road to accommodate one managed lane (Express Lane) in each direction.



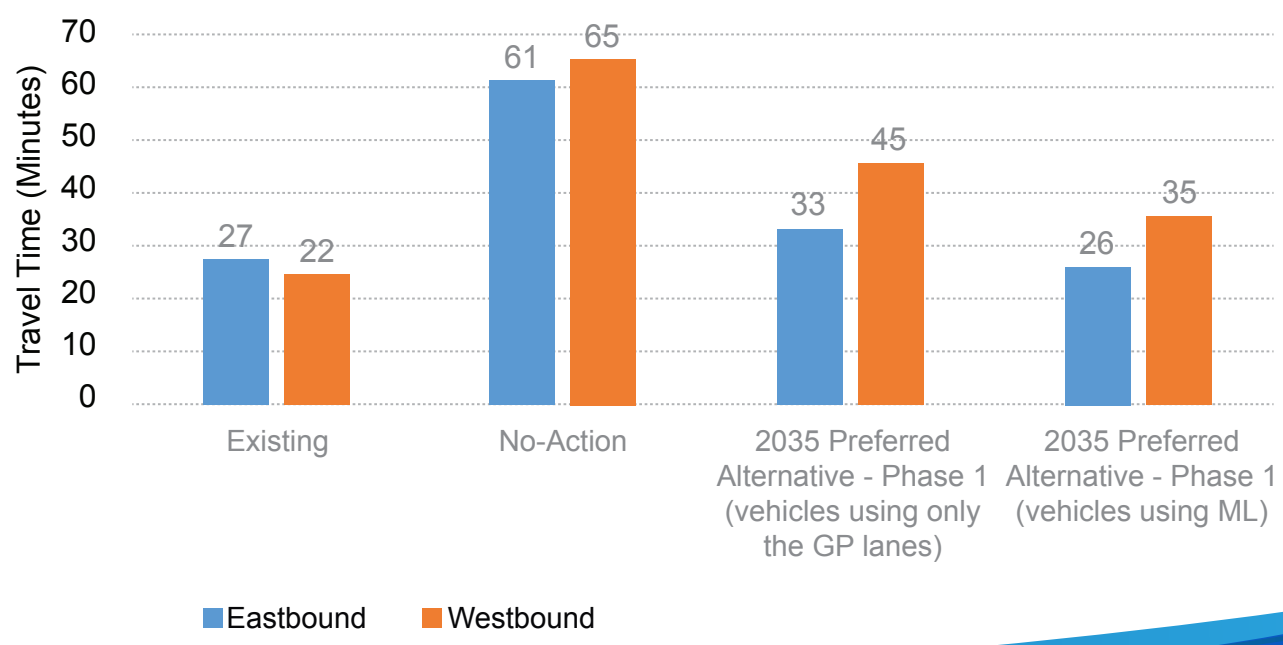
4 ROLE OF A PUBLIC-PRIVATE PARTNERSHIP: The magnitude of the I-70 Project requires new approaches to financing and constructing the project. CDOT and its High Performance Transportation Enterprise (HPTE) have been conducting a public process to evaluate and develop a public-private partnership for I-70 East that would engage a partner to design, construct and finance I-70, as well as to operate and maintain the completed project.

5 BENEFITS TRAVELERS, COMMUTERS AND BUSINESSES: The Phase 1 project will reduce travel time through the corridor by one third to one half in 2035, compared to doing nothing (Shown in graph below). Travelers choosing to use the Express Lane will be guaranteed a congestion-free trip; travel in the free, general purpose lane will be up to 30 minutes faster than no-action conditions.

6 NEW JOBS AND BILLIONS IN ECONOMIC BENEFITS: Phase 1 is estimated to cost approximately \$1.2 billion, making it the largest project in CDOT history. These improvements will benefit the 1,200 businesses located along the corridor today and the new businesses that continue to choose I-70 as home. Overall, the activity and benefits from the project will lead to billions of dollars in economic activity added to the Colorado state economy and support thousands of new jobs.

7 PROVIDES NEW PUBLIC SPACE AND IMPROVEMENTS FOR LOCAL COMMUNITIES: The new, four-acre cover over I-70 is modeled after dozens of similar, successful public spaces over highways across the nation. CDOT is working closely with the City and County of Denver and local residents to design an active and thriving space that can be used year-round. In addition, CDOT has proposed a series of other project mitigations, including support for new low-income housing development and significant improvements to Swansea Elementary School.

8 SUPPORT FOR THE PROJECT: CDOT has received strong support from elected officials and local government leaders across the metro area. Additionally, regional civic, business and economic development leaders have all stepped up to support the project, including the National Western Stock Show, the Denver Metro Chamber of Commerce and Metro Denver Economic Development Corporation, Adams County Economic Development and the Aurora Chamber of Commerce.



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COMMUNITY ENGAGEMENT WILL CONTINUE:

In the months and years to come, CDOT will remain engaged with local communities, working with residents through the final steps of the EIS process, the selection of a private partner and on final project design and mitigation efforts. Once construction begins, CDOT will continue to actively engage and inform both residents and highway travelers.

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WE'RE IN THE FINAL STRETCH:

The federally-required environmental process will be completed in 2016, after 13 years of working closely with local residents, business owners and other stakeholders. CDOT will begin design and construction work as soon as 2017. Upcoming milestones and decisions include:

- The Jan. 15 release of the Final EIS begins a public review period and series of public hearings. The Federal Highway Administration is expected to issue a formal Record of Decision in summer 2016.
- CDOT recently began the process for selecting a developer partner to design, build, finance, operate and maintain the project. Four potential partners — 5280 Connectors, Kiewit/Meridiam Partners, Front Range Mobility Group and I-70 Mile High Partners — have been identified as finalists. The teams will respond to a final RFP publicly issued in fall 2016. The developer partner will be selected in spring 2017.
- CDOT and HPTE are conducting the selection of a developer partner with full transparency. A fourth round of public meetings will be held prior to the issuance of a final RFP.

Steps of the I-70 East Environmental Impact Statement Process



CONTACT INFO

I-70 East Project

www.codot.gov/projects/i70east

Final Environmental Impact Statement

www.i-70east.com

Project Delivery

www.codot.gov/programs/high-performance-transportation-enterprise-hpte/projects/i-70/i-70-east-1

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PROJECT TIMELINE

Jan. 15, 2016

I-70 East Final Environmental Impact Statement (FEIS) released, beginning public review period

Feb. 1-3, 2016

Public hearings on FEIS in Aurora, Commerce City and Denver

Feb. 16, 2016

Public review period for FEIS ends.

Summer 2016

HPTE pre-final RFP transparency meetings

Summer 2016

Record of Decision, completing I-70 East EIS process

Fall 2016

Final RFP publicly released

Spring 2017

Selection of project developer and award

2017

Design and construction begins