



Adams, Arapahoe, Boulder, Broomfield,  
Denver, Douglas, Jefferson



**Metro Denver MTD Governance Committee  
October 23, 2013 — 9:00 AM to 10:00 AM  
Denver Regional Council of Governments**

**Meeting Record**



Adams, Arapahoe, Boulder, Broomfield,  
Denver, Douglas, Jefferson



**Metro Denver MTD Governance Committee  
October 23, 2013 — 9:00 AM**

**Agenda:**

- 9:00 AM Welcome & Introductions**
- 9:05 AM Updates If Any**
- 9:15 AM Discussion Items**
  - Polling project list adjustments or additions
    - Review revisions emailed earlier
- 9:50 AM Next Steps**
  - Next meeting
- 9:55 AM Adjourn**



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**Notes:**

**Project List:**

- **Don Hunt**
  - Doing best we can to organize the list
  - Need to decide where the BRT projects belong — highway or transit
- Herman Stockinger & Rebecca White
  - List has been discussed (see attached)
  - Item 1 to 23 have been approved by MTD for continued discussion
  - 3, 4 & 5 at the bottom are primarily transit though some road money will be spent on them so they are called out separately
    - Specific road improvements will be identified later
    - These are Boulder's roadway priorities will enhance roadway safety and condition as well as BRT
    - Concerns from CDOT - \$\$ must follow responsibility
      - Boulder specifies that this does not include vehicles
      - If an exclusive bus lane then not a highway project per CDOT
    - Do we know when the pricing will be broken out - partially determined by NAMS study - by January
  - SH-42 has not been approved by MTD but is a suggestion submitted during discussion of the list
  - \$2.8-2.9B is the total
    - This needs to shrink - total available statewide around \$2B
  - Number 20 is outside MTD area but is within DRCOG area (Clear Creek & Gilpin Counties)
  - Number 19 should be managed lanes if I-25 North is managed lanes
  - CDOT Managed Lane Policy Directive applies to all new capacity projects
    - Managed applies every time there is a new lane
    - CDOT will asterisk the list where the policy applies
    - Policy is that managed lanes are the preferred approach not mandatory



**MTD DRAFT Project List**  
October 21, 2013

# on Map	Project Location	Project Description*	Project Cost (mil)	Quadrant/ County
		<b>*CDOT's Managed Lane Policy Directive will apply to all new capacity projects listed below.</b>		
1	I-25 North <i>(\$90m in RAMP funding contingent on local support)</i>	1) Provide continuous managed lane network from 120th to SH66. Would tie in to current project on I-25 that is constructing these additional lanes from US36 to 120 <sup>th</sup> . a) Additional lane from 120 <sup>th</sup> to SH7 b) GP lane conversion OR additional lane from SH7 to SH66 c) Design funding for SH66-north  2) Additional improvements from US 36 to SH 7 as identified in current PEL study. Estimated cost dependent upon actual configuration.	a) \$55 b) \$20-\$75 c) \$15  \$78	North Metro/ Adams
2	SH7 (I-25 to Boulder)	Implement strategies identified in SH7 study including widening, intersection improvements, and bike, pedestrian and transit improvements. Reconstruct I-25/SH 7 interchange.	\$178	North Metro/ Boulder/Broomfield
6	I-25 bidirectional managed lanes (DUS to US36)	Convert single-direction managed lanes along I-25 to bi-directional for improved mobility. Cost dependent on actual configuration.	\$200	Central Metro/ Denver/Adams
7	I-70 (Colorado Blvd to Tower Rd)	Widen and reconstruct I-70 in its current alignment from Colorado Blvd to Tower Road with new lanes to improve mobility, travel time, reliability and safety on the corridor.	\$860	Central Metro/ Denver/Arapahoe
8	I-70 and Kipling Interchange	Reconstruct interchange and bridges to relieve congestion and improve safety at interchange at on/off ramps on interstate.	\$50	Central Metro/ Jefferson
9	SH93 (Golden) <i>(Received \$20m RAMP funding for US6 and 19th interchange)</i>	Realign and widen mainline SH93 in Golden. Additional lanes (one in each direction) would be managed.	\$85	Central Metro/ Jefferson
10	US-6 and Wadsworth Interchange	Reconstruct interchange to improve safety and relieve congestion.	\$62	Central Metro/ Jefferson
11	C-470—Segment 1 <i>(Received \$100m in RAMP funding for I-25 to Platte River)</i>	Complete Segment 1 from Platte River to Kipling.	\$100	South Metro/ Douglas
12	C-470 Segment 2	Build one additional lane between Kipling and I-70 to address congestion and safety.	\$300	South Metro/ Jefferson
13	Arapahoe Interchange <i>(Received \$50.4m in RAMP funding)</i>	Reconstruct the I-25 and Arapahoe interchange to accommodate current and future high traffic volumes and improve safety at a \$65 million cost (RAMP Candidate).	\$65	South Metro/ Arapahoe
14	I-270	I-270 widen to add one additional lane each direction from I-76 to I-70	\$260	North Metro/ Adams
15	I-270 and Vasquez	Interchange reconstruction	\$50	North Metro/ Adams
16	I-25—Valley Highway Stage 2.0	Finishes interchange at Alameda and provides new on-ramp and new bridges across river.	\$27	Central Metro/ Denver
17	I-25 – Valley Highway Stage 3.0	Reconstruct/widen I-25 from Santa Fe to 8th Ave (lane balancing).	\$50	Central Metro/ Denver
18	I-25/I-225	Eliminate bottleneck and weave at DTC Boulevard	\$40	South Metro/ Arapahoe
19	I-25 Widening (Plum Creek to Monument Hill)	Address future congestion area btwn Plum Creek and Monument Hill due to wider sections of interstate at north and the south end of this stretch. Funding would implement outcomes of a study.	\$60	South Metro/ Douglas
20	I-70 Westbound (Floyd Hill to Idaho Springs)	Highway and tunnel widening from Floyd Hill to Idaho Springs.	\$300	Clear Creek
21	US285/Pine Junction	Grade separate interchange, add bridge and ramps at Pine Junction.	\$20	South Metro
22	US85 (Louviere to Sedalia)	Reconstruct and widen from 2 to 4 lanes from Louviers to Sedalia.	\$25	South Metro
23	SH86 (Founders Pkwy to Woodlands Blvd)	Concrete reconstruction from Founders Pkwy to Woodlands Blvd.	\$11	South Metro
<b>TOTAL \$2.85-\$2.90b*</b>				
<b>Transit Projects with Specific Associated Road Improvements*</b>				
<i>* Initial examples, specific metro transit improvements subject to NAMS/RTD Review</i>				
3	SH119: Boulder Diagonal Hwy <i>(Received \$4.456m in RAMP funding for 30th to Foothills Pkwy multimodal improvements)</i>	Establish multimodal corridor through BRT, queue jumps and bus lanes.*	TBD— estimate will reflect highway elements	North Metro/ Boulder
4	US36	1) BRT improvements north of Table Mesa: continues BRT capital improvements into Boulder to improve travel time and reliability. The project is scalable.* 2) Corridor-wide Connections to Bus Rapid Transit --implement facility and program Final Mile improvements to better connect RTD riders to/from the US 36 BRT stations and the surrounding activity centers.	" "	North Metro/ Boulder
5	US-287	Create multi-modal corridor and enhance bus transit system to improve corridor mobility.	" "	North Metro/ Boulder, Larimer
<b>Additional Projects as Requested by CDOT or Local Governments; Not Yet Approved by MTD</b>				
	SH 42 (Paschal to Locke) (requested by Louisville/Boulder Co)	Intersection, bicycle, and pedestrian improvements to upgrade SH 42 in Louisville, from a rural undivided two-lane highway to a continuous context sensitive, urban, divided two-lane highway with one travel lane in each direction, a raised median, and a left-turn lane.	\$17.4	North Metro/Boulder County

\*Expected statewide revenue over 10 years = \$2.43b

