



TOPICS	CONSIDERATIONS
<b>Air Quality</b>	Coordination required between CDOT, APCD, and DRCOG. Coordination will involve discussions to develop methodology for assessing PM10, ozone, MSATs, and the approach to evaluate dust emissions from tunnel boring. The project is currently in an attainment area, and MOVES modeling or hot spot analysis should not be required but requirements will need to be confirmed with APCD. Boundaries of the ozone area with new EPA ruling and could include Clear Creek County. Will be using updated traffic.
<b>Archaeology</b>	Several recorded sites exist; one known eligible site won't be affected. An intensive survey is required.
<b>Cumulative Impacts</b>	The project is anticipated to have limited effects from induced growth. However, Section 106 cumulative effects will need to be analyzed along with evaluations of cumulative effects to wildlife and fisheries, water quality, and other resources.
<b>Environmental Justice</b>	The 2010 Census data indicates areas of minority and low-income populations in project area. Tier 1 concerns identified by EPA and Clear Creek County regarding potential disproportionate impacts of people living near the I-70 highway will need to be addressed. Tier 2 commitments include updating and expanding the Tier 1 analyses. Although few residences are directly within the project area, tolling impacts, detour impacts, commuting, and access to jobs will need to be addressed.
<b>Farmlands</b>	No farmlands are located within the project area.
<b>Floodplains</b>	Clear Creek is channelized throughout the project area. The project is included in a flood hazard zone, and portions of the highway may be in a floodplain, particularly east of the tunnels.
<b>Hazardous / Solid Wastes</b>	Historic mining sites and mill site locations are of concern to residents and agencies. Disturbance of mineralized rock formations may expose and allow heavy metals to enter Clear Creek through stormwater runoff. Disposal of waste rock material from tunnel blasting will need to be addressed.
<b>Historic Bridge</b>	No historic bridges are currently known to exist within the project area but evaluation of historic properties, including bridges, will be confirmed through survey.
<b>History</b>	Draft APE has been reviewed by Section 106 consulting parties and, as a result of comments, has been expanded in several locations. Survey of historical sites, including mining and transportation sites, is in progress. Potential adverse effect to twin tunnels. Programmatic Agreement in place; separate mitigation agreement required.
<b>Land Use</b>	Coordination / consistency with Idaho Springs Visioning and Greenway Plan will be needed.
<b>Native American Consultation</b>	Tribal coordination has been initiated for this project. A Programmatic Agreement is in place. No sites of known significance to Native Americans have been identified in this area in PEIS.
<b>Noise</b>	At least three sensitive receptors exist south of I-70. PEIS noise analysis was based on representative locations. Existing noise measured at one location (M1) east of MP 241, on north side of I-70, was modeled at 65 dBA (near NAC of 66 dBA). Construction noise, traffic detour noise, and valley/tunnel effect are issues of concern, along with effects of noise on Clear Creek recreation activities and facilities. May need a separate construction noise assessment, especially for detour route. New noise guidance from CDOT is in effect. Updated traffic will be used for the analysis.
<b>Noxious Weeds/Weed Management Plan</b>	Six designated noxious weeds are present in Clear Creek County. Standard BMPs and Noxious Weed management plans will need to be implemented.
<b>Paleontology</b>	Early Proterozoic metamorphic rock units (no fossils) surround the project area and there is a low potential for fossils to occur around Clear Creek. However, a field survey will be conducted.
<b>Public Involvement</b>	Stakeholder coordination is needed for multiple projects (Twin Tunnels EA, frontage road, Advanced Guideway System feasibility study). Coordination to occur with resource agencies and stakeholders in accordance with the Context Sensitive Solutions (CSS) process, the SWEEP and ALIVE MOUs, and the Section 106 Programmatic Agreement. This is the first Tier 2 project for CDOT. Key stakeholder



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	groups include the Project Leadership Team, Technical team, ALIVE/SWEEP/Section 106 parties (issue task forces), the I-70 Coalition, and the Collaborative Effort committee. Tolling/peak-period pricing will be a topic of discussion.
<b>Recreation</b>	Recreation, including fishing, hiking, trails, and rafting, occurs throughout the project area. Access to recreation resources and economic impacts, particularly for rafting industry, will need to be assessed. Possible effect to Scott Lancaster bridge and Scott Lancaster trail and construction impacts to Clear Creek recreation uses will need to be assessed. Coordination/joint planning for future recreation sites associated with the Clear Creek County Greenway will be required.
<b>Right of Way</b>	Project actions will most likely be conducted within CDOT right of way. One private parcel and USFS-administered land could be affected.
<b>Safety</b>	Safety assessment is being conducted by CDOT specific to the project area. Emergency response will be a consideration during design and construction planning. Crash data obtained from Idaho Springs Police Department will be evaluated.
<b>Section 4(f) / 6(f)</b>	Section 4(f) is considered to be a critical path for this project. Both recreation and historic sites are present. There will likely be an adverse effect to the Twin Tunnels and a possible effect to Scott Lancaster bridge and Scott Lancaster trail. Construction impacts are anticipated to Clear Creek recreation uses. Consideration of future recreational facilities in the Clear Creek County Greenway may be discussed with Clear Creek County as a joint planning initiative. Will need to develop and evaluate all avoidance alternatives to any of these potential Section 4(f) uses.
<b>Senate Bill 40</b>	The Twin Tunnels project could affect Clear Creek and associated riparian habitat protected by Senate Bill 40.
<b>Socioeconomics</b>	The I-70 highway is important to the local and state economy. Congestion and unmet demand affect both the local and state economy. A REMI model, which was used for the PEIS economic analysis, analyzed aggregated economic data for the entire I-70 Mountain Corridor region. The Tier 2 analysis will focus on county-level impacts and benefits of the Twin Tunnels project. Construction impacts on social and economic values are highly important to Clear Creek County. The analysis will use data from the 2010 Census update and will analyze the local economic impacts of recreation, especially rafting access and permits.
<b>Storm / Water Quality</b>	The Sediment Control Action Plan (SCAP) for Clear Creek is beginning, and the project will follow SWEEP MOU commitments. Potential impacts resulting from the project include tunnel discharges; effects of mine wastes and mineralized rock veining; and winter maintenance activities. Water quality in Clear Creek may be degraded due to sedimentation and heavy metal concentrations. The South Platte Water Related Activities Program (SPWRAP) will need to be followed. MS4 compliance may be required. Construction dewatering will need to be addressed.
<b>T or E Species</b>	Scoping input already received from USFWS indicates there are no ESA listed species in the project area, but CDOT will need to initiate consultation on any depletion to Clear Creek (South Platte watershed).
<b>Traffic</b>	Traffic studies conducted for the zipper lane feasibility study will be modified and updated for the Twin Tunnels project area to isolate the effects of tunnel improvements on congestion. Traffic impacts during construction are of high concern. Impacts to pedestrian and bike access, particularly commuting, during construction are also of concern.
<b>Vegetation</b>	Tier 2 commitments include an assessment of pine beetle effects on habitat and forests. This evaluation can likely use or reference the USFS pine beetle assessment.
<b>Visual</b>	The project area sits in a valley, and improvements will be visible. Visual changes to the Twin Tunnels will need to consider effects to historic integrity, CSS aesthetic guidelines, and areas of special interest.



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<b>Wetlands and Waters of the US</b>	Wetlands are limited in the project area but WUS (Clear Creek) adjacent to project could be affected. SWEEP water quality and habitat enhancement commitments must be considered. A SCAP is under development but primarily affects stream and wetlands upstream of the project area. A 404 permit will likely be required. Effects to downstream species, including Platte River water depletions, will need to be addressed. Disturbance of mineralized rock formations may allow heavy metals to enter Clear Creek through stormwater runoff.
<b>Wildlife / Fisheries</b>	The land bridge over the Twin Tunnels is important wildlife crossing. Bighorn sheep habitat occurs throughout the area. Clear Creek provides valuable aquatic habitat. The Trout Unlimited habitat restoration project on Clear Creek downstream from the Twin Tunnels project could be affected by sedimentation generated upstream. The SWEEP and ALIVE MOUs include consideration of water quality, habitat enhancement, and wildlife passage. Noise impacts on wildlife should be considered. The linkage interference zone (LIZ) identified as a barrier for wildlife movement at the east end of project area should be considered and discussed.