



I-270 Corridor Improvements

I-270 Corridor Improvements Project Overview

Commerce City Council Meeting June 2024



I-270 Corridor Improvements

I-270 is a CDOT Priority

September 2022

STATEWIDE PLAN INFORMATION

YTP.codot.gov

THE LATEST ON
TRANSPORTATION
PLANNING

YOUR
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VISION FOR COLORADO'S TRANSPORTATION SYSTEM

UPDATED 10-YEAR STRATEGIC PROJECT PIPELINE - SEPTEMBER 2022



Construction on US 287 in Lamar

“In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

The resulting product – CDOT's 10 Year Plan – has been instrumental in focusing the Department on delivering a defined set of priority projects, resulting in over one billion dollars of transportation improvements across the state. In 2022, this updated plan puts new state and federal transportation funding to work and identifies the next set of projects that will advance to construction.

The CDOT team looks forward to building these projects and creating a safer, more mobile transportation system for all Coloradans.”

—Shoshana Lew, CDOT Executive Director



CENTRAL PROJECTS

		Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Highway & Transit- Region 1										
Interstate 25	Castle Rock Mobility Hub	T	\$30 M	\$13.47 M	✓	\$10.5 M	\$2.97 M			2714
	Lone Tree Mobility Hub	T	\$20 M	\$10 M	✓	\$10 M				2744
	I-25 North between 84th Avenue and 104th Avenue	H,T	TBD	\$110 M	✓	\$4 M	\$16 M	\$90 M		2584, 2642
	I-25 South Gap	H	\$419 M	\$278 M	✓	\$278 M			◆	0001
	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	H	\$75 M	\$15 M	✓	\$3.5 M	\$11.5 M			2575
	I-25 and CO 7 Interchange Mobility Hub	H,T	\$14 M	\$14 M		\$14 M				2694
	I-25 at Bellevue Avenue Interchange - Phase 1	H	\$110 M	\$22 M	✓		\$22 M			2588
	I-25 Central Non-Capacity Safety and Operational Improvements	H,T	TBD	\$35 M	✓		\$35 M			2576
	Burnham Yard Acquisition	T	\$50 M	\$16.6 M	✓	\$16.6 M			✓	2772
Interstate 70	I-70/Harlan Bridge Replacement	H	\$25.6 M	\$21.9 M	✓	\$21.9 M			●	0086
	I-70 Corridor-West Metro Bridges	H	\$67 M	\$35.2 M	✓	\$35.2 M			●	0087
	I-70 Peak Period Shoulder Lanes	H	\$105 M	\$80 M	✓	\$80 M			◆	0005
	I-70 West: Floyd Hill	H	\$700 M	\$340 M	✓	\$191.8 M	\$148.2 M			0004
	Idaho Springs Mobility Hub	T	\$8.43 M	\$6.33 M	✓	\$6.33 M				2716
	I-70 and Kipling Street Interchange	H	\$70 M	\$30 M	✓	\$2.5 M		\$27.5 M		2580
	I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel	H	\$32 M	\$25 M	✓			\$25 M		2582
	Eisenhower-Johnson Memorial Tunnel Repairs and Maintenance	H	\$150 M	\$50 M	✓	\$50 M			●	2583
	I-70 Escape Ramp Improvements	H	\$29 M	\$13 M	✓	\$13 M			●	2593
I-70 Bustang Pegasus Park-n-Rides	T	\$12 M	\$12 M		\$4 M	\$3 M	\$5 M		2753	
I-270	I-270 Improvements and Congestion Relief from I-76 to I-70	H	\$600 M	\$200 M	✓	\$30 M	\$144.5 M	\$25.5 M		0002
US 6	Vasquez Boulevard Improvements	H	\$22 M	\$10 M	✓		\$10 M			2585
	US 6 and Wadsworth Boulevard Interchange	H	\$135 M	\$60 M	✓	\$40 M	\$20 M			2578
US 85	US 85 Corridor Improvements between Sedalia and Meadows Parkway in Castle Rock	H	\$58 M	\$37 M	✓			\$37 M		2587
US 285	US 285 Corridor Improvements near Pine Junction	H	TBD	\$60 M				\$60 M		2581
CO 7	CO 7 Priority Intersection Improvements	H	\$20 M	\$20 M				\$20 M		2586, 2641
CO 30	CO 30 Improvements between Quinsy Road and Airport Road	H	TBD	\$25 M				\$25 M		2589
C 470	C-470: US 285 to Morrison Road Interchange Reconstruction	H	\$56 M	\$56 M				\$56 M		2579
Non-Corridor Specific	Advancing Transportation Safety	H	\$8.56 M	\$8.56 M			\$8.56 M			2784
	Vision Zero Priority Improvements	H	\$15 M	\$15 M			\$15 M			2691
	Safer Main Streets Program	H,T	\$75 M	\$68.9 M	✓	\$68.9 M			◆	WebLink
	Bustang Heavy Maintenance Facility	T	\$9.5 M	\$9.5 M		\$0.95 M	\$3.55 M	\$5 M		2715
	Noise Wall Maintenance	H	\$36 M	\$29.7 M	✓	\$29.7 M			◆	2594
	Bustang Fleet Purchases	T	\$5.425 M	\$4.425 M		\$4.425 M			◆	2718
	Regionwide Bottleneck Reduction	H	TBD	\$25 M	✓			\$25 M		2590
	Regionwide Signal and Ramp Meter Upgrades	H	TBD	\$17 M	✓			\$17 M		2592
	Regionwide Trail Grade Separations and Crossings Improvements	H	TBD	\$10 M				\$10 M		2595
	Regionwide Bridge Rehabilitation and Maintenance	H	> \$500 M	\$20 M	✓			\$20 M		2697
	Regionwide Arterial BRT and Transit Improvements	H,T	TBD	\$170 M		\$3 M	\$72 M	\$95 M		2638

✓ Completed.

◆ Currently under construction/in progress.

● Planned for construction in 2022.

H: Highway | T: Transit | RP: Rural Paving



Known funding: _____



Received \$200 million in strategic funding via Senate Bill 1 funds



Bridge and Tunnel Enterprise

Pursuing funding via additional sources: _____



Federal Grants



Colorado Transportation Investment Office

*Cost estimate not complete at this stage of alternatives evaluation



CDOT's 10-Year Plan

The 10-Year Plan (2019-2029) consists of a four-year “funded plan” and six years of “other project” priorities

The 10-Year Plan Includes:

- Strategic Pipeline of Projects
- 1,000+ lane miles touched
- 15 rehabilitated or new transit facilities
- A focus on taking care of our system: over 50% of funds go to improving the condition of our roadway system The full 10-Year Plan project list & funding status can be found [HERE](#)

CDOT has made significant progress to catch up on critical road and bridge repairs, add travel options, relieve traffic choke points, make critical safety improvements, and bring transit to new corners of the state.

A few highlights:

- CDOT has completed **54 projects** to date, with an additional **40 projects** currently under construction
- **100%** of the projects in the first four years are complete or under construction, and **over half** of the full 10-Year Plan is now complete or in progress
- With progress on the 10-Year Plan well underway, CDOT will continue building the connections to keep our state thriving

Denver Metro Region At a Glance:

PROJECTS COMPLETED IN 2023 **18**

PROJECTS UNDERWAY **34**

PROJECTS TO BEGIN IN 2024 **21**



Where Do CDOT Funds Come From?

FY 2024

Federal Programs

\$832.9M

18.4 cents per gallon paid at the pump

Highway Users Tax Fund

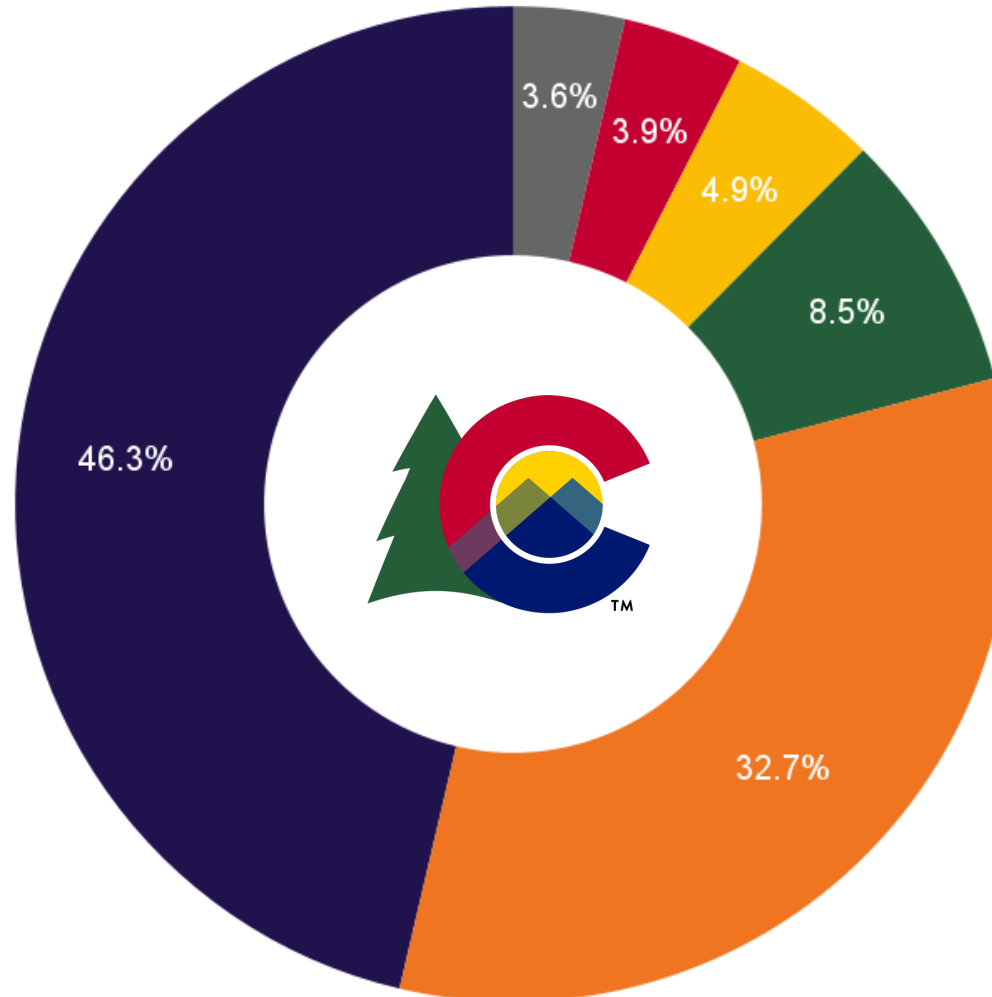
\$588.3M

Fuel taxes and fees, vehicle registrations, traffic penalty revenue, FASTER, Retail Delivery Fee

Bridge & Tunnel Enterprise

\$152.9M

FASTER fees, Bridge Impact Fee, Retail Delivery Fees



Aeronautics

\$65.0M

State aviation fuel tax

Other State Funds

\$70.4M

Multimodal, State Safety Education, Capital Construction Fund, State Infrastructure Bank, miscellaneous revenue from permits, interest, etc.

Other CDOT Enterprises

\$87.8M

Colorado Transportation Investment Office, Clean Transit Enterprise, Nonattainment Area Air Pollution Mitigation Enterprise



How Are Funds Allocated?

FY 2024

Multimodal Services

\$53.9M (3%)

Innovative Mobility, NEVI, 10-Year Plan Projects (Transit), Rail Commission, Bustang

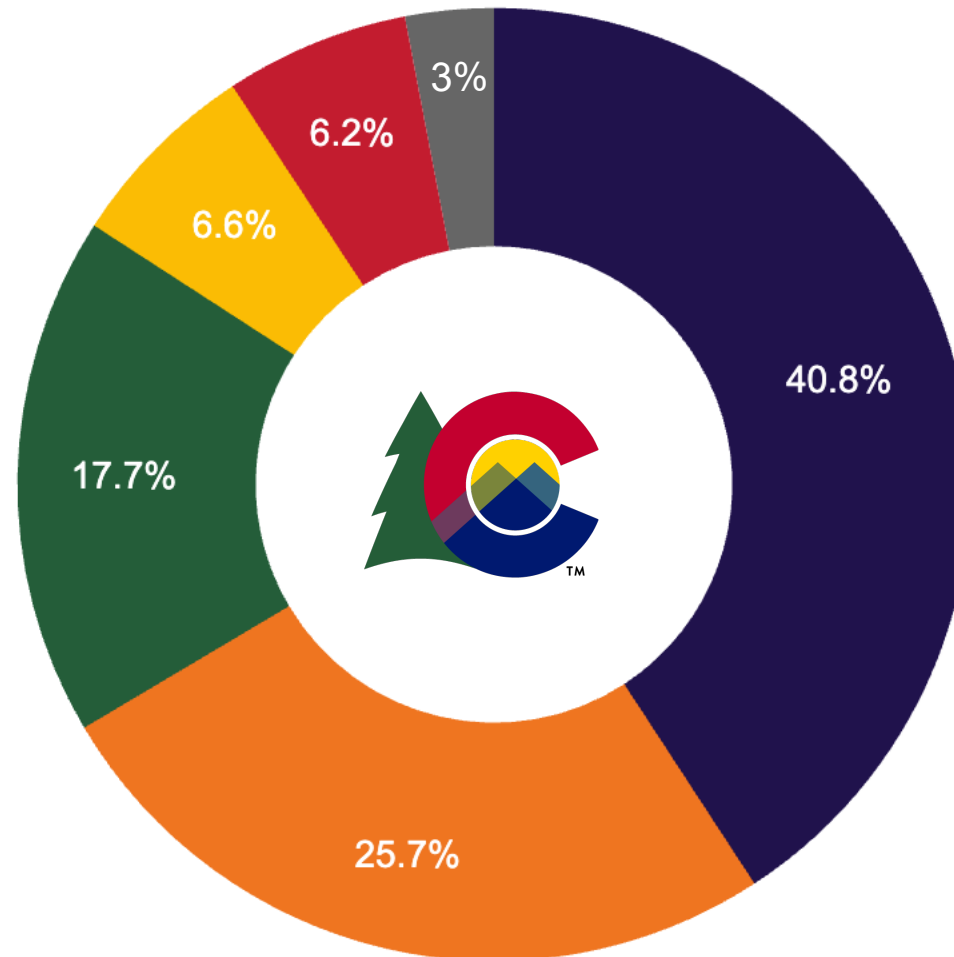
Other Programs, Debt Service, Contingency Funding

\$112.3M (6.2%)

State safety education, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds

Administration and Agency Operations

\$118.8M (6.6%)
Appropriated Administration budget, agency operations and project initiatives



Capital Construction

\$733.4M (40.8%)

Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

Maintenance and Operations

\$461.5M (25.7%)

Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

Suballocated Programs

\$317.7M (17.7%)

Aeronautics funding, sub-allocated federal programs, Revitalizing Main Streets



Region 1 Major Projects

I-70 West: Floyd Hill (Veterans Memorial Tunnels to Floyd Hill)

Eliminates bottleneck at Floyd Hill, adds managed lanes, replaces aging infrastructure, improves safety

Eisenhower - Johnson Memorial Tunnel Repairs

Critical repairs & safety improvements to 50 year old historic tunnels

I-270 Improvements (I-25 to I-70)

Will replace aging infrastructure and improve flow of goods and services on critical corridor

US 6 and Wadsworth Blvd Interchange

Will replace aging infrastructure and improve mobility and connectivity

Regionwide Arterial Bus Rapid Transit (BRT)

Will add 5 new BRT corridors by 2030



Purpose: Implement transportation solutions that modernize the I-270 corridor to accommodate existing and forecasted transportation demands.

Why are I-270 improvements needed?



Traveler safety



Travel time and reliability



Transit on the corridor



Bicycle and pedestrian connectivity across I-270



Freight operations



Goal: to minimize environmental and community impacts resulting from the project.



Background

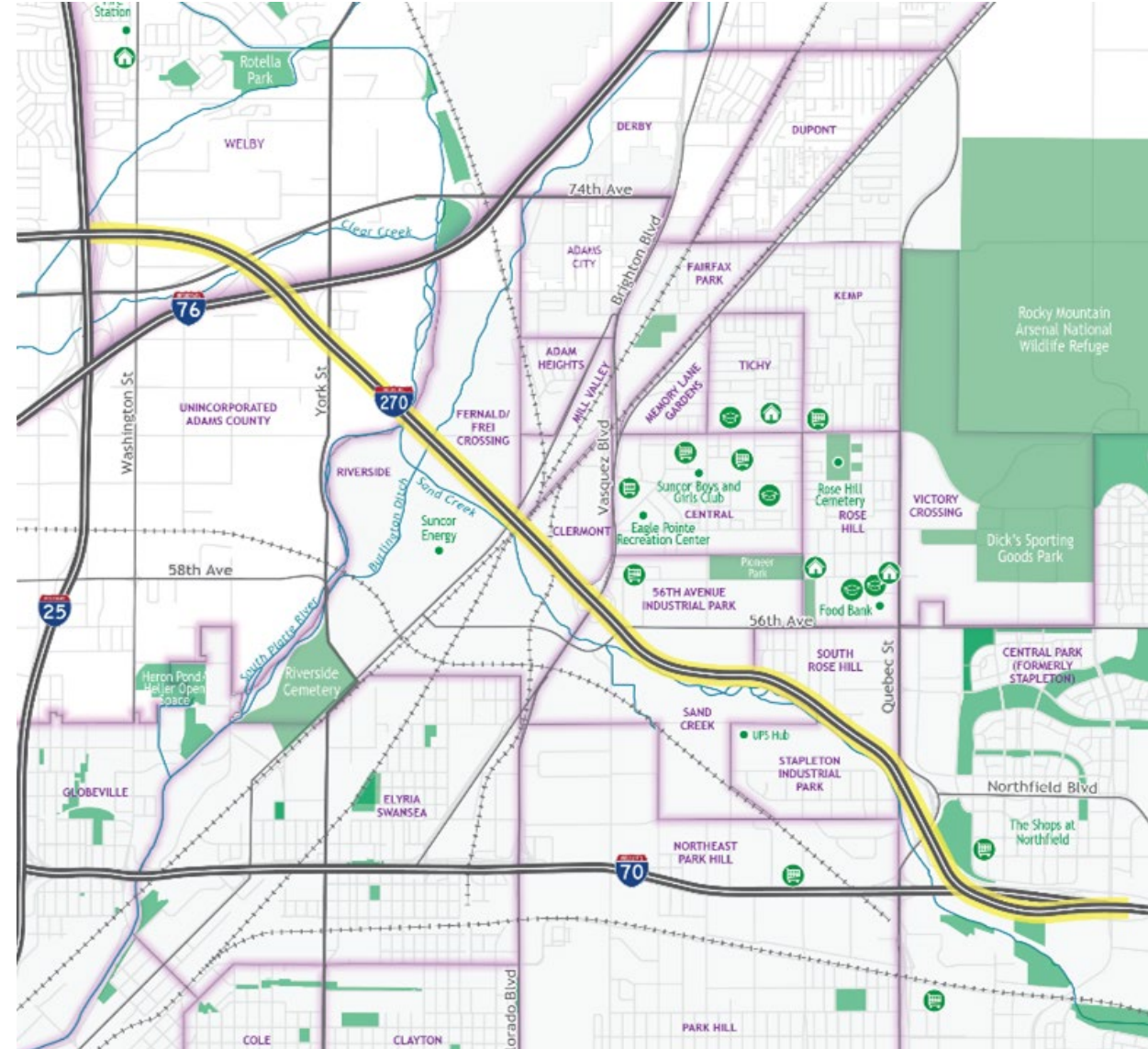
- Full extent of I-270 between I-25 and I-70

- Denver & Adams County

- 1965 to 1970
- \$8.9 million

- >100,000 vehicles per day
- 8-17 percent trucks

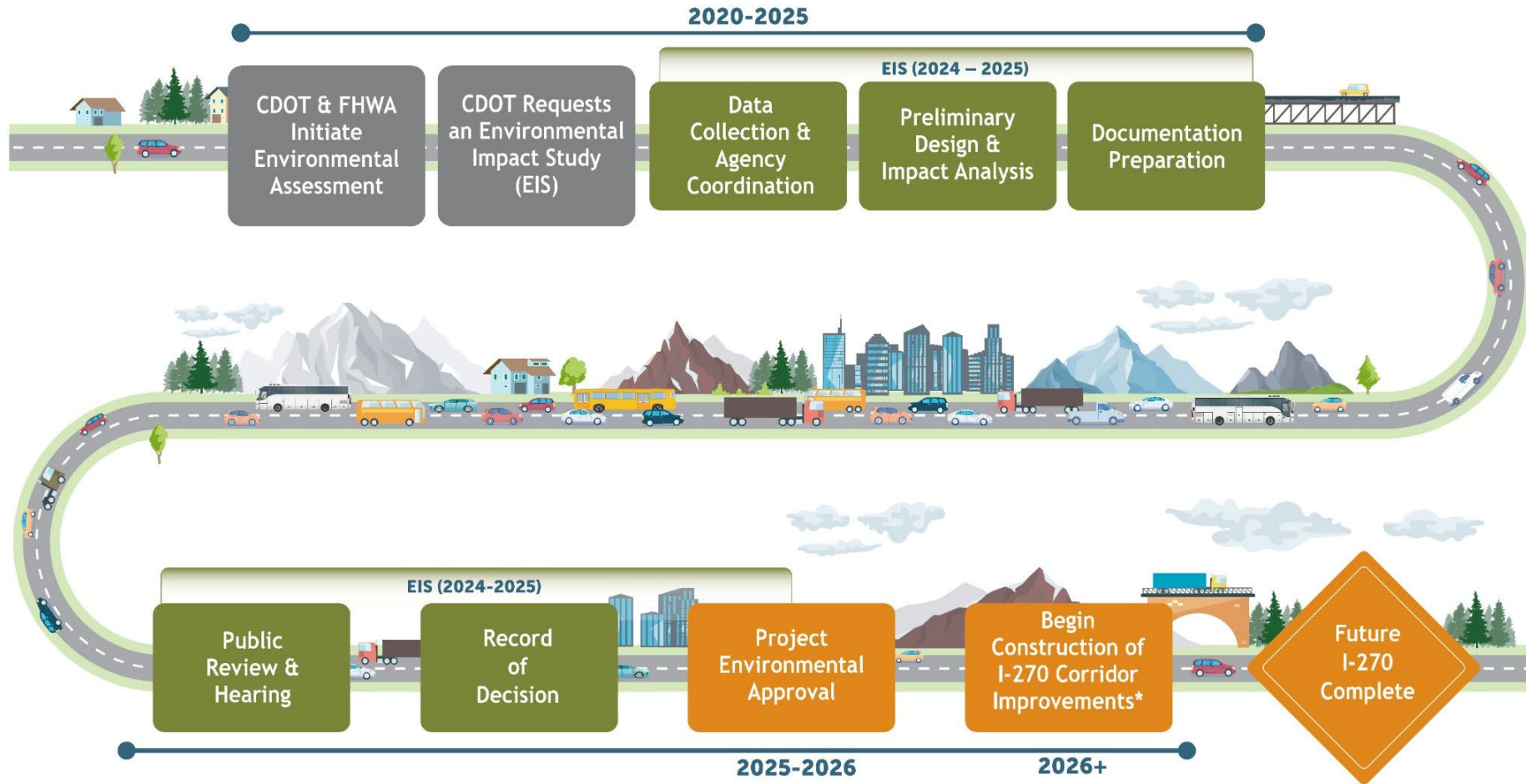
- Current environmental study started in 2020
- Builds on earlier studies
- Anticipated completion of NEPA document in 2025





I-270 Corridor Improvements

Schedule



*CDOT will prioritize reconstruction of structures that have exceeded their useful life. Ongoing maintenance activities and emergency repairs will continue as needed until construction is complete.

*CDOT priorizará la reconstrucción de estructuras que hayan excedido su capacidad útil vida. Las actividades de mantenimiento en curso y las reparaciones de emergencia continuarán según sea necesario hasta que se complete la construcción.



I-270 Corridor Improvements

Environmental Study Process



Articulate project purpose and need



Develop potential alternatives



Evaluate alternatives and eliminate those that do not have strong potential to meet the project's purpose, needs, and goal



Analyze remaining alternatives in detail and determine what impacts might result

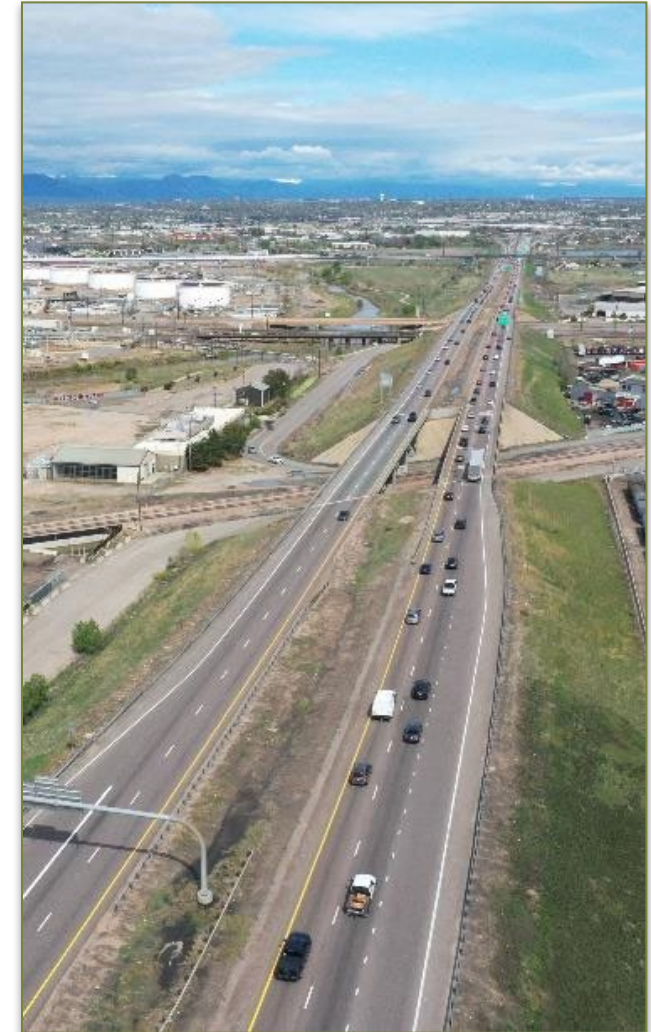


Develop mitigation measures and enhancements



Identify preferred alternative

Continuously
seek
community
and agency
input
throughout
the study





I-270 Corridor Improvements



Traffic and Safety

- Poor pavement condition and potholes
- Poor bridge conditions
- Shoulders that don't have room to pull over safely
- Traffic at all times of the day



Environment and Community

- Community advocated for measures to improve air quality
- Minimize any adverse impacts to residential areas and local businesses



Connectivity

- Support for expansion of transit service and bicycle and pedestrian connectivity improvements
- Consider accessibility

What We've Heard: Public Meeting #1 & Listening Sessions

"Air quality needs to be improved"

"Traffic on I-270 is the worst"

"Transit is unreliable"

"Safety is a big problem on I-270 and with conflicts on local roads"

"Walking and bicycling is not safe"





I-270 Corridor Improvements

What We've Heard: Public Meeting #2

Series of public meetings held in April 2024

- Review alternatives and preliminary screening recommendations
- Two in person and one webinar

Common themes of comments around:

- Project direction, schedule, and funding
- Project alternatives
- Location-specific needs or recommendations for roadway improvements
- Types and locations for potential non-roadway bicycle or pedestrian improvements
- Express Lane operations and monetary considerations
- Opportunities for environmental or community enhancements
- Public outreach

"I hope this project is something productive in the future for our community and inclusive"

"Currently we avoid 270 all day long"

"The sooner the better!!"

"Put sidewalks because there are areas where there are no sidewalks"

"...more trees in the community"





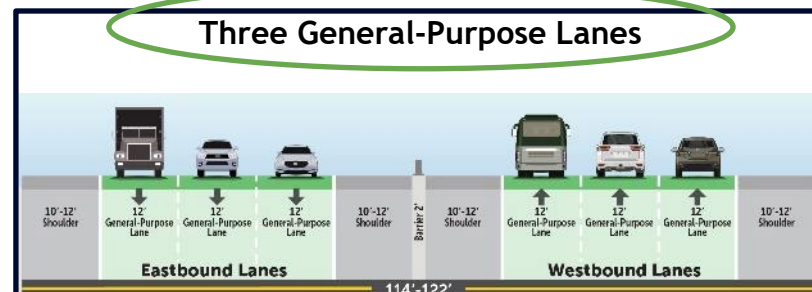
I-270 Corridor Improvements

Alternatives Considered

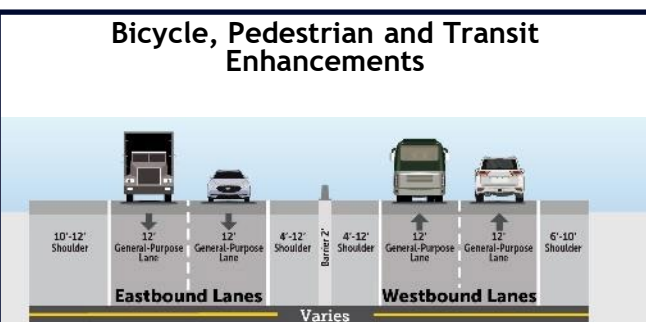
No Action



Three General-Purpose Lanes



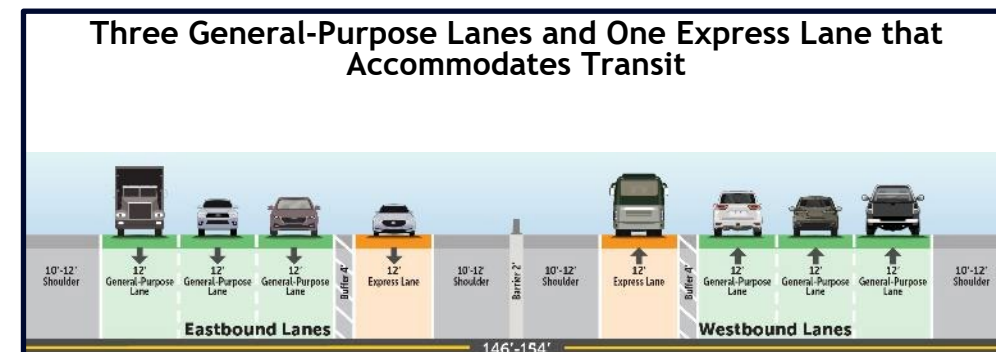
Bicycle, Pedestrian and Transit Enhancements



Two General-Purpose Lanes and One Transit-Only Lane



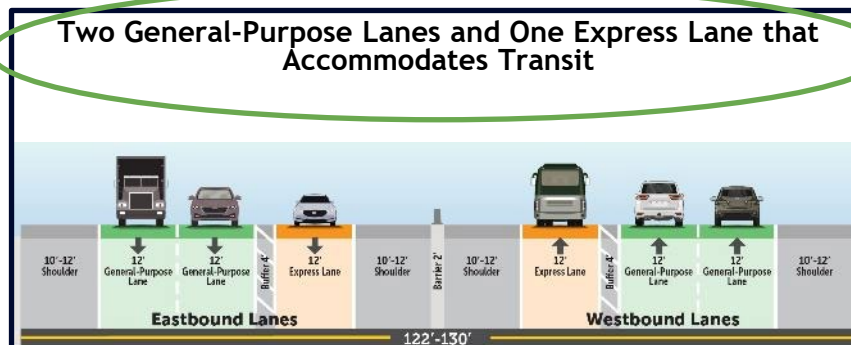
Three General-Purpose Lanes and One Express Lane that Accommodates Transit



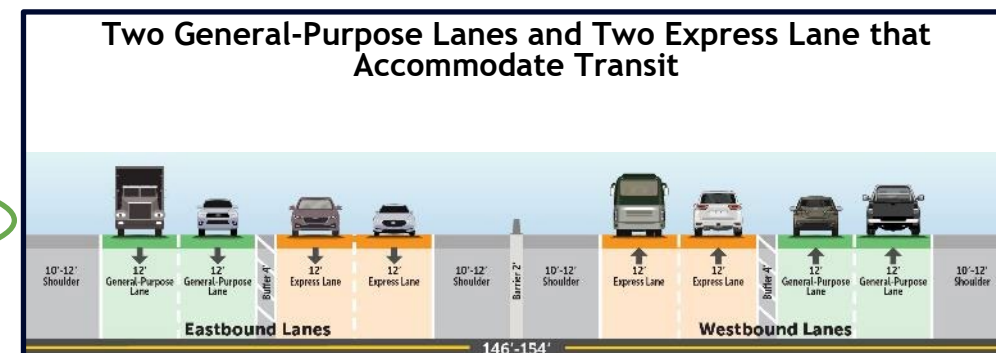
Minimal Build



Two General-Purpose Lanes and One Express Lane that Accommodates Transit



Two General-Purpose Lanes and Two Express Lane that Accommodate Transit



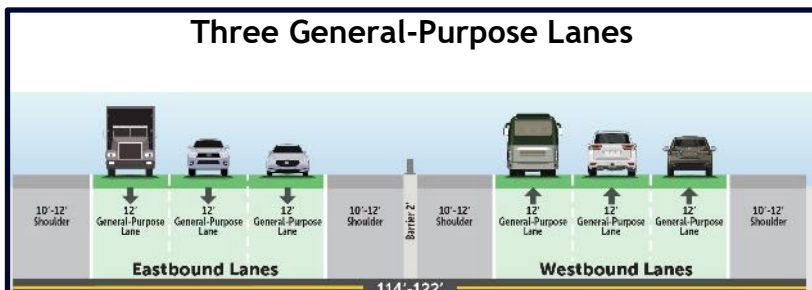
*Circled alternatives are moving forward into detailed impact analysis



I-270 Corridor Improvements

Build Alternatives for Detailed Review in EIS: Three General-Purpose Lanes Alternative

Three General-Purpose Lanes

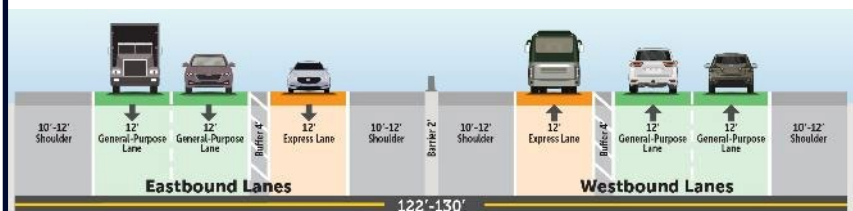




I-270 Corridor Improvements

Build Alternatives for Detailed Review in EIS: Two General-Purpose Lanes and One Express Lane that Accommodates Transit Alternative

Two General-Purpose Lanes and One Express Lane that
Accommodates Transit





Continue to Develop and Refine

- ✓ Adding one additional travel lane in each direction that would operate either as a general-purpose lane or Express Lane
- ✓ Reconstructing the Vasquez Boulevard interchange
- ✓ Replacing bridges that are at the end of their useful life
- ✓ Lengthening other I-270 entrance and exit ramps
- ✓ Reconstructing existing pavement to fix potholes and address settling
- ✓ Widening shoulders where necessary
- ✓ Constructing sidewalks at existing I-270 crossings where needed to meet ADA standards

Additional Elements under Development

- Additional and/or improved bicycle and pedestrian facilities and connections
- Turnarounds for emergency responders
- Transit improvements
- Visual and aesthetic treatments
- Community Enhancements
- Environmental mitigation as identified through the impacts analysis process



I-270 Corridor Improvements

EIS Alternatives

CHAPTER FOUR

WALK.BIKE.FIT COMMERCE CITY

1. 60TH AVE. CROSS-TOWN LINK (DICK'S SPORTING GOODS PARK/ VICTORY CROSSING TO WALMART/ COMMERCE CITY RECREATION CENTER AREA AND TO SAND CREEK TRAIL AT BRIGHTON BOULEVARD.)

Improvement Type: Shared-use side path combined with complete street with a mix of on-street bike lanes, sidewalks, and off-street trails in places.

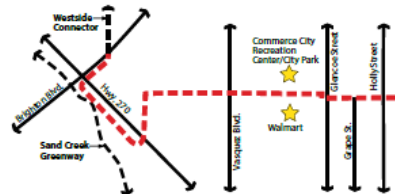
Description: This route envisions 60th Avenue as a complete street and a bicycle boulevard. The goal is to be able to safely and comfortably walk or bike the entire length of 60th Avenue from Dick's Sporting Goods Park on Victory Way to the Sand Creek Greenway at Brighton Boulevard.

The Corridor Includes:

- An improvement of 60th Avenue from the Sand Creek Trail at Brighton Boulevard to Vasquez to better accommodate pedestrians and bicycles (This may involve share-the-road signage and sharrows).
- An improvement of the pedestrian crossing at Vasquez and 60th Ave. to better accommodate pedestrians (This might include a center refuge island.)
- A new segment of shared use side path from Walmart to Glencoe Street.
- A Bike Boulevard from Glencoe to Quebec Pkwy with modifications to the street.
- Traffic-calming.
- Intersection improvements to favor bikes and pedestrians.

- Improvements to the pedestrian crossing at Walmart including a center island, a sharks tooth stop line for better visibility of pedestrians.
- Areas along the corridor where parking may need to be removed.
- An improved continuous quality sidewalk is recommended for the entire length of the corridor.
- Areas that may require replacement of existing conventional driveway cuts with shorter (1.5') mountable curb driveway "ramps" per City standards could facilitate smoother sidewalks that are more pleasant and conducive to walking.

Benefit or Catalytic Attribute: Forms a major east/west spine across the south central portion of the Historic City linking key shopping and recreation destinations. Also links to the Sand Creek Trail, major employment centers at the refineries at Brighton Road and to other destinations to the west. The corridor is highly visible and readily accessible from significant residential areas. This project connects many other destination points including Dick's Sporting Goods Park, Rocky Mountain Arsenal National Wildlife Refuge, Civic Center, Pioneer Park, and Walmart. It is only a block from Monaco Park and the Commerce City Recreation Center.



Conventional Bike Lane with Parking



Example of a Bike Lane with Parking

CHAPTER FOUR

WALK.BIKE.FIT COMMERCE CITY

2. TOWN CENTER GREENWAY (SAND CREEK TRAIL AT DAHLIA TRAILHEAD TO FAIRFAX PARK)

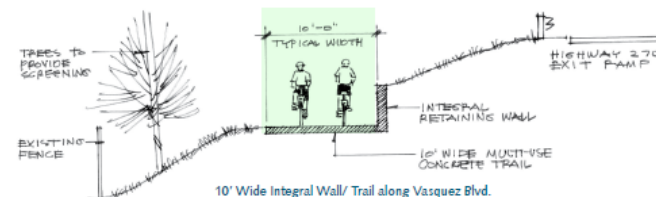
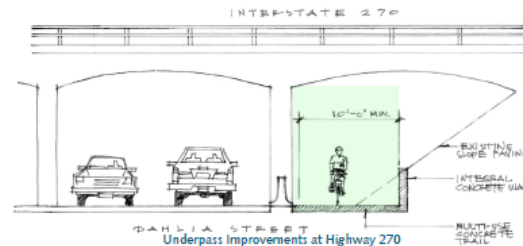
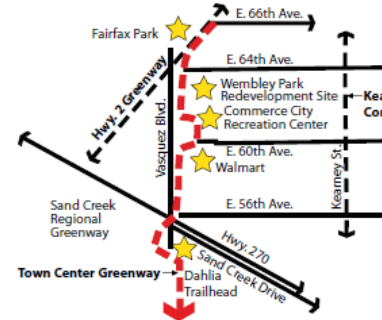
Improvement Type: Off-street multi-use trail.

Description: Concrete pedestrian bike path in a landscaped corridor with street trees and wayfinding. This trail links the Sand Creek trail to the Walmart/Recreation Center activity area, to the King Soopers Shopping Center at E. 62nd Ave. and to Fairfax Park. This trail also forms part of a loop via Holly Street and E. 67th Avenue.

Benefit or Catalytic Attribute: Provides a north/south spine linking key destinations in the west central area, the Historic City. Provides access to key shopping and employment areas, restaurants, recreational and civic destinations. Connects neighborhoods to the existing Sand Creek Regional Greenway.

This Corridor Includes:

- An enhanced pedestrian crossing of Sand Creek Drive at the Dahlia Trailhead.
- An improved bike/pedestrian passageway under Highway 270 at Dahlia.
- A paved hike/bike path in the median between Dahlia and Vasquez.
- Improvements to integrate the trail with the existing streets and commercial development in the vicinity of Walmart and the Commerce City Recreation Center.
- Paved hike/bike trail improvements utilizing vacant space and road right of way adjacent to Hwy. 2 linking the Recreation Center area to 66th Avenue.

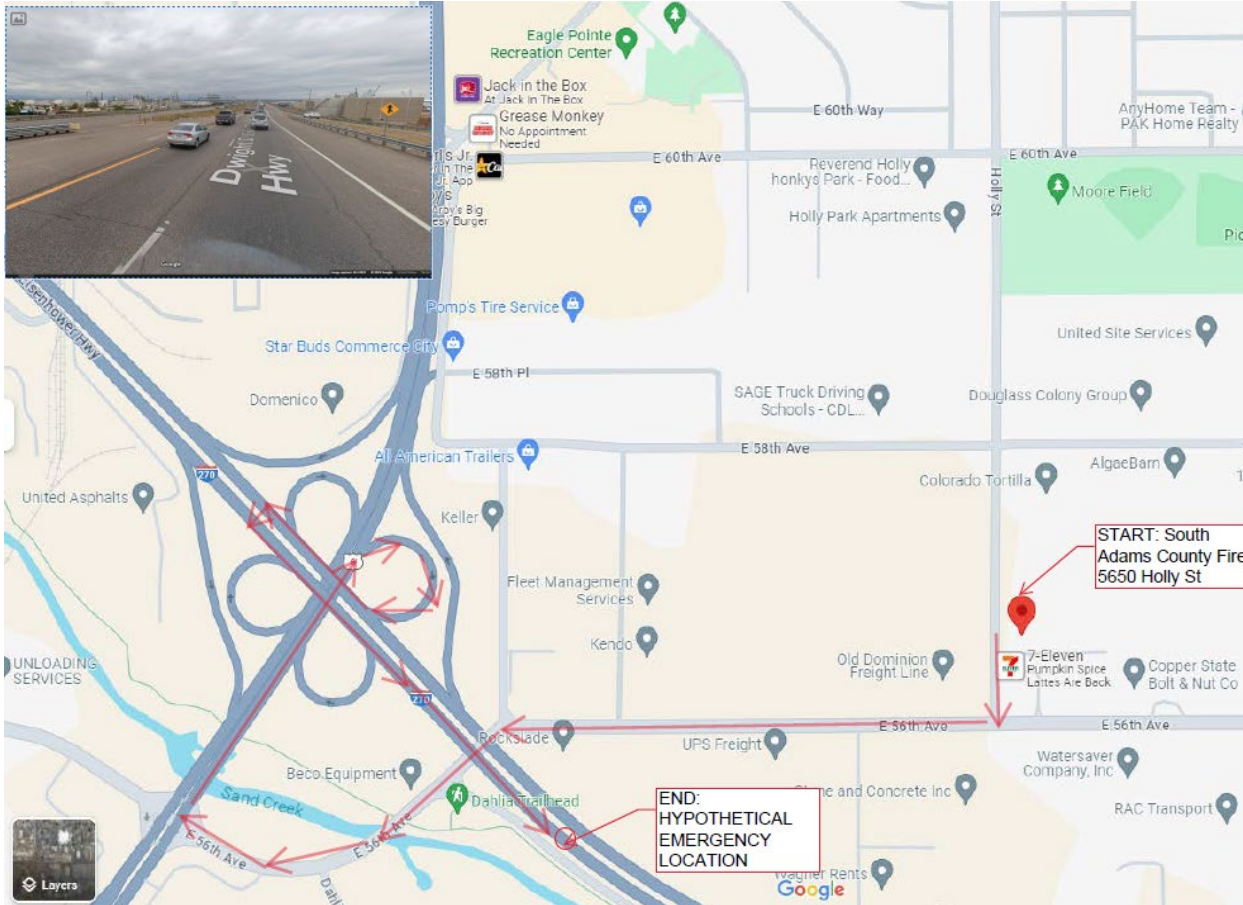


We are working with Commerce City Staff to ensure our preliminary design efforts are accommodating the Commerce City Walk.Bike.Fit plan. For example, allowing room for 60th Ave Cross Town Link under 270.



I-270 Corridor Improvements

EIS Alternatives



We are working with Adams County Emergency Responders to ensure our preliminary design efforts will provide them with safer access and turnarounds on the corridor



I-270 Corridor Improvements

Colorado Highway 224: US 36 to US 6 Multimodal Improvements Project

- Originally envisioned as a \$7 million asphalt resurfacing project.
- CDOT allocated an additional \$14 million from I-270 funding to add multimodal improvements to the project.
- Multimodal improvements include sidewalks, lighting, ADA curb ramps, access to the Clear Creek Trail, access to the South Platte River Trail, drainage improvements, a new pedestrian crossing structure over the Burlington Canal, and intersection safety improvements.
- Construction: Expected spring 2025 - summer 2026

Proposed Typical Section for CO 224
Sección Típica Propuesta para CO 224



Existing condition:
CO 224 over Burlington Ditch

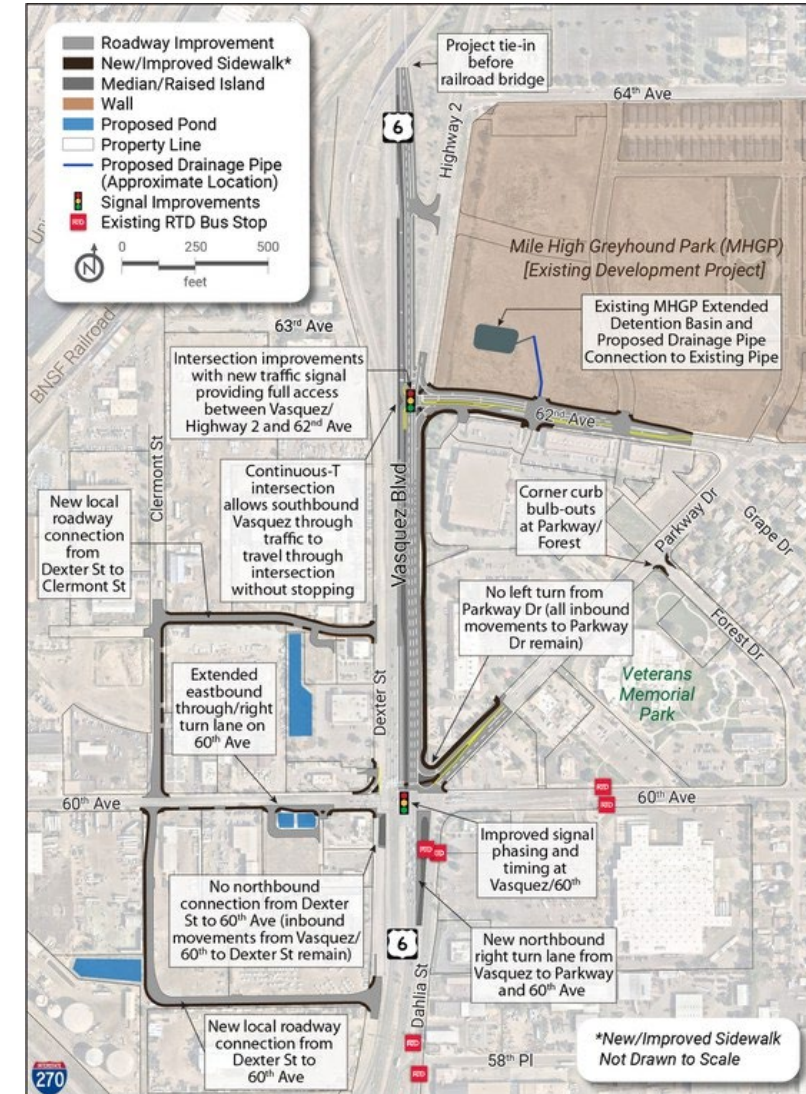


Existing condition:
CO 224 under I-270

Other Projects in the Area

Vasquez Boulevard Improvements: I-270 to 64th Avenue

- The project will improve vehicular and multimodal safety, optimize operations, and improve multimodal connectivity along the Vasquez Boulevard from I-270 to 64th Avenue.
- NEPA Complete: Early 2024
- Construction Start: Late 2024





Next Steps

- ✓ Continue the environmental study
- ✓ Review feedback on alternatives
- ✓ Refine designs and model traffic operations for recommended alternatives
- ✓ Analyze potential impacts of the recommended alternatives
- ✓ Develop mitigation measures and enhancements
- ✓ Solicit advice from our Stakeholder Working Group
- ✓ Coordinate with other local, state, and federal partners
- ✓ Incorporate recommendations of affected residents and businesses heard through neighborhood meetings, business interviews, and other outreach



I-270 Corridor Improvements

How to get involved

Visit the website

[www.codot.gov/
projects/i270](http://www.codot.gov/projects/i270)



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