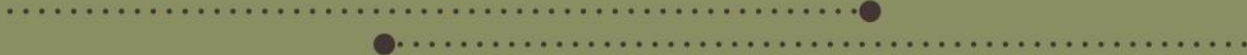




# Vasquez Boulevard Near Term Project Improvements



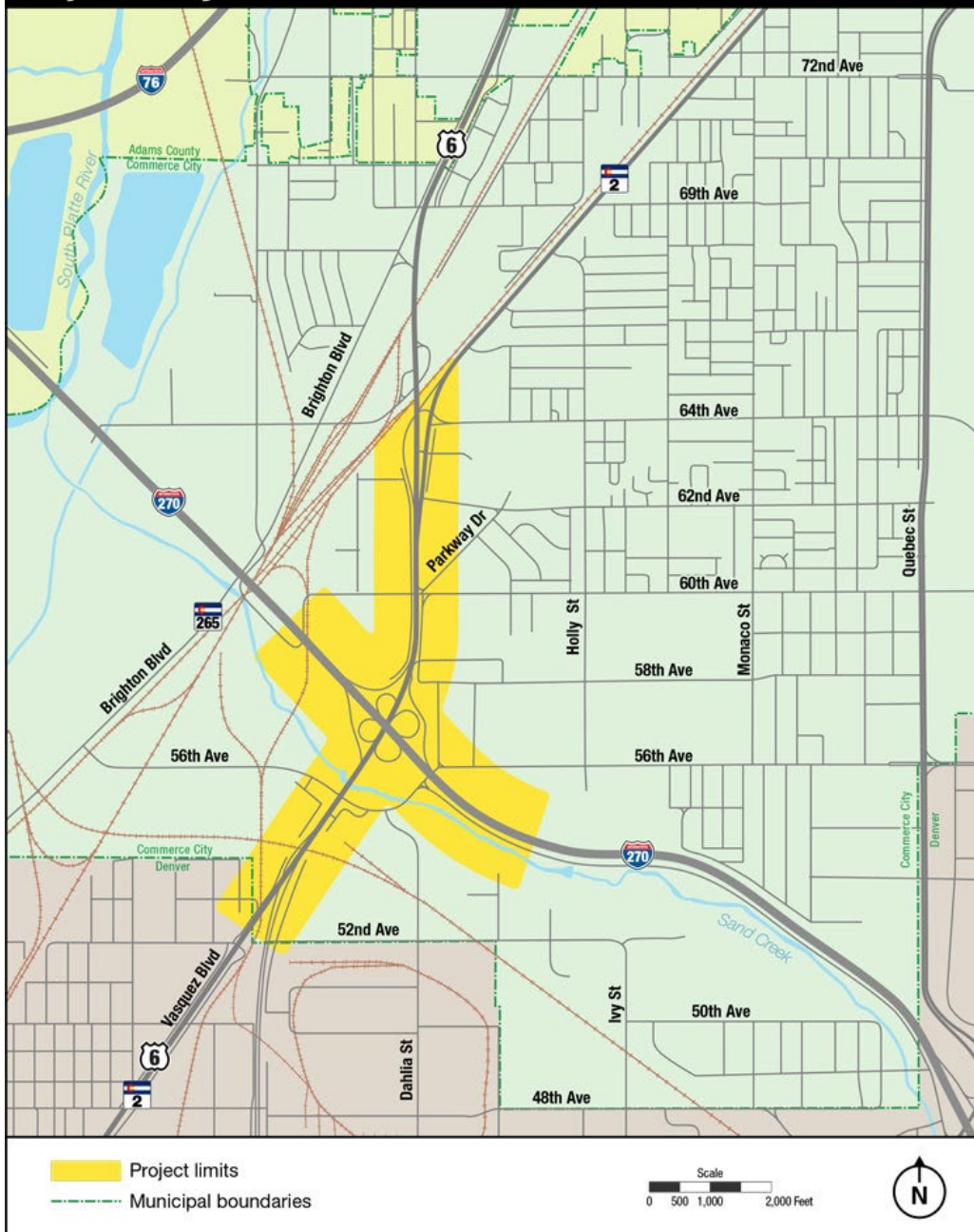
# Overview

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- Purpose / Need / Goals
- Planning & Environmental Linkage (PEL) Study
  - Three Conceptual Build Packages....All Cost Prohibitive
    - At Grade Package
    - One Way Pairs Package
    - Viaduct Package
- Near Term Improvement Projects for Consideration
  - 60<sup>th</sup> Avenue Intersection Improvements
  - 62<sup>nd</sup> Avenue Intersection Improvements
- Funding and Preliminary Costs
- Next Steps



## Project Study Area



# I-270/Vasquez Blvd. Study Area



Commerce  
CITY

# Purpose

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- Transportation improvements in the vicinity of I-270 and Vasquez Boulevard is to improve:
  - Operations, mobility, and safety for vehicles and freight at the I-270/Vasquez Boulevard Interchange
  - Connection to the Vasquez Boulevard/56<sup>th</sup> Avenue and Vasquez/60<sup>th</sup> & 62<sup>nd</sup> Avenue intersections, on Vasquez Boulevard and the surrounding local road system
  - Transportation connectivity for all modes; including pedestrians, bikes, and transit



# Need

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- There are poor levels of service (LOS) at the interchange.
  - LOS is a measure of the efficiency of a road's operation.
- This is mainly due to the substandard configuration of the current cloverleaf interchange.
- Operations at the interchange of Vasquez Boulevard and I-270 are also negatively affected by congestion at the signalized intersections at Vasquez/56<sup>th</sup> Avenue and Vasquez/60<sup>th</sup> Avenue
- Without improvements to the Vasquez/60<sup>th</sup> Avenue intersection improvements to the interchange would likely be underutilized.
- The Vasquez/56<sup>th</sup> Avenue intersection creates turbulence and spillback queues into the interchange.



# Goals

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- Balance access between transportation network and adjacent land uses
- Minimize/mitigate impacts to built environment consistent with local plans
- Effectively connect current and future travel modes and networks
- Improve ability of freight/goods to travel through and within area
- Minimize/mitigate impacts to natural environment

# Three Conceptual Alternatives

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- The Vasquez PEL Study was initiated by CDOT in June 2016 and completed in August 2018
- CDOT identified a purpose and need, and developed and screened potential alternatives
- Three Conceptual Alternatives were retained were combined into three packages
  - At Grade Package: Preliminary Planning Estimate (PPE) - \$77.2M (\*2017 dollars)
  - One-Way Pairs Package: PPE - \$157.3M (\*2017 dollars)
  - Viaduct Package: PPE - \$298.8M (\*2017 dollars)

# Three Conceptual Alternatives

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- Public meeting(s) held August 2017
- Presentation to City Council September 2017
- Letter from the Mayor to CDOT:
  - General support for One Way Pairs
  - Did not support Viaduct
  - Supports further refinement of the alternatives
  - Identify immediate construction improvements that could be built with minimal “throwaways”
- All Conceptual Packages deemed cost prohibitive
  - Focus shifted to near term project improvements





# Near Term Project Improvements

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- CDOT developed near-term projects based upon the 3 alternatives
  - Improve frontage road system at 60<sup>th</sup> Avenue
  - Construct an intersection at 62<sup>nd</sup> Avenue
  - Close Parkway Drive or convert to right-in/right-out
- CDOT initiated project to focus on near term projects in December 2019

# 60<sup>th</sup> Ave. Near Term Alternatives

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## 60<sup>th</sup> Avenue Intersection

- No Action
- Alternative 1: Short Term Technology and Safety Improvements
- Alternative 2: Improved Frontage Road System
- Alternative 3: Parkway Restricted Left Out
- Alternative 4: Parkway Closure with New Connection
- Alternative 5: Quadrant Road Intersection
- Alternative 6: SB Vasquez Slip Ramp

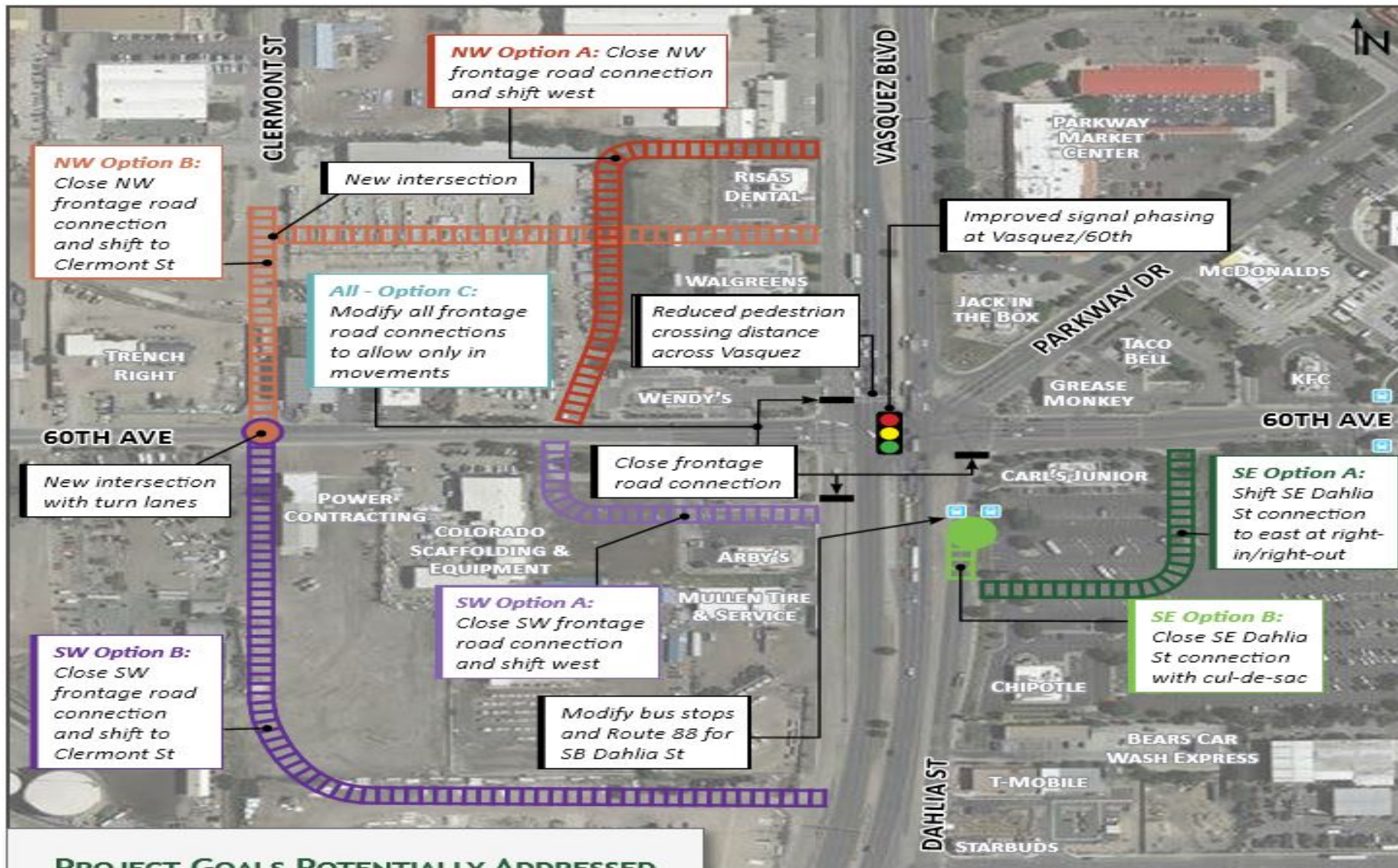


# Alternative 1 (60<sup>th</sup>): Short Term Technology Safety Improvements





# Alternative 2 (60<sup>th</sup>): Improve Frontage Road System

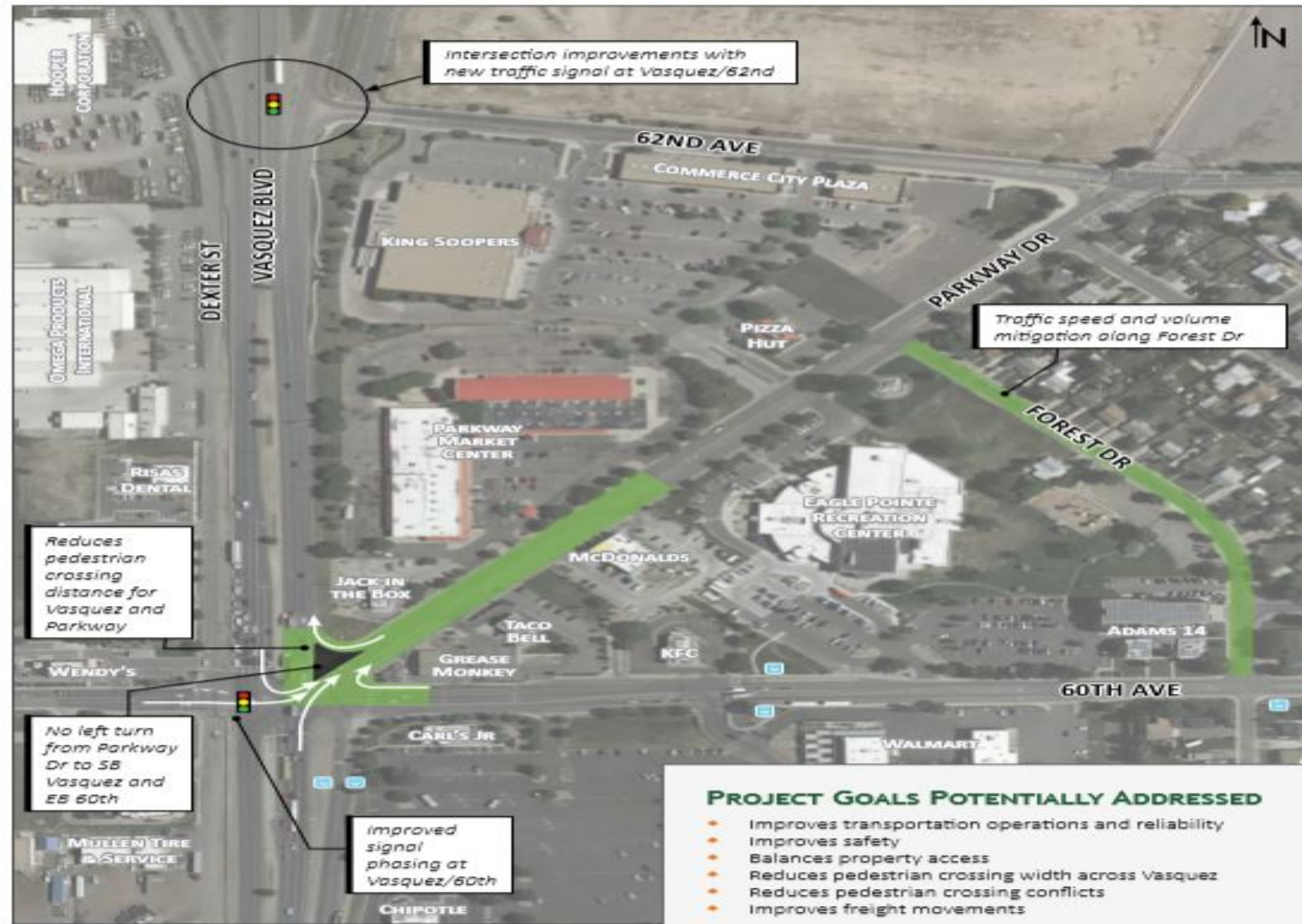


## PROJECT GOALS POTENTIALLY ADDRESSED

- ◆ Improves transportation operations and reliability
- ◆ Improves safety
- ◆ Balances property access
- ◆ Reduces pedestrian crossing width across Vasquez
- ◆ Improves freight movements



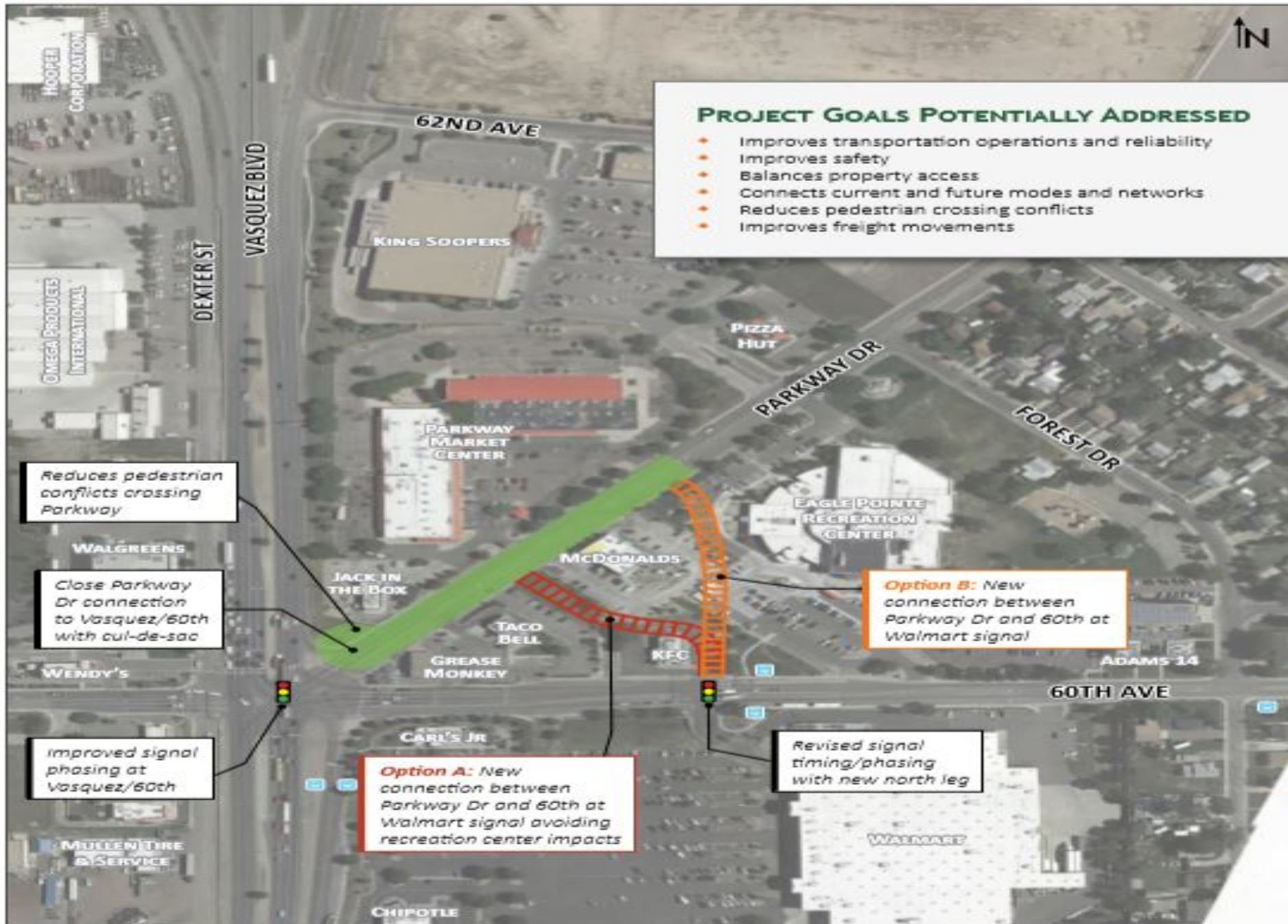
# Alternative 3 (60<sup>th</sup>): Parkway Restricted Left Out



## PROJECT GOALS POTENTIALLY ADDRESSED

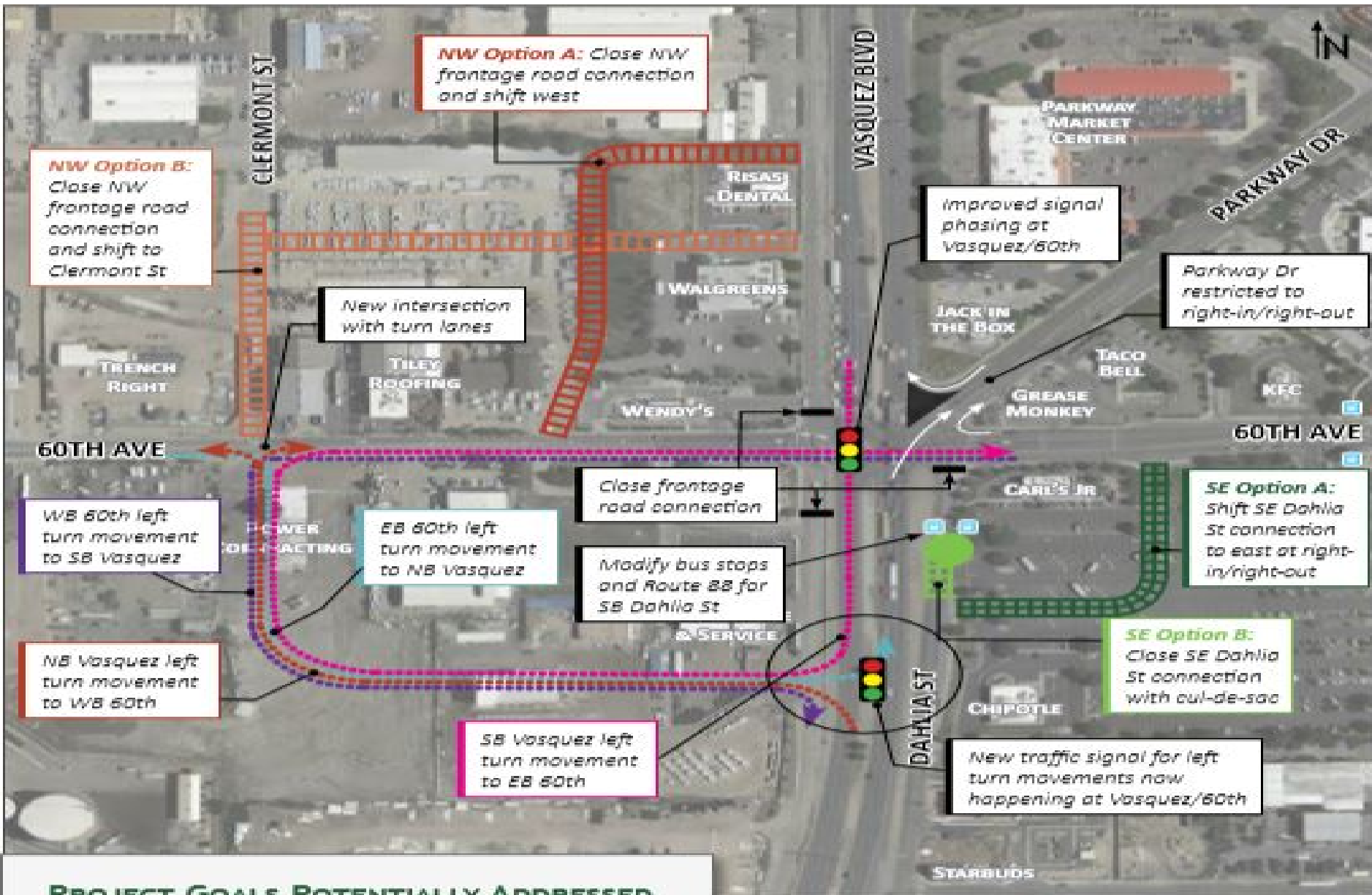
- Improves transportation operations and reliability
- Improves safety
- Balances property access
- Reduces pedestrian crossing width across Vasquez
- Reduces pedestrian crossing conflicts
- Improves freight movements

# Alternative 4 (60<sup>th</sup>): Parkway Closure with New Connection





# Alternative 5 (60<sup>th</sup>): Quadrant Road Intersection



## Alternative 6 (60<sup>th</sup>): SB Vasquez Slip Ramp

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- Design is under evaluation
- Includes slip ramp from SB Vasquez to Dexter Street north of 60<sup>th</sup> Avenue
- Provides alternative connection to area west of Vasquez and remove SB truck movements from Vasquez/60<sup>th</sup> intersection.





# 62<sup>nd</sup> Ave. Near Term Alternatives

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## 62<sup>nd</sup> Avenue Intersection

- No Action
- Alternative 1: Full Signalized Intersection to North
- Alternative 2: Continuous T-Signalized Intersection
- Alternative 3: Full Signalized Intersection
- Alternative 4: Full Signalized Intersection with Clermont Connection



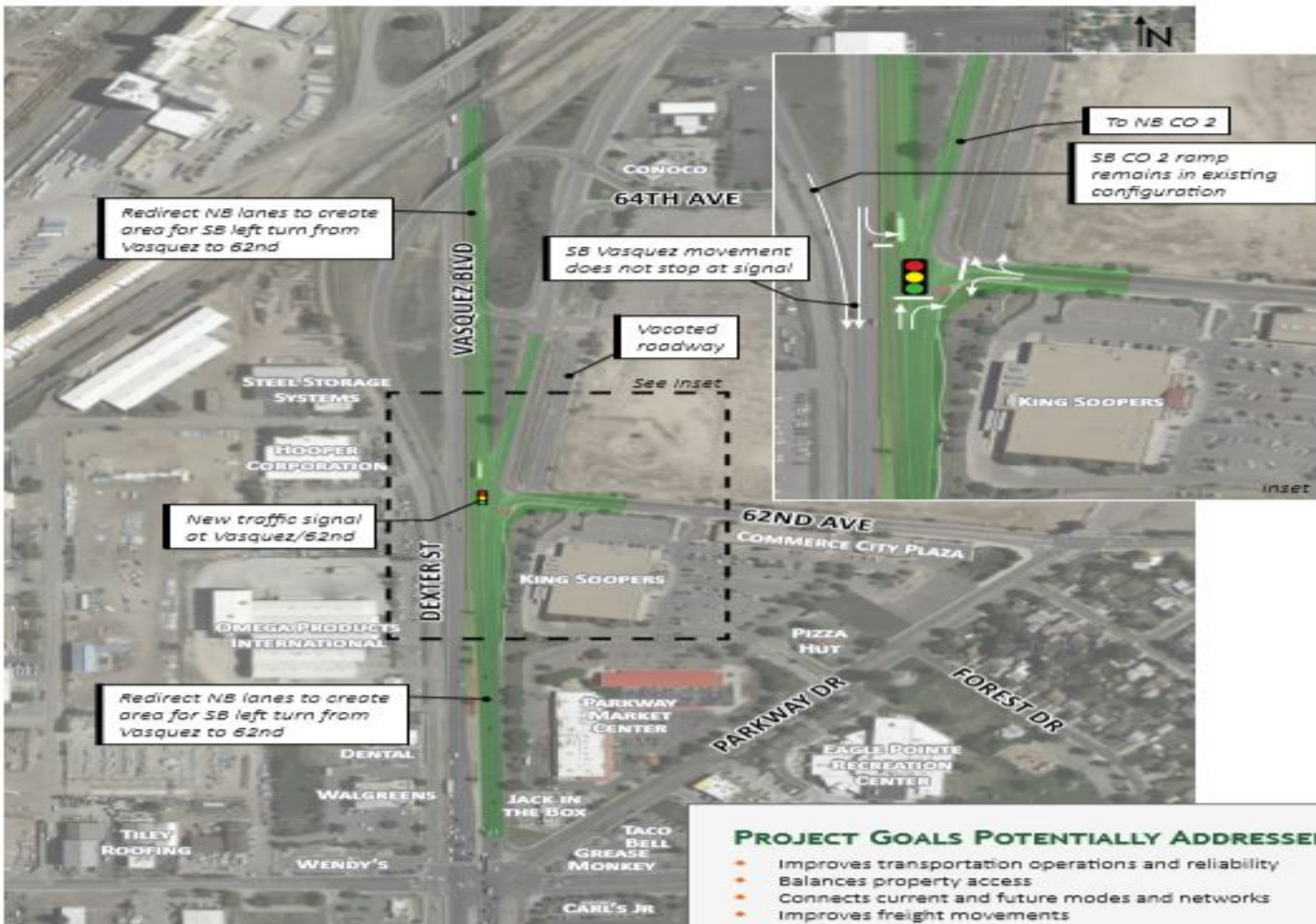
# Alternative 1 (62nd): Full Signalized Intersection to North

## PROJECT GOALS POTENTIALLY ADDRESSED

- Improves transportation operations and reliability
- Balances property access
- Connects current and future modes and networks
- Improves freight movements

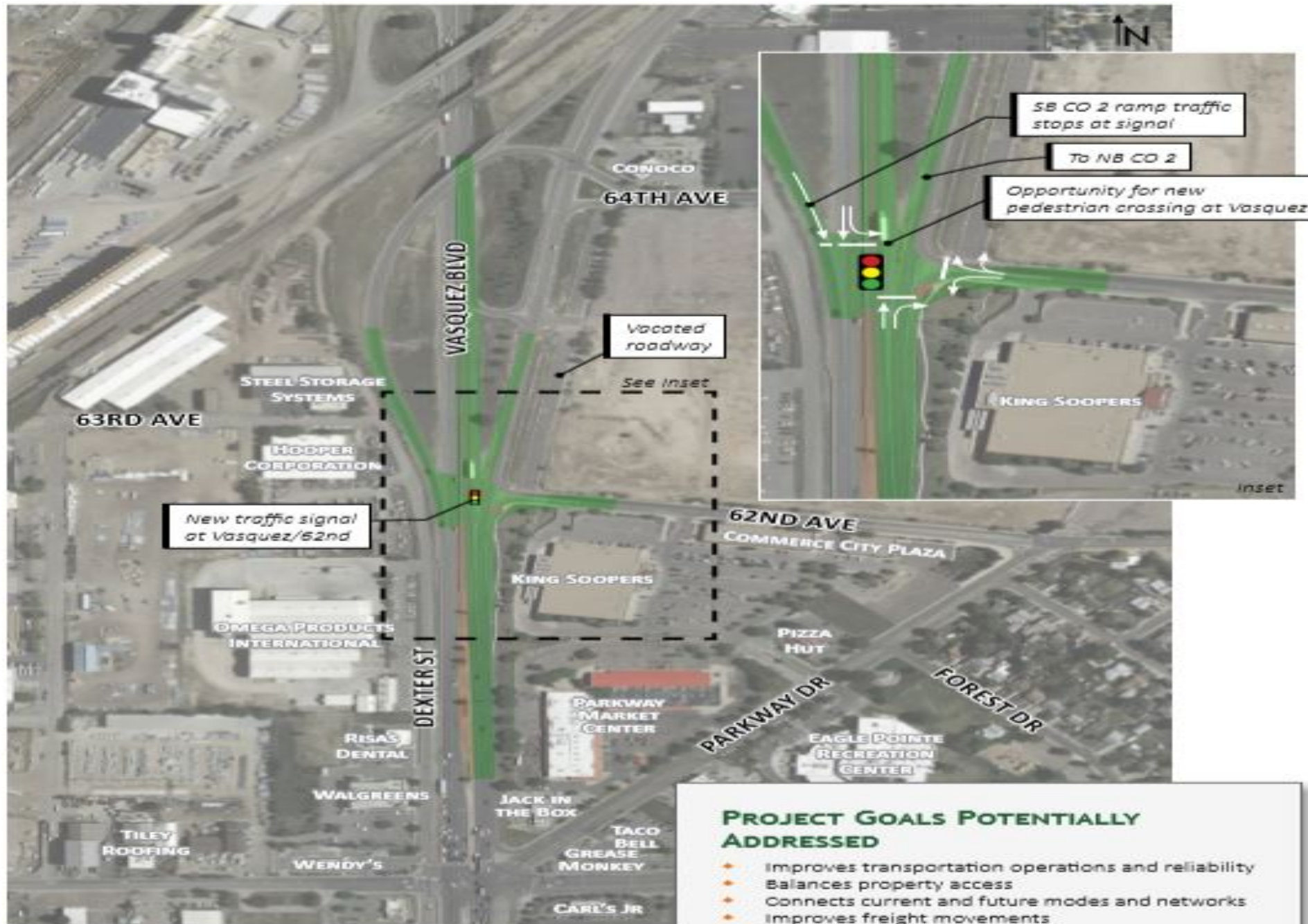


# Alternative 2 (62nd): Continuous T Signalized Intersection





# Alternative 3 (62nd): Full Signalized Intersection



## Alternative 4 (62<sup>nd</sup>): Full Signalized Intersection with Clermont Connection

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- Design is under evaluation
- Includes realignment of SB CO-2 ramps to merge with SB Vasquez north of 62<sup>nd</sup> Avenue
- Plus a new roadway connection from new traffic signal west to Clermont Street
  - To provide alternate connection to area west of Vasquez

# Funding and Preliminary Costs

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- Funding
  - \$4,750,000 (DRCOG)
  - \$1,500,000 (Commerce City)
  - \$5,750,000 (CDOT)
  - Total = \$12 Million
- Preliminary Estimated For Near Term Projects
  - \$22 Million (does not necessarily include all ROW and utility relocate costs – option dependent)



# Next Steps

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## CDOT

- Collection of background data (existing conditions and traffic modeling)
- Public Outreach
- Screening criteria development
- Alternative development and screening



# Questions & Discussion

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