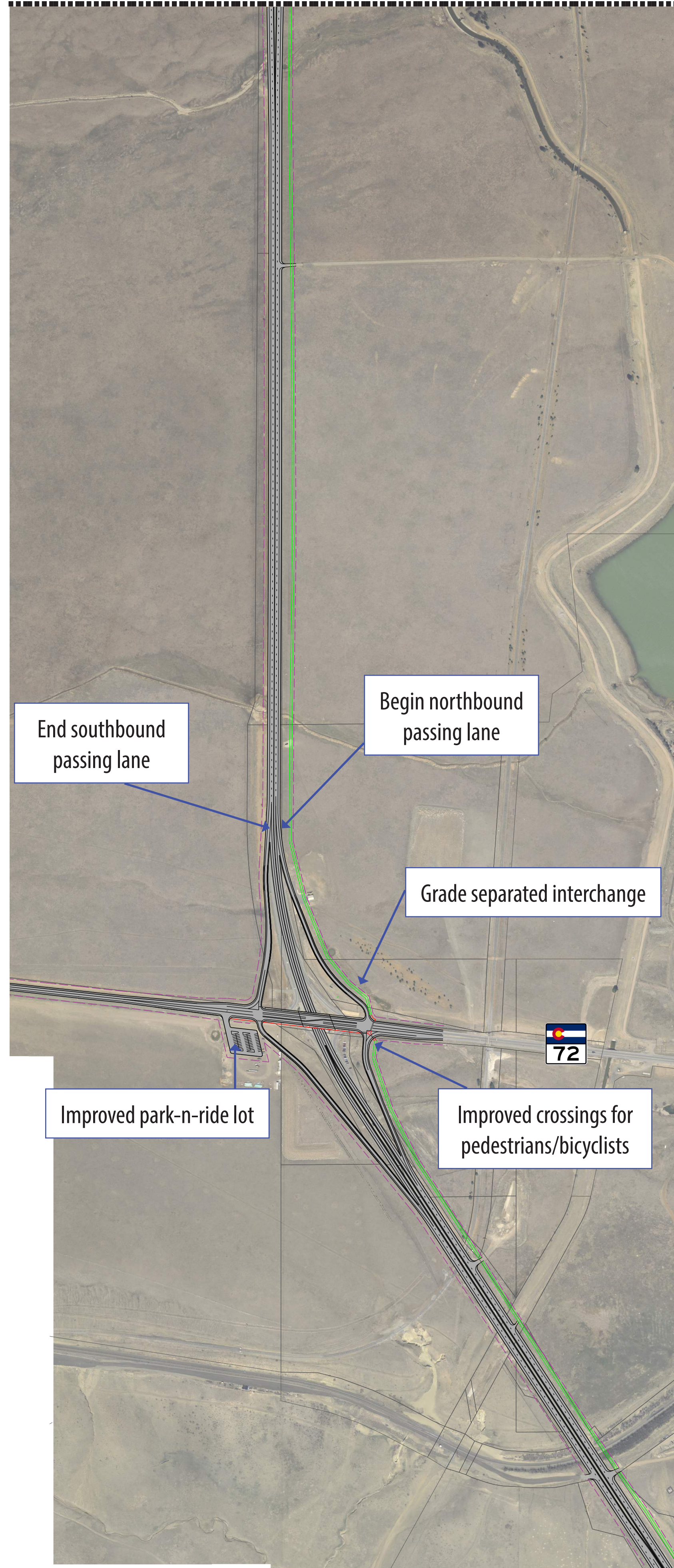


# CO 93 SEGMENT - 64TH TO CO 72

## ALTERNATIVE 2

Four General Purpose Lanes 64th Parkway to CO 72  
Two Lanes with Additional Passing Lanes CO 72 to CO 170

See Westgate Rd to CO 170 Segment

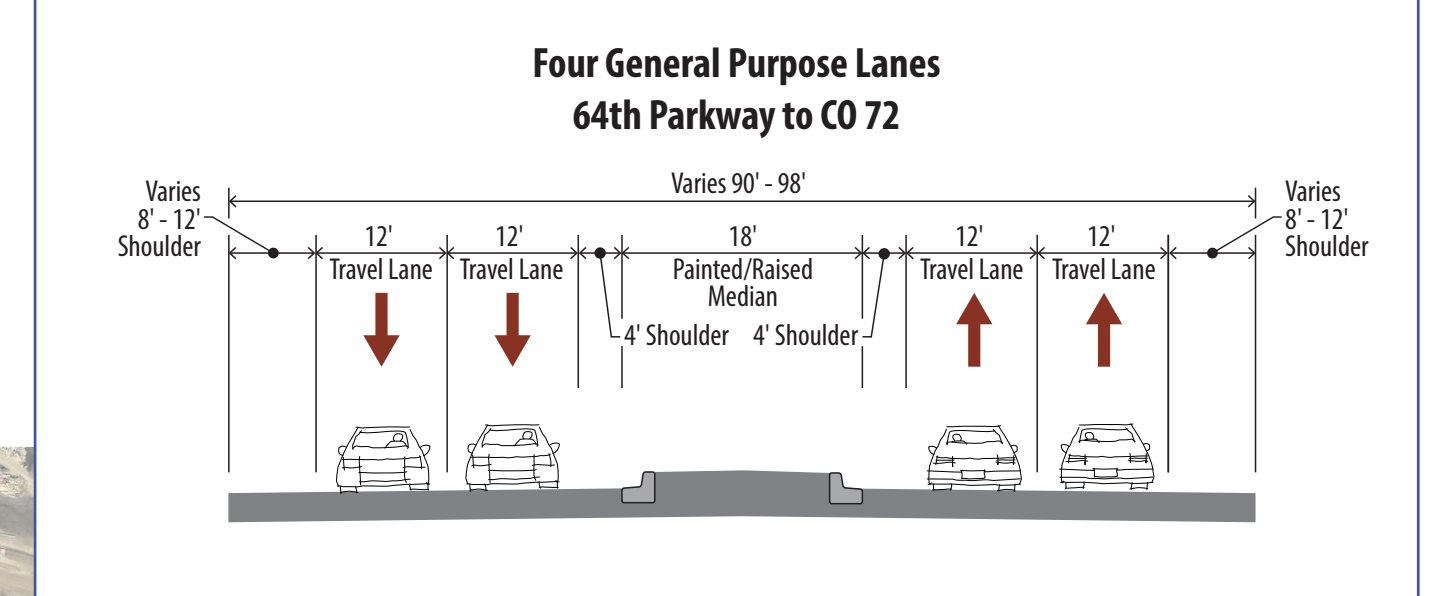


**LEGEND**

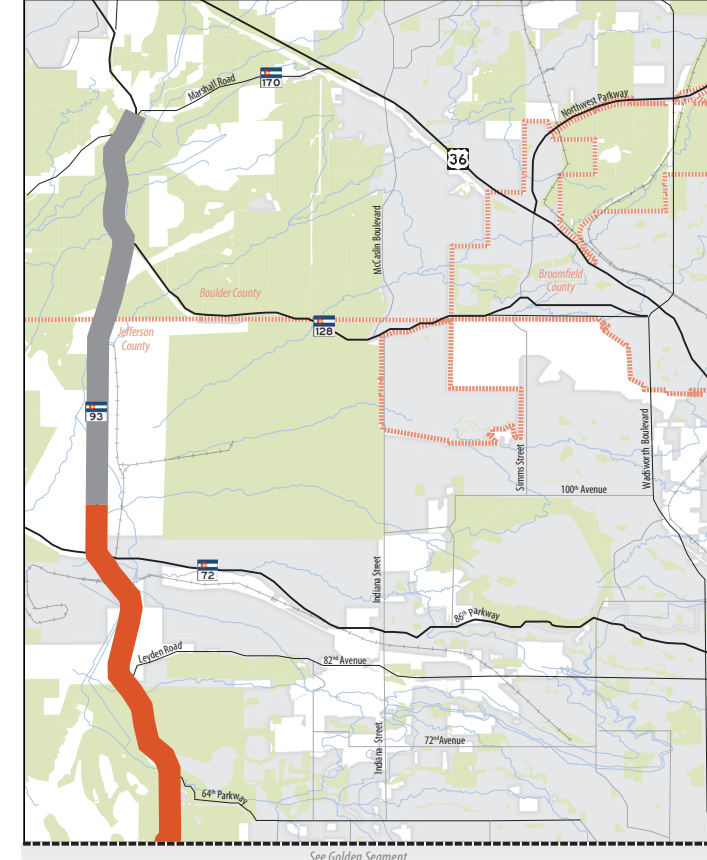
- Limits of Impacts
- Sidewalk
- Right-of-Way/Property Parcels
- Bus Stop
- Trails

NORTH

### Alternative 2



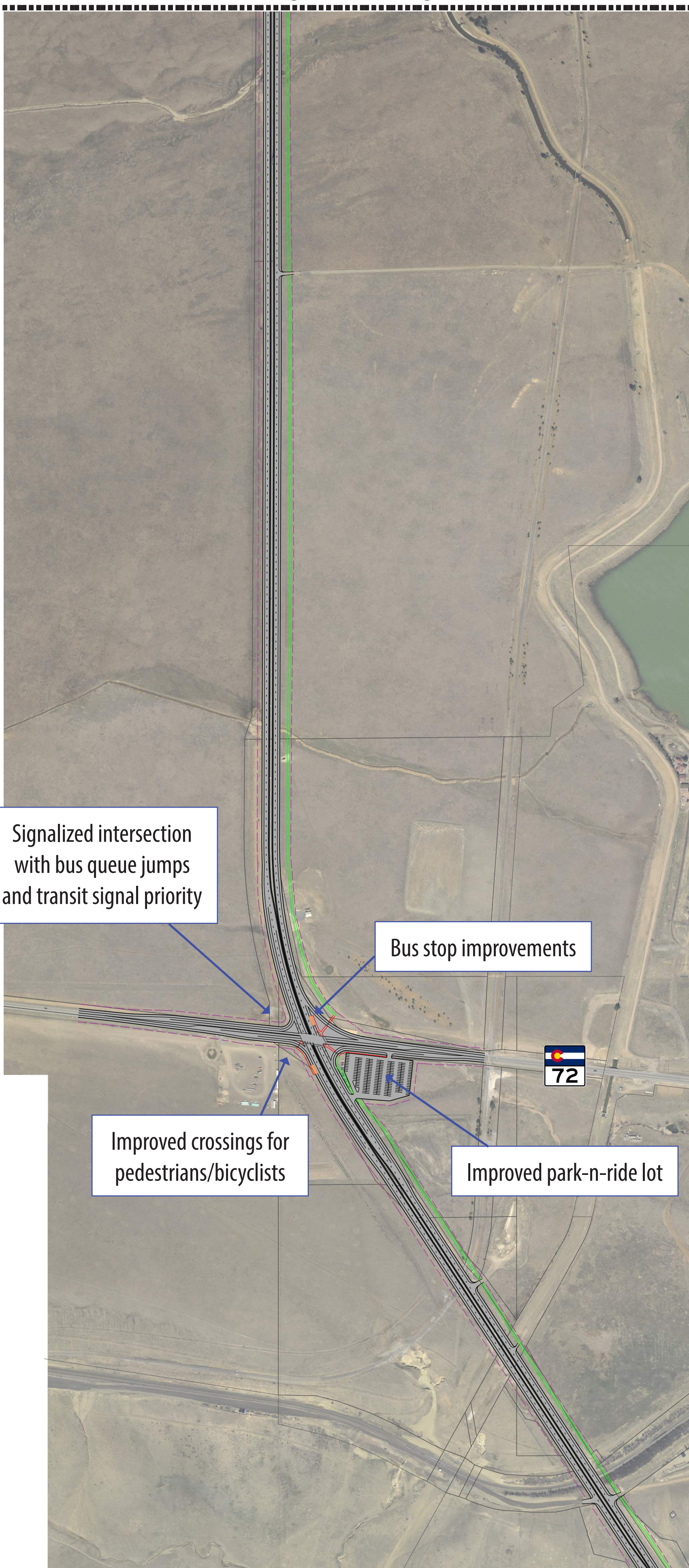
### CO 93 SEGMENT KEY MAP



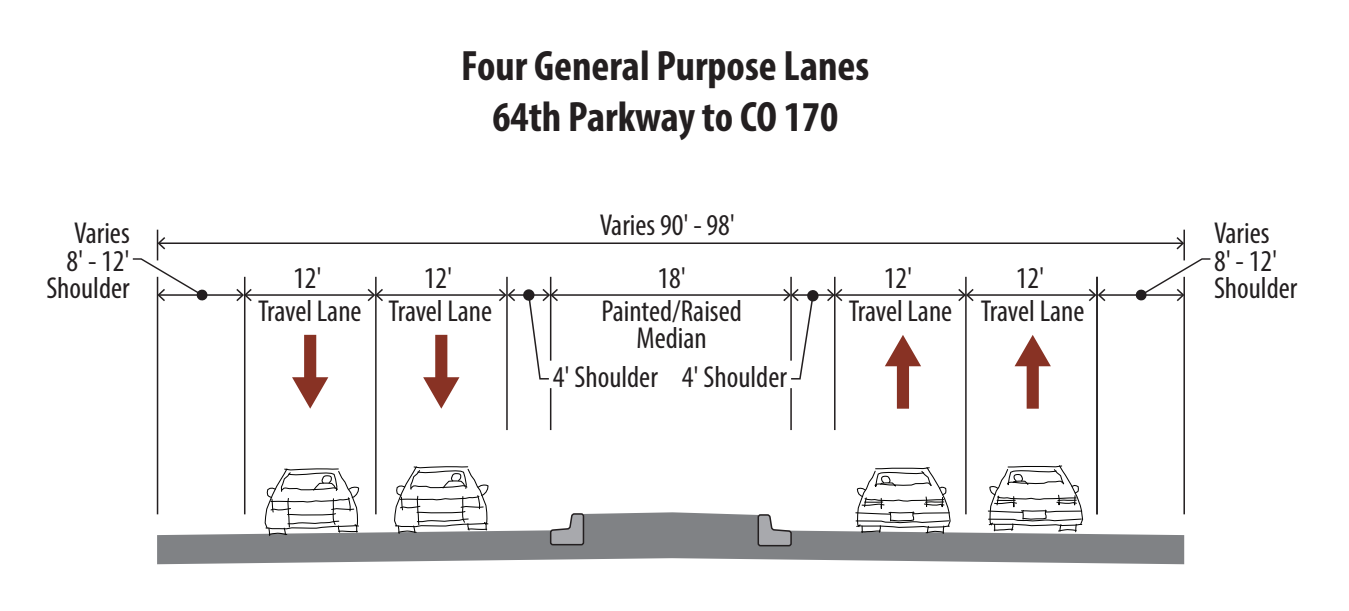
## ALTERNATIVE 1

Four General Purpose Lanes 64th Parkway to CO 170

See Westgate Rd to CO 170 Segment



### Alternative 1



Separated trail along east side of CO 93

Signalized intersection improvements

Improved crossings for pedestrians/bicyclists

### Technology and Corridor Management Recommendations for CO 93 Segment

**Separated Trail along CO 93** – Paved pedestrian/bicyclist trail along the east side of CO 93 extending from Golden to Boulder.

**Improved Route GS Service** – Expansion of transit service to provide additional peak period and midday transit service.

**Variable Speed Limit CO 72 to Boulder** – Electronic speed limit signage to allow the dynamic adjustment of speed limits for appropriate travel speeds based on traffic, weather, or other roadway conditions. Variable speed limits can improve safety by increasing uniform behavior of motorists and reducing the likelihood of congestion- or weather-related crashes.

**Enhanced Communication Infrastructure** – Enhanced fiber optic communication infrastructure to support data transmission from vehicle detection systems, closed circuit television cameras, and other technology devices and vehicle-to-roadway technology.

**Adaptive Signal Control** – Traffic signal control technology in which traffic signal timing changes automatically via computer algorithms based on real-time traffic conditions.

**Travel Demand Management Strategies** – Strategies that encourage corridor users to utilize the existing infrastructure in different ways and/or at different times of the day, rather than driving alone in the peak traffic periods. Possible strategies include incentive programs such as EcoPasses, bike sharing and bike parking, and carpools and vanpools.

**Enhanced Maintenance and Operations Program** – Efficient snow removal and icing prevention, effective pavement management, incident or weather-triggered street sweeping, and efficient upkeep of signs, pavement markings, guardrail, impact attenuators, and signals using an advanced technological alert and scheduling program.

**Incident Management Plan** – A planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents, so that traffic flow may be restored as safely and quickly as possible.

**Access Management Plan** – Proactive management of vehicular access points along the highway corridor, which may consider access spacing, adding, removing or combining accesses, improving grades and sight distance at driveways, safe turning movements/lanes and median treatments to maintain overall mobility and the functional integrity and safety along the highway corridor.

**Snow Fence** – Fencing designed to the geographic conditions along the highway to reduce blowing snow across the highway pavement. A number of factors need to be considered before installing a snow fence: location, windbreaks, fence ending, installation, maintenance and interference with animal migratory paths. A living snow fence can also provide the benefits of an artificial snow fence.

Location of potential future Jefferson Parkway Intersection with CO 93 being evaluated by the Jefferson Parkway Public Highway Authority

82ND AVE

Improved crossings for pedestrians/bicyclists

Separated trail along east side of CO 93

Location of potential future Jefferson Parkway Intersection with CO 93 being evaluated by the Jefferson Parkway Public Highway Authority

68TH AVE

## ALTERNATIVE 2

Four General Purpose Lanes 64th Parkway to CO 72  
Two Lanes with Additional Passing Lanes CO 72 to CO 170

**LEGEND**

- Limits of Impacts
- Sidewalk
- Right-of-Way/Property Parcels
- Bus Stop
- Trails

NORTH

68TH AVE

## ALTERNATIVE 1

Four General Purpose Lanes 64th Parkway to CO 170

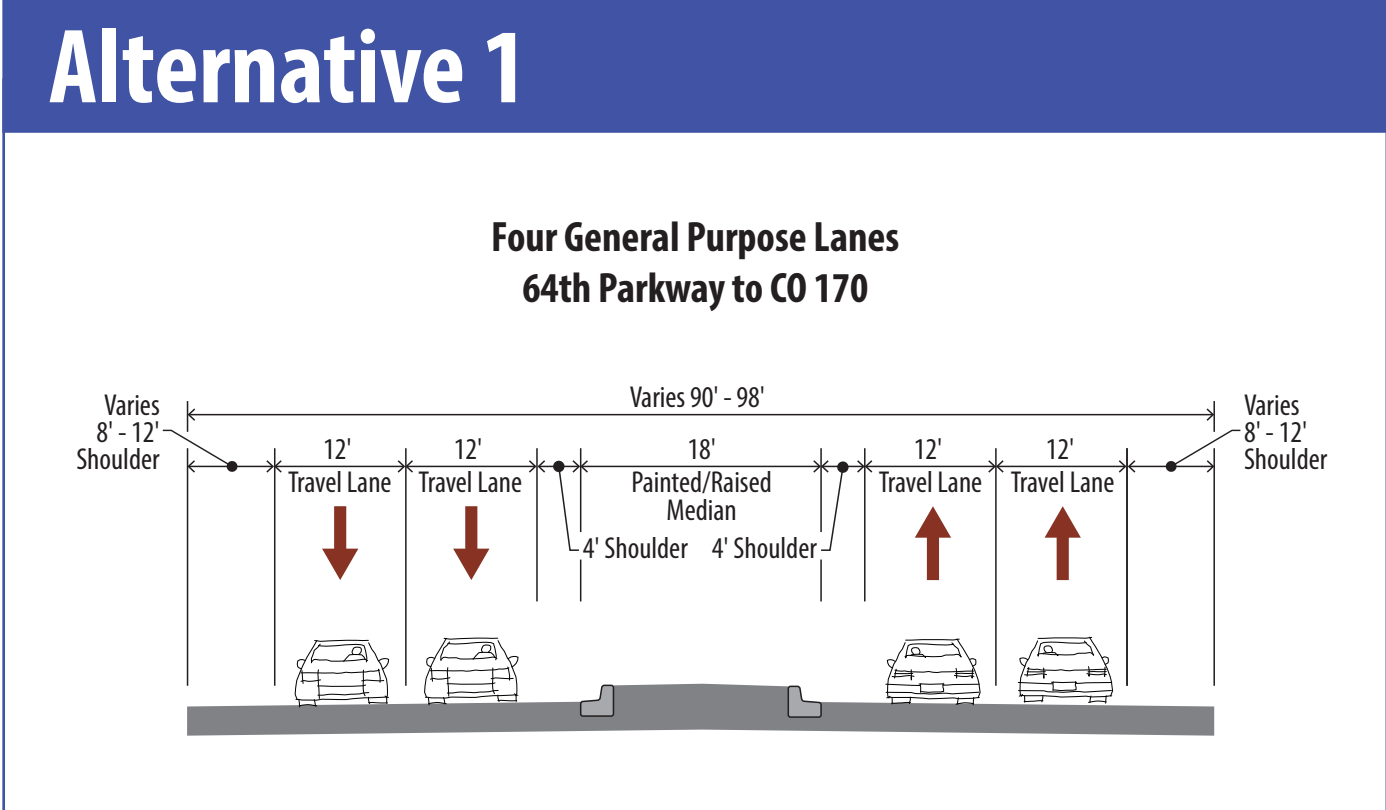
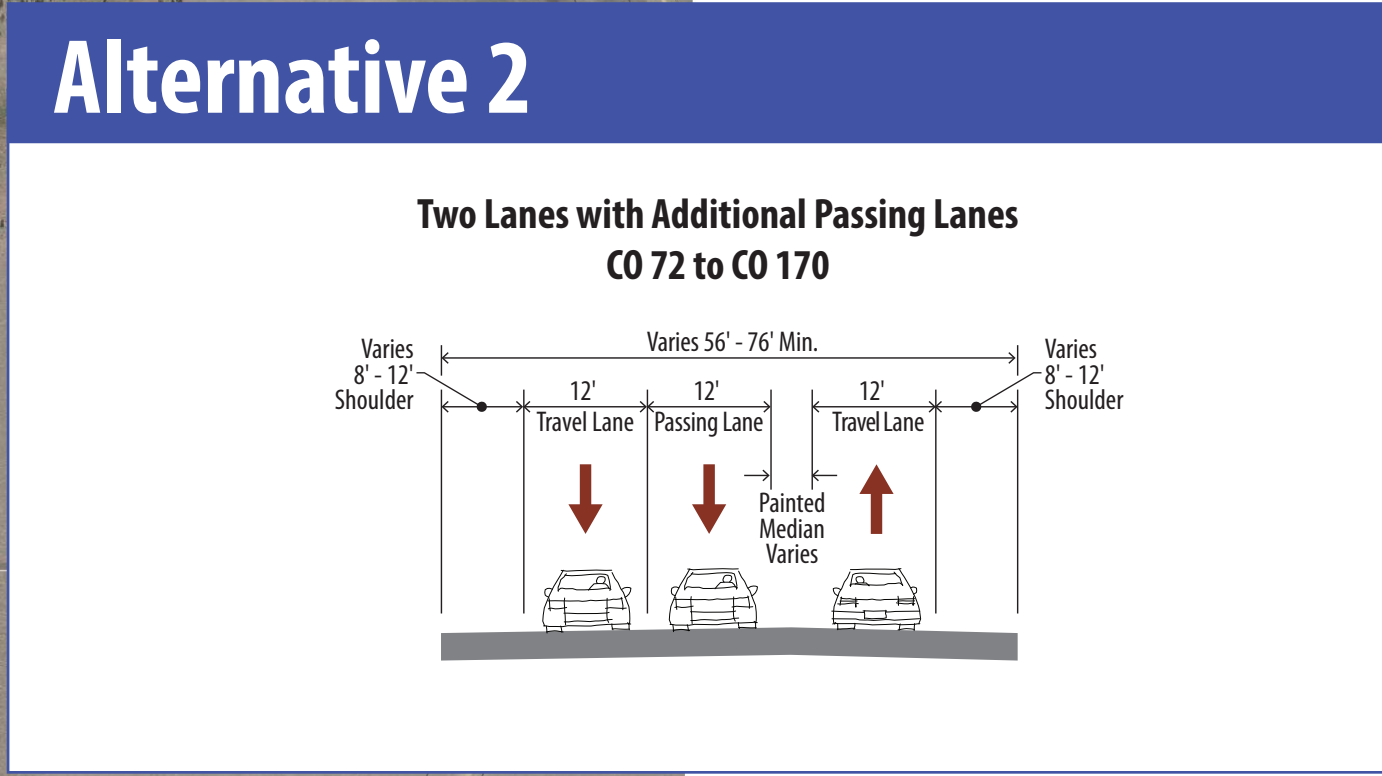
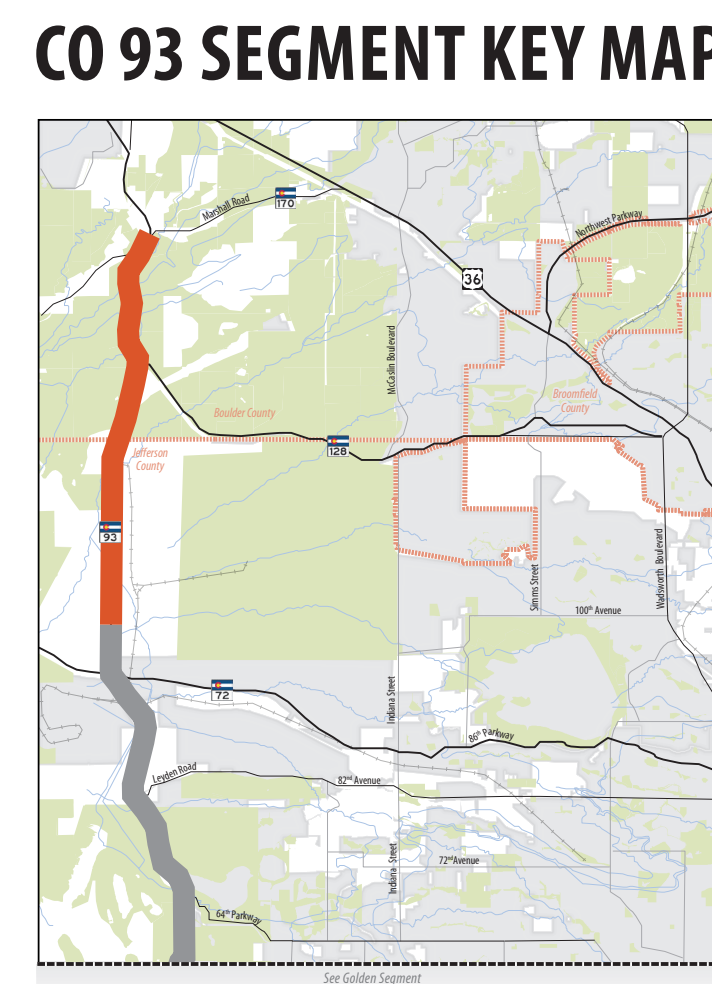
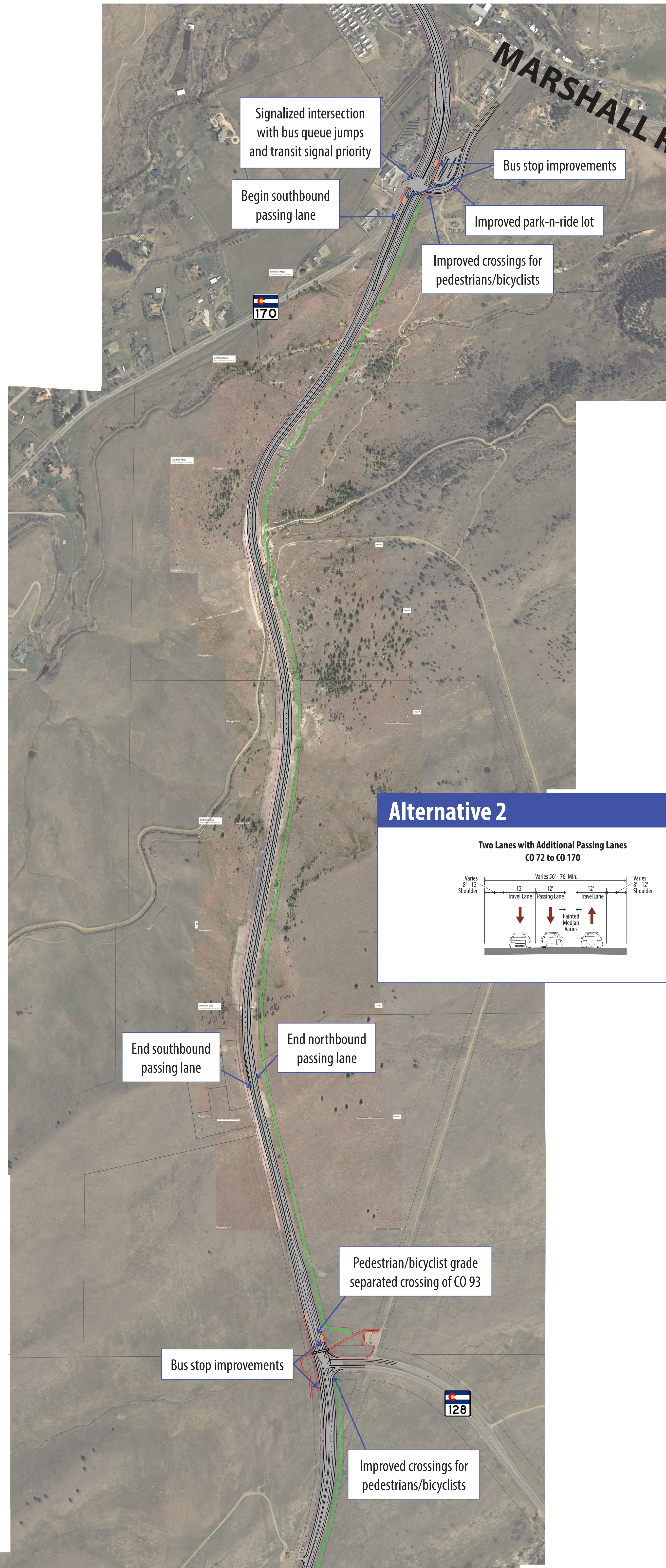
# CO 93 SEGMENT - WESTGATE RD TO CO 170

## ALTERNATIVE 1

Four General Purpose Lanes 64th Parkway to CO 170

## ALTERNATIVE 2

Four General Purpose Lanes 64th Parkway to CO 72  
Two Lanes with Additional Passing Lanes CO 72 to CO 170



### Technology and Corridor Management Recommendations for CO 93 Segment

- Separated Trail along CO 93** – Paved pedestrian/bicyclist trail along the east side of CO 93 extending from Golden to Boulder.
- Improved Route 65 Service** – Expansion of transit service to provide additional peak period and midday transit service.
- Variable Speed Limit CO 72 to Boulder** – Electronic speed limit signage to allow the dynamic adjustment of speed limits for appropriate travel speeds based on traffic, weather, or other roadway conditions. Variable speed limits can improve safety by increasing uniform behavior of motorists and reducing the likelihood of congestion- or weather-related crashes.
- Enhanced Communication Infrastructure** – Enhanced fiber optic communication infrastructure to support data transmission from vehicle detection systems, closed circuit television cameras, and other technology devices and vehicle-to-roadway technology.
- Adaptive Signal Control** – Traffic signal control technology in which traffic signal timing changes automatically via computer algorithms based on real-time traffic conditions.
- Travel Demand Management Strategies** – Strategies that encourage corridor users to utilize the existing infrastructure in different ways and/or at different times of the day, rather than driving alone in the peak traffic periods. Possible strategies include incentive programs such as EcoPasses, bike sharing and bike parking, and carpools and vanpools.
- Enhanced Maintenance and Operations Program** – Efficient snow removal and icing prevention, effective pavement management, incident or weather-triggered street sweeping, and efficient upkeep of signs, pavement markings, guardrail, impact attenuators, and signals using an advanced technological alert and scheduling program.
- Incident Management Plan** – A planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents, so that traffic flow may be restored as safely and quickly as possible.
- Access Management Plan** – Proactive management of vehicular access points along the highway corridor, which may consider access spacing, adding, removing or combining accesses, improving grades and sight distance at driveways, safe turning movements/lanes and median treatments to maintain overall mobility and the functional integrity and safety along the highway corridor.
- Snow Fence** – Fencing designed to the geographic conditions along the highway to reduce blowing snow across the highway pavement. A number of factors need to be considered before installing a snow fence: location, windbreaks, fence ending, installation, maintenance and interference with animal migratory paths. A living snow fence can also provide the benefits of an artificial snow fence.

