



Project Timeline

In 2018, CDOT completed a Planning and Environmental Linkages (PEL) study focused on a large study area along Vasquez Boulevard between 52nd and 64th Avenues. The PEL laid the framework for transportation improvements and future National Environmental Policy Act (NEPA) documentation. In 2019 - 2021, an alternatives evaluation process resulted in conceptual design of the Proposed Action for near-term operational and safety improvements along Vasquez Boulevard. In mid-2021, an Environmental Assessment and preliminary design of improvements began. Agency and public input was considered throughout the project. The Environmental Assessment document is available for public review from Nov. 9 through Dec. 15, 2023. Comments are encouraged and will be considered before determining if the project will be constructed.

<i>Aug. 2018</i>	<i>Aug. 2019 - Apr. 2021</i>	<i>Jan. & Feb. 2020</i>	<i>May 2021</i>	<i>Oct. 2021 - Jul. 2022</i>	<i>Apr. - Jun. 2023</i>	<i>Nov. 9 - Dec. 15, 2023</i>
Vasquez Blvd Planning and Environmental Linkages (PEL) Study Completed	PEL to National Environmental Policy Act (NEPA) Study Transition	Near-Term Project Introduction Public Outreach	Environmental Assessment and Preliminary Design Began	Property Owner Review of Conceptual Design	Proposed Action Focus Group and Property Owner Meetings	Environmental Assessment Public Review Period
<ul style="list-style-type: none"> Identified long-term transportation improvements and evaluated potential near-term projects that could be implemented with available funding. 	<ul style="list-style-type: none"> Updated existing and forecasted condition information. Developed and evaluated alternatives for improvements that could be constructed in the near term to improve operations and safety. Coordinated with Commerce City, Adams County and other interested parties on conceptual design of the Proposed Action. 	<ul style="list-style-type: none"> Introduced the NEPA and design phase and the project Purpose and goals. Gathered feedback regarding existing transportation issues and ideas for near-term improvements. 	<ul style="list-style-type: none"> Focused on improving Vasquez Boulevard from I-270 to 64th Avenue. 	<ul style="list-style-type: none"> Obtained owner feedback regarding potential impacts to their property and discussed possible mitigation or minimization efforts. 	<ul style="list-style-type: none"> Gathered comments regarding the Proposed Action preliminary design, including any impacts/associated mitigation and suggestions for design revisions to be incorporated as the project design efforts continue. 	<ul style="list-style-type: none"> Provided the EA for public review through multiple forums.

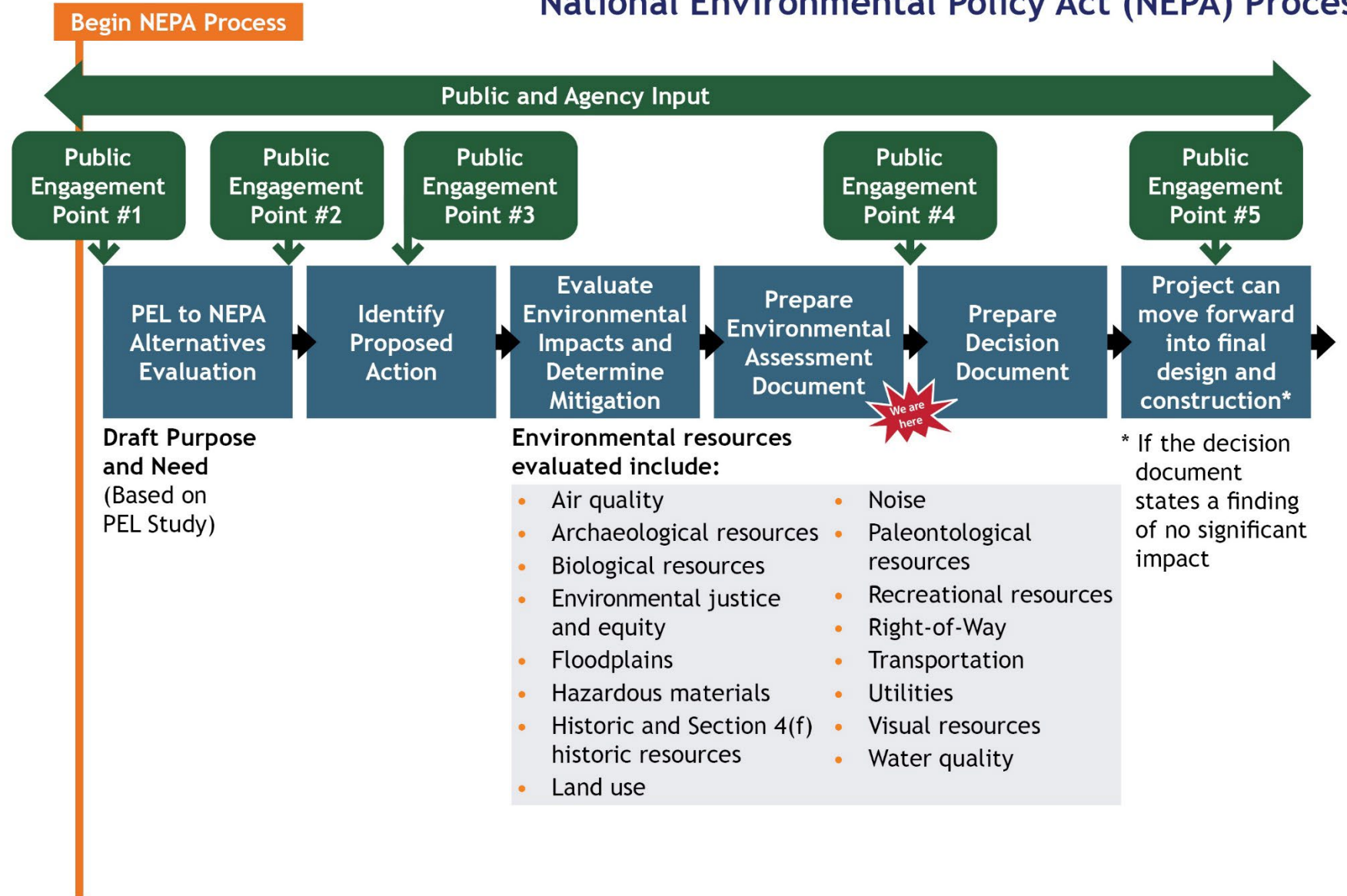
Planning and Environmental Linkages (PEL) - An approach to transportation decision making that considers environmental, community, and economic goals early in the planning stage and carries them through project development, design, and construction. PEL studies are often precursors to NEPA documents.

National Environmental Policy Act (NEPA): A federal law that requires federal projects to evaluate environmental and social impacts to a proposed action.



National Environmental Policy Act (NEPA) Process

This project followed National Environmental Policy Act (NEPA) regulations. Once the Planning and Environmental Linkages (PEL) to NEPA alternatives evaluation process resulted in a set of proposed improvements (the “Proposed Action”), an Environmental Assessment (EA) study was conducted to identify and address potential environmental and community impacts. The EA document is available for a public review from Nov. 9 through Dec. 15, 2023. CDOT and the Federal Highway Administration will review and consider public comments, which will be published in a decision document. If the decision document states a finding of no significant impact, the project may move forward into final design and construction. If the project is found to have significant impact(s), the proposed action would need to be modified or a more robust study would be required.



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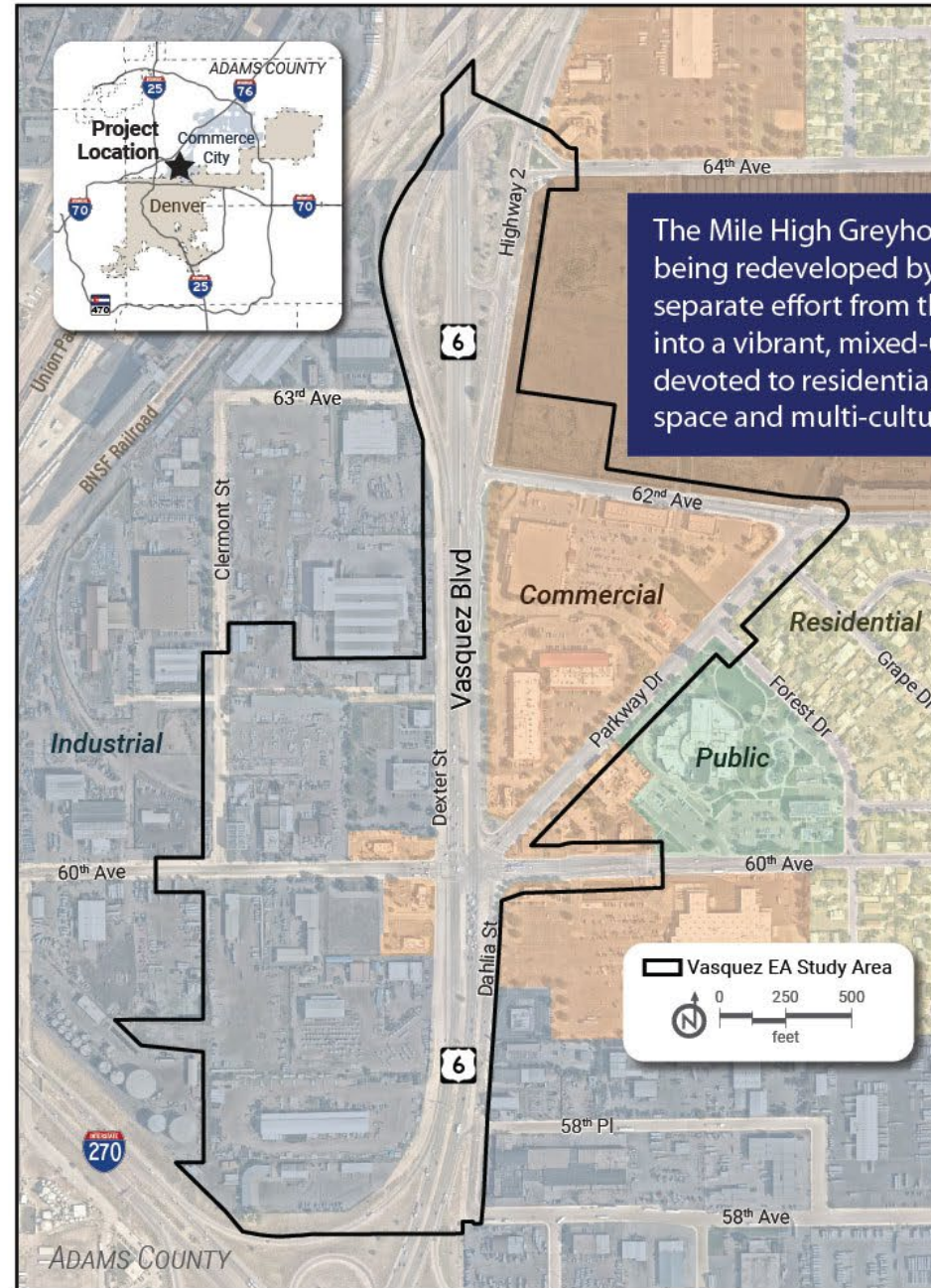
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Project Location and Study Area

The project is located in Commerce City, within Adams County, Colorado. The Study Area extends along Vasquez Boulevard from 58th Avenue (adjacent to the I-270 interchange) to south of the BNSF railroad tracks (near 64th Avenue). West of Vasquez Boulevard, the Study Area extends to Clermont Street, between the on-ramp to I-270 and just north of 60th Avenue. East of Vasquez Boulevard, the Study Area includes Parkway Drive and 62nd Avenue.

The area on the west side of Vasquez Boulevard is currently zoned mostly for industrial uses and the area on the east side of Vasquez Boulevard is zoned for industrial, commercial, public, residential, and mixed use land uses.



The Mile High Greyhound Park site is currently being redeveloped by Commerce City (as a separate effort from the Vasquez Blvd project) into a vibrant, mixed-use area with land devoted to residential, retail/commercial, open space and multi-cultural/educational uses



Purpose & Need and Project Goals

The Purpose and Need was informed by the previous Planning and Environmental Linkages (PEL) Study and the existing transportation conditions identified throughout the Study Area. The Purpose of the Vasquez Boulevard I-270 to 64th Avenue Project is to improve vehicular and pedestrian facilities to enhance connectivity along this vital north-south local transportation corridor. Improvements will link and move people and goods and adapt to future travel demands.

The current roadway geometry and operations, combined with the lack of pedestrian connections, no longer accommodates existing or future travel demand. Project improvements are needed to improve operations, safety and pedestrian connections. Project goals were created to guide development of the Proposed Action.

Project Purpose

- ↕ Improve vehicular and pedestrian facilities to enhance connectivity along this vital north-south local transportation corridor.
- 🔗 Improvements will link and move people and goods and adapt to future travel demands.

Needs

Project improvements are needed to:

- improve operations (traffic flow) for vehicles and freight
- improve safety
- improve pedestrian connections



Goals

The goals of the Vasquez Boulevard I-270 to 64th Avenue Project transportation improvements are to:

- balance access between the transportation network and adjacent land uses
- minimize and mitigate impacts to the built environment consistent with local master plans
- minimize impacts to the natural environment



Existing and Forecasted Traffic Operations

An analysis conducted in 2022 as part of the Environmental Assessment compared existing traffic counts (2019) with the projected future condition in 2040 without the Proposed Action improvements (based on traffic forecast models). Average daily traffic will have moderate growth, but the presence of freight truck traffic will continue to contribute substantially to congestion throughout the corridor. The 60th and 62nd Avenue intersections have unusual designs that cause delays and restrict traffic movements. Without the Proposed Action, some traffic will wait approximately two minutes longer in the evening at those intersections (southbound Vasquez Boulevard traffic at 60th Avenue and westbound 62nd Avenue traffic at Vasquez Boulevard). Westbound 62nd Avenue traffic queues will increase by 438% in the evenings. Travel times between 58th Avenue to the railroad underpass north of the Highway 2 ramps will more than double.

Traffic Volumes



Intersection Wait Times



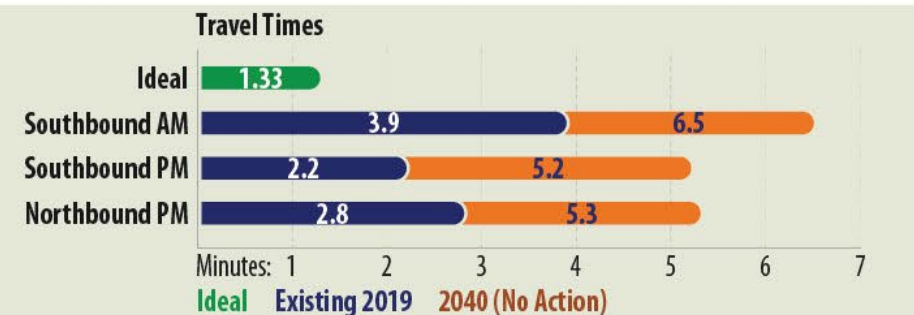
Queue Lengths

The line of vehicles waiting at the 60th and 62nd Avenue intersections will get much longer.



Travel Time

Travel times between 58th Avenue to the railroad underpass north of the Highway 2 ramps will more than double.



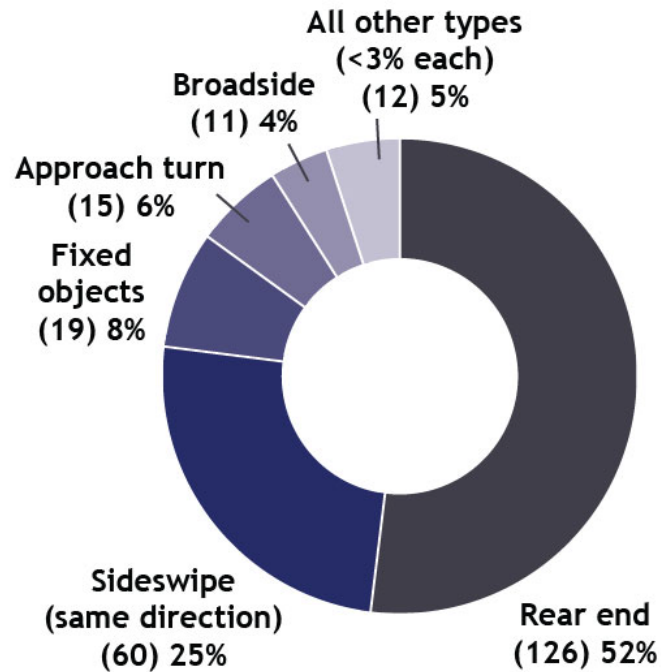


Safety Assessment

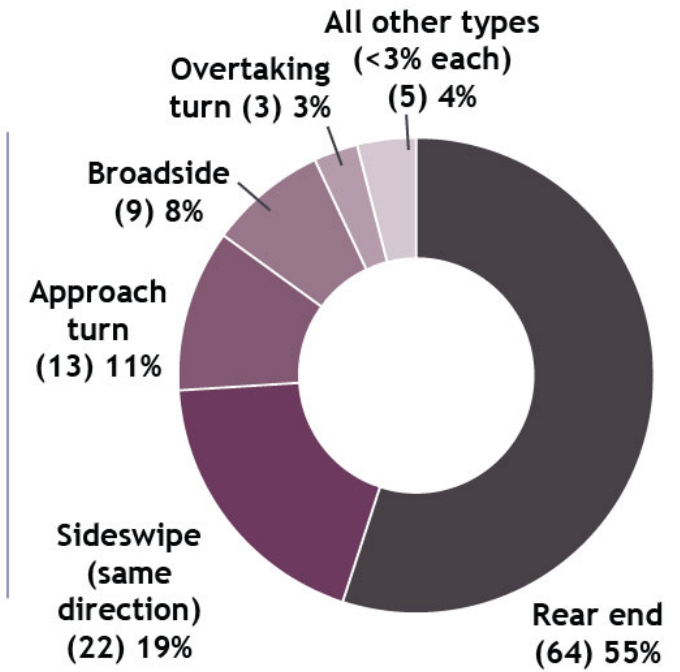
A safety assessment was conducted for the Study Area. During the study period from 2015 to 2019, there were 243 crashes along Vasquez Boulevard in the Study Area. 54% of the total crashes were intersection-related, with 89% occurring at the Vasquez Boulevard/60th Avenue intersection. More than half of all crashes were rear-end collisions primarily caused by traffic congestion. Sideswipe crashes between traffic flowing the same direction were also frequent. Most sideswipe crashes at the Vasquez Boulevard/60th Avenue intersection involved vehicles turning left.

High traffic volumes and deficient pedestrian facilities were also found to create safety concerns. The safety assessment concluded operational improvements and upgrading pedestrian facilities are needed to improve safety.

**Vasquez Boulevard
Crash Distribution
(2015 - 2019)**



**Vasquez Boulevard/60th Avenue
Intersection Crash Distribution
(2015 - 2019)**





Missing Sidewalks and Existing Bus Stops

The infrastructure within the Study Area lacks connectivity between modes, including roads, bicycles, pedestrians and transit, which limits mobility and decreases the safety of travel. Within the study area, there are many missing sections of sidewalk and there is only one east/west crossing of Vasquez Boulevard (at 60th Avenue). A lack of crossing opportunities creates a barrier for pedestrians to safely move from the residential area east of Vasquez Boulevard to businesses on the west side.

RTD bus stops located in the vicinity of Vasquez Boulevard/60th Avenue are situated along the southeast frontage road (Dahlia Street) and 60th Avenue. Bus stops in the area serve RTD Routes 48, 49, and 88. Currently, there is not a connected accessible path from the neighborhoods and local businesses to the existing bus stops.

Lack of sidewalks reduces safe mobility choices in this industrial area.

Many segments of missing sidewalks exist throughout the Study Area causing unreliable and difficult travel for pedestrians and bicyclists.

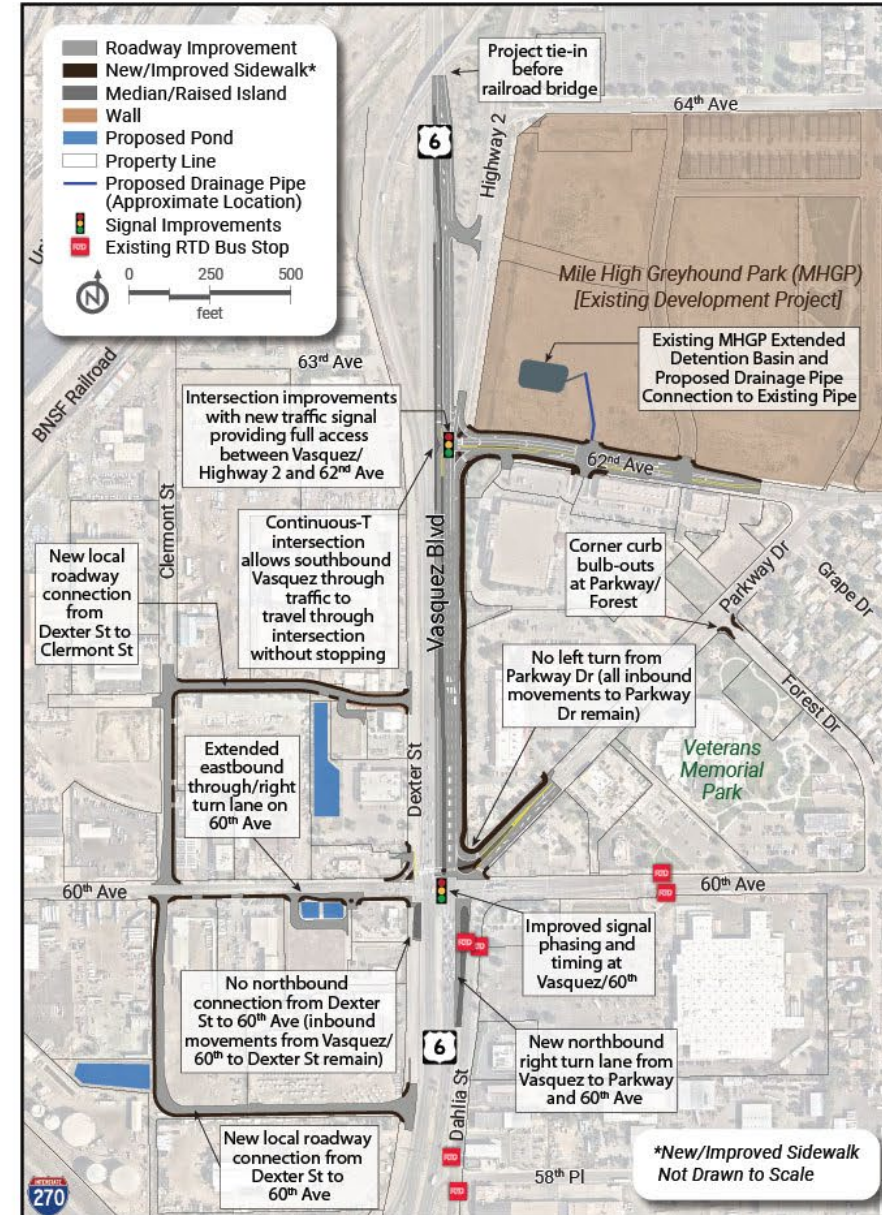




Proposed Action

The components included in the Proposed Action are the result of alternatives developed and screened during the Planning and Environmental Linkages Study for Vasquez Boulevard, as well as public and stakeholder engagement and additional alternatives considered during the Environmental Assessment. The Proposed Action includes:

- Operational and intersection improvements at the Vasquez Boulevard/60th Avenue intersection.
- Operational improvements at the Vasquez Boulevard/62nd Avenue intersection.
- New local street connections west of Vasquez Boulevard.
- Sidewalk improvements and expansions along 60th Avenue, 62nd Avenue, Clermont Street and the new local street connections on the west side of Vasquez Boulevard.

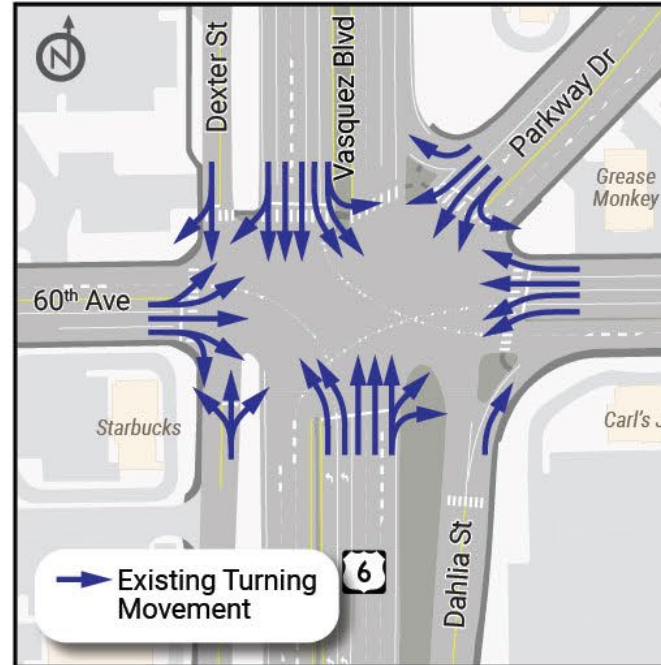




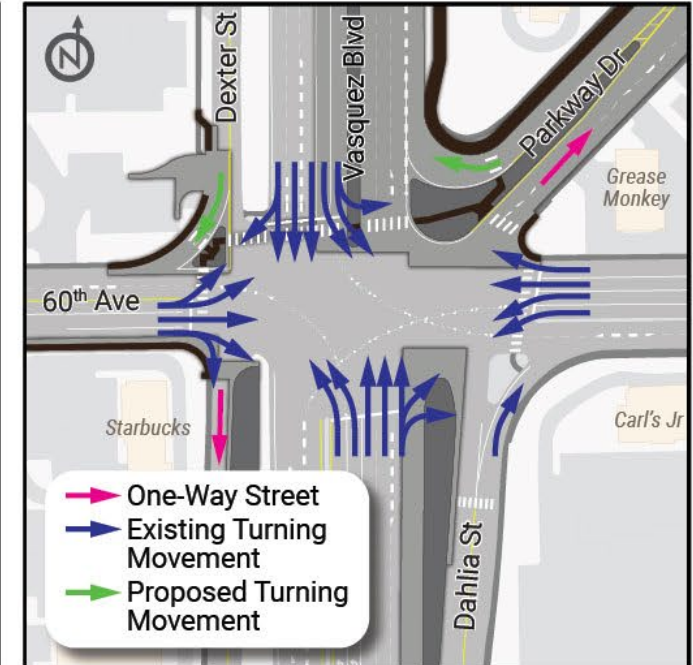
60th Avenue Existing and Proposed Turning Movements

The proposed changes at 60th Avenue aim to improve traffic operations along Vasquez Boulevard and improve safety for vehicles, pedestrians, and bicyclists. By limiting movements for vehicles headed southbound on Parkway Drive and restricting inbound movements to the frontage roads (along with other associated changes), the Proposed Action would reduce 2040 afternoon traffic delays at both the 60th Avenue and 62nd Avenue intersections by nearly two minutes per vehicle. In 2040, peak morning traffic at the 60th Avenue intersection would find delay reduced by more than 80 seconds per vehicle.

Existing Turning Movements



Proposed Turning Movements



Limiting turning movements substantially reduces wait time for vehicles traveling on Vasquez Boulevard and improves safety for pedestrians and bicyclists crossing the intersection.

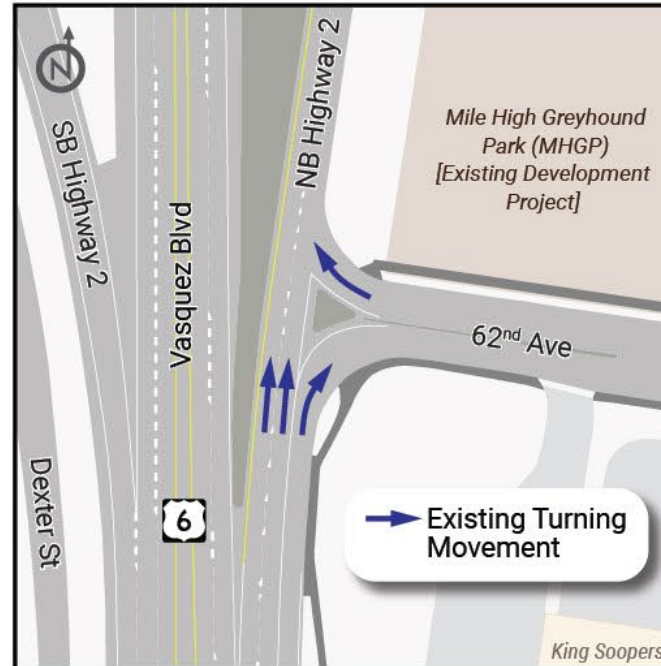


62nd Avenue Existing and Proposed Turning Movements

The Proposed Action for the Vasquez Boulevard/ 62nd Avenue intersection includes a new traffic signal to provide movement from Parkway Drive to Vasquez Boulevard after restricting movements at the 60th Avenue/Parkway Drive intersection. Adding this traffic signal and changing the intersection into a "Channelized T" configuration has the following benefits:

- Continuous green time for southbound traffic on Vasquez Boulevard and the Highway 2 off ramp without stopping at the signal for 62nd Avenue traffic.
- Southbound Highway 2 off ramp remains in existing configuration.
- Traffic signal provides full access to/from 62nd Avenue and Vasquez Boulevard/Northbound Highway 2.
- Dedicated lanes for westbound 62nd Avenue traffic to turn right to Highway 2 or northbound Vasquez Boulevard, or to turn left to southbound Vasquez Boulevard.

Existing Turning Movements



Proposed Turning Movements

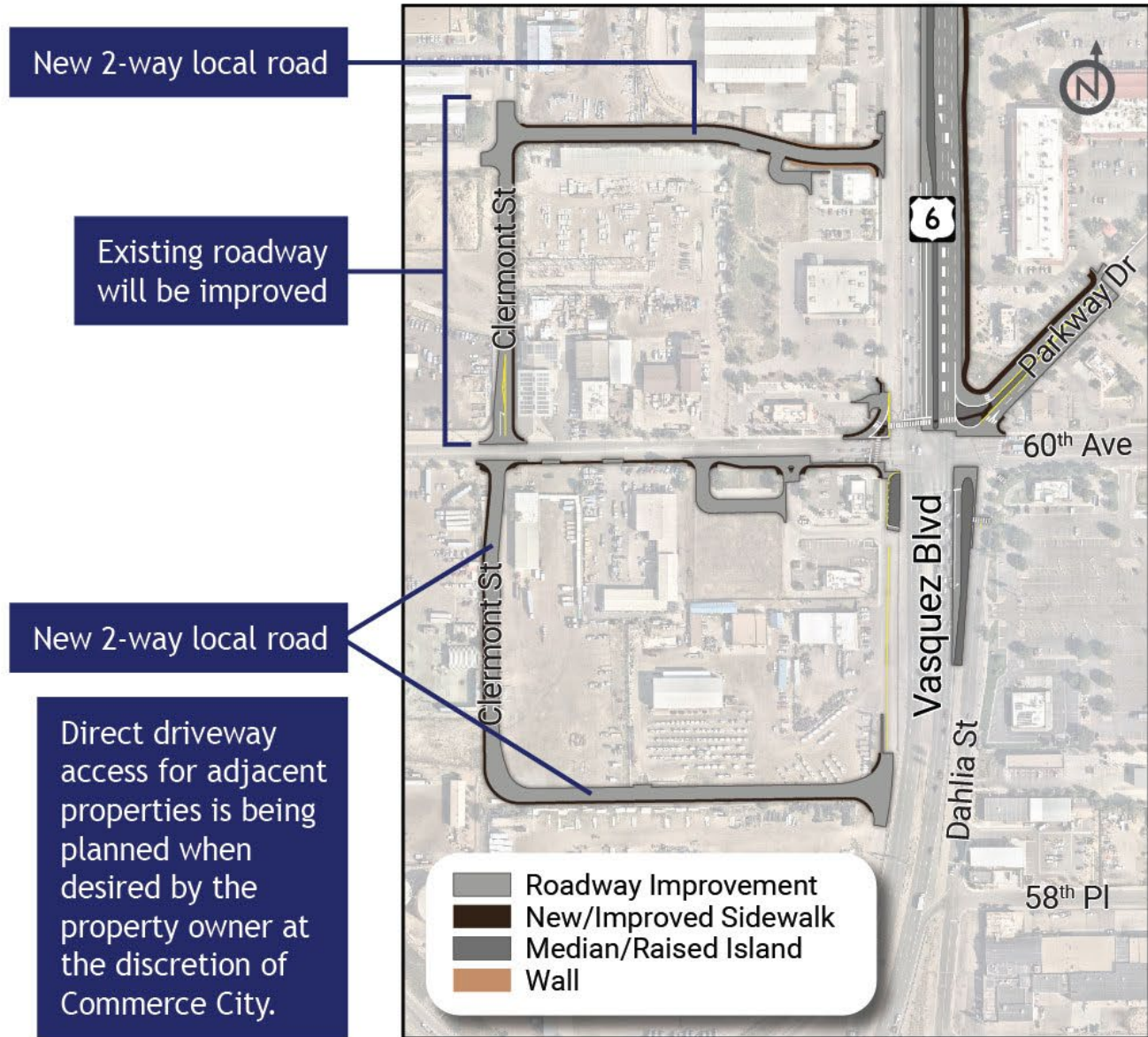




Need for New Local Road Connections

The new local roadway connections west of Vasquez Boulevard would enhance the local circulation and pedestrian connectivity of the local street network. The new roadways are two-lane, two-way local roads. In order to improve operations at the eight-legged intersection of Vasquez Boulevard/60th Avenue, it was necessary to remove access options and turning movements, simplifying the intersection.

The new roadways provide safer operations for local transportation while maintaining access to properties. The new connections would reduce congestion and improve safety by providing alternate local routes and reducing the turning movements at and adjacent to the complicated intersection. While the new local roadway connections would enhance the circulation in the area west of Vasquez Boulevard, they are not expected to substantially change the traffic volume on any of the existing roads.





Proposed Sidewalk Connections

Sidewalk improvements and expansions are planned along the east side of Vasquez Boulevard, 60th Avenue, 62nd Avenue, Clermont Street and the new local street connections on the west side of Vasquez Boulevard. Improvements to make it easier and more comfortable for pedestrians and bicyclists to cross intersections are also planned.

Adding sidewalks, filling in missing sidewalk gaps and improving crosswalks would provide connectivity for pedestrian/bicycle travel. These connections would allow for residential areas to connect to bus facilities, commercial properties, parks and regional trails in the area.

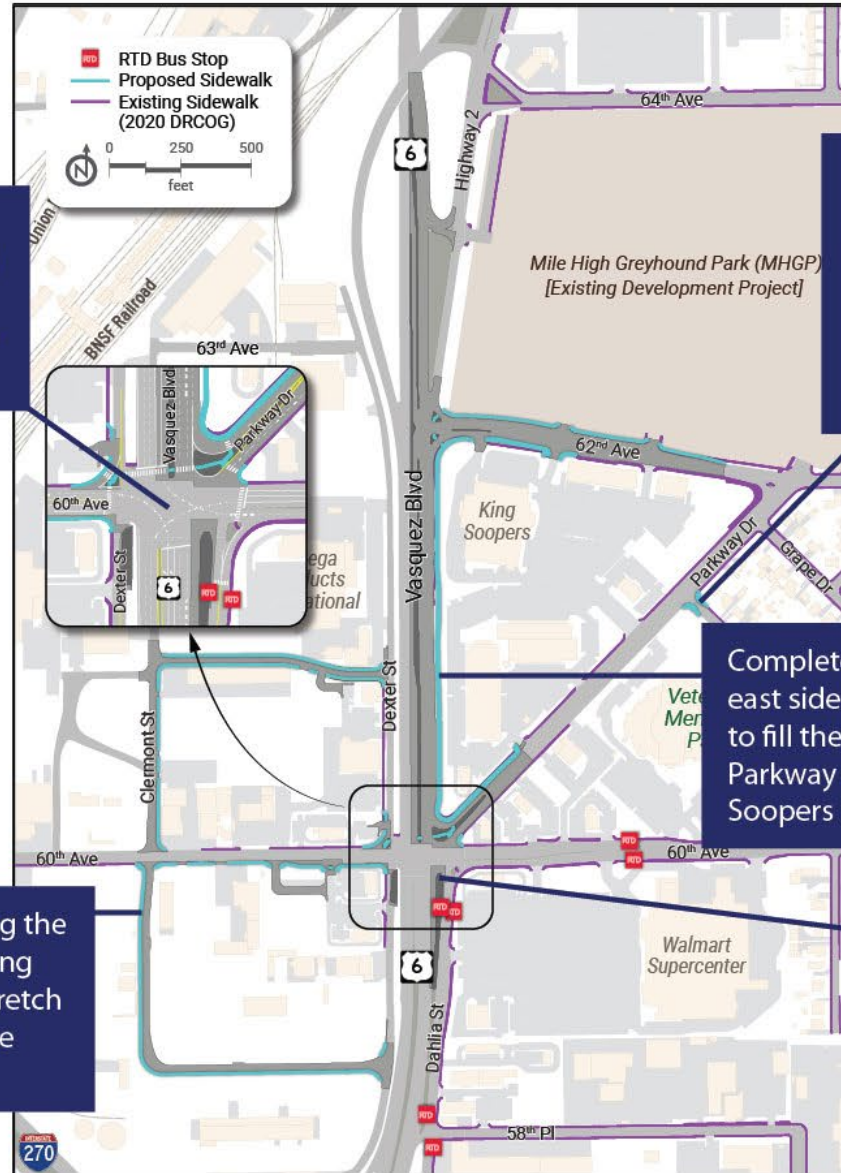
Improved traffic signal phasing and timing will create safer and more comfortable pedestrian and bicyclist crossings.

Add corner curb bulb-outs to reduce pedestrian crossing distance across Forest Drive and indicate Forest Drive as a neighborhood street.

Complete the sidewalk on the east side of Vasquez Boulevard to fill the existing gap between Parkway Drive and the King Soopers property.

Sidewalk will be provided along the new local access roads and along the west side of the existing stretch of Clermont Street between the new road and 60th Avenue.

Add a pedestrian refuge space to address lack of access to the RTD bus stop.





Temporary Environmental and Community Impacts and Mitigation

The Proposed Action was evaluated for impacts to environmental and community resources within the study area. Most resources would experience no impacts, potential minor impacts, or temporary construction impacts.

Temporary impacts are expected only during construction and could impact transportation, air quality, noise, environmental justice, recreation resources, water quality, and hazardous materials. Most impacts are consequences of construction activities and typically pertain to access modifications or effects of using construction machinery. All impacts will be mitigated through best management practices and public outreach and notification, when applicable.

No impacts are anticipated for floodplains, historic resources, or existing land use. Minor impacts could potentially occur to paleontological and archeological resources.

Temporary Impacts

Category	Impact	Action/Mitigation
Transportation	Road and sidewalks closures/detours	Adequate and safe vehicle and pedestrian/ bicycle detours will be in place.
Air Quality	Pollutants, air toxics, and greenhouse gas emissions	Submit any required Air Pollutant Emission Notice(s) to the Colorado Department of Public Health and Environment and CDOT.
Noise	Construction-related noise	Prepare a Construction Noise Mitigation Plan and follow local and state-level noise ordinances and statutes.
Environmental Justice	Limited access and congestion along corridor	Provide pedestrian detours, inform businesses of construction activities, and maintain access to businesses.
Environmental Justice	EJ populations will experience a majority of impacts	Distribution of Spanish materials and outreach to limited English proficiency communities will continue through all stages of project.
Recreation Resources	Delays when accessing park properties	All park access will remain open during construction.
Water Quality	Potential erosion and sediment	Stormwater management plan will be developed.
Water Quality	Potential pollutants in water resources	A spill prevention, control, and countermeasure plan will be developed.
Hazardous Materials	Potential impacts to sites associated with hazardous materials	Prepare a Materials Management Plan, complete a Health and Safety Plan, and comply with state and federal guidelines for managing hazardous materials.



Permanent Environmental and Community Impacts and Mitigation

Permanent impacts were identified as those which would make changes to the study area’s resources or existing conditions that would last through 2040. These impacts include transportation, biological resources, water quality, utilities, and right-of-way. Positive permanent benefits to the Vasquez project corridor include improvements to local road connections and street character. Other permanent impacts require coordination with other agencies to mitigate impacts to local wildlife and plant species, relocate utility structures, and manage property acquisition and easements.

Permanent Impacts

Category	Impact	Action/Mitigation
Transportation	Improved local road connections	Construction of local roadways will be completed prior to start of Vasquez Boulevard.
Biological Resources	Impacts to five federal-listed species in South Platte River	Water used for construction use will be reported to the U.S. Fish and Wildlife Service after completion of the project.
Biological Resources	Ground disturbance to prairie dog burrows and burrowing owls	Comply with CDOT prairie dog management guidance and Colorado Parks and Wildlife survey protocols for burrowing owls.
Biological Resources	Potential impacts to migratory birds from vegetation removal and construction noise	Conduct a pre-construction migratory bird survey and comply with Migratory Bird Treaty Act.
Biological Resources	Potential introduction and spread of noxious and invasive weed species	Develop an Integrated Noxious and Invasive Weed Management Plan.
Water Quality	Increase in impervious surfaces	Project plans include three potential water quality facilities to mitigate impacts from increases in runoff.
Utilities	Relocation of some above ground utility features	Utility coordination will continue throughout the design process.
Right-Of-Way	23 properties impacted by property acquisition and easement	A right-of-way specialist will be assigned to each property owner and all acquisitions will comply with state and federal requirements.
Visual Resources	Planting street trees	New tree locations will be identified in landscaping plans.

Additional details about impacts and mitigation are available in the Environmental Assessment document.



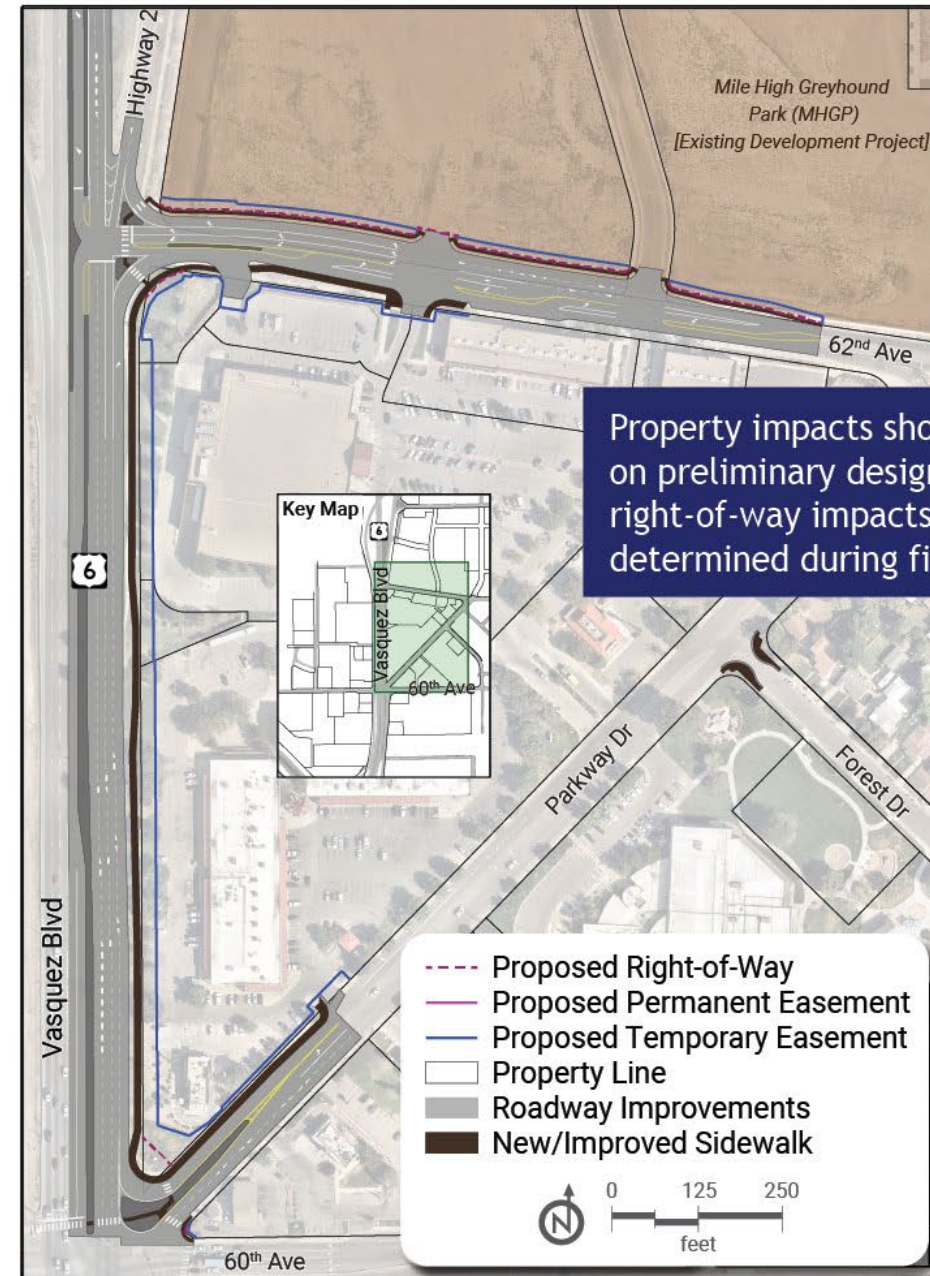
Anticipated Right-of-Way Needs - Construction Package 1

This project will not result in any direct right-of-way impacts to residential properties. No relocations are planned. A small strip of property along the north side of 62nd Avenue needs to be acquired from the Mile High Greyhound Park development to allow for turn lanes to be constructed, and a small bit of landscaped area needs to be acquired on the northeast corner of Vasquez Boulevard and Parkway Drive for the improved turn lane. Small slivers of permanent easements and temporary construction easements will be needed adjacent to roadway improvements.

Property acquisition for right-of-way will conform to requirements set forth in the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (Public Law 91-646 as amended).

For questions regarding the right-of-way process, contact:

Penny Clemons
CDOT Region 1 Right-of-Way Supervisor
303-757-9887 | penny.clemons@state.co.us





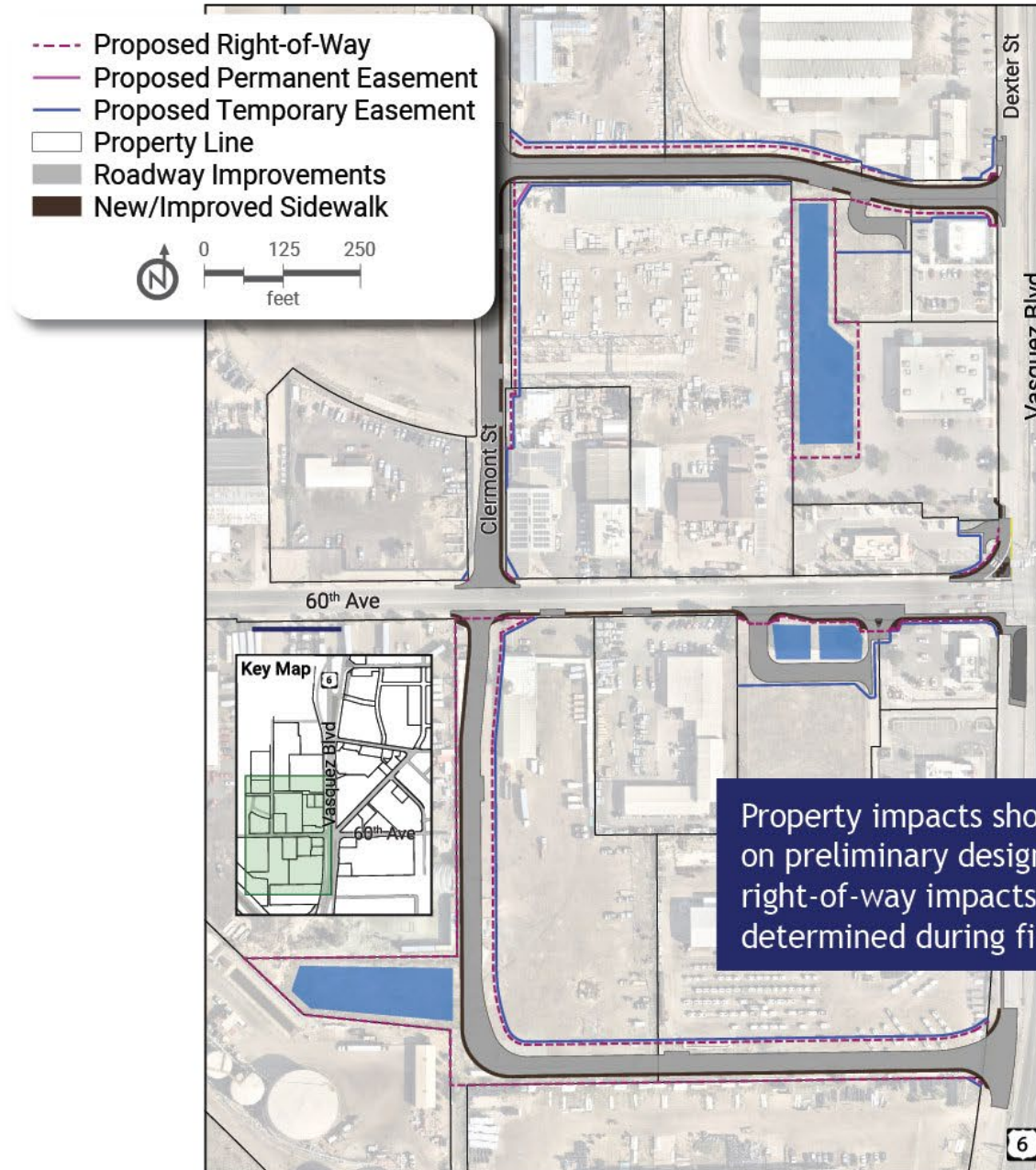
Anticipated Right-of-Way Needs - Construction Package 2

This project will not result in any direct right-of-way impacts to residential properties. No relocations are planned. Partial property acquisitions will be required from multiple commercial properties for the new local access roads, water quality ponds, and the improved turn lane at for southbound Dexter Street to westbound 60th Avenue. Small slivers of permanent easements and temporary construction easements will be needed adjacent to roadway improvements.

Property acquisition for right-of-way will conform to requirements set forth in the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (Public Law 91-646 as amended).

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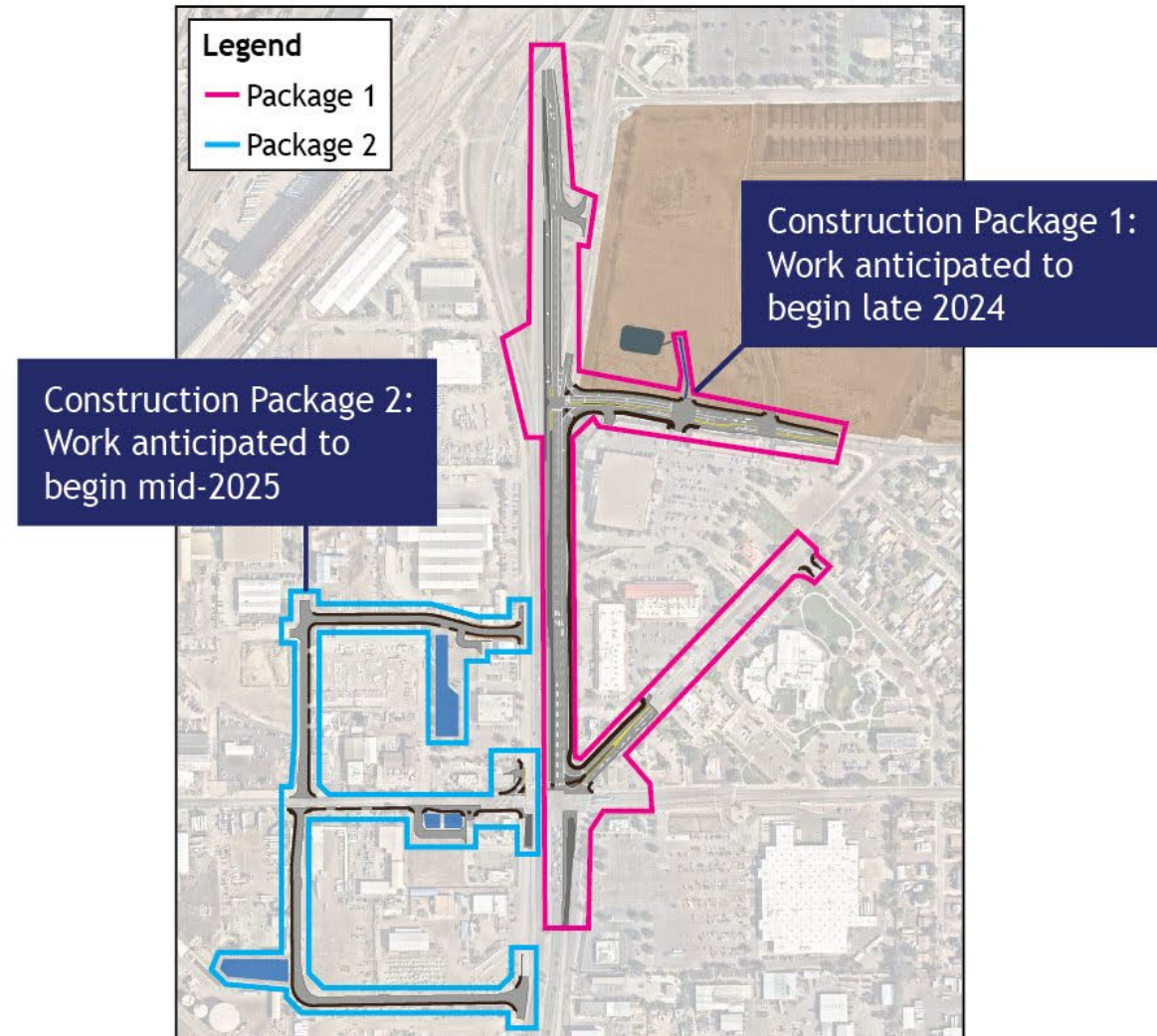


Project Implementation

If the project is found by CDOT and the Federal Highway Administration to have no significant impact, the project will move forward into final design and construction. The project would be constructed in two main phases, called “construction packages.” The first package includes improvements to 62nd Avenue, constructing the new 62nd Avenue/Vasquez Boulevard intersection, improvements along Vasquez Boulevard, limiting movements at the Parkway Drive/Vasquez Boulevard intersection, and associated changes along Parkway Drive. The second package includes all work west of Vasquez Boulevard, including construction of the new local access roads, sidewalks, and water quality ponds.

Package 1 construction is expected to begin in late 2024. Package 2 construction is expected to begin in mid-2025. Details of exact timing and work durations in certain areas will be determined as part of that effort and are not known at this time.

Construction Packages



Sign up to receive project updates and alerts when construction occurs by emailing dot_vasquez_i270to64@state.co.us or through the comment form on the project web page: www.codot.gov/projects/vasquez-improvements-i270-to-64th



Other Projects in the Area

CDOT is planning other projects in the vicinity of the Vasquez Boulevard improvements. The CO 224 Multimodal improvements project and the I-270 Corridor Improvements project are being conducted as separate efforts. Reach out to those project teams for more information.

I-270 Corridor Improvements



- The purpose of the project is to implement transportation solutions that modernize the I-270 corridor to accommodate existing and forecasted transportation demand.



- Draft Environmental Impact Study available for public comment: Fall 2024
- Environmental study completion: Winter 2025
- Contact: Project hotline 303-512-4270 | cdot_i270@state.co.us
- Website: www.codot.gov/projects/studies/i270study

CO 224 Multimodal Improvements



- The project will resurface CO 224 from US 36 to US 6 and provide sidewalk, drainage, lighting, and other improvements to allow multimodal connectivity along the CO 224 corridor.
- Construction anticipated Spring 2025
- Contact:
Gary Huber, CDOT Project Manager
303-398-6768 or gary.huber@state.co.us