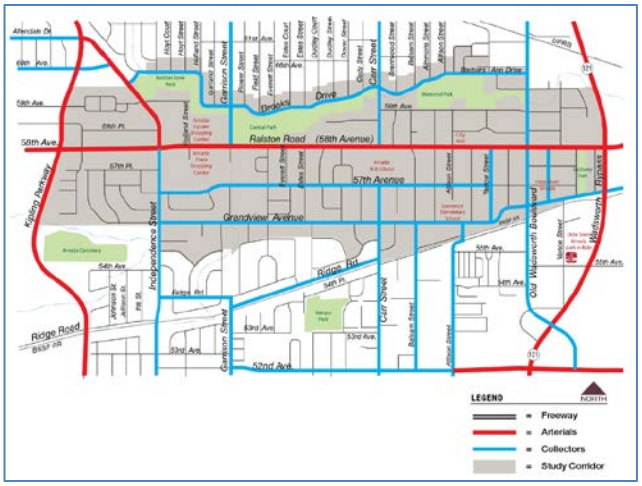
Ralston Road Corridor Plan - $11,658,000



Background: Ralston Road is classified as an Arterial roadway on the City's transportation system serving nearly 23,000 ADT (vehicular trips). It's located on the W 58th Ave alignment and the most continuous east-west corridor in southern Arvada. It provides connectivity to major north-south corridors such as SH-95 (Sheridan Blvd), SH-121 (Wadsworth Blvd), Kipling Pkwy, and Ward Road (SH-72). As a result, the roadway serves local and regional traffic.

RTD operates four bus lines along portions of Ralston Road including Rt 76, Rt 72, Rt 52, and Rt 100. However, unsafe pedestrian and bicycling conditions prohibit access to transit and destinations along the roadway. Therefore, the roadway is not a strong economic corridor and land-uses are predominantly offices. The 2008 Citizen's CIP Committee rated the Ralston Road sidewalks as the City's #1 Priority, which launched a planning process in 2009.

Readiness: The planning process established a vision for Ralston Road between Wadsworth Blvd and Kipling Pkwy. Transportation, land-use, and transit issues were studied and discussed publically. Upon completing the planning process in 2011, questions about right-of-way and business impacts emerged. City Council directed Staff to interview all property owners along the corridor and refine the plan with a magnitude of cost. A conceptual engineering plan has been developed with an approximate price tag of $16,700,000. Staff is using the plan to manage redevelopment projects in the former Triangle Area (now Ralston Creek North) and expedite improvements. 30% Design of the roadway as well as short term sidewalk improvements are underway.

Proposal: A reconstruction project is necessary to widen the existing travel lanes and rebuild the roadside sidewalks. The process will include burying utilities, improving traffic signals, adding pedestrian crossings, and aesthetic improvements. The cost to do this is $11,230,000 between Garrison St and Upham St along Ralston Road.

Agency Coordination: Ralston Road is a regional roadway on the DRCOG transportation network. Although not eligible for multimillion dollar capacity grants, however, some aspects of the larger project qualify grants. The City has applied for roadway reconstruction as well as pedestrian enhancement funding totaling $2,000,000.

SH-72 (Indiana) at W 72nd Ave Intersection - $6,000,000

Background: Indiana St is a 4-lane north-south CDOT highway corridor serving western Arvada. The highway carries nearly 14,400 ADT (vehicular trips) and tapers to 2-lanes at the intersection of W 72nd Ave, which is also a regional roadway with over 10,000 ADT. While significant traffic volumes exist on both corridors, the intersection is a critical location that causes delay on both east-west and north-south corridors.

	Intersection v/c
Existing AM	1.09
Existing AM Build Merge	0.79
Existing Noon	0.95
Existing Noon Build Merge	0.55
Existing PM	1.13
Existing PM Build Merge	0.75
2035 No Build AM	1.55
2035 No Build Noon	1.27
2035 No Build PM	3.25
2035 Build AM Full	0.72
2035 Build AM Merge	1.07
2035 Build Noon Full	0.55
2035 Build Noon Merge	0.75
2035 Build PM Full	0.84
2035 Build PM Merge	1.29

In relationship to freeways and highways in the region, Indiana St is not a priority for CDOT because it serves less roadway users. Historically, developers incorporating land into the City of Arvada have been required to dedicate property and widen the roadway to mitigate impacts to the traffic network. However, the intersection of Indiana St and W 72nd Ave has complications such as canals, historic properties, and land with limited developable benefits. Thus, the intersection project is costly, controversial, and complex.

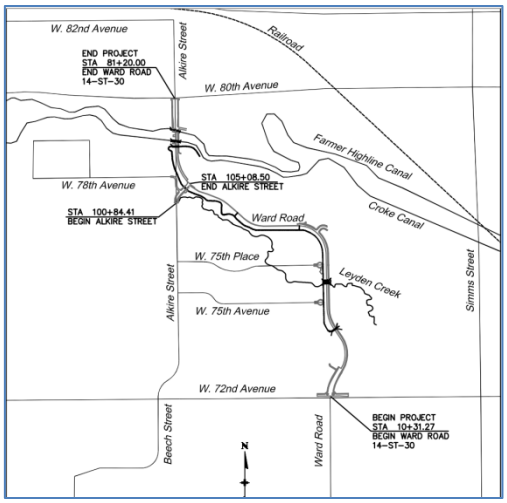
Readiness: The City of Arvada initiated a study in 2013 to examine alternatives for the intersection of Indiana St and W 72nd Ave. Alternatives have been developed and are under consideration. Preliminary design has allowed the City to develop cost estimates for each alternative.

Proposal: Intersection widening is necessary and the City of Arvada is hoping for the best outcome that widens the intersection symmetrically. Other alternatives shift the roadway alignment to avoid impacts or costs, and yet result in property impacts and alignment issues just outside of the intersection. The widening will expand the canal bridges, rebuild an outdated traffic signal, and add turn lanes at the intersection. Pedestrians and cyclists will also be served with the intersection widening effort.

Agency Coordination: The intersection of Indiana St and W 72nd Ave is on the State Highway system and located mostly in the City of Arvada. One corner of the intersection is located in Jefferson County. By initiating the planning and preliminary design effort, the City of Arvada is attempting to foster a dialog with the agencies and stand ready for grant opportunities. The City of Arvada recently applied for an operational improvement grant – requesting $6,758,860 – to widen the intersection by shifting Indiana Street east.

Ward Road Extension - $15,000,000

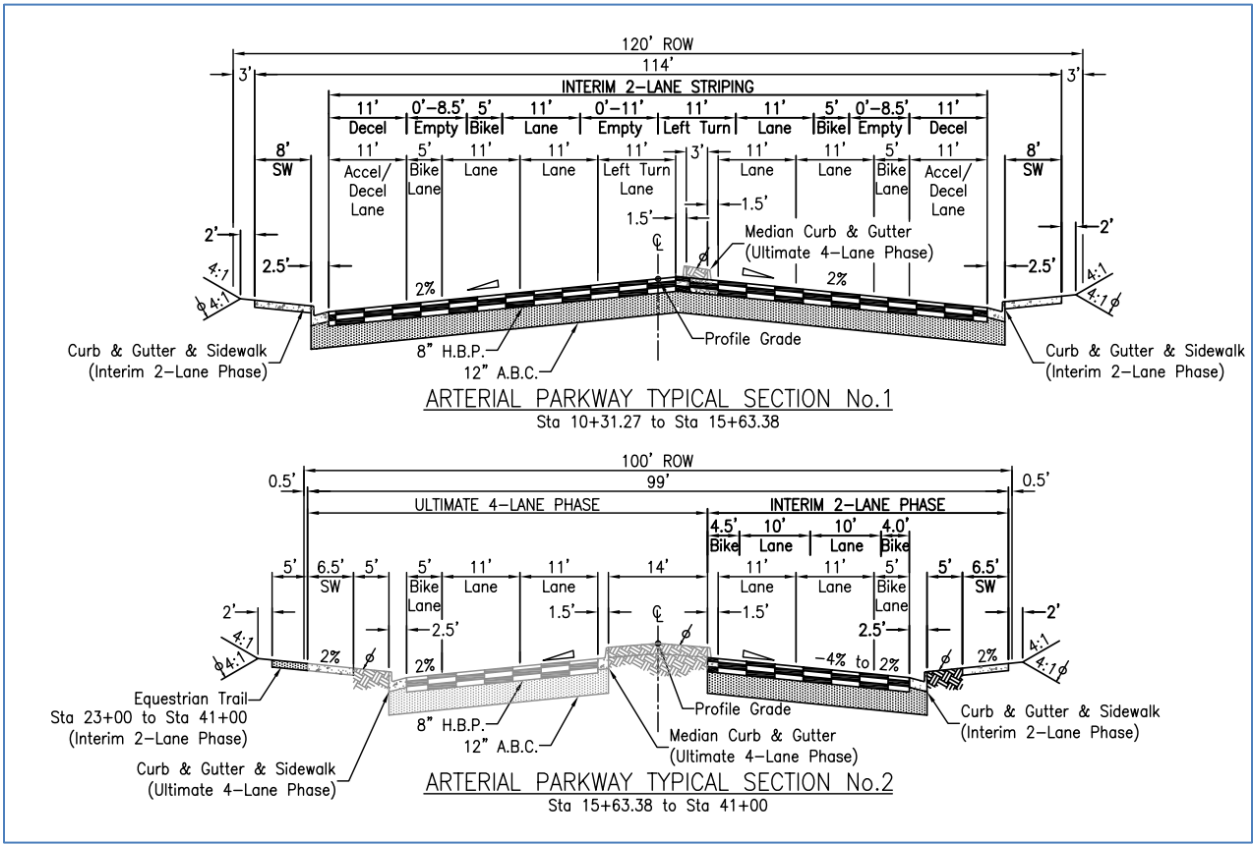
Background: In an effort to keep-up with redevelopment and ease traffic congestion on major north-south routes such as Indiana St (SH-72), the City's transportation plan calls for the Ward Road Extension project to connect Ward Road to Alkire St north of W 72nd Ave. The City of Arvada is taking a phased approach to build the connection and has a long term plan to connect Alkire St over the Union Pacific Railroad. Ultimately, as shown on the DRCOG Long Range Plan, a 4-lane roadway will extend north into Broomfield and south into Wheat Ridge.



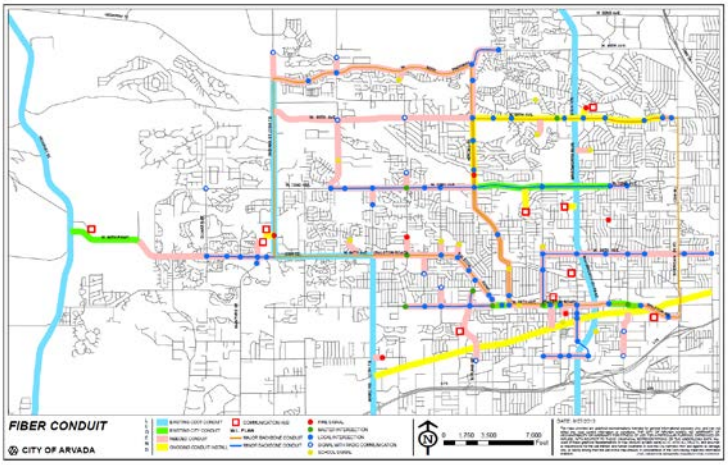
Readiness: Land necessary for the Ward Road Extension project has been acquired and a preliminary design for a 4-lane roadway was completed in 2013 at a cost of $43,500.

Proposal: The initial proposal was to build half of the roadway with sidewalk and bikes lanes, and later complete the roadway to include 4-lanes, a median, sidewalks and acceleration/deceleration lanes. Cross-sections demonstrate the initial interim and ultimate plans. Due to a number of structures that must be built with either option, the cost difference between the two options is only $2 million ($13 million vs. $15 million) so it is recommended that the ultimate plan be pursued.

Agency Coordination: Although the Ward Road Extension project is important for regional connectivity and shown in the DRCOG 2040 Metro Vision Regional Transportation Plan, however, DRCOG does not designate Ward Road as a regional priority. The project does not qualify for grant funding.



Fiber Interconnect - $2,250,000



Background: Arvada City Council has identified fiber-optic communication lines as a priority for the City and provided the following FOCUS directive:

"By 2015, 90% of street reconstruction and new street construction projects located on the City Conduit Map will include conduits for fiber optics and dry utilities."

Fiber optic (broadband) communication lines are typically placed along roadways similar to electric or other utilities and allow the use of high-end technology and services by public or private organizations. For example, traffic signals utilize the broadband capacity to stream data and quickly coordinate signal timing patterns. Compatible technology allows city staff to manage traffic in real-time, respond to incidents quickly, and stay ahead of adverse weather conditions. On the private side, private companies lease the fiber optic communication lines to expand phone, video, television and internet services to residents.

Readiness: Site-by-site implementation (through roadway or Gold Line construction projects) is occurring based on the Council directive. However, staff is discovering that segmented sections of fiber optic lines will take many years to become a system-wide fiber interconnect.

Proposal: The City of Arvada and its contractors have identified boring (which is a method of lateral drilling) as the best way to install fiber optic communication lines along roadways. Compared to trenching, which digs up the roadway to install the communication lines, boring can proceed without damaging pavement or concrete. The Council objective for completing the fiber optic conduit map can be designed and implemented with adequate funding.

Agency Coordination: The City of Arvada is coordinating internally within its departments as well as externally with JFON, CDOT, and RTD. The City is utilizing the Gold Line project to install fiber and connect planned traffic signals at railroad crossings. Also, the City has established an IGA with CDOT to install City fiber through existing CDOT conduit (along highways). Although the IGA was used in 2013 for the Lake Arbor Community Station fiber interconnect, however, CDOT is revising its policy and may not allow further use of the conduit. The price of the project may increase based on future project.

Sidewalk Gaps - $2,500,000

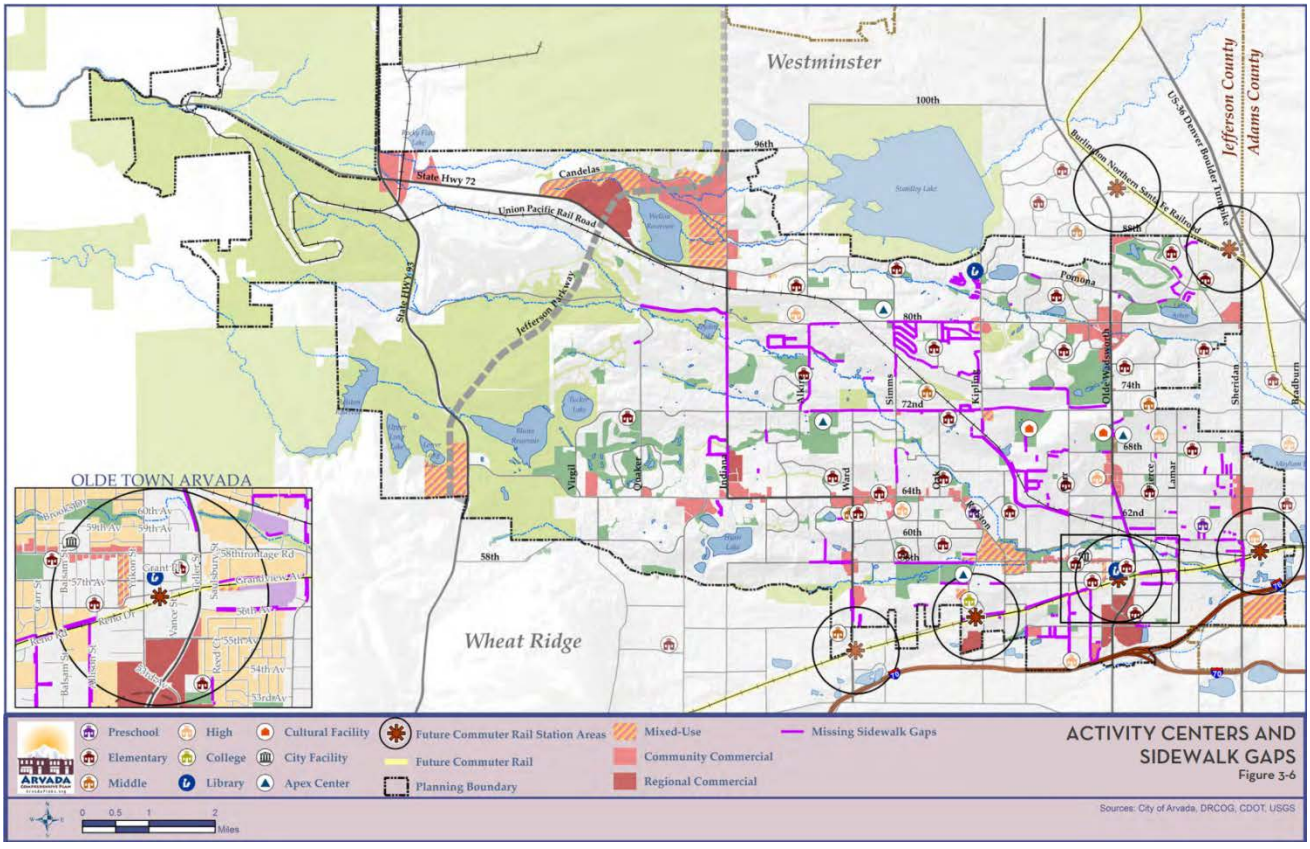
Background: Arvada City Council has identified missing sidewalk (gaps) as a priority in the City of Arvada and provided the following FOCUS directive:

"By December 31, 2019, 100% of all sidewalk gaps as identified by the Transportation Committee and as approved by City Council will be built according to the then current code requirements."

In an effort to achieve this goal, the City is using sidewalk construction funds (that total nearly $250,000) as well as grants to fill as many gaps as possible. The total length of the missing sidewalks is estimated at 132,000 feet (25 miles) and most sidewalk were not built due to right-of-way needs.

Readiness: The planning effort has been completed and city staff is prioritizing projects and working with the Transportation Committee on developing projects at the vicinity of Arvada's Gold Line stations. Each project will need to be designed and implemented individually.

Proposal: In addition to the existing $250,000 per year, a surge of funding of approximately $5,000,000 is needed to construct missing sidewalks as shown in the TOD Bike-Ped Access Plan.



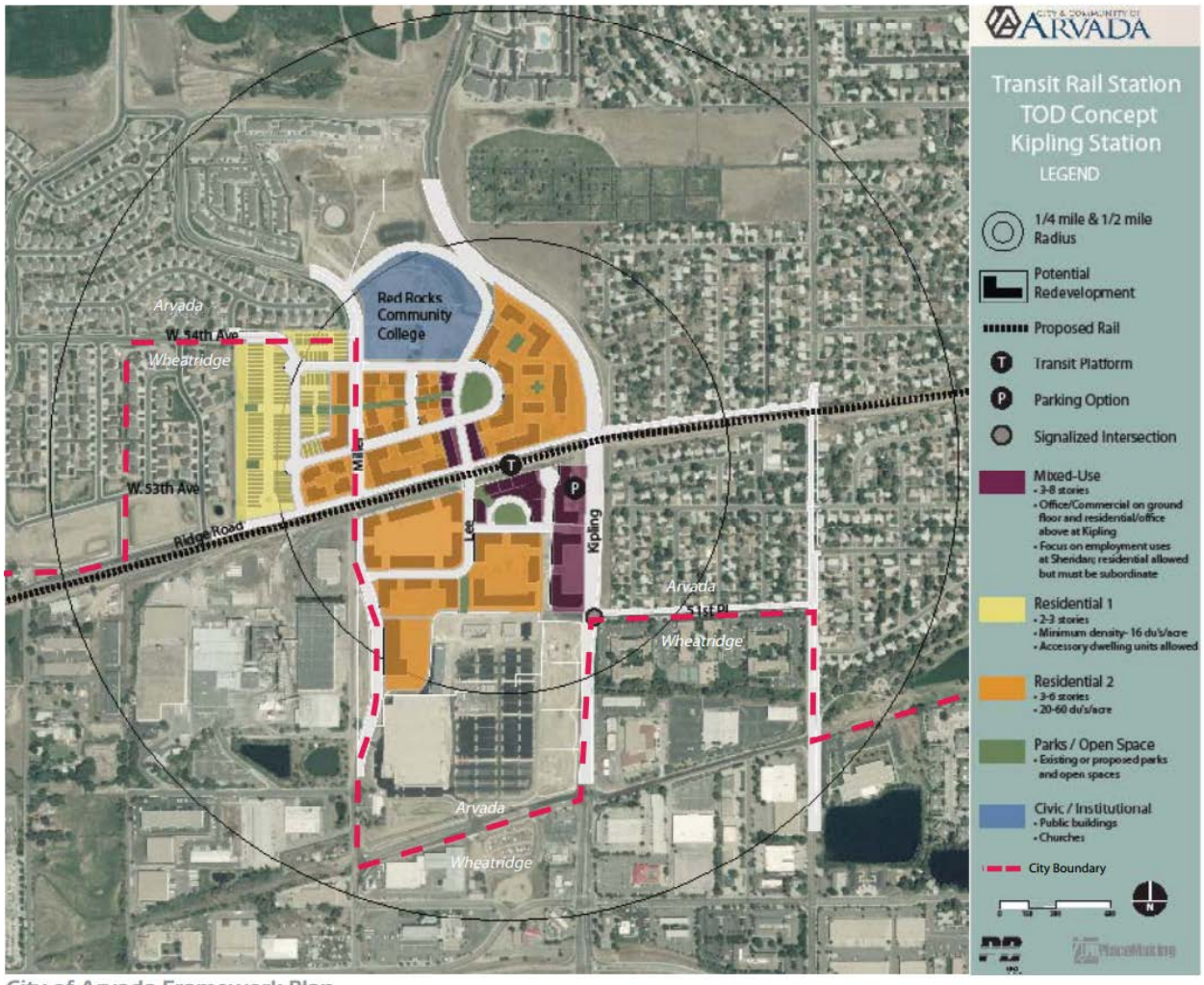
Kipling Access (Intersection) - $2,500,000

Background: Kipling Parkway carries nearly 33,000 ADT and is a 4-lane Arterial Parkway on the City's transportation network. The distance between traffic signals located at W 51st Ave and W 58th Ave are adequate for the overall system, however, access to the Gold Line station and area land-uses is limited. A complete rebuild of the I-70/Kipling Interchanged is planned for 2026 by CDOT.

Many improvements and changes are occurring at the vicinity of the FasTrack's Gold Line Ridge Station. High density housing near the transit station, retail/office land-uses, and the expansion of the Red Rocks Community College campus is resulting in greater demand on the transportation network. Access from/to Kipling is important to encourage more infill and redevelopment, while also reducing regional traffic demand on local streets. The type of access (given the horizontal and vertical curves) and terrain has made it difficult to establish an intersection.

Readiness: Staff at the City have met with Red Rocks Community College and worked with developers to identify specific needs and forecast growth.

Proposal: A need for a signalized intersection at the hillcrest of Kipling Pkwy is under consideration. Some of the cost may be recovered from future development activity.



City of Arvada Framework Plan