

# GOLDEN'S PLAN

For the Highway 6 & 93 Corridor





## City of Golden

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One of the critical issues facing the Denver metro area today is traffic management. And as the region continues to grow, so will this issue.

Golden has a distinguished track record of working with neighboring communities, Jefferson County and the state to find sensible solutions to regional traffic issues:

- Golden participated in the W-470 Authority which was created by an Intergovernmental Agreement in 1987. That agreement was dissolved after the defeat of the 1989 effort to impose a \$10 fee on auto registrations to fund the start up costs of toll road construction.
- From 1991 - 1996, Golden worked with Jefferson County, Arvada and Lakewood to design, fund and construct the C-470 connection to US Highway 6. Golden's financial contribution to this effort totaled \$3 million.
- Golden joined forces with Arvada, Broomfield, Lakewood, Westminster, Wheat Ridge and Jefferson County in 1995 to develop a County-wide transportation plan. After much discussion, plans for a beltway were excluded from the plan and agreed to be addressed separately. The County-wide plan was published in 1998.
- In 1998, the City of Golden created a resource notebook for interested parties entitled 'The Northwest Parkway – Searching for Solutions' and contracted with HNTB transportation engineers to model the proposed parkway and alternative alignments. The modeling indicated that the beltway would not be the best technical solution.
- In 1999, DRCOG, Jefferson County, Lakewood, Wheat Ridge, Westminster, Arvada and Golden teamed up to fund the Northwest Quadrant Feasibility Study (NWQFS), which concluded in September of 2000 that the beltway would not be the best solution to the traffic issues of the region. The study recommended instead a series of improvements to existing roads including improvements to highways 6 & 93.

Following up on the results of the NWQFS, the City of Golden hired Muller Engineering in August 2002 to study and develop improvements to highways 6 & 93 that could be implemented with the other identified regional improvements to meet traffic needs and still maintain the natural and historic charm of our community. The year-long study included significant input from Golden residents and regional citizen groups, as well.

This executive summary details the findings of the study and Golden's Plan that has emerged as the City's official preferred alternative to the high-speed, six lane beltway proposal.

Golden is proud of the process and outcome of this study and is looking forward to working with other regional leaders on this critical transportation issue.

*C. J. Baroch*  
Charles J. Baroch  
Mayor

### 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).



Realigned Highway 93

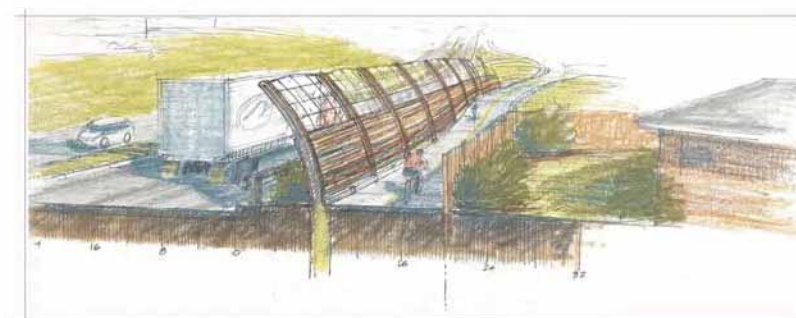
### Study Process

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).



Typical noise barrier and bike path to mitigate neighborhood impacts





Realigned U.S. 6

### 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.



Typical Pedestrian Plaza at Grade-Separated Interchange (Highway is beneath pedestrian plaza).

### 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**

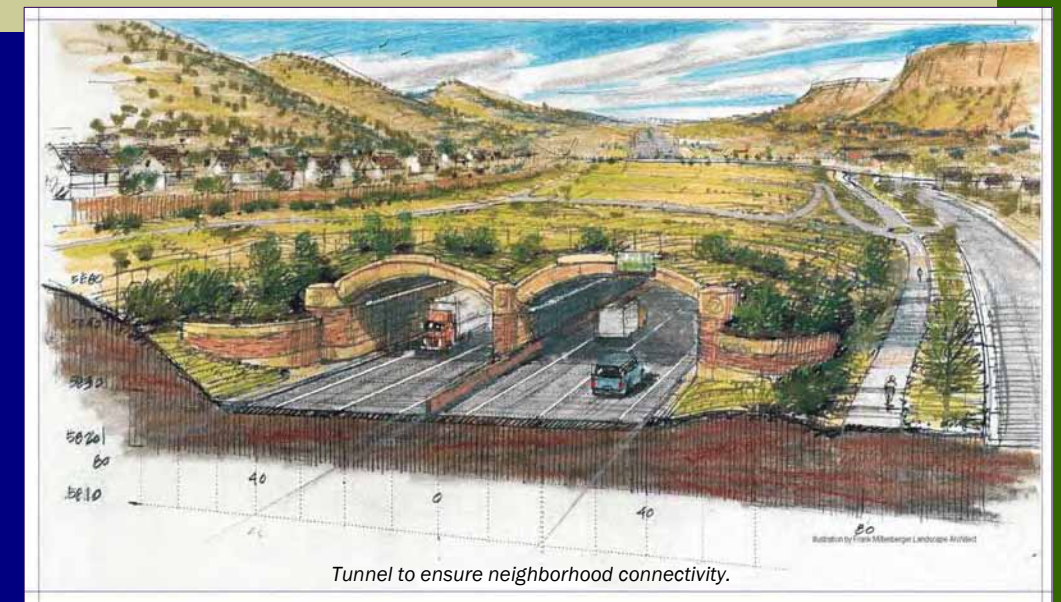
- Make the corridor friendly to pedestrians and bicyclists.
- Connect neighborhoods, schools and parks that are currently separated by the highway.

#### **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.

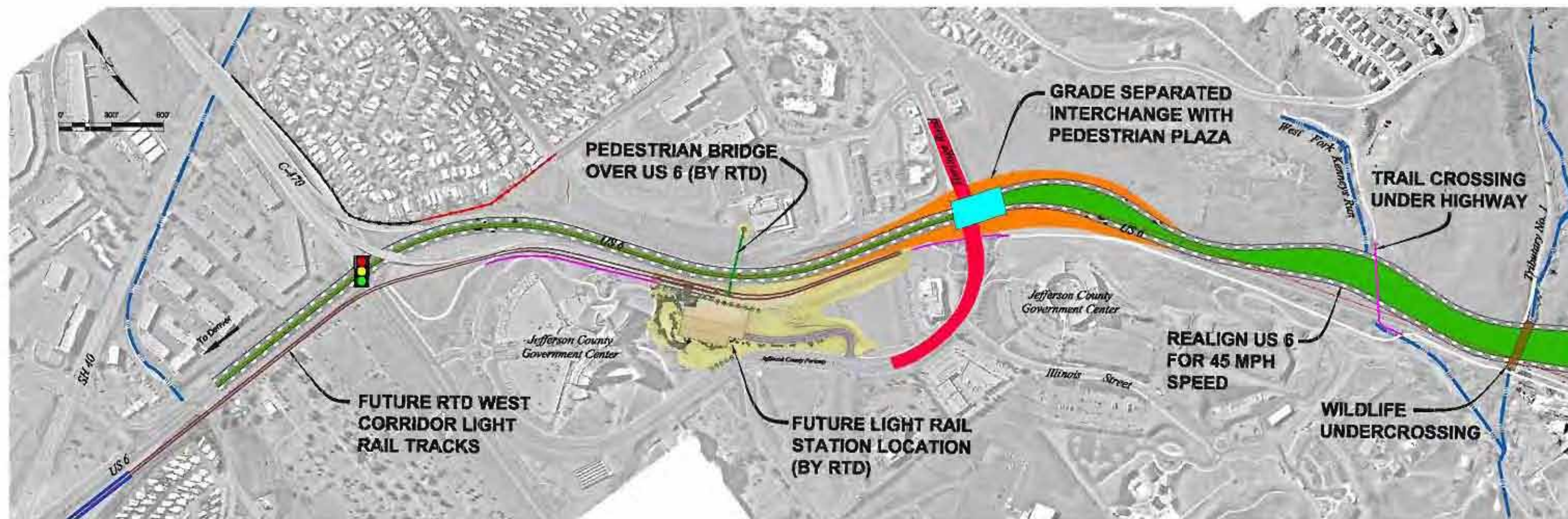


Typical Transparent Noise Barrier to preserve views.






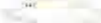












Tunnel to ensure neighborhood connectivity.



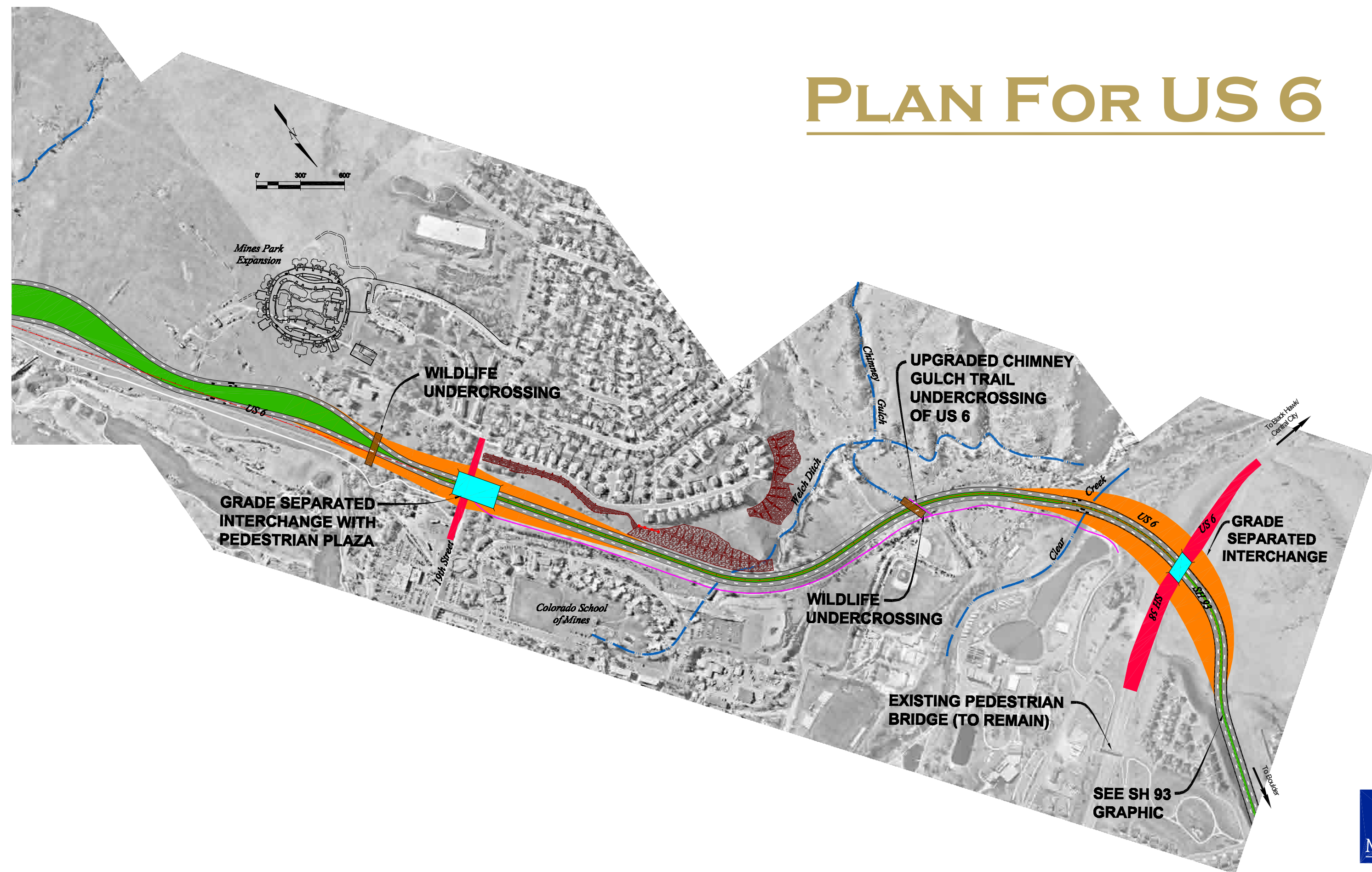


### Legend

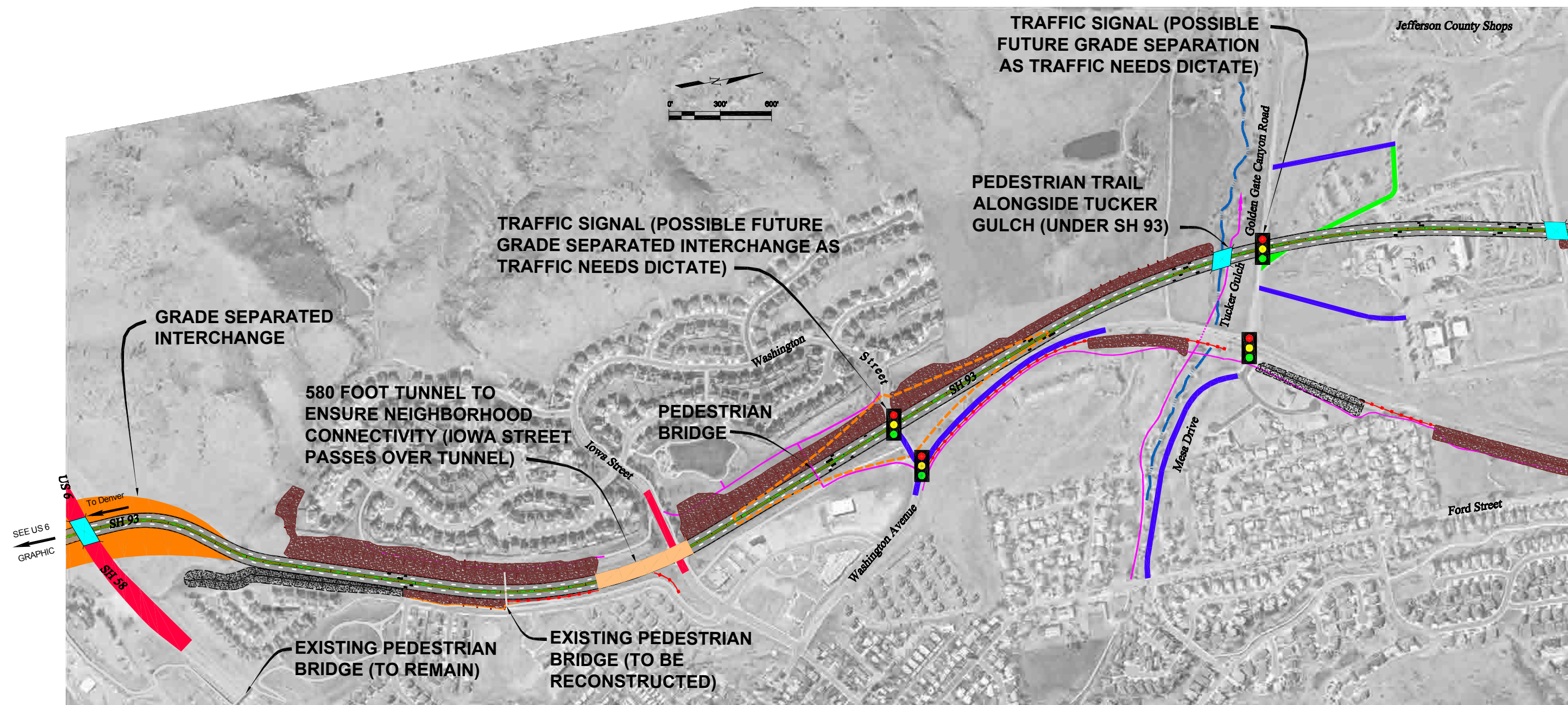
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|---|-----------------------------|---|---|
|  | Existing Berm               |  | Reconstructed Road                          |
|  | Proposed Noise Berm         |  | Grade Separated Interchange                 |
|  | Proposed Noise Barrier      |  | Possible Future Grade Separated Interchange |
|  | Existing Noise Barrier      |  | Signalized Intersection                     |
|  | Proposed Trail              |  | Wildlife Undercrossing                      |
|  | Proposed Highway            |  | Bridge                                      |
|  | Grass Median/Landscape Area |  | Tunnel                                      |
|  | New Local Road              |  | Major Drainageway                           |



# PLAN FOR US 6






















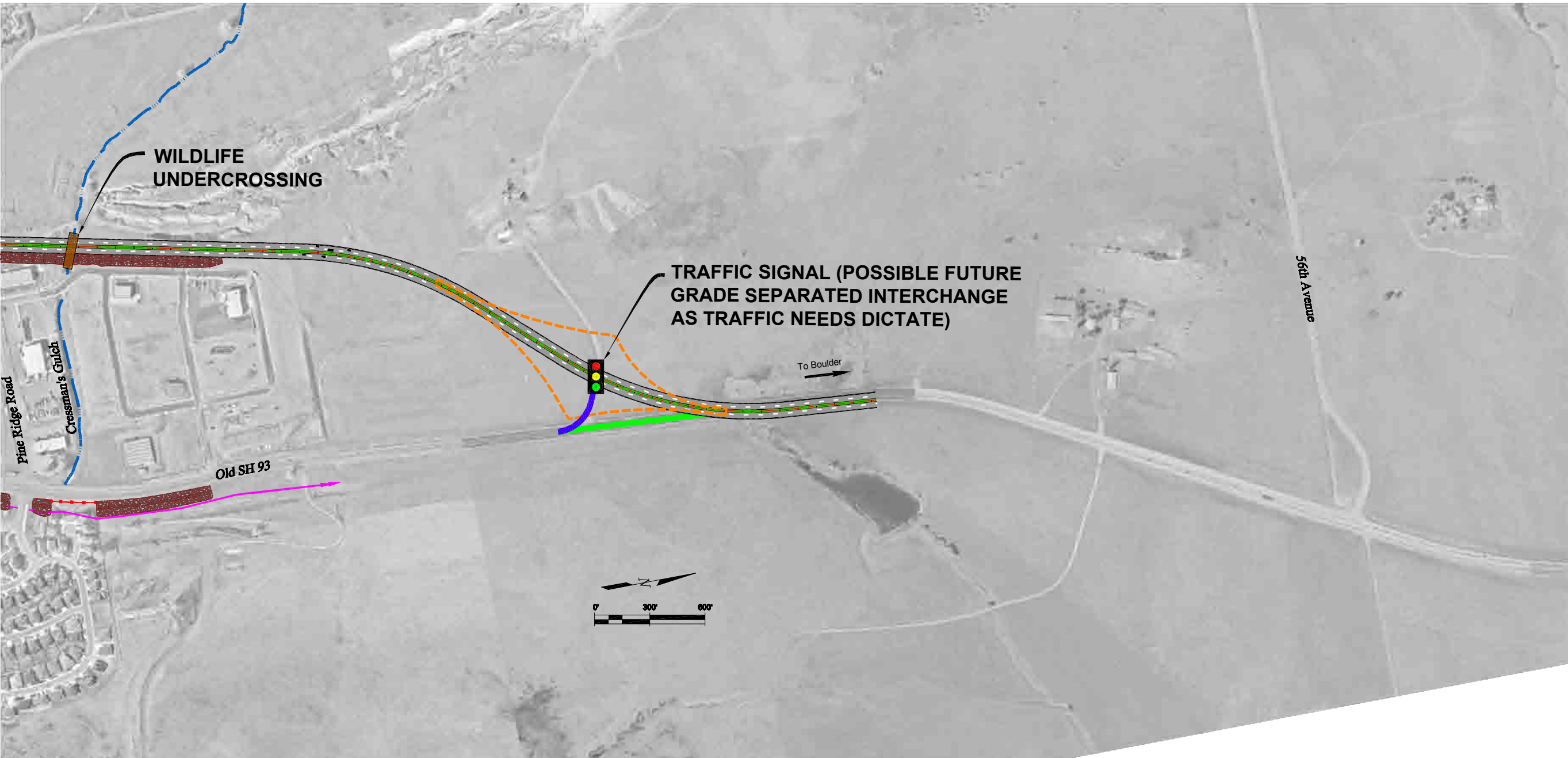


# 6 & 93 Corridor

## Legend

	Existing Berm		Reconstructed Road
	Proposed Noise Berm		Grade Separated Interchange
	Proposed Noise Barrier		Possible Future Grade Separated Interchange
	Existing Noise Barrier		Signalized Intersection
	Proposed Trail		Wildlife Undercrossing
	Proposed Highway		Bridge
	Grass Median/Landscape Area		Tunnel
	New Local Road		Major Drainageway
	Obliterated Road		





# PLAN FOR SH 93