NATA's "I-25 by 2025"

Proposed Next Steps for the Corridor from S.H. 7 to U.S. 36

I-25: Conceptual Construction Cost Estimates by component in I-25 PEL Study					Suggested priority components for next phase
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	
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	+	$ 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		$ 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	+	$ 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	+	$ 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	+	$ 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		$ 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	$ 5,700,000
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	$ 4,960,000
Thornton Parkway to 88th Auxiliary lane (SB)		Provide additional merge distance for Thornton Parkway on-ramp traffic	$ 840,000		$ 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		$ 24,400,000
+=Implementation of this component would require 88th Avenue bridge replacement, new pedestrian overpass and lowering of I-25.		**Conceptual Costs for I-25 Preferred Package:**	**$ 78,060,000**		
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**	
Conceptual Costs for I-25 Preferred Package and Improvements at S.H. 7 through the S.H. 7 PEL			**$ 17,400,000**		**$ 49,310,000.00**
		Subtotal of I-25 PEL and S.H. 7 PEL Components:	***$ 95,460,000***		
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	$ 55,000,000
TOTAL Estimated Costs for all Three Components (I-25 PEL, S.H. 7 PEL and ML Extension)			**$ 150,460,000**		$ 104,310,000.00
Conversion of Existing I-25 Reversible Managed Lanes into Bi-Directional Managed Lanes			**$ 20,000,000**	NAMS cost estimates: $600k for interim shoulder running peak hour lanes	Do you want to include this in next phase for I-25?