



**COLORADO**

Department of Transportation

# I-25: Speer and 23<sup>rd</sup> Bridge and Interchange Project **Children's Museum Stakeholder Meeting**

August 29, 2024





## Navigating the Project:

- 1 Shared Understanding of Project Process and Constraints
- 2 Shared Understanding Stakeholders' Concerns and Interests
- 3 Shared Understanding of Next Steps





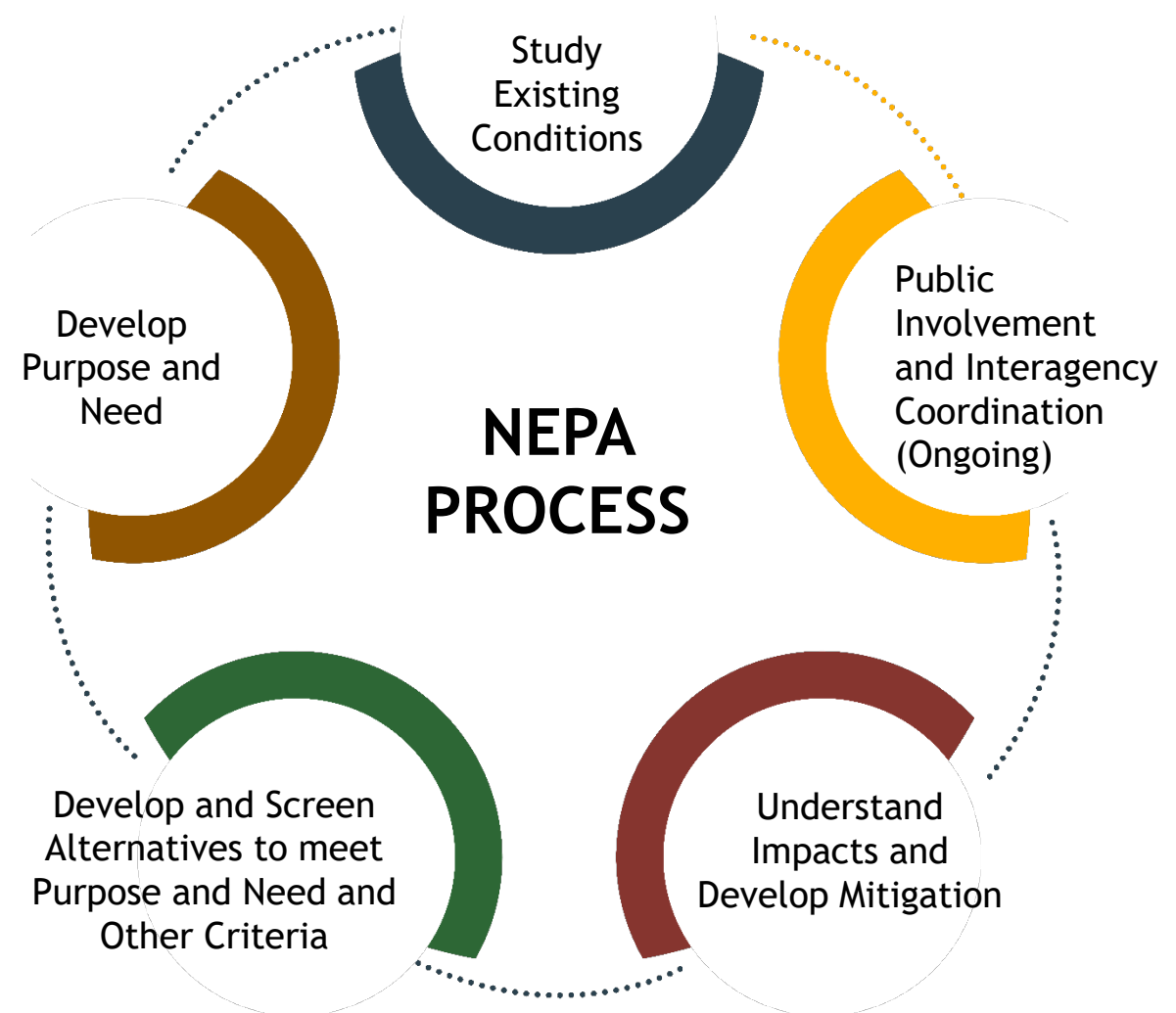
## Understanding the Project's Process, Challenges, and Goals





# National Environmental Policy Act (NEPA)

NEPA requires that projects using federal funds, requiring a federal permit or linked to a federal action analyze effects on the natural and social environment. Since CDOT is using federal funding for this project, once a recommended alternative(s), including the No Action, are selected, the project will go through NEPA review and documentation.



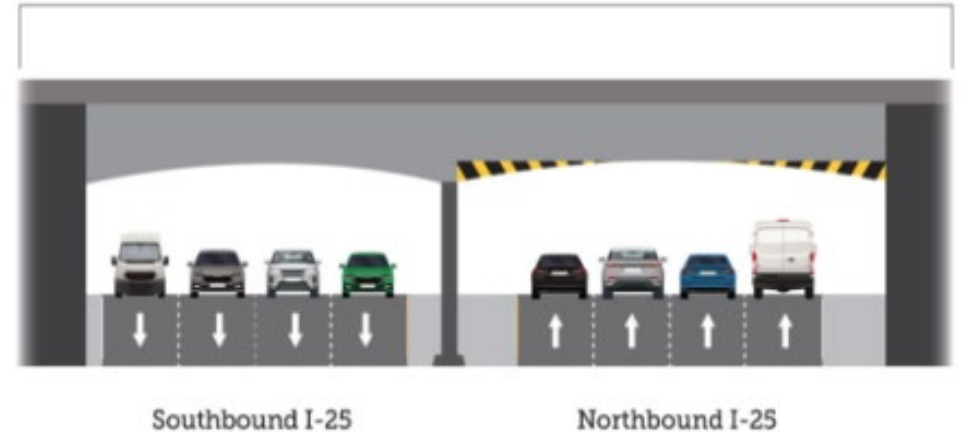
The project team gathered existing conditions data on transportation infrastructure, vehicle crashes, bike and pedestrian facilities, and on the height or vertical clearance of the Speer Boulevard and 23<sup>rd</sup> Avenue bridges over I-25.



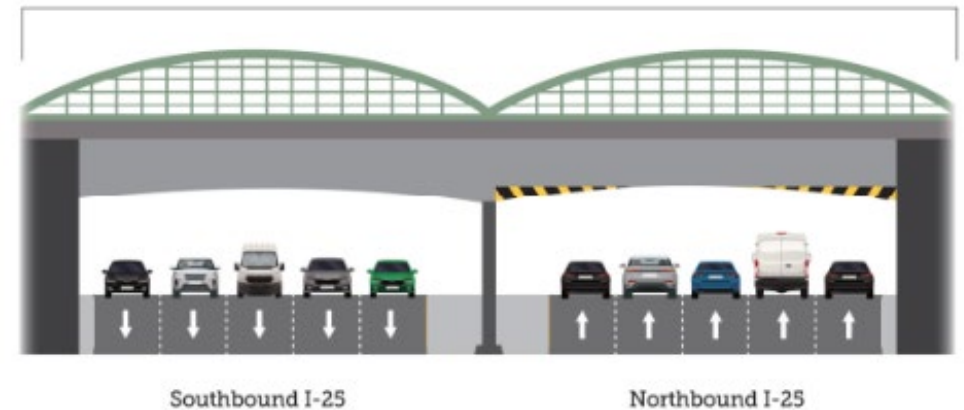
## Action Required

- ◆ Address the Aging Infrastructure
- ◆ Adequate Vertical Clearance

### 23<sup>rd</sup> Avenue



### Speer Boulevard



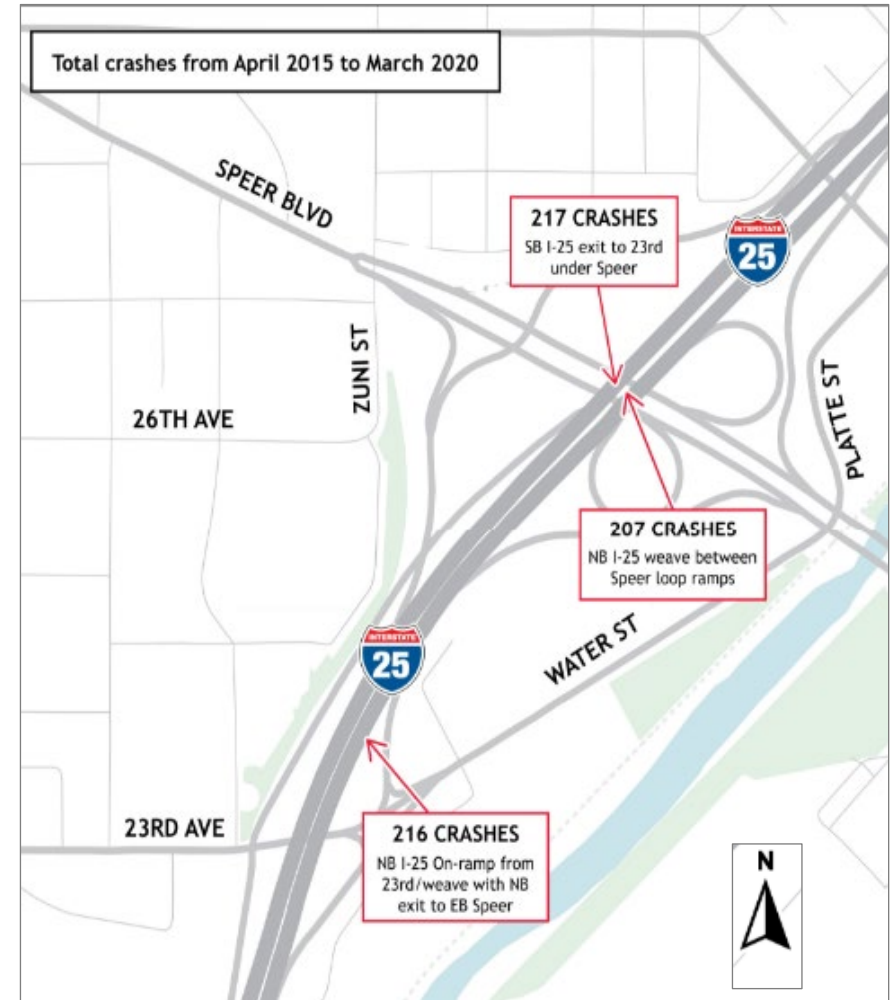


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## Action Required

- ◆ Improve Safety Issues identified within the interchange complex.

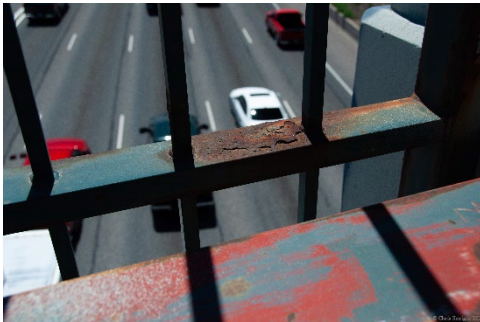


## Purpose

The purpose of the **I-25 Speer Boulevard & 23rd Bridge & Interchange Project** is to address the increasing maintenance needs and deteriorating condition of the aging 23rd Avenue and Speer Boulevard bridges over I-25, to provide crossings with adequate vertical clearance over I-25 for interstate travelers, to improve the transportation connection across I-25 for all road users, and to improve the safety issues identified within the interchange complex.



## Need



### Safety Needs

Improve safety in the interchange complex at Speer Boulevard and 23rd Avenue



### Pedestrian, Bicycle, and Micromobility Device Needs

Accommodate pedestrians, bicycles, and other micro mobility devices (small, low-speed, human- or electric-powered transportation devices) across I-25 and along Speer Boulevard and 23rd Avenue.



### Interstate Crossing Needs

Provide interstate crossings that have adequate clearance over I-25 and structural integrity





## Federal Highway Administration (FHWA) Controlling Criteria

The following criteria cover various aspects of road design, including:

- ◆ Design Speed
- ◆ Lane Width
- ◆ Shoulder Width
- ◆ Horizontal Curve Radius
- ◆ Superelevation Rate
- ◆ Stopping Sight Distance
- ◆ Maximum Grade
- ◆ Cross Slope
- ◆ Vertical Clearance
- ◆ Design Load Structural Capacity



## The project team is evaluating the following resources:

■ Additional  
FHWA Approval  
- Section 4(f)

- ◆ Air Quality And Greenhouse Gas Emissions
- ◆ Water Quality
- ◆ Floodplains
- ◆ Waters Of The U.S., Including Wetlands
- ◆ Environmental Justice
- ◆ Socioeconomic Resources
- ◆ Land Use
- ◆ Biological Resources (Wildlife, Fisheries)
- ◆ Threatened, Endangered, And State Special Status Species
- ◆ Noxious Weeds
- ◆ Hazardous Materials
- ◆ **Historic And Archeological Resources**
- ◆ Paleontological Resources
- ◆ Noise
- ◆ Visual Resources
- ◆ **Recreational Resources**
- ◆ Secondary And Cumulative Impacts

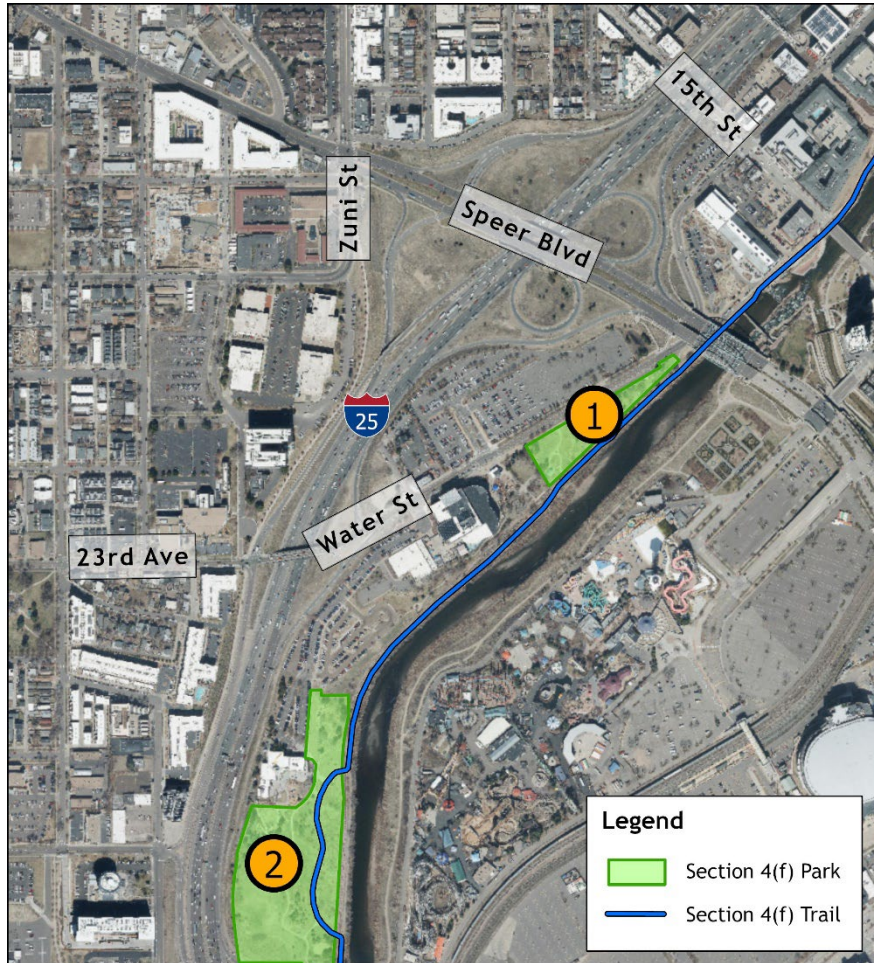




## Historic and Archeological Resources

- ◆ Brewmaster's House (1)
- ◆ Diamond Hill/Brick Storm Sewer (2)
- ◆ 2420 Alcott St (3)
- ◆ Denver Tramway (4)
- ◆ Stonemen's Row Historic District (5)
- ◆ 2727 Zuni St (6)





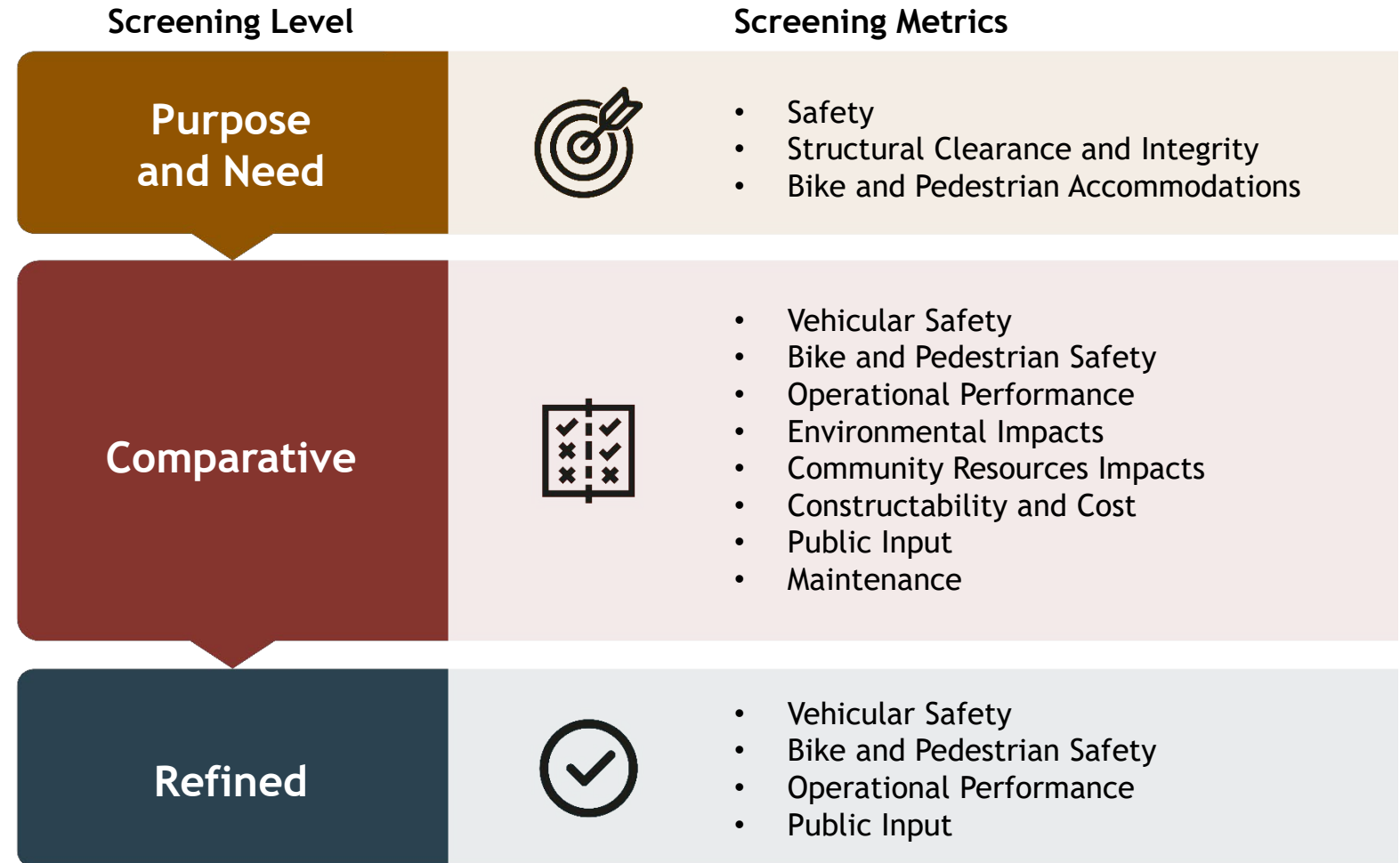
## Recreational Resources

- ◆ Fishback Park (1)
- ◆ Gates Crescent Park (2)
- ◆ South Platte River Trail





The **Alternatives Screening Process** is designed to evaluate and select the best design options based on several criteria. This process involves three levels of screening, each focusing on different aspects to ensure that the chosen alternative meets all necessary requirements and addresses key concerns.





## Design and Study Schedule



**2023**

Data collection and preliminary alternatives development



**Early 2024**

Purpose and need developed, and initial screening



**Mid-2024**

**We are here**

Alternative refinement and secondary screening



**Late 2024 to 2025**

NEPA analysis and documentation, start of preliminary design



## Next Steps

**2026 and Beyond  
Final Design and Construction**

Identify construction delivery method, identify construction funds, and finish preliminary design.

