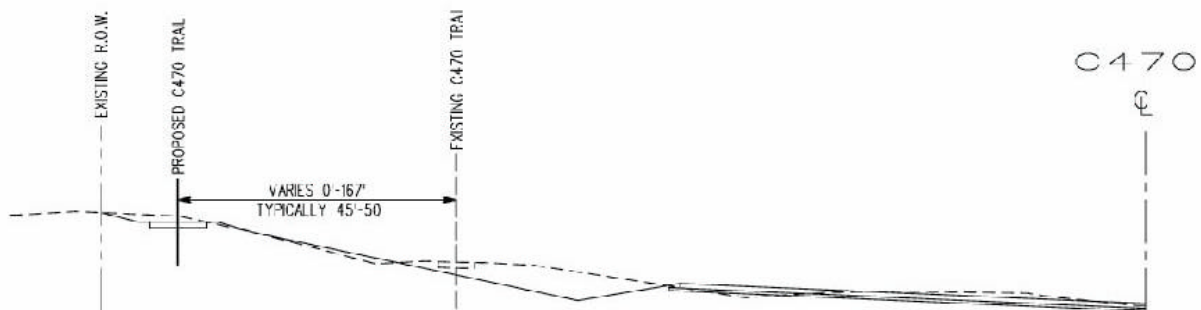# Bicycle & Pedestrian Trail Fact Sheet
May 25, 2005

C-470 Corridor Environmental Assessment Update
The alternative screening process has been completed for the C-470 Corridor Environmental Assessment (EA) and three alternatives have been carried forward for environmental analysis: 1) No-Action, 2) General Purpose Lanes (GPL) and 3) Express Lanes (EL). These alternatives are currently being evaluated and the EA document is being prepared. The EA will be made available for public review and comment in the Fall of 2005.

What would be the changes to the C-470 trail?
The C-470 trail is an important component of the C-470 transportation corridor. We have heard many questions and concerns about how potential improvements to C-470 could affect the trail. This fact sheet presents information regarding how the trail would be affected under each of the three alternatives.

First, the trail would not be eliminated under any of the alternatives. While widening the roadway under either of the action alternatives would require the trail to be moved outward to accommodate the wider road, the trail would be reconstructed in approximately the same location. In general, the trail would be shifted approximately 45-50 feet outward relative to the existing roadway. The figure below illustrates how the trail would be shifted. No portions of the trail would be relocated under the No-Action Alternative.

To see the exact trail design and how much the trail would move at any particular location, please visit the C-470 Web site, www.c470.info, and view the action alternative designs.

Under all three alternatives, the trail would generally follow the same grade as it currently does, except where it is relocated under cross streets to produce the grade separations discussed below. The trail would be separated from the C-470 traffic lanes by a grassy buffer, as well as a wire fence, similar to what is currently present, as a safety measure. Where feasible and reasonable, guardrails or barrier separation may be considered by CDOT during final design for further safety protection between the trail and the C-470 traffic lanes.

Will all the at-grade street crossings remain?
Three new grade separations would be constructed for the trail as part of both of the action alternatives being considered in the EA. These are at Santa Fe Drive, Colorado Boulevard, and Quebec Street. Existing at-grade crossings at Kipling Parkway, Broadway, University Boulevard, and Yosemite Street would remain; however, some of these locations are being considered for improvements by local agencies. No grade separations to the trail would occur under the No-Action Alternative.

Other improvements
Another improvement would occur on the Mary Carter Trail where it crosses under C-470 next to the South Platte River. Both of the EA action alternatives include a new bridge over the South Platte River, which would allow the sharp curve under the existing bridge to be flattened somewhat, and the existing retaining wall would be removed. These improvements would improve both the sight distance under the bridge and safety.

What would happen to the trail during construction?
Because the C-470 trail is an important multi-modal component of a regional transportation system, CDOT recognizes the importance of keeping the trail open during construction. Ideally, portions of the relocated trail could be built in its new location before the old trail would need to be closed. If that is not possible, then temporary paved detours would be provided to route bicycle and pedestrian traffic safely around work zones. As a last resort, if a safe trail detour could not be provided around a construction area, the trail might need to be closed temporarily and an alternative route would be assigned.

Stay involved
Contact us at 303-297-2976 or email info@c470.info. Visit the project Web site, www.c470.info, for current project information and public meeting announcements. We encourage you to stay involved in the C-470 EA and welcome your comments.