

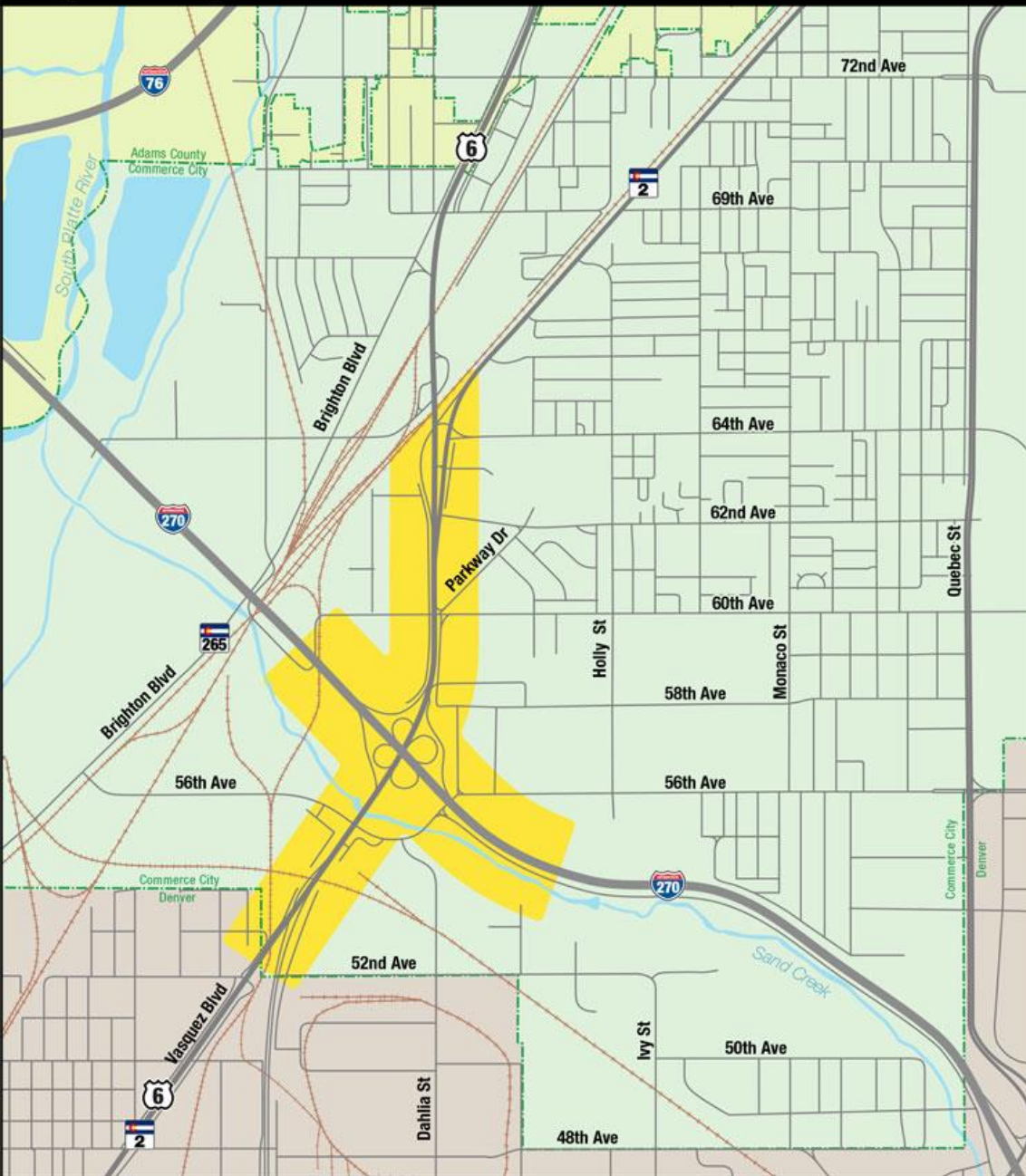


# I-270-Vasquez Blvd. Planning and Environmental Linkage Study – Early Action Improvement Projects

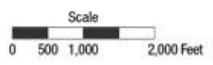
.....●  
●.....

March 12, 2018

# Project Study Area



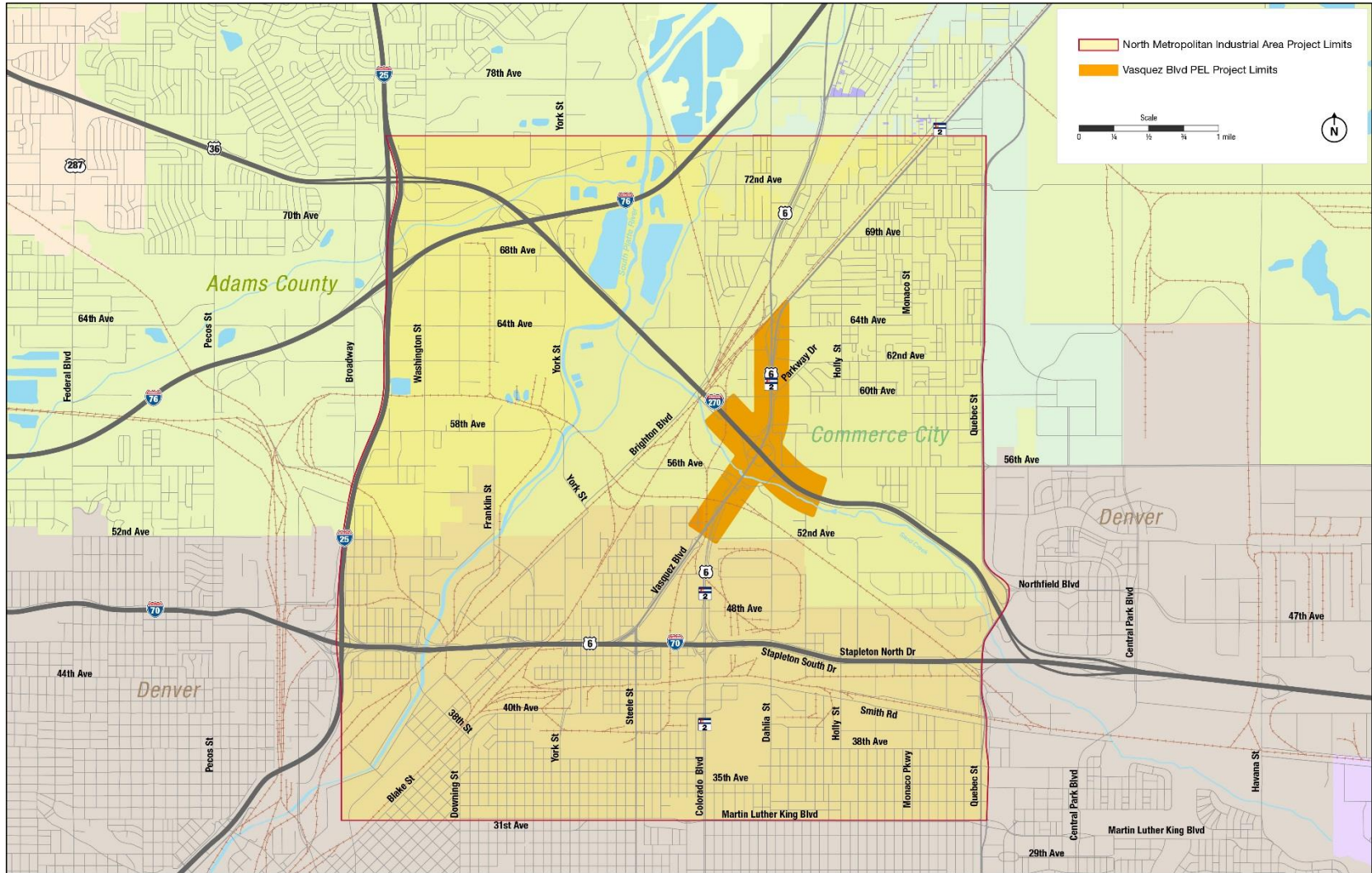
Project limits  
Municipal boundaries



## I-270/ Vasquez Blvd. Project Study Area



# NMIACS Study Area



# Project Purpose and Need

---

The purpose of the project is to improve operations, mobility, and safety for vehicles and freight at the I-270/Vasquez Blvd. interchange – and its connection to the Vasquez Blvd/56<sup>th</sup> Ave. and Vasquez Blvd//60<sup>th</sup> Ave. intersections and the surrounding local road system-and improve transportation connectivity for all modes.



# Project Purpose and Need

---

The study is evaluating potential changes in the following locations:

- I-270 ramps at Vasquez Boulevard
- The intersection of Vasquez Boulevard, 60th Avenue and Parkway Drive
- The intersections of Vasquez Boulevard and 56th, 58th and 62nd Avenues

It is also looking at ways to accommodate pedestrians, bikes and transit along Vasquez Boulevard.



# Safety Analysis – Vasquez Blvd. MP 292.44 to MP 294

Year	Crashes				Persons	
	PDO	Injury	Fatal	Total	Injured	Killed
7/2010 – 6/2011	78	19	0	97	25	0
7/2011 – 6/2012	88	26	0	114	32	0
7/2012 – 6/2013	82	17	0	99	21	0
7/2013 – 6/2014	91	18	2	111	22	2
7/2014 – 6/2015	126	18	1	145	26	1
<b>Total</b>	<b>465</b>	<b>98</b>	<b>3</b>	<b>566</b>	<b>126</b>	<b>3</b>
Average	93.0	19.6	0.6	113.2	25.2	0.6

# Safety Analysis – Intersection Crashes

Intersection	Crashes			
	PDO	Injury	Fatal	Total
56 <sup>th</sup> Ave.	121	25	1	147
60 <sup>th</sup> Ave.	121	29	1	151
<b>Total</b>	<b>242</b>	<b>54</b>	<b>2</b>	<b>298</b>
Average	48.4	27.0	0.4	59.6



# Traffic Analysis

	Existing Conditions (min.)		2040 No Action (min.)		Percent Difference	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Northbound Vasquez Blvd.	2.28	2.51	5.10	6.72	+124	+168
Southbound Vasquez Blvd.	5.42	2.23	6.27	8.15	+16	+265





# Background

---

- Public meeting was held in August 2017
- Presentation to City Council in September 2017
- Commerce City letter to CDOT:
  - General support for One Way Pairs alternative
  - Did not support Viaduct alternative
  - Support further refinement of the alternatives
  - Identify immediate construction improvements that could be built with minimal “throwaways”



# Current Status

---

- Draft PEL has been completed and is under review by agencies
- PEL will not select a preferred alternative but will determine project elements that are consistent across all three alternatives that could be built to make immediate improvements while minimizing “throw aways”
- A future NEPA document will further evaluate the various alternatives and identify a preferred alternative
- CDOT to start that process summer 2018



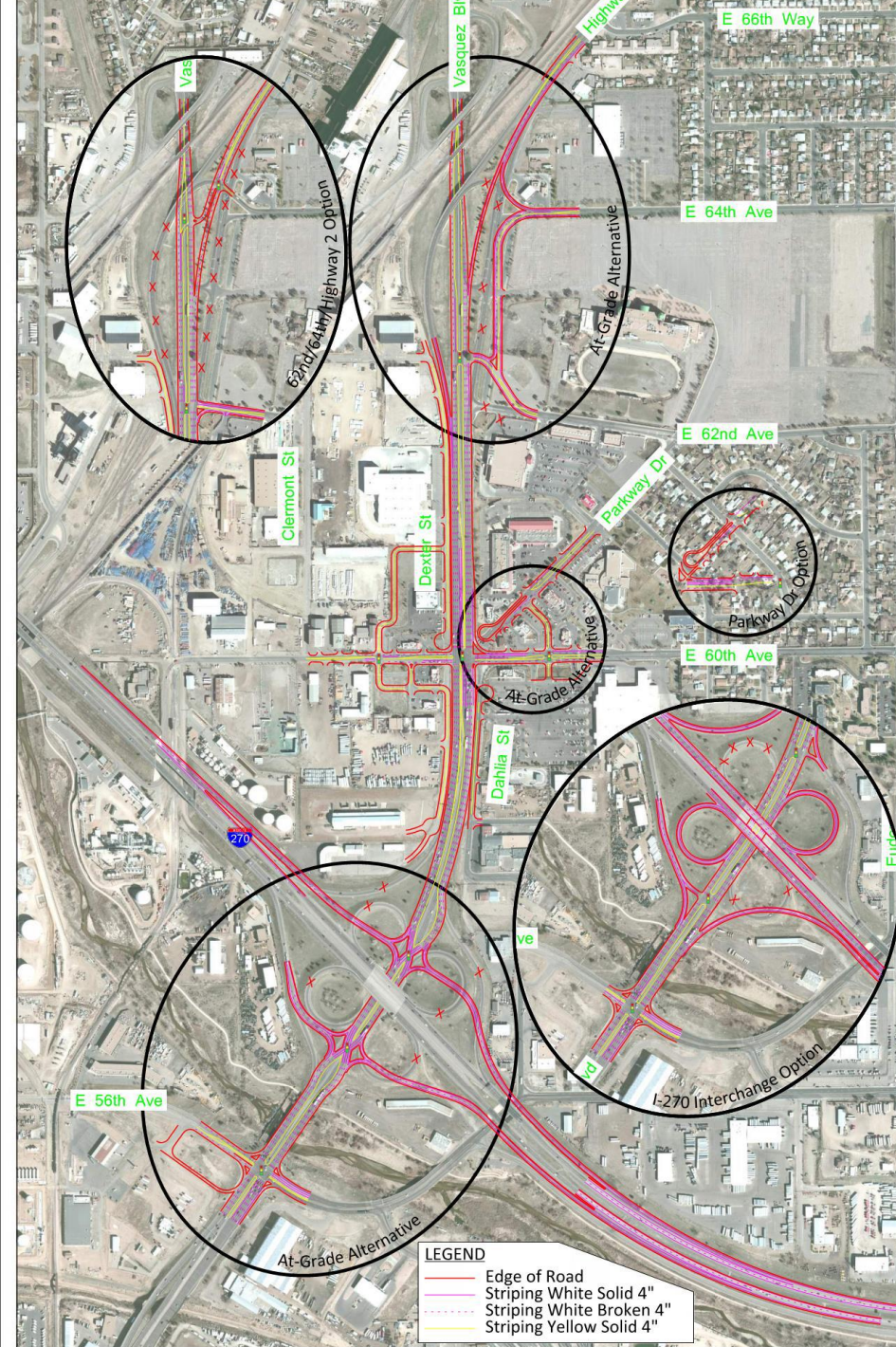
# Three Alternatives

---

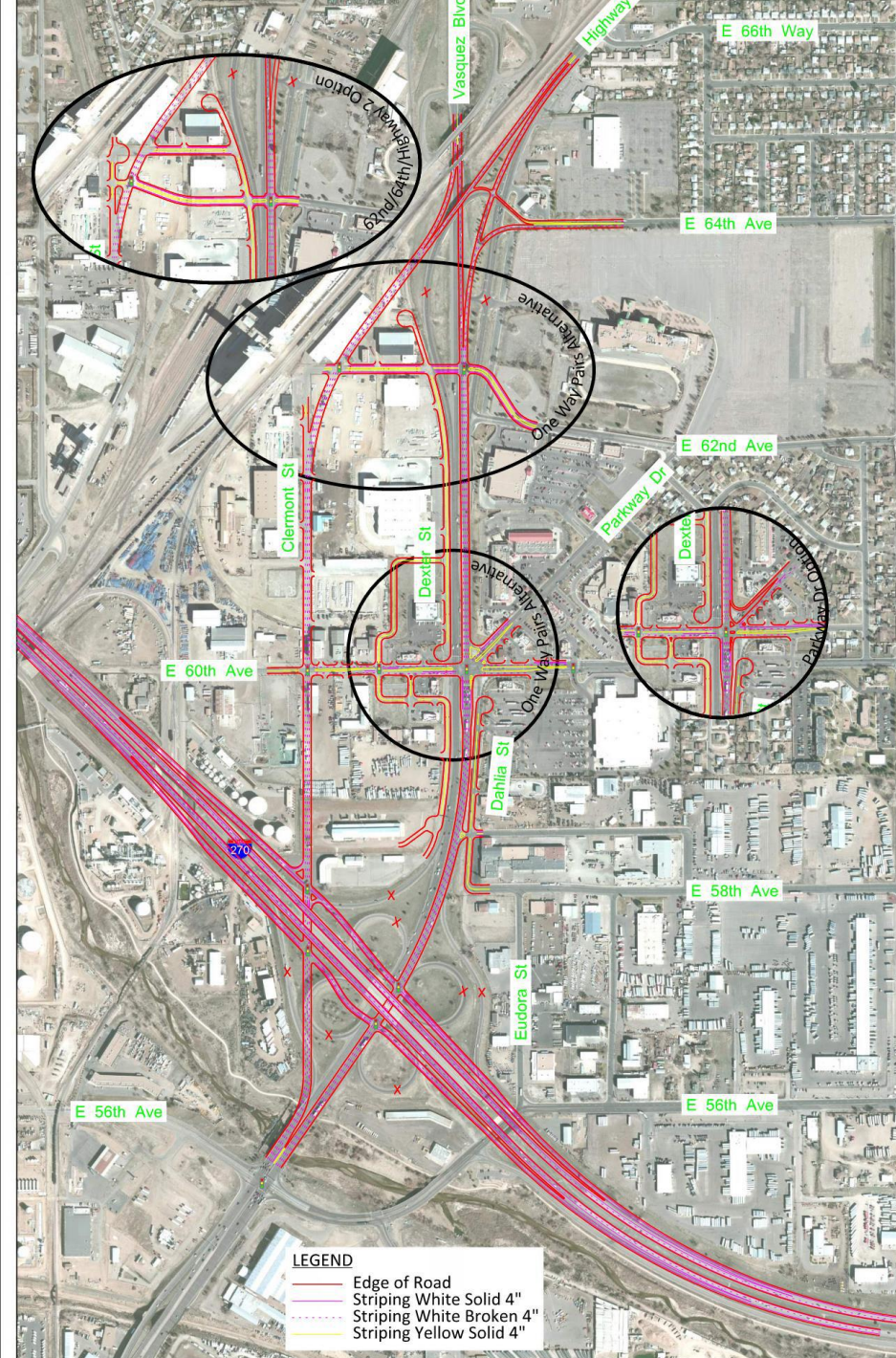
- At Grade Alternative
- One Way Pairs Alternative
- Viaduct Alternative



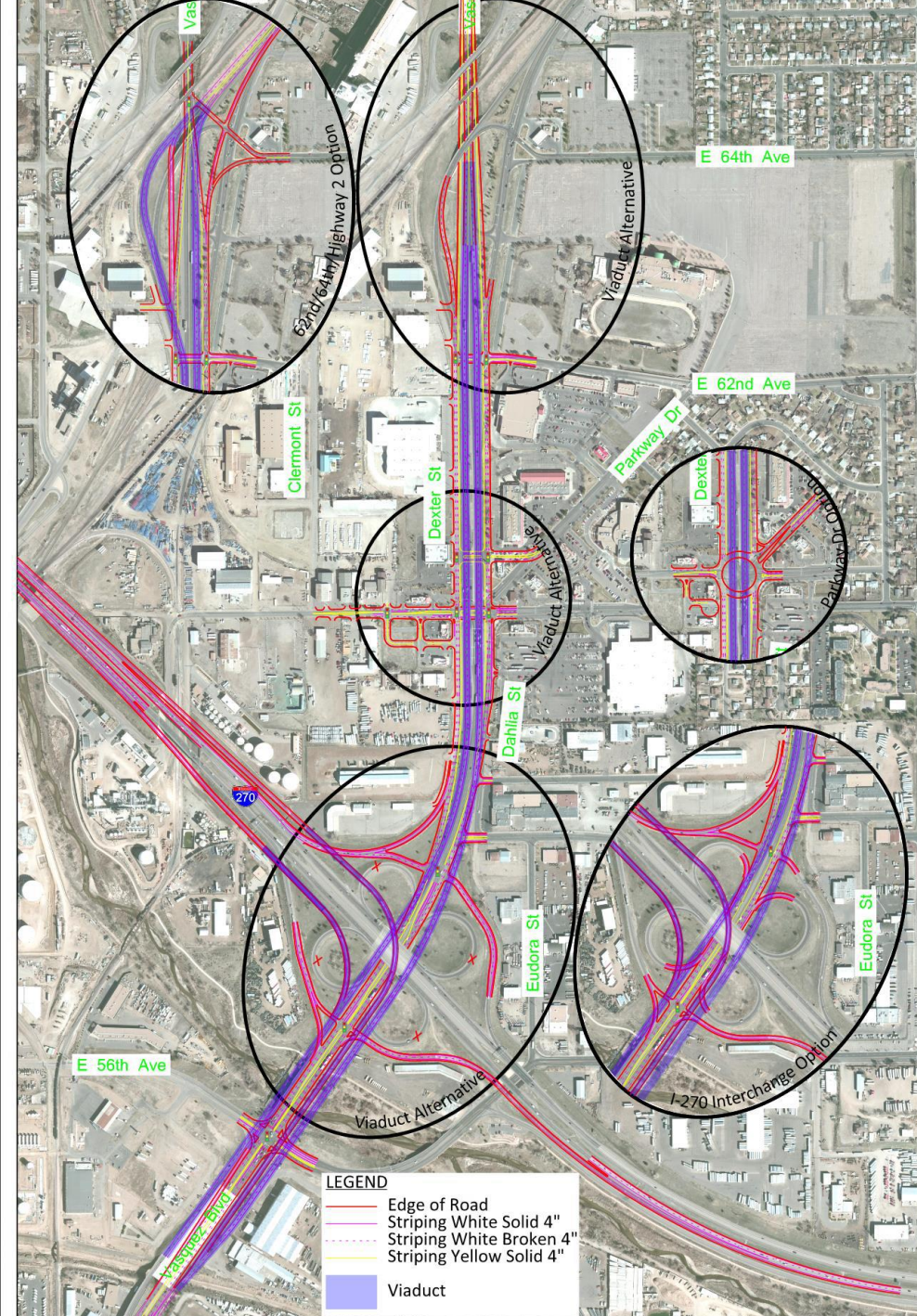
# At Grade Alternative



# One Way Pairs Alternative



# Viaduct Alternative



# Proposed Immediate Improvements



# Proposed Immediate Improvements

Green = Mill and Overlay  
Yellow = New Pavement

Vasquez Blvd.

Parkway Dr



Green = Mill and Overlay  
Yellow = New Pavement

Vasquez Blvd.

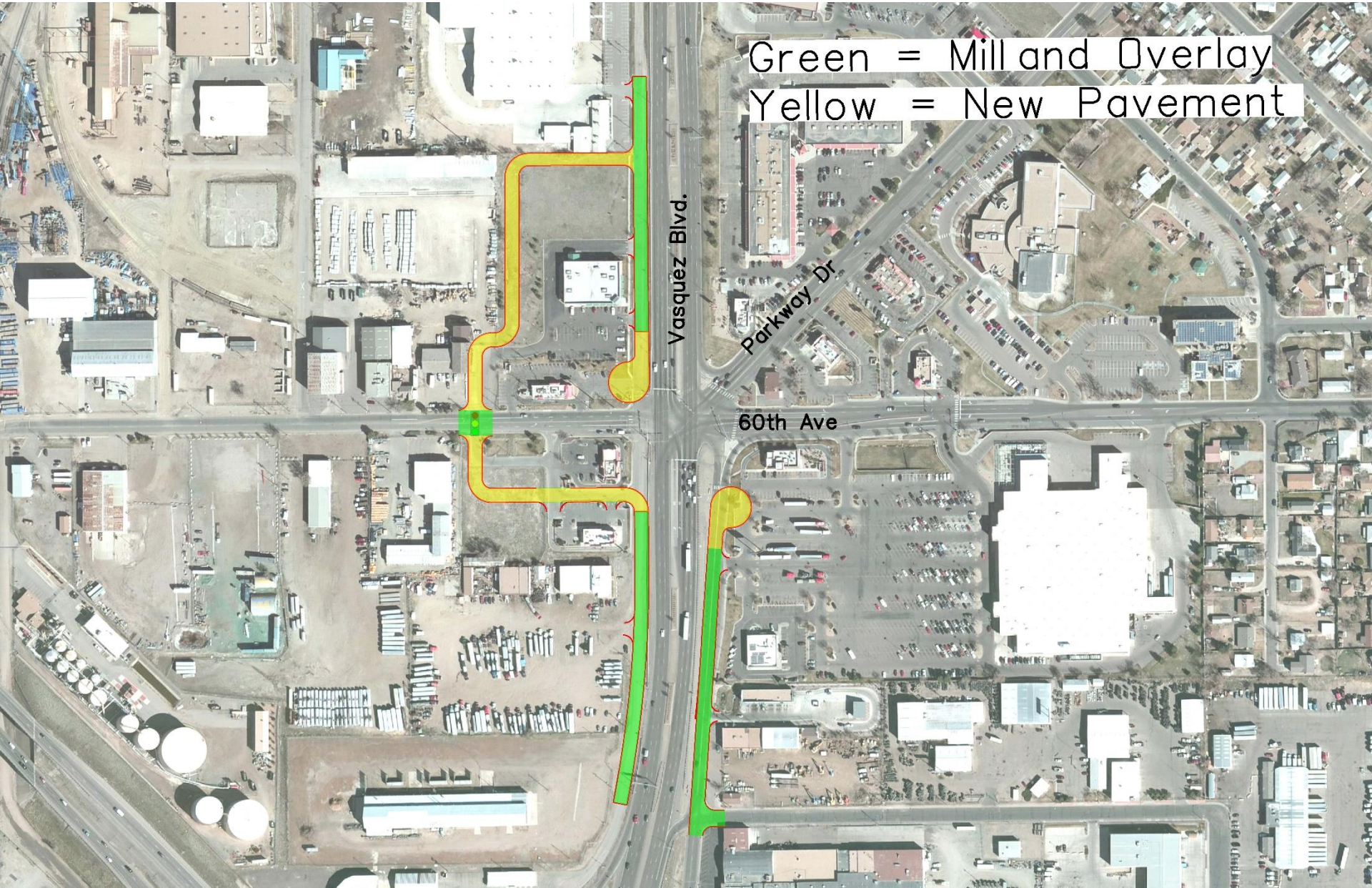
Parkway Dr

60th Ave

60th Ave



# Proposed Immediate Improvements



Green = Mill and Overlay  
Yellow = New Pavement

Vasquez Blvd.

Parkway Dr

60th Ave

# Proposed Immediate Improvements

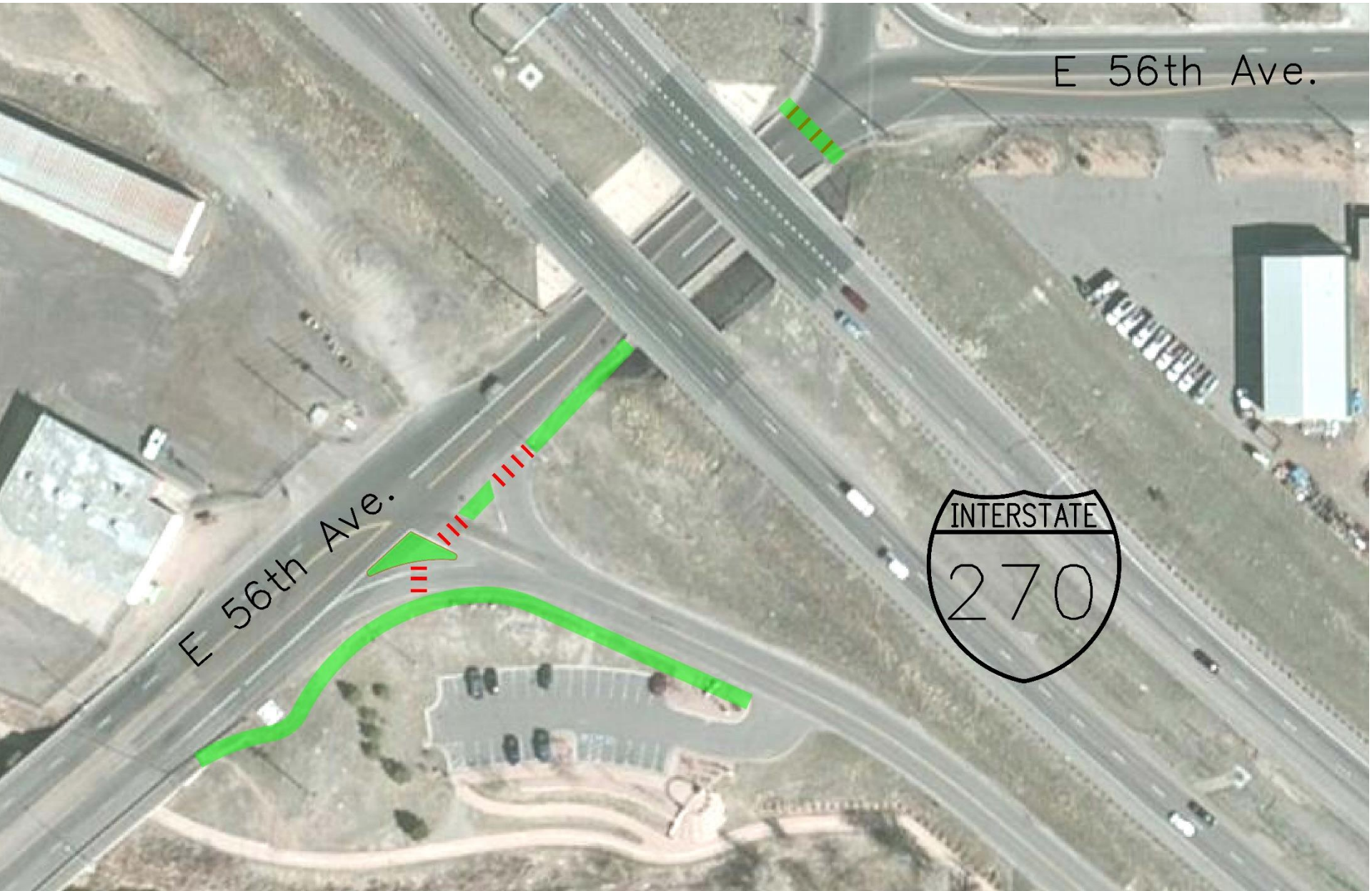


E 63rd Ave.

Vasquez Blvd.

E 62nd Ave.

# Proposed Immediate Improvements



E 56th Ave.

E 56th Ave.



# Proposed Immediate Improvements

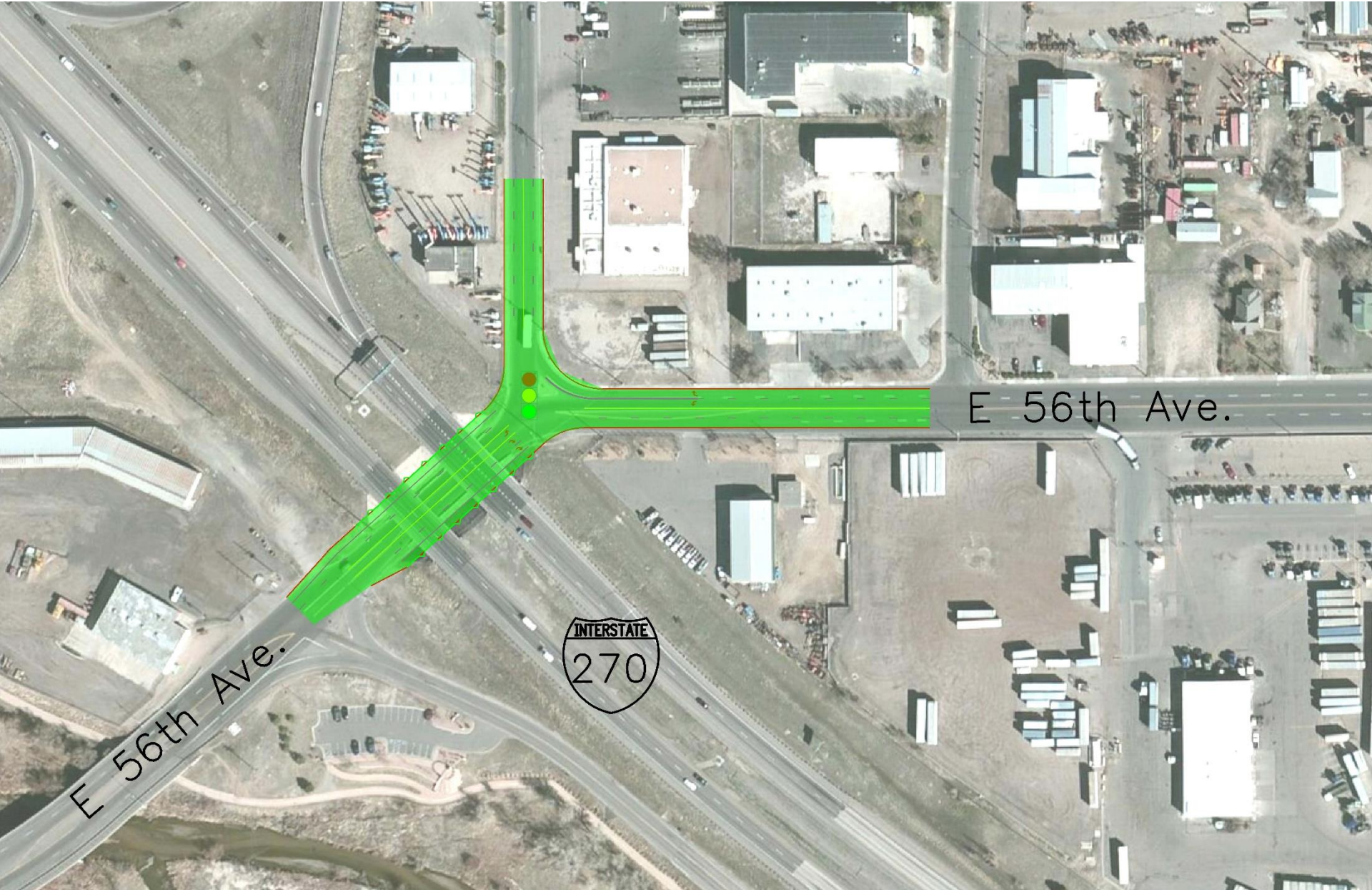


E 56th Ave.

Vasquez Blvd.

Not Recommended

# Proposed Immediate Improvements



Not Recommended

# Proposed Immediate Improvements



E 56th Ave.

E 56th Ave.





# Questions & Discussion

---

•