

I-70 Frontage Road Improvements

Old US 40 / CR 314

Project Leadership Team / Technical Team Meeting #2

October 26, 2011

Jim Bemelen, I-70 Corridor Manager
David Singer, I-70 Corridor Env. Manager
Benjamin Acimovic, Project Manager
Janet Gerak, Project Env. Manager



Process Overview

- Categorical Exclusion for frontage road improvements east of Idaho Springs to Hidden Valley
- Project Schedule
 - PLT/TT Meeting August 31, 2011
 - Scoping September 7, 2011
 - PLT/TT Meeting #2 October 26, 2011
 - Field Inspection Review December 2011
 - Final Office Review March 2012
 - Ad date for Phase I April 2012
 - Construction of Phase I Summer /Fall 2012
- Anticipating \$6M project budget - for design and construction



Agenda

- 9:05 New Introductions
- 9:15 Updates
- 9:30 Greenway Process
- 9:45 Work Plan Review
- 10:00 Screening Criteria
- 10:45 Break
- 11:00 Cross sections and decision areas
- 11:45 Next Steps

Step 1
Define Desired Outcomes
and Actions

Step 2
Endorse the Process

Step 3
Establish Criteria

Step 4
Develop Alternatives and Options

Step 5
Evaluate, Select, and Refine
Alternatives and Options

Step 6
Finalize Documentation and
Evaluation Process



New Introductions

- Project Leadership Team / Technical Team (PLT/TT) new members
 - Rafting community representatives Suzen Raymond and John Rice
 - Colorado State Patrol Captain Ron Prater



Updates: Frontage Road website

The screenshot shows the Colorado Department of Transportation (CDOT) website. The header includes the CDOT logo with the slogan "Taking care to get you there" and the text "DEPARTMENT OF TRANSPORTATION". A navigation menu contains links for HOME, TRAVEL CENTER, NEWS, BUSINESS CENTER, PROGRAMS, PROJECTS, ABOUT CDOT, and LIBRARY. A search bar is located in the top right corner.

The main content area is titled "I-70 Frontage Road - East of Idaho Springs". It features a "Quick Links" sidebar on the left with categories like Projects, American Recovery & Reinvestment Act, Active Construction Projects, Studies & Assessments, 2011 Statewide Construction Map, and Schedule and Documents. The main text includes a section titled "What is the I-70 Frontage Road Improvements Project?" which describes the project's goals and phases. A graphic titled "I-70 Frontage Road Improvements" shows a stylized road curving through a landscape with trees. Below this is a map titled "I-70 FRONTAGE ROAD IMPROVEMENTS" showing the project location on a satellite map. A "Project Contacts" sidebar on the right lists Benjamin Acimovic as the CDOT Project Manager and Janet Gerak as the CDOT Environmental Project Manager, both with phone numbers and email addresses.

I-70 Frontage Road - East of Idaho Springs

What is the I-70 Frontage Road Improvements Project?

The Colorado Department of Transportation (CDOT) has initiated the I-70 Frontage Road Improvements project as part of the commitments from the I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS). The goal of this project is to develop context sensitive solutions (CSS) for the Frontage Road to provide enhanced safety and mobility for vehicles, pedestrians, and bicyclists. Project ideas will be developed and studied in coordination with the Project Leadership Team and will be evaluated for environmental impacts in a Categorical Exclusion (Cat Ex).

This project will be developed in two phases:

Phase I - Construction is planned for Spring/Summer 2012. The Frontage Road reconstruction project limits are between the old US 40 bridge (Doghouse Bridge) and just west of the Hidden Valley/Central City Interchange (Exit 243).

Phase II - Future Construction - Phase II will include approximately two miles of frontage road and Greenway construction or reconstruction between eastern Idaho Springs (I-70 Exit 241) and the Hidden Valley/Central City Interchange (Exit 243). This also includes the full width of the Phase I section for use as part of the Greenway.

The final Cat Ex will provide environmental clearance for both Phase I and Phase II of the Frontage Road.

I-70 FRONTAGE ROAD IMPROVEMENTS

How does this project interact with the Twin Tunnels Environmental Assessment (EA)?

The I-70 Frontage Road project is independent of the Twin Tunnels project, but elements of the Frontage Road are expected to be used as part of the detour during construction of the Twin Tunnels project. Both projects have similar core values and stakeholders. Phase I of the I-70 Frontage Road project is state funded and will provide immediate safety benefits to the existing Frontage Road with construction starting in Spring/Summer 2012. It is anticipated that Phase I of the Frontage Road project will be completed in time for use as part of the detour for Twin Tunnels Improvements.

<http://www.coloradodot.info/projects/i70twinTunnels>

Project Contacts

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CDOT Project Manager
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Janet Gerak
CDOT Environmental Project Manager
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Updates: Open House comments

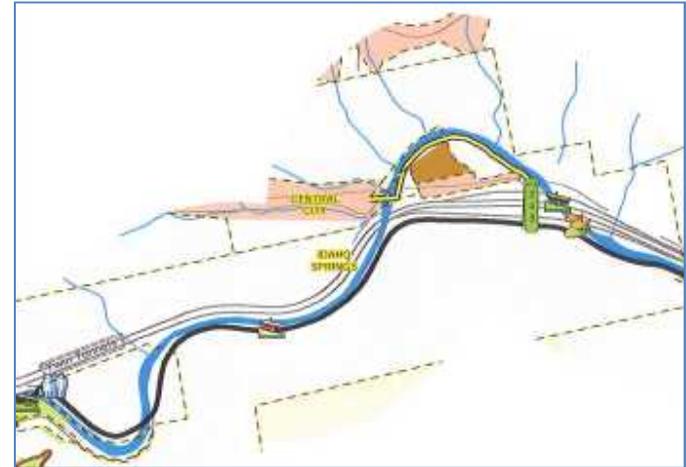
Received at Twin Tunnels EA Open House – September 27th

- “Some inconvenience now, better access later.”
- Offer to provide survey data and bore tests of frontage road
- Offer to lease office and warehouse space for contractors.
- Emergency responders request for a special access at the dirt road/doghouse bridge intersection to avoid I-70 congestion
- Can the transitions be used to enhance greenway facilities or access to the river?



Other Updates

- Greenway refinement process
- Budget and GOCO grant opportunities
- Relocates and water/sewer plans
- Doghouse rail bridge sufficiency



Work Plan

- Elements for consideration and approval
 - Project Context Statement
 - Desired Outcomes
 - Team and Roles
 - Public Involvement Plan



Work Plan: Context Statement

- I-70 is Colorado's only east-west Interstate. The adjacent frontage road (CR 314) provides access to local businesses, recreation, and residences and an alternate east west connection for vehicles, bikes, and pedestrians.
- Between Idaho Springs and Hidden Valley, the frontage road is parallel to I-70 and Clear Creek. It provides a natural crossing for wildlife and connects local communities to regional services, recreation, and I-70.



Work Plan: Desired Outcomes

- Complete design and environmental for corridor from Exit 241 to 243
- Enable Phase I construction Summer 2012
- Enhance the experience for Greenway users and facilitate recreational use of Clear Creek



Work Plan: Teams and Roles

- **Project Leadership Team / Technical Team (PLT/TT):** Collaborative team that ensures consistency with the CSS 6-Step Process and provides multidisciplinary experts in all Core Values.
- **Project Staff:** Multidisciplinary team includes experts in planning, design, public process, and communication.
- **Issue Task Forces (ITF):**
 - ITF to be formed for Greenway issues
 - Coordinating with Twin Tunnels EA ITFs' for SWEEP, ALIVE and Section 106 issues.



Work Plan: Public Involvement Plan

- PLT Oversight
- CDOT hosted website
- Monthly newsletters to interested stakeholders
- Coordination with Twin Tunnels Public outreach



Screening Criteria

- Review Draft Criteria
 - Mobility
 - Healthy Town
 - Environmental
 - Sustainability



Break?



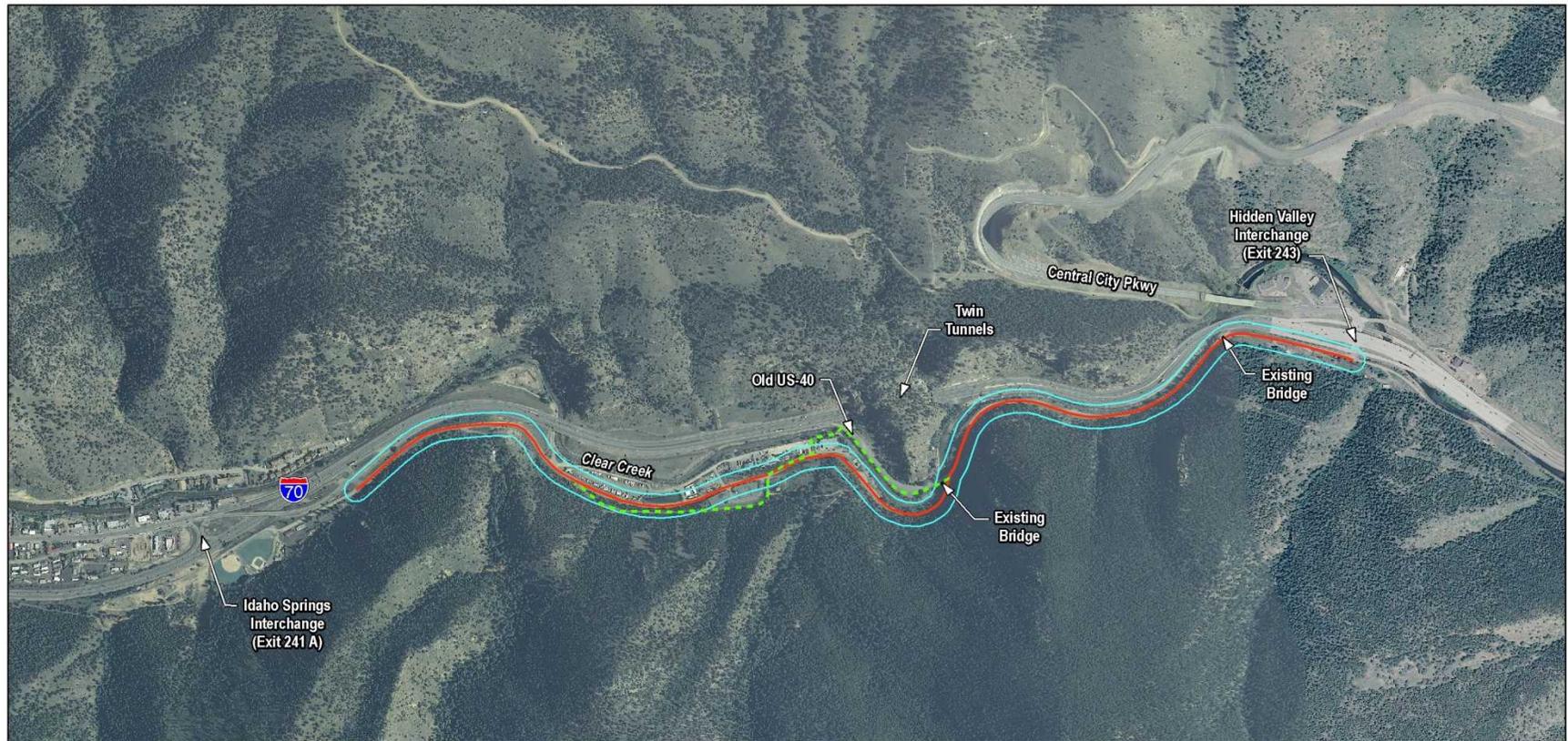
Alternative Development

- Reconfirm Study Area
- Discuss Cross Sections
- Review Decision Areas



Study Area

I-70 Frontage Road Improvement Project



Legend

- Scott Lancaster Trail
- I-70 Frontage Rd (CR314) Improvements
- Environmental Study Area (100ft buffer)

0 350 700 1,400 2,100
Feet

0 0.1 0.2 0.3 0.4
Miles

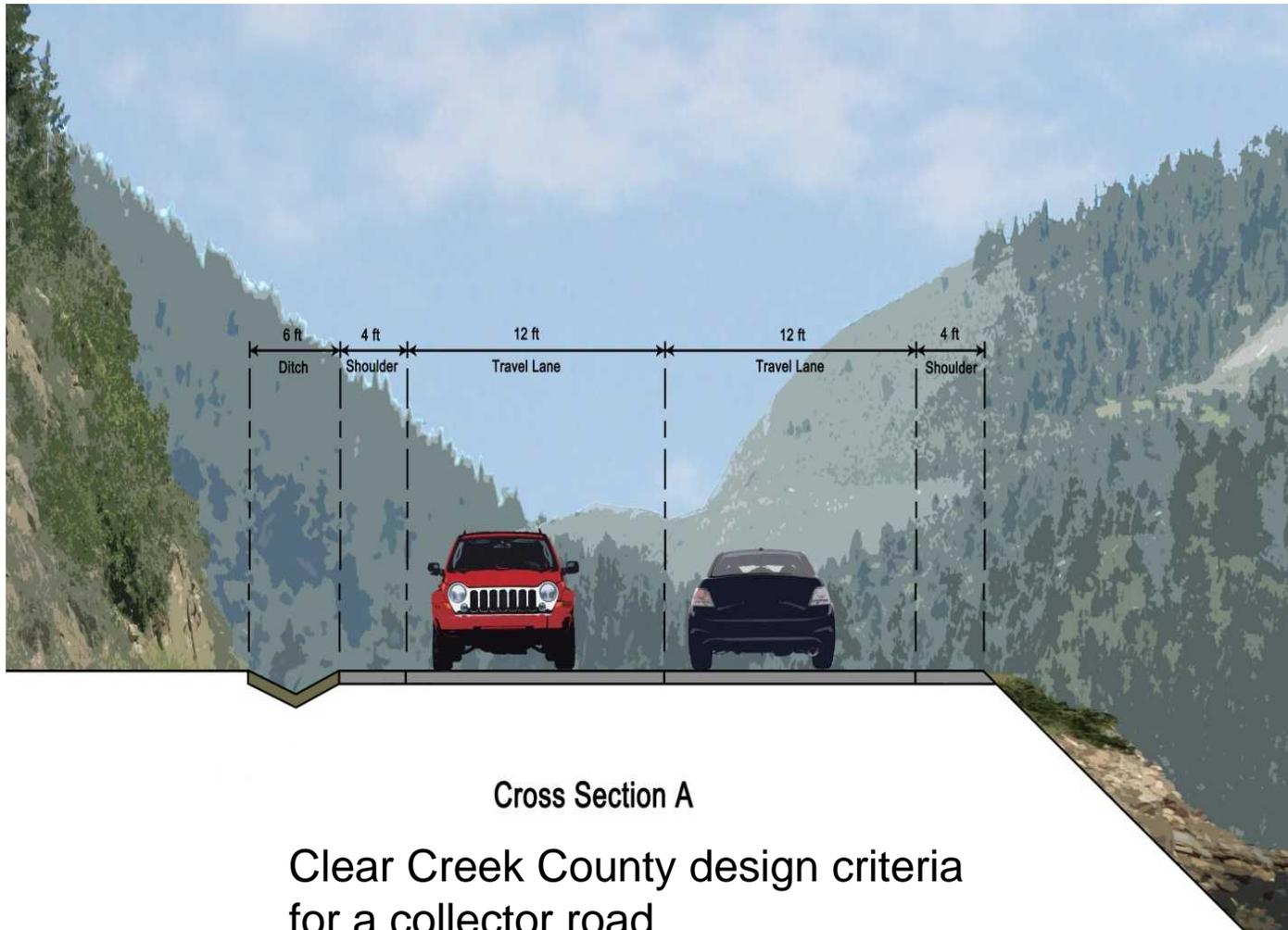


Cross sections developed

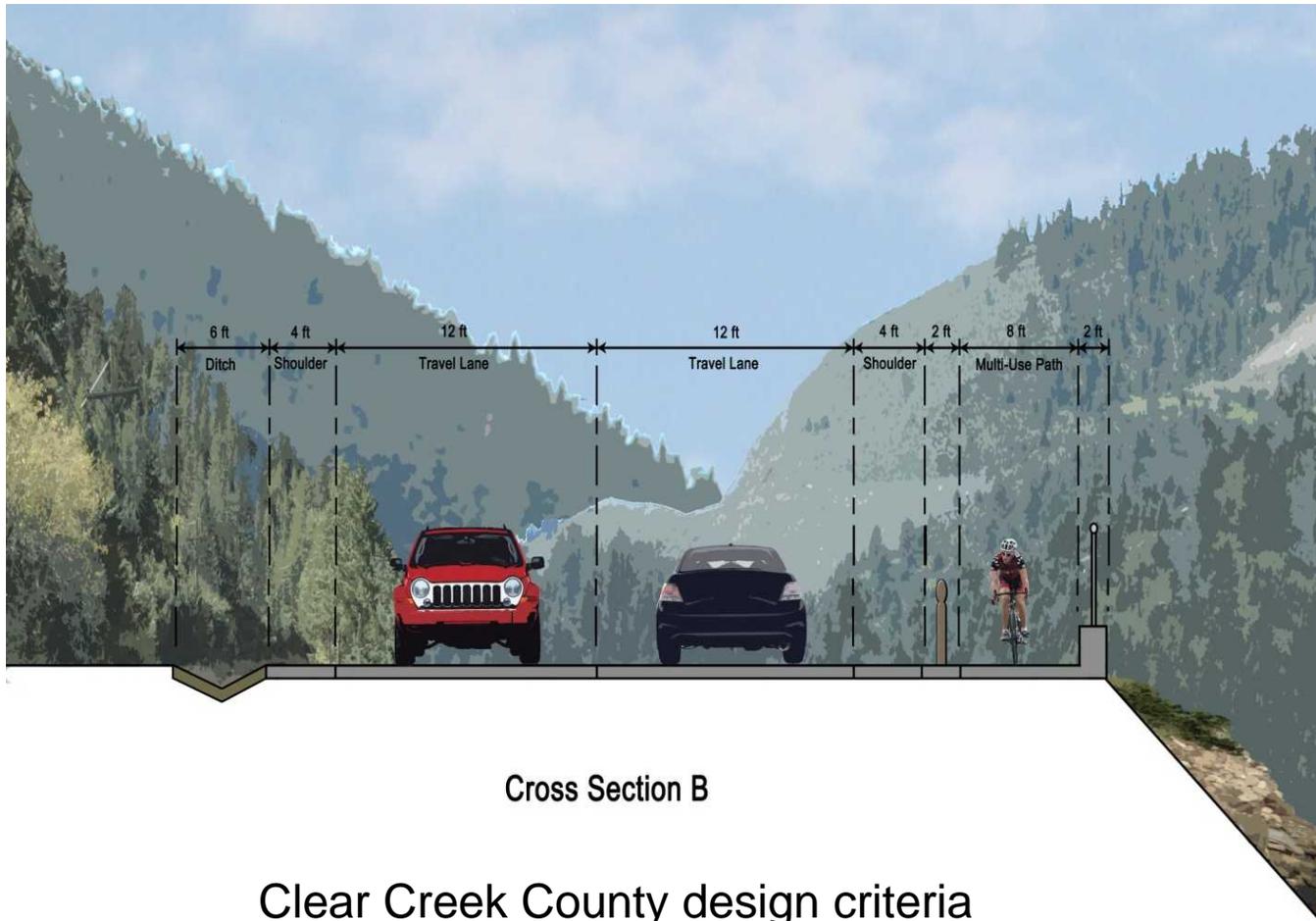
Cross Section	Description	Total Width	Greenway Trail accommodation
Cross Section A	Clear Creek County Collector section	38'	On road
Cross Section B	Clear Creek County Collector section with trail	50'	Trail separated with barrier
Cross Section C	Clear Creek County Collector section with trail on cantilever and wall	46'	Trail separated with barrier
Cross Section D	Clear Creek County Collector section with trail and boulder rock wall	50'	Trail separated with barrier
Cross Section E	Clear Creek County Collector section with detached trail	varies	Detached trail
Cross Section F	Clear Creek County Local Access section	32'	On road



Cross Section A – 38'



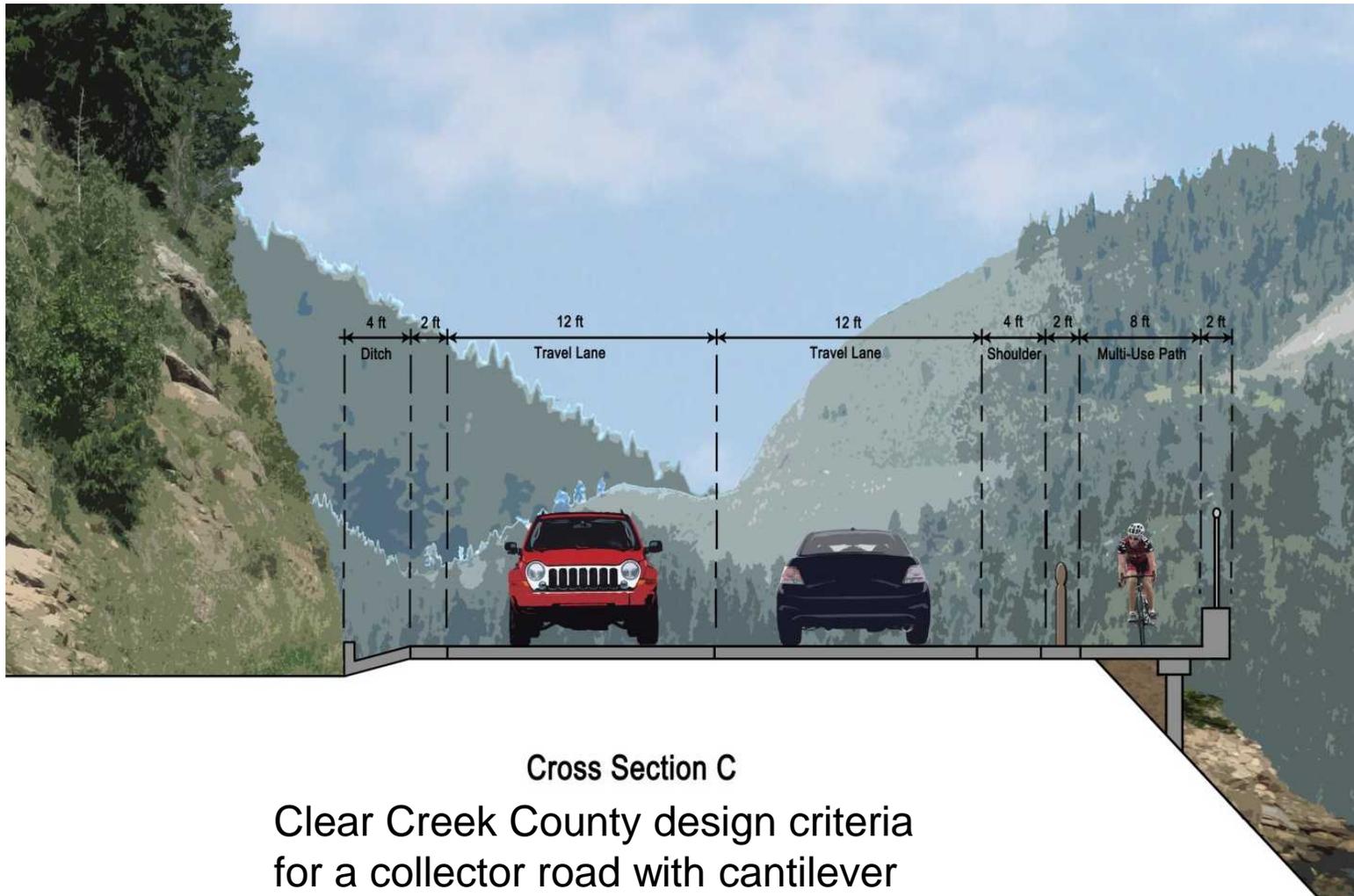
Cross Section B – 50' Collector with trail



Cross Section B

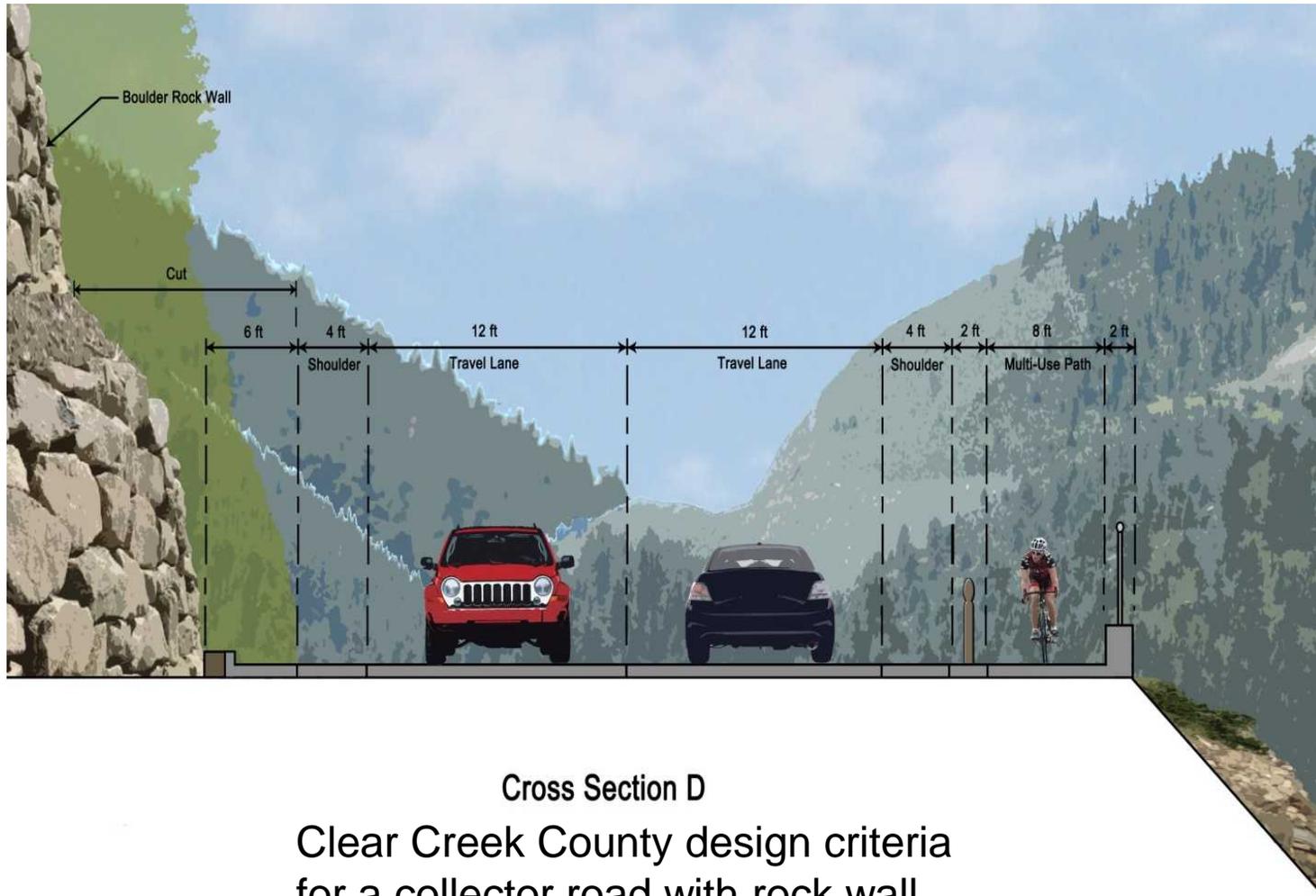
Clear Creek County design criteria
for a collector road with trail

Cross Section C – 46'



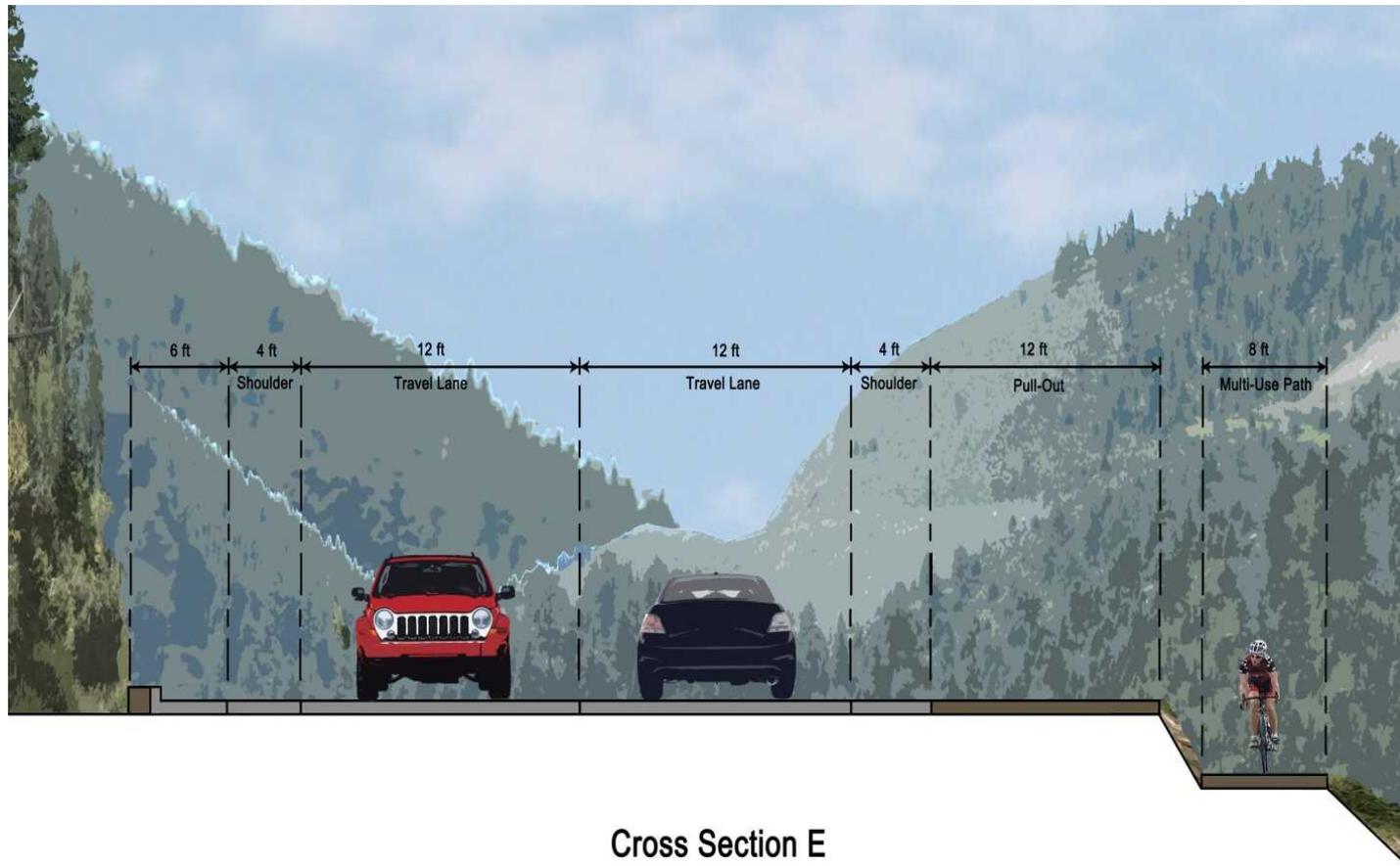
Cross Section C
Clear Creek County design criteria
for a collector road with cantilever

Cross Section D – 50'



Cross Section D
Clear Creek County design criteria
for a collector road with rock wall

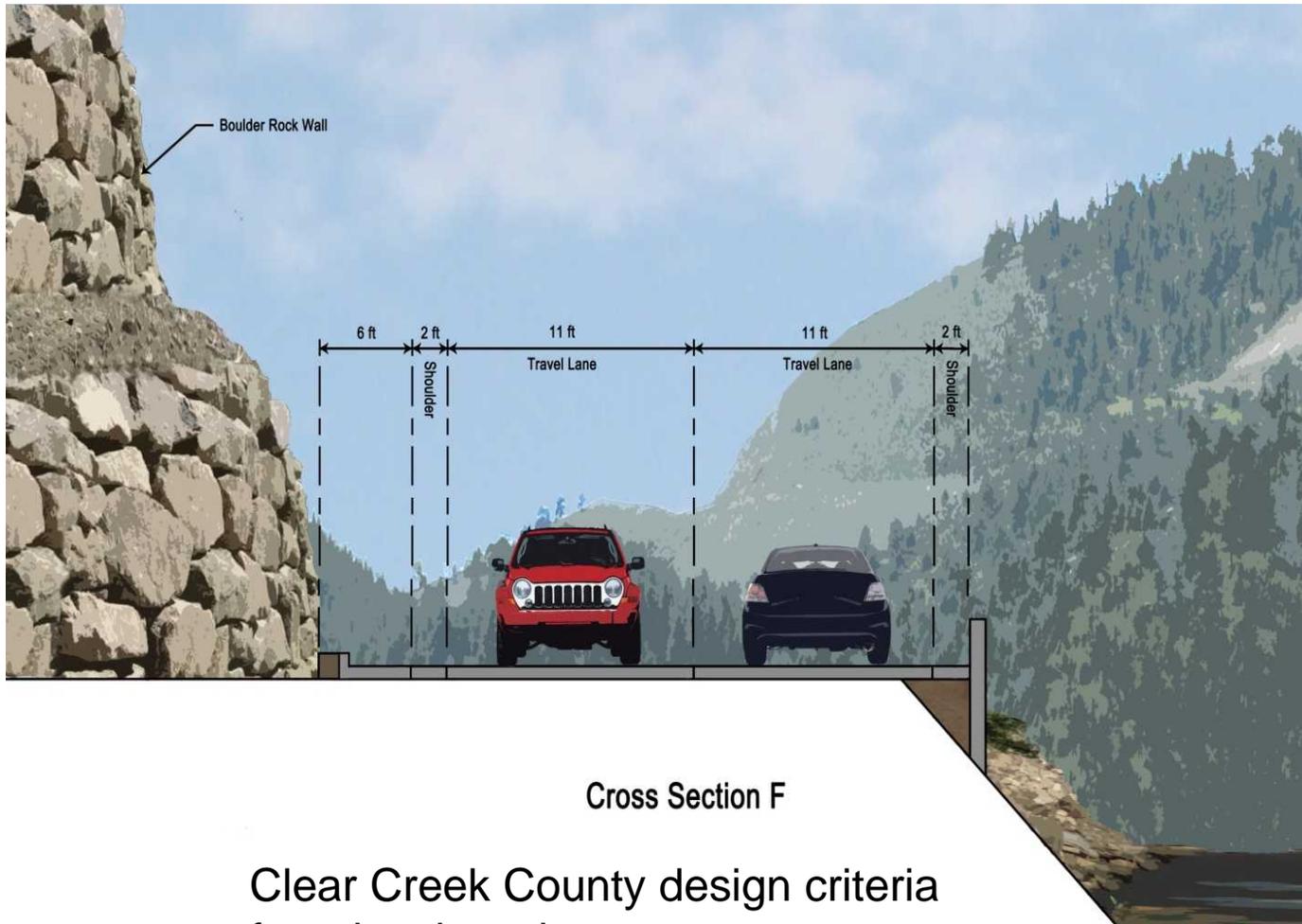
Cross Section E – width varies



Cross Section E

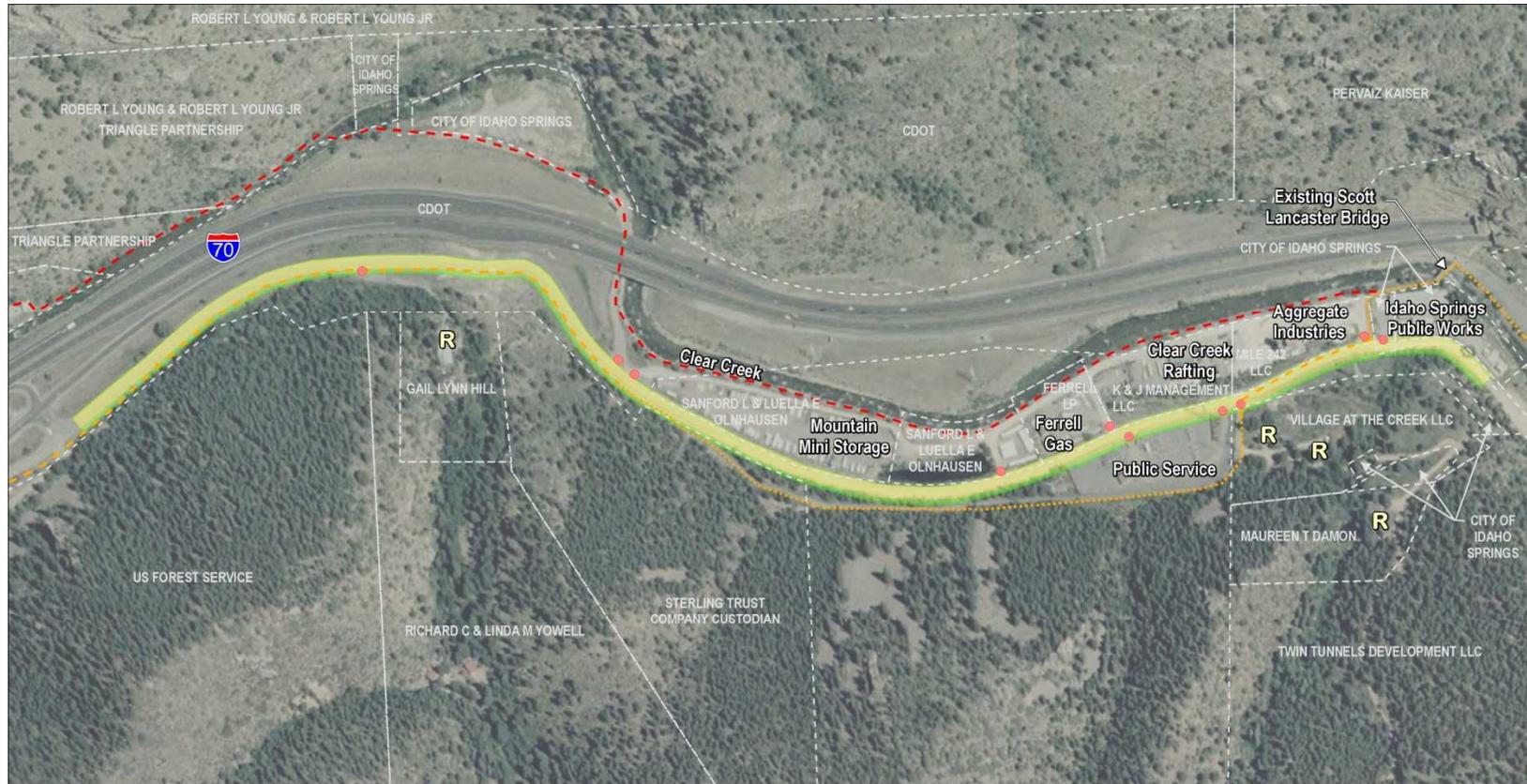
Clear Creek County design criteria for a collector road with detached trail

Cross Section F – 32' (narrow)

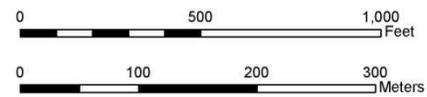


Clear Creek County design criteria
for a local road

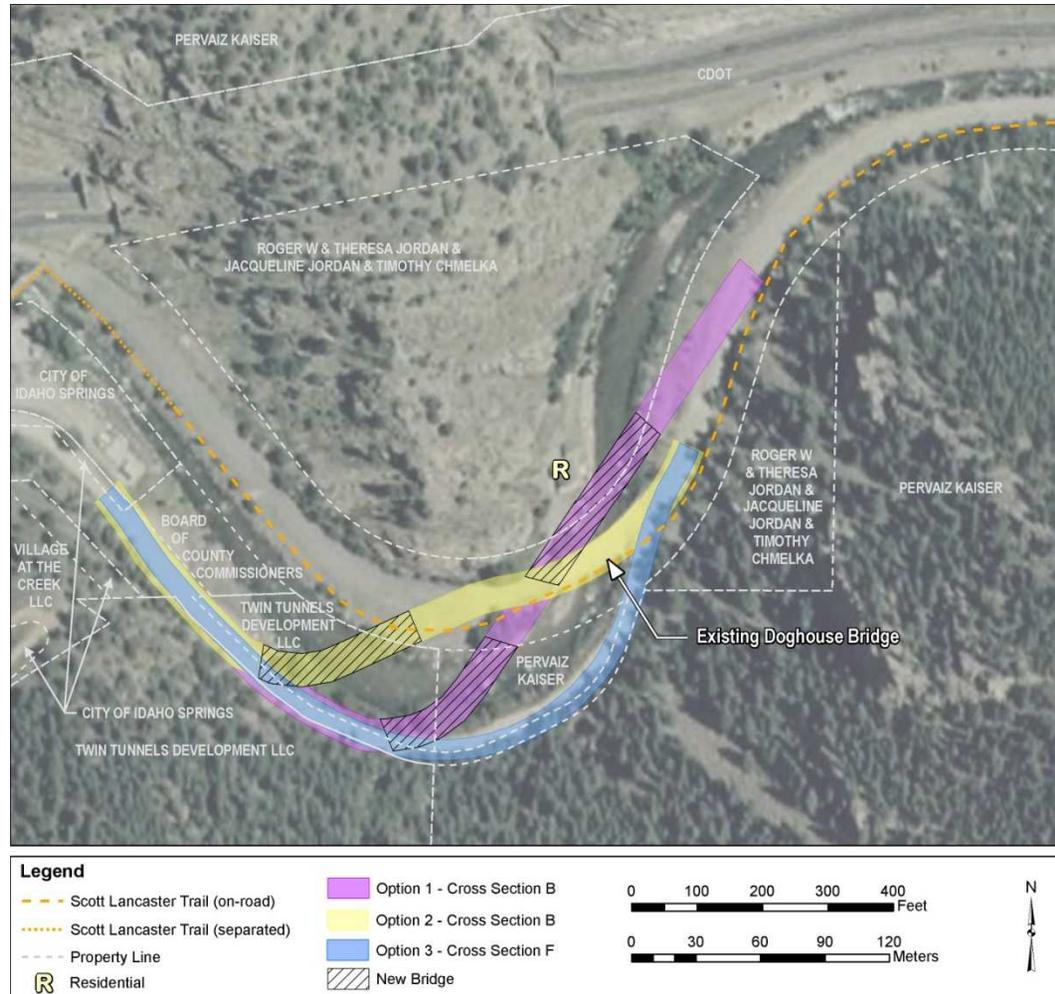
Western Decision Area



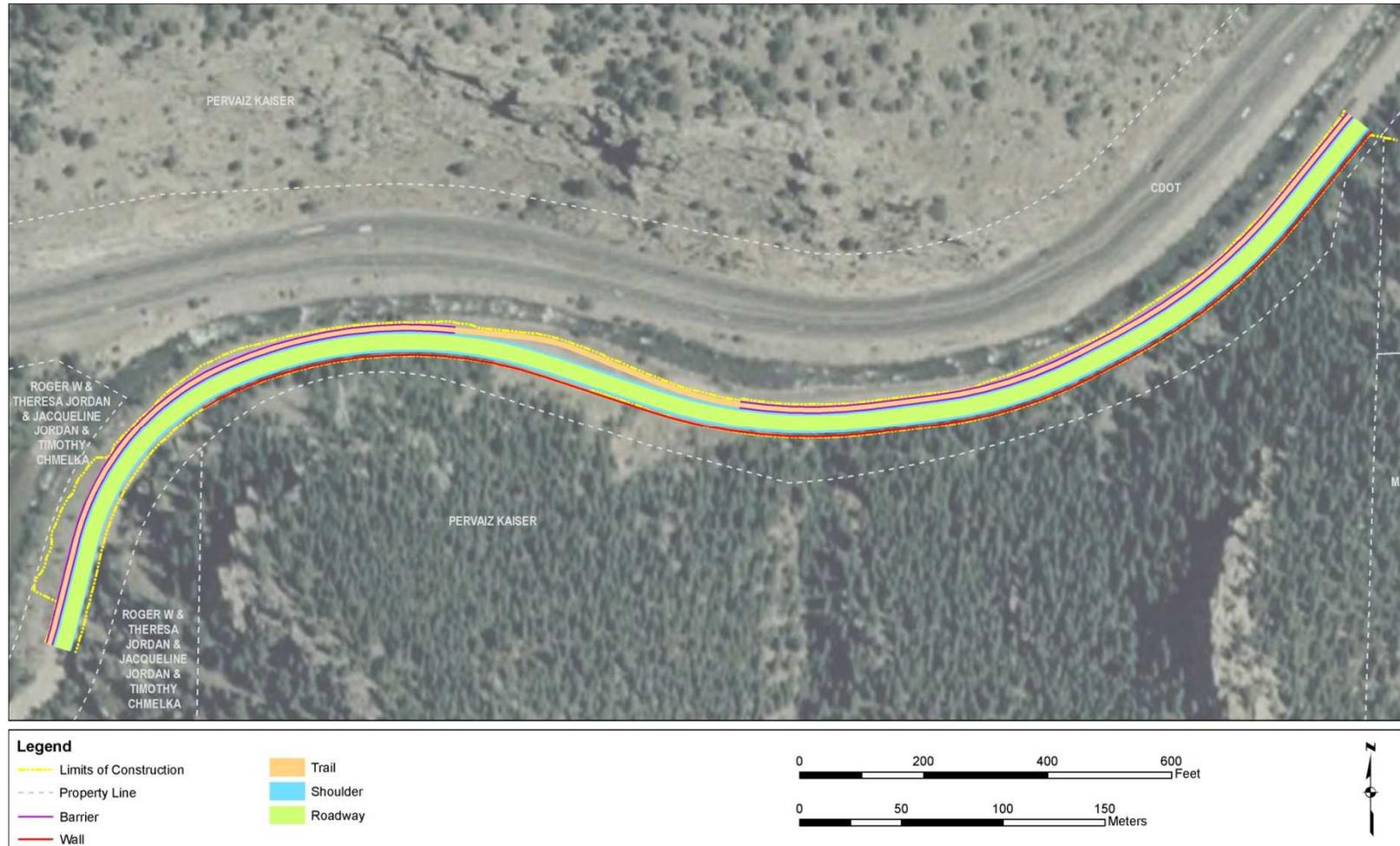
- Legend**
- Business/Residential Access
 - Scott Lancaster Trail (on-road)
 - Scott Lancaster Trail (separated)
 - - - Proposed Greenway Trail
 - - - Property Line
 - Ⓜ Residential
 - Cross Section A
 - Cross Section B



Gravel / Doghouse Rail Bridge Decision Area



East of Gravel Road Decision Area



Eastern Decision Area



PLT Actions

1. Define Desired Outcomes and Actions
2. Endorse the 6-Step Process
- 3. Establish Criteria**
- 4. Develop Alternatives or Options**
5. Evaluate, Select, and Refine Alternative or Option

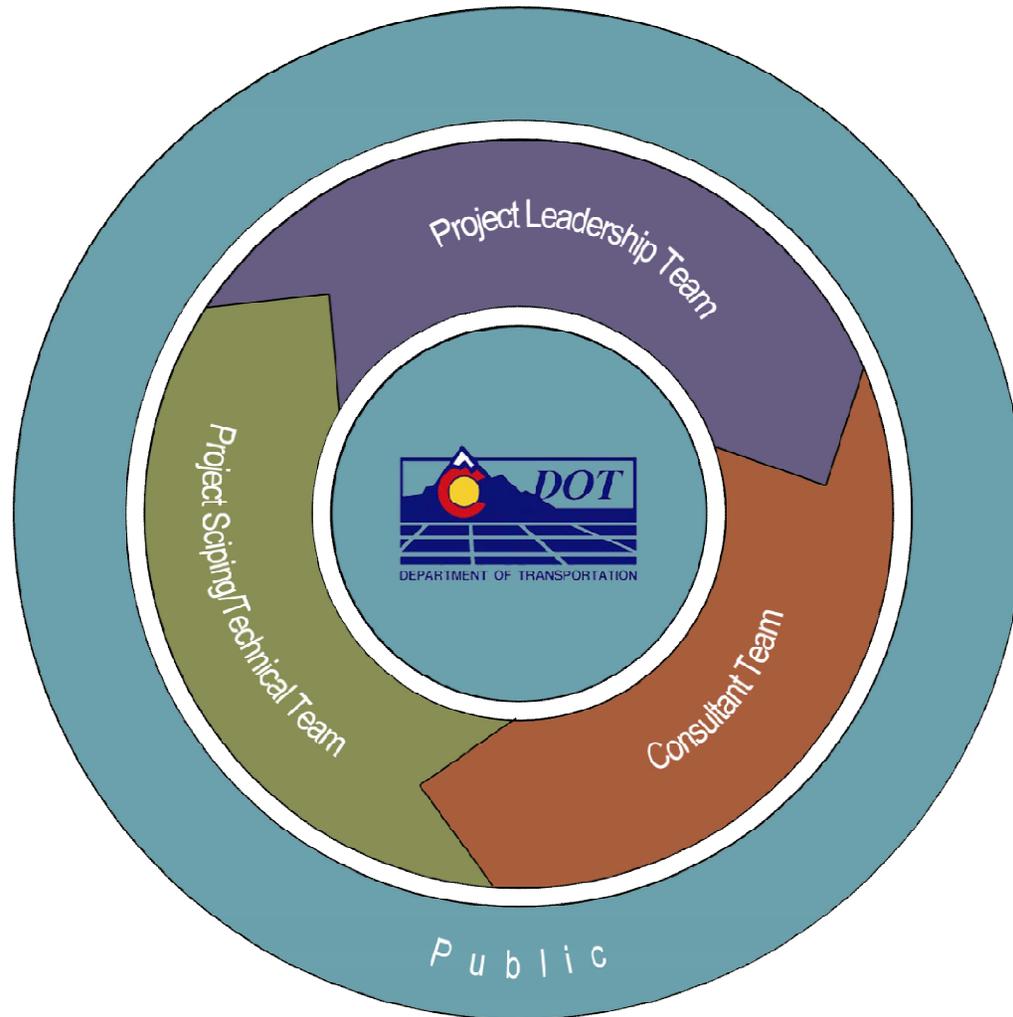
Next Steps

- PLT# 1 August 31st
- Scoping Meeting - Sept 7, 2011 with PLT/TT representation
- Twin Tunnels EA Open House – Sept 27, 2011
- PLT #2.5 November 1, 2011
- Greenway coordination
- Monthly Newsletters – next on October 28th
- Future PLT/TT meetings

The End

- Reference slides follow

Team Organization



CDOT
Jim Bemelen - I-70 Corridor Manager
Benjamin Acimovic - Project Manager
Janet Gerak - Environmental Manager

Consultant Team
Craig Friesen - Project Manager
Jason Longsdorf - Public & Agency Coordination
Mary Keith Floyd - Environmental
Jeff Wilson - Design

Corridor Context Statement

The I-70 Mountain Corridor is a magnificent, scenic place. Human elements are woven through breathtaking natural features. The integration of these diverse elements has occurred over the course of time.

This corridor is a recreational destination for the world, a route for interstate and local commerce, and a unique place to live.

It is our commitment to seek balance and provide for twenty-first-century uses.

We will continue to foster and nurture new ideas to address the challenges we face.

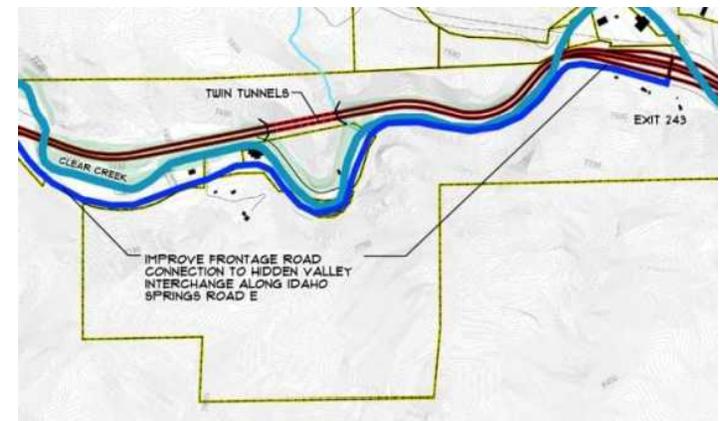
We respect the importance of individual communities, the natural environment, and the need for safe and efficient travel.

Well-thought-out choices create a sustainable legacy.

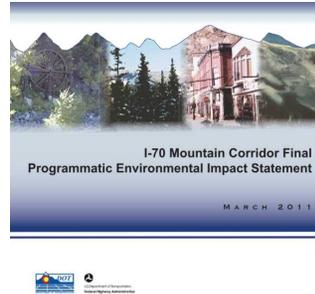


Corridor Core Values

- Sustainability
- Collaborative decision making
- Safety
- Healthy environment
- Historic context
- Community respect
- Mobility and accessibility
- Aesthetics



Tier 1 NEPA Guidance



- Preferred Alternative recommendation:
 - Six-lane component from Floyd Hill through the Twin Tunnels including a bike trail and frontage roads from Idaho Springs to Hidden Valley and Hidden Valley to US 6

Traffic Data

Location	Summer Sunday (Current ADT)	Summer Sunday 2015/2035 Projections	Winter Sunday (Current ADT)	Winter Sunday 2015/2035 Projections	Summer Weekday (Current ADT)	Summer Weekday 2015/2035 Projections	Winter Weekday (Current ADT)	Winter Weekday 2015/2035 Projections
East of Idaho Springs	1342	1424/2202	203	215/333	390	414/640	206	219/338
Hidden Valley (Central City Parkway)	1084	1150/1778	95	101/156	151	160/248	101	107/166
CR 314 near Idaho Springs	759	805/1245	311	330/510	959	1018/1573	109	116/179

Location	85th Percentile Speed (mph)	
	Summer	Winter
East of Idaho Springs	41	39
Hidden Valley (Central City Parkway)	43	32
CR 314 near Idaho Springs	40	43

