

Project Schedule

Design Schedule:



NEPA Schedule:



Draft Purpose and Need

Based on six recent studies:

- *Efficient Use of Highway Capacity*, November 2010
- *I-70 Reversible Lane Phase 1 Feasibility Study*, August 2010
- *I-70 Hard Shoulder Running Report*, July 2011
- *I-70 Mountain Corridor Mobility and Operational Assessment*, August 2011
- *I-70 Reversible Lane Phase II Feasibility Study*, March 2012
- *I-70 Peak Period Shoulder Lane Feasibility Study*, March 2013

Draft Purpose

The purpose of the PPSL project is to:

- Provide short-term eastbound operational improvements.
- Relieve traffic congestion during peak periods.
- Be implemented within a short time frame.
- Avoid substantial construction outside of the existing I-70 highway footprint.
- Be implemented in advance of longer-term major improvements to the I-70 Mountain Corridor.



Draft Need Statement

TRAVEL TIME RELIABILITY

- Severely compromised
- Affects tourism
- Affects economic development
- Affects transportation-dependent commerce



Draft Purpose and Need



MOTORISTS DIVERT TO ALTERNATE ROUTES

- Causes congestion on the frontage road.
- Causes reduced safety on the frontage road.
- Frontage road provides access to numerous adjacent properties and has a lower speed.
- Frontage road is not suitable as an alternate route for I-70 traffic.

Draft Need Statement

CONGESTION-RELATED CRASHES

- Far more crashes occur in the eastbound direction than in the westbound direction.
- For rear-end crashes, 69% of total crashes for eastbound and westbound occurred in the eastbound direction.
- For sideswipe crashes, 70% of total crashes for eastbound and westbound occurred in the eastbound direction.



Draft Need Statement

EMERGENCY SERVICE PROVIDERS ARE DELAYED AND COMPROMISED.



- Emergency vehicles have no other way to get to an incident on I-70 than to try to maneuver around traffic that is stopped because of congestion.
- The resulting delay in effective incident management compromises safety, substantially inconveniences other travelers, and results in economic and environmental impacts.

A wide-angle landscape photograph showing a mountain range under a clear blue sky. The highest peaks are covered in snow, while the lower slopes are covered in dense, dark green coniferous forests. In the foreground, a valley opens up, showing a small town or village with several buildings and a road. The word "Break" is centered in the middle of the image in a large, white, sans-serif font.

Break

ENVIRONMENTAL ISSUES

For Analysis and Documentation

BRIEF indicates that the resource is not present or is present but will not be impacted.

SOME indicates that the resource is present and may be impacted; further investigation and coordination will be required.

FULL indicates that the resource will be impacted and may require mitigation; further investigation and coordination will be required.

Full Assessment

FULL indicates that the resource will be impacted and may require mitigation; further investigation and coordination will be required.

Public Involvement

- Will utilize the I-70 Mountain Corridor CSS process plus additional public involvement as appropriate

Storm/Water Quality

- Will do a full analysis including development of measures consistent with the Clear Creek County SCAP and involvement of the SWEEP committee.

Transportation

- Will evaluate VMT and VHT changes, changes in travel time and congestion, effects to safety and any mitigation needed to assure planned operation is safe.

Visual/Aesthetics

- Will be focused on visual impacts of additional signage for the PPSL.

Wetlands and other Waters of the US

- Will conduct wetland delineations in areas that may be physically impacted. Will analyze practicable alternatives to minimize or avoid impact. Will coordinate with the SWEEP Issues Task Force and the USACE.

Some Assessment

SOME indicates that the resource is present and may be impacted; further investigation and coordination will be required.

Air Quality

- Will evaluate changes in VMT and VHT. Will conduct climate change analysis plus mobile source air toxics analysis. Area is not in a non-attainment or maintenance area so no CO hot spot analysis is needed. Will need to determine if a conformity analysis is needed since the period of operation is so minimal.

Environmental Justice

- Will assess Census data to determine the low income and minority populations. If the PPSL is tolled, the accessibility of this to low income and minority populations will be analyzed. Since the physical improvements are so minimal and there will be mobility benefits during peak hours, it is unlikely there will be disproportionately high and adverse effects to low income and minority populations.

Floodplains

- Likely minimal impacts except at bridge replacement locations or retaining wall locations. Will involve SWEEP Issues Task Forces in discussions of analysis findings.

Some Assessment

SOME indicates that the resource is present and may be impacted; further investigation and coordination will be required.

Hazardous/Solid Wastes

- Will conduct testing to determine presence of any hazardous or solid waste into historic mine waste. Since physical impacts are minimal, it is likely the anticipated level of concern is low.

Noise

- Will take existing noise measurements and anticipate a NEPA level analysis looking at locations where travel lanes may move closer to residential or other sensitive receptors. CDOT has already determined the project is not a Type 1 project so no analysis is needed in compliance with the 2011 guidance.

Recreation

- Will evaluate impacts to rafting and fishing, USFS access points. Since physical impacts will be so minimal, level of concern is low.

Some Assessment

SOME indicates that the resource is present and may be impacted; further investigation and coordination will be required.

Section 4(f)

- Will determine what recreational Section 4(f) properties there are based on ownership, public access and inclusion in an adopted plan. Will coordinate with Section 106 task to incorporate any historic properties. Will analyze for *de minimis* impact. Since no new ROW is needed, anticipate something less than a full Section 4(f) evaluation.

Socioeconomics

- Will analyze effects to safety and emergency services, economic effects of lessening of congestion during eastbound peak period, improvements in mobility.

Wildlife/Fisheries

- Will coordinate with CPW, but anticipate minimal impacts because the physical impacts are so minimal. Will coordinate with ALIVE Issues Task Force.

Threatened and Endangered Species (T&E)

- Anticipate no T&E species are impacted—except for South Platte River species.

Brief Assessment

BRIEF indicates that the resource is not present or is present but will not be impacted.

Paleontology

- Similar to the Twin Tunnels EA

Right-of-Way

- Minimal to no additional right-of-way is anticipated to be needed.

Section 6(f)

- Will coordinate with Clear Creek County, but anticipate no resources.

Vegetation

- Since minimal physical impacts will occur.