STREAMLINING
ON THE US 285 PROJECT
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Access to central Colorado Mountains

N.

0 5 Miles
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• Photos of Area

US 285 Completed Section with a Depressed Median
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• Photos of Area (continued)
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**Summary from Feasibility Study**

- Currently operating near capacity for several hours of the day.
- Volumes projected to more than double by 2030.
- Accident rates are 50 to 80 percent higher than statewide average.
- Area experiencing high rate of population and employment growth and growing recreational traffic.
- EIS recommended from Foxton Road to Bailey.
- EIS began June 2002.
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• Scoping Process Issues:
  ✓ Wetlands
  ✓ Historic Properties
  ✓ Wildlife Crossings

• Concern and interest from EPA, Corps, SHPO.
  ✓ Minimize wetland impacts
  ✓ Minimize historic property impacts
  ✓ Disclose possible induced growth effect

• Concern from Sierra Club
  ✓ Provide wildlife crossings
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- Eight properties that were either on the National Register of Historic Places or eligible for inclusion on the National Register

Elk Creek Fire Station
• Eight properties that were either on the National Register of Historic Places or eligible for inclusion on the National Register (continued)
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- Study area wetlands:
  - 9 tributary drainages to the South Platte River
  - 44 wetland sites
  - 11 acres
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Mergers

• Section 404 of the Clean Water Act

  ✓ Meetings with Corps to confirm wetland location, review purpose and need.
  ✓ Field meetings to review alternatives and really focus on development of LEDPA.
  ✓ Eight locations were identified to avoid/minimize impact.
  ✓ 2-3 acres of impact were avoided.
  ✓ Final impact: 0.7 acre.
Mergers (continued)

- Section 106 of the National Historic Preservation Act

  - Discussions initially with ACHP.
  - SHPO discussions: Cooperating Agency? Merged process?
  - Meetings to review potentially eligible properties.
  - Meetings with Corps to discuss alternatives.
  - Final impact: No adverse effect to any 106 properties.
Context Sensitive Solutions Elements

- Community Values: Visual, quality of life.
- Environmental Issues: Walls, bridges, alignment shifts.
- Value Engineering: Access to schools.
- Physical Setting: GSIs rather than interchanges.
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• GSI vs. Interchange
  ✓ Public concern about maintaining a rural, mountainous character.
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Results

• Environmental Stewardship and CSS streamlined the process.

• Project downgraded from EIS to EA (saved 8 months of time and $300,000 in costs).
Results (continued)

• Adverse impacts to eight historic properties and corresponding Section 4(f) impacts were completely avoided. SHPO concurrence with the Determination of Eligibility and Effects (normally at least 30 days) was received in six days.

• Construction cost savings of approximately $20 to 40 million were achieved.
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Results (continued)

• An early breakout project was identified, and construction will start on that project in 2006.

• The general public, Sierra Club, and resource agencies are all supportive of the project.
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Streamlining Used on Other Projects

• Abbreviated Final EIS

• Development and aggressive management to a critical path schedule

• Using a trained facilitator for consensus building

• Setting up resource teams with regulatory agencies to determine methodology, discuss results, identify mitigation

• Providing early drafts of document chapters to reviewers