

Why is CDOT doing this study?

The existing box culvert, Structure Number 070A039961BL, was constructed in 1962 under I-70 at milepost 39.96 in Mesa County. The box culvert is in poor condition and has been recommended for replacement. The structure has a sufficiency rating of 22.4 out of 100, due to bulging walls, horizontal and map cracking, and significant differential settlement at the joints, as documented in the 2018 Structure Inspection and Inventory Report. The existing box culvert provides vehicular access to the Mount Garfield Trailhead and adjacent properties, and also carries minor stormwater flows that reach the structure. Left unmitigated, the box culvert could fail structurally, potentially leading to severe damage to I-70 and limiting access to the trailhead and adjacent properties.

Who is sponsoring the Mt. Garfield Culvert Study?

CDOT is sponsoring the Mt. Garfield Culvert Study. Stolfus & Associates, Inc. is leading the development of the study. Stakeholders from the Federal Highway Administration (FHWA), Bureau of Land Management (BLM), Town of Palisade, and Mesa County have been involved in the development and screening of alternatives.

What area does the project include?

The project is focused on addressing the condition of the existing culvert located where 35 8/10 Road intersects with I-70. However, the project team considered alternatives within the area from I-70 Exit 42 in Palisade to 33 Road in Mesa County, including the frontage road north of I-70 (approximately 5 miles).

What is included in the study?

The study includes an alternatives feasibility study to identify a preferred solution for the failing box culvert that will address the following needs:

- Safety along I-70
- Structural deficiencies of the box culvert
- Legal access for adjacent properties
- Reasonable access for the Mt. Garfield Trailhead
- Drainage needs at the box culvert

The study includes the following activities:

- Define Existing Conditions
- Define Project Purpose and Need
- Develop Evaluation Criteria to Screen Alternatives
- Develop Alternatives
- Public and Stakeholder Engagement
- Alternative Evaluation/Screening
- Study Recommendations and Documentation

How will a preferred alternative be selected?

Two filters of criteria were established to evaluate the project alternatives. Filter 1 is the Purpose and Need Screening and is used to confirm that the alternative meets the project's purpose and need. Any alternative that does not pass Filter 1 is eliminated from consideration. Alternatives that pass Filter 1 are advanced to Filter 2 – Preferred Alternative Screening. Filter 2 criteria are used to compare the value of the alternatives. Filter 2 evaluation falls under three main categories: effective access, compatibility with existing programs/resources, and project impacts. Example topics considered include access condition, out-of-direction travel, construction cost, maintenance, environmental impacts, community support, property impacts, etc. Based on the results of the Filter 2 evaluation, a preferred alternative will be selected for design and construction.

What is the anticipated schedule for the project?

The Mt. Garfield Culvert Study was initiated in June 2019. Following the public outreach process, the project team will complete the evaluation process, identify a preferred alternative, and document the final recommendations. Final recommendations are anticipated to be completed by Fall 2020 with documentation completed in early 2021. The preferred alternative will be designed and constructed once funding for the project can be secured.

How can I get more information about the project?

Contact one of the project team representatives:

Nathan Jean, PE
Design Manager
CDOT-Region 3
Ph. (970) 683-6362
nathan.jean@state.co.us

Michelle Hansen, PE
Consultant Project Manager
Stolfus & Associates, Inc
Ph. 720) 771-3056
michelle@stolfusandassociates.com

Elise Thatcher
Communications Manager
CDOT-Region 3
Ph. (303) 927-8299
elise.thatcher@state.co.us