

NATA I-25 Project from S.H. 7 to U.S. 36

I-25: Conceptual Construction Cost Estimates by component in I-25 PEL Study				
Title		Description	Est. Construction Cost	Comments
I.5	70th/Washington Intersection	Extend eastbound dual left-turn lane to better accommodate evening peak flows	\$ 140,000	
ITS.1	New Ramp Meter at 104th Ave NB	Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	
ITS.2	New Ramp Meter at 120th Ave NB	Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	
ITS.20	New Ramp Meter at 120th Ave SB	Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	Requires two-way bus tunnel to Wagon Road or queue bypass
ITS.21	New Ramp Meter at Thornton Pkwy NB	Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	
ITS.3	New Ramp Meter at 136th Ave SB	Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	
ITS.4	New Ramp Meter at 144th Ave SB	Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	
N.10	136th to 144th - NB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 150,000	
N.11	144th to E470 - NB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 900,000	
N.15	General Purpose Lane - 84th to Thornton Pkwy	Extend 4th travel lane north to Thornton Pkwy Interchange and replace 88th Ave bridge	\$ 3,700,000	+
N.3	Auxiliary Lane - I-270 to 84th	Provide lane add via northbound I-270/US 36/I-76 ramp	\$ 1,860,000	
N.6	84th to Thornton Parkway - NB	Construct a continuous acceleration/deceleration lane between interchanges; requires replacement of 88th Ave bridge	\$ 1,090,000	+
N.7	Thornton Pkwy to 104th - NB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 1,390,000	
N.8	104th to 120th - NB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 7,860,000	
N.9	120th to 136th - NB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 1,980,000	
S.10	Thornton Parkway to 84th - SB	Construct a continuous acceleration/deceleration lane between interchanges; requires replacement of 88th Ave bridge	\$ 1,520,000	+
S.15	General Purpose Lane - Thornton Pkwy to 84th	Extend 4th travel lane north to Thornton Pkwy Interchange and replace 88th Ave bridge	\$ 2,140,000	+
S.4	Auxiliary Lane - 84th to US 36	Widen I-25 to provide 5 southbound travel lanes between 84th and US 36	\$ 3,100,000	
S.5	E470 to 144th - SB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 1,100,000	
S.6	144th to 136th - SB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 260,000	
S.7	136th to 120th - SB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 3,170,000	
S.8	120th to 104th - SB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 6,950,000	
S.9	104th to Thornton Pkwy - SB	Construct a continuous acceleration/deceleration lane between interchanges	\$ 1,400,000	
TI.6	88th Avenue Median Station	Inline station to eliminate bus weaving	\$ 8,450,000	+ - Incremental cost = \$5.7 M if built in addition to adjacent I-25 improvements
Ramp Meters at 136th and 144th NB, SH 7 SB		Ramp Meter to control the flow from the on-ramp to the highway	\$ 100,000	Each
I-270 to 88th Auxiliary Lane and GP lane (NB)		Provide additional laneage to assist major freeway merge movements	\$ 4,960,000	Includes new pedestrian bridge over I-25 due to impacts to current pedestrian culvert
Thornton Parkway to 88th Auxiliary lane (SB)		Provide additional merge distance for Thornton Parkway on-ramp traffic	\$ 840,000	
88th Avenue bridge replacement, new pedestrian overpass, lowering of I-25		Cost inherent with constructing any improvements that extend between 84th Avenue and Thornton Parkway	\$ 24,400,000	
+Implementation of this component would require 88th Avenue bridge replacement, new pedestrian overpass and lowering of I-25.		<b>Conceptual Costs for I-25 Preferred Package:</b>	<b>\$ 78,060,000</b>	
S.H. 7: Conceptual Construction Cost Estimates for Preferred Components in S.H. 7 PEL at I-25				
Larkridge Bus Station			\$ 4,200,000	Cost estimate from North I-25 EIS for commuter bus stations
New I-25 & S.H. 7 DDI Interchange from S.H. 7 PEL			\$ 13,200,000	(See DDI/Larkridge Bus Station Rendering)
Conceptual Costs for I-25 Preferred Package and Improvements at S.H. 7 through the S.H. 7 PEL			<b>\$ 17,400,000</b>	
<i>Subtotal of I-25 PEL and S.H. 7 PEL Components:</i>			<b>\$ 95,460,000</b>	
I-25 Managed Lanes (ML): Conceptual Construction Cost Estimate to Extend Managed Lanes from 120th to S.H. 7				
Extension of Managed Lanes from 120th to S.H. 7			\$ 55,000,000	CDOT estimated cost used in their RAMP application (See I-25 PEL rendering of Preferred Package)
<b>TOTAL Estimated Costs for all Three Components (I-25 PEL, S.H. 7 PEL and ML Extension)</b>			<b>\$ 150,460,000</b>	