

Hosted by:

Adams County

City of Arvada

Town of Bennett

City of Brighton

City of Commerce City

City of Federal Heights

City of Northglenn

City of Thornton

City of Westminster

Adams County Economic

Development

Smart Commute Metro

North TMO

2014 ADAMS COUNTY HEARING

OCTOBER 9, 2014

5:30 PM TO 7:30 PM

*Partnering Opportunities with CDOT, RTD, HPTE & DRCOG
to Foster Economic Growth*

program

5:30 pm to 6:30 pm – Dinner

6:30 pm to 7:30 pm – Presentation and Discussion

Introductions & Opening Remarks, *Adams County Commissioner Erik Hansen*

Priority Project Categories:

- *Studies, Mayor Sue Horn, Town of Bennett*
- *Ready for Construction, Mayor Dick McLean, City of Brighton*
- *Managed Lanes: 'I-25 by 2025', Mayor Heidi Williams, City of Thornton*
- *Transit, Mayor Joyce Downing, City of Northglenn*
- *Transportation Demand Management, Karen Stuart, Smart Commute TMO*

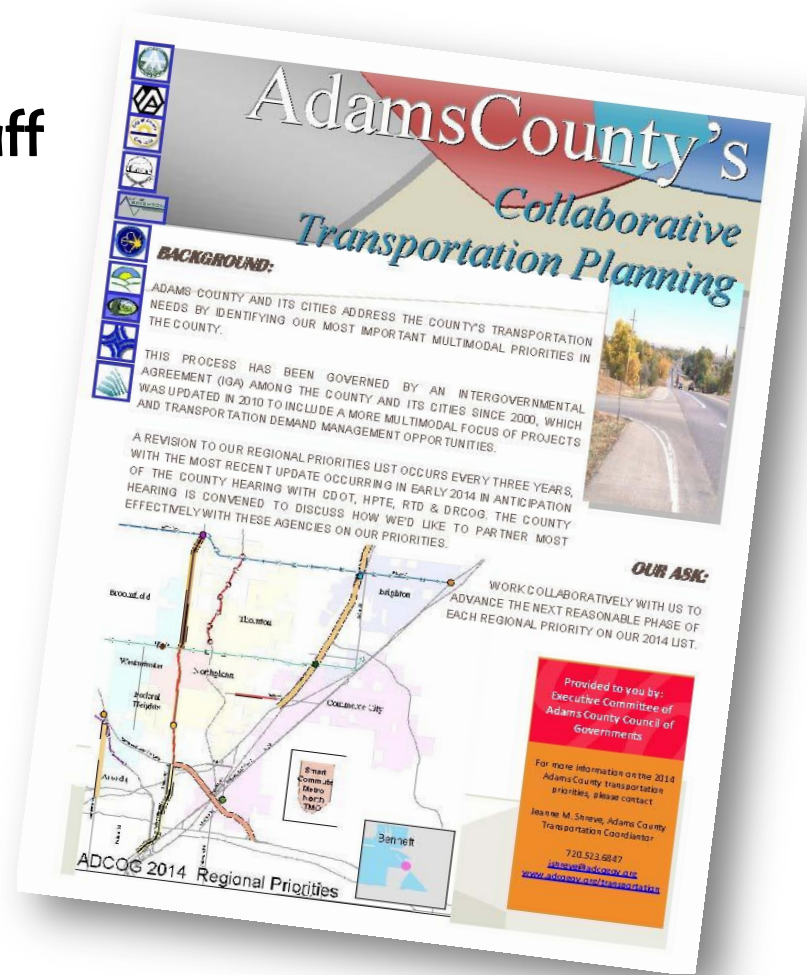
Economic Development Perspective, *Doug Elenowitz, Trailbreak Partners*

Closing Remarks on Presentation & Discussion, *Commissioner Erik Hansen*

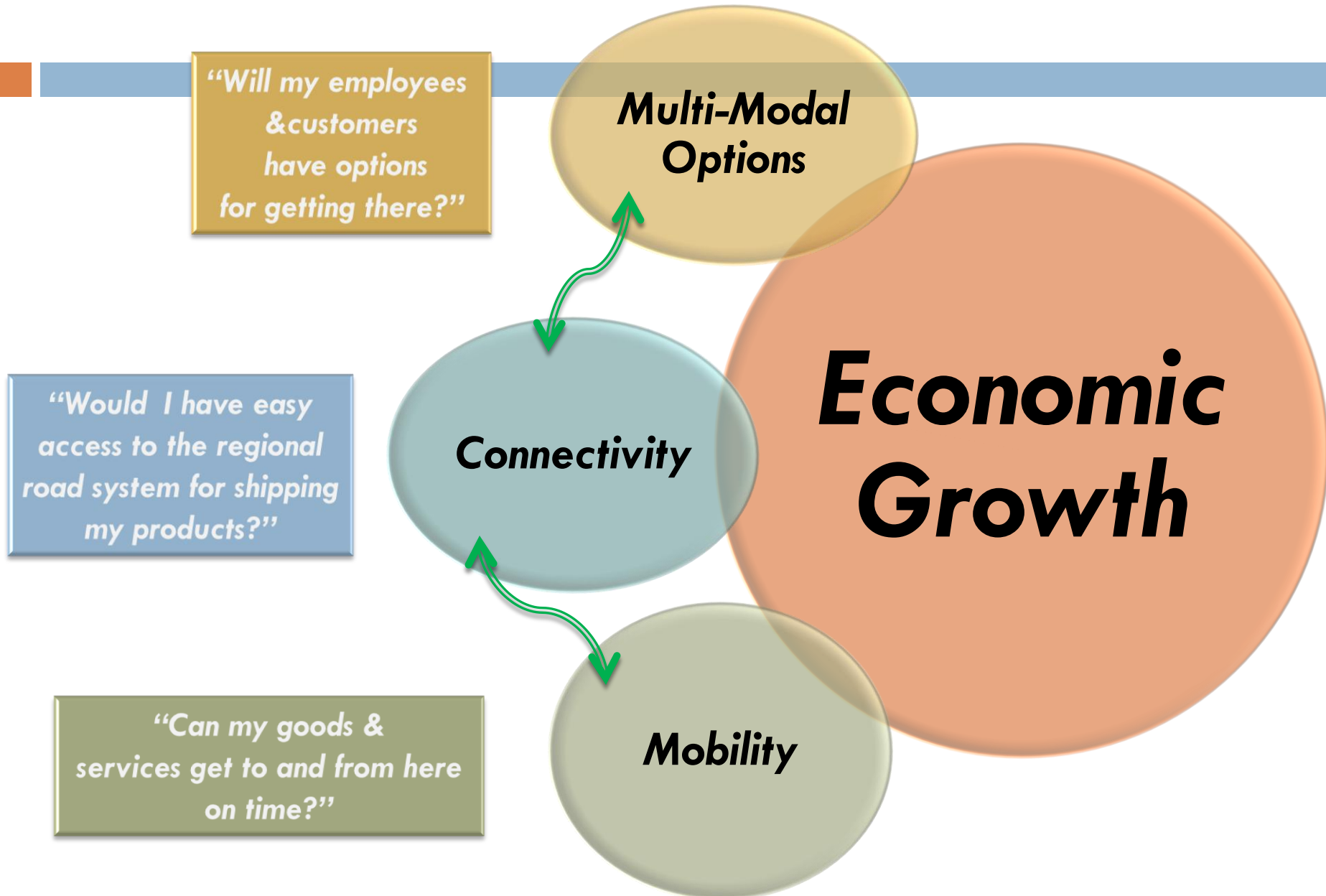
Opening Remarks

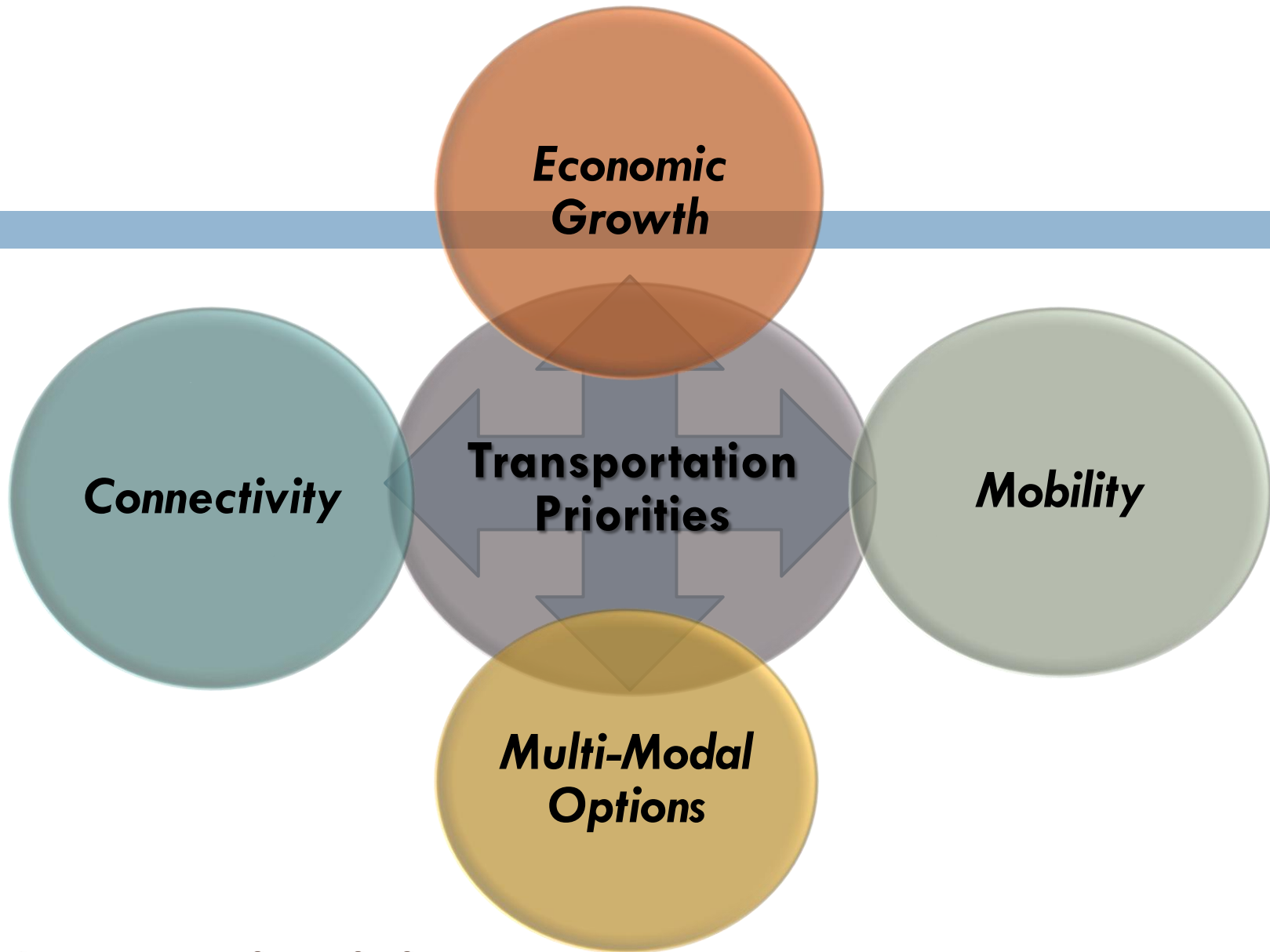
“Welcome!”

Elected & Appointed Officials and Staff
from our four key
transportation agencies:



Transportation Factors





Our Priorities tie economic growth and
Key Transportation Factors together

priorities - studies

U.S. 85 PEL
(includes new interchange @ 120th & Multi-modal improvements at Brighton's Pavillon's Development)

S.H. 7 BRT
(Boulder Transit Ctr to Downtown Brighton)

120th BRT
(Broomfield P&R to Adams Crossing in Brighton)

Westminster's U.S. 36 BRT Station

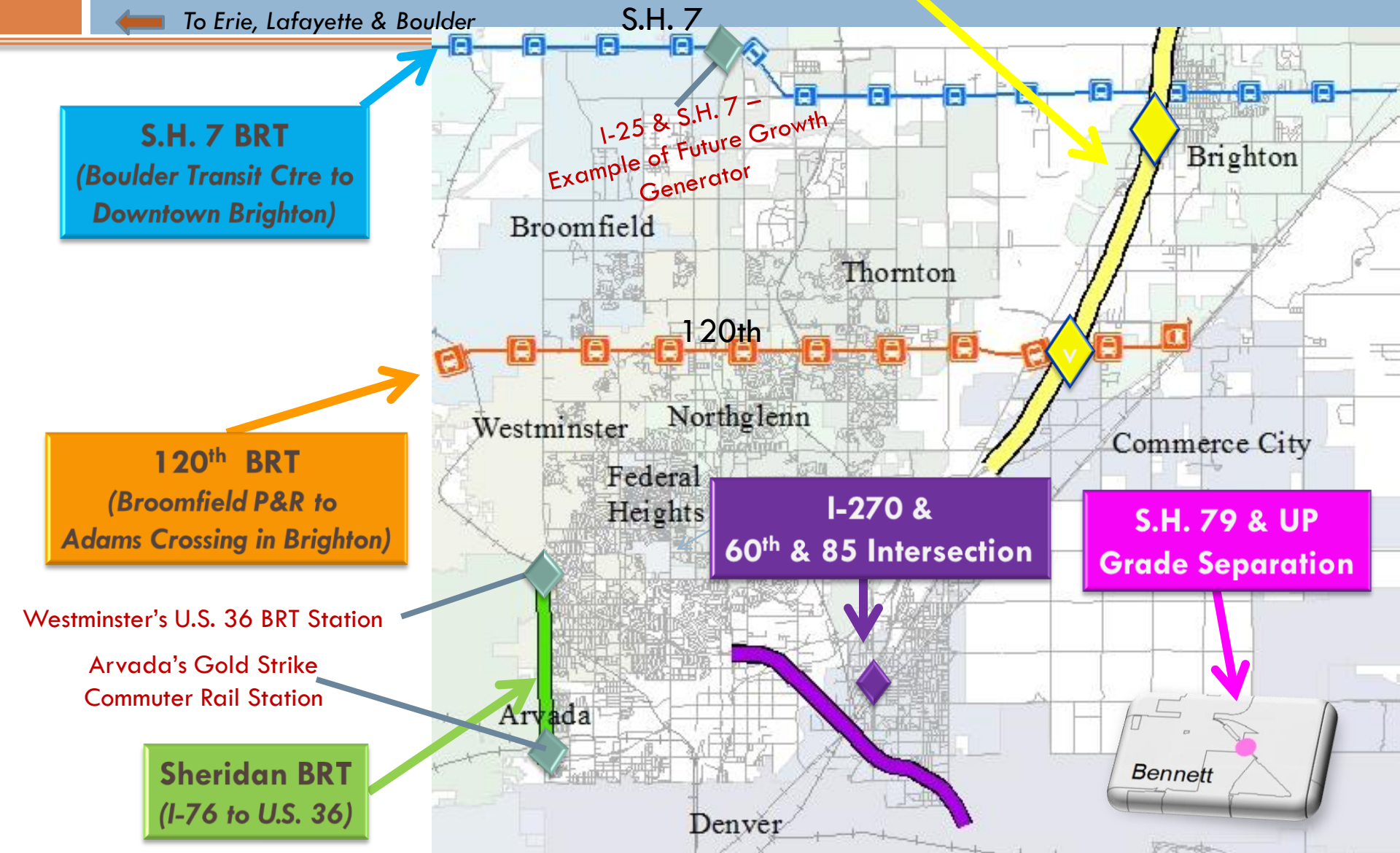
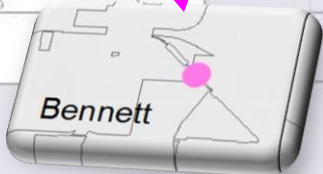
Arvada's Gold Strike Commuter Rail Station

Sheridan BRT
(I-76 to U.S. 36)

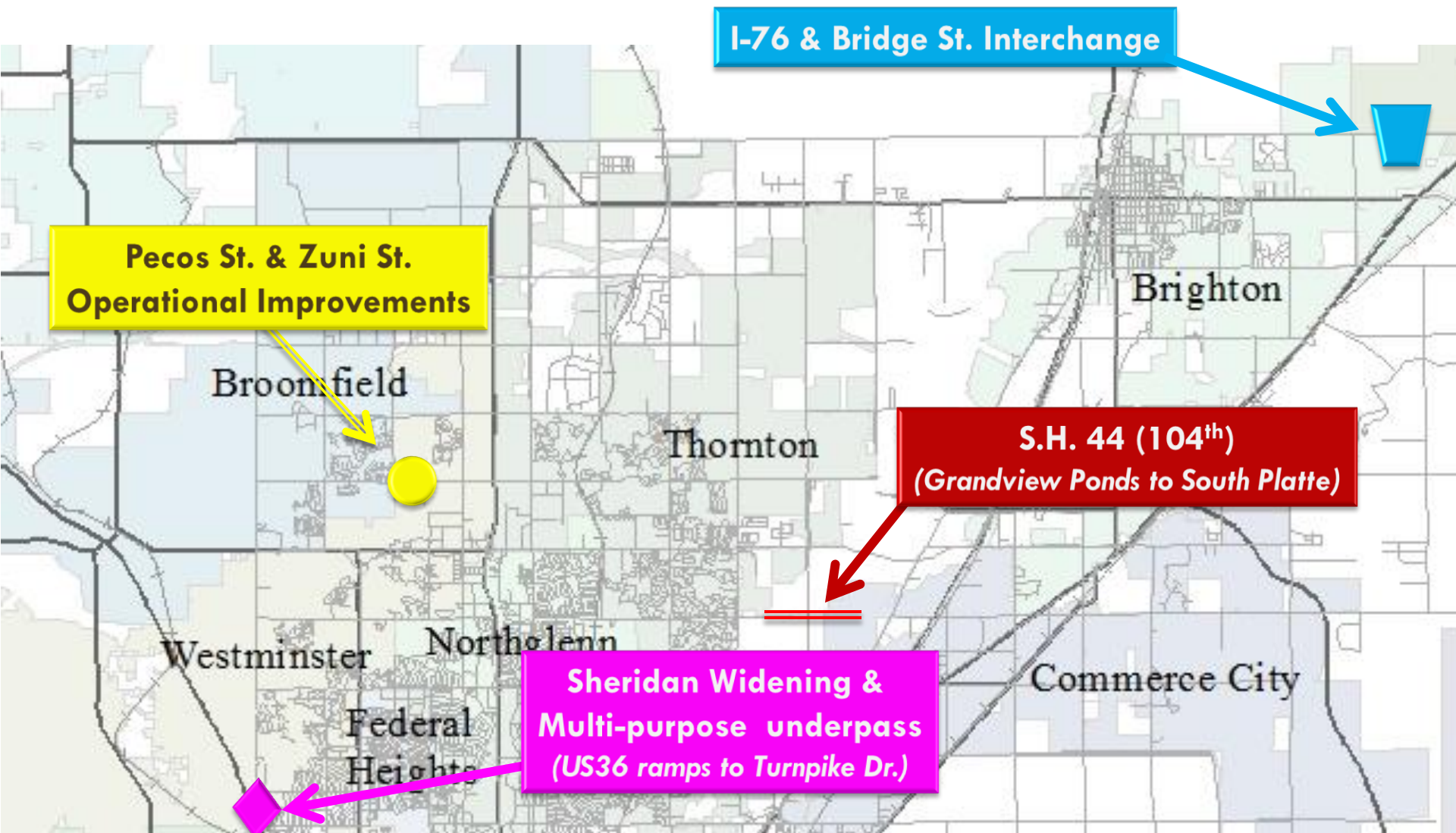
I-25 & S.H. 7 -
Example of Future Growth
Generator

I-270 & 60th & 85 Intersection

**S.H. 79 & UP
Grade Separation**

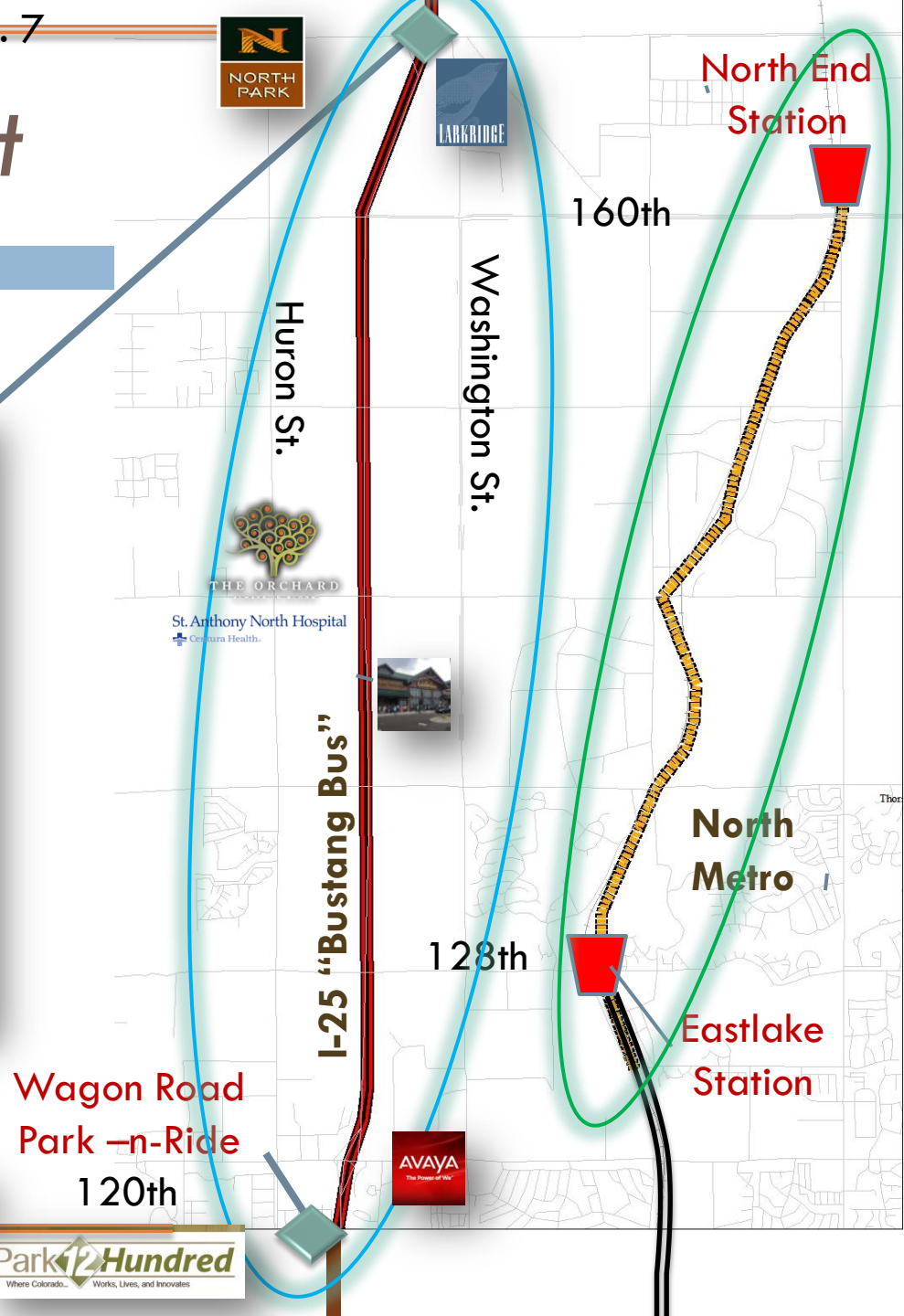
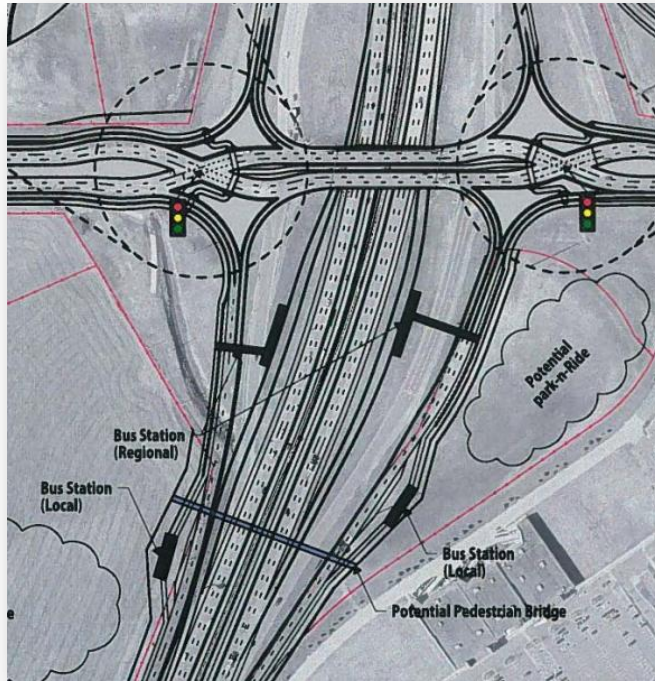


priorities -- construction



priorities – transit

DDI Interchange & Larkridge Bus Station



One Park Centre



priority -- managed lanes: 'I-25 by 2025'

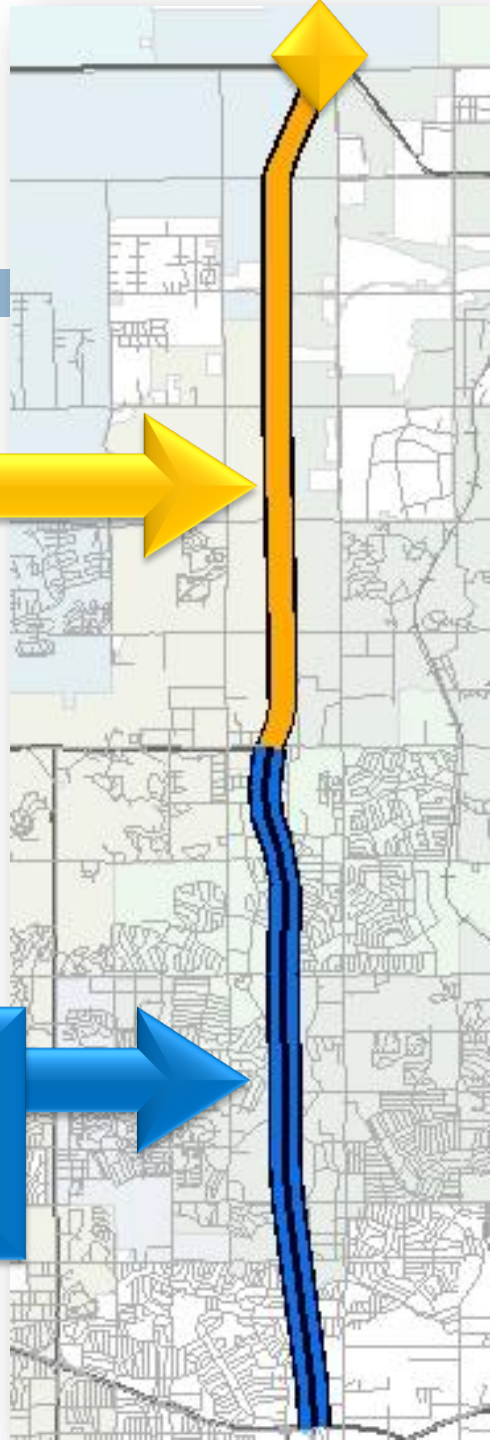
I-25: Conceptual Construction Cost Estimates by component in I-25 PEL Study

Component for the phase

Title	Description	Est. Construction Cost	
120th/Washington Intersection	Extend southbound dual left-turn lane to better accommodate evening peak flow	\$ 1,400,000	
13 New Ramp Meter at 120th Ave NB	Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	
13 New Ramp Meter at 120th Ave NB	Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	
13 New Ramp Meter at 120th Ave SB	Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	
13 New Ramp Meter at Thornton Pkwy NB	Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	
13 New Ramp Meter at 130th Ave SB	Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	
13 New Ramp Meter at 144th Ave SB	Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	
13 130th to 144th - NB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 150,000	
13 144th to 167th - NB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 900,000	
General Purpose Lane - 84th to Thornton Pkwy	Extend 4th travel lane north to Thornton Pkwy interchange and replace 88th Ave bridge	\$ 3,700,000	\$ 3,700,000
Auxiliary Lane - 127th to 84th	Provide lane add via northbound I-275/I-266/76 ramp	\$ 1,860,000	\$ 1,860,000
84th to Thornton Parkway - NB	Construct a continuous acceleration/deceleration lane between interchanges; requires replacement of 88th Ave bridge	\$ 1,090,000	\$ 1,090,000
Thornton Parkway to 104th - NB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 1,390,000	
104th to 120th - NB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 7,860,000	
120th to 130th - NB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 1,980,000	
Thornton Parkway to 84th - SB	Construct a continuous acceleration/deceleration lane between interchanges; requires replacement of 88th Ave bridge	\$ 1,520,000	\$ 1,520,000
General Purpose Lane - Thornton Pkwy to 84th	Extend 4th travel lane north to Thornton Pkwy interchange and replace 88th Ave bridge	\$ 2,140,000	\$ 2,140,000
Auxiliary Lane - 84th to I-25	Widen I-25 to provide 5 southbound travel lanes between 84th and I-25	\$ 3,100,000	\$ 3,100,000
167th to 144th - SB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 1,100,000	
144th to 130th - SB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 260,000	
130th to 120th - SB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 3,170,000	
120th to 104th - SB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 6,950,000	
104th to Thornton Pkwy - SB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 1,400,000	
20th Avenue Station Station	Home station to eliminate bus weaving	\$ 8,450,000	\$ 5,700,000
130th to 144th and 144th NB, SB I-25	Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	\$ -
130th to 88th Auxiliary Lane and CP lane (NB)	Provide additional storage to assist major heavy merge occasions	\$ 4,960,000	\$ 4,960,000
Thornton Parkway to 88th Auxiliary Lane (SB)	Provide additional merge distance for Thornton Parkway on-ramp traffic	\$ 840,000	\$ 840,000
General bridge replacement, new pedestrian overpass, I-25	Cost increase with constructing any improvements that extend between 84th Avenue and Thornton Parkway	\$ 24,400,000	\$ 24,400,000
Conceptualization of this component would include 88th Avenue bridge replacement, lane widening, and widening of I-25	Conceptual Costs for I-25 Preferred Package	\$ 78,060,000	
I-25: Conceptual Construction Cost Estimates for Preferred Components in S.H. 7 PEL at I-25			
Large Bus Station		\$ 4,200,000	\$ -
I-25 & S.H. 7 ODI Interchange from S.H. 7 PEL		\$ 13,200,000	
Conceptual Costs for I-25 Preferred Package and Improvements at S.H. 7 through the S.H. 7 PEL		\$ 17,400,000	\$ 49,310,000
Conceptual Costs for I-25, I-275, and S.H. 7 PEL Components		\$ 95,460,000	
I-25 Managed Lanes (ML): Conceptual Construction Cost Estimate to Extend Managed Lanes from 120th to S.H. 7			
Extension of Managed Lanes from 120th to S.H. 7		\$ 55,000,000	\$ 55,000,000
TOTAL Estimated Costs for all Three Components (I-25 PEL, S.H. 7 PEL and ML Extension)		\$ 150,460,000	\$ 104,310,000

Managed lanes must serve S.H. 7 & we need I-25 & S.H. 7 DDI & Larkridge Bus Station (both needed by 2018 in conjunction w/ RAMP project to S.H. 7)

Let's build the PEL Improvements needed by 2025! (All components highlighted in yellow)



priorities — *transportation demand management*



Transportation information, action and advocacy; improving your metro north commute.

HOME

ABOUT US

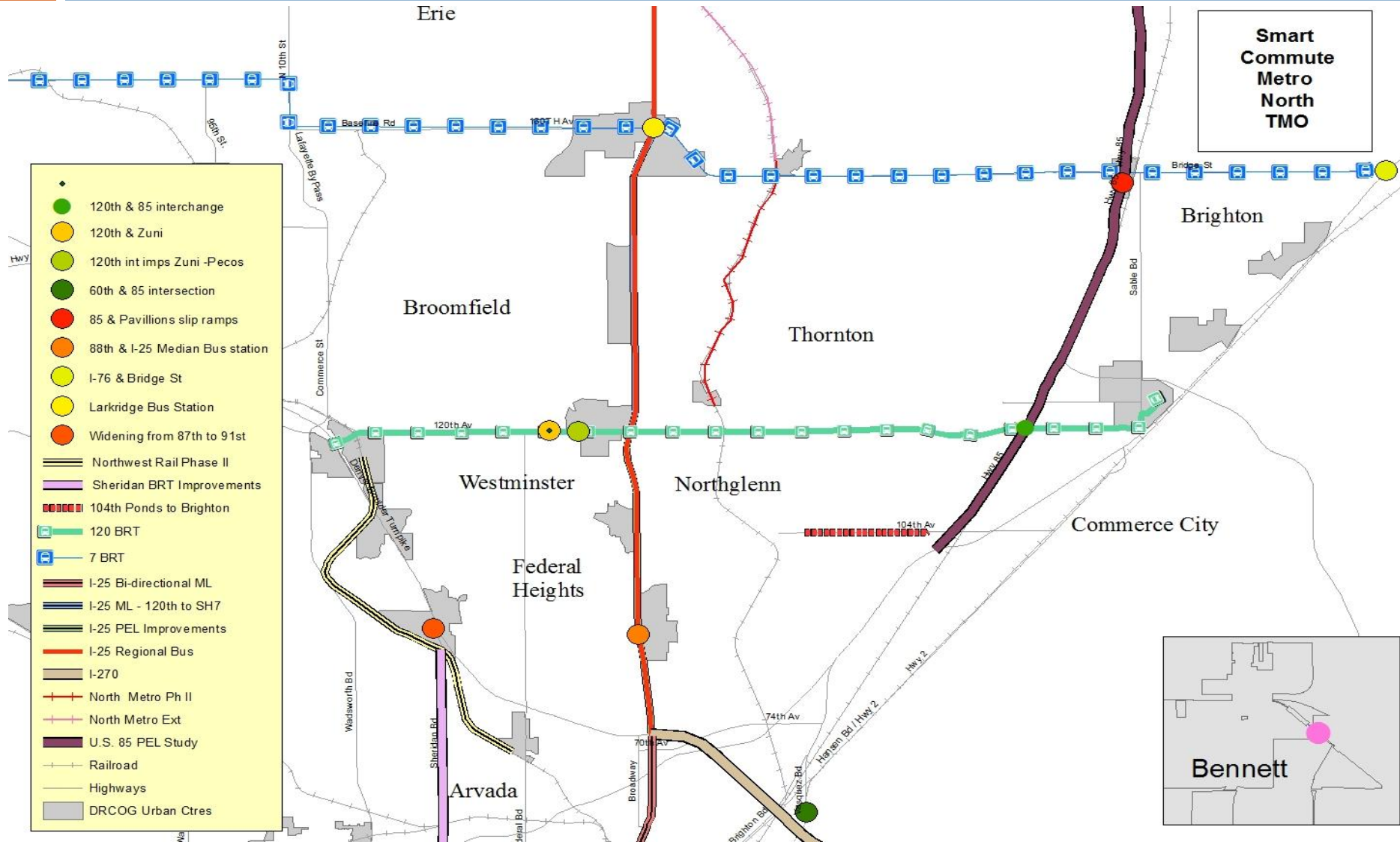
COMMUTING OPTIONS

PROJECTS

JOIN SMART COMMUTE
METRO NORTH



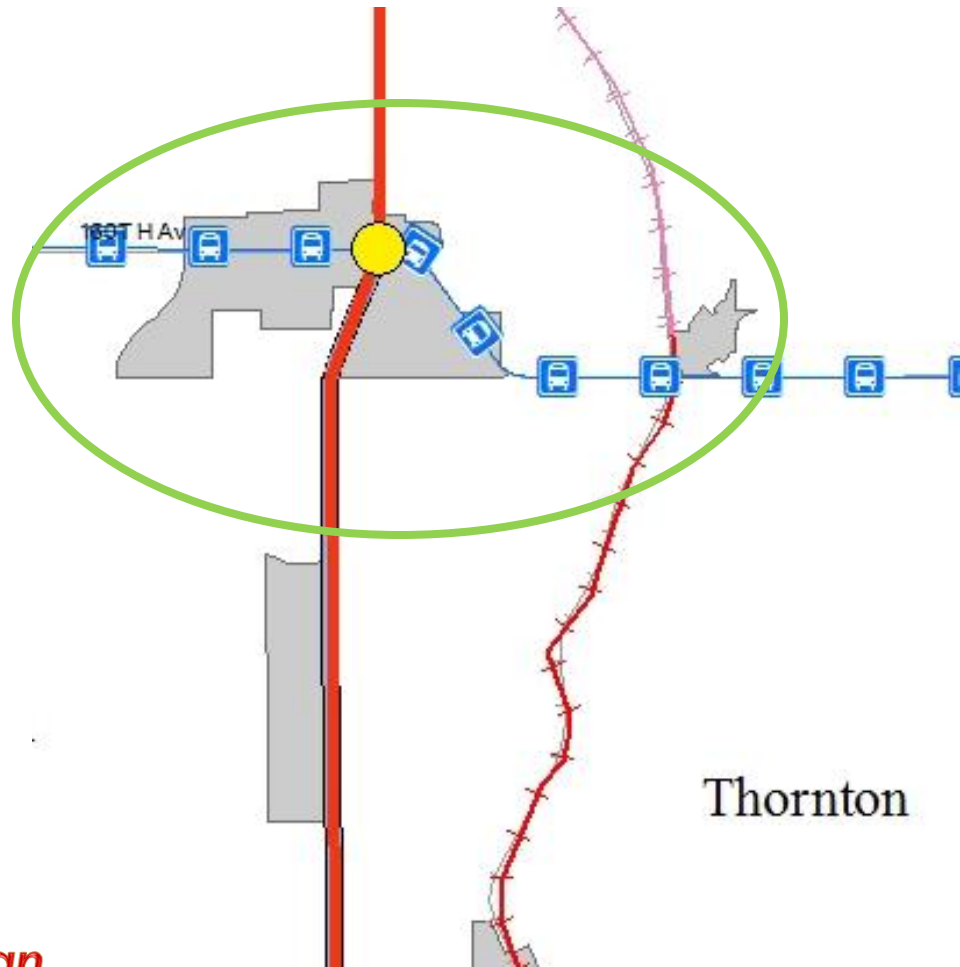
our priorities...are the key to... driving economic growth



driving economic growth...

an example – I-25 & S.H. 7

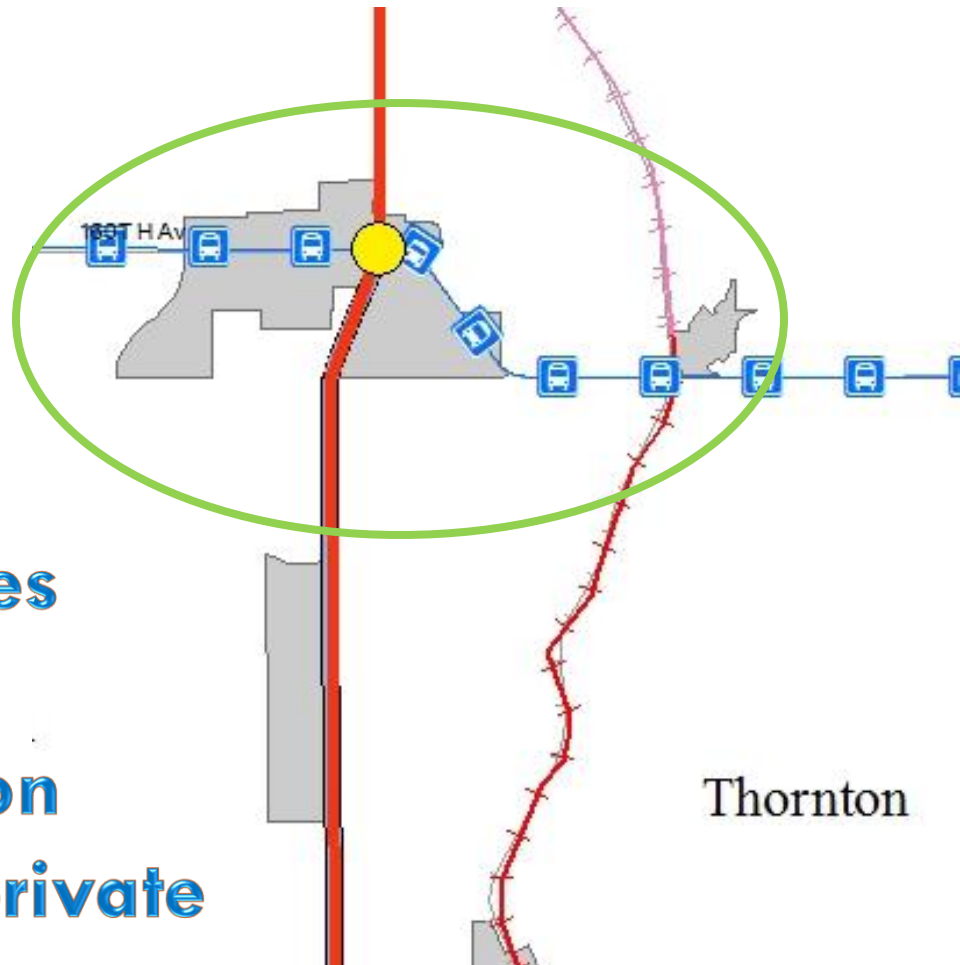
- **Proactive transit policies (vs. reactive) -**
 - Proactive efforts towards transportation investments fosters development!
- **A corridor level approach should be considered –**
 - Creates value in strong market locations
 - Looking at Projects individually can be very short-sighted...

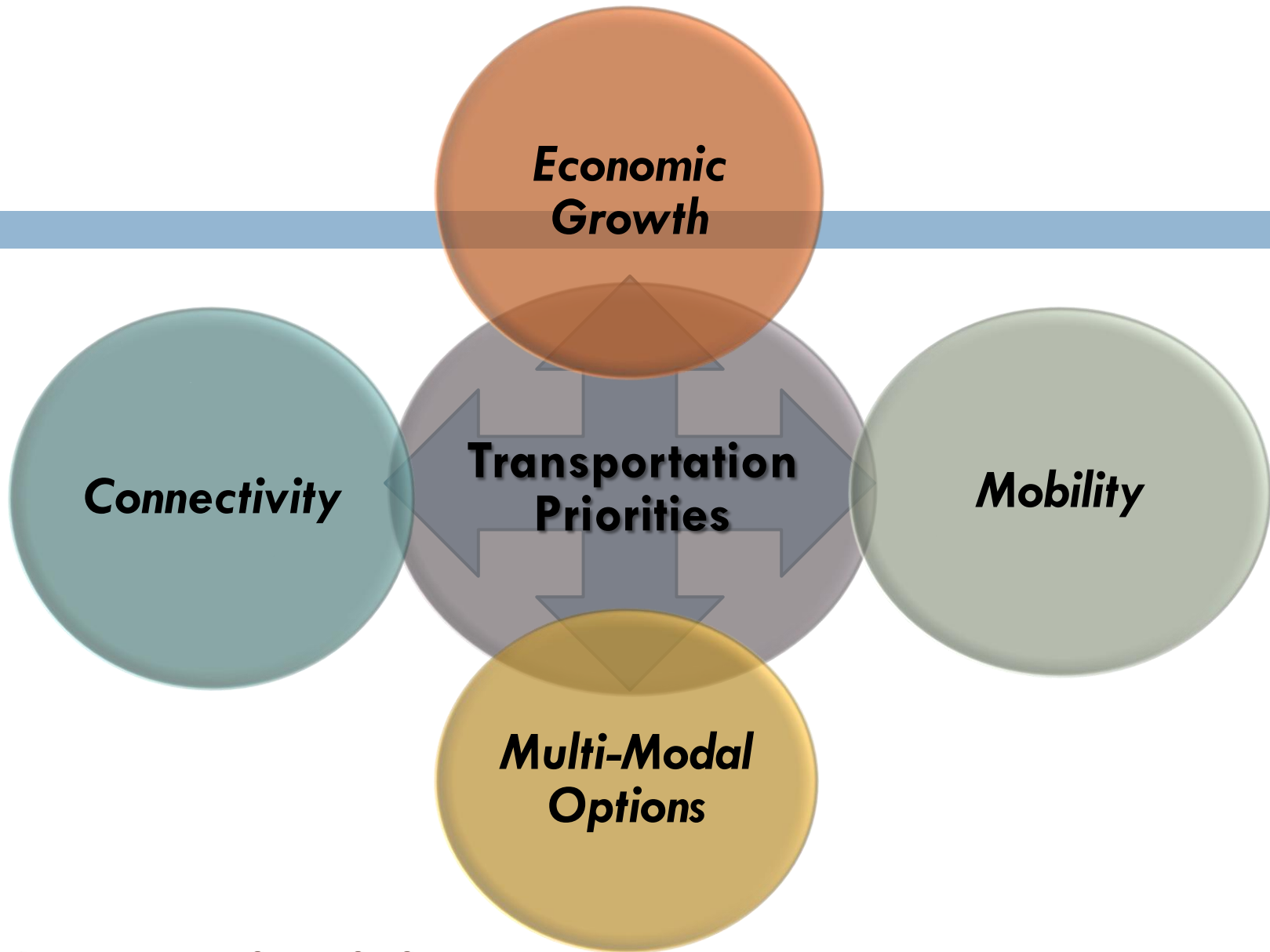


driving economic growth...

an example – I-25 & S.H. 7

- 1. Transportation improves productivity**
- 2. Adequate transportation systems can leverage private investment**





Our Priorities tie economic growth and
Key Transportation Factors together

wrap-up

“Thank you!”

Elected, Appointed and Staff
from our four key
transportation agencies:

