WELCOME

To the C-470 Revised Environmental Assessment – Kipling Parkway to I-25 Public Hearing

Why is a Revised Environmental Assessment Being Prepared?

FUNDING – The 2006 EA was approved, but funding was not available to implement improvements

TIME – Nine years have passed, so various forecasts and analyses are now out dated

PROJECT CHANGE – The current Proposed Action differs slightly from 2006

NEW TOOLS – Analytical procedures have changed; examples include air quality, noise analysis, and wetlands impacts

NEW DATA – 2010 Census, 2035 DRCOG traffic projections

What is the Project Purpose?

The purpose of this project is to **address congestion** from Kipling Parkway to I-25, **reduce traveler delay**, and **improve reliability** for corridor users. The project seeks to select an implementable transportation alternative that provides reliability, maintains travel times; provides reliable travel choices to accomodate an expected increase in the intensity and duration of congestion forecasted for the design year 2035.

The project need is based on:

- Population and employment growth
- Congestion
- Delay
- Travel Time Reliability

What Alternatives Were Considered?

The formal evaluation process examined highway alternatives, transit alternatives, and mobility enhancements.

Highway alternatives included combinations of added general purpose lanes, toll lanes, auxiliary lanes, HOV lanes, and reversible lanes.

Transit alternatives included RTD bus service, light rail, and other transit technologies.

Mobility enhancements included system management, demand management, motorist information systems, and bicycle/pedestrian accommodations.

The 2006 EA concluded that feasible alternatives were adding toll or general purpose lanes. Due to lack of funding, toll lanes were the implementable, Preferred Alternative.

During 2012 and 2013 the C-470 Corridor Coalition refined the 2006 alternative, with input from the public, and recommended the current Proposed Action in February 2013. The current Proposed Action is shown in greater detail in this meeting.

How does the Project Fit in the Regional Transportation System

RTD BUSES – Current bus routes do not use C-470 because of a lack of travel time reliability. Tolled express lanes could make bus service feasible by providing travel time reliability

EXISTING RTD LIGHT RAIL – C-470 is a key travel route to light rail on the Southeast Corridor (Park Meadows Mall and Lincoln Station) and the Southwest Corridor (Mineral Station)

PLANNED RTD LIGHT RAIL – As part of FasTracks, in the future, RTD plans to extend the Southwest Corridor eastward along C-470 to Lucent Boulevard; further extension is not precluded by the C-470 project

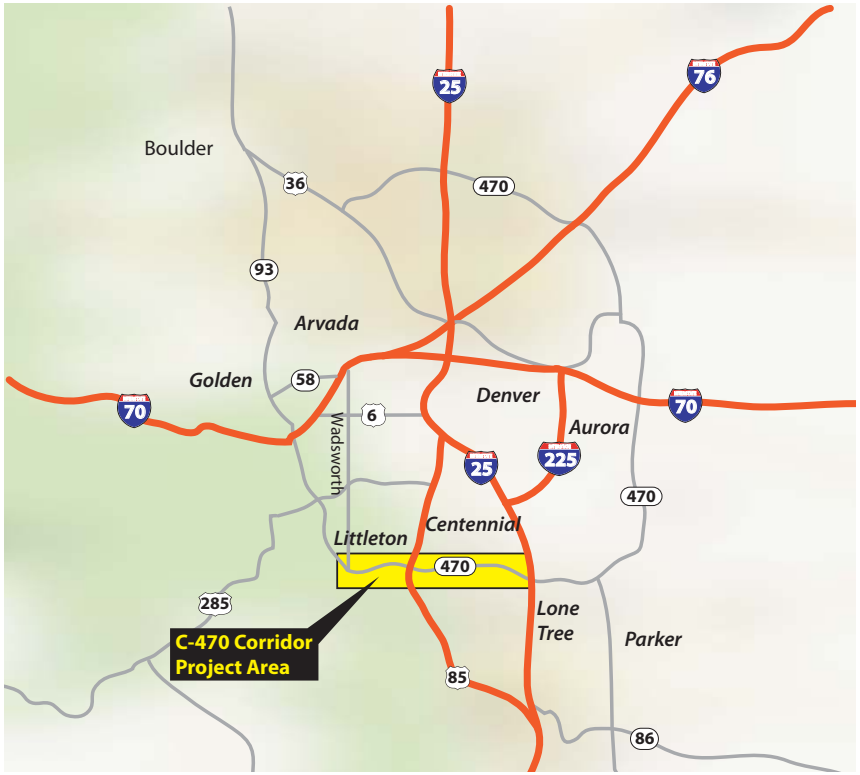
RTD PARK-N-RIDE LOTS – Lots exist at C-470/University and another at Highlands Ranch Parkway, west of Broadway

C-470 TRAIL – Adjacent/nearby paved C-470 trail serves entire corridor

TRANSPORTATION SYSTEM MANAGEMENT – Ramp metering and variable message signs

TOLL COMPATIBILITY – C-470 will use same billing technology as other state-owned toll facilities and existing E-470

Proposed Action - Ultimate Design for 2035



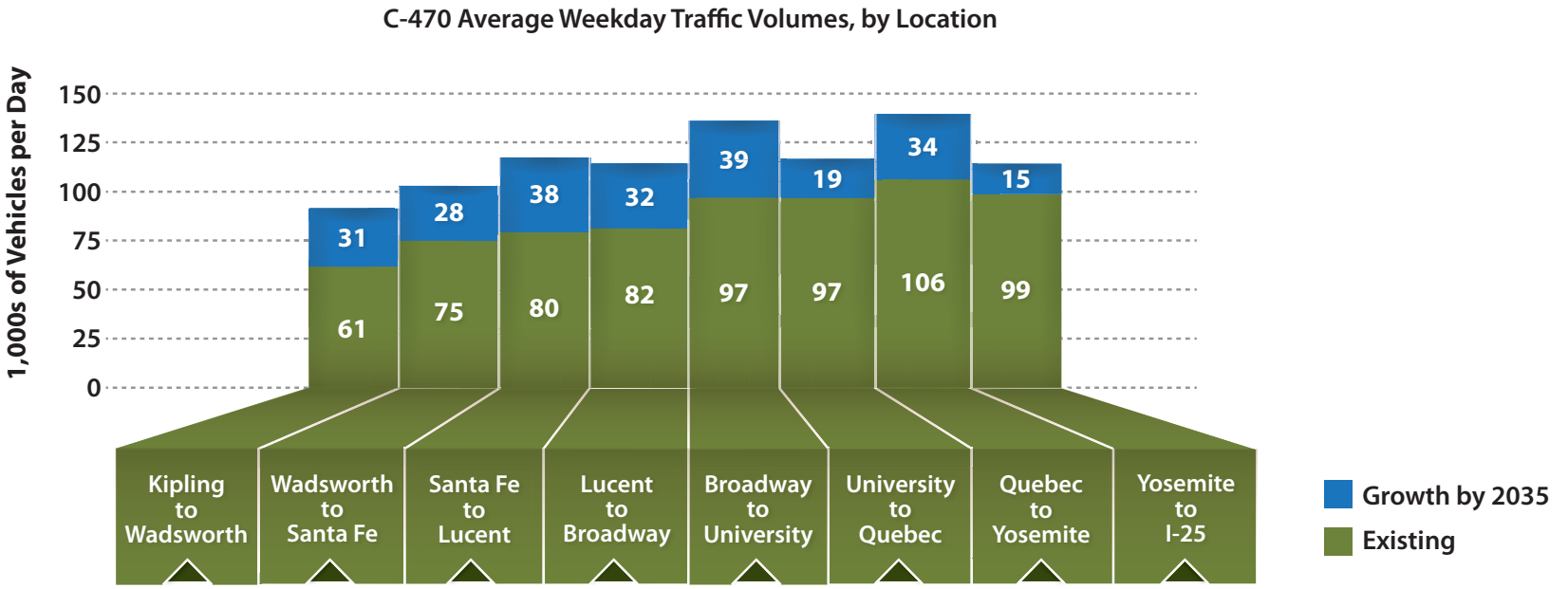
The Ultimate Design for 2035 Includes:

- Westbound - two express lanes from I-25 to Lucent; one express lane from Lucent to Kipling
- Eastbound - one express lane from Kipling to Broadway; two express lanes from Broadway to I-25
- Auxiliary lanes where recommended in select locations
- Direct connection ramps from I-25 to the westbound express lanes
- Water-quality features, noise barriers and other environmental mitigation required by the Revised EA
- ITS elements and tolling equipment
- Reconstruction of:
  - Bridges over the South Platte River
  - Westbound bridge over Wadsworth
  - Realignment of substandard curves
  - C-470 Trail with added grade separations at Quebec and Colorado
- Two general purpose lanes, untolled, will remain in each direction

What is the Current and Projected Traffic?

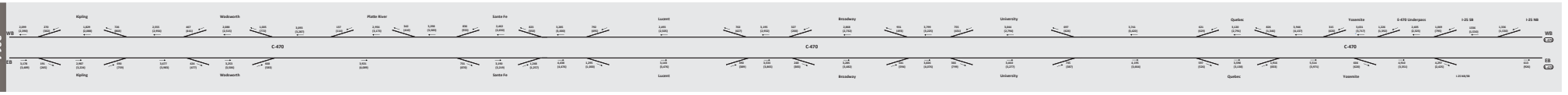
Over the 13.75-mile C-470 segment between I-25 and Kipling Parkway, average daily traffic is lowest at the western end (about 61,000 vehicles per day), and highest (106,000 vpd) near the eastern end (Quebec-Yosemite).

Between 2013 and 2035 (a span of 22 years) average weekday traffic volume is expected to increase by 15 to 50 percent, depending on location.

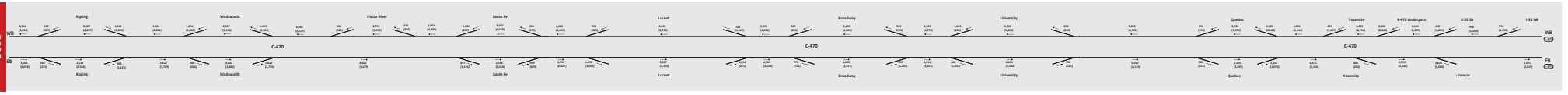


Existing, No-Build, Build Peak Hour Traffic Volumes

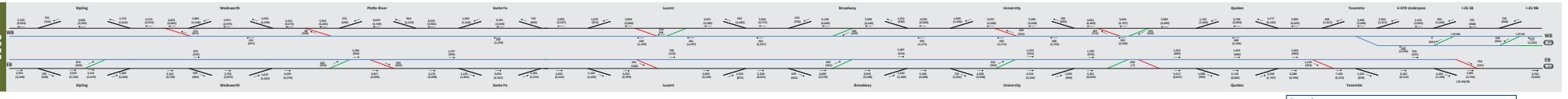
2014 Existing



2035 No Action



2035 Proposed Action



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Legend

AM Peak Hour / (#) PM Peak Hour

General Purpose Lanes/Ramps — Toll Managed Lanes — Tolled Managed Lane Egress — Tolled Managed Lane Ingress

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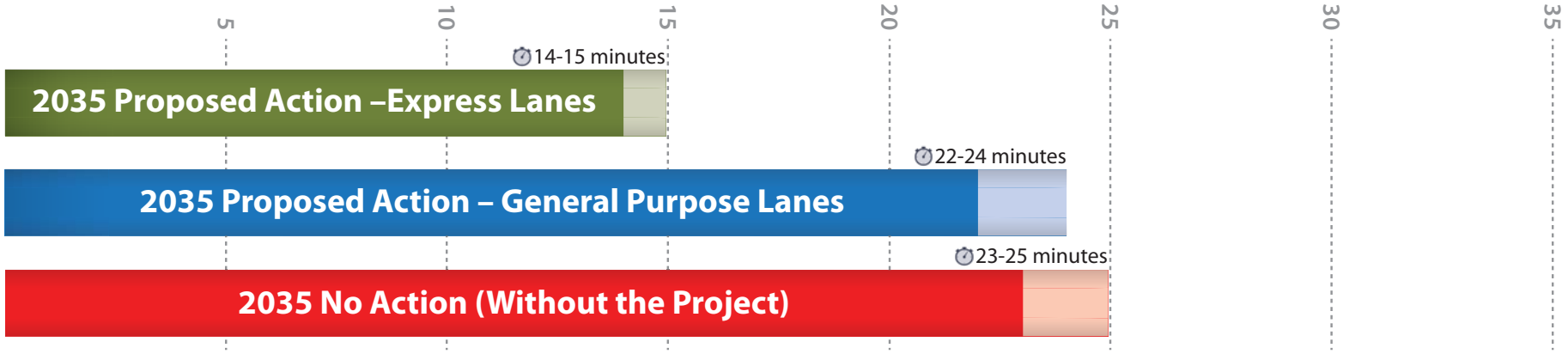
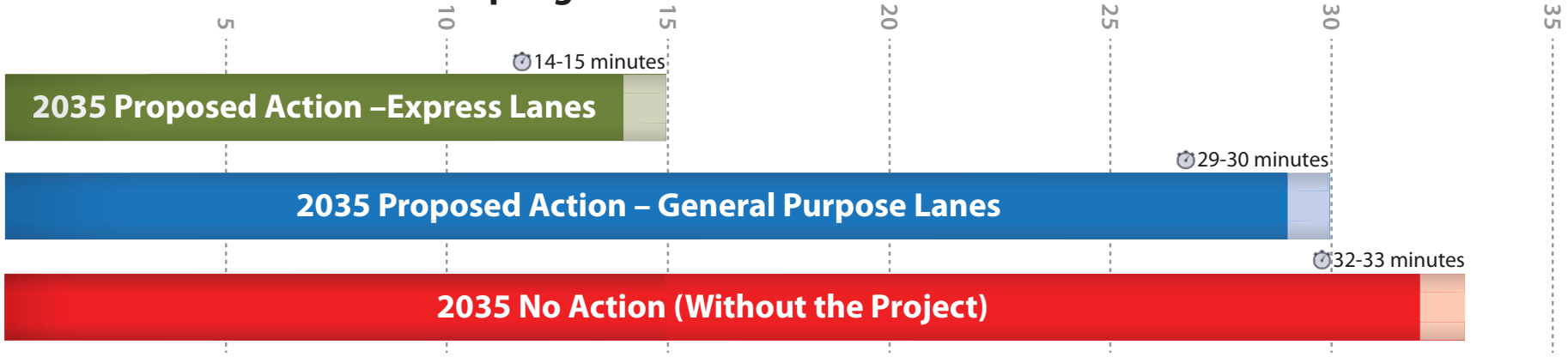
Peak Hour Travel Time Savings

AM Peak Eastbound Kipling to I-25



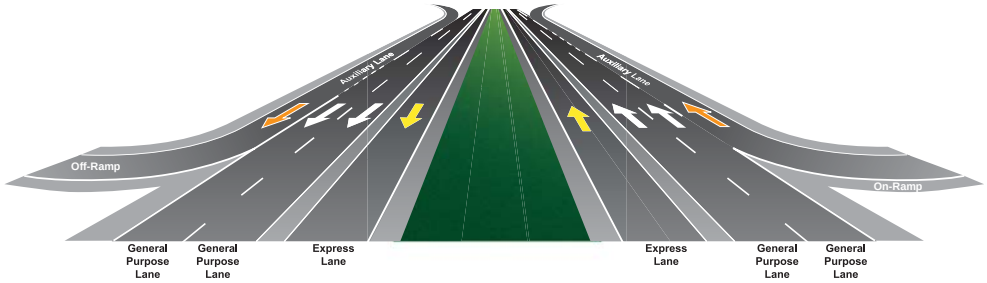
PM Peak Westbound I-25 to Kipling



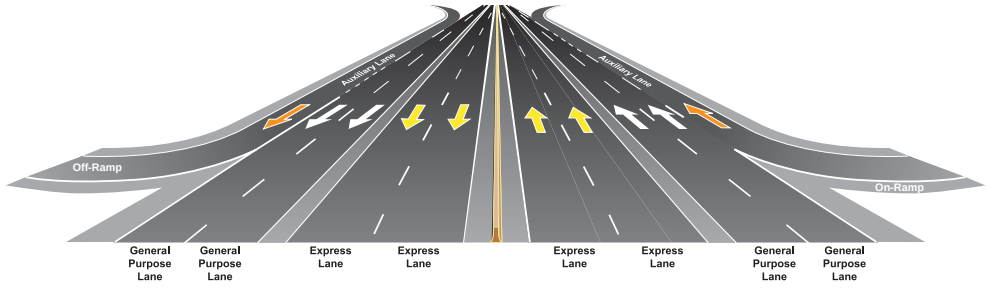
EXPRESS LANES C 470

Typical Sections

Existing C-470
2 General Purpose Lanes in each direction



Proposed C-470 with 1 Express Lane in each direction plus
2 General Purpose Lanes in each direction with Auxiliary Lanes (select locations)



Proposed C-470 with 2 Express Lanes in each direction plus 2 General Purpose Lanes in each direction with Auxiliary Lanes (select locations)

General Purpose Lanes – Continuous lanes that do not require the user to pay a toll, consistent with the two existing lanes on C-470.

Express Lanes – Continuous lanes that require the user to pay a toll.* These lanes are separated from the General Purpose Lanes by a painted buffer. The Proposed Action recommends the addition of one or two express lanes in each direction. Recommended express lanes for each direction include:

Westbound
- Two express lanes between I-25 and Lucent Boulevard
- One express lane between Lucent Boulevard and Kipling Parkway

Eastbound
- One express lane between Kipling Parkway and Broadway
- Two express lanes between Broadway and I-25

Auxiliary Lanes – Lanes added to the right of the General Purpose Lanes connecting the on-ramp at one interchange to the off-ramp at the next interchange. Auxiliary lanes will improve safety and traffic performance. The proposed action recommends Auxiliary Lanes at the following locations:

Westbound
- University to Broadway
- Broadway to Lucent
- Lucent to Santa Fe
- Santa Fe to Platte Canyon

Eastbound
- Santa Fe to Lucent
- Lucent to Broadway
- Broadway to University
- Quebec to Yosemite

* CDOT has not made a final decision regarding allowing High-Occupancy Vehicles to travel in the Express Lanes without paying tolls.

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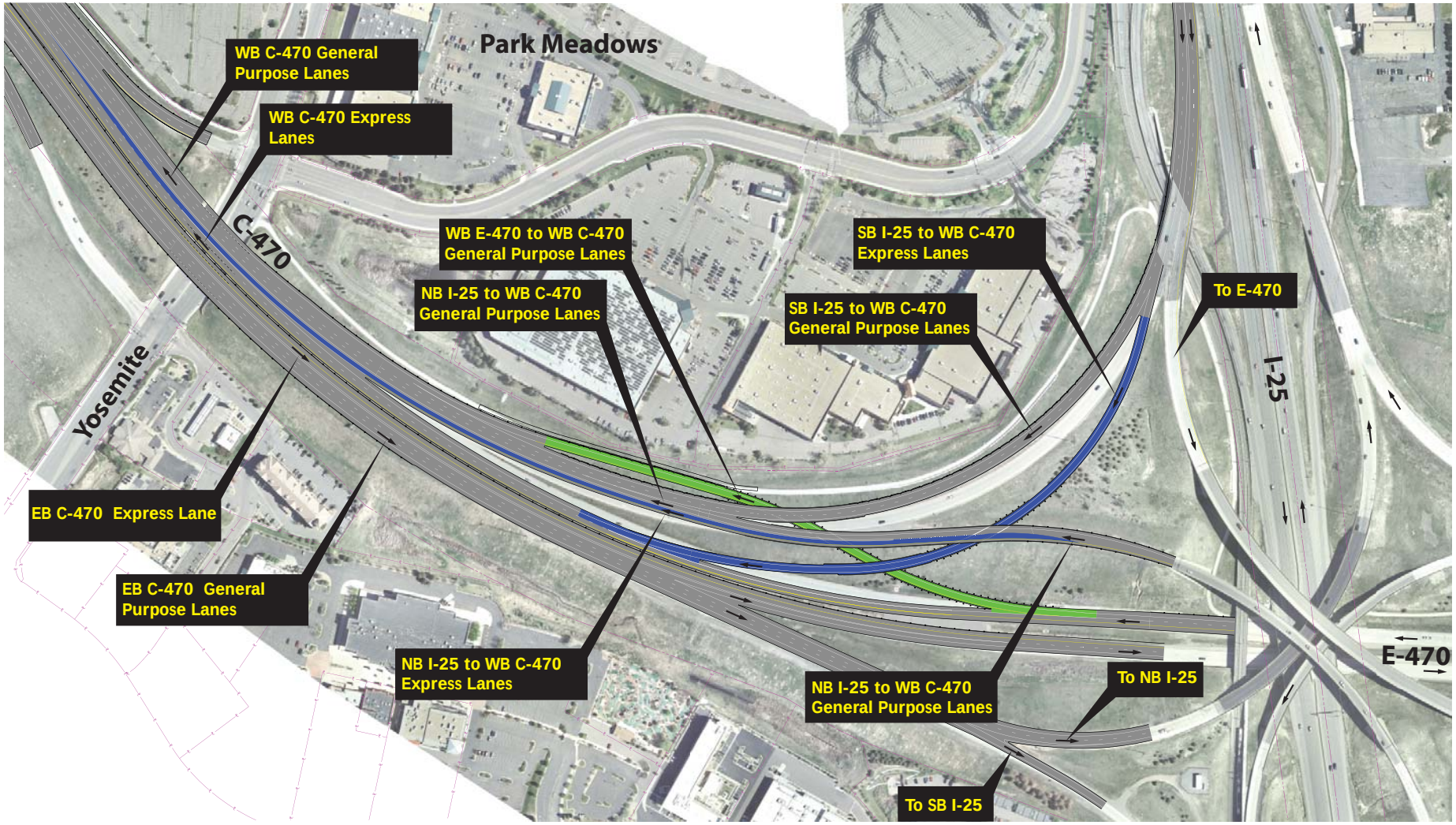
C-470 Direct Connects at I-25



Summary of Impacts and Mitigation

Impact	Mitigation
Construction traffic delays	Maintain at least two through lanes open in each direction open to traffic. Limit full closures to night-time with extensive media notice and detours.
Construction noise and vibration	Prepare/implement mitigation plan for noise and vibration to minimize impacts.
Construction dust	Require the contractor to implement dust control practices during construction.
C-470 Trail relocation: • 5.8 miles to be relocated	Build new trail segments prior to closing/disrupting existing, where possible.
Trail temporary closures: • Mary Carter Greenway Trail • High Line Canal Trail • Willow Creek Trail	Provide advance notice to users, signed detours. Coordinate with South Suburban Parks & Recreation District to minimize impacts to planned trail events. Coordinate with Highlands Ranch Metro District regarding High Line Canal Trail detour. These impacts qualify for exceptions under Section 4(f) of the USDOT Act.
Right-of-way needs (permanent): • 3.48 acres of acquisition; • 31.14 acres of easement	Fair compensation to be paid in accordance with Federal law. A CDOT specialist will assist each affected property owner.
Right-of-way needs (temporary): •15.42 acres of easement.	Property disturbed during construction will be restored to its prior condition, or monetary compensation provided.
Noise from traffic: Will increase due to more traffic and new lanes closer to nearby receptors, resulting in 469 impacted residences, plus portions of trails and parks and 3 restaurants.	Noise barriers are RECOMMENDED where they are reasonable and feasible. These total more than 17,000 linear feet (more than three miles), benefitting 360 residences. In final design, the actual lengths and locations of the recommended barriers may vary due to terrain, utilities, property owner desires (majority of benefitted households must vote in favor). See Noise Station for more detail.

Summary of Impacts and Mitigation

Impact	Mitigation
Air quality: Exhausts decline over time due to cleaner cars, despite more traffic; but dust will increase	Projected emissions for re-entrained dust (particulate matter) are within EPA-approved regional emission budgets and will not cause or contribute to violation of any national air quality standard.
Greenhouse gases: Slight increase from added traffic	CDOT ongoing program-wide activities seek to reduce future greenhouse gas emissions.
Water quality: Potential water quality contamination due to construction activities; increased runoff due to more paved surface	Permanent water quality features that are incorporated into the project's conceptual design to comply with CDOT's MS4 Permit for water quality treatment. CDOT will prepare and implement a Stormwater Management Plan (SWMP) detailing how and where temporary BMPs will be used before, during and after construction, including rigorous compliance monitoring.
Hydrology: Culverts will carry more stormwater runoff crossing under C-470	Replace Spring Creek 72-inch culvert with an 84-inch culvert to convey the design flow.
Floodplains: FEMA map revision could be needed at South Platte	Prepare more detailed analysis to determine need; prepare map revision if required.
Archaeological finds or fossils: Could be unearthed during excavation	No impacts are anticipated. If resources are found, work will be halted. A qualified resource expert will assess the significance and recommend resource protection measures.
Historic resources: No "adverse effects"	No mitigation is required. Impacts include modification of City Ditch (under C-470) and indirect (e.g., visual, noise) effects to other nearby resources.
Geologic: Expansive soils, other known conditions	Use design and construction methods to minimize effects to project.

Summary of Impacts and Mitigation

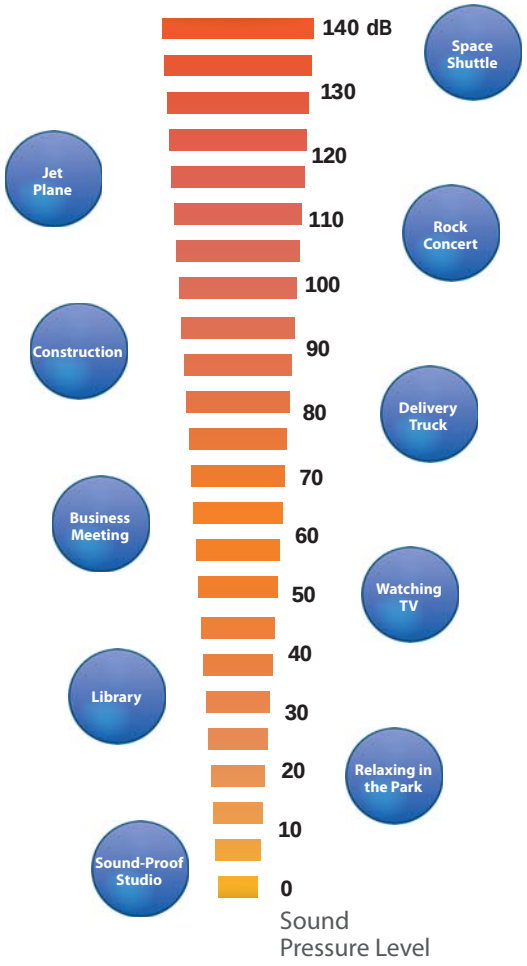
Impacts	Mitigation
Hazardous materials: Potential exposure to contaminated soil/ground-water, asbestos, lead paint	Prepare/follow a Materials Handling Plan addressing these contaminants. Conduct an asbestos hazardous materials survey, lead paint survey prior to demolition. Follow proper handling and disposal methods if these materials are encountered.
Visual: Changes include new lanes, signage, noise barriers, toll equipment, loss of grassy median	Design corridor improvements per adopted CDOT standards for corridor consistency. Work with local governments if they wish to pay for localized upgrades.
Utility lines: Many will need to be relocated (number to be determined in design)	The owners of private utility lines within CDOT ROW pay for relocation of their utilities. If utilities are on land newly being acquired for ROW, CDOT pays for the relocation.
Wildlife: Movement across C-470 more difficult due to added lanes	New bridges over South Platte River will provide dedicated wildlife movement corridor. Replace existing chain link fence with deer fence to direct large mammals to this improved crossing. Re-vegetate with native shrubs such as skunk brush and willow to attract deer to cross under C-470.
Bird nests: Various species nesting near C-470 could be disturbed by construction	**Raptors**: Pre-construction, field survey to confirm location of active raptor nests. Restrict construction in buffer areas (e.g., 1/3 mile radius for Red-Tailed Hawk) during the breeding season. **Swallows**: Remove nests under C-470 bridges when unoccupied (Aug. 15 to April 25), and prevent new nests from being completed. **Other migratory birds**: Prior to construction, CDOT would survey areas proposed for disturbance for the presence of migratory bird nests. CDOT would avoid disturbing active nests by removing trees and shrubs during the non-nesting season and timing construction activity to avoid active nests during the nesting season.

Summary of Impacts and Mitigation

Impacts	Mitigation
Aquatic species: Stream turbidity could increase due to construction activity	Use Best Management Practices to minimize and avoid riparian impacts, coordinated with Colorado Parks and Wildlife to comply with Senate Bill 40 requirements.
Black-tailed prairie dogs: 14.3 acres of colonies to be displaced	Remove in accordance with the 2009 *CDOT Impacted Black-tailed Prairie Dog Policy*. For partially-affected colonies, use established methods to minimize impacts to remaining portion.
Wetland impacts: Permanent 0.70 acres; temporary 1.30 acres	Further minimize if possible; replace to ensure no net loss; may make use of off-site wetland mitigation bank.
Riparian areas: Temporary and permanent impacts total 2.77 acres	CDOT will develop mitigation plans and submit them to CPW for SB 40 Certification at least 60 days prior to construction.
Trees: Hundreds of trees will be removed, including native and non-native species	**Trees not being removed**: Protect with barricade fencing. **Trees in riparian areas**: Replace trees 2 or more inches in diameter on-site on a 1:1 basis. **Trees elsewhere**: Replace trees 4 or more inches in diameter at suitable locations within the project area.
Vegetation: Roadside grasses disturbed by construction	Reseed with a native seed mix approved by CDOT landscape architect.
Noxious weeds: Could spread or invade in disturbed areas	Resurvey noxious weeds prior to construction; prepare and implement an Integrated Noxious Weed Management Plan. Monitor at least twice over the first growing season and follow up where needed.

General Noise Information

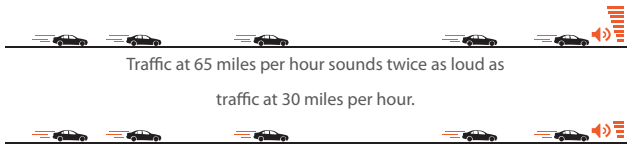
What are some common noise values?



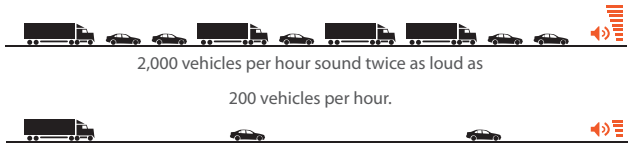
How is a change in sound level perceived?

Decibel Changes and Loudness

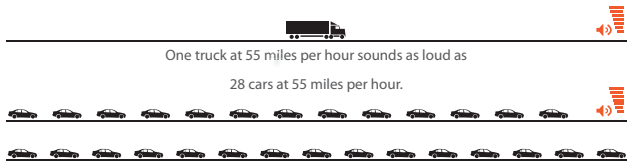
Traffic and Noise



How Speed Affects Traffic Noise



How Traffic Volume Affects Noise



How Trucks Affect Traffic Noise

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For Information on Traffic Noise visit CDOT's Noise FAQ site.
www.codot.gov/programs/environmental/noise/noise-faqs.html

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Noise Analysis and Mitigation Part 1

How does CDOT/FHWA determine if I am impacted?

CDOT has analyzed noise levels along C-470 for today's traffic and for 2035 forecasted traffic.

Study findings suggest that various residential areas along C-470 are impacted by C-470 traffic noise in accordance with CDOT noise abatement criteria. Some of these areas are expected to be recommended for noise abatement.

CDOT Noise Abatement Criteria

Activity Category	Activity Leq(h)*	Evaluation Location	Activity Description
B[1]	66	Exterior	Residential
C[1]	66	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studio, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.

[1]Includes undeveloped lands permitted for this activity category
*Hourly A-weighted sound level in dBA

How does CDOT/FHWA determine if mitigation will be implemented?

If the analysis determines that forecasted noise levels for residences along the corridor meet CDOT criteria, noise abatement will be evaluated using the following steps:

Is it Feasible?

- Can a 5dB(A) noise reduction be achieved by constructing a noise barrier or berm?
- Are there any fatal flaw drainage, terrain, safety, or maintenance issues involving the proposed noise barrier or berm?
- Can a noise barrier or berm less than 20 feet tall be constructed?

Is it Reasonable?

- Has the design goal of 7 dB(A) noise reduction for abatement measure been met for at least one impacted receptor?
- Is the Cost Benefit Index below $6,800 per receptor per dB(A) reduced?

*** We Are Here Tonight**

Noise Analysis and Mitigation Process Part 2

* We Are Here Tonight

CDOT Noise Mitigation Implementation Next Steps

What are the options for noise mitigation? If noise abatement is recommended what are the options?
Noise barriers are commonly constructed as walls, earthen berms, or a combination of the two. Walls are most common, and are usually constructed out of dense materials such as concrete or masonry block. Earth berms are a natural alternative to walls, but require much more land to construct.

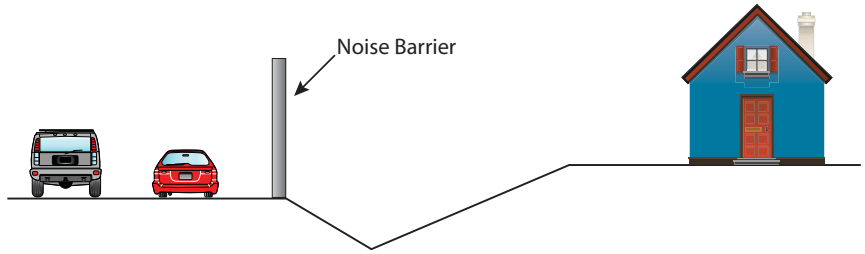
How does CDOT/FHWA involve the community in final decisions to construct noise mitigation?

CDOT shall solicit the opinions and desires of the benefited receptors, those receptors receiving 5 dBA or more of noise reduction, whether to build or not build noise abatement measures that were recommended from noise mitigation analysis. A benefitted receptor preference survey will be completed as part of the final design process. **A simple majority (>50%) response is required.**

How will it look aesthetically?

During final design aesthetic treatments for recommended abatement measures will be coordinated with the benefitted receptors.

Typical Section



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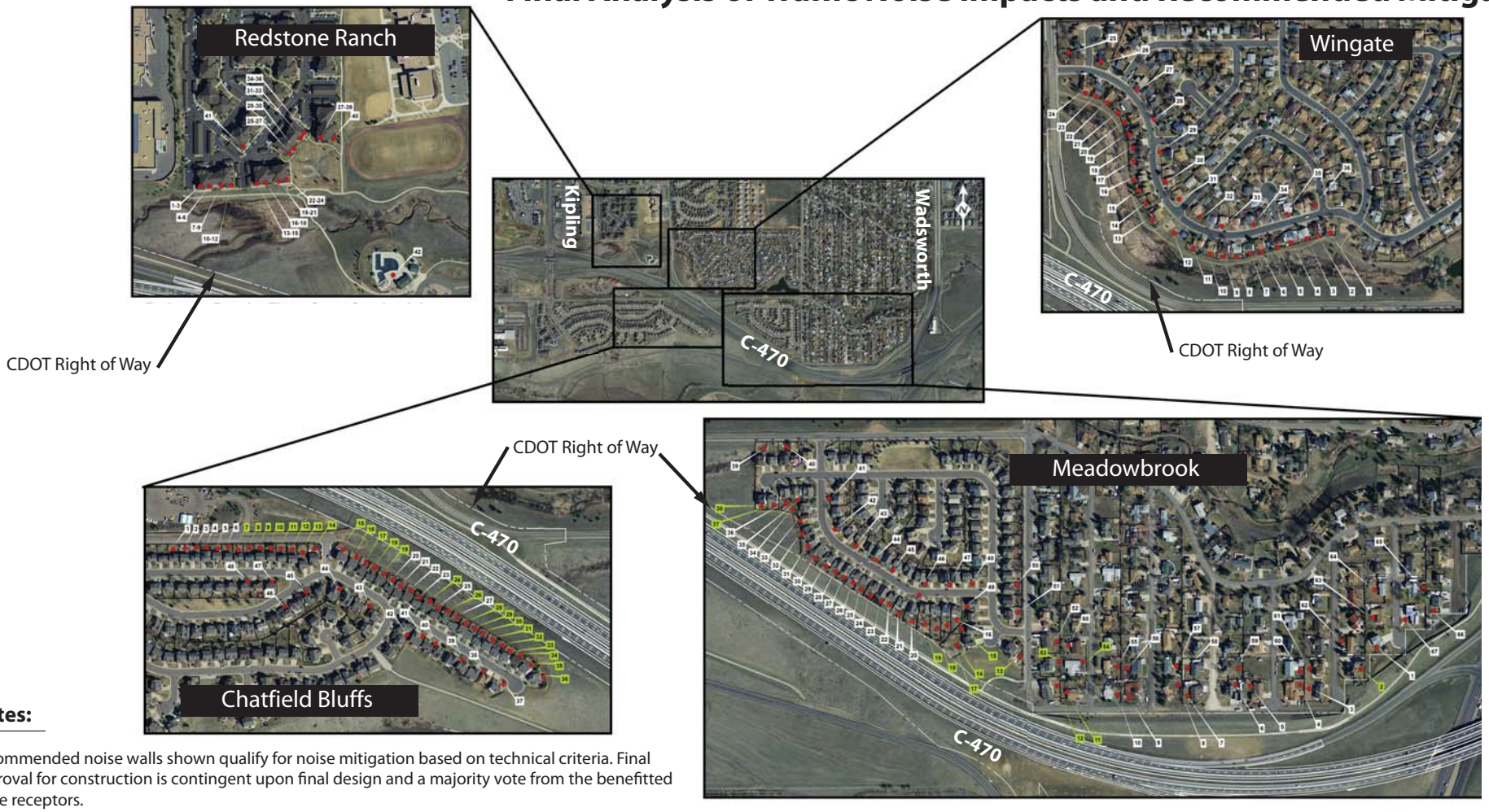
C-470 - Kipling to Wadsworth

Final Analysis of Traffic Noise Impacts and Recommended Mitigation



Notes:

Recommended noise walls shown qualify for noise mitigation based on technical criteria. Final approval for construction is contingent upon final design and a majority vote from the benefitted noise receptors.

If no recommended noise wall is shown, the location did not meet technical criteria for noise mitigation.

Recommended noise walls are shown in an approximate location and length. Final design will determine exact location and dimensions.

Legend

- Less than 66 dB
- Equal to or greater than 66 dB
- Receptor Location
- Recommended Noise Wall

C-470 - Wadsworth to Platte Canyon

Final Analysis of Traffic Noise Impacts and Recommended Mitigation

CDOT Right of Way

CDOT Right of Way

Legend

- Less than 66 dB
- Equal to or greater than 66 dB
- Receptor Location
- Recommended Noise Wall

Noise Wall		
Approximate	Length	900 ft
	Height	Min. 8 ft
		Max. 16 ft
		Avg. 13.5 ft

Notes:

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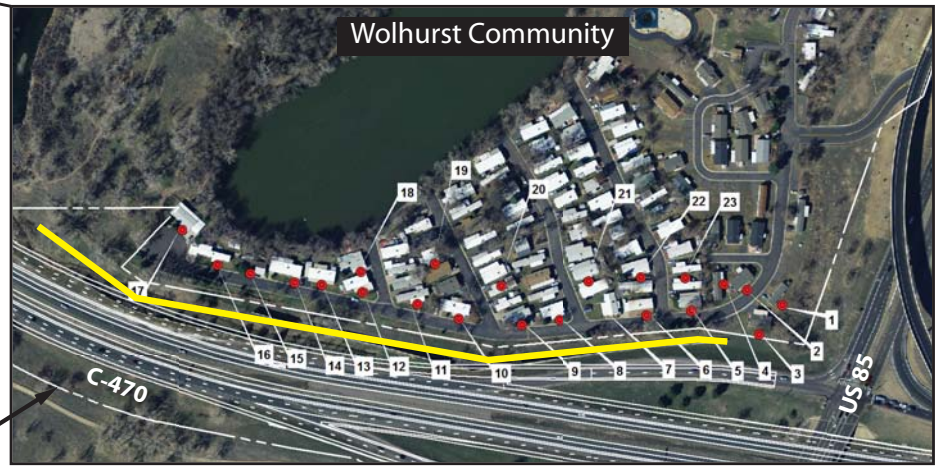
C-470 - Platte Canyon to Santa Fe

Final Analysis of Traffic Noise Impacts and Recommended Mitigation



CDOT Right of Way

Note: Recommended noise wall replaces existing noise wall.

Legend

- Less than 66 dB
- Equal to or greater than 66 dB
- Receptor Location
- Recommended Noise Wall

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Noise Wall		
Approximate	Length	1,500 ft
	Height	Min. 12 ft
		Max. 16 ft
		Avg. 15.5 ft

C-470 - Santa Fe to Lucent

Final Analysis of Traffic Noise Impacts and Recommended Mitigation

CDOT Right of Way

Noise Wall		
Approximate	Length	2,200 ft
	Height	Min. 6 ft
		Max. 10 ft
		Avg. 7 ft

CDOT Right of Way

Noise Wall		
Approximate	Length	1,700 ft
	Height	Min. 8 ft
		Max. 20 ft
		Avg. 18.5 ft

Legend

- Less than 66 dB
- Equal to or greater than 66 dB
- Receptor Location
- Recommended Noise Wall

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C-470 - Lucent to Broadway

Final Analysis of Traffic Noise Impacts and Recommended Mitigation

CDOT Right of Way

Legend

- Less than 66 dB
- Equal to or greater than 66 dB
- Receptor Location
- Recommended Noise Wall

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Recommended noise walls are shown in an approximate location and length. Final design will determine exact location and dimension.

Noise Wall		
Approximate	Length	1,200 ft
	Height	Min. 16 ft
		Max. 20 ft
		Avg. 17.5 ft

C-470 - Broadway to University

Final Analysis of Traffic Noise Impacts and Recommended Mitigation

Legend

- Less than 66 dB
- Equal to or greater than 66 dB
- Receptor Location
- Recommended Noise Wall

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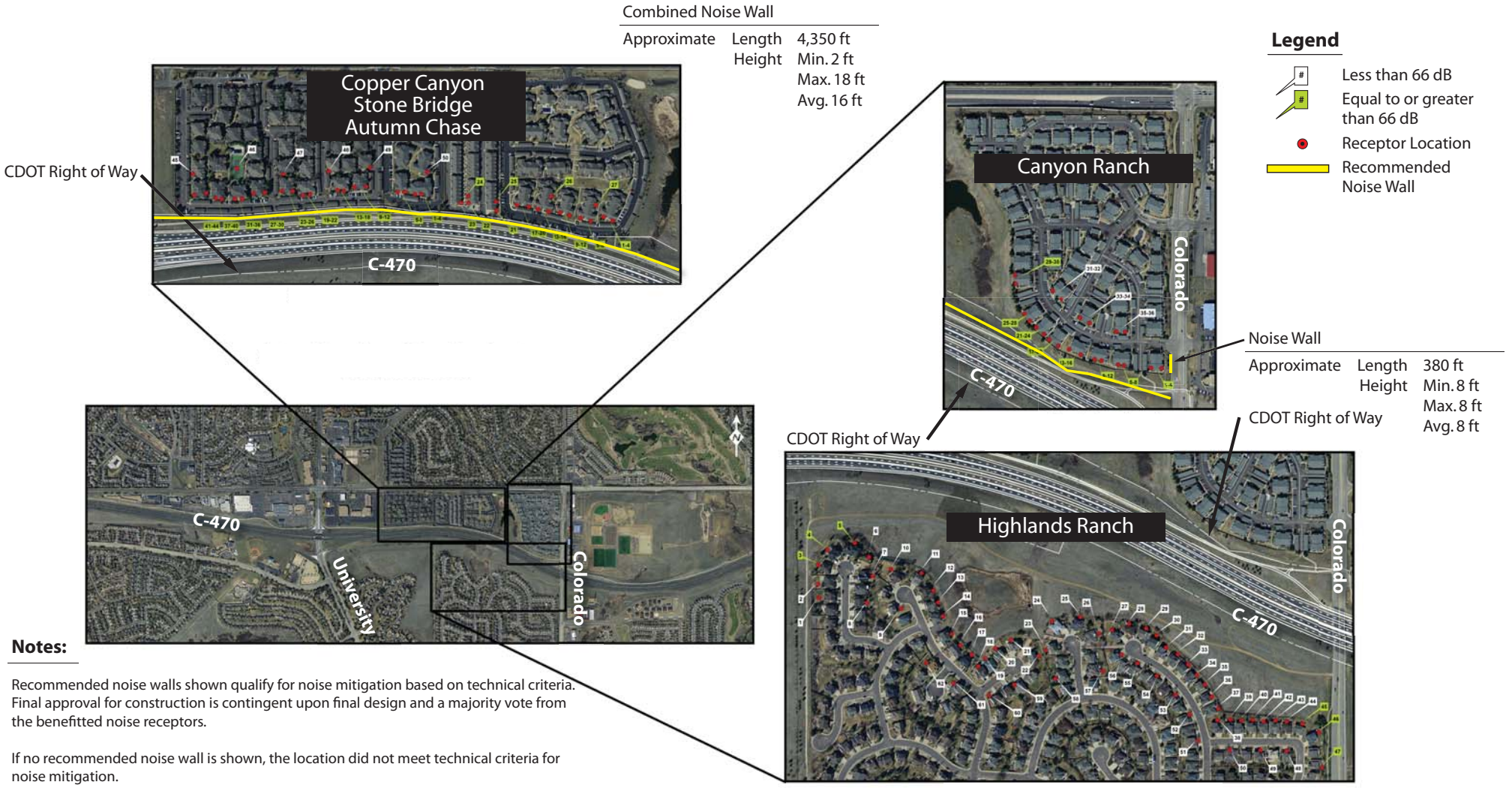
C-470 - University to Colorado

Final Analysis of Traffic Noise Impacts and Recommended Mitigation



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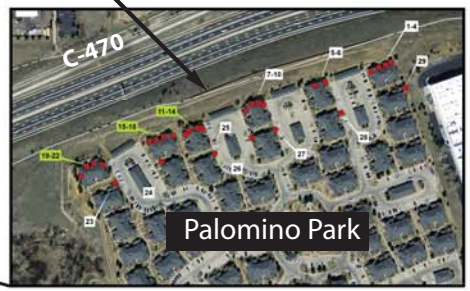
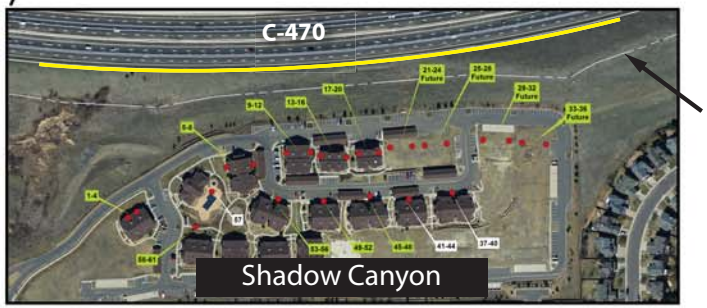
C-470 - Colorado to Quebec

Final Analysis of Traffic Noise Impacts and Recommended Mitigation





Wall		
Approximate	Length	1,700 ft
	Height	Min. 12 ft
		Max. 20 ft
		Avg. 18.5 ft

Notes:

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Legend

- Less than 66 dB
- Equal to or greater than 66 dB
- Receptor Location
- Recommended Noise Wall

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C-470 - Quebec to I-25

Final Analysis of Traffic Noise Impacts and Recommended Mitigation

Legend

- Less than 66 dB
- Equal to or greater than 66 dB
- Receptor Location
- Recommended Noise Wall

Notes:

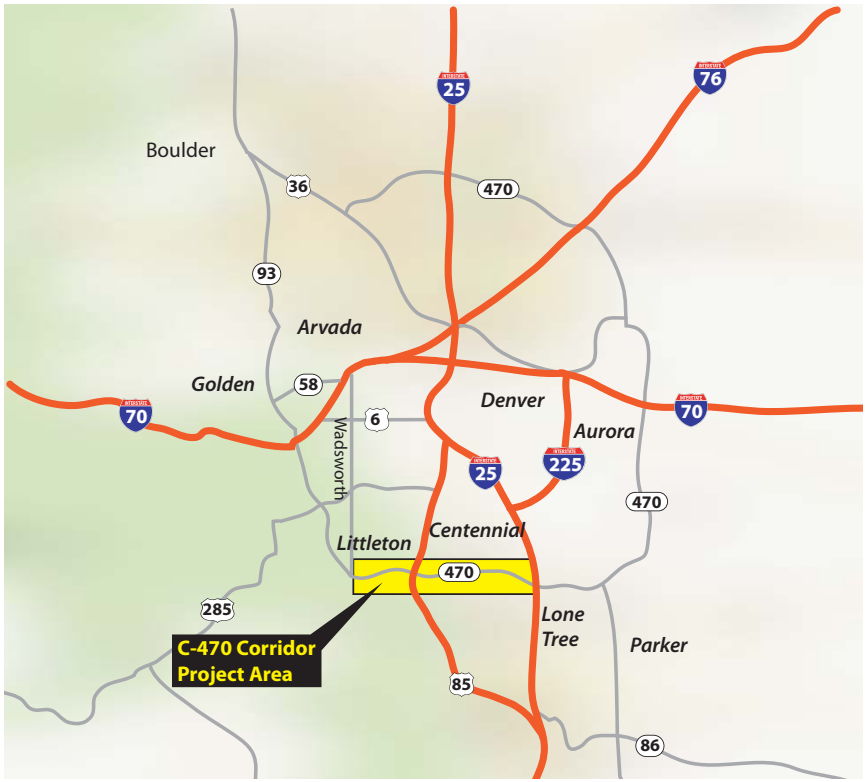
Recommended noise walls shown qualify for noise mitigation based on technical criteria. Final approval for construction is contingent upon final design and a majority vote from the benefitted noise receptors.

If no recommended noise wall is shown, the location did not meet technical criteria for noise mitigation.

Recommended noise walls are shown in an approximate location and length. Final design will determine exact location and dimension.

Noise Wall		
Approximate	Length	2,100 ft
	Height	Min. 16 ft
		Max. 20 ft
		Avg. 18.2 ft

2016 Construction Phase



2016 Construction Phase Summary:

- Westbound – two express lanes from I-25 to Colorado; one express lane from Colorado to Wadsworth
- Eastbound – one express lane from west of the Platte River to I-25
- Auxiliary lanes where recommended in select locations
- Direct connection ramps from I-25 to the westbound express lanes
- Water-quality features, noise barriers and other environmental mitigation required by the Revised EA
- ITS elements and tolling equipment
- Reconstruction of:
  - Bridges over the South Platte River
  - Existing pavement, and realignment of substandard curves
  - C-470 Trail with added grade separations at Quebec and Colorado
- Two general purpose lanes, untolled, will remain in each direction

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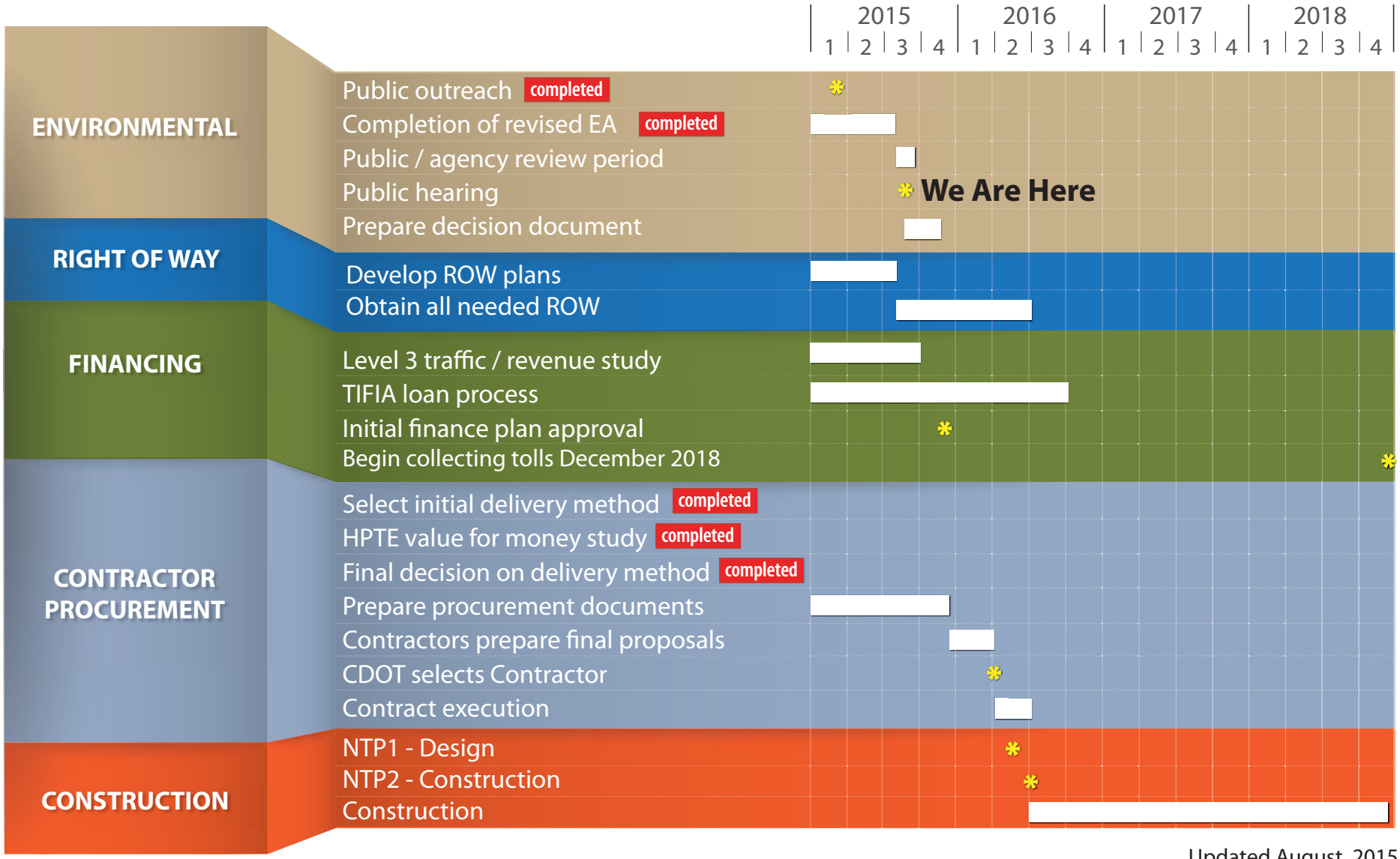
Schedule 2016 Construction Phase



Updated August, 2015

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2016 Construction Phase Funding, Financing, and Contracting

Values in $M

Sources	
Tax-Exempt CIBs	86,000
TIFIA	108,000
CDOT - RAMP	100,000
FASTER + Local (Douglas County)	12,000
O&M Loan Proceeds	2,000
TOTAL	**$308,000**

Uses	
Design & Construction	269,000
Transaction Costs[1]	4,000
Interest During Construction	10,000
Project Reserves[2]	25,000
TOTAL	**$308,000**

[1] Includes debt issuance and related costs.
[2] Includes debt service, O&M, lifecycle, and ramp-up reserves, plus a pre-funded account for O&M expenditures.

Funding and Financing

The C-470 Express Lanes project will not include a Public-Private Partnership (P3). The 2016 construction phase will be funded through a combination of already secured funds and traditional financing. The already secured funds include RAMP (Responsible Acceleration of Maintenance and Partnerships), FASTER (Funding Advancements for Surface Transportation and Economic Recovery), and Local Agency contributions from Douglas County. Financing is being secured through Capital Improvement Bonds (CIB) and potentially a TIFIA loan (Transportation Infrastructure Finance and Innovation Act).

2016 Construction Contracting

The 2016 construction phase will be executed through a design-build construction contract. CDOT is in the process of selecting a design-build contractor through a competitive, best-value process that assesses the contractor's price, quality, and innovation to both design and construct the project.

Tolling Information

The High Performance Transportation Enterprise (HPTE), a part of CDOT, is responsible for managing toll facilities on state-owned highways in Colorado. HPTE sets the final toll rates and has the authority to change the rates as necessary to manage the use of the express lanes.

Tolls will be collected electronically via the same transponder currently in use in Colorado on E-470 and other facilities. License plate tolling for drivers without a transponder will be included, but additional administrative charges will be added to the toll.

The existing two general purpose lanes in each direction will not be tolled. Added auxiliary lanes will not be tolled. Only the added express lanes will be tolled.

What about High-Occupancy Vehicles?

CDOT has not made a final decision on the use of HOV's in the C-470 Corridor.

Allowing HOV vehicles to travel in the express lanes without paying tolls is referred to as HOV exempt. If CDOT were to allow HOV exempt on C-470, the requirement would be for 3 or more passengers to be in the vehicle, or referred to as HOV3+.

Initial plans for the operation of the C-470 Express Lanes did not include HOV3+ exempt when estimating toll revenues.

This topic is discussed on pages 3-22 to 3-26 of the Revised EA, which includes a summary table of factors being considered. That table is provided in the adjacent display board.

CDOT will make a final decision on the HOV3+ topic after public input is received and will take into account the results of the Level III Traffic and Revenue Study that is now being completed. The final decision will be included in the Decision Document for this Revised EA, anticipated to be completed in November 2015.

CDOT wants to hear from you regarding HOV's.

HOV3+ Exemption Pros and Cons

Factor	Pro (+), Neutral, or Con (-)	Discussion
Revenue impact, per the September 2014 Level II T&R Study	-	It is estimated that HOV3+ exemption could reduce toll revenue by $15 million over a 30-year analysis period. Conceptually, this revenue reduction could impact the scope of the Proposed Action and/or be passed along to express lanes users through higher toll rates.
DRCOG Regional Transportation Plan goals call for increased travel efficiency	+	Toll exemption could slightly increase overall corridor vehicle occupancy, thus slightly reducing the number of vehicles on the roadway.
DRCOG Regional Transportation Plan indicates that local communities should have input on tolling decisions	-	The C-470 Corridor Coalition has expressed concerns about revenue loss impacting the financially feasibility of the project.
Consistency with other CDOT express lanes	+	CDOT has stated that the decision on whether or not to allow toll exemptions will be made on a corridor-by-corridor basis. On opening day and into the future, more corridors in Colorado are projected to provide an HOV exemption than not.
Consistency with connecting beltway segments	-	The existing private toll road connected to C-470 is E-470, which provides no toll exemptions to any vehicle class.
Environmental consequences	neutral	The Proposed Action would have the same impacts on most resources (water quality, wildlife, traffic noise) regardless of whether or not an HOV3+ policy were in place. A small reduction in air quality emissions could result if toll exemption results in increased carpooling.

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Public Outreach

2003 to 2006 – CDOT completed an Environmental Assessment (EA)

- **Newsletters** – 22,000 business and households were on the mailing database for newsletters mailed at each step in the EA process
- **Website** – 100,000 visitors viewed the EA website
- **Media** – Multiple press releases and articles in major and local newspapers and local television
- **Small Group Meetings** – 44 meetings
- **Open Houses** – A total of 17 open houses
- **November 2006** – EA Public Hearing

2012 to 2013 – C-470 Corridor Coalition selects a preferred funding option

- **Telephone Town Halls** – The Coalition solicited input from the public through 5 telephone Town Hall Meetings (fall of 2012) on alternative improvements to the corridor; 21,552 residents were connected
- **Public Presentations** – 12 separate presentations were held in the fall of 2012
- **Open Houses** – Four open houses were held during the fall of 2012
- **Website** – The Coalition created a website
- **Social Media** – A Facebook page was created
- **Citizens Advisory Committee** – A committee was formed with input from the Coalition members; met 5 times
- **Media** – 14 media articles published between July and August of 2012
- **Citizen Opinion Survey** - Completed in November 2012
- **C-470 Coalition Policy Committee was formed**
  - Includes Local Agencies, multiple Community Partnerships & Organizations, Colorado Department of Transportation (CDOT), High Performance Transportation Enterprise (HPTE), Denver Regional Council of Governments (DRCOG), Regional Transportation District (RTD), and the Federal Highway Administration (FHWA)
  - **February 2013 – Selected Express Tolled Lanes as the preferred funding option**
  - Continues to meet bimonthly

2013 to Today – CDOT and the C-470 Corridor Coalition completing a Revised Environmental Assessment

CDOT Project Website - http://www.coloradodot.info/projects/c470ExpressLanes
HPTE Outreach Meeting – **August 19, 2014**

September 2014 Telephone Town Hall Meetings (Live Telephone Broadcasts from 7 pm to 8 pm)
Tuesday, Sept. 9 – Outreach focus area: Jefferson County and Lakewood
Wednesday, Sept. 10 – Outreach focus area: Arapahoe County, Centennial and Littleton
Thursday, Sept. 11 – Outreach focus area: Douglas County, Lone Tree and Highlands Ranch

September 2014 Public Open House Meetings
Monday, Sept. 15 - Ken Caryl Ranch House
Tuesday, Sept. 16 - Highlands Ranch Metro District Office
Wednesday, Sept. 17 - Lone Tree Arts Center
Thursday, Sept. 18 - Homestead Elementary School

February 2015 Public Open House Meetings for Noise Analysis and Mitigation
Tuesday, Feb. 10 – Highlands Ranch Metro District Office
Wednesday, Feb. 11 – Highlands Ranch Metro District Office

2015 Revised EA Public Hearing
Wednesday, Aug. 26 – Lone Tree Arts Center

TONIGHT

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How to Submit Comments?

There are five ways to comment: choose one (or more) that is most convenient for you.

TONIGHT

1. **Speak publicly at the microphone:** Sign up to speak. Please limit your comments to three minutes.

2. **Speak privately to the court reporter:** Your comments will be recorded and transcribed to a written statement for the official record. Comments will be limited to three minutes per person.

3. **Complete a written comment form:** Pick up a comment form here, complete it, and submit it tonight or mail it in later (see address below).

AFTER TONIGHT, BUT NO LATER THAN FRIDAY, SEPTEMBER 11

4. **Submit comments online at the project website:** https://www.codot.gov/projects/c470
   Look for the tab that says: "Leave a Comment on the Revised Environmental Assessment"

5. **Mail written comments to the following address:**

   Jerome Estes, PE, Resident Engineer/C-470 Project Director
   Colorado Department of Transportation Region 1
   200 South Holly Street
   Denver, CO 80220

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THANK YOU

Please Fill Out a Comment Page

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