



SHORT HISTORY

METRO DENVER BELTWAY SHORT 40-YEAR HISTORY

The history of metro Denver's beltway could fill a book; detailed documentation of the process can be found via various web sites, including the Colorado Department of Transportation, Denver Regional Council of Governments, E-470 Public Highway Authority and Northwest Parkway, all accessible via BWayNow.Com. Here is a highway history at a glance.

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CONTACT: Ken Parks, PEAK PR,
303.691.1801; ken@peakpr.com

- 1968** In December, I-470 linking I-70 to I-25 through the developing southwest metro area is approved by the Federal Highway Administration.
- 1975** Governor Richard Lamm orders a halt to all work on I-470 delivering on his 1974 campaign promise to “drive a silver stake” through the project. Shortly thereafter, responding to public concern, he calls for a solution to growing congestion in the developing southwest metro area.
- 1980** Construction of Colorado state highway C-470 is begun.
- 1985** E-470 Authority is formed by intergovernmental agreement between Adams, Arapahoe and Douglas Counties; the City of Aurora joins shortly thereafter.
- 1987** Governor Roy Romer signs the Public Highway Authority Law into Colorado law; the law was introduced by Rep. Bill Owens and Sen. Dave Wattenberg.

The W-470 Authority, seeking to complete the northwest quadrant of the metro beltway, is created by intergovernmental agreement between Adams and Jefferson counties and the cities of Arvada, Broomfield, Golden, Lafayette, Louisville, Superior and Westminster.
- 1988** E-470 Authority becomes the E-470 Public Highway Authority; construction of phase one of tollway commences, from I-25 to Parker Rd.
- 1989** W-470 Authority voter request for funding via vehicle registration fee is defeated.
- 1990** C-470 construction completed.

continued



CONTINUED - METRO DENVER BELTWAY HISTORY

1991 First five miles of phase one of E-470 opens connecting I-25 to Parker Rd.; it is the first tollway in the country to employ high-speed electronic toll-collection lanes.

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1992 The W-470 Authority suspends operations after being unable to obtain working capital or long term financing.

1999 Northwest Parkway Authority is formed and includes Broomfield, Lafayette and Weld County; the Authority succeeds the Northwest Parkway Non-Profit Corp., largely supported by the City of Broomfield.



A new interchange is under construction along C-470, south of I-70, where beltway construction first began in 1980.

2000 Construction of the Northwest Parkway begins. C-470 also is extended north from I-70 to 6th Ave.

2002 Arvada and Jefferson County create the Jefferson Parkway Authority to revive the initiative to complete the metro beltway.

2003 Northwest Parkway opens; construction of E-470 completed joining SH85 to I-25 and linking with the Northwest Parkway. High-speed transponders are usable on either roadway.

CDOT's Colorado Tolling Enterprise steps into Jefferson Parkway process and funds an Environmental Impact Statement; Jefferson Parkway Authority suspends operations.

2007 Brisa Auto-Estradas, which operates tollways across Europe and Brazil, and the Northwest Parkway Public Highway Authority, form the Northwest Parkway, LLC, which assumes operation of the Northwest Parkway under the terms of a 99-year concession agreement.

2008 Flyover at the I-70 interchange opens; forms direct connection for northbound E-470 to westbound I-70 traffic.

Plans for new northwest metro public highway authority announced by Jefferson County, the City of Arvada and the City and County of Broomfield.

Jefferson Economic Council forms Beltway to Tomorrow public information campaign, with mission of informing the public of the benefits of a completed metro beltway.