



## NEWS RELEASE

### **C-470 TRAFFIC WILL SURPASS HIGHWAY CAPACITY BY 2025; TWENTY YEARS OF GROWING TRAFFIC, CONGESTION**

*C-470 Corridor Hosts Public Open Houses Feb. 23, 24 & 26*

DOUGLAS/ARAPAHOE/JEFFERSON COUNTY, (February 13, 2004) – Traffic on the C-470 Corridor will increase as much as 40 percent in some sections by 2025, and will exceed the existing highway's capacity by if nothing is done, according to projections for the C-470 Corridor Environmental Assessment (EA).

“The outlook for C-470 is pretty grim: steadily growing traffic volumes and worsening congestion,” said Ron Buck, project manager for the Colorado Department of Transportation (CDOT). “However, we’re confident that we can identify strategies to avoid 20 years of congestion in this corridor.”

The C-470 Corridor EA focuses on minimizing congesting, reducing traveler delay and improving reliability on C-470 between Interstate 25 and Kipling Parkway. A concurrent study focuses on the feasibility of tolled express lanes between I-25 and I-70, and will develop potential alternatives for study in the C-470 Corridor EA.

The public can review the analysis of the “no-action” scenario during three public open houses in February. The open houses also will feature alternatives under consideration and preliminary designs of possible express lane connections. Families of solutions under consideration include: general purpose lanes, express lanes, transit, mobility enhancements and no action. Exhibits also will include possible improvements to the C-470/Santa Fe interchange.

The open houses will take place from 5-8 p.m. on Monday, Feb. 23 at Ken Caryl Ranch House, 7676 S. Continental Divide Rd., Littleton; Tuesday, Feb. 24 at the Lone Tree Golf Club House, 9808 Sunningdale Blvd., Lone Tree; and the Littleton Community Center, 1950 W. Littleton Blvd., Littleton.

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“Public input plays a critical role in the C-470 Corridor EA,” Buck said. “We’ve held more than 20 small-group meetings and have received more than 600 comments from the public.”

A number of factors drive the increasing congestion in the C-470 Corridor, including residential and employment growth in the south suburbs, which will continue through 2025, based on local land use plans. Projections indicate that:

- Traffic volumes by section will increase between 30 and 40 percent by 2025.
- Population will grow 34 percent by 2025, while employment will increase by 44 percent.
- Travel times are currently unpredictable and will grow increasingly erratic as congestion grows.

The public will see all of the alternatives under consideration by the project team. The team will also recommend which alternatives should be carried forward into a more detailed analysis. Future public open houses will focus on the results of the detailed analysis, as well as the impacts on the surrounding environment and the community and proposed mitigation strategies. The process is expected to continue through early 2005.

It’s easy to get involved through public open houses, a project Web page ([www.c470.info](http://www.c470.info)) and newsletters.

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#### **ABOUT THE C-470 CORRIDOR PROJECT**

**The C-470 Corridor project is a cooperative effort between the Federal Highway Administration, the Colorado Department of Transportation and Arapahoe, Douglas and Jefferson counties. The team will conduct an environmental assessment to minimize congestion, reduce traveler delay and increase reliability on the C-470 freeway between I-25 and Kipling Parkway. The project team also is studying the feasibility of barrier-separated, tolled express lanes from I-25 to I-70. A consultant team led by Wilson and Company and PBS&J will conduct the studies, expected to last until early 2005.**

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**C-470 CORRIDOR OPEN HOUSES  
FAST FACTS SHEET  
FEBRUARY 2004**

**Where we are:**

- The project team is currently comparing alternatives in each family of solutions. The team will recommend eliminating all but those alternatives that best meet the project goals of minimizing congestion, reducing traveler delay and improving reliability on the C-470 freeway mainline between Interstate-25 and Kipling Parkway.
- During the next step, the project team will assemble and analyze combinations of alternatives to determine which should be further considered.

**Alternatives**

- General Purpose Lanes
  - Highway widening six lanes
  - Highway widening eight lanes
  - High-Occupancy Vehicle (HOV) lanes on existing lanes during peak hours
- Express Lanes
  - Express toll lanes (variations of one and two lanes in each direction, as well as one and two reversible lanes in each direction)
  - High-Occupancy Toll (HOT) lanes (same variations as express toll lanes)
  - HOV lanes physically separated from mainline
- Transit
  - Fixed guideway (monorail, light and heavy rail, bus rapid transit, mag-lev)
  - Non-fixed guideway (bus and bus enhancements)
- Mobility enhancements
  - Travel demand management (changing travel habits to minimize congestion)
  - Transportation system management (making the existing highway system function more efficiently)
  - Bicycle/pedestrian trails
- No-action alternative
  - Includes ongoing safety and maintenance improvements

**Congestion projections**

	<b><u>2003</u></b>	<b><u>2025</u></b>
• Average daily traffic		
○ Kipling to Wadsworth	65,000 vehicles	86,000 (+32%)
○ SantaFe to Lucent	80,000	106,000 (+33%)
○ Quebec to Yosemite	104,000	144,000 (+38%)
• Population	529,000 people	708,000 (+34%)
• Employment	295,000 jobs	425,000 (+44%)

Source: Colorado Department of Transportation (CDOT)