

# IT TAKES A U TO MAKE A THING GO RIGHT

It really did take a "U" to make the thing go right. At the heart of the Broadway Station Area Transportation Improvement Project is a bold realignment: a 180-degree loop carrying southbound traffic onto I-25 beneath the Broadway viaduct. This unique U-shaped design wasn't just a creative solution – it was the right one. By reconfiguring the interchange geometry, the project team unlocked a more efficient, space-saving, and safer connection between South Broadway and I-25. What was once a congested and confusing merge point is now a smooth, intuitive movement that improves traffic operations, reduces delays, and enhances mobility through one of Denver's busiest corridors.

Felsburg Holt & Ullevig (FHU) partnered with the City and County of Denver to transform this challenging urban interchange into a safer, more connected transportation hub. The project reduced congestion, improved traffic flow, and provided better access for commuters, pedestrians, cyclists, and transit users.

New ADA-compliant sidewalks, safer crossings, enhanced bike/ped connections to RTD's Broadway Station, and a signalized intersection at Ohio Avenue all strengthen access among neighborhoods, businesses, and regional transit – supporting long-term economic vitality.

Environmentally, the project introduced ultra-urban planters to manage stormwater and meet MS4 compliance, while creative parking solutions preserved transit access during construction.

Through close collaboration, utility coordination, and strategic phasing, FHU and the City delivered a forward-thinking project that reflects innovative urban engineering and a shared commitment to improving safety, mobility, and quality of life in the Broadway Station area.

*It took a "U" to make it outta sight!*



Placement of bridge girders required full nighttime closures of northbound and southbound Broadway, as well as the southbound I-25 on/off-ramps. CDOT and City traffic units approved all detours.

Weaving the ramp's horizontal and vertical alignments under the Broadway viaduct required achieving minimum vertical clearances and designing a curve between piers that met the project's design speed.

Fitting the southbound I-25 on-ramp between the highway and the RTD light rail required MSE wall tie-ins to the light rail bridge abutment, along with reinforced soil between the existing light rail and I-25 retaining walls.

**TITLE & LOCATION:** Broadway Station Area Transportation Improvements

**CLIENT:** City and County of Denver

**ENTRANT:** Felsburg Holt & Ullevig, Greenwood Village, Colorado

