

I-70 & Kipling Interchange Study Recommendations Identified

Study recommendations available on project web page

The Colorado Department of Transportation recently completed a detailed transportation study of the I-70 and Kipling Street interchange. The study provided a plan for future improvements to reduce congestion, optimize operations, improve safety, and accommodate multimodal connections at the I-70 and Kipling Street interchange.

Thanks to the participation of the community, the project team received great feedback at two public meetings and during close coordination with local agency representatives and stakeholders. Following an extensive screening process of over 35 alternatives, four interchange configuration alternatives and the no action alternative (for comparison) will move forward into a subsequent National Environmental Policy Act (NEPA) study. However, only two configurations are being recommended from this study: Single Point Urban Interchange and Traditional Diamond Interchange. Details of the alternatives evaluation, study recommendations and potential early action improvements can be found in the final study report, posted on the project web page (see sidebar).

The subsequent NEPA study will include additional public involvement before a Preferred Alternative is identified. Comments are welcome, and can be submitted on the web page. All comments received will be considered during NEPA study.

I-70 & Kipling Interchange

Visit

[www.coloradodot.info/
projects/i70kiplingpel](http://www.coloradodot.info/projects/i70kiplingpel)

to view the final study report
and details of the study
recommendations

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Next Steps

This study provides the framework for the long-term implementation of interchange improvements. Additional study, consistent with NEPA, is necessary before improvements can be implemented. The NEPA study will move forward using the information and recommendations from the recently completed study.

Separate project phases for elements of the interchange reconstruction may be implemented as funding is identified. Next steps include:

- Secure necessary funding to move projects forward into the NEPA process
- Complete NEPA analyses of interchange alternative or phased project elements
- Complete design
- Obtain right-of-way
- Complete construction

The environmental process for the overall interchange is expected to take 12 to 24 months. Once funding is available, design, right-of-way acquisition and construction could take 18 to 36 months or more, depending on funding availability and project phasing. \$32.6 M is identified in the long-range plan for interchange reconstruction. While this amount (after adjusting for inflation) falls short of the full estimated cost, continuing with the necessary environmental and design work is important to position the project for funding as it becomes available.