

**Resolution #TC-2023-11-07**

Resolution for Crystal Valley Interchange 1601 Interchange Approval

**Approved by the Transportation Commission on November 16, 2023.**

**WHEREAS**, in April 2021 the Transportation Commission approved revisions to Policy Directive 1601 concerning the state highway interchange approval process; and

**WHEREAS**, the Town of Castle Rock has completed a System Level Study (SLS), NEPA Reeval, and Interchange Access Request (IAR) for a proposed new interchange at I-25 and Crystal Valley Parkway; and

**WHEREAS**, in accordance with the Policy Directive 1601, the staff of the Colorado Department of Transportation (CDOT) has reviewed the Systems Level Study and found it to be consistent with the Policy Directive 1601; and

**WHEREAS**, in accordance with the Policy Directive 1601, the Systems Level Study documents the need for the proposed Interchange at I-25 and Crystal Valley Parkway to accommodate anticipated travel volumes at acceptable levels of service for the next 20 years; and

**WHEREAS**, the proposed interchange will provide regional mobility and multimodal benefits, enhancement to the local ancillary road network, public safety and operational improvements, improved I-25 incident response and evacuation efficiencies, and elimination of one at-grade railroad crossing; and

**WHEREAS**, the cost to construct the proposed Interchange is estimated to be \$124.6 million in 2023 dollars; and

**WHEREAS**, the Town of Castle Rock, Douglas County, and the Metro District Developer is funding 100 percent of the construction of the Interchange at I-25 and Crystal Valley Parkway and is requesting no financial support or in-kind assistance from CDOT for these efforts; and

**WHEREAS**, all costs and responsibilities associated with project maintenance and operations shall be determined through an Intergovernmental Agreement (IGA) between the Town of Castle Rock and CDOT consistent with the financial plan in this Systems Level Study; and

**WHEREAS**, approval of the Final Maintenance and Operations IGA by the Chief Engineer consistent with the financial plan included in the Systems Level Study is necessary prior to construction; and

**WHEREAS**, in accordance with the Policy Directive 1601, the Town of Castle Rock was an active participant in the System Level Study and is in agreement with the proposed project and financial plan as described in the System Level Study; and

**WHEREAS**, Transportation Commission approval of the Systems Level Study is contingent upon CDOT (and FHWA on the Interstate System) approval of the proposed NEPA Reevaluation for this project; and

**WHEREAS**, the Transportation Commission recognizes that this approval is not the final approval step, and recognizes that, should the environmental document identify a preferred alternative different from that identified in the Systems Level Study, the Transportation Commission will reconsider the Systems Level Study; and

**WHEREAS**, approval of a proposed project by the Transportation Commission is consistent with and depicted in the Denver Regional Council of Governments (DRCOG) in the fiscally constrained 2040 Regional Transportation Plan and 2024-2027 Transportation Improvement Program; and

**WHEREAS**, the Town of Castle Rock must obtain approval of the applicable FHWA interchange access, design and environmental decision documents by the CDOT Chief Engineer and/or FHWA prior to final approval by the Chief Engineer; and

**WHEREAS**, the applicant must demonstrate significant progress towards implementation of the project within 3 years of the date of approval of this resolution.

**NOW THEREFORE BE IT RESOLVED,**

The Transportation Commission approves the Systems Level Study for the Interchange Improvements at (project location) pending:

1. Inclusion of the proposed interchange in the fiscally constrained regional transportation plan and state transportation improvement program; and
2. Completion and approval of the appropriate environmental decision document consistent with the CDOT Environmental Stewardship Guide; and
3. Approval of applicable interchange access, design, Transportation Demand Management strategies and environmental permitting documents by the appropriate agencies; and
4. Approval by the Chief Engineer of an IGA for the financing, construction, maintenance and operations of the facilities associated with the construction of the Interchange consistent with the Systems Level Study.
5. Approval by the Chief Engineer of an IGA for the proposed and ongoing TDM measures relative to the 1601 policy and 3% ADT reduction requirements as outlined in the “good faith effort” proposed in the TDM plan for approval.

The Chief Engineer is authorized to enter into an IGA with the applicant for the construction, maintenance and operations of the facilities associated with the construction, operations and

maintenance of the Interchange at I-25 and Crystal Valley Interchange and with the Town of Castle Rock consistent with this System Level Study.

Herman  
Stockinger

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Herman Stockinger  
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Herman Stockinger, Secretary  
Transportation Commission of Colorado

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Date