

I-270 Environmental Assessment

Appendix A-18: Stakeholder, Public, and Agency Outreach

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Stakeholder Outreach	
June 16, 2020	Central 70 Outreach Team Meeting Minutes
June 23, 2020	CCD DOTI Meeting Minutes and Presentation
June 25, 2020	Assumption Church Meeting Minutes and Presentation
July 7, 2020	Friendly Baptist Church Meeting Minutes and Presentation
July 7, 2020	Mapleton Schools Meeting Minutes and Presentation
July 8, 2020	Kids First Health Meeting Minutes and Presentation
July 8, 2020	Greenways Outreach Meeting Minutes and Presentation
July 8, 2020	Sand Creek Email Follow-Up and Presentation from Beth Nobles
July 22, 2020	CMCA Meeting Minutes and Presentation
August 4, 2020	Suncor Meeting Minutes and Presentation
August 6 and 20, 2020	Railroad Focus Group Meeting Minutes
August 10, 2020	Adams County Fire, South Adams County Fire and Denver Fire Meeting Minutes
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September 30, 2020	CMCA Meeting Minutes
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Project Leadership Team (PLT) Meeting Minutes	
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May 20, 2020	PLT Meeting Minutes and Presentation

Date	Subject
June 17, 2020	PLT Meeting Minutes and Presentation
July 29, 2020	PLT Meeting Minutes and Presentation
September 16, 2020	PLT Meeting Minutes and Presentation
November 4, 2020	PLT Meeting Minutes and Presentation
January 27, 2021	PLT Meeting Minutes
April 14, 2021	PLT Meeting Minutes
July 21, 2021	PLT Meeting Minutes
September 15, 2021	PLT Meeting Minutes and Presentation
December 15, 2021	PLT Meeting Minutes
June 9, 2022	PLT Meeting Minutes and Presentation

Public Outreach

Summer Event - August 2020	1 st Virtual Public Event, Summer 2020 (notices and reminders, stations, station scripts) – English and Spanish; comment summary
Winter Event - December 2020	2 nd Virtual Public Event, Winter 2020 (notices and reminders, stations, station scripts) – English and Spanish; comment summary
September 2, 2020	Email from CDOT – Meet with Agencies and Organizations to discuss Transportation Needs
October 28, 2020	Email from CDOT – Response to Feedback at August Public Event
March 14, 2022	Email from CDOT- Input on Air Quality Modeling Process and Presentation
March 22, 2022	Email form CDOT – Reminder Air Quality Survey Closes at 5p on March 25, 2022

Agency Coordination

August 5, 2020	Agency Scoping Meeting Minutes, Attendance List, and Presentation
October 26, 2020	RTD Insights: Project Meeting Minutes
January 26, 2021	Air Quality: Inter-agency Consultation (IAC) Meeting
April 4, 2022	Air Quality: IAC Meeting #2 with FHWA, CDOT, EPA, APCD
June 9, 2021	Air Quality: Follow-up Meeting and Presentation

Tribal Consultation, Section 106 Consultation, and Historic Section 4(f) Coordination

September 16, 2020	Solicitation for Section 106 Consultation Letter to Chairman Bobby Komardley with Apache Tribe of Oklahoma from John Cater. (Same letter sent to ten other tribes).
October 16, 2020	Email from Daniel Jepson with CDOT – Tribal Consultation Invitation Response; Matt Reed with Pawnee Nation would like to become one of the consulting parties.
October 16, 2022	Email from Daniel Jepson with CDOT – Tribal Consultation Invitation Response; Tenna Limpy with Northern Cheyenne Tribe would like to request to be part of the consulting party.
	Placeholder: Tribal comments on archaeological report due early Sept. 2022

Date	Subject
February 5, 2021	Letter to Vanessa Henderson from Dr. Holly Kathryn Norton regarding the review of I-270 Environmental Assessment Commerce City and Adams County, Colorado
February 5, 2021	Letter to Jill Jennings Golich from Vanessa Henderson regarding Determinations of National Register of Historic Places Eligibility and Effects
February 5, 2021	Letter to Steve Turner from Vanessa Henderson regarding Determinations of National Register of Historic Places Eligibility and Effects
June 21, 2022	Letter from Jane Hann to Steve Turner regarding Section 106 Compliance, Eligibility & Effects Determinations (Archaeological Resources)
June 22, 2021	Letter from Steve Turner to Jane Hann regarding Section 106 Consultation; Eligibility and Effects Determinations (Archaeological Resources)
July 2, 2021	Email Correspondence from Dan Jepson to Basil Ryer regarding Archaeological Resources and Archaeological Assessment report

Consultant Work Product - Jacobs Engineering
 -Not CDOT Approved-

Stakeholder Outreach

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	Virtual discussion with Central 70 outreach team		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Meeting Minutes/
PROJECT CODE	23198	DATE/TIME	June 16, 2020
PREPARED BY	Joy Wasendorf		
LOCATION	Virtual meeting		
PARTICIPANTS	Adam Parks, CDOT; Stacia Sellers, CDOT; Tamara Rollison, CDOT; Presley Fowler, CDOT; Laura Meyer, Jacobs; Ivonne Colin, CIG; Joy Wasendorf, CIG		
COPIES TO	File	APOLOGIES	

Notes:

AGENDA

- Project Overview
- Project Purpose & Need
- Project Process & Schedule
- Questions & Input
- Action Items & Next Steps

QUESTIONS & INPUT

- What does success look like to the Central 70 team when it comes to informing and engaging minority populations?
- What outreach channels do you find successful at reaching community members (particularly minority populations)?
- Do you have any tips for engaging community members?
- How involved/engaged are Denver City Council members?
- Are there any issues or challenges you think the I-270 team will need to address so we're successful?
- Are there other people or organizations you think we should involve (particularly with respect to minority populations)?

DISCUSSION NOTES

- Refer to online meeting as Virtual Public Engagement to avoid confusing it with an in-person gathering.
- Cultivate relationships with community members and community leaders.
- Be prepared to explore community commitments for EJ. Home improvements for residences within 100 feet of highway is standard.
- Churches and other community organizations are a key source of information for residents.
- Work with local businesses – mom/pop local businesses are a common source of local info in Commerce City.

- Also connect with rec centers and libraries. C70 has people sitting in local community places to answer questions.
- Schools – connect with Principal; Identify school district and/or parent liaisons.
- C70 team recommends translating all public facing materials.
- Include a translator for live virtual meetings.
- Printed materials – print English/Spanish on the same document to avoid appearance of “wasting” paper.
- CDOT has packet of social media graphics – the C70 team has already translated these.
- Montebello 2020 – very active, recommend connecting with this group
- Ditch the ditch group (Unite North Metro Denver) – created an alternative to eliminate I-70, pursued 3 lawsuits against CDOT, vocal opponents to project. They are starting to vocally oppose the Central I-25 project – we should expect this group to be active on I-270. Expect questions about why CDOT spent \$ on I-70 rather than investing more \$ in widening on I-270. Expect questions about why transit is not part of the project. Review their FB page to get familiar with their perspectives.
- Pollution may be #1 concern. Be prepared for questions about Suncor – relocating Suncor or otherwise dealing with pollution from Suncor.
- Spanish media (including radio) – give as much notice as possible with press releases
- Work with Julie George for Elected Officials
 - Stacie Gilmore with Denver District 11 – very active
 - Chris Herndon – has not been very active on C70
 - Debbie Ortega – C70 met with her, she is interested in 270
 - Kevin Flynn – Although he’s in District 2 away from the corridor, he has an interest in transportation/engineering projects and keeping him in the loop could provide an elected advocate
- Tim Sandos, Anthony Aragon, Leslie Thomas – DOTI – recommended as a good contacts
- Identify one person who is the project team point of contact for community member

Action Items	By Who	Target Completion Date
Follow-up with Central 70 team on approach to managing detractors (Unite North Metro Denver)	Joy Wasendorf	July 1, 2020



SUBJECT	CCD DOTI gathering their preliminary input on I-270 proposed improvements		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint/Documents/Meeting Minutes/
PROJECT CODE	23198	DATE/TIME	June 23, 2020
PREPARED BY	Mary Jo Vobejda		
LOCATION	Google Meeting		
PARTICIPANTS	CDOT / Adam Parks, Ethan Jacobs Jessica Myklebust, Tamera Rollison City and County of Denver / Brian Pinkerton, Tim Sandos, Christen Steward, Afor Chavez Commerce City / Brent Soderlin Adams County / Kristin Sullivan Jacobs / Doug Stremel, Mary Jo Vobejda		
COPIES TO	File	APOLOGIES	


Notes:

- 1) Introductions were completed
- 2) Adam reviewed the agenda
- 3) Adam reviewed the presentation
- 4) Tim noted the high percentage of trucks on the corridor. Do we have data around the % heavy vehicles?
- 5) Citing the 3rd need bullet – obsolete and deficient bridges – does CDOT have any estimates around the costs for addressing the bridge issues. CDOT has looked into affordable and fundable packages that might address these bridges, approximately \$80M was estimated. Several of the bridges are eligible for Bridge Enterprise funds and as the bridges age more will likely be eligible for replacement.
- 6) A question was asked about the specifics behind the fourth need bullet - Accommodate truck freight traffic. Adam noted that the freight needs are mostly operational issues such as weaving at ramps, accel length, and profile grades. These types of improvements will be looked into after the mainline alternative is chosen.
- 7) Generally, all agreed the Purpose and Need cover the corridor issues.
- 8) The format of the public events within a virtual room was discussed. The options for reviewing the boards and completing comments were discussed. Members on the call had participated in some virtual public events and thought they could be effective.
- 9) Are the alternatives know at this time? The 2 build alternatives include adding general-purpose lane or adding managed-lanes. The layout of interchanges and auxiliary lanes will be discussed in more detail further into the study.
- 10) Concerns and Input
 - a) Access to Northfield is a discussion that is needed. The Quebec interchange is a half interchange. The project is planning some focus groups to discuss this interchange and its functions and


geometry. There may be developers and retailers interested in providing input. Commerce City will investigate existing area plans and provide them to CDOT.

- b) How will I-270 interconnect with the Central 70 project? Adam explained the elements being constructed with Central 70. Direct connects for express lanes are not a part of the Central 70 construction. The I-70 bridge connecting to I-270 is being widened. The interchange at Quebec is planned for modifications. The I-270 Sand Creek bridge was the limit of Central 70 construction.
 - c) The HPTE Express Lanes Master Plan shows that a managed lane on I-270 continued from I-70 to I-270 would be highly used.
 - d) City and County of Denver has always seen I-270 as a natural next step for improvements in the northern part of the metro area.
- 11) Adam asked if the City and County of Denver had specific stakeholders that should be involved in future discussions about the access to Northfield. CCD will work to get a list together.
- 12) City and County of Denver and Adams County have consistently heard from residents about needing safety improvements to pedestrian facilities in this area. Right now, there is a focus at Vasquez and 60th intersection.
 The Walmart on Vasquez is the only grocery store for some neighborhoods and many residents access the Walmart on foot. During the Central 70 construction transportation support has been provided to these residents with rides home after completing their grocery shopping. Bike and pedestrian facilities, ultimate and during construction, should be a consideration in both the I-270 and the Vasquez intersection projects.
 Pedestrian and bike access under I-270 is currently possible at 56th and Eudora, however, the sidewalks are not continuous and the intersection layout is confusing and does not provide adequate site distance for vehicles to see crossing pedestrians.
- 13) Is extending Holly under I-270 for better residential, pedestrian, and bicycle access under consideration in this study? Adam noted this for discussion with the group.

Action Items	By Who	Target Completion Date
Future graphics to include highlights of Central70 ongoing project limits to better illustrate the connections between the I-270 and the Central 70 construction	CDOT	
List of stakeholders to include in any Quebec interchange focus groups	CCD	





COLORADO
Department of Transportation



I-270 Corridor

Stakeholder
Scoping Meeting
DATE



1

Agenda

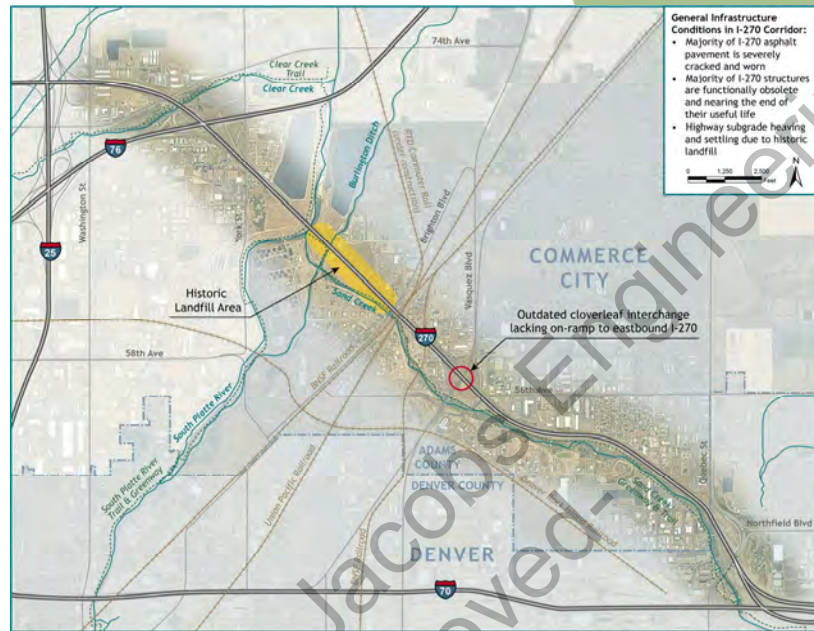
- Introductions
- Project Overview
- Project Purpose & Need
- Project Process & Schedule
- Questions & Input
- Review Action Items and Next Steps

05/20/2020

2

Project Overview

- Missing Interchange movements and short weaves
- Bridges approaching end of life
- Deteriorating pavement
- Stop-and-go traffic contributes to crashes and impedes trucking operations
- Peak travel times currently 3 to 4 times higher than free flow conditions



04/21/2020

3

3

Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions which modernize the I-270 corridor to accommodate transportation demands.

05/20/2020

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Project Needs

- Improve safety by reducing the rate of vehicle crashes
- Improve travel time reliability and reduce delays
- Update obsolete and deficient bridges and highway infrastructure
- Accommodate truck freight traffic

05/20/2020

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Project Goals

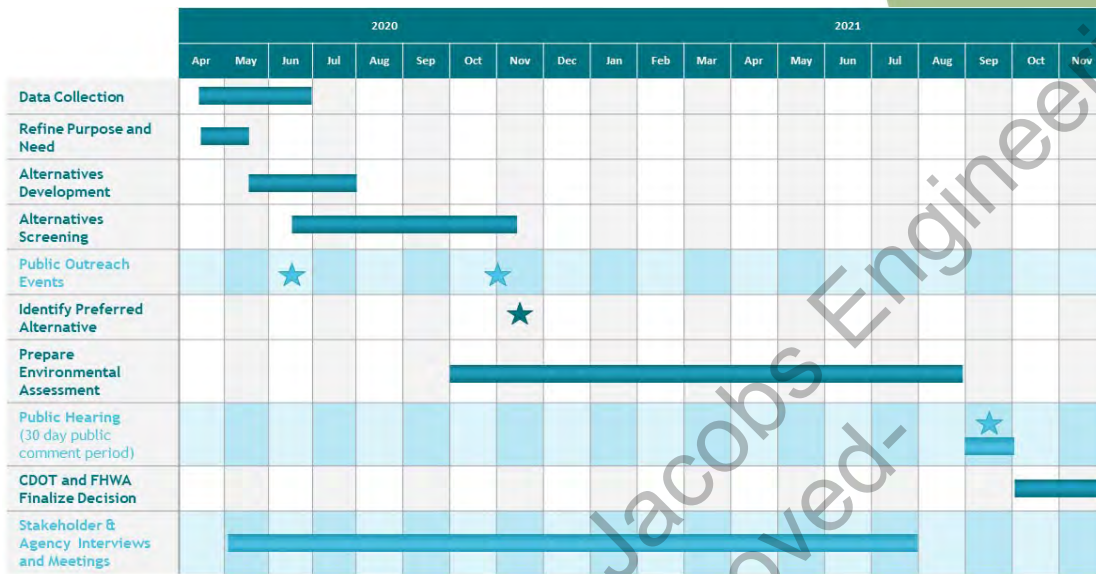
- Accommodation of existing and planned multimodal routes
- Consideration of the natural and human environment
- Consideration of approved local transportation plans

05/20/2020

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6

Project Process & Schedule



05/20/2020

7

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Questions & Input

- List questions/topics we'd like the stakeholder's input on.

04/21/2020

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Next Steps

- How would you like to be included going forward?
- Are there other individuals or organizations who should be part of this process?
- Parting advice or insights?

04/21/2020

9

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Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	Virtual discussion with Joe Domenico from Assumption of the Blessed Virgin Mary Catholic Church		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Meeting Minutes/
PROJECT CODE	23198	DATE/TIME	June 25, 2020
PREPARED BY	Joy Wasendorf		
LOCATION	Virtual meeting		
PARTICIPANTS	Adam Parks, CDOT; Tamara Rollison, CDOT; Ethan Jacobs, CDOT; Joy Wasendorf, CIG		
COPIES TO	File	APOLOGIES	

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QUESTIONS & INPUT


- What is the general demographic/social makeup of the community?
- What communication channels are there to reach out to people?
- Do you have any tips for engaging community members?
- Any issues or challenges we should address so we're successful?
- Are there any issues or challenges you think the I-270 team will need to address so we're successful?
- Who are the leading voices in the community we should engage?

DISCUSSION NOTES


- There are about 700 families who attend the church.
- The demographic makeup of parishioners is about 60 percent Hispanic, but they all speak English.
- Most of the people who attend the church are from the Welby or Thornton area (up to about 88th Avenue), not Commerce City because they have their own Catholic church. There are a few people who have moved out of this immediate area but still attend the church.
- Service times are: 8:30 a.m. Mon – Friday daily mass, 4:30 p.m. Saturday and 8:30 and 10:30 a.m. on Sundays
- The church prints a weekly bulletin that is available online. This would be a good resource to get information out to the community. Joe would need the information by Wednesday for the following week's bulletin so he can run it past the priest. jdomenico@assumptiondenver.org

- The principal of the school also puts out a newsletter each Monday and this is available online as well. Most parents have online access and are used to getting information through the school this way.
- There are a fair number of older people in this area and Joe thinks a direct mail piece would work for initially reaching people.
- As an Adams County resident at the top of the York Street eastbound I-270 on-ramp, Joe relies on Adams County's newsletter to find out what's going on in the area. The county has plans to widen York Street down to 58th Avenue and he's wondering if this project will make any improvements to York Street or complete the interchange. Adams explained that CDOT wouldn't be improving York Street since this is a county road, but part of this project could involve evaluating I-270 improvements that tie into anything that Adams County does.
- Joe also asked about the possibility of adding sound walls along I-270 and Adam explained that anytime a highway is widened there needs to be a noise analysis done to determine where sound walls should be built.
- Living at the top of the York on-ramp Joe sees the extensive backups in the morning of southbound York Street traffic trying to make the left turn onto the on-ramp to eastbound I-270. He said many people get impatient and continue south on York Street and make a U-turn to head north to get onto the ramp.
- Another thing he has noticed is the number of new warehouses in the area that are leading to increases in truck traffic. There are a couple fairly new warehouses on York Street and there's another one going in at Highway 224 and Clayton and another one at 73rd and Gilpin.

Action Items	By Who	Target Completion Date
Send information on virtual event to Joe for church bulletin	Joy Wasendorf	Aug. 12, 2020





COLORADO
Department of Transportation



I-270 Corridor

Assumption of the
Blessed Virgin Mary Church
June 25, 2020



1

Agenda

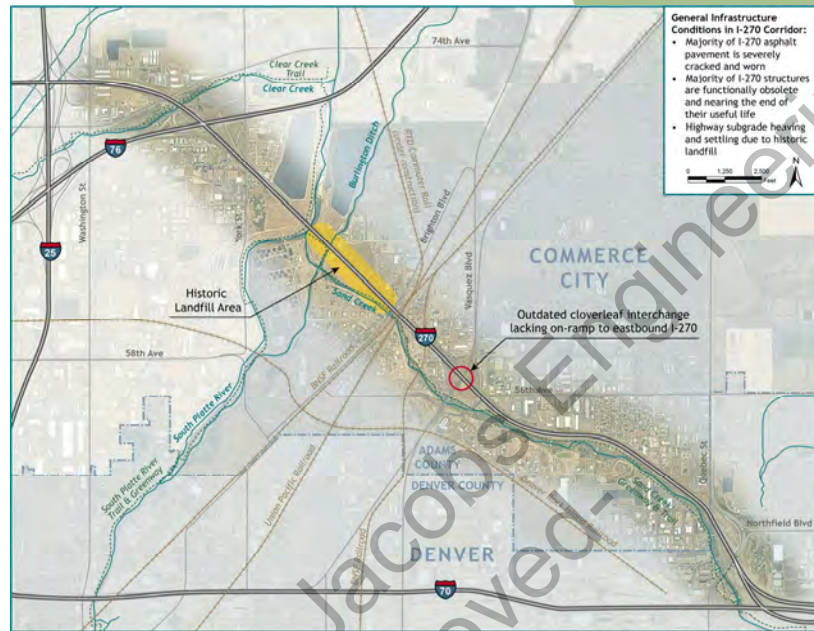
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05/20/2020

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Project Overview

- Missing Interchange movements and short weaves
- Bridges approaching end of life
- Deteriorating pavement
- Stop-and-go traffic contributes to crashes and impedes trucking operations
- Peak travel times currently 3 to 4 times higher than free flow conditions



04/21/2020

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Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions which modernize the I-270 corridor to accommodate transportation demands.

05/20/2020

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Project Needs

- Improve safety by reducing the rate of vehicle crashes
- Improve travel time reliability and reduce delays
- Update obsolete and deficient bridges and highway infrastructure
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05/20/2020

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Project Goals

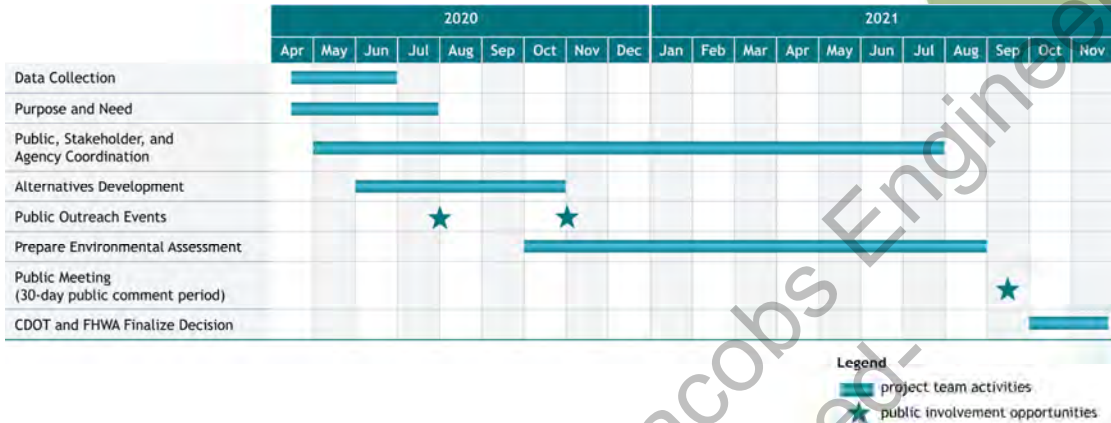
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05/20/2020

6

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Project Process & Schedule



05/20/2020

7

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Questions & Input

- What is the general demographic/social makeup of the community
- Existing communication channels to reach people
- Tips to engage community members. What has worked in the past?
- Any issues/challenges to address so we're successful
- Who are the leading voices in the community we should engage

04/21/2020

8

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Next Steps

- How would you like to be included going forward?
- Are there other individuals or organizations who should be part of this process?
- Parting advice or insights?

04/21/2020

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Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	Virtual discussion with Lisa Frank and Pastor Shawn Frank from Friendly Baptist Church in Commerce City		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Meeting Minutes/
PROJECT CODE	23198	DATE/TIME	July 07, 2020
PREPARED BY	Joy Wasendorf		
LOCATION	Virtual meeting		
PARTICIPANTS	Ethan Jacobs, CDOT; Pastor Shawn Frank & Lisa Frank, Friendly Baptist; Joy Wasendorf, CIG		
COPIES TO	File	APOLOGIES	

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AGENDA

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QUESTIONS & INPUT

- What is the general demographic/social makeup of their congregation & the community?
- What communication channels are there to reach out to people?
- Do you have any tips for engaging community members?
- Any issues or challenges we should address so we're successful?
- Are there any issues or challenges you think the I-270 team will need to address so we're successful?
- Who are the leading voices in the community we should engage?


DISCUSSION NOTES


- Friendly Baptist is a small congregation of about 20 parishioners. The church is located at 57th & Quebec north of I-270.
- Most of their congregation are senior citizens from Commerce City, so the Franks had some good insight on reaching this segment of the community. Several of them are savvy with using websites and smart phones, but there are some that still rely on telephone calls for getting information.
- Members of their congregation are generally active at the Eagle Pointe Recreation Center where there is an Active Adult Center. The seniors meet there for coffee, take various classes and go on day trips.
- Several of the parishioners live in Conter Estates – a senior living community at 6600 E. 60th Place and they have a daily bulletin of various local events. The church also did a weekly bulletin before COVID-19 and will likely start that up again. Information can be sent to lisafrank2009@comcast.net.

- They suggest sharing information through the Commerce City Connected newsletter that goes out in English and Spanish to everyone in the city.
- Many of their parishioners don't drive and rely on public transportation, and those that do drive, often avoid I-270 out of safety concerns.
- One of the things the senior community seems to be upset with is the redevelopment of the Mile High Greyhound Park along Highway 85 north of I-270. There are plans to put in affordable housing in this area and seniors seem to be against this.

Action Items	By Who	Target Completion Date
Send information on virtual event	Joy Wasendorf	Aug. 12, 2020



Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



 **COLORADO**
Department of Transportation

I-270 Corridor

Friendly Baptist Church
July 7, 2020



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Agenda

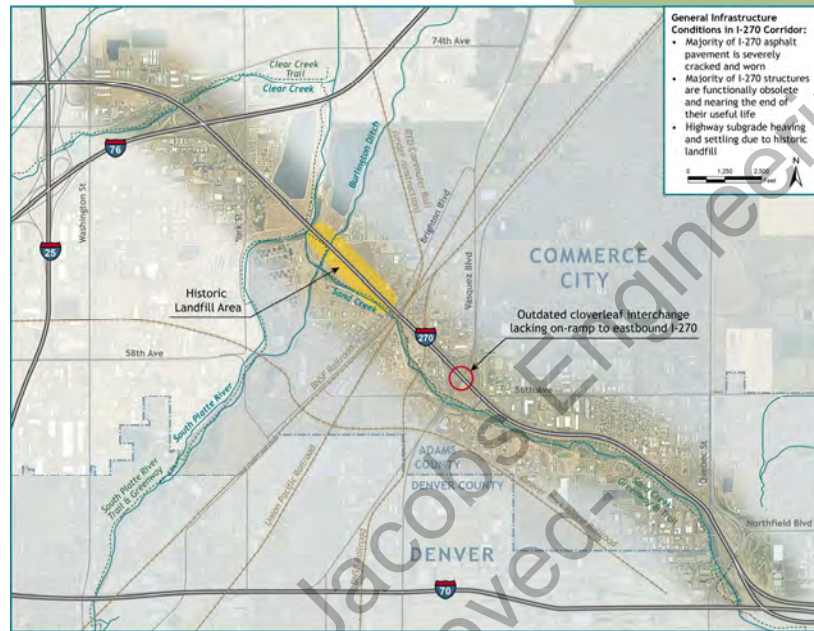
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05/20/2020 2

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Project Goals

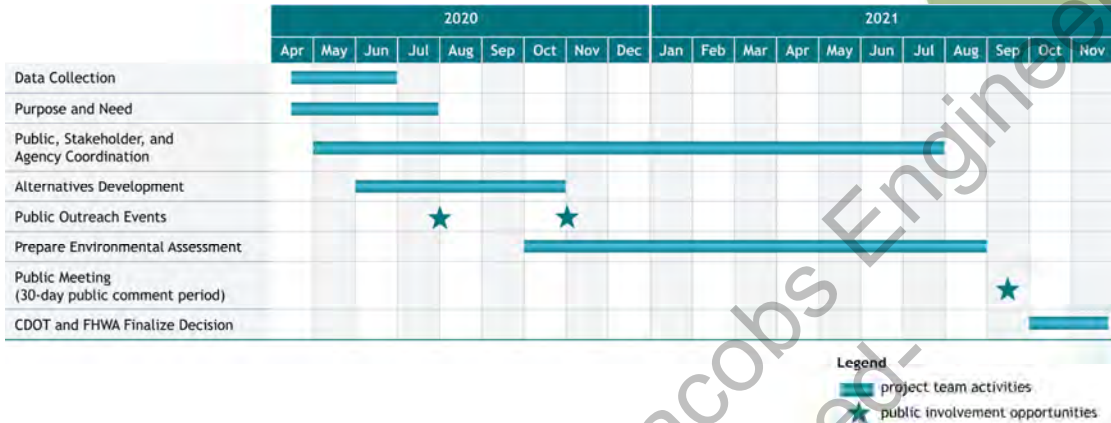
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05/20/2020

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Project Process & Schedule



05/20/2020

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Questions & Input

- What is the general demographic/social makeup of the community
- Existing communication channels to reach people
- Tips to engage community members. What has worked in the past?
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04/21/2020

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Next Steps

- How would you like to be included going forward?
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04/21/2020

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Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	Virtual discussion with Melissa Johnson from Mapleton Public Schools		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Meeting Minutes/
PROJECT CODE	23198	DATE/TIME	July 07, 2020
PREPARED BY	Joy Wasendorf		
LOCATION	Virtual Meeting		
PARTICIPANTS	Melissa Johnson, Mapleton Schools; Julie George, CDOT; Presley Fowler, CDOT; Joy Wasendorf, CIG		
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DISCUSSION NOTES

- Mapleton Public Schools serves about 7,000 students through its brick-and-mortar facilities and another 2,000 through an online school. Most of the students are from Thornton, Adams County, Denver, and Commerce City. Online students are from other areas.
- The demographic makeup of students is about 70% Hispanic and 40% are ELL (English Language Learners).
- The district is planning to go back to in-person learning starting Aug. 27, but parents have the option to do online learning. Mapleton Public Schools also opened their own online school which gives more flexibility for remote learning.
- To reach parents, the district uses all social media platforms, email/text message services and websites at each school. They also send home weekly folders with students with printed flyers and information. This is a relatively successful way to reach the parents of K-6 students, but junior high and high school students don't always get the information to their parents.


- With COVID-19, the district was able to make some quick technology gains to support virtual learning. They got computers in the hands of families that might not have had them before and were able to provide/boost Internet service where needed. This will make electronic communication moving forward more feasible.
- While the school district doesn't use I-270 for daily transportation, it is likely that many of the parents/families use the highway given their close proximity. Melissa is going to share information with the district's transportation group so they are aware of this project as well. There could be opportunity for district buses to use the highway to transport students to and from sporting events and field trips (assuming these activities resume at some point).
- The biggest communication challenge Melissa faces in the district is the fact that parents and families are getting a lot of information all of the time (particularly in this COVID-19 era). They have a lot coming their way and getting the information to stand out as something that should be a priority to them is always a challenge.
- RTD seemed to be relatively successful at using the school district to share safety information with students and parents prior to this September's opening of the N Line.
- Translating materials into Spanish is going to be important. The school district uses Google Translate for general website postings – Melissa says community members are well-versed with using this and forgiving of any of its "flaws." For special communications, the district uses a staff translator.
- The district doesn't have a traditional PTA group that raises funds or organizes extracurricular activities. The parents in Mapleton Schools are more academic focused and support the teachers in the classroom. They do have an accountability group of parents that could be one way to share information.
- Melissa suggested another way to reach families in the area would be through neighborhood groups like the Mid-Town Community (near Pecos Street and 64th Ave.) and the Welby Community.


Action Items	By Who	Target Completion Date
Send information on virtual event to share through channels	Joy Wasendorf	Aug. 12, 2020

 **COLORADO**
Department of Transportation

I-270 Corridor

Mapleton Public
Schools
July 7, 2020

 **Commerce
CITY**

 **ADAMS COUNTY
COLORADO**

1

Agenda

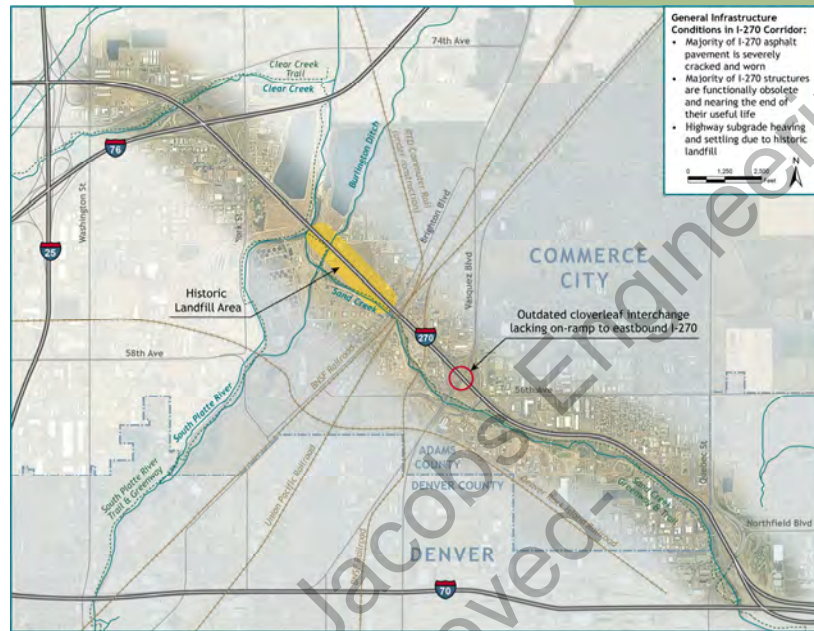
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04/21/2020

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05/20/2020

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05/20/2020

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Project Goals

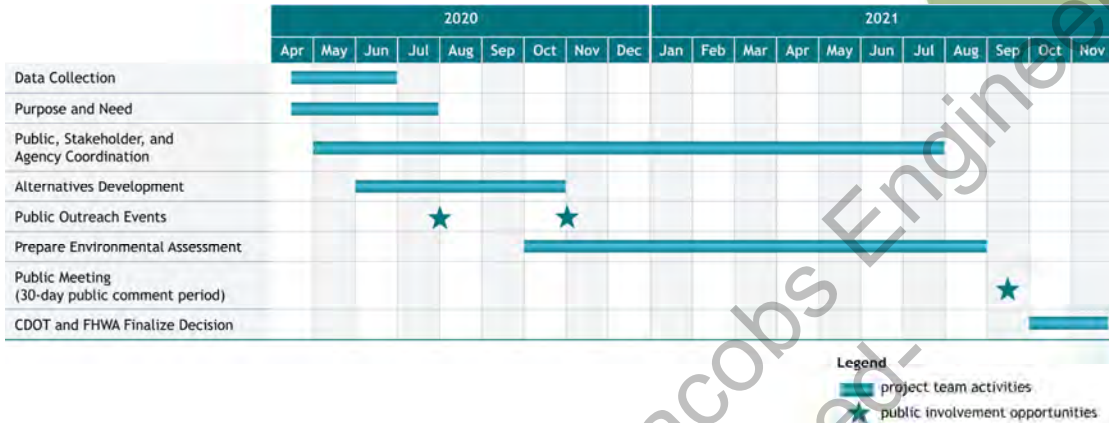
- Accommodation of existing and planned multimodal routes
- Consideration of the natural and human environment
- Consideration of approved local and regional transportation plans

05/20/2020

6

6

Project Process & Schedule



05/20/2020

7

7

Questions & Input

- What is the general demographic/social makeup of the community
- Existing communication channels to reach people
- Tips to engage community members. What has worked in the past?
- Any issues/challenges to address so we're successful
- Who are the leading voices in the community we should engage

04/21/2020

8

8

Next Steps

- How would you like to be included going forward?
- Are there other individuals or organizations who should be part of this process?
- Parting advice or insights?

04/21/2020

9

9

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	Virtual discussion with Maria Zubia from Kids First Health		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Meeting Minutes/
PROJECT CODE	23198	DATE/TIME	July 08, 2020
PREPARED BY	Joy Wasendorf		
LOCATION	Virtual Meeting		
PARTICIPANTS	Maria Zubia, Kids First Health; Ethan Jacobs, CDOT; Tamara Rollison, CDOT; Joy Wasendorf, CIG		
COPIES TO	File	APOLOGIES	

Notes:

AGENDA

- Project Overview
- Project Purpose & Need
- Project Process & Schedule
- Questions & Input
- Action Items & Next Steps

QUESTIONS & INPUT


- What is the general demographic/social makeup of the community?
- What communication channels are there to reach out to people?
- Do you have any tips for engaging community members?
- Any issues or challenges we should address so we're successful?
- Are there any issues or challenges you think the I-270 team will need to address so we're successful?
- Who are the leading voices in the community we should engage?

DISCUSSION NOTES


- Kids First Health started as a school-based program to provide medical services in the schools, but they have since expanded to include community clinics in Commerce City and Westminster. They still have four school-based centers in Adams 14 and clinics at Thornton and Brighton high schools.
- Along with medical care they provide patient services connecting community members to resources and referrals; they provide vision, dental, and mental health services; and they assist with Medicaid and Colorado Health Plan enrollment.
- Kids First Health worked with CDOT in the past on the Child Passenger Safety program before the Colorado State Patrol took over the program.
- As a long-time Commerce City resident, Maria has good insight on the issues faced by the residents – particularly those that live in the “core city” near I-270 and Vasquez. This v-shaped wedge of the city is trapped between highways, industrial properties, and heavy trucking facilities, and has a disproportionate amount of environmental, health and safety concerns.

- Maria is also a member of the Adams 14 School Board and is familiar with the community study the CDPHE is doing with funds from the Suncor fine.
- Maria sees the environmental and safety implications associated with traffic that often cuts through town to avoid congestion on I-270. There are also concerns with the local transportation infrastructure that isn't equipped to handle this increasing volume in traffic through town. There are inadequate pedestrian crossings and a lack of left turn signals at some intersections to keep traffic moving.
- Just prior to COVID-19, several local organizations were starting to convene to take a coordinated approach to addressing some of these community issues. Cultivando, Together Colorado and local churches are all part of this "promotora model" that involves using "community navigators" to help residents with various social issues. Maria is one of these navigators.
- Reaching out to Commerce City residents takes a multi-faceted, culturally relevant approach. The majority of Commerce City voters are senior citizens and there's a high percentage of uninsurable/undocumented residents who can't vote. There are "poverty pockets" in town where families are doubled and tripled up in some residences.
- Maria thinks residents will engage in the process if information comes from a trusted source. The most trusted community resources are: church leaders, teachers/education leaders, and doctors/medical professionals.
- There's a general lack of trust for government entities in Commerce City, but Maria isn't certain a lot of the residents know what CDOT does or equates the organization with government.
- Sharing information through community resources is the best way to get messages out to the community. Most people have smartphones and with the distribution of Chromebooks and the creation of hundreds of hotspots through town due to COVID-19, Maria thinks the community is well connected.

Action Items	By Who	Target Completion Date
Send information on virtual event to Maria Zubia to share	Joy Wasendorf	Aug. 12, 2020





COLORADO
Department of Transportation



I-270 Corridor

Kids First Health
July 8, 2020



1

Agenda

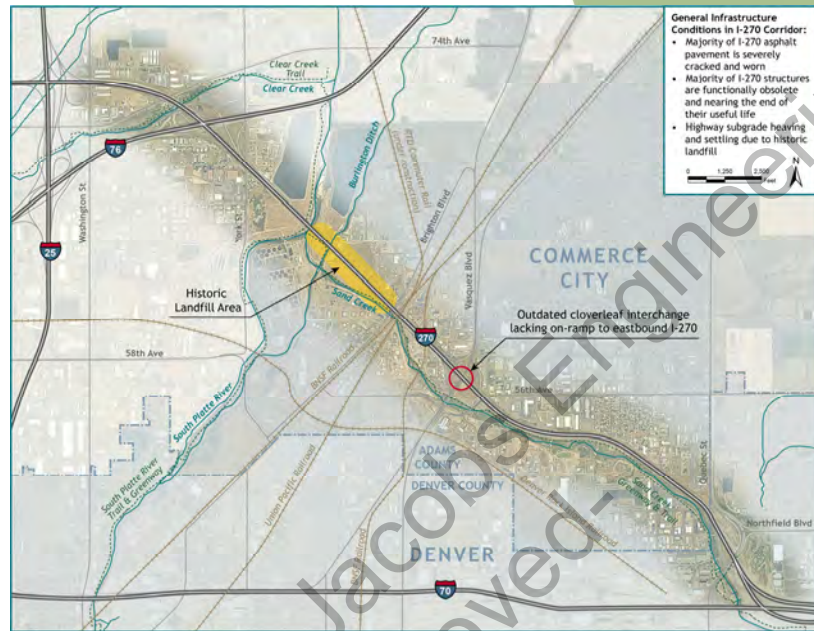
- Introductions
- Project Overview
- Project Purpose & Need
- Project Process & Schedule
- Questions & Input
- Review Action Items and Next Steps

05/20/2020

2

Project Overview

- Missing Interchange movements and short weaves
- Bridges approaching end of life
- Deteriorating pavement
- Stop-and-go traffic contributes to crashes and impedes trucking operations
- Peak travel times currently 3 to 4 times higher than free flow conditions



04/21/2020

3

3

Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions which modernize the I-270 corridor to accommodate transportation demands.

05/20/2020

4

4

Project Needs

- Improve safety by reducing the rate of vehicle crashes
- Improve travel time reliability and reduce delays
- Update obsolete and deficient bridges and highway infrastructure
- Accommodate truck freight traffic

05/20/2020

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Project Goals

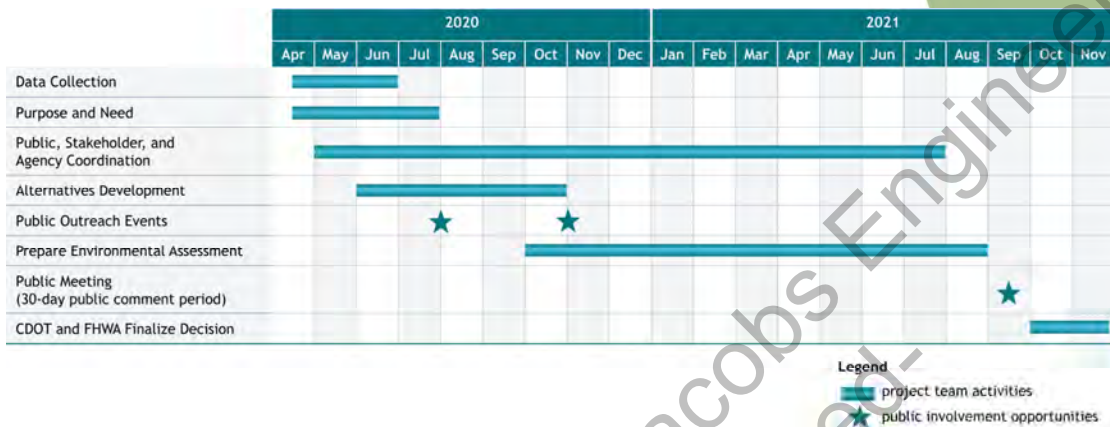
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05/20/2020

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Project Process & Schedule



05/20/2020

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04/21/2020

9

9

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-




SUBJECT	Meeting Topic		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Meeting Minutes/
PROJECT CODE	23198	DATE/TIME	July 8, 2020
PREPARED BY	Mary Jo Vobejda		
LOCATION	Teams Meeting		
PARTICIPANTS	CDOT - Adam Parks; Veronica McCall; Presley Fowler Platte River Greenway Foundation - Jeff Shoemaker Sand Creek Greenway – Beth Nobles; Bob LaGare; Jim Dorsch; Rachel Crouch; Jim Mock Jacobs – Doug Stremel; Jim Clark; Mary Jo Vobejda ACL Engineering – Adria Lucerne		
COPIES TO	File	APOLOGIES	

Notes:

- 1) Introductions were completed
- 2) Adam reviewed the agenda
- 3) Adam reviewed the presentation
- 4) Jeff Shoemaker/Platte Greenway Foundation noted that this was great this project is moving forward.
- 5) The Platte Greenway Foundation is contracting with the Mile High Flood District and Adams County to create a vision for the future of the South Platte River. Contacts are Byron Fanning/ Adams County Open Space and Barb Chongtoua / MHFD, should more information be needed.
- 6) The Sand Creek Greenway is adjacent to I-270, so there is concern about possible impacts to the trail and the Creek due to freeway widening. What alternatives are being considered and do they impact the trail and Creek? Adam explained the current thinking on widening away from the trail and Creek to minimize impacts as much as possible. Sand Creek Drive will be carefully looked at as improvements are planned.
- 7) Impacts during construction were also identified. The team will be considering this type of impact in the design.
- 8) Commerce City has completed a Bike/Walk/Fit plan, also called the Active Transportation Plan that looks and has plans for the Sand Creek Trail through the city. There is a possible rerouting of the trail suggested in the plan. The team will investigate this plan.
- 9) Commerce City has done a habitat restoration effort at the wetlands area and the Sand Creek Greenway has been supporting that effort.
- 10) Jim Clarke will reach out to Beth to show the 6(f) and 4(f) properties the team has identified.
- 11) The open space along the trail will be investigated as to uses such as wildlife refuge, wildlife management and waterfowl management. Commerce City is the owner of the trail through the City. This will be further discussed in future meetings with the Greenways.
- 12) The group agreed future meetings would support the efforts and Beth offered to connect the team with the Commerce City recreation and open space lead, Tracy Ferguson.


- 13) The trail is used for environmental education through a partnership with Commerce City and SunCor Boys and Girls Club.
- 14) There is a large clean up day at the wetlands park in partnership with Excel Energy
- 15) Improved connections at Vasquez and Dahlia are desired and would serve surrounding neighborhoods. A sidewalk under I-270 along Vasquez is a needed improvement.
- 16) The Sand Creek Greenway has completed a walking audit that looks at the walking paths and lack of walkways for the area. Beth will forward the study to the team.
- 17) A user count on the trail within Denver is being conducted this month. A count was completed in Commerce City. Adams County may have counts on their stretch of the trail. Beth will forward to the group any count information she receives.
- 18) Bike to Work Day represents a high use on the trail and must be considered.
- 19) Connections at Quebec were discussed and are of interest to the Greenway.
- 20) Will this project reconstruct everything on I-270? Adam explained the current plan is to replace any roadway constructed of asphalt and keep the concrete sections of roadway. The bridges will need to be replaced with the single exception of the bridge over Vasquez, which may only be widened.
- 21) Will there be water quality work done on the project? Adam explained that all storm water created by the project will be captured as required. Jim explained that the Environmental Assessment will be looking at water quality.
- 22) Will there be a review of endangered species? Jim explained that a field review is underway for endangered species and he will make sure the Iowa Darter is being assessed.
- 23) Sand Creek is incised in this area and the opportunity does exist, as a mitigation to possible impacts, to improve the creek side slopes and the wetland areas.
- 24) The public event schedule for August will be a good time to gather more input. The Greenway offered to help publicize the event, the team will send the email materials to Beth for distribution to their contact list. Beth will also reach out to Northeast Transportation Connections to increase the reach for publicizing the public event.
- 25) Beth expressed how encouraged she is that the Commerce City parks, rec and open space leaders are involved in the project.
- 26) The group requested the slides used during this call.


Action Items	By Who	Target Completion Date
Commerce City has completed a Bike/Walk/Fit plan, also called the Active Transportation Plan. The team will investigate this plan.	Doug Stremel Jim Clark	July 15, 2020
The group agreed future meetings would support the project efforts around: 6(f) and 4(f) properties the team has identified; The open space uses along the trail; Connection with Commerce City rec and open space	Jim Clark	July 15, 2020
Beth will forward the walking audit to the team and any count information she receives.	Beth Nobles	July 15, 2020
Beth will help publicize the upcoming public event through the Sand Creek Greenway contact lists. She will also reach out to Northeast Transportation Connections to increase the reach for the public event.	Info to Beth from JACOBS team. Beth Nobles	August 1, 2020
The group requested the slides used during this call.	Mary Jo Vobejda	July 9, 2020

 **COLORADO**
Department of Transportation

I-270 Corridor

Stakeholder
Scoping Meeting
July 8, 2020

 **Commerce
CITY**

 **ADAMS COUNTY
COLORADO**

1

Agenda

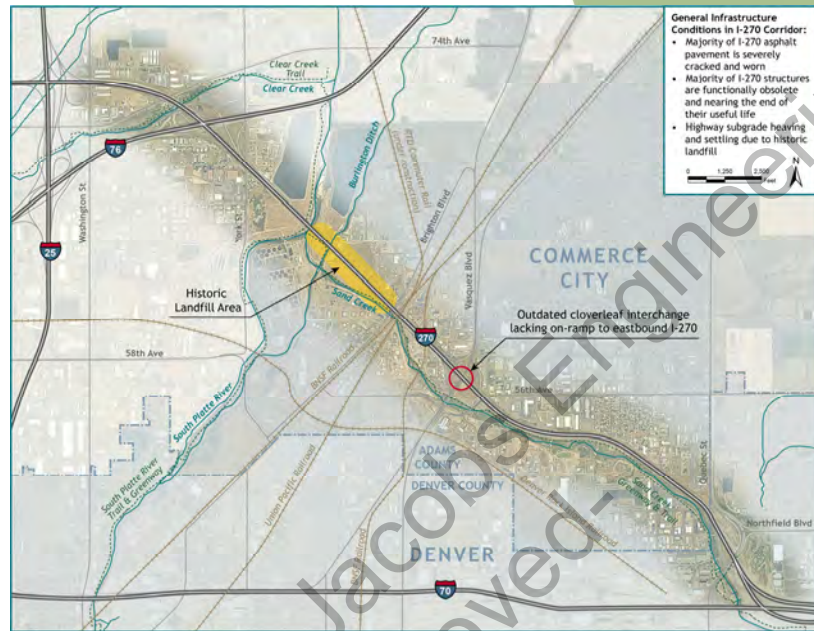
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05/20/2020 2

2

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04/21/2020

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05/20/2020

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05/20/2020

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Project Goals

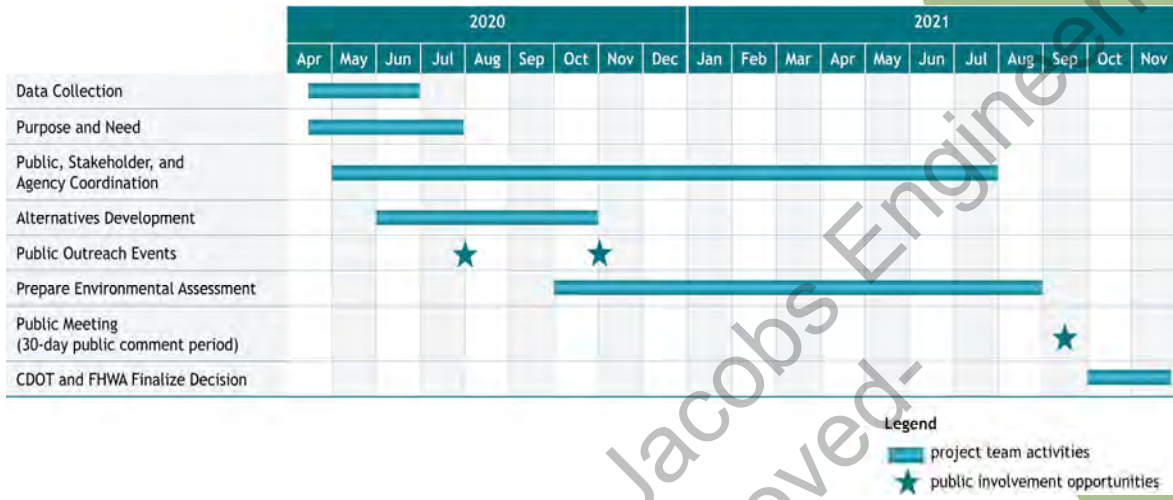
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05/20/2020

6

6

Project Process & Schedule



05/20/2020

7

7

Questions & Input

- Goals for your facility or operations
- Issues to coordinate
 - Operations
 - ◆ Impacts from I-270
 - ◆ Access to I-270 and your facilities
 - ◆ Facilities in close proximity of I-270
 - General concerns around the I-270 improvements
 - Environmental Issues
 - ◆ 4(f) and 6(f) designation
 - ◆ Contamination

04/21/2020

8

8

Next Steps

- How would you like to be included going forward?
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- Parting advice or insights?

04/21/2020

9

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-Not CDOT Approved-

From: Beth Nobles <bnobles@sandcreekgreenway.org>

Sent: Wednesday, July 8, 2020 12:47 PM

To: Vobejda, Mary Jo/DEN <MaryJo.Vobejda@jacobs.com>; adam.parks <adam.parks@state.co.us>; Veronica McCall <veronica.mccall@state.co.us>; Clarke, Jim O. <Jim.Clarke@jacobs.com>; Stremel, Doug <Doug.Stremel@jacobs.com>; Adria Lucerna <alucerna@acl-eng.com>

Cc: Ferguson, Traci - PR <tferguson@c3gov.com>

Subject: [EXTERNAL] Sand Creek/I-270 follow-up

Thank you for the call today and the briefing on the I-270 project. I wanted to follow-up with items on the to-do list.

1) I've copied our Sand Creek staff partner with Commerce City Parks, Recreation and Open Space, Traci Ferguson, who was unable to take part in the call today. Traci led the habitat restoration project east of the Platte I mentioned during our call, and has been Sand Creek's staff partner for many years. She can provide background and answers to most of your questions, I would imagine. I would be happy to sit in on briefing discussions with Traci or other Commerce City officials.

2) I've attached our walk audit for the Swansea neighborhood and their access to Sand Creek Greenway around Vasquez and the Dahlia trailhead.

3) Here is the link to Commerce City's Bike.Walk.Fit plan. <https://www.c3gov.com/home/showdocument?id=4392>

Please see the trail concerns/alternatives for our Greenway on:

Option 1: 60th Ave Cross-town link--page 66 of full document (page 50 within document)

Option 2: Town Center Greenway--page 68 of full document (page 52 within document)

Option 4: 56th Avenue--page 72 of full document (page 56 within document)

Option 15: Southside Greenway (alternative trail possibility far away from Sand Creek, which is not as desirable as the existing Greenway trail, and portion of this alternative are in Denver as well as Commerce City) --page 87 of full document (page 71 within the document)

Option 16: Dahlia Link--page 88 of full document (pg 72 within the document)

Option 17: Northern Range Loop Trail--Page 89 of full document (pg 73 within the document)

4) I will be happy to update the team with Northeast Transportation Connections who has deep connections with employers and neighbors in several of the neighborhoods along affected portions of the Greenway.

5) Also, I'll be happy to promote the public input opportunities to our trail user population.

Remaining: MaryJo, I'll get back with you on trail user count data.

Let me know if I can help in any other way. We look forward to being close to this project as the impact on Sand Creek and the trail is likely to be significant.

Beth Nobles

Executive Director
Sand Creek Regional Greenway Partnership
7350 East 29th Ave., Suite 300

Denver, CO 80238
303-468-3263
713-835-9069 *cell*

bnobles@sandcreekgreenway.org
www.sandcreekgreenway.org

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Twitter [@SandCreekGrnwy](https://twitter.com/SandCreekGrnwy)
Instagram [@sandcreekgreenway](https://www.instagram.com/sandcreekgreenway)

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-Not CDOT Approved-



Pedestrian Access to Sand Creek Regional Greenway from Elyria-Swansea Neighborhoods: Report on Walk Audit Activities

Prepared for Sand Creek Regional Greenway Partnership and
Suncor by

Maria Rosa Galter
Walk2Connect Co-op

December 22, 2019

Summary

Sand Creek Regional Greenway Partnership (the Greenway) contracted Walk2Connect Co-op (W2C) to conduct three walk audits to record how pedestrians are currently accessing the Greenway's Dahlia Street Trailhead (the trailhead) from Elyria-Swansea Neighborhood as well as to explore solutions that would make the Greenway an accessible asset for residents of Elyria-Swansea. Funding for the walk audits and report was provided by Suncor through the Sand Creek Regional Greenway Partnership. The three walk audits included two community walks (one with residents and the other with residents and community leaders) to record the current social trails that connect the neighborhood to the trailhead; and one walk audit to explore alternative routes to the trailhead. The two community walk audits were conducted on September 13 and on November 1, 2019. The exploratory walk audit took place on December 13, 2019.



Overview: Elyria-Swansea Neighborhood

History and Demographics of Elyria-Swansea

Though two distinct neighborhoods, Elyria and Swansea are considered to be part of the same statistical neighborhood by the City of Denver. The history of Elyria and Swansea mirror Denver's rich agricultural, mining and rail industries. Swansea, named for a town in Wales, was founded in 1870, shortly after construction began on Denver Pacific Railway in 1868 followed by the Kansas Pacific railway. Both railways intersect the neighborhoods and continue to dominate the life of the residents. Elyria was platted eleven years later in 1881 when the Omaha-Grant Smelting Company was operating in full swing on the site of today's Coliseum. Most notably in the area, was the construction of the Denver Union Stockyards and the establishment of the National Western Stock Show in 1906. Elyria and Swansea became part of Denver in 1902 and some of today's area families are descendants from the neighborhoods' original residents.

Total Population:

6,687 (±597)

Population Age:

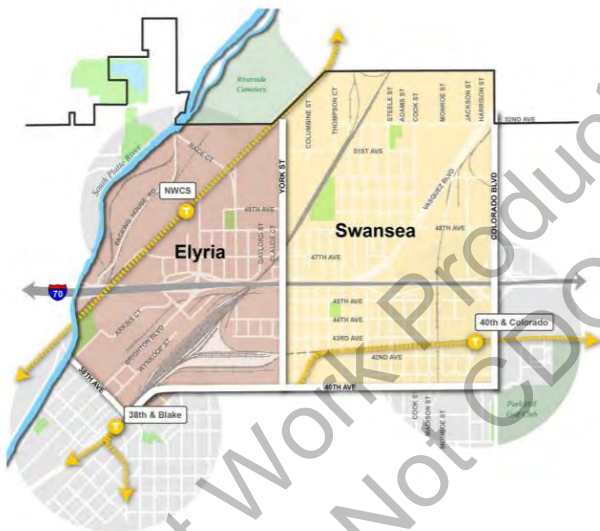
Population under 5:	7.57% (±2.48%)
% Under 18:	28.82% (±6.39%)
Population over 65:	7.39% (±2.11%)

Households:

Average Household Income:	\$57,931.25 (±\$0)
Families in Poverty:	19.55% (±7.43%)
Housing Units:	1,938 (±72)

Today Elyria-Swansea continues its tradition as a working-class neighborhood. According to the Piton Foundation's 2017 neighborhood data, 6,687 individuals call Elyria-Swansea home (see summary on left). Over 80% of the residents are Latino and the majority are families raising children under the age of 17 years. 50% of children live with single parents and almost 20% of families live in poverty. The average income is \$57,931 with 68.75% of the population earning less than Denver's average income of \$60,000. Over 41% of renters spend more than 30% of their income on housing.

Location and Community Needs



As seen on this map copied from the 2015 Elyria-Swansea Neighborhood Plan adopted by the Denver City Council on February 23, 2015, Elyria-Swansea Neighborhoods are adjacent neighborhoods located in Northeast Denver. Their neighbor to the North and East is Commerce City, while to the West lies Denver's Globeville neighborhood. South of Elyria-Swansea are the Cole, Clayton, and Five Points neighborhoods.

Elyria-Swansea are bound by major transit and transportation corridors including I-70, Vasquez Blvd and Colorado Blvd as well as freight rail corridors. The ability of residents to move freely

by foot, bicycle, or by wheelchair outside of their neighborhoods is heavily impacted by these major highways and rail lines which make alternative and less expensive modes of transportation dangerous and difficult. This has the effect of making the neighborhoods car and bus dependent, thereby impacting the health of the community. In fact, one of the needs identified by residents and recorded in the Neighborhood Plan is "improving walking conditions between housing, parks, trails and neighborhood services" to "encourage more active living and improved health".

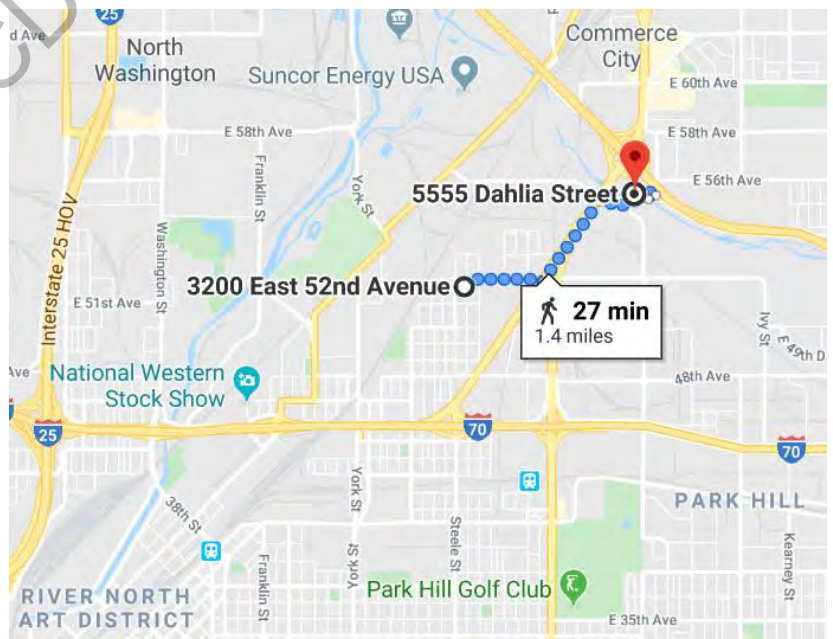


Elyria-Swansea are adversely affected by the presence of industrial, rail and highway use within and around the neighborhoods. Streets, sidewalks, and safe pedestrian and bicycle infrastructure is lacking. Due to the neighborhood’s heavy industrial uses, and the imposing presence of I-70 and highways, the neighbors are concerned about environmental quality, “the presence of brownfield sites, exposure to air pollution, and offensive odors.”

There are many changes ahead for the Elyria-Swansea Neighborhood now that the I-70 construction project is well underway. Some walkability issues in areas impacted by the construction will be addressed and plans to integrate and connect local parks and greenspaces are in the works. Safe pedestrian access to the Greenway aligns with the desires of the residents and is consistent with the neighborhood plan.

Elyria-Swansea and the Sand Creek Regional Greenway

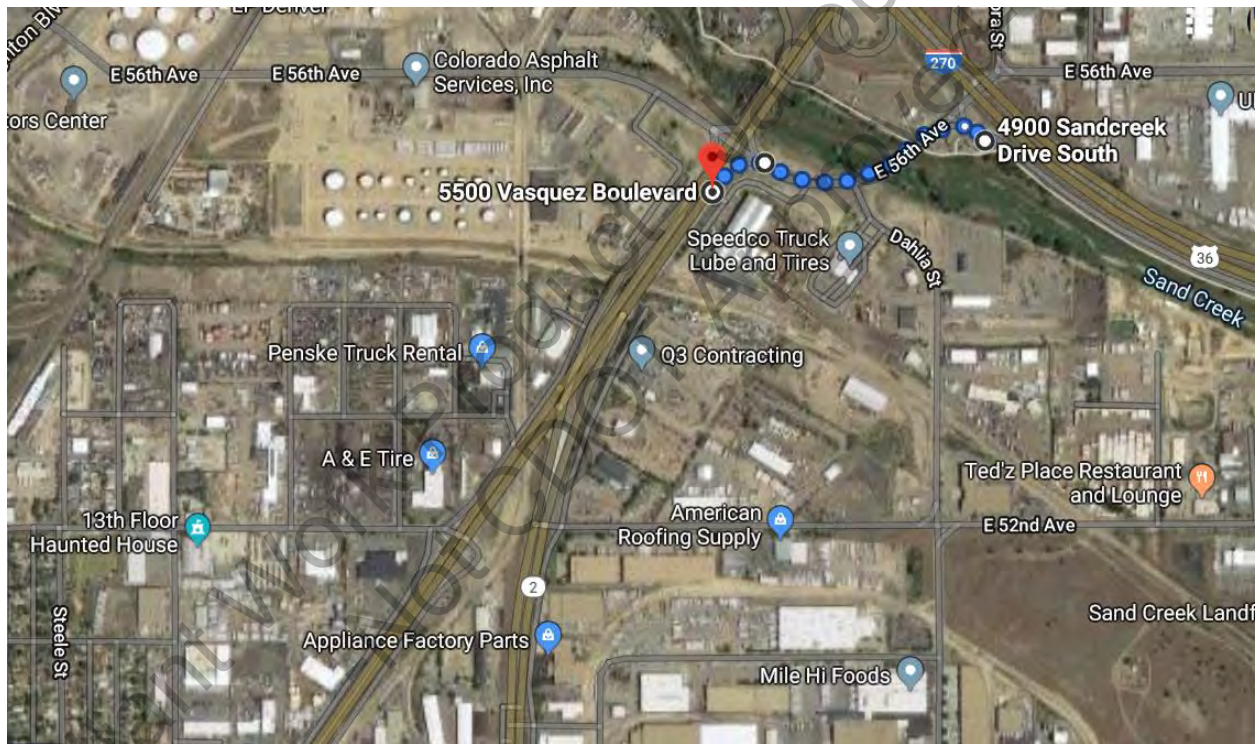
One of the closest natural areas and public trails to Swansea is the Sand Creek Regional Greenway. Located just 1.4 miles from one of Swansea’s neighborhood parks on 52nd and Speer, the Greenway is poised to be a natural resource for the community. It is actually closer by foot from Swansea Park at 49th and Clayton (1.9 miles) than the South Platte River Trail (2 miles) identified by the neighborhood plan as one of the desirable trail systems for improved connection. The Sand Creek Regional Greenway provides the residents of Swansea the opportunity to improve the quality of their life through healthy physical activity and by connecting to the “wilderness in the city”.



The Greenway is an “urban oasis” where one finds diverse wildlife including birds of prey, waterfowl, prairie dogs, and even coyotes. Plant life is unique and diverse as well, making the Greenway a perfect place for families to enjoy nature together. The Greenway also offers an alternative transportation route for those who might choose to use the Greenway to travel to work by bicycle, wheelchair, or by foot.

There is ample evidence that the Greenway is a popular destination for individuals in the area. Various social trails have been established to reach the Dahlia trailhead despite the lack of infrastructure for pedestrians and cyclists. Currently, visual evidence shows that pedestrians and cyclists travel along frontage roads, down gullies and over train tracks, or along narrow passages along fast-moving traffic. Additionally, the infrastructure that does exist is badly in need of repair.

Walk Audit #1: September 13, 2019



On Friday, September 13, at 5:30 PM, a group comprised of six adults and two children participated in the walk audit. The group included residents of Elyria-Swansea; Walk2Connect community connectors, Beth Nobles, ED of Sand Creek Regional Greenway Partnership; and Maria Rosa Galter, Walk2Connect walk audit facilitator. Transportation to the trailhead was provided by Focus Points and Northeast Transportation Connections. The group walked from the intersection of 56th Ave and Vasquez Blvd along 56th Ave to the trailhead recording current conditions through photographs. A green frame was used to photograph the infrastructure that worked well and a red frame for those features that represented a hazard for pedestrians or cyclists.

Overall, there was very poor infrastructure for pedestrians or cyclists. At 56th Ave and Vasquez, there are well-designed crosswalks across Vasquez, however, the sidewalks quickly end. Pedestrians and cyclists

must walk/cycle around various hazards on a dirt social trail along busy 56th Ave to access the trailhead. Upon approaching Dahlia, the sidewalk picks up again to lead pedestrians or rollers across a well-marked crosswalk, however, poorly designed curb cuts direct cyclists, wheelchair riders or those visually impaired into the busy road rather than directing them across the street. The crossing light at this crosswalk is approximately 6 seconds and does not provide enough time for a pedestrian to cross the street. Once across Dahlia, walkers and riders cross a bridge which spans over the Greenway. The fencing along this bridge is a hazard as much of it is leaning and insecure. Once across the bridge, pedestrians or riders must avoid more obstacles and navigate a dirt social trail downhill to the trailhead.

Representative Photos:

Photo 1: 56th Ave & Vasquez



Photo 2: Along 56th Ave



Photo 3: Along 56th Ave



Photo 4: Near 56th & Dahlia

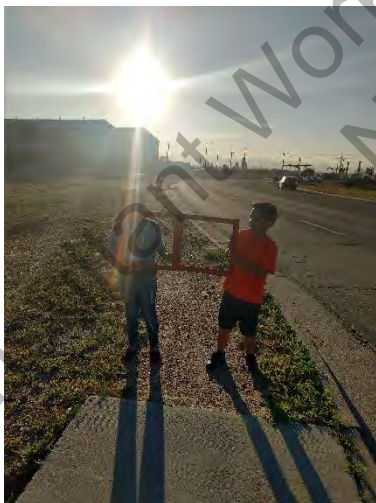


Photo 5: 56th & Dahlia



Photo 6: Crossing the bridge



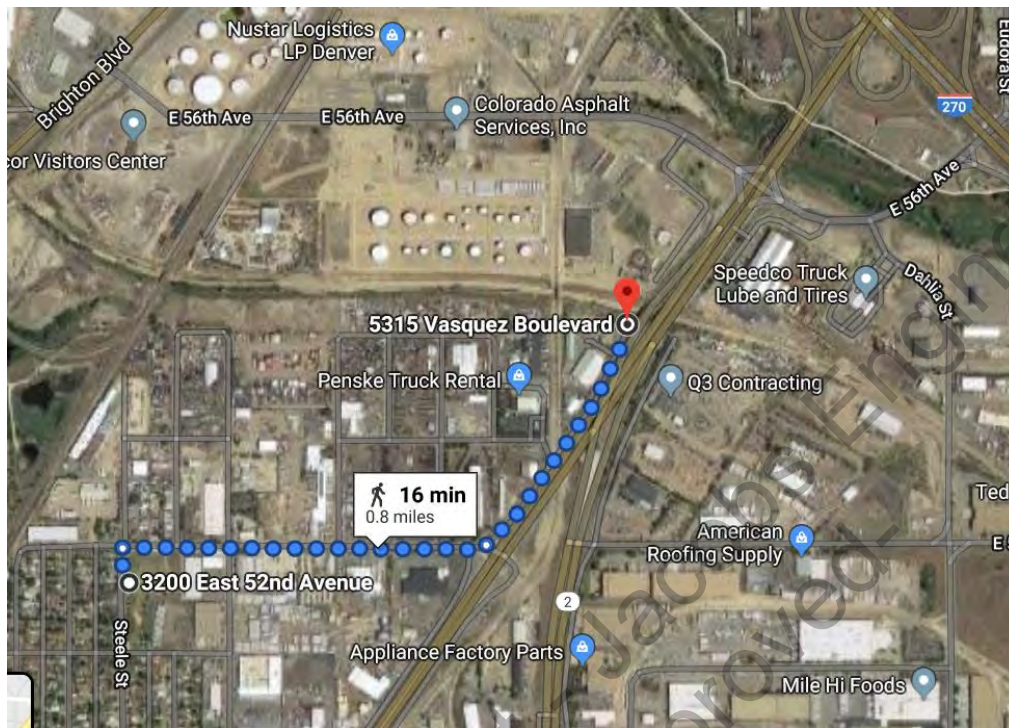
Photo 7: Almost to the trailhead



Approximate location of photos:

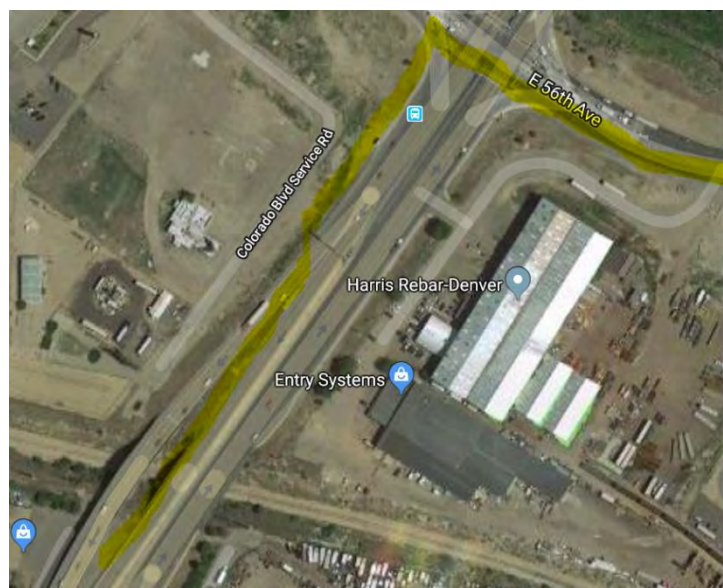


Walk Audit # 2: November 1, 2019



Walk Audit #2 took place on a very cold November 1, 2019. Several residents of Swansea, Jules Kelty and Grace Soulen from Focus Points, Beth Nobles and Mo Fair from the Sand Creek Regional Greenway Partnership, Walk2Connect community connectors, and Maria Rosa Galter from Walk2Connect participated on this walk. Starting at the unnamed neighborhood park at 52nd and Speer, we walked East along 52nd towards Vasquez Blvd. At Vasquez, we walked North on the frontage road until we reached a ravine and railroad tracks. There are no sidewalks along the majority of 52nd and along the frontage road. Once at the end of the frontage road, Vasquez Blvd converges with Colorado Blvd and there is no pedestrian access to cross the ravine on the existing highway bridge. Bicycle tracks and footprints in the mud and snow suggest cyclists and pedestrians have created a social trail along a narrow passageway between a cyclone fence and the highway to cross the ravine or down the side of the hill, across the train track, and up the other side of the ravine.

On the other side of the makeshift footpath along the highway, pedestrians and cyclists must navigate the intersection of Hwy 6, Vasquez, and Colorado Blvs. There is no infrastructure for pedestrians or cyclists to safely navigate the offramps and lanes of the various highways that converge at this point. Approaching 56th and the CamAm Hwy (Hwy 85 & Hwy 6) there is an RTD stop.



There is pedestrian and bike access from the RTD to the intersection on 56th Ave where there are well-marked crosswalks with crossing lights (see map on right).

Representative Photos:

Photo 1: 52nd & Steele



Photo 2: Along 52nd



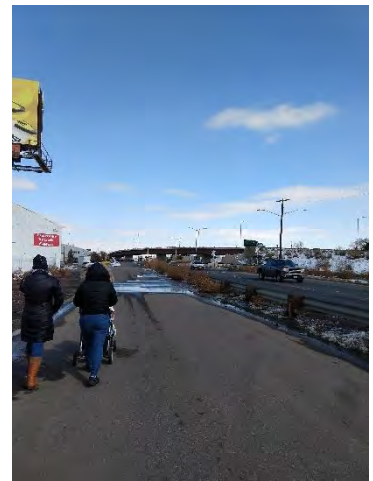
Photo 3: Along 52nd



Photo 4: Along 52nd



Photo 5: Frontage road



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Photo 6: End of frontage road



Photo 7: Social trail along Vasquez



Photo 8: Social trail



Photo 9: Ravine and train tracks

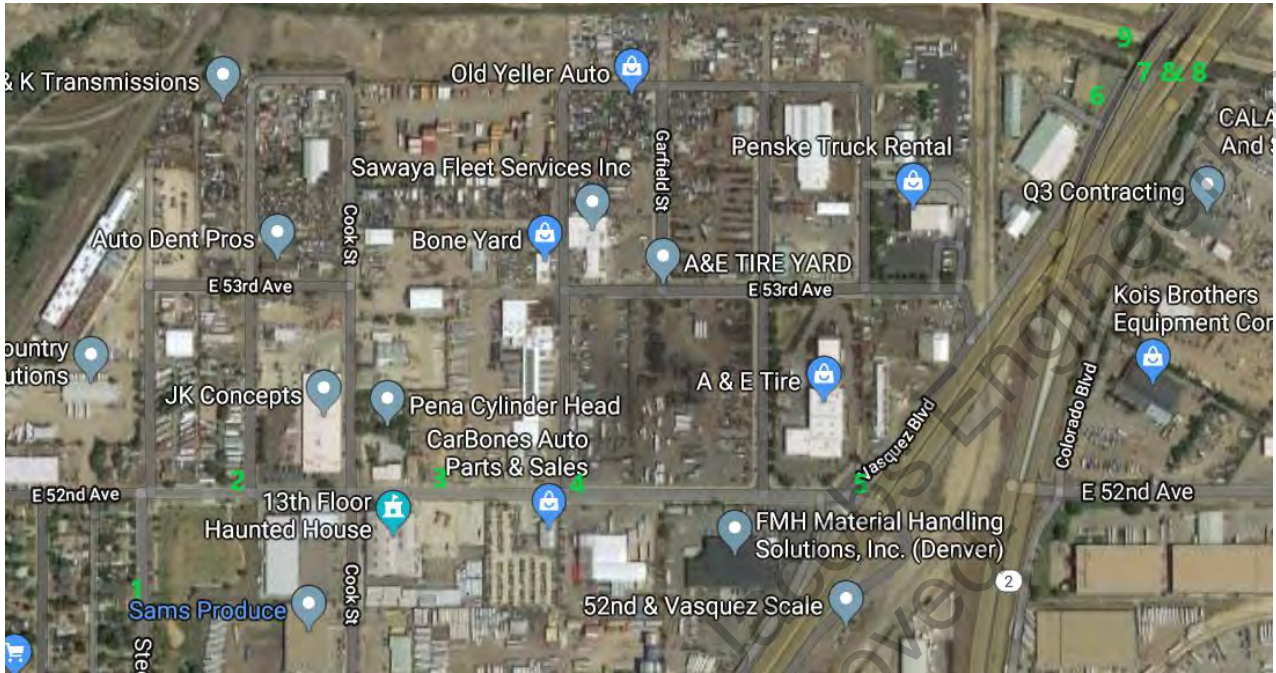


Photo 10: Evidence of bicycle tracks in gravel

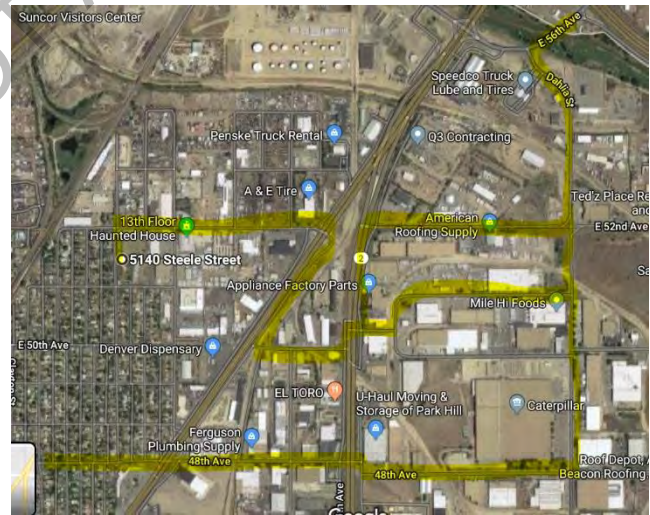
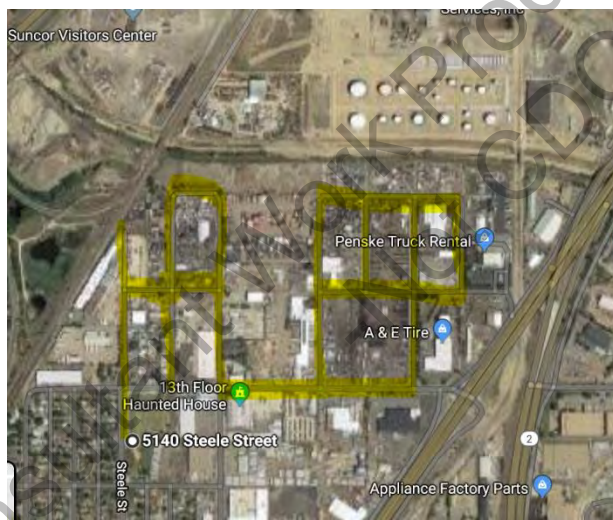


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Approximate location of photos:



Walk Audit # 3: December 13, 2019



The purpose of the final walk audit on December 13 was to explore alternative access routes to the trailhead at Dahlia from Swansea. Maria Rosa Galter from Walk2Connect performed the walk audit. The streets through the industrial area North of 52nd reached dead ends at the point where Swansea borders Commerce City to the North and East. Except for the area next to the RTD stop on 52nd and in front of a mobile home residential area, there are few sidewalks, curb cuts, and marked pedestrian crossings along these streets. Looking through the chain link fence at the North end of the dead-end streets one can see

open space, the ravine through which the train tracks run, and further heavy industrial use land to the North of the ravine. There is a small bridge for freight rail lines to cross the ravine just North-East of Harrison. Routes to the East of Vasquez and Colorado were also explored by foot and by car. These areas are also primarily for industrial and commercial use making the approximately 2.5 mile pedestrian route not only long, but also dangerous due to lack of pedestrian-safe infrastructure. Several individuals were observed attempting to cross the dangerous intersections and highways in this area as they walked to work, maneuvering around many obstacles, debris, non-existent sidewalks, dirt and mud, and lack of safe pedestrian crossings.

Representative Photos:

Photo 1: Typical street



Photo 2: Typical intersection



Photo 3: Commercial and industrial use



Photo 4: View Northeast into Commerce City



Photo 5: Vasquez and 52nd (West)



Photo 6: Vasquez and 52nd (East)



Photo 7: Sidewalk ends into dirt



Photo 8: Pedestrian walking along E 52nd Ave



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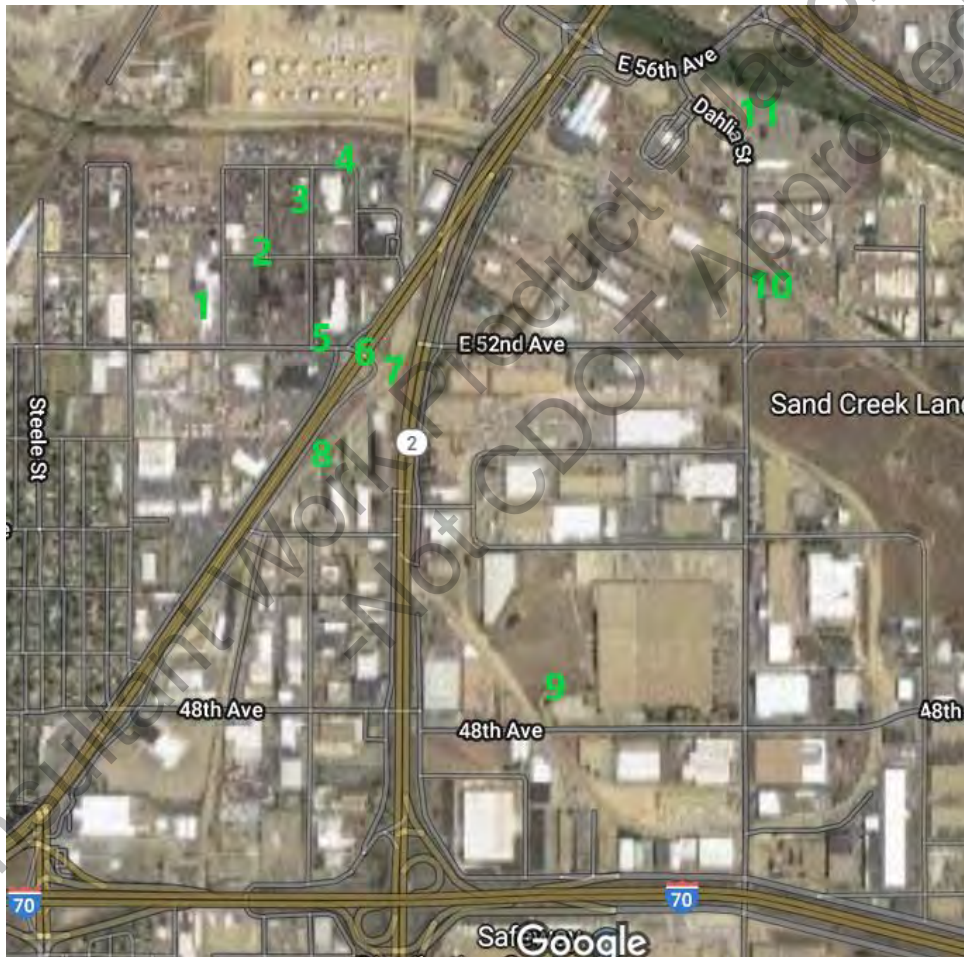
Photo 9: Along 48th Ave



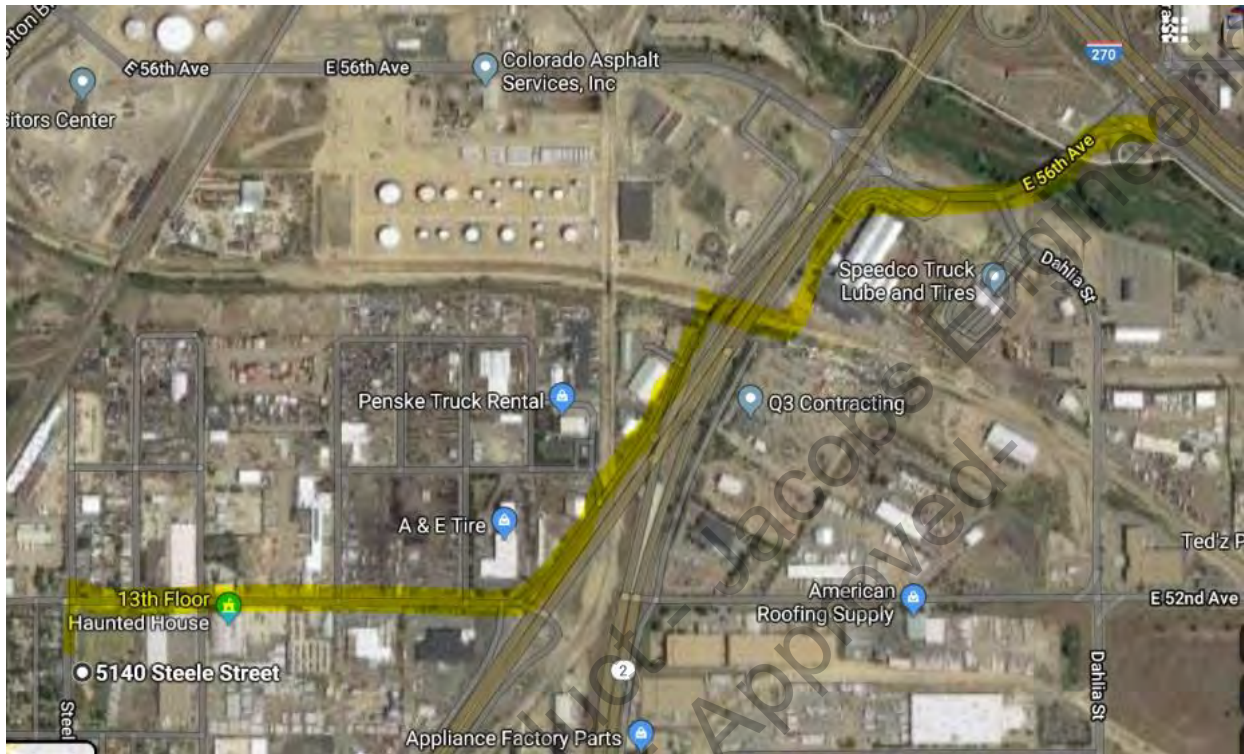
Photo 10: Along Dahlia



Photo 11: Along Dahlia



Recommendations



The current “social trail” route used by pedestrians and cyclists is along 52nd Ave towards the Vasquez frontage road. As documented, this route is fraught with safety hazards making the Dahlia trailhead extremely difficult to access. Necessary infrastructure improvements include sidewalks, curb cuts, crossings and lights, a safe way to cross the ravine and tracks, and a safe route to maneuver around the highways in order to reach the E 56th Ave crosswalk. Additional pedestrian infrastructure, such as sidewalks and crossings, is needed along 56th Ave towards the Dahlia trailhead. The crossing light at E 56th Ave and Dahlia is a positive amenity, however, the light is short and could be re-timed to allow safer crossing for pedestrians. The cyclone fence on the bridge along 56th Ave crossing the Sand Creek is in bad need of repair. **It is recommended that while further research is conducted on potential improvements, the following be addressed: repairs to the cyclone fence along the bridge on E 56th Ave, and retiming of the crossing light at E 56th Ave and Dahlia.**



Alternative Routes

It would be interesting to explore the possibility of creating a pedestrian and cycling path from the north end of Harrison (see marked path on photo below). The open land to the North and East of the cyclone fence and gate might offer a more scenic and tranquil footpath to E 56th Ave (see photo on right). This route may offer the possibility of avoiding of walking along the fast-moving traffic on Vasquez and the CanAm Hwy to reach the crosswalk at E 56th Ave. A feasibility study is recommended to explore land ownership, infrastructure needs, and other important considerations.



Works Cited

2015 Elyria-Swansea Neighborhood Plan. 2015. Taken from:

https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/Elyria_Swansea_Neighborhood_Plan.pdf

Neighborhood Summary Elyria Swansea. Taken from:

<https://denvermetrodata.org/neighborhood/elyria-swanssea>

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



STASUBJECT	Meeting Topic		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/6_Outreach/3_Stakeholder Outreach/
PROJECT CODE	23198	DATE/TIME	July 22, 2020
PREPARED BY	Mary Jo Vobejda		
LOCATION	Teams Meeting		
PARTICIPANTS	CDOT - Adam Parks; Michelle Scheuerman Colorado Motor Carriers – Greg Fulton; Tracy Sakaguchi Jacobs – Doug Stremel; Mary Jo Vobejda		
COPIES TO	File	APOLOGIES	

Notes:

Introductions were completed

Adam reviewed the agenda

During the discussion of the Purpose and Need, Greg requested that the 4th need currently, 'Accommodate truck freight traffic', be enhanced to state the need to improve truck safety and efficiency. These could be measured by travel time for trucks, truck performance on grades, and risk of truck auto interactions.

As the discussion proceeded, it was noted that some solutions to truck traffic in this corridor may be off the corridor.

For example, because a section of I-70 is not designated for hazardous materials, trucks carrying hazardous materials must divert from I-70 to I-270. If the entire length of I-70 were designated as a hazardous materials route, the number of trucks on I-270 would decrease. Further, this change would reduce citywide VMT, lower emissions and improve safety. This type of change would be most effective if supported by CDOT, Commerce City, and Adams County in a petition to the State Patrol. Without a change in designation, the new I-70 underpass will have this same restriction. Team to evaluate how haz-mat designation changes on I-70 affect trucking on I-270

Another example of an off-corridor change that would improve I-270 is the designation of Vasquez as a hazardous materials route. Trucks coming from the north (DJ Basin) down US85 would like to come south on US6/Vasquez to Suncor. However, because Vasquez is not a hazardous materials route, they must travel I-76 south to I-270 east and exit south on Vasquez for a connection to 56th. This adds miles to their trip. Suncor access should be reviewed in light of the hazardous materials restrictions on Vasquez. Over 1000 trucks per day currently enter/exit Suncor.

Vasquez as a designated hazardous materials route is supported by CMCA because of the closer proximity to fire and emergency services available on Vasquez.

A possible change to the hazardous materials designation could be instituted during construction, this could provide valuable data for a more permanent change in designations.

Another issue with I-270 is the bridge restrictions for overweight and/or over-size trucks. These restrictions result in truck re-routing. I-270 design should incorporate the highest standards for accommodating trucks of all sizes. Tracy will get information regarding the number of overweight permits issued in the area.

Colorado has a Freight Plan adopted in 2019, the I-270 Purpose and Need support the goals of this plan. The Plan should be referenced in the EA.

The group discussed the traffic modeling and wondered if hazardous materials truck % are available from the statewide model. Adam will reach out to Eric Supino for any information in the statewide model. Jacobs will evaluate if the re-routing of hazardous materials trucks can be modeled and the possible change in volume on I-270 resulting from re-routing.

The Vasquez project meeting held on February 3, 2020 regarding freight was discussed and the issues raised in that meeting were reviewed.

Trucks do have over tracking issues. The ramp geometry at the Vasquez loops is currently an issue, the curves require trucks to slow down to avoid overturning and the acceleration lane lengths are not long enough to allow trucks to get up to speed before merging into the mainline traffic. Team to evaluate geometric improvements that aid in truck maneuvers.

FedEx trucks are currently using local streets to get to the Quebec interchange rather than use the closer Vasquez interchange because of the geometric problems at Vasquez. Particularly 56th Ave. intersection is so difficult for trucks, especially double and triple configurations, to maneuver that they choose to backtrack east on 56th to Quebec to gain access to I-270 west causing a longer trip. The missing eastbound entrance ramp from Vasquez to I-270 also causes out-of-direction travel, which Traci hears about "all the time".

Additionally, full shoulder widths are needed on I-270, even across the bridges for recovery in case of breakdowns. The fishhook exit ramp to Quebec St. also has concerning geometry for large trucks.

The construction restrictions were discussed. Although not defined at this time, a reduction of lanes on I-270 during construction would be very problematic for trucks. No construction is planned for at least 2 years. Adam shared that operations during construction could not get much worse than the existing congestion patterns, and that CDOT would maintain two lanes in each direction throughout construction phases.

Greg mentioned that, because Managed Lanes are likely going to be implemented, would CDOT consider letting trucks use those lanes in off-peak periods? There are currently \$25 surcharges for large trucks in CDOT managed lanes, essentially excluding them. Could the HOV requirement of 3+ be lowered to 2+?

Would CDOT consider supporting the buy down of tolls for truck trips on E-470 during peak hours if they were to re-route from I-270?


The group discussed the possibility of a quick accident clearance program with tow truck patrols as a part of the construction and perhaps as a long-term solution. This type of program has been proven to greatly reduce time of lane closures due to accidents and truck break downs, particularly if the program has equipment that can clear large trucks.

Better signage for route designations could help now and is needed as a part of the ultimate solution. Load limit changes, currently in a temporary COVID exception status, could be another longer-term solution to some re-routing and could reduce the number of double-consists needed within the state.


56th Ave. intersection was discussed. This intersection has a high truck %. Improvements to 56th at Eudora is of particular interest. This intersection is poorly aligned with little designations and is therefore confusing to all users. This intersection has a high number of trucks and is a pedestrian/bicycle route under I-270, so is in need of improvements.

A truck focus group is planned for the I-270 EA project. CMCA agreed to participate. It was suggested that FedEx be asked to participate as well, but this may be difficult to get local participation from the national firms. Suggested providing list of questions to local shipping businesses in advance along with invitations to join Freight Focus Group.

Action Items	By Who	Target Completion Date
Propose changes to the 4 th need bullet in the Purpose and Need.	Adam Parks Jim Clark	July 28, 2020
Analyze suggestions for geometric changes during the design that support truck movements. These should include: Curve radii, longer accel/decel lane lengths; full shoulders everywhere.	Doug Stremel	August 2021
Analyze operational changes during the design to reduce truck traffic and re-routing. These should include: missing ramps at Vasquez and Quebec, I-70 and Vasquez designated as a hazardous materials route, change of designation during construction, change in weight and oversize designations, better route signing, changes to the use of managed lanes for truck use, lower occupancy for managed lanes, support of truck use of E-470 during peak hours, and a quick clearance program.	Doug Stremel	August 2021
Modeling of the effects of truck re-routing will be evaluated.	Doug Stremel	December 2020
Gather information on overweight permits issued in the area from Craig Hurst	Tracy Sakaguchi	August 15, 2020
Mention the CO Freight Plan in the EA	Jim Clark	August 2021
Gather information on using MetroQuest software to collect public comments.	Laura Myers Michelle Scheuerman	August 15, 2020
Get information from Eric Supino regarding the truck % in the state model.	Adam Parks	August 15, 2020
Include improvements at 56 th and Eudora in the design as improvements to the truck traffic in the corridor	Doug Stremel	September 2020





COLORADO
Department of Transportation



I-270 Corridor

Stakeholder
Scoping Meeting



1

Agenda

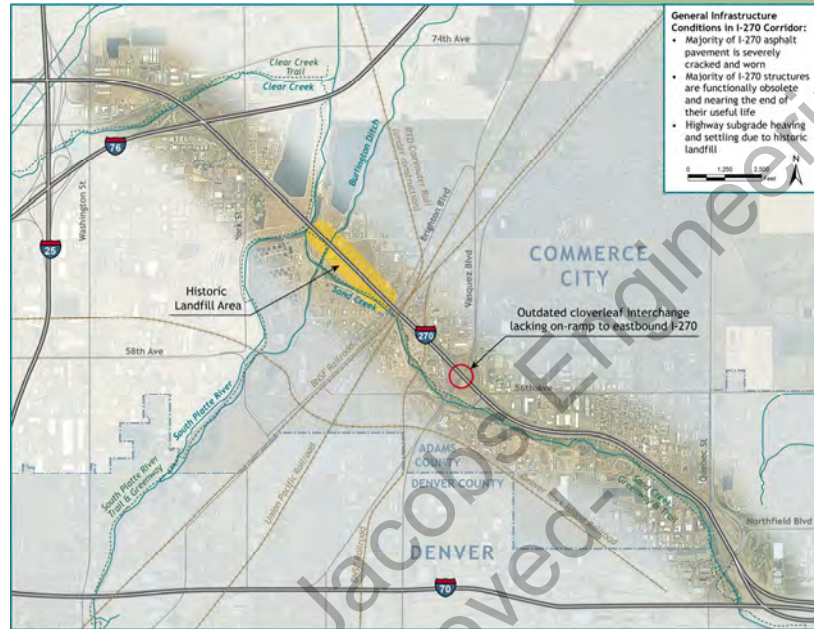
- Introductions
- Project Overview
- Project Purpose & Need
- Project Process & Schedule
- Questions & Input
- Review Action Items and Next Steps

05/20/2020

2

Project Overview

- Missing Interchange movements and short weaves
- Bridges approaching end of life
- Deteriorating pavement
- Stop-and-go traffic contributes to crashes and impedes trucking operations
- Peak travel times currently 3 to 4 times higher than free flow conditions



04/21/2020

3

3

Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions that modernize the I-270 corridor to accommodate transportation demands.

05/20/2020

4

4

Project Needs

- Improve safety by reducing the rate of vehicle crashes
- Improve travel time reliability and reduce delays
- Update obsolete and deficient bridges and highway infrastructure
- Accommodate truck freight traffic

05/20/2020

5

5

Project Goals

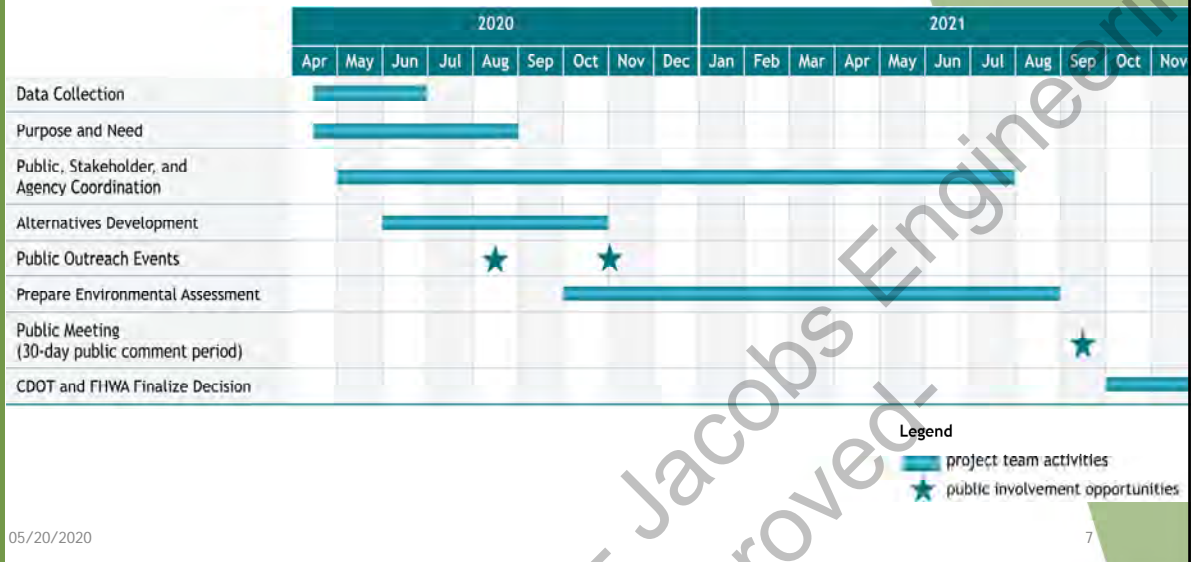
- Accommodation of existing and planned multimodal routes
- Consideration of the natural and human environment
- Consideration of approved local and regional transportation plans

05/20/2020

6

6

Project Process & Schedule



7

Questions & Input

- Goals for your facility or operations
- Issues to coordinate
 - Operations
 - ◆ Impacts from I-270
 - ◆ Access to I-270 and your facilities
 - ◆ Facilities in close proximity of I-270
- General concerns around the I-270 improvements
- Environmental Issues
 - ◆ 4(f) and 6(f) designation
 - ◆ Contamination

04/21/2020

8

8

Next Steps

- How would you like to be included going forward?
- Are there other individuals or organizations who should be part of this process?
- Parting advice or insights?

04/21/2020

9

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Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	Meeting Topic		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/6_Outreach/3_Stakeholder Outreach/
PROJECT CODE	23198	DATE/TIME	August 4, 2020
PREPARED BY	Mary Jo Vobejda		
LOCATION	Teams Meeting		
PARTICIPANTS	CDOT - Adam Parks; Michelle Scheuerman Suncor – Michael Moore; Wes McNeil; Nancy Thonen; Lisha Burnett Jacobs – Doug Stremel; Mary Jo Vobejda		
COPIES TO	File	APOLOGIES	

Notes:

Introductions were completed

Mary Jo reviewed the agenda and presented the slides

The Purpose and Need were reviewed and enhancing the fourth Need bullet addressing freight was discussed. The group agreed that a strong focus on freight was important and the CMCA was the group that best represents the trucking industry. Suncor does not truck materials in nor products out. This is all done by third-party trucking businesses. Changes to the highway, congestion, and hazardous material routes do affect their costs for shipping.

Most of the trucks are Haz-mat carriers.

The planned improvements of adding a lane in each direction was discussed.

Issues that were discussed include:

There have been some restoration activities along Sand Creek, these are finishing up

Construction on Brighton Blvd or 56th Ave. would have effects on their operations

They work closely with the Sand Creek Greenway Foundation

The Suncor site operates 24/7.

Pipelines:

There are 2 crude oil lines that go under I-270, these are relatively new, and plans are available.

These are a 10" and 16" steel lines. The pipes can be seen above ground near Sand Creek.

The crude lines follow along the east side of the RTD Light rail line and go under I-270

There is a natural gas supply line (over Sand Creek) into Suncor from Excel Energy via the neighboring GI Investment property to the east.

Abandoned lines under I-270 are not know of by Suncor but could exist.

Rail lines:

Suncor uses the railroad lines for materials and products every day. Suncor is dependent on both BNSF and UPRR.

Asphalt is moved by rail from Suncor to the asphalt production site

There is a lot of railroad switching along the rail lines impacting both 56th and Brighton Blvd.

Truck routes:

Suncor does not do their own trucking. However, local streets are not efficient in the delivery of materials or products.

There are some trucks loaded with propane and butane each day, these are distributed in all directions along hazardous materials routes.

During the warm months, there are about 50 to 70 asphalt trucks loaded a day that then leave the site. Send a lot of asphalt to Blue Knight which is located on the north side of I-270.

Crude is brought in on trucks from the north. It is unloaded at a 56th and Brighton Blvd pad site.

There are 4 pads and approximately 100 to 200 trucks per day unload.

Diesel and gasoline are distributed from Suncor in all directions. Approximately 200 to 250 trucks a day are loaded and travel from the site. Because these trucks are from private companies, CMCA is the group that best represents their interests.

Facilities:

Suncor has several facilities accessed from Colorado Blvd, Brighton Blvd, and 56th. Michael will provide the addresses for these facilities.

ROW:

The Suncor property generally goes along the south side of Sand Creek. The Creek has moved over time and this has made the boundaries less clear. Recent work was done to better define the Suncor property lines and this information could be made available to the team if needed.

Jacobs will contact Lisha to identify ROW along 60th Ave.

Construction easements across their property should not be an issue.

Employee access:

Brighton Blvd is probably the way most employees access the site. Also 56th Ave. and Colorado Blvd are used.

Environmental:

The site's wastewater is discharged into the Sand Creek

Dewatering activities during construction would need discharge permit and point.

There is an underground barrier wall along the south side of Sand Creek to prevent spills from getting into the Creek.


The question was asked if the construction would be changing the Brighton Blvd structure over Sand Creek or the drop structure at that location. The answer was that it is not the project's intention to make any changes to the Brighton Blvd structure over the Sand Creek.

Suncor would like to be kept apprised of the direction freight issues are going, as some might affect their operations and cost.


Suncor reminded us they operate 24/7. Trucks are always coming and going. Good to know this for future construction phasing.

Lisha Burnett will remain the project's contact for Suncor.

Action Items	By Who	Target Completion Date
Plans are available for the crude oil lines that go under I-270	Michael Moore	August 30, 2020
Suncor property lines information could be made available	Doug Stremel	August 30, 2020
Suncor will be kept informed about the project progress through the email list.	Mary Jo Vobejda	August 5, 2020
Suncor will be informed on Freight Issues Group progress	Mary Jo Vobejda	January 30, 2021





COLORADO
Department of Transportation



I-270 Corridor

Stakeholder
Scoping Meeting



1

Agenda

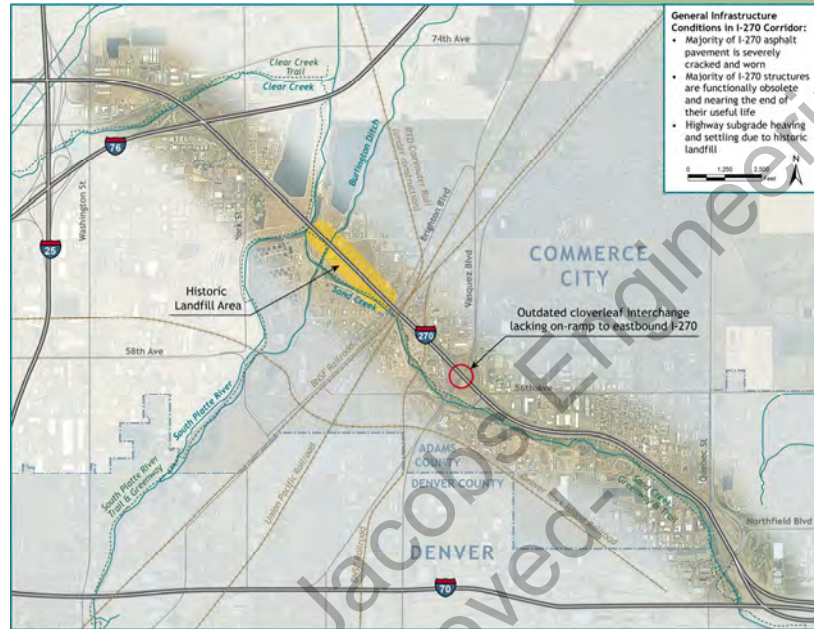
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05/20/2020

2

Project Overview

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04/21/2020

3

3

Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions that modernize the I-270 corridor to accommodate transportation demands.

05/20/2020

4

4

Project Needs

- Improve safety by reducing the rate of vehicle crashes
- Improve travel time reliability and reduce delays
- Update obsolete and deficient bridges and highway infrastructure
- Accommodate truck freight traffic

05/20/2020

5

5

Project Goals

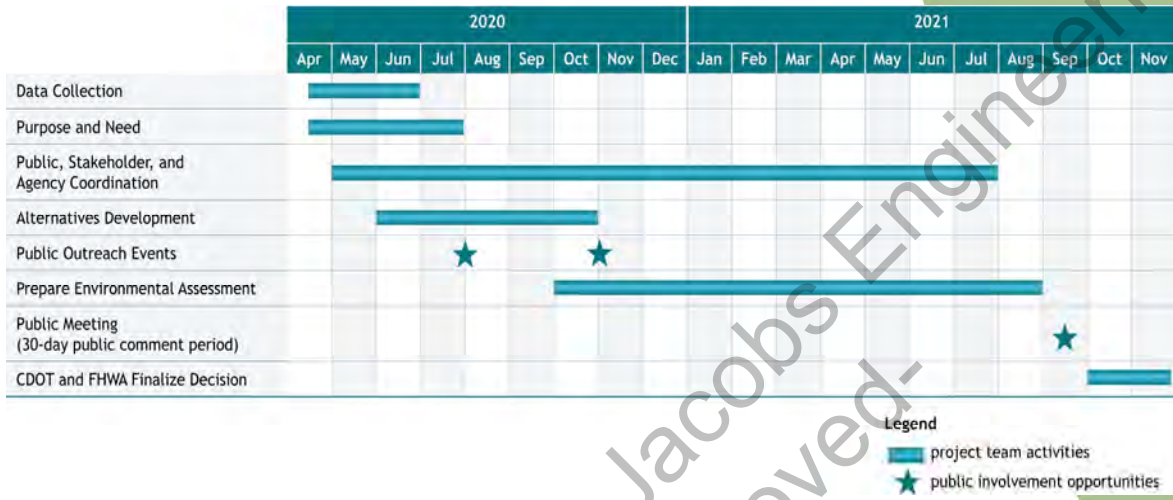
- Accommodation of existing and planned multimodal routes
- Consideration of the natural and human environment
- Consideration of approved local and regional transportation plans

05/20/2020

6

6

Project Process & Schedule



05/20/2020

7

7

Questions & Input

- Goals for your facility or operations
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 - ◆ Impacts from I-270
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 - ◆ Facilities in close proximity of I-270
 - General concerns around the I-270 improvements
 - Environmental Issues
 - ◆ 4(f) and 6(f) designation
 - ◆ Contamination

04/21/2020

8

8

Next Steps

- How would you like to be included going forward?
- Are there other individuals or organizations who should be part of this process?
- Parting advice or insights?

04/21/2020

9

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Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	PMT Meeting		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/3.Design/Preliminary Work/Railroads/Focus Groups/[Date]
PROJECT CODE	23198	DATE/TIME	August 6 th , 2020 and August 20 th , 2020
PREPARED BY	Jesse Woodward		
LOCATION	Virtual Meeting – Google Teams		
PARTICIPANTS	CDOT: Adam Parks, Rob Martindale, Patricia McKinney-Clark, Clay Harris Jacobs: Jesse Woodward, Matt Nork, Doug Stremel UPRR: Lance Bishop BNSF: Amber Stoffels		
COPIES TO	File	APOLOGIES	Robert Bell, Jacob O'Brien, Ethan Jacobs

Notes:

1. Project Background and Design Overview
 - a. Discussed project and showed exhibits, noting that the project will be adding a lane in each direction, so bridges will be wider.
 - b. Currently the project is in the EA process.
 - c. There are 4 structures over the railroads
 - i. E-17-II (EB I-270) over Brighton Blvd./UPRR/BNSF junction
 - ii. E-17-IH (WB I-270) over Brighton Blvd./UPRR/BNSF junction
 - iii. E-17-IK (EB I-270) over E. 60th Ave./BNSF
 - iv. E-17-IJ (WB I-270) over E. 60th Ave./BNSF
 - d. Doug S. asked UPRR/BNSF if the labeling of the railroads is correct for both bridge locations. Amber and Lance both agreed that railroads and labels are shown correctly.
2. Railroad Grade Separation Guideline Summary
 - a. Horizontal and Vertical Distances
 - i. Doug S. asked if the project needs to account for additional future track or access roads, per the guidelines?
 - ii. UPRR/BNSF stated that if the project plans for staying out of the ROW, then that will be the controlling factor.
 - iii. Vertical clearances per UPRR/BNSF Guidelines are:
 - UPRR = 23' – 4"
 - BNSF = 23' – 6"
 - b. Superstructure – no discussion
 - c. Hydraulics and Drainage



- i. Rob M. mentioned drainage issues at the top of the bridge was getting trapped behind the slope paving and compromising the slope paving
 - Matt N. clarified that there was an earlier project that added asphalt to the road above and the curb height was diminished thereby letting water overflow
 - Rob - The current slope pavement on abutments requires a lot of maintenance. He would prefer the new design to have abutments pushed out as far as possible from the tracks and possibly vertical
 -
 - d. Lighting - no discussion
 - e. Utilities - no discussion
 - f. Exceptions
 - i. Piers in the ROW
 - Lance B. - UPRR will be seriously resistant to having any piers in ROW. If going to request an exception, then UPRR will need extensive justification (infeasible), and it can't just be budget. Amber S. echoed this statement.
 - Doug S. asked for clarification on the ROW, as it is a little unclear right now, based on the county GIS.
 - (a) Lance showed his screen for UPRR GIS. UPRR records show that the entire area up to Brighton Blvd. (under the bridges) is UPRR.
 - (i) Lance isn't authorized to start this project to investigate further and provide more detail.
 - (ii) Lance confirmed that this is Greely sub mp 4.877
 - (iii) Lance stated we can ask for ROW from UPRR
 - (b) Amber S. Stated that her system shows some BNSF ROW under the bridges, so it's not clear. But we can request ROW maps, which requires a fee.
 - Matt N. – Currently for E-17-II & IH these are 4-span bridges with a column between the UPRR siding and the BNSF track.
 - (a) Not fully knowing the ROW extent it appears it will be tough to span this wide ROW without a pier
 - (i) Would affect, profile height, structure depths wall heights, etc...
 - Jesse will coordinate obtaining ROW from UPRR once PE agreement is in place [AI]
 - (a) Rob will forward Jacobs the BNSF contact for procuring ROW maps (for a fee) [AI]
 - (i) Jesse will coordinate obtaining BNSF ROW through contact [AI]
 - g. Deliverables to Railroad(s)
 - i. Doug noted that the team plans to prepare Conceptual plans for RRs review this Fall
3. Railroad ROW limits - see discussion above
4. Railroad Future Plans
- a. Lance B. - He would have to go through network planning for any future planning. If the bridge spans the ROW, then don't have to worry about railroad plans. UPRR's approach to above grade structures is to require that they clear span the ROW (unless physically impossible).
 - b. Amber - echo what Lance says.
 - c. Greeley Sub MP4.88 (UPRR) and Brush Sub 537.32 (BNSF) - I-270 Bridges E-17-II & E-17-IH -



- i. UPRR and BNSF confirmed the subdivision and MP.
 - d. BNSF Spur line - I-270 Bridges E-17-IK & E-17-IJ
- 5. Schedule/Timeline for Design and Construction of I-270
 - a. Westbound bridges are the worst condition. Early package in 2022 (maybe 2021, but not likely).
 - i. Assumes design starting in 2021.
 - ii. UPRR suggested that it would be more efficient to have both eastbound and westbound bridges submitted at the same time for review since they consider the bridge pairs as one structure
 - b. UPRR: What is project delivery?
 - i. Adam noted some sort of alternative contracting, not sure, will know in 6 months.
 - Rob - UPRR will not want Design/Build (D/B). Prior to PDSM, set up a meeting with Rob or Patricia and talk about pros/cons about Central 70 D/B [A]
 - Lance: D/B doesn't work well with UPRR, seen better with CMGC. More risk and UPRR submittals take 30-60 days which affect the D/B schedule.
 - Rob - had great success with Grand Ave. bridge with CMGC.
 - Lance: As an example, Utah DOT is going through issues because they can't schedule submittals and agreements.
 - ii. Doug asked Amber if BNSF has similar issues with D/B?
 - Amber - yes.
- 6. Railroad Coordination
 - a. Since we have a railroad junction could one RR take the lead for the other on reviews – use similar standards?
 - i. Amber - BNSF would want to review their own track
 - Lance echoed this comment
 - ii. Lance - Example of this is Colorado Springs/pikes with two different tracks and multiple submittals.
 - iii. Rob - This is very similar to "Walsenberg Project" and can drive project in two different directions.
 - Almost identical
 - UPRR would reject the submittals that BNSF would approve.
- 7. Questions/Other
 - a. Rob asked if we need to do a diagnostic "on-site" visit
 - i. Lance did not think one would be needed
 - b. Amber S - Is there anything that can be done with the East 60th Ave. underpass along Sand Creek (south side of I-270)? Has there been discussions with Commerce City? There are a lot of outages/vehicle strikes at this location because of tight clearances (horiz./vert.).
 - i. Doug - We are aware of the limited clearances at this location
 - Commerce City has expressed a desire to fix
 - CDOT and Commerce City are partners on this project but this area has not really been discussed. East 60th Ave. is a Commerce City road and not CDOT.
 - Everybody agrees, something needs to be done.



- Doug to talk with Adam, but CDOT doesn't probably want to get too much into fixing this road. [AI]
- Doug asked Rob if he ever found any ideas that Josh Laipley (former CDOT) had for this area, Rob said there was not much to them.
- ii. Amber - Does CDOT have the agreements for I-270 and Commerce City?
 - Rob found the I-270 agreements, he doesn't have anything for 60th.
 - (a) Adam to ask Commerce City for RR agreements. [AI]

Action Items	By Who	Target Completion Date
Doug S. to talk with Adam about Commerce City and 60 th street underpass.	Doug	8/20/20
Adam to ask Commerce City for agreements with railroads	Adam	8/20/20
Adam to discuss funding pots with Andy for RR PE agreements and RR participation (\$50K)	Adam	8/25/20
Rob Martindale to send PE agreements to railroads	Rob	9/4/20
Rob to provide Jacobs contact for requesting BNSF ROW	Rob	8/20/20
Jesse to coordinate obtaining ROW maps from BNSF	Jesse	8/27/20
Jesse to coordinate obtaining ROW maps from UPRR	Jesse	9/11/20
Prior to PDSM, set up a meeting with Rob M. and/or Patricia on pros and cons of various alt. contracting (in-regards to RR reviews)	Adam	12/1/20



SUBJECT	I-270 EA		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/6_Outreach/3_Stakeholder Outreach/
PROJECT CODE	23198	DATE/TIME	August 10, 2020
PREPARED BY	Mary Jo Vobejda		
LOCATION	Teams Meeting		
PARTICIPANTS	CDOT - Adam Parks Adams County Fire – Mark Schuman South Adams County Fire – Ken Koger; Randall Weigum Commerce City Emergency Management – Kirk Dominic Jacobs – Doug Stremel; Mary Jo Vobejda		
COPIES TO	File	APOLOGIES	

Notes:

Introductions were completed

Adam reviewed the agenda and presented the slides

The Purpose and Need were reviewed.

The planned improvements were discussed, these include adding a lane in each direction, interchange improvements at Vasquez, adding wider shoulders, and possibly adding longer acceleration / deceleration lanes at and between the interchanges.

Adams County Fire, South Adams County Fire and Denver Fire are all first responders on I-270.

They regularly experience the following issues when accessing an incident on the interstate:

- Congestion of the lanes presents problems for getting to the incident
- Getting onto the interstate at the interchanges is a problem due to the congestion often resulting from an incident coupled with inadequate shoulder width on the ramps.
- Inadequate shoulder width on I-270 for equipment storage or moving of the vehicles involved in an incident.
- Crossing 3 lanes of traffic on SB Vasquez to access eastbound 56th Avenue is problematic
- The Vasquez interchange presents several operational issues:
 - The weave distance is inadequate on Vasquez,
 - The ramps curves are sharp and require a greatly reduced speed;
 - The accel/decel lane lengths are not enough for the heavy equipment
 - Merge length from I-270 getting back onto Vasquez is too short
 - An incident on NB/WB I-270 between Platte and York can require equipment go to Vasquez and turn around to access the incident
 - Ramp metering on the NB/WB on ramp from SB Vasquez can cause additional ramp congestion backing up onto Vasquez
 - This same ramp experiences accidents from drivers taking the curve too fast

- Adam noted it looked like a compound curve with a larger radius connecting to a smaller radius at I-270

Solutions that were discussed included:

- Standard sized shoulders on all ramps and along I-270
- Longer acceleration and deceleration lanes, possibly continuous (auxiliary) lanes between interchanges
- Adding variable message boards at both ends of I-270 to assist in redirecting traffic if needed for an incident
- One design under discussion for the Vasquez interchange is for 2 of the loop ramps to be removed leaving a partial cloverleaf with 2 signals on Vasquez. The Fire Authorities do currently use signal over ride technologies that could be employed with these signals.
 - The signal override technologies discussed were:
 - Opticom System (station controlled) and
 - RF signals generated from a vehicle's flashing lights (preferred method)
- The use of signal over ride technology should be added for the ramp meters
- With a partial cloverleaf, the added signals would allow for a SB/EB trip exiting I-270 to turn right through the signal and weave to the left turn lane, without conflicts, across Vasquez.
- Better signage on I-76 for the interchange with I-270 is needed, signage does not reflect the recent improvements (added no. 3 lane), but more accurate lane directional signs would be helpful. These are high speed exits and entrance movements, shortening the reaction time provided to drivers.
- Consider designated areas for redirecting traffic off of I-270 in the case of a major disaster or spill, this would be supported by the addition of variable message boards at I-70 and I-25.
- Homeless have begun camping within the loops at the Vasquez interchange, please consider making these areas less accessible in the future redesign.
- Emergency turn arounds were discussed. They are not the preferred method of accessing an incident, they are used as infrequently as possible, not by choice as they are dangerous to the users. However, a reasonable practice is to have one emergency turn around between every interchange, for use during a major incident. Don't consider these as the best way for emergency providers to access the interstate. We would like to revisit with the emergency providers best locations for turnarounds during future design phases.
- Hazardous Materials routes were discussed and because Adams County has several industries the emergency providers are experienced in handling all HazMat incidents. Having Incident Command know where spills on the highway would drain toward, would be a great help to the providers in planning responses that would minimize or contain spills before they entered the natural waterways.
- Other discussions are moving forward on the designation of Hazardous Materials routes within the area.


Future outreach through email was requested, particularly for public events.

Both Adams County Fire and South Adams County Fire offered to provide contact information for public events should citizens have questions about emergency and fire response.


Everyone expressed their thanks for being included at this early time in the planning. CDOT will continue to keep the emergency providers and managers in the loop on the project progress. CDOT will reach out, likely in a year, when design has progressed for a review of the concepts.

Action Items	By Who	Target Completion Date
Put all participants on the contact list to ensure they are informed about public events	Mary Jo Vobejda	8/12/2020
Reach out to the participants in the future to discuss and review the concept design	Adam Parks	8/10/2021
Review SB Vasquez to WB I-270 on-ramp geometry for build scenario.	Doug Stremel	9/15/2020
Consider RF technology for any new signal installations	Doug Stremel	8/10/2021

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-





COLORADO
Department of Transportation



I-270 Corridor

Stakeholder
Scoping Meeting



1

Agenda

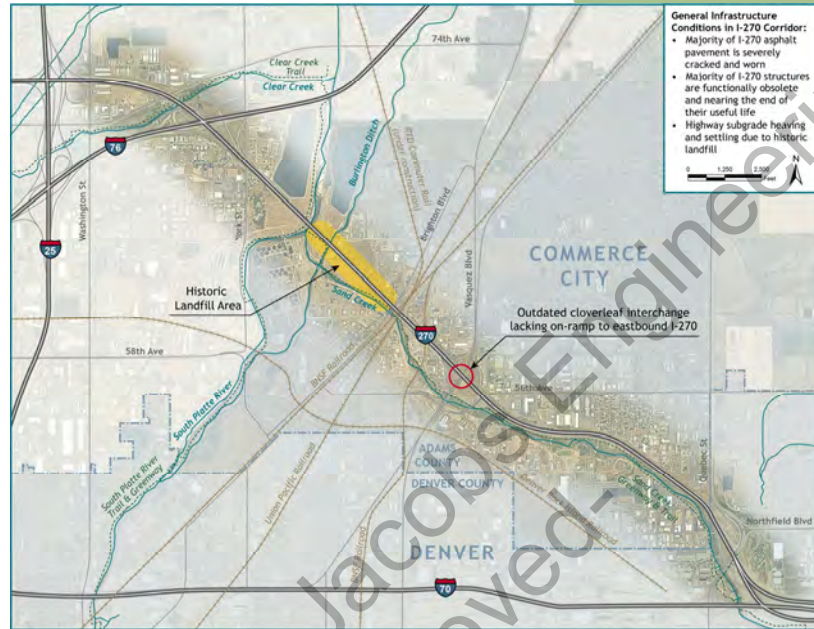
- Introductions
- Project Overview
- Project Purpose & Need
- Project Process & Schedule
- Questions & Input
- Review Action Items and Next Steps

05/20/2020

2

Project Overview

- Missing Interchange movements and short weaves
- Bridges approaching end of life
- Deteriorating pavement
- Stop-and-go traffic contributes to crashes and impedes trucking operations
- Peak travel times currently 3 to 4 times higher than free flow conditions



04/21/2020

3

3

Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions that modernize the I-270 corridor to accommodate transportation demands.

05/20/2020

4

4

Project Needs

- Improve safety by reducing the rate of vehicle crashes
- Improve travel time reliability and reduce delays
- Update obsolete and deficient bridges and highway infrastructure
- Accommodate truck freight traffic

05/20/2020

5

5

Project Goals

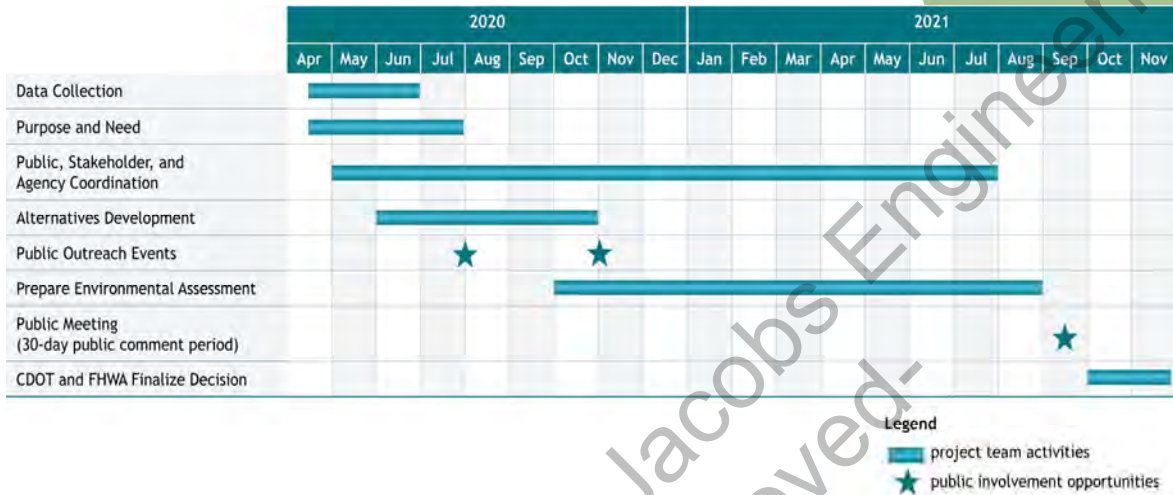
- Accommodation of existing and planned multimodal routes
- Consideration of the natural and human environment
- Consideration of approved local and regional transportation plans

05/20/2020

6

6

Project Process & Schedule



05/20/2020

7

7

Questions & Input

- Goals for your facility or operations
- Issues to coordinate
 - Operations
 - ◆ Impacts from I-270
 - ◆ Access to I-270 and your facilities
 - ◆ Facilities in close proximity of I-270
- General concerns around the I-270 improvements
- Environmental Issues
 - ◆ 4(f) and 6(f) designation
 - ◆ Contamination

04/21/2020

8

8

Next Steps

- How would you like to be included going forward?
- Are there other individuals or organizations who should be part of this process?
- Parting advice or insights?

04/21/2020

9

9

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-Not CDOT Approved-



SUBJECT	I-270 EA		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/6_Outreach/3_Stakeholder Outreach/
PROJECT CODE	23198	DATE/TIME	Sept. 21, 2020
PREPARED BY	Joy Wasendorf		
LOCATION	Teams Meeting		
PARTICIPANTS	Crystal Elliott, Adams County Complete County Committee Jacobs – Laura Meyer CIG – Joy Wasendorf		
COPIES TO	File	APOLOGIES	

Notes:

Crystal Elliott is a former Commerce City Councilwoman and is currently working with Adams County's Community Safety and Well Being department as a liaison to encourage residents in minority neighborhoods to participate in the 2020 Census. With this background, Crystal offers insight into how to reach Hispanic residents and others who might be traditionally underrepresented.

Community outreach efforts were organized through the Complete Count Committee with representatives from these community sectors:

- Elected officials
- Community groups
- Faith-based groups
- Healthcare industry
- School groups
- Non-profit organizations

The group received grant money to conduct this outreach and they developed an outreach plan and started to engage the community before COVID-19 hit. Here are some of the things they have done:

OUTREACH STRATEGIES

- Brought on Cultivando to assist with outreach in Commerce City and Thornton and shared information through their Promotora program
- Staffed resource tables at recreation centers and libraries in the evenings and on weekends to encourage people to fill out the Census
- Set up a table outside Hispanic and Asian food markets to get people to fill out Census
- Provided financial support to area food banks and distributed information through these facilities:

- Adams County Food Bank (Linda King, executive director)
- Growing Home
- Food for Hope (Emily Stromquist, executive director)
- Senior Hub
- Bought various Census branded giveaway items like hand sanitizer and masks and gave these away
- Working with Adelante (Commerce City’s Hispanic Chamber of Commerce) and Village Exchange in Aurora to reach community members

Action Items	By Who	Target Completion Date
Do an introduction of project to area food bank directors	Crystal Elliott	10/26/2020
Reach out to Adams County Commissioner Steve O’Doriso regarding engaging Welby residents	Julie George?????	10/26/2020
Contact Commerce City Community Relations Manager Jodi Hardee about a Rose Hill contact	Joy Wasendorf	10/13/2020
Reach out to local recreation centers and libraries about displaying project information	Joy Wasendorf/Sam Aspnes	10/16/2020
Reach out to Maria Gonzalez with Adelante	Joy Wasendorf	10/16/2020

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	CMCA check back to clarify a statement in the previous notes.		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint/Documents/Meeting Minutes/
PROJECT CODE	23198	DATE/TIME	September 30, 2020
PREPARED BY	Mary Jo Vobejda		
LOCATION	Phone Call		
PARTICIPANTS	CMCA / Tracy Sakaguchi Jacobs / Mary Jo Vobejda		
COPIES TO	File	APOLOGIES	

Notes:

FedEx trucks are currently using local streets to get to the Quebec interchange rather than use the closer Vasquez interchange because of the geometric problems at Vasquez. Particularly 56th Ave. intersection is so difficult for trucks, especially double and triple configurations, to maneuver that they choose to backtrack east on 56th to Quebec to gain access to I-270 west causing a longer trip. The missing eastbound entrance ramp from Vasquez to I-270 also causes out-of-direction travel, which Traci hears about "all the time".

The above statement was recorded from our previous call with CMCA on July 22, 2020.

I reached out to Tracy to get clarification on this statement.

Tracy explained that in this area there are several delivery companies, UPS, FedEx, Old Dominion. These carriers use double and triple trailer configurations, if they are traveling north, south or east. This type of truck set-up is not allowed in the I-70 Mountain Corridor.

These carriers are all located along 56th Ave and use it to access Quebec by traveling east on 56th. This provides them access via I-270 to I-70 east, or I-25 north and south.

This configuration has a pinch point between the trailers, the pinch occurs during share turns. Some companies will fire a driver if they pinch the trailers resulting in damage to the trailers. So drivers will use the route that has the few or no tight curves.

These carriers are mostly access I-270 around 6:30 pm and are therefore not too worried about congestion.

The Vasquez interchange loop ramps are too tight and can result in the pinching between trailers.

All of these factors lead the drivers to use Quebec rather than Vasquez.

Tracy expressed CMCA continued willingness to answer questions, she expressed their interest in the public comments and the status of the alternative's development. I told Tracy I would investigate providing them with the comments from the public meeting. We agreed to talk again soon.



SUBJECT	Meeting Topic		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Meeting Minutes/
PROJECT CODE	23198	DATE/TIME	Oct. 7, 2020
PREPARED BY	Joy Wasendorf		
LOCATION	Zoom Meeting (bilingual)		
PARTICIPANTS	Ethan Jacobs, CDOT Joy Wasendorf, CIG Rocio Franco, Cultivando Several community members		
COPIES TO	File	APOLOGIES	

Notes:

- Meeting Overview
 - Introductions
 - Overview
 - Growth along I-270 is resulting in a significant increase in traffic, more crashes, deteriorating asphalt, need for bridge reconstruction, etc.
 - NEPA Process
 - CDOT's preparing an environmental assessment. Wants to provide a meaningful opportunity for the community to participate and engage as much as possible.
 - Project Purpose, Needs and Goals
 - Identify problems and transportation solutions that will modernize I-270. Anything we do needs to complement Commerce City and Adams County's transportation plans
 - Process and Schedule
 - Oct. 2020 – currently in alternative development phase
 - First public outreach event was in August. Second will be in early December which will share initial alternatives and get people to weigh in on alternatives
 - Methods to provide input – hotline, email, project website
 - Website has all the information from the first outreach event
 - Links from home page directly to English and Spanish surveys
- Discussion About the Project
 - With excessive traffic, how is CDOT thinking about emergency services getting to an accident area?

- Wider shoulders are proposed, which will improve access for emergency vehicles to respond to incidents. It also allows drivers with disabled vehicles space outside the travel lanes to deal with issues or wait for assistance.
- Vasquez interchange is one of the high priority areas for improving safety. We are evaluating ways to improve safety at this interchange, including making the entrance ramps to I-270 longer so people can merge into travel lanes safely.
- Will the project have any negative impacts on surrounding businesses or housing areas? Gentrification?
 - CDOT will evaluate how the project could affect existing businesses, neighborhoods, or influence growth. This evaluation is still in progress. CDOT doesn't anticipate the improvements we are considering along I-270 would substantially change adjacent land uses; zoning and development, approved by local jurisdictions, would have more influence on land uses surrounding I-270 .
 - We will also evaluate how levels of traffic noise along I-270 would change based on the improvements being considered. Noise walls are one method CDOT considers to mitigate noise impacts.
- What is the estimated footprint of the project or impact on neighborhoods?
 - CDOT has a good amount of room to work with inside the existing right-of-way along I-270. We are still working to develop and evaluate improvements to I-270, so it's not clear yet if or where CDOT might need additional land.
- The project team is interested in hearing more about what you see as the issues we should address. What can you share about the problems you see in this corridor? How do you get around? Where are you having trouble? What are the pain points?
 - Congestion at Quebec, can take up to 30 minutes just to make it through that area
 - I usually only use 270 on Sat. and Sun. when there is no traffic. If I'm trying to make it to I-70 or Quebec, I don't use 270 during the week because it takes too long.
 - Have you presented any type of drawings about what the design might look like? We would love a better visual of the project to be able to make better recommendations.

[Response: This will be part of the second public event. CDOT plans to present options. Specifics are not decided yet and we are seeking input from the community first to help make identify the best solutions]

 - I go across I-70 a lot when I go to Union Station from Commerce City. The whole way there I have to look out and search for other options because there's too much traffic around York or Highway 2.
 - Sometimes I've noticed they close certain streets, but are not marking what is closed, so I go by what the GPS says and sometimes the GPS is not correct. Maybe look into sharing information with these services so the public knows which roads are closed.
 - The area before you get to Vasquez that's almost like you're going up and cars are coming in very fast and all of a sudden there are cars that are coming slowly – it's very dangerous. How can you control the speed limit in these areas? Need more cops and enforcement there, so people learn to respect speed.

[Response: Ethan noted the Vasquez interchange area is an old (cloverleaf) design, CDOT is evaluating more modern designs to make the interchange safer.]
- Discussion About Community Involvement

- CDOT made the project website, the virtual event, and the comment forms available in English and Spanish. We did not receive any comments in Spanish. To effectively reach the Spanish-speaking community, are there certain web-based platforms that are better to use?
 - Many households don't have Internet access.
 - If they do have access, there's often too much information on the webpage, which is overwhelming. Need to simplify information and make users feel more comfortable.
 - Our community isn't used to being included in these events/projects because we've always been excluded. If it wasn't for Cultivando, we wouldn't know about things in the City. Help people in the community learn about involvement opportunities and they will participate.
 - People don't participate because they don't know who Cultivando is, they don't understand the purpose and there's no relationship. You need to establish a relationship with community for them to participate.
- Would flyers or postcards be a good alternative? Could we leave them at local supermarkets or in school packets that go home to parents?
 - Yes – when CDOT sends flyers/postcards that say “go online to...” include all the specific information on the one page. When online, limit navigation from page to page. Many don't have a lot of knowledge about technology. Link to one page with all information.
 - A direct link to the comment form would be best. A link to one page with a short blurb/ scaled down version of info and the survey. Could put this on a flyer.
- What about emails/phone numbers/hotline numbers? Are those typically good forms of communication?
 - Rocio Franco said Facebook is used most often and works well for them.
- Are schools a good method for sharing information?
 - Many schools in Commerce City are still in remote learning.
 - 7/11 or gas stations, local restaurants in Commerce City, churches – Our Lady Mother of the Church has a bulletin board, they pass out flyers after church on Sundays. You can also talk to the person in charge and they can put info on their Facebook page.
 - For flyers, maybe place them around Highway 2 and put up a huge sign with the information. This could be a place to get info out; those big bulletin boards are definitely read by people. Ethan suggested possibly using variable message signs.
- Could we put a sign near Walmart or where pedestrians walk? Along Vasquez?
 - A billboard like the one on Central 70, but along Vasquez where there are pedestrians.
- Are there other people or organizations we should reach out to?
 - Gas station by Vasquez and I-70 – good option because lots of people come and go there.
 - Make flyers small with all the info in English and Spanish. Send flyers to all homes in Commerce City.
 - Maybe distribute materials in the local neighborhoods. Think of areas that are mainly impacted for outreach.
 - Many local restaurants are offering takeout options. Perhaps they will distribute a flyer with food orders.
- Do residents read the Commerce City Connected newsletter?
 - Yes, it's a good resource for what's going on in the community
 - We read this to get information on all the local meetings

Action Items	By Who	Target Completion Date

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



 **COLORADO**
Department of Transportation

 U.S. Department of Transportation
Federal Highway Administration

I-270 Corridor

Community Outreach
Scoping Meeting
October 7, 2020

 Commerce CITY

 ADAMS COUNTY
COLORADO

1

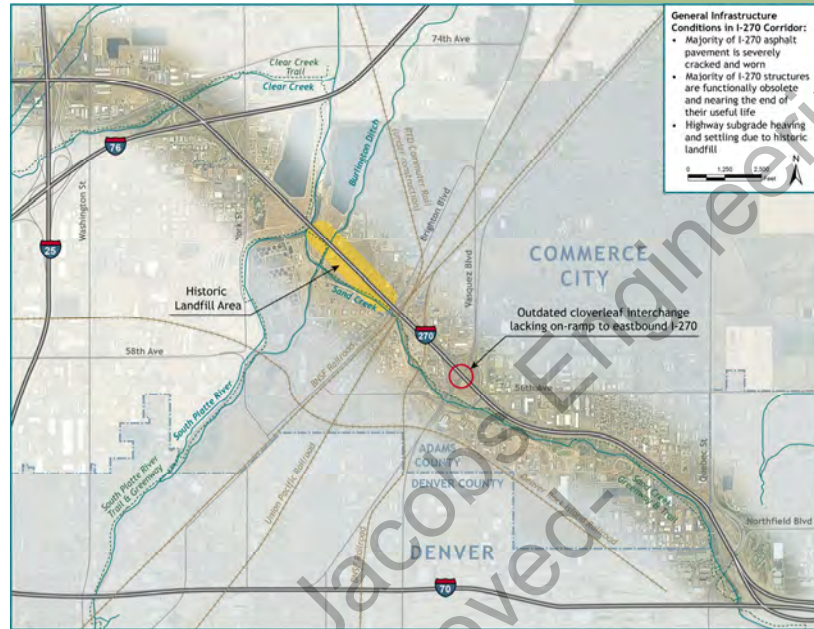
Agenda

- Introductions
- Project Overview
- Project Purpose & Need
- Project Process & Schedule
- Questions & Input
- Review Action Items and Next Steps

2

Project Overview

- Missing Interchange movements and short weaves
- Bridges approaching end of life
- Deteriorating pavement
- Stop-and-go traffic contributes to crashes and impedes trucking operations
- Peak travel times currently 3 to 4 times higher than free flow conditions



Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions that modernize the I-270 corridor to accommodate transportation demands.

Project Needs

- Improve safety by reducing the rate of vehicle crashes
- Improve travel time reliability and reduce delays
- Update obsolete and deficient bridges and highway infrastructure
- Improve truck freight movement efficiency

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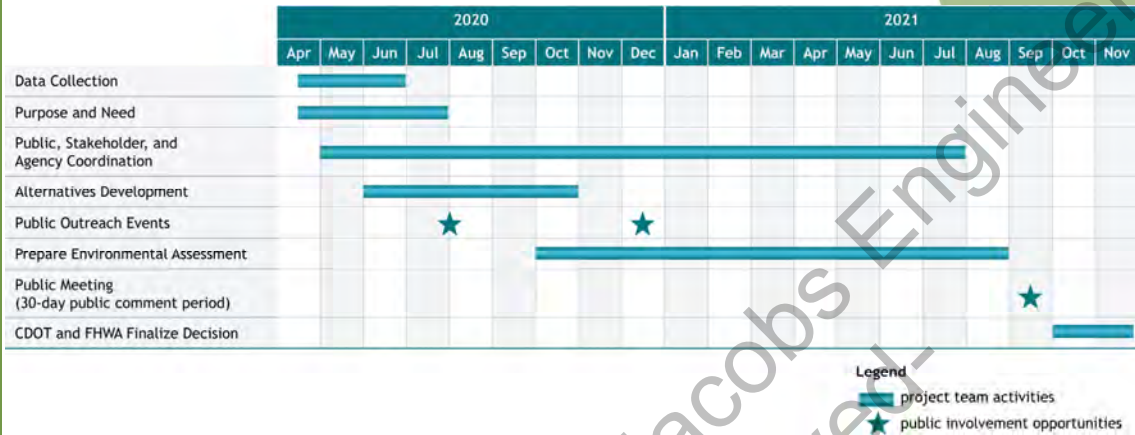
Project Goals

- Accommodation of existing and planned multimodal routes
- Consideration of the natural and human environment
- Consideration of approved local and regional transportation plans

6

6

Project Process & Schedule




7

Methods to Provide Input




Use the comment tool in next virtual public event



Submit comments through the project website at www.codot.gov/projects/i270



Call the project hotline at 303-512-4270



Email the project team at cdot_i270@state.co.us

8

Questions & Input

- Other ways we should be gathering community input
- Existing communication channels to reach people
- Tips to engage community members. What has worked in the past?
- Any issues/challenges to address so we're successful
- Other people or organizations we should reach out to

9

Next Steps

- How would you like to be included going forward?
- Are there other individuals or organizations who should be part of this process?
- Parting advice or insights?

10

New conversation

- My groups
- Recent groups
- All groups
- Favorite groups
- Starred conversations
- CDOT - I-270
- Conversations 3**
- Members
- About
- My membership settings

Back navigation icons

CDOT - I-270 10:43 AM (21 m)
 to CDOT - I-270, ro...@cultivando.org

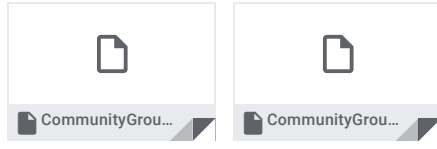
Hi Rocio,

I'm Adam Parks, the I-270 Project Manager and CDOT Resident Engineer for the area. I wanted to thank you for helping us to organize a meeting with this project and get their input.

I'm sorry I was unable to join you for the evening call on Wednesday, October 7th. I understand there were some technical difficulties that made comr like to validate the key themes we heard from the group and make sure the participants have clear answers to their questions (see attached documen

Please let me know if we've missed anything or if there are additional questions.

Adam Parks, P.E.
 Resident Engineer, Region 1 North / Turnpike Residency
 4670 Holly St., Denver, CO 80216
 P 303.398.6732 | www.codot.gov | www.cotrip.org



Reply all Reply to author Forward

Consultant Work Product - Jacobs Engineering
 -Not CDOT Approved-



SUBJECT	Introduction of I-270 EA and gaining RTD insights for the project		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Meeting Minutes/
PROJECT CODE	23198	DATE/TIME	October 26, 2020
PREPARED BY	Mary Jo Vobejda		
LOCATION	Teams Meeting		
PARTICIPANTS	CDOT - Ethan Jacobs RTD – Nataly Handlos; Susan Wood; Sage Thornburgh; Cooper Langdon Perry Edman; Clara Bechtel RTD Board – Director Shelley Cook Jacobs – Doug Stremel; George Woolley; Mary Jo Vobejda		

1. Introductions were completed.
2. Doug reviewed the agenda.
3. Doug reviewed the project overview.
4. George presented the Purpose, Need and Goals for the project.
5. Doug reviewed the process and schedule, pointing out the next Public Event is scheduled in December.
6. Doug reviewed the comments received from the project's first Public Event.
7. Doug presented the alternatives being included in the EA. The 2 alternatives include:
 - a) The No Action alternative which includes only those currently planned and funded projects and is the base case for assessing impacts of the build alternative;
 - b) The Build Alternative includes widening I-270 to 3 lanes in each direction, improving the I-270/Vasquez interchange by removal of 2 of the cloverleaf ramps and addition of the missing NB to EB ramp; and studying operational options for the additional lane including operations as a general-purpose lane and an Express Lane.
8. RTD expressed interest in the project including:
 - Bus facilities for priority access from I-270 to US36 and (lower priority) I-270 to I-70
 - Bus-on-shoulder operations, such as provided on US36, are desired
 - Long-term options could include exclusive bus lanes or express services in an HOV/bus lane
9. Bus on shoulder operations on US36 have been successful. Pre-COVID this was used frequently, during heavy congestion or incidents; the Flatiron Flyer 1 (FF1) gets on and off US36 at every interchange and uses the bus-on-shoulder operations because using the HOV center lane would require too much weaving. Antidotally, many accidents occur in the HOV lanes.
10. RTD often receives requests to increase FF1 frequency because it's a popular route connecting University of Colorado (Boulder) and the Anschutz campus (Aurora). The I-270 segment of FF1 results in unpredictability of travel times (in excess of ten minutes pre-COVID), which negatively impacts ridership and adds costs to RTD's operations
11. Bus-on-shoulder operations are limited to times of heavy congestions, mainline speeds under 35 mph, with buses operating in the shoulder 10-15mph faster than the congested mainline traffic. Bus-on-Shoulder operations requires special signing and striping to avoid confusion at the ramps.

12. The current I-270 design includes auxiliary acceleration and deceleration lanes along I-270. From York to Vasquez, both WB and EB, the auxiliary lanes would be continuous. From Vasquez to Quebec a westbound continuous auxiliary lane is being studied for its benefits. Auxiliary lanes do support bus operations, however, when an incident occurs the aux lanes fill up and back up, while the shoulders are regulated to stay free.
13. RTD noted the combination of auxiliary lanes plus adequately wide shoulders is working on US36.
14. There are currently no plans for more local service along the I-270 corridor.
15. Current plans lean toward improving the connection between Anschutz and US36. Currently, the I-270 delays reduce the ridership, and comes with additional costs to RTD. However, with demand and improvements to I-270, the US36-Anschutz route could see more-frequent service.
16. This project should consider the ultimate service for the corridor. The I-270 corridor should be seen within the Metro area as a transit route (not just a commuter and commercial route).
17. Express lanes best serve express types of service, while bus-on-shoulder operations best serve local services. For ultimate service considerations, both express lanes and bus-on-shoulder would be preferred. It will be harder and costlier to retrofit these improvements in the future.
18. Bus service for the I-270 area do pull out (First Trip) trips from the east metro garage at I225 and Colfax. Delays resulting during the pull-out operation have a large impact to RTD costs. .
19. Construction phasing was discussed. The current plan is to maintain 2 lanes of traffic in each direction on I-270 during construction.
 - Construction on US36 was a major delay and RTD worked closely with the construction team for a least a year before route changes occurred.
 - Q: What does the team see as detour routes? A: This corridor doesn't have any easy detours, especially for daily detours. I-25 & I-70 could be used for night time closures.
20. The expected plan has I-270, between just east of Vasquez (where the concrete pavement begins) and I-70 as a roadway widening. West of Vasquez to I-76 is expected to be a rebuilding of I-270, and west of I-76 to I-25 is planned for restriping and isolated widening only.
21. RTD hopes to keep current operations with no cut backs and only the possibility of the FF5 being added.
22. The construction timeline is unknown at this point; however, it is beyond 2021 and subject to funding
23. Going forward with the project, continuing the conversation with service development using these one-on-one calls would be best for discussions about operations.
24. Being kept in the loop on public outreach, public comments, and the EA status would be appreciated.
25. The group appreciated being included early in the planning of the corridor. It was suggested that reaching out to Bill VanMeter in the Re-imagine team could provide insights in to RTD's thinking about the future. Looking 50 years into the future would be a good exercise for this corridor to consider how transit might operate as a part of corridor mobility.
26. Susan Wood offered to help with the EA with RTD data, as needed. She offered to review the EA in advance of the public release. Perry Edman has a wealth of knowledge from his time at CDOT R1 Env, Commerce City, and RTD, and offered his assistance.
27. Future meetings could include Bus Operations Planning, when more details about the cross section and lane widths are known.
28. Other stakeholders RTD recommended we talk to:
 - Emergency Services – adequate shoulder width
 - Suncor
 - Metro Wastewater – current operations and lines in the area

Action Items	By Who	Target Completion Date
Consider including in the project: Bus facilities for priority access from I-270 to US36 and (lower priority) I-270 to I-70 Bus on shoulder operations, such as provide on US36, are desired Long-term options could be exclusive bus lanes or express services in an HOV/bus lane	Doug Stremel	April 2021
Continue the conversation with service development using these one-on-one calls would be best for discussions about operations	Mary Jo Vobejda	Dec 2021
Keep RTD in the loop on public outreach, public comments, and the EA status would be appreciated	Mary Jo Vobejda	Dec 2021
Reach out to Bill VanMeter in the Re-imagine team to gain insights in to RTD's thinking about the future	George Woolley	Dec 2021
Include Bus Operations Planning in future meetings	Mary Jo Vobejda	Dec 2021
Include RTD in the detour planning and construction phasing discussions.	Doug Stremel	Jun 2021

Consultant Work Product - Jacobs Engineering
 -Not CDOT Approved



SUBJECT	I-270 EA @ Quebec / Northfield		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/6_Outreach/ 3_Stakeholder Outreach/
PROJECT CODE	23198	DATE/TIME	Tuesday, October 27, 2020 – 2:00 – 3:00 MDT
PREPARED BY	Doug Stremel		
LOCATION	Virtual Meeting – Google Teams		
PARTICIPANTS	CDOT: Adam Parks, Andy Stratton, Basil Ryer, Ethan Jacobs, Veronica McCall CCD: Brian Pinkerton, Mark Tabor, Jeremy Hamer, Greg Neitzke Jacobs: Jim Clarke, George Woolley, Doug Stremel		
COPIES TO	File	APOLOGIES	

Notes:

1. Adam explained the meeting purpose and general agenda. The team was considering the potential addition of the missing westbound exit ramp to Quebec St. (SH-35). A primary benefit of the exit ramp would be to reduce both out-of-direction travel and total vehicle-miles traveled: currently, westbound drivers on I-270 who wish to access Quebec St. must navigate 4+ miles round trip to return to this area. This exit ramp would coincidentally provide business access to the Northfield commercial area, which may be of interest to CCD.
2. The conceptual design for this area was reviewed. If the ramp is included in the design, its embankment would encroach onto an undeveloped corner of CCD Northfield Pond Park. We are trying to determine if the property is eligible for protection under Section 4(f) non-historic (i.e. is it designated and managed as a recreational park).
3. Northfield Pond Park
 - a. Mark noted that the CCD Northfield Pond Park is a designated park by CCD. In addition to providing recreation, the park is also used for regional water quality and adds value to the community as a natural area.
 - i. Veronica noted that to be 4(f) the park's primary function has to be recreation.
 - ii. Jeremy noted that, in addition to providing recreation, the park is also used for regional water quality and adds value to the community as a natural area.
 - iii. Because the park is used for regional water quality, storage volumes need to be identified and maintained.
 - Jeremy Hamer to look for as-built pond design and forward to CDOT [AI]
 - Using a wall to limit impacts to the property is a potential design option. Does CCD have a preference for vegetated embankment vs. retaining wall? This might depend on if additional fill would affect drainage pond storage pond capacity.
 - iv. Spanning the park with a structure may also be a design option since it would have less impact but would likely be cost prohibitive.



- v. The design should follow CCD's aesthetic guidelines for ponds and walls are sometimes not desired
 - Jeremy Hamer to forward aesthetic guidelines to CDOT [AI]
- vi. The pond design needs to be approved by DES.
- b. Sand Creek trail connection (Stapleton Link trail)
 - i. This trail parallels Quebec on the south side and ties to Sand Creek trail
 - ii. The WB ramp to Quebec would intersect this trail
 - iii. Mark noted that we should not be introducing new obstacles
 - iv. Prefer if we could make the trail a grade separated crossing with the ramp
 - v. DOTI agreed there will not be a 4(f) compliance issue related to ROW impacts as long as the trails (recreational features of Northfield Pond Park) aren't impacted.
- c. CCD expects compensation for any ROW impacts.
 - i. CCD is open to the friendly condemnation process and working with the design team should the ramp be included in the proposed action (see Highway 85 and Daniels Park projects as examples).
 - ii. Condemnation is required because the CCD charter does not allow the granting of property rights.
 - Friendly condemnation does not require a citizen vote
 - iii. The typical process includes negotiating a price per square foot.
 - iv. CCD is also open to improving trail connections along the I-270 corridor in other areas.
- 4. DOTI Items:
 - a. The Sand Creek corridor hasn't been improved in decades and does not reflect DOTI's goals for urban drainage corridors.
 - b. The drop structure at Quebec St isn't very old but is already experiencing head cut.
 - c. Jeremy noted that the I-270 project provides a unique opportunity to take a holistic look at Sand Creek.
 - d. Mile High Flood District (MHFD) is in the process of creating new Flood Hazard Area Delineation (FHAD) boundaries for Sand Creek.
 - i. Jacobs to check with our floodplain specialist to be sure he is aware of this [AI]
 - e. DOTI sees a need to improve the recreational value and flood control attributes of Sand Creek. Jacobs current design does include riparian restoration for temporary and permanent impacts per CDOT mitigation policy.
 - f. CDOT will continue to include MHFD in stakeholder engagement.
- 5. Decision:
 - a. The CDOT and CCD water quality facilities will be kept separate to avoid the complicated process of determining maintenance and other responsibilities for a shared facility.
 - b. CDOT will need to do further analysis to determine if the WB Quebec exit ramp is feasible. For now, the ramp will not be shown to the public.
 - i. CDOT will have Jacobs prepare a cost/benefit analysis for adding the ramp with ped. Undercrossing [AI]



Action Items	By Who	Target Completion Date
Obtain Northfield Pond Park as-builts and storage requirements and share with Jacobs staff	Jeremy Harner	11/13/20
Send a copy of CCD's aesthetic guidelines for ponds/parks to CDOT and Jacobs	Jeremy Harner	11/06/20
Doug to check with our internal floodplain specialist to see if they know about the MHFD boundary changes to the FHAD	Doug Stremel	11/2/20
Jacobs to prepare 1-page cost/benefit analysis for adding the WB Quebec exit ramp	Doug Stremel	11/20/20

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT Freight Advisory Council Meeting

PROJECT I-270 Corridor Improvements

PROJECT NO. STU 2706-043 **FILE** I-270 SharePoint:
Documents/6_Outreach/3_Stakeholder
Outreach/[Org_Date]

PROJECT CODE 23198 **DATE/TIME** Tuesday, November 17 – 1:30 pm to 4:30 pm

PREPARED BY Doug Stremel

LOCATION Virtual Meeting – Google
Teams

PARTICIPANTS CDOT: Kathleen Collins (organizer), Craig Hurst, Adam Parks, Ethan Jacobs
HPTE: Tony Meneghetti
FCA Attendees
Jacobs: Doug Stremel

COPIES TO File **APOLOGIES**

Notes:

1. Adam gave overview of the I-270 project
 - a. Schedule
 - i. Upcoming Virtual outreach
 - ii. Adam noted he wants to start construction in 2022
 - b. Proposed Action
 - i. Auxiliary lanes between interchanges
 - Will help trucks get up to speed
 - ii. Vasquez Par-Clo
 - Eliminates exit loop ramps
2. Questions/Comments from:
 - a. Troy Hill
 - i. Do traffic volumes increase during I-70 construction?
 - And what happens after I-70 is complete?
 - Traffic volumes will divert back to I-70 after I-70 is completed
 - ii. What is the price tag of the project?
 - Project team is working on a new estimate
 - iii. Haz-mat
 - Transporting along I-270 increases costs for transporting haz-materials
 - Project should consider other haz-mat routes such as I-70
 - iv. Aux. Lanes
 - WB can you make that aux. lane a commercial truck lane?



- (a) Typically, restricted commercial lanes are for corridors with higher commercial volumes than I-270
 - (i) He did not mean a restricted lane
 - (b) Commercial vehicles will be able to use the aux. lanes with no restrictions on the lane
- b. Greg Fulton (CMCA)
 - i. If I-70 is designated as a haz-mat corridor
 - How would it affect I-270?
 - Greg thinks it would relieve some pressure and eliminate risk
 - ii. Can we get CDOT to traffic model for an I-70 haz-mat scenario?
 - Adam to check with Jacobs
 - iii. Tony noted I-70 is going below grade and is likely not going to accept haz-mat traffic
 - Greg says that is only 1000 ft long and it should not be pulled off the table as an option
 - Greg wants to know if that decision has been made to take I-70 off as a haz-mat possibility
 - Troy says the planned cover over the below grade portion for I-70 is also fire suppressed
 - Greg says we were engaged from the beginning on I-70
 - (a) There were commitments made to CMCA
 - (b)
- c. Steve O'Doriso - AdCo
 - i. Was not aware all the haz-mat travels on I-270
 - ii. Does Adams County officials know this?
 - Yes, Adams County is aware of this
- d. Craig Hurst (CDOT)
 - i. CDOT isn't the only stakeholder in the haz-mat rerouting conversation
 - ii. Craig noted the I-270 team has been doing work in collecting the data; says oversize permits pulled over the last 3 years were over 46,000
- e. Adam to investigate the appropriate channels for changing I-70 haz-mat designation [AI]
- f. Plan is for FCA to also engage Rebecca White

Action Items	By Who	Target Completion Date
Investigate the appropriate channels for changing I-70 haz-mat designation	Adam	December 18 th , 2020



SUBJECT	I-270 Pedestrian Connectivity Meeting Minutes		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/6_Outreach/3_Stakeholder Outreach/23198_MM-Subject_[Date]
PROJECT CODE	23198	DATE/TIME	12/10/2020 1:00 pm
PREPARED BY	Erik Nyce		
LOCATION	Virtual Meeting – Google Teams		
PARTICIPANTS	CDOT: Basil Ryer Sand Creek Regional Greenway Partnership: Beth Nobles, Mo Fair Jacobs: Doug Stremel, George Wooley, Erik Nyce Bicycle Colorado: Piep Van Heuven ACL, Inc.: Adria Lucerna		
COPIES TO	File	APOLOGIES	CCC: Traci Ferguson, Greenways Foundation: Jeff Shoemaker, CDOT: Adam Parks, Ethan Jacobs

Notes:

1. Vasquez/I-270 Interchange
 - a. Southeast corner
 - i. The I-270 Project will provide a missing sidewalk along the south side of 56th Avenue between Dahlia Street and Vasquez Blvd.
 - ii. Pedestrians can use crosswalks at Sand Creek Trailhead parking access which will provide pedestrian connectivity to the north.
 - iii. A new pedestrian path will connect from the northeast corner of the Vasquez Blvd/Sand Creek bridge to E. 56th Avenue in a northeast direction, just to the north of the large maintenance yard.
 - Immediately adjacent to the Vasquez bridge, a short trail connection will be provided to the south, downgrade to connect the bridge to the Sand Creek Greenway Trail below. This will replace the informal dirt path/ social trail that exists today. However, in order to make this connection to the Sand Creek Greenway Trail right of way impacts will be necessary.
 - b. 56th Avenue Reconstruction
 - i. The I-270 Project will reconstruct a portion of 56th Avenue under I-270 making it a 4-lane section with turn lanes as well as providing a 5-foot sidewalk along east side (like existing)
 - ii. A new 8 to 10 foot sidewalk is proposed on the west side that will tie into Eudora to provide connectivity to the north. This sidewalk will connect into the proposed pedestrian path connecting back into the Vasquez bridge over Sand Creek.



- iii. At this point we don't know if Eudora/56th will be a signalized intersection so for right now it is being shown with no signal. The project needs to analyze more traffic data to see if a signal will be warranted at this intersection.
- iv. The reconstructed portion of 56th Ave will also provide a 4 foot-wide on-street bike path
- c. Vasquez Bridge over Sand Creek
 - i. The Vasquez Blvd bridge over Sand Creek is being reconstructed as part of the I-270 project.
 - ii. A new wider sidewalk (8-10 feet) is being proposed on the east side of the bridge connecting to the proposed trail mentioned
 - iii. New ADA ramps and pedestrian signal poles are proposed at the Vasquez Blvd/56th Avenue intersection
 - iv. The project is not providing a sidewalk on west side of the Vasquez bridge as desire is to promote pedestrian access along the east side
 - v. People migrating from west of Vasquez along E. 56th Ave. can cross at ped. signals at Vasquez/E. 56th Ave. intersection to access new east side sidewalk across the bridge over Sand Creek
- d. Questions (Beth)
 - i. At Eudora, traveling north, the orientation of the Walmart is on east side, where do you cross over on east side to connect to Walmart? A: There is a sidewalk along the south side of E 58th Ave. that will tie into a new sidewalk along the west side of Dahlia St, project will add a crosswalk at the intersection of Dahlia and E. 58th Place so pedestrians can cross over to the sidewalk on the east side to get to Walmart
 - ii. At Vasquez/E. 56th Ave. this project is moving peds to east side. There is not good pedestrian connectivity to the west connecting to the Globeville, Elryia and Swansea (GES) neighborhoods. Will project be addressing that connectivity? Connectivity to the west of Vasquez is outside of project limits and the project is not adding any new sidewalks east and west along E. 56th Ave. (except the connection to the trailhead noted earlier). The project team will approach Commerce City about the missing connection along the south side of E. 56th Ave., from the SE corner of Vasquez/E. 56th Ave. to Dahlia Street. [AI]
 - iii. As a general consideration, what about bicycle access? This project will be providing wider sidewalk (multiuse) paths to accommodate both bikes and peds.
 - iv. Piep: What is width of sidewalk? They are proposed to be 8 to 10 feet. Piep mentioned that if possible, a 10-foot width is preferred to accommodate towed bike trailers.
- e. Connectivity through the interchange
 - i. The project is providing a new I-270 on-ramp from northbound Vasquez to eastbound I-270
 - ii. A new box culvert is being proposed under proposed ramp allowing grade separated access in both directions and could serve as a more direct route to the Walmart
 - iii. From the box culvert, a new multi-use trail will be provided along with a new sidewalk along the east side of Vasquez Blvd crossing under I-270. There will be a buffer between the new sidewalk and Vasquez Blvd.
 - iv. The original thought was to have at-grade crossings at the loop ramp and exit ramp to and from westbound I-270 with a stop light at Vasquez and an at-grade crossing with the ramp free right movement to northbound Vasquez



- This option would result in three at-grade crossings (one signalized and two unsignalized)
- f. Grade-Separated Option
 - i. Another option is to provide a grade separated option with a new box culvert under the northside ramps
 - ii. The graphic used in meeting shows both the at-grade and grade separated crossings
 - iii. Piep prefers grade separated
 - iv. Beth prefer grade separated, the at grade options looks dangerous, especially for families
 - v. A suggestion was provided to sweep the trail east (north of I-270 and inside the loop ramp) to steer peds towards the CBC grade separated
 - vi. People are creatures of habit and tend to take straight lines so look at providing a deterrent for people wanting to go straight north and try to cross at grade, perhaps landscaping
 - vii. It was recommended that the at-grade options be removed moving forward [AI]
- g. North side of Vasquez
 - i. The project is bringing in a new sidewalk in parallel to Dahlia (along the west side) and will provide crosswalk at Dahlia/E. 58th Pl. along with a pedestrian light to allow access to Walmart
 - ii. General Comment: Walls along paths provide shade and makes snow melt difficult, moving forward the design team should consider drainage and shading along trails and make sure that adequate drainage is provided. Don't want a continuous ice block, particularly under bridges, provide a place for snow to be removed such as a lawn area or along back side of trail
 - iii. Beth: General question: The focus so far has been along Vasquez will there be ped improvements along other parts of the corridor? There will be spot locations of trail improvements for pipes, detours, and bridge construction.
 - iv. Evaluating detours
 - Hope to have trail detours next week for review by CDOT
 - Will convene a future focus group that discusses trail detours and invite greenways folks [AI]
 - v. Beth had concerns about trailhead and trail proximity to Sand Creek Drive in relation to the I-270 project improvements. The project's intent is to not disturb Sand Creek Drive and for the trail to maintain existing alignment.
- 2. Trail Detours
 - a. Trail detour near Water Quality facility
 - i. Further east along Sand Creek drive planning a water quality facility on CDOT property which might disturb the trail during construction. The water quality area will be west of wetland park and the project team will work with Mile High Flood District. The intent of this water quality facility it trying to consolidate multiple outlets to one location. A question was as to what would the land look like when done? New structures? There would be control structures, concrete boxes, with greenscape to try to hide them, try to use native materials, specs to not track in evasive species during construction.
- 3. York Street

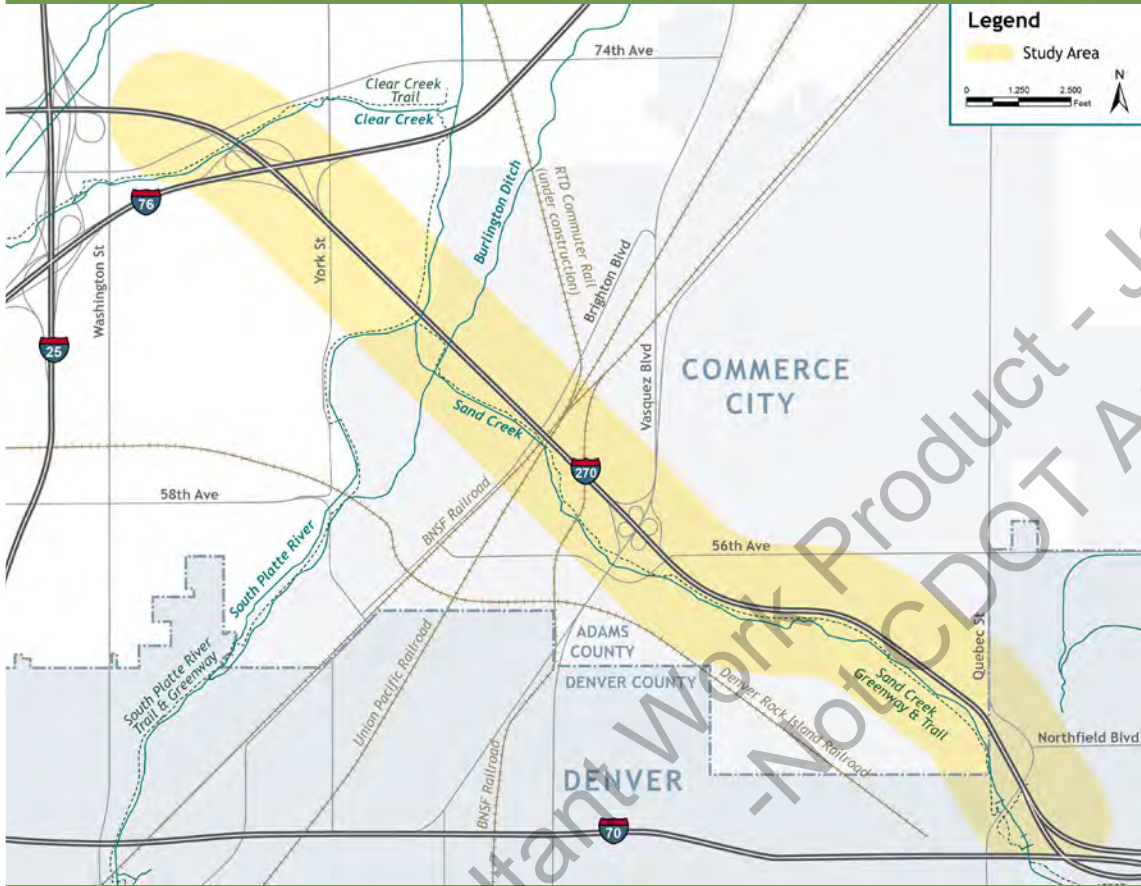


- a. What are plans for York Street?
 - i. No exhibit was prepared for York Street, so the overview of proposed improvements was done via Google Earth
 - ii. There will be a 5' sidewalk on the west side and a 10' wide multiuse path on east side, same plan as Adams County. This project is only focused on interchange. York street bridge will match this geometry.
4. Access to Sand Creek Greenway Trail
 - a. Beth noted that anytime we can promote access to the Sand Creek Trail that is a positive for residents of Commerce City/Adams County
 - b. Informal access along the Burlington Ditch
 - i. At the northwest corner of I-270/Burlington Ditch there is an unofficial trailhead used to access the Sand Creek Greenway Trail south of I-270. People are parking on E. 64th Ave. and taking the Burlington ditch access road get to the trail. There are few trail access points, only Dahlia, in Commerce City
 - ii. The maintenance road for the ditch won't be as wide when this project is done. Since this is a historical ditch, project improvements can't adversely impact it, so the project is spanning the ditch with a single-span bridge therefore shortening the bridge length and minimizing access width while still looking to preserve the ditch rider road. It was asked if a more inviting crossing at this location could be provided. Jacobs will look at option to make access less imposing perhaps additional lighting under the bridge? [AI]
 - iii. Crossing at ditch, is that a public crossing from 64th or is it a ditch access road? Need to coordinate with Commerce City and Burlington Ditch, large distance from Dahlia to this trail head, not much access to greenway for Commerce City
 - iv. Bridge over the South Platte will be single bridge, no shaft of light between bridges, however the Burlington Ditch crossing will be 2 bridges which will keep a shaft of light
 - c. Access point at Brighton Blvd.
 - i. There is an existing Sand Creek Greenway Trail access along the east side of Brighton Blvd. but no real parking.
 - ii. Doug noted there could be future opportunities to provide informal parking lot and trailhead in the area, depending on property ownership at this location.
 - iii. Adria noted that 60th Ave (east of Brighton) is not conducive to vehicular traffic (low RR bridges). It could be conducive to new trail head or pedestrian plaza if Commerce City would someday abandon the E. 60th Ave. for vehicular use it and instead promote it for peds/bikes
 - Beth and Piep like that possibility
 - iv. Take ideas back to CDOT and see what they say, plenty of opportunities, options are positive and going in the correct direction
 -
5. Misc. Questions/Comments
 - i. Look at prevention of urban camping, if there is a disturbance on the trail, evaluate design options to minimize [AI]



Action Items	By Who	Target Completion Date
Talk with Commerce City about providing a missing sidewalk connection along the south side of E. 56 th Ave., from the SE corner of Vasquez/E. 56 th Ave. to Dahlia Street.	Adam	January 27, 2021
Remove at-grade crossing segments in I-270/Vasquez interchange	Erik	January 6, 2021
Convene focus group for trail detours/closures and future planning	Doug	January 22, 2021
Evaluate under bridge lighting for bridges over Burlington Ditch (west abutment)	Erik	January 22, 2021
Look at prevention of urban camping, if there is a disturbance on the trail, evaluate design options to minimize	Erik	Ongoing

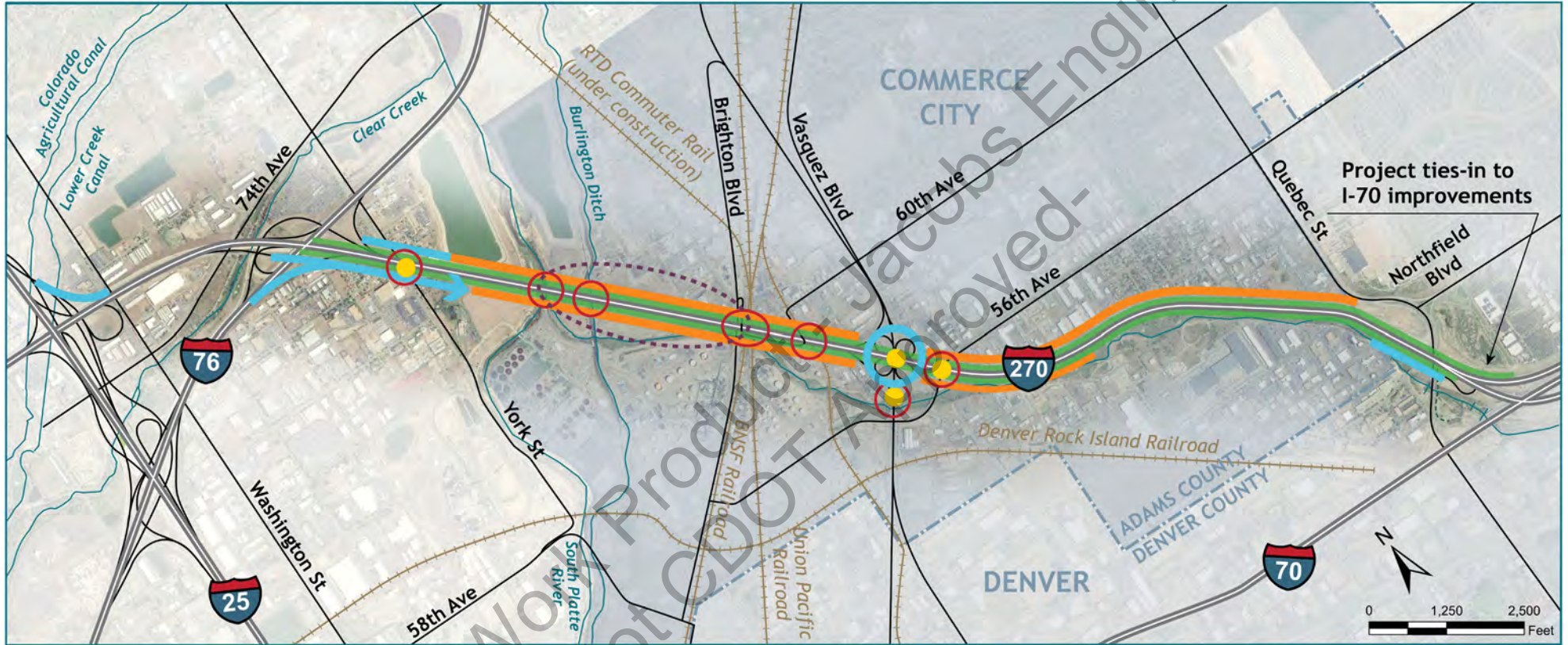
Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



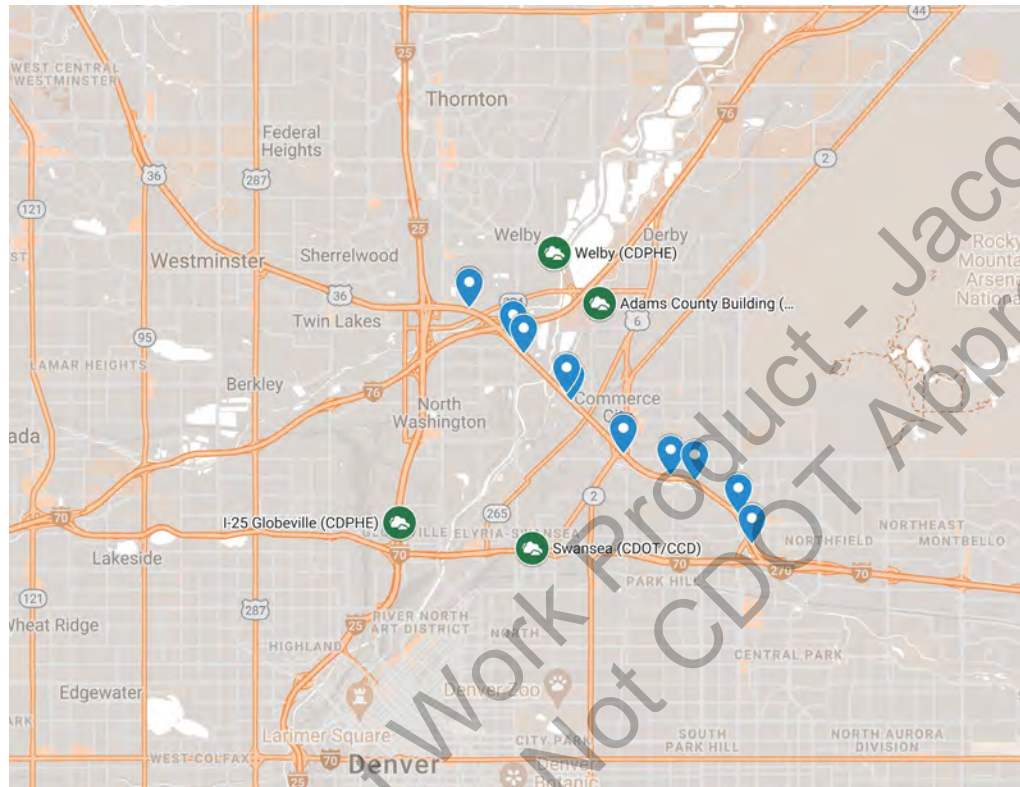
I-270 Corridor Improvements EA

I-270 Corridor
Multimodal Bus Tour


November 19, 2021



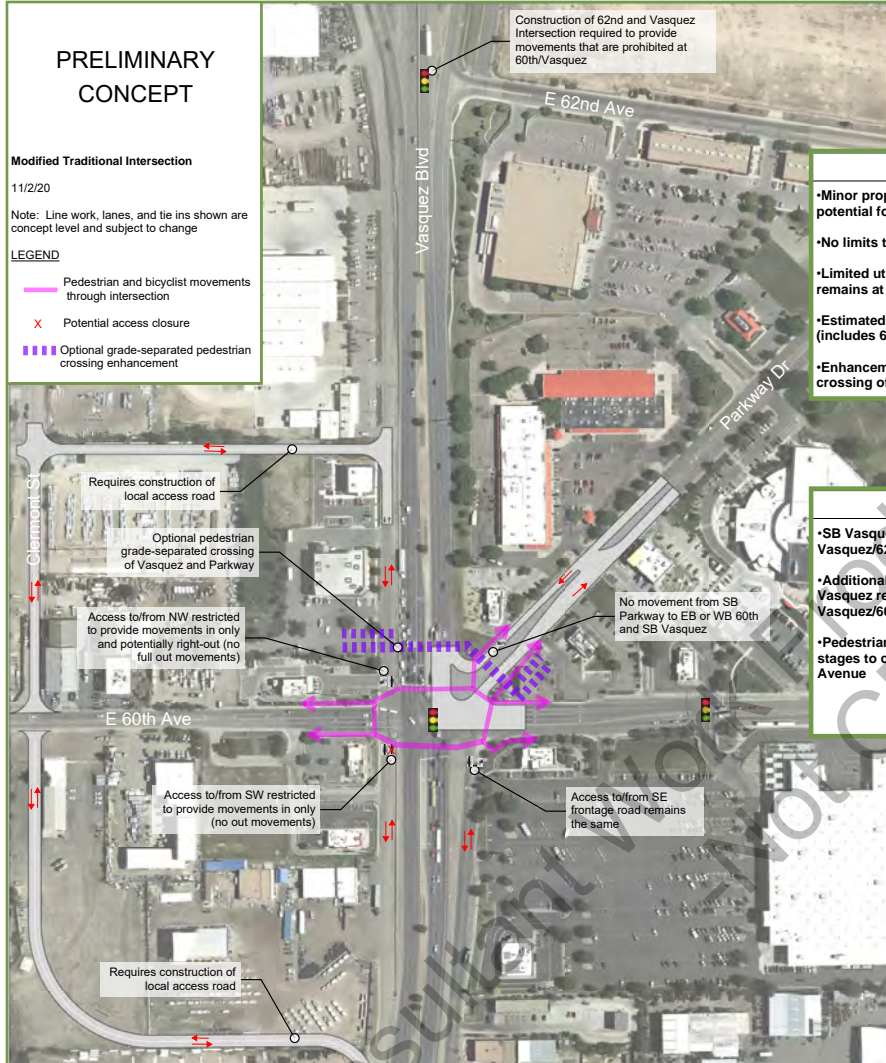
- Legend:**
- Widen I-270 between I-76 and I-70: add one Express Lane in each direction and widen shoulders
 - Improve interchanges: reconfigure Vasquez Blvd. interchange and make ramp improvements at I-25, I-76, York St., and Quebec St. interchanges
 - Replace old bridges: York St., S. Platte River, Burlington Ditch/O'Brien Canal, Brighton Blvd., 60th Ave., BNSF and UP Railroads, 60th Ave, and BNSF railroad, Vasquez Blvd., over Sand Creek, I-270 over 56th Ave.
 - Add auxiliary lanes at interchange entrance ramps
 - Stabilize I-270 roadbed over old landfill
 - Improve pedestrian connections: at York St., under I-270 near Vasquez Blvd., 56th Ave, and Sand Creek Trail



 I-270 Sensor Network

 Reference Stations

60th Avenue and Vasquez Boulevard Intersection



Benefits

- Minor property impacts and right-of-way acquisition with potential for no building impacts
- No limits to access to/from 60th Avenue from Vasquez
- Limited utility and underground impacts because Vasquez remains at grade
- Estimated cost = \$20M-\$25M (2021 dollars) (includes 62nd intersection)
- Enhancement option: Grade-separated pedestrian crossing of Vasquez and Parkway (additional \$6M cost)

Tradeoffs

- SB Vasquez access from Parkway Drive provided at new Vasquez/62nd signal (required)
- Additional local roadway network construction west of Vasquez required due to limiting frontage road access to Vasquez/60th Avenue
- Pedestrian and bicycle connections require 4 or more stages to cross Vasquez and no direct crossing of 60th Avenue

Notes:



Scan with your smartphone to access the comment form.

Proposed bicycle/pedestrian facility improvements would add missing links to the existing network and greatly improve safety and connectivity through the interchange and larger trail network.



York Street Interchange:

- 1 Add attached 10-foot-wide multi-use path across bridge along east side of York St. (to match proposed York St. improvements planned by Adams County)
- 2 Retain existing 5-foot-wide sidewalk across bridge along west side of York St. (to match proposed York St. improvements planned by Adams County)



Vasquez Boulevard:

- 1 10-ft-wide trail through the I-270/Vasquez interchange to connect people to jobs and retail.
- 2 Lighted pedestrian underpasses at interchange ramps.
- 3 10-ft-wide trail connecting from Vasquez Blvd. to existing sidewalks on Eudora St. (crossing under I-270).
- 4 10-ft-wide sidewalk on Vasquez Blvd. bridge over Sand Creek.
- 5 Trail connection to Sand Creek Greenway.
- 6 Sidewalk extension from bridge to Sand Creek Greenway Dahlia Trailhead.
- 7 Construct missing sidewalk from E. 56th Ave. bridge to Dahlia Trailhead.
- 8 Separate Commerce City project to provide missing sidewalk connection.

70th Avenue and Washington Street Intersection

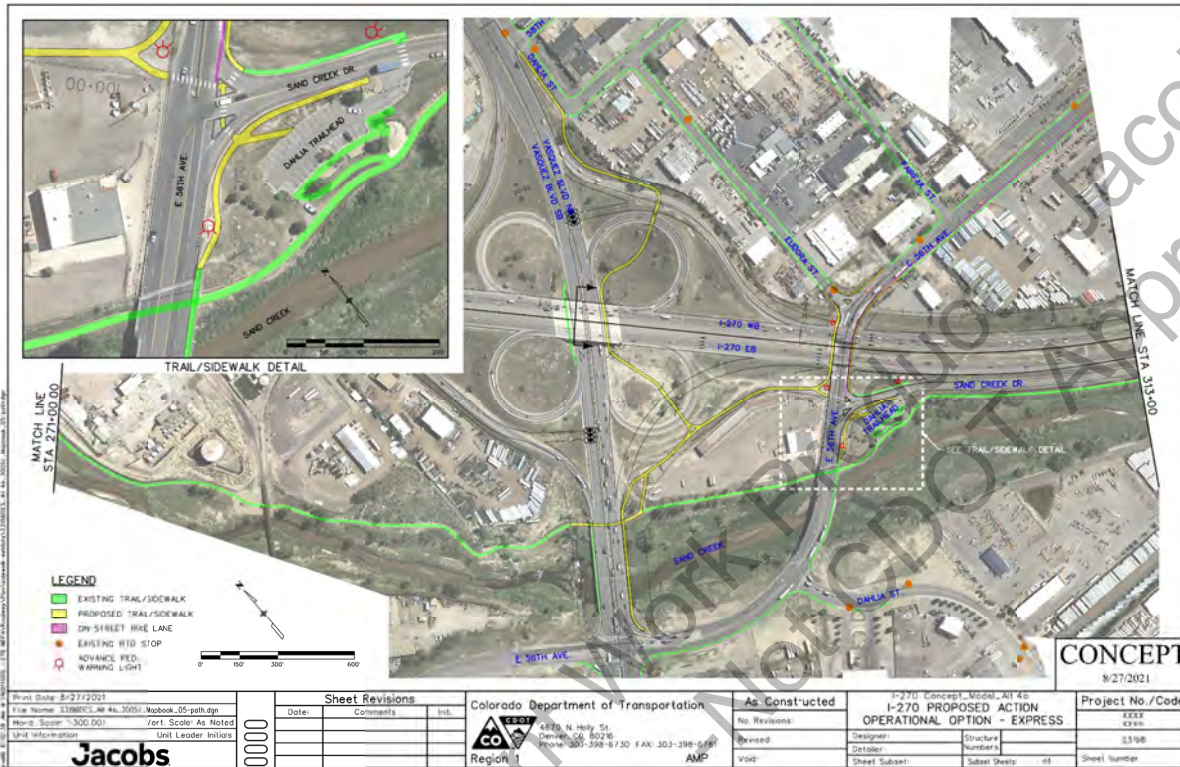
I-270
Corridor Improvements

Notes:



Scan with your smartphone to access the comment form.

Notes:



Scan with your smartphone to access the comment form.

Print Date: 8/27/2021 File Name: 1188001_Alt 4E_30501_Mobook_05-path.dwg Plot Scale: 1:500.000 Unit Information: Unit Leader Initials	<table border="1"> <thead> <tr> <th colspan="3">Sheet Revisions</th> </tr> <tr> <th>Date</th> <th>Comments</th> <th>Init.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Sheet Revisions			Date	Comments	Init.										Colorado Department of Transportation 4450 N Holly St. Denver, CO 80246 Phone: 303-398-6730 FAX: 303-398-5787 Region 1 AMP	<table border="1"> <tr> <td>As Constructed</td> <td>I-270 Concept Model Alt 4E</td> </tr> <tr> <td>No. Revisions:</td> <td>I-270 PROPOSED ACTION</td> </tr> <tr> <td>Revised:</td> <td>OPERATIONAL OPTION - EXPRESS</td> </tr> <tr> <td>Drawn:</td> <td>Designer:</td> </tr> <tr> <td>Yost:</td> <td>Detailer:</td> </tr> <tr> <td></td> <td>Sheet Subset:</td> </tr> <tr> <td></td> <td>Subst Sheet:</td> </tr> <tr> <td></td> <td>of</td> </tr> </table>	As Constructed	I-270 Concept Model Alt 4E	No. Revisions:	I-270 PROPOSED ACTION	Revised:	OPERATIONAL OPTION - EXPRESS	Drawn:	Designer:	Yost:	Detailer:		Sheet Subset:		Subst Sheet:		of	Project No./Code 8/27/2021 XXXX XXXX 2378 Sheet Number
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SUBJECT	I-270 Floodplains Analysis		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/6_Outreach/3_Stakeholder Outreach/23198_MM-Stakeholder_[Date]
PROJECT CODE	23198	DATE/TIME	January 22, 2021, 10:00 am
PREPARED BY	Doug Stremel		
LOCATION	Virtual Meeting – Google Teams		
PARTICIPANTS	MHFD: Morgan Lynch, Mark Schutte Jacobs: Kyle Winslow, George Woolley, Doug Stremel		
COPIES TO	File, CDOT: Adam Parks, Ethan Jacobs, Scott Leiker, Allison Schaub-Dirosa	APOLOGIES	

Key Notes:

- **Sand Creek Floodplain Analysis**
 - Kyle gave background info on Jacobs efforts to date
 - FEMA maps shows encroaching on I-270. Most of Sand Creek Dr is also shown as encroaching on the floodway.
 - Jacobs 2D modeling shows gabion wall (below Sand Creek Drive) contains 100-year flows and I-270 is not overtopped during the 100-year event. Jacobs modeling is based on topographic survey data and is more robust than the existing FEMA model.
 - MHFD is working on the Flood Hazard Area Delineation (FHAD) to revise the floodplains for all three streams in the project area., including from Colfax to the Confluence (Sand Creek dumps into South Platte). These floodplain revisions will not be effective in time for the I-270 project to use them for the NEPA analysis.
 - The existing FEMA models for the streams in the project area haven't been comprehensively updated since the 1970's. MFHD built the new models from scratch.
 - Currently the flood area (Effective Model) is based on a hodgepodge of LOMR's
 - MHFD is primarily using 1D modeling
 - MHFD confirmed their preliminary modeling results also indicate the gabion wall contains Sand Creek flows and I-270 is not overtopped during the 100-year event.
 -
 - Board will approve then adopt the new model



- Timeframe could be by end of year
 - PMR process with FEMA after that
 - Preliminary Corrected Effective Model for Sand Creek will be available in July 2021
 - CCC and Adams County can regulate on best available model
 - Denver cannot - has to wait for the approved
 - This is too late for our project
- **Effective FEMA Floodplain data**
 - George noted that per FHWA requirements our analysis has to be based on the Effective FEMA model
 - In our case the FEMA model shows erroneous encroachment onto I-270
 - Jacobs and MHFD is aware of that (as noted above)
 - MHFD working on the Corrected Effective Model
 - The Corrective Effective Model still needs to be approved through the communities and cannot be used for the NEPA analysis due to the project timeline.
 - The CLOMR/LOMR process is the floodplain mitigation that will be identified in the EA.
- **CLOMR/LOMR Process**
 - MHFD is just the Cooperating Technical Partner (CTP) for FEMA
 - They will be involved in reviewing any plans that affect the floodplain
 - Jacobs will coordinate with the floodplain admins and FEMA for the CLOMR/LOMR process [AI]
 - Floodplain administrators
 - Jeremy Hamer for CCD – Upper portion of Sand Creek
 - New person for Commerce City – Lower portion of Sand Creek
 - Adams County? - South Platte
 -
- **Questions about the I-270 Project Scope**
 - Morgan asked about I-270 because there were missed opportunities on Central 70
 - Morgan would like to fix the existing sheet-pile drop structure downstream of the Vasquez Blvd bridge over Sand Creek
 - Structure is very old and in disrepair
 - This would likely lower the WS elevation
 - Morgan noted that during the CLOMR review she would like to see something being done at this drop
 - Morgan would like the grouted rip-rap drop repaired/replaced west of Quebec St.
 - Not maintenance eligible since it wasn't constructed correctly
 - Hard to get in and fix
 - MHFD would like to partner with CDOT on fixing these locations
 - The expectation is that MHFD could contribute funds so it is not all on CDOT
 - Noted that Scott Leiker (CDOT) is participating in MHFD Master Planning
 - Kyle says we still would need to maintain energy dissipation if we remove/modify a drop



- Morgan also noted there is more communications between MHFD upper management and CDOT upper management in trying to partner better on projects
- Doug noted that CDOT had no plans to make drop structure improvements as part of the I-270 project
- Doug said he would relay MHFD’s concerns with the structures to Adam Parks (I-270 PM for CDOT) [AI]

● **South Platte and Clear Creek Floodplain Modeling**

- Morgan noted Clear Creek is further along in developing their FHAD
- Morgan can put us in contact with Brooke Seymour who is managing that project for MHFD
- Brooke has posted the FHAD mapping
 - But it is not yet effective
 - Morgan can find out the timeline for approval making the Clear Creek model the Corrected Effective [AI]
- Jacobs is planning to not impact the Clear Creek floodplain with fill materials – we could have some pipe networks that need reworked in this floodplain.
- South Platte is also doing a FHAD
 - Brooke also managing this project

● **I-76 W.Q. Pond**

- George asked Morgan about the water feature in the NW corner of I-76/I-270 interchange
- Jacobs recently learned that CDOT does not maintain this feature even though it is in CDOT’s ROW. They thought Adams County or CCC maintains it.
- Morgan was unfamiliar with the purpose and would need to reach out to others
- George to send a screenshot of the I-76 pond area we are referring of to Morgan [AI]

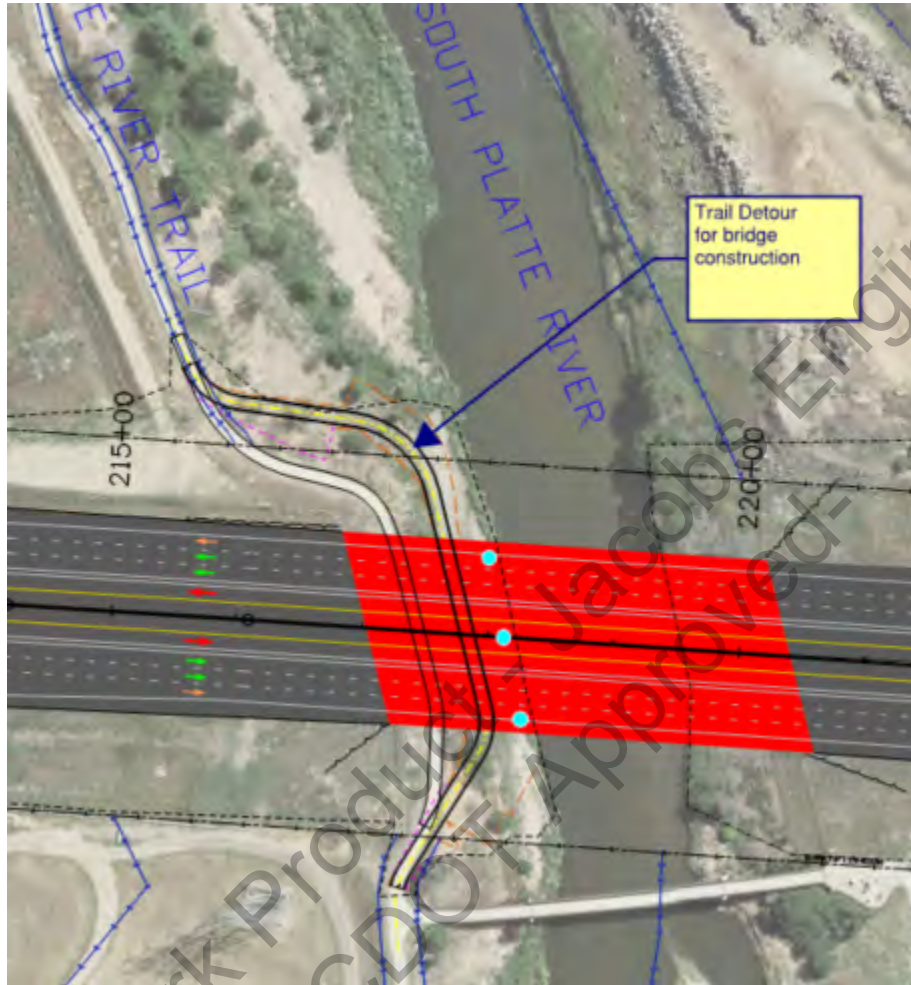
Action Items	By Who	Target Completion Date
Jacobs will coordinate with the floodplain admins for the CLOMR/LOMR process	Kyle Winslow	March 1, 2021
Doug said he would relay MHFD’s concerns with the structures to Adam Parks (I-270 PM for CDOT)	Doug Stremel	February 29, 2021
Morgan can find out the timeline for approval making the Clear Creek model the Corrected Effective	Morgan Lynch	February 5, 2021
George to send a screenshot of the I-76 pond area we are referring of to Morgan	George Woolley	February 26, 2021
Decision Items	Justification/Reference	



SUBJECT	I-270 Trail Detours: Duration and Impacts Ped Connectivity through I-270/Vasquez Interchange		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/6_Outreach/ 3_Stakeholder Outreach/23198_MM-Trail Detours_[Date]
PROJECT CODE	23198	DATE/TIME	January 26, 2021, 11:00 AM February 1, 2021, 10:00 AM February 4, 2021, 9:00 AM
PREPARED BY	Erik Nyce/Doug Stremel		
LOCATION	Virtual Meeting – MS Teams		
PARTICIPANTS	CDOT: Veronica McCall (Mtg. 1-3), Ethan Jacobs (Mtg. 1) Adams Co. Parks/Rec (Mtg. 3): Byron Fanning, Marc Pedrucci ACL (Mtg. 1): Adria Lucerna Bicycle Colorado (Mtg. 1): Piep van Heuven (Mtg. 1) Commerce City (Mtg. 1): Traci Ferguson, Tony Jaramillo, Nick Neurauter, Brent Soderlin Greenways Foundation (Mtg. 2): Jeff Schoemaker Mile High Flood District (Mtg. 3): Morgan Lynch Sand Creek Regional Greenway (Mtg. 1): Mo Fair, Beth Nobels Jacobs: Doug Stremel (Mtg. 1-3), George Woolley (Mtg. 1-3), Erik Nyce (Mtg. 1 & 2)		
COPIES TO	File, Troy Slocum, Thom Rutledge, Suzie Hagee, Carrie Wencel	APOLOGIES	Adam Parks, Basil Ryer

Notes:

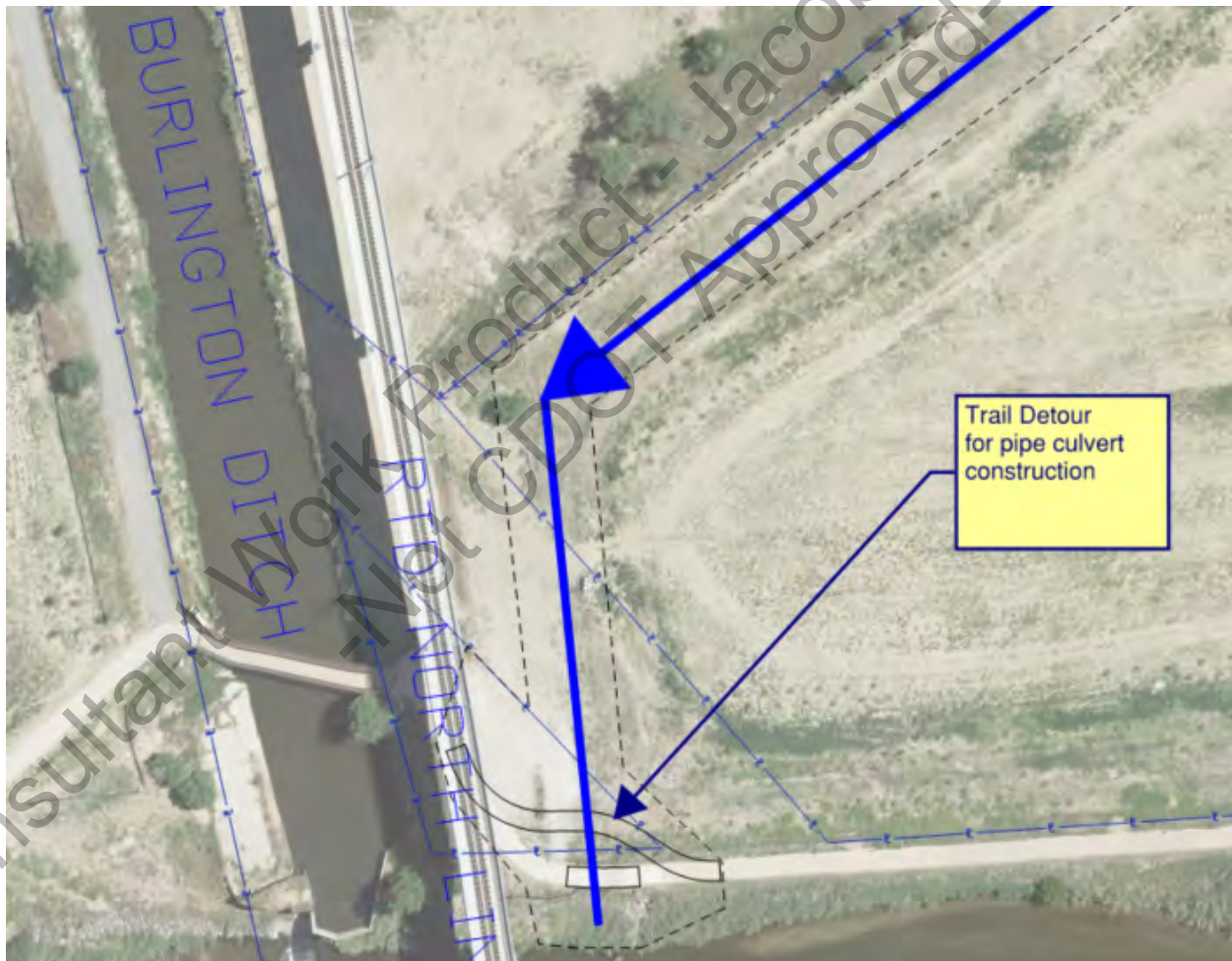
1. Trail Detours
 - a. Note: These meeting minutes compile 3 separate meeting discussions with different groups
 - i. **Mtg. 1:** Jan. 26th – CDOT, ACL, Bicycle Colorado, CCC, Sand Creek Regional Greenway, Jacobs
 - ii. **Mtg. 2:** Feb. 1st – CDOT, Greenways Foundation, Jacobs
 - iii. **Mtg. 3:** Feb. 4th – CDOT, Adams Co. Parks/Rec, MHFD, Jacobs
 - b. Overview of trail detour approach
 - i. There are two trail systems that occur within the project limits, Sand Creek Trail that runs parallel and the South Platte River Trail that runs perpendicular.
 - ii. It is the intent of this project to minimize user impacts with a focus on direct detours. The plan is for detours to be in place 24/7, however night closures may be necessary for bridge work.
 - iii. All graphics shown are conceptual in nature and subject to change.
 - iv. All time durations for detours are estimates and subject to change.
 - c. South Platte River Trail Detour



- i. This detour is needed for bridge construction. This detour swings the path away from the original location to allow for construction of the new abutment. The profile of the detour will meet ADA. The intent of this detour is to provide connectivity during the day however there may be some night closures due to bridge construction.
- ii. The duration of this detour that could be in the 3 to 6 months range depending on contractor phasing.
- iii. Question - Veronica: Will this closure be coordinated with South Platte Greenways Foundation?
 - The contractor will work with the Greenways Foundation to schedule and communicate the detour. May look at winter closure where there is the least number of users on the path.
- iv. Question – Marc: Is there an opportunity to improve the final trail geometry and eliminate the sharp curves?
 - There is that possibility as we may need to shift the final trail location down slope to meet vertical clearance under the new girders
 - Marc noted that their standard for vertical clearance is 10 feet.

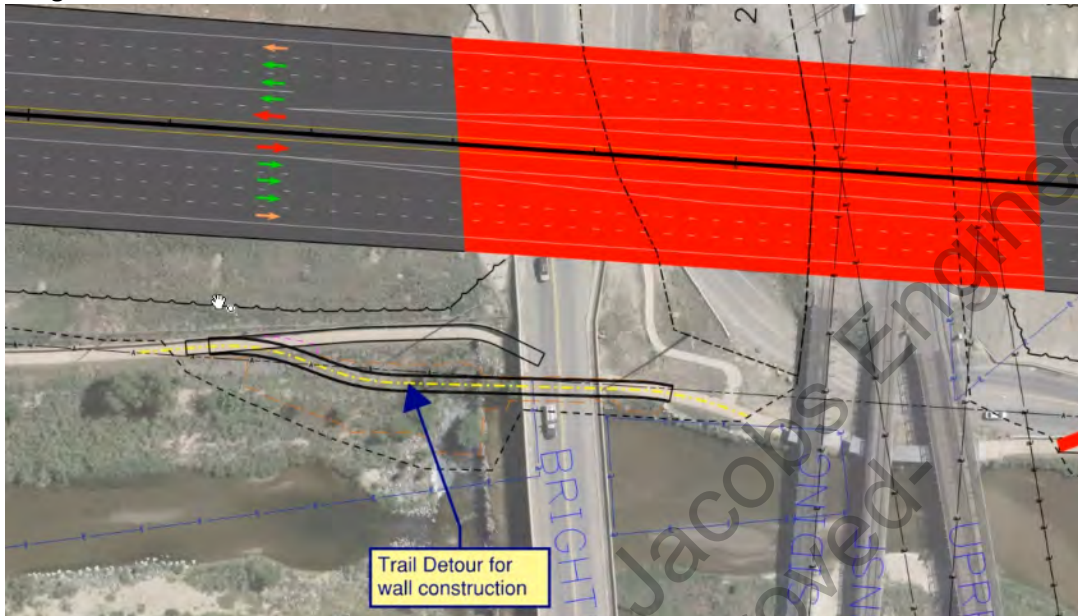


- The current trail is in the 100-yr flood and guidelines for new location should look to keep the trail above the 5-yr flood
 - v. Jeff noted that he sees this detour as minimal impact to trail users. He also noted that they follow the local regs for park hour operations.
 - vi. Adams Co. Parks and Rec trail hours are from 5 a.m. to 11 p.m. Hours of usage are per their rules and regulations.
 - vii. Adams County said they don't need to be engaged in coordination for the Sand Creek Trail, only South Platte Trail
 - viii. Morgan noted that the South Platte is not her corridor, but she will pass this info along to the S. Platte corridor manager for MHFD. Sand Creek is Morgan's corridor.
- d. Burlington Ditch – Sand Creek Trail

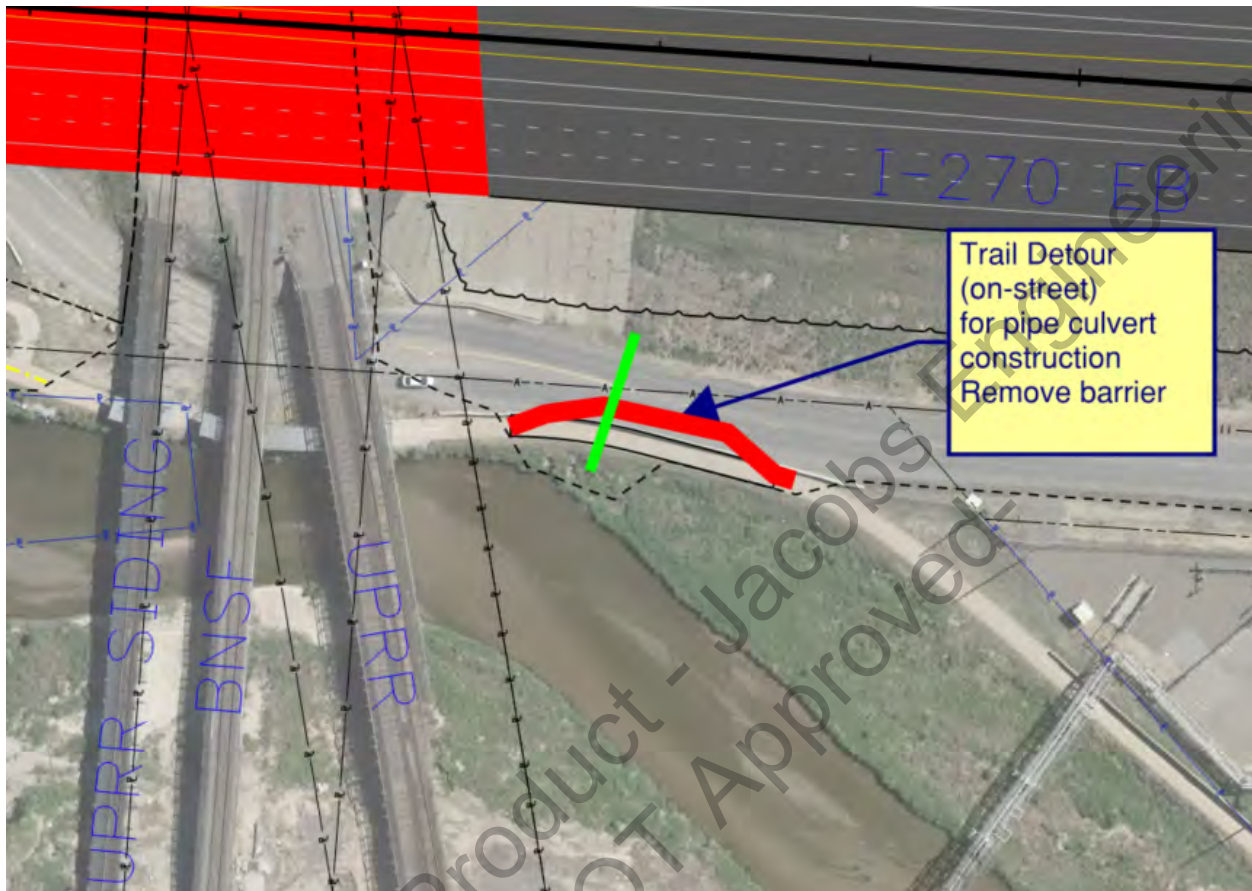


- i. This is a short duration detour, maybe a week or less, for pipe outfall construction
- ii. Morgan noted that she would be looking at safety related to Flared End section locations relative to the trail.

e. Brighton Blvd and East 60th – Sand Creek Trail

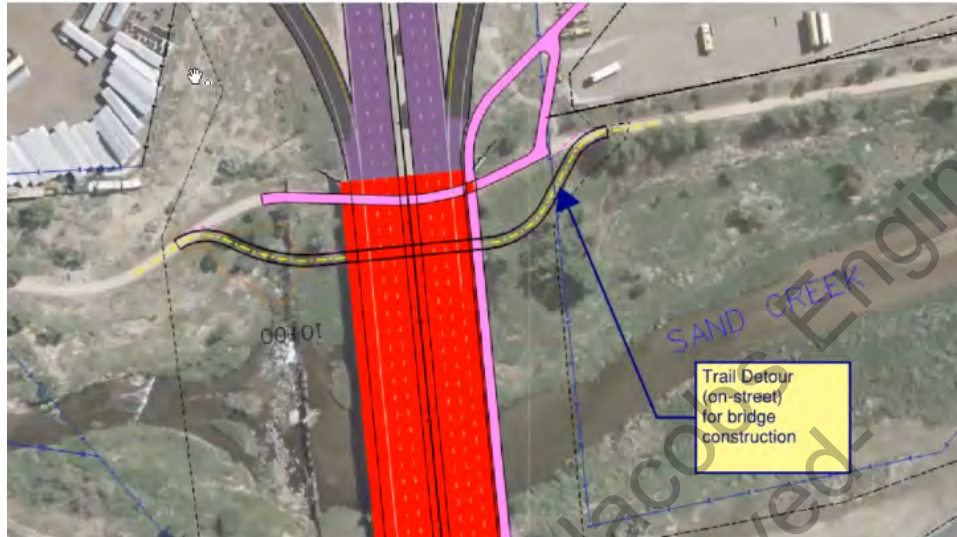


- i. This detour is for wall construction, with an approximate duration of 3 to 4 months.
- ii. Construction during low flow season would be ideal, will look at pulling toe of fill in to lessen impacts.
- iii. Question – Beth: What kind of work will impact the creek? Will there be material dumped into creek? Construction during low flow season would be ideal to result in less impacts. During preliminary design the design team will look at pulling the toe of fill in to reduce impacts. A temporary fill permit with Mile High Flood District (MHFD) will likely be necessary. The backup plan is to adjust wall geometry to try and reduce the impact to the trail, however, we still think I-270 construction will impact this trail.
- iv. Traci noted that part of the trail goes under railroad tracks and a portion washed out several years ago. The reconstructed section is built on helical piers, Tony to provide as-builts of the trail reconstruction to Jacobs [AI]

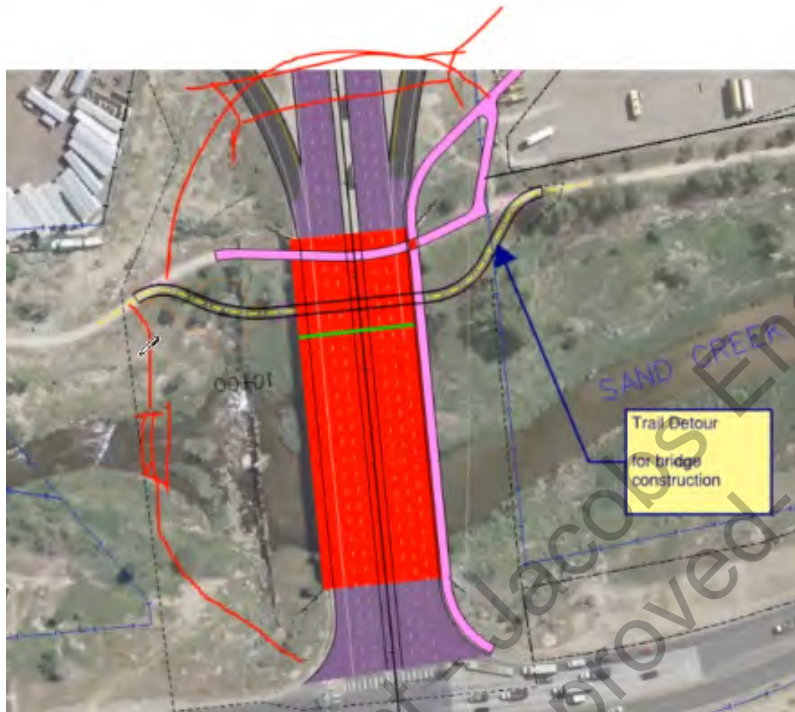


- v. Since East 60th is a low volume roadway this detour will be an on-street detour with cones or barrier or possibly flagging and would be a short-term detour of likely less than a week.
- vi. Question-Beth: Is this the area that was discussed as a possible trailhead? That location is further north and could be on Railroad property (near the intersection of East 60th/Brighton).
- vii. Commerce City stated they are limited on what they can do with East 60th unless the railroads came in and replaced their structures since there is a limited vertical clearance (about 9 feet) as well as horizontal clearance issues. Doug noted that if the RR bridges were raised here that would affect our I-270 vertical clearances over the RR bridges. A scenario that would not impact the I-270 bridges is lowering of East 60th but there is the potential for high groundwater and the creek is very close at this location. The I-270 project team did install groundwater monitoring in this area.
- viii. Ethan stated that CDOT will be coordinating on the I-270 bridge reviews with the railroad but is unsure of other surface improvements at this time (i.e. East 60th Ave paving).
- ix. Beth noted that it is ideal to include gathering spots at this location if possible. This location could provide a good opportunity for improvements that could expand access to the Sand Creek Trail.
- x. Because of the sharp curve in the creek, Morgan would be interested in the outlet protection and bank stabilization at this location. Also consider placement of any Flared End sections relative to the final trail location.

b. Vasquez Blvd. over Sand Creek – Sand Creek Trail

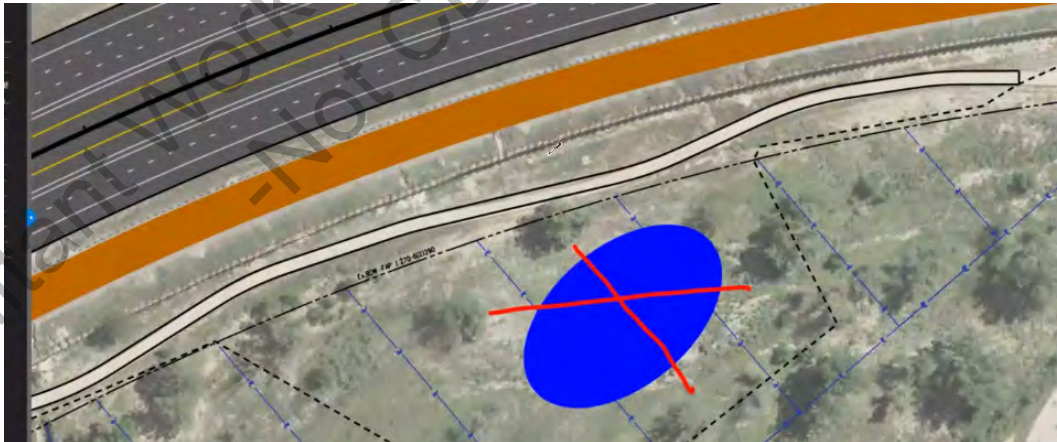


- i. Like the South Platte, at this location the trail detour will move away from the existing abutment to allow for new abutment construction. This current configuration swings out into Sand Creek however during preliminary design the design team will look at tightening curves to minimize impacts and move the detour from the drop structure. The girders span the trail and will require overnight closures. This would be a long-term detour with an expected duration of about 6 to 9 months.
- ii. It would be ideal to have this detour in place during winter as it will be a time of low flow and there will be less trail users. There was a question that came up about whether or not CDOT could put restrictions in the contract regarding maximum duration of trail detours (for example, no more than 6 months). CDOT engineers would need to evaluate feasibility.
- iii. Piep noted that it will be important spell out closure details for the contractor. Should put parameters into the engineering about signing and maintenance during construction. It is better to be clear on the front end. Clear communication of closures and detours is a big issue with the public particularly for signage and duration. Design team will add to the Design Log tracking, items for trail closure times, duration and signage for carrying forward into design. [A]
- iv. Beth to provide detour signing example at Central Park [A], a year in construction duration and added 1 mile in additional length.
- v. Beth also mentioned that they could post information on their website about closures and would need to give at least 2 week's notice.
- vi. Question-Veronica: Are there other options for detour alternatives at this location? Yes, this option is considered Plan A since it is more direct and cheaper to build, but there is a Plan B for an alternate route that is a little more expensive that would bring trail users off the trail and along East 56th and build a pedestrian bridge or low water crossing over Sand Creek. Plan C would be to provide a new box culvert under Vasquez which is a very expensive option. See graphic below flow sketches of alternate plans.



- vii. Plan A is preferred as the trail is used as commuter route so the detour as close to the existing trail is best. It's safer and provides less out of direction travel.
- viii. If the project has long overnight closures (several months) the contractor will need to coordinate with the Sand Creek Regional Greenway to post clear communication on their website. The Greenway's would prefer a week's notice of changes.

c. Sand Creek (East of Dahlia Trailhead) – Sand Creek Trail

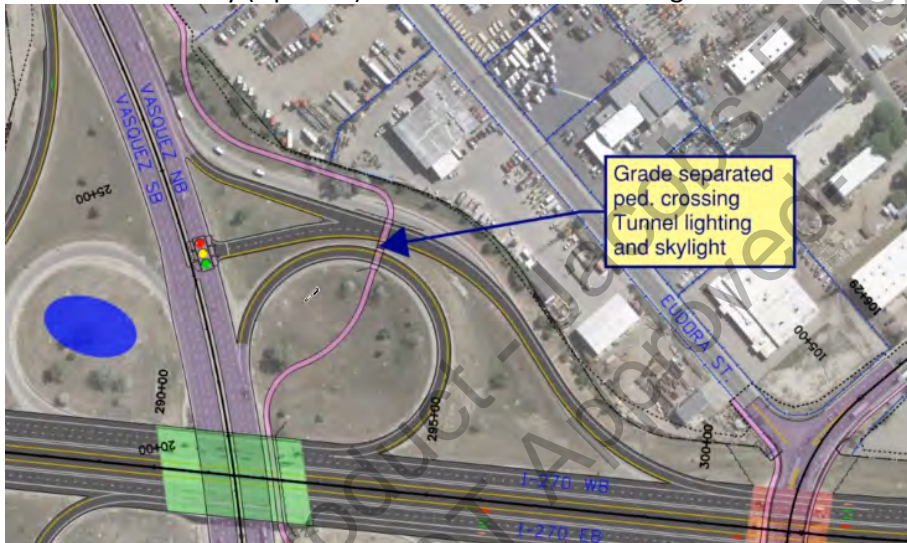


- i. The blue area represents a location of a possible water quality pond but due to the floodplain limits and maintenance access issues it's possible that an underground water quality structure would be more likely at this location along with some wetland's improvements.
- ii. Trail detours needed at this location would be for pipe construction and would weave in and out based on construction, will try to put trail back in existing location.



- iii. Question- Beth: There have been recent concerns about the retaining wall along the trail, will any work be done on the on wall? The team is aware of issues but not sure yet if improvements to wall will be made but may place water quality improvements in areas where wall is in existing disrepair (i.e. a water quality access road off of Sand Creek Dr.). However, at this point retaining wall improvements/replacement is not in the scope of work.
- iv. Morgan asked that the team loop her in on any future water quality planning/designs [AI]

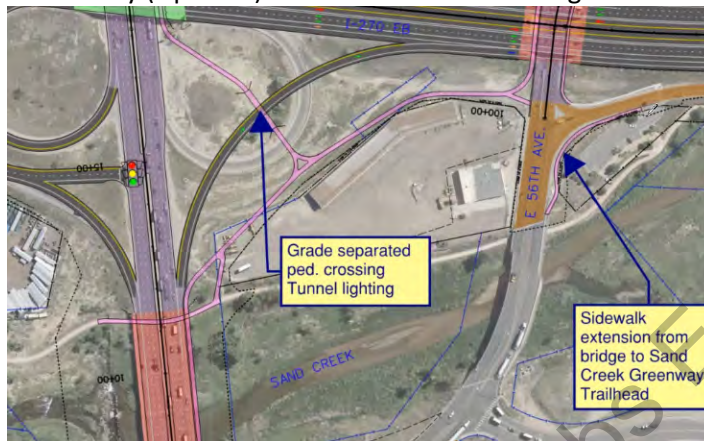
d. Vasquez Ped Connectivity (Updates) – North Side of Interchange



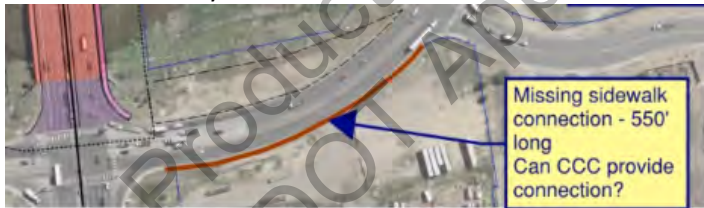
- i. At the previous Pedestrian Connectivity Focus Group meeting on December 10, 2020 the design team had proposed three at-grade crossings at the Vasquez interchange. Based on input from that meeting the design was revised to an undercrossing (box culvert) under the Vasquez ramps. During preliminary design the design team will also look at adding lighting and if possible, a skylight as safety improvements to the box culvert. As design progresses drainage, lighting and visibility will be important aspects to consider for the trail and box culvert design.
- ii. After crossing under the ramps the sidewalk turns northwest and parallels Dahlia before stopping at East 58th Place. A crosswalk would be needed across Dahlia to provide connectivity to the Walmart and bus stop further north.
- iii. It was noted that CDOT maintenance does not want to maintain the sidewalk and box culvert in the interchange. Commerce City will have to maintain it.
- iv. Question-Brent: Would CDOT be interested in being responsible for the hard maintenance (i.e. concrete repairs) and Commerce City be responsible for the soft maintenance (i.e. snow removal). CDOT and CCC to setup joint meeting to discuss maintenance IGA for the sidewalks through the I-270/Vasquez interchange [AI].



e. Vasquez Ped Connectivity (Updates) – South side of Interchange



- i. A 10' path will be provided on the Vasquez bridge over Sand Creek to allow access to the north as well as access to the Sand Creek Trail to the south. Trail improvements will extend north along 56th Avenue to Eudora.
- ii. The path extending northwest will proceed under the new ramp through a tunnel and turn north to parallel along Vasquez Blvd. to the north side of the interchange.
- iii. There is also a planned connection from the existing East 56th Ave. bridge over Sand Creek to the Sand Creek Greenway Dahlia Trailhead.



- iv. There is a missing sidewalk connection along East 56th Avenue between Vasquez and Dahlia that is not in scope of this project. Brent noted that Commerce City can provide this connection through its missing sidewalks program.

Action Items	By Who	Target Completion Date
Tony to provide as-Builts of the trail reconstruction.	Tony	February 26, 2021
Design team will add to the Design Log tracking, items for trail closure times and signage for carrying forward into design.	Erik	February 12, 2021
Beth to provide detour signing example at Central Park.	Beth	Completed
Jacobs and CDOT to loop Morgan (MHFD) in on future WQ planning/designs	Troy Slocum	Ongoing
CDOT and CCC to setup joint meeting to discuss maintenance IGA for the sidewalks through the I-270/Vasquez interchange.	Ethan	September 30, 2021



SUBJECT	CMCA Coordination Meeting		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint/Documents/6_Outreach/3_Stakeholder Outreach/23198_MM- OutreachCMCA_20210224.docx
PROJECT CODE	23198	DATE/TIME	February 24, 2021
PREPARED BY	Laura Meyer		
LOCATION	Phone Call		
PARTICIPANTS	CMCA / Greg Fulton, Troy Hill CDOT/ Adam Parks, Ethan Jacobs, Tony Meneghetti, Andy Stratton Jacobs/ Doug Stremel, Laura Meyer		
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Notes:

EA update provided by CDOT

- Public review of the EA scheduled for late 2021 with decision document (FONSI) in early 2022.
- December 2020 public event had high level of participation.
- Broad cross-section of the public provided comments - commuters, local residents, freight community. Comments were received from people across the metro area.
- Reviewed comments by category and top 5 priorities identified by the public.
 - Comments indicated substantial support for the project, interest in managed lanes (support and opposition), suggestions for improvements at Vasquez Boulevard and other interchanges.
 - Public comments related to freight included implementing truck lanes, restricting trucks from the left lane or during peak hours, and the need to improve the ability of trucks to maneuver.
- Express Lanes
 - The traffic evaluation shows similar benefits for adding GP lanes versus adding ELs. Travel times are improved across all lanes. The bottleneck at Vasquez is alleviated.
 - Support for Express Lanes is slightly higher than opposition given the financing opportunities with ELs that would enable the project to be built much sooner.
 - Greg asked how Express Lanes would connect to I-70, I-25, and US 36?
 - If Express Lanes are implemented, they would have a direct connection to the I-70 ELs.
 - Direct connection ramps on the west end are desired but timing is unknown.
- Auxiliary Lanes

- EB and WB between I-76 to Vasquez and WB between Quebec to Vasquez will have continuous auxiliary lanes. These will be 12-ft lanes.
- Comments submitted by Tracey asked about an EB aux lane between Vasquez and Quebec. The design includes extending the existing aux lane from 800 ft to 2500 ft.
- Greg indicated support for aux lanes to allow trucks the time they need to get up to speed.
- Greg indicated support for 12-ft shoulders and lanes. He noted that narrow shoulders are a hazard for drivers and traveling public.
- Hazardous materials route designations
 - Can CDOT model effects of designating I-70 as a hazmat route.
 - This is beyond the scope of I270 EA.
 - Does CDOT have data on the percentage of truck volume on I-270 with hazmat loads.
 - No - the permits are annual. Also, the traffic model focuses on peak hours. Would need a separate model to evaluate off-peak hours.
 - Can CDOT designate an alternate hazmat route during I-270 construction? North Vasquez Boulevard was mentioned. Would need approval with Adams County and Commerce City. There are typically higher accident rates in construction zones - this presents a particular safety issue for hazmat transport.
 - Adam noted the definite need for short-term hazmat re-routing during construction closures at the York Street bridge replacement.
 - Jacobs will look into a temporary alternate haz-mat route for use during I-270 construction and convene a meeting to review with CMCA. [A]
 - Greg noted that I-70 was suspended as a hazmat route due to structural integrity of the viaduct. This is no longer an issue. He has discussed with the Adams County commissioners. Need to consider and evaluate restoring hazmat route designation on I-70. CDOT should consider the most direct route for hazmat transport to reduce risk by reducing vehicle miles traveled.
 - Greg estimates 50% of hazmat trips would divert to I-70 if they could.
 - Troy estimated there are 1500 trips per day from Magellan terminal, so there is potential to divert 700 trips a day to I-70 instead of I-270.
 - Adam noted the I-70 hazmat designations are an issue to coordinate with Craig Hurst and Rebecca White, and I-270 will continue to assume the worst-case scenario for HazMat traffic volumes on I-270 in our models until something changes.

Level 2 Tolling and Revenue Study

- This T&R study will 24-hour periods, not just peak period.
- Study will evaluate origin and destination, value of time for users, and value of reliability for users.
- The study will inform what toll rates should be and help to obtain financing.
- Greg asked if Express Lanes could be opened to truck traffic toll-free during non-peak times.
 - Tony noted that toll rates are reduced substantially during off-peak times, but cannot be zero. There is a transaction fee CDOT pays each time a vehicle passes a toll meter.
- Greg asked if the truck surcharge could be dropped during off-peak hours? He indicated the surcharge effectively bars trucks from using Express Lanes. This is unique to Colorado and was implemented without input from the freight industry. This policy should be revisited.
 - Tony noted that this policy is open for discussion with the industry.
 - The surcharge is a tool to help manage the express lane demand

Design and construction questions from CMCA

- When will construction begin?

- Adam noted CDOT is still in the planning phase, but estimates construction would commence in 2023.
- Will there be full closures of I-270 during construction?
 - Replacement of the York Street bridge over I-270 could necessitate a full closure for 24 to 48 hours.
 - Need to evaluate how hazmat trucks would be re-routed during a closure at York. These operations often start at 2:00 AM.
 - CDOT will coordinate with CMCA about full closures for safety-critical work.
- Are ramp geometrics designed with operation of large vehicles in mind? Turnpike doubles and Rocky Mountain doubles are troublesome at ramps.
 - The new design at Vasquez will improve conditions.
 - The existing entrance ramps will remain, the tighter exit ramps removed, and there will be a lot of additional space for acceleration on I-270.
 - Jacobs will review design to be sure we are using the appropriate design vehicles for turning movements. [AI]
- CDOT is compiling information to build the case for I-270 as a critical freight route.
 - CMCA doesn't have information/graphics compiled that could readily be provided.
- CDOT is preparing an INFRA grant and would like to solicit a letter of support from CMCA
 - Greg noted that he can help with that

Action Items	By Who	Target Completion Date
Jacobs will look into a temporary alternate haz-mat route for use during I-270 safety-critical construction and convene a meeting to review with CMCA	Doug	April 9, 2021
Jacobs will review design to confirm we are using appropriate design vehicles for turning movements	Doug	April 2, 2021



SUBJECT	23198 - I-270 Corridor Improvements <u>RTD & DTR Transit Meeting</u>		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/6_Outreach/3_Stakeholder Outreach
PROJECT CODE	23198	DATE/TIME	August 25, 2021 – 11:00 a.m. to 12:00 pm
PREPARED BY	Doug Stremel		
LOCATION	MS Teams Meeting		
PARTICIPANTS	Jacobs: Doug Stremel, Laura Meyer, George Woolley CDOT: Adam Parks, Basil Ryer RTD: Douglas Monroe, Susan Wood, Shelley Cook DTR: Mike Timlin		
COPIES TO	File	APOLOGIES	

Notes:

1. Introductions
2. Recap of October 2020 meeting and action items
 - a. Reviewed P&N and goals
 - b. Reviewed RTDs interests
 - i. Priority access in WB direction
 - ii. Bus-on-shoulder operations
 - iii. Exclusive bus lane or Express Lane for buses
 - c. Phasing Plan - keep 2 lanes open in each direction during construction with a minimal number of full closures for safety-critical bridge work.
 - d. Promote I-270 as transit route
3. CDOT Notes
 - a. Adam reviewed the Preferred Alternative, which will include Express Lanes.
 - b. CDOT is looking for opportunities to move more people rather than just more cars.
 - c. Express Lanes are free for buses and HOV3+
 - d. Bus-on-shoulder - CDOT does not intend to include this in the current NEPA environmental clearance scope. However, the proposed 12 ft outside shoulder widths are similar to US 36 and would not preclude bus-on-shoulder in the future.
4. RTD Comments:
 - a. Doug Monroe is part of the Reimagine team and confirmed there are no mobility initiatives on I-270. One of the reasons is because the I-270 corridor lacks destinations.



- b. There is one existing bus route that uses I-270: Flatiron Flyer 1 (FF1) connecting University of Colorado (Boulder) and the Anschutz campus (Aurora). RTD currently has no additional operations planned for I-270.
 - c. Ridership numbers on the Flatiron Flyer (FF) could grow with better bus reliability due to express lane use.
 - d. Doug S. also confirmed there's no need to reach out to Bill Vanmeter since Doug Monroe is on the Reimagine team.
 - e. RTD will continue to evaluate ridership and expand service as needed.
 - f. Although buses have returned to full capacity, RTD remains operating under the COVID-19 Service Plan.
 - g. There are a couple routes that use Vasquez, but they do not use I-270. No local routes currently use I-270.
 - h. RTD will continue to monitor the ridership on the FF Boulder-Anschutz route and expand service as needed.
5. DTR Comments:
- a. DTR views I-270 as a pass-through corridor that isn't viable for origination and termination of traffic.
 - b. Mike confirmed there is no desire or opportunity for a mobility hub in the I-270 corridor.
 - c. The Anschutz Campus is an ideal end point with the VA headquarters and will be a future long range stop.
 - d. DTR is focused on regional transit beyond RTDs service area. I-270 is not likely to be used as a Bustang route in the near future.

Action Items	By Who	Target Completion Date
Send project website link to Susan (link posted in group chat)	Adam Parks	Completed



SUBJECT	Project Impacts to Pepper Tank properties		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/6_Outreach/4_Public Outreach/Business Outreach/
PROJECT CODE	23198	DATE/TIME	November 04, 2021/1:00 PM
PREPARED BY	Doug Stremel		
LOCATION	R1 North Program and Virtual		
PARTICIPANTS	Pepper Tank: Sharon Pepper Jerwick CDOT: Adam parks, Ryan Sorensen, Penny Clemmons, Matt Fink Jacobs: Doug Stremel		
COPIES TO	File	APOLOGIES	

Notes:

- Adam presented the scope of the project:
 - Adding one additional lane in each direction of I-270
 - Adding auxiliary lanes between interchanges for truck acceleration and deceleration
 - Widening shoulders
 - Replacing deficient bridges
 - Reconfiguring the I-270/Vasquez interchange to be a partial cloverleaf design (instead of 4 cloverleaf design)
 - Design is at a conceptual planning level to clear the environmental footprint for the project
- Pepper Tank owns or leases the following 3 parcels that border the project:
 - Along the north side of I-270 between BNSF railroad and Vasquez Blvd.
 - SemMaterials Energy Partners LLC, PID: 182307301007 (Parcel 1)
 - Sharon noted that this is now owned by BKEP Materials LLC (Parcel 2)
 - Pepper Tank Company, PID: 182307301045
 - Along the south side of I-270 east of the BNSF railroad and along East 60th Ave.
 - Pepper Tank Company c/o BKEP Materials LLC, PID: 182307302015 (Parcel 3)
- Property Impacts – Parcel 1
 - A retaining wall will be constructed along the I-270 roadway to contain the fill slope within CDOT's ROW along Parcel 1
 - Anticipating no impacts to this parcel
 - Will fit wall construction within CDOT's ROW
- Property Impacts – Parcel 2
 - Construction will be partially contained within CDOT's ROW along Parcel 1
 - Some slope impacts are expected as the ramp gets closer to Vasquez Blvd.
 - Will likely need to take a small triangle at the ROW at the corner pinch point
 - CDOT thinks this will be a fee take (ROW purchase)

- This small take should not affect the operations of the facility as there is a large, paved area for parking and vehicle circulation
- Sharon expressed concerns about the security fence along the property during construction
 - Resetting the security fence prior to construction can be written into the contract documents
 - Or even negotiated through the ROW agreement
 - Jacobs make a design note about security fence being reset prior to construction [AI]
- Property Impacts – Parcel 3
 - A retaining wall will be constructed along the I-270 roadway to contain the fill slope within CDOT’s ROW along East 60th Ave which is in front of Parcel 1
 - Anticipating no impacts to this parcel
 - Doug noted that East 60th Ave would be impacted by road closures for overnight bridge construction (setting bridge girders)
 - What are the hours of operation for this business?
 - Sharon will have to check with the renters to see what the hours of operation are [AI]
 - Sharon asked if the closures would affect the railroad
 - Yes, but the contractor and CDOT will coordinate the best times for closure
 - Sharon asked when work would start on the bridge
 - Adam thought the earliest possibility is end of 2023
- Sharon wondered if these impacts have been shared with the tenants and CDOT said that no specific details have been publicly communicated relative to impacts at properties.
- Other items:
 - Railroads –
 - Parcels 1 and 3 are serviced by BNSF spurs
 - Truck/Transit Peak Hour Queue Jumps
 - CDOT noted the project was going to incorporate westbound and eastbound entrance ramp queue jumps for trucks for I-270/Vasquez Blvd.
 - CDOT provided Sharon with printed graphics of the conceptual layouts at the end of the meeting

Action Items	By Who	Target Completion Date
Sharon to check with tenants of Parcel 3 on hours of operation	Sharon	November 18, 2021
Jacobs to make a design note about security fence being reset prior to construction	Doug	November 10, 2021



SUBJECT	Waterways Focus Group		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/6_Outreach/3_Stakeholder Outreach/23198_MM-Stakeholder_[Date]
PROJECT CODE	23198	DATE/TIME	June 30, 2022, 9:00 a.m. – 10:00 a.m.
PREPARED BY	Doug Stremel		
LOCATION	Virtual Meeting – MS Teams		
PARTICIPANTS	CDOT: Adam Parks, Allison Schaub-DiRosa Mile High Flood District: Colin Haggerty, Derek Clark Jacobs: Doug Stremel, Kyle Winslow, George Woolley, Debbie Moffett		
COPIES TO	File, Katie Dawson		

Notes:

1. Introductions
2. Updates on EA Schedule
 - a. Reviewed Project Schedule, started project in 2020
 - b. EA slated for completion in 2023
 - c. Project continues to conduct outreach to public and stakeholders
3. Proposed Action Design Elements
 - a. Additional Lanes
 - i. Add one Express Lane in each direction
 - ii. Select locations for auxiliary Lanes between interchanges. They are also for climbing up hills and getting on and off the freeways
 - b. Wider Shoulders throughout the corridor
 - c. Replace Bridges
4. MHFD Floodplain Mapping Updates
 - a. The EA uses the effective models at the time NEPA team did the work
 - b. Met with Morgan in early 2021, she noted the floodplain hydraulics and associated hydrology models were in the process of being updated and the team was not sure of the status of these:
 - i. Sand Creek
 - ii. South Platte
 - iii. Clear Creek
 - c. Per Colin, the Sand Creek floodplain is closest to being done
 - i. Denver is still doing their final review on the Sand Creek Floodplain.



- ii. The floodplains technical report is still good since it is based on the best available FHAD
 - iii. it will most likely be adopted last this year or early next year
 - d. South Platte is further behind in the process
 - i. Doug informed MHFD that these bridges are being replaced per Critical Bridge Replacements project
 - i. In addition to the fact they are deficient bridges they are also scour critical
 - e. Clear Creek status – Colin to check
 - i. The EA has no work over this crossing
 - ii. Could have some outfalls reconstructed as part of the design
 - f. Kyle asked if they were using 2D or 1d modeling
 - i. Most of it is in 1D
 - g. When the new models are adopted and available, future designs will need to factor the new flows in the hydraulic models
5. MHFD Water Quality Testing program
- a. Vaults and Media Drains W.Q. testing
 - i. Found through testing the system treatment trains work based on MHFD research and studies being done
 - ii. Vaults are good application within a treatment train process
 - i. Media filters are also excellent
 - iii. Colin to send the MHFD WQ testing contact information to Doug [AI]
6. Information on Critical Bridge Replacements Project
- a. CDOT is advancing the design and coordination of 8 bridges
 - i. 6 of the 8 bridges eligible for BTE Funds
 - b. The project involves Floodplain Management (South Platte and Sand Creek)
 - c. Hopefully a construction package can begin in 2024
 - d.
7. Questions/Feedback
- a. MHFD wants to be able to help, what do you need from us?
 - i. How can the team receive updates on the models?
 - ii. Mapping process revisions will take years. There are or will be websites for each of these floodplain approvals. There may be a way to sign up for updates on their websites.
 - i. Sand Creek: <http://www.iconeng.com/project/sand-creek/>
 - iii. Jacobs to invite MHFD to Water Quality Focus Group meeting this summer (if held) [AI]
 - iv. Allison, asked that the Floodplains Tech Report be updated based on new information at the end of the year [AI]



Action Items	By Who	Target Completion Date
Colin to send the MHFD WQ testing contact information to Doug	Colin H.	Completed
Jacobs to invite MHFD to Water Quality Focus Group meeting this summer (if held)	Doug S	August 2022
Update Floodplains TR based on new information at end of the year	George W	December 2022

Decision Items	Justification/Reference

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

Project Leadership Team (PLT) Meeting Minutes

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	PLT Meeting Notes		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Project Management/Meetings (PMT, PLT)/PLT/[date]
PROJECT CODE	23198	DATE/TIME	April 21, 2020
PREPARED BY	Doug Stremel		
LOCATION	Telephone		
PARTICIPANTS	CDOT: Jessica Myklebust, Adam Parks, Andy Stratton, Ethan Jacobs, Julie George, FHWA: Chris Horn, CCC: Brent Soderlin, ADCO: Kristin Sullivan, Jacobs: Laura Meyer, Jim Clarke, Doug Stremel		
COPIES TO	File	APOLOGIES	

Notes:

1. Introductions of PLT members
2. Project Plan (beginning of slide presentation) by Adam
 - a. Reviewed meeting agenda
 - b. Discussed targeted outcomes for the meeting
 - i. Endorsement of the Process
 - ii. P&N Concurrence
 - iii. Schedule next PLT
 - c. Project Name – I-270 Corridor Improvements
 - i. Adam presented the project name; no comments from attendees
 - d. Teams & Roles
 - i. Adam presented the team and roles; no comments from attendees
 - ii. Discussion about potentially meeting in May in person; will need to gauge restrictions and risks at that time.
 - iii. Kristin does not think Adco will be back into the office before end of May
 - iv. CDOT prefers to not meet in masks
 - Adco says masks are doable and not so difficult
 - e. Schedule Review
 - i. Kristin asked about COVID-related public involvement approaches
 - f. Decision making process and RACI
 - i. Adam presented the RACI definitions and matrix. He asked if he had any questions about the definitions and roles as shown in matrix. Kristin and Brent indicated it looked good.
 - ii. Proposed Milestone meetings looked good

g. Review of Key Milestones

Key Milestones	Key Milestone Meetings
Purpose and Need Statement	April 2020
Alternatives Screening Criteria Design Criteria	May 2020
Alternatives Development/Conceptual Design Screening of Alternatives	September 2020
Selection of Preferred Alternative	November 2020
Impacts, Avoidance and Mitigation Strategies	February 2021
Review of EA Document (30 days public comments and response)	June 2021

3. FHWA updates by Chris Horn

- a. Be sure information released to the public is fully vetted
- b. Any information/communication sent to Chris is subject to FOIA
- c. Project records are also subject to CORA

4. Communications and Outreach Plan overview presented by Laura

- a. Three basic parts of effective outreach and engagement
 - i. We need to engage the right people and capture their input
 - ii. We need to get that input in front of the right people, so it's considered and incorporated appropriately
 - iii. We need to communicate what we've heard and how it was considered or incorporated
- b. Reviewed basic outreach plan:
 - i. Planning two public meetings and a public hearing
 - Scoping Meeting – June
 - Alternatives Meeting – later this year
 - Public Hearing with EA is released of review
 - ii. Small group meetings – businesses, neighborhoods, other stakeholders such as the greenway groups or CMCA
 - iii. Project website is in progress
 - iv. Use CDOT social media platforms (Facebook and YouTube)
 - v. Editorials in newspapers

- vi. Door flyers to engage people and businesses in the corridor
 - c. Input from Adams County and CCC on community outreach efforts:
 - i. For outreach to Spanish speaking community – Cultivanda is a good resource
 - ii. Work with school districts (Mapleton) and churches (Welby Neighborhood - Assumption)
 - iii. Kristin will be the liaison for Adams County; Brett will be the liaison from CCC
 - iv. Kristin mentioned the York Street widening project – can leverage outreach from this project for I-270. This corridor has grown really fast; conversion from agricultural to industrial.
 - v. Jessica noted that John Putnam with CDPHE suggested an Environmental Justice liaison to work with underserved community. Kristin thought this was a good idea and also though door flyers may be an effective way to reach underserved communities. Platforms like nextdoor, are not prevalent. These communities are wary of government
5. Stakeholder Expectations of PLT, Process and Concerns about the outcome asked by Doug
- a. Adams County:
 - i. PLT Expectations
 - to serve as a source of information for staff to hear and understand—to help in messaging--before elected officials and public receive it.
 - ii. Process
 - Addressing traffic congestion in this corridor is important to constituents
 - Movement of freight is important to local and regional economy
 - Happy with progress and momentum so far
 - Hoping to see an efficient and strong document that will get the corridor to construction
 - All of the impacted people should feel informed and involved
 - Improving the environment for local corridor residents would be positive – they have dealt with lot of negative regional impacts
 - iii. Outcome
 - Staff at Adams County are skeptical about the project coming to fruition
 - Concerned about factors that could derail the project – funding
 - The general public may not be enthusiastic about toll lanes
 - b. CCC:
 - i. PLT Expectations
 - address environmental impacts and underserved community interests
 - ii. Process
 - Project should relieve congestion
 - Project should complement the Vasquez project
 - Project should efficiently handle the freight traffic
 - Consider environmental impacts along the corridor
 - Get the underserved community involved
 - Brent's role is to communicate with community and council about the project

- iii. Outcome
 - If the solution is toll lanes – we’ll need to do a good job of selling that.
- 6. Purpose & Need (P&N) Statement recapped by Adam
 - a. Adam reviewed P&N statement. Brent and Kristin indicated they were comfortable with the P&N as worded for now
 - b. They both indicated they may identify/offer additional needs
- 7. Other Topics Discussed (end of slide presentation)
 - a. Funding
 - i. It’s unknown if revenue shortfalls will affect construction funding
 - ii. Julie George provided an overview of recent Transportation Commission discussions and products. Julie will provide some related meeting materials.
 - iii. Andy mentioned that \$200M was allocated as part of SB 267 (year 4) funds; hard to say how funding might change
 - b. Coordination with Vasquez and York St. projects
 - i. Fairly clear delineation between projects.
 - ii. Vasquez team is working north of I-270 – focused on improvements near 60th Ave
 - iii. Vasquez/I-270 interchange will be handled in this project
 - iv. Both Jessica and Brent sit on the Vasquez PMTs so they can help in coordination
 - v. Kristin suggests reaching out to Renae for York St. Studies – Adam to follow-up with him
- 8. Review Action Items
- 9. Schedule next PLT meeting
 - a. Scheduled for May 20th at 9:00 a.m.

Action Items	By Who	Target Completion Date
Kristin to provide contacts for Cultivando	Kristin	5/8/20
Julie to forward TC presentations with funding updates	Julie	4/23/20
Adam to check with Renae on York St. studies	Adam	5/8/20
CDOT to send slide deck to attendees	Adam	5/5/20
Adam to schedule next PLT for May 20	Adam	4/23/20



COLORADO
Department of Transportation



I-270 Corridor

Project Leadership
Team Meeting
April 21, 2020



Agenda

- Introductions
- Project Plan
- Larger Communication and Outreach Plan
- Endorsing the Process
- Purpose & Need Statement
- Other Input or Questions?
- Review Action Items
- Schedule Next PLT Meeting

Meeting Outcomes



Endorsement of the Process

What are the key decision milestones?
When will these decisions be made?
How will the PLT be involved?



Concurrence on project Purpose & Need



Schedule Next PLT Meeting

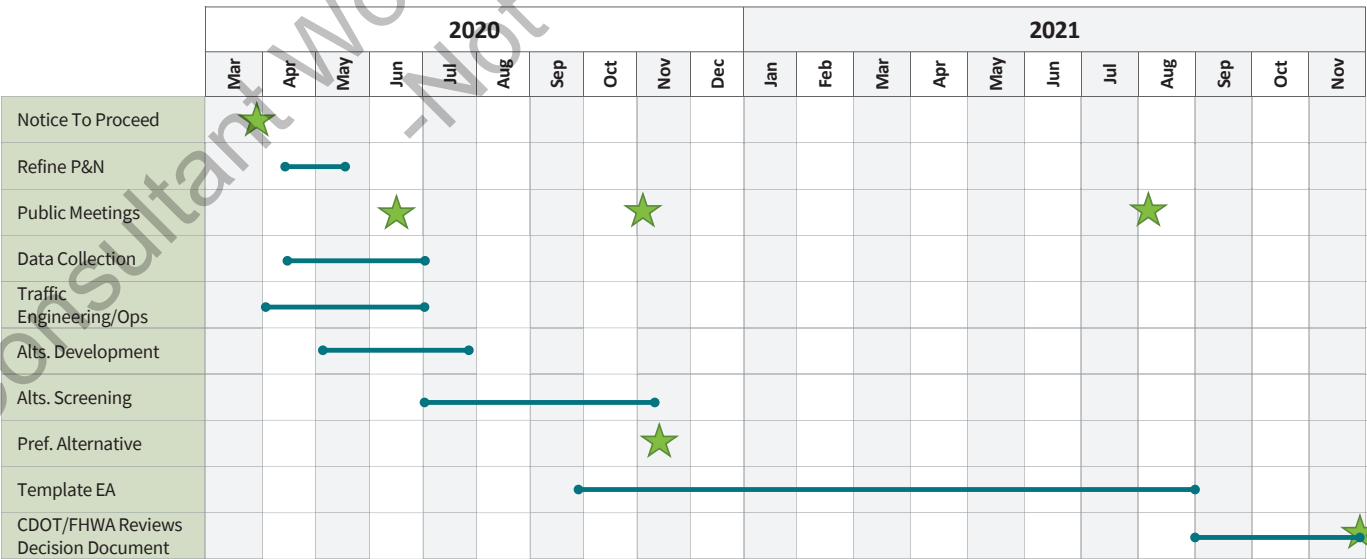
Project
Name

- I-270 Corridor Improvements

Teams and Roles

Team	Members	Role
Executive Oversight Committee (EOC)	Senior leadership from CDOT, FHWA, (stakeholder agencies as needed)	<ul style="list-style-type: none"> Endorses the process Makes decisions for major policy-related issues
Project Leadership Team (PLT)	Corridor jurisdictional representatives from public works, key CDOT technical staff, and FHWA	<ul style="list-style-type: none"> Endorses the process Reviews/approves recommendations from the PMT Communicates between PLT and agency
Project Management Team (PMT)	CDOT project manager, program engineer, environmental lead, deputy project manager, FHWA, and consultant project manager and technical leads.	<ul style="list-style-type: none"> Reviews technical information Maintains momentum on schedule Prepares recommendations for the PLT and/or EOC
Focus Groups	Technical experts from CDOT, local agencies, resource agencies, and the consultant team	<ul style="list-style-type: none"> Provides the PMT with subject matter guidance and technical recommendations

Schedule



Decision-Making Process - Definitions

R

Responsible

Individual or organization that works to achieve the task; may be multiple organizations responsible

A

Accountable

Organization ultimately accountable for adherence to NEPA requirements in completion of the task – there must be only one Accountable specified for each task.

C

Consulted

Stakeholders whose input is sought. May be multiple resources specified as Consulted. Involves two-way communication.

I

Informed

Stakeholders who are kept up-to-date on progress. Involves one-way communication from a Responsible stakeholder to the informed stakeholder.

Decision-Making Process - Roles & Activities

Activity / Decision	FHWA	PMT	EOC*	PLT	Focus Groups	Public Stakeholders (meetings and other feedback)
Purpose and Need Statement	A	R	I	C	C	C
Logical Termini	A	R	I	C	C	I
Alternatives Screening Criteria	A	R	I	C	R	C
Design Criteria	A	C	I	C	R	I
Alternatives Development/ Conceptual Design	A	C	I	C	R	C
Screening of Alternatives	A	R	I	C	C	I
Selection of Preferred Alternative	A	R	I	C	C	I
Impacts, Avoidance and Mitigation Strategies	A	R	I	C	R	C
Review of EA Document (30 days public comments and response)	A	R	I	C	C	C
Decision Document Approval and Announcement	A	R	R	I	I	I

*EOC will be consulted as needed during the process if issues arise that could delay the process.

Decision-Making Process - Key Milestones

We propose a focused approach of six key milestone meetings to make decisions and maintain progress toward the project schedule.

Key Milestones	Key Milestone Meetings
- Purpose and Need Statement	April 2020
- Alternatives Screening Criteria - Design Criteria	May 2020
- Alternatives Development/Conceptual Design - Screening of Alternatives	September 2020
- Selection of Preferred Alternative	November 2020
- Impacts, Avoidance and Mitigation Strategies	February 2021
- Review of EA Document (30 days public comments and response)	June 2021

FHWA Updates

Communications & Outreach Plan

Resource Agencies

- Scoping packet
- Scoping meeting
- One-on-one meetings

Public & Stakeholders

- Website
- Social media
- Email blasts
- Public meetings
- Small group meetings
- Virtual meeting options

*What types of
outreach and
engagement
have worked best
for your
constituents?*

Purpose and Need

- Used in NEPA studies to articulate and focus on the specific problems to be addressed.
- The foundation of the alternatives process
 - alternatives are developed and evaluated based on their ability to meet the Purpose and Need.
- Not mode specific or partial to a specific solution.

04/21/2020

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Purpose and Need (cont.)

- Development of Draft P&N Statement
 - Summer 2018: FHWA/CDOT workshop
 - Review of:
 - Traffic/congestion data
 - Safety/operations issues
- P&N Refinement
 - Traffic modeling
 - Safety studies
 - Vetting with agencies and public

04/21/2020

14

Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions which modernize the I-270 corridor to accommodate present and future transportation demands.

04/21/2020

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Project Needs

- Reduce the rate of vehicle crashes
- Improve connectivity for all modes of travel
- Accommodate increasing volumes of freight
- Improve travel time reliability

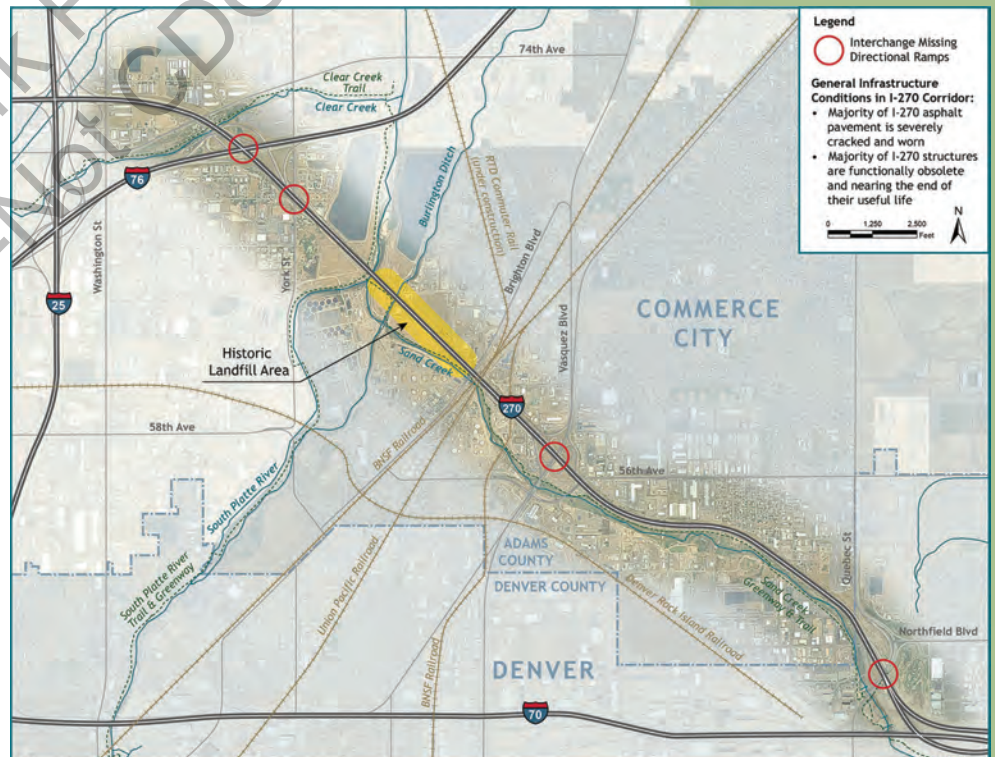
04/21/2020

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Other Input or Questions?

I-270 Corridor Improvements

- Missing Interchange movements and short weaves
- Bridges approaching end of life
- Distressed pavement
- Hazardous materials
- Historic Properties
- Capacity issues leading to congestion
- High accident rates





SUBJECT	PLT Meeting Notes		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Project Management/Meetings (PMT, PLT)/PLT/[date]
PROJECT CODE	23198	DATE/TIME	May 20, 2020
PREPARED BY	Doug Stremel		
LOCATION	Telephone		
PARTICIPANTS	CDOT: Jessica Myklebust, Adam Parks, Andy Stratton, Ethan Jacobs, Julie George, Rebecca White, FHWA: Chris Horn, CCC: Brent Soderlin, ADCO: Kristin Sullivan, Jacobs: Laura Meyer, Jim Clarke, Doug Stremel		
COPIES TO	File	APOLOGIES	

Notes:

1. Began slide presentation and agenda (slides 1 & 2)
2. Meeting Outcomes (slide 3)
3. Purpose & Need Statement – Concurrence
 - a. Project Purpose - The purpose of the I-270 corridor improvements project is to implement transportation solutions which modernize the I-270 corridor to accommodate transportation demands (slide 5)
 - b. Project Needs (slide 6)
 - i. Review of project needs:
 - Improve safety by reducing the rate of vehicle crashes
 - Improve travel time reliability and reduce delays
 - Update obsolete and deficient bridges and highway infrastructure
 - Accommodate truck freight traffic
 - ii. Adams County and CCC concurred with the Project Purpose & Need
 - c. Project Goals (slide 7)
 - i. Review of Goals:
 - Accommodation of existing and planned multimodal routes
 - Consideration of the natural and human environment
 - Consideration of approved local transportation plans
 - ii. CCC noted they are updating their local transportation plan
 - iii. Adams County also noted they are also going through a process to update their plan (18mo-24mo)
 - d. Project needs justification (slides 8-11)

- i. Improve safety by reducing the rate of vehicle crashes (slide 8)
 - Stop-and-go traffic contributes to rear end and sideswipe accidents
 - Vasquez interchange has short exit/entrance ramp weaving lengths and is identified as a commercial vehicle crash hot spot
 - Other observations/experiences?
 - None observed
 - ii. Improve travel time reliability and reduce delays (slide 9)
 - Peak travel times currently 3 to 4 times higher compared to the travel times at free flow conditions
 - Queue lengths at ramp terminals increase travel delays
 - Crashes contribute to increased travel time and delay
 - Other observations/experiences?
 - Adams Co. noted that congestion on I-270 is occurring during the COVID-19 pandemic
 - Freight and supply chain traffic still needs to move when everything stops
 - Team agreed it would be good to capture this data point during COVID-19 [AI]
 - Could capture with Drone, Real-time Traffic, Bluetooth data, etc....
 - iii. Update obsolete and deficient bridges and highway infrastructure (slide 10)
 - I-270 bridges (4) are rated structurally deficient and more bridges (5) are expected to fall into this category
 - Pavement material on I-270 is deteriorating
 - Roadway subgrade is heaving/sinking over landfill area
 - CDOT notes this is also a safety concern when travelling over this area
 - Substandard geometric design
 - Other observations/experiences?
 -
 - iv. Accommodate truck freight traffic (slide 11)
 - Obsolete geometry limits truck sizes, increases travel times, and impedes traffic flow
 - Stop-and-go traffic impairs trucking operations
 - Corridor shoulder widths are insufficient for trucks
 - CDOT noted that narrower shoulder widths can affect drivers and slow travel times
 - Other observations/experiences?
 - CDOT noted vertical grades could be an inhibitor to accommodating trucks
 - Team will investigate if existing grades could be affecting trucks [AI]
 - Reiteration, Freight and supply chain traffic still needs to move when everything stops
4. Alternatives Packaging and Analysis Process (slide 12)
- a. Jacobs presented an overview of the alternative's evaluation process
 - b. Develop Core/Supplemental Alts.
 - i. Core Alternatives
 - Standalone, mainline alternatives developed to directly meet the Purpose and Need (e.g. lane configuration alternatives)
 - ii. Supplemental Alternatives

- Improvements that do not fully meet the project Purpose and Need on their own but improve the Core Concepts
 - c. Evaluate the alternatives
 - i. P&N evaluation (Yes/No)
 - ii. Comparative evaluation (Quantitative)
 - d. Assemble the alternatives
5. Communications and Outreach Updates (slide 13)
- a. Right-of-entry letters
 - i. Have been sent out to property owners
 - b. Project website
 - i. Being developed – shooting for early June
 - ii. English and Google translator for Spanish
 - iii. FHWA noted some websites are multi-lingual (English, Spanish & even Korean)
 - c. Stakeholder interviews/meetings (slides 14-15)
 - i. CDPHE; May 19, 2020 – Discussed Suncor mitigation fund and community outreach strategies
 - ii. Cultivando; Late May – Strategies to reach local neighborhood and business groups
 - iii. DOTI; June - DOTI’s concerns and desires regarding the I-270 corridor
 - iv. RTD; July - Current and planned RTD bus operations on I-270 and connecting routes
 - v. CMCA; June – Freight issues and needs in the corridor
 - vi. The Greenway Foundation and Sand Creek Greenway; June 2020 - Recreational use patterns, planned improvements, and long-term goals
 - vii. FRICO; July - FRICO’s position and needs associated with the Burlington Ditch/O’Brien Canal
 - viii. Suncor Energy; July - Refinery operations; pipes intersecting I-270 corridor; relations with surrounding community
 - ix. BNSF & UPRR; July - Operations and train frequency; plan for submittals
 - x. School Districts; Early June – School operation info relevant to I-270; discuss avenues for community outreach
 - xi. Local Churches; Early June – Discuss avenues for community outreach
 - xii. Emergency Service Providers; July – Key issues regarding emergency services as they relate to I-270
 - xiii. Asked AdCo and CCC which group meetings would they like to participate in?
 - AdCo may want to be involved in our discussions with local community groups including schools, neighborhoods, and churches –
 - Jacobs to send invite to AdCo for local meetings [AI]
 - CCC will review the list and get back to PLT on what they would like to participate in [AI]
 - xiv. Asked AdCo and CCC if they thought we missed any stakeholders?
 - More time will be needed to review and think about the list
 - Jacobs will firm up the outreach plan and schedule and share with PLT [AI]
 - xv. CDOT noted meeting with CDPHE yesterday
 - CDPHE recommends engaging Kids First Health Care
 - AdCo has had a positive experience working with them
 - CCC has not worked with them
 - Discussion about Suncor settlement (\$2.6M) for Hydrogen-cyanide releases

- CDOT suggests we should monitor how this is being spent in the community
 - AdCo will contact Katie Keith (Env. Programs Manager with AdCo) for settlement information [AI]
 - CCC will engage the City Manager for settlement information [AI]
- d. Public Outreach Event (slide 16)
- i. This will be a virtual event with a welcome video
 - ii. Likely present a narrated slide presentation
 - iii. Planning for latter part of June
 - iv. What do you and your elected officials need to know before we engage with the public?
 - Originally discussed having a kick-off meeting with the elected officials however this has been delayed
 - CCC and AdCo both suggested an elected official briefing prior to the June public outreach event
 - City Council is not currently holding study sessions. Brent suggested preparing a briefing packet for their review
 - County Commissioners are doing study sessions, but not as often
 - CDOT will follow-up with Kristin and Brent to firm up timing and format for a briefing [AI]
 - AdCo noted that funding will be a key topic of interest
6. Funding Outlook Update – Presented by Rebecca White (slide 17)
- a. CDOT is very excited about the I-270 project
 - b. CDOT and STAC are still committed to the 10-yr plan (whether SB-267 money involved or not)
 - c. CDOT is planning for the worst-case scenario
 - d. SB-267 funding is certain for years 1 and 2 but not certain for years 3 & 4
 - i. Better information on year 3, next spring
 - e. Another positive is continued talk of Federal stimulus for transportation projects
 - f. AdCo noted that their elected officials are continually briefed by
7. Other Topics Discussed (end of slide presentation)
8. Review Action Items (see table below)
9. Schedule next PLT meeting
- a. Scheduled for June 17th at 8:30 a.m.

Action Items	By Who	Target Completion Date
Capture I-270 congestion data point during COVID-19 (Drone, traffic, Bluetooth, etc.....)	Ethan	6/5/20 Complete
Team will investigate if existing grades could be affecting trucks	Doug	6/15/20
Jacobs to send invite to AdCo for local meetings	Laura	As Needed

CCC will review the list and get back to PLT on what they would like to participate in	Brent	6/5/20
Jacobs will firm up the outreach plan and schedule and share with PLT	Laura	6/1/20
Check with Katie Keith, Environmental Programs Manager for Adams County for settlement information	Kristin	6/5/20
CCC will engage the City Manager for settlement information	Brent	6/5/20
CDOT will follow-up with Kristin and Brent to firm up timing and format for an official's briefing	Julie	6/5/20

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



I-270 Corridor

Project Leadership
Team Meeting
May 20, 2020



Agenda

- Meeting Outcomes
- Purpose & Need Statement - Refinement, Justification and Confirmation
- Alternatives Analysis Process
- Communications and Outreach Updates
- Funding Outlook Update
- Other Input or Questions?
- Review Action Items
- Schedule Next PLT Meeting

Meeting Outcomes



Concurrence on project Purpose & Need



General Project Updates



Schedule Next PLT Meeting

Purpose &
Need

- Concurrence

Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions which modernize the I-270 corridor to accommodate transportation demands.

Project Needs

- Improve safety by reducing the rate of vehicle crashes
- Improve travel time reliability and reduce delays
- Update obsolete and deficient bridges and highway infrastructure
- Accommodate truck freight traffic

Project Goals

- Accommodation of existing and planned multimodal routes
- Consideration of the natural and human environment
- Consideration of approved local transportation plans

Improve safety by reducing the rate of vehicle crashes

Need Justification

- Stop-and-go traffic contributes to rear end and sideswipe accidents
- Vasquez interchange has short exit/entrance ramp weaving lengths and is identified as a commercial vehicle crash hot spot
- Other observations/experiences?

Improve travel time reliability and reduce delays

Need Justification

- Peak travel times currently 3 to 4 times higher compared to the travel times at free flow conditions
- Queue lengths at ramp terminals increase travel delays
- Crashes contribute to increased travel time and delay
- Other observations/experiences?

Update Obsolete and deficient bridges and highway infrastructure

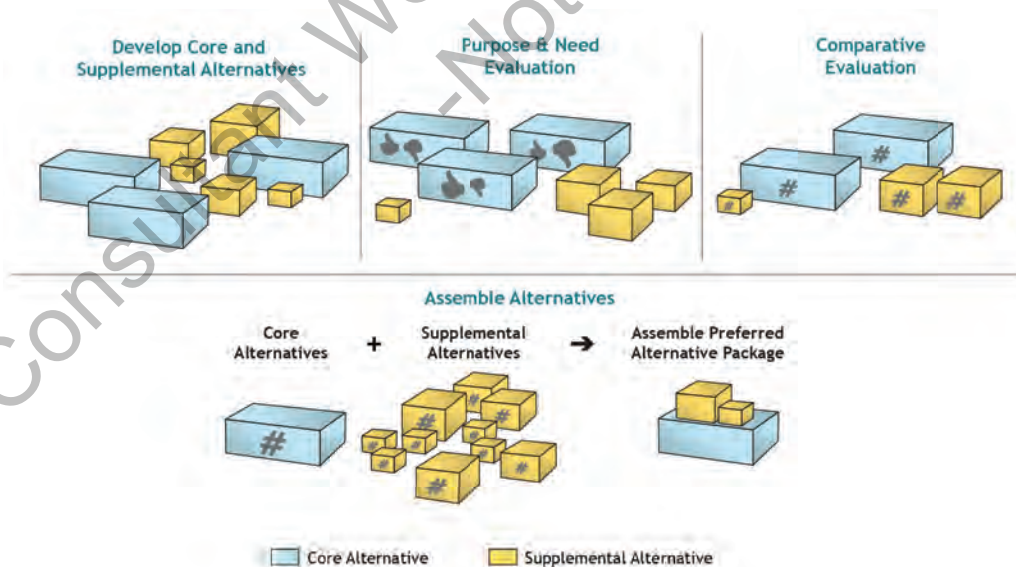
Need Justification

- I-270 bridges (4) are rated structurally deficient and more bridges (5) are expected to fall into this category
- Pavement material on I-270 is deteriorating
- Roadway subgrade is heaving/sinking over landfill area
- Substandard geometric design
- Other observations/experiences?

Need Justification

- Obsolete geometry limits truck sizes, increases travel times, and impedes traffic flow
- Stop-and-go traffic impairs trucking operations
- Corridor shoulder widths are insufficient for trucks
- Other observations/experiences?

Alternatives Packaging and Analysis Process



Core Alternatives

- Standalone, mainline alternatives developed to directly meet the Purpose and Need (e.g. lane configuration alternatives)

Supplemental Alternatives

- Improvements that do not fully meet the project Purpose and Need on their own but improve the Core Concepts.

Communications & Outreach Updates

Recent and Upcoming Activities

- Right-of-entry letters
- Project website
- Stakeholder interviews/meetings
- June public outreach event

Scoping Phase Stakeholder Interviews

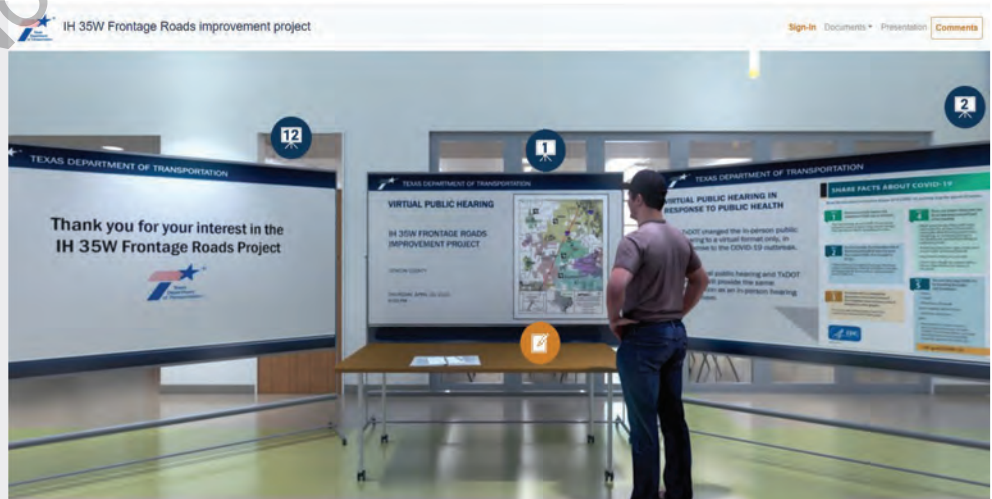
Stakeholder	Target Timeframe	Topics/ Outcomes
CDPHE	May 19, 2020	Discussed Suncor mitigation fund and community outreach strategies
Cultivando	Late May	Strategies to reach local neighborhood and business groups.
DOTI	June	DOTI's concerns and desires regarding the I-270 corridor
RTD	July	Current and planned RTD bus operations on I-270 and connecting routes
CMCA	June	Freight issues and needs in the corridor.
The Greenway Foundation & Sand Creek Greenway	June	Recreational use patterns, planned improvements, and long-term goals
FRICO	July	FRICO's position and needs associated with the Burlington Ditch/O'Brien Canal
Suncor Energy	July	Refinery operations; pipes intersecting I-270 corridor; relations with surrounding community
BNSF & UPRR	July	Operations and train frequency; plan for submittals

Scoping Phase Small Group Meetings

Stakeholder	Target Timeframe	Topics/ Outcomes
School Districts	Early June	School operations info relevant to I-270; Discuss avenues for community outreach
Local Churches	Early June	Discuss avenues for community outreach
Emergency Service Providers	July	Key issues regarding emergency services as they relate to I-270

June Public Outreach Event

What do you and your elected officials need to know before we engage with the general public?



Funding Outlook Update by Rebecca White

05/20/2020

17

Other Input or Questions?

05/20/2020

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Next Meeting - **June 17?**

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	PLT Meeting Notes		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/1.Project Management/Meetings/PLT/[Date]
PROJECT CODE	23198	DATE/TIME	June 17 th 2020
PREPARED BY	Doug Stremel		
LOCATION	Virtual Meeting – Google Teams		
PARTICIPANTS	CDOT: Jessica Myklebust, Adam Parks, Ethan Jacobs, Tamara Rollins, FHWA: Chris Horn Jacobs: Laura Meyer, Jim Clarke, Doug Stremel		
COPIES TO	File	APOLOGIES	Andrew Stratton (CDOT)

Notes:

1. CCC Updates:
 - a. Director Lew and the Mayor talked and discussed both the I-270 and Vasquez projects
 - b. CCC mayor interested in grade separation at Vasquez and 60th. Director Lew, Paul, and Jessica are meeting with CCC mayor on June 23rd @ 9:30. This would improve pedestrian connectivity on 60th.
 - c. Anticipate the need for more integrated public outreach between Vasquez and I-270 projects.
2. Adams County Updates:
 - a. County was recently preparing a Chris Grant application with CDOT funding support - CDOT funding removed one-week ahead of submitting application. County had to get additional funds (\$1M) approved in last minute. Caused frustration at County.
 - b. Jessica noted: For improvements in this part of the metro area, CDOT would like to focus funds on the I-270 corridor.
3. Began slide deck presentation
4. P&N slides:
 - a. Adam noted a slight wording change to Purpose: the word "which" replaced with "that"
 - b. P&N - added "and regional" to last goal to capture HPTE plan
5. Needs Data slides:
 - a. CCC commented that they would like to see accident data at Vasquez
 - i. Jacobs will develop a heat map of accidents at Vasquez [AI]
 - b. Need to convey data that the I-270 is relevant regionally as a connector - this is not purely a localized issue.
 - c. CCC and AdCo noted the importance of trucks for the corridor
 - d. CCC and AdCo concurred on the data gathered to justify the needs
6. Outreach slides:
 - a. Team has already met with C70 team for Lessons Learned



- b. Adam noted an upcoming meeting with Denver (DOTI) staff - Brian Pinkerton
 - i. Kristin thinks it would be good to use Denver staff familiar with the NMIACS study and who has worked with AdCo and CCC before, but Denver has lost some folks
 - ii. Brent to provide a list of Denver names to Adam [AI]
 - iii. Adam to include Brent and Kristin in DOTI meeting as optional [AI]
 - c. Kristin asked a question about how people will be invited to the Public Engagement
 - i. Plan is to
 - Direct mail 7,000 addresses
 - Follow-up with small group meetings
 - Post to Social Media
 - Implement strategic postings - rec centers, public buildings, etc.
 - Engage Spanish radio is also a possibility
 - d. Kristin suggested reaching out to the communications departments for CCC and AdCo to get the project and virtual event on the local jurisdiction websites.
 - e. Tamara will reach out to AdCO and CCC to coordinate websites and see if they have other input on outreach and publicity for the project. [AI]
 - f. Laura noted that the Virtual Public Engagement event will be open for a 2-week window.
7. Alternatives discussion:
- a. Since our Alternatives have narrowed we can likely advance that process faster than shown in original schedule. Interested in moving ahead with two build alternatives in EA (not a broad range of alts) with design options at interchanges, design options for aux lanes, etc.
 - i. The two build alternatives would be:
 - Add one general purpose lane each direction
 - Add one managed lane in each direction.
 - b. Kristin noted value in considering options that would address the truck volumes - potentially separating passenger vehicle and freight traffic. Can we look at funding mechanisms specific to truck freight? Kristin referenced an HPTe study that mentioned truck ideas.
 - c. Adam noted that CDOT will evaluate options, including auxiliary lanes and redesigned interchange geometrics (such as Vasquez/I-270) to improve truck operations
 - i. Team will investigate other innovative truck ideas [AI]
8. Other Input/Discussion:
- a. Julie gave an update on elected officials outreach:
 - i. Currently delayed until the messaging is sorted through on Vasquez and I-270 projects
 - ii. CDOT does have materials ready to go for presenting
 - b. Kristin says we will need to engage the public officials before any virtual public event
 - i. One thought is to present the virtual event to the elected officials ahead of the public
 - c. Kristin noted that CCC and AdCo have substantially funded the EA - elected officials at these agencies expect to be heavily engaged in the process and decision-making
 - i. Tamara appreciated that perspective from Kristin
 - d. Brent noted that July 27th is likely date for Director Lew to address CCC Council
9. Next PLT:
- a. July 29th @ 8:30 confirmed for next meeting date.



- i. Adam will send out invites for next PLT [AI]
- b. CDOT will know more by then about how the I-270 and Vasquez projects will be coordinating.

Action Items	By Who	Target Completion Date
Jacobs will develop a heat map of accidents at Vasquez	Jim	7/10/20
Provide a list of Denver names to Adam	Brent	6/26/20
Include Brent and Kristin in DOTI meeting as optional	Adam	6/22/20
Reach out to AdCO and CCC to coordinate websites and see if they have other input on outreach and publicity for the project	Tamara	7/3/20
Team will investigate other innovative truck ideas	Doug	7/30/20
Send out invites for next PLT	Adam	6/26/20

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



COLORADO
Department of Transportation



I-270 Corridor

Project Leadership
Team Meeting
June 17, 2020



Agenda

- Introductions
- Meeting Outcomes
- Purpose & Need Statement - Refinement
- Needs Data Validation
- Communications and Outreach Updates
- Other Input or Questions?
- Review Action Items
- Schedule Next PLT Meeting

Meeting Outcomes



Confirm the Needs Data validate the Project Needs



Follow-up on missing Stakeholders and Local participation



Schedule Next PLT Meeting

Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions that modernize the I-270 corridor to accommodate transportation demands.

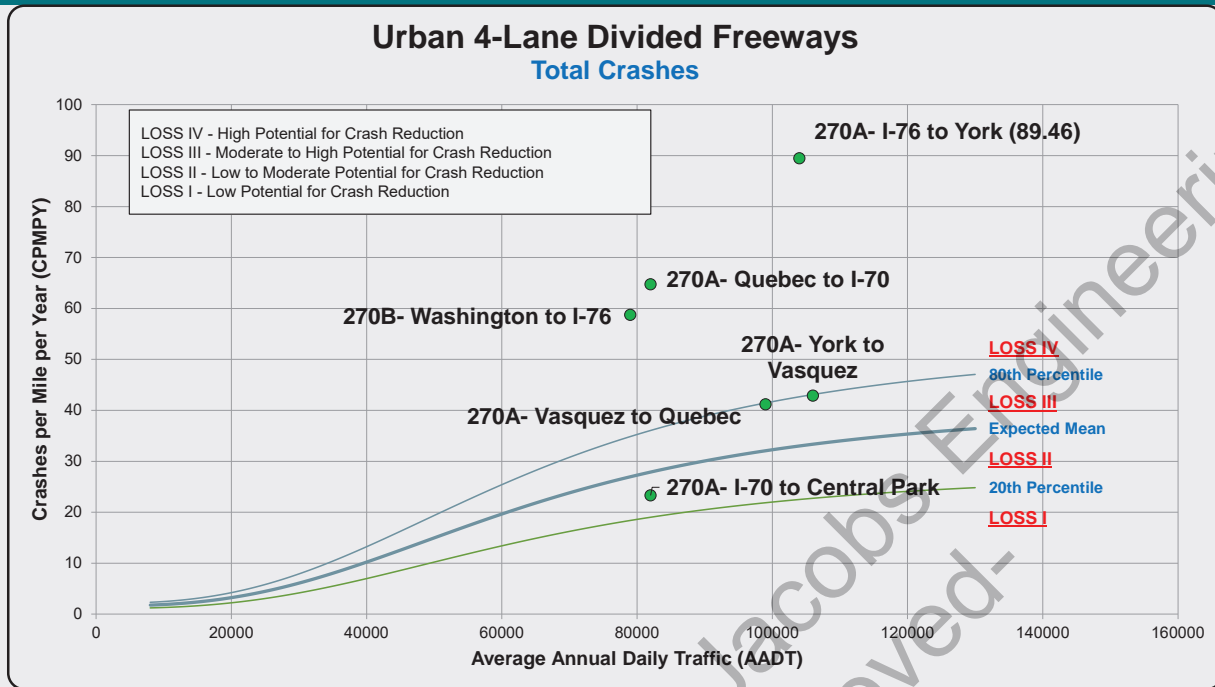
Project Needs

- Improve safety by reducing the rate of vehicle crashes
- Improve travel time reliability and reduce delays
- Update obsolete and deficient bridges and highway infrastructure
- Accommodate truck freight traffic

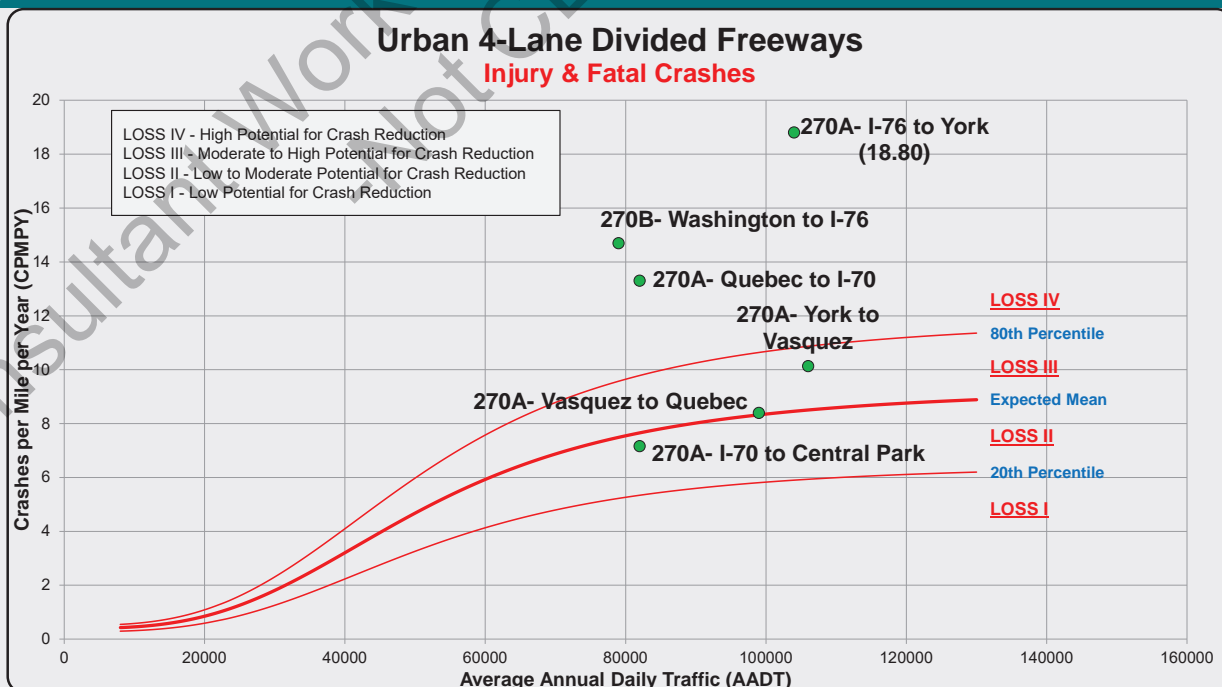
Project Goals

- Accommodation of existing and planned multimodal routes
- Consideration of the natural and human environment
- Consideration of approved local and regional transportation plans

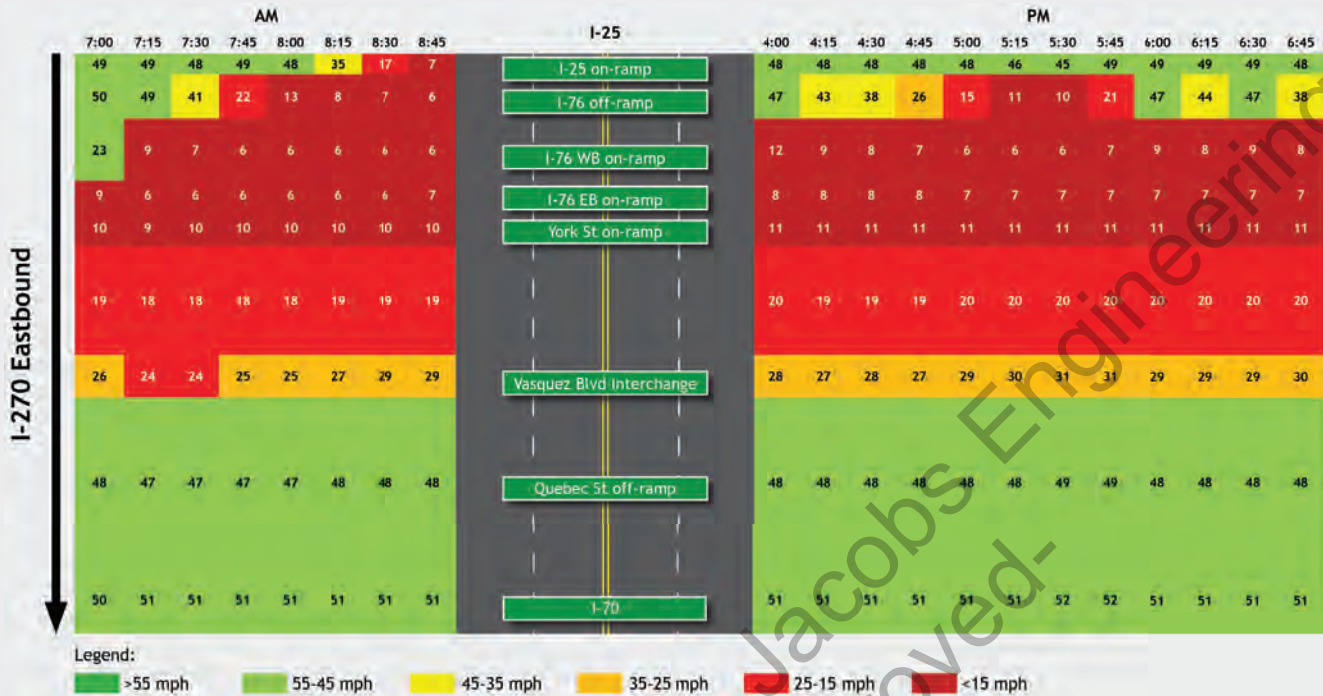
Improve safety by reducing the rate of vehicle crashes



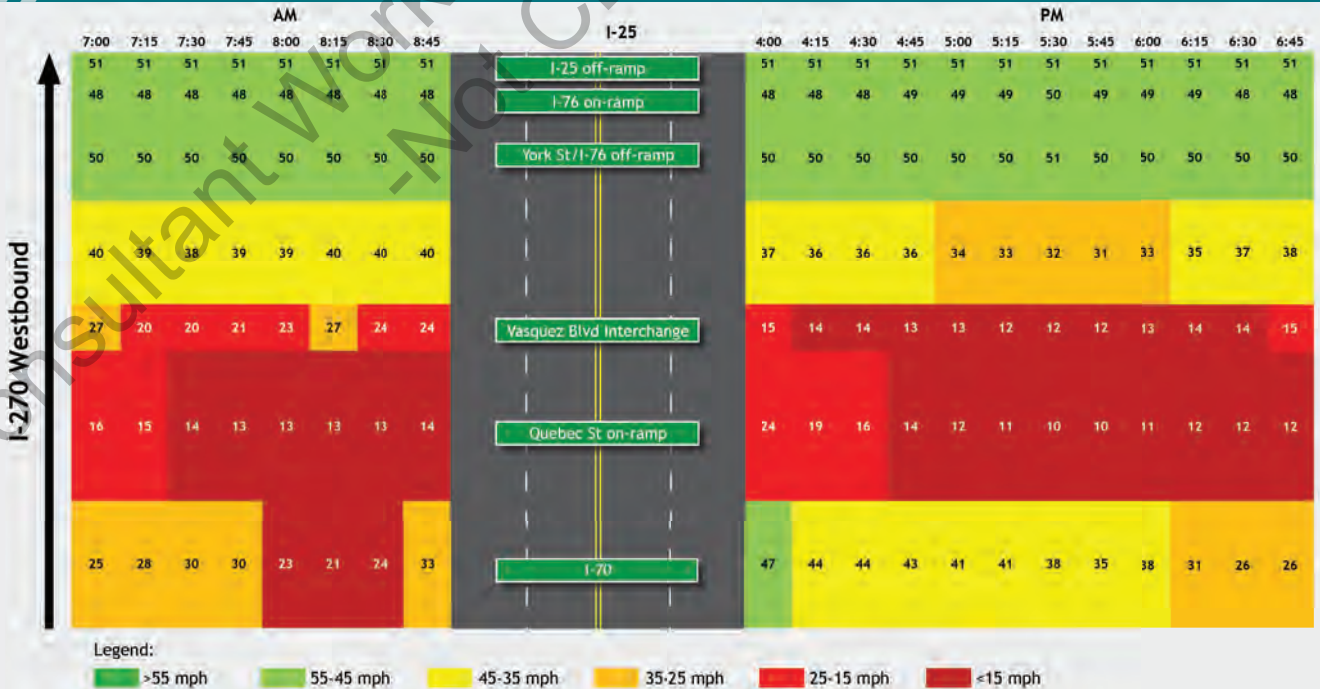
Improve safety by reducing the rate of vehicle crashes



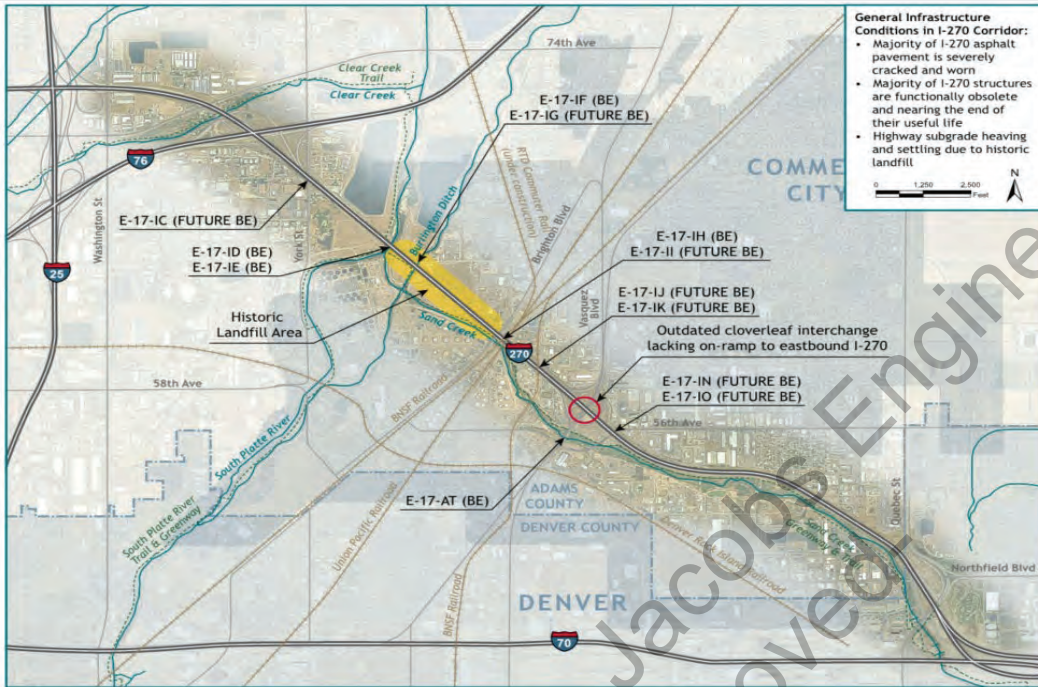
Improve travel time reliability and reduce delays



Improve travel time reliability and reduce delays



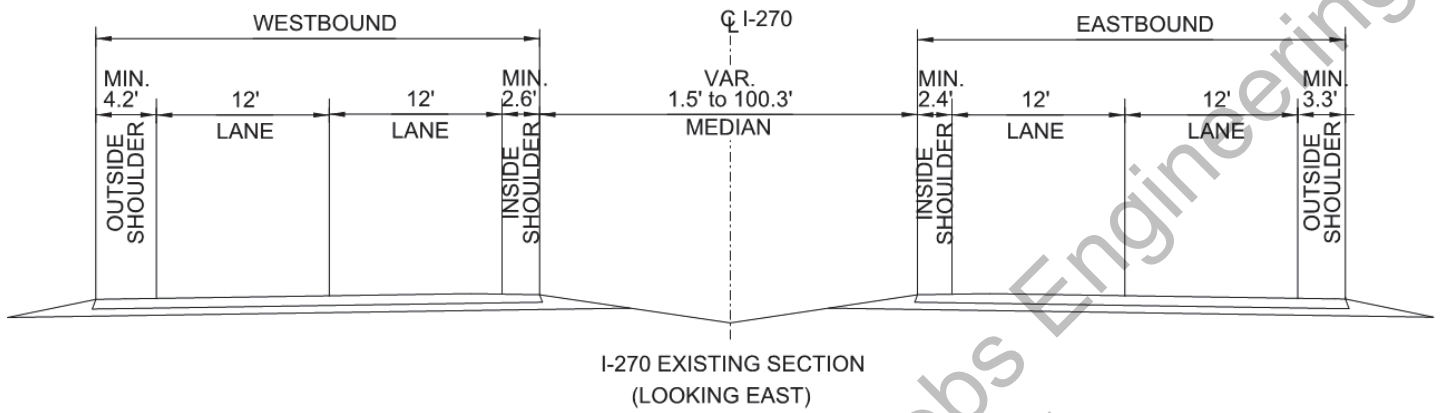
Update obsolete and deficient bridges and highway infrastructure



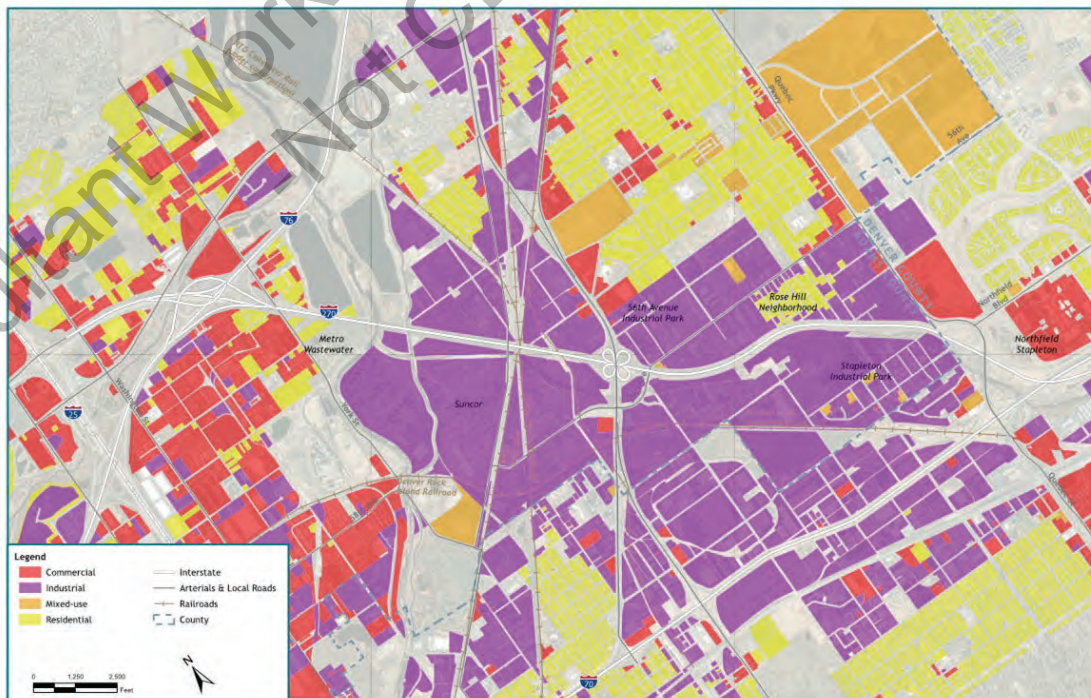
Update obsolete and deficient bridges and highway infrastructure



Accommodate truck freight traffic



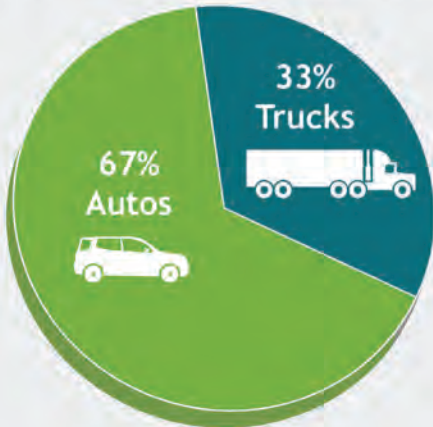
Accommodate truck freight traffic



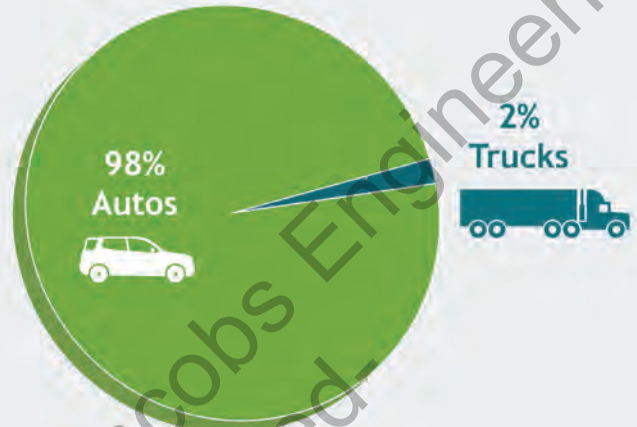
Accommodate truck freight traffic

2040 Modal Split Local Roadway Traffic (within vicinity of I-270)

Source: NMIACS Study (2018)



Typical Modal Split Local Roadway Traffic (not on interstates)



Communications & Outreach Updates

Upcoming Activities

- Project website/hotline
- Stakeholder interviews/meetings
- Summer public outreach event

Methods for Public Input



Use comment tool in virtual meeting room



Submit comments through the project website at www.codot.gov/projects/i270



Call the project hotline at (303) 512-4270



Email the project team at cdot_i270@state.co.us

Upcoming Stakeholder Interviews

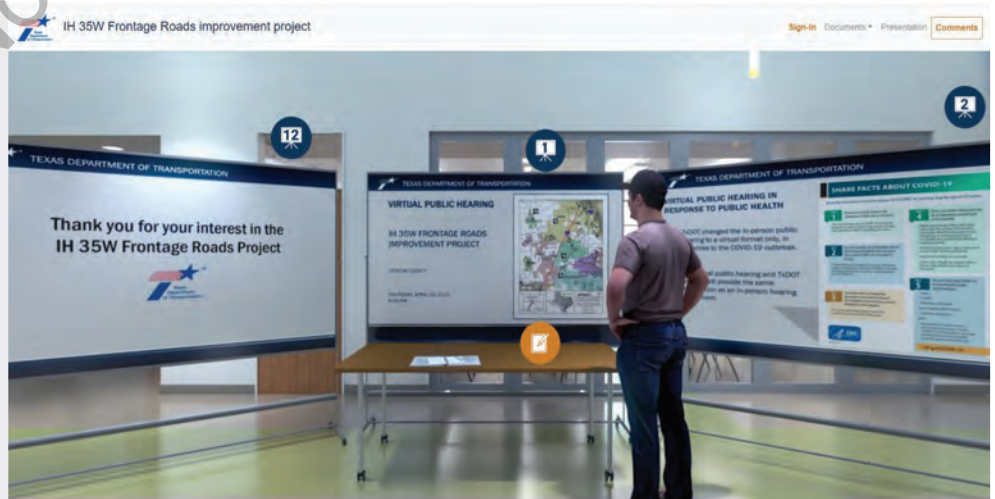
Stakeholder	Target Timeframe	Local Participation	Topics/ Outcomes
Cultivando	June	Adams Co?	Strategies to reach local neighborhood and business groups.
CMCA	June		Freight issues and needs in the corridor.
DOTI	July		DOTI's concerns and desires regarding the I-270 corridor
RTD	July		Current and planned RTD bus operations on I-270 and connecting routes
The Greenway Foundation & Sand Creek Greenway	July		Recreational use patterns, planned improvements, and long-term goals
FRICO	July		FRICO's position and needs associated with the Burlington Ditch/O'Brien Canal
Suncor Energy	July		Refinery operations; pipes intersecting I-270 corridor; surrounding community relations
BNSF & UPRR	July		Operations and train frequency; plan for submittals

Upcoming Small Group Meetings

Small Group	Target Timeframe	Local Participation	Topics/ Outcomes
School Districts	June	Adams Co.	School operations info relevant to I-270; Discuss avenues for community outreach
Local Churches	June	Adams Co.	Discuss avenues for community outreach
Emergency Service Providers	July		Key issues regarding emergency services as they relate to I-270

Summer Public Outreach Event

View of the Virtual Meeting Room



Other Input or Questions?

Next Meeting - **July 29th, 8:30 a.m.?**



SUBJECT	PLT Meeting #4		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/1.Project Management/Meetings/PLT/[Date]
PROJECT CODE	23198	DATE/TIME	July 29, 2020
PREPARED BY	Carrie Wencel		
LOCATION	Virtual Meeting – Google Teams		
PARTICIPANTS	CDOT: Jessica Myklebust, Basil Ryer, Adam Parks, Ethan Jacobs, Tamara Rollinson, Andy Stratton, Julie George, Presley Fowler FHWA: Chris Horn Commerce City: Brent Soderlin Adams County: Kristin Sullivan Jacobs: Jim Clarke, Carrie Wencel, Doug Stremel, Laura Meyer		
COPIES TO	File	APOLOGIES	

Notes:

- **Updates from CCC and AdCo:**
 - Vasquez “design session”: More to come on this, a meeting is set up August 13th, 2020
 - Dir. Lew is presenting for 30 minutes to City Council on August 10th, 2020.
 - Dir. Lew is going to share a kick-off presentation at a meeting with the Adams Co. Board of Commissioners next Tuesday August 4th, 2020 at 10:30am
 - Julie will make sure that the CDOT calendar time gets changed from 11:30 to 10:30 and also ensure that people know this meeting will occur on Zoom. [AI]
 - Adam and Jessica will be on hand to answer questions
 - Advise Kristin if you need additional invites to the Zoom meeting on Aug. 10th
- **Virtual Meeting Room Presentation (Laura)**
 - The group is still curious how this room looks and functions on various mobile platforms
 - Group consensus that the Virtual room looks great and think this will be a great method of outreach for future projects.
 - Laura will send out the link to Kristin and Brent of the virtual room including the video. [AI]
 - Reminder not to be sharing this with everyone as it is not finalized.
 - Julie asked if it would be good to showcase the virtual event to elected officials. Brent and Kristin agreed.
 - Julie to work with Kristin and Brent on Zoom logistics and time available for Dir. Lew presenting [AI]



- Comments on the Virtual Room are needed by August 7th [AI]
 - Send comments to Laura, she will make sure they get addressed.
 - It takes a while to get comments addressed as the renderings are so big
- Postcards announcing the Virtual Public Outreach Event are scheduled to arrive in mailboxes by August 3rd
 - 7,000+ addresses are included in the mailing area and will receive project post cards. The zip codes are all surrounding the project site.
- Send the PLT group the “schedule” of all the public involvement efforts going on right now [AI]
 - This document shows the team’s extent of outreach communication and methods used to be inclusive
- Should people need a paper copy of the virtual event information (no internet access) they can call the hotline on the postcard and request.
 - Likely paper copies would include ppt slides and a transcript of the audio.
- **Data Collection and Existing Conditions Analysis (Jim)**
 - HMR and Geotech- Lab analysis is in process and expect lab results next week (1st week in August)
 - As expected, preliminary results show elevated levels of heavy metals
 - Should it be found we’d have to treat the groundwater before releasing it back into the system
 - No asbestos yet, but we anticipate finding it especially around the landfills
 - Evaluated levels of Methane found around the landfills
 - Bio and Wetland Surveys are done
 - Surveys complete
 - Information on environmental resources will be provided to design in efforts to avoid impacts as much as possible.
 - Most habitat is located around Clear Creek but overall not a lot of great habitat in the area
 - Historic
 - 24 sites have been surveyed. No surprises to date.
 - Socio Eco/Community Understanding Report
 - This report will incorporate socio-economic, Environmental Justice, Land Use, and Right of Way resources and impacts.
 - Floodplains
 - Originally the FEMA maps showed 100-yr floodplains overtopping I-270 in certain locations
 - 3 weeks of channel surveys and additional 2-D hydraulics modeling determined that the floodplain is in fact lower than what is represented on the FEMA maps
 - Allows flexibility in design
 - CLOMR/LOMR may be necessary, especially if they replace the Vasquez bridge over Sand Creek. Also potential for isolated shifts to Sand Creek Drive that would need studied.



- Parks and Trails
 - Team is having conversations with the local greenways (Kristen very happy to hear that we are coordinating with the greenways)
 - Provided a lot of information on future trail and pathway plans (targeting pedestrian traffic)
 - Learned about upcoming S. Platte River Master Plan
 - Brent noted that Design Workshop was awarded this design contract
 - Been coordinating our findings with the Vasquez team to ensure they also have the information so neither project precludes these plans
 - *Side note:* Adams County is currently working on a \$3 Million project for habitat restoration along greenways.
 - Project will primarily clear out non-native vegetation
 - Where I-270 crosses the S. Platte and Clear Creek, these would be trail locations of concern and how they may be impacted.
 - Brent said they would also be interested in any changes related to how Sand Creek trail ties to the S. Platte Trail.
- **Feedback overview (Adam)**
 - Common theme of project support.
 - DOTI relayed that foot traffic from the south Denver neighborhoods to Walmart needs attention.
 - Quebec St Interchange – Conversations with DOTI to come about potentially adding a WB I-270 exit in the area.
 - Adam noted the Truck need and a potential revision to the need:
 - Improve Truck Freight Operational Efficiency
 - Adam will send out revised P&N to PLT for review when ready [AI]
 - Noted the haz-mat desires of CMCA
 - Kristin mentioned AdCo has been working with E-470 to allow haz-mat traffic she has heard that there is a desire for additional haz-mat routes.
 - She agrees and supports making the routes more efficient.
 - Noted also that this is a controversial topic as locals and residents have a lot of oppositions (especially Brighton)
 - Brent says Commerce City's biggest concern is the weight of the haz-mat vehicles on city streets, which is why they had to be routed. Vehicles use to come down off of US 85 to Hwy 2 and then to Vasquez
 - CCC does not want the haz-mat vehicles on Vasquez
 - Discussed possibility of direct connects and managed lanes with CMCA as a possibility for the future.
 - Church is interested in sound walls. This will be part of the Noise study.
- **Other Input or Questions?**
 - Tamara sent Adams County Communication and CCC the approved post card.
 - CCC is very willing to help with outreach as needed.



- Commerce City Connected is published and distributed by the City.
 - Questions for Dir Lew to expect from elected officials:
 - Adams County:
 - CDOT backing out of commitment on 120th
 - CDOT’s approach to M.L. and the perceive inequity of M.L. used in the north metro
 - Emphasis on inclusivity especially in-light of COVID-19
 - CCC:
 - Be ready to discuss grade separation at Vasquez and 60th Ave.
 - Officials should not be hostile, they are enthusiastic about I-270 project
 - Adam to send out invites for next meeting September 16th: 8:30 -10am [AI]

Action Items	By Who	Target Completion Date
Julie will make sure that the CDOT calendar time gets changed from 11:30 to 10:30 and also ensure that people know this meeting will occur on Zoom	Julie	July 29, 2020
Julie to work with Kristin and Brent on Zoom logistics and time available for Dir. Lew presenting	Julie	July 31, 2020
Laura will send out the link to Kristin and Brent of the virtual room including the video	Laura	July 31, 2020
Laura to send out pdf “schedule” of outreach activities and schedule to the PLT group	Laura	July 30, 2020
Adam to finalize P&N Freight need for PLT for review in September	Adam	Sept 12, 2020
Carrie to send a reminder next week that comments on the Virtual room are due August 7 th	Carrie	August 5, 2020
Adam to send out next PLT invite (Sept. 16 th) to team	Adam	August 7, 2020
Decision Items	Justification/Reference	



COLORADO
Department of Transportation



I-270 Corridor

Project Leadership
Team Meeting

July 29, 2020



Agenda

- Introductions
- Adams County and Commerce City Updates
- Meeting Outcomes
- Virtual Public Event - Demonstration
- Update on Existing Conditions
- Feedback from Stakeholder Outreach
- Other Input or Questions?
- Review Action Items
- Schedule Next PLT Meeting

Meeting Outcomes



Concurrence on Public Outreach Event materials



Update on existing conditions data collection

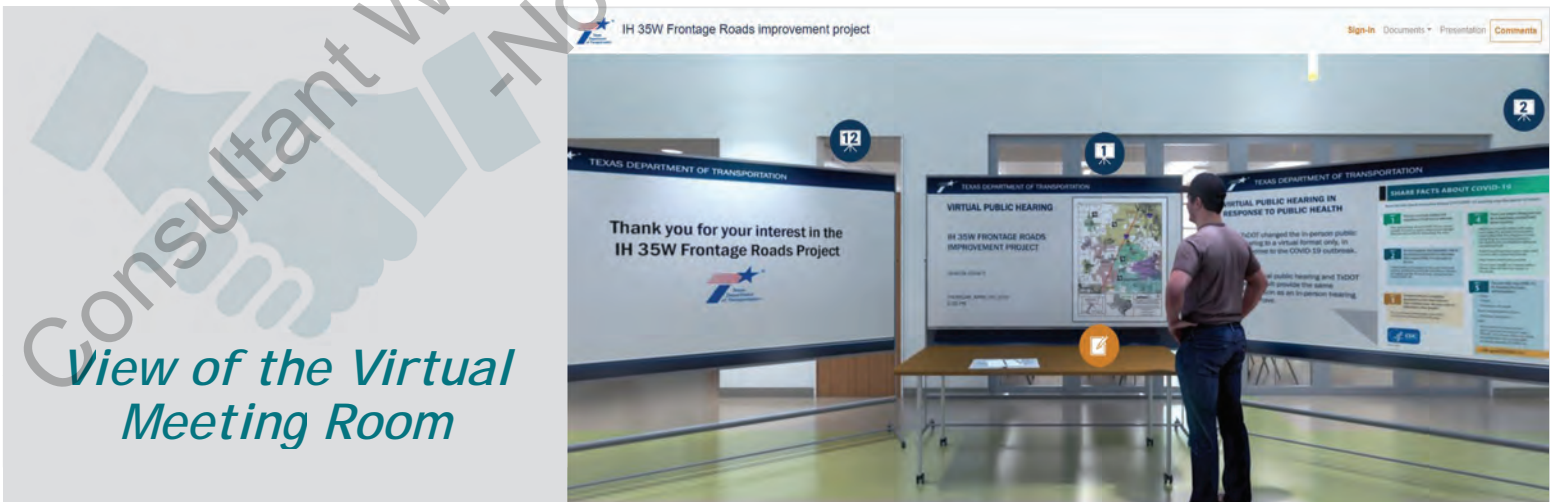


Brief you on discussions with Stakeholders and feedback



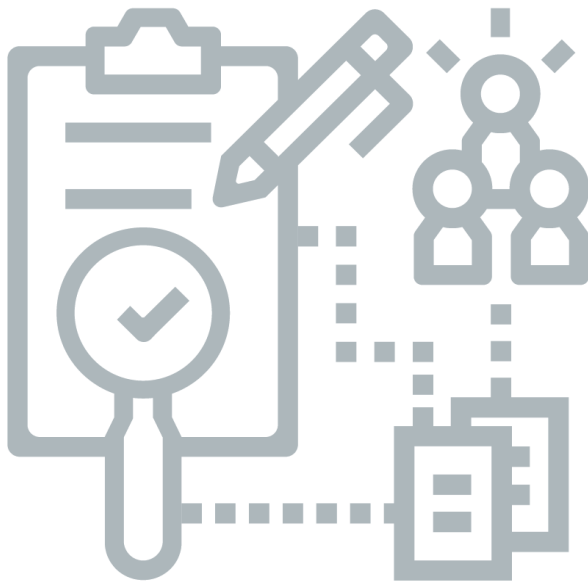
Schedule Next PLT Meeting

Summer Public Outreach Event



View of the Virtual Meeting Room

Data Collection and Existing Conditions Analysis



Activities To Date

- Geotech/Haz-mat Investigation
- Biological surveys/Wetlands delineation
- Historic property/resources identification
- Socio-economic data collection
- Floodplains modeling
- Parks and Trails

Geotech/Haz-mat investigation



- 3 weeks of drilling
- 17 pavement holes drilled
- 26 soil borings drilled
- 35 soil samples sent to lab
- 14 ground water samples sent to lab

Biological surveys - Wetlands Delineation



- 4 days spent surveying wetlands and species habitat
- 100% of project mapped
- Potential mitigation opportunities identified
- Considerable bird/raptor activity
- Poor habitat except for Clear Creek

July 29, 2020

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Historic properties/resource identification



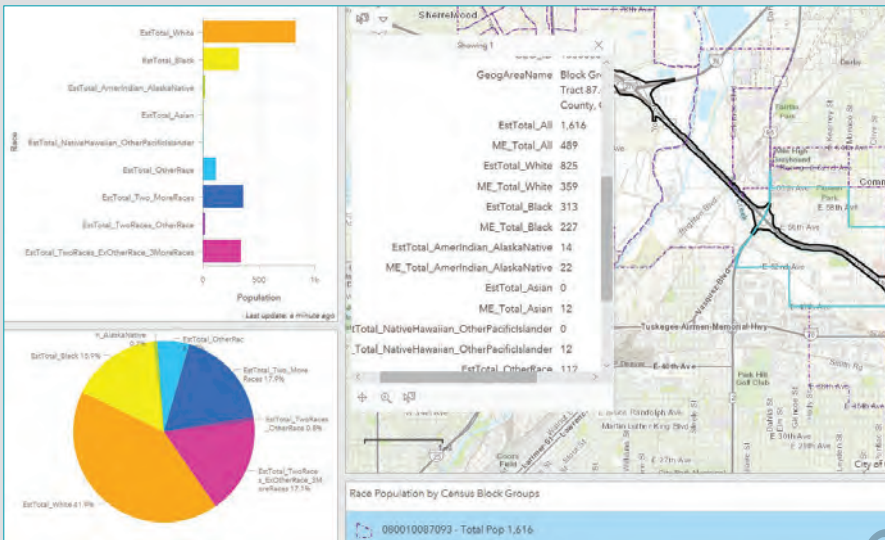
Site surveyed:  5678 Eudora St.

- 24 sites surveyed
 - 2 irrigation ditches
 - 4 railroad segments
 - 4 road segments
 - 14 architectural properties

July 29, 2020

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Socio-economic data collection



- Preparing Community Understanding Report, to include Environmental Justice
- Collecting 2018 data
- Sensitivity analysis to be done when 2020 US Census data available
- Types of Data
 - Population
 - Income status
 - Race

Floodplains modeling



- FEMA maps showed 100-YR floodplain onto highway in certain locations
- Spent 3 weeks in the field doing channel surveys
- Additional 2-D hydraulic analysis indicates a much lower 100-YR floodplain
- Lower floodplain provides flexibility in design

Parks and Trails



- Identified parks and trails
- Met with the Greenway Foundation and Sand Creek Greenways
- Identifying future plans for trails and pathways



*Image source: Walk.Bike.Fit
CCC Plan DHM and The
Greenway Team, Inc. 2012*

Stakeholder and Small Groups common theme

- Glad CDOT is finally taking on the I-270 project

Feedback
from Outreach

Sampling of Stakeholder/Agency Interviews

Stakeholder/ Agency	Meeting Status	Feedback	Additional Actions
CDPHE	Held on 5/19	Suggest language specific meetings and CDPHE meetings draw large attendance (100-150)	Evaluate language specific meeting approach and keep up on settlement funds and projects
DOTI	Held on 6/23	Foot traffic flows from south Denver neighborhoods to Walmart. CCD does run return shuttles.	DOTI's concerns and desires regarding the I-270 corridor
The Greenway Foundation & Sand Creek Greenway	Held on 7/8	Foot traffic flows across I-270. S. Platte Mater Plan in works Impacts to trail are a concern	Beth forwarded additional info. Send public event notices to the Greenways, they will forward them on to their own mailing lists
CMCA	Held on 7/22	Some solutions for I-270 are outside of this corridor. Haz-mat travel in corridor.	Loop CMCA in on future Interchange focus groups. Investigate Haz-mat truck usage

Sampling of Small Group Meetings

Small Group	Meeting Status	Feedback	Additional Actions
Assumption of the Blessed Virgin Mary Catholic Church	Held on 6/25	Increased Truck traffic. Evaluate need for sound walls.	Provide Joe with information to publish in church bulletin or post in school newsletter
Mapleton Public Schools	Held on 7/7	Many of the student's parents likely use I-270. Translate to Spanish.	Share virtual engagement information with Melissa when available
Friendly Baptist Church	Held on 7/7	Good insight on ways to reach the senior citizen community	Share public event notices through the Commerce City Connected newsletter and Conter Estates senior community
Kids First health	Held on 7/8	Good insight on community attitudes and challenges of building trust with the community	Keep the network of community organizations updated

Other Input or Questions?

Next Meeting - **Mid-September**



SUBJECT	PLT Meeting #5		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/1.Project Management/Meetings/PLT/[Date]
PROJECT CODE	23198	DATE/TIME	September 16 th , 2020
PREPARED BY	Carrie Wencel		
LOCATION	Virtual Meeting – Google Teams		
PARTICIPANTS	CDOT: Basil Ryer, Adam Parks, Ethan Jacobs, Tamara Rollinson, Andy Stratton, Julie George, Presley Fowler FHWA: Chris Horn Commerce City: Brent Soderlin Adams County: Kristin Sullivan Jacobs: Jim Clarke, Carrie Wencel, Doug Stremel, Laura Meyer		
COPIES TO	File	APOLOGIES	Jessica Myklebust

Key Notes:

General updates:

- Adams county (AdCo): The 60th/Vasquez field visit was canceled last week due to snow. Will be rescheduled. Attendees will be the Commissioner, Kristin Sullivan, Adam Parks, and Dir. Lew.
- Commerce City (CCC): Had the design charette on Aug. 13th. Ideas involved a roundabout and expensive grade separation alternatives.
- **Virtual Public Event**
 - 474 people visited a total of 595 times
 - We were prepared for low Spanish involvement which is what occurred (no comments).
 - Laura felt that this outcome wasn't surprising and that AdCo and CCC already relayed to the PLT group that large outreach efforts are not well attended.
 - Small group meetings have been more successful
 - Still reaching out to Cultivando and the GreenLatinos to develop additional outreach
 - Project flyers throughout the school are also effective. We will be working on doing that
 - Kristin mentioned that there is a lot of coordination occurring for the Census. Kristin will be introducing Laura to her Census contacts. [AI] (completed)
 - Managed lane comments



- Some suggested we should be looking at having a truck lane
 - Some opposition toward having tolled lane
 - Use of “Express Lanes” more so than “Managed Lanes” per HPTE direction
 - Other comments that were in opposition to the project were geared toward not wanting this corridor widened.
 - Next Event possibly in December?
 - General thought is this time frame would be fine if it occurred early December (avoiding the holidays). No disagreement from AdCo or CCC.
- **Purpose and Needs**
 - General agreement to the revised freight language “Improve truck freight movement efficiency.” [DI]
- **Proposed Alternatives in the EA**
 - No Action
 - Build Alternative – 3 lanes each direction
- **Regional Advisory Group**
 - Goal is to keep a broader group of leaders in the know in the hopes they will become advocates of the project.
 - **September 30th** will be the first meeting.
 - Chris will be extending the invitation to others at FHWA, possibly Stephanie Gibson
 - Julie to share the invite list with the PLT. [AI]
- **Vasquez Design Charette – August 13th, 2020**
 - Will be looking at putting Vasquez underneath 60th and general flow.
 - Adam noted the Vasquez PEL One-way pairs are no longer being considered
- **60th Ave. Near Brighton Blvd – Local Transportation Plan.**
 - No work will occur on this road but there will need to be frequent closures during the project construction.
 - What level of accommodations do we need to make for this roadway?
 - Brent: Not aware of plans to remove 60th Ave. The northern transportation plan might include something about 60th Ave. 9 foot clearance has been a continuous issue. Brent will look into any future plans for 60th and any railroad agreements that are in place. [AI]
- **Next Meeting: October 28th at 10am**
 - More detail about the Build Alternative
 - Briefing on the next Virtual Outreach Event

Action Items	By Who	Target Completion Date
Kristin will be introducing Laura to her contacts.	Kristen	September 16th, 2020
Julie to share the Regional Advisory Group invite list with the PLT.	Julie	September 30 th , 2020



Action Items	By Who	Target Completion Date
Brent will look into any future plans for 60 th and any railroad agreements in place.	Brent	October 2 nd , 2020

Decision Items	Justification/Reference
Revising Truck need to “improve truck freight movement efficiency”	Provides more detail than the original need

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



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I-270 Corridor

Project Leadership
Team Meeting

September 16, 2020



Meeting Outcomes



Brief you on statistics and feedback from virtual event, website, hotline



Update on proposed alternatives in EA



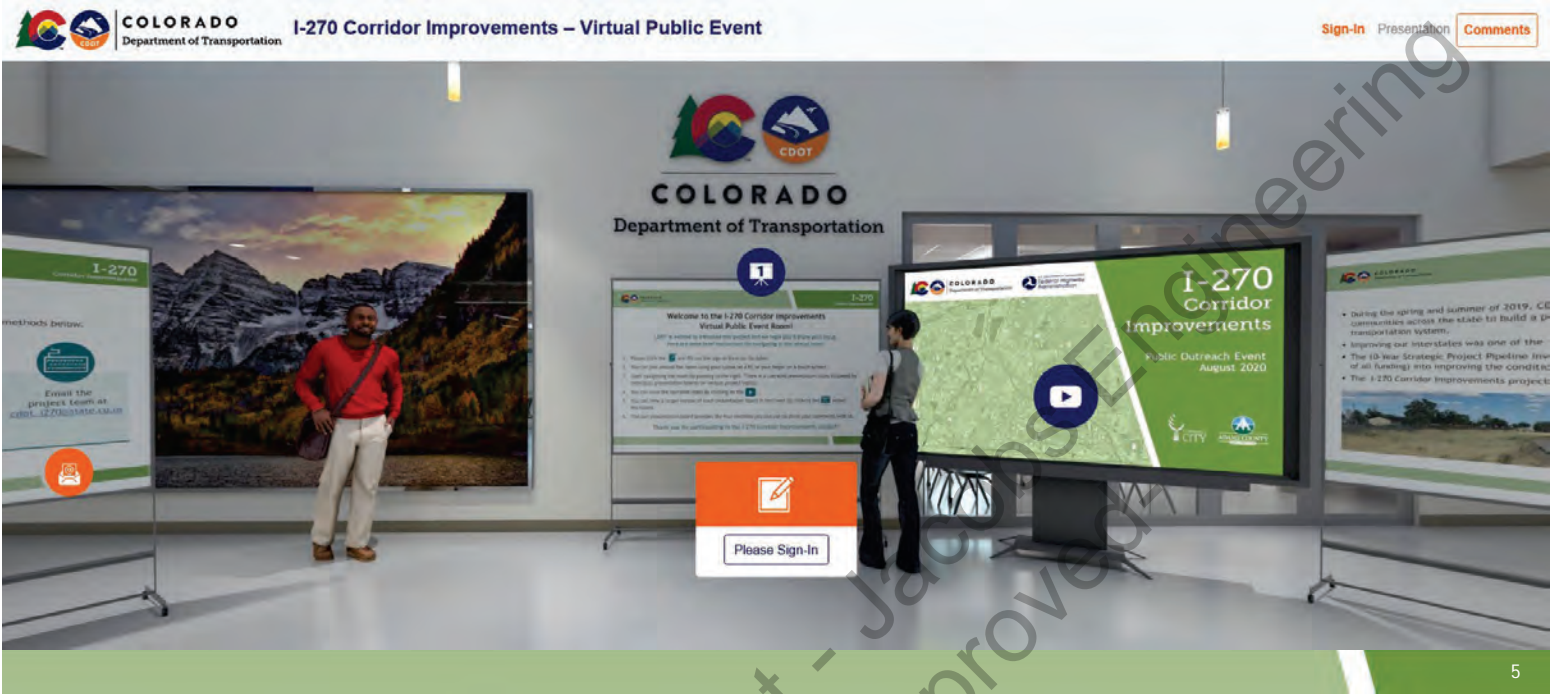
Schedule Next PLT Meeting

Updates from Adams County and Commerce City

Agenda

- Feedback from Outreach
- P&N Finalization
- Update on Alternatives
- Misc. Items
- Other Input or Questions?
- Schedule Next PLT Meeting
- Review Action Items

Virtual Public Event: Aug 17th – Aug 30th



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Virtual Public Event



474 people access the site a total of 595 times



18 users accessed the Spanish site



Average time on the site was 4:31 min



Total of 127 comments from 62 people



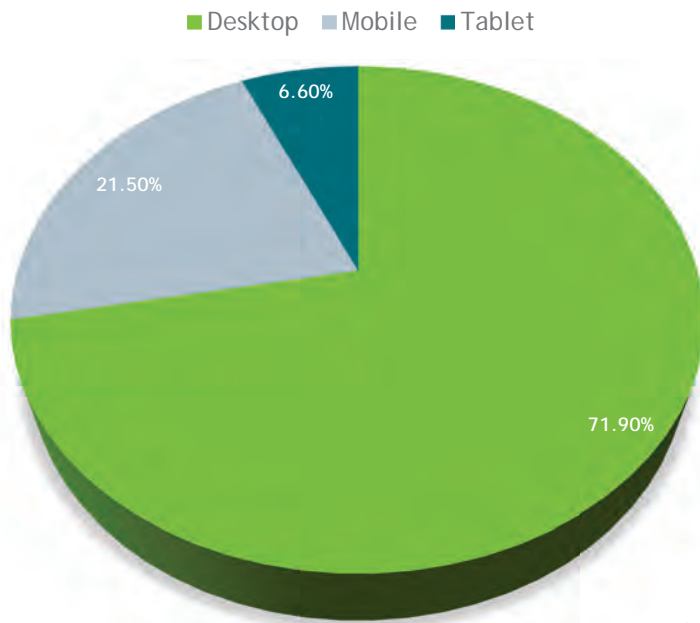
78 people spent 10 - 30 minutes on the site



No Spanish comments received

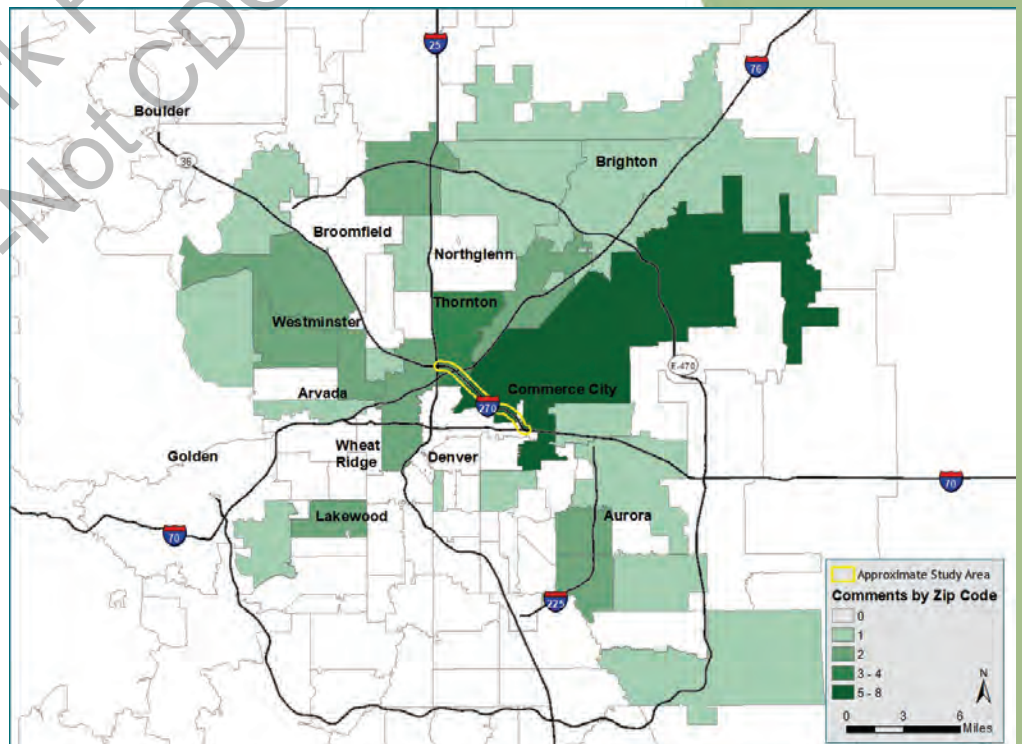
6

Technology and location of virtual room visitors

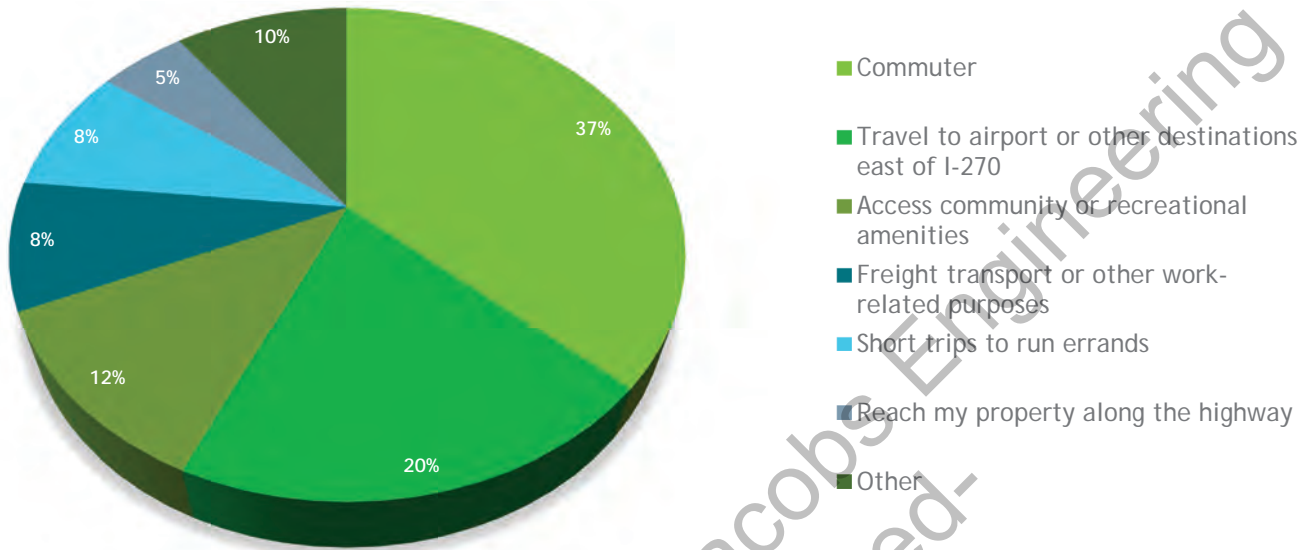


City	Users
Denver	154
Aurora	25
Commerce City	21
Westminster	20
Lakewood	15
Centennial	12
Thornton	12
Arvada	10

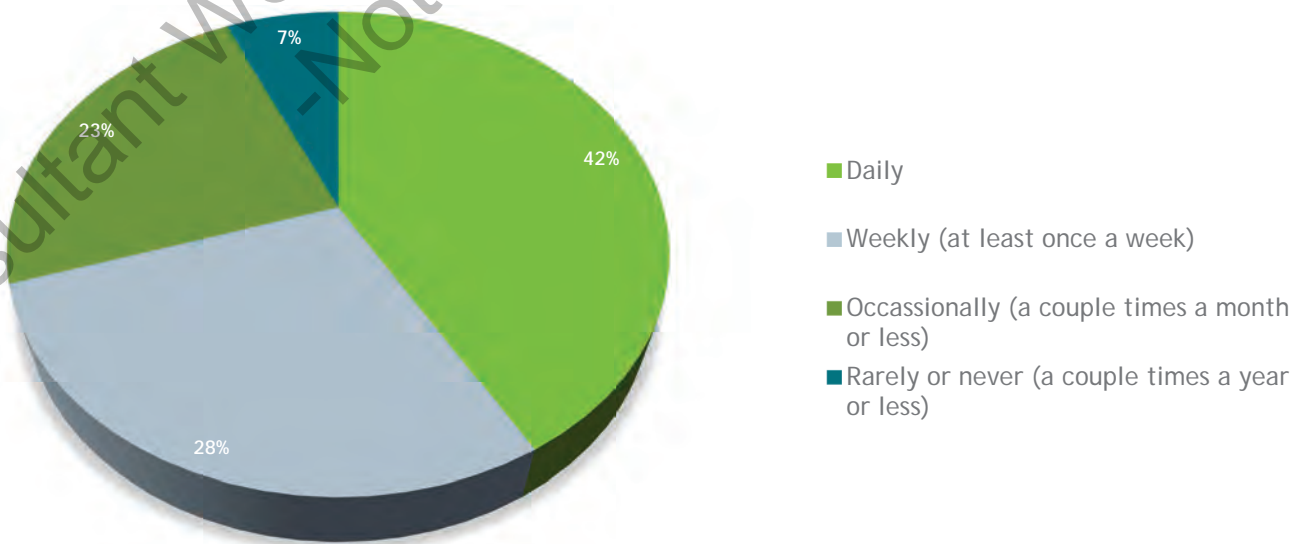
Comments by zip code



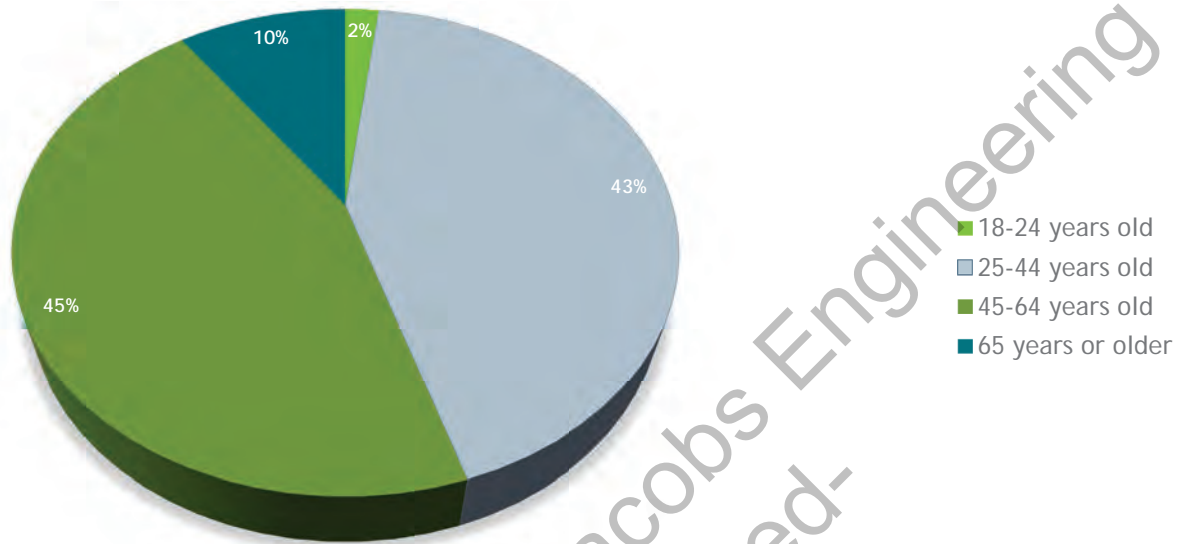
Which statement describes how you use I-270?



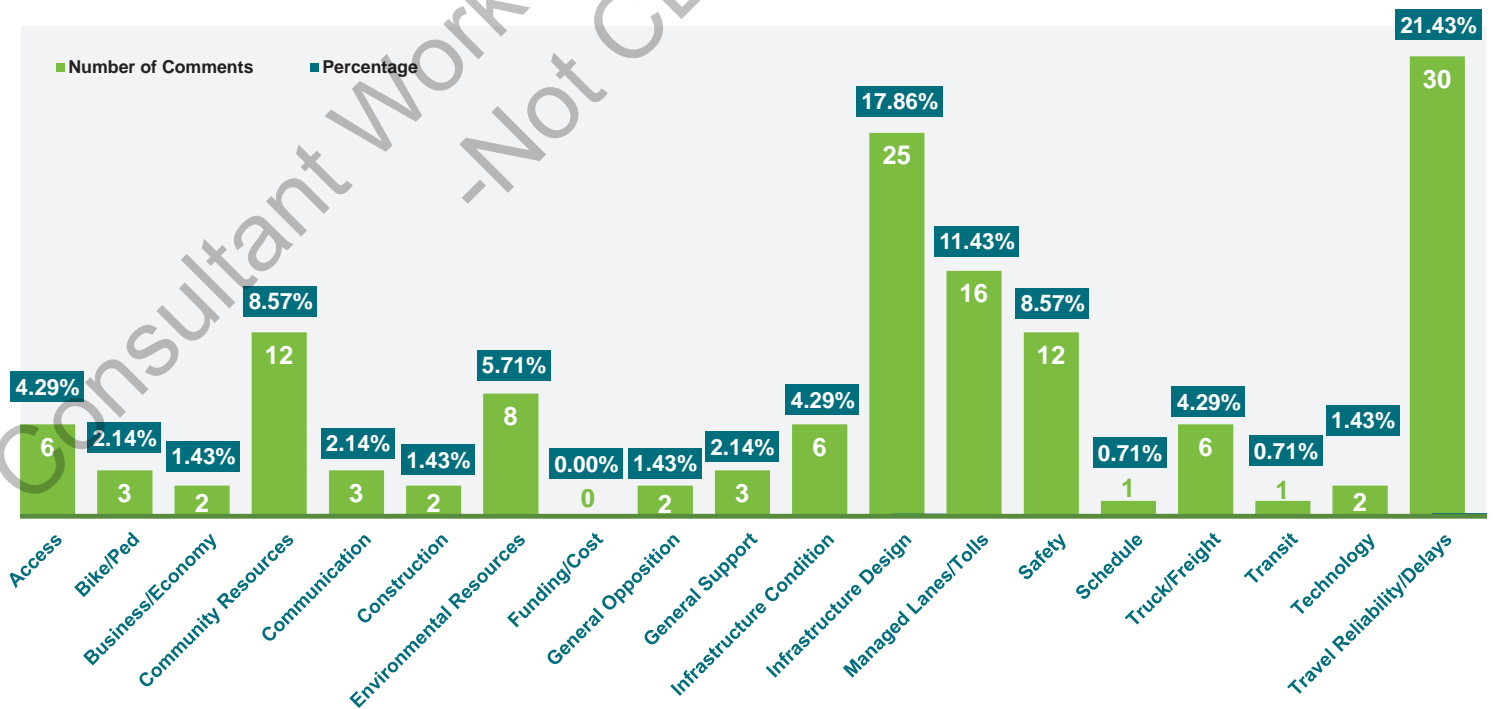
How often do you use I-270 on average?



Age of people who provided comments



Comment Topics



Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions that modernize the I-270 corridor to accommodate transportation demands.

Project Needs

- Improve safety by reducing the rate of vehicle crashes
- Improve travel time reliability and reduce delays
- Update obsolete and deficient bridges and highway infrastructure
- **Improve truck freight movement efficiency**

Proposed Alternatives in EA

- 2 alternatives
 - ♦ No Action
 - ♦ Build Alternative
- No Action alternative
 - ♦ No improvements beyond committed/planned improvements
 - ♦ Baseline for the Build alternative
- Build alternative
 - ♦ Widen to 3 lanes in each direction
 - ♦ Partial-cloverleaf design at I-270 & Vasquez
 - Eliminates 25mph exit speed advisories and provides distance between ramps
 - Adds missing ramp from NB Vasquez Blvd. to EB I-270
 - ♦ Operational Options for proposed inside lane:
 - General Purpose lane
 - Managed lane

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Build Alternative – design options* under consideration

- Eastbound Collector/Distributor ramp from I-76 to merge after York St. (mirror existing WB)
- Auxiliary/climbing lanes from I-76 ramps to Vasquez interchange ramps (one in each direction, EB & WB, 1.2 mi.)
- Auxiliary lane from Vasquez to Quebec (WB only, 1.5 mi.)
- Quebec Interchange
 - ♦ Add WB exit ramp to Quebec St.
 - ♦ Potential revised EB exit ramp directly to Northfield

*Design options subject to traffic modeling

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Regional Advisory Group

- Purpose of the Group
- Group membership
- Confirm Adams Co. and Commerce City participants

Vasquez Design Charette — August 13th



60th Ave. – Local Transportation Plan



12/10/2020

I-270 Corridor

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Other Input or Questions?

Next Meeting - October 21st?

- More details about Build Alternative
- Next Virtual Outreach event

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

New conversation

- My groups
- Recent groups
- All groups
- Favorite groups
- Starred conversations
- CDOT - I-270
- Conversations 3**
- Members
- About
- My membership settings



CDOT - I-270
to CDOT - I-270, ro...@cultivando.org

10:43 AM (21 m)

Hi Rocio,

I'm Adam Parks, the I-270 Project Manager and CDOT Resident Engineer for the area. I wanted to thank you for helping us to organize a meeting with this project and get their input.

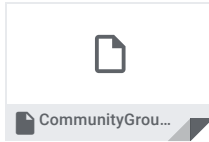
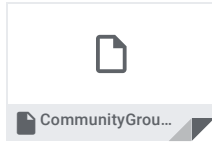
I'm sorry I was unable to join you for the evening call on Wednesday, October 7th. I understand there were some technical difficulties that made comr like to validate the key themes we heard from the group and make sure the participants have clear answers to their questions (see attached documen

Please let me know if we've missed anything or if there are additional questions.

Adam Parks, P.E.
Resident Engineer, Region 1 North / Turnpike Residency

4670 Holly St., Denver, CO 80216

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Reply all

Reply to author

Forward

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	PLT Meeting #5		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/1.Project Management/Meetings/PLT/[Date]
PROJECT CODE	23198	DATE/TIME	November 4 th , 2020
PREPARED BY	Doug Stremel		
LOCATION	Virtual Meeting – Google Teams		
PARTICIPANTS	CDOT: Basil Ryer, Adam Parks, Ethan Jacobs, Tamara Rollinson, Andy Stratton, Julie George, Presley Fowler FHWA: Chris Horn Commerce City: Brent Soderlin Adams County: Kristin Sullivan Jacobs: Jim Clarke, Laura Meyer, Doug Stremel		
COPIES TO	File	APOLOGIES	Jessica Myklebust, Carrie Wencel

Key Notes:

General updates:

- Adams county (AdCo): Preparing for upcoming study session with CDOT and the county commissioners (11/17). With the recent election, AdCo has a new commissioner coming on board, Lynn Baca.
- Commerce City (CCC): Upcoming study session with CDOT council members is November 9th. Vasquez Blvd. and I-270 on the agenda.

• **Meetings review**

- Regional Advisory Committee (RAC)
 - More of a regional meeting to build consensus for the project
 - RAC met in September
 - Next RAC meeting is November 10th at 10am
 - Kristin suggests not scheduling RAC meetings on Tuesdays since that is the Commissioner's study session day
- Executive Management Team (EMT)
 - FHWA and CDOT senior leadership
 - Meeting soon to resolve level of AQ analysis
- Executive Oversight Committee (EOC)
 - CDOT, FHWA and AdCo and CCC elected officials and senior leadership
 - Advise Adam if there is a need to convene an EOC



- **Schedule review**
 - On schedule but schedule is subject to additional AQ analysis
 - Preparing for December Public outreach event – this meeting will be informative on Alt's.
- **EA Alternatives**
 - No Action
 - Proposed Action – 3 lanes each direction
 - For Dec. outreach event we are not showing a Proposed Action
 - Showing possibilities for operational options for the 3rd lane (General Purpose lanes and Express lanes)
 - With a strong case for Express Lanes
- **I-270 graphic slide**
 - Adam presented this graphics showing the proposed action
 - 1 additional lane each direction
 - Bridge replacements
 - Aux. lanes between York and Vasquez (each direction)
 - Stabilization of the subgrade over the Landfill area
 - Kristin noted that the background graphic should be rotated so north is up or define north better
 - Noted that the inset image (I-276/1270 with the arrows) looks like proposed work and is not oriented the same as the main background graphic
 - Kristin said an image of the “roller-coaster” on I-270 would be a good visual for the landfill problem area
 - Adam to work with Jacobs on making graphical corrections to the I-270 slide [AI]
 - Reevaluate north or rotating image
 - Add in Aux. lane from Quebec to Vasquez (Westbound)
 - Add in an image showing the “roller-coaster” road over the landfill area
- **Vasquez IC graphic slide**
 - This slide shows side by-side comparison of existing and future interchange
 - Bullet point with notes are provided
 - Kristin thought this graphic looks good
 - Suggestion to highlight the pedestrian path from the Vasquez bridge to Eudora St. [AI]
- **Elected Officials presentation – review of slide content**
 - Adam ran through the slides
 - Approach is to get the conversation steered towards Express Lanes
 - Adam expects the I-270 corridor to operate similar to US 36
 - All users should benefit from Express Lanes
 - Kristin struggles somewhat with that message
 - Saying it and experiencing it can be different
 - Andy noted that even on I-25 the express lanes are helping the GP lanes flow



- Even though safety on I-25 was not as prioritized (smaller shoulders and buffer separator)
 - Kristin suggests CDOT should just say this to the elected officials
 - For I-270 wider shoulders and a 4-foot buffer (separation between Express and GP) is planned
 - Brent suggests this message needs conveyed to elected officials
 - Adam will note wider shoulders and buffer are planned for I-270 in presentation to the elected officials [AI]
- Equity Slide will be covered by Nick Farber (HPTE)
 - HPTE board is doing a study on equity and success stories
 - Kristin says is it good to build awareness around the equity topic
 - Brent thinks CCC council members will have some questions related to equity but they do realize it is necessary for funding
 - Brent asked if we know how much the express lane tolls will be on I-270?
 - CDOT will investigate the range of tolls planned for I-270 [AI]
- Kristin suggested a slide that shows all the express lanes in the north region
- **Next PLT Meeting: January 13th at 10am**
 - Adam to send invites for next PLT meeting [AI]

Action Items	By Who	Target Completion Date
Adam to work with Jacobs on making graphical corrections to the I-270 slide	Adam	November 6 th , 2020
Highlight the pedestrian path from the Vasquez bridge to Eudora St. for Virtual outreach event	Doug	November 6 th , 2020
For elected official's presentation, note wider shoulders and buffer separator are planned for I-270	Adam	November 6 th , 2020
CDOT will investigate the range of tolls planned for I-270	Adam	November 20 th , 2020
Send out PLT invites for Jan. 13 th , 10am	Adam	November 13 th , 2020

Decision Items	Justification/Reference



COLORADO
Department of Transportation



I-270 Corridor

Project Leadership
Team Meeting

November 4, 2020



Meeting Outcomes



Review of Project Teams and Roles



Update you on Schedule and Design



Schedule Next PLT Meeting

Updates from Adams County and Commerce City

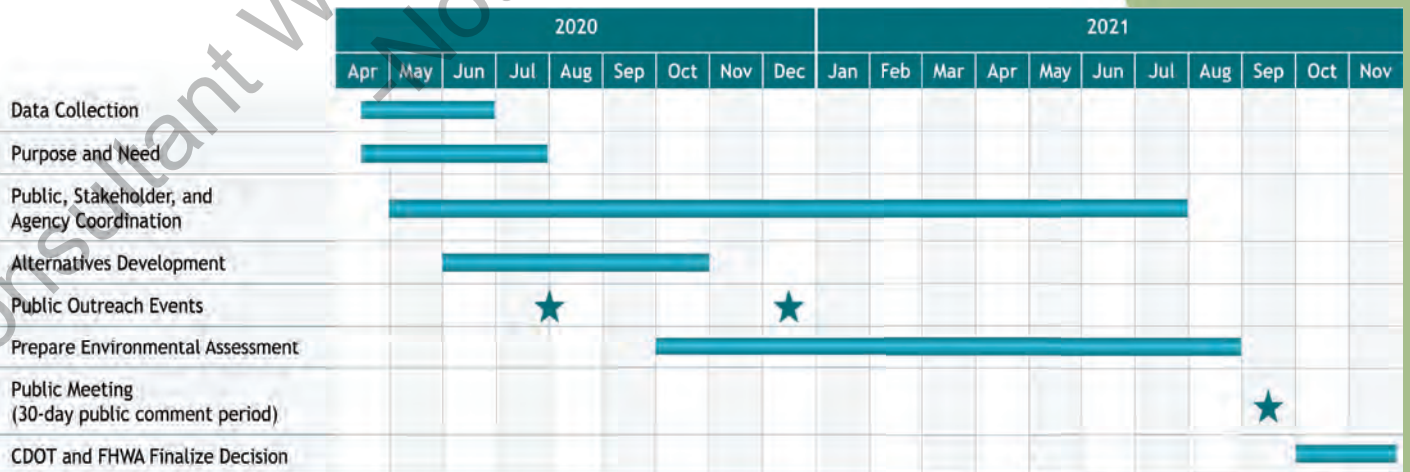
Agenda

- Teams and Roles review
- Process and Schedule Update
- Update on Design
- Review outreach materials for elected officials and Regional Advisory Committee
- Other Input or Questions?
- Schedule Next PLT Meeting
- Review Action Items

Teams and Roles

Team	Members	Role
Executive Oversight Committee (EOC)	Senior leadership from CDOT, FHWA, (stakeholder agencies as needed)	<ul style="list-style-type: none"> Endorses the process Makes decisions for major policy-related issues
Project Leadership Team (PLT)	Corridor jurisdictional representatives from public works, key CDOT technical staff, and FHWA	<ul style="list-style-type: none"> Endorses the process Reviews/approves recommendations from the PMT Communicates between PLT and agency
Project Management Team (PMT)	CDOT project manager, program engineer, environmental lead, deputy project manager, FHWA, and consultant project manager and technical leads.	<ul style="list-style-type: none"> Reviews technical information Maintains momentum on schedule Prepares recommendations for the PLT and/or EOC
Focus Groups	Technical experts from CDOT, local agencies, resource agencies, and the consultant team	<ul style="list-style-type: none"> Provides the PMT with subject matter guidance and technical recommendations

Project Process & Schedule



Legend

- █ project team activities
- ★ public involvement opportunities

* Air Quality Analysis may require adjustments to schedule

EA Alternatives

- No-Action alternative
 - ◆ No improvements beyond committed/planned improvements
 - ◆ Baseline for the Proposed Action alternative
- Proposed Action
 - ◆ Reconstruct highway to meet current standards
 - ◆ Add an additional through lane in each direction
 - ◆ Auxiliary Lanes between select interchanges
 - ◆ Eastbound collector ramp from I-76 ramps to improve flow and safety
 - ◆ Vasquez Interchange
 - Partial-cloverleaf design removes short weave movements between ramps
 - Eliminates both exit loops with 25mph advisory speed, truck over-tracking
 - Adds missing ramp from NB Vasquez Blvd. to EB I-270
 - Improved multimodal connections under I-270
 - ◆ Operational Options for the additional lane:
 - General Purpose lane
 - Express Lane

I-270 Improvements Under Consideration



Vasquez Boulevard Interchange

- Existing Interchange Design
- Proposed Interchange Design



- 1 Remove existing I-270 exit loop ramps for easier merging of traffic at interchange.
- 2 Update I-270 off-ramps to provide northbound and southbound movements with signalized intersection at Vasquez Boulevard.
- 3 Provide continuous auxiliary lanes for acceleration, deceleration, merging, and truck climbing between Vasquez Boulevard and York Street.
- 4 Construct a new on-ramp from northbound Vasquez Boulevard to eastbound I-270.
- 5 Reconstruct aging Vasquez Boulevard bridge over Sand Creek and provide a wider sidewalk on the bridge.
- 6 Provide a sidewalk from Vasquez Boulevard bridge to Eudora Street (crossing under I-270).
- 7 Realign and widen 56th Avenue to improve truck movement.

Review outreach materials for elected officials and Regional Advisory Committee

Other Input or Questions?

Next Meeting - December or January?

- December Virtual Outreach event



SUBJECT	PLT Meeting #7		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/1.Project Management/Meetings/PLT/[Date]
PROJECT CODE	23198	DATE/TIME	January 27th, 2021
PREPARED BY	Carrie Wencel		
LOCATION	Virtual Meeting – Google Teams		
PARTICIPANTS	FHWA: Chris Horn CDOT: Basil Ryer, Adam Parks, Ethan Jacobs, Tamara Rollinson, Julie George, Presley Fowler Commerce City: Brent Soderlin Adams County: Kristin Sullivan Jacobs: Jim Clarke, Carrie Wencel, Doug Stremel, Laura Meyer		
COPIES TO	File	APOLOGIES	Andy Stratton, CDOT

Key Notes:

General updates

- **Adams County**

- New county commissioner, Lynn Baca. She and Commissioner O’Dorisio are involved with transportation
 - <https://www.adcogov.org/commissioner-lynn-baca-district-5>
 - Will not be adding Lynn Baca to the RAC for the time being. Instead Kristin will keep her updated.
 - Kristin met with Lynn and caught her up on the upcoming projects, regional priorities, and I-270 progress from the past year.
 - Lynn will be the Adams County DRCOG representative, replacing Mr. Eva Henry.
 - Adams County is beginning engagement in the draft state transportation bill. This bill would move to fund transportation projects separately from the general funds and instead fund transportation projects through a dedicated sustainable fund. This bill would have a high focus on multimodal projects thereby possibly affecting the projects involving freight.
 - Kristin voiced some concerns about the effect of this bill on future year general funds transfers (obligated/de-obligated). Kristin shared concerns about I-270 funding being taken away and noted that it is important to preserve current funding sources for I-270 and other projects in the pipeline.



- Jessica reiterated that I-270 is a key corridor for CDOT upper management.
- Outcome of the Freight Advisory Committee (FAC) late 2020 discussions.
 - Haz-Mat routes on I-70 are still a key topic of discussion
 - CMCA is interested in lifting hazmat regulations and changing route designations on various corridors, including I-70.
 - Kristin mentioned that at the freight advisory meeting there was strong interest in sharing the burden of hazmat transportation rather than restricting to just a few corridors.
 - Adam noted that the I-70 haz-mat route concerns are out of the I-270 scope.
 - Craig Hurst (CDOT) is working to set up a meeting to discuss route designations to continue conversations.
 - Note: Craig H. is also a CCC council member.
 - Julie offered to touch base with the Head of the Freight Office, Craig and let Kristen know of any updates regarding haz-mat discussion on I-70 [AI]
- **Commerce City:**
 - Updated city council in November, no additional feedback. Council is anxious for the project to keep progressing.
 - Where did the 60th and Vasquez “broader” solution land?
 - Discussed in November at the council meeting. Based on the cost of pursuing a broader solution, the interest was set aside. Council decision is to move forward with near term signal improvements and integrate the diamond interchange into future improvements.

Virtual Public Event

- 990 people accesses a total of 1,140 times. This is more than double the visitation compared to the first event.
- Spanish participation increased to 27% which is an improvement from Virtual Public Event #1.
- Comments were very supportive of the proposed improvements focusing in on managed lanes, additional lanes, and the Vasquez interchange improvements.
 - Most responses were from Commuters (37%)
 - Top three priorities were:
 - easier and safer merging of traffic at interchanges,
 - being able to reliably plan my trip and arrive at my destination on time,
 - and faster travel times on average.

Express Lane Approach

- CDOT’s analysis to date indicates the Express Lane option is favored.
 - The EA analysis will continue to evaluate impacts for both operational options: general and express lane.



- Need to demonstrate that Express Lanes would offer reliable travel times, solve funding shortfalls, moves more people rather than just more vehicles, provide future flexibility.
 - Adams County has no issues with the Express lane.
 - Happy with the outreach to the public and elected officials
 - Anticipates future questions later about Express Lane costs and once constructed, how the Express lane would impact free flowing lanes.
 - Heat maps would be a good representation for the public but also presenting speeds/travel times in a table format.
 - Commerce City: Also had no issues with the Express Lane. Mentioned that this is a good option to address funding shortfalls.
- Adam said the HPTE Traffic & Revenue study is in progress and will provide data in May/June to support a formal decision to include Express Lanes on I-270

Strategic Mitigation Plan

- Ideas for mitigation are being discussed early to address anticipated impacts for Environmental resources in order to stay ahead in the process.
 - Air Quality – Ongoing research project.
 - Environmental Justice – HPTE is investigating impacts
 - Equity for people living in the corridor
 - Could utilize visual screening if concerns arise
 - Multi-modal Connectivity
 - Hazardous Materials – Leave the area better than we found it
 - Water Quality
 - Wetlands/Biological
- Jessica tasked Adams County and Commerce City to keep the I-270 project team aware of any public concerns and possible mitigation opportunities

Multi-modal Additions – Vasquez grade separated pedestrian connections

- Pedestrian connectivity to Sand Creek and through the I-270/York St. Interchange
 - Brent is willing to provide CCC assistance with adding the missing sidewalk connection along the south side of E. 56th Ave. Construction would likely occur in 2021.
 - For Vasquez multi-use path, would need to look at future maintenance agreements for snow removal etc. Brent suggested that Commerce City could complete “soft” maintenance activities like snow removal and CDOT can cover “hard” items like surface repairs.



- CDOT and Commerce City would develop an IGA sidewalk maintenance plan after the EA is completed. [AI]
- CDOT will continue to watch for grant opportunities to help with the Commerce City sidewalk considerations.

Citizen Alternative – I-270/Vasquez Blvd.

- Adam presented the citizen alternative shown on the slide and solicited feedback from Adams Co. and CCC.
- Adams County Commissioners wanted to make sure the concept was considered. Kristin relayed that it was and the Commission had no further comments or requests for action.
- Analysis Results:
 - Benefits of the concept do not warrant the additional costs (approx. 3x higher than the proposed partial cloverleaf)
 - Vertical grades would be a concern
 - This concept does promote grade separated crossings (benefit)
- Adam will be reaching out to the citizen to inform him of the benefits CDOT saw (grade separated ped crossings) and draw backs (cost and vert. grades). [AI]

Other Input or Questions?

- Adams County:
 - York Pedestrian Connectivity
 - Complicated area and not sure when construction of these connections might be completed but they are currently in the 3rd phase (final phase).
 - End point is HWY 224 – with CBC construction for connecting to Clear Creek
 - Adam relayed that CDOT is in contact with the York Street project team in the area.
- Upcoming Local Outreach
 - York Street
 - City project is in progress.
 - Existing noise walls would likely remain in place along the back side of the residential parcels south of I-270
 - Would noise wall be added at the Rosehill Neighborhood?
 - Jacobs is still evaluating but the preliminary analysis indicates that noise walls are not warranted.
 - “Visual aesthetic barriers” could be an option for a strategic mitigation measure.
- 60th Ave. low clearance signage under I-270 because of Railroad overpass
 - Commerce City doesn’t know of any plans for the area
- EA Schedule updates are forthcoming for the PLT [AI]

Next Meeting: April 7th, 2021 @ 10:30am



Action Items	By Who	Target Completion Date
Julie will touch base with the Head of the Freight Office, Craig, and let Kristen know of any updates regarding haz-mat discussions for I-70	Julie	February 12 th , 2021
CDOT and Commerce City will develop a IGA sidewalk maintenance plan after the EA is completed.	CDOT/Commerce City	Post Decision Document
Adam will be reaching out to the citizen to inform him of the benefits CDOT saw (grade separated ped crossings) and draw backs (cost and vert. grades)	Adam	February 12 th , 2021
Share Schedule updates with PLT when available.	Adam	February 26 th , 2021

Decision Items	Justification/Reference

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	PLT Meeting #8		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/1.Project Management/Meetings/PLT/[Date]
PROJECT CODE	23198	DATE/TIME	April 14 th , 2021
PREPARED BY	Carrie Wencel		
LOCATION	Virtual Meeting – Google Teams		
PARTICIPANTS	FHWA: Chris Horn CDOT: Ethan Jacobs, Jessica Mykelbust, Adam Parks, Tamara Rollinson Basil Ryer, Keith Stefanik, Andrew Stratton, Rebecca White Commerce City: Brent Soderlin Adams County: Rene Valdez ¹ Jacobs: Jim Clarke, Laura Meyer		
COPIES TO	Brian Staley, File		

Stakeholder Updates

1. Adams County
 - a. York St Phase III is progressing. York Street under I-76 will be advertised later this year (2021). The project may be split at SH 224.
 - b. The Bridge replacement over Clear Creek extending down to I-270 is currently in design.
2. City of Commerce City (CCC)
 - a. Vasquez project updates to City Council have been delayed until summer 2021.

Public Outreach

1. The next virtual public event 'open house' for I-270 is tentatively planned for May 2021.
2. CDOTs intent is to share analysis supporting the decision to move forward with the Express Lanes (EL) as the preferred operational option.
3. Rene will be verifying if Adams County Commissioners would like a briefing prior to the public event. [AI]

General Purpose (GP) versus Express Lane Operational Options

1. Adam Parks recapped prior information shared with the public on why CDOT is considering ELs as part of the I-270 project.

¹ Rene Valdez is the interim Adams County Contact. Brian Staley remains the main contact for Adams County.



- i. At the request of Adams County, Adam will be sending the County the charts depicting the EL public survey results. [AI]
- b. Adam Parks reviewed the Typical Sections for the GP and EL options
 - i. EL option includes a four-foot buffer between the GP and ELs. This is done to promote safety due to projected speed differentials.
- c. The GP and EL benefits are similar for three of the identified needs: safety, infrastructure, and freight movement.
- d. The EL option outperforms the GP option for improving reliability and reducing delay through the I-270 corridor.

Project Leadership Team (PLT) Comments on GP vs EL Operations Options

- a. Adams County asked about using, along with heatmaps, color-coded maps to present traffic results, similar to what people see when viewing traffic conditions on Google maps.
 - a. The team will develop an I-270 corridor map using colors – red, yellow, green – to represent average peak period speeds.
- b. Keith asked about juxtaposing the existing conditions with forecasted ones in order to relate to the public, as the public can relate to their observations.
- c. Tamara requested the team show how GP lanes perform beyond 2040 to demonstrate that the performance of GP lanes deteriorate overtime.
 - i. Keith suggested to the team that a reference the T-Rex is something that most people would understand. This is a good example of how substantial investment breaks down over time with GP lanes.
 - ii. Chris cautioned presenting this information as the improvements implemented under the I-25 TRES project are now nearing the forecast year for that design.
- d. The travel delay chart should clarify the measurement and be updated as needed.
- e. Adam will send a copy of the PLT presentation slides to Rebecca White. [AI]

Temporary Hazardous Materials Route

- 1. During I-270 construction there needs to be an alternate route for hazardous material vehicles. This route will be used as a detour when overnight safety critical work requires a temporary closure of the existing hazardous materials route.
 - a. This detour is anticipated during bridge demolition and girder erection at York St. This work would likely be completed with overnight closures.
 - b. This alternate route is proposed to remain in place for a few months while the I-270 project is constructed.
 - c. Colorado State Patrol will lead the HazMat route approval efforts, likely in 2023.

PLT Comments on the Temporary Hazardous Materials Route

- a. Keith mentioned that the alternate routes should only be in place when I-270 is closed for critical work.



- b. CCC anticipates opposition to propose route. Between Brighton and Colorado, the Adam Heights neighborhood already deals with Suncor hazmat issues. Further hazmat exposure would likely be unpopular.
- c. Ethan noted that Vasquez is already used by hazmat vehicles to get to local destinations.
- d. Adam estimates that between 12 and 20 night closures would require forced detours for I-270.
- e. Keith noted that I-270 should have very limited closures. Phasing approach should prioritize this.
 - i. Adam will follow-up with design to optimize phasing options further [AI]

Project Schedule Updates

1. The project team is going above and beyond with the air quality analysis approach. This requires addition coordination and has pushed the anticipated completion of the decision document to the middle of 2022.
 - a. Originally the scheduled planned for a decision document by the end of 2021.
 - b. The project team continually looks for ways to minimize delays and will take another look at options to compress the schedule. The PLT should hold off on communicating schedule updates for another few weeks until Adam provides an update with more certainty. [AI]

Community Commitments

1. CDOT plans to collaborate with the community to identify and implement measures to benefit the community during and beyond construction.
2. Some of the measures currently in progress include:
 - a. GHG and particulate pollutant modeling
 - b. Local roadway network improvements
 - c. Improved bike/ped connections
 - d. Inclusive public engagement
3. Additional ideas include:
 - a. Installation of real-time air quality monitors
 - b. Implementation of "sweepbox" street sweeping strategies
 - c. Express toll mitigation program
 - d. Worker training program
 - e. Coordination on aesthetics

PLT Comments on Community Commitments

1. Rene noted during the meeting that improved trail connections will be important to Adams County Commissioners. He wondered about the infrastructure for the Sand Creek link.
 - a. Adam mentioned that such infrastructure was in the design, and would be a topic at the next public meeting.



Action Items	By Who	Target Completion Date
Verify if Adams County Commissioners would like a briefing prior to the public event.	Rene	April 20, 2021
Send the County the charts depicting the EL survey results.	Adam Parks	April 20, 2021
Send a copy of the PLT presentation slides to Rebecca White.	Adam Parks	April 20, 2021
Coordinate with design team to evaluate phasing options to minimize I-270 closures	Adam Parks	April 26, 2021
Evaluate options to compress the project schedule	Doug Stremel/Jim Clarke	April 26, 2021

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	PLT Meeting Notes		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Project Management/Meetings (PMT, PLT)/PLT/[date]
PROJECT CODE	23198	DATE/TIME	July 21, 2021
PREPARED BY	Doug Stremel		
LOCATION	Telephone		
PARTICIPANTS	CDOT: Jessica Myklebust, Adam Parks, Andy Stratton, Julie George, Keith Stefanik, Tamara Rollison, Presley Fowler, Basil Ryer, Rebecca White, FHWA: Chris Horn, CCC: Brent Soderlin, ADCO: Brian Staley, Rene Valdez, Jacobs: Jim Clarke, Doug Stremel		
COPIES TO	File	APOLOGIES	Laura Meyer

Notes:

1. Updates from ADCO and CCC
 - a. ADCO
 - i. Rene noted that the AdCo Commissioners have expressed a concern that the I-270 project may be on indefinite hold
 1. CDOT reiterated that the project is still a top priority
 - b. CCC
 - i. Brent had no updates
2. Stakeholder Outreach #3
 - a. Landowners
 - i. Adam noted that the project team has been doing some landowner outreach with properties at I-270 and York St. and I-270 and Vasquez Blvd. Other landowners are also being engaged.
 - ii. No plans for entire property takes or structure impacts
 - b. Elected Officials
 - i. CDOT is planning a Driving Tour with some elected officials
 1. Limited capacity in the vans – so seating will be select
 2. Some stops will be scheduled where other people can meet up and are able to join the discussions at that location
 3. Julie is still working out the details of the elected officials driving tour [AI]
 4. Driving Tour may occur near the end of August
3. SB260/Virtual Outreach
 - a. Taking a pause in our outreach to evaluate how well the project aligns with SB260
 - b. SB260 items:
 - i. large emphasis on reducing Greenhouse gasses (GHG)

- ii. I-270 is specifically referenced in the SB260 bill
 - iii. Outreach is also an important component of SB260
 - 1. I-270 has done an excellent job of outreach to the community so far
 - c. Timeline for resumption of outreach is TBD
 - i. CDOT researching the softer sides of SB260 and how they tie with I-270
 - ii. This pause has no impact on the project schedule
 - iii. Want to vet everything before going public
- 4. Project Schedule
 - a. Decision document estimated for mid-year of 2022
 - b. Critical path on schedule is the additional detailed air quality analysis
- 5. Funding Update
 - a. \$80M INFRA Grant request unsuccessful
 - b. Project looking at TIFIA loan opportunities (repay with Express Lane toll revenues)
 - i. Project would be eligible for increased TIFIA loan participation
 - ii. HPTe still working on the I-270 Traffic and Revenue study
- 6. Project Delivery Selection Matrix (PDSM)
 - a. Discussions have been held but no internal consensus yet on how the project will be delivered
 - b. Assembling list of risks and opportunities
 - c. Build project will include the I-70 Direct Connect on the east end
 - d. AdCo and CCC will be looped in for feedback on the project delivery method before it goes public
- 7. Other Items
 - a. Commissioner O’Dorisio had a car ride recently with Director Lew and pointed out some softer side of multi-modal connections
 - b. Adams County Fair
 - i. Runs from Aug. 4th through Aug. 8th
 - ii. Expectations are between 90,000 and 100,000 people will attend for the week
 - iii. AdCo will have a booth to present their Capital Improvement Plan and suggested CDOT also join them to present the I-270 project
 - 1. Adam to contact Chris Chovan about the ability to provide materials for the upcoming Adams County Fair [AI]
 - c. Commerce City has no planned public events
- 8. Next PLT meeting
 - a. September 15th, 8:30 am

Action Items	By Who	Target Completion Date
Julie is still working out the details of the elected officials driving tour	Julie George	8/6/21
CDOT to reach out to AdCo (Chris Chovan) about providing I-270 materials for the upcoming Adams County Fair (Aug 4 th – 8 th)	Adam Parks	Completed



SUBJECT	PLT Meeting Notes		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Project Management/Meetings (PMT, PLT)/PLT/[date]
PROJECT CODE	23198	DATE/TIME	September 15, 2021
PREPARED BY	Doug Stremel		
LOCATION	Virtual Meeting - Google		
PARTICIPANTS	CDOT: Adam Parks, Andy Stratton, Julie George, Presley Fowler, Basil Ryer, Rebecca White, Amber Blake, FHWA: Chris Horn, CCC: Brent Soderlin, Mike M., ADCO: Janet Lundquist, Jacobs: Doug Stremel		
COPIES TO	File	APOLOGIES	Laura Meyer, Jessica Myklebust

Notes:

1. Adams County Updates
 - a. Janet Lundquist introduced herself as the Deputy Director of Public Works
 - b. Janet noted Adams County is putting together a response for the I-270 Bus Tour held on 09/01
 - i. Basically, a documentation of the conversations had
2. Commerce City Items
 - a. Brent appreciated the Bus Tour
 - b. Brent to work w/Julie to setup meeting with Council folks [A]
3. Adam gave the slide deck presentation
 - a. Adams County Fair
 - i. Evaluating additional opportunities to meet people following the AdCo Fair
 - ii. Brent says CCC still not meeting in-person - working hybrid schedule
 - iii. Janet says she is not aware of any upcoming events
 - Janet noted that masks are coming back with the COVID flare-up
 - iv. Adam hoping for ability to add in-person engagements with the public in 2022
 - b. Bus Tour
 - i. Tour was well received by participants with good feedback
 - ii. Importance of accommodating freight was emphasized
 - iii. Noted the 70th/Broadway RTD former Park-n-Ride
 - AdCo commissioners are passionate about bringing bus service back to this property
 - iv. Looked at Hwy 224 (East 70th Ave.) and challenges for making pedestrian movements
 - v. Brent noted that nothing surprised him from the Tour
 - vi. Janet said they just want to make sure all the conversations/comments from the Tour are conveyed back to CDOT
 - vii. CCC would like to see the 60th/Vasquez intersection improvements coordinated with the construction of the I-270 project

- c. Virtual Public Event #3
 - i. Messaging Express Lanes
 - ii. introducing Community Commitments
 - iii. Compliance with SB 21-260
 - CDOT developing a Fact Sheet for explaining what SB 21-260
- d. Fact Sheet will be part of the Outreach Event
- e. Adam asked if AdCo or CCC would like to be involved in the detailed review of the public meeting draft materials
 - i. Brent and Janet both said they do not want to detail review but would like to share
 - Adam to share final event materials with Brent and Janet [AI]
- f. Schedule
 - i. Construction slated for 2023
 - ii. Longer schedule is driven by additional Air Quality
- g. I-270/Vasquez - Truck/Transit Queue Jumps
 - i. Trucks will be allowed into a by-pass lane for the entrance ramp traffic signals
 - Reduces idling trucks and slowing within the queue
 - ii. Adam explained we are still vetting this design before adding into the EA
- 4. Other
 - a. Julie asked if there still a need for the Executive Director to come to a study session?
 - i. Janet said yes.
 - ii. AdCo may try and pull together a Region 1 Summit
 - May also invite other cities (CCC, Thornton, etc....)
 - Hopefully before the end of the year
 - Julie thought October may work for the Executive Director
- 5. Next PLT
 - a. November 10th at 8:00 am
 - b. Will be presenting public comments from Virtual Public Event #3

Action Items	By Who	Target Completion Date
Brent to work w/Julie to setup meeting with Council	Brent	October 1, 2021
Adam to share final materials for Virtual Public Event #3 with Brent and Janet	Adam	October 8, 2021
Adam to schedule PLT #11 for November 10 th at 8:00 am	Adam	Completed

Meeting Objectives



AdCo Fair and Elected Officials Bus Tour Debrief



Virtual Outreach Event #3 and SB 21-260 changes



Update on Air Quality and Schedule



Review Vasquez Truck and Transit Queue jumps



Schedule Next PLT Meeting

Updates from Adams County and Commerce City

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

Agenda

- Debrief on Adams County Fair
- Debrief on 9/01 Elected Officials Bus tour
- Alignment of SB 21-260 and Public Messaging
- Air Quality and Project Schedule update
- Review Vasquez Truck/Transit Queue jumps
- Other Input or Questions?
- Schedule Next PLT Meeting/Review Action Items

Adams County Fair

- CDOT attended on 08/05
- Jacobs attended on 08/08
- About 150 flyers distributed
- Evaluating other in-person gatherings to attend and promote the project

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

Debrief from Elected Officials Bus tour on 9/01

- Summary by Julie

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



Virtual Public Event #3

- June event postponed to ensure consistency with Senate Bill 21-260
- Event now planned for October 20th
 - ◆ Live for 2 weeks
- Key messaging for event:
 - ◆ Present the Preferred Alternative for improving I-270
 - ◆ Explain the decision for Express Lanes
 - ◆ Introduce CDOTs community commitments initiative

New Info Added to Event:

- Background on SB 21-260
- Stakeholder engagement
- Overview of air quality analysis and next steps

How does SB 21-260 apply to the I-270 Corridor Improvements Project?

Applicable SB 21-260 Requirements	I-270 Project Compliance
Use EPA-approved models to determine air pollutant emissions impacts	✓
Monitor and measure common air pollutants prior to construction	✓
Develop and implement a particulate matter construction plan for continuous monitoring and transparent public reporting of concentrations	+
Issue public alerts as soon as possible when particulate matter in the air exceeds regulatory thresholds	+
Develop and implement a plan to mitigate air quality impacts on communities with particular focus on fine particulate matter pollution	+
Create diverse and impactful ways to gather input from communities by communicating in multiple languages and multiple formats and transparently sharing readily understandable information about potential adverse impacts	✓
 Action currently in progress	 Action will be implemented if project is approved for final design and construction

Consultant Work Product - Jacobs Engineering
 Approved - CDOT

Additional Air Quality supports Project Schedule - Construct 2023

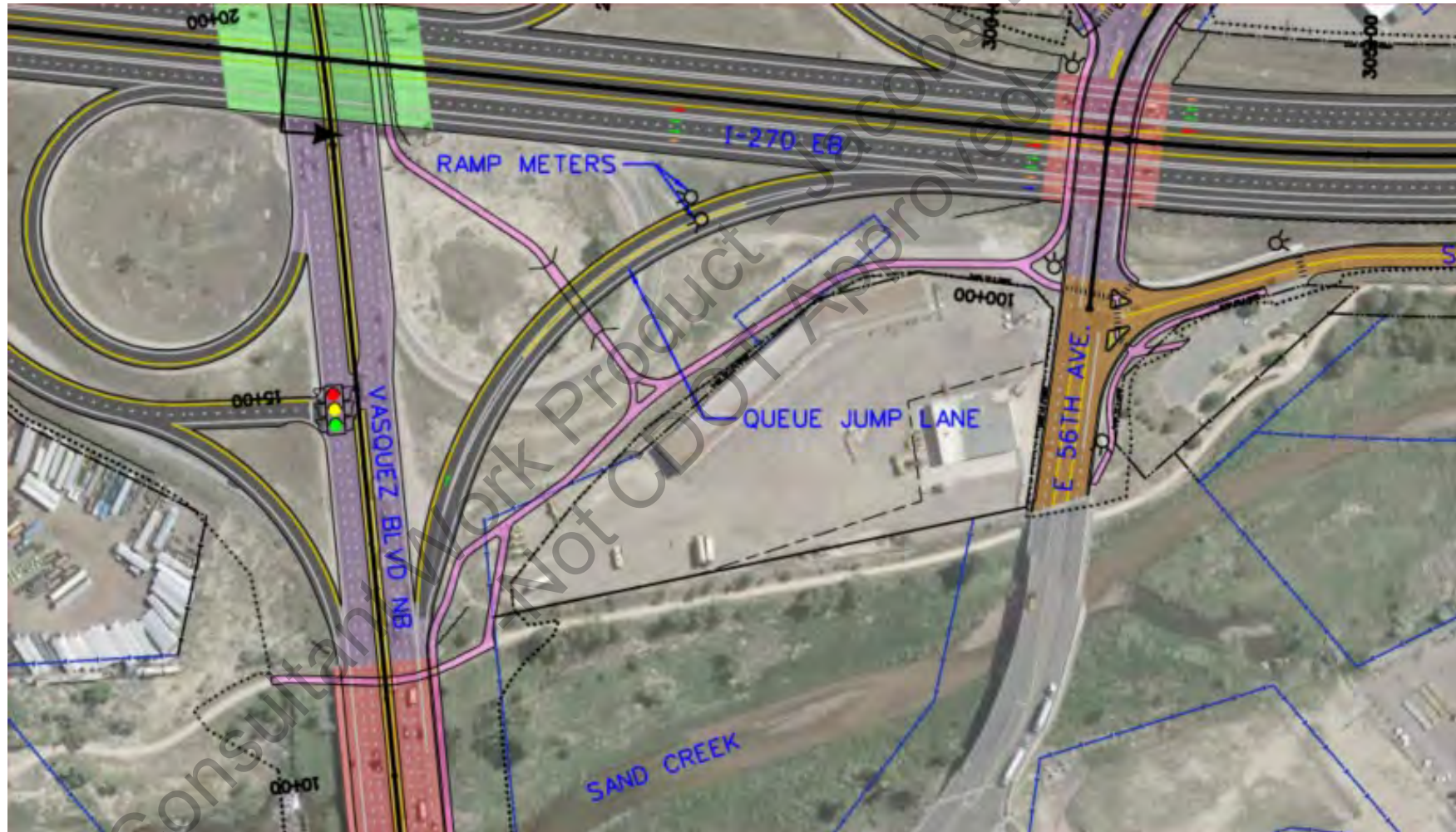


Consultant Work Product - Not CDOT Approved - Jacobs Engineering

Vasquez Truck/Transit Peak Hour Queue jumps - SB Vasquez to WB I-270



Vasquez Truck/Transit Peak Hour Queue jumps - NB Vasquez to EB I-270



Other Input or Questions?

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

Next Meeting -

- Tentative Date ??

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	PLT Meeting Notes		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Project Management/Meetings (PMT, PLT)/PLT/[date]
PROJECT CODE	23198	DATE/TIME	December 15, 2021
PREPARED BY	Doug Stremel		
LOCATION	Virtual Call		
PARTICIPANTS	CDOT: Jessica Myklebust, Adam Parks, Andy Stratton, Julie George, Tamara Rollison, Presley Fowler, Basil Ryer, Rebecca White FHWA: Chris Horn CCC: Brent Soderlin ADCO: Brian Staley Jacobs: Jim Clarke, Doug Stremel		
COPIES TO	File	APOLOGIES	Janet Lundquist, Laura Meyer

Notes:

1. Updates from ADCO and CCC
 - a. ADCO
 - i. CDOT received a letter from the Board of County Commissioners expressing support for the I-270 project as well as suggested projects on other corridors that would also benefit the community.
 - ii. The letter also requested a Regional Point of Origin analysis
 1. Brian explained the intent with that is to better understand who is using the I-270 corridor
 - iii. Adam will forward the ADCO BOCC letter to the PLT group [AI]
 - b. CCC
 - i. Upcoming CCC Bus tour set for 12/17
 1. CCC likely Attendees:
 - a. Mayor Huseman
 - b. Council member Oscar Madera
 - c. City Manager – Roger Tinklenberg
 - d. Brent
 2. Plan to meet at City Hall
 3. Masks will be the protocol
2. Environmental Corridor Tour – Summary of comments
 - a. There was a request to do an Origin/Destination study through the corridor
 - i. CDOT is evaluating that request in conjunction with the ADCO request
 - b. Key takeaways from the tour:

- i. Air quality concerns – not just from the roadway
 - ii. Restorative Measures
 - 1. Perception is there has been harm done to the community
 - 2. Concern for public health
 - iii. Freight movement
 - 1. Can trucks use the Express Lane?
 - 2. Adam noted that the project is adding peak hour truck/transit bypass lanes at two of the I-270/Vasquez Blvd. on-ramps
 - c. Some comments were also provided after the tour
 - i. There are a wide range of views on this project
 - d. Follow-up is planned with the various environmental groups
 - i. These meetings will go deeper into some details
- 3. Project Schedule
 - a. Funding is critical to the project
 - i. I-270 Traffic & Revenue (T&R) study results are nearly complete
 - ii. Will have a better picture of funding in January
 - b. Air Quality analysis was increased for the project in 2021
- 4. Cat-Ex Bridges Project
 - a. Adam noted the ongoing issues with the bridge decks between Vasquez Blvd. and the South Platte River
 - i. Emergency lane closures for repairs exacerbate the congestion on I-270
 - b. Approach:
 - i. Waiting to hear back on the T&R study
 - ii. Desire to still progress the bridge designs
 - 1. Continue with Railroad coordination for the bridges over the railroads
 - iii. Rebecca asked if the Cat-ex project is viable to FHWA with the ongoing EA
 - 1. Jessica noted CDOT will be taking a hard look at the project schedule
 - a. Looking for and savings in time and money
 - b. Will revisit findings with Rebecca in early 2022
- 5. Public Outreach Event #3
 - a. Will be scheduling the next event after the tours are complete
 - b. The approach to future outreach was brought up (virtual vs in-person)
 - i. Tamara suggested we may look at a hybrid approach
 - 1. Virtual and some smaller in-person opportunities
 - c. Both CCC and AdCo noted they currently have a hybrid approach to working and meetings.
- 6. Other Items
 - a. Adam will call Janet Lundquist (AdCo) and update her on today's discussion. [AI]
- 7. Next PLT meeting
 - a. TBD – no date set

Action Items	By Who	Target Completion Date
Adam will forward the ADCO BOCC letter to the PLT group	Adam Parks	Completed

Adam will call Janet Lundquist (AdCo) and update her on today's discussion.

Adam Parks

Completed

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



SUBJECT	PLT Meeting Notes		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Project Management/Meetings (PMT, PLT)/PLT/[date]
PROJECT CODE	23198	DATE/TIME	June 9, 2022
PREPARED BY	Doug Stremel		
LOCATION	Virtual Call		
PARTICIPANTS	CDOT: Adam Parks, Andy Stratton, Tamara Rollison, Vanessa Halladay, Basil Ryer FHWA: Chris Horn CCC: Michael McGoldrick, Joe Wilson ADCO: Renee Valdez Jacobs: Doug Stremel		
COPIES TO	File	APOLOGIES	Janet Lundquist, Brian Staley, Basil Ryer, Laura Meyer

Notes:

1. Updates from ADCO and CCC
 - a. ADCO
 - i. County continues to work on York Street Phase III
 1. Still a couple of years out from going to construction
 - ii. Trailhead at York St/E. 64th Ave.
 1. Pursuing development of a trailhead
 2. In negotiations with Xcel
 3. Will keep the PLT advised of progress
 - b. CCC
 - i. Adam welcomed the new attendees from CCC
 1. Michael McGoldrick – CIP Director
 2. Joe Wilson – Public Works Director
 - ii. North Vasquez Blvd. project still ongoing
 1. New project funding identified from Congress (Sen. Hickenlooper & Rep. Perlmutter)
2. Adam presented the slide deck content
3. Project Schedule
 - a. I-270 EA schedule
 - i. Decision Document in 2023
 - ii. Public Outreach Event #3 – September
 1. Topics/Goals:

- a. Update public on Air Quality Analysis
 - b. Roll out Express Lanes as Proposed Action
 - c. Discuss broader commitments for the project
 - d. Collect additional comments/feedback from the public
 2. Looking for site to hold in-person meetings
 - a. CCC will confer and offer up some site ideas for an outreach event to Adam [AI]
4. Air Quality Updates
 - a. Additional analysis for NEPA and SB 21-260
 - i. Scheduled to wrap up by late summer
 - b. Public survey for Air Quality
 - i. Resulted in additional receptors and expansion of modeled area
5. Stakeholder Outreach
 - a. Potential upcoming bicycle tour
 - b. Other one-on-ones being scheduled – time to reengage some of these folks
 - c. If CCC or AdCo are aware of any other groups (besides what's listed) please advise Adam [AI]
6. I-270 Critical Bridge Replacements Project
 - a. Public/Industry outreach virtual event on May 25, 2022
 - b. Purpose was to reveal method of Alternative Delivery for replacing the aging bridges between York Street and Vasquez Blvd.
 - i. CM/GC is the method selected
 - ii. Project is all state funds
 - iii. Construction may begin in the 2nd half of 2023
 - iv. Intent is to build the ultimate width when the EA is approved
 - c. Feedback received
 - i. Nothing negative
 - ii. Most questions and comments came from industry
7. I-70/I-270 Direct Connects
 - a. Vanessa noted that this project is just getting started
 - b. Doing a re-evaluation under the I-70 East FEIS and developing a ROD 2
 - c. Intent is for this direct connect to be constructed with the I-270 project
 - d. T&R study notes this as a key component for making the Express lanes work
8. Other Items
 - a. Railroads over E. 60th Ave.
 - i. BNSF asking CDOT to expand their scope and fix the vertical clearance issues over E. 60th Ave – this is not part of CDOT's scope for the project
 1. Adam asked CCC if they have the RR agreements
 2. Michael did some initial digging but will need to look more for them
 3. Rene also suggested checking with the Public Utilities Commission (PUC)
9. Next PLT meeting
 - a. Adam to pencil in Thursday, August 25th for next PLT [AI]
 - b. AdCo to discuss internally if the date noted works for them [AI]

- i. Rene suggested the PLT get a recap of the design elements
- c.

Action Items	By Who	Target Completion Date
CCC will confer and offer up some site ideas for an outreach event to Adam	Michael M	June 22, 2022
If CCC or AdCo are aware of any other groups (besides what's listed) please advise Adam	AdCo/CCC	June 30, 2022
Adam will send out tentative PLT invite for August 25 2022	Adam P	June 22, 2022
AdCo to confirm PLT date works for their staff	Rene V	June 22, 2022

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

Meeting Objectives



Introductions and Local Agency Updates



High level EA Schedule and Air Quality Update



Stakeholder Outreach



I-270 Critical Bridge Replacements Project



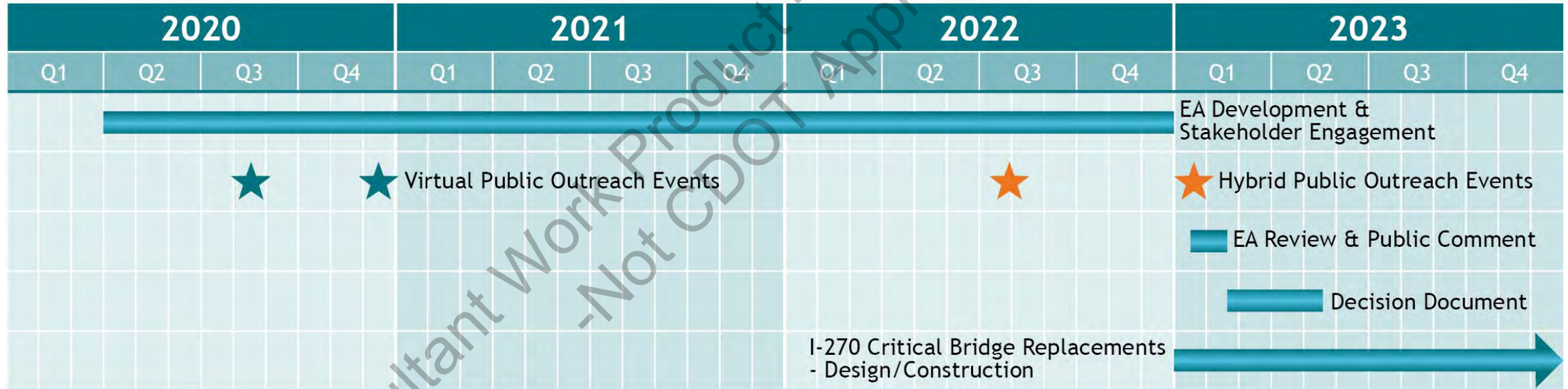
I-70 ROD 2 Update

Introductions and Local Agency Updates

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

I-270 EA Schedule

- EA Decision Document 2023
- Selecting site for Outreach Event #3 (in-person format)



Air Quality Update

- Because of SB 21-260 and to support NEPA analysis, additional air quality analysis undertaken
 - ◆ PM - Hot Spot analysis
 - ◆ Green House Gases
- Air Quality Public Survey solicited in early spring
 - ◆ Over 40 respondents and 35 AQ comments received
 - ◆ Resulted in adding additional receptors
 - ◆ Increase of modeled areas
- Air Quality Analysis should wrap in August

Stakeholder Outreach

- Additional focus group meetings
 - Bicycle Colorado - Sand Creek/Platte River Bikeway tour (June)
 - Adalante and Cultivando
 - Welby Neighborhood
 - ◆ Sand Creek Greenways/Platte River Foundation
 - ◆ RTD & DTR
 - ◆ Mile High Flood District
 - ◆ Freight Advisory Council and CMCA
 - ◆ Emergency Services
- Occurring over the summer leading into Outreach Event #3 (Aug/Sept.)

I-270 Critical Bridge Replacements Project

- Advancing design of deficient bridges between York St. and Vasquez Blvd.
- Public/Industry Meeting held May 25th
 - ◆ Announced CM/GC Alternative Delivery
- 142 Participants
- Fielded 19 questions and had 8 comments
- Next Steps
 - ◆ Submitting CM/GC recommendation to Transportation Commission
 - ◆ Developing RFPs



I-70 ROD 2

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

Other Input or Questions?

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

Next Meeting -

- Tentative for August?
 - ◆ Preview Outreach Event #3

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

Public Outreach

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

From: [I-270 Corridor Improvements](#)
Subject: [EXTERNAL] Update on I-270 Corridor Improvements Project outreach
Date: Wednesday, September 2, 2020 3:13:57 PM

Hello from the I-270 Corridor Improvements Project Team,

Over the last few months, we have met with numerous agencies and organizations to discuss the transportation needs in the I-270 corridor. We also hosted the first public outreach event for the project between August 17 and 30, during which 473 people visited the virtual event room and provided 88 comments. In total, we've received 140 comments to date. Thank you to everyone for your comments and suggestions on how we can improve I-270.

The project team is currently reviewing the input received to develop design alternatives for the I-270 corridor. This fall, we plan to present corridor alternatives and design options for detailed evaluation in the Environmental Assessment. In the meantime, we'll post responses to frequently asked questions on the project website.

For those of you who didn't get a chance to log in to the virtual public event, project information and materials from this event will be available on the project website at www.codot.gov/projects/i270. You can continue to provide comments through the website by clicking on the "Share Your Input" button on the right side of the home page, emailing the project team at cdot_i270@state.co.us, or calling the project hotline at 303-512-4270.

Lastly, please be aware there is still data collection ongoing in the I-270 corridor, so you may notice project staff in the area. During September, we'll be collecting measurements of existing noise levels along the interstate.

Thank you for your participation!
The I-270 Corridor Improvements Project Team

From: [I-270 Corridor Improvements](#)
Subject: [EXTERNAL] I-270 Corridor Improvements project update
Date: Wednesday, October 28, 2020 4:25:28 PM

Hello from the CDOT I-270 Corridor Improvements project team,

In response to the feedback received at the August public event, the I-270 project team has been working diligently to incorporate your comments into potential solutions to the transportation issues identified along I-270. Our team is excited about a second virtual public event before the end of this year to present the improvements we are considering for I-270. Look for additional communication in November confirming the dates of the virtual event.

Information has been added to the project website addressing your most [frequently asked questions](#) (FAQs) and comments we've received to date. If you have a question or concern that isn't addressed in the FAQs, we encourage you to click on the "Share Your Input" button on the right side of the project website home page at www.codot.gov/projects/i270. You can also email the project team at cdot_i270@state.co.us or call the project hotline at 303-512-4270. Thank you for your participation! We look forward to engaging with you.

The I-270 Corridor Improvements project team

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

From: joy <joy@cig-pr.com>

Sent: Monday, March 14, 2022 10:40 AM

Subject: Your input sought on I-270 air quality | Se solicita su opinión sobre la calidad del aire de la I-270

Hello from the CDOT I-270 Corridor Improvements project team,

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration, in partnership with Commerce City and Adams County, would like your input on the air quality modeling process for the I-270 project and air quality in general near the I-270 corridor.

Please take a moment to review the attached slides and then [provide your input via this survey](#).

This survey will remain open until 5 p.m. Friday, March 25.

For more information about this project, please visit www.codot.gov/projects/i270.

Thank you for your participation in helping shape the future of the I-270 corridor.

The I-270 Corridor Improvements project team

Saludos del equipo de proyecto de mejoras del corredor de la I-270 de CDOT,

El Departamento de Transporte de Colorado (CDOT) y la Administración Federal de Carreteras, en asociación con la Ciudad de Commerce y el condado de Adams, desea escuchar su opinión sobre el proceso modelado de la calidad del aire para el proyecto de la I-270, y la calidad del aire en general alrededor del corredor de la I-270.

Tómese un momento para revisar las diapositivas adjuntas a este correo y luego denos su opinión a [través de esta encuesta](#).

Esta encuesta permanecerá abierta hasta las 5 p.m. viernes 25 de marzo.

Para obtener más información sobre este proyecto, visite www.codot.gov/projects/i270.

Gracias por su participación para apoyar el futuro del corredor de la I-270.

El equipo del proyecto de mejoras del corredor de la I-270



I-270 Corridor Improvements

I-270 Air Quality Overview and Community Feedback Opportunity



What is CDOT doing to study air quality along I-270 and what will be done with that information?



Step 1: Air Quality Research

- › First of its kind multiple year study on how vehicle travel and construction impact local air quality.
 - How much air pollution is generated by construction?
 - How does air pollution change with distance and weather?
- ›› Seven measurement stations installed at fixed sites along I-270.
- ››› Seven additional movable stations will allow us to follow areas of intense construction activity and study downwind impacts.
- ›››› What are we measuring?
 - Particulate matter (PM), nitrogen dioxide (NO₂), carbon monoxide (CO), nitrogen oxides (NO_x), ozone (O₃), total volatile organic compounds (VOCs), temperature, relative humidity, and wind.



Step 2: Air Quality Impact Analysis

- › Complex models assess how the project, once completed, might affect air quality decades into the future.
- ›› What types of pollutants are CDOT evaluating?

Air pollutants with regulatory thresholds that are generated by various sources

- ozone (O₃)
- nitrogen dioxide (NO₂)
- carbon monoxide (CO)
- particulate matter (PM)
- sulfur dioxide (SO₂)
- lead (Pb)

Toxic substances in the air generated by vehicles

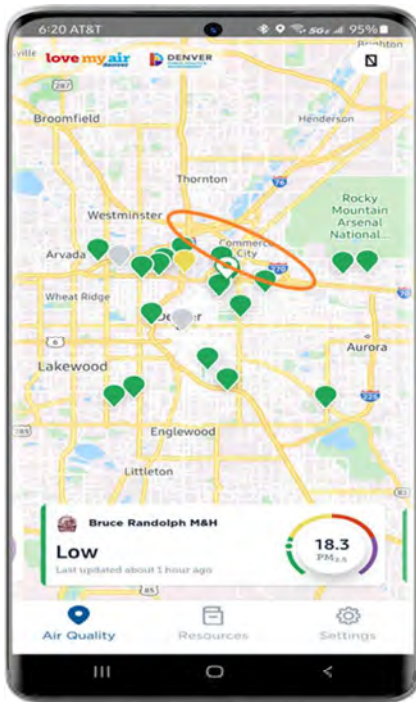
- 3-butadiene
- acetaldehyde
- acrolein
- benzene
- diesel particulate matter
- ethylbenzene
- formaldehyde
- naphthalene
- polycyclic organic matter

Greenhouse gases

- carbon dioxide (CO₂)
- methane (CH₄)
- nitrous oxide (N₂O)
- hydro-chlorofluorocarbons
- perfluorocarbons
- sulfur hexafluoride



Step 3: Implement Solutions and Promote Community Awareness



Collaborate to find creative solutions to avoid and minimize increases in air pollutants

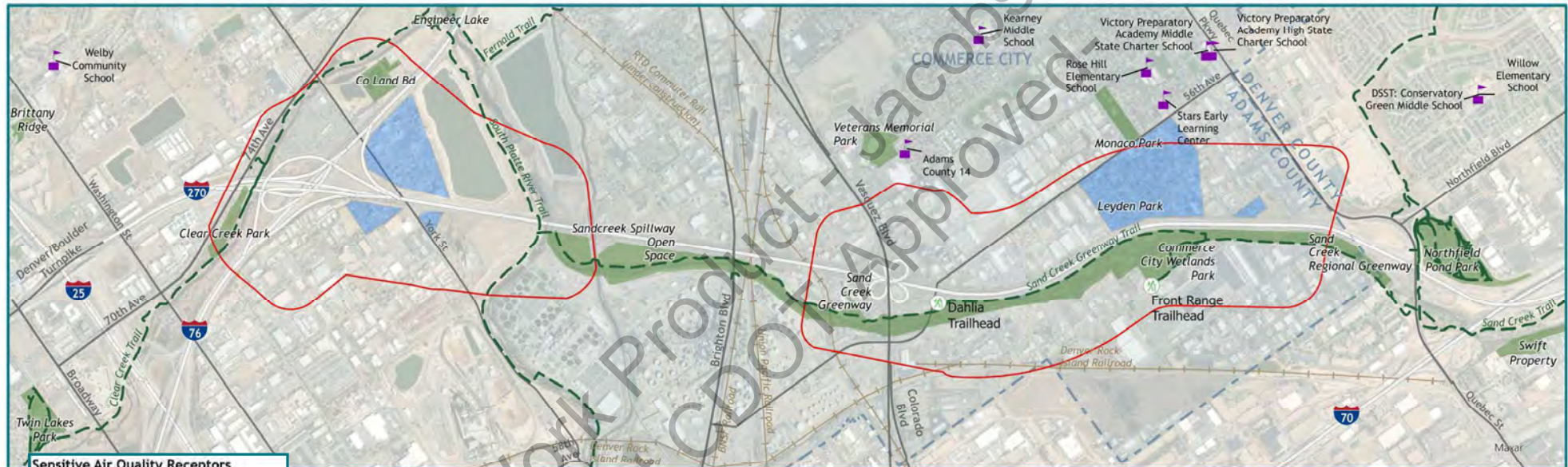
Implement measures to prevent levels of air quality pollutants from exceeding regulatory thresholds (e.g., street sweeping, screening walls, diesel electrification, vegetation)

Provide continuous monitoring and public alerts

Provide a CDOT dashboard for the community to access air quality information and local data

Make real-time, location-specific air quality data available on the [Love My Air app/website](#)

Please share your input on proposed air quality particulate matter modeling locations



Sensitive Air Quality Receptors

- Trail Heads
- School/Daycare
- Residential Communities
- Park/Open Space
- Particulate Matter Study Area (500 meters from I-270 centerline)

0 1,250 2,500 Feet

CDOT is evaluating how the project will affect the amount of particulate matter in the air. Particulate matter consists of tiny particles that come from sources such as vehicle exhaust and dust. This map shows the proposed particulate matter modeling locations, which were identified based on known sensitive receptors in the area as well as being the areas of the project that have the highest traffic volumes. Sensitive receptor locations are those areas where people spend sustained time outdoors and/or who have a higher risk of being affected by air pollutants, such as at daycare centers, senior living locations, or hospitals.

Do you have input on the proposed modeling areas?

Please [visit this survey](#) to provide your input. Your input will help CDOT evaluate potential air quality impacts from the project. The results of the air quality evaluation will be included in the Environmental Assessment.



I-270
Mejoras del corredor de la I-270

Resumen de Calidad del Aire de la I-270 y Oportunidad Para Comentarios de la Comunidad



¿Que hace el CDOT para estudiar la calidad del aire a lo largo de la I-270 y que va a pasar con esa información?



Primer Paso: Investigación de la Calidad del Aire

- › Primer estudio único de plazo largo sobre cómo los viajes en vehículos y la construcción afectan la calidad del aire local.
 - ¿Cuánta contaminación se produce con la construcción?
 - ¿Como la contaminación cambia con distancia y el clima?
- ›› Siete estaciones de medición instaladas en lugares fijos por la I-270.
- ››› Sietes estaciones mas que son móviles nos permiten controlar áreas con actividades intensos de la construcción y estudiar impactos a favor del viento
- ›››› ¿Qué estamos midiendo?
 - Partículas (PM), dióxido de nitrógeno (NO₂), el monóxido de carbono (CO), óxidos de nitrógenos (NO_X), el ozono (O₃), compuestos orgánicos volatile totales (VOCs), temperatura, humedad relativa, y el viento



Segundo Paso: Análisis del Impacto de la Calidad del Aire

- › Los modelos complejos evalúan cómo el proyecto, una vez completado, podría afectar la calidad del aire en las próximas décadas.
- ›› ¿Qué tipos de contaminantes están CDOT evaluando?

Contaminantes del aire con umbrales regulatorios generados por varias fuentes

- el ozono (O3)
- dióxido de nitrógeno (NO2)
- el monóxido de carbono (CO)
- partículas (PM)
- dióxido de azufre (SO2)
- Plomo (Pb)

Sustancias tóxicas en el aire producidas de los vehículos

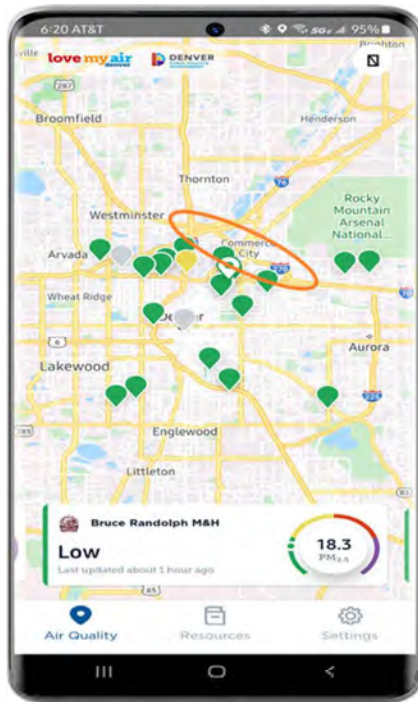
- 3-butadieno
- acetaldehído
- acroleína
- benconcio
- partículas del diésel
- etilbenceno
- formaldehído
- naftaleno
- materia orgánica policíclica

Los gases de efecto invernadero

- dióxido de carbono
- el metano
- óxido nítrico
- Hidroclorofluorocarburos
- Perfluorocarbonos
- hexafluoruro de azufre



Tercer Paso: Implementar Soluciones y Promocionar Conciencia en la Comunidad



Colaborar para encontrar soluciones creativas para evitar y minimizar los aumentos de contaminantes atmosféricos

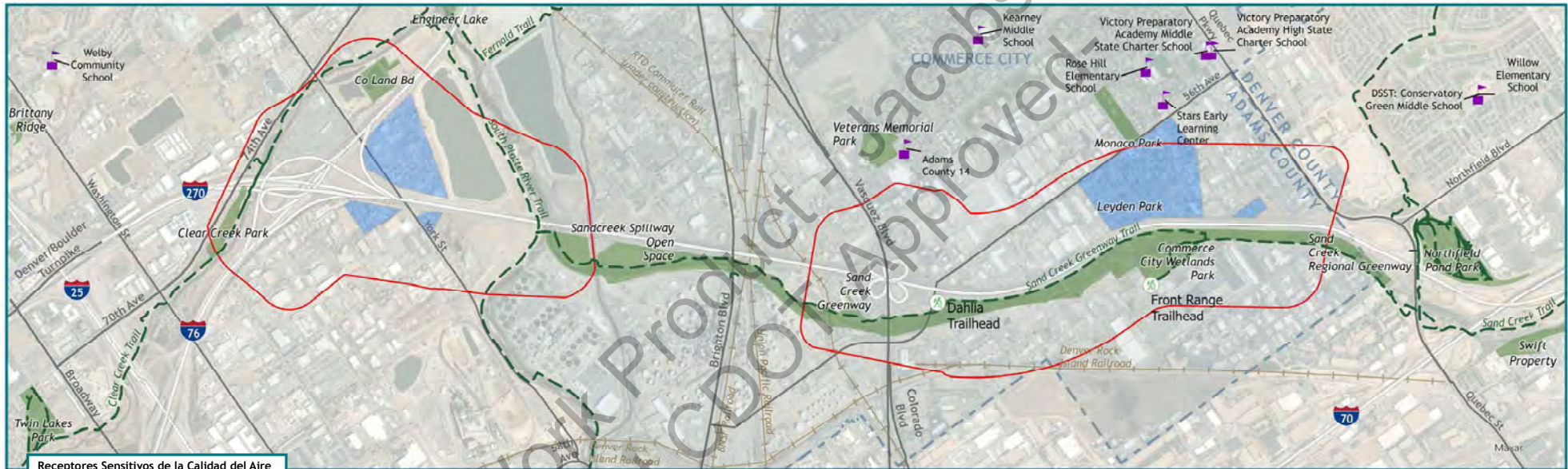
Implementar medidas para prevenir contaminación de la calidad del aire de superar los umbrales reglamentarios (por ejemplo, barrio de calles, paredes de proyección, electrificación del diesel, la vegetación)

Proporcionar seguimiento continuo y alertas públicas

Proporcionar un panel del CDOT de control para que la comunidad acceda a información sobre la calidad del aire y datos locales

Lost dates en tiempo real, lugar específico de la calidad del aire disponible en el app y [sitio web de Amor mi Aire](#)

Por favor, compartir su opinión sobre los lugares modelos de las partículas de la calidad del aire



Receptores Sensitivos de la Calidad del Aire

- Principios del Caminos
- Escuelas / Servicios de Guardería Infantiles
- Comunidades Residenciales
- Parques / Espacios Abiertos
- Área del Estudio de las Partículas (500 metros de la línea central de la I-270)

0 1,250 2,500

CDOT está evaluando cómo afectará el proyecto a la cantidad de partículas en el aire. La materia particulada consiste de partículas diminutas que provienen de fuentes tales como el escape del vehículo y el polvo. Este mapa muestra las localizaciones propuestas para el modelado de partículas, cuales fueron identificadas en base a receptores sensibles conocidos en el área, y son las zonas con los niveles mas altos de tráfico. Las ubicaciones sensibles de los receptores son aquellas áreas donde las personas pasan un tiempo sostenido al aire libre y/o que tienen un riesgo más alto de ser afectados de las partículas, como en centros de guardería infantiles, ubicaciones de la vida para personas mayores, o hospitales.

Tiene comentarios sobre las áreas del modelados propuestos?

Por favor, [visite esta encuesta](#) para dar su opinión. Su aporte ayudará a CDOT evaluar los impactos potenciales en la calidad de aire dado al Proyecto. Los resultados de la evaluación de la calidad del aire van a ser incluidos en la Evaluación Ambiental.

I-270 Air Quality Community Feedback Survey

We are interested in making sure that we don't miss any sensitive air quality receptors in the air quality modeling that we'll be completing for the I-270 project. Please be sure that you have reviewed the background slides before proceeding with this survey. We greatly appreciate you taking the time to share your thoughts.

1. Please refer to Slide #5 for this question. Do you see any other sensitive receptors outside of the 500 meter red outlined area that should be modeled for this project?

Yes

No

2. If you answered YES to the previous question, please let us know what are the receptors outside of that boundary we should consider moving forward.

Not Applicable

Other (please specify)

3. Do you have air quality-related concerns for this corridor?

Yes

No

4. If you noted in Question #3 that you have air-quality related concerns, please share your concerns here so that we consider them moving forward.

Not Applicable

Other (please specify)

Next

I-270 Air Quality Community Feedback Survey

5. What is your gender?

- Female
- Male
- Prefer not to answer

6. What is your age?

- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 or older

7. Are you:

- White
- Black
- Hispanic
- Asian
- Other
- Prefer not to answer

8. What is your interest in the I-270 project?

- I live in the area
- I work in the area
- I commute through the area
- Other (please specify)

Prev

Done

I-270 Encuesta de Opiniones y Comentarios Sobre la Calidad de Aire Para la Comunidad

Estamos interesados en asegurarnos que no perdamos algún receptor de calidad del aire sensible en el modelo de calidad de aire que completaremos para el proyecto de la I-270. Asegúrese de haber revisado las diapositivas de información antes de continuar con esta encuesta. Agradecemos enormemente que se haya tomado el tiempo para darnos su opinión.

1. Consulte la diapositiva #5 para esta pregunta. ¿Ve algún otro receptor sensible fuera del área delimitada en rojo de 500 metros que debería ser modelada para este proyecto?

- Sí
- No

2. Si respondió Sí a la pregunta anterior, háganos saber cuáles son los receptores fuera de ese límite que deberíamos considerar avanzar.

- No aplica
- Otro (por favor especificar)

Otro

3. ¿Tiene preocupaciones relacionadas con la calidad del aire para este corredor?

- Sí
- No

4. Si anotó en la tercera pregunta que tiene preocupaciones relacionadas a la calidad del aire, por favor comparta sus dudas aquí para poder considerarlas en un futuro.

- No aplica
- Otro (por favor especificar)

Otro

Done

From: I-270 Corridor Improvements <cdot_i270@state.co.us>

Sent: Tuesday, March 22, 2022 5:01 PM

Subject: [EXTERNAL] I-270 air quality survey closes this Friday | La encuesta de calidad del aire alrededor de la I- 270 cierra este viernes

Hello from the CDOT I-270 Corridor Improvements project team,

A reminder that the I-270 air quality survey closes at 5 p.m. Friday, March 25. If you haven't already done so, please take a moment to review the attached slides and then [fill out this survey](#).

For more information about this project, please visit www.codot.gov/projects/i270.

Thank you for your participation in helping shape the future of the I-270 corridor.

The I-270 Corridor Improvements project team

Saludos del equipo del proyecto de mejoras del corredor de la I-270 del CDOT,

Les mandamos un correo para recordarles que la encuesta de calidad del aire alrededor de la I-270 cierra a las 5 p.m. el viernes 25 de marzo. Si aún no ha llenado la encuesta, tómese un momento para revisar las diapositivas adjuntas a este correo electrónico y luego [complete esta encuesta](#).

Para obtener más información sobre este proyecto, visite www.codot.gov/projects/i270.

Gracias por su participación para apoyar el futuro del corredor de la I-270.

El equipo del proyecto de mejoras del corredor de la I-270

Summer Event - August 2020

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

De:



COLORADO

Department of Transportation

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Tamara Rollison, Gerente de Comunicaciones de la Región 1

O 303.512.5955 | C 720.663.9552 | tamara.rollison@state.co.us

17 de agosto del 2020

CDOT Inicia un Estudio de Mejoras del Corredor de la I-270

CIUDAD DE COMMERCE – Este verano, el Departamento de Transporte de Colorado (CDOT) y la Administración Federal de Carreteras (FHWA), en conjunto con la Ciudad de Commerce y el Condado de Adams, comenzarán a recibir comentarios de la comunidad sobre los planes para mejorar el corredor de siete millas de la I-270 entre la Interestatal 70 y la Interestatal 25. En interés de la salud y la seguridad del público, CDOT utilizará una sala virtual para poder compartir información del proyecto y recolectar comentarios.

La sala virtual de eventos estará disponible el lunes, 17 de agosto y accesible hasta el domingo, 30 de agosto. Durante las dos semanas miembros de la sala tendrán la opción de observar una presentación sobre el proyecto, proporcionar información sobre el propósito y la necesidad del proyecto, aprender más de la información y enviar ideas sobre el corredor. Esta información es pública y estará disponible en inglés y español. Para acceder a la sala virtual, inicie la sesión en www.codot.gov/projects/i270.

INFORMACIÓN DEL PROYECTO: Para obtener información adicional sobre este proyecto, visite el sitio web del proyecto en <http://www.codot.gov/projects/i270> y comparta su opinión a través de un formulario de comentarios o un mapa interactivo. También puede comunicarse con el equipo del proyecto al correo electrónico cdot_i270@state.co.us o llamando a 303-512-4270. Para obtener información sobre las condiciones de viaje, visite COTrip.org, regístrese para recibir [alertas de CDOT](#) o llame al 511. Las actualizaciones también están disponibles a través de Twitter [@ColoradoDOT](https://twitter.com/ColoradoDOT) y asegúrese de darle "Me gusta" a nuestra página de Facebook en facebook.com/coloradodot.

RECUERDE: MANEJAR DESPACIO EN ZONA DE CONOS

- No acelere en zonas de trabajo; obedezca los límites de velocidad indicados
- ¡Manténgase alerta! Anticipe lo inesperado.
- Esté atento a los trabajadores; maneje con precaución
- No cruce las líneas continuas al cambiar de carril
- Evite usar dispositivos móviles como teléfonos mientras conduce en zonas de construcción.
- Encienda los faros del automóvil para que las cuadrillas y otros conductores puedan verlo
- Manténgase especialmente alerta durante la noche mientras maneja en zonas de construcción
- Anticipe demoras, especialmente en horarios pico de viaje
- Conceda un espacio amplio entre usted y el vehículo que va en frente suyo, anticipe los cambios de carril y ceda el paso cuando se lo indiquen.
- ¡Tenga paciencia!

COVID-19

Una infraestructura de transportación adecuada es fundamental tanto para el personal de respuestas a emergencias como para conductores transportadores de mercancías mientras que Colorado navegue esta pandemia del COVID-19. Con esto en mente, el mantenimiento de la carretera y las actividades de construcción continúan en los proyectos de CDOT con distanciamiento social y otras medidas de seguridad en torno a temas de salud para reducir la exposición al COVID-19 en el lugar de trabajo. El Departamento de Salud Pública y Medio Ambiente de Colorado anunció [pautas para actividades de construcción](#). Se anima al público a unirse a la campaña #DoingMyPartCO mediante la práctica de distanciamiento social, el uso de tapabocas, permaneciendo en casa tanto como sea posible, y evitando todo viaje que sea innecesario. Con menos vehículos en las carreteras, las cuadrillas de trabajo de CDOT podrán trabajar más eficientemente y con mayor seguridad.

Sistema Integral. Seguridad Integral.

A comienzo de este año, CDOT anunció su iniciativa [Sistema Integral | Seguridad Integral](#) para incrementar la concientización en materia de seguridad. Esta iniciativa toma un enfoque sistemático a nivel estatal para combinar los beneficios de los programas de CDOT que abordan los patrones de conducta al manejar, nuestro entorno urbano y las operaciones de la organización. El objetivo primordial es mejorar la seguridad en la red de transportación de Colorado mediante la reducción del índice y severidad de choques mediante la mejora de las condiciones de seguridad para aquellos que viajan en todo tipo de medios de transporte. El programa tiene una misión simple - y se propone que todos lleguen a casa a salvo.

###

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

NEWS FROM:



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Tamara Rollison, Region 1 Communications Manager
O 303.512.5955 | C 720.663.9552 | tamara.rollison@state.co.us

Aug. 17, 2020

CDOT Kicks Off Improvements Study for the I-270 Corridor

COMMERCE CITY – This summer the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), in conjunction with the City of Commerce City and Adams County, will start gathering community feedback on plans to improve the seven-mile stretch of I-270 between Interstate 70 and Interstate 25. In the interest of public health and safety, CDOT will use a virtual public event room to share project information and collect comments.

The virtual event room opens Monday, Aug. 17, and will be accessible through Sunday, Aug. 30. During the two weeks this virtual room is open, community members can watch a presentation about the project, provide input on the project purpose and need, view information boards, and submit thoughts and suggestions on improvements to this corridor. All posted information will be available in English and Spanish. To access the virtual room, log onto www.codot.gov/projects/i270.

This online engagement is part of an environmental assessment (EA) being prepared to evaluate transportation improvements to I-270 in compliance with the National Environmental Policy Act (NEPA). The purpose of the I-270 Corridor Improvements project is to modernize the I-270 corridor to accommodate transportation demands. This highway was constructed 50 years ago and since that time, this inner beltway for the Denver region has grown into a corridor of commerce, attracting companies in the sectors of energy, advanced manufacturing, and logistics. The highway also provides a vital connection to Denver International Airport and connects Denver to the education and research facilities along the US 36 corridor.

PROJECT INFORMATION: For additional information about this project, visit the project website at www.codot.gov/projects/i270 and share input through a comment form or interactive map. You can also reach the project team at cdot_i270@state.co.us or 303-512-4270. For information on travel conditions visit COTrip.org, sign up for [CDOT Alerts](#), or call 511. Updates are also available via Twitter [@ColoradoDOT](https://twitter.com/ColoradoDOT) and be sure to “Like” our Facebook page at facebook.com/coloradodot.

REMEMBER: SLOW FOR THE CONE ZONE

The following tips are to help you stay safe while traveling through maintenance and construction work zones.

- Do not speed in work zones. Obey the posted speed limits.
- Stay Alert! Expect the unexpected.
- Watch for workers. Drive with caution.

- Don't change lanes unnecessarily.
- Avoid using mobile devices such as phones while driving in work zones.
- Turn on headlights so that workers and other drivers can see you.
- Be especially alert at night while driving in work zones.
- Expect delays, especially during peak travel times.
- Allow ample space between you and the car in front of you.
- Anticipate lane shifts and merge when directed to do so.
- Be patient!

COVID-19

Safe transportation infrastructure is essential for all of us, particularly for emergency first responders and freight drivers as Colorado navigates the COVID-19 pandemic. With that in mind, CDOT maintenance and construction crews follow social distancing and other health safety measures to reduce COVID-19 exposure on the worksite. The Colorado Department of Public Health and Environment announced [guidelines for construction activities](#). The public is urged to join the campaign for #DoingMyPartCO by practicing social distancing and wearing face masks. As traffic returns to normal levels, motorists must drive cautiously and heed the speed limit so all of us can return home safely.

WHOLE SYSTEM. WHOLE SAFETY.

To heighten safety awareness, CDOT recently announced its [Whole System – Whole Safety](#) initiative. This project takes a systematic statewide approach to safety combining the benefits of CDOT's programs that address driving behaviors, our built environment and the organization's operations. The goal is to improve the safety of Colorado's transportation network by reducing the rate and severity of crashes and improving the safety of all transportation modes. The program has one simple mission—to get everyone home safely.

ABOUT CDOT

CDOT has approximately 3,000 employees located at its Denver headquarters and in regional offices throughout Colorado, and manages more than 23,000 lane miles of highway and 3,429 bridges. CDOT also manages grant partnerships with a range of other agencies, including metropolitan planning organizations, local governments and airports. It also administers Bustang, the state-owned and operated interregional express service. Gov. Polis has charged CDOT to further build on the state's intermodal mobility options.

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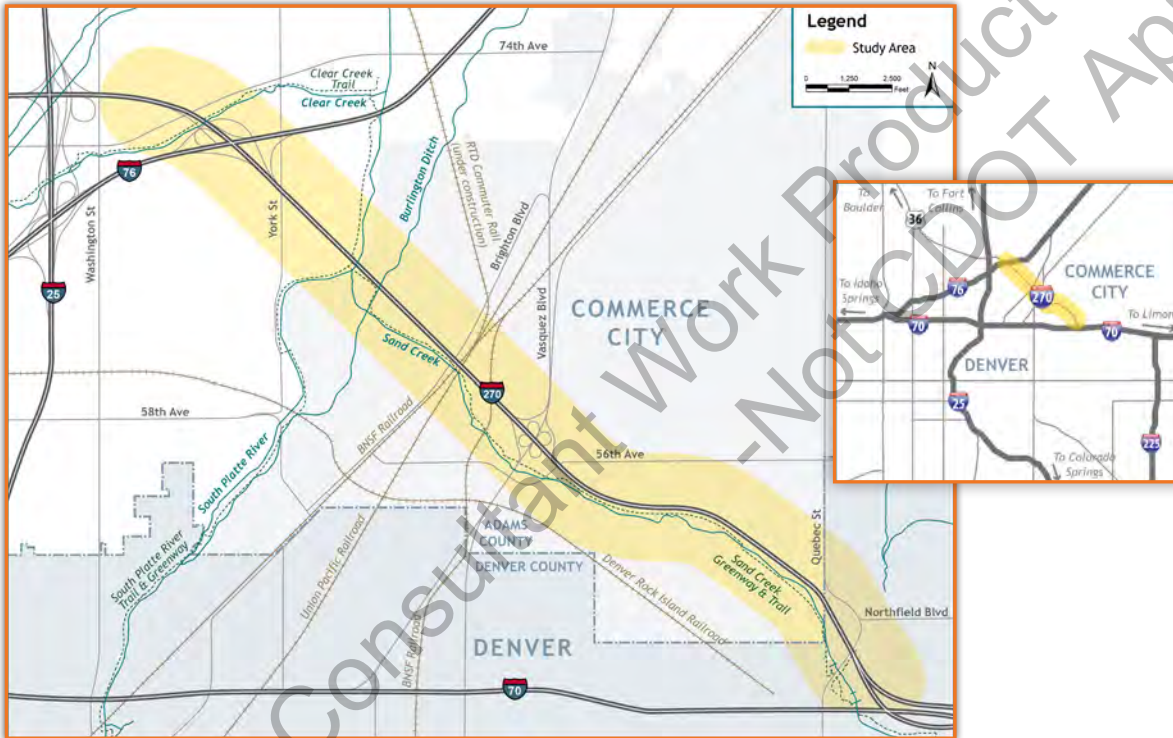
Department of Transportation

2829 W. Howard Place
Denver, CO 80204

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I-270 Corridor Improvements Project

The Colorado Department of Transportation and the Federal Highway Administration, in conjunction with the City of Commerce City and Adams County, are initiating a study to identify transportation solutions that modernize the Interstate 270 corridor to accommodate transportation demands. We invite you to get involved by sharing your thoughts and suggestions on critical transportation issues along the corridor.



Local
Postal Customer

Join us for a Virtual Public Outreach Event!

Aug. 17 - Aug. 30
www.codot.gov/projects/i270

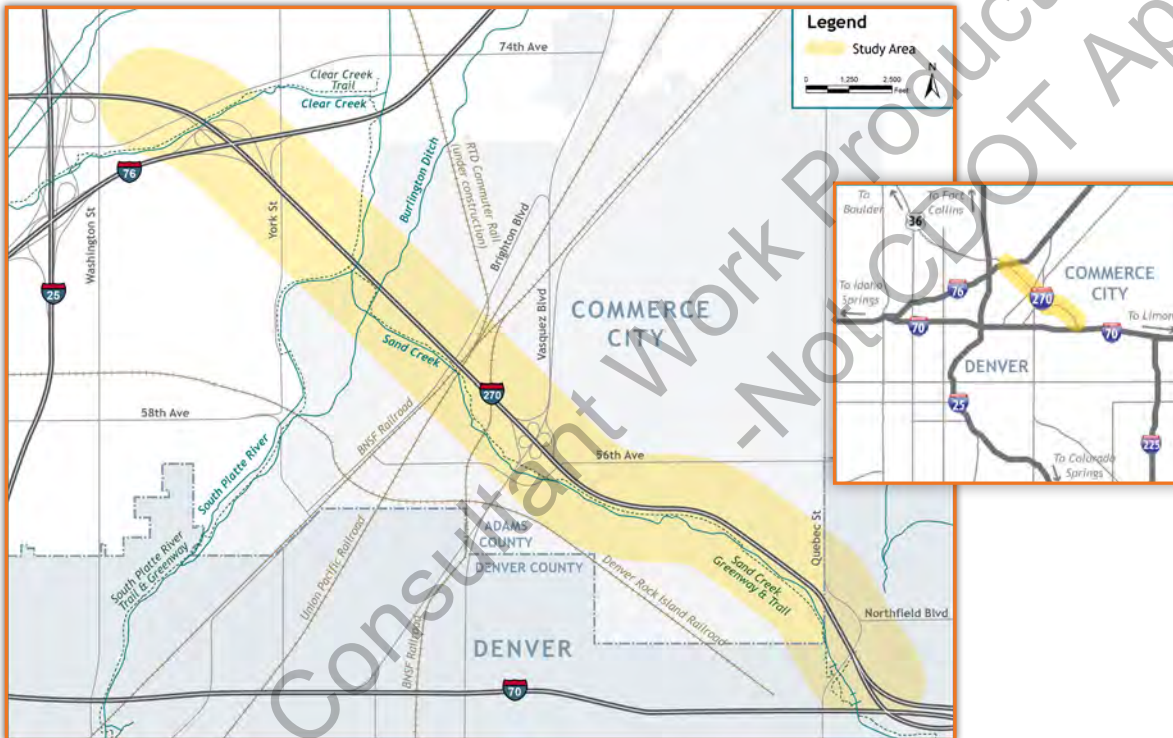
- Watch a presentation about the project
- Review Project Purpose and Need
- Submit your comments about key I-270 corridor issues

You can access the virtual public outreach event 24/7 between **Aug. 17** and **Aug. 30** through the project website at www.codot.gov/projects/i270. Use the project website anytime to see the latest project information, sign up for email updates, or submit comments. You can also contact the I-270 project team via email and phone. To receive additional project information via mail, please call the project hotline and provide your name and address.



Proyecto de las Mejoras del Corredor de la I-270

El Departamento de Transporte de Colorado (CDOT) y la Administración Federal de Carreteras (FHWA), junto con la Ciudad de Commerce City y el Condado de Adams, están iniciando un estudio para identificar las soluciones de transporte que modernicen el corredor Interestatal 270 para satisfacer las demandas de transporte. Los invitamos a compartir sus ideas y sugerencias sobre temas críticos de transporte a lo largo del corredor.



¡Acompáñanos en un evento de divulgación pública virtual!

17 de agosto - 30 de agosto
www.codot.gov/projects/i270

- Mira una presentación sobre el proyecto
- Revisa el propósito y la necesidad del proyecto
- Envía sus comentarios sobre los problemas principales del corredor I-270

Puede acceder al evento de divulgación pública virtual 24 horas al día 7 días de la semana entre el 17 de agosto y el 30 de agosto a través de la página web del proyecto en www.codot.gov/projects/i270. Utilice el sitio web del proyecto en cualquier momento para ver la información más reciente del proyecto, registrarse para recibir actualizaciones por correo electrónico o enviar comentarios. También puede contactar el equipo del proyecto I-270 por correo electrónico y teléfono. Para recibir información adicional del proyecto por correo, llame a la línea directa del proyecto y proporcione su nombre y dirección.

Facebook Copy for I-270 Corridor Improvements Project Update

This is a reminder that the virtual public event room for the I-270 Corridor Improvements project is open through Sunday, Aug. 30. Log onto <https://www.codot.gov/projects/i270> to watch a presentation about the project, view information boards, and submit your thoughts and suggestions on how we can improve this vital corridor. This online engagement is part of an environmental assessment (EA) being prepared to evaluate transportation improvements to I-270 in compliance with the National Environmental Policy Act (NEPA). #DoingMyPartCO



Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

From: I-270 Corridor Improvements <cdot_i270@state.co.us>

Sent: Monday, August 10, 2020 5:32 PM

Subject: [EXTERNAL] Updated Link: Feedback on I-270 sought as part of virtual public event

Please see the updated link to the project website below:

Starting Monday, Aug. 17, you can log onto www.codot.gov/projects/i270 and participate in a virtual public event to learn more about the Interstate 270 Corridor Improvements project and provide your comments regarding this highway.

This virtual public event will run through Sunday, Aug. 30. Following this virtual event our team will continue to accept comments and feedback through the website referenced above. Simply click on the “Share Your Input” button on the right side of the web page at any time to provide your feedback.

Attached are English and Spanish postcards with more information about this event. We encourage you to share this information throughout your organization and with anyone who might be interested in these efforts.

Should you have any questions about this project, you can email the project team at cdot_i270@state.co.us or call the project hotline at 303-512-4270. If you would no longer like to receive information about this project, simply reply to this email and we will remove you from our contact list.

Regards,

The I-270 Corridor Improvements Project Team

From: [I-270 Corridor Improvements](#)
Subject: [EXTERNAL] I-270 Virtual Public Outreach Event is now open!
Date: Monday, August 17, 2020 5:13:21 PM

Hello,

This is a reminder that the I-270 Virtual Public Outreach Event launched this morning and continues through Sunday, Aug. 30.

We invite you to visit the project website at www.codot.gov/projects/i270 to explore the virtual room at your leisure and provide comments. You will find the link to the virtual room (both the English and Spanish versions) in the "Current Project Updates" box on the project website.

This Virtual Public Outreach Event is the first step in gathering public comments on the I-270 Corridor Improvements project. Outreach and the collection of comments will continue into 2021. We appreciate your participation and input!

Regards,

The I-270 Corridor Improvements Project Team

From: I-270 Corridor Improvements <cdot_i270@state.co.us>

Sent: Friday, August 28, 2020 12:53 PM

Subject: [EXTERNAL] Visit the I-270 Virtual Public Outreach Event by Sunday, Aug. 30

Hello,

Just a reminder that the I-270 Virtual Public Outreach Event continues through Sunday, Aug. 30.

If you haven't yet had a chance to visit the virtual room and provide comments, we invite you to do so before the room closes by going to www.codot.gov/projects/i270.

This Virtual Public Outreach Event is the first step in gathering public comments on the I-270 Corridor Improvements project. Outreach and the collection of comments will continue into 2021.

Thank you for your participation!

The I-270 Corridor Improvements Project Team

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

From: I-270 Corridor Improvements <cdot_i270@state.co.us>

Sent: Wednesday, September 2, 2020 4:14 PM

Subject: [EXTERNAL] Update on I-270 Corridor Improvements Project outreach

Hello from the I-270 Corridor Improvements Project Team,

Over the last few months, we have met with numerous agencies and organizations to discuss the transportation needs in the I-270 corridor. We also hosted the first public outreach event for the project between August 17 and 30, during which 473 people visited the virtual event room and provided 88 comments. In total, we've received 140 comments to date. Thank you to everyone for your comments and suggestions on how we can improve I-270.

The project team is currently reviewing the input received to develop design alternatives for the I-270 corridor. This fall, we plan to present corridor alternatives and design options for detailed evaluation in the Environmental Assessment. In the meantime, we'll post responses to frequently asked questions on the project website.

For those of you who didn't get a chance to log in to the virtual public event, project information and materials from this event will be available on the project website at www.codot.gov/projects/i270. You can continue to provide comments through the website by clicking on the "Share Your Input" button on the right side of the home page, emailing the project team at cdot_i270@state.co.us, or calling the project hotline at 303-512-4270.

Lastly, please be aware there is still data collection ongoing in the I-270 corridor, so you may notice project staff in the area. During September, we'll be collecting measurements of existing noise levels along the interstate.

Thank you for your participation!

The I-270 Corridor Improvements Project Team

Facebook Copy for I-270 Improvements Project


Lend your voice to the process as the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), in conjunction with the City of Commerce City and Adams County, consider ways to improve the outdated I-270 corridor between I-70 and I-25. A virtual public event room will be available online Monday, Aug. 17, through Sunday, Aug. 30. Log onto <https://www.codot.gov/projects/i270> anytime during these two weeks to watch a presentation about the project, view information boards, and submit your thoughts and suggestions on how we can improve this vital corridor. This online engagement is part of an environmental assessment (EA) being prepared to evaluate transportation improvements to I-270 in compliance with the National Environmental Policy Act (NEPA). #DoingMyPartCO

Possible images to highlight virtual event



I-270 Corridor Improvements Project

The Colorado Department of Transportation and the federal administrator, in conjunction with the City of Commerce City and Adams County, are releasing a study to identify transportation solutions that improve the outdated I-270 corridor to accommodate transportation demands. We invite you to get involved by sharing your thoughts and suggestions on critical transportation issues along the corridor.



Project Email: cdot_i270@state.co.us Project Helpline: 303-512-4270 Project Website: www.codot.gov/projects/i270

Join us for a Virtual Public Outreach Event!

Watch a presentation about the project, view information boards, and submit your comments about key I-270 surface issues.

You can access the virtual public outreach event 24/7 between Aug. 17 and Aug. 30 through the project website at www.codot.gov/projects/i270. On the project website you will be able to select information, call us for email updates, or submit comments. You can also contact the I-270 project team via email or phone. To receive additional project information via mail, please call [303-512-4270](tel:3035124270) and provide your name and address.



Proyecto de las Mejoras del Corredor de la I-270

El Departamento de Transporte de Colorado (CDOT) y la Administración Federal de Carreteras (FHWA), junto con la Ciudad de Commerce City y el Condado de Adams, están realizando un estudio para identificar las soluciones de transporte que modernicen el corredor interestatal I-270 para satisfacer las demandas de transporte. Los invitamos a compartir sus ideas y sugerencias sobre temas críticos de transporte a lo largo del corredor.



Correo Electrónico: cdot_i270@state.co.us Línea directa del Proyecto al 303-512-4270

¡Acompáñanos en un evento de divulgación pública virtual!

Ver una presentación sobre el proyecto, revisar información y hacer comentarios sobre temas clave del proyecto.

Puede acceder al evento de divulgación pública virtual 24 horas al día, 7 días a la semana entre el 17 de agosto y el 30 de agosto a través de la página web del proyecto en www.codot.gov/projects/i270. Utilice el sitio web del proyecto o cualquier teléfono móvil para ver la información más reciente del proyecto, registre su correo electrónico para recibir actualizaciones por correo electrónico o enviar comentarios. También puede contactar al equipo del proyecto I-270 por correo electrónico o teléfono. Para recibir información del proyecto por correo, llame al 303-512-4270 y proporcione su nombre y dirección.

Join us for a Virtual Public Outreach Event

I-270 Corridor Improvements Project

Aug. 17 – Aug. 30

www.codot.gov/projects/i270

¡Acompáñanos en un Evento de Divulgación Pública Virtual!




Proyecto de las Mejoras del Corredor de la I-270

17 de agosto – 30 de agosto

www.codot.gov/projects/i270

Welcome to the I-270 Corridor Improvements Virtual Public Event Room!

CDOT is excited to introduce this project and we hope you'll share your input.
Here are some brief instructions for navigating in this virtual room.

1. Please click the  and fill out the sign-in form on the table.
2. You can pan around the room using your cursor on a PC or your finger on a touch screen.
3. Start navigating the room by panning to the right. There is a narrated presentation video followed by individual presentation boards on various project topics.
4. You can view the narrated video by clicking on the .
5. You can view a larger version of each presentation board in this room by clicking the  above the board.
6. The last presentation board provides the four methods you can use to share your comments with us.

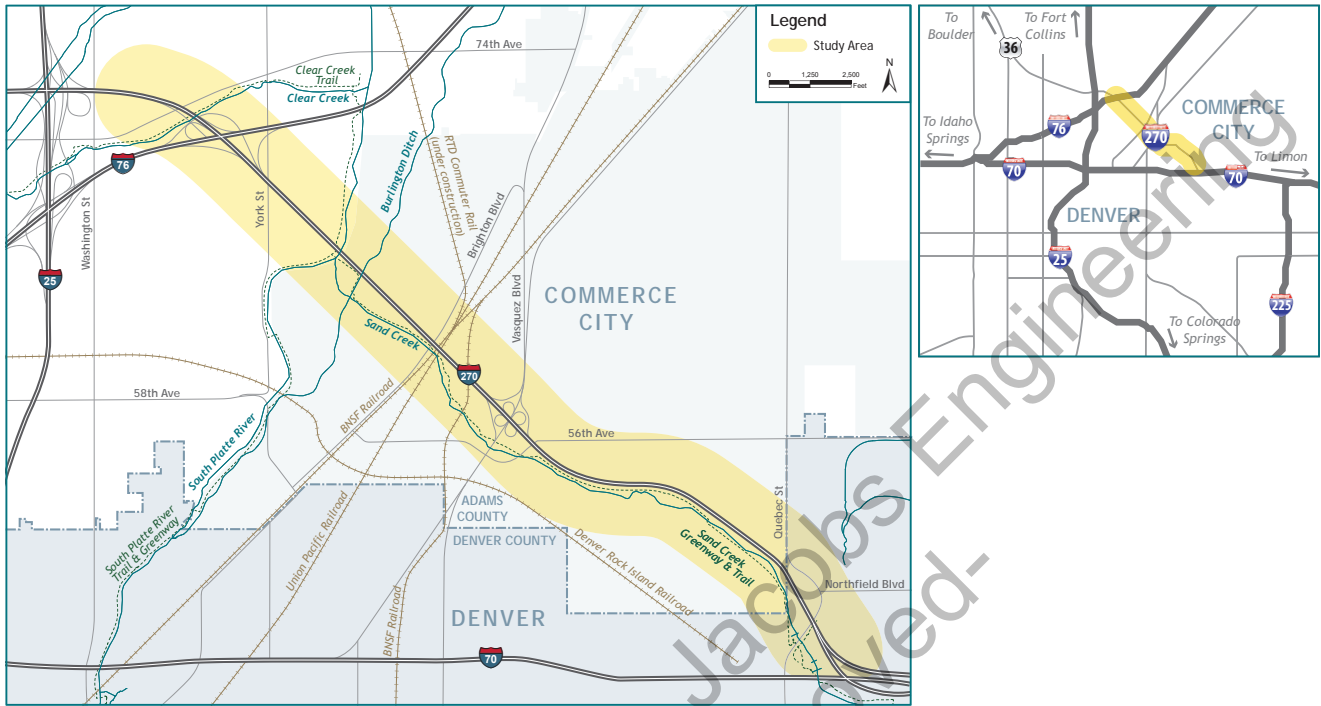
Thank you for participating in the I-270 Corridor Improvements project!

We Heard You!

- During the spring and summer of 2019, CDOT spoke to residents in communities across the state to build a plan for the future of Colorado's transportation system.
- Improving our interstates was one of the top priorities identified.
- The 10-Year Strategic Project Pipeline invests \$1.2 billion (37.5 percent of all funding) into improving the condition of our interstates.
- The I-270 Corridor Improvements project received over \$200M in funding.



Study Area



Project Purpose and Need

Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions which modernize the I-270 corridor to accommodate transportation demands.

Project Needs

- » Improve safety by reducing the rate of vehicle crashes
- »» Improve travel time reliability and reduce delays
- »»» Update obsolete and deficient bridges and highway infrastructure
- »»»» Accommodate truck freight traffic

Project Goals

- Accommodation of existing and planned multimodal routes
- Consideration of the natural and human environment
- Consideration of approved local and regional transportation plans

Identified Safety Issues

- Crash rates are above state averages in most of the corridor
- Stop-and-go traffic contributes to rear end and sideswipe accidents
- Vasquez interchange has short exit/entrance ramp weaving lengths and is identified as a commercial vehicle crash hot spot

Identified Delay Issues

- Peak travel times currently 3 to 4 times higher compared to the travel times at free flow conditions
- Queue lengths at ramp terminals increase travel delays
- Crashes contribute to increased travel time and delay

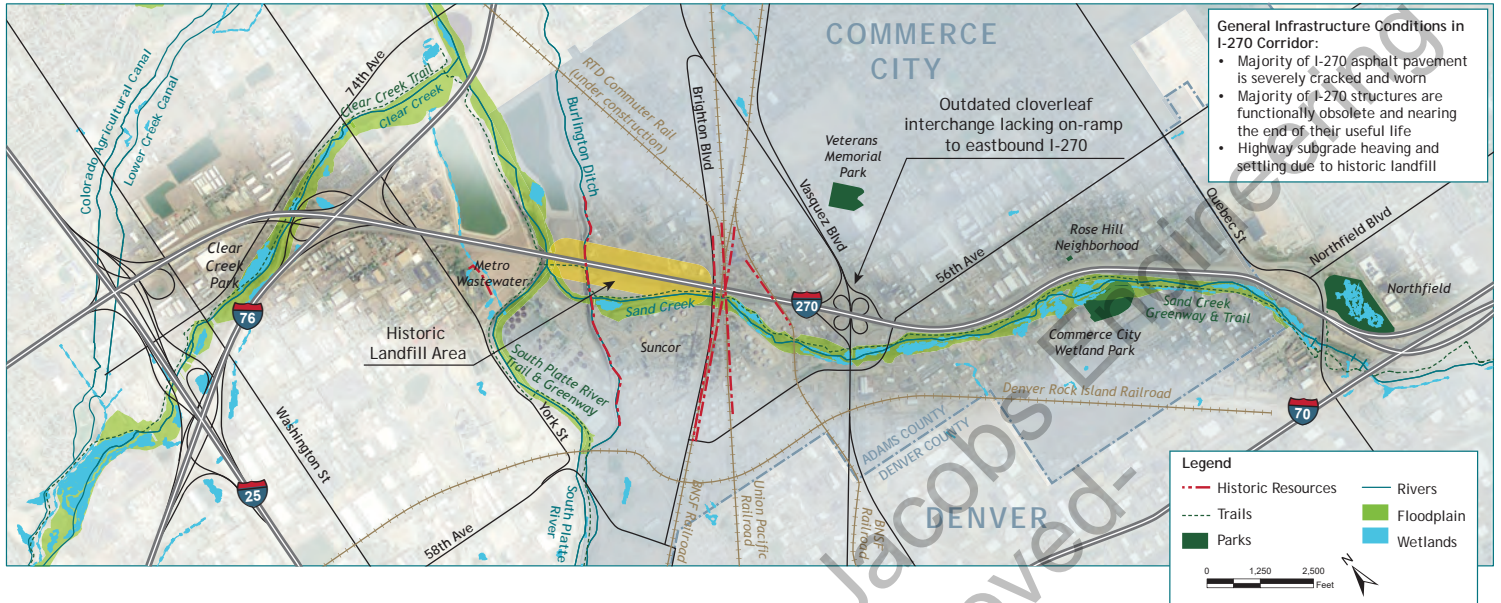
Identified Infrastructure Issues

- 12 bridges are rated structurally deficient or are expected to fall into this category during the 2020 maintenance inspection period
- Pavement material on I-270 is deteriorating
- Roadway is heaving/sinking over landfill area
- Substandard geometric design

Identified Truck Freight Issues

- Obsolete geometry limits truck sizes, increases travel times, and impedes traffic flow
- Stop-and-go traffic impairs trucking operations
- Corridor shoulder widths are insufficient for trucks

Existing Conditions in the Study Area



High Crash Locations Along I-270



I-270 Morning Travel Delay

Table of Speeds at each Quarter Hour



I-270 Afternoon Travel Delay

Table of Speeds at each Quarter Hour



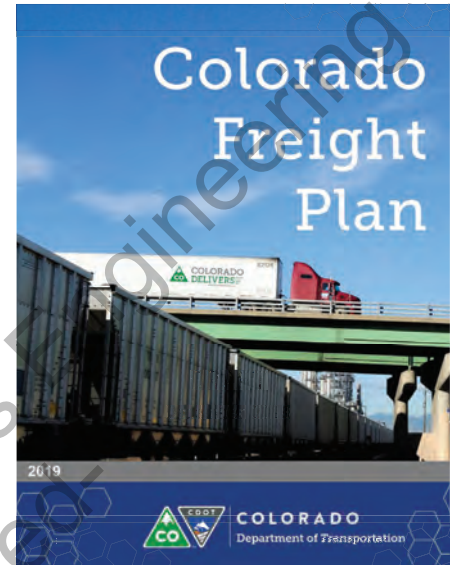
I-270 Freight Issues

I-270 is categorized as a Primary Highway Freight System, which is a network of highways identified as the most critical highway portions of the U.S. freight transportation system. I-270 is a critical link for truck freight movement regionally and for the numerous industries along the corridor.

What are the obstacles to efficient freight movement on I-270?

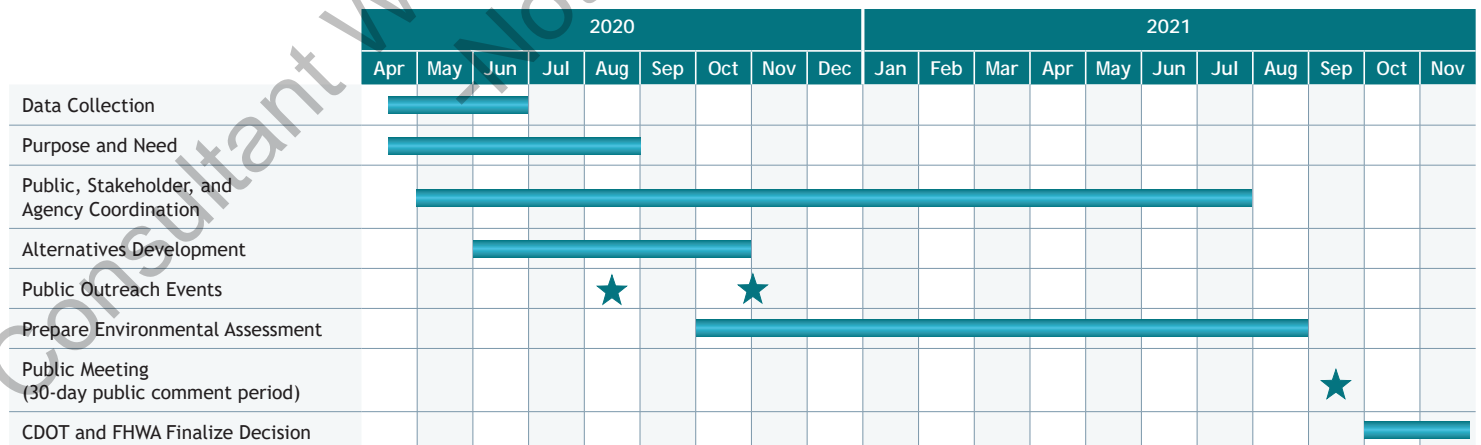
- Obsolete geometry limits truck sizes, increases travel times, and impedes traffic flow
- Stop-and-go traffic impairs trucking operations
- Corridor shoulder widths are insufficient for disabled trucks

The I-270 project team is coordinating with the Colorado Motor Carriers Association (CMCA) to better understand truck freight issues and needs in the I-270 corridor. For more information about CMCA, please visit their website at CMCA.com.



<https://www.codot.gov/programs/planning/transportation-plans-and-studies/documents/march-2019-colorado-freight-plan.pdf>

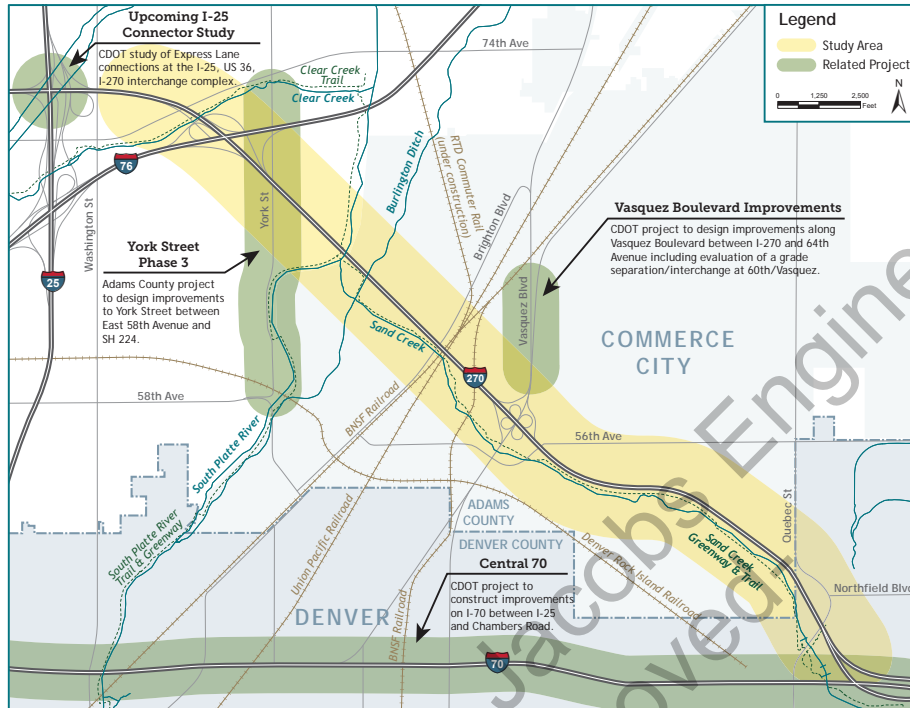
Environmental Assessment Process and Schedule



Legend

- project team activities
- ★ public involvement opportunities

Transportation Projects Near the Study Area



I-270 Air Quality Research Project

- CDOT is committed to understanding the effects of construction activities on air quality.
- CDOT is planning a research effort to monitor air quality along I-270. The monitoring will provide a baseline for various pollutants before, during, and after construction of improvements along I-270.
- This research project is independent of the I-270 Corridor Improvements Environmental Assessment, but the two efforts could support each other's understanding.
- For more information, please contact Tamara Rollison at tamara.rollison@state.co.us.



I-270 looking west from Vasquez Boulevard interchange

We Request Your Feedback

Please share your comments regarding the project by using any of the four methods below.



Use the comment tool in this virtual meeting room



Submit comments through the project website at www.codot.gov/projects/i270



Call the project hotline at 303-512-4270



Email the project team at cdot_i270@state.co.us

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

**I-270 Corridor Improvements
Public Outreach Event - August 2020
Presentation Board Explanations**

Station 3 – Study Area

- This is our study area shown in yellow
- I-270 traverses unincorporated Adams County, Commerce City, and a little bit of the City and County of Denver.
- We expect that most of the I-270 transportation improvements studied will be between I-70 and I-76, but the ramps from I-270 to I-25 will also be evaluated.

Stations 7-8 – Travel Speeds on I-270

- These heat maps show the travel speeds of traffic along I-270.
- The morning peak period between 7:00 and 8:45 AM are shown on the left and the afternoon peak period between 4:00 and 6:45 PM are shown on the right.
- On each map, the time of day is listed across the top – eastbound travel speeds are shown on the left and westbound travel speeds on the right.
- The location along I-270 is listed down the middle of each figure.
- The different colors represent average speeds at specific times and locations.
- Green indicates faster speeds and red indicates slower speeds.
- I-270 Morning Travel Delays:
 - In the eastbound direction, the slowest travel speeds on I-270 occur between I-25 and Vasquez Boulevard.
 - In the westbound direction, the slowest travel speeds on I-270 occur between I-70 and Vasquez Boulevard.
- I-270 Afternoon Travel Delays:
 - The afternoon pattern is very similar to the morning peak period with the most substantial slow downs occurring eastbound between I-76 and Vasquez eastbound and westbound between I-70 and Vasquez.

Station 10 – Environmental Assessment Process and Schedule




- This chart shows the key steps in the Environmental Assessment process for our project and our anticipated timeline.
- The key steps in the process are listed down the left side of this chart.
- The years and months are shown across the top.
- There is a horizontal bar for each step showing when that activity is expected to occur.
- And, there are stars showing when we are planning to have public outreach events like this one.
- We expect the Environmental Assessment process to be completed late in 2021.
- We have mostly finished our data collection at this point and we are firming up the purpose and need for the project.

- We'll be considering input from the public as we identify alternatives for transportation improvements on I-270.
- We're aiming to complete the alternatives development process this fall and will hold another outreach event to share what we came up with.
- We'll do a detailed evaluation on the benefits and impacts of the alternatives for improvements to I-270.
- This will all be documented in the Environmental Assessment and we're planning to make that available for you to review in the fall of 2021.
- After we get input from stakeholders and the public on the EA, FHWA will make a final decision on how to move forward.
- There are three potential outcomes:
 - One - FHWA will sign a Finding of No Significant Impact for the selected alternative and the project will proceed into final design and construction.
 - Two – FHWA could determine the project has significant impacts and requires more detailed evaluation in an Environmental Impact Statement.
 - Or, three – FHWA could determine that the project should not move forward.
- While we don't anticipate the second or third scenarios, these are the potential outcomes of an Environmental Assessment.

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved

¡Bienvenido a la Sala de Evento Pública Virtual de las Mejoras del Corredor I-270!

CDOT está emocionado de presentar este proyecto y esperamos que comparta su opinión. Aquí hay algunas breves instrucciones para navegar en esta sala virtual.

1. Haga clic en  para el formulario de inicio de sesión y llene los datos correspondientes.
2. Puede desplazarse por la sala con el cursor en un PC o el dedo en una pantalla táctil.
3. Comience a navegar la sala haciendo un movimiento panorámico a la derecha. Hay un video de presentación narrado seguido por presentaciones individuales sobre varios temas del proyecto.
4. Puede ver el vídeo narrado por haciendo clic en .
5. Puede ver una versión más grande de cada anuncio de presentación en esta sala haciendo clic en  en la parte superior del tablero.
6. El último anuncio de presentación proporciona los cuatro métodos que puede utilizar para compartir sus comentarios con nosotros.

¡Gracias por participar en el Proyecto de las Mejoras del Corredor de la I-270!

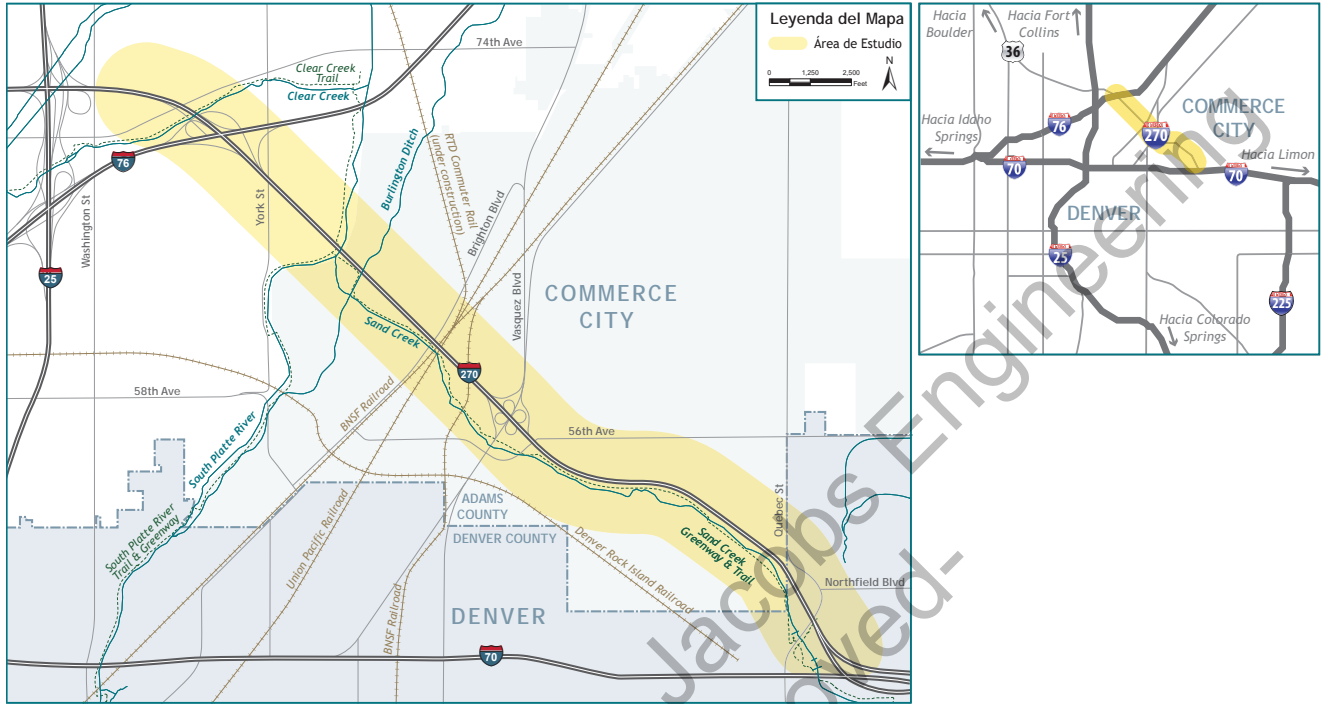
¡Te Oímos!

- Durante la primavera y el verano de 2019, CDOT habló con los residentes de las comunidades de todo el estado para construir un plan para el futuro del sistema de transporte de Colorado.
- Mejorar nuestras autopistas interestatales fue una de las principales prioridades identificadas.
- El Proyecto Estratégico de 10 años, invierte \$1.200 millones (37.5 por ciento de toda la financiación) en mejorar la condición de nuestras autopistas interestatales.
- El proyecto de las Mejoras del Corredor I-270 recibió más de \$200 millones en financiamiento.



<https://www.codot.gov/programs/your-transportation-priorities/assets/10-year-vision-spanish>

Área de Estudio



Propósito y Necesidad del Proyecto

Propósito del Proyecto

El propósito del proyecto de mejoras del corredor I-270 es el de implementar soluciones de transporte que modernicen el corredor I-270 para satisfacer las demandas de transporte.

Necesidades del Proyecto

- Mejorar la seguridad reduciendo la tasa de accidentes de vehículos
- Mejorar la fiabilidad del tiempo de viaje y reducir los retrasos
- Actualizar puentes obsoletos y deficientes e infraestructura vial
- Acomodar el tráfico de carga de camiones

Objetivos del Proyecto

- Alojamiento de rutas multimodales existentes y planificadas
- Consideración del medioambiente natural y humano
- Consideración de planes de transporte locales y regionales aprobados

Problemas de Seguridad Identificados

- La tasa de accidentes es más alta que los promedios estatales en la mayor parte del corredor.
- El tráfico de parada y arranque contribuye a los accidentes de la parte trasera y de los lados de los vehículos
- El intercambiador de Vásquez tiene rampas de salida y entrada cortas y se identifica como un punto significativo de choque de vehículos comerciales

Problemas de Retraso Identificados

- Tiempos de viaje pico actualmente 3 a 4 veces más altos en comparación con los tiempos de viaje en condiciones de flujo libre
- Las longitudes de las terminales de rampa aumentan los retrasos en los viajes
- Los accidentes contribuyen a aumentar el tiempo de viaje y el retraso

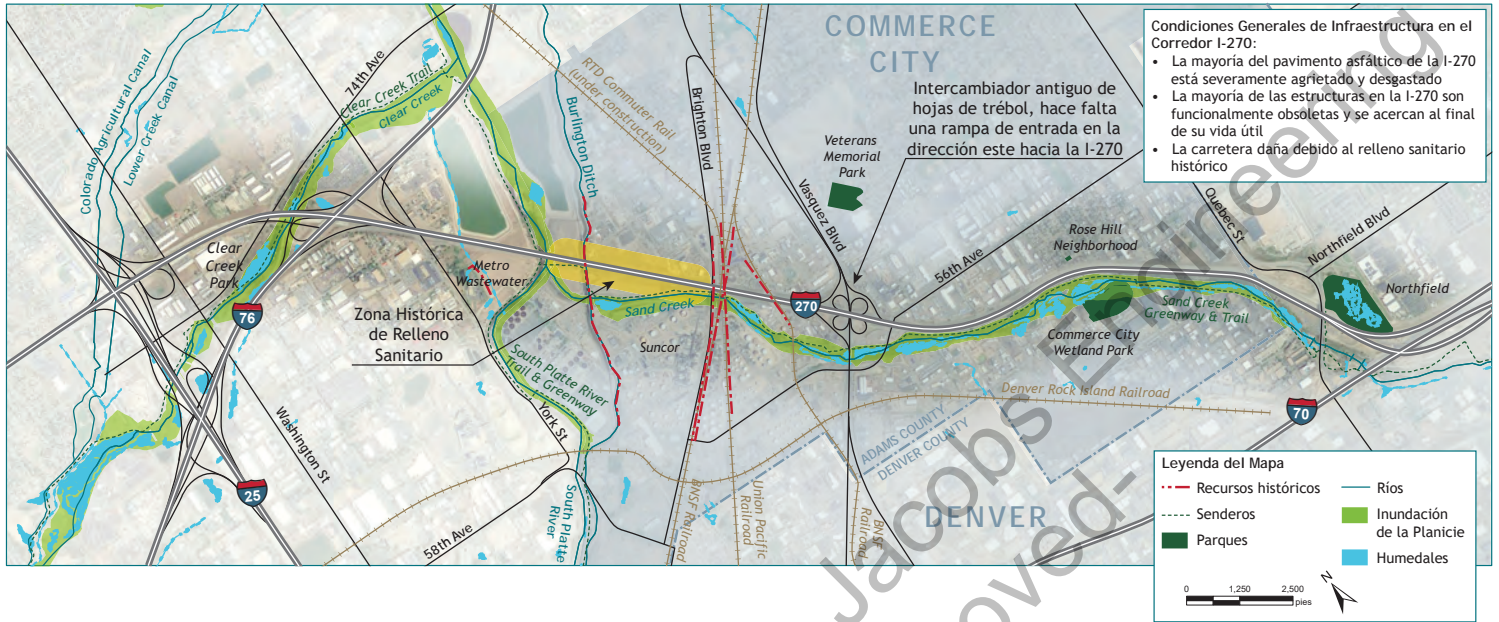
Problemas de Infraestructura Identificados

- 12 puentes están clasificados estructuralmente deficientes o se espera que entren en esta categoría durante el período de inspección de mantenimiento de 2020
- El material de pavimento en la I-270 se está deteriorando
- La carretera está hundiéndose sobre el área del vertedero
- Diseño geométrico de calidad inferior

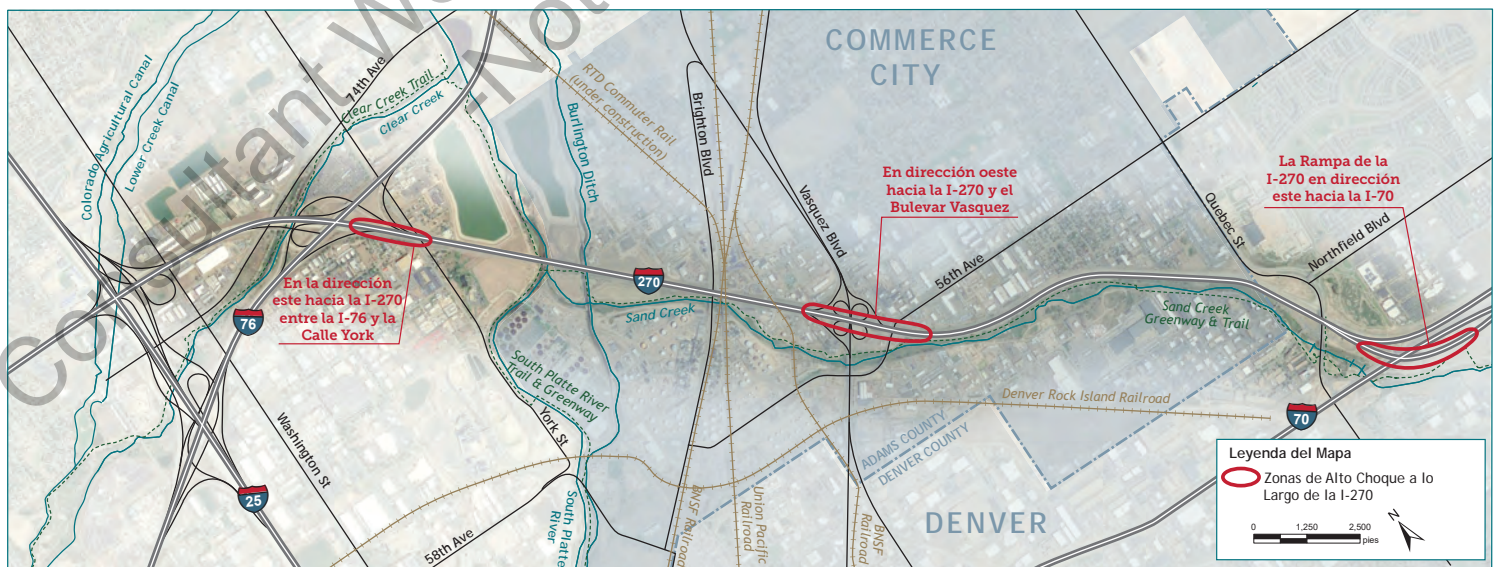
Problemas Identificados de Carga de Camiones

- La geometría obsoleta limita el tamaño de los camiones, aumenta los tiempos de viaje e impide el flujo de tráfico
- El tráfico de parada y arranque afecta las operaciones de camiones
- El ancho de las bermas del corredor es insuficiente para los camiones

Condiciones Existentes en el Área de Estudio

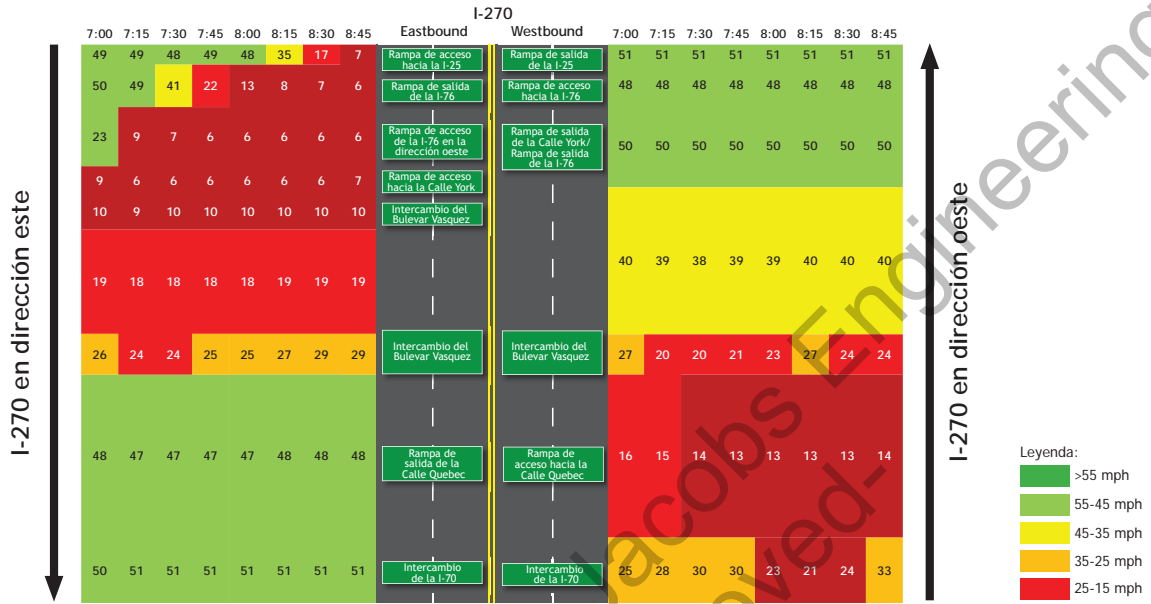


Zonas de Alto Choque a lo Largo de la I-270



Retrasos de Viaje por la Mañana en la I-270

Tabla de velocidades cada 15 minutos



Retrasos de Viaje por la Tarde en la I-270

Tabla de velocidades cada 15 minutos



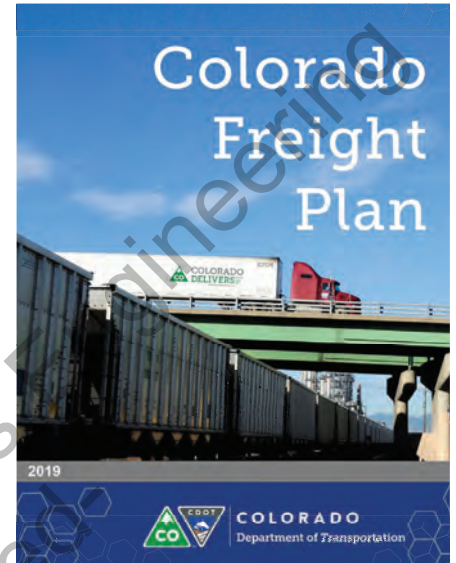
Problemas de Carga en la I-270

La I-270 se clasifica como un Sistema Primario de Transporte por Carretera, que es identificada como las porciones de carretera más críticas del sistema de transporte de carga de los Estados Unidos. I-270 es un eslabón crítico para el movimiento de carga de camiones a nivel regional y para las numerosas industrias a lo largo del corredor.

¿Cuáles son los obstáculos para un movimiento eficiente de carga en la I-270?

- La geometría obsoleta limita el tamaño de los camiones, aumenta los tiempos de viaje e impide el flujo de tráfico
- El tráfico de parada y arranque afecta las operaciones de camiones
- Los arceles anchos del corredor son insuficientes para los camiones

El equipo del proyecto de la I-270 está coordinando con la Asociación de Transporte de Camiones de Colorado (CMCA) para entender mejor los problemas y necesidades de carga de camiones en el corredor de la I-270. Para obtener más información sobre CMCA, visite su sitio web en CMCA.com.



<https://www.codot.gov/programs/planning/transportation-plans-and-studies/documents/march-2019-colorado-freight-plan.pdf>

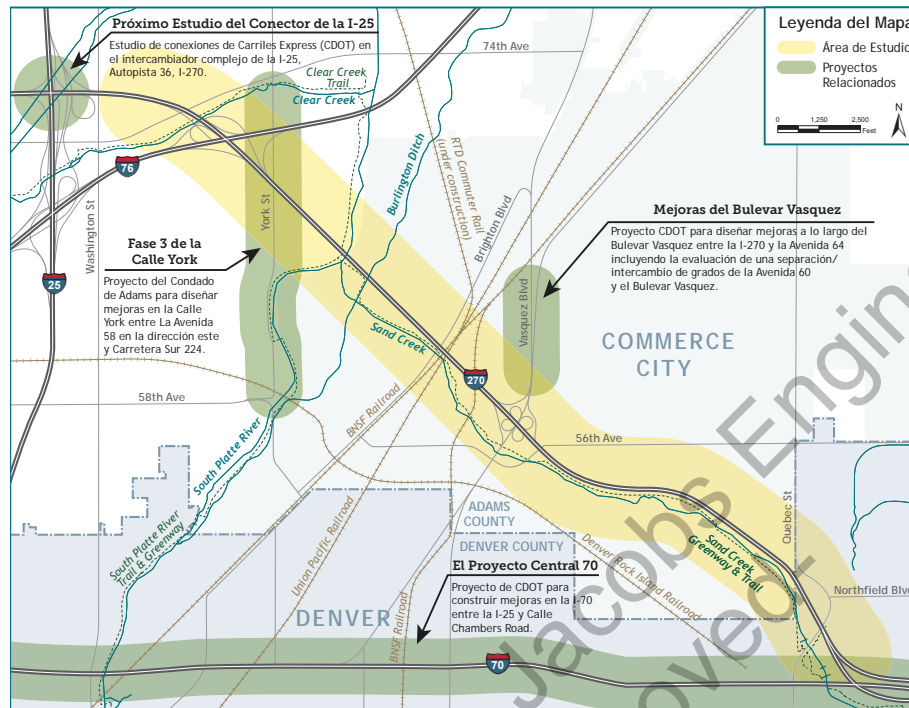
Proceso y Programa de Evaluación Medioambiental

	2020												2021								
	abril	mayo	junio	julio	agosto	septiembre	octubre	noviembre	diciembre	enero	febrero	marzo	abril	mayo	junio	julio	agosto	septiembre	octubre	noviembre	
Recopilación de Datos	■																				
Propósito y Necesidad	■																				
Coordinación pública, de partes interesadas y de agencias	■																				
Desarrollo de Alternativas		■																			
Eventos de divulgación públicos					★			★													
Preparación de la evaluación Medioambiental									■												
Reunión pública (período de comentarios del público de 30 días)																			★		
CDOT y FHWA finalizan la decisión																				■	

Leyenda

- Actividades del equipo del proyecto
- ★ Oportunidades de participación del público

Proyectos de Transporte Cerca del Área de Estudio



Proyecto de Investigación de la Calidad del Aire I-270

- CDOT se compromete a comprender los efectos de las actividades de construcción en la calidad del aire.
- CDOT está planeando un esfuerzo de investigación para monitorear la calidad del aire a lo largo de la I-270. El monitoreo proporcionará una línea de base para varios contaminantes antes, durante y después de la construcción de mejoras a lo largo de la I-270.
- Este proyecto de investigación es independiente de la Evaluación Medioambiental de Mejoras del Corredor de la I-270, pero los dos esfuerzos podrían apoyar la comprensión del otro.
- Para obtener más información, póngase en contacto con Tamara Rollison en tamara.rollison@state.co.us.



I-270 hacia el oeste desde el intercambiador del Bulevar Vasquez

Solicitamos sus Comentarios

Por favor, compartan sus comentarios con respecto al proyecto utilizando cualquiera de los cuatro métodos a continuación.



Utilice la herramienta de comentarios en esta sala de reuniones virtual



Envíe comentarios a través del sitio web del proyecto en www.codot.gov/projects/i270



Llame a la línea directa del proyecto al 303-512-4270



Envíe un correo electrónico al equipo del proyecto a cdot_i270@state.co.us

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

Mejoras del Corredor I-270
Evento de Divulgación Pública agosto 2020
Explicaciones del Tablero

Estación 3 – Área de Estudio

- En Amarillo se muestra la área de estudio
- La I-270 esta entre el condado de Adams que no esta incorporado, la ciudad de Commerce, y un poco de la ciudad y el condado de Denver.
- Esperamos que la mayoría de las mejoras de la transportación de la I-270 estudios son entre la I-70 e I-76, pero las rampas de la I-270 a la I-25 también serán evaluadas.

Estación Siete 7-8 – Velocidades de viaje en la I-270

- Estos mapas muestran las velocidades de viaje del tráfico a lo largo de la I-270.
- El período pico de la mañana entre las 7:00 y las 8:45 a.m. se muestra a la izquierda y el período pico de la tarde entre las 4:00 y las 6:45 p.m. se muestra a la derecha.
- En cada mapa, la hora del día se muestra en la parte superior — las velocidades de viaje hacia el este se muestran a la izquierda y a las velocidades de viaje hacia el oeste a la derecha.
- La ubicación a lo largo de la I-270 aparece en el medio de la figura.
- Los diferentes colores representan velocidades medias en momentos y lugares específicos.
- El verde indica velocidades más rápidas y el rojo indica velocidades más lentas.
- Retrasos de Viaje por la Mañana en la I-270:
 - En dirección este, las velocidades de viaje más lentas ocurren entre la I-25 y el Bulevard Vasquez.
 - En dirección oeste, las velocidades de viaje más lentas ocurren entre la I-70 y el Bulevard Vasquez.
- Retrasos de Viaje por la Tarde en la I-270:
 - El diseño de la tarde es muy similar al período pico de la mañana con las desaceleraciones más sustanciales que ocurren hacia el este entre I-76 y Vásquez hacia el este y hacia el oeste entre I-70 y Vásquez.

Estación 10 – Proceso y Programa de Evaluación Medioambiental

- Este gráfico muestra los pasos clave en el proceso de Evaluación Ambiental para nuestro proyecto y nuestro cronograma anticipado.
- Los pasos clave del proceso se enumeran en el lado izquierdo de este gráfico.
- Los años y meses se muestran en la parte superior.
- Hay una barra horizontal para cada paso que muestra cuándo se espera que se produzca esa actividad.
- Y, hay estrellas que muestran cuando estamos planeando tener eventos de divulgación pública como este.
- Esperamos que el proceso de evaluación ambiental se complete a finales de 2021.
- En su mayoría hemos terminado nuestra recopilación de datos en este punto y estamos reafirmando el propósito y la necesidad del proyecto.

- Consideraremos las aportaciones del público a medida que identificamos alternativas para las mejoras de transporte en la I-270.
- Nuestro objetivo es completar el proceso de desarrollo de alternativas este otoño y celebraremos otro evento de divulgación para compartir lo que se nos ocurrió.
- Haremos una evaluación detallada sobre los beneficios e impactos de las alternativas para mejoras en la I-270.
- Todo esto se documentará en la Evaluación Ambiental y estamos planeando poner eso a su disposición para que lo revise en el otoño de 2021.
- Después de recibir la opinión de las partes interesadas y del público en el EA, FHWA tomará una decisión final sobre cómo avanzar.
- Hay tres posibles resultados:
 - Uno - FHWA firmará un Hallazgo de No Impacto Significativo para la alternativa seleccionada y el proyecto procederá al diseño final y la construcción.
 - Dos – FHWA podría determinar que el proyecto tiene impactos significativos y requiere una evaluación más detallada en una Declaración de Impacto Ambiental.
 - O, tres – FHWA podría determinar que el proyecto no debe avanzar.
- Aunque no anticipamos el segundo o tercer escenario, estos son los posibles resultados de una Evaluación Ambiental.

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved



 **COLORADO**
Department of Transportation

 U.S. Department of Transportation
Federal Highway Administration

I-270 Corridor Improvements

Public Outreach Event
August 2020

 Commerce CITY


 ADAMS COUNTY
COLORADO



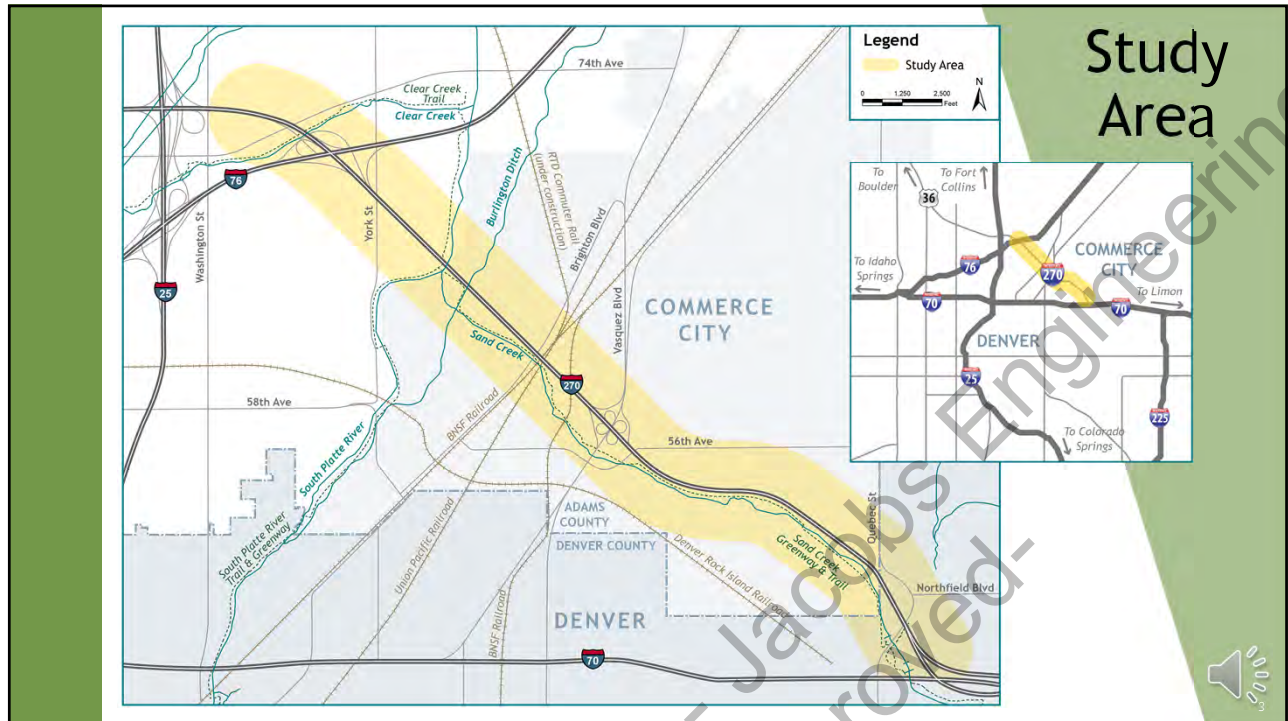
1

Agenda

- Project Overview
- Draft Project Purpose and Need
- Existing Conditions in the Study Area
- Environmental Assessment Process and Schedule
- Methods for Public Input



2



3

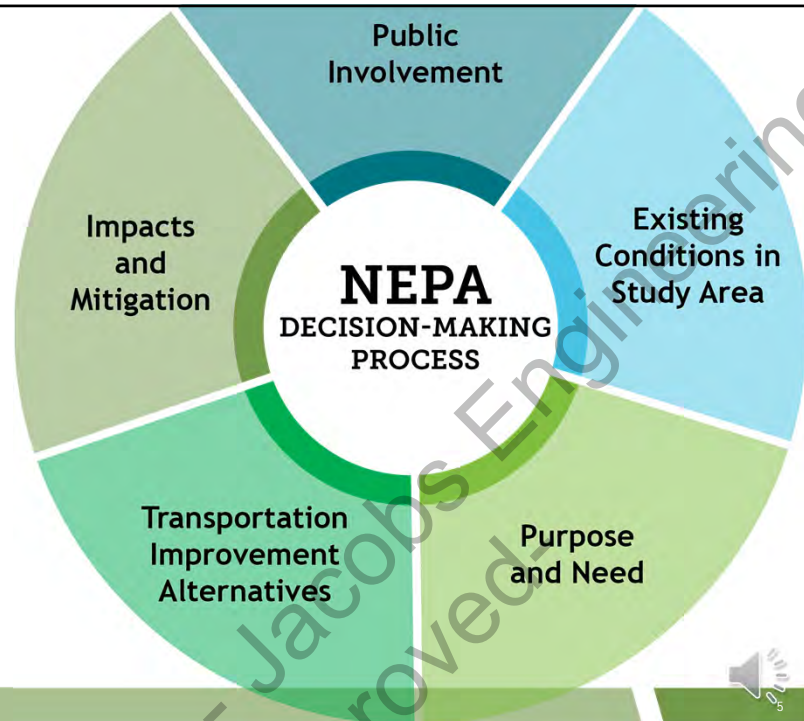
I-270 Corridor History



4

What is NEPA?

- National
- Environmental
- Policy
- Act



5

What is the purpose of the project and why is it needed?

Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions that modernize the I-270 corridor to accommodate transportation demands.

Project Needs

- Improve safety by reducing the rate of vehicle crashes
- Improve travel time reliability and reduce delays
- Update obsolete and deficient bridges and highway infrastructure
- Accommodate truck freight traffic

Project Goals

- Accommodation of existing and planned multimodal routes
- Consideration of the natural and human environment
- Consideration of approved local and regional transportation plans

6

Improve safety by reducing the rate of vehicle crashes

Identified Safety Issues

- Crash rates are above state averages in most of the corridor
- Stop-and-go traffic contributes to rear end and sideswipe accidents
- Vasquez interchange has short exit/entrance ramp weaving lengths and is identified as a commercial vehicle crash hot spot

7

Improve safety by reducing the rate of vehicle crashes



8



Improve safety by reducing the rate of vehicle crashes

9

An aerial photograph of a multi-lane highway with several lanes of traffic. A teal banner with white chevrons is positioned at the top of the image. The background shows some industrial buildings and parking lots.

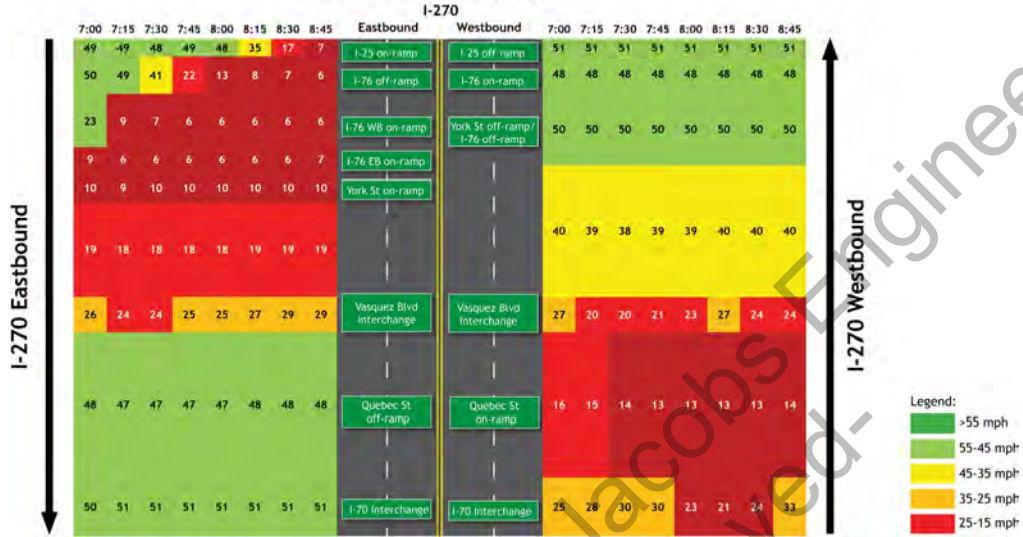
Identified Reliability and Delay Issues

- Peak travel times currently 3 to 4 times higher compared to the travel times at free flow conditions
- Queue lengths at ramp terminals increase travel delays
- Crashes contribute to increased travel time and delay

10

Improve travel time reliability and reduce delays

Table of Speeds at each Quarter Hour



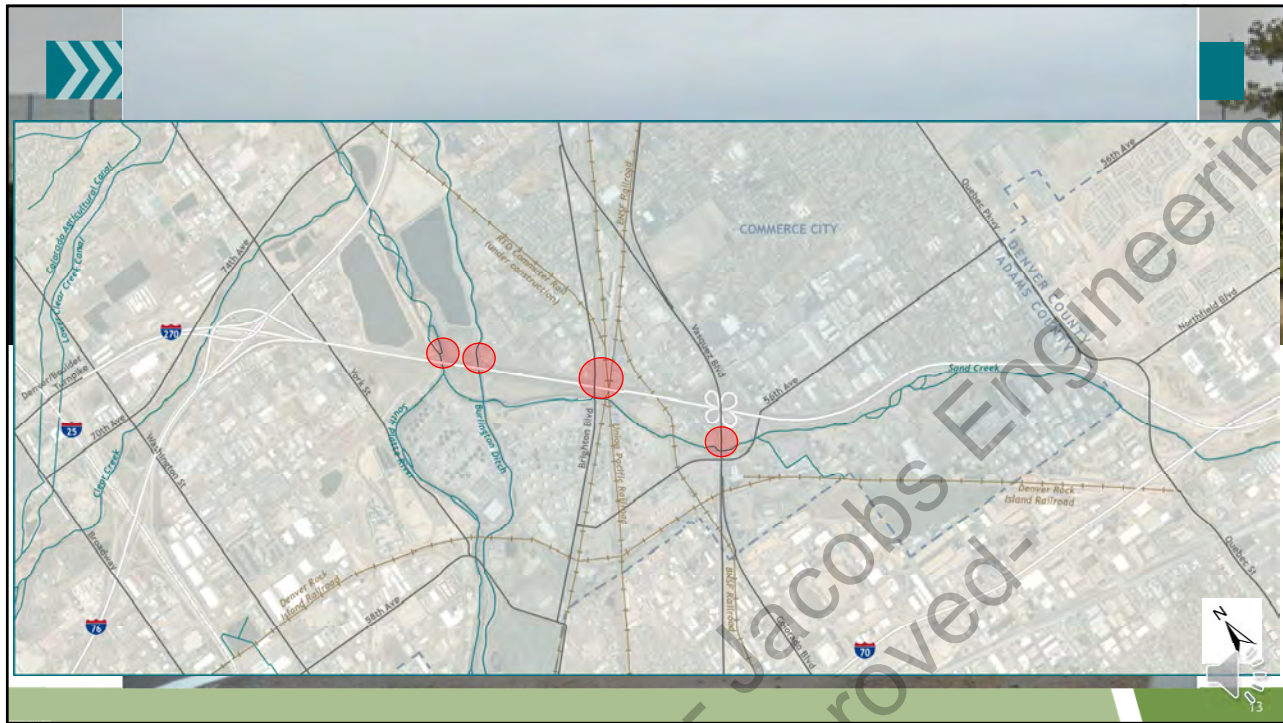
11

Improve travel time reliability and reduce delays

Table of Speeds at each Quarter Hour




12




13

>>>
Accommodate truck freight traffic



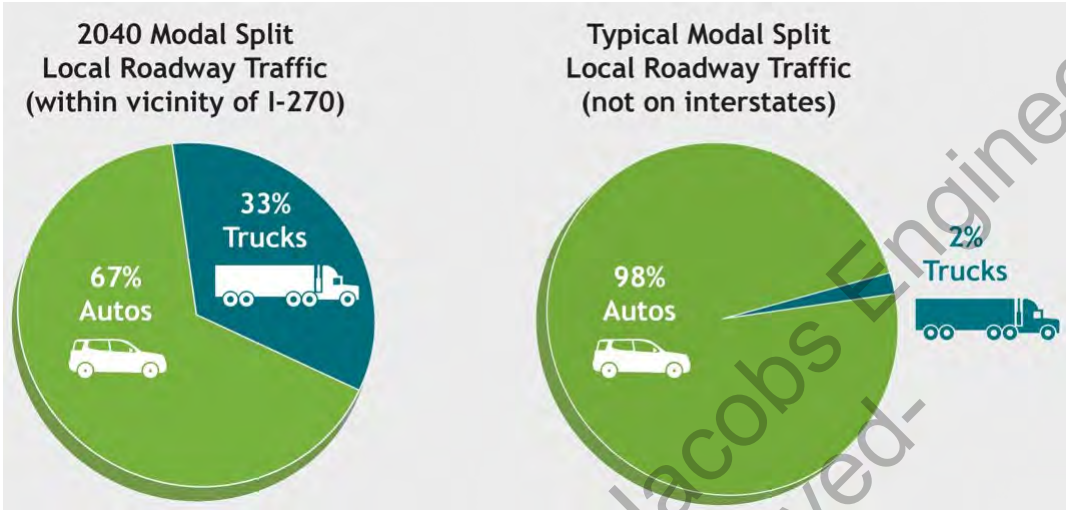
Identified Truck Freight Issues

- Obsolete geometry limits truck sizes, increases travel times, and impedes traffic flow
- Stop-and-go traffic impairs trucking operations
- Corridor shoulder widths are insufficient for trucks



14

Accommodate truck freight traffic



15

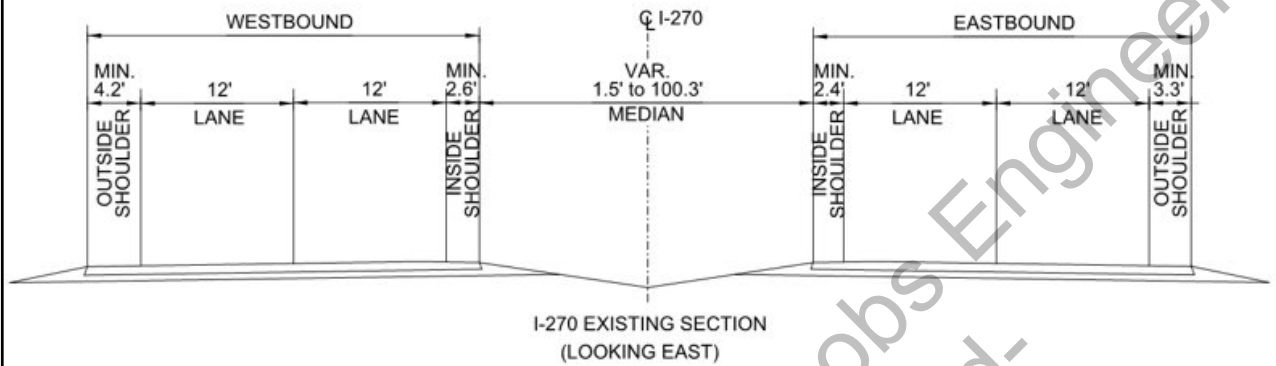
Accommodate truck freight traffic



Tanker rollover on I-270 (credit: CBS)

16

Accommodate truck freight traffic



17

Existing Conditions in the Study Area



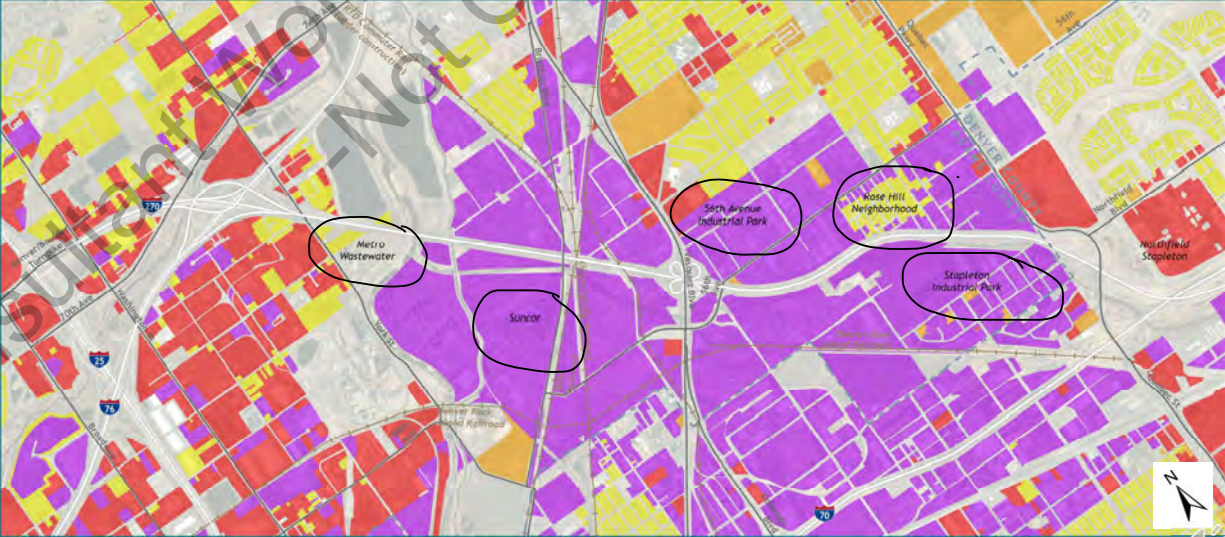
18

Existing Conditions in the Study Area



19

Existing Conditions in the Study Area



20

Existing Conditions in the Study Area



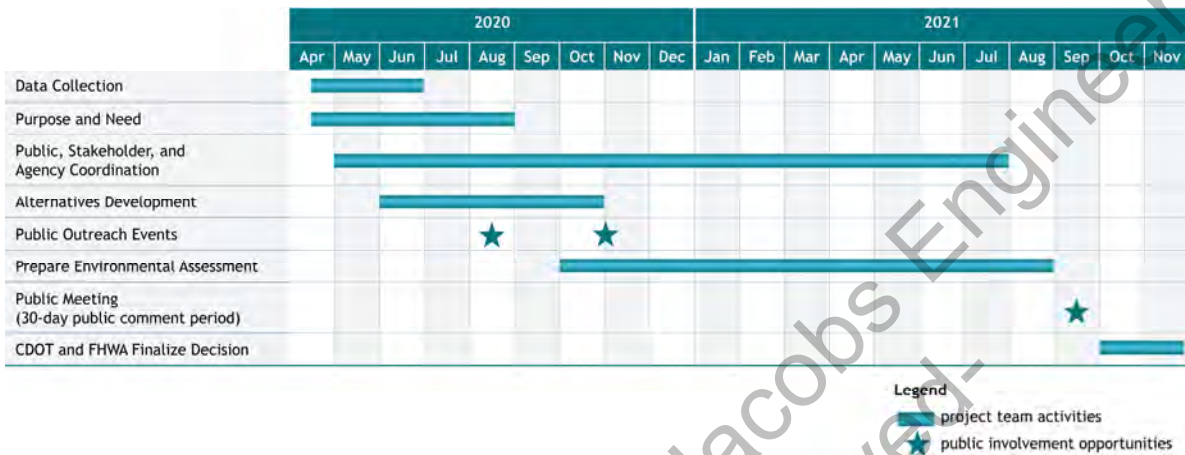
21

Existing Conditions in the Study Area



22

Key Steps and Timeline



23

CDOT Requests Your Feedback

Please share your comments regarding the project by using any of the four methods below.



Use the comment tool in this virtual meeting room



Submit comments through the project website at www.codot.gov/projects/i270



Call the project hotline at 303-512-4270



Email the project team at cdot_i270@state.co.us

24

**I-270 Corridor Improvements
Public Outreach Event - August 2020
Presentation Transcript**

Slide 1 – Title Slide

- Welcome to the public outreach event for the I-270 Corridor Improvements project.
- We're glad you've joined us to learn more about this project.
- The Colorado Department of Transportation, also known as CDOT, is partnering with Commerce City and Adams County to study future transportation improvements in the I-270 corridor.

Slide 2 – Agenda

Let's quickly review what we'll cover in this presentation.

- First, I'll provide an overview of the project including the history of the corridor
- I'll also explain why we are studying transportation improvement options for I-270
- I'll describe the existing conditions in our study area
- I'll review the project process and schedule
- And, I'll talk about the ways you can participate and provide input

Slide 3 – Study Area

- This is our study area shown in yellow
- I-270 traverses unincorporated Adams County, Commerce City, and a little bit of the City and County of Denver.
- We expect that most of the I-270 transportation improvements studied will be between I-70 and I-76, but the ramps from I-270 to I-25 will also be evaluated.

Slide 4 – I-270 Corridor History

- As we look at some recent drone footage of I-270, let's talk a bit about the history of the corridor.
- Construction of I-270 began in the late 1960s.
- The eastern segment opened to traffic between Vasquez Boulevard and I-70 in 1968, followed by the middle segment between Vasquez and I-76 in 1970.
- The remaining western segment from I-76 to the I-25/US 36 interchange was completed in phases in the late 1990s.

Slide 5 – What is NEPA?

- To help you understand the process for our study, I need to explain NEPA.
- What is NEPA?
- NEPA stands for National Environmental Policy Act.

- This Act was established in 1969 to provide a framework for environmental planning and decision-making by Federal agencies.
- An environmental assessment -- referred to as an EA -- will be prepared for this project in compliance with NEPA.
- The lead federal agency overseeing this project is the Federal Highway Administration – or FHWA.
- The primary components of the NEPA process are shown in this chart.
 - First - we collect data on existing conditions in the study area.
 - We use this data to understand the issues that need to be addressed in the project corridor. This is the basis for what is called “purpose and need.” A purpose and need statement articulates the specific problems to be addressed.
 - The purpose and need is the foundation for identifying what transportation improvement alternatives to consider for the project.
 - Once we’ve identified an alternative or alternatives that meet the purpose and need, we’ll evaluate the benefits and impacts of the alternatives in the EA.
 - At the top of the chart – and key to this process - is public involvement.
 - Providing meaningful opportunities for the public to participate and provide input is essential to the NEPA decision-making process.

Slide 6 – What is the purpose of the project...

- Let’s take a look at the draft purpose and need statement that CDOT and FHWA have developed this project.
- Commerce City and Adams County have reviewed and approved this purpose and need and now we’d like your input.
- The purpose of the I-270 corridor improvements project is to implement transportation solutions which modernize the I-270 corridor to accommodate transportation demands.
- The needs include:
 - Improve safety by reducing the rate of vehicle crashes,
 - Improve travel time reliability and reduce delays,
 - Update obsolete and deficient bridges and highway infrastructure, and
 - Accommodate truck freight traffic.
- The secondary goals of the project include:
 - Accommodation of existing and planned multimodal routes,
 - Consideration of the natural and human environment, and
 - Consideration of approved local and regional transportation plans.
- I’m going to step through each of the needs in more detail, and I hope you’ll let us know if we’ve missed any of the key issues in the I-270 corridor.

Slide 7 – Safety

- Let’s talk first about the safety issues we’ve identified along I-270.
- We compiled available data on I-270 crashes during the period between 2014 and 2018.
- The data shows that most of the corridor experiences crash rates above state average for similar routes.

- There is a high incidence of rear end and sideswipe crashes, likely due to the stop-and-go traffic conditions during peak periods.

Slide 8 – High Crash Locations

- This map shows the highest crash locations in the corridor.
 - eastbound I-270 between I-76 and York Street,
 - westbound I-270 at Vasquez Boulevard, and
 - the eastbound I-270 ramp to I-70.
- CDOT completed a Safety Assessment Report in 2016 for the Vasquez Boulevard interchange.

Slide 9 – Vasquez Interchange Video

- The Vasquez interchange is an outdated tight cloverleaf design with a short distance between loop ramps.
- Drivers have a short distance to weave and merge between the entrance and exit ramps.
- We believe this condition contributes to a high number of crashes, particularly involving commercial vehicles.

Slide 10 – Reliability and Delay

- This leads me to the next topic – travel time reliability and delays.
- I-270 is a key link for commuters, and business growth in the area has produced high volumes of freight traffic.
- Daily traffic congestion patterns begin on I-270 earlier than any other freeway in Colorado.
- When you're able to drive the corridor at the posted speed limits, which we refer to as free-flow conditions, it takes about six and a half minutes to get through the corridor.
- Peak period travel times can be as long as 23 minutes.

Slide 11 – AM Peak Period Heat Map

- This heat map shows the travel speeds of traffic along I-270 during the morning peak period between 7:00 and 8:45 AM.
- The time of day is listed across the top – eastbound travel speeds are shown on the left and westbound travel speeds on the right.
- The location along I-270 is listed down the middle of the figure.
- The different colors represent average speeds at specific times and locations.
- Green indicates faster speeds and red indicates slower speeds.
- In the eastbound direction, the slowest travel speeds on I-270 occur between I-25 and Vasquez Boulevard.
- In the westbound direction, the slowest travel speeds on I-270 occur between I-70 and Vasquez Boulevard.

Slide 12 – PM Peak Period Heat Map

- This heat map shows the same information for the evening peak period , between 4:00 and 6:45 PM.
- The pattern is very similar to the morning peak period with the most substantial slow downs occurring eastbound between I-76 and Vasquez eastbound and westbound between I-70 and Vasquez.
- Back ups of traffic at off ramps is one factor that slows down travel on I-270.
- Crashes in the corridor are another factor causing delay and reducing the reliability of travel times.
- An interesting thing we observed during the recent stay-at-home directives due to COVID-19 was that traffic volumes on I-270 were much less affected than other corridors.
- We saw traffic counts cut in half on most metro freeways.
- Daily traffic on I-270 fell about 20% in mid-March, and only about 6% by late May.

Slide 13 – Infrastructure

- The next need I'll talk about is the condition of the infrastructure on I-270.
- As I mentioned earlier, much of this corridor was built about 50 years ago.
- CDOT has maintained I-270 through the years, but the infrastructure is obsolete and deficient compared to modern interstate standards.
- The primary infrastructure issues in the corridor include bridges, the pavement and subgrade, and the geometry at interchanges.
- Let's talk about the bridges first.
 - Four of the I-270 bridges and the Vasquez Boulevard bridge are rated as structurally deficient.
 - These include:
 - the I-270 westbound and eastbound bridges over the South Platte River,
 - the I-270 westbound bridge over the Burlington Ditch,
 - the I-270 westbound bridge over Brighton Boulevard/BNSF/UPRR, and
 - the Vasquez Boulevard bridge over Sand Creek.
 - All of these bridges were built in 1969 with the exception of the Vasquez bridge, which was built in 1940.
 - Several additional bridges along the I-270 corridor may fall into a structurally deficient category during the next bridge maintenance inspection.
- The second critical infrastructure issue in the corridor is the pavement and subgrade.
 - The pavement has been overlaid numerous times over the years and currently shows signs of distress, like cracking.
 - For those of you who drive the corridor, you may have noticed the roller coaster effect between the South Platte River and Brighton Boulevard.
 - This is where I-270 crosses over an old land fill area.
 - There is differential settlement in this area creating four distinct areas of high points and low points.
 - Ponding occurs in the low points during precipitation events.
 - These conditions are expected to worsen over time and continue to be a maintenance issue for CDOT.
- The last critical infrastructure issue is the geometry at interchanges.

- In particular, the length of acceleration and deceleration lanes at some interchanges do not meet current standards in several locations.
- This is a contributing factor in safety and delays.

Slide 14 – Freight

- The last need I'd like to explain is the need to accommodate truck freight traffic.
- I-270 is categorized within the Primary Highway Freight System, which is a network of highways identified as the most critical highway portions of the U.S. freight transportation system.
- Trucks make up between 5.4% and 13.1% of the total traffic volume throughout the day.
- This includes trucks passing through the corridor and trucks accessing the numerous commercial and industrial sites along the corridor.

Slide 15 – Truck Mode Split

- These charts give you a sense for how much truck traffic the area surrounding I-270 experiences.
- The chart on the left shows the percentage of commercial trucks versus passenger vehicles driving on local roads in the vicinity of I-270.
- About a 1/3 of the traffic is commercial trucks, which is far higher than the statewide average of 2% shown in the chart on the right.

Slide 16 – Vasquez Crash

- As critical as I-270 is for truck freight movement in the region, the corridor doesn't currently accommodate trucks very well.
- The tight cloverleaf design I mentioned earlier at the Vasquez Boulevard interchange creates a challenging weaving interaction between trucks and passenger vehicles, which impacts truck operations and contributes to a high number of accidents at this location.
- This photo shows a tanker truck that rolled over in a crash on I-270 at Vasquez that shut down the interstate for several hours and resulted in injuries to the driver.
- The 2019 Colorado Freight Plan identifies Vasquez Boulevard as an "important freight, energy, and industrial corridor with significant...mobility issues affecting freight movement..."

Slide 17 – Narrow Shoulders

- Another issue affecting truck freight operations is narrow shoulders.
- Adequate shoulder widths are important for trucks to address inevitable mechanical issues and tire blow outs during long journeys.
- Many stretches of I-270 have sub-standard shoulder widths for trucks.

- This cross section shows the minimum shoulder widths along the corridor, which are below the 4-foot standard for inside shoulders and 10-foot standard for outside shoulders.
- Stop and go traffic is the other primary factor affecting truck freight traffic on I-270.
- The Colorado Freight Plan lists the section of I-270 from I-76 to 56th Avenue as a “congested bottleneck area.”
- Delays and crashes related to stop and go traffic impair movement of truck freight in the corridor.

Slide 18 – Existing Conditions – Infrastructure

- Now that you have an understanding of why the project is needed, let’s talk about the existing conditions along the I-270 corridor.
- It’s important to understand the context of the corridor because the improvements we propose will be evaluated as to how they impact property and resources surrounding the corridor.
- This map of our study area shows the existing infrastructure.
- This includes I-270 which you can see spanning the length of the map.
- Three other interstates connect with this corridor including I-25, I-76, and I-70.
- Other connecting routes include Vasquez Boulevard and Quebec Street.
- There is also major infrastructure crossing under I-270 near the center of the corridor, including the Union Pacific and Burlington Northern railroads, the Burlington Ditch, and Brighton Boulevard.

Slide 19 – Existing Conditions – Historic Resources

- The Burlington Ditch, Brighton Boulevard, and the railroads also happen to be either listed or eligible for listing on the National Register of Historic Resources.
- Gardener Ditch is also eligible historic resource in the study area.
- These are highlighted in red on the map.
- As part of the NEPA process, we will comply with Section 106 of the National Historic Preservation Act.
- To comply with this Act, we must consider the effects of the project on these and other historic properties identified during our data collection process.

Slide 20 – Existing Conditions – Land Use

- Looking at the surrounding land uses in the corridor, we have a lot of industrial areas with pockets of commercial, mixed use, and residential.
- This map show industrial uses in purple, commercial in red, mixed use in orange, and residential in yellow.

- A few of the major industries include the Suncor refinery, Metro Wastewater, and the 56th Avenue and Stapleton industrial parks.
- Residential uses adjacent to the corridor include the Rose Hill neighborhood located north of I-270 between Newport Street and Kearny Street.

Slide 21 – Existing Conditions – Natural Resources

- While this is a fairly urban corridor, we also have some natural resources.
- Clear Creek and the South Platte River both cross under I-270, and Sand Creek parallels the south side of the corridor east of I-76.
- These waterways have associated floodplains shown in green, which are regulated by the Federal Emergency Management Agency and the County.
- They also have wetland areas shown in aqua blue, which are regulated by the US Army Corps of Engineers.
- These features create some constraints that we will consider as we look at transportation improvements for I-270.

Slide 22 – Existing Conditions – Recreation Resources

- Recreational amenities are another resource in our study area that we need to consider.
- All three of the waterways in our study area have adjacent trails, greenways, and parks.
- The Clear Creek Trail and the South Platte River Trail cross under I-270 in the west half of the corridor.
- The Sand Creek Trail parallels the south side of I-270 for most of the way east of I-76.
- We are coordinating with the Greenway Foundation and the Sand Creek Greenway to understand the use patterns on each of these facilities and the planned recreation improvements and long-term goals for these facilities.
- These recreation amenities are an important part of the context of our study area that we need to consider as we plan transportation improvements for I-270.

Slide 23 – Key Steps and Timeline

- Before I wrap up, I'd like to talk about the key steps in the Environmental Assessment process for our project and our anticipated timeline.
- The key steps in the process are listed down the left side of this chart.
- The years and months are shown across the top.
- There is a horizontal bar for each step showing when that activity is expected to occur.
- And, there are stars showing when we are planning to have public outreach events like this one.

- You can see that we expect the Environmental Assessment process to be completed late in 2021.
- We have mostly finished our data collection at this point and we are firming up the purpose and need for the project.
- This is part of the reason we're holding this event.
- We want to hear from you before we finalize our purpose and need.
- What issues in the corridor are most critical to you?
- What problems in the corridor do you think need to be addressed?
- We'll be considering input from the public as we identify alternatives for transportation improvements on I-270.
- We're aiming to complete the alternatives development process this fall and will hold another outreach event to share what we came up with.
- We'll do a detailed evaluation on the benefits and impacts of the alternatives for improvements to I-270.
- This will all be documented in the Environmental Assessment and we're planning to make that available for you to review in the fall of 2021.
- After we get input from stakeholders and the public on the EA, FHWA will make a final decision on how to move forward.
- There are three potential outcomes:
 - One - FHWA will sign a Finding of No Significant Impact for the selected alternative and the project will proceed into final design and construction.
 - Two – FHWA could determine the project has significant impacts and requires more detailed evaluation in an Environmental Impact Statement.
 - Or, three – FHWA could determine that the project should not move forward.
- While we don't anticipate the second or third scenarios, these are the potential outcomes of an Environmental Assessment.

Slide 24 – CDOT Requests Your Feedback

- Thank you for watching this presentation on the I-270 Corridor Improvements project.
- I hope it's been informative.
- We would appreciate your feedback and input on the project.
- Please take the time to communicate with us using any of the four methods shown here.
- There is a comment button in this virtual room.
- You can also visit our website at www.codot.gov/projects/i270 to submit a comment.
- Or, you can call our project hotline at 303-512-4270.
- Lastly, you can email us at cdot_underscore_i270@state.co.us.
- Thanks for participating and helping CDOT to identify the best transportation solutions for I-270.



 **COLORADO**
Department of Transportation

 U.S. Department of Transportation
Federal Highway Administration

Mejoras del Corredor I-270

Evento de
Divulgación Pública
agosto 2020

 Commerce
CITY


 ADAMS COUNTY
COLORADO



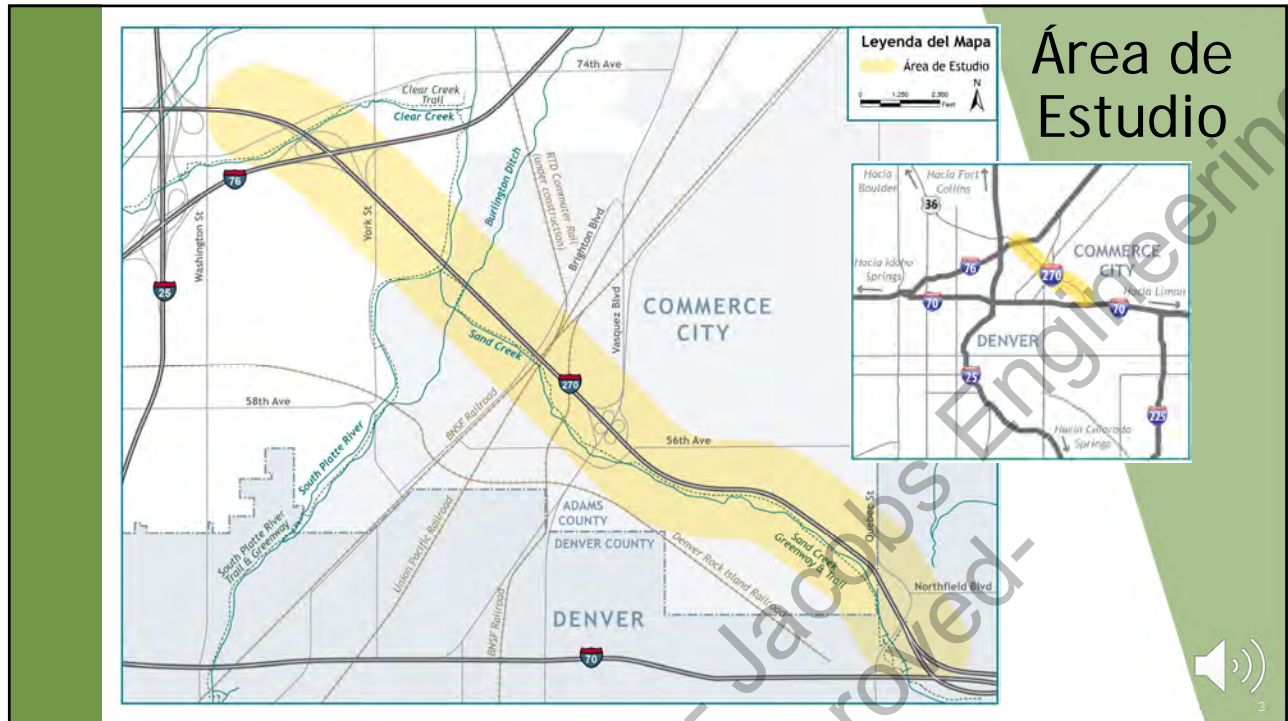
1

Programa

- Visión general del Proyecto
- Propósito y Necesidad del proyecto
- Condiciones existentes en el área de estudio
- Proceso y Programa de Evaluación Medioambiental
- Métodos de comentarios del público



2



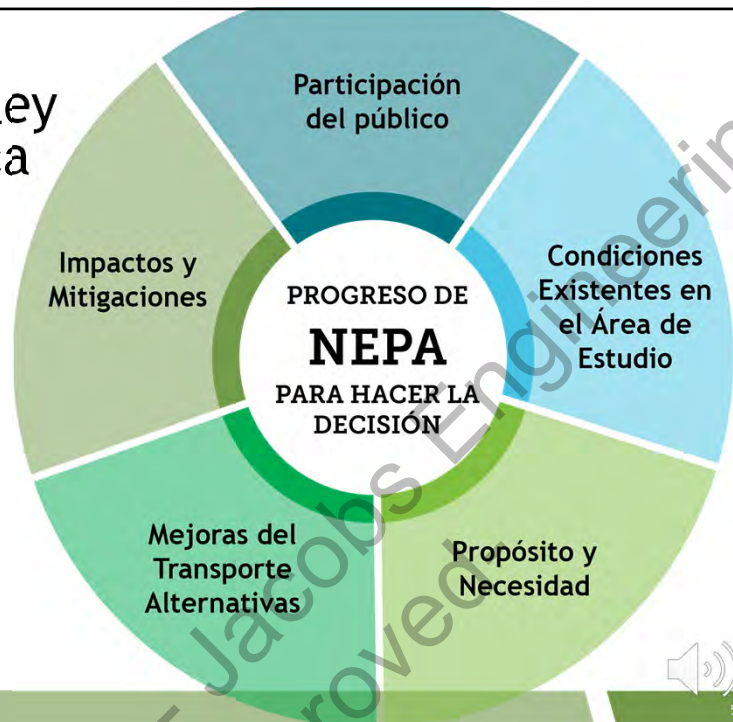
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4

¿Qué es NEPA (La Ley Nacional de Política Medioambiental)?

- Nacional
- Medioambiental
- Política
- Ley



5

¿Cuál es el propósito del proyecto y por qué se necesita?

Propósito del Proyecto

El propósito del proyecto de mejoras del corredor I-270 es el de implementar soluciones de transporte que modernicen el corredor I-270 para satisfacer las demandas de transporte.

Necesidades del Proyecto

- Mejorar la seguridad reduciendo la tasa de accidentes de vehículos
- Mejorar la fiabilidad del tiempo de viaje y reducir los retrasos
- Actualizar puentes obsoletos y deficientes e infraestructura vial
- Acomodar el tráfico de carga de camiones

Objetivos del proyecto

- Alojamiento de rutas multimodales existentes y planificadas
- Consideración del medioambiente natural y humano
- Consideración de planes de transporte locales y regionales aprobados

6



Mejorar la seguridad reduciendo la tasa de accidentes de vehículos

Problemas de seguridad identificados

- La tasa de accidentes es más alta que los promedios estatales en la mayor parte del corredor
- El tráfico de parada y arranque contribuye a los accidentes de la parte trasera y de los lados de los vehículos
- El intercambiador de Vásquez tiene rampas de salida y entrada cortas y se identifica como un punto significativo de choque de vehículos comerciales



7

7



Mejorar la seguridad por reduciendo la tasa de accidentes de vehículos



8

8



9

An aerial photograph of a multi-lane highway with several lanes of traffic. A teal banner at the top contains the text 'Mejorar la fiabilidad del tiempo de viaje y reducir los retrasos'. A speaker icon is visible in the bottom right corner of the image area.

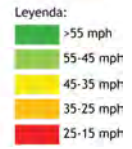
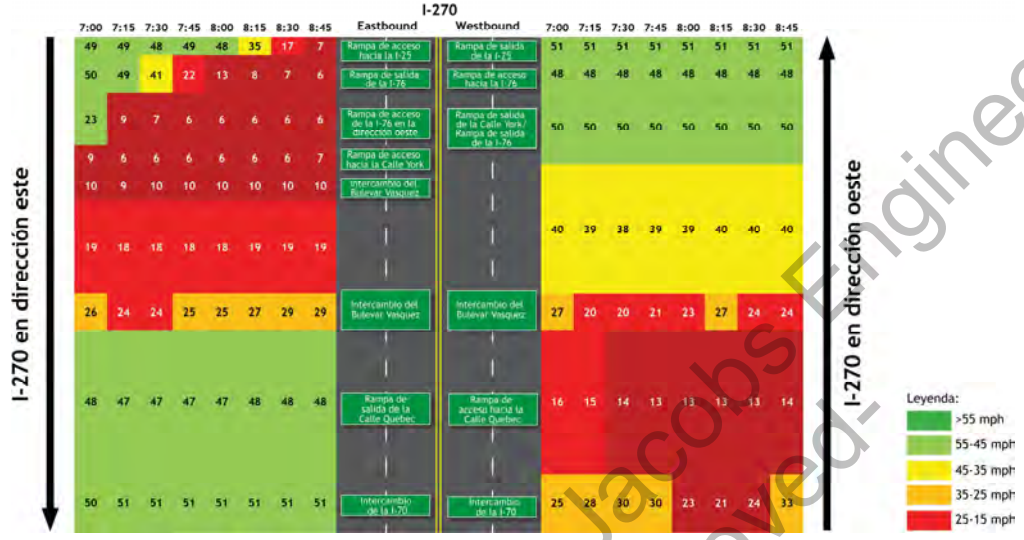
Problemas identificados de confiabilidad y retraso

- Tiempos de viaje pico actualmente 3 a 4 veces más altos en comparación con los tiempos de viaje en condiciones de flujo libre
- Las longitudes de las terminales de rampa aumentan los retrasos en los viajes
- Los accidentes contribuyen a aumentar el tiempo de viaje y el retraso

10

Mejorar la fiabilidad del tiempo de viaje y reducir los retrasos

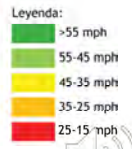
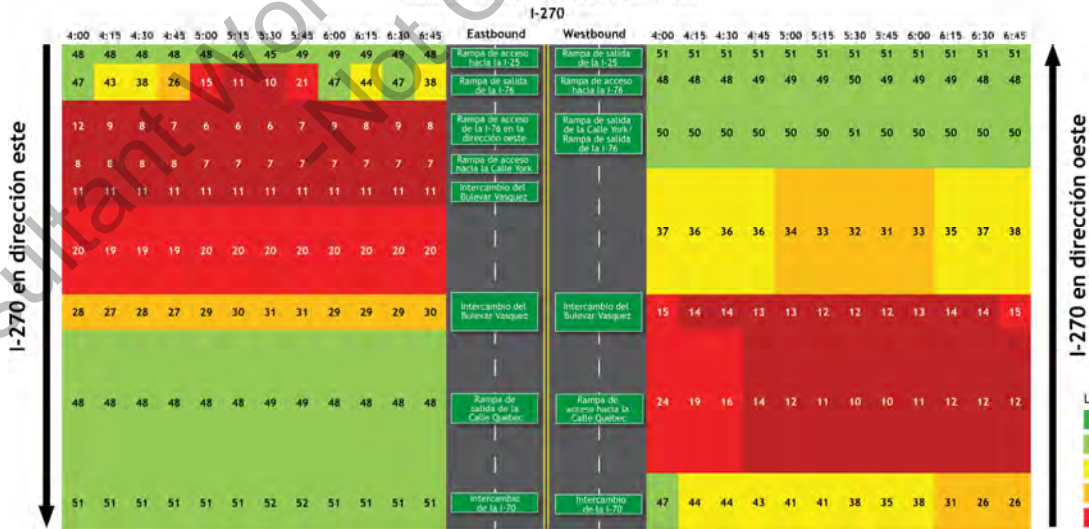
Tabla de velocidades cada 15 minutos



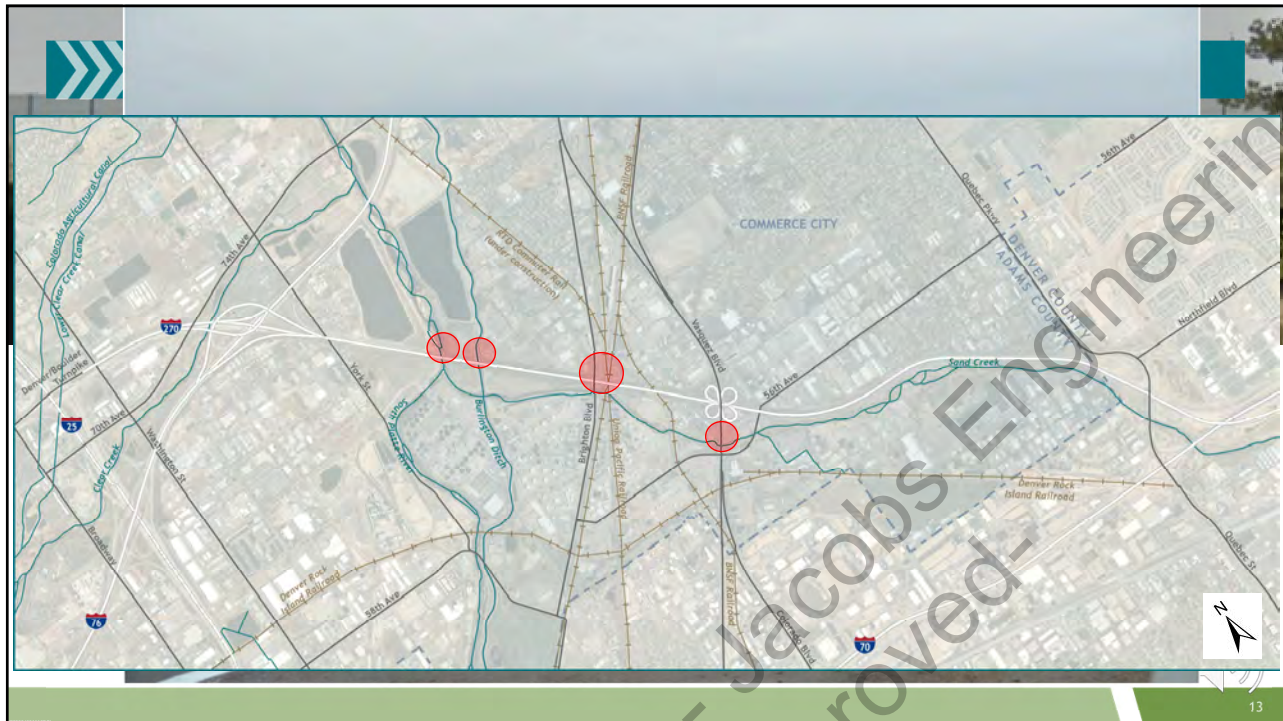
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Mejorar la fiabilidad del tiempo de viaje y reducir los retrasos

Tabla de velocidades cada 15 minutos



12



13

>>>

Acomodar el tráfico de carga de camiones



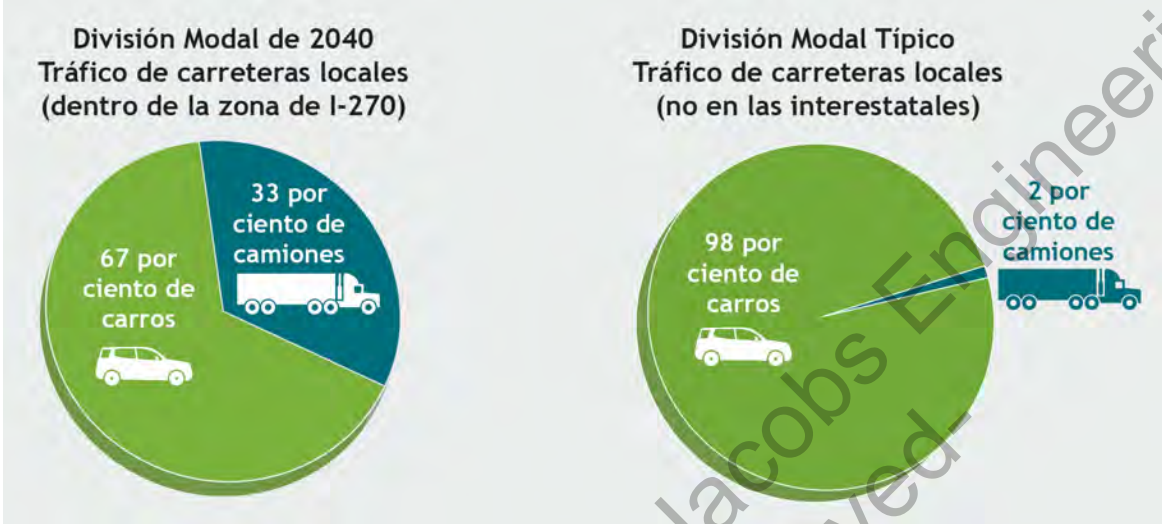
Problemas identificados de carga de camiones

- La geometría obsoleta limita el tamaño de los camiones, aumenta los tiempos de viaje e impide el flujo de tráfico
- El tráfico de parada y arranque afecta las operaciones de camiones
- Los arcenes anchos del corredor del corredor es insuficiente para los camiones



14

»»» Acomodar el tráfico de carga de camiones



15

15

»»» Acomodar el tráfico de carga de camiones



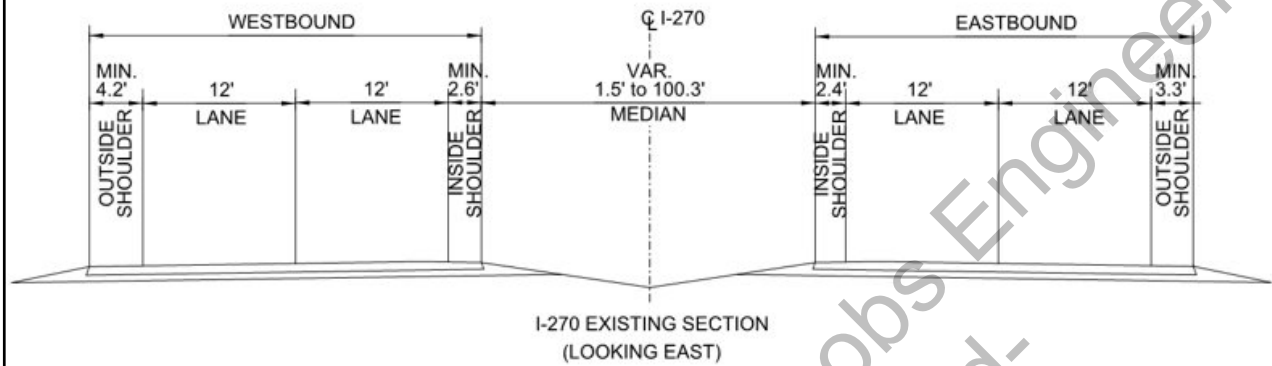
Accidente de Camión en la I-270 (crédito: CBS)



16

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Acomodar el tráfico de carga de camiones



17

17

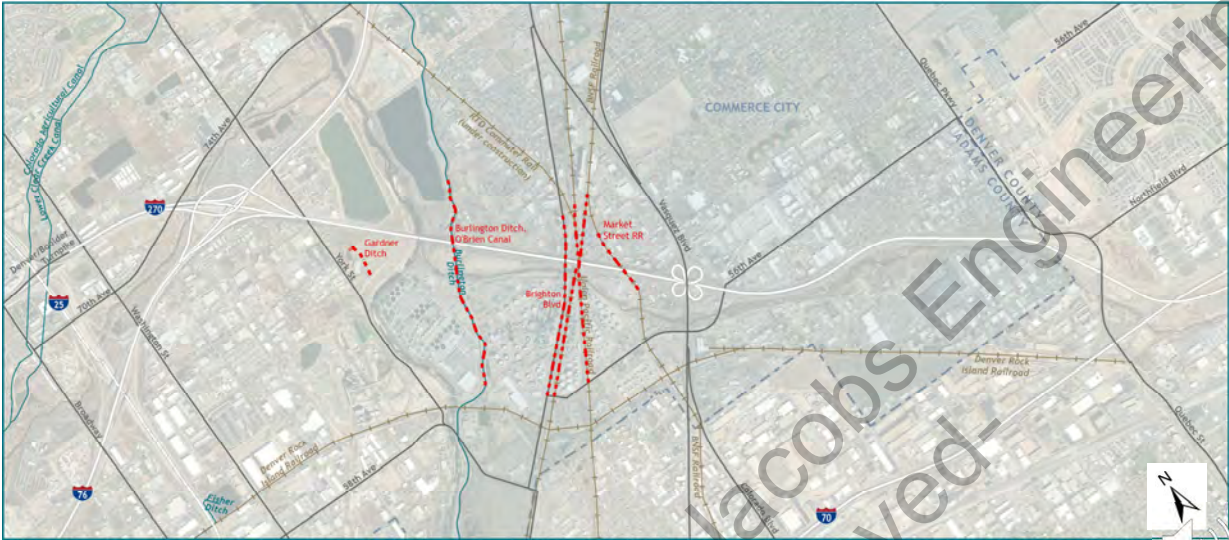
Condiciones existentes en el área de estudio



18

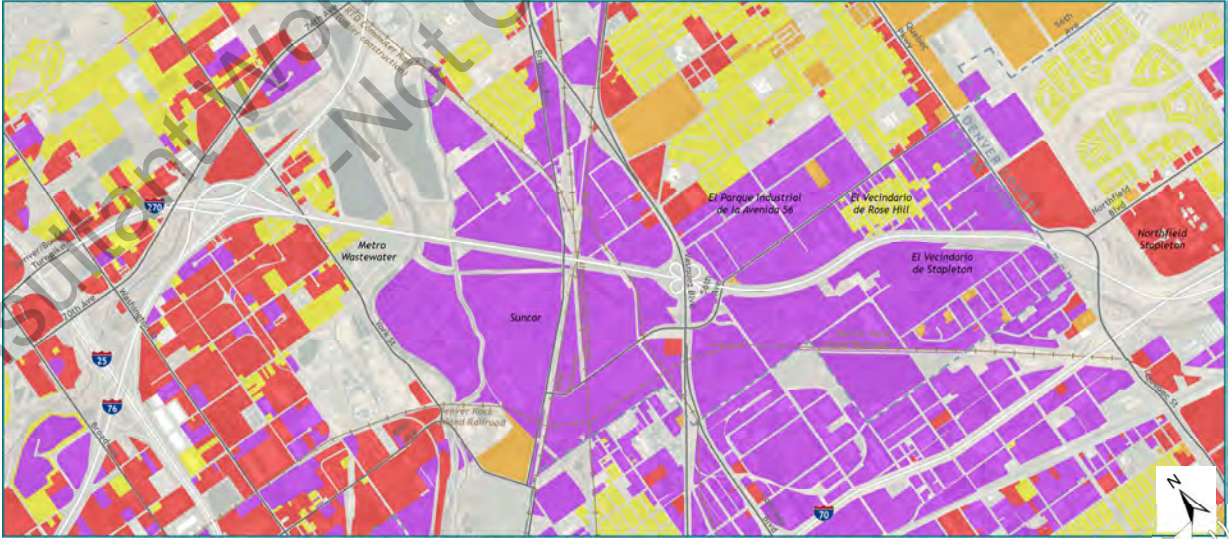
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Condiciones existentes en el área de estudio



19

Condiciones existentes en el área de estudio



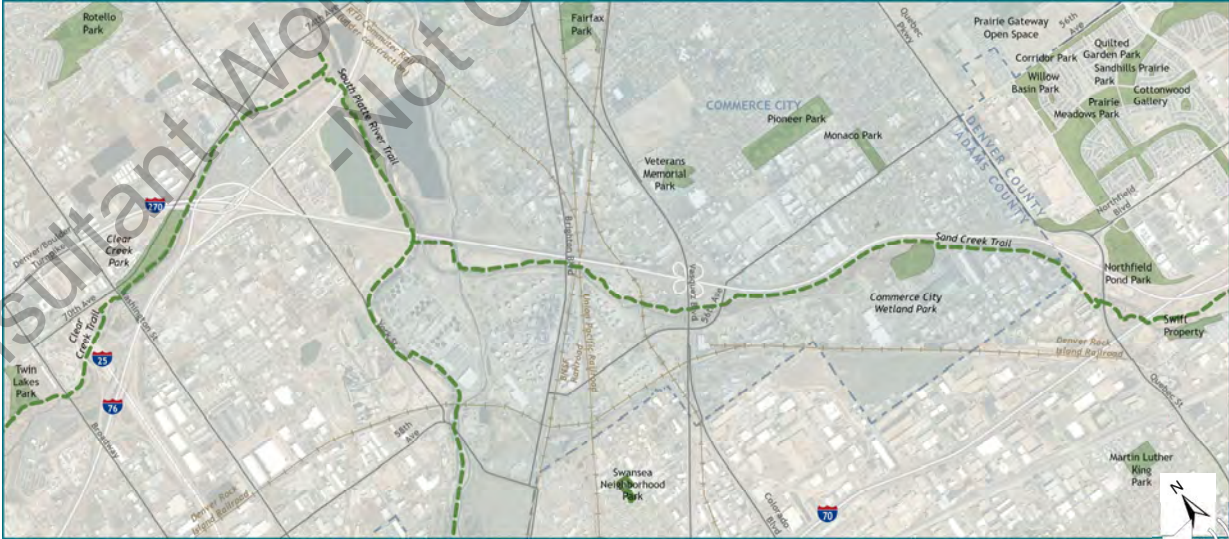
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Condiciones existentes en el área de estudio



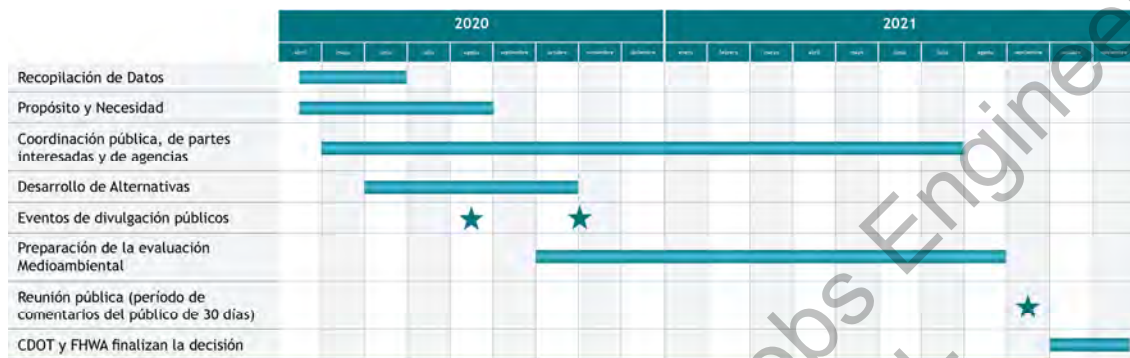
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Condiciones existentes en el área de estudio



22

Pasos clave y Cronología



Leyenda

- Actividades del equipo del proyecto
- ★ Oportunidades de participación del público



23

23

CDOT Solicitamos sus comentarios

Por favor, compartan sus comentarios con respecto al proyecto utilizando cualquiera de los cuatro métodos a continuación.



Utilice la herramienta de comentarios en esta sala de reuniones virtual



Envíe comentarios a través del sitio web del proyecto en www.codot.gov/projects/i270



Llame a la línea directa del proyecto al 303-512-4270



Envíe un correo electrónico al equipo del proyecto a cdot_i270@state.co.us



24

24

Mejoras del Corredor I-270
Evento de Divulgación Pública agosto 2020
Transcripción de la Presentación

Diapositiva 1 – Diapositiva de Título

- Bienvenidos al evento de divulgación pública para el proyecto de Mejoras del Corredor de la I-270.
- Nos alegramos que te hayas unido a nosotros para aprender más sobre este proyecto.
- El Departamento de Transporte de Colorado, también conocido como CDOT, se asocia con la Ciudad de Commerce y el Condado de Adams para estudiar futuras mejoras de transporte en el corredor de la I-270.

Diapositiva 2 – Programa

Rapidamente voy a revisar lo que vamos a cubrir en esta presentación.

- Primero, voy a proporcionar una visión general del proyecto incluyendo la historia del corredor
- Yo explicaré por qué estamos estudiando opciones de mejoras de transporte para I-270
- Yo explicare las condiciones existentes en nuestra área de estudio
Voy a discutir el proceso del proyecto y la cronología también, hablaré sobre las formas en que puede participar y proporcionaré información

Diapositiva 3 – Área de Estudio

- en Amarillo se muestra el área de estudio
- La I-270 esta entre el condado de Adams que no esta incorporado, la ciudad de Commerce, y un poco de la ciudad y el condado de Denver.
- Esperamos que la mayoría de las mejoras de la transportación de la I-270 estudios son entre la I-70 e I-76, pero las rampas de la I-270 a la I-25 también serán evaluadas.

Diapositiva 4 – Historia del Corredor I-270

- Siguiendo el video de drone de la I-270 vamos hablar un poco sobre la historia del corredor.
- La construcción de la I-270 comenzó a finales de la década de (mil novecientos se santa)1960.
- El segmento en la dirección este se abrió para a tráfico entre la I-70 y el bulevar Vasquez en 1968, seguido por el segmento en medio en 1970, entre Vásquez y la I-76.
- El segmento oeste restante de la I-76 al intercambio I-25/la autopista US 36 se completó en fases a finales de la década de 1990.

Diapositiva 5 – Qué es NEPA

- Para ayudarle a entender el proceso para nuestro estudio, necesito explicar NEPA
- ¿Qué es NEPA (La Ley Nacional de Política Medioambiental)?
- Esta Ley fue establecida en 1969 para proporcionar la planificación medioambiental y la toma de decisiones por parte de las agencias federales.

- Se preparará una evaluación medioambiental – conocido como la EA- para este proyecto de conformidad con NEPA.
- La agencia federal principal que supervisa este proyecto es la Administración Federal de Carreteras – o FHWA.
- Los componentes principales del proceso NEPA se muestran en este gráfico.
 - Primero: Juntamos datos sobre las condiciones existentes en el área de estudio.
 - Utilizamos estos datos para comprender los problemas que deben ser identificados en el corredor del proyecto.
 - Esta es la base de lo que se llama "propósito y necesidad". Una declaración de propósito y necesidad articula los problemas específicos que deben ser identificados.
 - El propósito y la necesidad son la base para identificar qué alternativas de mejora del transporte considerar para el Proyecto.

Diapositiva 6 – ¿Cuál es el propósito del proyecto y por qué se necesita?

Vamos a mirar al borrador del propósito y la necesidad que CDOT y FHWA han desarrollado para este proyecto.

La ciudad de Commerce y la ciudad de Adams han revisado y aprobado este propósito y necesidad y ahora nos gustaría su opinión.

- El propósito del proyecto de mejoras del corredor I-270 es implementar soluciones de transporte que modernicen el corredor I-270 para satisfacer las demandas de transporte.
- Las necesidades incluyen:
 - Mejorar la seguridad al reducir la tasa de accidentes de vehículos,
 - Mejorar la fiabilidad del tiempo de viaje y reducir los retrasos,
 - Actualizar puentes obsoletos y deficientes e infraestructura de carreteras, y acomodar el tráfico de carga de camiones.
- Los objetivos secundarios del proyecto incluyen:
 - Acomodando las rutas multimodales existentes y planificadas,
 - Consideración del medioambiente natural y humano, y consideración de planes de transporte locales y regionales aprobados
 - Voy a recorrer sobre cada una de las necesidades con más detalle, y espero que ustedes nos puedan decir si hemos perdido alguno de los problemas clave en el corredor I-270.

Diapositiva 7 – Seguridad

- Hablemos primero sobre los problemas de seguridad que hemos identificado a lo largo de la I-270.
- Recopilamos los datos disponibles sobre los choques en la I-270 durante y entre 2014 y 2018.
- Los datos muestran que la mayor parte del corredor experiencia mas choques comparado a datos estatal de rutas similares.
- Hay una alta incidencia de accidentes en la parte trasera y en la parte trasera, probablemente debido a las condiciones del tráfico de parada y marcha durante los períodos pico.

Diapositiva 8 – Mejorar la seguridad por reduciendo la tasa de accidentes de vehículos

- Este mapa muestra tres ubicaciones con las tasas de choque más altas en el corredor.

- La primera está entre la I-76 y la calle York en dirección este
 - La siguiente está en Vasquez Boulevard en dirección oeste
 - y, finalmente, la rampa I-270 hacia el este hasta la I-70.
- CDOT completó un Informe de Evaluación de Seguridad en 2016 para el Intercambio de Bulevar Vasquez

Diapositiva 9 – Video de Intercambio de Vasquez

- El intercambiador Vasquez es similar a un diseño de hoja de trébol bastante desactualizado con una corta distancia entre las rampas
- Los conductores tienen una corta distancia para tejer y acceder entre las rampas de entrada y salida.
- Creemos que esta condición contribuye a un número alto de accidentes, particularmente en los que intervienen vehículos comerciales.

Diapositiva 10 – Problemas identificados de confiabilidad y retraso

- Esto me lleva al siguiente tema: la fiabilidad del tiempo de viaje y retrasos.
- I-270 es una para los motoristas, y el crecimiento del negocio en el área ha producido grandes volúmenes de tráfico de carga.
- La congestión del tráfico comienza en la I-270 antes que cualquier otra autopista en Colorado.
- Cuando pueda conducir el corredor en los límites de velocidad establecidos, a los que nos referimos como condiciones de flujo libre, se tarda unos seis minutos y medio en atravesar el corredor.
- Las horas de viaje del período pico pueden ser de hasta 23 minutos.

Diapositiva 11 – Mapa de volúmenes de tráfico altos durante la mañana

- Este mapa de calor muestra las velocidades de viaje del tráfico a lo largo de la I-270 durante el período pico de la mañana entre las 7:00 y las 8:45 AM.
- La hora del día aparece en la parte superior: las velocidades de viaje hacia el este se muestran a la izquierda y a las velocidades de viaje hacia el oeste se muestran a la derecha.
- La ubicación a lo largo de la I-270 aparece en el centro de la figura.
- Los diferentes colores representan velocidades medias en momentos y lugares específicos.
- El verde indica velocidades más rápidas y el rojo indica velocidades más lentas.
- En dirección este, las velocidades de viaje más lentas ocurren entre la I-25 y el Bulevar Vasquez.
- En dirección oeste, las velocidades de viaje más lentas ocurren entre la I-70 y el Bulevar Vasquez.

Diapositiva 12 – Mapa de volúmenes de tráfico altos durante la tarde

- Este mapa de calor muestra la misma información para el período pico de la noche, entre las 4:00 y las 6:45 p.
- El diseño es muy similar al período pico de la mañana con las desaceleraciones más sustanciales que ocurren hacia el este entre I-76 y Vásquez hacia el este y hacia el oeste entre I-70 y Vásquez.
- retrasos de tráfico en las rampas de salidas son los factores que causan que motoristas reduzcan velocidad en la I-270.
- Los accidentes en el corredor son otro factor que causa retraso y reduce la fiabilidad de los tiempos de viaje.

- Una cosa interesante que observamos, durante la reciente orden de quedarse en la casa debido a COVID-19, fue que los volúmenes de tráfico en la I-270 eran mucho menos afectados que otros corredores.
- Vimos que los recuentos de tráfico se redujeron a la mitad en la mayoría de las autopistas de metro.
- El tráfico diario en la I-270 cayó alrededor del 20 por ciento a mediados de marzo, y solo alrededor del 6 por ciento a finales de mayo.

Diapositiva 13 – Infraestructura

- La siguiente necesidad de la que hablaré es el estado de la infraestructura en la I-270.
- Como mencioné anteriormente, gran parte de este corredor fue construido hace unos 50 años.
- CDOT ha mantenido la I-270 a través de los años, pero la infraestructura es obsoleta y deficiente en comparación con los estándares interestatales modernos.
- Los problemas principales de infraestructura en el corredor incluyen puentes, el pavimento y el subgrado, y la geometría en los intercambios.
 - Hablemos primero de los puentes.
 - Cuatro de los puentes I-270 y el puente Vasquez Boulevard están clasificados como estructuralmente deficientes. Estos incluyen:
 - los puentes hacia el oeste y hacia el este de la I-270 sobre el río South Platte,
 - el puente I-270 hacia el oeste sobre la zanja de Burlington,
 - el puente I-270 hacia el oeste sobre Brighton Boulevard/BNSF/UPRR, y
 - el puente Vasquez Boulevard sobre Sand Creek.
 - Todos estos puentes fueron construidos en 1969 con la excepción del puente Vásquez, que fue construido en 1940.
 - Varios puentes adicionales a lo largo del corredor I-270 pueden caer en una categoría estructuralmente deficiente durante la siguiente inspección de mantenimiento del puente.
- El segundo problema crítico de infraestructura en el corredor es el pavimento y el subgrado.
 - El pavimento se ha reparado numerosas veces a lo largo de los años y actualmente muestra signos de angustia, como agrietamientos.
 - Para aquellos de ustedes que conducen el corredor, es posible que hayan notado el efecto de montaña rusa entre el río South Platte y Brighton Boulevard.
 - Aquí es donde la I-270 cruza una antigua área de relleno de tierra.
 - Hay diferencias de terreno en esta área creando cuatro áreas distintas de puntos altos y puntos bajos.
 - El estancamiento se produce en los puntos bajos durante los eventos de lluvia.
 - Se espera que estas condiciones empeoren con el tiempo y sigan siendo un problema de mantenimiento para CDOT.
- El último problema crítico de la infraestructura es la geometría en los intercambios.
- En particular, la longitud de algunos carriles de aceleración y desaceleración no cumple con los estándares actuales en varios lugares.
- Este es un factor que contribuye a la seguridad y los retrasos.

Diapositiva 14 – Problemas identificados de carga de camiones

- La última necesidad que me gustaría explicar es la necesidad de acomodar el tráfico de carga de camiones.

- I-270 se clasifica dentro del Sistema de Carga de Carreteras Primarias, que es una red de carreteras identificadas como las porciones de carreteras más críticas del sistema de transporte de carga de los Estados Unidos.
- Los camiones suman entre el 5.4 por ciento y el 13.1 por ciento del volumen total de tráfico a lo largo del día.
- Esto incluye camiones que pasan por el corredor, y camiones que acceden a los numerosos sitios comerciales e industriales a lo largo del corredor.

Diapositiva 15 – División Modal de Camiones

- Estas tablas le dan una idea de los altos volúmenes de tráfico de camiones en las carreteras locales que rodean la I-270.
- El gráfico de la izquierda muestra el porcentaje de camiones comerciales frente a vehículos de pasajeros en las carreteras locales en las cercanías de la I-270.
- Alrededor de un tercio del tráfico son camiones comerciales, que es muy más alto que el promedio estatal de 2 por ciento que se muestra en el gráfico de la derecha.

Diapositiva 16 – Accidente de Vasquez

- Tan crítico como la I-270 es para el movimiento de carga de camiones en la región, el corredor actualmente no acomoda los camiones muy bien.
- El diseño similar a una hoja de trébol que mencioné anteriormente en el intercambiador del Bulevar Vasquez crea una desafiante interacción de tejido entre camiones y vehículos de pasajeros, lo que afecta las operaciones de camiones y contribuye a un gran número de accidentes en este lugar.
- Esta foto muestra un camión que se voltio en un accidente en la I-270 y Vásquez que cerró la interestatal durante varias horas y resultó en lesiones al conductor.
- El Plan de Carga de Colorado de 2019 identifica el Bulevar Vasquez como un "importante corredor de carga, energía e industrial con... problemas de movilidad que afectan al movimiento de carga..."

Diapositiva 17 – Arcenes Estrechos

- Otro problema que afecta a las operaciones de carga de camiones son los arcenes estrechos.
- Los arcenes anchos adecuados son importantes para acomodar camiones que experimentan problemas mecánicos durante viajes largos.
- Varios carriles de la I-270 no tienen arcenes anchos de Buena calidad para camiones.
- Esta sección muestra los arcenes anchos mínimos a lo largo del corredor, que están por debajo del estándar de 4 pies para los arcenes interiores y el estándar de 10 pies para los arcenes exteriores.
- Tráfico de parada y arranque es el otro factor principal que afecta el tráfico de carga de camiones en la I-270.
- El Plan de Carga de Colorado enumera la sección de la I-270, y la I-76 a la Avenida 56 como una "área congestión"
- Retrasos y accidentes relacionados con parada y arranque es debido al movimiento de accidentes de tráfico de la carga de camiones en el corredor.

Diapositiva 18 – Condiciones Existentes – Infraestructura

- Otro problema que afecta a las operaciones de carga de camiones son los arcenes estrechos.

- Los arcenes anchos adecuados son importantes para acomodar camiones que experimentan problemas mecánicos durante viajes largos.
- Varios carriles de la I-270 no tienen arcenes anchos de Buena calidad para camiones.
- Esta sección muestra los arcenes anchos mínimos a lo largo del corredor, que están por debajo del estándar de 4 pies para los arcenes interiores y el estándar de 10 pies para los arcenes exteriores.
- Tráfico de parada y arranque es el otro factor principal que afecta el tráfico de carga de camiones en la I-270.
- El Plan de Carga de Colorado enumera la sección de la I-270, y la I-76 a la Avenida 56 como una "área congestión"
- Retrasos y accidentes relacionados con paradas y arranques es debido al movimiento de accidentes de tráfico de la carga de camiones en el corredor.

Diapositiva 19 – Condiciones Existentes – Recursos Históricos

- La zanja de Burlington, Brighton Boulevard y los ferrocarriles también están listados o son elegibles para su inclusión en el Registro Nacional de Recursos Históricos.
- La zanja de Burlington también es un recurso histórico elegible en el área de estudio.
- Estos se resaltan en rojo en el mapa.
- Como parte del proceso NEPA, cumpliremos con la Sección 106 de la Ley Nacional de Preservación Histórica.
- Para cumplir con esta Ley, debemos considerar los efectos del proyecto en estas y otras propiedades históricas identificadas durante nuestro proceso de recopilación de datos.

Diapositiva 20 – Condiciones Existentes – Uso del Terreno

- Mirando los usos del terreno alrededor del corredor, tenemos una gran cantidad de áreas industriales y comerciales, de uso mixto y residenciales.
- Este mapa muestra los usos industriales en púrpura, comercial en rojo, uso mixto en naranja y residencial en amarillo.
- Algunas de las principales industrias incluyen la refinería SunCore, Aguas Residuales de Metro, y el parque industrial de la Avenida 56 y de Stapleton.
- Los usos residenciales cerca del corredor incluyen el vecindario de Rose Hill ubicado al norte de la I-270 entre la Calle Newport y la Calle Kearny

Diapositiva 21 – Condiciones Existentes – Recursos Naturales

- Este es un corredor bastante urbano, también tenemos algunos recursos naturales.
- Clear Creek y el río South Platte cruzan bajo la I-270, y Sand Creek es paralelo al lado sur del corredor al este de la I-76.
- Estas vías de agua tienen Inundación de la Planicie que se muestran en verde, que están reguladas por la Agencia Federal para el Manejo de Emergencias y el Condado.
- También tienen áreas de humedales que se muestran en azul acuático, que están reguladas por el Cuerpo de Ingenieros del Ejército de los Estados Unidos.
- Estas características crean algunas restricciones que consideraremos al ver las mejoras de transporte para la I-270.

Diapositiva 22 – Condiciones Existentes – Comodidades Recreativas

- Las comodidades recreativas son otro recurso en nuestra área de estudio que debemos considerar
- Las tres vías fluviales de nuestra área de estudio tienen senderos adyacentes, vías verdes y parques.
- El paisaje de Clear Creek y el paisaje del Rio de South Platte cruzan bajo la I-270 en la mitad oeste del corredor.
- El sendero Sand Creek es paralelo al lado sur de la I-270 para la mayor parte del camino al este de la I-76.
- Estamos coordinando con la Fundación Greenway y la Sand Creek Greenway para entender los patrones de uso en cada una de estas instalaciones y las mejoras de recreación planificadas y los objetivos a largo plazo para estas instalaciones.
- Estas comodidades recreativas son una parte importante del contexto de nuestra área de estudio que debemos considerar a medida que planificamos mejoras de transporte para la I-270

Diapositiva 23 – Pasos clave y Cronología

- Antes de terminar, me gustaría hablar sobre los pasos clave en el proceso de Evaluación Ambiental para nuestro proyecto y nuestro cronograma anticipado.
- Los pasos clave del proceso se enumeran en el lado izquierdo de este gráfico.
- Los años y meses se muestran en la parte superior.
- Hay una barra horizontal para cada paso que muestra cuándo se espera que se produzca esa actividad.
- Y, hay estrellas que muestran cuando estamos planeando tener eventos de divulgación pública como este.
- Puede ver que esperamos que el proceso de evaluación ambiental se complete a finales de 2021.
- En su mayoría hemos terminado nuestra recopilación de datos en este punto y estamos reafirmando el propósito y la necesidad del proyecto.
- Esta es parte de la razón por la que estamos celebrando este evento.
- Queremos saber de usted antes de finalizar nuestro propósito y necesidad.
- ¿Qué problemas en el corredor son más críticos para usted?
- ¿Qué problemas en el pasillo cree que deben abordarse?
- Estaremos considerando las aportaciones del público a medida que identificamos alternativas para las mejoras de transporte en la I-270.
- Nuestro objetivo es completar el proceso de desarrollo de alternativas este otoño y celebraremos otro evento de divulgación para compartir lo que se nos ocurrió.
- Haremos una evaluación detallada sobre los beneficios e impactos de las alternativas para mejoras en la I-270.
- Todo esto se documentará en la Evaluación Ambiental y estamos planeando poner eso a su disposición para que lo revise en el otoño de 2021.
- Después de recibir la opinión de las partes interesadas y del público en el EA, FHWA tomará una decisión final sobre cómo avanzar.
 - Uno - FHWA firmará un Hallazgo de No Impacto Significativo para la alternativa seleccionada y el proyecto procederá al diseño final y la construcción.
 - Dos – FHWA podría determinar que el proyecto tiene impactos significativos y requiere una evaluación más detallada en una Declaración de Impacto Ambiental.
 - O, tres – FHWA podría determinar que el proyecto no debe avanzar.

- Aunque no anticipamos el segundo o tercer escenario, estos son los posibles resultados de una Evaluación Ambiental.

Diapositiva 24 – CDOT Solicitamos sus comentarios

- Gracias por ver esta presentación del Proyecto Mejoras del Corredor de la I-270.
- Espero que haya sido informativo.
- Agradecemos sus comentarios y comentarios sobre el proyecto.
- Tómese el tiempo para comunicarse con nosotros utilizando cualquiera de los cuatro métodos que se muestran aquí.
- Hay un botón de comentario en esta sala virtual.
- También puede visitar nuestro sitio web en www.codot.gov/I270 para enviar un comentario
- O puede llamar a nuestra línea directa del proyecto al 303-512-4270
- Por último, puede enviarnos un correo electrónico a cdot_i270@state.co.us
- Gracias por participar y ayudar a CDOT a identificar las mejores soluciones de transporte para I-270

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



Vasquez Boulevard I-270 to 64th Avenue NEPA and Design FACT SHEET

About the Project

The Colorado Department of Transportation (CDOT) completed a planning study for Vasquez Boulevard between 52nd and 64th Avenues in 2018. That study identified long-term transportation improvements and evaluated potential near-term projects that could be implemented with available funding.

CDOT, in close coordination with Commerce City and Adams County, is now conducting the Vasquez Boulevard I-270 to 64th Avenue National Environmental Policy Act (NEPA) and Design project. This project will implement near-term projects to improve traffic operations and safety at and between the 60th Avenue and 62nd Avenue intersections with Vasquez Boulevard.

This project will include developing and evaluating improvement alternatives, NEPA documentation and preliminary and final design of the preferred alternative. The improvements are planned to be constructed starting in 2022, depending on the availability of funding. Public and stakeholder coordination will occur throughout the entire process.

Goals of the Project

- ◆ Improve transportation operations and reliability.
- ◆ Improve safety for all transportation modes.
- ◆ Balance access between the transportation network and adjacent land uses.
- ◆ Effectively connect current and future modes and networks, including roads, bicycles, pedestrians, and transit.
- ◆ Improve the ability of freight and goods to efficiently travel through and within the area.
- ◆ Minimize and mitigate impacts to the built environment consistent with local master plans.
- ◆ Avoid and minimize impacts to the natural environment.

Key Schedule Milestones

- ◆ Spring & Summer 2020: Develop and evaluate improvement alternatives; Identify Preferred Alternative
- ◆ Fall 2020: Perform environmental resources analysis; Prepare preliminary design plans
- ◆ Late 2020: Evaluate and plan the project right-of-way; Finalize environmental report
- ◆ Spring 2021: Finalize design plans
- ◆ 2022: Begin construction

Contact Information

For more information contact Leah Langerman at 720-225-4651 or dot_vasquez_i270to64@state.co.us.

www.codot.gov/projects/vasquez-improvements-i270-to-64th





Vasquez Boulevard I-270 to 64th Avenue NEPA and Design

HOJA INFORMATIVA

Sobre el Proyecto

El Departamento de Transporte de Colorado (CDOT) finalizó un estudio de planificación para Vasquez Boulevard entre 52nd Avenue y 64th Avenue en el 2018. Ese estudio identificó mejoras a largo plazo en el transporte y evaluó proyectos potenciales a corto plazo que podrían ser ejecutados con los fondos disponibles.

CDOT, en estrecha coordinación con Commerce City y Adams County, ahora está realizando el proyecto Vasquez Boulevard I-270 a 64th Avenue Ley Nacional de Políticas Ambientales (National Environmental Policy Act, NEPA) y Diseño. Este proyecto implementará proyectos a corto plazo para mejorar la circulación y seguridad en las intersecciones de 60th Avenue y 62nd Avenue con Vasquez Boulevard.

Este proyecto incluirá el desarrollo y la evaluación de alternativas de las mejoras, documentación de NEPA y el diseño preliminar y final de la alternativa preferida. La construcción comenzará en el 2022, dependiendo de la disponibilidad de fondos. El public y los negociantes estaran en coordinación durante todo el proceso.

Metas del Proyecto

- ◆ Mejorar las operaciones y la fiabilidad del transporte.
- ◆ Mejorar la seguridad para todos los medios de transporte.
- ◆ Equilibrar el acceso de la red de transporte con los usos de tierras adyacentes.
- ◆ Conectar eficazmente los medios y las redes actuales y futuras incluyendo carreteras, bicicletas, peatones y transporte.
- ◆ Mejorar el camino para el transporte de carga y mercancía en el area para un cruce con eficacia.
- ◆ Reducir y mitigar impactos en el entorno construido de acuerdo con planes maestros locales.
- ◆ Evitar y mitigar impactos sobre el medio ambiente.

Plan Clave de Hitos

- ◆ Primavera y Verano 2020: Desarrollar y evaluar las alternativas de las mejoras; Identificar la Alternativa Preferida
- ◆ Otoño 2020: Realizar análisis de recursos ambientales; Preparar planes preliminares de diseño
- ◆ Finales de 2020: Evaluar y planificar la vía pública del proyecto; Finalizar informe ambiental
- ◆ Primavera 2021: Finalizar los planes de diseño
- ◆ 2022: Empezar la construcción

Información de Contacto

Para obtener más información contacte a Mia Schrilla al 720-225-4657 o dot_vasquez_i270to64@state.co.us.

www.codot.gov/projects/vasquez-improvements-i270-to-64th





Project Overview

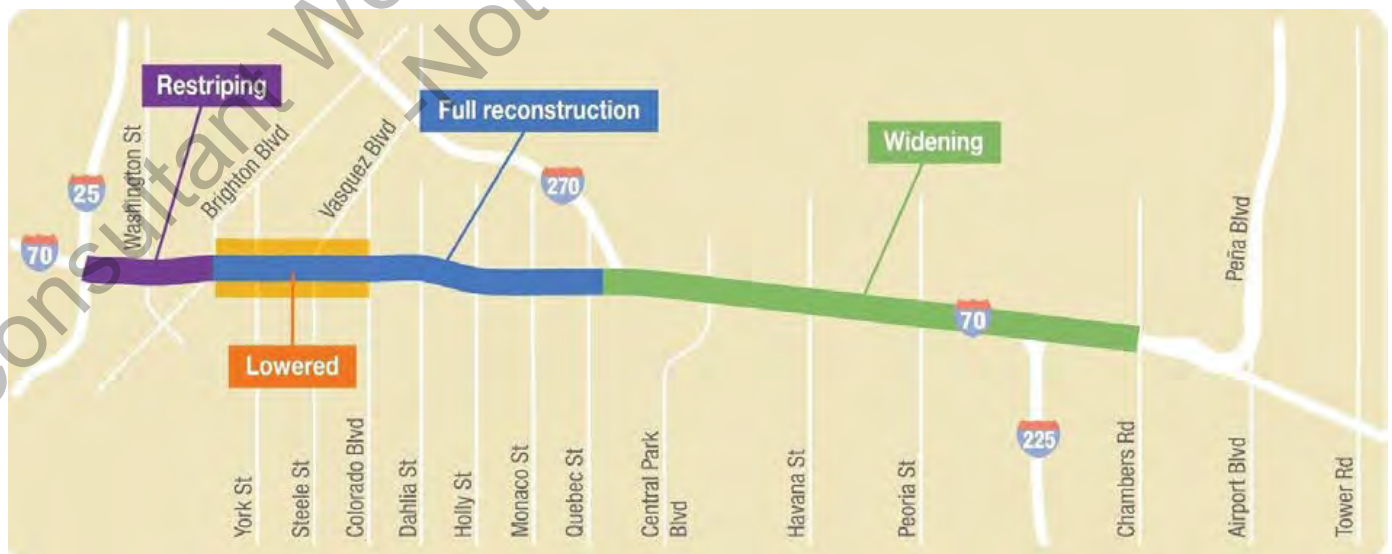
In August 2017, CDOT selected Kiewit Meridiam Partners (KMP) to design, build, and help finance Central 70, as well as operate and maintain the completed Project for 30 years. Construction began in summer 2018 and reach substantial completion in 2022.

The Central 70 Project includes:

- Reconstructing I-70 from Brighton Boulevard to I-270 including the addition of one Express Lane in each direction
- Removing the 55-year-old viaduct and lowering the interstate between Brighton and Colorado boulevards
- Constructing a new 4-acre park over the interstate between Clayton and Columbine streets
- Widening I-70 from I-270 to Chambers Road to accommodate one Express Lane in each direction
- Restriping I-70 from I-25 to Brighton Boulevard to accommodate one Express Lane in each direction



Rendering of park over I-70





Sinopsis del Proyecto

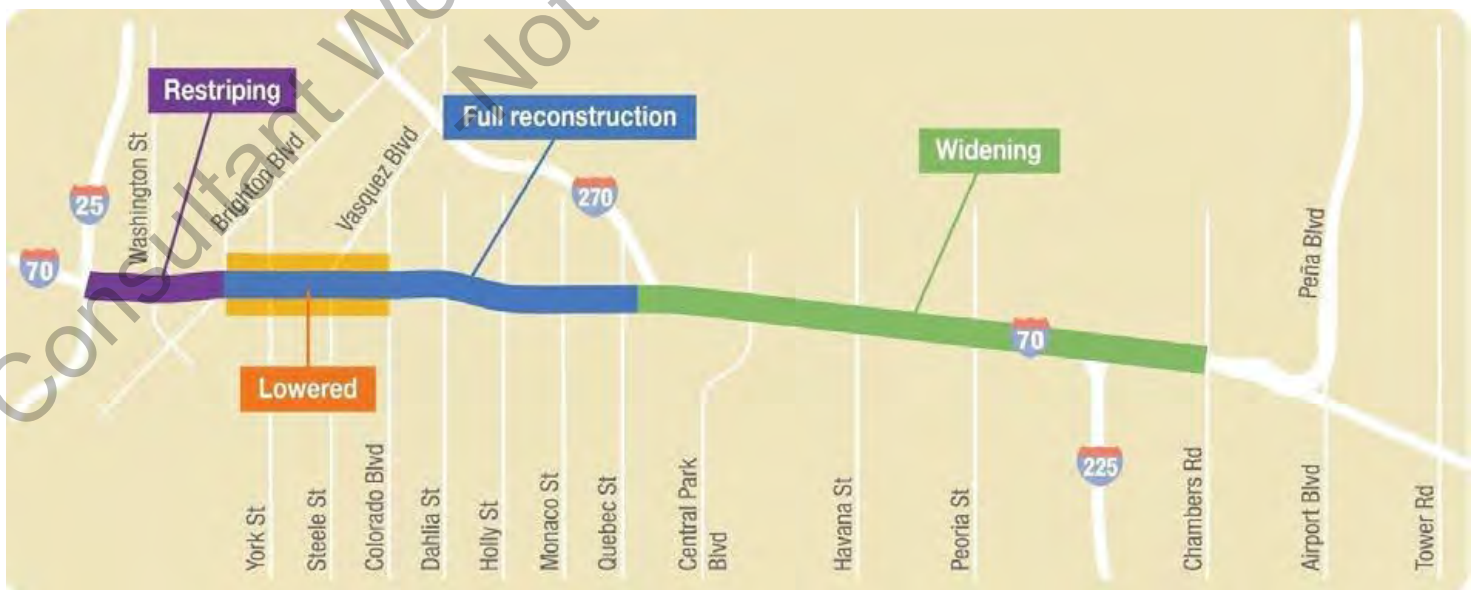
En agosto del 2017, CDOT seleccionó a Kiewit Meridiam Partners (KMP) para diseñar, construir y ayudar a financiar Central 70, así como para operar y mantener el Proyecto durante 30 años. La construcción comenzó en el verano del 2018 y se completará sustancialmente para el 2022.

El Proyecto Central 70 incluye:

- Reconstrucción de la I-70 desde el Bulevar Brighton hasta la I-270 incluyendo la adición de un carril expés en cada dirección.
- Remoción del viaducto de 55 años y bajar la interestatal entre los Bulevares Brighton y Colorado
- Construcción de un nuevo parque de 4 acres sobre la interestatal entre las calles Clayton y Columbine
- Ampliación de la I-70 desde la I-270 hasta Chambers Road para brindar espacio para la creación de un carril expés en cada dirección.
- Señalización de la I-70 desde la I-25 al Bulevar Brighton para brindar espacio para la creación de un carril expés en cada dirección.



Representación del parque sobre la I-70





COLORADO
Department of Transportation

Welcome to the I-270 Corridor Improvements Virtual Public Event Room!
 CDOT is excited to introduce this project and we hope you'll share your input. Here are some brief instructions for navigating in this virtual room.

1. Please click the and fill out the sign-in form on the table.
2. You can pan around the room using your cursor on a PC or your finger on a touch screen.
3. Start navigating the room by panning to the right. There is a narrated presentation video focused by individual presentation boards on various project topics.
4. You can view the narrated video by clicking on the .
5. You can view a larger version of each presentation board in this room by clicking the on the board.
6. The last presentation board provides the four methods you can use to share your comments with us. Thank you for participating in the I-270 Corridor Improvements project.

I-270 Corridor Improvements
 Public Outreach Event
 August 2020

COLORADO

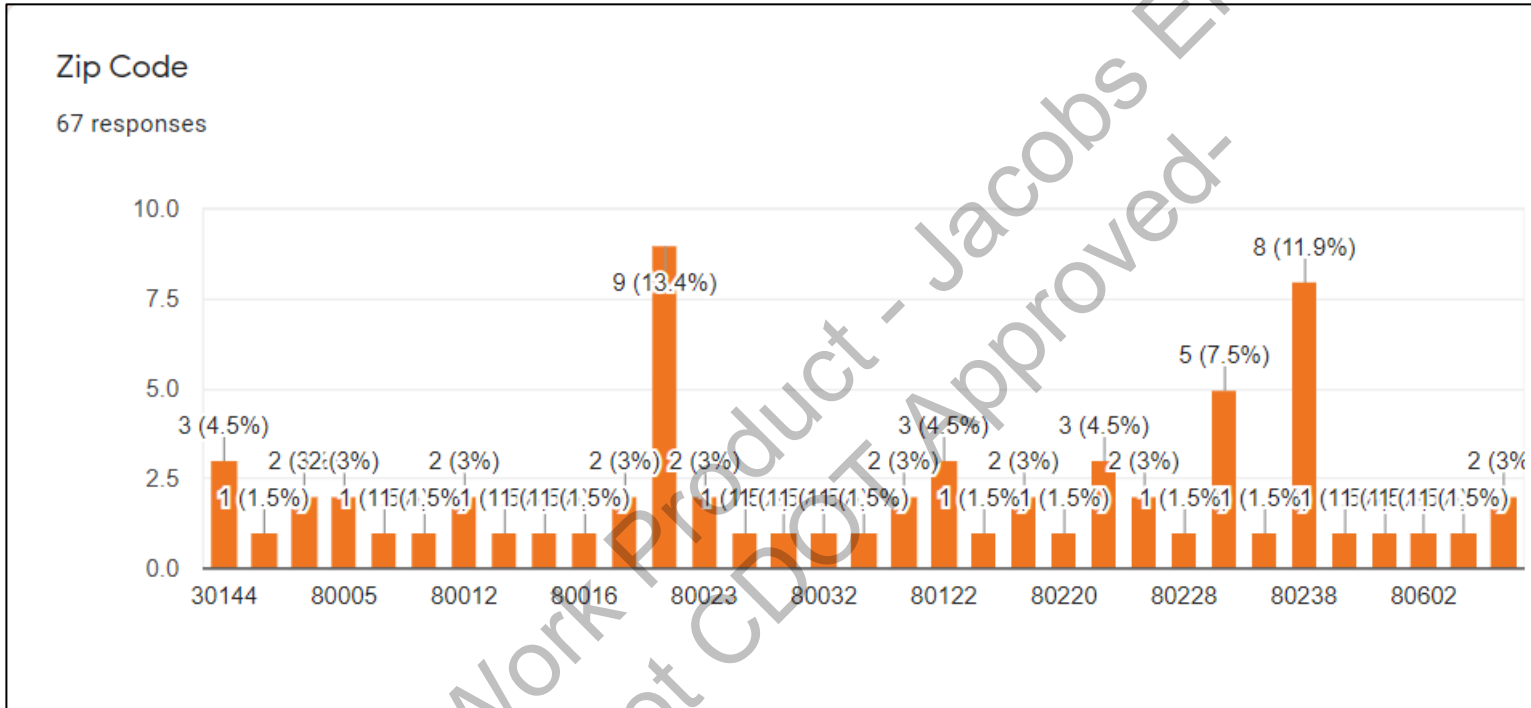
- During the spring and summer of 2019, CDOT visited communities across the state to build a plan for the transportation system.
- Improving our interstates was one of the top priorities.
- The 10-Year Strategic Project Pipeline (including all funding) into improving the condition of our interstates.
- The I-270 Corridor Improvements project.

Please Sign-In

Consultant Work Product - Not CDOT Asset - Jacobs Engineering

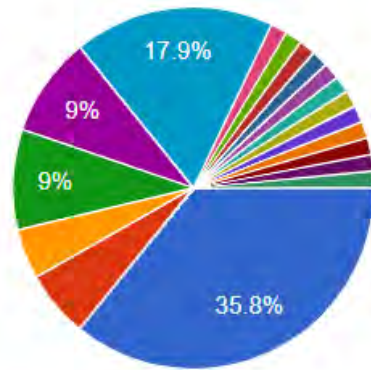
Summer 2020 I-270 EA Survey Response Results

Based on 67 surveys



Which statement best describes how you use I-270?

67 responses

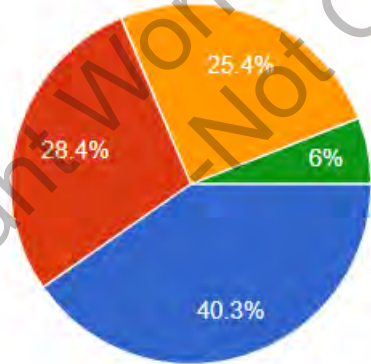


- I am a commuter who drives through t...
- I use the highway primarily for short tri...
- I use I-270 to reach my property (com...
- I use the highway for freight transport...
- I use the highway to access communit...
- I use the highway to get to the airport...
- I used to use the corridor primarily for...
- I routinely travel the corridor for perso...

1/3 ▼

How often do you use I-270 on average?

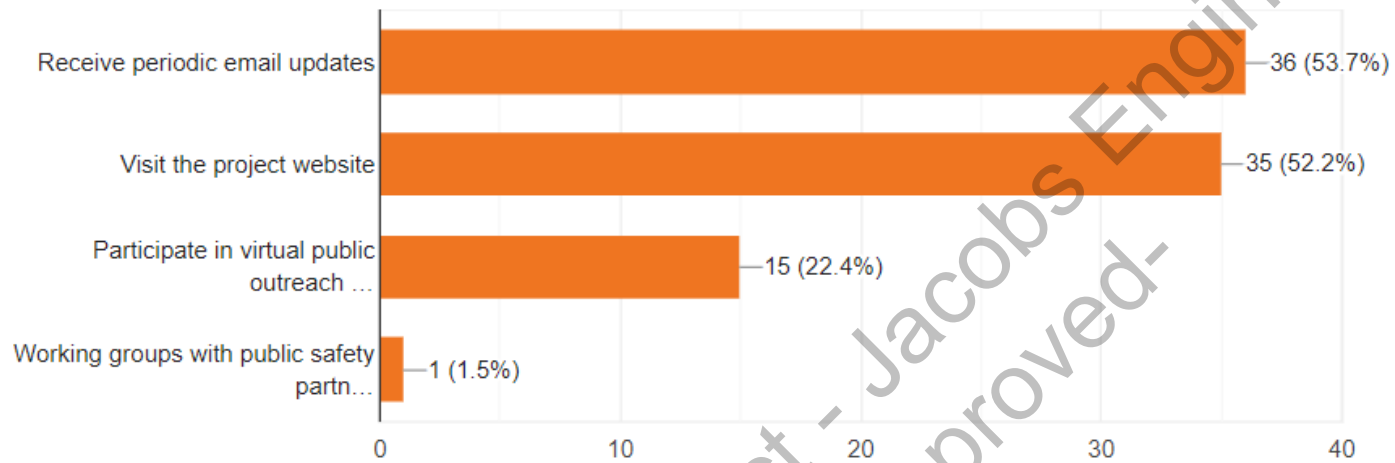
67 responses



- Daily
- Weekly (at least once a week)
- Occasionally (a couple times a month or less)
- Rarely or never (a couple times a year or less)

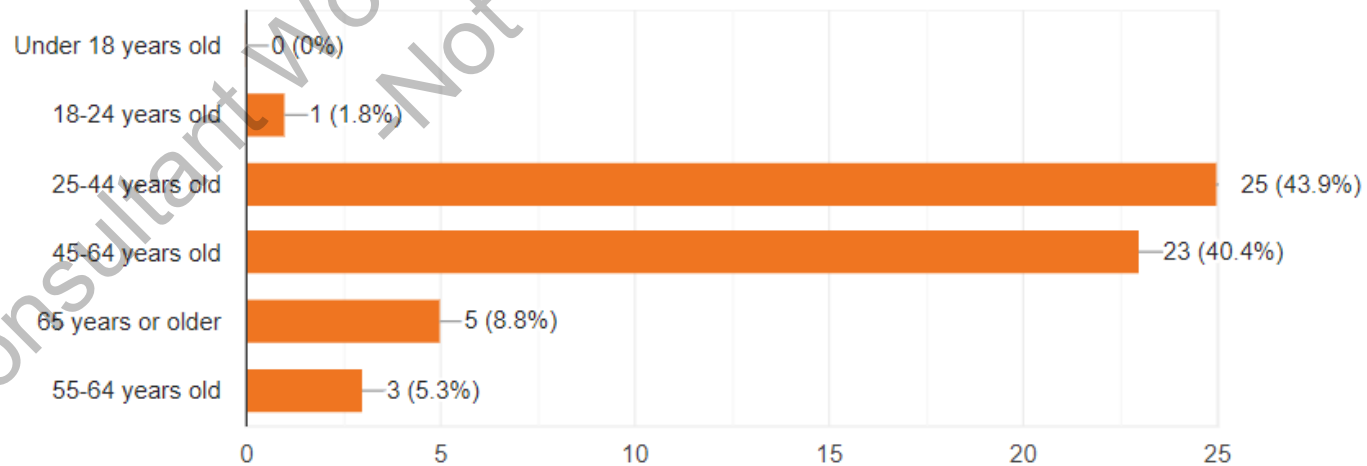
How would you like to stay updated on plans to improve I-270? (Check all that apply)

67 responses

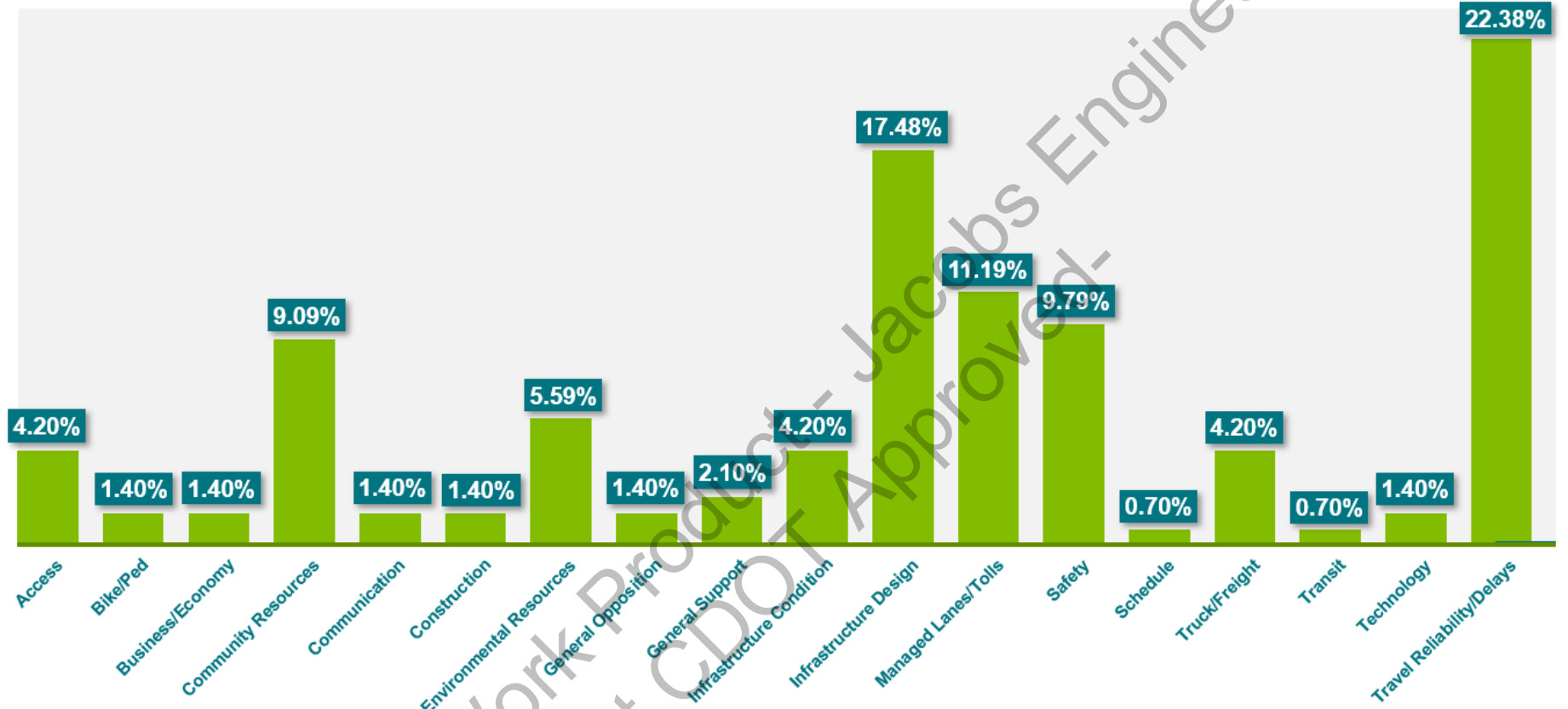


To help us learn more about the I-270 users we are reaching with these outreach efforts, please select your age range from these choices:

57 responses



Summer 2020 Public Event -- Distribution of Public Comments by Topic



Winter Event - December 2020

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

From: I-270 Corridor Improvements <cdot_i270@state.co.us>

Sent: Wednesday, October 28, 2020 5:20 PM

Subject: [EXTERNAL] I-270 Corridor Improvements project update

Hello from the CDOT I-270 Corridor Improvements project team,

In response to the feedback received at the August public event, the I-270 project team has been working diligently to incorporate your comments into potential solutions to the transportation issues identified along I-270. Our team is excited about a second virtual public event before the end of this year to present the improvements we are considering for I-270. Look for additional communication in November confirming the dates of the virtual event.

Information has been added to the project website addressing your most [frequently asked questions](#) (FAQs) and comments we've received to date. If you have a question or concern that isn't addressed in the FAQs, we encourage you to click on the "Share Your Input" button on the right side of the project website home page at www.codot.gov/projects/i270. You can also email the project team at cdot_i270@state.co.us or call the project hotline at 303-512-4270. Thank you for your participation! We look forward to engaging with you.

The I-270 Corridor Improvements project team

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

Public input sought on I-270 corridor

An online virtual event will take place Wednesday, Dec. 2, through Sunday, Dec. 27, to gather public input on potential solutions to improve I-270 in Adams County.

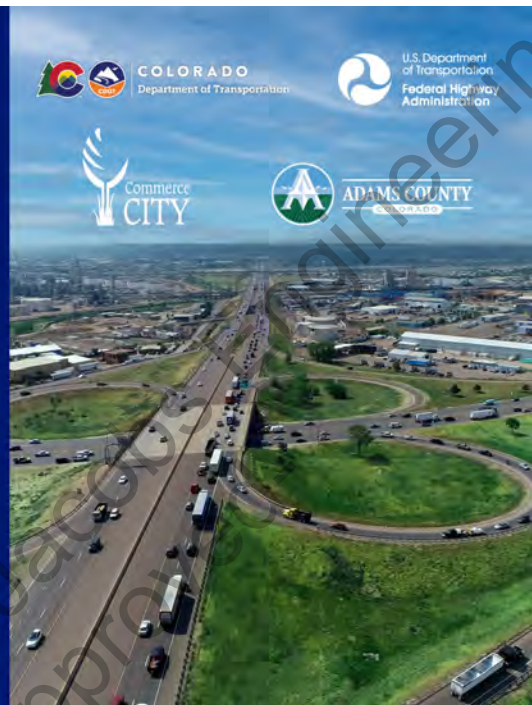
To participate in this virtual event, visit www.codot.gov/projects/i270



Other ways to comment:

Call: 303-512-4270

Email: cdot_i270@state.co.us



Aportación del público del corredor de la I-270

Un evento virtual en línea tendrá lugar el miércoles 2 de diciembre hasta el domingo 27 de diciembre, para reunir información pública sobre posibles soluciones para mejorar la I-270 en el Condado de Adams.

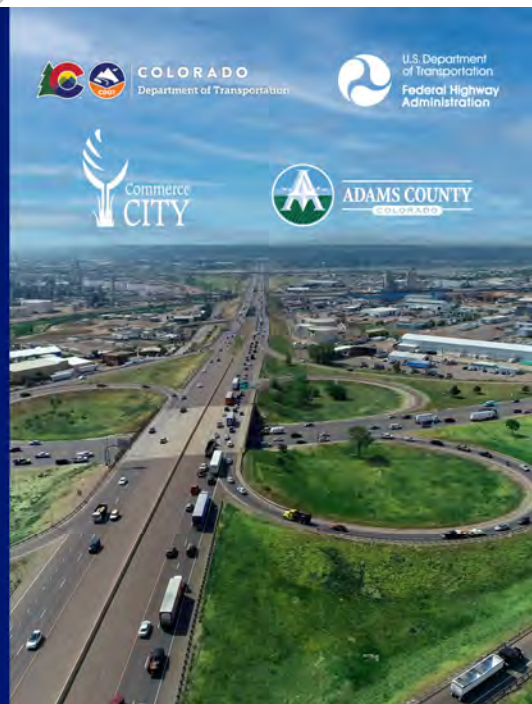
Para participar en este evento virtual, visite www.codot.gov/projects/i270



Otras formas de comentar:

Llama: 303-512-4270

Correo Electrónico: cdot_i270@state.co.us



Commerce City connected

A MONTHLY NEWSLETTER FROM THE CITY OF COMMERCE CITY, CO

NOVEMBER 2020

DE VUELTA PARA ESPAÑOL

VOL. 15, NO. 11

Remember to vote by Tuesday, Nov. 3

REGISTERED VOTERS SHOULD HAVE RECEIVED their 2020 General Election ballot in the mail in early October. You can hand-deliver your ballot to any 24-hour ballot drop box or Voter Service and Polling Center by 7 p.m. on Tuesday, Nov. 3 (Election Day). If you are not registered to vote, you can still register in person through Election Day to cast your 2020 ballot. Voter resources are available online at adamsvotes.com/2020-general-election.



Commerce City announces new round of COVID-19 grants to assist residents, local businesses, and non-profits

IF YOU HAVE EXPERIENCED CHALLENGES resulting from the COVID-19 pandemic, financial assistance is available through the city council-approved C3 Community Assistance Program, which provides an additional \$1.1 million to assist residents, local businesses, and non-profits impacted by the pandemic. These funds help strengthen our community's resiliency and are available for individuals and families in need.



Childcare Assistance

The grant provides financial assistance to Commerce City residents who, due to COVID-19, are experiencing difficulty paying for child care or have experienced an increase in need for child care. Qualifying residents are eligible to receive up to \$200 per child per week (up to 8 weeks) for children under the age of 12.

NEW! Senior Assistance – Three New Programs

Assistance is available for **material aid** (food, personal care, and pet companion goods, and cleaning supplies); **medical gap coverage** to assist in the payment of uncovered and unanticipated medical-related expenses incurred during COVID; and **technology mini-grants** to obtain services necessary to stay connected to COVID-19 information, resources and telemedicine services.

NEW! Family Assistance

Financial assistance for residents in need due to unexpected family expenses related to the COVID-19 pandemic.

Business and Non-Profit Assistance

Provides funding to local businesses and non-profits experiencing financial hardship due to the COVID-19 pandemic. Qualifying businesses and non-profits are eligible to receive up to \$5,000 grants and up to \$25,000 low interest loans.

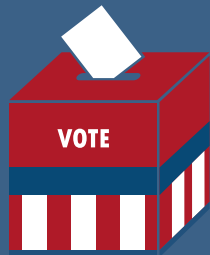
Restaurant Industry Assistance

Provides funding and technical assistance to locally owned restaurants that are experiencing financial hardship due to the COVID-19 pandemic.

Details about eligibility requirements and applying for the grants are available at c3gov.com/covid-19-grants.

Mail ballot drop-off boxes:

- Commerce City Civic Center, 7887 E. 60th Ave. (drive-thru next to USPS blue mailbox)
- Commerce City Sheriff's Office Substation, 4201 E. 72nd Ave. (sidewalk on the south side of the building, by the Motor Vehicle door)
- Adams County Government Center, 4430 S. Adams County Pkwy., Brighton (roundabout in front of the building, by flag poles)



Local Voter Service and Polling Centers

Adams County Voter Service and Polling Centers are open Monday through Saturday until the election, with polls closing at 7 p.m. on Nov. 3. Due to the COVID-19 pandemic, locations may change. Visit adamsvotes.com/vspsc for the most updated information.

Open Oct. 19 – Nov. 3

- Adams City Middle School – 4451 E. 72nd Ave.
- Adams County Government Center – 4430 S. Adams County Pkwy., Brighton (West Entrance)

Open Nov. 2 and 3

- Eagle Pointe Recreation Center – 6060 E. Parkway Dr.

Adams County's Voter Service and Polling Centers provide the following services for voters with approved forms of identification:

- Register to vote
- Update your voter registration
- Request a new or replacement ballot
- Drop-off your voted ballot
- Vote on an ADA accessible ballot-marking device

To check your voting status with the state, visit GoVoteColorado.com.

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- Council Corner pg. 4
- Parks & Rec. Happenings pg. 6



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NEWS BRIEFS

Spanish interpretation now available for city council and other quasi-judicial board meetings

Live Spanish interpretation is available by phone for city council meetings (regular meetings and study sessions), Planning Commission and Zoning Board of Adjustment meetings. To hear live interpretation, call 720-386-9023 and enter conference code 104091# at the beginning of each meeting.

Members of the public can register in advance to comment live during the meeting via Zoom or submit written comments before each meeting using an online form or by mail. Public comment is not taken during city council study sessions. To learn more about the public comment process, visit c3gov.com/virtual.

City Clerk's Office resumes passport services

The City Clerk's Office has resumed passport application services. To learn more and to make your appointment, visit c3gov.com/passports or call 303-289-3600.

Make a child's holiday with Project Present

You can help brighten a child's holiday season this year by sponsoring a local student through Project Present. Commerce City schools participate in Project Present by nominating 20 children in need per school to receive holiday gifts. This program is made possible through the generosity of local businesses and community members. Donation levels start at \$50 per child. All monetary donations must be submitted by Nov. 11, and unwrapped gift donations must be submitted by Dec. 4 at Bison Ridge or Eagle Pointe recreation centers. For more information, call Recreation Specialist Leslie Yang at 720-602-7214 or visit givergy.us/projectpresentadams to donate.



Future community projects planned through federally-funded CDBG program

THE NEXT BATCH OF PROJECTS to be funded by the city's Community Development Block Grant (CDBG) program was approved by city council on October 8 with the passage of the city's 2020 CDBG Annual Action Plan. The plan details projects scheduled for 2021 to benefit low-to-moderate income residents in the city. Funded by the U.S. Department of Housing and Urban Development, the CDBG program aims to provide decent housing, a suitable living environment, and expanded economic opportunities for qualifying residents.

New projects in the approved 2020 Annual Action Plan include:

- The Audio Information Network of Colorado's pilot program, which provides audio resources to blind and visually impaired residents in the city
- Kids in Need of Dentistry's new teledentistry program, which provides virtual dentistry services during the COVID-19 pandemic
- Senior Hub's meal delivery program for senior residents living at Holly Park Apartments
- The city's home repair programs received more than \$150,000 to repair approximately 20 single-family and owner-occupied homes in 2021. The home repair programs cover the cost of repairing issues affecting health, safety, energy efficiency, and accessibility to the home. Repairs may include plumbing, electrical, roofing, HVAC, weatherproofing, the installation of wheelchair ramps, painting home exteriors, and more.
- CDBG will continue to support victims of domestic violence and their families through the Domestic Violence Victim Support Program.

Updates on previously approved CDBG projects:

- 1,775 linear feet of sidewalks has been constructed in the Kemp, Rose Hill, and Central neighborhoods
- Over 200 victims of domestic violence have received assistance through the Domestic Violence Victim Support Program since its launch in May 2018
- 56 homes have participated in the Home Repair Programs; 23 additional homes are scheduled to receive home repairs this calendar year.
- The Small Business Resource Center has been renovated and staffed on a part-time basis. The center has assisted over 50 small businesses located in the city in the past year.

To learn more about the CDBG program, current and upcoming projects, or to apply for assistance visit c3gov.com/CDBG.

WHAT'S COMING UP AT COUNCIL

City Council adopts laws, policies, and budgets consistent with the city charter. Regular city council meetings (first and third Mondays of each month) and study sessions (second and fourth Mondays of each month) are open to the public; however, public comment and official city actions only take place during regular meetings. Regular meetings and study sessions are shown online at c3gov.com/video and on the local CCTV Channel 8 (HD channel 881).

Spanish interpretation is available for city council meetings. To access interpretation assistance, call 720-386-9023 and enter conference code 104091# at the beginning of the meeting.

Due to the COVID-19 pandemic, city council continues to meet remotely using the Zoom video-conferencing application. The public is welcome to comment at virtual meetings. Members of the public can register in advance to comment live during the Zoom meeting (online or by phone) or pre-submit written comments for the record (using an online form or by mail).

Visit c3gov.com/council for instructions on submitting comments and a link to the meeting agenda. Submit comments by mail to the City Clerk, 7887 E. 60th Ave, Commerce City, CO 80022. The deadline to register for live comments during the meeting and/or submit written comments is noon on the day of the meeting.

Upcoming meeting topics include:

- **Public Hearings** on adopting the city's 2021 budget and certification of the mill levy for the city; two separate conditional use permit requests by Monroe Street Partners to develop a metal recycling facility and demolition debris recycling facility at 5400 Monroe St.; resolution of city council's decision to annex the property located at 10550 Brighton Rd. and a request to change annexation zones to allow construction of a single-family residential subdivision called Platte Place on the property.
- **Ordinance** on electronic and emergency meeting procedures and authorizing remote meetings for the city during certain declared disasters and emergencies
- **Presentation** of staff's monthly oil and gas update

Upcoming study session topics include:

- Presentations on proposed litigation and settlement authority ordinance; proposed contract authority ordinance amendment; Vasquez Blvd. design; city council interviews on environmental consulting services; parking regulation proposal; community navigator/homelessness update, and large tract weed management follow-up

Agendas are updated frequently and subject to change. Visit c3gov.com/council to view the most current council agendas.

COMMERCE CITY COUNCIL MEMBERS



Mayor Benjamin Huseman
Cell: 417-770-4019
bhuseman@c3gov.com
Term expires 2023



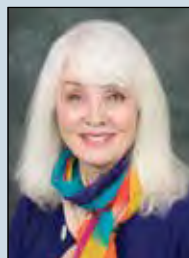
Mayor Pro Tem Nicole Frank, Ward III
Cell: 720-773-0134
nfrank@c3gov.com
Term expires 2021



Councilmember Oscar Madera, Ward I
Cell: 720-231-8039
omadera@c3gov.com
Term expires 2021



Councilmember Jennifer Allen-Thomas, Ward II
Cell: 303-204-3446
jallen-thomas@c3gov.com
Term expires 2023



Councilmember Susan Noble, Ward IV
Cell: 720-773-1773
snoble@c3gov.com
Term expires 2023



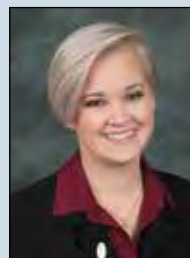
Councilmember José Guardiola, At Large
Cell: 720-249-8869
jguardiola@c3gov.com
Term expires 2021



Councilmember Craig Hurst, At Large
Cell: 720-899-0808
churst@c3gov.com
Term expires 2023



Councilmember Meghan Grimes, At Large
Cell: 720-256-8774
mgrimes@c3gov.com
Term expires 2023



Councilmember Robyn Smith, At Large
Cell: 720-432-4854
rsmith@c3gov.com
Term expires 2021



Counties must reduce COVID-19 spread or face tighter restrictions

ADAMS COUNTY HAS SEEN A SPIKE in confirmed COVID-19 cases in recent weeks. As a result, Tri-County Health Department (TCHD) warns that Adams County is among the areas at risk of moving to a more restrictive level in Colorado's COVID-19 Dial, which could include reduced capacity for community gatherings, earlier last-call times for bars and restaurants, and other heightened restrictions.



Join the pledge to protect yourself, your neighbors, and our community with these steps:

1. Stay 6 feet away from others
2. Wear a mask when with anyone outside of your household
3. Wash your hands often
4. Be extra safe if you're at higher risk
5. Stay home when sick
6. Get tested if you have symptoms

Prevention measures are especially crucial now that the weather is cooling, and more gatherings and restaurant seating will move indoors, where the transmission can occur more readily than outdoors.

We know that many residents are experiencing feelings of "COVID fatigue," but our community must stay vigilant to prevent transmission and lower our COVID-19 case numbers to continue going to work and school, especially with the holiday season approaching. TCHD also urges everyone to get a flu shot as an extra precaution to stay healthy.

Updated Commerce City COVID-19 statistics are available through the TCHD data system website at data.tchd.org/covid19/commercecity. This site provides the latest case reporting specific to Commerce City (make sure to select Commerce City from the drop-down menu). Dashboard information is updated daily.

For other local public health information and updates, visit TCHD.org.

Celebrating Veterans in Commerce City

November 11 is Veterans Day, and Commerce City offers ways to recognize all who have served in the United States military.



Recognize a veteran on social media

This Veterans Day, Commerce City asks the community to help recognize the active-duty and military veterans in their lives by participating in our photo campaign to honor our local heroes! Photos will be shared on a special slide show on the city's social media pages and Commerce City's local CCTV Channel 8 (HD channel 881). Learn more at c3gov.com/veterans or view the ad on pg. 5.

Free recreation memberships for active military and disabled veterans

Free recreation memberships are available to honorably discharged veterans with a disability of at least 50% (individual membership only) and active-duty military service members and their immediate families (spouses, minor children, and legal wards). Memberships include admission to the Bison Ridge and Eagle Pointe recreation centers and Paradise Island Pool.

To obtain the free annual membership, service members must meet these qualifications:

- Be a current resident of Commerce City and show proof of residency
- Verify current or former service in the Army, Navy, Air Force, Marines, Coast Guard, National Guard, Merchant Marines, or Reserves
- Active duty members must provide a government-issued active military badge
- Honorably discharged veterans must provide a letter from Veteran Affairs, dated no more than 60 days before obtaining membership, stating the percentage of disability (minimum 50%). Letter will be returned.

Visit either recreation center or call 303-286-6800 to sign up. More information is available online at c3gov.com/recreation.

Reserve a place of honor at Veterans Memorial Park

Commerce City's Veterans Memorial Park offers custom-etched pavers for purchase to permanently recognize military heroes. New pavers are placed annually before the city's Memorial Day Parade; the city will also recognize the mentioned veterans during a special wreath-laying ceremony at the park.

Bricks are available starting at \$100. The deadline for purchasing pavers in advance of next year's Memorial Day Parade is Mar. 31, 2021. Orders can be placed at either of the city's recreation centers (Eagle Pointe, 6060 E. Parkway Dr., or Bison Ridge, 13905 E. 112th Ave.). Learn more about the paver program and download the application at c3gov.com/recreation or call 303-289-3789.

Free summer golf program for Veterans

Buffalo Run Golf Course, in partnership with the PGA HOPE (Helping Our Patriots Everywhere) program, provides veterans, retirees, and active duty service members the chance to attend free golf clinics each summer, led by Buffalo Run's PGA professionals. The Salute to Military Service program uses golf as a tool to help veterans rehabilitate, overcome adversities, and improve their physical, mental, emotional, and social well-being. Clinics are scheduled for Summer 2021. More information, including dates, will be posted at BuffaloRunGolfCourse.com as it becomes available.

Stay connected with the city:

Register for email alerts from the city at c3gov.com/subscribe. Report a city concern at c3gov.com/askc3. Share your story ideas, questions or comments on published stories with Connected Editor Cristal Dukes at cdukes@c3gov.com. Follow us on social media:

CALENDAR

**Commerce City
Civic Center**
7887 E. 60th Ave.
303-289-3600

**Bison Ridge
Recreation Center**
13905 E. 112th Ave.
303-286-6800

**Eagle Pointe
Recreation Center**
6060 E. Parkway Dr.
303-289-3760

Due to the evolving nature of the COVID-19 pandemic, all events and meetings are subject to be rescheduled or canceled. Please visit the city calendar at c3gov.com for the most updated list of events.

- Nov. 2 City Council Regular Meeting*, 6 p.m., Virtual Meeting
- Nov. 5 Youth Commission Meeting, 6:30 – 8 p.m., Virtual Meeting
- Nov. 6 Kidz Only, 6 – 8:30 p.m., Bison Ridge Recreation Center
- Nov. 6 Junior Jam, 6 – 8:30 p.m., Bison Ridge Recreation Center
- Nov. 7 Free Landfill Day, 7 a.m. – 3 p.m., Tower Landfill, 19260 E. 88th Avenue, (Learn more on pg. 5)
- Nov. 7 Middle School Madness, 7:15 – 10 p.m., Eagle Pointe Recreation Center
- Nov. 9 City Council Study Session*, 6 p.m., Virtual Meeting
- Nov. 10 Zoning Board of Adjustment Meeting*, 5:30 p.m., Virtual Meeting
- Nov. 10 Cultural Council Meeting, 6-8 p.m., Virtual Meeting
- Nov. 11 City offices closed in observance of Veterans Day
- Nov. 12 Senior Commission Meeting, 3-5 p.m., Virtual Meeting
- Nov. 14 Free Green Yard Waste Drop-off Event, 8 a.m. – 1 p.m., A1 Organics, 9109 Monaco St., (Learn more on pg. 4)
- Nov. 16 City Council Regular Meeting*, 6 p.m., Virtual Meeting
- Nov. 17 Derby Review Board Meeting, 5:30 p.m., Virtual Meeting
- Nov. 17 Parks, Recreation & Golf Advisory Committee Meeting, 6 p.m., Virtual Meeting
- Nov. 19 Youth Commission Meeting, 6:30 – 8 p.m., Virtual Meeting
- Nov. 23 City Council Study Session*, 6 p.m., Virtual Meeting
- Nov. 24 Quality Community Foundation, 6 – 8 p.m., Virtual Meeting
- Nov. 26 All city facilities closed for Thanksgiving Day
- Nov. 27 City offices closed for Thanksgiving

*Spanish interpretation is available for this meeting. Call 720-386-9023 at the beginning of the meeting and enter conference code 104091#.



COUNCIL CORNER



Councilmember
Craig Hurst,
At Large

Location, location, location! Real Estate development, both commercial and residential, has been a relevant and important topic during the 18 months I have served on city council. As the population grows in Colorado and the Denver Metropolitan area, Commerce City has the opportunity to continue to play a vital role in our state's economy by supporting our local businesses and creating a business environment that will attract new interest into our city. This does not mean that we cannot also be a great community to raise a family in. In fact, I will continue to argue that we need both to attain a "Quality Community for a Lifetime."

Later this year, the city will begin the important work of updating our comprehensive plan. The comprehensive plan sets forth the community's vision, goals and policies to help guide development and investment decisions for the next two decades. The plan looks at city growth, land use, infrastructure, transportation, parks and open space, economic development, housing, public services, and much more. This is an important process to help us fulfill our vision for the future and will also allow us to market our city to new companies and position us to work closely with our neighbors to develop regionally impactful projects.

I believe this is our opportunity to show that we are ready to be a leader in new business development by highlighting the opportunities that Commerce City has to offer. We have a great location for many types of businesses, from tech to transportation and others. By focusing on a strategic balance between businesses and residential, our city will have the opportunity to take great advantage of our ideal location near the airport, major highway and rail transportation networks, and critical supply chains.

There will be many different visions for the city's future, and I am excited about the opportunities to continue building a community that we can all be proud of. We will build new parks and open spaces and places to celebrate our community and culture. We will build places that allow all of our children to grow and learn, and we will build opportunities to educate and foster the development of our future workforce with solid jobs to support them here at home.

We must find a balance that promotes business, family, and community so we can all fulfill the vision of creating a "Quality Community for a Lifetime," and I could not be more proud to work tirelessly alongside my fellow council members and this community towards these goals.

Public input needed on ways to improve I-270



THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) is seeking public input to improve the I-270 highway corridor through Commerce City.

As part of a joint study with the Federal Highway Administration, Adams County, and Commerce City, CDOT is conducting an Environmental Assessment of the corridor to identify transportation solutions that will modernize the highway and accommodate transportation demands.

CDOT invites the public to participate in the Environmental Assessment process by sharing comments and suggestions in any of the following ways:

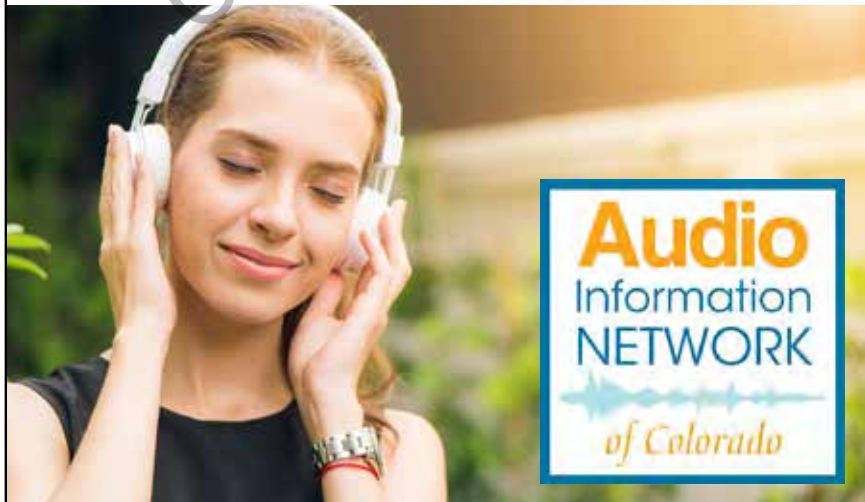


- Share input through the project website at codot.gov/projects/i270
- Leave a message on the project hotline by calling 303-512-4270
- Send an email to cdot_i270@state.co.us

An upcoming online virtual event will allow people to learn more about potential options for improving the I-270 corridor and comment on these options. This event is tentatively scheduled for December 2020. Details will be posted at codot.gov/projects/i270 as they become available.

Colorado's only source for local news and information in audio

Serving blind, low-vision, print-disabled children, adults, and seniors



aincolorado.org
303-786-7777



FREE Green Yard Waste Drop-Off for Commerce City residents



Dispose of **organic, compostable green waste** from your residential yard. Material goes to a composting facility instead of the landfill. Proof of Commerce City residency required. No businesses or contractors allowed.

ACCEPTED

- Grass clippings
- Tree limbs and shrub trimmings *cut to 8 ft. or less in length
- Leaves
- Plant debris
- Weeds
- Flowers
- Sawdust
- Garden materials

NOT ACCEPTED

- Plywood or lumber
- Rock, brick, pavers or flower pots
- Construction debris
- Sod or dirt
- Edging/fencing
- Animal droppings
- Cactus or palm branches
- Hazardous materials
- Electronics
- Plastic

All loads are subject to review. If you have questions about the eligibility of specific items, contact Commerce City Public Works at 303-289-8150. All COVID-19 precautions will be taken with staff. Please observe social distancing.

Saturday, November 14 • 8 a.m. – 1 p.m.
A1 Organics
9109 Monaco Street, Henderson, CO 80640



CCPD remembers fallen Det. Curt Holland and Francesca Dominguez

ON THE EVENING OF FRIDAY, OCT. 16, the Commerce City Police Department (CCPD) and our entire community suffered the tragic loss of CCPD Detective Curt Holland, 37, and lifelong Commerce City resident Francesca Dominguez, 31, in a double-fatal traffic crash on Highway 2.

Det. Holland was a four-year veteran of the department who served as a patrol officer and a member of the traffic unit before being promoted to detective in August of this year. He leaves behind his wife, Amanda, two young children, and a legacy of service to his community.

“Detective Holland was an exceptional police officer, a devoted husband and father, and a great man,” said Chief of Police Clint Nichols. “He was an exceedingly bright person with a great attitude. He was one of our most enthusiastic employees and always seemed to have a smile on his face. He was always eager to take on any task handed to him, and he brought his ‘A-Game’ every day.”

Francesca Dominguez was a Commerce City native, a 2007 graduate of Adams City High School, and a talented artist. Our thoughts and prayers go out to her parents, along with all her family and friends.

The crash occurred just after 6 p.m. on Friday, Oct. 16, when a southbound Ford F-350 pickup truck crossed into the northbound lanes of Highway 2 and collided head-on with Detective Holland’s unmarked Commerce City Police Department Ford Explorer and a Kia Soul driven by Ms. Dominguez just north of the intersection with Turnberry Parkway. The Colorado State Patrol is handling the investigation of the incident.

For those wishing to donate to the families, visit c3gov.com for more information.



6 tips to sink “porch pirates” trying to plunder your neighborhood

WELL BEFORE THE PANDEMIC, Americans were already shifting our shopping habits more to the online realm. Now with social distancing and other COVID-19 precautions at brick-and-mortar retailers, packages on our doorsteps are a near-daily occurrence for many of us. That means the issue of package theft will likely continue to grow as opportunities for “porch pirates” to strike become more frequent.

These crimes often go unreported, and offenders can be hard to catch, making prevention even more important. Statistics show that most package thefts occur during the day when many residents are at work.



Tips to protect yourself from package thieves, especially as the holiday shopping season approaches:

1. If your employer allows it, have packages delivered to work.
2. Request to pick up the package at the shipping facility.
3. Ask that your package be delivered to a nearby location of the store and pick it up in person.
4. Request a specific delivery date and time and be home to receive it.
5. Provide delivery instructions so packages can be delivered out of sight from the street or in a secure lockbox.
6. Sign up for delivery alerts, such as text messages or e-mails, then call a trusted neighbor and ask them to hold packages until you get home.

If you are a victim of package theft or notice suspicious activity in your neighborhood, call the non-emergency dispatch line at 303-288-1535. Always call 911 for emergencies.

Recognize a Commerce City Veteran!

This Veterans Day, Commerce City is asking the community to help recognize local active-duty and retired veterans by participating in a photo campaign to honor them.



SNAP

Submit a photo of your veteran (in uniform or during their service, if possible).



SUBMIT

Complete the online form and upload the photo at c3gov.com/veterans. Be sure to include the veteran’s name, branch, years of service, and rank. The deadline to submit is **Friday, Nov. 6.**



SHARE

Photos will be shared in a special slide show on city’s social media outlets and the local CCTV Channel 8 (HD channel 881).



Contact John Bourjaily at 303-227-8789 with questions or to submit hard copy photos.

Free Day at Tower Landfill

- Proof of Commerce City residency required (e.g. driver’s license/tax statement). *Please note: some eligible residents have Brighton or Henderson addresses.*
- One free load per household.
- No charge for cars, vans, SUVs, or the first 5 cubic yards for pickup trucks and trailers (loads exceeding 5 yards are subject to the gate rate plus applicable taxes and fees).
- All loads must be covered.
- Must wear reflective safety vest while unloading.
- Appliances with refrigerants must have certification of chlorofluorocarbon (CFC) removal.
- Mattresses and box springs are subject to a fee of \$30 each.



NOT ACCEPTED: electronics, tires, car batteries or any hazardous materials/liquids. These items can be discarded during other events for special hazardous waste disposal.

Saturday, November 7 7 a.m. – 3 p.m.

19260 E. 88th Avenue

Questions? Call 303-371-5115



Recreation Closures

Both Bison Ridge and Eagle Pointe recreation centers will be closed on Thursday, Nov. 26, for Thanksgiving Day.

PARKS & REC HAPPENINGS



<i>Bison Ridge Recreation Center</i>	<i>Eagle Pointe Recreation Center</i>	<i>Buffalo Run Golf Course</i>
13905 E. 112th Ave. 303-286-6800	6060 E. Parkway Dr. 303-289-3760	15700 E. 112th Ave. 303-289-1500 buffalorungolfcourse.com

Registration update for recreation centers

Reservations are no longer needed for the cardio/weight room area. Walk-ins are permitted, but cardio/weight room capacities are closely monitored, and cleaning operations will continue throughout the day. Swimming, fitness classes, basketball, and racquetball will still require advance registration. For more information, please visit c3gov.com/recreation.

Unbe-leaf-able fun for the family!



Art and Story Adventures: Ages 3-5

Each week we pair a favorite children's story with fun songs, finger plays and crafts.

Mondays, Nov. 2-23	10-10:45 a.m.	\$16/\$20	7353.301	Bison Ridge
Fridays, Nov 6-20	10-10:45 a.m.	\$12/\$15	7203.301	Eagle Pointe

Junior Jam: Ages 3-5

Enjoy a night out while we take care of the kids! We play games, make crafts, sing, and read stories.

Friday, Nov. 6	6-8:30 p.m.	\$10/\$12	7253.301	Bison Ridge
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Creative Cakes: Ages 6+ with an adult

Learn all the basics of the sweet life of cake decorating, including piping buttercream, cutting and painting fondant, and cake design.

Saturdays, Nov. 7-21	10 a.m.-Noon	\$14/\$18	7003.301	Eagle Pointe
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Minute To Win It: Ages 6+ with an adult

Work together as a family to complete a series of challenging tasks in 60 seconds or less!

Friday, Nov. 13	6:30-8 p.m.	\$5/\$9 per person	7053.301	Bison Ridge
Wednesday, Nov. 18	6:30-8 p.m.	\$5/\$9 per person	7003.302	Eagle Pointe

Keep your eyes on the pies this month!

The Page Turners Book Club Ages: 11-14

Grab a book, cozy up, and get lost in the story. Join Recreation staff and Commerce City Police Officers to discuss a new book each month, create book-themed crafts, snack and enjoy the company of others. Book included in registration.

November: "The Giver" 7801.310



Clay Creations: Ages 6-10

Create wonderful works of art with clay, paint, and other mediums to discover our creative side with instructors from Downtown Aurora Visual Arts.

Mondays, Nov. 2-23	Noon-2 p.m.	\$35/\$45	7653.301	Bison Ridge
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Masterpiece Mania: Ages 6-10

Unleash your creativity as you study the lives, styles, and techniques of art masters. Then recreate some of their most famous pieces, giving each your unique twist.

Mondays, Nov. 2-23	6-7 p.m.	\$60/\$75	7602.301	Eagle Pointe
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Video Game Design: Ages 8-12

From program navigation to spatial planning and game mechanics to story development, explore the basics of video game design on a Raspberry Pi.

Wednesdays, Nov. 4-18	4-5 p.m.	\$35/\$45	7653.302	Bison Ridge
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Kidz Only: Ages 6-10

Make new friends, play games, and try new things by participating in arts and crafts and more activities! It's a great night to have a blast while you spend time with friends, both old and new!

Friday, Nov. 6	6-8:30 p.m.	\$10/\$12	7553.301	Bison Ridge
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Middle School Madness: Grades 6-8

Party with your friends and make new ones with games, music, fun, and prizes! November's theme is Let's Glow! No entry after 7:30 p.m.

Saturday, Nov. 7	7:15-10 p.m.	\$2/person	7851.307	Eagle Pointe
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Treat yourself to some active adult fun!

National Days: National Donut Appreciation Day

Celebrate National Donut Appreciation Day with Commerce City's Tasty Donuts!

Thursday, Nov. 5	9-10 a.m.	\$5/\$7	4601.318	Eagle Pointe
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Diners Drive In's And Dives... Curbside Pickup Series!

We will watch an episode of the popular TV show, and the staff will pick up a meal curbside and deliver it to the Active Adult Center, to enjoy the meal as a group.

Wednesday, Nov. 18	Maria Empanada	Noon-1:30 p.m.	4501.309	Eagle Pointe
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Friday Bingo

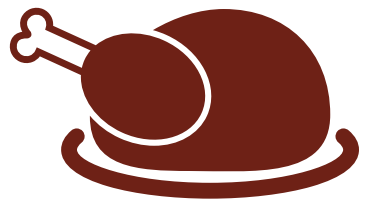
Try your luck at this game of chance and see if we call your numbers! Join friends and Active Adult Staff as we play BINGO in a safe and controlled environment.

Friday, Nov. 20	1 - 3. p.m.	\$5/\$7	4601.314	Eagle Pointe
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Thanksgiving Dinner On-The-Go 2020

Be our guest for a fabulous Thanksgiving drive-thru feast! Register for your single-serving Thanksgiving meal with all the fixings by Thursday, Nov. 19. Drive up to the Active Adult center between 11 a.m.-12:30 p.m. on Nov. 24 for this delicious Thanksgiving dinner prepared by Bison Grill. The meal includes carved turkey and stuffing, mashed potatoes and gravy, green bean casserole, a side salad and pumpkin pie for dessert.

Tuesday, Nov. 24	11 a.m.-12:30 p.m.	\$11/\$13	4201.301	Eagle Pointe
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New weekly specials and curbside pick up now available!

Enjoy a delicious meal with family and friends on the patio of Bison Grill overlooking the 18th hole. Visit BuffaloRunGolfCourse.com for more information.

Commerce City anuncia una nueva ronda de subvenciones COVID-19 para ayudar a los residentes, a las empresas locales y a las organizaciones sin fines de lucro



SI USTED HA EXPERIMENTADO DESAFÍOS como resultado de la pandemia COVID-19, existe asistencia financiera disponible a través del Programa de Asistencia Comunitaria de C3 aprobado por el concejo municipal, el cual facilita \$ 1.1 millones adicionales para ayudar a los residentes, a las empresas locales y a las organizaciones sin fines de lucro afectados por la pandemia. Estos fondos ayudan a fortalecer la capacidad de recuperación de nuestra comunidad y están disponibles para personas y para familias necesitadas.

Asistencia con Servicios de Guardería

Esta subvención brinda asistencia financiera a los residentes de Commerce City que, debido al COVID-19, tienen dificultades para pagar por los servicios de guardería, o bien que han experimentado un aumento en la necesidad de los servicios de guardería. Los residentes que califiquen son elegibles para poder recibir hasta \$ 200 por niño por semana (hasta 8 semanas) para niños menores de 12 años.

¡NUEVO! Asistencia para Personas Mayores – Tres Nuevos Programas

Existe ayuda disponible para **ayuda material** (comida, cuidado personal y artículos para mascotas y artículos de limpieza); **costos médicos sin cobertura (medical gap coverage)** (para ayudar con el pago de gastos médicos no cubiertos e imprevistos incurridos durante COVID); y **mini-becas de tecnología** para obtener los servicios necesarios para mantenerse al día acerca de COVID-19, para obtener otros servicios y recursos de telemedicina.

¡NUEVO! Asistencia para Familias

Asistencia financiera para residentes necesitados debido a gastos familiares inesperados relacionados con la pandemia COVID-19.

Asistencia a Empresas y a Organizaciones Sin Fines de Lucro

Ofrece fondos a empresas locales y a organizaciones sin fines de lucro que atraviesan dificultades financieras debido a la pandemia de COVID-19. Las empresas y organizaciones sin fines de lucro que califiquen son elegibles para recibir subvenciones de hasta \$ 5,000 y préstamos a bajo interés de hasta \$ 25,000.

Asistencia a la Industria Restaurantera

Proporciona financiación y asistencia técnica a restaurantes que atraviesan dificultades económicas debido a la pandemia de COVID-19.

Los detalles acerca de los requisitos de elegibilidad y la solicitud de las subvenciones están disponibles en c3gov.com/covid-19-grants.

Recuerde votar antes del martes 3 de noviembre

LOS VOTANTES REGISTRADOS DEBERÍAN haber recibido su boleta electoral para las elecciones generales de 2020 por correo a principios de octubre. Usted puede entregar su boleta directamente en cualquier casilla de votación de 24 horas o en el Centro de Votación y Servicio al Votante (Voter Service and Polling Center) antes de las 7 p.m. del martes 3 de noviembre. Si usted no está registrado para votar, aún puede registrarse en persona hasta el Día de las Elecciones para emitir su boleta electoral de 2020. Hay recursos para votantes disponibles en línea en adamsvotes.com/2020-general-election.



Buzones donde se puede entregar boletas de correo:

- Centro Cívico de Commerce City, 7887 E. 60th Ave. (servicio sin bajar del coche junto al buzón azul de USPS)
- Subestación de la Oficina del Sheriff de Commerce City, 4201 E. 72nd Ave. (banqueta en el lado sur del edificio, junto a la puerta del Vehículos y Motores)
- Centro del Gobierno de Adams County, 4430 S. Adams County Pkwy., Brighton (glorieta frente al edificio, cerca de las astas de banderas)



Centros Locales de Votación y Servicio al Votante

Los Centros de Votación y Servicio al Votante de Adams County están abiertos de lunes a sábado hasta las elecciones, y las urnas cierran a las 7 p.m. el 3 de noviembre. Debido a la pandemia de COVID-19, las ubicaciones pueden cambiar. Visite adamsvotes.com/vspcs para obtener la información más actualizada.

Los Centros de Votación y Servicio al Votante de Adams County están abiertos de lunes a sábado hasta las elecciones, y las urnas cierran a las 7 p.m. del 3 de noviembre.

Abiertos del 19 de octubre – 3 de noviembre

- Adams City Middle School – 4451 E. 72nd Ave.
- Centro del Gobierno de Adams County - 4430 S. Adams County Pkwy., Brighton (Entrada del Oeste)

Abierto el 2 y 3 de noviembre

- Centro Recreativo Eagle Pointe – 6060 E. Parkway Dr.

Los Centros de Votación y Servicio al Votante de Adams County ofrecen los siguientes servicios para votantes con formas aprobadas de identificación:

- Registrarse para poder votar
- Actualizar un registro de votante
- Solicitar una boleta nueva o de reemplazo
- Entregar su boleta ya completada
- Votar en un dispositivo de marcado de boletas accesible según la ADA

Para verificar su estado de votante con el estado, visite GoVoteColorado.com.



EN ESTA EDICIÓN

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Manténgase conectado con la ciudad:

Regístrese para recibir alertas de la ciudad por correo electrónico, en c3gov.com/subscribe. Reporte una inquietud de la ciudad en c3gov.com/askc3. Comparta sus ideas de historias, preguntas o comentarios sobre artículos publicados con la editora Cristal Dukes en cdukes@c3gov.com. Síguenos en las redes sociales:



NOTICIAS BREVES

Ya puede contar con interpretación al español disponible para las reuniones del concejo municipal y para otras reuniones cuasi-judiciales

Hay interpretación en vivo en español disponible por teléfono para las reuniones del concejo municipal (reuniones ordinarias y sesiones de estudio), reuniones de la Comisión de Planificación y de la Junta de Ajuste de Zonificación. Para escuchar en vivo la interpretación, llame al 720-386-9023 e ingrese el código de conferencia 104091# al comienzo de cada la reunión.

Los miembros del público pueden inscribirse con anticipación para comentar en vivo durante la reunión a través de Zoom, o bien enviar comentarios por escrito antes de cada reunión mediante un formulario en línea o por correo. No se toman comentarios públicos durante las sesiones de estudio del concejo municipal. Para obtener más información acerca del proceso de comentarios públicos, visite c3gov.com/virtual.

La Oficina de Secretaría de la Ciudad reanuda los servicios de pasaportes

La Oficina de Secretaría de la Ciudad reanuda los servicios de solicitudes de pasaportes. Para obtener más información y para programar una cita, visite c3gov.com/passports o bien llame al 303-289-3600.

Alégrole los días festivos a un niño con el Project Present (Proyecto Regalo)

Usted puede ayudar a alegrarle la temporada de los días festivos a un niño este año al patrocinar a un estudiante local a través de Project Present. Las escuelas de Commerce City participan en el Project Present al nominar a 20 niños necesitados por escuela para que puedan recibir regalos durante la temporada de los días festivos. El Project Present se hace posible gracias a la generosidad de las empresas locales y a los miembros de la comunidad. Los niveles de donación comienzan a \$50 por niño. Todas las donaciones monetarias deben ser entregadas antes del 11 de noviembre y las donaciones de regalo sin envolver deben entregarse antes del 4 de diciembre en el Centro Recreativo Bison Ridge o Eagle Pointe. Para obtener más información, llame a la Especialista en Recreación Leslie Yang al 720-602-7214 o bien visite givergy.us/projectpresentadams para poder hacer su donación.

Proyectos comunitarios futuros planeados a través de fondos federales del Programa CDBG

EL PRÓXIMO GRUPO DE PROYECTOS que serán financiados por el Programa de Subsidios de Desarrollo Comunitario (CDBG, por sus siglas en inglés) de la ciudad fue aprobado por el concejo municipal el 8 de octubre con la aprobación del Plan de Acción Anual de CDGB de 2020 de la ciudad. El plan detalla los proyectos programados para el 2021 para beneficiar a los residentes de ingresos bajos a moderados en la ciudad. El programa CDBG, el cual es financiado por el Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos, tiene como objetivo facilitar viviendas dignas, un entorno de vida adecuado, y mayores oportunidades económicas para los residentes que califican.

Los nuevos proyectos aprobados en el Plan de Acción Anual de 2020 incluyen:

- El programa piloto de Audio Information Network of Colorado, el cual ofrece recursos en audio para residentes de la ciudad ciegos y con discapacidades visuales
- El nuevo programa de teleodontología llamado Kids in Need of Dentistry, el cual brinda servicios de odontología virtual durante la pandemia de COVID-19
- Programa de entrega de alimentos del Senior Hub para residentes mayores que viven en Holly Park Apartments
- Los programas de reparación de viviendas de la ciudad recibieron más de \$ 150,000 para reparar aproximadamente 20 viviendas unifamiliares y ocupadas por propietarios en 2021. El programa de reparaciones a viviendas, cubre el costo de reparar problemas que afectan la salud, la seguridad, la eficiencia energética y el acceso al hogar. Las reparaciones pueden incluir plomería, electricidad, techos, calefacción, ventilación y aire acondicionado, impermeabilización, instalación de rampas para sillas de ruedas, pintura exterior de viviendas y más.
- El CDBG continuará brindando apoyo a las víctimas de violencia doméstica y sus familias a través del Programa de Apoyo a Víctimas de Violencia Doméstica.

Actualizaciones de proyectos CDBG previamente aprobados:

- Se han construido 1,775 pies lineales de nuevas banquetas en los vecindarios Kemp, Rose Hill y Central.
- Más de 200 víctimas de violencia doméstica han recibido asistencia a través del Programa de Apoyo a Víctimas de Violencia Doméstica desde su establecimiento en mayo de 2018
- Han participado 56 viviendas en los Programas de Reparaciones de Vivienda; se han programado 23 viviendas adicionales que recibirán reparaciones de vivienda este año calendario.
- El Centro de Recursos para Pequeñas Empresas ha sido renovado y cuenta con personal a tiempo parcial. El centro ha ayudado a más de 50 pequeñas empresas ubicadas en la ciudad en el último año. Para obtener más información acerca del programa CDBG, los proyectos actuales y futuros, o para solicitar asistencia, visite c3gov.com/CDBG.

PRÓXIMAMENTE EN EL CONCEJO MUNICIPAL

El Concejo Municipal adopta leyes, normas, y presupuestos consistentes con la ley fundamental de la ciudad. Las reuniones ordinarias del concejo municipal (el primer y tercer lunes de cada mes) y las sesiones de estudio (el segundo y cuarto lunes) están abiertas al público, sin embargo, los comentarios públicos, y las acciones oficiales de la ciudad solo tienen lugar durante las reuniones ordinarias. Las reuniones ordinarias y las sesiones de estudio se transmiten en línea en c3gov.com/video y en CCTV Canal 8 local (Canal 881 en Alta Definición).

Hay interpretación al español disponible para las reuniones del concejo municipal. Para escuchar la interpretación en vivo, llame al 720-386-9023 e ingrese el código de conferencia 104091 # al comienzo de la reunión.

Debido a la pandemia de COVID-19, el concejo municipal continúa reuniéndose de forma remota por medio de la aplicación de videoconferencia Zoom. Se le invita al público a presentar comentarios durante las reuniones virtuales. Los miembros del público pueden registrarse con anticipación para comentar en vivo a través de Zoom durante la reunión (en línea a través o por teléfono) o bien enviar de manera anticipada comentarios escritos para el registro (al usar un formulario en línea o por correo).

Visite c3gov.com/council para obtener instrucciones acerca de cómo presentar comentarios y para ver un enlace a la agenda de la reunión. Presente comentarios por correo a la Secretaría de la Ciudad, 7887 E. 60th Ave, Commerce City, CO 80022. La fecha límite para registrarse para presentar comentarios en vivo durante la reunión y / o presentar comentarios por escrito es el mediodía del día de la reunión.

Algunos temas próximos incluyen:

- Audiencias Públicas acerca de la adopción del presupuesto de la ciudad para 2021 y la certificación del impuesto de propiedad para la ciudad; dos solicitudes de permiso de uso condicional por separado de Monroe Stree Partners para construir una planta de reciclaje de metales y una planta de reciclaje de escombros de demolición ubicadas en 5400 Monroe St.; resolución de la decisión del concejo municipal de anexar la propiedad en 10550 Brighton Rd. una solicitud para cambiar las zonas de anexión para construir en la propiedad una subdivisión residencial unifamiliar llamada Platte Place.
- Ordenanza acerca de los procedimientos de reuniones electrónicas y de emergencia y autorización de reuniones remotas para la ciudad durante la declaración de ciertos desastres y emergencias
- Presentación de parte del personal de la actualización mensual del tema de petróleo y gas

Algunos temas próximos de las sesiones de estudio incluyen:

- Presentaciones acerca de la ordenanza propuesta para la autoridad de litigios y contractual; propuesta de enmienda a la ordenanza de la autoridad contractual; diseño de Vasquez Blvd.; entrevistas del concejo municipal acerca de servicios de consultoría ambiental; propuesta de reglamento de estacionamiento; actualización acerca del navegador comunitario / de la falta de vivienda, y seguimiento acerca del manejo de malezas en lotes grandes

Las agendas se actualizan frecuentemente y están sujetas a cambios. Visite c3gov.com/council para ver las agendas del concejo más actualizadas.

MIEMBROS DEL CONCEJO MUNICIPAL



Mayor Benjamin Huseman
Cell: 417-770-4019
bhuseman@c3gov.com
Término expira 2023



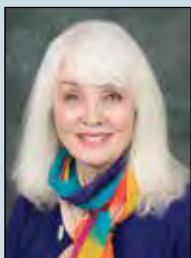
Mayor Pro Tem Nicole Frank, Ward III
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Término expira 2021



Councilmember Oscar Madera, Ward I
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Councilmember Jennifer Allen-Thomas, Ward II
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Término expira 2023



Councilmember Susan Noble, Ward IV
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Término expira 2023



Councilmember José Guardiola, At Large
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Término expira 2021



Councilmember Craig Hurst, At Large
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Councilmember Robyn Smith, At Large
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Término expira 2021

Los condados deben reducir la propagación de COVID-19 o bien enfrentar restricciones más estrictas



ADAMS COUNTY HA EXPERIMENTADO UN AUMENTO en los casos confirmados de COVID-19 en las últimas semanas. Como resultado, el Departamento de Salud de Tri-County (TCHD, por sus siglas en inglés) advierte que Adams County es una de las áreas que corre el riesgo de pasar a un nivel más restrictivo de COVID-19 según el estado de Colorado, lo que podría incluir una capacidad reducida para reuniones comunitarias, horarios de cierre más temprano para los bares y restaurantes, y otras restricciones.

Únase al compromiso de protegerse a sí mismo, a sus vecinos y a nuestra comunidad con estos pasos:

1. Manténgase a 6 pies de distancia de los demás
2. Use mascarilla o cubrebocas cuando esté con alguien que no sea de su hogar
3. Lávese las manos frecuentemente
4. Tenga un mayor cuidado si usted tiene un mayor riesgo
5. Quédese en casa si se siente enfermo
6. Hágase la prueba si tiene síntomas



Las medidas de prevención son especialmente importantes ahora que el clima se está poniendo más frío, por lo que habrá más reuniones y servicio de restaurantes bajo techo, donde la transmisión puede ocurrir más fácilmente que al aire libre.

Sabemos que muchos residentes están experimentando sentimientos de “cansancio de COVID”, pero nuestra comunidad debe mantenerse alerta para ayudar a frenar la propagación y reducir el número de casos de COVID-19 para poder continuar ir al trabajo y la escuela, especialmente con la temporada navideña que se acerca. TCHD también les pide a todos a vacunarse contra la gripe como precaución adicional para mantenerse saludables.

Las estadísticas de Commerce City de COVID-19 están disponibles en el sistema de datos del TCHD en el sitio web data.tchd.org/covid19/commercecity. Este sitio facilita informes de los casos más recientes específicos de Commerce City (asegúrese de seleccionar Commerce City en el menú desplegable). La información del tablero se actualiza diariamente.

Para obtener más información y actualizaciones de salud pública local, visite TCHD.org.

Celebración de Veteranos de Guerra en Commerce City

El 11 de noviembre es el Día de los Veteranos, y Commerce City ofrece formas de honrar a todos los que han servido en las fuerzas armadas de los Estados Unidos.

Honra a un veterano de guerra en los medios sociales

¡Este Día de los Veteranos, Commerce City le pide a la comunidad que ayude a reconocer a los veteranos en servicio activo y jubilados en sus vidas, al participar en nuestra campaña fotográfica para honrar a nuestros héroes militares locales! Las fotos se compartirán en una presentación de diapositivas especial en las páginas de redes sociales de la ciudad y en el Canal 8 de CCTV local de Commerce City (canal HD 881). Obtenga más información en c3gov.com/veterans o bien puede ver el anuncio en la p. 5.

Membresía de recreación gratis para personal activo del servicio militar y para veteranos discapacitados

Hay membresías de recreación gratis disponibles para veteranos con baja honorable del servicio con discapacidad de por lo menos 50% (membresía individual solamente) y miembros del servicio militar en servicio activo y sus familias inmediatas (cónyuges, hijos menores y pupilos legales). Las membresías incluyen la entrada a los centros recreativos Eagle Pointe y Bison Ridge y a la Alberca de Paradise Island.

Para obtener la membresía anual gratis, los miembros del servicio deben cumplir con los siguientes requisitos:

- Ser residente actual de Commerce City y mostrar comprobante de residencia
- Verificar el servicio actual o anterior en el Ejército, la Armada, la Fuerza Aérea, la Marina, la Guardia Costera, la Guardia Nacional, la Marina Mercante o las Reservas
- Los miembros en servicio activo deben presentar una credencial militar activa emitida por el gobierno
- Los veteranos con baja honorable del servicio deben presentar una carta de parte del departamento de Asuntos de los Veteranos, fechada no más de 60 días antes de obtener la membresía, que indique el porcentaje de discapacidad (mínimo 50%). La carta será devuelta.

Visite cualquiera de los centros recreativos, o llame al 303-286-6800 para inscribirse. Hay más información disponible en línea en c3gov.com/recreation.

Reserve un lugar de honor en Veterans Memorial Park

El Veterans Memorial Park de Commerce City ofrece adoquines personalizados y grabados a la venta para reconocer permanentemente a los héroes militares. Todos los años, antes del Desfile en honor a los Caídos de la ciudad, se colocan nuevos adoquines; la ciudad también reconocerá a los veteranos mencionados durante una ceremonia especial de colocación de coronas en el parque.

Los adoquines están disponibles comenzando a \$ 100. La fecha límite para comprar adoquines antes del Desfile en honor a los Caídos del próximo año es el 31 de marzo de 2021. Los pedidos se pueden hacer en cualquiera de los centros recreativos de la ciudad (Eagle Pointe, 6060 E. Parkway Dr., o bien Bison Ridge, 13905 E. 112th Ave.). Obtenga más información acerca del programa de adoquines y descargue la solicitud en c3gov.com/recreation o llame al 303-289-3789.

Programa de golf de verano gratis para Veteranos

El Campo de Golf Buffalo Run, en asociación con el programa PGA HOPE (Ayudando a Nuestros Patriotas en Todas Partes, siglas en inglés), brinda a los veteranos, jubilados y miembros del servicio activo la oportunidad de asistir a clínicas de golf gratis cada verano, dirigidas por profesionales de PGA de Buffalo Run. El programa Salute to Military Service (Honor al Servicio Militar) utiliza el golf como una herramienta de rehabilitación para ayudar a los veteranos a superar las adversidades, y mejorar su bienestar físico, mental, emocional y social. Hay clínicas programadas para el verano del 2021. Se publicará más información, incluyendo las fechas, en BuffaloRunGolfCourse.com a medida que estén disponible.

CALENDAR

Commerce City Civic Center

7887 E. 60th Ave.
303-289-3600

Bison Ridge Recreation Center

13905 E. 112th Ave.
303-286-6800

Eagle Pointe Recreation Center

6060 E. Parkway Dr.
303-289-3760

Debido a la cambiante naturaleza de la pandemia de COVID-19, todos los eventos y reuniones están sujetos a reprogramación o cancelación. Por favor consulte el calendario de la ciudad en c3gov.com para obtener la lista más actualizada de eventos.

- Nov. 2 Reunión Ordinaria del Concejo Municipal*, 6 p.m., Reunión Virtual
- Nov. 5 Reunión de la Comisión Juvenil, 6:30 – 8 p.m., Reunión Virtual
- Nov. 6 Exclusivo para Niños, 6 – 8:30 p.m., Centro Recreativo Bison Ridge
- Nov. 6 Junior Jam, 6 – 8:30 p.m., Centro Recreativo Bison Ridge
- Nov. 7 Día de recolección gratuito en el Basural Tower, 7 a.m. – 3 p.m., Tower Landfill, 19260 E. 88th Avenue, (Obtenga más detalles en la página 5)
- Nov. 7 Locura de Secundaria, 7:15 – 10 p.m., Centro Recreativo Eagle Pointe
- Nov. 9 Sesión de Estudio del Concejo Municipal*, 6 p.m., Reunión Virtual
- Nov. 10 Reunión de Junta de Ajuste de Zonificación*, 5:30 p.m., Reunión Virtual
- Nov. 10 Reunión del Concilio Cultural, 6 – 8 p.m., Reunión Virtual
- Nov. 11 Las oficinas municipales estarán cerradas en conmemoración del Día de los Veteranos.
- Nov. 12 Reunión de la Comisión de Adultos Mayores, 3 – 5 p.m., Reunión Virtual
- Nov. 14 Evento de Recolección de Desechos de Jardín, 8 a.m. – 1 p.m., A1 Organics, 9109 Washington St., (Obtenga más detalles en la página 4)
- Nov. 16 Reunión Ordinaria del Concejo Municipal*, 6 p.m., Reunión Virtual
- Nov. 17 Revisión de Junta de Revisión de Derby, 5:30 p.m., Reunión Virtual
- Nov. 17 Reunión del Comité Asesor de Parques, Recreación y Golf, 6 p.m., Reunión Virtual
- Nov. 19 Reunión de la Comisión Juvenil, 6:30 – 8 p.m., Reunión Virtual
- Nov. 23 Sesión de Estudio del Concejo Municipal*, 6 p.m., Reunión Virtual
- Nov. 24 Fundación Quality Community, 6 – 8 p.m., Reunión Virtual
- Nov. 26 Todas las instalaciones municipales cerradas
- Nov. 27 Las oficinas municipales cerradas por el Día de Acción de Gracias

* Hay interpretación al español disponible para esta reunión. Llame al 720-386-9023 al comienzo de la reunión e ingrese el código de conferencia 104091#.

RINCÓN DEL CONCEJO



Councilmember
Craig Hurst,
At Large

¡Ubicación, ubicación, ubicación! El desarrollo de Bienes Raíces, tanto comercial como residencial, ha sido un tema relevante e importante durante los 18 meses que he servido en el concejo municipal. A medida que crece la población en Colorado y el área metropolitana de Denver, Commerce City tiene la oportunidad de continuar desempeñando una función vital en la economía de nuestro estado al apoyar a nuestras empresas locales y al establecer un entorno empresarial que atraerá nuevo interés a nuestra ciudad. Esto no significa que no podamos ser también una gran comunidad para ver crecer a una familia. De hecho, continuaré argumentando que necesitamos ambos para lograr una “Comunidad de Calidad para Toda la Vida”.

A finales de este año, la ciudad comenzará el importante trabajo de la actualización de nuestro plan integral. El plan integral establece la visión, los objetivos y las políticas de la comunidad para ayudar a guiar las decisiones de desarrollo y de inversión para las próximas dos décadas. El plan analiza el crecimiento, el urbanismo, la infraestructura, el transporte, los parques, y los espacios abiertos de la ciudad, el desarrollo económico, la vivienda, los servicios públicos y mucho más. Este es un proceso importante para ayudarnos a cumplir nuestra visión para el futuro y también nos permitirá comercializar nuestra ciudad a nuevas empresas y posicionarnos para colaborar de manera estrecha con nuestros vecinos en el desarrollo de proyectos de impacto regional.

Creo que esta es nuestra oportunidad para demostrar que estamos listos para ser líderes en el desarrollo de nuevas empresas al destacar las oportunidades que Commerce City tiene para ofrecer. Contamos con una excelente ubicación para muchos tipos de negocios, desde tecnología hasta transporte y demás. Al enfocarnos en un equilibrio estratégico entre empresas y residentes, nuestra ciudad tendrá la oportunidad de aprovechar nuestra ubicación ideal cerca del aeropuerto, de las principales redes de transporte ferroviario, y de carreteras y de las cadenas de suministros esenciales.

Habrà muchas visiones diferentes para el futuro de la ciudad, y estoy entusiasmado con las oportunidades de poder continuar construyendo una comunidad de la que todos podamos sentirnos orgullosos. Construiremos nuevos parques y espacios abiertos y lugares para celebrar nuestra comunidad y nuestra cultura. Construiremos lugares que permitirán que todos nuestros niños crezcan y aprendan, y ofreceremos oportunidades para educar y fomentar el desarrollo de nuestra futura fuerza laboral con empleos sólidos para apoyarlos aquí en nuestra ciudad.

Debemos encontrar un equilibrio que promueva las empresas, las familias y la comunidad entera para que todos podamos cumplir la visión de crear una “Comunidad de Calidad para Toda la Vida”, y yo me siento sumamente orgulloso de poder trabajar incansablemente junto a mis compañeros miembros del concejo y de esta comunidad hacia el logro de esas metas.

Se solicita la aportación de comentarios de parte del público acerca de formas de mejorar I-270



EL DEPARTAMENTO DE TRANSPORTE DE COLORADO (CDOT, por sus siglas en inglés) solicita las opiniones y comentarios de parte del público para mejorar el corredor de la autopista I-270 que pasa por Commerce City.

Como parte de un estudio conjunto con la Administración Federal de Carreteras, Adams County y Commerce City, el CDOT está llevando a cabo una Evaluación Ambiental del corredor para identificar soluciones de transporte que modernizarán la carretera y que se adaptarán a las demandas de transporte.

CDOT invites the public to participate in the Environmental Assessment process by sharing comments and suggestions in any of the following ways:



- Comparta sus comentarios y sugerencias por medio del sitio web del proyecto en codot.gov/projects/i270
- Deje un recado en la línea directa del proyecto al llamar al 303-512-4270
- Envíe una nota por correo electrónico a cdot_i270@state.co.us

Un próximo evento virtual en línea permitirá a las personas obtener más información acerca de las posibles opciones para mejorar el corredor de la I-270 y comentar acerca de estas opciones. Este evento está programado tentativamente para diciembre de 2020. Los detalles serán publicados en codot.gov/projects/i270 a medida que estén disponibles.

Recurso único en Colorado de noticias e información disponible en audio

Sirviendo a personas ciegas, con baja visión o dificultades de leer (jóvenes, adultos y adultos mayores)



aincolorado.org
303-786-7777



Recolección de Desechos de Jardín

Gratis para los residentes de Commerce City



Aproveche este evento gratuito para deshacerse de desechos de jardín. Solo se acepta material **orgánico para composta**. El material se distribuye a un centro de composta no al basurero. Se requiere prueba de residencia de Commerce City. No se permiten negocios ni contratistas privados.

ACEPTABLE

- Pedazos de césped (zacate) cortado
- Ramas de árboles o arbustos *de menos de cuatro pies de largo
- Hojas
- Desechos de plantas
- Hierbas no deseadas
- Flores
- Aserrín
- Materiales de jardín

NO ACEPTABLE

- Madera prensada
- Rocas, ladrillos o losa
- Desechos de construcción
- Tierra con suciedad
- Cercas o vallas
- Desechos de animales
- Cactus/ramas de palmeras
- Materiales peligrosos
- Productos electrónicos
- Plástico

Todas las cargas de desechos están sujetas a revisión. Si tiene preguntas sobre los artículos permitidos, llame al Departamento de Obras Públicas de Commerce City al 303-289-8150.

Todas las precauciones de COVID-19 se presentarán con el personal. Observe el distanciamiento social.

sábado, 14 de noviembre • 8 a.m. - 1 p.m.

A1 Organics
9109 Monaco Street, Henderson, CO 80640



CCPD honra al Detective Curt Holland y a Francesca Dominguez

EN LA NOCHE DEL VIERNES 16 DE OCTUBRE, el Departamento de Policía de Commerce City (CCPD) y toda nuestra comunidad sufrieron la trágica pérdida del detective de la CCPD Curt Holland, de 37 años, y la residente de toda su vida de Commerce City, Francesca Dominguez, de 31, en un accidente de tráfico con doble fatalidad sobre Highway 2.

El Detective Holland era un veterano de cuatro años del departamento que se desempeñó como oficial de patrulla y como miembro de la unidad de tránsito antes de ser ascendido a detective en agosto de este año. Le sobreviven a su esposa, Amanda, dos hijos pequeños y deja todo un legado de servicio a su comunidad.

“El detective Holland fue un oficial de policía excepcional, un esposo y padre devoto, y un gran hombre”, declaró el jefe de policía Clint Nichols. “Él era una persona sumamente brillante con una gran actitud. Era uno de nuestros empleados más entusiastas y siempre parecía tener una sonrisa en su rostro. Siempre se mostraba más que dispuesto de asumir cualquier tarea que se le encomendara, y todos los días trataba de desempeñarse a su máximo nivel”.

Francesca Dominguez nació en Commerce City, se graduó en 2007 de Adams City High School y era una talentosa artista. Nuestros pensamientos y oraciones se dirigen a sus padres, junto con toda su familia y amigos.

El accidente ocurrió poco después de las 6 p.m. el viernes 16 de octubre, cuando una camioneta Ford F-350 en dirección sur cruzó hacia los carriles en dirección norte de Highway 2 y chocó de frente con el Ford Explorer no marcado del Departamento de Policía de Commerce City del Detective Holland, y con un Kia Soul conducido por la Srta. Domínguez justo al norte de la intersección con Turnberry Parkway. La Patrulla del Estado de Colorado está a cargo de la investigación del incidente.

Para aquellos que deseen donar a las familias, visitar c3gov.com para obtener más información.

6 consejos para hundir a los “piratas del pórtico” que tratan de saquear su vecindario

DESDE MUCHO ANTES DE LA PANDEMIA, los estadounidenses ya estábamos cambiando nuestros hábitos de compra al ámbito en línea. Ahora, con el distanciamiento social y debido a otras precauciones de COVID-19 en las tiendas tradicionales, la presencia de paquetes en nuestros pórticos son una ocurrencia casi diaria para muchos de nosotros. Eso significa que el problema de robo de paquetes probablemente seguirá creciendo a medida que se vuelvan más frecuentes las oportunidades de ataque de los “piratas del pórtico”.

Estos delitos a menudo no se denuncian, y los delincuentes pueden ser difíciles de atrapar, lo que hace que la prevención sea aún más importante. Las estadísticas muestran que la mayoría de los robos de paquetes ocurren durante el día cuando muchos residentes están en el trabajo.

Protéjase de los ladrones de paquetes, especialmente a medida que se acerca la temporada de compras de los días festivos.

1. Si su empleador lo permite, pida que le envíen los paquetes al trabajo.
2. Solicite recoger el paquete en las instalaciones de envío.
3. Pida que su paquete se entregue en una tienda con ubicación cercana, y recójalo en persona.
4. Solicite una fecha y hora de entrega específica y esté en casa para recibirlo.
5. Ofrezca instrucciones de entrega para que los paquetes sean dejados en lugares fuera de la vista desde la calle, o en una caja de seguridad.
6. Inscríbase para recibir alertas de entrega, tal como mensajes de texto o correos electrónicos, y después llame a un vecino de confianza y pídale que se quede con los paquetes hasta que usted llegue a casa.

Si usted ha sido víctima de robo de paquetes o nota actividad sospechosa en su vecindario, llame a la línea de despacho de no emergencias al 303-288-1535. Siempre llame al 911 en casos de emergencia.



¡Ayuda a Honrar a un Veterano de Guerra de Commerce City!

Este Día de los Veteranos, Commerce City le pide a la comunidad que ayude a reconocer a los veteranos de guerra locales en servicio activo y jubilados al participar en una campaña fotográfica para honrarlos.



FOTO

Presente una foto de su veterano (en uniforme o durante su servicio, si es posible).

PRESENTALA

Llene el formulario en línea y suba la foto en c3gov.com/veterans. Asegúrese de incluir el nombre, rama, años de servicio y rango. La fecha límite es el **viernes 6 de noviembre**.

COMPÁRTALA

Las fotos se compartirán en una presentación especial en las redes sociales de la ciudad y en el CCTV Canal 8 local (Canal 881 en Alta Definición).



Comuníquese con John Bourjaily con preguntas o para enviar fotografías impresas al 303-227-8789.

Día de recolección gratuito en el Basural Tower

- Se requiere prueba de residencia de Commerce City (licencia de conducir de Colorado/declaración de impuestos). *Nota: algunos residentes con derecho tienen domicilios en Brighton o Henderson.*
- Una carga gratis por hogar.
- No hay tarifas para carros, vans, SUVs o para las primeras 5 yardas de desechos en trocas o tráilers (a vehículos con cargas de más de 5 yardas se les cobrará tarifa más impuestos y cuotas).
- Todas las cargas deben estar cubiertas.
- Debe usar chaleco reflectante mientras descarga.
- Aparatos con refrigerantes (acondicionadores de aire, refrigeradores, etc.) deben tener la certificación de eliminación de clorofluorocarbonos.
- Colchones tendrán una tarifa de \$30.



NO SE ACEPTAN: electrónicos, llantas, baterías de carro o cualquier otro material o líquido peligroso. Estos artículos pueden descartarse durante otros eventos especiales de eliminación de residuos.

sábado 7 de noviembre 7 a.m. – 3 p.m.

19260 E. 88th Avenue

¿Preguntas? Llama al 303-371-5115



Cierre Recreativos

Ambos centros recreativos Eagle Pointe y Bison Ridge estarán cerrados el jueves 26 de noviembre por el Día de Acción de Gracias.

SUCESOS DE PARQUES Y REC**Centro Recreativo
Bison Ridge**

13905 E. 112th Ave.
303-286-6800

**Centro Recreativo
Eagle Pointe**

6060 E. Parkway Dr.
303-289-3760

**Campo de Golf
Buffalo Run**

15700 E. 112th Ave.
303-289-1500
buffalorungolfcourse.com

Actualización de inscripción para centros recreativos

Ya no es necesario hacer reservas para el área de la sala de cardio / pesas. Se permiten las visitas sin cita previa, pero la capacidad de la sala de cardio / pesas se controla muy de cerca y las operaciones de limpieza continuarán durante todo el día. La natación, las clases de acondicionamiento físico, el básquetbol y el ráquetbol aún requieren inscripción previa. Para obtener más información por favor visite c3gov.com/recreation.

¡Échele un hojazo a la diversión familiar!**Aventuras de Arte y de Cuentos: Edades 3 - 5**

Cada semana combinamos un cuento infantil favorito con canciones divertidas, juegos de manos y artesanías.

Los lunes, 2 - 23 de nov.	10 - 10:45 a.m.	\$16/\$20	7353.301	Bison Ridge
Los viernes, 6 - 20 de nov.	10 - 10:45 a.m.	\$12/\$15	7203.301	Eagle Pointe

Junior Jam: Edades 3 - 5

¡Salgan a disfrutar de una gran noche mientras nosotros le cuidamos a los niños! Jugamos, hacemos artesanías, cantamos, y leemos cuentos.

Viernes 6 de nov.	6 - 8:30 p.m.	\$10/\$12	7253.301	Bison Ridge
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Decoración de Pasteles: Edades 6 y mayores con un adulto

Aprenda acerca de todo lo básico de la dulce vida de la decoración de pasteles incluyendo la colocación de la crema de mantequilla, a cortar y pintar fondant, y el diseño final del pastel.

Los sábados, 7 - 21 de nov.	10 a.m. - Mediodía	\$14/\$18	7003.301	Eagle Pointe
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**Minute to Win It (Un minuto para ganar) Edades 6 y mayores con un adulto**

¡Colaboren en familia para completar una serie de tareas desafiantes, en 60 segundos o menos!

Viernes 13 de nov	6:30 - 8 p.m.	\$5/\$9	7053.301	Bison Ridge
Miércoles 18 de nov,	6:30 - 8 p.m.	\$5/\$9	7003.302	Eagle Pointe

¡Póngale la cereza a su pastel este mes!**Club de Lectura The Page Turners Edades: 11 - 14**

Consigue un libro, ponte cómodo y piérdete en la historia. Únete al personal de Recreación y a los Oficiales de Policía de Commerce City para hablar acerca de un libro diferente cada mes, para crear manualidades y bocadillos con temas de libros, y para disfrutar de la compañía de los demás. El libro ya está incluido con la inscripción.

Noviembre: "The Giver" 7801.310

**Obras de Arcilla: Edades 6 - 10**

Haz tus propias y maravillosas obras de arte con arcilla, pintura y otros medios para descubrir tu lado creativo con instructores de Downtown Aurora Visual Arts.

Los lunes, 2 - 23 de nov	Mediodía - 2 p.m.	\$35/\$45	7653.301	Bison Ridge
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Grandes Obras Maestras: Edades 6 - 10

Dale rienda suelta a tu creatividad mientras estudias las vidas, los estilos y las técnicas de los grandes maestros de arte. Después, podrás tratar de recrear algunas de sus obras más famosas, dándoles a cada una tu propio toque único.

Los lunes, 2 - 23 de nov.	6 - 7 p.m.	\$60/\$75	7602.301	Eagle Pointe
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Diseño de Videojuegos: Edades 8 - 12

Desde la navegación del programa hasta la planificación del espacio, y la mecánica del juego hasta el desarrollo del cuento, podrás explorar los conceptos básicos del diseño de videojuegos en una Raspberry Pi.

Los miércoles, 4 - 18 de nov	4 - 5 p.m.	\$35/\$45	7653.302	Bison Ridge
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**Exclusivo para Niños: Edades 6 - 10**

¡Conoce a nuevos amigos, juega y prueba cosas nuevas al participar en artes y artesanías y más actividades! ¡Esta es una gran noche para pasarla bien mientras compartes tiempo con amigos, tanto viejos como nuevos!

Viernes 6 de nov	6 - 8:30 p.m.	\$10/\$12	7553.301	Bison Ridge
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Locura de Secundaria Grados 6 - 8

¡Festeja con tus amigos y haz nuevas amistades con juegos, música, diversión y premios! El tema de noviembre es ¡Vamos Todos a Brillar! No se permite la entrada después de las 7:30 p.m.

Sábado 7 de nov.	7:15 - 10 p.m.	\$2/persona	7851.307	Eagle Pointe
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¡Disfrute de algo de diversión para adultos activos!**Días Nacionales: Día Nacional de Apreciación de la Dona**

¡Celebre el Día Nacional de Apreciación de la Dona con sabrosas Donas de Commerce City!

Jueves 5 de nov.	9 - 10 a.m.	\$5/\$7	4601.318	Eagle Pointe
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**Diners Drive In's And Dives... ¡Series de Comida para Llevar!**

Veremos un episodio del popular programa de televisión y el personal recogerá una comida de un restaurante y la entregará al Centro de Adultos Activos para disfrutar de la comida en grupo.

Miércoles 18 de nov.	Maria Empanada	Mediodía - 1:30 p.m.	\$13/\$15	4501.309	Eagle Pointe
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Viernes de Bingo

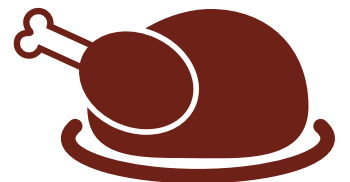
¡Pruebe su suerte en este juego de azar y vea si llamamos sus números! Acompañe a sus amigos y al Personal de Adultos Activos mientras jugamos BINGO en un entorno seguro y controlado.

Viernes 20 de nov.	1 - 3. p.m.	\$5/\$7	4601.314	Eagle Pointe
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Cena de Acción de Gracias 2020 para Llevar

¡Queremos que sea nuestro invitado especial para un fabuloso banquete de Acción de Gracias con servicio sin bajar del coche! Inscríbese para su comida de Acción de Gracias de servicio sencillo con todas las guarniciones antes del jueves 19 de noviembre. Llegue en su coche al centro de Adultos Activos entre las 11 a.m. - 12:30 p.m. el 24 de noviembre para esta deliciosa cena de Acción de Gracias preparada por Bison Grill. La comida incluye pavo y relleno, puré de papas con gravy, cazuela de ejotes, ensalada pequeña y pastel de calabaza como postre.

Martes 24 de nov.	11 a.m. - 12:30 p.m.	\$11/\$13	4201.301	Eagle Pointe
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**¡Nuevas ofertas semanales y los servicios de recoger comida en la banqueta ya están disponibles!**

Disfrute de una deliciosa comida con familiares y amigos en el patio de Bison Grill con vista al hoyo 18. Visite BuffaloRunGolfCourse.com para obtener más información.



COLORADO
Department of Transportation



THE FUTURE OF I-270 IS TAKING SHAPE

Lend your voice to the process

The Colorado Department of Transportation and the Federal Highway Administration, in partnership with Commerce City and Adams County, are evaluating transportation solutions that modernize the Interstate 270 (I-270) corridor to accommodate transportation demands.

Following the first virtual public event in August, we incorporated the public's ideas into potential solutions for people and freight to move safely and reliably through this vital transportation corridor.

Wednesday, Dec. 2, to Sunday, Dec. 27



Please join us during this second online virtual event to see the potential I-270 improvements and share your feedback.

To learn more about this project and participate in this online event, visit the project website by pointing your phone's camera at the code and tapping on the banner that appears in your camera screen.





COLORADO
Department of Transportation



EL FUTURO DE LA I-270 ESTÁ TOMANDO FORMA

Contribuya su voz en el proceso

El Departamento de Transporte de Colorado y la Administración Federal de Carreteras, en asociación con la Ciudad de Commerce y el Condado de Adams, están evaluando soluciones de transporte que modernizan el corredor Interestatal 270 (I-270) para acomodar las demandas de transporte.

Tras el primer evento público virtual en agosto, incorporamos las ideas del público en posibles soluciones para que las personas y la carga se muevan de forma segura y fiable a través de este corredor vital de transporte.

**miércoles 2 de diciembre,
hasta el domingo 27 de diciembre**



Por favor, únase a nosotros durante este segundo evento virtual en línea para ver las posibles mejoras de la I-270 y compartir sus comentarios.

Para obtener más información sobre este proyecto y participar en este evento en línea, visite el sitio web del proyecto apuntando la cámara del teléfono al código y tocando en el banner que aparece en la pantalla de tu teléfono



Newsletter copy

The future of I-270 is taking shape

Lend your voice to the process

The Colorado Department of Transportation and the Federal Highway Administration, in partnership with Commerce City and Adams County, are evaluating transportation solutions that modernize the Interstate 270 (I-270) corridor to accommodate transportation demands.

During the first virtual event in August, the public provided input on their experiences driving the I-270 corridor. The most frequent comment related to travel delays, followed by suggested infrastructure improvements, and input on safety issues.

In response to this feedback, the I-270 Corridor Improvements project team has developed a set of potential solutions for people and freight to move safely and reliably through this vital transportation corridor. Please join us for the second virtual public event Wednesday, Dec. 2, to Sunday, Dec. 27, at www.codot.gov/projects/i270. We invite you to see the solutions we're considering and share your feedback.

We will continue to post the most current project information on the project website at www.codot.gov/projects/i270. We've recently added an FAQ page with answers to [frequently asked questions](#) we've received. You can also call the project hotline at 303-512-4270 or email the project team at cdot_i270@state.co.us with questions or comments.

Thank you for your participation! We look forward to engaging with you.

The I-270 Corridor Improvements project team

Spanish:

El futuro de la I-270 está tomando forma

Contribuya su voz en el proceso

El Departamento de Transporte de Colorado y la Administración Federal de Carreteras, en asociación con la Ciudad de Commerce y el Condado de Adams, están evaluando soluciones de transporte que modernizan el corredor Interestatal 270 (I-270) para acomodar las demandas de transporte.

Durante el primer evento virtual en agosto, el público proporcionó información sobre sus experiencias en el corredor de la I-270. El comentario más frecuente se refería a los retrasos en los viajes, seguido por sugerencias sobre mejoras de la infraestructura y comentarios de cuestiones de seguridad.

En respuesta a estos comentarios, el equipo del proyecto de Mejoras del Corredor de la I-270 ha desarrollado un conjunto de soluciones potenciales para que las personas y la carga se muevan de

manera segura y confiable a través de este corredor vital de transporte. Por favor únase a nosotros para el segundo evento público virtual del miércoles 2 de diciembre al domingo 27 de diciembre, en www.codot.gov/projects/i270. Le invitamos a ver las soluciones que estamos considerando y compartir sus comentarios.

Continuaremos con la información más reciente del proyecto en el sitio web del proyecto en www.codot.gov/projects/i270. Recientemente hemos añadido una página de preguntas frecuentes con respuestas a las preguntas más frecuentes que hemos recibido. También puede llamar a la línea directa del proyecto al 303-512-4270 o enviar un correo electrónico al equipo del proyecto al cdot.i270@state.co.us con preguntas o comentarios.

¡Gracias por su participación! Esperamos poder trabajar con usted.

El equipo del proyecto de las Mejoras del Corredor de la I-270

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

What's best for the future of I-270? Your feedback is needed!

COLORADO
Department of Transportation

2

DEC 2 AT 12 AM MST – DEC 16 AT 12 AM MST

I-270 Virtual Public Event #2

Online Event

About Discussion Interested Going Invite

Details

- 16 people responded
- Dec 2 at 12 AM MST – Dec 16 at 12 AM MST
- Public · Hosted by Colorado Department of Transportation
- Online Event

Visit the I-270 Virtual Public Event #2 from Wednesday, Dec. 2 until Sunday, Dec. 27 to provide your input and learn about potential solutions to improve this vital corridor.

Th... See More

Other Online

Go With Friends See All

	2 GOING	14 INTERESTED
		Invite
		Invite
		Invite

Popular With Friends

Consultant Work Product - Not CDOT Approved - Jacobs Engineering



Colorado Department of Transportation

December 5 at 8:00 PM

Share your input on the I-270 Corridor Improvements during the Virtual Public Event #2. Feedback will be taken through Dec. 27.

<http://www.i270corridorimprovements.com/>



**What's best for the future of I-270?
Your feedback is needed!**



COLORADO
Department of Transportation

Colorado Department of Transportation ▶ I-270 Virtual Public Event #2

December 2 at 6:00 PM

Share your thoughts and shape your community! Help us plan the future of the I-270 corridor in Adams County by telling us how you think it can be improved. Visit our virtual room through Dec. 27 at codot.gov/projects/i270.

Learn about the potential solutions for things like traffic delays and safety and let us know what you think.



City Government of Commerce City

December 2 at 10:00 AM · 🌐



We need your input! How do you think the I-270 corridor can be improved? Starting today and through Dec. 27, the [Colorado Department of Transportation](#) is collecting input on what YOU would like to see for the future of this highway. Visit codot.gov/projects/i270 to tell us what you think and learn more about project plans and potential solutions being considered so we can better accommodate transportation demands. Feedback submissions will close on Sunday, Dec. 27 so don't wa... See More

What's best for the future of I-270? Your feedback is needed!



COLORADO

Department of Transportation



¿Qué es lo mejor para el futuro de la I-270? ¡Tus comentarios son necesarios!



COLORADO

Department of Transportation



2 Shares



Like



Comment




Share




Social Media Content Calendar | I-270 EA Public Meeting #2

CDOT SOCIAL MEDIA

Full resolution image files here: <https://www.dropbox.com/sh/arwx2ueh0xtua83/AADBFWbuTYWs30g27GgdoLHia?dl=0>







Date	Platform	Copy	Image
Pre-event	Facebook Event Calendar	<p>Visit the I-270 Virtual Public Event #2 from Wednesday, Dec. 2 until Sunday, Dec. 27 to provide your input and learn about potential solutions to improve this vital corridor.</p> <p>The Colorado Department of Transportation (CDOT) and the Federal Highway Administration, in partnership with Commerce City and Adams County are working together with the public's input on this important project.</p> <p>The project team is mid-way through a process to identify and evaluate proposed transportation solutions that will modernize the I-270 corridor.</p> <p>This past summer, we asked for your input on how to improve the corridor. The most frequent comments referred to travel delays, suggested infrastructure improvements and input on safety issues. The project team listened and incorporated that</p>	







		<p>feedback into potential solutions for moving people and freight safely and reliably through the I-270 corridor.</p> <p>You can review the solutions being considered and share your thoughts through Sunday, Dec. 27 by going to</p> <p>Thank you for your participation in helping to shape the future of the I-270 corridor.</p>	
<p>Dec. 2</p>	<p>CDOT Facebook</p>	<p>Share your thoughts and shape your community! Help us plan the future of the I-270 corridor in Adams County by telling us how you think it can be improved. Visit our virtual room through Dec. 27 (link). Learn about the potential solutions for things like traffic delays and safety and let us know what you think.</p> <p>(will not post on FB until the event is live)</p>	

Consultant Work Product - Not CDOT Approved - Jacobs Engineering



	CDOT Instagram	Same as FB post	 <p>What's best for the future of I-270? Your feedback is needed!</p> <p>  COLORADO Department of Transportation</p>
Dec. 10	CDOT Facebook	Our virtual event for I-270 is well underway, but we still need your input on how you think the corridor can be improved. Visit [event website] to tell us what you think about the future of the I-270 corridor and learn more about project plans and potential solutions so we can better accommodate transportation demands. We will close this virtual event Sunday, Dec. 27. Now's your chance to share your thoughts and shape your community!	 <p>What's best for the future of I-270? Your feedback is needed!</p> <p>  COLORADO Department of Transportation</p>

Consultant Product - Jacobs Engineering
CDOT Approved

	CDOT Instagram	Same as above	 <p>What's best for the future of I-270? Your feedback is needed!</p> 
Dec. 22	CDOT Facebook	Hurry! This is the last week to participate in our second virtual online event. We will close this virtual event Sunday, Dec. 27. Visit [event website] to tell us what you think about the future of this corridor and learn more about project plans and potential solutions so we can better accommodate transportation demands. Now's your chance to share your thoughts and shape your community!	<p>What's best for the future of I-270? Virtual public event closing soon. Your feedback is needed!</p> 
	CDOT Instagram	Hurry! This is the last week to participate in our second virtual online event. The event closes Sunday, Dec. 27. Visit [event website] to tell us what you think about the future of this corridor and learn more about project plans and potential solutions so we can better accommodate transportation demands. Now's your chance to share your thoughts and shape your community!	



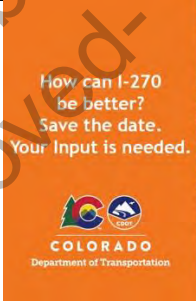

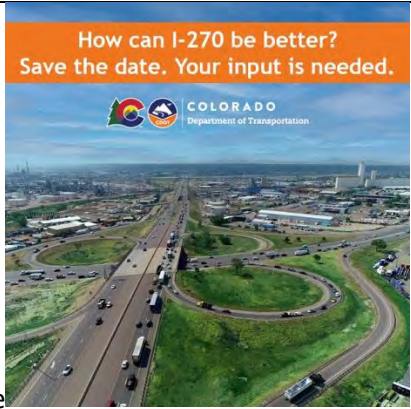
			<p>What's best for the future of I-270? Virtual public event closing soon. Your feedback is needed!</p>  <p>COLORADO Department of Transportation</p> 
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Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



PARTNER SOCIAL MEDIA

The following posts are intended for use by project partners such as Commerce City, Adams County and others on their social media platforms to promote the event. It may be adapted as necessary by each partner.

Date	Platform	Copy	Image
<p>Pre-event (recommend Mon/Tues prior to event)</p>	<p>Facebook</p>	<p>Share your thoughts and shape your community! Help us plan the future of the I-270 corridor by telling us how you think it can be improved. Beginning Dec. 2 through Dec. 27, the @ColoradoDepartmentofTransportation will be collecting online input through a website accessible 24/7 to make it as easy as possible to share your thoughts. You'll be able to review and comment on project plans and potential solutions for things like traffic delays and safety. Visit codot.gov/projects/i270 to learn more, and don't forget to log on starting Dec. 2!</p>	 
	<p>Instagram</p>	<p>Share your thoughts and shape your community! Help us plan the future of the I-270 corridor by telling us how you think it can be improved. Beginning Dec. 2 through Dec. 27, the @ColoradoDOT will be collecting online input through a website accessible 24/7 to make it as easy as possible to share your thoughts. You'll be able to review and comment on project plans and potential solutions for things like traffic delays and safety. Visit [project website] to learn more, and don't forget to log on starting Dec. 2!</p>	<p>Same as above</p> 
	<p>Twitter</p>	<p>Help us plan the future of I-270 by telling us how you think it can be improved! @ColoradoDOT will be collecting online input from Dec. 2-27. Visit codot.gov/projects/i270 to learn more and make your voice heard.</p>	<p>Same as above</p>

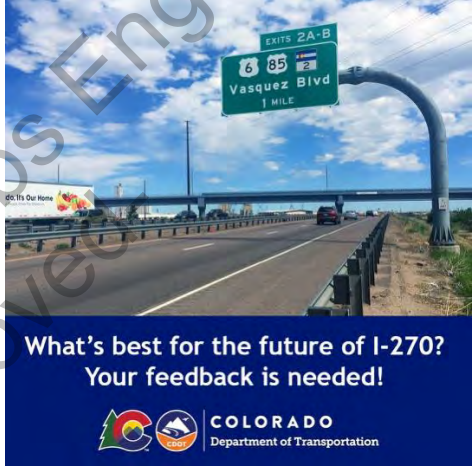



<p>Day-of</p>	<p>Facebook</p>	<p>We need your input! How do you think the I-270 corridor can be improved? Starting today and through Dec. 27, the @ColoradoDepartmentofTransportation is collecting input on what YOU would like to see for the future of this highway. Visit [event website] to tell us what you think and learn more about project plans and potential solutions being considered so we can better accommodate transportation demands. Feedback submissions will close on Sunday, Dec. 27 so don't wait!</p>	
	<p>Instagram</p>	<p>We need your input! How do you think the I-270 corridor can be improved? Through Dec. 27, @ColoradoDOT is collecting input on what YOU would like to see for the future of this highway. Visit [event website] to tell us what you think and learn more about project plans and potential solutions being considered so we can better accommodate transportation demands. Feedback submissions will close on Sunday, Dec. 27 so don't wait!</p>	
	<p>Twitter</p>	<p>We need your input! How do you think the I-270 corridor can be improved? Through Dec. 27, @ColoradoDOT is collecting input on what YOU would like to see for the future of this highway. Visit [event website] to tell us what you think.</p>	<p>Same as above</p>
	<p>Nextdoor</p>	<p>Share your thoughts and shape your community! We want to know: How do you think the I-270 corridor can be improved?</p> <p>The Colorado Department of Transportation (CDOT) and the Federal Highway Administration, in partnership with Commerce City and Adams County, is evaluating transportation solutions that</p>	<p>Same as above</p>



		<p>will modernize the I-270 corridor to accommodate transportation demands.</p> <p>This past summer, the project team asked residents and businesses along I-270, and other highway users, for input on how to improve I-270. The most frequent comments related to travel delays, followed by suggested infrastructure improvements, and input on safety issues.</p> <p>The project team listened and incorporated that feedback into a set of potential solutions for people and freight to move safely and reliably through this vital transportation corridor.</p> <p>Now's your chance to see the solutions being considered and share your thoughts. From now until Sunday, Dec. 27, the community is invited to review and provide input on the project plans and potential solutions for the future of the I-270 corridor as part of our second online virtual event.</p> <p>Visit [event website] to learn more and share your input. Don't wait — this virtual event closes Sunday, Dec. 27. Thank you for your participation in helping to shape the future of our community!</p>	
<p>Halfway point (recommend week of Dec. 13)</p>	<p>Facebook</p>	<p>How do you think the I-270 corridor can be improved? Now's your chance to share your input! Through Dec. 27, the @coloradodepartmentoftransportation is seeking feedback from the community on potential solutions for making I-270 safer and more reliable. We invite you to share your voice at [event website].</p>	



	Instagram	How do you think the I-270 corridor can be improved? Now's your chance to share your input! Through Dec. 27, the @coloradoDOT is seeking feedback from the community on potential solutions for making I-270 safer and more reliable. We invite you to share your voice at [event website].	
	Twitter	How do you think the I-270 corridor can be improved? Through 12/27, the @coloradoDOT is seeking input from the community on potential solutions for making I-270 safer and more reliable. We invite you to share your voice at [event website].	Same as above
<p>Last call (recommend during final week of event)</p>	Facebook	Hurry! This is the last week to submit your feedback on how you think the I-270 corridor can be improved. Online input may be submitted through Sunday, Dec. 27. Visit [event website] to tell us what you think about the future of the I-270 corridor and learn more about the project and potential solutions being considered so we can better meet your transportation needs. Thank you for your participation in helping to shape the future of our community!	

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<p>Instagram</p>	<p>Hurry! This is the last week to submit your feedback on how you think the I-270 corridor can be improved. Online input may be submitted through Sunday, Dec. 27. Visit [event website] to tell us what you think about the future of the I-270 corridor and learn more about the project and potential solutions being considered so we can better meet your transportation needs. Thank you for your participation in helping to shape the future of our community!</p>	
<p>Twitter</p>	<p>Hurry! this is the last week to submit your feedback on potential solutions being considered for the I-270 corridor. Online input will close Sunday, Dec. 27. Log on today to voice your opinion at [event website].</p>	<p>Same as above</p>
<p>Nextdoor</p>	<p>Last call for our second virtual event for I-270! You have until Sunday, Dec. 27 to submit your feedback on potential solutions being considered for improving the I-270 corridor as part of our online virtual event.</p> <p>The Colorado Department of Transportation (CDOT) and the Federal Highway Administration, in partnership with Commerce City and Adams County, is evaluating transportation solutions that will modernize the I-270 corridor to accommodate transportation demands.</p> <p>This past summer, the project team asked residents and businesses along I-270, and other highway users, for input on how to improve I-270. The most frequent comments related to travel</p>	<p>Same as above</p>



	<p>delays, followed by suggested infrastructure improvements, and input on safety issues.</p> <p>The project team listened and incorporated that feedback into a set of potential solutions for people and freight to move safely and reliably through this vital transportation corridor.</p> <p>Now's your chance to see the solutions being considered and share your thoughts. Through Sunday, Dec. 27, the community is invited to review and provide input on the project plans and potential solutions for the future of the I-270 corridor as part of our second online virtual event.</p> <p>Visit [event website] to learn more and share your input.</p> <p>Thank you for your participation in helping to shape the future of our community!</p>	
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ENTRAVISION SOCIAL MEDIA

The following posts will be used as part of the paid media buy with Entravision on the Noticias Ya social media platforms.



Date	Platform	Copy	Image
Dec. 2	Noticias Ya Facebook	Your input is needed! The @ColoradoDepartmentofTransportation and its partners want to hear from the community about how you think the I-270 corridor can be improved. Through Dec. 27, log on to take a look at project plans and share your feedback on the potential solutions being considered to help people and	Same as images from CDOT posts, just co-branded with Univision Colorado and Noticias Ya logos.






		freight move safely and reliably along this highway. Visit [event website] to make your voice heard!	
	Noticias Ya Instagram	Your input is needed! The @ColoradoDOT and partners want to hear from the community about how you think the I-270 corridor can be improved. Through Dec. 27, log on to take a look at project plans and share your feedback on the potential solutions being considered to help people and freight move safely and reliably along this highway. Visit [event website] to make your voice heard!	Same as above
Dec. 8	Noticias Ya Facebook	Be a part of shaping the future of your community! The @ColoradoDepartmentofTransportation and partners want to hear how you think the I-270 corridor can be improved. Through Dec. 27, you have the chance to review project plans and share feedback on potential solutions being considered to make this highway safer and more reliable. Visit [event website] to share your thoughts.	Same as images from CDOT posts, just co-branded with Univision Colorado and Noticias Ya logos.
	Noticias Ya Instagram	Be a part of shaping the future of your community! The @ColoradoDOT and partners want to hear how you think the I-270 corridor can be improved. Through Dec. 27, you have the chance to review project plans and share feedback on potential solutions being considered to make this highway safer and more reliable. Visit [event website] to share your thoughts.	Same as above

SPANISH Social Media Content Calendar | I-270 EA Public Meeting #2

CDOT SOCIAL MEDIA

Date	Platform	SPN Copy	Image
Dec. 2	CDOT Facebook	<p>¡Comparte tus ideas y da forma a tu comunidad! Ayúdanos a planificar el futuro del corredor de la I-270 en el Condado de Adams diciéndonos cómo cree que se puede mejorar. Visita nuestra sala virtual hasta el 27 de diciembre (enlace). Conoce las posibles soluciones para asuntos como retrasos en el tráfico y seguridad, y haznos saber lo que piensas.</p> <p>(will not post on FB until the event is live)</p>	
	CDOT Instagram	Same as FB post	

<p>Dec. 10</p>	<p>CDOT Facebook</p>	<p>Nuestro evento virtual para la I-270 está en marcha, pero todavía necesitamos tu opinión sobre cómo se puede mejorar el corredor. Visita [el sitio web del evento] para compartir tus comentarios sobre el futuro del corredor I-270 y obtener más información sobre los planes del proyecto y las posibles soluciones para que podamos satisfacer mejor las demandas de transporte. Cerraremos este evento virtual el domingo 27 de diciembre. ¡Ahora es tu oportunidad de compartir tus pensamientos y dar forma a tu comunidad!</p>	
	<p>CDOT Instagram</p>	<p>Same as above</p>	
<p>Dec. 22</p>	<p>CDOT Facebook</p>	<p>¡Apresúrate! Esta es la última semana para participar en nuestro segundo evento virtual en línea. Cerraremos este evento virtual el domingo 27 de diciembre. Visita [el sitio web del evento] para contarnos lo que piensas sobre el futuro de este corredor y obtener más información sobre los planes de proyecto y las posibles soluciones para que podamos satisfacer mejor las demandas de transporte. ¡Ahora es tu oportunidad de compartir tus pensamientos y dar forma a tu comunidad!</p>	



	CDOT Instagram	<p>¡ Apresúrate! Esta es la última semana para participar en nuestro segundo evento virtual en línea. El evento se cierra el domingo 27 de diciembre. Visita [el sitio web del evento] para contarnos lo que piensas sobre el futuro de este corredor y obtener más información sobre los planes del proyecto y las posibles soluciones para que podamos satisfacer mejor las demandas de transporte. ¡Ahora es tu oportunidad de compartir tus pensamientos y dar forma a tu comunidad!</p>	 <p>¿Qué es lo mejor para el futuro de la I-270? El evento público virtual se terminará pronto. ¡Tus comentarios son necesarios!</p> <p>  COLORADO Department of Transportation</p> <p>The graphic features a dark blue header with white text and logos. Below the header is a photograph of a multi-lane highway with a yellow semi-truck, a white pickup truck, and a blue car. The background shows a clear blue sky and some distant buildings.</p>
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Consultant Work Product - Jacobs Engineering
-Not CDOT Approved

PARTNER SOCIAL MEDIA

The following posts are intended for use by project partners such as Commerce City, Adams County and others on their social media platforms to promote the event. It may be adapted as necessary by each partner.

Date	Platform	Copy	Image
<p>Pre-event (recommend Mon/Tues prior to event)</p>	<p>Facebook</p>	<p>¡Comparte tus ideas y da forma a tu comunidad! Ayúdanos a planificar el futuro del corredor de la I-270 diciéndonos cómo crees que se puede mejorar. A partir del 2 de diciembre al 27 de diciembre, el @ColoradoDepartmentofTransportation recopilará comentarios en línea a través de un sitio web accesible 24/7 para que sea lo más fácil posible compartir tus ideas. ¡Visita codot.gov/projects/i270 para obtener más información y no olvides consultar la sesión a partir del 2 de diciembre!</p>	
	<p>Instagram</p>	<p>¡Comparte tus ideas y da forma a tu comunidad! Ayúdanos a planificar el futuro del corredor de la I-270 y explicar cómo crees que se puede mejorar. A partir del 2 de diciembre hasta el 27 de diciembre, el @ColoradoDOT recopilará comentarios en línea a través de un sitio web accesible 24/7 para que sea lo más fácil posible compartir tus ideas. Podrás revisar y comentar los planes de proyecto y las posibles soluciones para asuntos como retrasos de tráfico y seguridad.</p>	
	<p>Twitter</p>	<p>¡Ayúdanos a planificar el futuro de la I-270 diciéndonos cómo crees que se puede mejorar! @ColoradoDOT coleccionará comentarios en línea del 2 al 27 de diciembre.</p>	<p>Same as above</p>

		Visita codot.gov/projects/i270 para obtener más información y hacer oír tu voz.	
Day-of	Facebook	¡Necesitamos tu opinión! ¿Cómo crees que se puede mejorar el corredor de la I-270? A partir de hoy y hasta el 27 de diciembre, el @ColoradoDepartmentofTransportation está recopilando información sobre lo que te gustaría ver para el futuro de esta carretera. Visita [el sitio web del evento] para contarnos lo que piensas y aprender más acerca de los planes de proyecto y las posibles soluciones que se están considerando para que podamos satisfacer mejor las demandas de transporte. La recepción de comentarios se cerrará el domingo 27 de diciembre, ¡así que no esperes!	
	Instagram	¡Necesitamos tu opinión! ¿Cómo crees que se puede mejorar el corredor de la I-270? Hasta el 27 de diciembre, @ColoradoDOT está recopilando información sobre lo que te gustaría ver para el futuro de esta carretera. Visita [el sitio web del evento] para contarnos lo que piensas y aprender más acerca de los planes del proyecto y las posibles soluciones que se están considerando para que podamos satisfacer mejor las demandas de transporte. La recepción de comentarios se cerrará el domingo 27 de diciembre, ¡así que no esperes!	
	Twitter	¡Necesitamos tu opinión! ¿Cómo crees que se puede mejorar el corredor I-270? Hasta el 27 de diciembre, @ColoradoDOT está recopilando información sobre lo que te gustaría ver para el futuro de esta carretera. Visita [el sitio web del evento] para decirnos lo que piensas.	Same as above

	Nextdoor	<p>¡Comparte tus pensamientos y da forma a tu comunidad! El Departamento de Transporte de Colorado (CDOT) y la Administración Federal de Carreteras, en asociación con la Ciudad de Commerce y el Condado de Adams, quieren compartir posibles soluciones para mejorar la carretera y obtener tus ideas sobre estas posibles soluciones.</p> <p>El equipo del Proyecto de Mejoras del Corredor de la I-270 está a mitad del proceso para identificar y evaluar soluciones de transporte que modernizarán el corredor de la I-270 para satisfacer las demandas de transporte.</p> <p>El verano pasado, el equipo del proyecto le pidió al público información sobre cómo mejorar la I-270. Los comentarios más frecuentes se referían a retrasos en los viajes, seguido por sugerencias sobre mejoras de la infraestructura y comentarios de cuestiones de seguridad. El equipo del proyecto escuchó e incorporó estos comentarios en posibles soluciones para poder mover personas y carga de forma segura y confiable a través de este corredor de transporte vital.</p> <p>Ahora es tu oportunidad de ver las soluciones que se están considerando y compartir tus pensamientos. Desde ahora hasta el domingo 27 de diciembre, se invita a la comunidad a revisar y proporcionar información sobre los planes del</p>	Same as above
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		<p>proyecto y las posibles soluciones para el futuro del corredor I-270.</p> <p>Visita codot.gov/projects/i270 para obtener más información y compartir tu opinión. No esperes — el evento virtual finaliza el 27 de diciembre.</p> <p>¡Gracias por tu participación en ayudar a dar forma al futuro de nuestra comunidad!</p>	
<p>Halfway point (recommend week of Dec. 13)</p>	<p>Facebook</p>	<p>¿Cómo crees que se puede mejorar el corredor I-270? ¡Ahora es la oportunidad de compartir tu opinión! A través del 27 de diciembre, el @Coloradodepartmentoftransportation está buscando comentarios de la comunidad sobre posibles soluciones para hacer I-270 más seguro y confiable. Te invitamos a compartir tu voz en [sitio web del evento].</p>	
	<p>Instagram</p>	<p>¿Cómo crees que se puede mejorar el corredor de la I-270? ¡Ahora es la oportunidad de compartir tu opinión! A través del 27 de diciembre, el @coloradoDOT está buscando retroalimentación de la comunidad sobre posibles soluciones para hacer I-270 más seguro y confiable. Te invitamos a compartir tu voz en [sitio web del evento].</p>	
	<p>Twitter</p>	<p>¿Cómo crees que se puede mejorar el corredor de la I-270? A través de 12/27, el @coloradoDOT está buscando la opinión de la comunidad sobre posibles</p>	<p>Same as above</p>

		soluciones para hacer I-270 más seguro y confiable. Te invitamos a compartir tu voz en [sitio web del evento].	
Last call (recommend during final week of event)	Facebook	¡Apresúrate! Esta es la última semana para enviar tus comentarios sobre cómo crees que se puede mejorar el corredor de la I-270. Los comentarios en línea pueden enviarse hasta el domingo 27 de diciembre. Visita [el sitio web del evento] para contarnos lo que piensas sobre el futuro del corredor de la I-270 y obtener más información sobre el proyecto y las posibles soluciones que se están considerando para que podamos satisfacer mejor tus necesidades de transporte. ¡Gracias por tu participación en ayudar a dar forma al futuro de nuestra comunidad!	
	Instagram	¡Apresúrate! Esta es la última semana para enviar tus comentarios sobre cómo crees que se puede mejorar el corredor de la I-270. Los comentarios en línea pueden enviarse hasta el domingo 27 de diciembre. Visita [el sitio web del evento] para contarnos lo que piensas sobre el futuro del corredor de la I-270 y obtener más información sobre el proyecto y las posibles soluciones que se están considerando para que podamos satisfacer mejor tus necesidades de transporte. ¡Gracias por tu participación en ayudar a dar forma al futuro de nuestra comunidad!	
	Twitter	¡Apresúrate! Esta es la última semana para enviar tus comentarios sobre posibles soluciones que se están considerando para el corredor de la I-270. Los comentarios en línea se cerrarán el domingo 27 de	Same as above



		diciembre. Consulta la sesión hoy mismo para dar tu opinión en [sitio web del evento].	
	Nextdoor	<p>¡Ultima llamada para nuestro segundo evento virtual para la I-270! Tienes hasta el domingo 27 de diciembre para enviar tus comentarios sobre posibles soluciones que se están considerando para mejorar el corredor de la I-270 como parte de nuestro evento virtual en línea.</p> <p>El Departamento de Transporte de Colorado (CDOT) y la Administración Federal de Carreteras, en asociación con la Ciudad de Commerce y el Condado de Adams, quieren compartir posibles soluciones para mejorar la carretera y obtener tus ideas sobre estas posibles soluciones.</p> <p>El equipo del Proyecto de Mejoras del Corredor de la I-270 está a mitad del proceso para identificar y evaluar soluciones de transporte que modernizarán el corredor de la I-270 para satisfacer las demandas de transporte.</p> <p>El verano pasado, el equipo del proyecto le pidió al público información sobre cómo mejorar la I-270. Los comentarios más frecuentes se referían a retrasos en los viajes, seguido por sugerencias sobre mejoras de la infraestructura y comentarios de cuestiones de seguridad. El equipo del proyecto escuchó e incorporó estos comentarios en posibles soluciones para poder mover personas y carga de forma segura y confiable a través de este corredor de transporte vital.</p>	Same as above



	<p>Ahora es tu oportunidad de ver las soluciones que se están considerando y compartir tus pensamientos.</p> <p>Desde ahora hasta el domingo 27 de diciembre, se invita a la comunidad a revisar y proporcionar información sobre los planes del proyecto y las posibles soluciones para el futuro del corredor I-270 como parte de nuestro segundo evento virtual en línea.</p> <p>Visita [sitio web del evento] para obtener más información y compartir tus comentarios.</p> <p>¡Gracias por tu participación en ayudar a dar forma al futuro de nuestra comunidad!</p>	
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Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

ENTRAVISION SOCIAL MEDIA

The following posts were used as part of the paid media buy with Entravision on the Noticias Ya social media platforms.

Date	Platform	Copy	Image
Dec. 2	Noticias Ya Facebook	<p>¡Necesitamos tu opinión! El @ColoradoDepartmentofTransportation y sus socios quieren saber de la comunidad acerca de cómo piensas que el corredor de la I-270 se puede mejorar. Hasta el 27 de diciembre, consulta la sesión para echar un vistazo a los planes del proyecto y compartir tus comentarios sobre las posibles soluciones que se están considerando para ayudar a las personas y que la carga pueda moverse de forma segura y confiable a lo largo de esta carretera. ¡Visita [el sitio web del evento] para hacer oír tu voz!</p>	 <p>¿Qué es lo mejor para el futuro de la I-270? ¡Tus comentarios son necesarios!</p> <p>COLORADO Department of Transportation</p> <p>noticias ya</p>
	Noticias Ya Instagram	<p>¡Necesitamos tu opinión! ¡Necesitamos tu opinión! El @ColoradoDOT y socios quieren saber de la comunidad acerca de cómo piensas que el corredor de la I-270 se puede mejorar. Hasta el 27 de diciembre, consulta la sesión para echar un vistazo a los planes del proyecto y compartir tus comentarios sobre las posibles soluciones que se están considerando para ayudar a las personas y que la carga pueda moverse de forma segura y confiable a lo largo de esta carretera. ¡Visita [el sitio web del evento] para hacer oír tu voz!</p>	 <p>¿Qué es lo mejor para el futuro de la I-270? ¡Tus comentarios son necesarios!</p> <p>COLORADO Department of Transportation</p> <p>noticias ya</p>
Dec. 8	Noticias Ya Facebook	<p>¡Se parte de dar forma al futuro de tu comunidad! El @ColoradoDepartmentofTransportation y los socios quieren escuchar cómo piensas que el corredor de la I-270 se puede</p>	

		<p>mejorar. Hasta el 27 de diciembre, tienes la oportunidad de revisar los planes de proyecto y compartir comentarios sobre posibles soluciones que se están considerando para hacer esta carretera más segura y confiable. Visita [sitio web del evento] para compartir tus ideas.</p>	 <p>¿Qué es lo mejor para el futuro de la I-270? ¡Tus comentarios son necesarios!</p> <p>COLORADO Department of Transportation</p> <p>noticias ya</p>
<p>Noticias Ya Instagram</p>		<p>¡Sé parte de dar forma al futuro de tu comunidad! El @ColoradoDOT y los socios quieren escuchar cómo crees que se puede mejorar el corredor de la I-270. Hasta el 27 de diciembre, tienes la oportunidad de revisar los planes de proyecto y compartir comentarios sobre posibles soluciones que se están considerando para hacer esta carretera más segura y confiable. Visita [sitio web del evento] para compartir tus ideas.</p>	 <p>¿Qué es lo mejor para el futuro de la I-270? ¡Tus comentarios son necesarios!</p> <p>COLORADO Department of Transportation</p> <p>noticias ya</p>

Consultant Work Product - Not CDOT Approved Engineering



COLORADO
Department of Transportation

2829 W. Howard Place
Denver, CO 80204



YOUR COMMUNITY. YOUR HIGHWAY. YOUR VOICE.

The future of I-270 is taking shape

The Colorado Department of Transportation and the Federal Highway Administration, in partnership with Commerce City and Adams County, are evaluating transportation solutions that modernize the Interstate 270 (I-270) corridor to accommodate transportation demands.



This past summer we asked the residents and businesses along I-270, and other highway users, for input on how to improve I-270.



We listened and incorporated that feedback into a set of potential solutions for people and freight to move safely and reliably through this vital transportation corridor.



We invite you to see the solutions we're considering and share your feedback.

PRST STD
ECRWSS
U.S. POSTAGE
PAID
EDDM RETAIL

Local
Postal Customer

 **2ND VIRTUAL
PUBLIC EVENT**

Wednesday, Dec. 2,
to Sunday, Dec. 27

To learn more about this project and participate in this online event, visit the project website by pointing your phone's camera at the code and tapping on the banner that appears in your camera screen.





TU COMUNIDAD. TU AUTOPISTA. TU VOZ.

El futuro de la I-270 está tomando forma

El Departamento de Transporte de Colorado y la Administración Federal de carreteras, en asociación con la Ciudad de Commerce y el Condado de Adams, están evaluando soluciones de transporte que modernizan el corredor Interestatal 270 (I-270) para acomodar las demandas de transporte.



El verano pasado le pedimos a residentes y empresas a lo largo de la I-270, y a otros usuarios de la autopista, sobre la información de cómo mejorar la I-270.



Escuchamos e incorporamos los comentarios en conjunto con posibles soluciones para que las personas y la carga se muevan de forma segura y confiable a través de este corredor de transporte vital.



Le invitamos a ver las soluciones que estamos considerando y compartir sus comentarios.



SEGUNDO EVENTO PÚBLICO VIRTUAL

miércoles
2 de diciembre,
hasta el domingo
27 de diciembre

Para obtener más información sobre este proyecto y participar en este evento en línea, visite el sitio web del proyecto apuntando la cámara del teléfono al código y tocando en el banner que aparece en la pantalla de tu teléfono.



What do you think about the I-270 corridor?



Share your thoughts and shape your community! The Colorado Department of Transportation (CDOT) and the Federal Highway Administration, in partnership with Commerce City and Adams County want to share potential solutions for improving the highway and get your thoughts about these possible solutions.

The I-270 Corridor Improvements project team is mid-way through a process to identify and evaluate transportation solutions that will modernize the I-270 corridor to accommodate transportation demands.



This past summer, the project team asked the public for input on how to improve I-270. The most frequent comments referred to travel delays, infrastructure improvements, and safety issues. The project team listened and incorporated that feedback into potential solutions for moving people and freight safely and reliably through this vital transportation corridor.

Now's your chance to see the solutions being considered and share your thoughts. From now until Sunday, Dec. 27, the community is invited to review and provide input on the project plans and potential solutions for the future of the I-270 corridor.

Visit codot.gov/projects/i270 to learn more and share your input. Don't wait – the virtual event ends Dec. 27.

Thank you for your participation in helping to shape the future of our community!

Share your input!

Thank you,
The I-270 Corridor Improvements project team



¿Qué opinas del corredor de la I-270?



¡Comparte tus ideas y da forma a tu comunidad! El Departamento de Transporte de Colorado (CDOT) y la Administración Federal de Carreteras, en asociación con la Ciudad de Commerce y el Condado de Adams, quieren compartir soluciones posibles para mejorar la carretera y obtener sus ideas sobre estas soluciones posibles.

El equipo del Proyecto de Mejoras del Corredor de la I-270 está a mitad del proceso para identificar y evaluar soluciones de transporte que modernizarán el corredor de la I-270 para satisfacer las demandas de transporte.



El verano pasado, el equipo del proyecto le pidió al público información sobre cómo mejorar la I-270. Los comentarios más frecuentes se referían a retrasos en los viajes, seguido por sugerencias sobre mejoras de la infraestructura y comentarios de cuestiones de seguridad. El equipo del proyecto escuchó e incorporó estos comentarios en soluciones posibles para poder movilizar personas y carga de forma segura y confiable a través de este corredor de transporte vital.

Ahora es tu oportunidad de ver las soluciones que se están considerando y compartir tus ideas. Desde ahora hasta el domingo 27 de diciembre, se invita a la comunidad a revisar y proporcionar información sobre los planes del proyecto y las posibles soluciones para el futuro del corredor I-270.

Visite codot.gov/projects/i270 para obtener más información y compartir tu opinión. No esperes – el evento virtual finaliza el 27 de diciembre.

¡Gracias por tu participación en ayudar a dar forma al futuro de nuestra comunidad!

¡Comparte tu opinión!

Gracias,

El equipo del Proyecto de Mejoras del Corredor de la I-270



Help improve I-270.



Provide feedback online
Dec. 2-27.



Your community.
Your highway. Your voice.



Your community.
Your highway. Your voice.

Join the I-270 virtual event now!



Your community. Your highway. Your voice.

Join the I-270 virtual event now!



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Help improve I-270.



Provide
feedback online
Dec. 2-27.



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UNIVISION
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improve
I-270.



Provide
feedback
online
Dec. 2-27.



Your
community.

Your
highway.

Your
voice.



Your
community.

Your
highway.

Your
voice.

Join the
I-270 virtual
event now!



Your
community.

Your
highway.

Your
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Provide feedback online Dec. 2-27.



Your community. Your highway. Your voice.



Your community. Your highway. Your voice.

Join the I-270 virtual event now!



Your community. Your highway. Your voice.

Join the I-270 virtual event now!



Ayuda a mejorar la I-270.



Proporciona comentarios
en línea del 2 al
27 de diciembre.



Tu comunidad.
Tu autopista. Tu voz.



Tu comunidad. Tu autopista. Tu voz.

¡Únete al evento virtual de la I-270 ahora!



Tu comunidad. Tu autopista. Tu voz.

¡Únete al evento virtual de la I-270 ahora!



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Projects

Home | Projects | I-270 Corridor Improvements

Resources

- [Project Process & Schedule](#)
- [Why the Project is Needed](#)
- [How To Get Involved](#)
- [Related Projects & Studies](#)
- [Meeting Summaries](#)
- [FAQs](#)

I-270 Corridor Improvements

Participate in the I-270 Virtual Public Event #2

Since the first virtual public event in August, we've been working diligently to incorporate your input as we developed options for improving I-270. Now we're ready to share potential solutions to move people and freight safely and reliably along the I-270 corridor. The second virtual public event is open 24/7 through December 27th. Click on the link below to see the potential improvements and share your input.

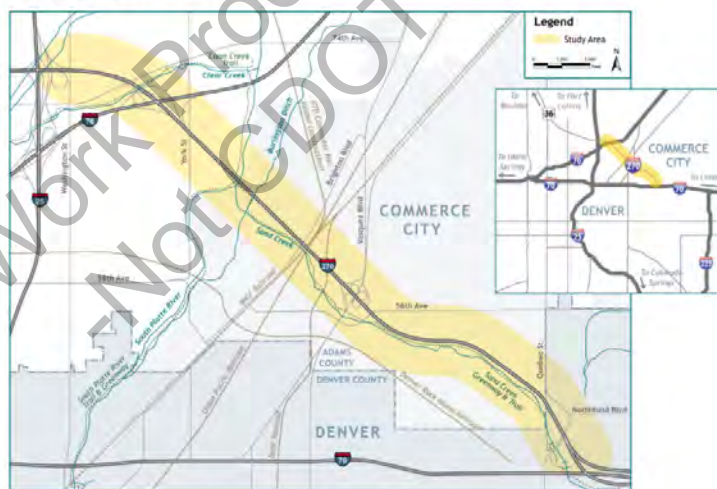
- [Click to enter the Virtual Room.](#)

About the Project

Corridor Overview

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), in conjunction with the City of Commerce City and Adams County, are initiating the I-270 Corridor Improvements project to implement transportation solutions that modernize the I-270 corridor to accommodate transportation demands. The 7-mile-long I-270 corridor serves as an inner beltway for the Denver region, providing a direct connection between I-25 and I-70. It is a corridor of commerce, where the region's key industry clusters of energy, advanced manufacturing, and logistics companies reside.

I-270 Corridor Improvements Study Area



Click the map to expand.

Translate

Select Language

Must use Google Chrome to view translated text.

Share Your Input

- [Share Your Input](#)
- [Comparte su Opinión](#)

Interactive Comment Map

- [Use Map to Make a Comment](#)

Contact Us

Project Hotline:
303-512-4270

Project Email:
cdot_i270@state.co.us

Project Contacts:

Adam Parks
CDOT Project Manager
adam.parks@state.co.us

Tamara Rollison
CDOT Media Contact
tamara.rollison@state.co.us
720-663-9552

Stay Informed



Translate Our Site



From: I-270 Corridor Improvements <cdot_i270@state.co.us>

Sent: Wednesday, December 2, 2020 10:45 AM

Subject: -270 Virtual Public Event #2 is live- weigh in today! | ¡el evento público virtual I-270 #2 es en vivo hoy - comente hoy!

Hello from the CDOT I-270 Corridor Improvements project team,

Visit the [I-270 Virtual Meeting](#) from now until Sunday, Dec. 27 to provide your input and learn about potential solutions to improve this vital corridor.

The Colorado Department of Transportation and the Federal Highway Administration, in partnership with Commerce City and Adams County are working together with the public's input on this important project.

The project team is mid-way through a process to identify and evaluate proposed transportation solutions that will modernize the I-270 corridor.

This past summer, we asked for your input on how to improve the corridor. The most frequent comments referred to travel delays, suggested infrastructure improvements and input on safety issues. The project team listened and incorporated that feedback into potential solutions for moving people and freight safely and reliably through the I-270 corridor.

You can review the solutions being considered and share your thoughts through Sunday, Dec. 27 by going to www.codot.gov/projects/i270.

Thank you for your participation in helping to shape the future of the I-270 corridor.

The I-270 Corridor Improvements project team

Saludos del equipo del proyecto de Mejoras del Corredor de la I-270 del CDOT,

Visite la [Reunión Virtual de la I-270](#) desde ahora hasta el domingo 27 de diciembre para proporcionar su opinión y aprender sobre posibles soluciones para mejorar este corredor vital.

El Departamento de Transporte de Colorado y la Administración Federal de Carreteras, en asociación con la Ciudad de Commerce y el Condado de Adams, están trabajando junto con la opinión del público en este importante proyecto.

El equipo del proyecto está a mitad de un proceso para identificar y evaluar las soluciones de transporte propuestas que modernizarán el corredor I-270.

El verano pasado, le pedimos su opinión sobre cómo mejorar el corredor. Los comentarios más frecuentes se referían a retrasos en los viajes, sugerencias de mejoras en la infraestructura y aportaciones sobre cuestiones de seguridad. El equipo del proyecto escuchó e incorporó esa retroalimentación en posibles soluciones para mover personas y carga de forma segura y confiable a través del corredor I-270.

Puede revisar las soluciones que se están considerando y compartir sus ideas hasta el domingo 27 de diciembre accediendo a www.codot.gov/projects/i270.

Gracias por su participación en ayudar a dar forma al futuro del corredor de la I-270.

El equipo del proyecto de las Mejoras del Corredor de la I-270

Release has been sent to R1 and R4 media plus internal audiences.

----- Forwarded message -----

From: News - CDOT, DOT_ <DOT_News@state.co.us>

Date: Wed, Dec 2, 2020 at 9:55 AM

Subject: Your input is sought on potential solutions for I-270 - virtual public event in December

To:

NEWS FROM:



COLORADO

Department of Transportation

www.codot.gov
[@coloradodot](https://www.facebook.com/coloradodot)

Tamara Rollison, Region 1 Communications Manager
C 720,663.9552 | tamara.rollison@state.co.us

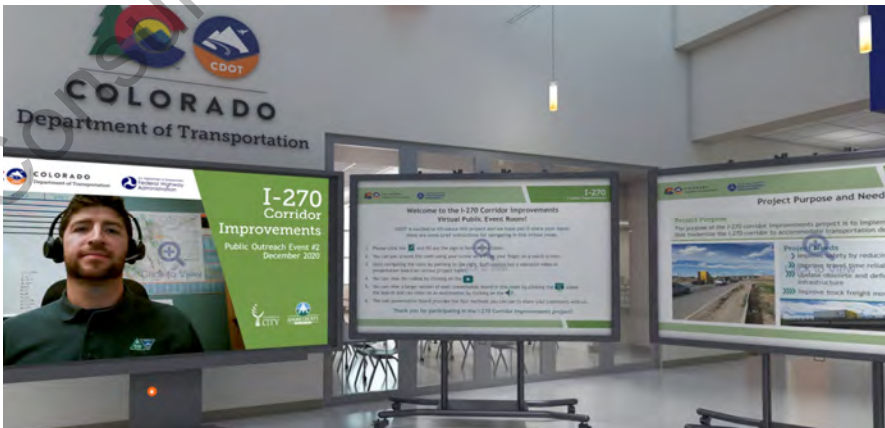
Dec. 2, 2020

Your input is sought on potential solutions for I-270

[Virtual public event in December](#)

COMMERCE CITY – The Colorado Department of Transportation and the Federal Highway Administration, in partnership with Commerce City and Adams County, have developed potential solutions to move people and freight safely and reliably through the Interstate 270 corridor, and they now want the public's feedback.

An online virtual event scheduled for Wednesday, Dec. 2, through Sunday, Dec. 27, will include information on possible ways to modernize I-270 and better accommodate growing transportation demands on the highway corridor that connects interstates 70 and 25. To participate, log onto the [I-270 virtual public event](#).



During a virtual event this past summer, 474 people participated and provided more than 120 comments about I-270 - many related to travel reliability and delays. This community feedback was used to develop the potential solutions now being presented.

While this virtual room is open, you can watch short presentations about the project, learn more about how public comments are reflected in the potential solutions, and submit comments on the information being presented. Information will be available in English and Spanish.

This online engagement is part of an Environmental Assessment being prepared to evaluate transportation improvements to I-270 in compliance with the National Environmental Policy Act. The purpose of the I-270 Corridor Improvements project is to modernize the corridor to accommodate transportation demands. This highway was constructed 50 years ago and since that time, traffic volumes have surpassed capacity and pavement conditions and structures have aged and are in need of major improvements. This inner beltway for the Denver region has grown into a corridor of commerce, attracting companies in the energy, advanced manufacturing, and logistics sectors. The highway also provides a vital connection to the Denver International Airport and connects Denver to the education and research facilities along the US 36 corridor.

For more information and how you can share input:

Go to the I-270 virtual public event room ([link](#))

Reach the project team at cdot_i270@state.co.us or 303-512-4270

You can also visit the [I-270 website](#) for additional information and share input through a comment form or interactive map.

Tamara Rollison
Communications Manager, Region 1 and Headquarters



C [720.663.9552](tel:720.663.9552)

2829 W. Howard Place, Denver, CO 80204

tamara.rollison@state.co.us | www.codot.gov | www.cotrip.org

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Tamara Rollison, Region 1 Communications Manager
O 303.512.5955 | C 720.663.9552 | tamara.rollison@state.co.us

Dec. 2, 2020

Your input is sought on potential solutions for I-270

Virtual public event in December at www.codot.gov/projects/i270

COMMERCE CITY – The Colorado Department of Transportation and the Federal Highway Administration, in partnership with Commerce City and Adams County, have developed potential solutions to move people and freight safely and reliably through the Interstate 270 corridor, and they now want the public’s feedback.

An online virtual event scheduled for Wednesday, Dec. 2, through Sunday, Dec. 27, will include information on possible ways to modernize I-270 and better accommodate growing transportation demands on the highway corridor that connects interstates 70 and 25. To participate in this virtual event, log onto www.codot.gov/projects/i270 starting Dec. 2.

During a virtual event this past summer, 474 people participated and provided more than 120 comments about I-270 - many related to travel reliability and delays. This community feedback was used to develop the potential solutions now being presented.

While this virtual room is open, you can watch short presentations about the project, learn more about how public comments are reflected in the potential solutions, and submit comments on the information being presented. Information will be available in English and Spanish.

This online engagement is part of an environmental assessment (EA) being prepared to evaluate transportation improvements to I-270 in compliance with the National Environmental Policy Act (NEPA). The purpose of the I-270 Corridor Improvements project is to modernize the I-270 corridor to accommodate transportation demands. This highway was constructed 50 years ago and since that time, traffic volumes have surpassed capacity and pavement conditions and structures have aged and are in need of major improvements. This inner beltway for the Denver region has grown into a corridor of commerce, attracting companies in the sectors of energy, advanced manufacturing, and logistics. The highway also provides a vital connection to Denver International Airport and connects Denver to the education and research facilities along the US 36 corridor.

PROJECT INFORMATION: For additional information about this project, visit the project website at www.codot.gov/projects/i270 and share input through a comment form or interactive map. You can also reach the project team at cdot_i270@state.co.us or 303-512-4270. For information on travel conditions visit COTrip.org, sign up for [CDOT Alerts](#), or call 511. Updates are also available via Twitter [@ColoradoDOT](https://twitter.com/ColoradoDOT) and be sure to “Like” our Facebook page at facebook.com/coloradodot.

###

NEWS FROM:



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Tamara Rollison, Region 1 Communications Manager
O 303.512.5955 | C 720.663.9552 | tamara.rollison@state.co.us

2 de diciembre de 2000

Necesitamos su opinión sobre posibles soluciones para I-270

Evento público virtual en diciembre (www.codot.gov/projects/i270)

CIUDAD DE COMMERCE – El Departamento de Transporte de Colorado y la Administración Federal de Carreteras, en asociación con la Ciudad de Commerce y el Condado de Adams, han desarrollado soluciones potenciales para mover las personas y el transporte de forma segura y confiable a través del corredor interestatal 270, y ahora necesitan los comentarios del público.

Un evento virtual en línea está programado para el miércoles 2 de diciembre, hasta el domingo 27 de diciembre, incluirá información sobre posibles maneras de modernizar la I-270 y acomodar mejor las crecientes demandas de transporte en el corredor de la autopista que conecta las autopistas interestatales 70 y 25. Para participar en este evento virtual, consulte la sesión en www.codot.gov/projects/i270 a partir del 2 de diciembre.

Durante un evento virtual el verano pasado, 474 personas participaron y proporcionaron más de 120 comentarios sobre la I-270, muchas relacionadas con la fiabilidad y los retrasos en los viajes. Estos comentarios de la comunidad se utilizaron para desarrollar las posibles soluciones que ahora se presentan.

Mientras esta sala virtual está abierta, puede ver presentaciones cortas sobre el proyecto, obtener más información sobre cómo se reflejan los comentarios del público en las posibles soluciones y enviar comentarios sobre la información que se presenta. La información estará disponible en inglés y español.

Este compromiso en línea es parte de una evaluación ambiental (EA) que se está preparando para evaluar las mejoras de transporte de la I-270 de conformidad con la Ley Nacional de Política Medioambiental (NEPA en inglés). El propósito del proyecto de Mejoras del Corredor de la I-270 es modernizar el corredor I-270 para satisfacer las demandas de transporte. Esta carretera fue construida hace 50 años y desde entonces, los volúmenes de tráfico han superado la capacidad, y las condiciones y estructuras del pavimento han envejecido y necesitan mejoras importantes. Esta carretera interior para la región de Denver se ha convertido en un corredor de comercio, atrayendo a empresas en los sectores de energía, fabricación avanzada y logística. La autopista también ofrece una conexión vital con el Aeropuerto Internacional de Denver y conecta Denver con las instalaciones de educación e investigación a lo largo del corredor de la autopista US 36.

PROJECT INFORMATION: For additional information about this project, visit the project website at www.codot.gov/projects/i270 and share input through a comment form or interactive map. You can also reach the project team at cdot_i270@state.co.us or 303-512-4270. For information on travel conditions visit COTrip.org, sign up for [CDOT Alerts](#), or call 511. Updates are also available via Twitter [@ColoradoDOT](https://twitter.com/ColoradoDOT) and be sure to “Like” our Facebook page at facebook.com/coloradodot.

RECUERDE: MANEJAR DESPACIO EN ZONA DE CONOS

- No acelere en zonas de trabajo; obedezca los límites de velocidad indicados
- ¡Manténgase alerta! Anticipe lo inesperado.

- Esté atento a los trabajadores; maneje con precaución
- No cruce las líneas continuas al cambiar de carril
- Evite usar dispositivos móviles como teléfonos mientras conduce en zonas de construcción.
- Encienda los faros del automóvil para que las cuadrillas y otros conductores puedan verlo
- Manténgase especialmente alerta durante la noche mientras maneja en zonas de construcción
- Anticipe demoras, especialmente en horarios pico de viaje
- Conceda un espacio amplio entre usted y el vehículo que va en frente suyo, anticipe los cambios de carril y ceda el paso cuando se lo indiquen.
- ¡Tenga paciencia!

COVID-19

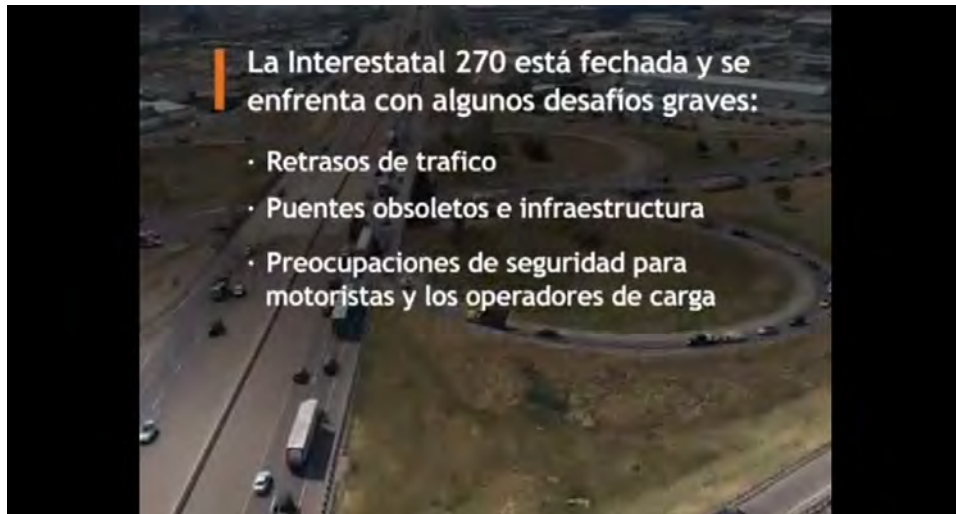
Una infraestructura de transportación adecuada es fundamental tanto para el personal de respuestas a emergencias como para conductores transportadores de mercancías mientras que Colorado navegue esta pandemia del COVID-19. Con esto en mente, el mantenimiento de la carretera y las actividades de construcción continúan en los proyectos de CDOT con distanciamiento social y otras medidas de seguridad en torno a temas de salud para reducir la exposición al COVID-19 en el lugar de trabajo. El Departamento de Salud Pública y Medio Ambiente de Colorado anunció [pautas para actividades de construcción](#). Se anima al público a unirse a la campaña #DoingMyPartCO mediante la práctica de distanciamiento social, el uso de tapabocas, permaneciendo en casa tanto como sea posible, y evitando todo viaje que sea innecesario. Con menos vehículos en las carreteras, las cuadrillas de trabajo de CDOT podrán trabajar más eficientemente y con mayor seguridad.

Sistema Integral. Seguridad Integral.

A comienzo de este año, CDOT anunció su iniciativa [Sistema Integral | Seguridad Integral](#) para incrementar la concientización en materia de seguridad. Esta iniciativa toma un enfoque sistemático a nivel estatal para combinar los beneficios de los programas de CDOT que abordan los patrones de conducta al manejar, nuestro entorno urbano y las operaciones de la organización. El objetivo primordial es mejorar la seguridad en la red de transportación de Colorado mediante la reducción del índice y severidad de choques mediante la mejora de las condiciones de seguridad para aquellos que viajan en todo tipo de medios de transporte. El programa tiene una misión simple - y se propone que todos lleguen a casa a salvo.

###

Spanish Video Screenshots





COLORADO
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I-270 Corridor Improvements

Public Outreach Event #2
December 2020



Consent for Marketing Product - Not CDOT Approved



**US Army Corps
of Engineers**



COLORADO
Department of Public
Health & Environment



**Commerce
CITY**



**ADAMS COUNTY
COLORADO**



**HISTORY
COLORADO**



CULTIVANDO
Liderazgo • Abrogacia • Colaboración

CACA
COLORADO MOTOR CARRIERS ASSOCIATION





MHFD
MILE HIGH FLOOD DISTRICT





Instructions for navigating in this virtual room

1. Please click the  to fill out the sign-in form.
2. You can pan around the room using your cursor on a PC or your finger on a touch screen.
3. Start navigating the room by panning to the right. Each station has a narrated video on various project topics.
4. You can view the videos by clicking on the .
5. The last station provides the four methods you can use to share your comments with us.

Thank you for participating in the I-270 Corridor Improvements project!

Project Purpose and Need

Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions that modernize the I-270 corridor to accommodate transportation demands.



Project Needs

- › Improve safety by reducing the rate of vehicle crashes
- ›› Improve travel time reliability and reduce delays
- ››› Update obsolete and deficient bridges and highway infrastructure
- ›››› Improve truck freight movement efficiency



Thank you for helping us identify the best solutions for I-270!



Summary of Outreach Efforts



Established project website, hotline, and email



More than 20 agencies and organizations participated in project meetings and interviews

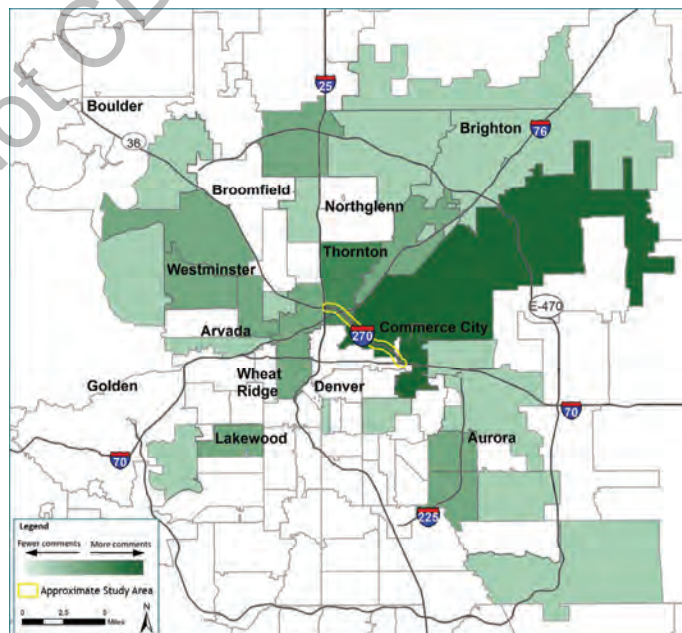


Mailed meeting notices to more than 7000 addresses

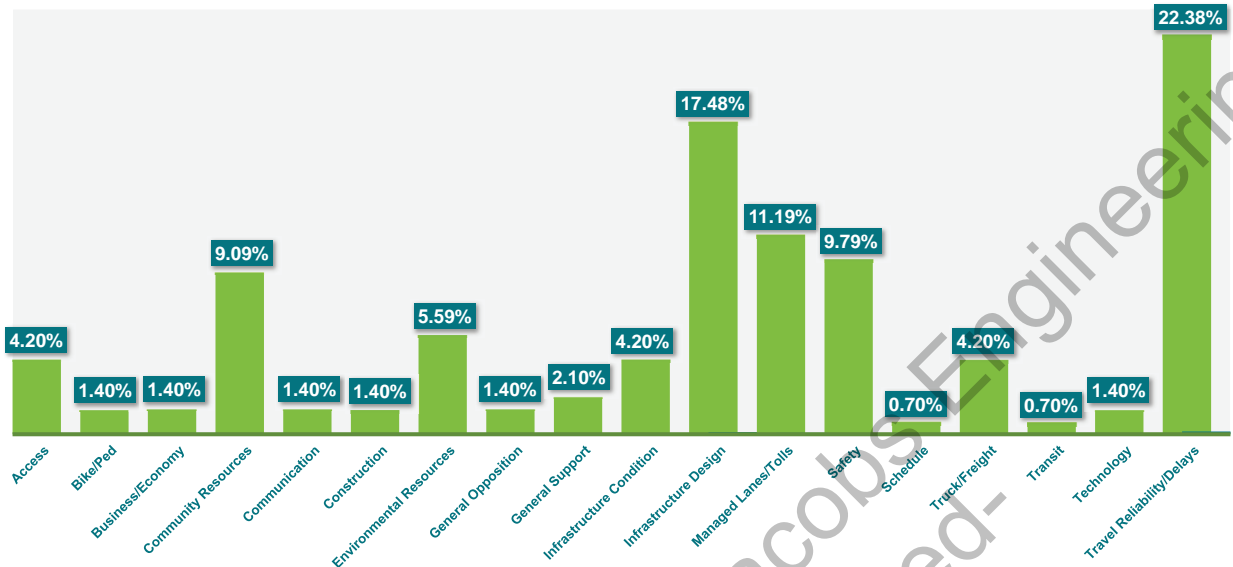


474 people participated in the virtual public event held August 17th through August 30th

We received over 260 comments from agencies, organizations, and individuals across the metro area.



Distribution of Public Comments by Topic




CDOT is working with more than 20 agencies and organizations to understand and address corridor issues.





What would happen if CDOT makes no major improvements to I-270?




Under the No Action Alternative, the current problems in the corridor would persist and become worse.

 Substantial travel delays

 Deteriorating and outdated infrastructure

 Higher than average crash ratings

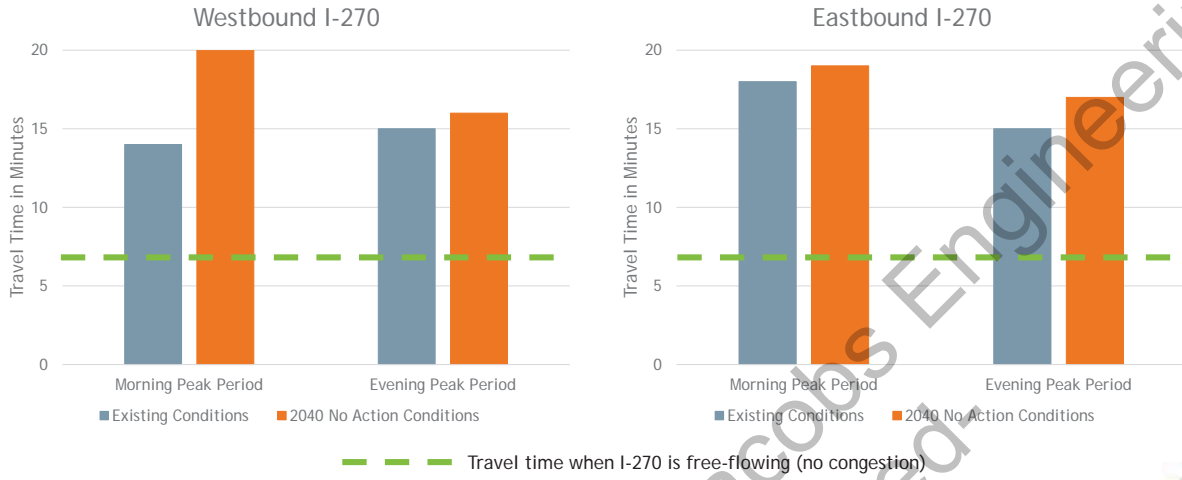
 Safety and operational issues for trucks



Credit: CBS



How long would it take to drive through the corridor in 2040?



Product - Jacobs Engineering
DOT Approved



Copyright

I-270 Improvements under Consideration

- Reconstruct and widen the highway to include an additional travel lane in each direction (possibly added as Express Lanes)
- Widen shoulders to meet safety standards
- Add auxiliary lanes between select interchanges
- Add eastbound collector ramp for traffic from I-76
- Redesign the Vasquez interchange
- Improve pedestrian connections under I-270 near Vasquez Blvd.
- Replace old bridges
- Stabilize the sinking road bed over old landfill

I-270 Improvements Under Consideration



Vasquez Boulevard Interchange

- Existing Interchange Design
- Proposed Interchange Design



- 1 Remove existing I-270 exit loop ramps for easier merging of traffic at interchange.
- 2 Update I-270 off-ramps to provide northbound and southbound movements with signalized intersection at Vasquez Boulevard.
- 3 Provide continuous auxiliary lanes for acceleration, deceleration, merging, and truck climbing between Vasquez Boulevard and York Street.
- 4 Construct a new on-ramp from northbound Vasquez Boulevard to eastbound I-270.
- 5 Reconstruct aging Vasquez Boulevard bridge over Sand Creek and provide a wider sidewalk on the bridge.
- 6 Provide a sidewalk from Vasquez Boulevard bridge to Eudora Street (crossing under I-270).
- 7 Realign and widen 56th Avenue to improve truck movement.

Vasquez Boulevard Interchange

Existing Interchange Operations

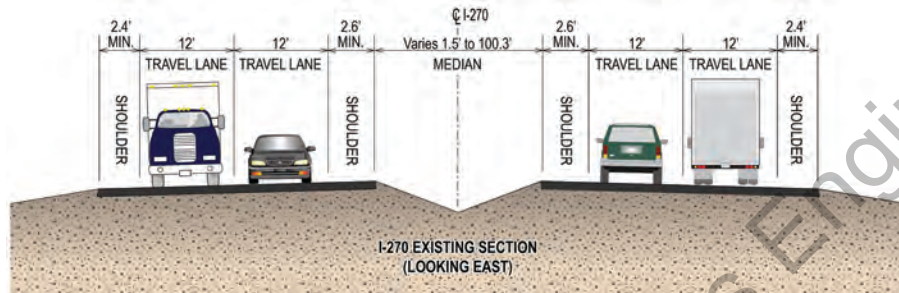


Proposed Interchange Operations

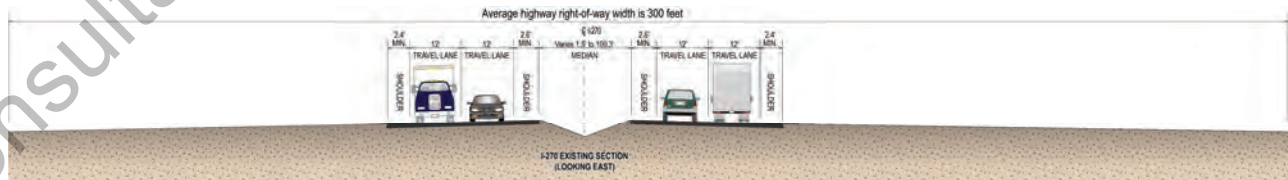


Construction Work Product - Not for Approval - Jacobs Engineering

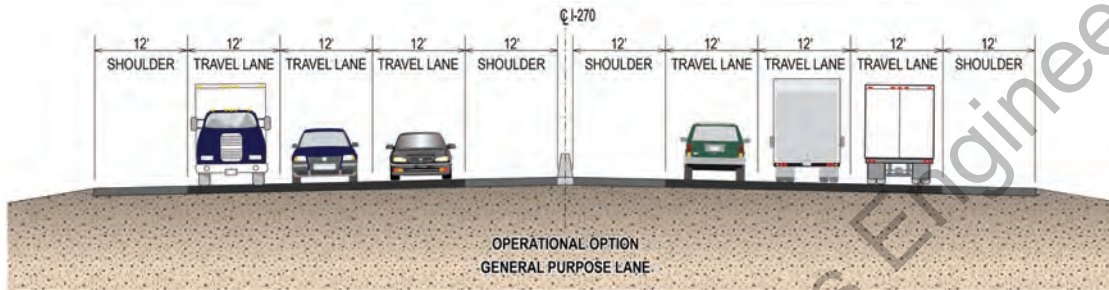
Existing I-270 Typical Section



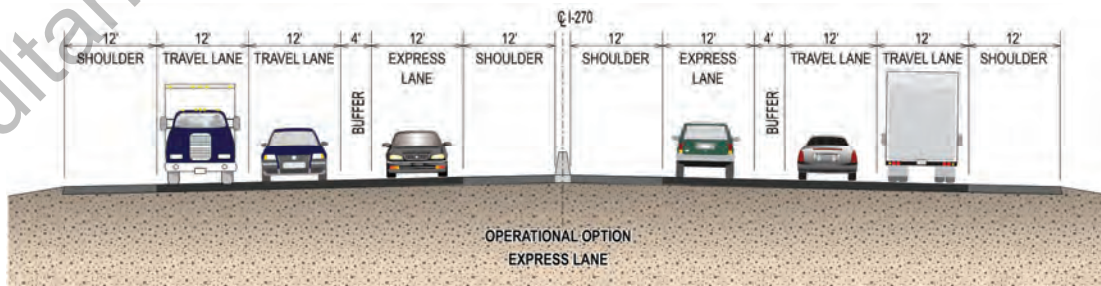
Existing I-270 Typical Section



Option 1: General Purpose Lanes



Option 2: Express Lanes



I-270 Improvements under Consideration

- Reconstruct and widen the highway to include an additional travel lane in each direction (possibly added as Express Lanes)
- Widen shoulders to meet safety standards
- Add auxiliary lanes between select interchanges
- Add eastbound collector ramp for traffic from I-76
- Redesign the Vasquez interchange
- Improve pedestrian connections under I-270 near Vasquez Blvd.
- Replace old bridges
- Stabilize the sinking road bed over old landfill



10

Why are Express Lanes being considered?



Express Lanes offer an option with reliable travel times



Adding Express Lanes improves travel times and speeds across all lanes



Express Lanes work to move more people rather than just more vehicles



Express Lanes provide flexibility into the future



Express Lanes help solve the funding shortfall

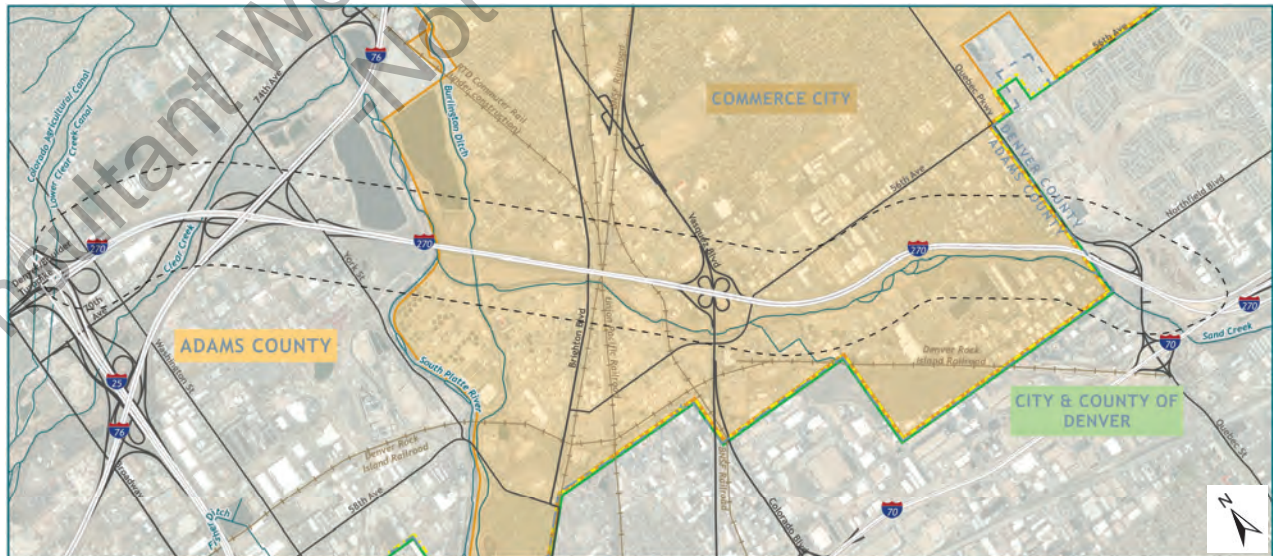


CDOT is required to consider managed lanes per Policy Directive 1603

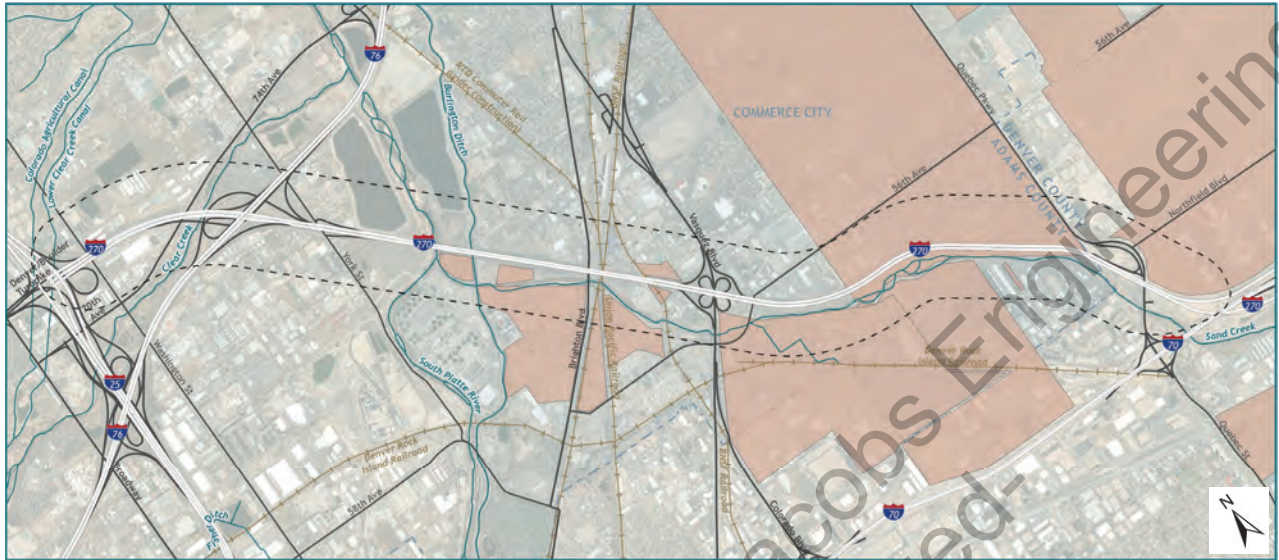




Community & Environmental Resources



Community & Environmental Resources



Community & Environmental Resources



Community & Environmental Resources



Community & Environmental Resources



Community & Environmental Resources



Community & Environmental Resources

Clean Air Act
Requires that the project achieve transportation conformity

Project would not cause or contribute to any new localized violations

Project would not increase the frequency or severity of any existing violations

Project would not delay attainment of national ambient air quality standards or required emission reductions

Community & Environmental Resources

- Sources of greenhouse gases in Colorado

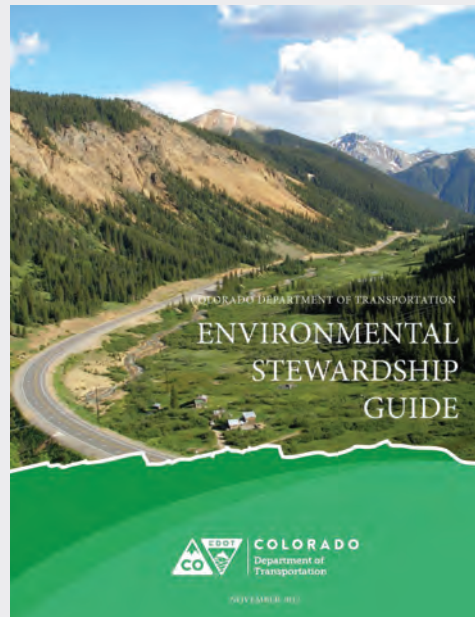
Transportation greenhouse gas emissions come primarily from internal combustion engines in our cars, trucks, trains, and planes.



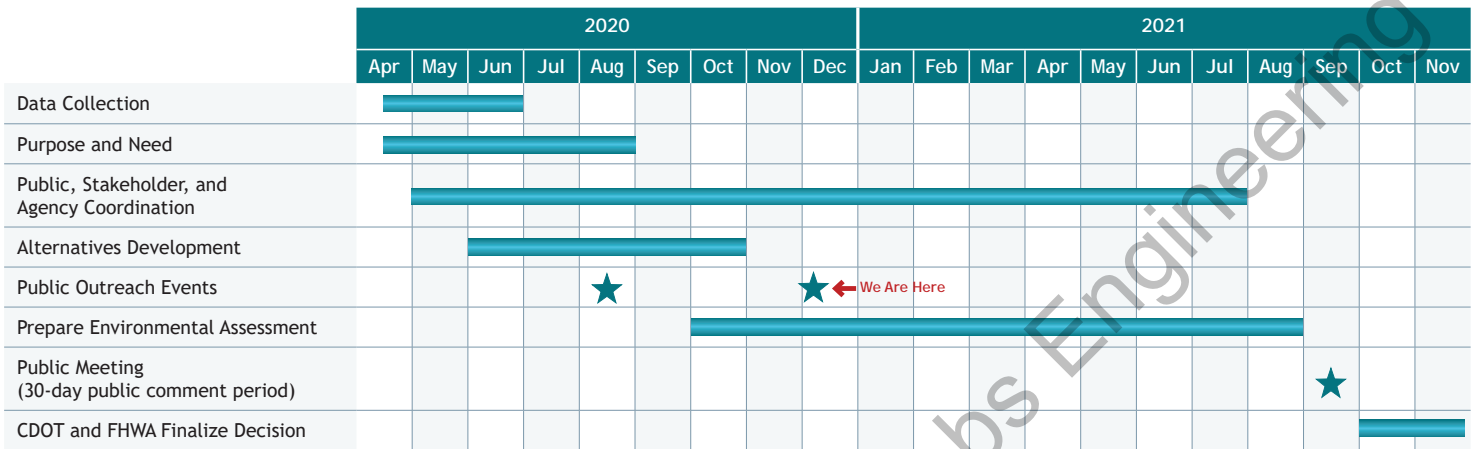
Adapted from Colorado Greenhouse Gas Pollution Reduction Roadmap, CDOT 2020

"To enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices."

CDOT Vision Statement



Environmental Assessment Process and Schedule



Legend

- project team activities
- ★ public involvement opportunities

We Request Your Feedback

Please share your comments regarding the project by using any of the four methods below.



Use the comment tool in this virtual meeting room



Submit comments through the project website at www.codot.gov/projects/i270



Call the project hotline at 303-512-4270



Email the project team at cdot_i270@state.co.us

Second Virtual Public Event – Winter 2020

English Stations Scripts – FINAL 11/17/20

Station 1 – Welcome and Agenda

Slide 1

- Hello, and welcome to the second public outreach event for the I-270 Corridor Improvements project.
- My name is Adam Parks and I'm the Project Manager for the Colorado Department of Transportation, also known as CDOT.
- Thanks for joining us today to learn more about this project.

Slide 2

- CDOT is partnering with Commerce City and Adams County to study future transportation improvements in the I-270 corridor.
- Since April, we've been collecting data, evaluating traffic and safety issues, and soliciting input from agencies and the public.

[CLICK]

- I want to thank all the agencies and organizations who have taken time to meet with us, and everybody who participated in the August 2020 virtual public event.
- Since August, we've been working diligently to incorporate your input as we developed options for improving I-270, and now we're ready to share what we've come up with.

Slide 3

- Each of the displays in this room provides information and updates on specific topics including:
 - what improvements we're considering for I-270,
 - our schedule for completing the Environmental Assessment,
 - and our efforts to avoid and minimize impacts to key community and environmental resources in the study area.

[CLICK]

- If you have comments or questions, please click the comments button at the top right corner in this virtual event room.
- Or, check out the display called "We Request Your Feedback" for additional ways to get in touch with us.
- Thank you again for participating.

Station 2 – Room Navigation

No Script

Station 3 – Purpose and Need

- At the summer public event in August, we presented the draft purpose and need statement that CDOT and the Federal Highway Administration, along with our partners Adams County and Commerce City, developed for this project.
- Overwhelmingly, the input and feedback received from numerous agencies, organizations, and individuals, confirmed that this purpose and need statement reflects the issues along I-270 that CDOT needs to address.
- We've made one refinement to the project needs based on stakeholder input.
- Trucking needs were discussed with the Colorado Motor Carriers Association, and the language regarding truck freight needs was found to be somewhat vague.
- To clarify the intent of the need statement, "Accommodate truck freight traffic" was changed to "Improve truck freight movement efficiency."
- We appreciate all the input that has helped us to validate and refine this purpose and need statement.

Station 4 – Summary of Outreach and Input

Slide 1

- In this presentation, I'll share what we've heard from the public, and numerous agencies and organizations interested in the project.
- We are striving for a very inclusive process to get people involved, and the response has been outstanding.
- These are just a few of the many questions and comments we've received.
- Thank you to everybody who has participated so far.

Slide 2

- People have shared their input with us through the comment portal on our website, the project hotline, and the project email address.
- Local churches, schools, and community groups are helping us to engage with the people who live and work in the corridor, including the Spanish-speaking members of the community.
- We've met with more than 20 agencies and organizations to talk about this project and solicit input.
- We used social media, press releases, and mailed post cards to more than 7000 addresses to let people know about the project and our August virtual public event.
- Through these efforts, over 470 people participated in the August event.

Slide 3

- So far, we've received over 260 comments so far from agencies, organizations, and the public.
- This map shows the concentration of comments from zip codes across the metro area.
- The darker the color, the more comments came from that area.
- You can see we received a lot of comments from the people of Commerce City and the City of Denver.
- We also received comments from people who live farther from the corridor, including those who use I-270 for commuting or getting to the airport.

Slide 4

- This chart shows the distribution of comments we received from the public during our August 2020 outreach.
- The most common topic of concern was traffic congestion and travel time delays.
- More than 20% of the comments fell into this category.
- We also received a lot of great input on problems at specific locations and suggestions for how we might improve the infrastructure design.
- The third most common comment topic was regarding the potential Express Lanes or HOV lanes in the corridor.
- Other top issues were safety, impacts to community and environmental resources, and truck movements in the corridor.

Slide 5

- So, what did we hear from the many agencies and organizations we met with?
- From Commerce City and Adams County, we heard the desire to improve travel times and conditions for freight movement, improve the Vasquez interchange, and improve local mobility.
- Colorado Motor Carriers Association shared ideas about how to improve the efficiency of truck freight movement in the project area.
- Greenway groups were concerned about impacts to trails. They shared their planned trail improvements and discussed opportunities to improve bicycle and pedestrian connections at Vasquez and Dahlia.
- First responders helped us to understand some issues they struggle with when responding to incidents on I-270. The shoulder width was a key concern along with signage and signal technology to improve response times.
- We also heard from resource agencies like Colorado Parks and Wildlife, Mile High Flood Control District, and U.S. Fish and Wildlife Service, who stressed that impacts to adjacent waterways and birds that nest along those natural corridors should be minimized
- The team has been working with all the input to develop a set of potential I-270 improvements.

- I hope you'll check out the potential I-270 improvements presentation in this virtual room to see what we came up with.

Station 5 – No Action Alternative

Slide 1

- So, what would happen if CDOT makes no major improvements to I-270?
- This is what we call the No Action Alternative.
- A No Action Alternative is established as a baseline to compare with design alternatives that meet the Purpose and Need of the project.
- In this scenario, the only changes to I-270 between now and 2040 would be routine maintenance activities and other minor improvements already programmed in the Statewide Transportation Improvement Plan.

Slide 2

- Under the No Action Alternative, the current problems in the corridor would persist, and become worse.
- The deteriorating and outdated infrastructure would continue to cause safety issues and road closures to make emergency repairs.
- Large trucks would continue to struggle at interchanges with tight curves and short ramps.
- I-270 has become the most frequently congested freeway in the state of Colorado, and has been described as a "parking lot".
- This magnitude of delay is already unacceptable to many drivers, who avoid the traffic congestion on I-270 by traveling a longer distance via I-25 and I-70.
- Many other drivers re-route off of I-270 onto local streets to save time.
- This cut-through traffic adds a burden to the local community.
- With projected regional growth, we expect travel demand to continue to increase.

Slide 3

- So, in the year 2040, how long would it take to drive I-270 end to end with no major improvements to the corridor?
- These charts show the existing travel times in grey and the projected 2040 travel times in orange.
- Each chart shows the morning rush hour on the left and the evening rush hour on the right.
- The green dotted line on these graphs shows that, without congestion, it takes less than 7 minutes to travel through the I-270 corridor at 55 mph, in what is known as free flow conditions.
- During weekday mornings and afternoons, it currently takes between 14 and 17 minutes to travel through the entire I-270 corridor, which is more than double the free flow travel time
- By the year 2040, typical travel times would increase to the range of 16 to 20 minutes.

- This may not seem like a huge increase, and that's because I-270 is already operating at capacity with substantial travel delays today.

Station 6 – No Action

Slide 1

- This presentation will provide you with an overview of some of the key improvements CDOT is considering for I-270.
- Exploring solutions for this corridor has been a collaborative effort, and we're excited to share what we've come up with.

Slide 2

- Here is a summary of the improvements we are considering for I-270. You may pause the video if you would like to review before we go over to the map to discuss these improvements in more detail.

Slide 3

- This map shows the I-270 corridor today.
[CLICK]
- Based on the purpose and needs we have identified, we are proposing to fully reconstruct the oldest portions of the corridor, and widen or restripe other segments, to add one additional travel lane in each direction, between I-25 and I-70.
- Wider shoulders would accommodate vehicle breakdowns and other emergency use.
[CLICK]
- The bridges identified in green are more than 50 years old and would be replaced to meet modern safety standards.
[CLICK]
- At I-76, there are two locations where drivers merge with traffic on eastbound I-270.
- This is a high accident location.
- To improve safety here, we are proposing to merge the two I-76 ramps into a collector ramp with a single merge point onto I-270.
- The next segment of the freeway between York Street and Vasquez Boulevard is a significant traffic bottleneck as vehicles enter the freeway at these interchanges.
[CLICK]
- To tackle this problem, we are proposing to extend the entrance ramps to create auxiliary lanes between the York Street and Vasquez Boulevard interchanges.
- These auxiliary lanes would provide cars, and especially trucks, the additional space and time they need to safely enter and exit I-270, without backing up traffic in the other lanes.
- The eastbound auxiliary lane will also serve as a climbing lane for large trucks to climb the uphill grade at slower speeds.

[CLICK]

- Another issue in this area is the poor condition of the roadway subgrade that was built over an old landfill west of Brighton Boulevard.
- The pavement sinks several inches every year, creating undulating pavement that must be frequently repaired.
- Engineers are recommending a full reconstruction of the highway in this area to stabilize this roadbed and prevent future settling.

[CLICK]

- We are also considering an auxiliary lane westbound between the Quebec and Vasquez interchanges.
- The westbound entrance ramp from Quebec St. has one of the highest volumes in the corridor, and this would provide more distance for vehicles to accelerate and safely merge.

[CLICK]

- Substantial improvements are proposed for the Vasquez Boulevard interchange.
- Let's take a closer look.

Slide 4

- We received more comments about the Vasquez Boulevard interchange than any other location along the corridor.
- This location also happens to have the highest rate of crashes in the corridor.
- In the image on the left, you can see the existing interchange.
- The tight cloverleaf design is outdated and contributes to safety issues and congestion on I-270.
- The exit ramp loops, with 25 mph advisory speed limits, are particularly difficult for large trucks to navigate safely.
- We can substantially improve the safety and traffic flow at this interchange by making the changes shown in the image on the right.
- I'll refer to each change in the current design concept by the black number labels on the image.
- Number 1 - this design would remove the exit loop ramps.
- Doing so would eliminate the tight space between I-270 entrance and exit ramps over the Vasquez bridge, making it easier and safer for drivers to merge on and off the highway.
- Number 2 – instead of the loop ramps, drivers exiting I-270 would use traditional exit ramps, ending at a signalized "T" intersection on Vasquez Boulevard.
- Number 3 - new auxiliary lanes added between Vasquez and York would further ease the merging process and allow trucks and all merging vehicles more time to accelerate.
- Number 4 - along Vasquez, northbound traffic approaching I-270 is currently unable to access eastbound I-270, requiring substantial out-of-direction travel.
- The proposed design would add the missing ramp.
- Number 5 – the old Vasquez bridge over Sand Creek would be replaced and would include a wider sidewalk on the bridge.

- Number 6- pedestrians will have a connection from Vasquez underneath I-270 to Eudora Street.
- We are also evaluating possible pedestrian facilities along Vasquez underneath I-270.
- Finally - number 7 - 56th Avenue will be realigned and widened under I-270 to address concerns about the tight corner and narrow road at this location.

Slide 5

[CLICK]

- Let's compare recent footage of the interchange to a simulation for the conceptual design.
- Note the traffic congestion on the left is removed by the proposed improvements on the right.

Slide 6

- This is a typical cross section of I-270 as it looks today.
- It has two 12-foot wide travel lanes in each direction, with narrow shoulders of less than 3 feet wide in many locations.
- The eastbound and westbound lanes are separated by a grassy median in most areas.

Slide 7

- Just to give you a sense of the space we have to work with, this graphic shows a typical cross section of the land that CDOT owns adjacent to I-270 in this corridor.
- CDOT right-of-way is, on average, 300 feet wide, which reduces the need to acquire additional space for I-270 construction.

Slide 8

- Here's the first option for a proposed typical section: add an additional "general purpose lane" in each direction.
- You'll notice we are proposing to widen the shoulders to 12 feet to improve safety, traffic flow, and emergency response times when trucks or passenger vehicles become disabled along the corridor.

Slide 9

- The second option for the added lanes is that they are added in the form of Express Lanes.
- The cross sectional width of the highway would match Option 1, except for the addition of 4 ft wide safety buffers between the express lanes and the other travel lanes.
- US36 from Denver to Boulder is an example of this design.
- These Express Lanes would offer the flexibility of choice. Drivers could:
 - carpool to use the Express Lane for free,
 - pay a toll to use the Express Lane as a solo driver
 - Or use the other travel lanes for free

Slide 10

- We are currently evaluating the benefits and impacts of potential I-270 improvements as part of the Environmental Assessment.
- If you have any comments or questions, the last display in this virtual room explains all the ways you can reach out to the project team and get us your feedback.
- Thank you for helping us to shape the future of I-270.

Station 7 – Express Lanes

- There are several reasons that Express Lanes are being considered for the I-270 corridor:
- Express Lanes offer an option with reliable travel times
 - Express Lanes are a type of “managed lanes” that help drivers avoid unpredictable traffic delays that could make them late for work, an appointment, or a trip to the airport.
- Adding Express Lanes improves travel times and speeds across all lanes
 - Other corridors in Colorado where Express Lanes have been added have experienced improved speeds and travel times for all users, including those who drive in the free lanes. US36 to Boulder and the I-70 peak period shoulder lane are two good examples.
 - Preliminary traffic modeling for I-270 has shown that adding an express lane in each direction, along with the other proposed improvements, would eliminate most of the traffic congestion that drivers experience today. The results were similar when modeling the new lanes as free, general purpose lanes.
- Express Lanes work to move more people - rather than just more vehicles
 - Express Lanes encourage carpools by allowing people who ride share to enjoy a reliable trip in the Express Lanes with no tolls.
 - Express Lanes are also free for buses, resulting in faster travel times and increased ridership, pulling more drivers off the road.
- Express Lanes provide flexibility into the future
 - Express lanes are managed to provide a lifetime of reliable travel times and freedom from congestion.
 - We have seen on past projects that, in the long-run, we can't build our way out of traffic congestion.
 - The 2006 I-25 TREX expansion is one example of a widening project that improved traffic flow initially, but was overwhelmed with traffic within a few years.
 - Only managed lanes can guarantee free-flowing operation into the future.
 - Another future benefit is that a reliable lane encourages new local and regional bus routes to freely expand and multiply over time.
- Express Lanes help solve the funding shortfall
 - The funding currently available for reconstruction and widening is less than half of the total estimated need.

- It is not clear when major improvements to I-270 could become reality without the financing opportunities that Express Lanes can bring.
- The final reason, is that CDOT is actually required to consider managed lanes when proposing any new highway capacity.
 - In December 2012, the Colorado Transportation Commission approved Policy Directive 1603 which states, “The use of managed lanes shall be strongly considered during planning and development of capacity improvements on state highway facilities in Colorado.”

Station 8 – Community and Environmental Resources

Slide 1

- This presentation provides a brief overview of the key community and environmental resources we’ve identified along I-270, and some of the design challenges we’re tackling to avoid and minimize impacts.
- Hopefully, you’ve had a chance to review the I-270 improvements we are currently considering.
- As required by the National Environmental Policy Act, referred to as NEPA, we are evaluating impacts of these potential improvements on the built and natural environment surrounding I-270.
- This includes a broad array of resources ranging from air quality and traffic noise to wildlife and floodplains.
- I’m going to talk about some of the key resources and how they are being considered in the design process.

Slide 2

- Let’s start by talking about the communities surrounding I-270.
- While interstates are primarily intended to serve regional transportation needs, it’s important we make choices that also consider the people who live and work along this interstate.
- We’re partnering with the local governments of Adams County and Commerce City to identify solutions that will serve these communities.
- We’ve also met with representatives from local churches and schools, healthcare providers, emergency services, businesses, and members of the community.
- The input we’ve received has been so helpful, and has highlighted areas of concern including lack of pedestrian connections, and cut-through traffic and back-ups from I-270 clogging up the local street network.
- The community provided first-hand knowledge and details to help us find the best solutions.
- We’ll continue working with these groups throughout the process to develop solutions that minimize the impact of I-270, and maximize the benefits to the surrounding residents and businesses.

Slide 3

- As many people have told us, hazardous materials are a concern along this corridor.
- The shaded areas on the map are locations where hazardous materials could potentially be present.
- These include former landfills and feedlots, as well as areas of past and current industrial and chemical uses.
- We've taken numerous water and soil samples to identify contaminants, and designers are using this information to inform the design of the project, such as minimizing the need for deep excavations in areas of known hazardous materials.

Slide 4

- Another concern of people who live near I-270 is traffic noise.
- Along I-270, the noise-sensitive land uses include parks, trails, and residential areas.
- The residential areas are shaded orange and you can see the location of parks and trails in green.
- We're conducting a noise analysis to assess potential noise increases in these areas.
- The red outline on this map shows the area we're evaluating for potential noise impacts.
- If it's determined that the project would result in noise impacts, we will analyze ways to mitigate the impacts, which could include measures such as noise barriers.

Slide 5

- Other key resources for preservation are the waterways and trail systems that parallel and cross under I-270.
- These waterways, including Sand Creek, Clear Creek, and the South Platte River, provide natural habitats and opportunities for recreational amenities in an otherwise urban area.
- This map shows the wetlands, waterways, and floodplains, along these natural corridors, which are protected by various federal and state regulations.

Slide 6

- Many of the trails in the study area, shown here by dashed green lines, follow these natural corridors.
- Along with parks, these recreation resources are also protected by federal regulations.

Slide 7

- The other protected resources that cross I-270 are the historic roads, railroads, and irrigation ditches, shown here in red.
- Historic resources that are listed on the National Register of Historic Places or are eligible to be listed, are protected by Section 106 of the National Historic Preservation Act.
- [CLICK] You can see there are several locations where these resources cross under I-270.

- [CLICK] And, there is a long stretch between Quebec and 56th Avenue where Sand Creek and its associated trail system and natural resources closely parallel the south side of I-270.
- As we evaluate options to improve I-270, protecting these resources is both a requirement and a goal of this project.

Slide 8

- For air quality, the Clean Air Act requires that the project achieve what is called transportation conformity because the larger Metro region is an area that either has currently, or in the past, had levels of carbon monoxide, particulate matter, and ozone above standard thresholds.
- Transportation conformity means the project is consistent with the air quality goals established by the state air quality implementation plan.
- We must show that our project is in conformance by demonstrating the project would not:
 - [CLICK] cause or contribute to any new localized violations,
 - [CLICK] increase the frequency or severity of any existing violations,
 - [CLICK] or delay attainment of national ambient air quality standards or required emission reductions.
- CDOT will be conducting additional air quality analyses that go above and beyond meeting these requirements.

Slide 9

- This chart shows sources of greenhouse gases in Colorado.
- As you can see, transportation is one of the major sources of greenhouses gases in our state.
[CLICK]
- Greenhouse gas emissions from transportation primarily come from internal combustion engines in our cars, trucks, trains, and planes.
- To help meet Colorado's new greenhouse gas Roadmap, we'll be calculating project-related greenhouse gas emissions.
- We'll also be calculating emissions of other pollutants, such as particulate matter less than 2.5 microns in diameter, mobile source air toxics, nitrogen oxide, and volatile organic compounds.
- This additional work will help us to assess the potential air quality effects of the project, and ways to mitigate these effects, early in the process.

Slide 10

- The I-270 Environmental Assessment will include details of how we avoid and minimize impacts through the design of I-270, and how we propose to mitigate any impacts we could not avoid.
- For CDOT, environmental stewardship goes beyond managing environmental clearances and ensuring regulatory compliance for transportation projects.

- It means CDOT has a responsibility to act in an environmentally conscientious manner and ensure the statewide transportation system is constructed and maintained in a sustainable manner that supports our vision to enhance Colorado's quality of life and environment.

Station 9 – EA Process and Schedule

- This chart shows the key steps in the Environmental Assessment process and our anticipated project timeline.
- Going forward, I will refer to the Environmental Assessment as an "EA"
- The key steps in the process are listed down the left side of this chart.
- There is a horizontal bar for each step showing when that activity is expected to occur.
- And, the stars show our public outreach events.
- You can see that we expect the EA process to be completed late in 2021.
- We have finished our data collection, solicited input from the public, firmed up the purpose and need for the project, and used this information to develop a set of potential I-270 improvements.
- This is part of the reason we're holding this event.
- We want to communicate with you about the improvements we're considering and key environmental resources we're evaluating in the EA.
- The EA is a detailed evaluation on the benefits and impacts of the improvements CDOT proposes for I-270.
- We'll be working on this for the next several months, and we expect the EA will be available for you to review in the fall of 2021.
- After we get input from stakeholders and the public on the EA, the Federal Highway Administration – or FHWA - will make a final decision on how to move forward.
- There are three potential outcomes:
 - One - the FHWA will sign a Finding of No Significant Impact for the Proposed Action and the project will proceed into final design and construction.
 - Another potential outcome is the FHWA could determine the project has significant impacts and require more detailed evaluation in an Environmental Impact Statement.
 - A third potential outcome is the FHWA could determine that the project should not move forward.
- While we don't anticipate the second or third scenarios, they are potential outcomes of any Environmental Assessment.

Station 10 – Feedback

No script

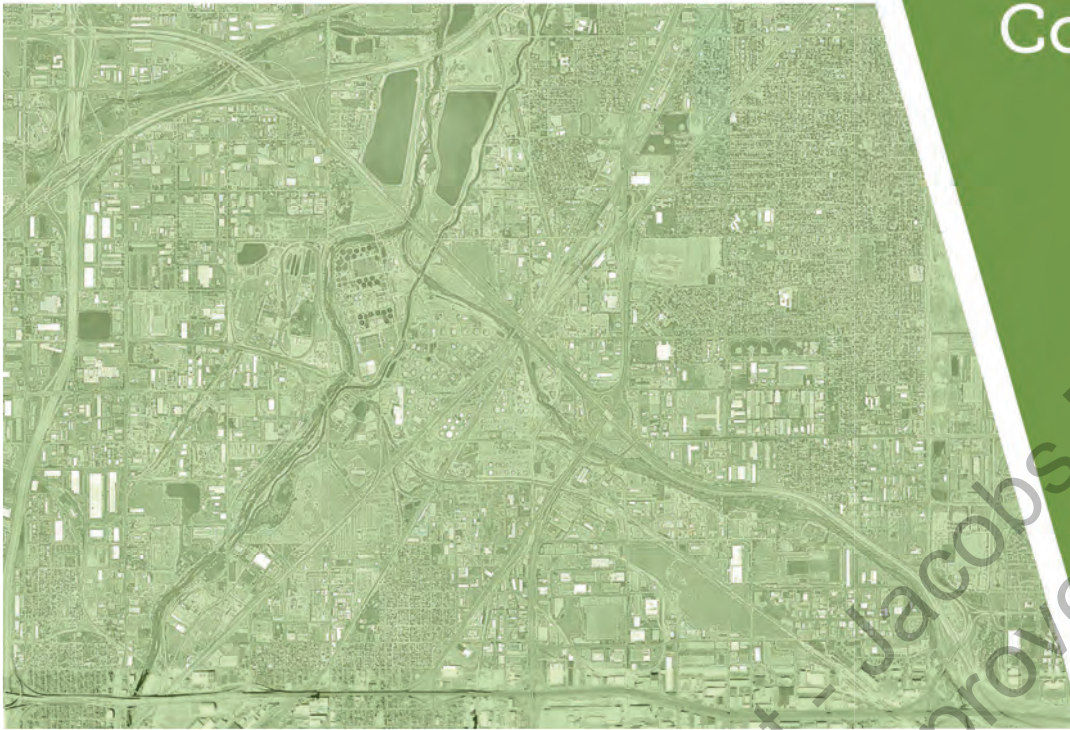


COLORADO
Department of Transportation



Mejoras del Corredor de la I-270

Evento de Divulgación
Público #2
2020 de diciembre



**US Army Corps
of Engineers**



COLORADO
Department of Public
Health & Environment



Commerce
CITY



ADAMS COUNTY
COLORADO



**HISTORY
COLORADO**



CULTIVANDO
Liderazgo • Abogacía • Colaboración



CACA
COLORADO MOTOR CARRIERS ASSOCIATION



MHFD
MILE HIGH FLOOD DISTRICT

**Kids First
Health Care**
Keeping kids healthy today & for all of their tomorrows





Instrucciones para navegar en esta sala virtual

1. Haga clic en  para rellenar el formulario de inicio de sesión.
2. Puede desplazarse por la sala con el cursor en un PC o el dedo en una pantalla táctil.
3. Comience a navegar la sala haciendo un movimiento panorámico a la derecha. Cada estación tiene un video narrado sobre varios temas del proyecto.
4. Puede ver el vídeo narrado haciendo clic en .
5. La última estación proporciona los cuatro métodos que puede utilizar para compartir sus comentarios con nosotros.

¡Gracias por participar en el Proyecto de las Mejoras del Corredor de la I-270!

Propósito y Necesidad del Proyecto

Propósito del Proyecto

El propósito del proyecto de mejoras del corredor de la I-270 es implementar soluciones de transporte que modernicen el corredor I-270 para satisfacer las demandas de transporte.



Necesidades del Proyecto

- › Mejorar la seguridad reduciendo la tasa de accidentes de vehículos
- ›› Mejorar la fiabilidad del tiempo de viaje y reducir los retrasos
- ››› Actualizar puentes obsoletos y deficientes e infraestructura vial
- ›››› Mejorar la eficiencia del movimiento de carga de camiones



¡Gracias por ayudarnos a identificar las mejores soluciones para la I-270!

Usualmente hay tanto tráfico y retrasos en la I-270, que yo utilizo vías alternativas para evitar manejar por la interestatal.

Necesitamos calles seguras para que la gente pueda caminar y cruzar bajo la I-270, necesitamos mejorar la apariencia del corredor.

¿Van a instalar Carriles Expres o Carriles HOV en la I-270?

¿Qué se puede hacer para separar el tráfico de camiones y el tráfico de vehículos de pasajeros?

El intercambio del bulevar Vasquez es muy peligroso debido a los movimientos cruzados resultantes de las rampas circulares sobre la I-270.



Resumen de los esfuerzos de divulgación



Sitio web, línea directa y correo electrónico del proyecto establecido



Más de 20 agencias y organizaciones participaron en reuniones de proyectos y entrevistas



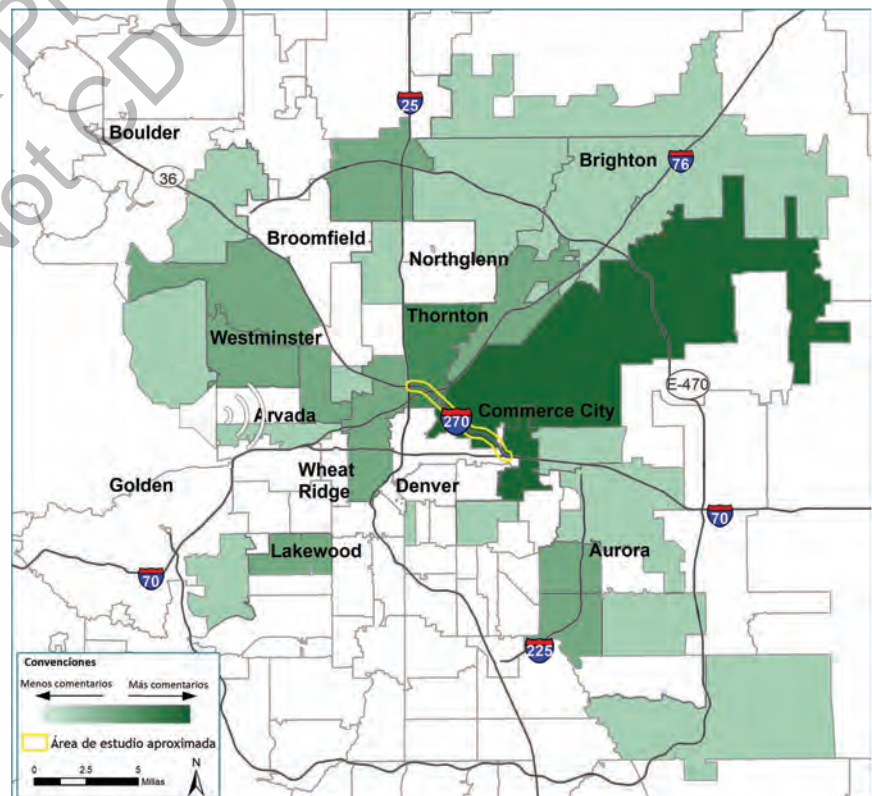
Avisos de reunión enviados por correo a más de 7000 direcciones



474 personas participaron en el evento público virtual, del 17 de agosto al 30 de agosto

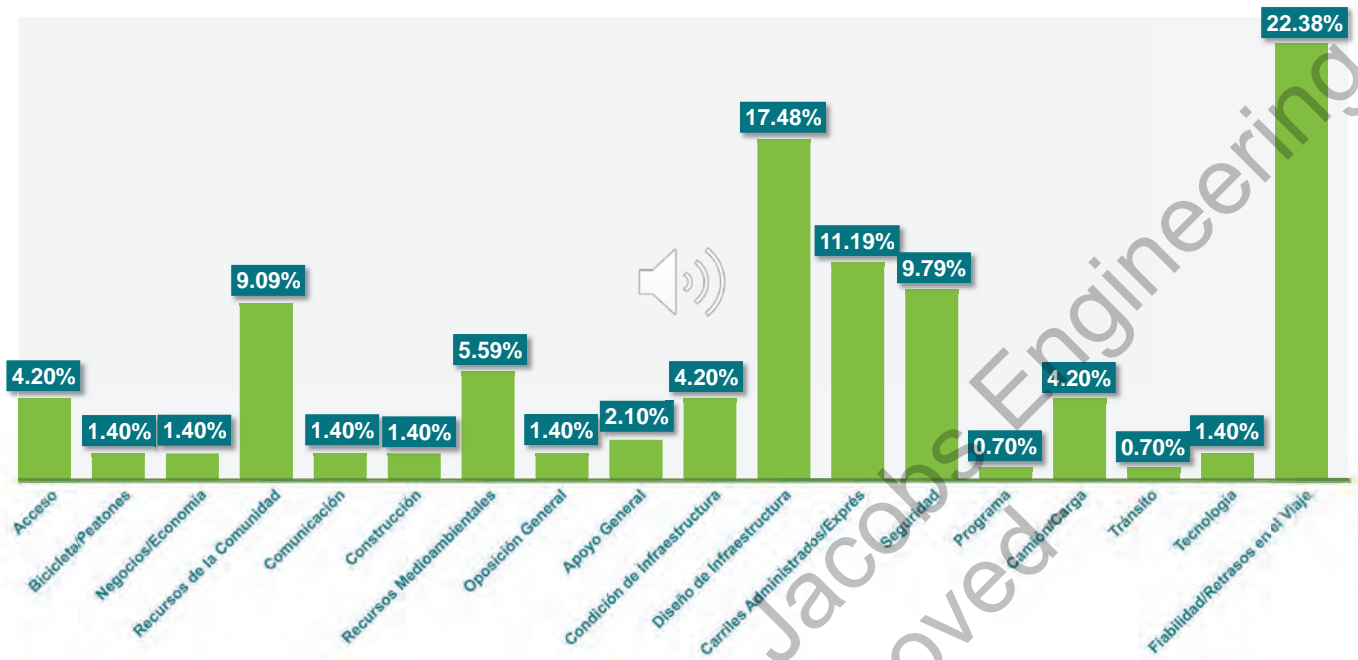
2

Recibimos más de 260 comentarios de agencias, organizaciones e individuos en toda el área metropolitana.



3

Distribución de comentarios públicos por tema




CDOT está trabajando con más de 20 agencias y organizaciones para entender y abordar los problemas del corredor.




¿Qué pasaría si CDOT no realiza mejoras importantes de la I-270?




En el marco de la alternativa sin acción, los problemas actuales en el corredor persistirían y empeorarían.

 Retrasos sustanciales en los viajes

 Infraestructura deteriorada y obsoleta

 Tasas de choque superiores a la media

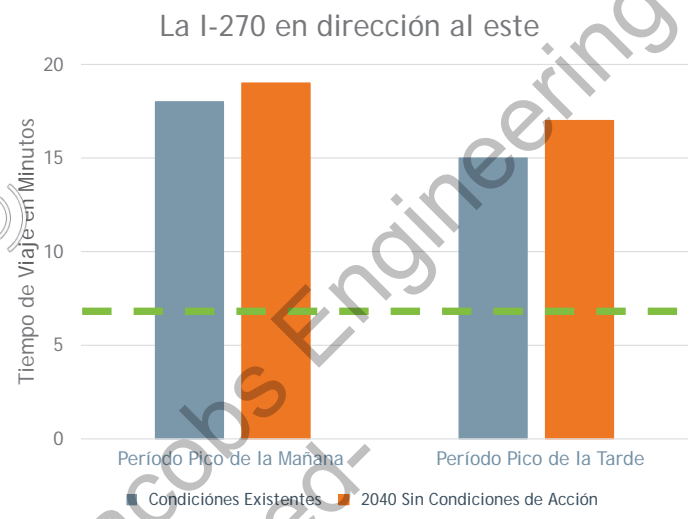
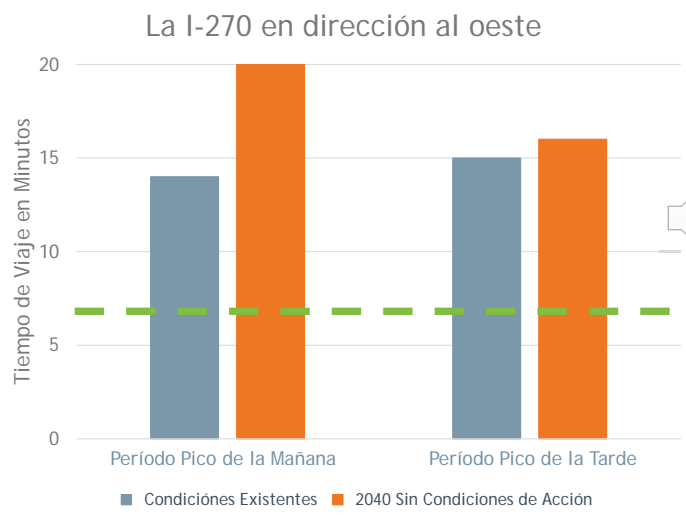
 Problemas operativos y de seguridad para los camiones



Credit: CBS



¿Cuánto tardaría en conducir por el corredor en 2040?



--- Tiempo de viaje cuando la I-270 tiene flujo libre (sin congestión)



Mejoras bajo consideración de la I-270

- Reconstruir y ampliar la carretera para incluir un carril de viaje adicional en cada dirección (posiblemente añadido como carriles exprés)
- Ensanchar los arcenes para cumplir con los estándares de seguridad
- Añadir carriles auxiliares entre intercambiadores seleccionados
- Añadir una rampa hacia el este para el tráfico de la I-76
- Rediseñar el intercambiador de Vásquez
- Mejorar las conexiones peatonales bajo la I-270 cerca del Bulevar Vasquez
- Reemplazar puentes antiguos
- Estabilizar el lecho de la carretera que se hunde sobre el antiguo vertedero



2

Mejoras bajo consideración de la I-270



3

Intercambiador de Bulevar Vasquez

- Diseño de intercambiador existente
- Diseño de intercambiador propuesto



- 1 Eliminar las rampas circulares de la I-270 existentes para facilitar la incorporación del tráfico en el intercambiador.
- 2 Actualización de las rampas de salida de la I-270 para proporcionar movimientos en dirección norte y sur con una intersección señalizada en el bulevar Vasquez.
- 3 Proporcionar carriles auxiliares continuos para la aceleración, desaceleración, incorporación, y el sobrepaso de camiones entre el bulevar Vasquez y la Calle York.
- 4 Construir una nueva rampa desde el norte del bulevar Vasquez hasta la I-270 hacia el este.
- 5 Reconstruir el puente del bulevar Vasquez sobre Sand Creek y proporcionar una acera más ancha en el puente.
- 6 Proporcionar una acera desde el puente del bulevar Vasquez a la calle Eudora (cruzando bajo la I-270).
- 7 Realinear y ampliar la avenida 56 para mejorar el movimiento de camiones.

Intercambiador de Bulevar Vasquez

Diseño de intercambiador existente



Diseño de intercambiador propuesto



Sección Típica I-270 existente



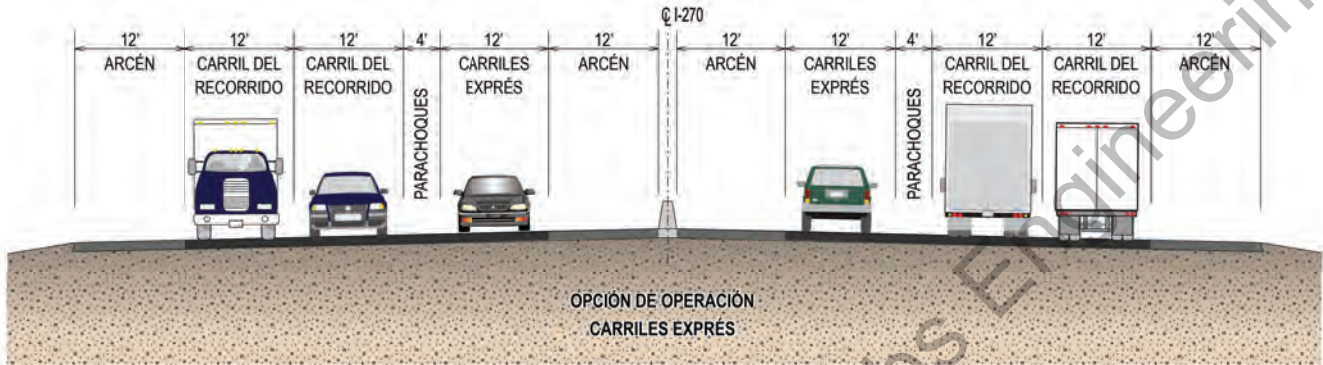
6

Sección Típica I-270 existente

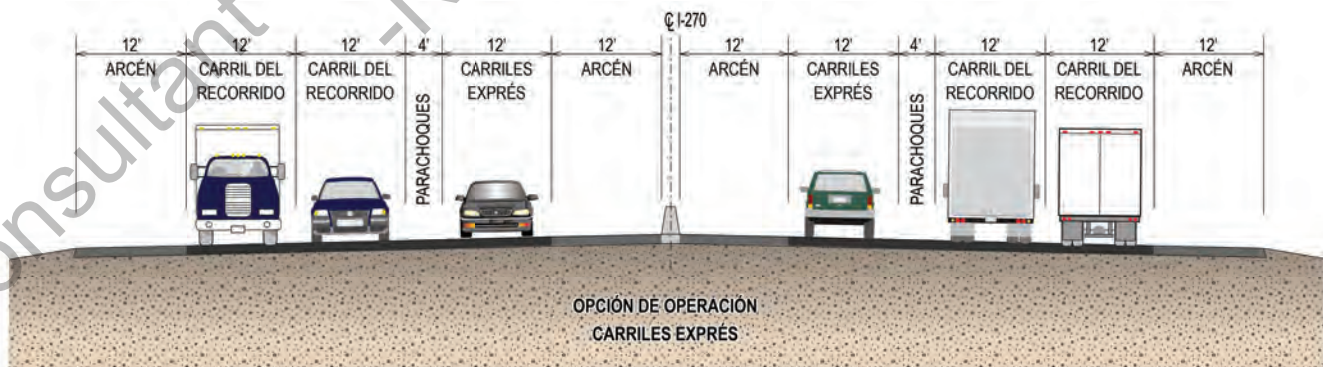


7

Opción 1: Carriles de uso general



Opción 2: Carriles Exprés



Mejoras bajo consideración de la I-270

- Reconstruir y ampliar la carretera para incluir un carril de viaje adicional en cada dirección (posiblemente añadido como carriles exprés)
- Ensanchar los arcenes para cumplir con los estándares de seguridad
- Añadir carriles auxiliares entre intercambiadores seleccionados
- Añadir una rampa colectora hacia el este para el tráfico de la I-76
- Rediseñar el intercambiador de Vásquez
- Mejorar las conexiones peatonales bajo la I-270 cerca del Bulevar Vasquez.
- Reemplazar puentes antiguos
- Estabilizar el lecho de la carretera que se hunde sobre el antiguo vertedero



10

¿Por qué se están considerando los carriles exprés?



Los carriles exprés ofrecen una opción con tiempos de viaje fiables



Los carriles exprés proporcionan flexibilidad en el futuro



La adición de carriles exprés mejora los tiempos de viaje y las velocidades en todos los carriles



Los carriles exprés ayudan a resolver el déficit de financiación



Los carriles exprés trabajan para mover a más personas en lugar de solo vehículos



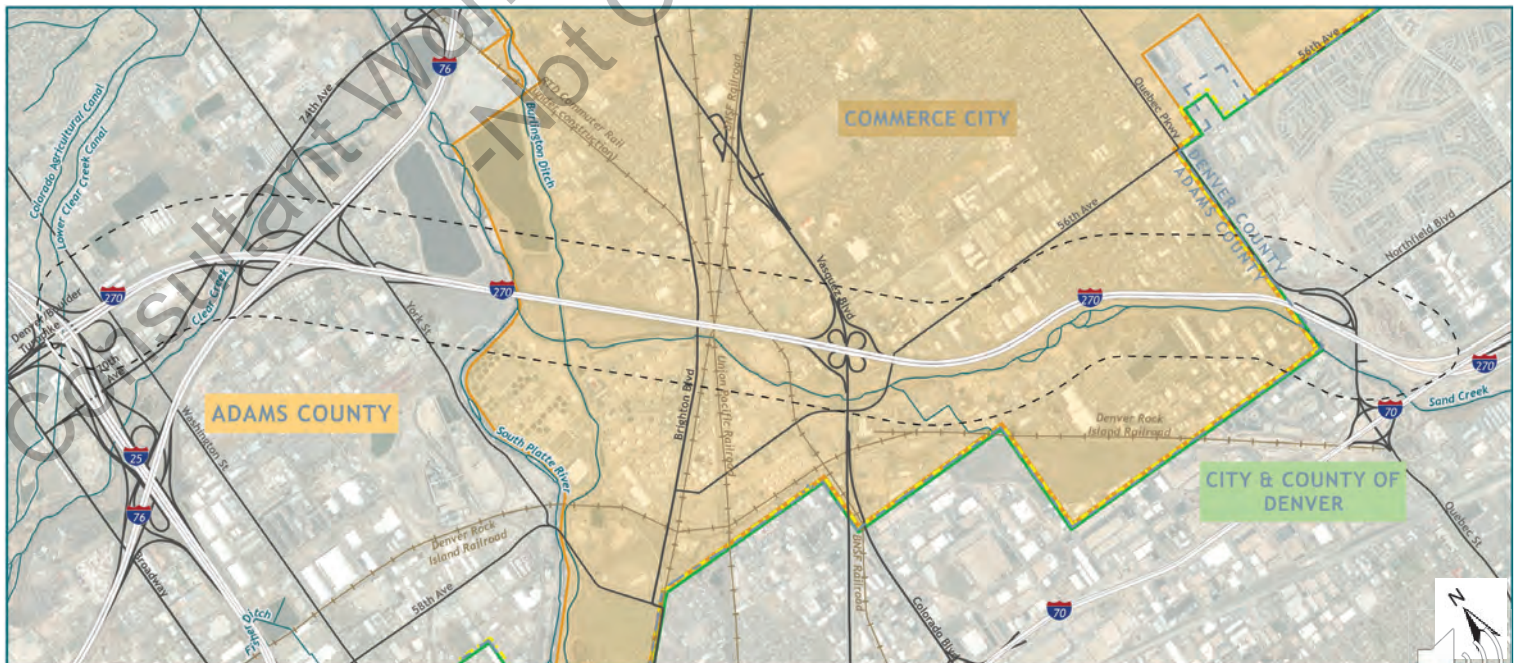
CDOT está obligado a considerar los carriles gestionados de acuerdo con la Norma Directiva 1603



1



Comunidad y Recursos Medioambientales



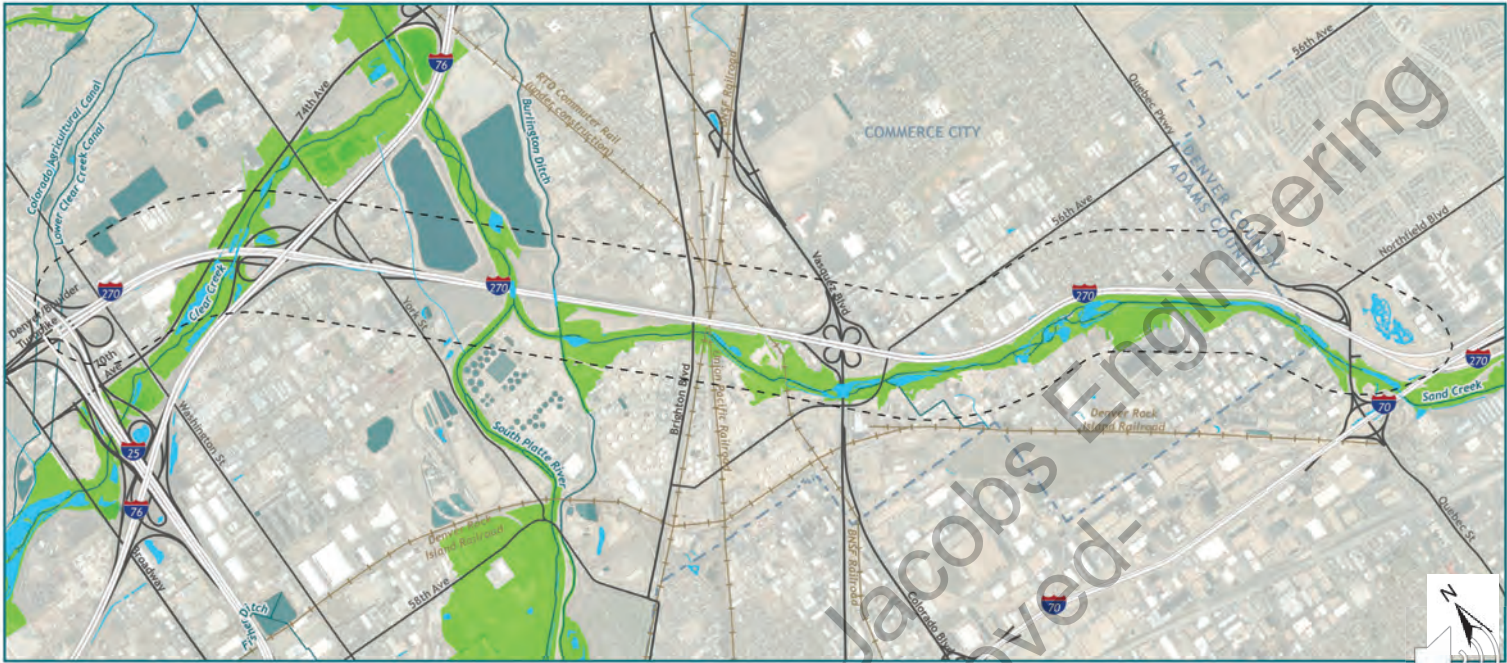
Comunidad y Recursos Medioambientales



Comunidad y Recursos Medioambientales



Comunidad y Recursos Medioambientales



Comunidad y Recursos Medioambientales



Comunidad y Recursos Medioambientales



7

Comunidad y Recursos Medioambientales

Ley de Aire Limpio Requiere que el Proyecto alcance la conformidad del transporte.

El proyecto no causaría ni contribuiría a nuevas violaciones localizadas

El proyecto no aumentaría la frecuencia o gravedad de las violaciones existentes

El proyecto no retrasaría la consecución de las normas nacionales de calidad del aire ambiente ni las reducciones de emisiones requeridas



8

Comunidad y Recursos Medioambientales

- Fuentes de gases de efecto invernadero en Colorado

Las emisiones de gases de efecto invernadero de transporte provienen principalmente de motores de combustión interna en nuestros automóviles, camiones, trenes y aviones.

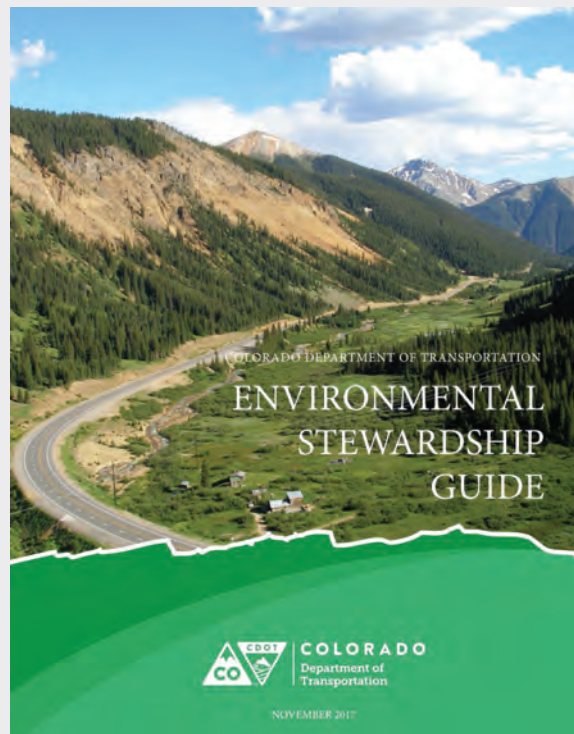


Adaptado de Colorado Greenhouse Gas Pollution Reduction Roadmap, CDOT 2020

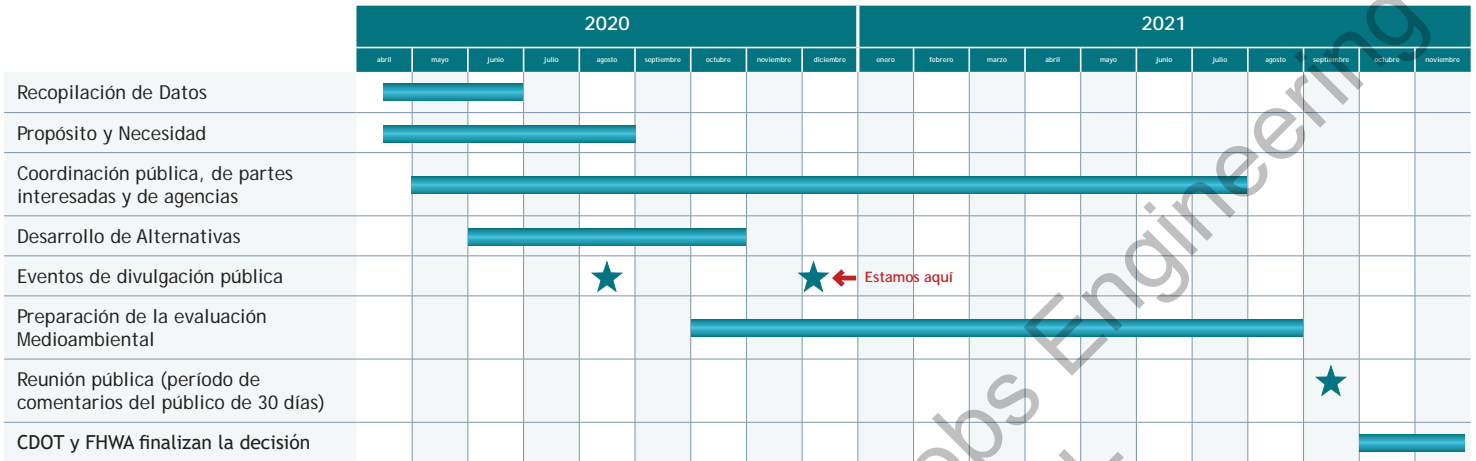


Mejorar la calidad de vida y el medio ambiente de los ciudadanos de Colorado mediante la creación de un sistema de transporte integrado que se centra en mover de forma segura a las personas y los bienes, al ofrecer vínculos convenientes entre las opciones modales."

Declaración de visión del CDOT



Proceso y Programa de Evaluación Medioambiental



Convenciones

- Actividades del equipo del proyecto
- ★ Oportunidades de participación del público

Solicitamos sus Comentarios

Por favor, compartan sus comentarios con respecto al proyecto utilizando cualquiera de los cuatro métodos a continuación.



Utilice la herramienta de comentarios en esta sala de reuniones virtual



Envíe comentarios a través del sitio web del proyecto en www.codot.gov/projects/i270



Llame a la línea directa del proyecto al 303-512-4270



Envíe un correo electrónico al equipo del proyecto a cdot_i270@state.co.us

Second Virtual Public Event – Winter 2020

Spanish Station Scripts – FINAL 11/17/20

Station 1 – Welcome and Agenda

Slide 1

- Hola, y bienvenidos al segundo evento de divulgación pública para el Proyecto de Mejoras del Corredor de la I-270.
- Mi nombre es Ivonne Colin y soy parte del equipo de comunicaciones del Proyecto de Mejoras del Corredor de la I-270.
- Gracias por unirse a nosotros hoy para aprender más sobre este proyecto.

Slide 2

- CDOT se asocia con la Ciudad de Commerce City y el Condado de Adams para estudiar futuras mejoras de transporte en el corredor de la I-270.
- Desde abril, hemos estado colectando datos, evaluando problemas de tráfico y seguridad, y solicitando información de las agencias y el público.

[CLICK]

- Quiero dar las gracias a todas las agencias y organizaciones que se han tomado el tiempo para reunirse con nosotros, y a todos los que participaron en el evento público virtual de agosto de 2020.
- Desde agosto, hemos estado trabajando diligentemente para incorporar su opinión a medida que desarrollamos opciones para mejorar la I-270, y ahora estamos listos para compartir lo que hemos encontrado.

Slide 3

- Cada una de las pantallas de esta sala proporciona información y actualizaciones sobre temas específicos, entre ellos:
 - qué mejoras estamos considerando para la I-270
 - nuestro calendario para completar la Evaluación Medioambiental
 - y nuestros esfuerzos para evitar y minimizar los impactos a los recursos comunitarios y medioambientales en el área de estudio

[CLICK]

- Si tiene comentarios o preguntas, haga clic en el botón de comentarios en la esquina superior derecha de esta sala de eventos virtual.
- También pueden echar un vistazo a la pantalla llamada "Solicitamos sus comentarios" para formas adicionales de ponerse en contacto con nosotros.
- Gracias de nuevo por participar.

Station 2 – Room Navigation

No script

Station 3 – Purpose and Need

- En el evento público de verano en agosto, presentamos el borrador de propósito y necesidad de declaración que CDOT y la Administración Federal de carreteras que se desarrollaron junto con nuestros socios Adams County y Commerce City.
- En su mayoría, los aportes y comentarios recibidos de numerosas agencias, organizaciones e individuos confirmaron que esta declaración de propósito y necesidad refleja los problemas a lo largo de la I-270 que el CDOT necesita abordar.
- Hemos realizado un refinamiento en las necesidades del proyecto en función de los aportes de las partes interesadas.
- Las necesidades de camiones fueron discutidas con la Asociación de Transportadores de Motores de Colorado, y se encontró que el lenguaje con respecto a las necesidades de carga de camiones era algo vago.
- Para aclarar la intención de la declaración de necesidad, "Acomodar el tráfico de carga de camiones" se cambió a "Mejorar la eficiencia del movimiento de carga de camiones".
- Agradecemos todos los aportes que nos han ayudado a validar y refinar el propósito y la declaración de necesidad.

Station 4 – Summary of Outreach and Input

Slide 1

- En esta presentación, compartiré lo que hemos escuchado del público, de numerosas agencias y de organizaciones interesadas en el proyecto.
- Estamos luchando por un proceso muy inclusivo para involucrar a las personas, y la respuesta ha sido excepcional.
- Estas son solo algunas de las preguntas y comentarios que hemos recibido.
- Gracias a todos los que han participado hasta ahora.

Slide 2

- El público ha compartido su opinión con nosotros a través del portal de comentarios en nuestro sitio web, la línea directa del proyecto y la dirección del correo electrónico del proyecto.
- Iglesias locales, escuelas y grupos comunitarios nos están ayudando a involucrarnos con las personas que viven y trabajan en el corredor, incluidos los miembros de habla hispana de la comunidad.
 - Nos hemos reunido con más de 20 agencias y organizaciones para hablar sobre este proyecto y solicitar aportes.

- Usamos las redes sociales, comunicaciones de prensa y tarjetas postales enviadas por correo a más de 7000 direcciones para informar a la gente sobre el proyecto y nuestro evento público virtual de agosto.
- A través de estos esfuerzos, más de 470 personas participaron en el evento de agosto.

Slide 3

- Hasta ahora, hemos recibido más de 260 comentarios hasta ahora de agencias, de organizaciones y del público.
- Este mapa muestra la concentración de comentarios de códigos postales en toda el área metropolitana.
- Cuanto más oscuro es el color, más comentarios provenían de esa área.
- Puedes ver que recibimos muchos comentarios de la gente de la Ciudad de Commerce y de la Ciudad de Denver.
- También recibimos comentarios de personas que viven más lejos del corredor, incluyendo aquellos que usan la I-270 para viajar o llegar al aeropuerto.

Slide 4

- Este gráfico muestra la distribución de los comentarios que recibimos del público durante nuestro evento de participación en agosto de 2020.
- El tema más común de preocupación fue la congestión del tráfico y los retrasos en el tiempo de viaje.
- Más del 20% de los comentarios cayeron en esta categoría.
- También recibimos una gran cantidad de comentarios sobre problemas en ubicaciones específicas y sugerencias sobre cómo podríamos mejorar el diseño de la infraestructura.
- El tercer tema de comentario más común fue sobre los Carriles Exprés o HOV posibles en el corredor.
- Otros problemas principales fueron la seguridad, los impactos en los recursos comunitarios y medioambientales, y los movimientos de camiones en el corredor.

Slide 5

- Entonces, ¿qué escuchamos de las muchas agencias y organizaciones con las que nos reunimos?
- Desde la Ciudad de Commerce y el Condado de Adams, escuchamos el deseo de mejorar los tiempos de viaje y las condiciones para el movimiento de carga, mejorar el intercambiador de Vásquez y mejorar la movilidad local.
- “Colorado Motor Carriers Association” compartió ideas sobre cómo mejorar la eficiencia del movimiento de carga de camiones en el área del proyecto.
- Los grupos de vías verdes estaban preocupados por los impactos en los caminos. Compartieron sus mejoras de los caminos planeado y discutieron oportunidades para mejorar las conexiones para bicicletas y peatones en Vásquez y Dahlia.

- Los equipos de respuesta de emergencia nos ayudaron a entender algunos problemas con los que se tienen al responder a incidentes en la I-270. El ancho del arcén fue una preocupación clave junto con la señalización y la tecnología de señal para mejorar los tiempos de respuesta.
- También escuchamos de agencias de recursos como Colorado Parks and Wildlife, Mile High Flood Control District y U.S. Fish and Wildlife Service, quienes destacaron que los impactos en las vías fluviales adyacentes y las aves que anidan a lo largo de esos corredores naturales deben ser minimizados
- El equipo ha estado trabajando con todas los aportes para desarrollar un conjunto de posibles mejoras de la I-270.
- Espero que revise la posible presentación de mejoras de la I-270 en esta sala virtual para ver lo que se nos ocurrió.

Station 5 – No Action Alternative

Slide 1

- Entonces, ¿qué pasaría si CDOT no realiza mejoras importantes en la I-270?
- Esto es lo que llamamos la Alternativa Sin Acción.
- Una Alternativa Sin Acción se establece como una línea base para comparar con las alternativas de diseño que cumplen con el Propósito y la Necesidad del proyecto.
- En este escenario, los únicos cambios en la I-270 entre ahora y 2040 serían las actividades de mantenimiento de rutina y otras mejoras menores ya programadas en el Plan Estatal de Mejoramiento del Transporte.

Slide 2

- En el marco de la Alternativa Sin Acción, los problemas actuales en el corredor persistirían y empeorarían.
- El deterioro y la antigüedad de la infraestructura seguirían causando problemas de seguridad y cierres de carreteras para hacer reparaciones de emergencia.
- Los camiones grandes seguirían teniendo problemas en los intercambiadores con curvas estrechas y rampas cortas.
- I-270 se ha convertido en la autopista más congestionada en el estado de Colorado, y ha sido descrito como un "estacionamiento".
- Esta magnitud de retraso ya es inaceptable para muchos conductores, que evitan la congestión del tráfico en la I-270 viajando una distancia más larga a través de I-25 e I-70.
- Muchos otros conductores vuelven a salir de la I-270 a las calles locales para ahorrar tiempo.
- El tráfico que toma el camino corto añade una carga a la comunidad local.
- Con el crecimiento regional proyectado, esperamos que la demanda de viajes siga aumentando.

Slide 3

- Entonces, en el año 2040, ¿cuánto tiempo tomaría conducir I-270 de extremo a extremo sin mejoras importantes en el corredor?
- Estos gráficos muestran los tiempos de viaje existentes en gris y los tiempos de viaje proyectados 2040 en naranja.
- Cada gráfico muestra la hora punta de la mañana a la izquierda y la hora punta de la noche a la derecha.
- La línea de puntos verde en estos gráficos muestra que, sin congestión, se tarda menos de 7 minutos en viajar a través del corredor I-270 a 55 mph, en lo que se conoce como condiciones de flujo libre.
- Durante las mañanas y tardes de lunes a viernes, actualmente se tarda entre 14 y 17 minutos en viajar a través de todo el corredor I-270, que es más del doble del tiempo de viaje de flujo libre.
- Para el año 2040, los tiempos de viaje típicos aumentarían al rango de 16 a 20 minutos.
- Esto puede no parecer un gran aumento, y eso es porque I-270 ya está funcionando a la capacidad con retrasos de viaje sustanciales hoy en día.

Station 6 – No Action

Slide 1

- Esta presentación le proporcionará una visión general de algunas de las mejoras clave que CDOT está considerando para la I-270.
- Explorar soluciones para este corredor ha sido un esfuerzo colaborativo, y estamos emocionados de compartir lo que hemos creado.

Slide 2

- Aquí está un resumen de las mejoras que estamos considerando para la I-270. Puede pausar el vídeo si desea revisarlo antes de ir al mapa para discutir estas mejoras con más detalle.

Slide 3

- Este mapa muestra el corredor de la I-270 hoy.
[CLICK]
- Basándonos en el propósito y las necesidades que hemos identificado, estamos proponiendo reconstruir completamente las porciones más antiguas del corredor, y ampliar o dar nuevas líneas a otros segmentos, para agregar un carril de viaje adicional en cada dirección, entre la I-25 e la I-70.
- Los arceles más anchos se utilizarían para vehículos averiados y otros usos de emergencia.
[CLICK]

- Los puentes identificados en verde tienen más de 50 años y serían reemplazados para cumplir con las normas de seguridad actuales.

[CLICK]

- En la I-76, hay dos ubicaciones donde los conductores se incorporan con el tráfico en I-270 hacia el este.
- Este es un lugar de alta accidentalidad.
- Para mejorar la seguridad aquí, estamos proponiendo incorporar las dos rampas de la I-76 en una rampa de ingreso con un solo punto de incorporación sobre la I-270.
- El siguiente segmento de la autopista entre la calle York y el bulevar Vasquez es un cuello de botella de tráfico significativo a medida que los vehículos entran en la autopista en estos intercambiadores.

[CLICK]

- Para abordar este problema, proponemos ampliar las rampas de ingreso para crear carriles auxiliares entre los intercambiadores de la calle York y el Bulevar Vasquez.
- Estos carriles auxiliares proporcionarían a los automóviles, y especialmente a los camiones, el espacio adicional y el tiempo que necesitan para entrar y salir de forma segura de la I-270, sin retrasar el tráfico en los otros carriles.
- El carril auxiliar hacia el este también servirá como un carril de escalada para que los camiones grandes suban la pendiente cuesta arriba a velocidades más lentas.

[CLICK]

- Otro problema en esta área es el mal estado del subsuelo de la carretera que fue construido sobre un antiguo vertedero al oeste del bulevar Brighton.
- El pavimento se hunde varias pulgadas cada año, creando pavimento ondulado que debe ser reparado con frecuencia.
- Los ingenieros están recomendando una reconstrucción completa de la carretera en esta área para estabilizar esta sección de carretera y evitar el asentamiento futuro.

[CLICK]

- También estamos considerando un carril auxiliar hacia el oeste entre los intercambiadores de Quebec y Vásquez.
- La rampa de entrada hacia el oeste desde Quebec St. tiene uno de los volúmenes de tráfico más altos en el corredor, y esto proporcionaría más distancia para que los vehículos aceleren y se incorporen de forma segura.

[CLICK]

- Se proponen mejoras sustanciales para el intercambiador del Bulevar Vasquez.
- Echemos un vistazo más cerca.

Slide 4

- Recibimos más comentarios sobre el intercambiador del bulevar Vasquez que cualquier otra ubicación a lo largo del corredor.

- Esta ubicación también tiene la tasa más alta de accidentes en el corredor.
- En la imagen de la izquierda, puede ver el intercambiador existente.
- El diseño estrecho del trébol está desactualizado y contribuye a los problemas de seguridad y la congestión en la I-270.
- La rampa circular de salida, con límites de velocidad de aviso de 25 mph, son particularmente difíciles para los camiones grandes para navegar con seguridad.
- Podemos mejorar sustancialmente la seguridad y el flujo de tráfico en este intercambiador haciendo los cambios que se muestran en la imagen de la derecha.
- Me referiré a cada cambio en el concepto de diseño actual por las etiquetas de color negro en la imagen.
- Número 1 - este diseño eliminaría las rampas circulares de salida.
- Hacerlo eliminaría el espacio estrecho entre las rampas de entrada y salida de la I-270 sobre el puente de Vásquez, haciendo que sea más fácil y seguro para los conductores incorporarse dentro y fuera de la carretera.
- Número 2 – en lugar de las rampas circulares, los conductores que salen de la I-270 utilizarían rampas de salida tradicionales, terminando en una intersección "T" señalizada en el Bulevar Vasquez.
- Número 3 - nuevos carriles auxiliares añadidos entre Vásquez y York facilitarían aún más el proceso de incorporación y permitirían a los camiones y todos los vehículos incorporados más tiempo para acelerar.
- Número 4 - a lo largo de Vásquez, el tráfico hacia el norte que se acerca a la I-270 es actualmente incapaz de acceder a la I-270 hacia el este, lo que requiere un viaje sustancial fuera de la ruta.
- El diseño propuesto añadiría la rampa que falta.
- Número 5 – el puente antiguo De Vásquez sobre Sand Creek sería reemplazado e incluiría una acera más ancha en el puente.
- Número 6 – los peatones tendrán una conexión desde Vásquez bajo la I-270 hasta la calle Eudora.
- También estamos evaluando posibles instalaciones peatonales a lo largo de Vásquez bajo la I-270.
- Finalmente - número 7 – la avenida 56 será realineada y ampliada bajo la I-270 para abordar las preocupaciones sobre la esquina estrecha y la carretera estrecha en esta ubicación.

Slide 5

[CLICK]

- Comparemos el material de archivo reciente del intercambiador con una simulación para el diseño conceptual.
- Tenga en cuenta que la congestión del tráfico a la izquierda es eliminada por las mejoras propuestas a la derecha.

Slide 6

- Esta es una sección transversal típica de la I-270 como se ve hoy en día.
- Tiene dos carriles de viaje de 12 pies de ancho en cada dirección, con arcenes estrechos de menos de 3 pies de ancho en muchos lugares.
- Los carriles hacia el este y hacia el oeste están separados por un camellón de césped en la mayoría de las áreas.

Slide 7

- Sólo para darle una idea del espacio con el que tenemos que trabajar, este gráfico muestra una sección transversal típica del terreno que CDOT posee adyacente a la I-270 en este corredor.
- El derecho de terreno de CDOT, en promedio, es de 300 pies de ancho, lo que reduce la necesidad de adquirir espacio adicional para la construcción I-270.

Slide 8

- Esta es la primera opción para una sección típica propuesta: agregar un "carril de propósito general" adicional en cada dirección.
- Notará que estamos proponiendo ampliar los arcenes a 12 pies para mejorar la seguridad, el flujo de tráfico y los tiempos de respuesta de emergencia cuando los camiones o vehículos de pasajeros se incapacitan a lo largo del corredor.

Slide 9

- La segunda opción para los carriles añadidos es que se añadan en forma de Carriles Exprés.
- El ancho transversal de la carretera coincidiría con la Opción 1, excepto por la adición de búferes de seguridad de 4 pies de ancho entre los carriles expresos y los otros carriles de viaje.
- US36 de Denver a Boulder es un ejemplo de este diseño.
- Estos carriles exprés ofrecerían la flexibilidad de elección. Los conductores podrían:
 - utilizar coche compartido para usar los Carriles Exprés de forma gratuita
 - pagar un peaje para usar el Carril Exprés como conductor en solitario
 - utilizar los otros carriles de viaje de forma gratuita

Slide 10

- Actualmente estamos evaluando los beneficios e impactos de posibles mejoras de la I-270 como parte de la Evaluación Ambiental.
- Si tiene algún comentario o pregunta, la última pantalla en esta sala virtual explica todas las formas en que puede ponerse en contacto con el equipo del proyecto y obtener sus comentarios.
- Gracias por ayudarnos a dar forma al futuro de la I-270.

Station 7 – Express Lanes

- Hay varias razones por las que los carriles exprés están siendo considerados para el corredor I-270:
- Los carriles exprés ofrecen una opción con tiempos de viaje fiables
 - Los carriles exprés son un tipo de "carriles administrados" que ayudan a los conductores a evitar retrasos impredecibles en el tráfico que podrían hacer que lleguen tarde al trabajo, a una cita o a un viaje al aeropuerto.
- La adición de carriles exprés mejora los tiempos de viaje y las velocidades en todos los carriles
 - Otros corredores en Colorado donde se han añadido Express Lanes han experimentado mejores velocidades y tiempos de viaje para todos los usuarios, incluyendo aquellos que conducen en los carriles libres. US36 a Boulder y el carril del arcén del período pico I-70 son dos buenos ejemplos.
 - El modelado preliminar del tráfico para la I-270 ha demostrado que la adición de un carril exprés en cada dirección, junto con las otras mejoras propuestas, eliminaría la mayor parte de la congestión del tráfico que experimentan los conductores hoy en día. Los resultados fueron similares al modelar los nuevos carriles como carriles libres de propósito general.
- Express Lanes trabaja para mover a más personas, en lugar de solo más vehículos
 - Express Lanes fomenta el uso compartido de automóviles al permitir que las personas que viajan acompañadas disfruten de un viaje confiable en los carriles Express sin peajes.
 - Los carriles exprés también son gratuitos para los autobuses, lo que resulta en tiempos de viaje más rápidos y un mayor número de pasajeros, sacando a más conductores de la carretera.
- Los carriles exprés proporcionan flexibilidad en el futuro
 - Los carriles exprés se gestionan para proporcionar una vida útil de tiempos de viaje fiables y libre de congestión.
 - Hemos visto en proyectos pasados que, a largo plazo, no podemos salir de la congestión del tráfico.
 - La expansión I-25 TREC de 2006 es un ejemplo de un proyecto de ampliación que mejoró el flujo de tráfico inicialmente, pero se vio abrumado por el tráfico en pocos años.
 - Sólo los carriles gestionados pueden garantizar un funcionamiento de flujo libre en el futuro.
 - Otro beneficio futuro es que un carril confiable alienta a las nuevas rutas de autobuses locales y regionales a expandirse y multiplicarse libremente con el tiempo.
- Express Lanes ayuda a resolver el déficit de financiación
 - La financiación actualmente disponible para la reconstrucción y ampliación es menos de la mitad de la necesidad total estimada.

- No está claro cuándo las mejoras importantes de la I-270 podrían hacerse realidad sin las oportunidades de financiamiento que Express Lanes puede aportar.
- La razón final, es que el CDOT está realmente obligado a considerar los carriles administrados al proponer cualquier nueva capacidad de carretera.
 - En diciembre de 2012, la Comisión de Transporte de Colorado aprobó la Directiva 1603, que establece: "El uso de carriles administrados se considerará fuertemente durante la planificación y el desarrollo de mejoras de capacidad en las instalaciones de carreteras estatales en Colorado".

Station 8 – Community and Environmental Resources

Slide 1

- Esta presentación proporciona una breve descripción general de los recursos clave de la comunidad y el medioambiente que hemos identificado a lo largo de la I-270, y algunos de los desafíos de diseño que estamos abordando para evitar y minimizar los impactos.
- Con suerte, usted ha tenido la oportunidad de revisar las mejoras de la I-270 que estamos considerando actualmente.
- Como lo exige la Ley Nacional de Política Medioambiental, conocida como NEPA, estamos evaluando los impactos de estas posibles mejoras en el entorno construido y natural que rodea a la I-270.
- Esto incluye una amplia gama de recursos que van desde la calidad del aire y el ruido del tráfico hasta la vida silvestre y las llanuras de inundación.
- Voy a hablar de algunos de los recursos clave y cómo se están considerando en el proceso de diseño.

Slide 2

- Comencemos hablando de las comunidades que rodean la I-270.
- Mientras que las autopistas interestatales están destinadas principalmente a satisfacer las necesidades de transporte regional, es importante que tomemos decisiones que también consideren a las personas que viven y trabajan a lo largo de esta interestatal.
- Nos asociamos con los gobiernos locales del Condado de Adams y la Ciudad de Commerce para identificar soluciones que sirvan a estas comunidades.
- También nos hemos reunido con representantes de iglesias y escuelas locales, proveedores de atención médica, servicios de emergencia, empresas y miembros de la comunidad.
- El aporte que hemos recibido ha sido muy útil, y ha destacado áreas de preocupación, como la falta de conexiones peatonales, y el tráfico y las filas de automóviles de la I-270 que obstruyen la red de calles local.
- La comunidad proporcionó conocimientos y detalles de primera mano para ayudarnos a encontrar mejores soluciones.

- Continuaremos trabajando con estos grupos durante todo el proceso para desarrollar soluciones que minimicen el impacto de la I-270 y maximicen los beneficios para los residentes y las empresas circundantes.

Slide 3

- Como muchas personas nos han dicho, los materiales peligrosos son una preocupación a lo largo de este corredor.
- Las áreas sombreadas en el mapa son lugares donde los materiales peligrosos podrían estar potencialmente presentes.
- Estos incluyen antiguos vertederos y zonas de alimentación, así como áreas de usos industriales y químicos pasados y actuales.
- Hemos tomado numerosas muestras de agua y terreno para identificar contaminantes, y los diseñadores están utilizando esta información para tener en cuenta en el diseño del proyecto, como minimizar la necesidad de excavaciones profundas en áreas de materiales peligrosos conocidos.

Slide 4

- Otra preocupación de las personas que viven cerca de la I-270 es el ruido del tráfico.
- A lo largo de la I-270, los usos de tierra sensibles al ruido incluyen parques, senderos y áreas residenciales.
- Las áreas residenciales son de color naranja sombreado y se puede ver la ubicación de parques y caminos en verde.
- Estamos realizando un análisis de ruido para evaluar posibles aumentos de ruido en estas áreas
- El contorno rojo de este mapa muestra el área que estamos evaluando para detectar posibles impactos de ruido.
- Si se determina que el proyecto resultaría en impactos de ruido, analizaremos formas de mitigar los impactos, que podrían incluir medidas como barreras de ruido.

Slide 5

- Otros recursos clave para la preservación son las vías fluviales y los sistemas de caminos que son paralelos y cruzan bajo la I-270.
- Estas vías fluviales, que incluyen Sand Creek, Clear Creek, y el río South Platte, ofrecen hábitats naturales y oportunidades para comodidades recreativas en un área urbana.
- Este mapa muestra los humedales, las vías fluviales y las llanuras de inundación, a lo largo de estos corredores naturales, que están protegidos por diversas regulaciones federales y estatales.

Slide 6

- Muchos de los senderos en el área de estudio, que se muestran aquí por líneas verdes discontinuas, siguen estos corredores naturales.
- Junto con los parques, estos recursos recreativos también están protegidos por las regulaciones federales.

Slide 7

- Los otros recursos protegidos que cruzan la I-270 son las carreteras históricas, ferrocarriles y zanjas de riego, que se muestran aquí en rojo.
- Los recursos históricos que figuran en el Registro Nacional de Lugares Históricos o son elegibles para ser listados, están protegidos por la Sección 106 de la Ley Nacional de Preservación Histórica.
- [CLICK] Puede ver que hay varias ubicaciones donde estos recursos cruzan bajo la I-270.
- [CLICK] Y, hay un largo tramo entre Quebec y la avenida 56 donde Sand Creek y su sistema de senderos asociados y recursos naturales se une estrechamente al lado sur de la I-270.
- A medida que evaluamos las opciones para mejorar la I-270, proteger estos recursos es tanto un requisito como un objetivo de este proyecto.

Slide 8

- Para la calidad del aire, la Ley de Aire Limpio requiere que el proyecto logre lo que se llama conformidad de transporte porque la región metropolitana más grande es un área que actualmente, o en el pasado, ha tenido niveles de monóxido de carbono, partículas y ozono por encima de los umbrales estándar.
- La conformidad con el transporte significa que el proyecto es consistente con los objetivos de calidad del aire establecidos por el plan estatal de implementación de la calidad del aire.
- Debemos demostrar que nuestro proyecto está en conformidad demostrando que el proyecto:
 - [CLICK] no causa o contribuye a nuevas infracciones localizadas,
 - [CLICK] no aumenta la frecuencia o gravedad de cualquier violación existente,
 - [CLICK] o no retrasa la consecución de las normas nacionales de calidad del aire ambiente o las reducciones de emisiones requeridas.
- CDOT llevará a cabo análisis adicionales de la calidad del aire que vayan más allá del cumplimiento de estos requisitos.

Slide 9

- Este gráfico muestra las fuentes de gases de efecto invernadero en Colorado.
- Como pueden ver, el transporte es una de las principales fuentes de gases de efecto invernadero en nuestro estado.
[CLICK]

- Las emisiones de gases de efecto invernadero del transporte provienen principalmente de motores de combustión interna en nuestros automóviles, camiones, trenes y aviones.
- Para ayudar a cumplir con la nueva hoja de ruta de gases de efecto invernadero de Colorado, calcularemos las emisiones de gases de efecto invernadero relacionadas con el proyecto.
- También calcularemos las emisiones de otros contaminantes, como partículas de menos de 2.5 micras de diámetro, tóxicos de aire de origen móvil, óxido de nitrógeno y compuestos orgánicos volátiles.
- Este trabajo adicional nos ayudará a evaluar los posibles efectos de la calidad del aire del proyecto, y las formas de mitigar estos efectos, al principio del proceso.

Slide 10

- La Evaluación Medioambiental de la I-270 incluirá detalles de cómo evitaremos y minimizaremos los impactos a través del diseño de la I-270, y cómo proponemos mitigar cualquier impacto que no podamos evitar.
- Para el CDOT, la administración ambiental va más allá de la gestión de las autorizaciones ambientales y la garantía del cumplimiento normativo para los proyectos de transporte.
- Significa que CDOT tiene la responsabilidad de actuar de manera ambientalmente consciente y asegurar que el sistema de transporte a nivel estatal se construya y se mantenga de manera sostenible, de forma que apoye nuestra visión de mejorar la calidad de vida y el medio ambiente de Colorado.

Station 9 – EA Process and Schedule

- Este gráfico muestra los pasos clave en el proceso de Evaluación Medioambiental y nuestro cronograma de proyectos anticipado.
- En el futuro, me referiré a la Evaluación Medioambiental como "EA"
- Los pasos clave en el proceso se enumeran en el lado izquierdo de este gráfico.
- Hay una barra horizontal para cada paso que muestra cuándo se espera que se produzca esa actividad.
- Y, las estrellas muestran nuestros eventos de divulgación pública.
- Puede ver que esperamos que el proceso del asesor experto se complete a finales de 2021.
- Hemos terminado nuestra recopilación de datos, solicitado aportes del público, reafirmado el propósito y la necesidad del proyecto, y utilizado esta información para desarrollar un conjunto de posibles mejoras I-270.
- Esto es parte de la razón por la que estamos celebrando este evento.
- Queremos comunicarnos con usted sobre las mejoras que estamos considerando y los recursos ambientales clave que estamos evaluando en el EA.
- El EA es una evaluación detallada sobre los beneficios e impactos de las mejoras que CDOT propone para la I-270.
- Estaremos trabajando en esto durante los próximos meses, y esperamos que el EA estará disponible para que lo revise en el otoño de 2021.

- Después de recibir la opinión de las partes interesadas y del público en el EA, la Administración Federal de Carreteras (o FHWA) tomará una decisión final sobre cómo seguir adelante.
- Hay tres resultados potenciales:
 - Uno - la FHWA firmará un hallazgo de no impacto significativo para la acción propuesta y el proyecto procederá al diseño final y la construcción.
 - Otro resultado potencial es que la FHWA podría determinar que el proyecto tiene impactos significativos y requerir una evaluación más detallada en una Declaración de Impacto Medioambiental.
 - Un tercer resultado potencial es que la FHWA podría determinar que el proyecto no debe avanzar.
- Aunque no anticipamos el segundo o tercer escenario, son posibles resultados de cualquier evaluación medioambiental.

Station 10 – Feedback

No script

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

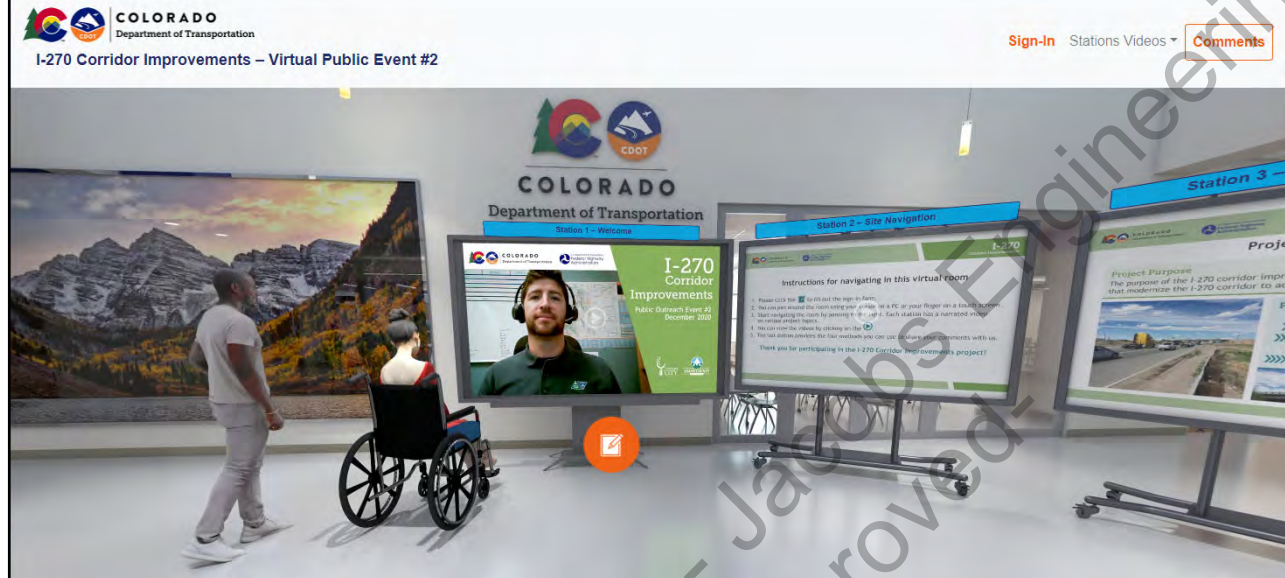


Consultant Work Product - Not CDOT Approved Engineering



Consultant Work Product - Not CDOT Approved - Jacobs Engineering

Virtual Public Event #2 Summary



1

Summary of visitor participation



990 people accessed the site a total of 1,140 times



The Spanish site accounted for 27% of the page views



Total of 181 comments from 130 people

2

Visitor activity relative to event publicity



- 12/2 - Post cards, email blast, social media, news
- 12/3 - 5 news stories
- 12/4 - 4 news stories, twitter
- 12/5 - 6 news stories, church newsletter
- 12/8 - Entravision email
- 12/14 - AdCo & CCC FB and twitter
- 12/15 - Email blast, CDOT newsfeed
- 12/17 - Entravision videos/web banner
- 12/22 - CDOT newsfeed
- 12/23 - CCC FB
- 12/26 - AdCo FB

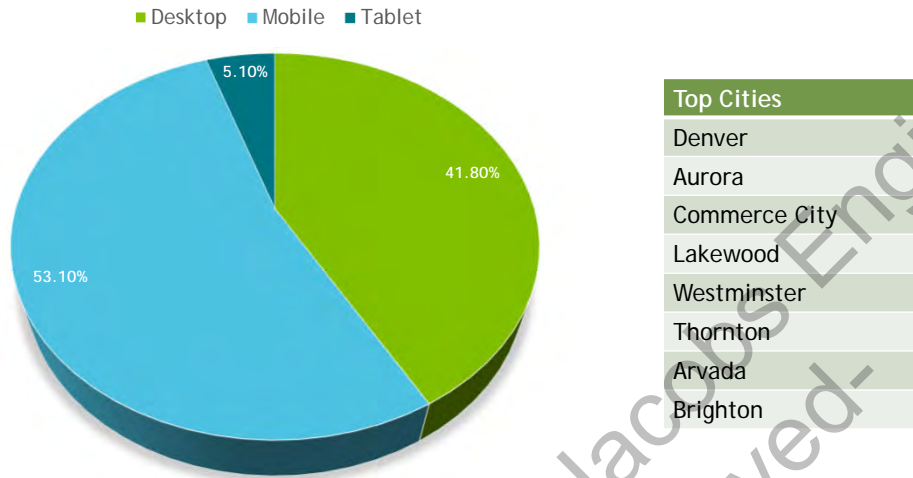
3

Level of visitor engagement

- 128 people filled out the sign-in sheet
- 130 people provided comments
- 54 people spent longer than 3 min on site
- 24 people spent longer than 10 min on site

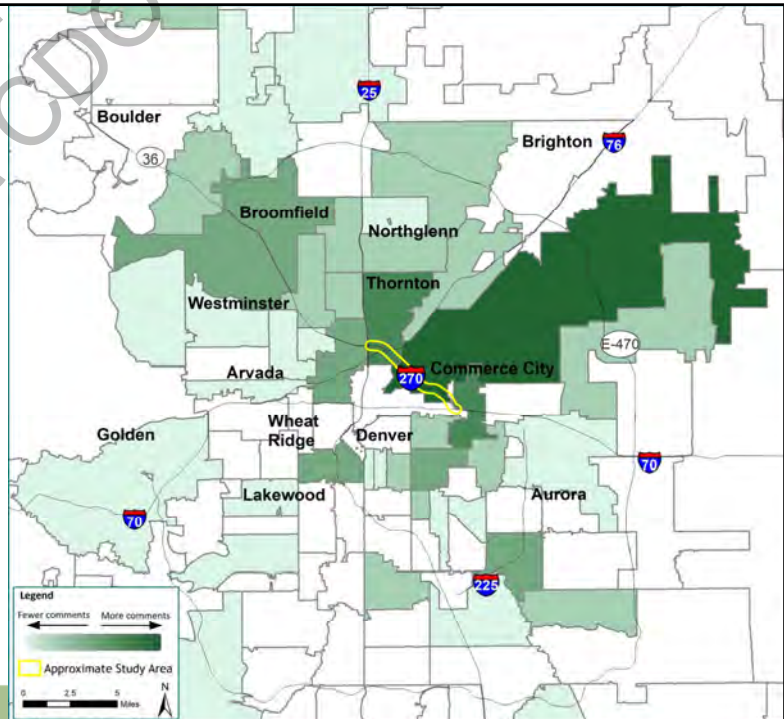
4

Technology and location of visitors



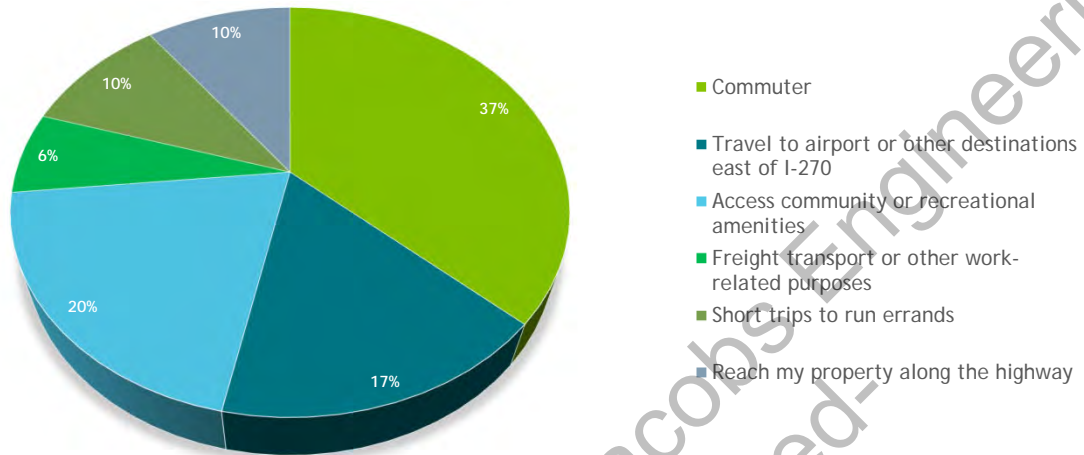
5

Comments by zip code



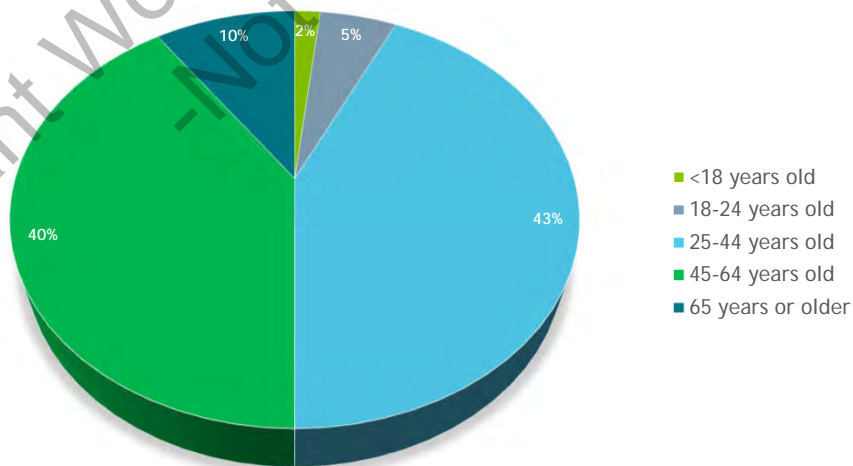
6

Which statement describes how you use I-270?



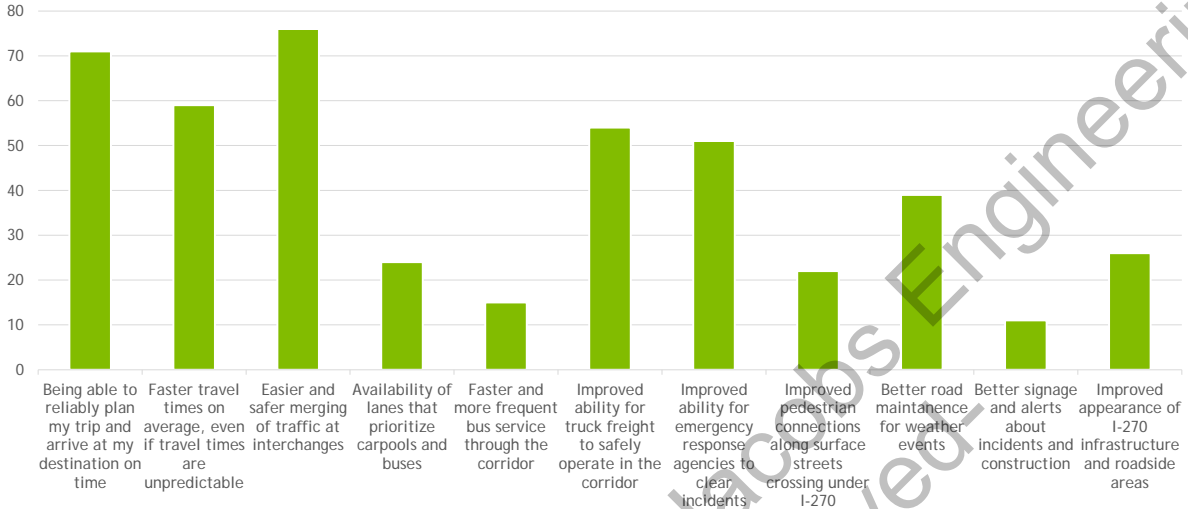
7

Age of people who provided comments



8

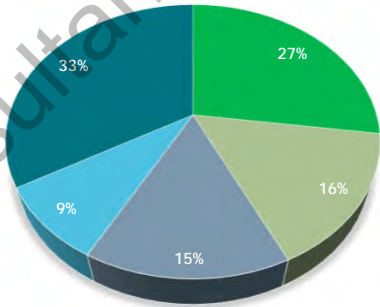
Top priorities of I-270 users



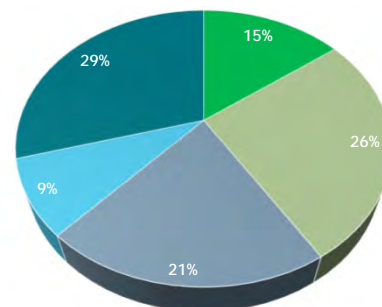
9

Level of support for Express Lanes

All Comments

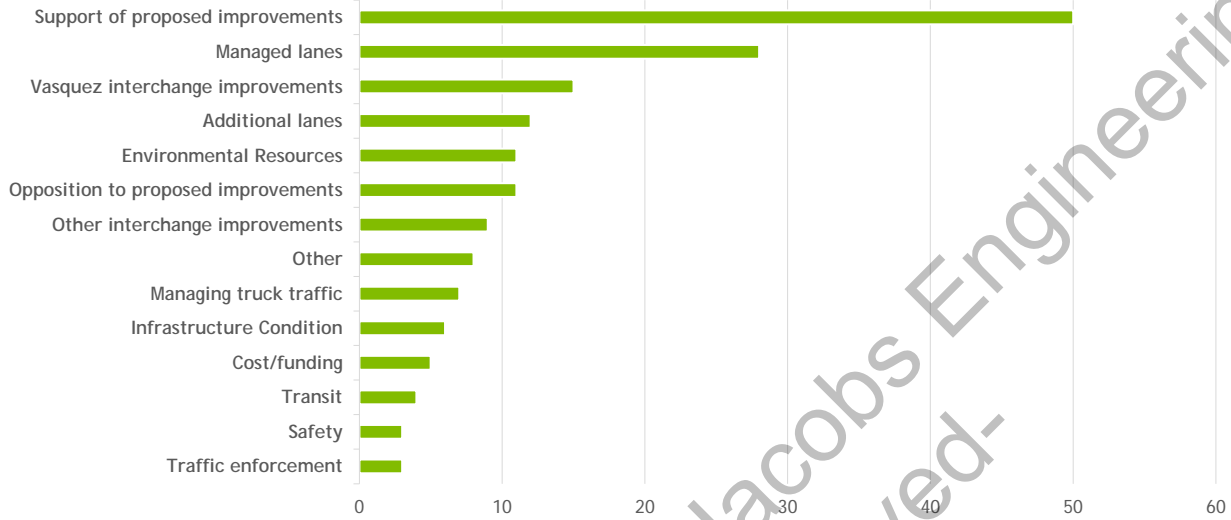


Comments from zip codes along I-270



10

Comments by category



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1

Top line results

990	Total visitors to virtual event site
27	Percent of total page views logged on Spanish site
11	Communication tactics used
14	Civic and community partners engaged
10.6M	Estimated total impressions from earned, owned and paid media

Date	Sessions
Dec 4	20
Dec 5	50
Dec 6	180
Dec 7	120
Dec 8	60
Dec 9	40
Dec 10	40
Dec 11	40
Dec 12	30
Dec 13	30
Dec 14	50
Dec 15	50
Dec 16	80
Dec 17	100
Dec 18	80
Dec 19	40
Dec 20	60
Dec 21	70
Dec 22	80
Dec 23	50
Dec 24	50
Dec 25	60
Dec 26	40
Dec 27	60

Logos for CIIG, Colorado Department of Transportation, and Jacobs are at the bottom left. The footer text reads 'I-270 Virtual Event 2 Communication Report 2'.

2

1 - Media relations

Internet

9 stories
7.1M local impressions (12M impressions w/ MSN+Yahoo/50)

Broadcast

7 stories
207,848 impressions

Social

13 hits on Facebook, Twitter and YouTube
3M impressions

Outlets

- Denver 7, 9News, CBS4 Denver, KOA, MSN, Yahoo! News, Transportation Today

Sick Of Congestion On I-270? CDOT Wants To Hear From You



See broadcast media clips [here](#).
See full media report [here](#).



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3

2 – Traditional outreach

Postcards

- 17,977 bilingual mailers sent to zip codes 80022, 80229, 80216, 80238 and 80221

Posters and flyers

- In English and Spanish
- Distributed in print and digital formats
- Delivered to project area convenience stores, recreation centers and Commerce City Civic Center

Email

- E mail sent to nearly 600 project contacts
- Follow-up email sent Dec. 15, 2020



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4

3 – C DOT owned media channels

CDOT social media

- Twitter, Facebook events page and main feed, Instagram
- 7 total posts

Website

- Project page
- Website newsfeed



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5

4 — Civic and community engagement

A stakeholder toolkit was delivered to community partners that included newsletter copy, poster and flyer files, public access channel slides, and social media graphics and copy.

City of Commerce City

- *Connected* newsletter, public access TV, and Facebook and Twitter

Adams County

- Adams County public access TV, and Facebook and Twitter



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6

5 — Paid ad campaign

To more broadly encourage participation from Latino communities in the project area, CIG worked with Entravision Media on a paid multi-media ad campaign.

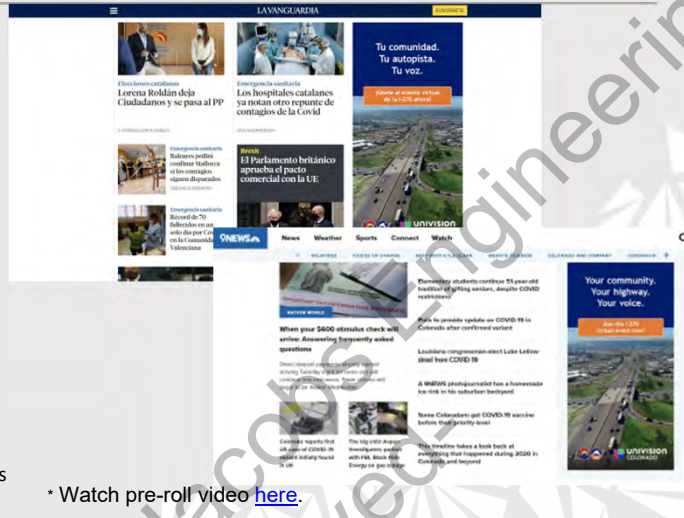
Tactics:

- Online display ads in Spanish and E nglish
- E mail blasts to E nglish and Spanish-speakers
- Facebook ads through Noticias Ya
- Pre-roll video ads*

Results

- 366,000 total impressions
- 1,222 click-throughs

Ads were targeted to Spanish-only and bilingual speakers in the 80022 and 80216 zip codes



* Watch pre-roll video [here](#).



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I-270 Virtual Event 2 Communication Report

7

Agency Coordination

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SUBJECT	Agency Scoping Meeting
DATE/TIME	August 5, 2020
PROJECT	I-270 Corridor Improvements
PROJECT NO.	STU 2706-043
PROJECT CODE	23198
PREPARED BY	Project Team
LOCATION	Virtual Meeting – MS Teams
PARTICIPANTS	See attached attendance sheet
COPIES TO	Agency Scoping Meeting Invitees

CDOT, in coordination with FHWA, held an agency scoping meeting for the project to solicit input from agency partners to help inform the Environmental Assessment process and resource evaluation. The project team provided a presentation which was followed by a roundtable discussion. Presentation topics, along with presenters, are noted below:

- Welcome and Meeting Logistics – Jessica Myklebust (CDOT)
- Introduction of Project Team Leaders and Agencies – Jessica Myklebust (CDO)
- Project Overview/Study Area – Adam Parks (CDOT)
 - Study Area and Limits
 - I-270 Corridor History
 - Purpose and Need
- Project Process and Schedule – Jessica Myklebust (CDOT)
- Questions/Comments – Jessica Myklebust (CDOT)
- Environmental Resources Review – Jim Clarke (Jacobs)
- Virtual Public Outreach Event – Jessica Myklebust (CDOT)

Before the meeting, the following discussion topic was emailed to attendees: *From your agency's perspective, what does success look like for this transportation project?*

Jessica Myklebust asked agency representatives to provide thoughts and input in response to this question. As federal lead agency, FHWA representatives Chris Horn and Stephanie Gibson were first asked to provide their perspectives. FHWA noted that success for this project would involve addressing the safety and operations of the interstate. FHWA would like to see this project completed efficiently, using funds efficiently and completing the project in a timely manner. FHWA also wants to see a project that can move into construction after Central I-70 construction is complete. From a NEPA perspective,



the project’s Environmental Justice (EJ) outreach should be thoroughly but expeditiously conducted, especially given the recent change in CEQ regulations on the timeframe for completing EAs.

The following table summarizes other agency responses.

Agency Roundtable Summary

Agency	Comment
USACE	The USACE is looking for the project to avoid and minimize impacts to Waters of the U.S., including impacts to wetlands and tributaries. We’re also looking to see a range of alternatives, and avoidance and minimization measures for each alternative.
Mile Hi Flood Control District	Three floodplains are present in the corridor (Sand Creek, S. Platte River, Clear Creek). The floodplain mapping for this area is currently being updated. Sand Creek is a neglected waterway with numerous outfalls feeding into it. We want the project to consider improvements along Sand Creek during design, and not as an afterthought.
Adams County	Agency input is being provided separately through other meetings.
Commerce City	This is an important corridor for the industrial part of Commerce City. We’re looking for improved travel times, less congestion, accommodating truck traffic, improving the I-270/Vasquez interchange, and improving local mobility. The Sand Creek Greenway must be considered throughout the project.
DRCOG	We’re looking for the project to follow proper procedures and result in a high-quality analysis in the EA. The EA team should consider input from the local governments impacted by the project and closely coordinate with the ongoing DRCOG 2050 RTP planning process so there are no surprises later on. DRCOG recognizes the importance of the equity issues in the corridor. We’re looking for this project to be consistent with DRCOG’s Metro Vision plan to reduce GHG (greenhouse gas) emissions. Recognizing that I-270 is a multimodal travel barrier, the project should consider multimodal improvements along I-270 and at the cross streets/interchanges. The project should also look for opportunities to improve local street connections.



<p>CDPHE</p>	<p>CDPHE appreciates CDOT’s forthrightness in addressing EJ and air quality concerns. This is the core area for industry and for EJ concerns in the entire state. CDPHE is concerned about PM2.5 and PM10 emissions during construction and operation. Our vision is that this project improves air quality conditions and contributes to the state’s GHG emissions goals. We have concerns putting artificial constraints on topics based on the new CEQ regulations and guidance, and we believe those constraints would lengthen our process, not shorten it. We want to work with CDOT to complete the project efficiently.</p> <p>We have shared hazardous materials and water data with CDOT. We look forward to working with you and making this a successful project.</p>
<p>Colorado Parks & Wildlife</p>	<p>Key success indicators include minimal impacts to the adjacent waterways. Additionally, impacts to raptor nests need to be minimized.</p>
<p>RTD</p>	<p>RTD appreciates being engaged early on in the project and is looking forward to working with team. RTD uses the corridor for FF1 and for pullouts. We ask that the project considers bus-on-shoulder operations.</p>
<p>State Historic Preservation Office</p>	<p>We’re looking forward to working with the team to address concerns about minority communities, the history and cultural of those communities, and how this project may impact them.</p>
<p>U.S. Environmental Protection Agency</p>	<p>We’re excited to be part of this project and the team. Having reviewed the virtual public event, we’ve been impressed with the ease of use and clarity of the event materials. When considering impacts to the environmental resources discussed today, avoidance and minimization should be prioritized over mitigation. Please include EPA in interagency consultation for air quality.</p>
<p>U.S. Fish and Wildlife Service</p>	<p>The project team should consider bald eagle and golden eagle nests along Sand Creek, and roosting bats on the bridges. CDOT recently implemented a training program for bridge inspectors to recognize bats. That may be a way for this project to gather bat information on the bridge structures included in the project.</p>



Open Discussion Summary:

Question 1: Will there be other opportunities for the public to engage the project other than the virtual event?

Answer: We're being sensitive to the varying levels of comfort with in-person meetings and do not think in-person meetings are appropriate at this time. We have been communicating with local schools and churches to publish project information and notice of public events in their newsletters. The project team has also set up a hotline and comment form which will receive comments throughout the life of the project.

Question 2: How will you measure the effectiveness of the virtual public event?

Answer: The software we use to create the website provides an abundance of information to us, including how many people attend, what materials they view, and how long they browse among other information. Additionally, CDOT has asked the consultant team to compare the costs of this virtual event with the more typical, pre-COVID in person meetings. We're hoping to generate a large number of public comments through our virtual event. More than 7,000 notices were mailed out to residents and businesses in the project area to notify them of our upcoming virtual public event.

Question 3: What is the general timing of the air quality modeling?

Answer: CDOT is in the process of completing the traffic analysis needed to inform the air quality methods. Once we have that data, the project team will develop the proposed methodology. An air quality interagency consultation meeting will occur by early September. This interagency meeting will solidify how we move forward with the air quality analysis.

Question 4: Is there a way to make the comment form available past the virtual event?

Answer: Our project website has a comment form that is active and will remain active for the life of the project. You can also reach CDOT's I-270 project team through the project email, cdot_i270@state.co.us.



SUBJECT Agency Scoping Meeting – Attendance List
DATE/TIME August 5, 2020
PROJECT I-270 Corridor Improvements
PROJECT NO. STU 2706-043
PROJECT CODE 23198
PREPARED BY Carrie Wencel
LOCATION Virtual Meeting – MS Teams

- **FHWA**
 - Stephanie Gibson
 - Chris Horn
- **Adams County**
 - René Valdez
 - Chris Chovan
 - Jennifer Shi
- **Commerce City**
 - Traci Ferguson
 - Brent Soderlin
- **CDOT**
 - Jessica Myklebust
 - Basil Ryder
 - Erik Schmude
 - Barbara Stocklin
 - Nicole Peavey
 - Veronica McCall
 - Curt Frischkorn
 - Austin Curry
 - Vanessa Henderson
 - Mitch Schaefer
 - Dale Wells
 - Troy Halouska
 - Jerry Henderson
 - Adam Parks
 - Ethan Jacobs
 - Allison Schaub-Dirosa
 - Tripp Minges
 - Jennifer Opila
 - Andy Stratton
- **RTD**
 - Nataly Handlos
- **U.S. Army Corps of Engineers**
 - Celena Cui
 - Aaron Eilers
- **DRCOG**
 - Steve Cook
 - Robert Spotts
- **CDPHE**
 - John Putnam
 - Alex Helling
 - Richard Coffin
 - Garry Kaufman
 - Emmett Molone
 - Caren Johannes
 - Randi Johnson-Hufford
 - Kevin Briggs
- **Colorado Parks & Wildlife**
 - Megan Lacey
 - Jordan Likes
- **U.S. Environmental Protection Agency**
 - Julie Smith
- **U.S. Fish and Wildlife Service**
 - Kristin Salamack
- **Mile Hi Flood Control District**
 - Morgan Lynch
- **Jacobs**
 - Carrie Wencel
 - Jim Clarke
 - George Woolley
 - Patti Steinholtz
 - Dana Ragusa
 - Doug Stremel
 - Jon Russ
 - Troy Slocum
 - Kyle Winslow
- **Mead & Hunt**
 - Dianna Litvak
- **ACL Engineering**
 - Adria Lucerna



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I-270 Corridor

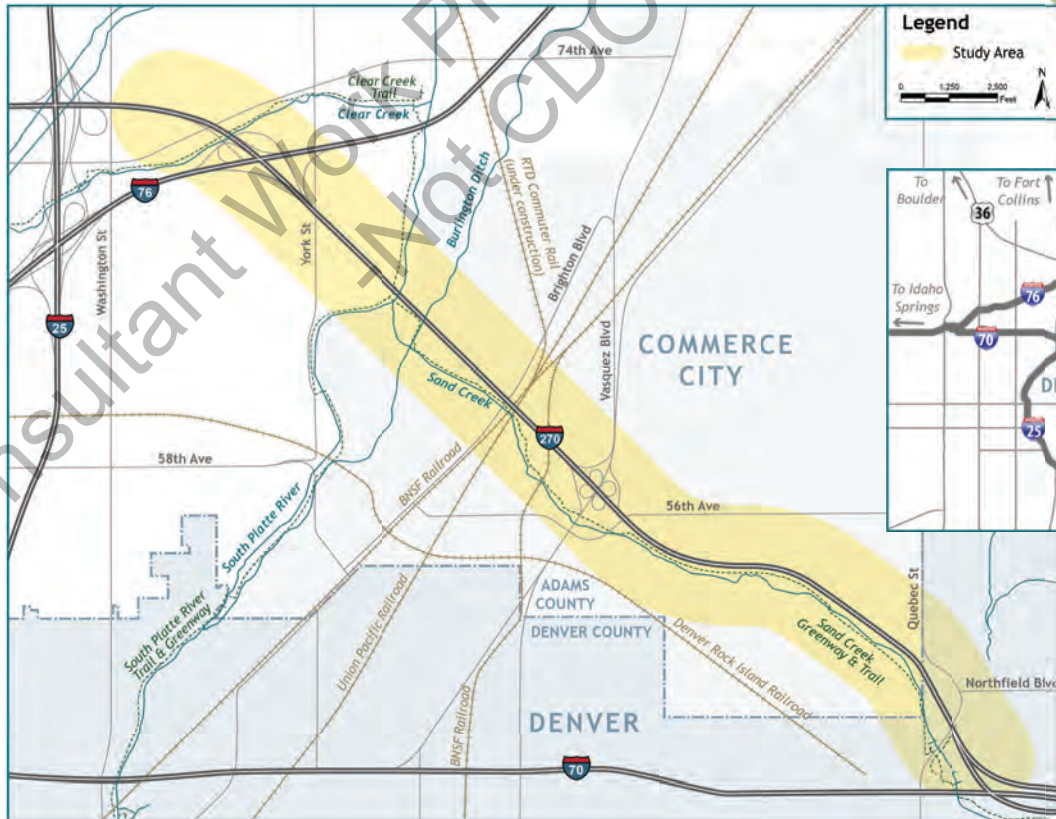
Agency
Scoping Meeting
August 5th, 2020



Agenda

- Introductions
- Project Overview
- Project Purpose & Need
- Project Process & Schedule
- Questions & Input
- Review Action Items and Next Steps

Agencies



Study Area

I-270 Corridor History



Project Purpose

The purpose of the I-270 corridor improvements project is to implement transportation solutions that modernize the I-270 corridor to accommodate transportation demands.

Project Needs

- Improve safety by reducing the rate of vehicle crashes
- Improve travel time reliability and reduce delays
- Update obsolete and deficient bridges and highway infrastructure
- Improve Truck Freight Movement Efficiency

Project Goals

- Accommodation of existing and planned multimodal routes
- Consideration of the natural and human environment
- Consideration of approved local and regional transportation plans



Improve safety by reducing the rate of vehicle crashes



Identified Safety Issues



- Crash rates are above state averages in most of the corridor
- Stop-and-go traffic contributes to rear end and sideswipe accidents
- Vasquez interchange has short exit/entrance ramp weaving lengths and is identified as a commercial vehicle crash hot spot



Improve travel time reliability and reduce delays



Identified Reliability and Delay Issues

- Peak travel times currently 3 to 4 times higher compared to the travel times at free flow conditions
- Queue lengths at ramp terminals increase travel delays
- Crashes contribute to increased travel time and delay

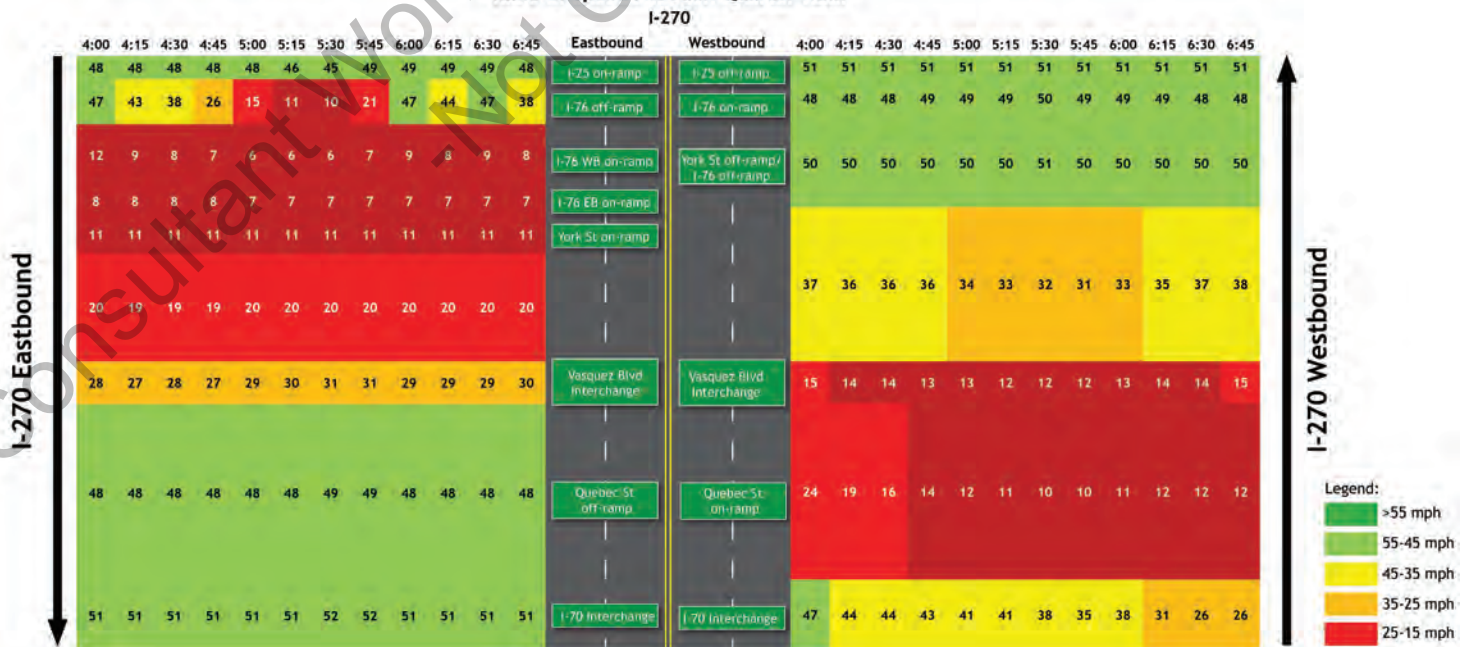
Improve travel time reliability and reduce delays

Table of Speeds at each Quarter Hour



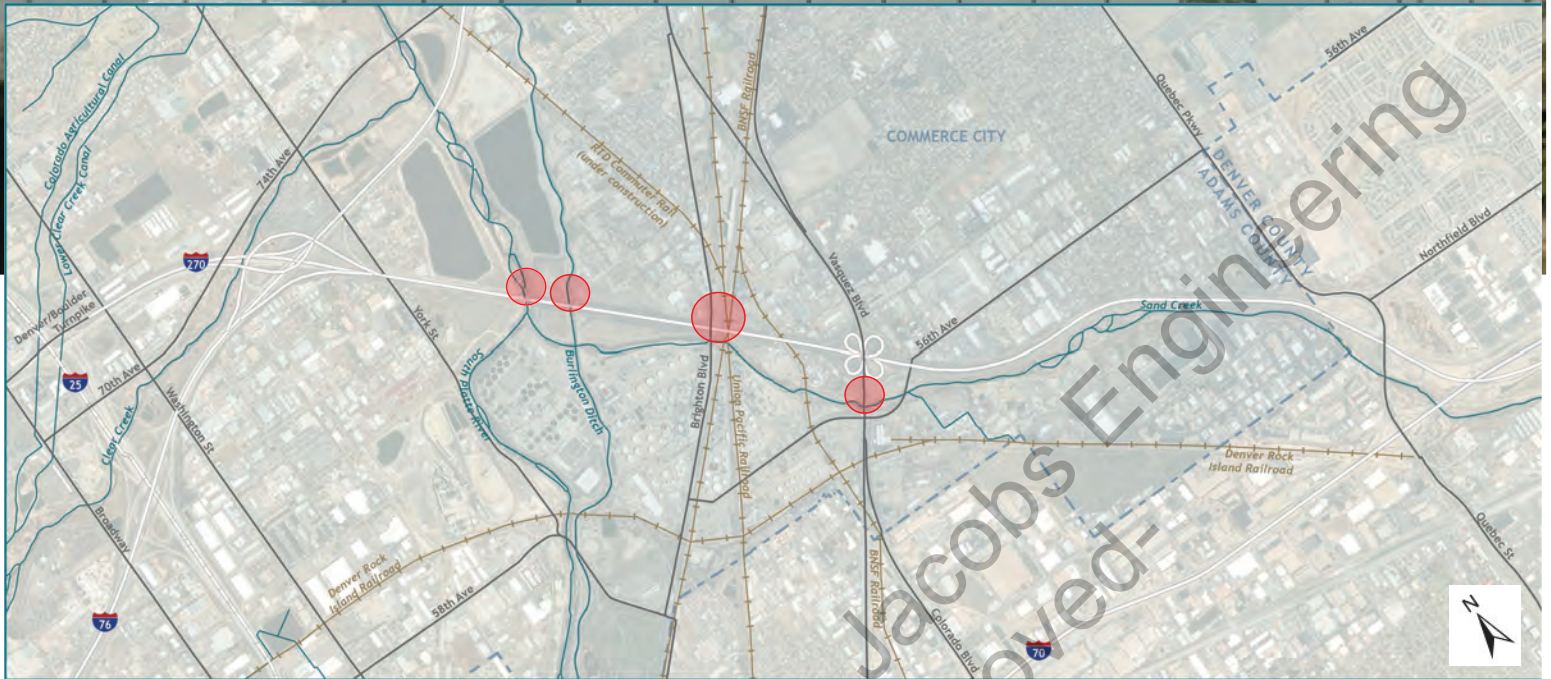
Improve travel time reliability and reduce delays

Table of Speeds at each Quarter Hour





Update Obsolete and deficient bridges and highway infrastructure



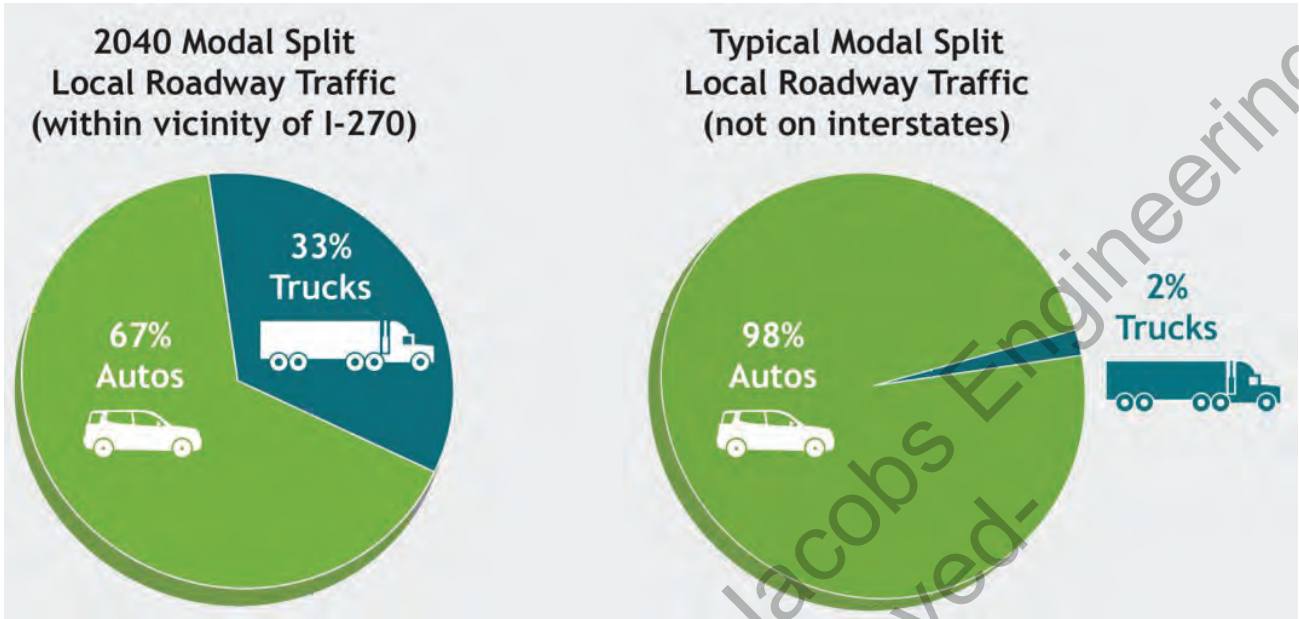
Accommodate truck freight traffic



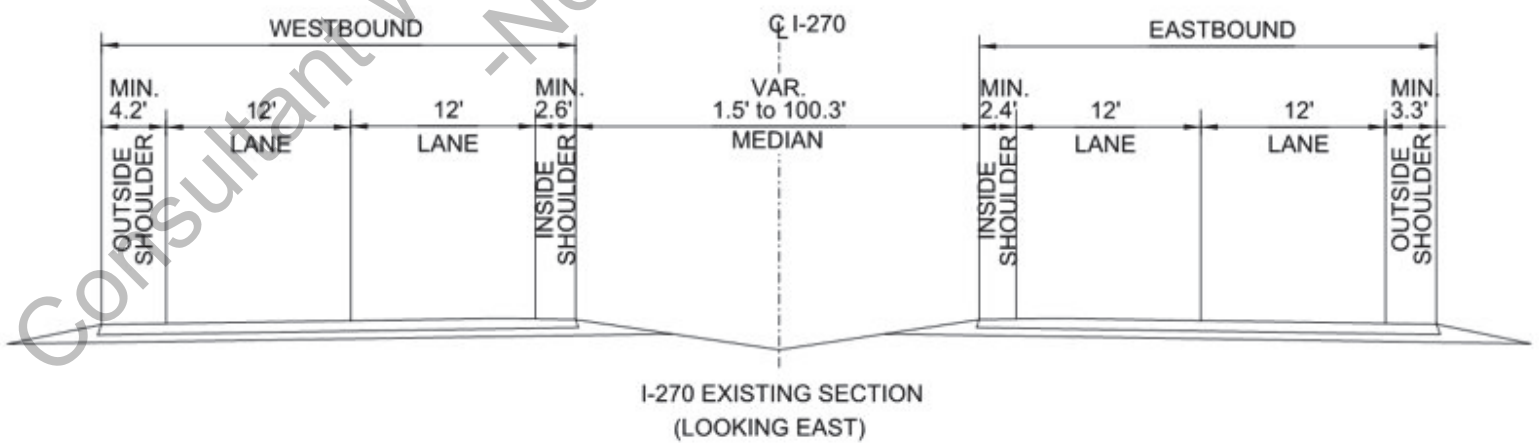
Identified Truck Freight Issues

- Obsolete geometry limits truck sizes, increases travel times, and impedes traffic flow
- Stop-and-go traffic impairs trucking operations
- Corridor shoulder widths are insufficient for trucks

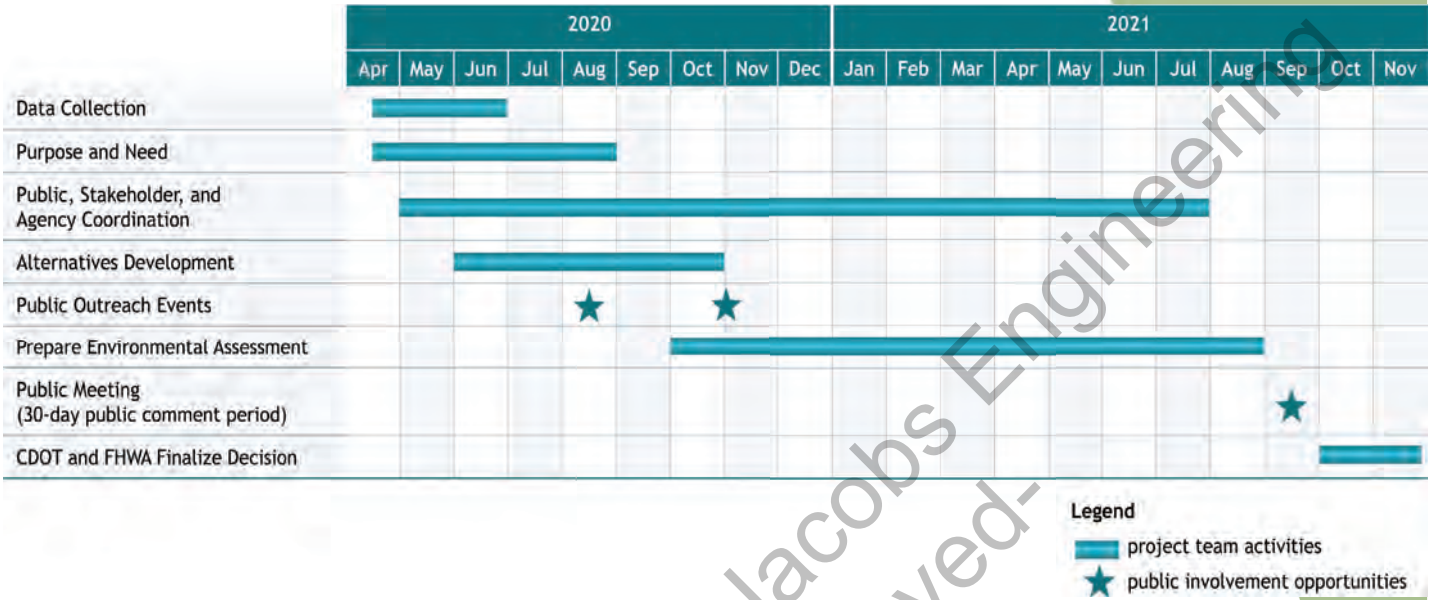
Accommodate truck freight traffic



Accommodate truck freight traffic

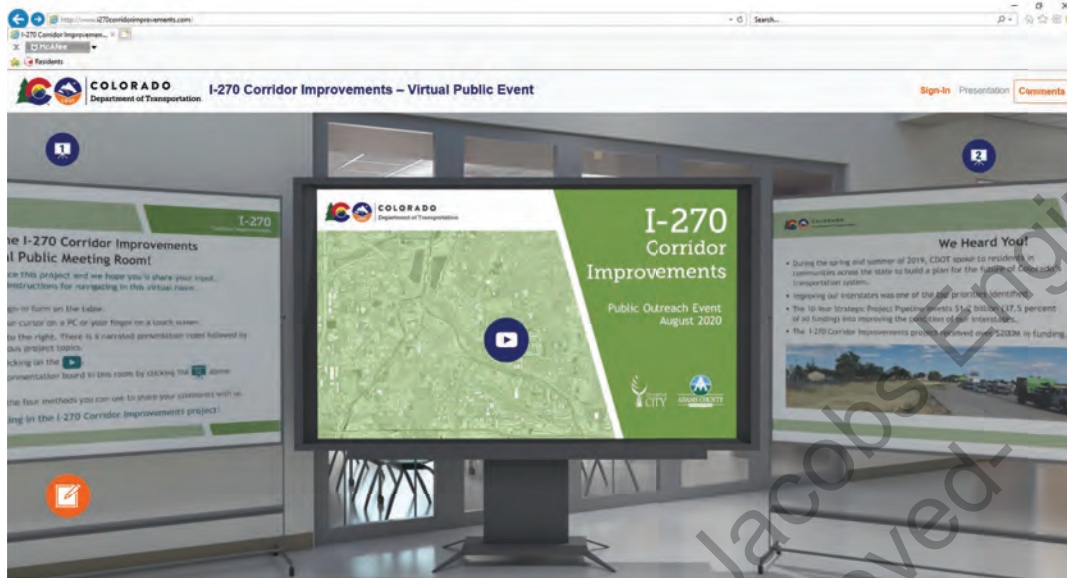


Project Process & Schedule



Environmental Resources Review

Virtual Public Event



Roundtable Discussion

From your agency's perspective, what does success look like for this transportation project?

Questions?

Thank you for attending!

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

12. The current I-270 design includes auxiliary acceleration and deceleration lanes along I-270. From York to Vasquez, both WB and EB, the auxiliary lanes would be continuous. From Vasquez to Quebec a westbound continuous auxiliary lane is being studied for its benefits. Auxiliary lanes do support bus operations, however, when an incident occurs the aux lanes fill up and back up, while the shoulders are regulated to stay free.
13. RTD noted the combination of auxiliary lanes plus adequately wide shoulders is working on US36.
14. There are currently no plans for more local service along the I-270 corridor.
15. Current plans lean toward improving the connection between Anschutz and US36. Currently, the I-270 delays reduce the ridership, and comes with additional costs to RTD. However, with demand and improvements to I-270, the US36-Anschutz route could see more-frequent service.
16. This project should consider the ultimate service for the corridor. The I-270 corridor should be seen within the Metro area as a transit route (not just a commuter and commercial route).
17. Express lanes best serve express types of service, while bus-on-shoulder operations best serve local services. For ultimate service considerations, both express lanes and bus-on-shoulder would be preferred. It will be harder and costlier to retrofit these improvements in the future.
18. Bus service for the I-270 area do pull out (First Trip) trips from the east metro garage at I225 and Colfax. Delays resulting during the pull-out operation have a large impact to RTD costs. .
19. Construction phasing was discussed. The current plan is to maintain 2 lanes of traffic in each direction on I-270 during construction.
 - Construction on US36 was a major delay and RTD worked closely with the construction team for a least a year before route changes occurred.
 - Q: What does the team see as detour routes? A: This corridor doesn't have any easy detours, especially for daily detours. I-25 & I-70 could be used for night time closures.
20. The expected plan has I-270, between just east of Vasquez (where the concrete pavement begins) and I-70 as a roadway widening. West of Vasquez to I-76 is expected to be a rebuilding of I-270, and west of I-76 to I-25 is planned for restriping and isolated widening only.
21. RTD hopes to keep current operations with no cut backs and only the possibility of the FF5 being added.
22. The construction timeline is unknown at this point; however, it is beyond 2021 and subject to funding
23. Going forward with the project, continuing the conversation with service development using these one-on-one calls would be best for discussions about operations.
24. Being kept in the loop on public outreach, public comments, and the EA status would be appreciated.
25. The group appreciated being included early in the planning of the corridor. It was suggested that reaching out to Bill VanMeter in the Re-imagine team could provide insights in to RTD's thinking about the future. Looking 50 years into the future would be a good exercise for this corridor to consider how transit might operate as a part of corridor mobility.
26. Susan Wood offered to help with the EA with RTD data, as needed. She offered to review the EA in advance of the public release. Perry Edman has a wealth of knowledge from his time at CDOT R1 Env, Commerce City, and RTD, and offered his assistance.
27. Future meetings could include Bus Operations Planning, when more details about the cross section and lane widths are known.
28. Other stakeholders RTD recommended we talk to:
 - Emergency Services – adequate shoulder width
 - Suncor
 - Metro Wastewater – current operations and lines in the area

Action Items	By Who	Target Completion Date
<p>Consider including in the project:</p> <ul style="list-style-type: none"> Bus facilities for priority access from I-270 to US36 and (lower priority) I-270 to I-70 Bus on shoulder operations, such as provide on US36, are desired Long-term options could be exclusive bus lanes or express services in an HOV/bus lane 	Doug Stremel	April 2021
Continue the conversation with service development using these one-on-one calls would be best for discussions about operations	Mary Jo Vobejda	Dec 2021
Keep RTD in the loop on public outreach, public comments, and the EA status would be appreciated	Mary Jo Vobejda	Dec 2021
Reach out to Bill VanMeter in the Re-imagine team to gain insights in to RTD's thinking about the future	George Woolley	Dec 2021
Include Bus Operations Planning in future meetings	Mary Jo Vobejda	Dec 2021
Include RTD in the detour planning and construction phasing discussions.	Doug Stremel	Jun 2021



SUBJECT	Introduction of I-270 EA and gaining RTD insights for the project		
PROJECT	I-270 Environmental Assessment		
PROJECT NO.	STU 2706-043	FILE	I-270 Sharepoint/Documents/Meeting Minutes/
PROJECT CODE	23198	DATE/TIME	October 26, 2020
PREPARED BY	Mary Jo Vobejda		
LOCATION	Teams Meeting		
PARTICIPANTS	CDOT - Ethan Jacobs RTD – Nataly Handlos; Susan Wood; Sage Thornburgh; Cooper Langdon Perry Edman; Clara Bechtel RTD Board – Director Shelley Cook Jacobs – Doug Stremel; George Woolley; Mary Jo Vobejda		

1. Introductions were completed.
2. Doug reviewed the agenda.
3. Doug reviewed the project overview.
4. George presented the Purpose, Need and Goals for the project.
5. Doug reviewed the process and schedule, pointing out the next Public Event is scheduled in December.
6. Doug reviewed the comments received from the project's first Public Event.
7. Doug presented the alternatives being included in the EA. The 2 alternatives include:
 - a) The No Action alternative which includes only those currently planned and funded projects and is the base case for assessing impacts of the build alternative;
 - b) The Build Alternative includes widening I-270 to 3 lanes in each direction, improving the I-270/Vasquez interchange by removal of 2 of the cloverleaf ramps and addition of the missing NB to EB ramp; and studying operational options for the additional lane including operations as a general-purpose lane and an Express Lane.
8. RTD expressed interest in the project including:
 - Bus facilities for priority access from I-270 to US36 and (lower priority) I-270 to I-70
 - Bus-on-shoulder operations, such as provided on US36, are desired
 - Long-term options could include exclusive bus lanes or express services in an HOV/bus lane
9. Bus on shoulder operations on US36 have been successful. Pre-COVID this was used frequently, during heavy congestion or incidents; the Flatiron Flyer 1 (FF1) gets on and off US36 at every interchange and uses the bus-on-shoulder operations because using the HOV center lane would require too much weaving. Antidotally, many accidents occur in the HOV lanes.
10. RTD often receives requests to increase FF1 frequency because it's a popular route connecting University of Colorado (Boulder) and the Anschutz campus (Aurora). The I-270 segment of FF1 results in unpredictability of travel times (in excess of ten minutes pre-COVID), which negatively impacts ridership and adds costs to RTD's operations
11. Bus-on-shoulder operations are limited to times of heavy congestions, mainline speeds under 35 mph, with buses operating in the shoulder 10-15mph faster than the congested mainline traffic. Bus-on-Shoulder operations requires special signing and striping to avoid confusion at the ramps.

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SUBJECT	Air Quality: IAC Meeting		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/EA/EA Meeting/Meetings Minutes AQ/23198_IAC_MM_20211401
PROJECT CODE	23198	DATE/TIME	January 26, 2021: 10am-12pm MST
PREPARED BY	Carrie Wencel		
LOCATION	Virtual Meeting – Microsoft Teams		
PARTICIPANTS	EPA: Tim Russ, Gregory Lohrke FHWA: Chris Horn, Chris Dresser, William Haas CDPHE: Dale Wells, Richard Coffin CDOT: Adam Parks, Basil Ryer, Ethan Jacobs, Jessica Myklebust, Curt Frischkorn, Vanessa Henderson, Rebecca White, Theresa Takushi, , Rose Waldman Jacobs: Dana Ragusa, Hong Zhuang, Neha Rathi, Jim Clarke, Carrie Wencel		
COPIES TO	File		

Meeting Objective: Discuss air quality approach and obtain feedback from agencies.

Agenda:

- 1) Introductions
- 2) Meeting Purpose
- 3) Project Overview
- 4) Transportation Conformity
 - a) CO Hotspot Analysis
 - b) PM10 Consideration
- 5) NEPA Considerations
 - a) Criteria Pollutant Analysis
 - b) MSATs Analysis
 - c) GHG Analysis
- 6) Questions/Comments?



Meeting Notes:

1) Introductions

- a) After introductions, Rebecca White welcomed the group and noted that for the I-270 EA, CDOT intends to conduct an air quality analysis that is both more detailed and more expansive than CDOT's typical approach as outlined in CDOT's Air Quality Project-Level Analysis Guidance (AQ-PLAG). The approach assumes full consideration of all analyses as required by the Clean Air Act (CAA) and the National Environmental Policy Act (NEPA). However, CDOT also intends to use the NEPA study process to address areas of importance to the state which will be explained in later slides.

2) Project Overview

- a) Adam Parks reviewed existing highway conditions on the corridor and the project purpose and need.
- b) Project purpose is modernization of the I-270 corridor.
- c) Project needs are:
 - i) improve safety by reducing the rate of vehicle crashes
 - ii) Increased travel time reliability and reduce delays
 - iii) Update obsolete and deficient bridges and highway infrastructure
 - iv) Improve truck freight movement and efficiency
- d) Adam noted that public input indicated concerns about safety congestion and functionality of the clover leaf at Vasquez
 - i) The existing clover leaf no longer serves the needs of the corridor and the users are rerouting onto local roads to avoid congestion.
- e) Jim Clarke discussed highlights since the EA process started in March 2020
 - i) The project team has solidified the Purpose and Need and defined the No Action and Proposed Action alternatives.
 - (1) Project would build an additional lane in each direction to provide a six-lane highway (three-lanes in each direction)
 - (2) Two operating options for the management of the additional lane are currently being analyzed: General Purpose and Express Lane.
 - (a) Based on analysis to date the Express Lane option is the preferred option.
 - (3) There have been two Virtual Public Events for the project and many additional outreach efforts include mailers, meeting with community groups, etc.

3) Transportation Conformity

- a) CO Hotspot Analysis
 - i) As the project is federally funded, located in a nonattainment area for ozone and maintenance areas for CO and PM10, it is subject to transportation conformity requirements.
 - ii) A quantitative CO hot-spot analysis will be conducted because the proposed project would affect intersections with current level-of-service (LOS) D, E, or F, and intersections that will change to LOS D, E, or F because of increased traffic volumes related to the project.
 - iii) Following EPA guidance, we screened signalized intersections to identify the top three intersections with the worst LOS/highest delay and the top three intersections with the highest traffic volumes.
 - iv) Based on intersection data, five intersections meet the EPA screening criteria in the existing year and/or horizon year under both operating options. However, since Colorado has been



maintaining the CO NAAQS and there has been no exceedance of the NAAQS since 1996, the screening procedure was refined to include the top worst operating intersection with the highest delay and the intersection with the highest traffic volumes. Under the GP operating option, the intersection of Vasquez Boulevard and 56th Avenue meets both criteria and will be included in the quantitative CO hot spot analysis if the GP option is retained. If not, the intersection of Vasquez and 60th Avenue is the worst intersection for the EL option and will be analyzed.

- v) Per EPA guidance, the CAL3QHC air quality dispersion model and MOVES emissions model will be used for the quantitative analysis.
 - i) Coordination will be conducted with APCD to obtain vehicles' CO emission factors from the Motor Vehicle Emission Simulator (MOVES) model, background concentrations, and persistence factors.
 - ii) Per CDOT's Project Level Air Quality Guidance (PLAG), CO hot-spot modeling will be conducted for the year of highest emissions based on present day motor vehicle emission factors and future peak hour traffic volumes.
- b) PM10 Consideration
 - i) EPA guidance was used to determine if this project is a project of air quality concern (POAQC). Dana summarized the criteria used and the traffic data obtained to make the determination.
 - ii) The transportation conformity rule (40 CFR 93) does not define "significant;" it is based on the POAQC definition, which is based on either the volume of diesel trucks or the type of project.
 - iii) Based on the traffic data, there is no significant increase in diesel trucks according to the definition of a POAQC. Therefore, a quantitative PM10 hot-spot analysis will not be required to demonstrate conformity under the transportation conformity rule. However, CDOT proposes to conduct quantitative PM10 analysis as part of the NEPA study process discussed further in this presentation.
- c) Diesel Truck Data
 - i) Dale Wells asked about the basis of measuring diesel trucks
 - (1) Neha relayed that the team looked at different sources, continuous counters from CDOT and CDOT's OTIS database, plus APCD provided diesel fueled vehicle weekday VMT on freeway in the DRCOG area.
 - (2) Jim recapped that in the big picture the data on diesel vehicles was lacking; after discussions with DRCOG and APCD it was decided the data used was the most accurate and recent.
 - (3) Dale Wells asked if CDOT will be updating the ATRs?
 - (a) Rebecca relayed that the traffic counter east of York at I-270 measures trucks based on length not on 12bin.
 - (4) Tim Russ asked, in reference to Table 2 shown, why the team isn't looking at the entire project area but segments?
 - (a) Jim summarized that the table presents the traffic volumes for how many diesel trucks are passing through a point at any given time.
 - (i) Neha confirmed that Table 2 shows throughput for each segment.



- (b) Tim stated that the hotspot analysis must include the entire project, not just segments. Suggested that we add a line to the table that displays the diesel trucks for the entire project.
 - (c) Rose suggested that if a single number was needed for the entire project that the team could use a weighted average to account for each segment by distance.
 - (d) Chris Dresser is not comfortable averaging this information across the entire project. For projects of air quality concern (POAQC), information we need to focus on are the areas of the project that experience the highest levels of diesel truck volumes, and we usually use segments to do this.
 - (e) Tim would like to consult with his technical office but thinks that Chris Dresser is probably correct. [AI]
 - (i) Chris Dresser is curious what the technical office will say. But he still feels that Jacobs did a good job on traffic and thinks that based on the data this would not qualify as a project for air quality concern.
 - ii) Jim asked the group if the team is correct in assuming that APCD and EPA are comfortable with the determination that this is not a POAQC?
 - (1) Tim thinks so, but will be double checking with headquarters for the final determination.
 - iii) Dale would like to see a commitment from the team that we update our ATRs to record all 13 'bin' classifications.
 - (1) Rebecca will be checking on when this could be completed. [AI]
- 2) **NEPA Considerations**
- a) Dana gave an overview of the approach under NEPA
 - b) Criteria Pollutant Analysis
 - i) The purpose of the criteria pollutant analysis is to provide additional information in regard to the relative emission levels of the No Action alternative and the Proposed Action.
 - ii) This analysis will include a summary of the emissions of transportation-related criteria pollutants including PM10, PM2.5, NO2, and ozone precursors (NOx and VOCs).
 - iii) As previously mentioned, CDOT will be conducting additional analyses above and beyond what is typically required. This includes detailed analysis to predict concentrations of PM10 and PM2.5 to compare to NAAQS using an air quality dispersion model, such as CAL3QHCR or AERMOD.
 - iv) An emissions inventory will also be conducted to compare existing and future emissions using MOVES. Coordination will be conducted with APCD to obtain vehicle's pollutant emission factors from the Motor Vehicle Emission Simulator (MOVES) model, background concentrations, and persistence factors. Similar to the CO hotspot analysis, we assumed APCD would run MOVES, but would like to confirm.
 - (1) Dale at APCD confirmed they would run MOVES
 - v) Team was asked if APCD would be running MOVES at the project level?
 - (1) Chris and Dale agreed that for CO and PM10 if you were to model then you would run it at project level.
 - (2) Curt mentioned that the team will be setting up a smaller-group meeting to discuss the technical aspects of the modeling.
 - (3) Jim asked APCD to think about schedule for their analysis and this can be discussed at the technical meeting.



- vi) Tim asked if CAL3QHCR was approved for PM analysis?
- (1) Chris Dresser said for conformity you would need to run AERMOD; if NEPA then we have flexibility to use CAL3QHCR or AERMOD.
- vii) Tim asked what the purpose of modeling for this project was.
- (1) Rebecca relayed that additional modeling reflects larger CDOT's interests as well as community outreach concerns and interests of the public.
 - (2) Tim mentioned that this would provide answers but if it's not done accurately then the results would not be considered as accurately as they could be. Would that be a concern down the road? Does FHWA have an example of how this was run for another project so EPA could better understand how we plan to conduct the modeling?
 - (3) Chris Dresser was not aware of any... any dispersion analysis done under NEPA would be robust enough. We'd still be doing a robust, full-blown analysis with NEPA. Can discuss which modeling to use in the technical discussion. Not aware of when this has been done before in other areas for PM.
 - (4) Rose asked if there would be any concerns that we use these models (modeling is known to overestimate) and what would the public perception be if we exceeded the National Ambient Air Quality Standards (NAAQS)?
 - (a) Rebecca relayed that CDOT is already aware of this and is proactively seeing creative mitigation for the project/corridor.
 - (b) Thinking back to Central 70, Tim wondered if there has been any environmental groups raising issues in the corridor?
 - (i) Rebecca confirmed that the Sierra club is engaged in this project. They are following this corridor.
 - (ii) Adam state that he wasn't aware of comments received from environmental groups to date.
 - (iii) Jim mentioned that we have been meeting with EJ groups and will continue to do so throughout the project's development. At the moment we are seeing general support for the project from these groups.
 - (iv) Adam stated that for design the solution seems to be less of a physical impact in comparison to Central 70. I-270 will not cause many environmental impacts compared to Central 70. Jim stated that there are no residential or business displacements which differs from Central 70.
 - (v) Rebecca anticipates more Sierra involvement closer to the draft EA. Direction from the current CDOT folks to look deeper into AQ particularly for GHG, but also for PM.
- c) **MSATs Analysis**
- i) FHWA guidance was used to determine the level of analysis for MSATs.
 - ii) There is one segment that would exceed the threshold of 140,000 AADT under both operation options which is located between Vasquez and York. Therefore, because this project is located in a populated area and exceeds the threshold, a quantitative analysis will be conducted.



- iii) For the modeling approach, the affected network would include all segments along I-270 within our study area (I-25 to I-70). Modeling years would include existing (2016) and future (2040). Coordination will be conducted with APCD to obtain emission inventories from the MOVES model.
- iv) Dale asked if MSAT pollutants have changed since Central 70?
 - (1) Rose confirmed MSAT guidance changed since 2016, possible a pollutant or two have been added. She will look up and send the list of pollutants to Dale. [AI]
- v) Rose asked that since the team looked at the highest segments, where are the residential areas in relation to these high segments? Curious what the group thinks. Is the project corridor considered a populated area?
 - (1) Chis Horn said FHWA does consider this a populated area as it's in the center of the Denver metro area, which is populated, not just with residents but with people.
- vi) Bill H. asked about using DRCOG's upcoming 2050 model since the EA process will be completed in early 2022.
 - (1) Jim state that the team had discussed the 2050 plan and had looked at FHWA guidance for dealing with MPO model and plan updates that occur during ongoing NEPA studies. The team decided to move ahead with 2040 data and conduct a sensitivity analysis for the 2050 when its adopted and as part of the EA decision document. All traffic analysis and other resources have used the 2040 data.

William said that typically the MPO is looking at 5 years. It is a bit harder to justify using 2040 and not 2050 as this is a longer time period (10 years).

- (a) Dale thought that generally there would be higher emissions in 2040.
 - (b) Chris Horn relayed that I-70 did a sensitivity analysis. But when we got to AQ we did actually use the latest data.
 - (c) Chris Horn agreed that the team should consider this. Think about what puts you in the best position. Environmental Groups (Sierra) are typically in the background until the EA comes out, and in this case by then the 2050 data would be available.
 - (d) Jim stated that 2050 will be approved in April.
- vii) How was 2016 data selected for modeling existing?
 - (1) Jim explained that 2016 was most representative. Looked at data from more recent years before COVID began impacting existing conditions.
 - (a) Counts taken after 2016 was when I-70 was under construction and not representative of the existing conditions.
 - (2) Dale followed up that DRCOG doesn't have 2016 data.
 - (a) Neha explained that the team used 2015 from DRCOG as the base then calibrated this to come up with 2016 numbers.
- d) GHG Analysis
 - i) As previously mentioned, CDOT will also conduct a more expansive analysis for GHGs following the semi-quantitative analysis as outlined in the CDOT AQ guidance, and will include an emissions inventory of GHGs (carbon dioxide (CO₂), methane (CH₄) and nitrous oxide [N₂O]) using the MOVES model.



- ii) An emission inventory will be conducted to compare existing and future concentrations of GHGs. Coordination will be conducted with APCD to obtain emission inventories from the MOVES model.
- iii) Curt shared that Theresa will be looking at other options for GHG analyses, but there is nothing for this project.
- iv) Rose asked if GHG analysis will be conducted in accordance with AQ-PLAG for EISs?
 - (1) Dana confirmed that this was the case.

3) Questions/Comments?

- a) Tim asked what total emissions be provided or broken up by segment?
 - i) Dales stated the total emissions will be provided similar to Central 70.
- b) Rose asked if under CO, why only one intersection considered? The team should consider that the maintenance area will no longer need to meet conformity after January 2022.
 - i) Jim stated that the EA process now is shown to be completed in January, but this date is based on estimated schedule which is subject to change.
 - ii) Curt said that even if schedule is pushed, we would still complete CO analysis to include in EA.

Summary/follow up items:

- Group agrees this is not a POAQC, but Tim will provide any additional feedback from his group to confirm
- Need to discuss use of 2050 traffic data at next follow up technical meeting
- Need to discuss which version of MOVES model will be used

Action Items	By Who	Target Completion Date
Tim will consult with his technical office for feedback on traffic/segment approach and no POAQC determination	Tim Russ	February 9, 2021
Rebecca will be checking on CDOT might be updating existing ATRs to record all 13 classifications.	Rebecca White	February 9, 2021
Rose sent the list of MSAT pollutants to Dale Wells (see follow up email below).	Rose Waldman	Completed: January 26, 2021

Decision Items	Justification/Reference



Email from Rose Waldman to Dale Wells – January 26, 2021

This is a follow up on your question from today's I270 air quality Interagency Consultation meeting about which pollutants should be considered MSATs in your MOVES analysis.

The list of pollutants described as MSATs in FHWA's current MSAT guidance (dated 10/18/16; attached) has nine compounds. This is two more than the previous, 2012 FHWA MSAT guidance. I would expect due to timing that the Central70 project MSAT analysis used the older, 2012 MSAT guidance. These two "new" MSATs are shown as bold in the complete current, 2016, list of compounds:

- 1,3-butadiene
- **acetaldehyde**
- acrolein
- benzene
- diesel particulate matter (diesel PM)
- **ethylbenzene**
- formaldehyde
- naphthalene
- polycyclic organic matter

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



I-270 Air Quality Follow-Up Meeting (23198)

DRAFT Meeting Notes

June 9, 2021, 9:00-10:00 a.m., Google Meet

1. Introductions

- a. FHWA: John Cater, Bill Haas, Shaun Cutting, Chris Horn, Chris Dresser
- b. EPA: Debrah Thomas, Carl Daly, Karen McIntosh, Phil Strobel, Melanie Wood
- c. CDOT: Shoshana Lew, Sally Chafee, Rebecca White, Paul Jesaitis, Jessica Myklebust, Vanessa Henderson

2. Purpose: Advance the topic raised at the January 26, 2021 IAC meeting regarding I-270 and whether or not it should be designated as a project of air quality concern

3. NEPA Status

- a. EA is underway with a third round of public involvement planned later this summer. Expecting the EA in the second quarter of 2022 with a decision document in the third quarter of 2022.
- b. Hiring an Air Quality PM dispersion modeling consultant to perform the dispersion modeling for the project.
- c. Construction could begin in the first quarter of 2023.

4. Project Overview

- a. Brief project description for Preferred Alternative (see slides)

5. Research Monitoring Project

- a. There's an air quality monitoring research project that has begun. The purpose is to study how construction impacts air quality. There will be 7 fixed-site monitors along I-270 and an additional 7 deployable monitors that can be moved to support the study's objectives. See figure of locations in slides.
- b. All sites will measure PM1 and PM2.5 and some will also measure NO2 and total VOCs. In addition, two of the monitors will be FEM-quality and those will also measure CO, NOx, O3, and PM10.
- c. The data will be accessible through the Love My Air app/website.



6. SB260

- a. SB260 passed the legislature last week and includes new environmental requirements in Section 30 that are largely based on CDOT's I-270 commitments. See slide for requirements.
- b. With the exception of I-270, it applies to projects that do not have a signed NEPA document as of July 1, 2022.
- c. Another provision of SB260 is to set up a new office of equity and environmental justice - will use to develop standard operating procedures and lessons learned on major projects. It will also oversee the civil rights program. It will be integrated into this project to get lessons learned for future projects.

7. Air Quality Objectives and Proposed Approach

- a. Focus analysis and mitigation on EJ communities
- b. Use dispersion modeling and expand analysis beyond what's required by the CAA/conformity regs (example – PM2.5)
- c. This can become a model for other projects to follow
- d. By following conformity, it doesn't allow for a focus on EJ communities because it also looks at industrial/commercial facilities and it doesn't allow for creative mitigations, which is important to CDOT for the EJ communities
- e. For example, the highest concentration identified in the dispersion modeling for the Central 70 project was right next to the NB I-25 to EB I-70 ramp in a parking lot of a commercial facility
- f. Propose to follow a NEPA approach instead of a conformity approach. This approach will be just as rigorous as conformity with the exception that it will only focus on the sensitive receptor locations. EPA's PM hot spot guidance will be followed and interagency consultation will occur for these areas. This allows CDOT to focus time and resources on the sensitive receptors (EJ communities) for the impacts analysis and mitigation. This will allow CDOT to incorporate creative mitigation strategies, such as screening walls, vegetation, and diesel electrification.
- g. QUESTION – Will the community be asked for their input on the receptor locations? RESPONSE – Yes, that would be a good idea and it could



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Region 1

potentially be added to the next public outreach event. We should make sure to have IAC agreement before it's put out to the public, though.

- i. What is a Sweep Box: Response – Enhanced street sweeping program where increased street sweeping occurs
- h. EPA – Deb wants to support this approach, but she wants to make sure that we cover all of our bases to make sure there aren't any mis-steps that'll impact any of the agencies in the future. It'll be important to keep the IAC going. Carl wants to discuss with R8 staff and OTAQ.
- i. DISCUSSION – It'd be helpful to do this same presentation again with the R8 and OTAQ staff. Shoshana suggested bringing in FHWA HQ and USDOT, too. Chris Horn will coordinate that side. **ACTION** – Rebecca and Carl will work to schedule a time to give the presentation to R8 and OTAQ.

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



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I-270 Air Quality Analysis

June 9, 2021



1. Introductions

2. Background & Status Update

- NEPA Status
- Project Overview
- Monitoring project
- SB260

3. Air Quality Objectives and Proposed Approach

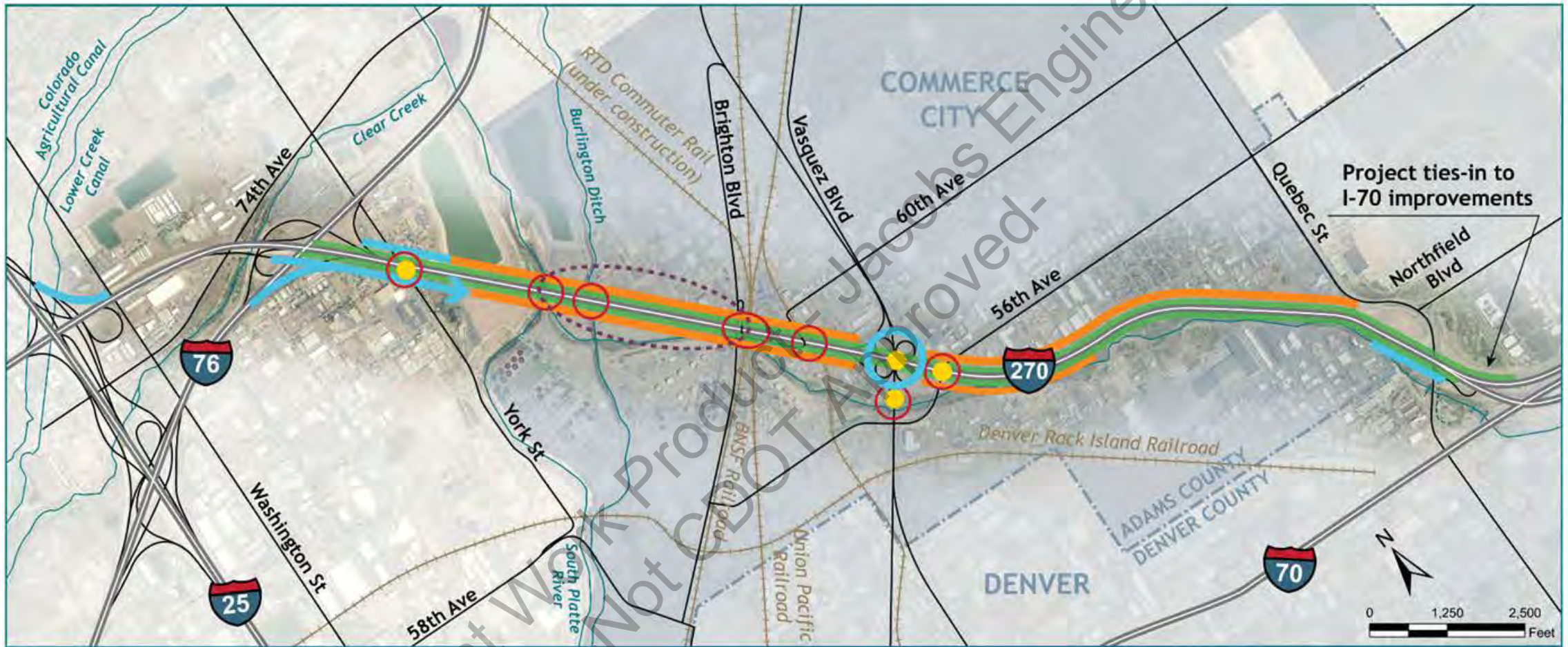
Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



Background - I-270 Environmental Assessment/Project

- EA currently underway
 - Third round of public involvement planned for late summer
 - Working on procurement for Air Quality PM dispersion modeling consultant
- EA - Q2 of 2022
- Decision Document - Q3 of 2022
- Construction start - Q1 of 2023

Today's meeting advances a topic first raised in a January 26, 2021 Interagency Coordination (IAC) meeting; specifically I-270 and project of air quality concern designation.



Legend:

- Widen I-270 between I-76 and I-70: add one Express Lane in each direction and widen shoulders
- Improve interchanges: reconfigure Vasquez Blvd. interchange and make ramp improvements at I-25, I-76, York St., and Quebec St. interchanges
- Replace old bridges: York St., S. Platte River, Burlington Ditch/O'Brien Canal, Brighton Blvd., 60th Ave., BNSF and UP Railroads, 60th Ave. and BNSF railroad, Vasquez Blvd., over Sand Creek, I-270 over 56th Ave.
- Add auxiliary lanes at interchange entrance ramps
- Stabilize I-270 roadbed over old landfill
- Improve pedestrian connections: at York St., under I-270 near Vasquez Blvd., 56th Ave, and Sand Creek Trail



Background and Status (AQ Research Project)

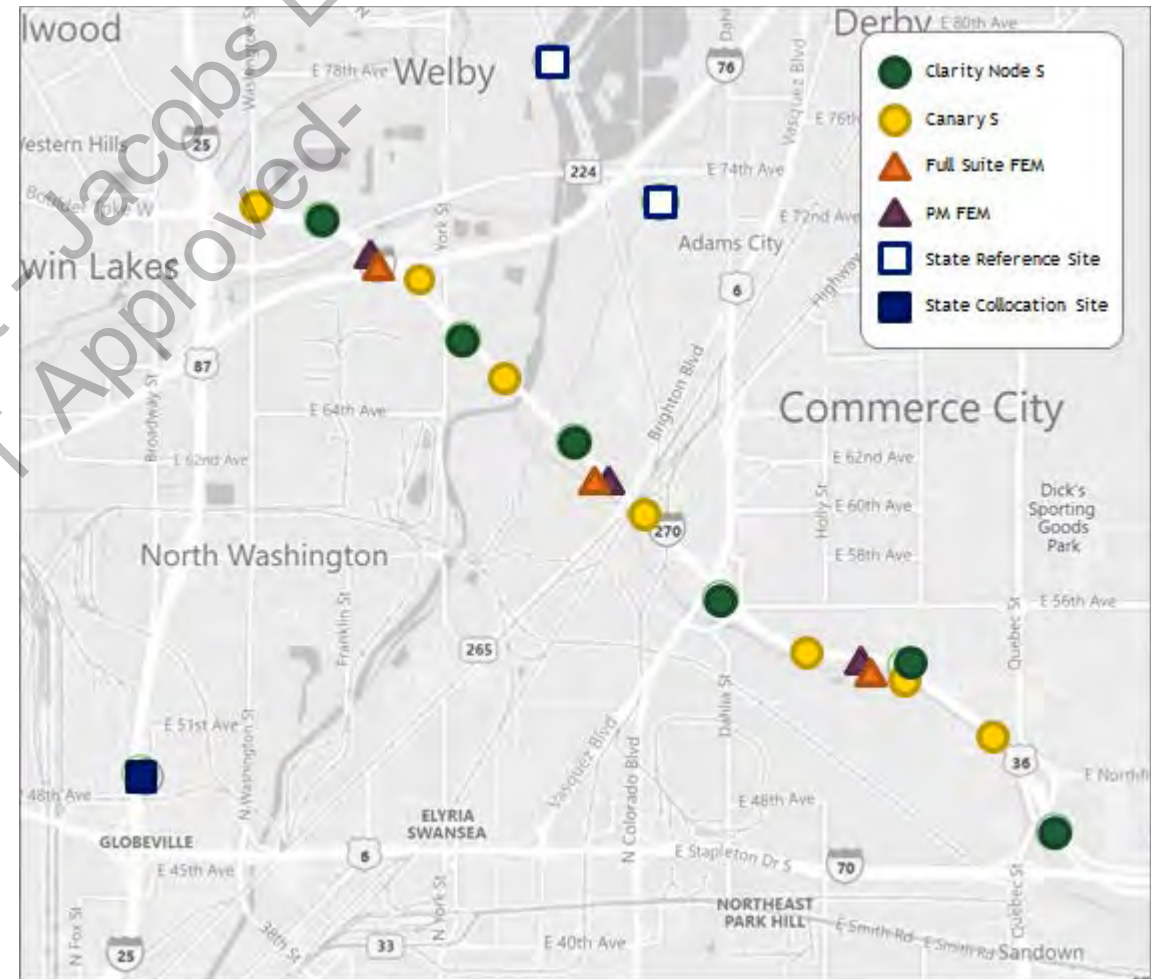
- Study how construction impacts air quality.
 - How much AQ burden is added by construction?
 - How does it change with distance? With meteorology?
 - Also study before/after construction: AQ change from AADT and flow improvements
- 7 measurement stations at fixed sites along I-270
 - 2 FEM-quality sites and 5 basic-quality stations
- 7 redeployable basic stations. Moveable to support research objectives
 - Follow areas of intense construction activity
 - Dense array to better study downwind spatial distribution
- Measurements
 - All sites measure PM₁, PM_{2.5}, T, RH. Some add NO₂, Total-VOC, and wind
 - 3 add triggered canister sampling (Summa)
 - The 2 FEM-quality sites add: CO, NO_x, O₃, and PM₁₀





Background and Status (AQ Research Project)

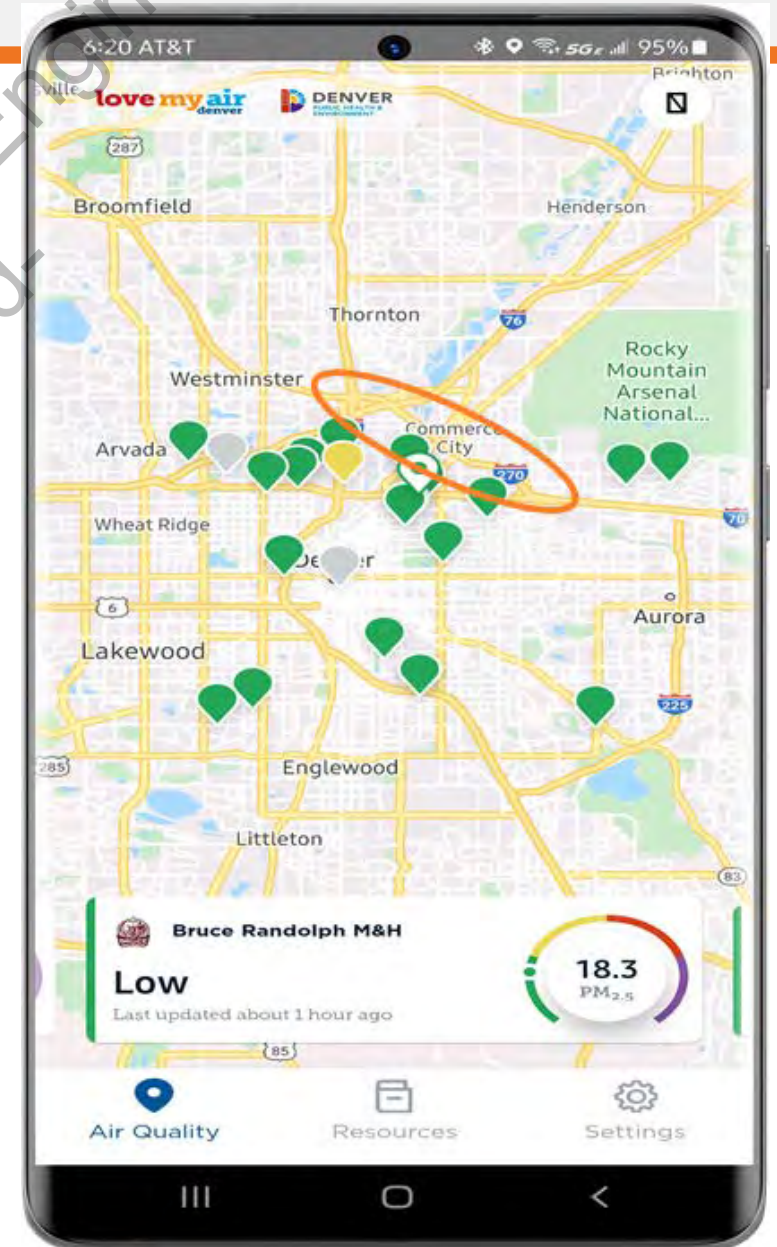
- 7 Clarity Node S devices collocated then deployed along I270
 - Deployment Date: 3/19/2021
- 7 Canary S devices currently collocated at CDPHE reference site
 - Scheduled deployment date: 6/23/2021
- 3 Full Suite FEM-quality stations
 - Scheduled deployment date: on or before 9/30/2021





Background and Status (AQ Research Project)

- Community Awareness
 - CDOT will provide a dashboard for community education and awareness
 - Access to information
 - Access to recent measured values
- Measurements also to be accessible with *Love My Air* app/website
 - Provides situational context
 - Encourages community engagement



Consultant Work Product - Not CDOT Approved Jacobs Engineering



Background and Status Update (SB260)

- Passed legislature last week
- Includes new environmental study requirements (Section 30) largely based on CDOT's commitments for I-270
 - Use (EPA approved) models to determine air pollutant emissions impacts and provide monitoring and measurement of criteria pollutants prior to construction
 - Develop and implement a particulate matter construction plan to provide continuous monitoring, public alerts, and action plans to prevent emission exceedances
 - Develop and implement a plan to mitigate air quality impacts on communities
 - Focus on adjacent disproportionately impacted communities and on fine particulate matter
 - With the exception of I-270, applies only to projects that do not have a signed NEPA document as of July 1, 2022.
 - Also requires a review and update to the Department's public engagement plan for capacity projects.



Air Quality Analysis Objectives (What are we Solving For?)

- Focus on EJ communities; both for analysis and mitigation
- Analytical rigor
 - Use dispersion models and expand analysis beyond narrow list of pollutants required by CAA/conformity (e.g. include PM_{2.5})
- Provide a model for future CDOT projects; demonstrating value (time and money) of upfront in depth analysis, community engagement and early mitigation
- Demonstrate SB260 requirements in practice




Conformity/CAA Approach

Analytically rigorous, but:

- Doesn't allow for a focus on EJ communities; looks at the entire corridor, which also has a lot of industrial/commercial facilities
- No incentive to try creative mitigations; CDOT believes it is important for mitigations to focus on EJ measures



Air Quality Analysis--What are Solving For?

 I-70 East
Max
Concentration





Air Quality Analysis--What are Solving For?





- Model sensitive EJ areas using EPA's PM hot spot guidance and interagency consultation
 - Team will use AERMOD for PM_{2.5} and PM₁₀
- Focus effort on locations near sensitive receptors (residents)
- Focus resources on the community and mitigation
- Look to incorporate creative mitigation strategies (e.g. screening walls, diesel electrification, vegetation)
 - Would be in addition to sweep box
 - Monitors may help demonstrate effectiveness of mitigations



Next Steps

- Continue working with IAC group (EPA, FHWA, CDOT, APCD)
 - Group would discuss methodology, review analysis results, and provide input on mitigation strategies
- Regular engagement with Commerce City/local residents and EJ groups will continue
- Once NEPA is complete, CDOT will create a summary report and share with other DOTs (directly and via AASHTO)



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THANK YOU!



SUBJECT	Air Quality: IAC Meeting #2 with FHWA, CDOT, EPA, APCD		
PROJECT	I-270 Corridor Improvements		
PROJECT NO.	STU 2706-043	FILE	I-270 SharePoint: Documents/EA/EA Meeting/Meetings Minutes AQ/23198_AQ_MM_20220404
PROJECT CODE	23198	DATE/TIME	April 4, 2022: 12pm – 1pm MDT
PREPARED BY	Dana Ragusa		
LOCATION	Virtual Meeting – Microsoft Teams		
PARTICIPANTS	FHWA: Chris Horn, Chris Dresser, William Haas CDOT: Adam Parks, Basil Ryer, Curt Frischkorn, Vanessa Halladay, Rose Waldman APCD: Dale Wells, Richard Coffin EPA: Rebecca Matichuk, Greg Lohrke, Kerri Fiedler, Julie Smith, Christopher Razzazian Jacobs: Dana Ragusa, Jim Clarke, Doug Stremel Sonoma Technology: Ken Craig, Garnet Erdakos, Eric Sussman, Jeff Houk		
COPIES TO	File		

Meeting Purpose: The purpose of this meeting is to provide agencies with traffic data and air quality updates since the last IAC meeting held in January 2021, present results from the public outreach air quality survey, and obtain input and feedback on this information.

1. Introductions
 - a. Dana welcomed everyone to the IAC meeting and provided brief introductions
2. Project Overview
 - a. Doug provided an overview of the project needs and schedule
3. Traffic Update for Air Quality
 - a. Doug provided an update on the traffic data developed for the air quality analysis
 - i. Current Focus 2.3 TDM has better truck data than previous Focus 2.1 TDM model
 - b. Doug presented the revised diesel percentages and mentioned that Sonoma Tech will have updated diesel percentages
 - i. Jeff said he is running MOVES at the project level to get emission factors. Based on the vehicle fractions, the diesel percentages for No Action are similar, but the diesel percentages for the Proposed Action is 4.9% which is lower
 - c. Chris R asked about the 48-foot in length that was used to determine diesel percentages with the 2040 traffic data. He noted that most of the traffic that uses I-270 is long haul traffic, but there is short-haul diesel traffic from trucks less than 48-foot in length. He said what is shown for future years may not reflect existing conditions.
 - i. The original diesel percentage (2040) was based on 48-foot length at an I-270 traffic counter
 - ii. Since the Focus 2.1 TDM did not have good truck data, DRCOG suggested using the truck data from the counter – the 48 foot was determined through



previous team discussions but is not reflective of what we are using with the Focus 2.3 2050 TDM.

- d. Chris R said we need to show the benefit of the project is to alleviate congestion
 - i. Julie agreed that we also need to show and communicate the project benefits, not just the negative impacts
 - e. Chris R is concerned that heavy diesel is not captured accurately under existing conditions
 - i. Julie agreed that we need to consider existing conditions
 - ii. The team will review the diesel percentages from the Focus 2.3 TDM (2020) and the MOVES model
4. Conformity/NEPA Updates
- a. Dana provided updates to the conformity status and NEPA air quality analyses.
 - b. Dana presented an overview of the POAQC evaluation between information presented at the IAC in 2021 and information presented during today's meeting
 - i. With decrease in diesel truck ranges between No Action and Proposed Action from first IAC, project is still not a POAQC. When asked, none of the meeting participants noted questions or concerns with this information
5. Public Outreach
- a. Curt summarized the results of the public outreach air quality survey
 - b. Julie asked how recipients were identified for the distribution of the survey
 - i. Vanessa clarified that the survey was sent to the project distribution list, which is comprised of any member of the public that signed up for the project distribution list, as well as agencies included on the call.
 - ii. Julie noted that, from a NEPA perspective, it's important to consider that EJ participants might not have access to computers when targeting these potentially affected residents.
 - iii. Vanessa agreed, noting the various EJ outreach activities being done for the larger EA, and acknowledged that a broader distribution could have been made for this survey.
 - c. Greg asked if the summary slides were part of the draft presentation that was emailed prior to the meeting.
 - i. No, the results were just finalized late last week and the presentation updated for today's meeting.
 - ii. Greg asked if detailed survey responses are available.
 - iii. Vanessa agreed that the team will send the raw data with today's meeting minutes [AI]
 - iv. Chris H asked that we do not make the results public
6. Questions/Comments
- a. Julie noted that she is the main NEPA contact for FHWA
 - i. Chris H will connect with Julie on the EA process
 - b. Vanessa asked if any agency staff had comments on the AQ work plan thus far?
 - i. No comments at this point
 - ii. Comments due by April 18, 2022 [AI]

Action Items	By Who	Target Completion Date
Send public outreach AQ survey raw data to group	Dana Ragusa	Completed



Action Items	By Who	Target Completion Date
EPA to finish review of PM Workplan	EPA	Completed

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-

Section 106 and Historic Section 4(f) Coordination

Consultant Work Product - Jacobs Engineering
-Not CDOT Approved-



U.S. Department
of Transportation
**Federal Highway
Administration**

Colorado Division

September 16, 2020

12300 W. Dakota Ave., Suite #180
Lakewood, Colorado 80228
720-963-3000

Chairman Bobby Komardley
Apache Tribe of Oklahoma
P.O. Box 1330
Anadarko, OK 73005

SUBJECT: Solicitation for Section 106 Consultation, Interstate 270 Corridor Improvements
Environmental Assessment, Adams County, Colorado

Dear Chairman Komardley:

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT), in cooperation with Adams County, Colorado and the City of Commerce City, are preparing documentation to address the effects of proposed improvements to the entire 6.5-mile length of Interstate 270 in the northeastern Denver metropolitan area (refer to the enclosed map). The project proposes to reconstruct and widen the interstate in both directions to accommodate one additional travel lane (for a total of three in each direction), with 8-foot shoulders and a 4-foot buffer for a potential Express Lane operating option. Twelve-foot wide auxiliary lanes may also be placed between interchanges to assist accelerating and decelerating traffic. Most of the I-270 bridges would be replaced with new structures that meet vertical clearance requirements. Pursuant to the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality (CEQ) implementing regulations (40 CFR 1500-1508), FHWA and CDOT are documenting the potential social, economic and environmental consequences of this action.

FHWA will serve as the lead agency for this undertaking and CDOT staff will facilitate the tribal consultation process. As a consulting party under the Section 106 regulations, you are offered the opportunity to identify concerns about cultural resources and comment on how the project might affect them. Further, if it is found that the project will impact cultural resources that are eligible for inclusion on the National Register of Historic Places (NRHP) and are of religious or cultural significance to your tribe, your role in the consultation process would include participation in resolving how best to avoid, minimize, or mitigate those impacts. It is our hope that by describing the proposed undertaking we can be more effective in protecting areas important to Native people.

The project corridor (as reflected on the enclosed map) is located in an area that has been severely disturbed for many decades, in particular by extensive industrial development. Based on recent survey and evaluative testing of sediments within the few undeveloped areas along the project corridor, there is no indication of sites containing evidence of Native American occupation or use. Nonetheless, tribes that elect to become consulting parties for the undertaking will receive the archaeological survey report when available, and be kept apprised of future compliance tasks related to historic properties. Any information you may have regarding places or sites important to your tribe that are located within or near the project area would assist us in our efforts to comprehensively identify and evaluate cultural resources.

We are committed to ensuring that tribal governments are informed of and involved in decisions that may impact places with cultural significance. If you have specific interest in the I-270 Corridor Improvement project, please complete and return the enclosed Consultation Interest Response Form to CDOT Native American consultation liaison Dan Jepson **within 30 days** via US Mail, email, or fax, as listed at the bottom of that sheet. The 30-day period has been established to encourage your participation at this early stage in project development. Failure to respond within that time frame will not prevent your tribe from entering consultation at a later date. However, studies and decision making will proceed and it may be difficult to reconsider previous determinations or findings, unless significant new information is introduced.

If you have questions or concerns about the project or the role of your tribe in the consultation process, please contact Mr. Jepson at (303) 757-9631 or daniel.jepson@state.co.us, or FHWA Colorado Division Environmental Program Manager Stephanie Gibson at (720) 963-3013 or stephanie.gibson@dot.gov.

Thank you for considering this request for consultation.

Sincerely yours,



John M. Cater, P.E.
Division Administrator

Enclosures: Project Area Map
Consultation Interest Response Form

cc: S. Gibson & C. Horn, FHWA
D. Jepson, CDOT EPB
B. Ryer, CDOT Region 1

I-270 Corridor Improvement Environmental Assessment Project Location Map



Consultant Work Product - Not CDOT Approved - Jacobs Engineering

FEDERAL HIGHWAY ADMINISTRATION/COLORADO DEPARTMENT OF TRANSPORTATION
SECTION 106 TRIBAL CONSULTATION INTEREST RESPONSE FORM

PROJECT: I-270 Improvements Environmental Assessment, Adams County, Colorado

The _____ Tribe **[is / is not]** (*circle one*) interested in becoming a consulting party for the Colorado Department of Transportation project referenced above, for the purpose of complying with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800). If your tribe will be a consulting party, please answer the questions below.

Signed: _____
Name and Title

CONSULTING PARTY STATUS [36 CFR §800.2(c)(3)]

Do you know of any specific sites or places to which your tribe attaches religious and cultural significance that may be affected by this project?

Yes No If yes, please explain the general nature of these places and how or why they are significant (use additional pages if necessary). Locational information is not required.

SCOPE OF IDENTIFICATION EFFORTS [36 CFR §800.4(a)(4)]

Do you have information you can provide us that will assist us in identifying sites or places that may be of religious or cultural significance to your tribe?

Yes No If yes, please explain.

CONFIDENTIALITY OF INFORMATION [36 CFR §800.11(c)]

Is there any information you have provided here, or may provide in the future, that you wish to remain confidential?

Yes No If yes, please explain.

Please complete and return this form within 30 days via US Mail, email or fax to:

Dan Jepson, Section 106 Native American Liaison
Colorado Department of Transportation
Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
Email: daniel.jepson@state.co.us
FAX: (303) 757-9590



STATE OF
COLORADO

Jepson - CDOT, Daniel <daniel.jepson@state.co.us>

Re: I-270 Corridor Improvement EA

1 message

Jepson - CDOT, Daniel <daniel.jepson@state.co.us>
To: Teanna Limpy <teanna.limpy@cheyennation.com>
Cc: "Gibson, Stephanie P" <stephanie.gibson@dot.gov>

Fri, Oct 16, 2020 at 5:00 PM

Thank you for your response, Ms. Limpy. We will consider the Northern Cheyenne Tribe a consulting party and forward you pertinent information related to project cultural resource studies when available, beginning with the attached Preliminary Archaeological Review --

Regards,

Dan

Dan Jepson, Senior Archaeologist
Cultural Resources Section Manager
Environmental Programs Branch



COLORADO
Department of Transportation
Division of Transportation Development

2829 W. Howard Pl., Denver, CO 80204
(303) 757-9631 (office); (303) 828-6776 (mobile)
daniel.jepson@state.co.us | www.codot.gov/programs/environmental

On Fri, Oct 16, 2020 at 4:48 PM Teanna Limpy <teanna.limpy@cheyennation.com> wrote:

Mr. Jepson,

I have received your letter regarding the development of a forthcoming Class III Cultural Survey Report for the Interstate 270 Corridor Improvements project. This office requests to be a consulting party. Please keep us updated on the development of the project. We look forward to reviewing the survey reports, ethnographic studies and/or file search information that will be sent to our office.

Respectfully,

TEANNA LIMPY |THPO

Northern Cheyenne Tribe

P.O. Box 128 |Lame Deer, MT. 59043

W:: (406) 477-4839/4838 | C::(406) 740-0420

I-270 Prelim Archaeology Review.pdf
3345K



STATE OF
COLORADO

Jepson - CDOT, Daniel <daniel.jepson@state.co.us>

Re: Section 106 and Pawnee Nation

1 message

Jepson - CDOT, Daniel <daniel.jepson@state.co.us>

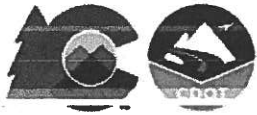
Mon, Nov 2, 2020 at 1:11 PM

To: Joseph Reed <jreed@pawneenation.org>

Cc: "Gibson, Stephanie T" <stephanie.gibson@dot.gov>

Thank you for your response, Matt--we will consider the Pawnee Nation a Section 106 consulting tribe as the NEPA process moves forward. Attached for your files is the preliminary archaeology review of the project corridor completed earlier this summer -

Dan Jepson, Senior Archaeologist
Cultural Resources Section Manager
Environmental Programs Branch



COLORADO
Department of Transportation
Division of Transportation Development

2829 W. Howard Pl., Denver, CO 80204
(303) 757-9631 (office); (303) 828-6776 (mobile)
daniel.jepson@state.co.us | www.codot.gov/programs/environmental

On Mon, Nov 2, 2020 at 1:00 PM Joseph Reed <jreed@pawneenation.org> wrote:

Nawa,

I am just now reading your letter concerning the I-270 Improvements Environmental Assessment in Adams County, Colorado. The Pawnee Nation would like to become on of the consulting parties for the CDOT project. There are several Pawnee ancestral archaeological sites within a short distance of this proposed corridor and at least one ancestral burial sites. As well, this region would have been crossed enumerable times as Pawnees travelled back and forth to Sacred Sites lying along the Front Range. I look forward to working with your office on this project.

Nawa iri,

Matt Reed

Historic Preservation Officer

Pawnee Nation

PO Box 470

657 Harrison Street

Pawnee, Oklahoma 74058

(918) 762-2180 ext 220

(918) 762-3662 fax

jreed@pawneenation.org



Ms. Vanessa Henderson
Region 1 Environmental Manager
Colorado Department of Transportation
2829 W. Howard Place
Denver, Colorado 80204

RE: I-270 Environmental Assessment
Commerce City and Adams County, Colorado
CDOT No. STU 2706-043 (Subaccount 23198)
History Colorado No. 79271

Dear Ms. Henderson:

Thank you for your correspondence dated February 5, 2021, which our office received on February 5, 2021, regarding the review of the aforementioned project under Section 106 of the National Historic Preservation Act of 1966, as amended (54 USC § 306108), and its implementing regulations, 36 CFR Part 800.

We have reviewed all documentation submitted for this project and agree the defined area of potential effect (APE) is appropriate for the undertaking.

DETERMINATIONS OF ELIGIBILITY

Twenty (20) previously identified properties are located within the project APE. All twenty were determined *not eligible* for inclusion in the National Register of Historic places in 2007:

5AM.1363	5AM.1842	5AM.1847	5AM.1893	5AM.1904
5AM.1416	5AM.1843	5AM.1848	5AM.1894	5AM.1905
5AM.1417	5AM.1845	5AM.1891	5AM.1895	5AM.1906
5AM.1418	5AM.1846	5AM.1892	5AM.1899	5AM.1907

We concur with your recommendations of eligibility regarding fifty-one (51) properties identified within the project APE. The following thirty-nine (39) properties are *not eligible* for inclusion in the National Register of Historic Places under any of the four Criteria for Evaluation:

5AM.1849	5AM.4038	5AM.4048	5AM.4111	5AM.4121.1
5AM.1850	5AM.4039	5AM.4049	5AM.4112	5AM.4122
5AM.4031	5AM.4040	5AM.4050	5AM.4113	5AM.4144
5AM.4032	5AM.4041	5AM.4070	5AM.4114	5AM.4145
5AM.4034	5AM.4042	5AM.4107	5AM.4115	5AM.4146
5AM.4035	5AM.4043	5AM.4108	5AM.4116	5AM.4147
5AM.4036	5AM.4045	5AM.4109	5AM.4117	5AM.4148
5AM.4037	5AM.4046	5AM.4110	5AM.4118	



Five (5) segments—5AM.464.21, 5AM.465.9, 5AM.472.41, 5AM.1298.3, and 5AM.2410.2—*support* the integrity of the respective overall linear resources.

Four (4) segments—5AM.1292.2, 5AM.3924.2, 5AM.3924.3, and 5AM.4101.2—*do not support* the integrity of those respective overall linear resources.

Two (2) properties—5AM.4047 and 5AM.4119—are individually *eligible* for inclusion in the National Register of Historic Places under Criterion C and Criterion A, respectively.

Due to issue regarding access, the project consultant was unable to comprehensively survey, document, and evaluate the Suncor Energy facility (5AM.4044). We concur a finding of *needs data* is appropriate for that property and understand such shall be treated as eligible for purposes of this Section 106 review.

ASSESSMENT OF EFFECTS

We concur the undertaking will result in no historic properties affected for the following fifty-nine (59) properties:

5AM.1363	5AM.1893	5AM.4034	5AM.4048	5AM.4115
5AM.1416	5AM.1894	5AM.4035	5AM.4049	5AM.4116
5AM.1417	5AM.1895	5AM.4036	5AM.4050	5AM.4117
5AM.1418	5AM.1899	5AM.4037	5AM.4070	5AM.4118
5AM.1842	5AM.1904	5AM.4038	5AM.4107	5AM.4121.1
5AM.1843	5AM.1905	5AM.4039	5AM.4108	5AM.4122
5AM.1845	5AM.1906	5AM.4040	5AM.4109	5AM.4144
5AM.1846	5AM.1907	5AM.4041	5AM.4110	5AM.4145
5AM.1847	5AM.1849	5AM.4042	5AM.4111	5AM.4146
5AM.1848	5AM.1850	5AM.4043	5AM.4112	5AM.4147
5AM.1891	5AM.4031	5AM.4045	5AM.4113	5AM.4148
5AM.1892	5AM.4032	5AM.4046	5AM.4114	

We concur the undertaking as described will result in *no adverse effect* to the following eleven (11) properties (those marked with an asterisk * are linear resources):

5AM.464*	5AM.1292*	5AM.3924*	5AM.4101*
5AM.465*	5AM.1298*	5AM.4044	5AM.4119
5AM.472*	5AM.2410*	5AM.4047	

SECTION 4(f)

Lastly, we acknowledge the Federal Highways Administration (FHWA) may use a few different findings to fulfill responsibilities under Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and its implementing regulations 23 CFR Part 774.

- We understand FHWA may use the *Historic Transpiration Facility Exception* regarding: 5AM.4101; 5AM.3924; 5AM.2410; 5AM.464; 5AM.472; 5AM.4119; and 5AM.1298.



- We understand FHWA may use the *Temporary Occupancy Exception* for 5AM.4044 and 5AM.465. We agree the requirements are met to use this exception under Section 4(f).
- We understand FHWA may use a *de minimis* finding for 5AM.1292.

Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register eligibility criteria (36 CFR §60.4) in consultation with our office pursuant to 36 CFR §800.13. Also, should the consulted-upon scope of the work change, please contact our office for continued consultation under Section 106 of the National Historic Preservation Act.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR §800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

Determinations of National Register eligibility subject to this letter were made in consultation pursuant to the implementing regulations of Section 106 of the National Historic Preservation Act, 36 CFR Part 800. Please note other Federal programs such as the National Register of Historic Places and the Federal Investment Tax Credit Program may have additional documentation and evaluation standards. Final determinations remain the responsibility of the Keeper of the National Register.

Thank you for the opportunity to comment. If we may be of further assistance, please contact Mitchell K. Schaefer, Section 106 Compliance Manager, at (303) 866-2673 or mitchell.schaefer@state.co.us.

Sincerely,

Steve Turner, AIA
State Historic Preservation Officer

ST/mks



COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

June 21, 2021

Mr. Steve Turner
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

SUBJECT: Section 106 Compliance, Eligibility & Effects Determinations (Archaeological Resources), Project STU 2706-043, I-270 Corridor Improvements Environmental Assessment, Adams and Denver Counties

Dear Mr. Turner:

Enclosed for your review is the Archaeological Assessment report for the CDOT project referenced above. The undertaking proposes to reconstruct and widen the entire 6.5-mile length of I-270 in both directions to accommodate one additional travel lane (for a total of three in each direction), with 8-foot shoulders and a 4-foot buffer for a potential Express Lane operating option. Twelve-foot wide auxiliary lanes may also be placed between interchanges to assist accelerating and decelerating traffic. Most of the I-270 bridges would be replaced with new structures that meet vertical clearance requirements. The project corridor is located in an area that has been severely disturbed for many decades, in particular by extensive industrial development.

Archaeological assessment of the corridor, including reconnaissance level survey and test excavations in two areas that were found to contain intact sediments, was completed by ERO Resources on behalf of CDOT and the Federal Highway Administration. We concur with the survey and testing methodologies employed and the results obtained, and recommend that no archaeological historic properties listed on or eligible for the National Register of Historic Places are present within the Area of Potential Effects. Note that built environment resources will be evaluated and consultation facilitated separately by a historian, as necessary.

We request your concurrence with the findings outlined above and in the enclosed report. If you have questions regarding the project, please contact CDOT Senior Archaeologist Dan Jepson at (303) 757-9631 or daniel.jepson@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Programs Branch

Enclosure: I-270 Archaeological Assessment report



Jane Hann
Manager
Environmental Programs Branch
Colorado Department of Transportation
2829 West Howard Place
Denver, CO 80204

RE: Section 106 Consultation; Eligibility and Effects Determinations (Archaeological Resources), Project STU 2706-043, I-270 Corridor Improvements Environmental Assessment, Adams and Denver Counties (HC# 79271)

Dear Ms. Hann,

Thank you for your correspondence dated June 21, 2021 and received by our office on June 22, 2021 requesting review of the above referenced undertaking under Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations.

Your correspondence requests concurrence on your finding of effect specifically for archaeological sites. Based on the documentation provided, we concur that your finding of no historic properties affected [36 CFR 800.4(d)(1)] is appropriate for the subject undertaking. Please note that this finding is limited to archaeological sites.

Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register eligibility criteria (36 CFR 60.4) in consultation with our office pursuant to 36 CFR 800.13. Also, should the consulted-upon scope of the work change, please contact our office for continued consultation under Section 106 of the National Historic Preservation Act.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties

Thank you for the opportunity to comment. If you have any questions, please contact Matthew Marques, Section 106 Compliance Manager, at (303) 866-4678, or matthew.marques@state.co.us.

Sincerely,

Steve Turner, AIA
State Historic Preservation Officer

We are now accepting electronic consultation through our secure file transfer system, MoveIT. Directions for digital submission and registration for MoveIT are available at <https://www.historycolorado.org/submitting-your-data-preservation-programs>.

From: [Jepson - CDOT, Daniel](#)
To: [Basil Ryer](#)
Cc: [Clarke, Jim O.](#)
Subject: [EXTERNAL] Archaeology Clearance, Project STU 2706-043, I-270 Corridor Improvements EA
Date: Friday, July 2, 2021 8:16:46 AM
Attachments: [E&E Response from SHPO \(July "21\).pdf](#)
[E&E Letter to SHPO \(June "21\).pdf](#)
[I-270 Archaeology Report \(Jan "21\).pdf](#)

Basil -

Attached for your files and as supporting documentation for the EA referenced above are the Section 106 compliance letters related to archaeological resources, as well as the Archaeological Assessment report completed by ERO Resources. Based on the results of reconnaissance-level survey and evaluative test excavations conducted within the Area of Potential Effects, the SHPO has concurred with our finding that the project results in *no historic properties affected*. There are no known or anticipated archaeology issues and therefore clearance to proceed is recommended without further actions

Please contact me with questions or concerns--thanks -

Dan

Dan Jepson, Senior Archaeologist
Cultural Resources Section Manager
Environmental Programs Branch



2829 W. Howard Pl., Denver, CO 80204
(303) 757-9631 (office); (303) 828-6776 (mobile)

daniel.jepson@state.co.us | www.codot.gov/programs/environmental