

Resolution Number TC-1729

I-70 and Central Park Boulevard interchange

WHEREAS, in December 2004 the Transportation Commission approved revisions to Policy Directive 1601 concerning the state highway interchange approval process; and

WHEREAS, construction of a new interchange at Interstate 70 and Central Park Boulevard will provide a connection to I-70 that supports local and regional access to/from the existing and planned land uses serviced by Central Park Boulevard north and south of I-70;

WHEREAS, the existing interchanges at (a) I-70 and Quebec Street and (b) I-70 and Havana Street are not adequate to efficiently serve the travel demand generated by Stapleton Redevelopment and other development projects in this vicinity;

WHEREAS, the City and County of Denver has completed a System Level Study (SLS) for a proposed interchange at I-70 and Central Park Boulevard; and

WHEREAS, the SLS documents the need for the proposed interchange to accommodate anticipated travel volumes at acceptable levels of service for the next 20 years; and

WHEREAS, the staff of the Colorado Department of Transportation (CDOT) has reviewed the SLS and found it to be consistent with the Policy Directive 1601; and

WHEREAS CDOT staff have reviewed the SLS and found that the new Central Park Boulevard interchange will not preclude alternatives under consideration in the I-70 East Draft Environmental Impact Statement (DEIS); and

WHEREAS, the total implementation cost of the proposed interchange improvements is estimated to be \$50 million in 2009 dollars (not including right-of-way costs); and

WHEREAS, funding commitments for the full cost of the interchange are identified in the Denver Regional Council of Government's (DRCOG) fiscally constrained 2035 regional transportation plan to be funded with a combination of regional and local funds; and

WHEREAS, the City and County of Denver is not requesting any financial support or in-kind assistance from CDOT for environmental clearance, design, construction, or ROW;

WHEREAS, the City and County of Denver understands that local matching funds will be required if any federal funds are received; and

WHEREAS, the City and County of Denver will, during the NEPA process, prepare a detailed funding plan with appropriate formalized commitments for implementing the proposed I-70 and Central Park Boulevard interchange; and

WHEREAS, the City and County of Denver must obtain approval of the applicable interchange access, design and environmental decision documents by the Federal Highway Administration and CDOT prior to final Policy Directive 1601 approval by the Transportation Commission.

NOW THEREFORE BE IT RESOLVED,

- 1. The Transportation Commission approves the SLS for the proposed interchange at I-70 and Central Park Boulevard, and**
- 2. CDOT, through the Chief Engineer or designee, is authorized to enter into an Intergovernmental Agreement (IGA) with the City and County of Denver for the associated environmental, design, construction, maintenance and operations of the facilities contained within the SLS study area.**

BE IT FURTHER RESOLVED THAT,

- 3. The City and County of Denver does not expect financial support from the Department.**
- 4. The final approval and authorization of Policy Directive 1601 is contingent on:**
 - Completion and approval of the appropriate NEPA decision document consistent with federal regulations and the CDOT Environmental Stewardship Guide; and**
 - Approval of applicable interchange access, design, financial plan, construction and environmental permitting documents by the appropriate agencies; and**

- **Approval by the Chief Engineer of an IGA for the financing, design, construction, maintenance and operations of the facilities associated with the construction of the proposed interchange consistent with the SLS and future NEPA decision document. The City and County of Denver and CDOT will prepare an IGA which provides for the future maintenance responsibilities of the City and County of Denver for the new interchange.**