



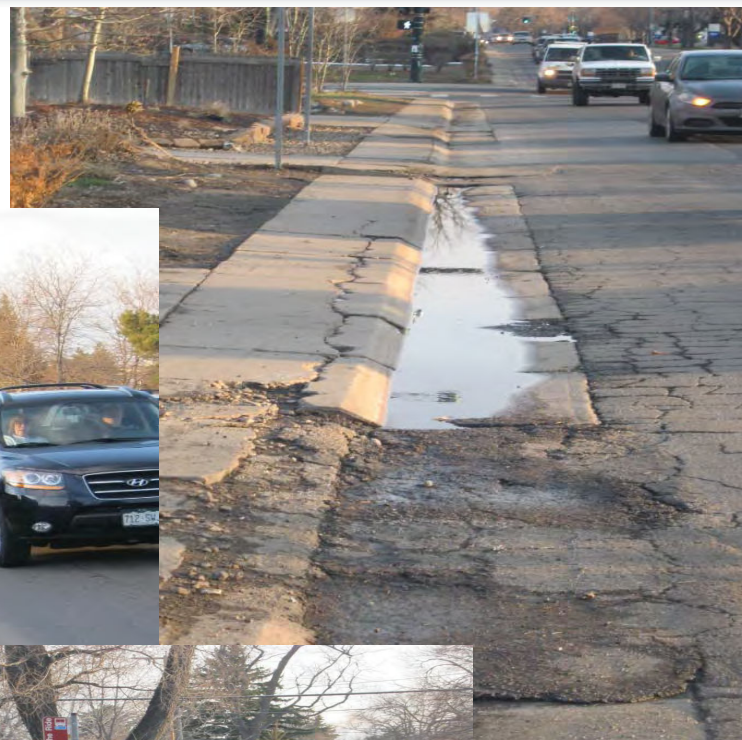
**DENVER**  
THE MILE HIGH CITY

## BR16-0505

Approves a \$4,195,500 five-year agreement with Tsiouvaras Simmons Holderness, Inc. to provide environmental compliance through the National Environmental Policy Act (NEPA) process, engineering design, right-of-way mapping and construction support services for multimodal improvements to **Quebec Street** from **13<sup>th</sup>** to **26<sup>th</sup>** Avenues in Council Districts 5 and 8 (201628915).

FOR CITY SERVICES VISIT | CALL  
**DenverGov.org** | **311**

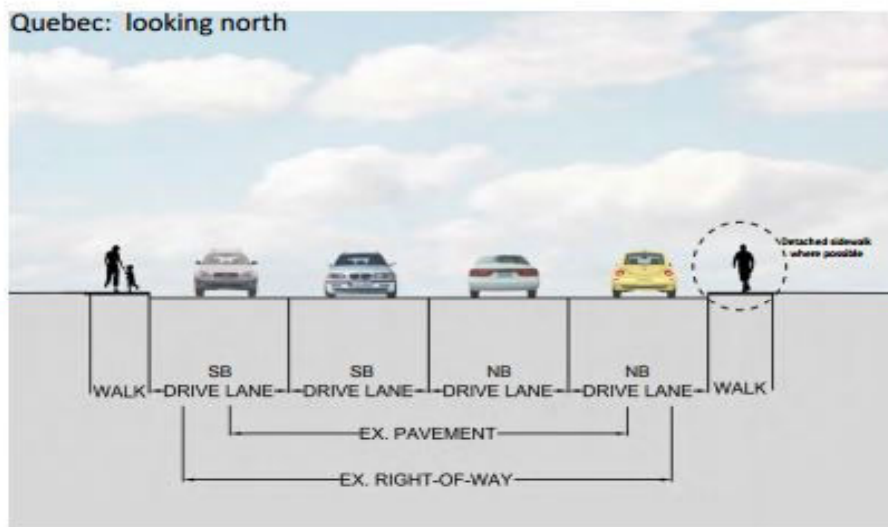
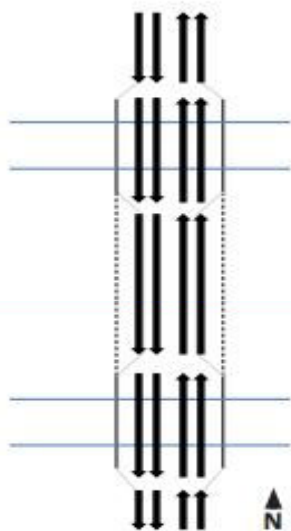
- Primarily two lanes with few turn lanes at intersections.
- Four of ten intersections function at poor Level of Service in peak hours.
- Discontinuous sidewalks and no bicycle or bus lanes.
- Travel times:
  - Existing conditions (2012): 8.8 minutes
  - No Action (2022): 13.3 minutes



- Strategic Transportation Plan (2008)
- East Side Mobility Plan (2010)
- Quebec Alternatives Analysis (2015)
  - Identified 4-lane Context-Sensitive approach from 6<sup>th</sup> to 26<sup>th</sup> as Preferred Option.
  - First phase would be 13<sup>th</sup> to 26<sup>th</sup> to include the three worst-functioning intersections.
  - Syracuse St. bike lanes also recommended.

# Proposed Design

## Quebec St. from 13<sup>th</sup> to 26<sup>th</sup>



### Reconfigure Quebec: 4-Lane

This alternative would optimize vehicular flow through intersections by adding turn lanes and through lanes. Between intersections, the cross-section would increase to four lanes (two lanes in each direction).



# Federal Funding through the DRCOG 2016-2021

## Transportation Improvement Program (TIP)

- Funding from USDOT → CDOT → DRCOG
- Denver competed with 54 other jurisdictions for approximately \$200M over 4 years
- Denver received \$40M for five projects, including Quebec Street (13<sup>th</sup> to 26<sup>th</sup> St.).
- Quebec St. received \$11.5M, matched with \$11.5M local = \$23M

Title: **Quebec St Operational Improvements: 13th Ave to 26th Ave**

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TIP-ID: 2016-023

STIP-ID:

Open to Public: 2020

### Project Scope

This project constructs additional lanes and other operational improvements on Quebec St from south of 13th Ave to 26th Ave and will include the following:

- One additional lane in each direction from 13th Ave to Montview Blvd
- One additional northbound lane from Montview Blvd to 23rd Ave
- Receiving and/or turning lanes at intersections of 13th Ave, 14th Ave, Colfax Ave, 17th Ave, Montview, and E. 23rd Ave
- A continuous 5 ft sidewalk facility with a 3 ft buffer
- New concrete bus pads, transit amenities, and bike parking
- New or improved traffic signal interconnection and ITS infrastructure

Affected Municipality(ies)

Affected County(ies)

Project Phases

Denver

Denver

Year	Phase
2016	Initiate Environmental
2017	Initiate Design
2018	Initiate ROW
2019	Initiate Construction



# Quebec TIP Project

## Three project phases:

### Phase 1 (2016 -17)

- National Environmental Policy Act (NEPA)
- Preliminary Design
- Preliminary ROW Mapping

### Phase 2 (2018 - 2019)

- Final Design
- Final ROW Mapping
- ROW Acquisition
- Advertise for bid by Sept. 30, 2019 per DRCOG requirements

### Phase 3 (2020 – 2021)

- Construction

- Federal funds trigger NEPA compliance
- Robust public involvement program
- Steps include:
  - Confirm/update previous alternatives
    - DRCOG 2040 Travel Model
    - New CDOT Noise Model
  - Evaluate smaller range of alternatives based on previous studies
  - Identify Preferred Alternative
  - Prepare NEPA decision document (likely EA/EONSI)



- Followed federally-compliant selection process.
- Selected TSH team as the overall “best fit”.
  - Subconsultants for specialty areas (NEPA, engineering design, utilities, ROW, PI, etc.)
- IGA with CDOT signed on July 1, 2016.
- Approximately 18-months per Phase

- Separate PW bicycle project on Syracuse will alleviate need for bike lanes on Quebec.
- Coordination with RTD, CDOT/FHWA on Quebec NEPA and design.
- Public involvement program to provide input and opinions.
- Continued coordination with City Council on findings and conclusions.



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# Quebec St. can have Safer, More Convenient, Multimodal Solutions!



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