



PACT Meeting #8

February 10, 2011



Presentation Topics

- Alternative suggestions, improvements and modifications that will be implemented once an alignment is recommended
 - Alternative suggestions, improvements and modifications that could be implemented once an alignment is recommended
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Suggestions, improvements and modifications that will be implemented



Walkability

- ▶ **Sidewalks at all crossings**
 - Sidewalks will be provided at cross streets that require reconstruction because of improvements
 - ▶ **Improve bike/ped connections**
 - Bike route connections will be maintained or re-routed in coordination with local jurisdictions
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Walkability



Photo courtesy of Denver Bicycle Program

Walkability



- ▶ **Modern design is more open with fewer pillars**
 - If the current alignment is chosen, additional piers will be added, and less of the structure will be on fill.
- ▶ **Design should be aesthetically pleasing**
 - A Visual and Aesthetics Plan will be developed for design of the facility, with input from the public.
- ▶ **Minimize vertical profile**
 - Vertical elevations will be minimized while still avoiding the roller coaster effect.





- ▶ **Cemetery increased noise and access issues**
 - Access to the cemetery will remain the same (with either alignment); noise will be mitigated per federal and state regulations.



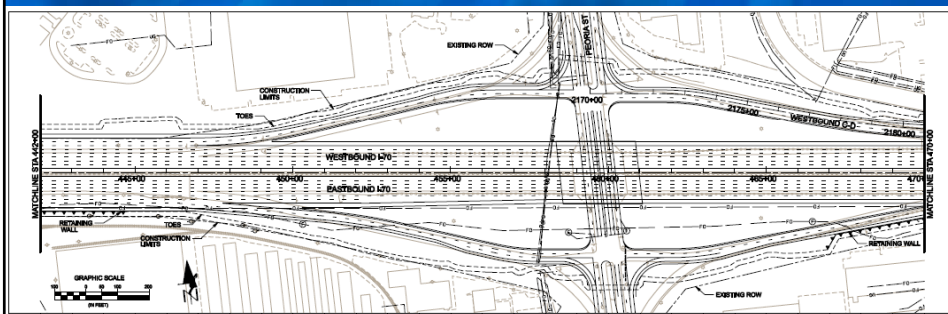


- **Keep concrete from falling down in 30 to 50 years**
 - Future facility will be designed to an approximate 100 year life span.
- **Incident management plan**
 - An incident management plan that provides quickest emergency responses will be developed for the corridor after the selection of a preferred alternative.

- Improved circulation is needed at I-70/ Colorado Blvd
 - The project will provide improved access at Colorado Blvd. interchange with a diamond interchange, which provides one of the simplest forms of access.



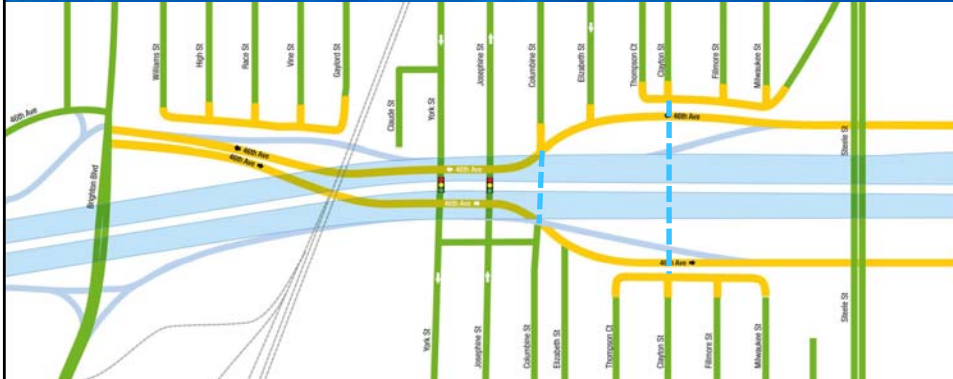
- Provide adequate off-ramps to minimize queuing on I-70
 - All proposed ramp lengths and signal timing will be designed to accommodate queuing.



- **Suggestion: Fix the Race Street underpass at Brighton**
 - The underpass will be improved if the realignment is selected, by bringing the grade and turning movements up to current design standards.



- **Make through streets at Columbine and Clayton – underpass to get under the ramps (current alignment)**
 - CDOT will provide underpasses at Columbine and Clayton if the current alignment is chosen by putting more of the highway on piers instead of fill.



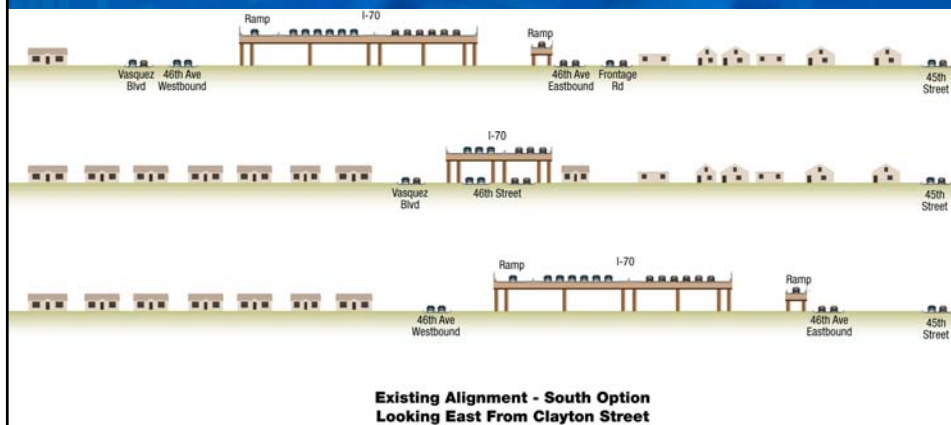
Current Alignment: North

- **Relocate Swansea Elementary within the neighborhood. (Current alignment)**
 - CDOT will pay DPS to relocate the school to a site of the district's choosing, if the current alignment North option is selected. The school will not be relocated with selection of the current alignment South option or the realignment.



**Suggestions, improvements
and modifications that could
be implemented**

- ▶ **Wider buffer to address growth and impacts**
 - Project team will coordinate during final design on aesthetics, landscaping and disposal of remnant parcels.
 - To create a buffer larger than needed for construction will cause increased property acquisitions, costs, and community and historic impacts.



- ▶ **Allow parks and open space or private development under the highway**
 - There is a commitment to a series of urban design workshops with Denver, the community and business interests in the project area. This design vision will include stakeholder input after the PACT recommends an alignment. There are potential Homeland Security issues with uses under the highway; however, they are allowed on a case-by-case basis.
 - In addition, all alignments impact large parcels that would have remnant parcels to dispose of. There could be a land transfer to a local agency or taxing authority to re-use these areas as parks or other community resources.



Photo source: www.highwayspace.wordpress.com

- **No free right on red light**
 - Local agencies have the authority over the signalization and safety of cross-streets. This suggestion could be accomplished at the local agencies' initiative.
 - Coordination will occur after the identification of a preferred alignment.



- **Provide a connection between Thomson Court to Vasquez with the current alignment**
 - Vasquez would be rebuilt for the current alignment alternatives.
 - On the north side, connecting Thompson Ct, Clayton, Fillmore and Milwaukee.
 - On the south side a new road would be created connecting Thompson Ct, Clayton, Fillmore, Milwaukee and St Paul with the north shift, and remains a possibility for the south shift.



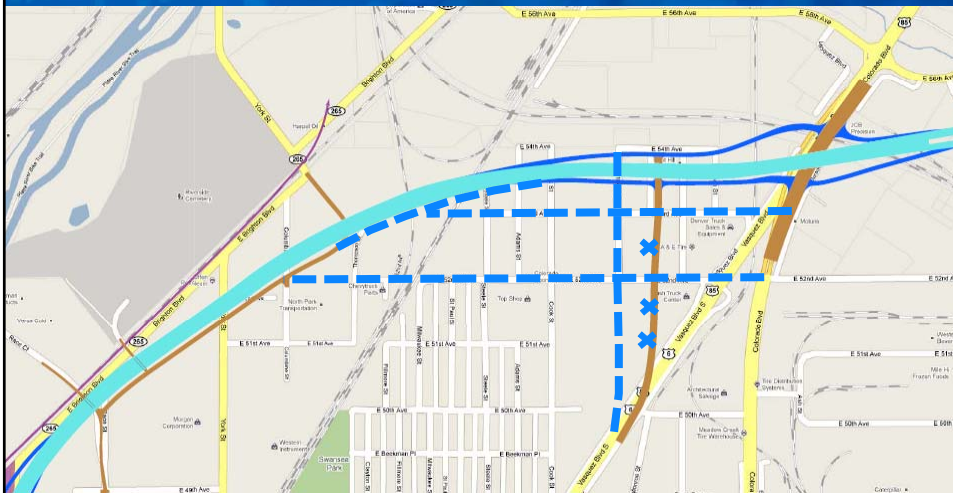
Current Alignment: North

- ▶ **Connect south side frontage road to Brighton Blvd and York Street with the realignment alternatives**
 - Brighton Blvd runs along the south side of the realignment and it could be extended to Vasquez along the 52nd Ave or 53rd Ave grid. It would require a grade crossing for two rail lines. There would be increased costs and the number of property acquisitions would be higher.

North/South Connectivity

- ▶ Add frontage roads along the realignment to provide access
 - Brighton Blvd runs along the interstate from Race to about Thompson Ct and provides access to York and Columbine. Brighton could be extended to Vasquez along the 52nd and 53rd Ave grid. Brighton Blvd from 46th to 48th would still provide the same access.

Connectivity



- **Brighton Boulevard should be simplified**
 - Brighton Blvd traffic is routed on 48th Ave and Race St to avoid a complex 5 legged intersection with Brighton Blvd and the freeway ramps. Providing an easier diamond interchange would increase impacts to the community including the park. There is also a spacing issue with the I-25 collector-distributor roads and Washington Blvd. Other alternatives will be examined, including expanding the existing park's footprint as suggested by Denver Parks and Recreation.



Connectivity Realignment West

