



Q: What is the purpose of this project?

A: The purpose of the project is to reduce congestion, optimize operations, improve safety, and accommodate multimodal connections at the I-70 and Kipling Street interchange.

Q: What improvements are planned?

A: Following public review in March 2017, the Diverging Diamond Interchange (DDI) configuration was confirmed as the Preferred Alternative. This interchange layout is similar to the recently constructed interchange at US 36 and McCaslin Boulevard in Louisville. However, Kipling Street will remain under the I-70 bridge. To improve interchange safety and operations, modifications are planned to the north and south frontage roads and local street circulation in the interchange area. In addition, an eastbound I-70 auxiliary lane from Ward Road to Kipling Street will be added to improve ramp operations.

Q: Is public input still being considered? What opportunities remain to provide comments?

A: Yes, public input will be gathered throughout the 30-day public review of the Environmental Assessment document and considered by CDOT and the Federal Highway Administration prior to issuing a decision document to finalize the National Environmental Policy Act (NEPA) process. Public input received to date has helped shape the details of the interchange design and will continue during subsequent final design efforts.

Q: What needs to be done before the project is ready for construction?

A: The current NEPA study and preliminary design phase is expected to be complete in early 2019. If CDOT and FHWA agree there are no significant impacts to the environmental and community resources, the project can move forward. Final design of improvements will still need to occur, followed by the right-of-way negotiation and acquisition process. Additional public involvement will occur in the final design phase, and close coordination will occur with impacted property owners and businesses.

Q: When will the interchange improvements be constructed?

A: The timeline for construction of improvements is dependent on funding availability. Funding has not yet been identified for full interchange reconstruction. However, completing the NEPA study provides more information about the recommended improvements for CDOT and the City of Wheat Ridge to consider in the pursuit of funding. The interchange improvements will be constructed in multiple separate project phases as funding becomes available. CDOT has already secured funds for the first two project phases.

Q: What are the first planned phases of the improvements?

A: Two projects have been identified as early action improvements. Design and construction funding has been identified for these initial improvements. The first phase involves design and construction of the eastbound I-70 auxiliary lane from Ward Road to Kipling Street. The second phase will include the westbound I-70 off ramp and improvements north of the interchange. This will include removal of the Kipling and 49th Avenue signal, westbound I-70 off ramp dual right turns, double left turns lanes from 50th Avenue to Kipling, and reconfiguration of the North Frontage Road near 50th Avenue. These early action improvements are expected to be constructed in 2019 or 2020, and will be fully within the existing public right-of-way (no private property acquisition will be required).

Q: Where can I find more information and submit a comment?

A: Visit the project web page: www.codot.gov/projects/i-70-kipling-interchange

