Golden’s Plan

For the Highway 6 & 93 Corridor
Purpose of the Study

- Accommodate regional traffic needs on Highways 6 and 93, as defined by the Northwest Quadrant Feasibility Study.
- Find a solution that meets community goals and addresses community concerns.
- Keep costs reasonable ($35 million per mile or less).

Study Process

In August 2002, Golden hired Muller Engineering to study and develop improvements to Highways 6 and 93.

All aspects of this study were centered around community input. The City sponsored nine public meetings to provide residents the opportunity to weigh in on the designs. Hundreds of citizens participated and generated over 2,300 documented comments which all factored into the final design. Citizen groups were also represented at design team progress meetings.

The Project Timeline

- **Fall 2002**: Held three public open houses to solicit citizen input and establish project goals.
- **Winter/Spring 2003**: Developed design alternatives around public feedback.
- **Summer 2003**: Held two open houses to present design alternatives to the public for comment, which resulted in final recommendations.
- **Late Summer 2003**: Presented Recommended Preferred Alternative to Golden City Council. Held four open houses to present the Recommended Preferred Alternative to the public for comments.
- **October 23, 2003**: Golden City Council adopted the Recommended Preferred Alternative— Golden’s Plan—by unanimous vote (7 to 0).
**Transportation Goals**

The Northwest Quadrant Feasibility Study (NWQFS) outlined the set of regional transportation improvements needed to increase mobility in Northwest Jefferson County over the next 20 years.

Golden’s Plan for the Highway 6 and 93 Corridor was developed to illustrate the transportation facility required to meet the recommendations of the NWQFS for Highways 6 and 93, including:

- Widen the corridor to 4 lanes.
- Improve safety.
- Accommodate the traffic volumes anticipated in 2020.
  - 50,000 vehicles per day on 6.
  - 40,000 vehicles per day on 93.
- Make it easy to accommodate increased traffic volumes beyond 2020.
- Accommodate multiple modes of travel.

**Community Goals**

The community’s overarching goal was to build a road that is consistent with Golden’s natural, historic, and community characteristics. To that end, citizens agreed upon three primary community-related goals:

1. **Minimize Noise**
   - Reduce average noise levels in yards adjacent to the highway to 55 decibels or less. (55 decibels is approximately the background noise level of two or three people having a friendly conversation in a living room.)
   - Make the roadway design speed 45 mph.

2. **Enhance Neighborhood Connectivity**
   - Make the corridor friendly to pedestrians and bicyclists.
   - Connect neighborhoods, schools and parks that are currently separated by the highway.

3. **Protect the Natural and Historic Beauty of the Mountain Backdrop**
   - Preserve views of the mountains and valley from the road.
   - Reduce views of the highway from homes.
EXISTING PEDESTRIAN BRIDGE (TO BE RECONSTRUCTED)

PEDESTRIAN TRAIL ALONGSIDE TUCKER GULCH (UNDER SH 93)

580 FOOT TUNNEL TO ENSURE NEIGHBORHOOD CONNECTIVITY (IOWA STREET PASSES OVER TUNNEL)

EXISTING PEDESTRIAN BRIDGE (TO REMAIN)

GRADE SEPARATED INTERCHANGE

TRAFFIC SIGNAL (POSSIBLE FUTURE GRADE SEPARATED INTERCHANGE AS TRAFFIC NEEDS DICTATE)

PEDESTRIAN BRIDGE

TRAFFIC SIGNAL (POSSIBLE FUTURE GRADE SEPARATED INTERCHANGE AS TRAFFIC NEEDS DICTATE)
Plan For SH 93