



March 2006

Fact Sheet: Environmental Assessment Information

Fact: The C-470 Corridor Environmental Assessment (EA) was initiated in March 2003 to address congestion on C-470 from Kipling Parkway to Interstate 25. Ten mainline alternatives were analyzed and screened in order to reach a preferred alternative that will reduce traveler delay and improve reliability. A critical element of an EA is reasonable funding that will result in a preferred alternative that can be implemented and provides reliability, maintains consistent travel times, and provides reliable choices to accommodate an expected increase in the intensity and duration of congestion forecasted for the planning year of 2025.

Fact: Throughout the three year EA process, the ten mainline alternatives were rigorously examined. These alternatives were carried through a three-step screening process, analyzed based on evaluation criteria consistent with the purpose of the project. Public input was sought at each step of the process, before a decision was made by the Colorado Department of Transportation (CDOT) to carry specific alternatives forward.

Fact: The C-470 Corridor EA document was signed in February by CDOT and the Federal Highway Administration (FHWA). The document identifies the tolled express lanes as the preferred alternative, due to the viable funding source of this alternative. Currently, there is not funding for C-470 through 2030. The general purpose lanes and no action alternatives still remain as potential alternatives when making the final decision.

Fact: The public comment period will last for 62 days, with two public hearings scheduled during that time period. The 62-day period was twice extended from the normal 30 days by CDOT to allow more time for public input. At the conclusion of the public comment period, the comments are compiled and written responses are prepared. CDOT and FHWA will then issue a decision on the final selection. If CDOT and FHWA determine that no significant impacts exist, the design process can begin followed by construction. If, on the other hand, CDOT and FHWA find that significant impacts exist in the C-470 Corridor, a more involved environmental study could begin.

Fact: Recommendations for noise wall locations are made in the C-470 Corridor EA. The mitigation analysis will be revisited and final decisions as to where and how mitigation will be provided will be made during the project's final design stage, when more accurate information is available and public input has been sought.

Fact: Approximately eight miles of trail will be realigned (a new trail) in order to accommodate the wider roadway. In addition, three new grade separated crossings for the bike trail are recommended for the Quebec, Colorado, and Santa Fe interchanges.