



I-70 Floyd Hill



I-70 Floyd Hill | The Live Lift - Frequently Asked Questions

Building the future, one segment at a time

Description

The I-70 Floyd Hill Project is entering a major construction phase as crews build a new westbound I-70 alignment along the hillside south of Clear Creek. This realignment will reduce the steep grade and sharp curve drivers experience today on I-70 at Floyd Hill to improve safety and traffic flow through the corridor. Construction of a cast-in-place segmental bridge, which will carry westbound I-70 in its new alignment, will begin in spring 2026 and continue through mid-2027.



Rendering of the completed I-70 Floyd Hill Project highway alignment looking southwest, with westbound I-70 braiding over eastbound I-70 at the bottom of Floyd Hill and the new US 6 frontage road that connects to Hidden Valley/Central City Parkway (Exit 243) interchange. The new westbound I-70 viaduct will be a concrete cast-in-place segmental bridge.

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(Answers in blue)

What is a concrete cast-in-place segmental bridge?

A concrete cast-in-place segmental bridge is a method of constructing a long bridge in small sections, one segment at a time. Crews start at a bridge column and build one short segment at a time in each direction, extending the bridge outward until the full bridge is complete.

How will the cast-in-place segmental bridge be constructed?

The bridge will be constructed in 15-foot segments between two bridge piers, one on the north side of I-70 between westbound I-70 and the westbound I-70 off-ramp to US 6 (Exit 244), and one on the south side of eastbound I-70 near Clear Creek. Crews will begin at the north bridge pier and construct the future bridge over the current westbound I-70 lanes. Then, they will move a form traveler to the south side of the bridge pier and construct the remaining bridge over the current eastbound I-70 lanes until it connects.

[Check out The Live Lift animation video](#) to see how the bridge is built!

What is a form traveler?

A form traveler is a temporary, movable platform that supports the bridge deck during construction of the segmental bridge.

How long will it take for the segmental bridge to be constructed?

Construction on the bridge is expected to begin in March 2026 and last through mid-2027. Westbound I-70 is anticipated to be in final alignment by the end of 2027.

What are the benefits of using a cast-in-place construction method for bridge construction?

This method of construction allows long-span bridges to be built with less impact on traffic, waterways and all nearby areas. Since the bridge is built segment by segment from the bridge columns, it reduces the need for larger construction equipment on the ground, improves safety for the traveling public and crews, and results in a strong, long-lasting bridge that can be built to accommodate any geographic area with curves.

How high will the bridge be built over live traffic?

The segmental bridge will be built approximately 20 to 30 feet above the current I-70 alignment. This method of construction allows for the free flow of traffic beneath the construction area and limits impacts to I-70.

What traffic impacts can be expected during segmental bridge construction?

Traffic impacts will be minimal. Crews will require intermittent, overnight I-70 closures as crews install, reposition and remove a movable platform, called a form traveler, which assists in constructing and connecting the bridge segments. These I-70 overnight closures will not occur during peak travel times or during heavy travel weekends. Some closures may require multiple nights to complete the work.

What detours will be in place for I-70 traffic during overnight closures?

During overnight closures, westbound I-70 motorists will use the westbound I-70 off-ramp to US 6 (Exit 244) and then turn left to access the US 6 on-ramp to westbound I-70. Eastbound I-70 motorists will use the eastbound I-70 off-ramp to US 6 (Exit 244) and travel east on US 40 to access the County Road 65 on-ramp (Exit 248) to eastbound I-70.

When complete, how does CDOT plan to address snow-clearing operations on the new bridge?

CDOT will employ increased levels of maintenance (products, personnel, etc.) to this section of I-70 at Floyd Hill. CDOT continues to work with CDOT maintenance staff to determine the best approach for maintaining a safe roadway during winter weather. The Project will add snow fencing for crossover areas, specifically over I-70, Clear Creek and the Greenway trail, and has also identified snow storage areas where CDOT maintenance can push snow when clearing the roadway. The bridges are also designed with proper cross-slopes and drainage features to eliminate standing water.

When complete, how will traffic flow on westbound I-70 compared to current conditions and alignment?

When complete, westbound I-70 will access the new bridge at the bottom of Floyd Hill, cross over 20 to 30 feet above eastbound I-70, travel through the hillside above and to the south of Clear Creek, and then cross back over eastbound I-70 and return to the current westbound I-70 alignment at the Hidden Valley/Central City Parkway interchange (Exit 243).

Access the latest [I-70 Floyd Hill Project Flyover rendering](#) for what the highway will look like when it is complete in 2029.

How is CDOT ensuring that the traveling public is kept safe during bridge construction?

Public safety is our top priority. The construction of the bridge is designed to safely allow traffic to flow under the operations. We are asking you (the driver) to stay focused, keep your eyes on the road, follow the speed limit and avoid distractions to get to your destination safely.

Is there a safe place to view the segmental bridge construction from outside of your vehicle?

There is no safe or approved place to view segmental bridge construction from outside of your vehicle. But there are other ways to view construction and track progress! Visit the [Project Photos](#) page on our website.

Will the new alignment of I-70 fix the sun glare issue/need for sun glare closures?

The project team considered the issue of sun glare on I-70 at Floyd Hill, but there is not a practical design solution to resolve the glare caused by the sun's angle during the fall and winter months. I-70 would require a major realignment to make any meaningful difference, and a new alignment in that area is not feasible due to the mountainous terrain. Sun glare is one many realities of Mother Nature—like ice, snow, rain and fog—that we face when traversing mountain roads. We are changing grades on the eastbound I-70 lanes, but there will always be some impact from sun glare during the late fall to early spring months.

How can I receive the most up-to-date information on construction?

There are numerous ways for the public to stay informed about the Project. These include:

- Project website: codot.gov/projects/i70floydhill
- Segmental bridge webpage: codot.gov/projects/i70floydhill/livelift
- Project email: codot_floydhillproject@state.co.us
- Project hotline: 720-994-2368

- Text alerts: Text floydhill to 21000
- Facebook: [facebook.com/coloradodot](https://www.facebook.com/coloradodot)
- Twitter: @ColoradoDOT
- Travel restrictions: [COtrip.org](https://www.cotrip.org)
- Nextdoor notifications to residents in the Floyd Hill area.