



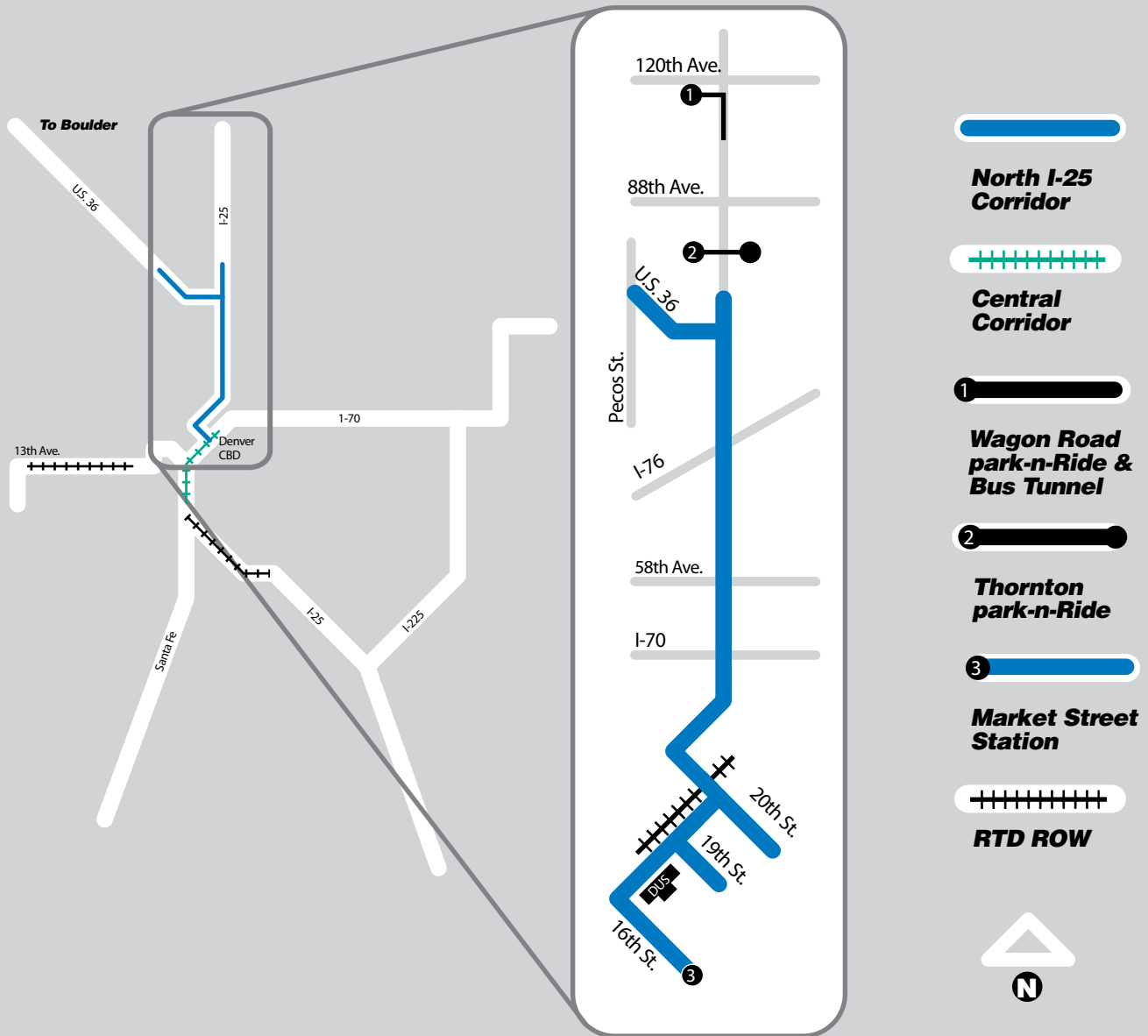
Downtown Express (I-25 HOV)

Coordination was required with the following groups and organizations to insure success of this project.

Colorado Department of Transportation
 City and County of Denver
 Federal Transit Administration
 Federal Highway Administration
 Adams County
 Denver City Council
 Denver Mayor's Office
 City of Northglenn
 City of Thornton
 City of Westminster
 Huron Heights Neighborhood

Highland Neighborhood
 Globeville Neighborhood
 Lower Downtown
 Downtown Denver, Inc.
 DRCOG
 Public Service
 DEFEND
 Metro Sewer
 Denver Water Board
 Burlington Northern Railroad
 D&RGW Railroad
 Union Pacific Railroad
 Urban Drainage and Flood Control
 Corps of Engineers
 Denver Union Terminal
 North Larimer Business District

State Engineers Office
 State Health Department
 Environmental Protection Agency
 Denver Planning Board
 AMTRAK
 Denver Urban Renewal Authority
 Glacier Park
 Denver Wastewater
 US West
 Platte River Greenway Foundation
 I-25 Interscape Program
 Denver Parks and Recreation
 Colorado State Patrol
 Denver Police and Fire Department
 State Historic Preservation Organization
 Colorado Baseball Commission





Downtown Express (I-25 HOV)

Project Overview

The Downtown Express consists of 6.6 miles of bus/high-occupancy vehicle (HOV) lanes running from downtown Denver to US 36. Downtown Express lanes are reversible with vehicles moving with rush hour traffic southbound in the morning and northbound in the evening. A Traffic Management System (TMS), which includes changeable signs, traffic gates, and closed-circuit television, provides a safety feature to the barrier-separated lanes.

The project included expansion of two RTD park-n-Rides: Wagon Road park-n-Ride, located at I-25 and 120th Avenue, and Thornton park-n-Ride, located at I-25 and 88th Avenue. In addition, a bike and pedestrian path running along the south side of 20th Street, four acres of new parks on the east side of the Platte River, and two new community parks in the Highland Neighborhood on the west side of I-25 were also developed.

At the time the Downtown Express was the largest construction project ever undertaken by RTD; and it is also the first project that the Colorado Department of Transportation, the City and County of Denver, the Federal Transit Administration, the Federal Highway Administration and RTD constructed together.

On May 8, 2001, the bus/HOV lane was extended to Pecos Street and US 36 with the opening of the US 36 "Direct Connect." This \$148 million extension provides an additional 2.5 miles of barrier-separated, reversible HOV lane, allowing motorists to connect effortlessly from US 36 HOV lanes onto I-25 HOV lanes.

Construction to extend the bus/HOV lane north on I-25 to 78th Avenue was completed in October 2004. This extension provides an additional 2 miles of bus/HOV lane for I-25 traffic. On June 2, 2006, the Colorado Department of Transportation (CDOT) instituted a change in operations on the facility, converting the lanes to HOV/Tolled Express lanes, allowing Single Occupant Vehicles (SOV) access to the lanes by paying a toll.



Project Status

Currently, during the morning and afternoon rush hours, the Downtown Express lanes carry approximately 6,530 cars and buses in each direction. This number includes 330 buses (with 10,420 passengers), 6,200 high-occupancy vehicles (with approximately 12,800 passengers), and almost 3,800 toll vehicles – for a total of over 27,000 passengers.



Benefits of the Downtown Express

- Shortens commute time
Bus/HOV commuters typically save as much as 5 to 10 minutes travel time during rush hour, with even greater savings when accidents or severe weather slow general auto traffic.
- Improves air quality
The travel time savings is attracting commuters from their cars to buses and HOV's, which will reduce carbon monoxide and particulate pollution in downtown Denver.
- Increases I-25 capacity
The two bus/HOV lanes can carry as many people as four general traffic lanes; increased HOV usage will reduce the number of cars in general.



Project Cost and Funding Sources

- Capital Cost \$228 million
- Funding
 - Federal Transit Administration..... \$70 million
 - Regional Transportation District \$ 54 million
 - Colorado Department of Transportation and
Federal Highway Administration..... \$ 84 million
 - City and County of Denver \$ 20 million