



COLORADO
Department of Transportation

I-25 (US 36 to 104th Avenue) Safety and Operations Improvements Study

Welcome to the Open House

CDOT is evaluating improvements to I-25 between US 36 and 104th Avenue.

The purpose of today's open house is to:



Discuss proposed transportation improvements with the community.



Gather your input! CDOT wants to hear from you!

Your comments and insights are important



Share your ideas with the project team.

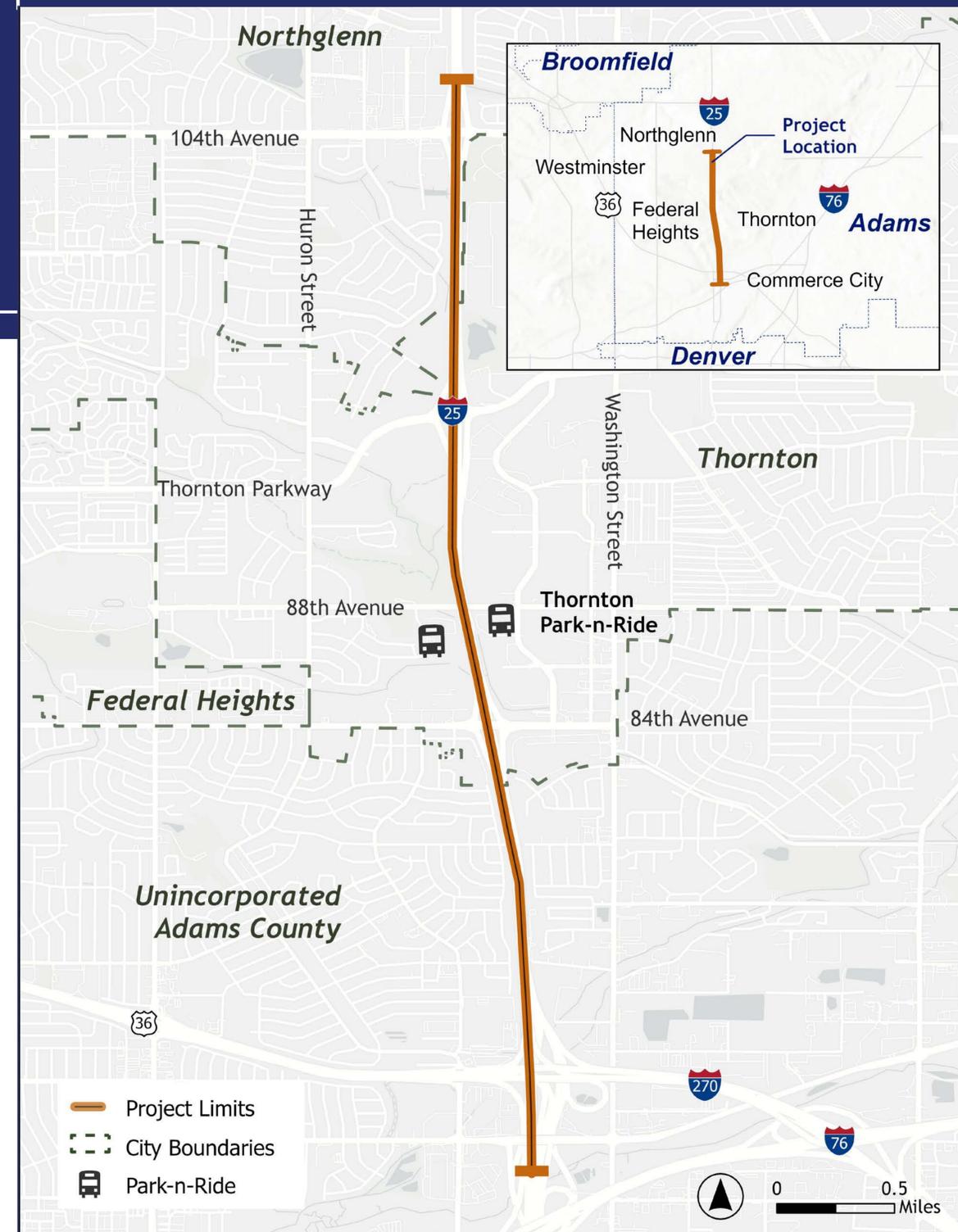


Send an email or call the hotline with your comments.



Fill out and return a comment form.

Project Location



(720) 378-8859



I25.US36to104thAvenue@gmail.com



codot.gov/projects/studies/i25-us36-to104th



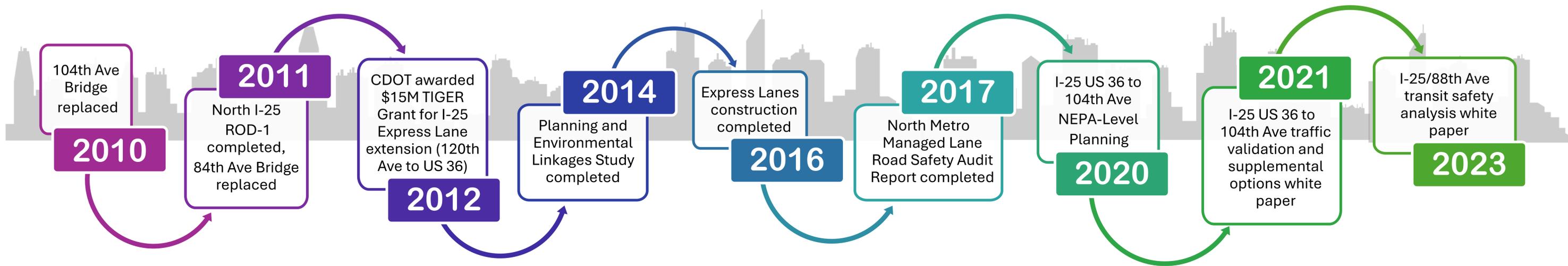
Project History



COLORADO
Department of Transportation

I-25 (US 36 to 104th Avenue) Safety and Operations Improvements Study

I-25 North Planning, Design and Construction Projects Timeline



NEPA: National Environmental Policy Act
ROD: Record of Decision
TIGER: Transportation Investment Generating Economic Recovery

In 2011, CDOT completed an Environmental Impact Statement (EIS) identifying improvements needed along I-25 between Denver and Fort Collins. The current project is located in Segment 2 of the I-25 corridor. Since the EIS, this segment of I-25 has seen planning, design and construction projects, including new Express Lanes and bus service. Additional improvements are still needed and have been studied in the projects shown here.

Because the current project uses federal funds, it must comply with the National Environmental Policy Act (NEPA). NEPA requires that CDOT evaluate environmental and social impacts, permits and required mitigation of the Proposed Action.



(720) 378-8859



I25.US36to104thAvenue@gmail.com



codot.gov/projects/studies/i25-us36-to104th



Purpose and Need



COLORADO
Department of Transportation

I-25 (US 36 to 104th Avenue) Safety and Operations Improvements Study



Improve safety



Improve traffic operations



Why does safety need to be improved?

- An average of 2.7 crashes per day occur on this ~5-mile segment of I-25.
- Rear-end crashes are the predominant type of crash, followed by sideswipe same-direction crashes, both of which are typically associated with congestion.
- Crashes cause more congestion by closing lanes, especially in areas with narrow shoulders.
- Current traffic volumes are nearing/exceeding capacity, with population and employment growth expected to increase travel demand.
- Weaving movements by transit buses crossing over from the Express Lanes to the Thornton Park-n-Ride slip ramps leads to congestion and safety issues.
- Non-signalized bus and pedestrian crossing movements at existing Thornton Park-n-Ride pose safety concerns.



(720) 378-8859



I25.US36to104thAvenue@gmail.com



codot.gov/projects/studies/i25-us36-to104th



Purpose and Need



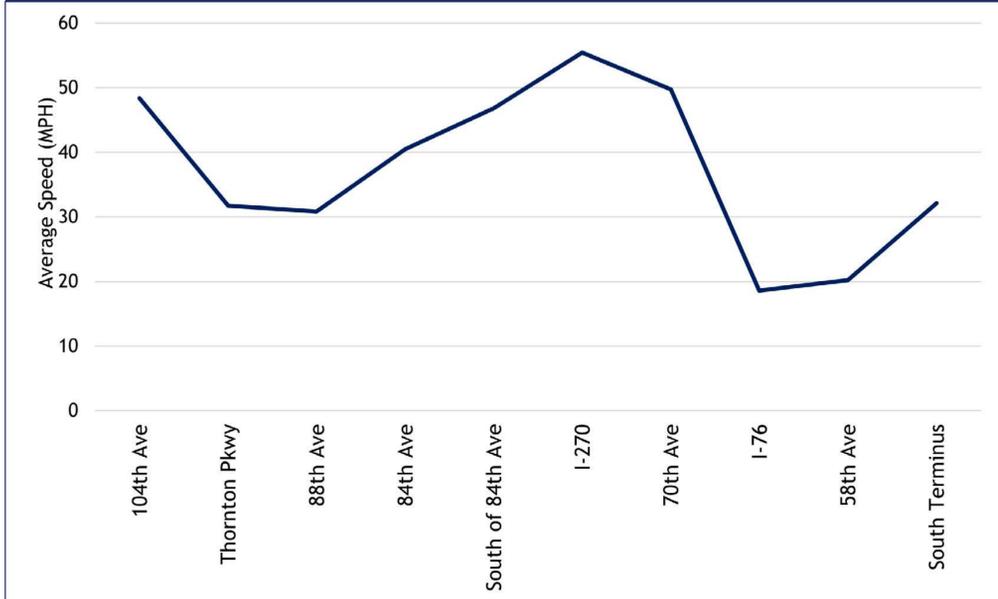
I-25 (US 36 to 104th Avenue) Safety and Operations Improvements Study

Why do traffic operations need to be improved?

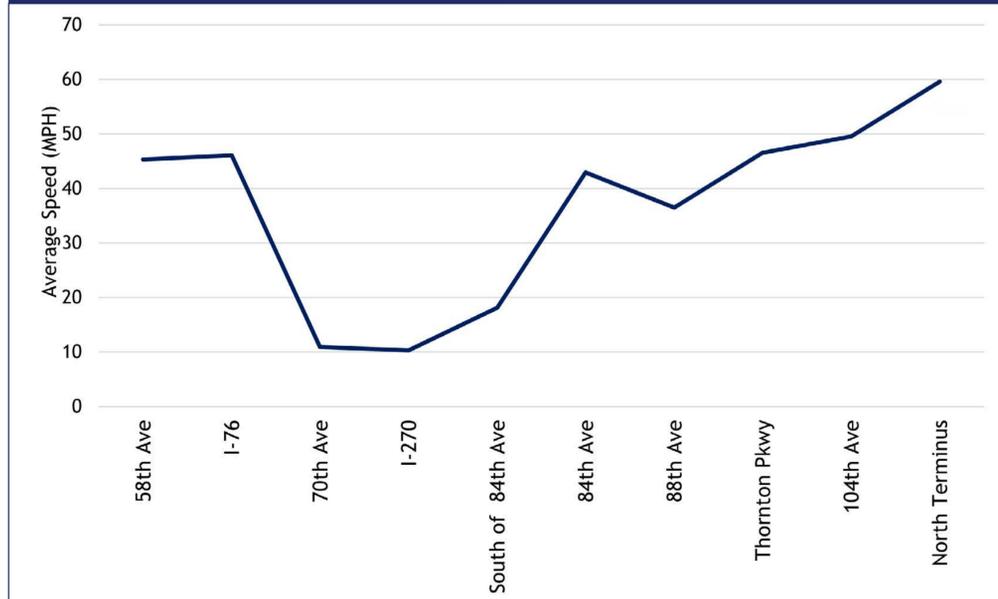
- Congestion occurs during the morning peak traffic period for southbound travelers from the Thornton Parkway to I-270 interchange.
- Congestion occurs during the evening peak traffic period for northbound travelers from 70th Avenue to 84th Avenue.
- Freight trucks and heavy vehicles are slow to accelerate and drive on the uphill lanes going north from the US 36/I-270 interchange.



AM Peak Period I-25 Southbound Traffic Speeds from 104th Avenue to 58th Avenue (5.8 Miles)



PM Peak Period I-25 Northbound Traffic Speeds from 58th Avenue to 104th Avenue (5.8 Miles)





Alternatives Development Process



COLORADO
Department of Transportation

I-25 (US 36 to 104th Avenue)
Safety and Operations Improvements Study

Building on the previous planning studies, this project’s alternatives evaluation process resulted in conceptual design of the Proposed Action for operational and safety improvements along this segment of I-25. Since 2023, designs for specific project elements have continued to be refined through consideration of purpose and need criteria (safety and traffic operations), stakeholder involvement and capital cost.

A key project milestone has been reached. Based on the evaluation, a Proposed Action has been identified that improves safety and traffic operations along the project corridor. This Proposed Action, along with a No Action Alternative, will move forward for further study as part of the environmental review process.

Proposed Action Development Process	Screening Metrics	Alternatives/Build Options Evaluated	Conclusion
2024 Transit Station Design Refinement	<ul style="list-style-type: none"> • Capital Cost • Community Impacts • Engineering Considerations • RTD Operations • Bustang Operations 	<p>Six transit station design options:</p> <ul style="list-style-type: none"> • Center-loading platform, offset platforms, or aligned outside platforms • Pedestrian access via overpass or underpass 	<p>Transit station design:</p> <ul style="list-style-type: none"> • Center-aligned loading platform, pedestrian access via underpass
2024-2025 Transit Station Stakeholder Engagement	<ul style="list-style-type: none"> • Capital Cost • Safety • Transit Operations • Stakeholder Interest 	Inclusion or removal of median transit station from project design	<p>Recommended alternative:</p> <ul style="list-style-type: none"> • Removal of slip ramps to Thornton Park-n-Ride to address safety and traffic concerns • Low ridership along RTD’s 120X line, servicing Thornton Park-n-Ride and high capital cost eliminated median transit station element
2025 Proposed Action Refinement	<ul style="list-style-type: none"> • Capital Cost • Safety • Traffic Operations • Community Impacts 	<p>Four build options:</p> <ul style="list-style-type: none"> • Northbound C/D road or auxiliary lane between I-270 interchange and 84th Avenue • New southbound general-purpose lane beginning at either 104th Avenue or Thornton Parkway 	<p>Recommended build option:</p> <ul style="list-style-type: none"> • Northbound auxiliary lane from I-270 interchange to 84th Avenue prevents impacts to CDOT maintenance yard, avoids displacement of private business, and provides better access to 84th Avenue from Express Lanes • Longer southbound general-purpose lane from 104th Avenue to south of 84th Avenue will reduce congestion



(720) 378-8859



I25.US36to104thAvenue@gmail.com



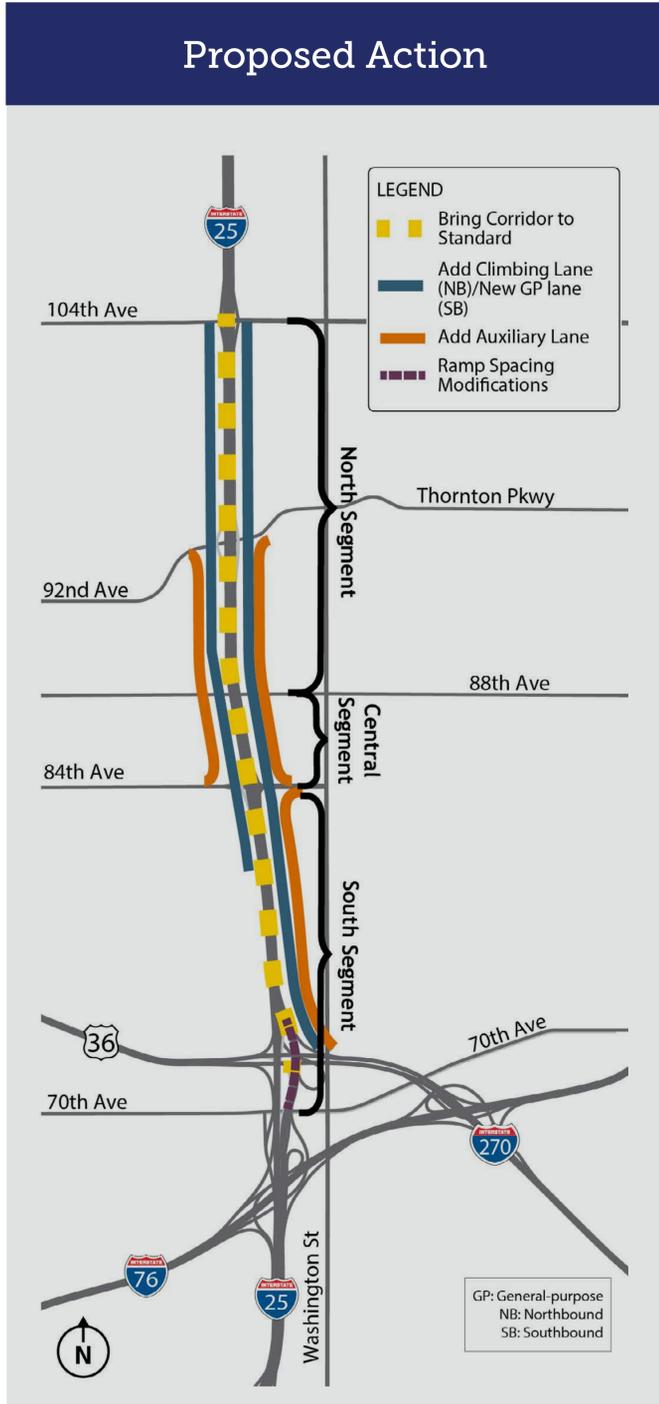
codot.gov/projects/studies/i25-us36-to104th



Proposed Action



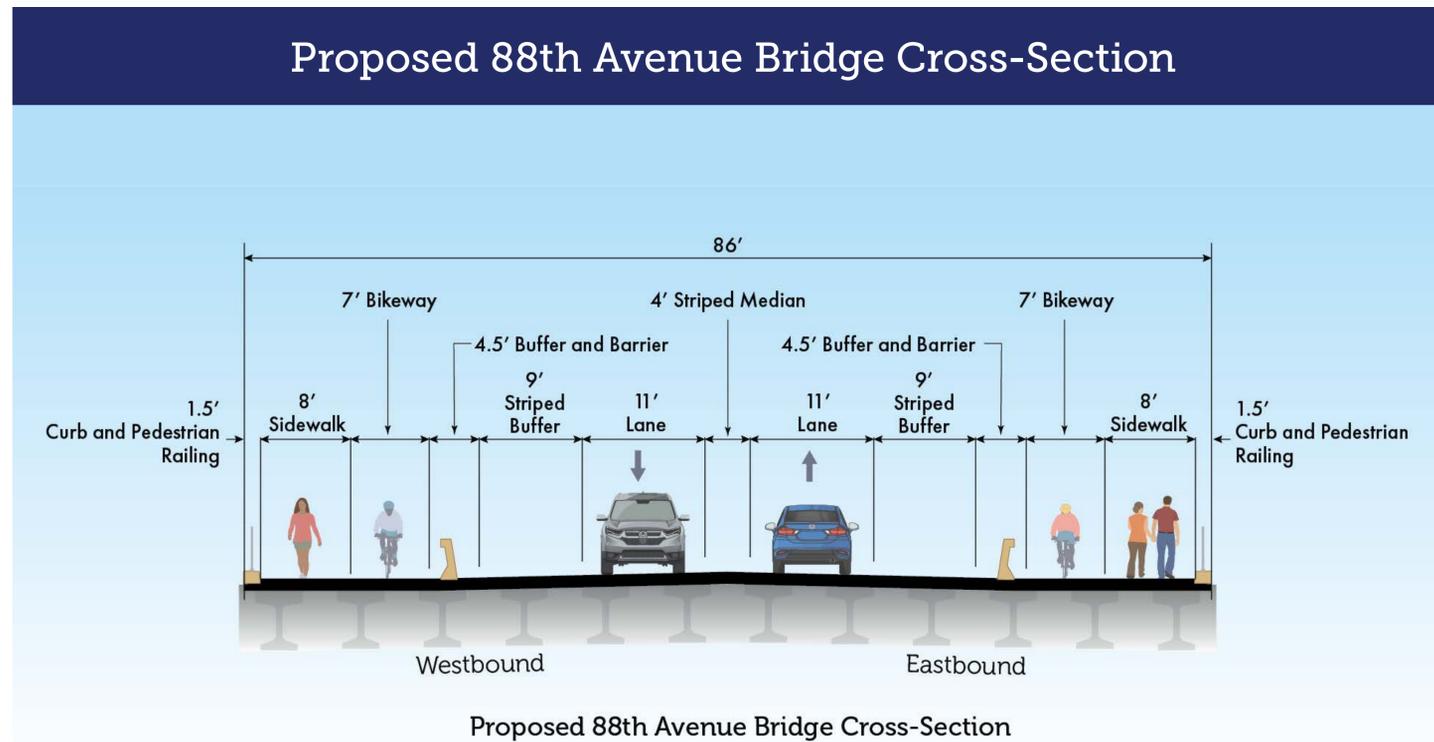
I-25 (US 36 to 104th Avenue) Safety and Operations Improvements Study



Proposed Action:

In addition to the elements shown on the Proposed Action graphic, the Proposed Action includes:

- Replacement of 88th Avenue bridge.
- Removal of bus slip ramps at Thornton Park-n-Ride.
- Realignment of Niver Creek Trail.
- Replacement of the aging pedestrian and bikeway underpass at the Thornton Park-n-Ride.





Proposed Action: South Project Segment US 36 to 84th Avenue



COLORADO
Department of Transportation

I-25 (US 36 to 104th Avenue)
Safety and Operations Improvements Study

Ramp spacing modifications

- US 36/I-76 on-ramp and I-270 on-ramp.
- Reduce lane crowding at evening traffic bottleneck.
- Increase average speeds.

Northbound climbing lane from I-76 to 104th Avenue

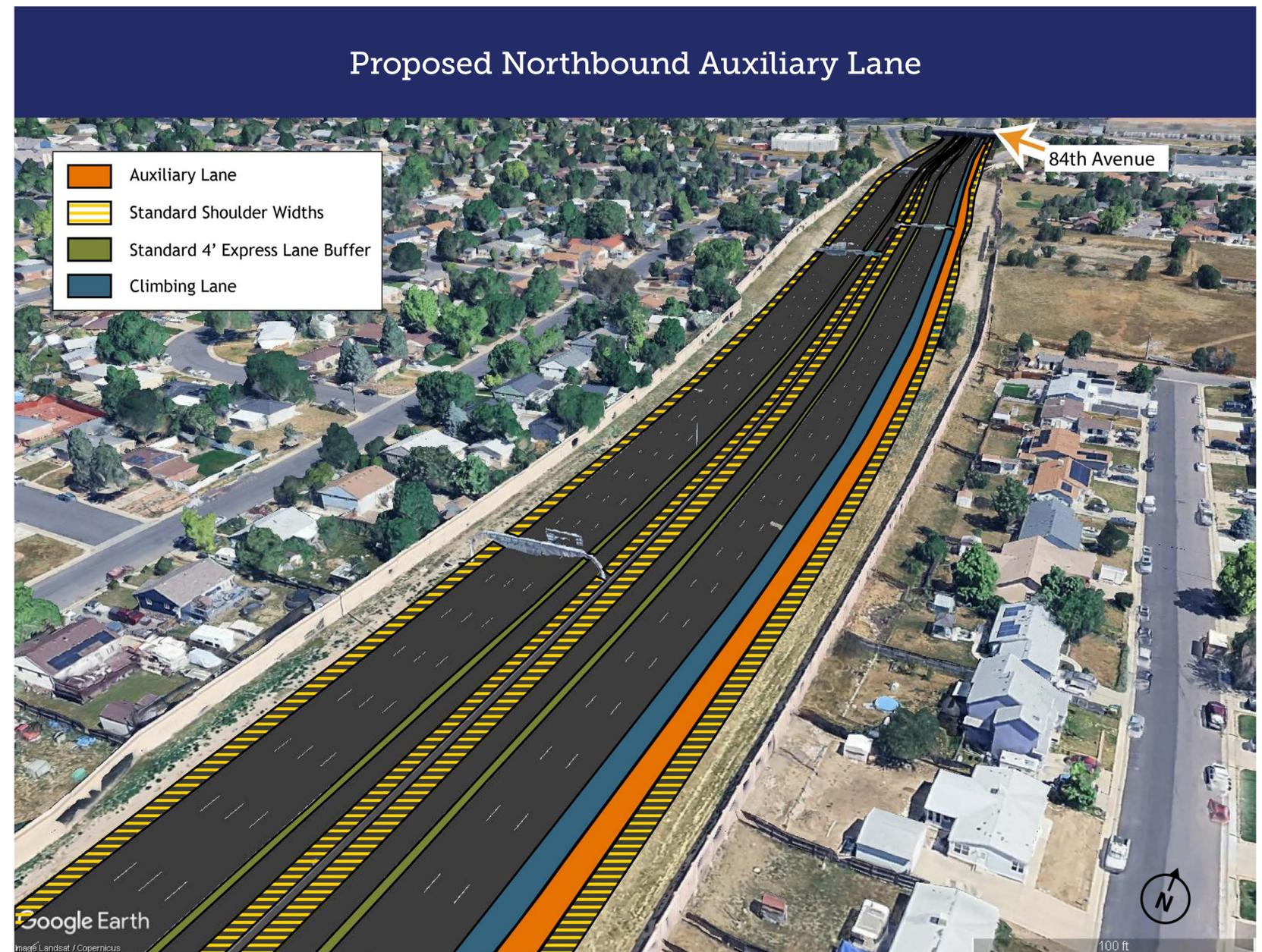
- Provide freight trucks with ample space to accelerate and merge safely.
- Reduce lane crowding at evening traffic bottleneck.
- Increase average speeds.

Northbound auxiliary lane from I-270 to 84th Avenue

- Provide space for drivers to safely merge onto I-25 without disrupting main traffic flow.
- Reduce rear-end and sideswipe collisions.
- Alleviate bottlenecks from US 36/I-76 on-ramp, I-270 on-ramp through 84th Avenue.

Bringing the corridor to current design standards

- 10-foot-wide inside and outside shoulders emergency vehicle access or space to maneuver and avoid crashes.
- Space to accommodate vehicle breakdowns.
- 4-foot buffer between Express Lanes and general-purpose lanes.
- Increased reaction time when drivers enter or exit Express Lanes unexpectedly.



(720) 378-8859



I25.US36to104thAvenue@gmail.com



codot.gov/projects/studies/i25-us36-to104th



Proposed Action: Central and North Project Segments 84th Avenue to 104th Avenue



COLORADO
Department of Transportation

I-25 (US 36 to 104th Avenue)
Safety and Operations Improvements Study

Bringing the corridor to current design standards

- Reduce rear-end and sideswipe collisions with wider shoulders and Express Lane buffer.

Southbound general-purpose lane from 104th Avenue to south of 84th Avenue and northbound climbing lane from US 36/I-270/I-76 interchange to 104th Avenue

- Reduce traffic congestion and provide heavy vehicles a dedicated lane to accelerate while merging into traffic uphill.
- Reduce rear-end and sideswipe collisions.

Auxiliary lanes from 84th Avenue to Thornton Parkway

- Reduce traffic congestion by removing bottlenecks from forced merge areas.

Replacement of 88th Avenue Bridge

- Accommodate City of Thornton design for bicycle and pedestrian lanes.
- Accommodate widened shoulders and Express Lane buffers, northbound climbing lane southbound general-purpose lane, and continuous auxiliary lanes.

Removal of slip ramps at Thornton Park-n-Ride

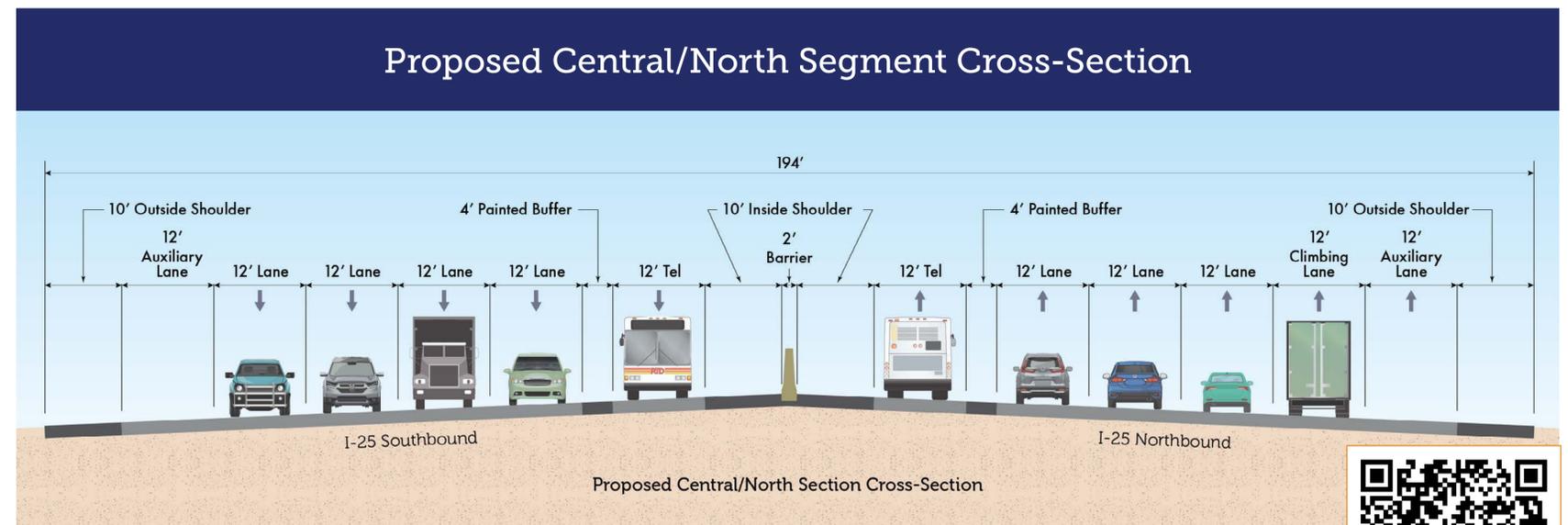
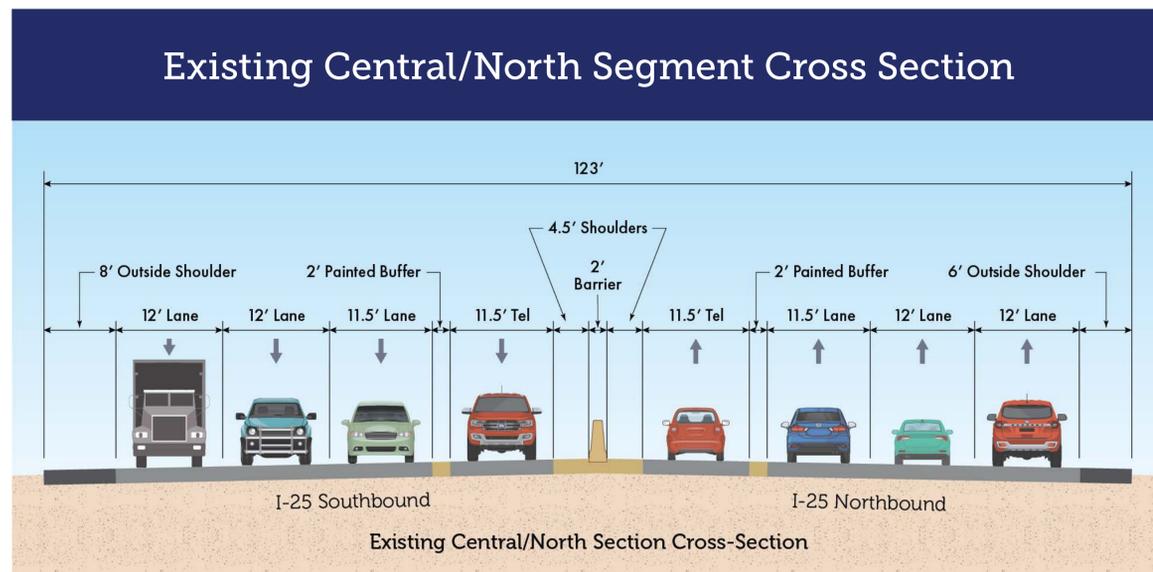
- Improves traffic operations by eliminating buses crossing from Express Lanes to slip ramps, and removes conflict between buses and Niver Creek Trail users.

Realignment of Niver Creek Trail

- Accommodate roadway improvements and highway widening.

Replacement of the aging pedestrian and bikeway underpass at the Thornton Park-n-Ride

- Improve multimodal transportation facilities.



(720) 378-8859



125.US36to104thAvenue@gmail.com



codot.gov/projects/studies/i25-us36-to104th



Environmental and Community Resources To Be Analyzed



COLORADO
Department of Transportation

I-25 (US 36 to 104th Avenue)
Safety and Operations Improvements Study

Wetlands and vegetation along the I-25 corridor



Trails and parks along the I-25 corridor



CDOT and FHWA will consider how the project may affect a variety of community and environmental resources:

- Air Quality
- Bicycle and Pedestrian Facilities
- Visual/Aesthetics
- Cultural Resources (Archaeology, Historic, Native American Consultation, Section 4(f))
- Floodplain
- Land Use
- Right-of-Way
- Noise
- Hazardous/Solid Wastes
- Recreation Facilities and Trails (Section 4(f)/Section 6(f))
- Paleontology
- Stormwater/Water Quality
- Threatened and Endangered Species
- Vegetation and Noxious Weeds
- Wetlands and Waters
- Wildlife and Fisheries
- Socioeconomics and Community Analysis
- Farmlands
- Utilities and Railroads
- Geologic Resources and Soil
- Transportation (Traffic Forecasting and Transit)



(720) 378-8859



I25.US36to104thAvenue@gmail.com



codot.gov/projects/studies/i25-us36-to104th



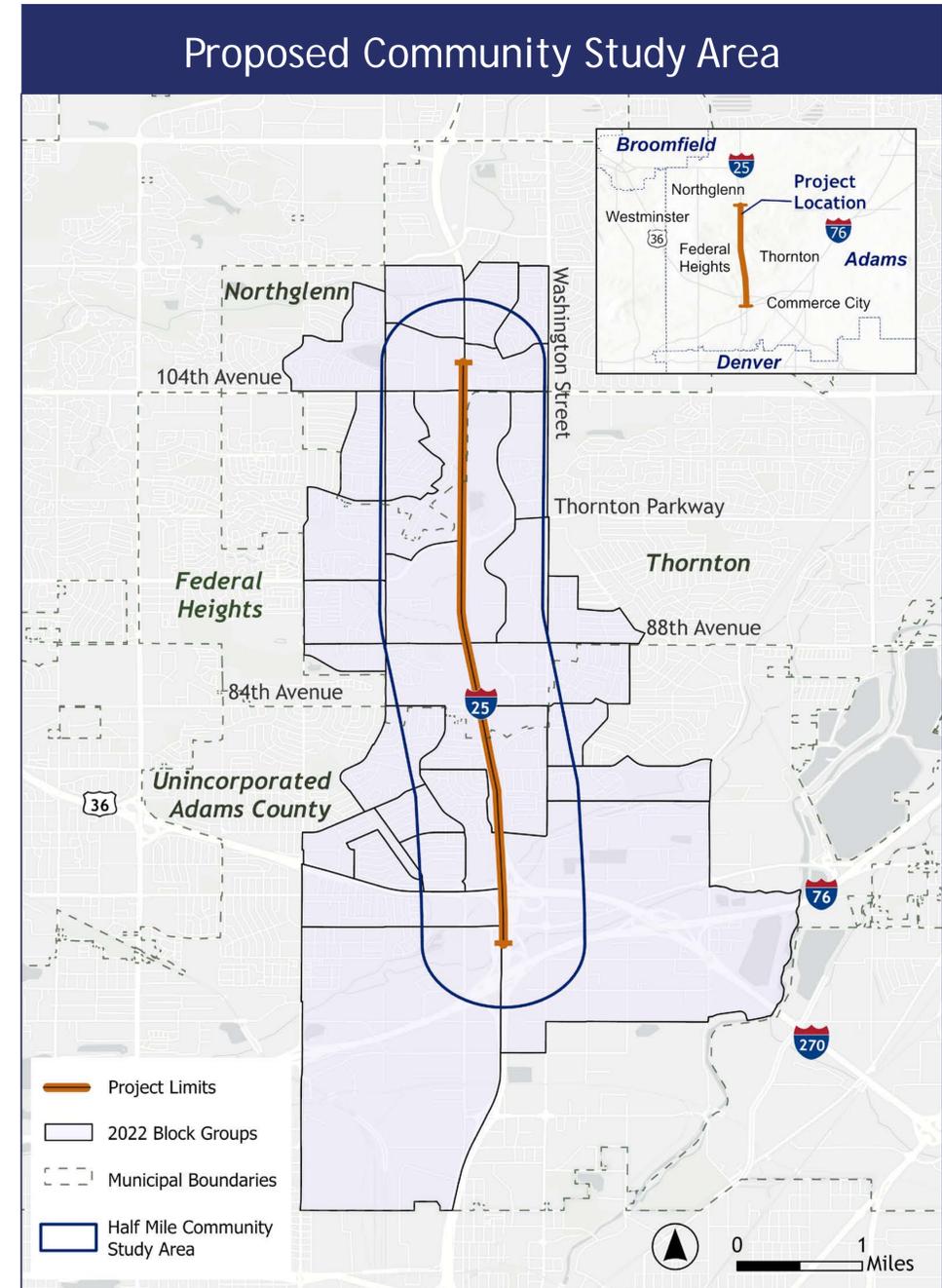


Environmental Review



COLORADO
Department of Transportation

I-25 (US 36 to 104th Avenue) Safety and Operations Improvements Study



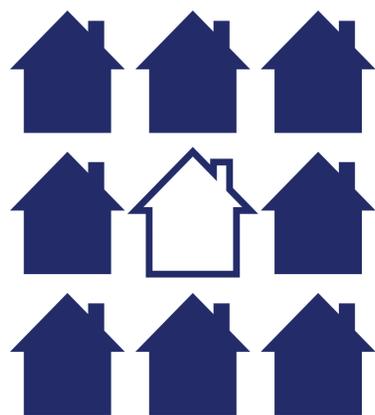
What does environmental resource review include?

During project development, CDOT considers how the project would affect the community and environmental resources listed on the previous board. Analysts document the resources' existing conditions and study changes the project might cause. A NEPA document will provide information on impacts and benefits for public and agency review.



What is the Community Study Area?

The Community Study Area on this board illustrates the U.S. Census block groups within the neighborhoods and community areas the project may directly or indirectly affect. Other resources, such as historic properties, have different study areas that are typically smaller. CDOT takes proactive efforts to provide meaningful opportunities for public participation for all people regardless of income, race, color, national origin, Tribal affiliation or disability.



(720) 378-8859



I25.US36to104thAvenue@gmail.com



codot.gov/projects/studies/i25-us36-to104th



Benefits of Proposed Improvements



COLORADO
Department of Transportation

I-25 (US 36 to 104th Avenue) Safety and Operations Improvements Study



Safety:

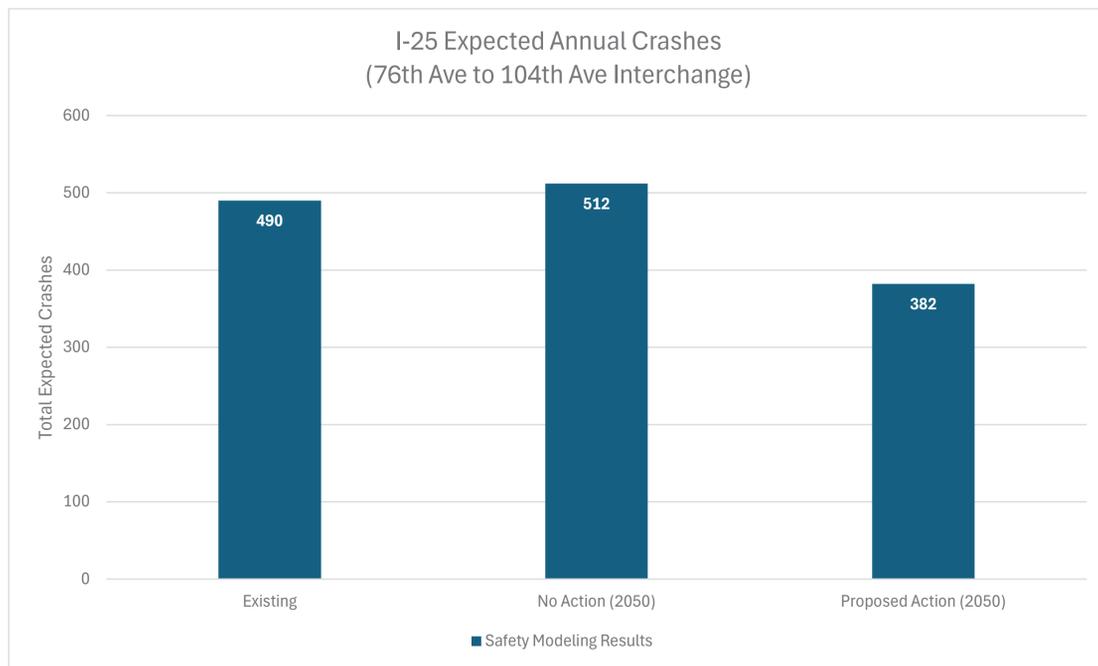
The proposed improvements are expected to lower the number of crashes by 29%.



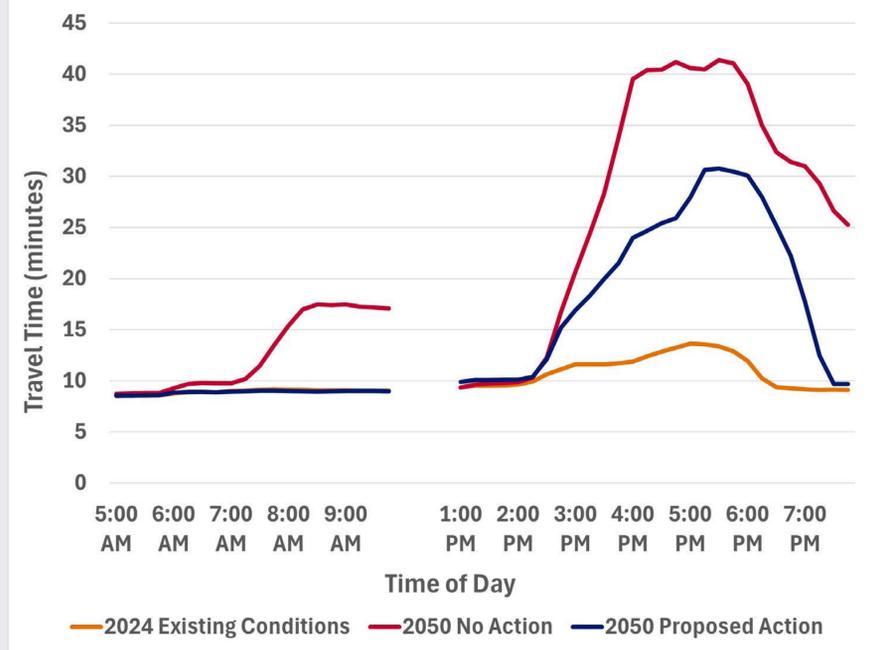
Traffic:

The proposed improvements over the long term (in the year 2050) are estimated to reduce the northbound peak travel time by 25% and the southbound peak travel time by 42%.

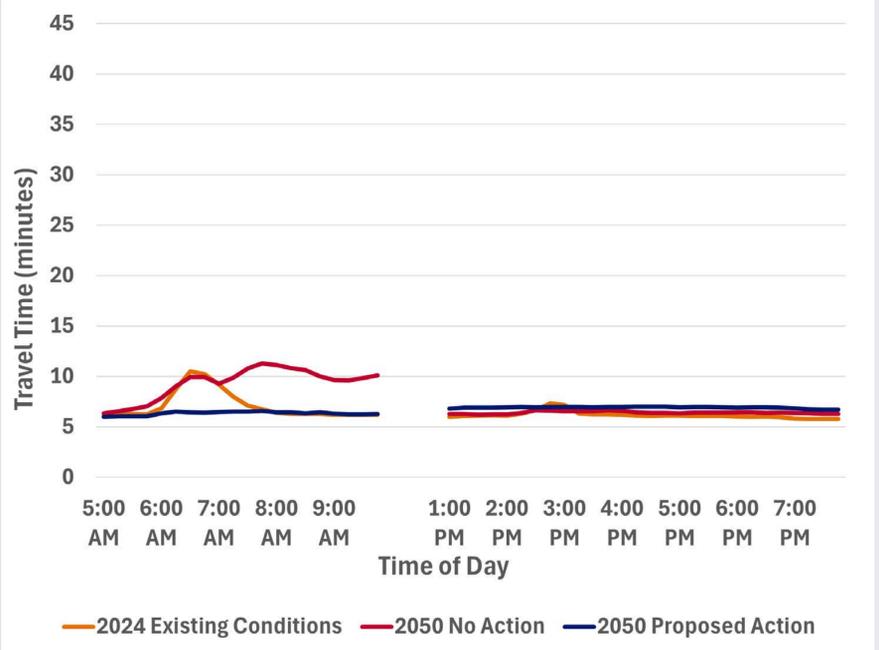
2050 Expected Crashes: Milepost 217.5 to 221.5 (76th Avenue to 104th Avenue)



2050 Peak Period Northbound I-25 General-Purpose Lane Travel Times: Milepost 214 to 221 (south of 58th Avenue to 104th Avenue)



2050 Peak Period Southbound I-25 General-Purpose Lane Travel Times: Milepost 221 to 215 (104th Avenue to 58th Avenue)



(720) 378-8859



I25.US36to104thAvenue@gmail.com



codot.gov/projects/studies/i25-us36-to104th





Public Input: What We've Heard



COLORADO
Department of Transportation

I-25 (US 36 to 104th Avenue)
Safety and Operations Improvements Study



We want to hear from you!

In 2024, CDOT received 372 responses to the survey about the project.

Who Uses This Section of I-25?



Over 90% of respondents drive between US 36 and 104th Avenue
Over 60% of respondents use it for commuting trips

Lane Additions



Over 70% support a new northbound lane (84th - 104th Ave)
Over 60% support a new southbound lane (Thornton Pkwy - 84th Ave)

Transit & Infrastructure



Over 60% prioritize smoother-running transit
Over 30% want more space between general-purpose & Express Lanes
23% prioritize better sidewalks/bike lanes on the 88th Ave bridge

Priorities Identified by Respondents Traffic & Safety



Over 90% prioritize smoother traffic flow
Over 80% prioritize safer conditions on I-25

Express Lane Usage



Nearly 45% use Express Lanes frequently or occasionally
Nearly 55% use Express Lanes rarely or never



Project team outreach included:

- ThorntonFest - June 2024 and June 2025
- Adams County Fair - August 2024
- Pop-up event at the Northglenn Rec Center - October 2024
- Thornton Harvest Fest - October 2024 and October 2025



(720) 378-8859



I25.US36to104thAvenue@gmail.com



codot.gov/projects/studies/i25-us36-to104th



Public Input: Thank You for Your Feedback



COLORADO
Department of Transportation

I-25 (US 36 to 104th Avenue)
Safety and Operations Improvements Study

Public outreach is essential for the project's success. Outreach efforts have:

- Provided accessible public engagement.
- Worked with local businesses, chambers of commerce, community groups and other organizations to share information and gather input.
- Ensured partner and stakeholder agencies (FHWA, RTD, Thornton, Northglenn, Adams County and Smart Commute) are involved and well-informed at every stage of the project and process.

Please let us know what you think about the Proposed Action and the removal of the bus slip ramps on I-25 at the Thornton Park-and-Ride by filling out the survey.



OR



OR



Visit this Link
codot.gov/projects/studies/i25us36to104th/public-involvement

Scan this Code

Fill out a hard copy at the public meeting

Project Contact Information:



codot.gov/projects/studies/i25-us36-to104th



I25.US36to104thAvenue@gmail.com



720.378.8859

Public outreach at ThorntonFest





Connecting the Community Through Mobility



COLORADO
Department of Transportation

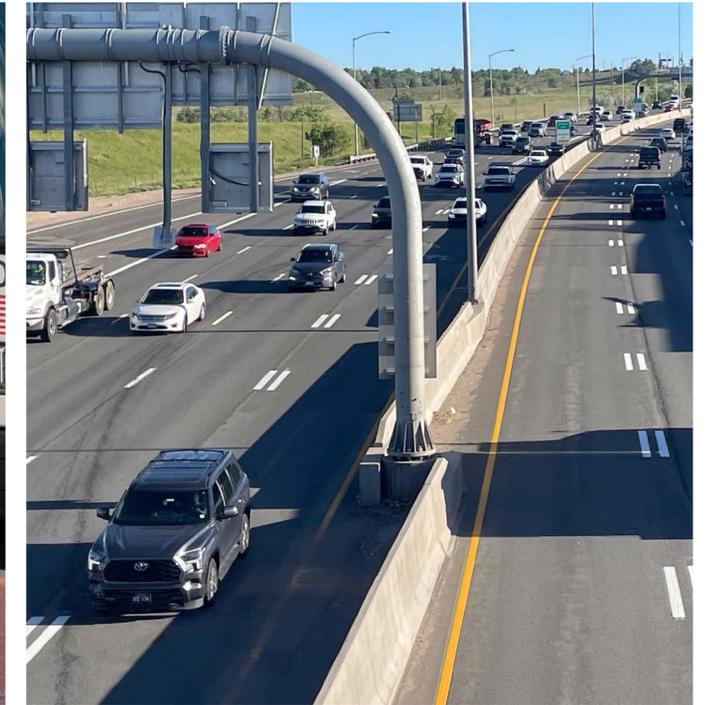
I-25 (US 36 to 104th Avenue) Safety and Operations Improvements Study

We want to know what you think

Think about the questions below and please fill out the online or paper survey. Your input will help CDOT and RTD to improve mobility options in the area.

The project proposes to remove the I-25 bus slip ramps at the Thornton Park-n-Ride. This improves safety and reduces delays from buses weaving in and out of the Express Lanes. Riders of the 120X bus would board at the Wagon Road Park-n-Ride instead, allowing buses to stay in the Express Lanes to downtown and shorten transit travel time. It is anticipated, local RTD bus routes will continue providing service to the Thornton Park-n-Ride.

- Do you support improving mobility along I-25?
- Do you currently use the Thornton Park-n-Ride?
- What modes do you use to access the Thornton Park-n-Ride (e.g. drive and park, walk, bike, e-scooter, etc.)?
- From which general direction do you typically travel to the Thornton Park-n-Ride?
- How often do you use transit in the area including the bus, N Line and other modes?
- List the transit route(s) you frequently use.
- Where is your typical destination?
- If your destination is Downtown Denver, which station do you typically prefer?
- What other mobility options would support your access to the Park-n-Ride or to the N Line?
- Share your comments or ideas for improvements.



Other Transportation Options

Over 25% of survey respondents said they walk, bike, or roll across I-25. The project would provide more room for these modes with a wider 88th Avenue bridge and an improved Niver Creek Trail undercrossing at the Thornton Park-n-Ride.

- Do you support these proposed changes for walking, biking and rolling?
- Share your comments or ideas for improvements.

Visit the QR Code to submit your comments.
We want to hear from you!

codot.gov/projects/studies/i25us36to104th/public-involvement

