



NEWS RELEASE

CDOT PLANS FOR I-70 EAST DESIGNED TO LAST A CENTURY

"This Will Be The Last I-70 East Project," CDOT's DeVito Says

DENVER (Monday, July 7, 2014) – The new I-70 East through metro Denver – which will retire the existing viaduct after 50 years in service – will be designed to manage congestion and provide reliable travel for a century after construction is completed in 2021, according to Colorado Department of Transportation (CDOT).

"This will be the last I-70 East project, as we move into a new era of transportation defined by innovation and driven by necessity" Tony DeVito, Director of Transportation for Region 1 said. "Using express lanes, the new I-70 East will manage congestion and provide reliable travel through one of Denver's busiest and most congested corridors."

CDOT plans to remove the aging viaduct between Brighton Boulevard and Colorado Boulevard, lower the highway below grade, add two express lanes in each direction and build a cover by Swansea Elementary School. Construction is expected to begin in 2016, following the completion of the I-70 East Environmental Impact Statement, which has worked closely with the neighborhoods around the corridor for more than a decade.

The new express lanes will allow CDOT to use toll pricing to manage congestion, allowing the corridor to meet growing traffic demand while providing express routes for transit and encourage carpooling.

Compare that with the T-REX project on Interstate 25, which opened in 2006, without express lanes to maintain reliable travel times. As a result, by 2011 the expanded segment of I-25 became even more congested than before the project was built, as traffic growth exceed the capacity of the new, unmanaged lanes.

"The new I-70 East will provide flexibility and reliability for the thousands of travelers who rely upon it daily," DeVito said. "Our experience on I-25 north of downtown and U.S. 36 to Pecos proves that express toll lanes can improve travel on free general purpose lanes, without adding more lanes."

For further discussion about CDOT's approach to express lanes, the High-Performance Transportation Enterprise (HTEP) will host an open house to discuss a vision for the delivery

and finance of the proposed project on Tuesday, July 8, 2014, 5:30-7:30 p.m. at the Swansea Recreation Center, 2650 E.49th St, Denver. Additional information is available at the HTPE [website](http://cdotexpresslanes.info) and further information can be found at <http://cdotexpresslanes.info>.

After working closely with the neighborhoods most impacted by the project for more than a decade, The I-70 East EIS team is preparing a Supplemental Draft Environmental Impact Statement, which will be released in August. Public hearings will be held in September.

Underlining the corridor's importance to the business community, the National Western Stock Show, the Union Pacific Railroad, the Elyria-Swansea Business Association and a number of other local businesses and landowners have spoken out in favor of the I-70 East plans.

##

ABOUT I-70 EAST: After 50 years of service, I-70 East is retiring for good. And it's being replaced by a better I-70 East, designed to last a century, that will tie together nearby communities while reducing congestion and improving safety in one of Colorado's busiest interstate corridors. Construction kicks off in 2016, tearing down the deteriorating, 50-year-old viaduct, lowering the new highway below grade between Brighton Boulevard and Colorado Boulevard, adding two tolled express lanes in each direction, and building an almost four-acre landscaped cover by Swansea Elementary School. Not only will this new I-70 East reunite Denver neighborhoods long split by the viaduct; it will also improve Colorado's central east-west corridor for tourism and commerce, a vital link between Denver International Airport, mountain resorts and communities on the Eastern Plains and Western Slope. More information is available at www.I-70East.com.