



WELCOME

to the
**SH 9 Iron Springs Alignment
Environmental Assessment
Public Hearing**

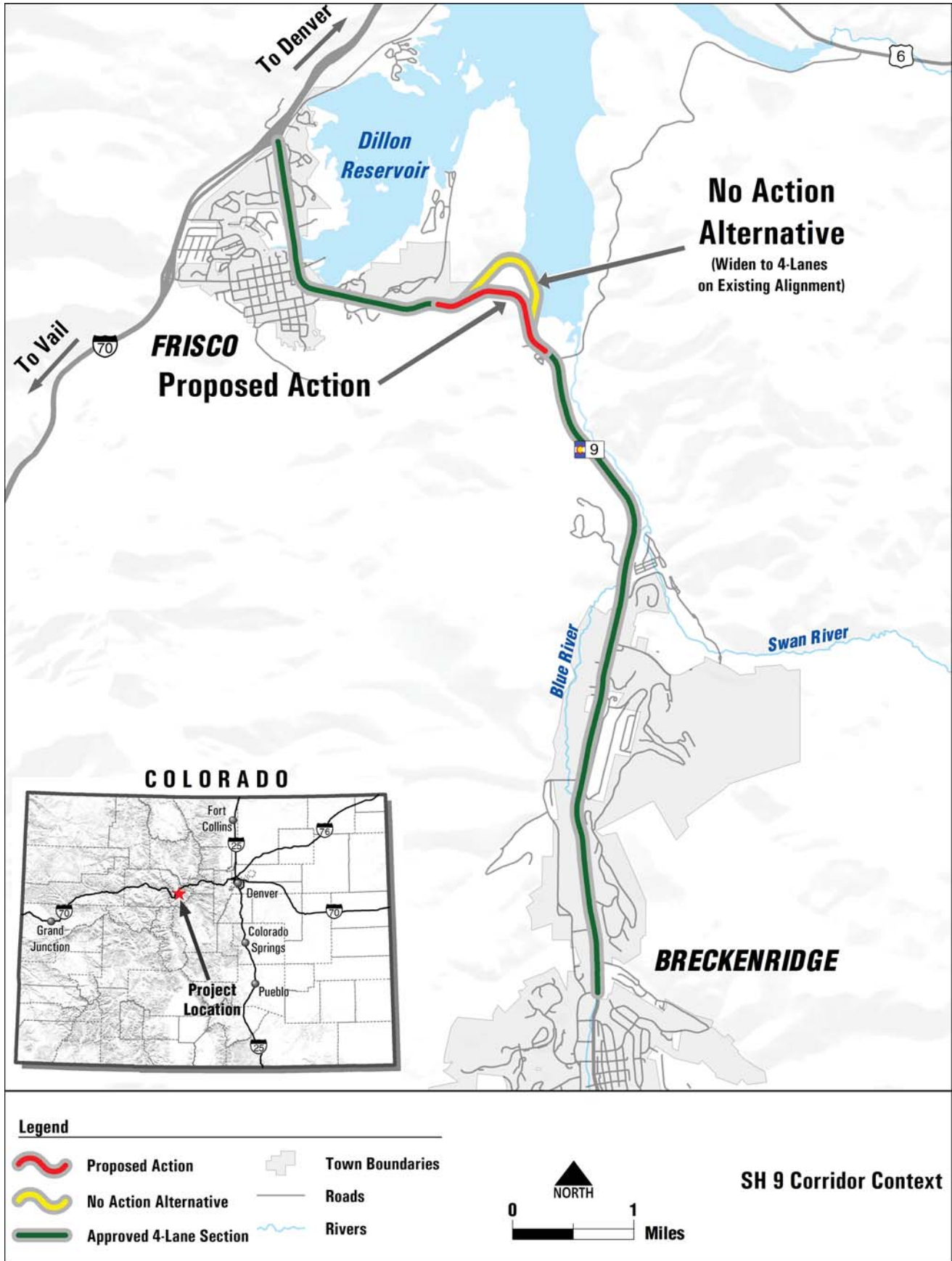
Today's Schedule
Doors Open at 4:30pm
Brief Presentation at 5:30 pm
Comment period until 6:30 pm



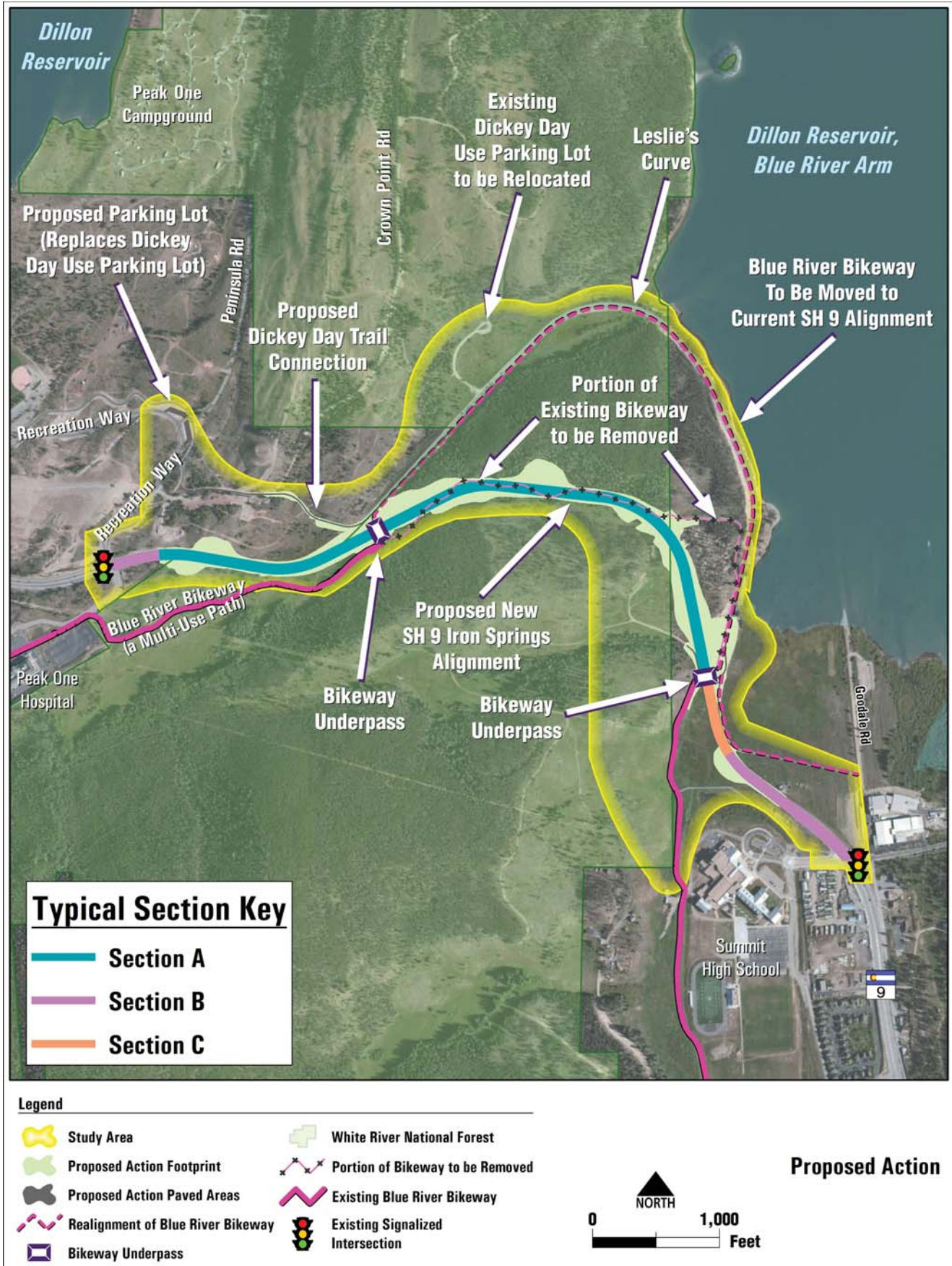
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State Highway 9 Corridor Context

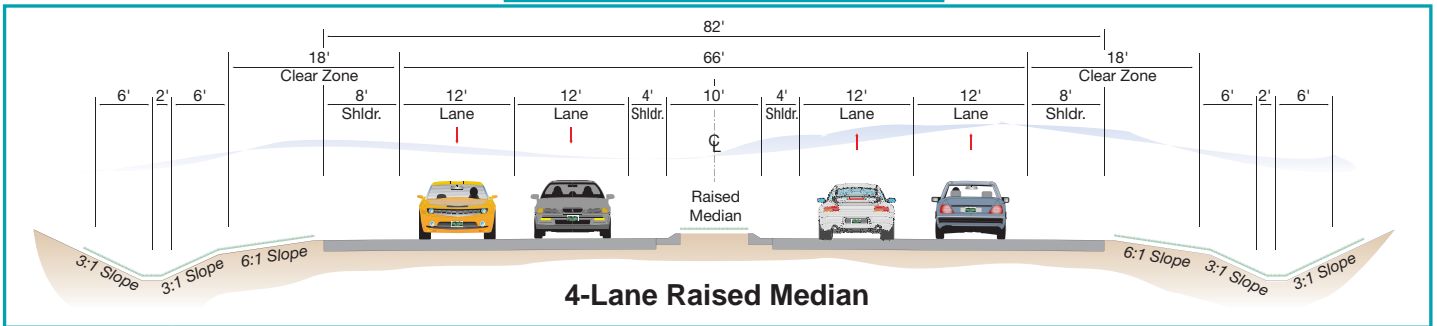


Proposed Action - Iron Springs Alignment

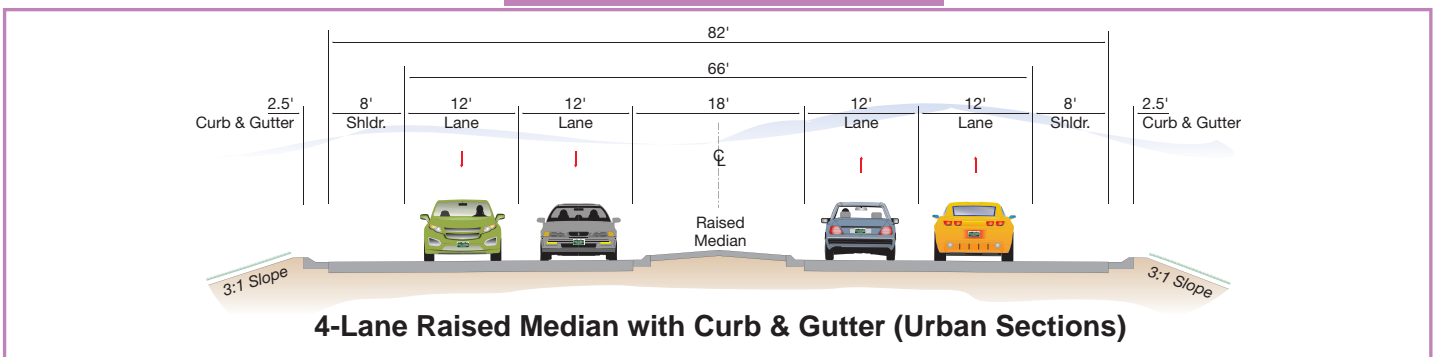


Proposed Action Typical Sections

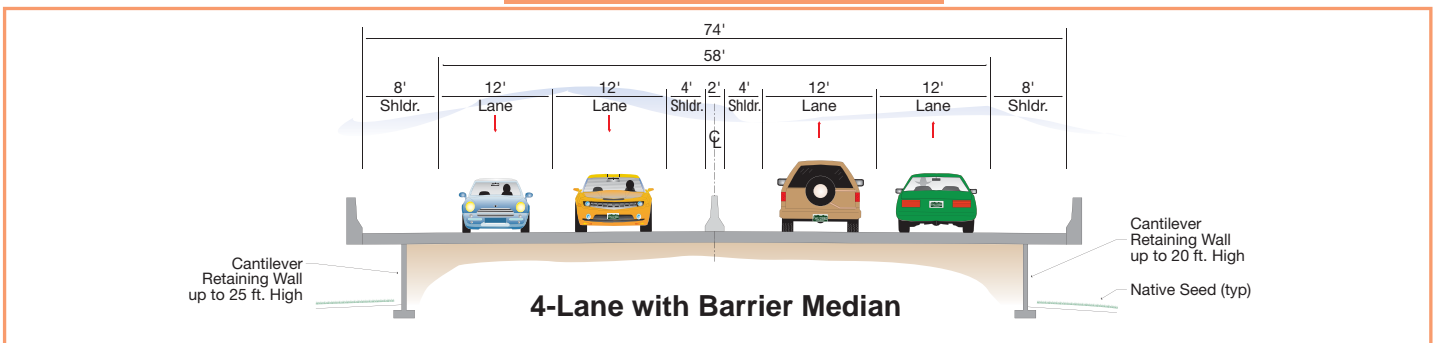
Typical Section A



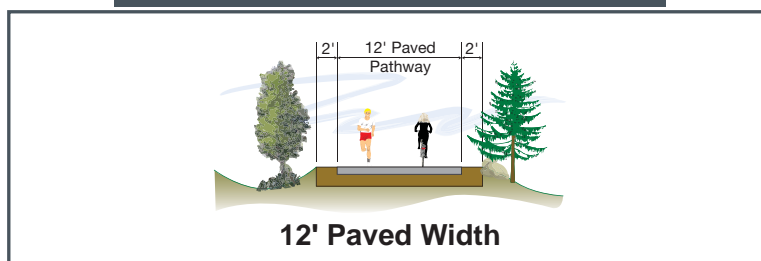
Typical Section B



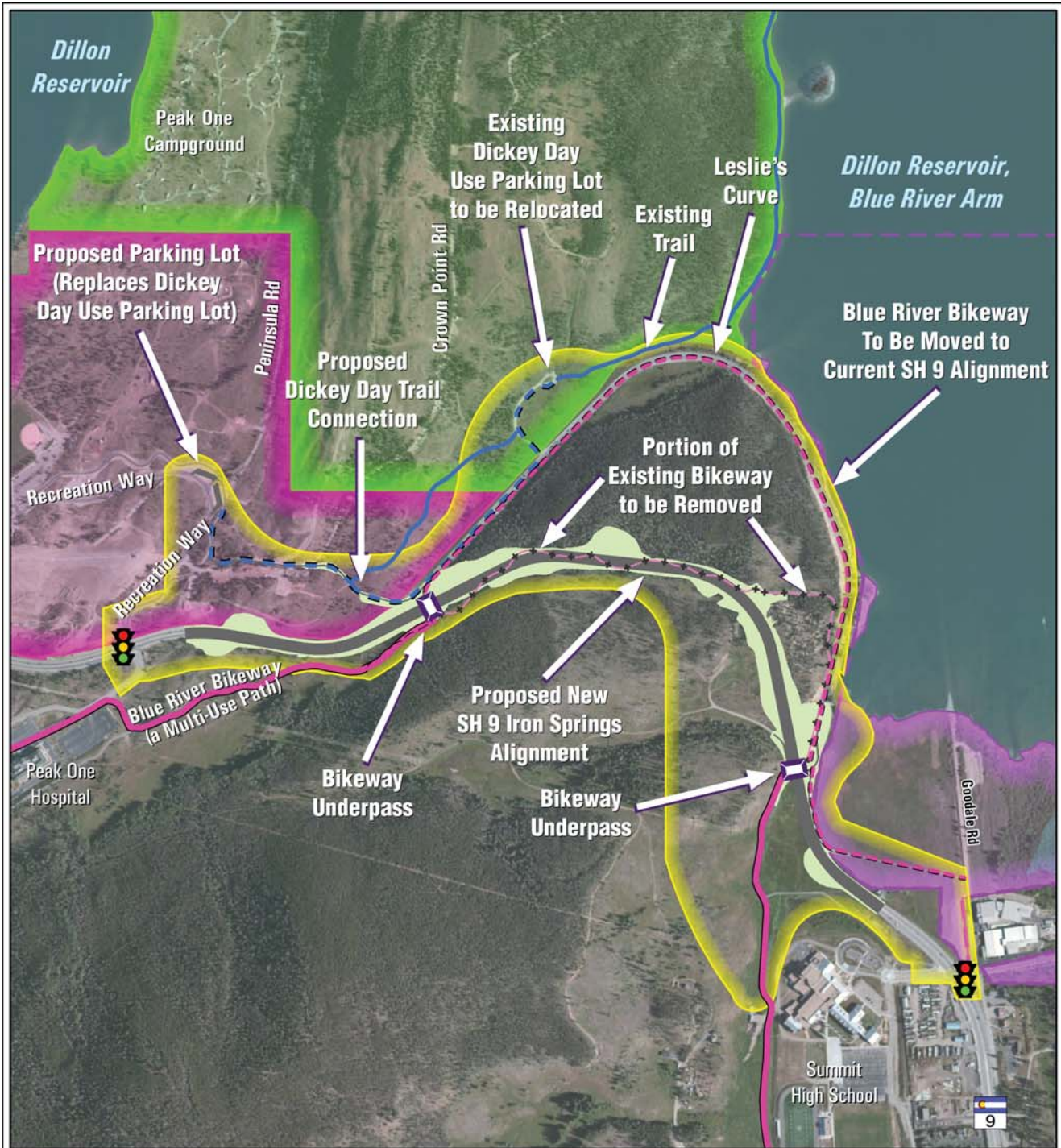
Typical Section C



Bikeway Typical Section

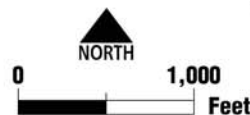


Proposed Action - Recreation Facility Changes



Legend

- | | |
|-----------------------------------|---|
| Study Area | Frisco Peninsula Recreation Area |
| Proposed Action Footprint | Portion of Bikeway to be Removed |
| Proposed Action Paved Areas | Existing Blue River Bikeway |
| Realignment of Blue River Bikeway | Existing Trail |
| Bikeway Underpass | New Bikeway Connection and Trail Access |
| Dillon Reservoir Recreation Area | Existing Signalized Intersection |
| USFS Peninsula Recreation Area | |



Proposed Action Recreation Facility Changes



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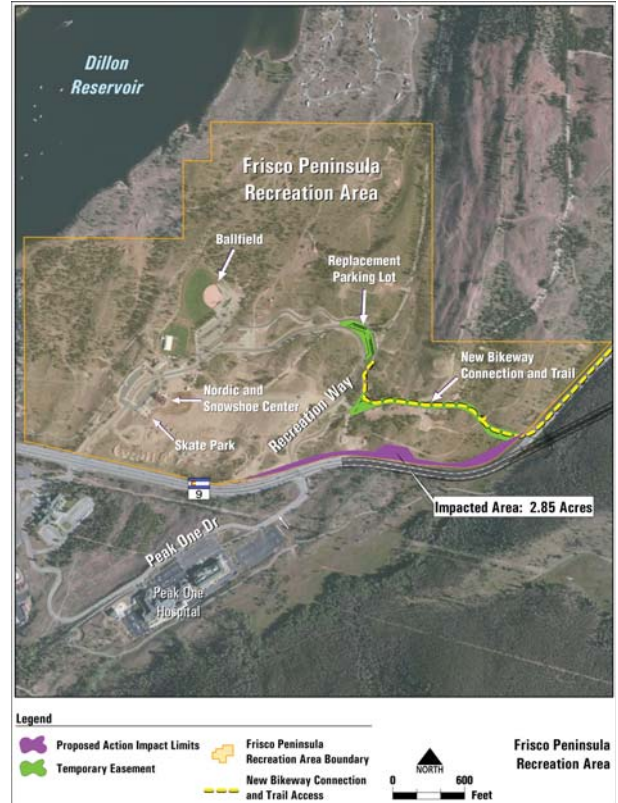


Proposed Action - Recreation Site Detail

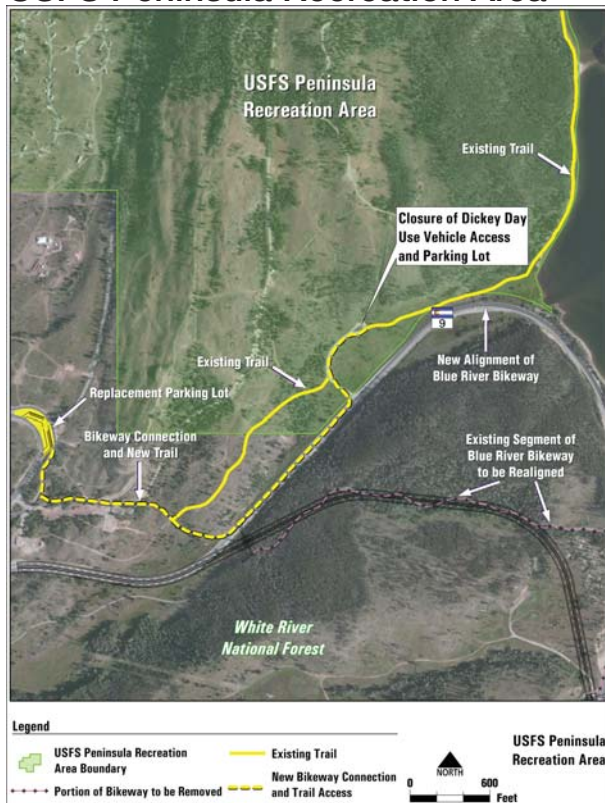
Blue River Bikeway



Frisco Peninsula Recreation Area



USFS Peninsula Recreation Area



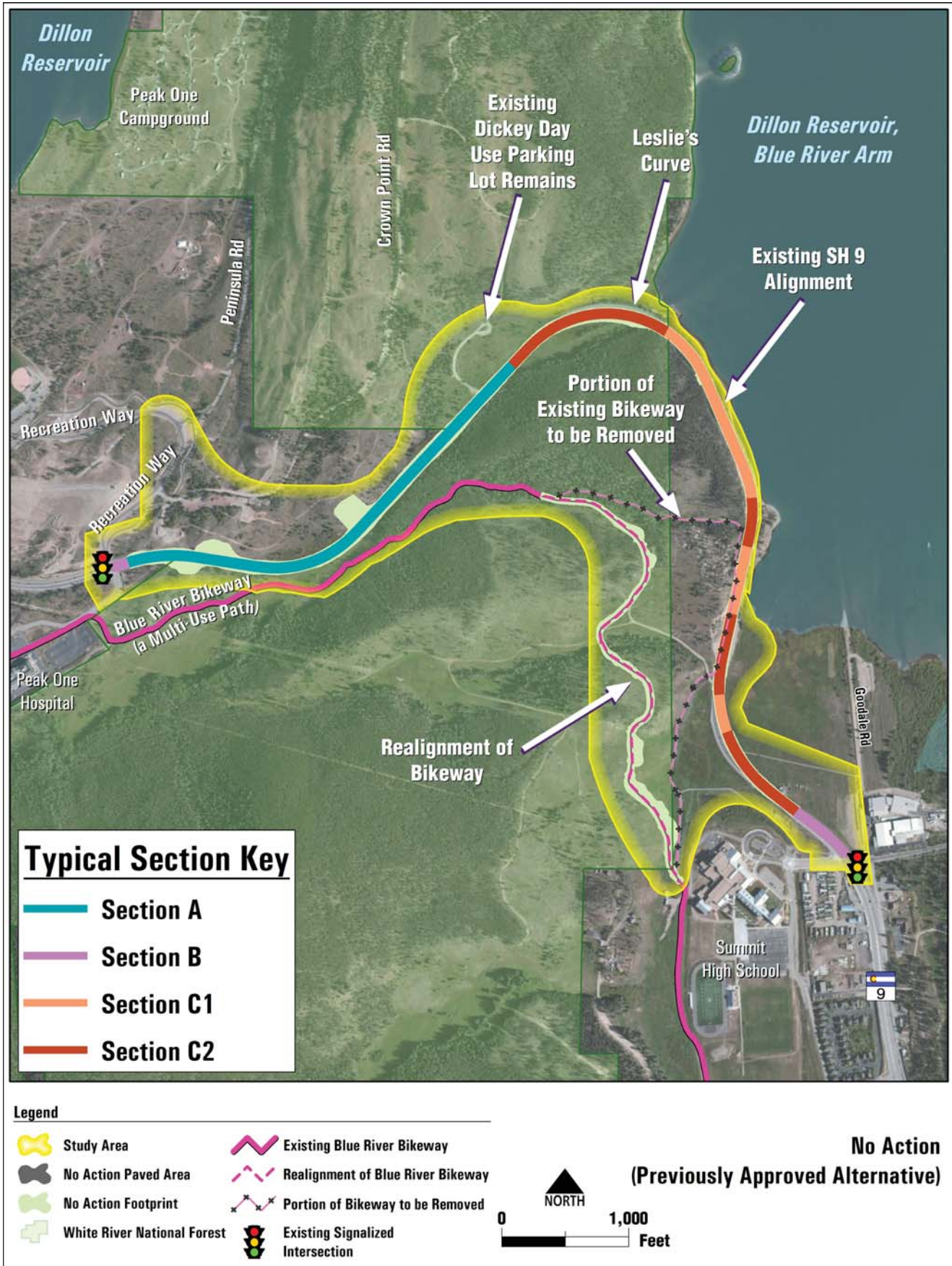
Dillon Reservoir Recreation Area: Blue River Inlet



Benefits of the Proposed Action

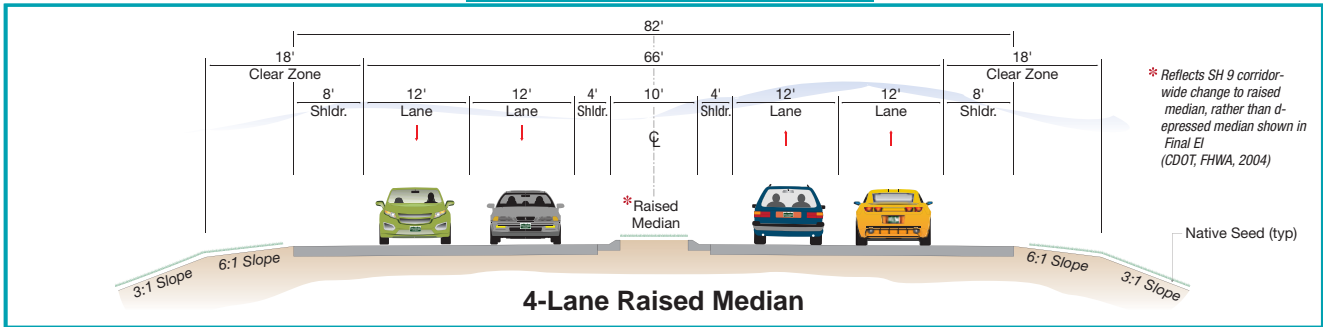
- ▶ Easier to construct, less traffic disruption
- ▶ Improve safety by eliminating dangerous curve
- ▶ Reduced wetland impacts
- ▶ Bikeway at gentler grade with reservoir overlook
- ▶ Water quality protection
- ▶ Improved recreation experience at shoreline
- ▶ Reduced barrier to wildlife
- ▶ Shorter highway would reduce maintenance
- ▶ Less extensive retaining walls needed

No Action Alternative - Widen Existing SH 9

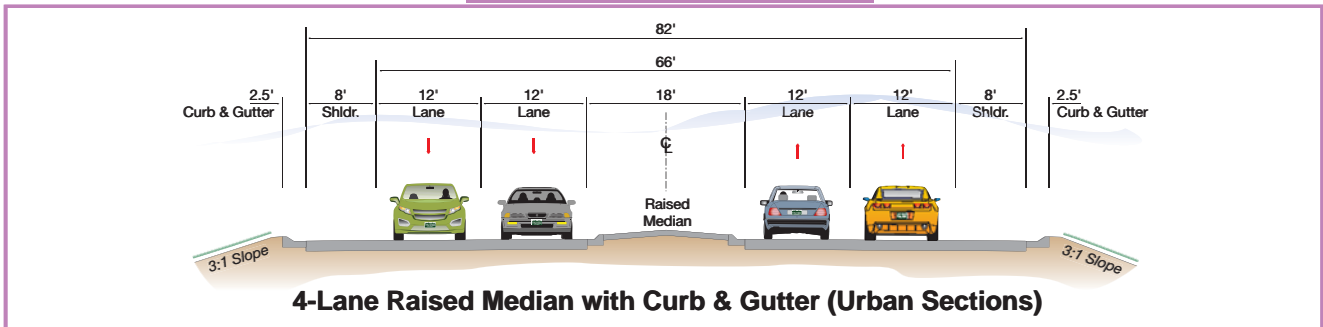


No Action Alternative Typical Sections

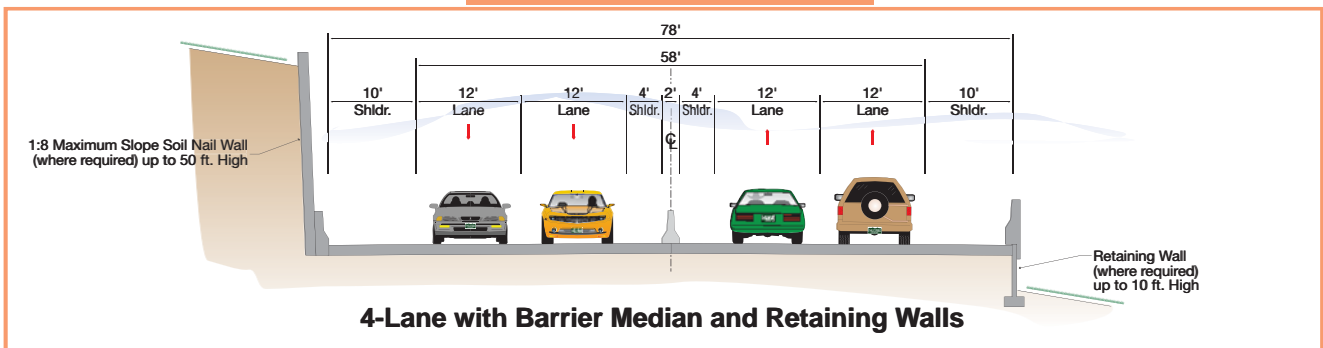
Typical Section A



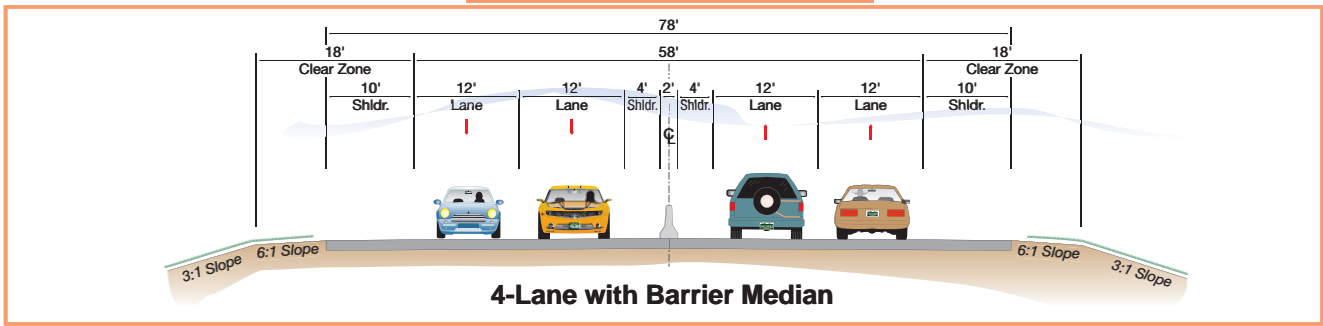
Typical Section B



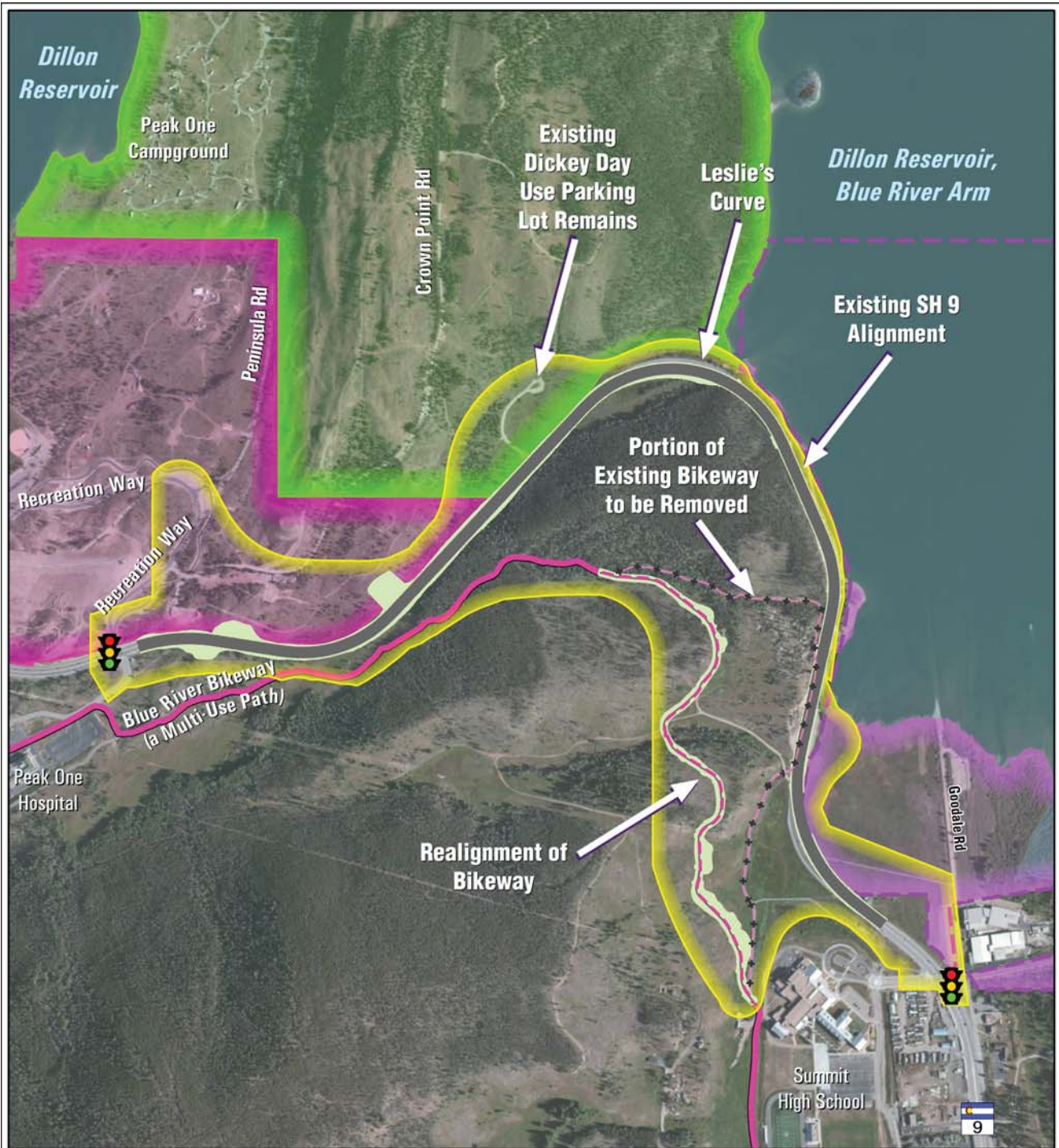
Typical Section C1













Typical Section C2

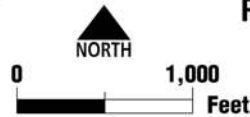


No Action - Recreation Facility Changes



Legend

- | | |
|--|---|
|  Study Area |  Existing Blue River Bikeway |
|  No Action Paved Area |  Realignment of Blue River Bikeway |
|  No Action Footprint |  Portion of Bikeway to be Removed |
|  Dillon Reservoir Recreation Area |  Existing Signalized Intersection |
|  USFS Peninsula Recreation Area | |
|  Frisco Peninsula Recreation Area | |



No Action Alternative Recreation Facility Changes



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State Highway 9 Iron Springs Alignment
Environmental Assessment

July 29, 2014

Purpose & Need Comparison

What is the Purpose of the Project?

Improve transportation along SH 9 by decreasing travel time and improving safety, while minimizing impacts to the surrounding environment and communities.

Why is the Project Needed?

Roadway Capacity/Mobility: Currently operating at capacity in peak travel hours; traffic volumes are expected to grow by 2 percent per year, exceeding the existing road capacity

Safety: Accident rate exceeds the statewide average. Increased congestion, multiple accesses, and inconsistent lane and shoulder widths contribute to this high accident rate

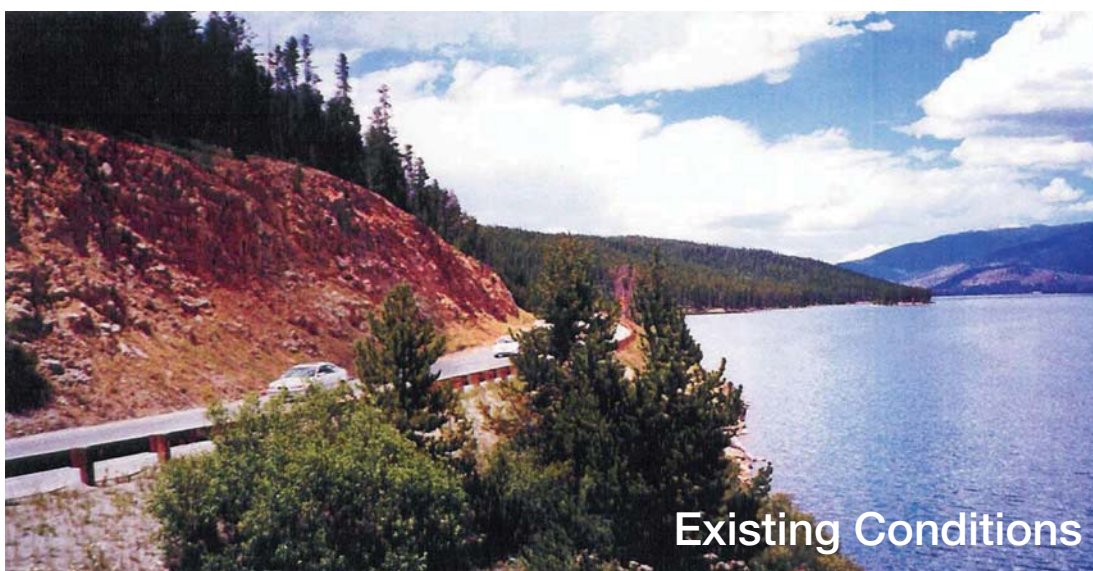
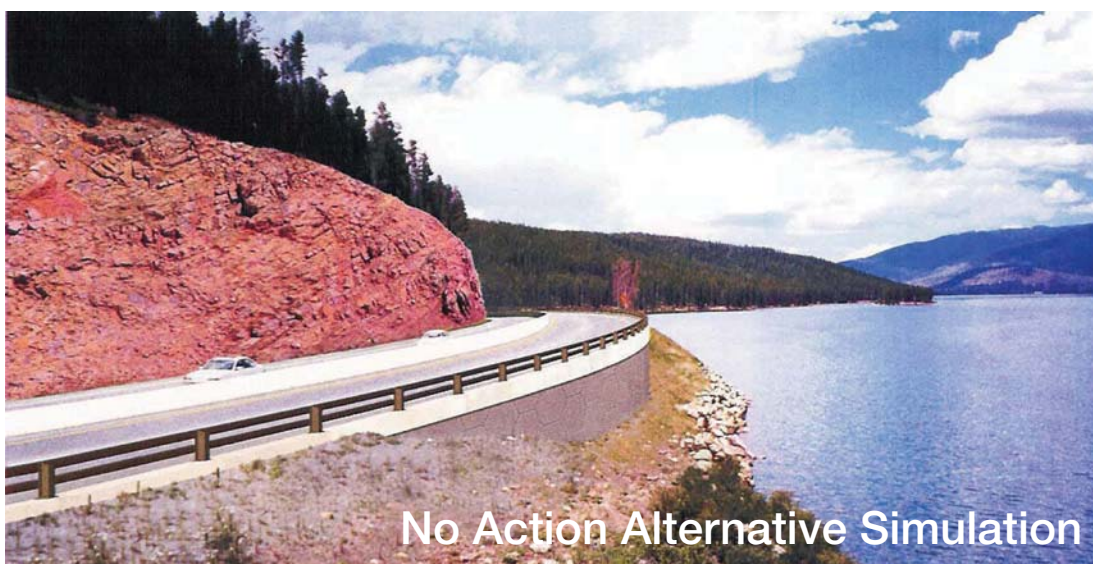
Transit: transit service would be impeded as congestion increases and as traffic volume increases

Project Needs	No Action Alternative (widen to four-lane reduced section highway on existing alignment)	Proposed Action (construct four-lane reduced section highway on new alignment)
Roadway Capacity/ Mobility	<p>Would provide sufficient roadway capacity to meet projected traffic needs and improve traffic flow.</p> <p>The tight Leslie's Curve would remain, resulting in slightly slower speeds than on other sections of SH 9 between Frisco and Breckenridge.</p>	<p>Would provide sufficient roadway capacity to meet projected traffic needs and improve traffic flow.</p> <p>Would remove the tight Leslie's Curve and shorten the roadway by approximately 0.4 mile, which would result in slightly shorter travel time (approximately 30 seconds time savings between Frisco and Breckenridge) relative to the No Action Alternative.</p>
Safety	<p>Would provide a safe roadway for vehicles.</p> <p>The tight Leslie's Curve would remain with a center barrier provided to prevent vehicles from crossing the center line. The tight curve may continue to produce accidents, particularly in icy conditions.</p> <p>Dickey Day Use Parking Lot would remain at its existing location and access from SH 9 would remain unsignalized and at its current location.</p>	<p>Would provide a safer roadway for vehicles.</p> <p>With the removal of the tight Leslie's Curve, accidents may be reduced relative to the No Action Alternative, particularly in icy conditions.</p> <p>Dickey Day Use Parking Lot would be closed and a new parking lot would be established, with access from SH 9 via the signalized intersection at Recreation Way, which would be safer.</p>
Transit	<p>Would provide sufficient roadway capacity and a safe roadway for transit vehicles, as for other vehicles.</p> <p>The tight Leslie's Curve would remain with a center barrier provided to prevent vehicles from crossing the center line. The tight curve may continue to produce accidents, particularly in icy conditions, which would affect transit vehicles, as well as other vehicles.</p>	<p>Would provide sufficient roadway capacity and a safer roadway for transit vehicles, as for other vehicles.</p> <p>Would provide the travel time and potential safety benefits to transit vehicles, as other vehicles.</p>

Bird's Eye View Simulations from South



Leslie's Curve Concept Simulations



Concept Simulations - North End (looking northwest)



Concept Simulations - South End (looking southwest)



Environmental Mitigation Commitments

Environmental Resources

Evaluated in EA:

- Air Quality
- Geotechnical
- Water Resources and Water Quality
- Floodplains
- Wetlands
- Vegetation and Noxious Weeds
- Terrestrial Wildlife and Aquatic Resources
- Threatened and Endangered Species
- Colorado Special Status Species
- U.S. Forest Service Sensitive Species
- Historic Properties
- Paleontological Resources
- Land Use
- Social Resources and Environmental Justice
- Right-of-way
- Utilities
- Parks and Recreation Resources
- Traffic Noise
- Visual Resources
- Energy Analysis
- Hazardous Materials
- Cumulative Impacts
- Section 4(f) Resources

Mitigation Commitments

83 specific mitigation commitments identified in EA, to be confirmed in NEPA decision document

Final Design

Mitigation commitments will be incorporated in Final Design

Construction

Mitigation commitments will be tracked and verified through construction

Right-of-Way

Proposed Action



Temporary Easement (TE)					
TE Area	Approx. SF	Acre	Grantor of Easement	Grantee of Easement	Description of Use
TE-1	37,853	0.87	Town of Frisco	CDOT	To construct Proposed Parking Lot
TE-2	98,881	2.27	Town of Frisco	CDOT	To construct Proposed Dickey Trail Connection
TE-3	46,173	1.06	National Forest/USFS	CDOT	For reclamation of area
TE-4	33,976	0.78	Summit County/CDLT	CDOT	To reclaim area along existing bikeway
TE-5	14,810	0.34	Summit County/CDLT	CDOT	To construct bikeway connection to SH 9 underpass
TE-6	43,092	0.99	Denver Water Board	CDOT	To construct bikeway connection to Water Board property
Total Temporary Easement		6.31 acres			
Permanent Easement (PE)					
PE Area	Approx. SF	Acre	Grantor of Easement	Grantee of Easement	Description of Use
*HED-1	959,191	22.02	National Forest/USFS	CDOT	To widen/realign SH 9 roadway
PE-1	56,192	1.29	Town of Frisco	CDOT and Summit County	CDOT easement for a portion of area (to be determined in final design) will be needed to construct relocated bikeway and maintain CDOT fiber optic and water quality facilities.
PE-2	396,831	9.11	National Forest/USFS	CDOT and Summit County	CDOT easement for a portion of area (to be determined in final design) will be needed to construct relocated bikeway and maintain CDOT fiber optic and water quality facilities.
PE-3	124,146	2.85	Town of Frisco	CDOT	Slope/maintenance easement to accommodate expanded SH 9 roadway.
Total Permanent Easement		35.27 acres	*Modification of existing HED limits		
Right-of-Way (ROW)					
ROW Area	Approx. SF	Acre	Property Ownership	To be Acquired by	Description of Use
ROW-1	322,779	7.41	Summit County/CDLT	CDOT	To widen/realign SH 9 roadway
ROW-2	30,492	0.70	Summit County/CDLT	CDOT	For water quality pond
ROW-3	93,218	2.14	Private 16354 SH 9	CDOT	To be determined during final design
ROW-4	549,727	12.62	CDOT	Summit County/CDLT	CDOT Land Swap Agreement (ROW to Summit County/CDLT). CDOT easement for a portion of area (to be determined in final design) will be needed to construct relocated bikeway and maintain CDOT fiber optic and water quality facilities.
Total Right-of-Way		22.87 acres	Total includes 10.25 acres to be acquired by CDOT and 12.62 acres to be transferred by CDOT to Summit County (CDLT).		

Note: The findings above are For Information Only and areas are approximate; these shall be finalized after the EA, during ROW process, see text. National Forest lands are managed by the USFS. SF=Square Feet. USFS=U.S. Forest Service. CDLT=Continental Divide Land Trust. HED=Highway Easement Deed.

No Action Alternative



Temporary Easement (TE)					
TE Area	Approx. SF	Acre	Property Ownership/Grantor of Easement	Grantee of Easement	Description Use
Not Applicable					
Total Temporary Easement		None			
Permanent Easement (PE)					
PE Area	Approx. SF	Acre	Property Ownership/Grantor of Easement	Grantee of Easement	Description Use
PE-1	362,311	8.32	National Forest/USFS	Summit County	To construct and maintain bikeway relocation
PE-2	151,589	3.48	Town of Frisco	CDOT	Slope/maintenance easement to accommodate expanded SH 9 roadway
*HED-1	29,791	0.68	National Forest/USFS	CDOT	To widen SH 9 roadway
*HED-2	53,827	1.24	National Forest/USFS	CDOT	To widen SH 9 roadway
*HED-3	21,006	0.48	National Forest/USFS	CDOT	To widen SH 9 roadway
Total Permanent Easement		14.20 acres	*Modification of existing HED limits		
Right-of-Way (ROW)					
ROW Area	Approx. SF	Acre	Property Ownership	To be Acquired by	Description Use
ROW-1	511	0.01	Summit County/CDLT	CDOT	To accommodate expanded roadway section SH 9
ROW-2	28,205	0.65	Summit County/CDLT	CDOT	To accommodate widen SH 9 roadway and Iron Springs Road Access
ROW-3	40,721	0.93	Denver Water Board	CDOT	To accommodate expanded roadway section SH 9
ROW-4	7,039	0.16	Summit County/CDLT	CDOT	For water quality pond
ROW-5	93,411	2.14	Private 16354 SH 9	CDOT	To be determined during Final Design
Total Right-of-Way		3.89 acres			

Note: The findings above are For Information Only and areas are approximate; these shall be finalized after the EA, during ROW process, see text. National Forest lands are managed by the USFS. SF=Square Feet. USFS=U.S. Forest Service. HED=Highway Easement Deed. CDLT=Continental Divide Land Trust.



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Wetlands

Proposed Action



No Action Alternative



Agency Coordination and Permitting

Agency Coordination to Date

- ▶ Colorado Parks and Wildlife
- ▶ Continental Divide Land Trust
- ▶ Denver Water
- ▶ History Colorado/State Historic Preservation Officer
- ▶ Northern Arapaho Tribe
- ▶ Summit County
- ▶ Town of Frisco
- ▶ U.S. Army Corp of Engineers
- ▶ U.S. Environmental Protection Agency
- ▶ U.S. Fish and Wildlife Service
- ▶ U.S. Forest Service - A cooperating agency for this EA

Additional Clearances and Permits Required

- ▶ Construction Access Permits
- ▶ Easements
- ▶ Section 404 Permit - Clean Water Act
- ▶ Permits from Local Jurisdictions - access, survey, utility and construction
- ▶ Senate Bill 40 Certification - wildlife certification for streams
- ▶ Section 401 Water Quality Certification
- ▶ Section 402 Permit - water quality
- ▶ Stormwater Construction Permit
- ▶ Survey Permit
- ▶ Traffic

How to Comment on the EA

Comments will be accepted through August 8, 2014

Verbal Comments this Evening

- Sign up to speak after the presentation
- Provide comments to the court reporter

Written Comments through August 8, 2014

- Submit comment form in the comment box this evening
- Via the project website
www.coloradodot.info/projects/hwy9f2b
- Mail, e-mail or fax comments to:

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Project Status and Next Steps

Public Comments and NEPA Decision

- ▶ Public comments through August 8, 2014
- ▶ CDOT and FHWA will consider all comments and respond
- ▶ CDOT and FHWA decisions to be made:
 - Section 4(f) *de minimis* finding pending for rec sites
 - Proposed Action or No Action Alternative
 - NEPA decision document

Final Design and Construction

- ▶ Following decision proceed with final design
- ▶ Continue agency and stakeholder involvement
- ▶ Right-of-Way process to be initiated in 2015
- ▶ RAMP Program funding available for construction
- ▶ Construction could occur in 2016 and 2017