

## Introduction

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### 1. What is the purpose of this document?

The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) (lead agencies) prepared this Final Programmatic Environmental Impact Statement (PEIS) to provide reader-friendly, concise information about the major findings of the Interstate 70 (I-70) Mountain Corridor National Environmental Policy Act (NEPA) process.

This document's chapters and sections reference technical reports. **Chapter 9, References** contains a full list of these reports. These technical reports are available on the attached CD, at the following website: <http://www.i70mtncorridor.com>, and by request.

This document details the first tier of a Programmatic NEPA process. It is a stand-alone document that compiles data and analysis developed for the I-70 Mountain Corridor since the lead agencies issued a Notice of Intent to prepare a PEIS in January 2000. This Final PEIS encompasses data gathered and presented over that ten-year period; provides background on CDOT's efforts to collaborate with stakeholders to reach a Consensus Recommendation for needed transportation solutions of the I-70 Mountain Corridor between Glenwood Springs, Colorado, and C-470/Jeffco Government Center light rail station in the Denver metropolitan area of Colorado; responds to comments received on the Revised Draft PEIS issued in September 2010; and identifies the Preferred Alternative for the Corridor.

### 2. What is a Programmatic NEPA process?

The Council on Environmental Quality allows NEPA decisions to be made through a phased process. This process is referred to as programmatic or tiered decision making. This phased decision making process provides for a broad level decision to inform more specific decisions using a programmatic or tiered approach. While the terms "programmatic" and "tiered" are often used interchangeably in environmental impact statements, there is a difference in application. A programmatic environmental impact statement is a way of considering a program of improvements that resemble a planning process resulting in a number of projects, some with potentially different purposes and needs. A tiered environmental impact statement, on the other hand, addresses one large project with one overall purpose and need too cumbersome to analyze in a traditional environmental impact statement.

In this programmatic process, the lead agencies have identified a program of transportation improvements. This broad decision is referred to as Tier 1 of the NEPA process. To carry out the program of improvements, subsequent NEPA processes, referred to as Tier 2 processes will be initiated to develop and evaluate specific projects consistent with the Tier 1 decision.

Both levels of decision making, the broad level (Tier 1) and the specific or Tier 2 decisions, require that alternatives and impacts are understood at an appropriate level of detail for that decision. A broad level (Tier 1) decision is the projected outcome for this document and will not directly result in construction or impacts. This decision informs and refines the future, more detailed decisions using Tier 2 processes that will result in construction and impacts. Tier 2 processes also involve understanding the alternatives and impacts using the approach established by the NEPA and Council on Environmental Quality. For each Tier 2 process, the lead agencies will establish a project-specific purpose and need, consider and evaluate alternatives, and understand and disclose the impacts of the alternative(s) to make the decisions regarding activities that lead to construction. An environmental impact statement, an environmental assessment, or a categorical exclusion will document Tier 2 processes.

### 3. What has been the decision making process to get to the Preferred Alternative?

The decision making process to identify a preferred alternative to solve the Corridor transportation problems is based on analysis and consensus. In 2007, CDOT (working with an independent facilitator) formed a 27-member Collaborative Effort team comprised of agencies and stakeholders to reach a consensus for Corridor transportation solutions. In June 2008, the Collaborative Effort team identified a multimodal “Consensus Recommendation” that included an incremental and adaptive approach to transportation improvements and commitment to continued stakeholder involvement. That Consensus Recommendation became the lead agencies’ Preferred Alternative in the PEIS (**Appendix C, Consensus Recommendation** contains the Consensus Recommendation). The Preferred Alternative is described in detail in **Chapter 2, Summary and Comparison of Alternatives**. The various roles of the different groups involved in the decision making process are described in **Chapter 6, Public and Agency Involvement**.

### 4. What decisions are addressed programmatically at Tier 1 and what decisions will be addressed at Tier 2?

In this Tier 1 process, the lead agencies identify a program of transportation improvements that meet the 2050 purpose and need for the Corridor. The decisions regarding the transportation solution at the first tier include travel mode, capacity, and general location. The level of detail of the analysis at Tier 1 is gauged to provide the lead agencies a fair comparison how well alternatives meet purpose and need, and the general magnitude and type of impacts resulting from these alternatives. The Tier 1 decision will not be revisited unless other laws (such as the Clean Water Act) require revisiting it. However, the Preferred Alternative includes a commitment to regularly reassess (every two years) how the Preferred Alternative is meeting transportation needs. In 2020, the lead agencies and stakeholders will conduct a thorough assessment of the overall purpose and need and effectiveness of implementation of the Tier 1 decision. At that time, the lead agencies and the stakeholder committee may consider the full range of improvement options. Mitigation strategies are proposed at Tier 1; additional and specific mitigation measures will be developed during Tier 2 processes.

The programmatic decision will not result in construction of any specific projects. To carry out improvements, Tier 2 processes will be required with their own specific purpose and need and evaluation of alternatives that are consistent with the Tier 1 decision. Tier 2 processes will define and evaluate alternatives, alignment, interchange design, exact station locations, exact location of the transportation improvements, location of design or mitigation elements and bike

#### What is the Tier 1 Decision?

The Tier 1 decision includes three basic elements: travel mode, capacity, and general location.

- Travel mode is the manner that a traveler chooses to travel. In this study, the modes evaluated are highway, bus, rail, and Advanced Guideway System. Generally, by offering choices to travelers depending on the purpose of the trip, the traveler will consider the most beneficial mode based on travel time, cost, and convenience. The preferred mode identified for the PEIS is the Advanced Guideway System and highway. Additional information is required to select a technology for the Advanced Guideway System, and the specific technology will be developed during Tier 2 processes consistent with the mode decision from this Tier 1.
- Capacity must be sufficient to meet 2050 travel demand. In the case of the Preferred Alternative, the capacity is measured by the combined capacity of the highway and Advanced Guideway System.
- The general location of improvements is along the existing I-70 highway alignment (although not necessarily within the right-of-way).

paths, among other things, consistent with the Tier 1 decision. Tier 2 processes will also evaluate design details and specific environmental and community impacts. Specific mitigation commitments associated with impacts will be identified and agreed to during Tier 2 processes. Tier 2 processes may consider tolling and non-tolling alternatives. The public will have an opportunity to participate in and comment on all Tier 2 processes before Tier 2 decisions are made.

## 5. What happens after the Tier 1 Record of Decision (Implementation Plan)?

The lead agencies, in collaboration with project stakeholders, developed an implementation process for the multimodal Preferred Alternative identified in the PEIS. For the I-70 Mountain Corridor improvements, CDOT and the stakeholders will:

- Guide and monitor the implementation of projects in the Corridor; and
- Assess the Corridor's needs and priorities for recommendations by the Collaborative Effort, including assessments of larger projects for feasible options to phase and implement through planning and Tier 2 processes.

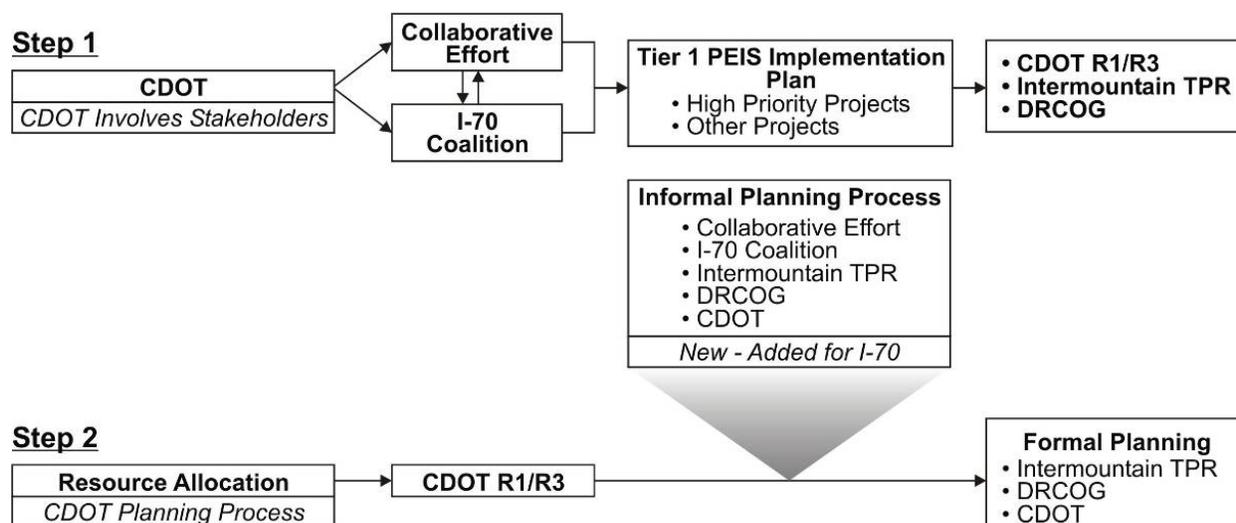
All Preferred Alternative components, including transit, must go through CDOT's established planning process. Because the transportation planning process identifies and prioritizes projects, the Preferred Alternative components will be defined into projects. The statewide planning process involves coordination with 15 transportation planning regions and metropolitan planning organizations to identify and prioritize projects to be included in the short-range (six-year) Statewide Transportation Improvement Program, which is updated every 4 years through the Project Priority Programming Process (4P) guidance adopted by the Colorado Transportation Commission. Projects must be consistent with the vision of the long-range (minimum 20 years) Statewide Transportation Plan to be included. To facilitate the 4P process, each CDOT engineering region meets individually and jointly with transportation planning regions in their area to discuss project selection and prioritization within that transportation planning region. Funding availability is considered in the identification and prioritization of projects. Sequencing, funding, and construction of projects within the Corridor are balanced among other statewide priorities and needs. The implementation process for Corridor improvements does not supersede the CDOT planning process. It is a tool to inform the planning process regarding priorities on the Corridor. For additional information on the planning process refer to CDOT's website at the following link:

<http://www.coloradodot.info/programs/statewide-planning/planning-process.html>.

**Figure I-1** indicates how implementation for the Preferred Alternative fits into the established planning process. The Colorado Department of Transportation and the stakeholders communicate the priorities identified from the Preferred Alternative with the appropriate transportation planning regions and metropolitan planning organizations. The Collaborative Effort team and I-70 Coalition have defined roles (unique to the I-70 Mountain Corridor) in prioritizing improvements of the Tier 1 decision. (The membership and roles of these groups are described in **Chapter 6, Public and Agency Involvement** of this document.) As noted in Step 2, CDOT will work directly with the planning partners to facilitate the integration of information from the Collaborative Effort and other interested stakeholders into the formal 4P process. The implementation process does not supersede the CDOT planning process. It is a tool to inform the planning process regarding priorities on the Corridor.

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Figure I-1. Planning Process



### Key of Abbreviations/Acronyms

CDOT = Colorado Department of Transportation      DRCOG = Denver Regional Council of Governments  
PEIS = Programmatic Environmental Impact Statement      R1/R3 – Region 1/Region 3  
TPR = Transportation Planning Region

In addition, the Preferred Alternative includes a requirement to convene the Collaborative Effort team or a stakeholder group with similar composition every two years to review Corridor conditions and effectiveness of improvements. This review will identify considerations and priorities for the Corridor.

The Colorado Department of Transportation is committed to advancing all elements of the Tier 1 decision through the federally mandated planning process. The Colorado Department of Transportation will pursue current and future priorities identified through stakeholder engagement in this process regardless of mode, including Advanced Guideway System and non-infrastructure improvements. The Colorado Department of Transportation will work with stakeholders to identify additional funding and innovative approaches to construct the Preferred Alternative. A Record of Decision for this PEIS does not mean that the Preferred Alternative will be constructed. Funding constraints limit CDOT's ability to implement the Preferred Alternative. To fully implement the Preferred Alternative, additional funding sources must be secured. **Chapter 5, Financial Considerations**, contains more information on these financial considerations. Even when funding is identified, Tier 2 processes will be necessary to develop and evaluate projects and move into the final design and construction phases.

## What are the considerations for prioritizing Preferred Alternative components?

Although the Preferred Alternative does not distinguish priority among subsequent specific components, CDOT, in collaboration with the Project Leadership Team and stakeholders, developed the following non-weighted considerations for prioritizing projects:

- **Greater magnitude and cost** – The Colorado Department of Transportation acknowledges that some projects are greater in magnitude and cost with long lead times and superior benefits. These long-term projects need a higher priority to move forward.
- **System quality** – Projects that improve and address system quality such as bridge service life or pavement quality have higher priority. Measurable factors are maintenance Level of Service,

bridge inventory (functional deficiencies, structural deficiencies, and remaining service life), and the pavement management system.

- **Maximize cost/benefit** – Projects that maximize benefit versus cost will receive a higher priority. Projects that include benefits to performance, operations, economics, environment, and maintenance relative to the costs of financial investment and environmental impacts have higher priority.
- **Funding availability** – Projects that maximize public and private funding availability have a higher priority. This includes where public and private funding opportunities are enhanced and local match money is available.
- **Improve mobility** – Projects reducing corridor congestion and improving mobility have a higher priority when improvements benefit the volume to capacity ratio, Level of Service, delays, travel times, throughput, and queuing.
- **Safety** – Projects that address safety have a higher priority. Safety is generally measured by a Weighted Hazard Index, high number of animal vehicle collisions, and curve deficiencies. Crash reports can be used to enhance this information.
- **Public support** – Projects with greater public support have a higher priority. Information will be gathered from comments on this document, I-70 Coalition input or other similar groups, county coordination meetings, I-70 Mountain Context Sensitive Solutions Team meetings, Collaborative Effort meetings or similar group, and public involvement in the planning process.
- **Environmental mitigation** – Projects that best mitigate impacts on the built and natural environment, avoid impacts, and offer more mitigation opportunities and enhancement opportunities have a higher priority.

## Why are Tier 2 processes necessary?

The decisions being made at the programmatic level regarding the transportation solution evaluated in this document include travel mode, capacity, and general location. The level of detail for design is not available to make site-specific decisions for the transportation solution. A conceptual-level design and footprint were developed to compare the impacts of the Tier 1 alternatives for the Tier 1 decision. Tier 2 processes are necessary to identify specific environmental impacts, site-specific alternatives, alignments, technology, and transportation solutions for specific projects. Although mitigation strategies are proposed at Tier 1 based on potential impacts, additional and specific mitigation measures will be developed and committed to in Tier 2 processes.

## What is a Tier 2 process?

Tier 2 processes support the Tier 1 decision and have independent utility, operational independence, and constructible use. In the case of this project, the Corridor is subdivided into projects that have the above characteristics and can be funded. Examples of Tier 2 processes in this case include, but are not limited to, interchanges, portions of interchanges, auxiliary lane(s), and transit and highway capacity with logical end points. Tier 2 processes require an individual NEPA class of action ranging from categorical exclusions, environmental assessments, or environmental impact statements depending on the size, scope, and context of individual projects. Tier 2 processes move the Tier 1 Preferred Alternative forward and reflect the Tier 1 decision regarding mode, general location, and capacity.

- **Independent utility** means that a project is usable and a reasonable expenditure even if no additional transportation improvement in the area is made.
- **Operational independence** means that the project can operate effectively and completely on its own.
- **Constructible use** means that the project can be constructed and provides an independent benefit.

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### How is the class of action determined for Tier 2 processes?

Transportation projects vary in type, size, complexity, and potential to affect the environment. The lead agencies will work together to determine the class of action for Tier 2 processes. To account for the variability of project impacts, NEPA and 23 Code of Federal Regulations 771.115 allow three basic “classes of action.” The class of action determines how compliance with NEPA is carried out and documented:

- **Class I** – An environmental impact statement is prepared for projects that will cause a significant adverse effect on the environment.
- **Class II** – A categorical exclusion is prepared for projects that cause minimal social, economic, or environmental impact.
- **Class III** – An environmental assessment is prepared for larger-scale projects that do not meet the requirements for a categorical exclusion or those for which the significance of the environmental impact is not clearly established. If the project will have significant impacts, an environmental impact statement must be prepared.

Regardless of class, all Tier 2 processes will adhere to the I-70 Mountain Corridor Context Sensitive Solutions process developed for the I-70 Mountain Corridor (**Appendix A, I-70 Mountain Corridor PEIS Context Sensitive Solutions**), the SWEEP (Stream and Wetland Ecological Enhancement Program) and ALIVE (A Landscape Level Inventory of Valued Ecosystem Components) Memoranda of Understanding (**Appendices D and E**, respectively), and the Section 106 Programmatic Agreement (**Appendix B, I-70 Mountain Corridor Section 106 Programmatic Agreement**).

### What activities can be done to prepare for Tier 2 processes?

Tier 2 processes require the potential for identified funding to proceed. The Colorado Department of Transportation may initiate feasibility studies to prepare for future funding opportunities and make meaningful improvements to the I-70 Mountain Corridor as soon as possible. Feasibility studies support a detailed understanding of the improvements needed and solidify approaches to deliver construction projects in a way that is adaptable to the amount of available funding. These studies may precede detailed Tier 2 processes in cases where the problem, context, or potential solution is complex, or the scope of a potential project is so great that funding or financing the construction is not available.

The focus of feasibility studies is to:

- Understand the detailed social and environmental limitations of the project area
- Develop criteria to compare alternatives
- Develop feasible alternatives to support the Tier 1 decision
- Evaluate the feasible alternatives
- Consider phasing opportunities

These feasibility studies provide an understanding of how a project could be phased to ensure that the lead agencies are prepared to implement Tier 2 processes as efficiently as possible. The feasibility studies provide assurance that Tier 1 alternatives are not precluded, and that Tier 2 processes have independent utility, are operationally independent, and have constructible use (see text box with “What is a Tier 2 process?” for a description of these terms). Feasibility studies also will adhere to the I-70 Mountain Corridor Context Sensitive Solutions process and to the SWEEP and ALIVE Memoranda of Agreement and Section 106 Programmatic Agreement, as appropriate.

## What activities can occur before the Record of Decision?

Some planning, design, construction, and maintenance activities can take place before signing a Record of Decision. These activities are “early action projects.” Early action projects must be common elements to all the Action Alternatives identified in **Chapter 2, Summary and Comparison of Alternatives** and have a clear need. Early action projects must demonstrate that they have logical termini and independent utility and cannot restrict consideration of alternatives for other reasonably foreseeable transportation improvements (23 Code of Federal Regulations 771.111(f)). Additionally, if the No Action Alternative is selected, these projects are still needed. Early action projects include:

- Empire Junction (US 40/I-70) improvements I-70/Silverthorne interchange
- Eagle interchange
- Minturn interchange
- Edwards interchange
- Black Gore Creek, Straight Creek, and Clear Creek Sediment Control Action Plans
- I-70 Wildlife Fencing

The evaluation and implementation of the Advanced Guideway System will be concurrent with highway improvements if at all possible. The Colorado Department of Transportation is committed to initiating Advanced Guideway System feasibility studies as soon as possible and has secured funding to begin those studies.

## 6. What comments were received on the Revised Draft PEIS, and how are they addressed?

The lead agencies received more than 1,100 comments from 550 agencies, organizations, and individuals on the Revised Draft PEIS. Most comments require explanation, clarification, or factual corrections, and some resulted in changes to the PEIS. Many comments require more detailed information than can be addressed with information at the Tier 1 level and will be addressed in Tier 2 processes. **Chapter 6, Public and Agency Involvement** provides a summary of the comments received, and **Appendix F, Response to Comments** contains a complete accounting of comments received during the comment period and the lead agencies’ responses to those comments.

## 7. What is Context Sensitive Solutions and how does it work with future NEPA processes and other decision making on the Corridor?

The Federal Highway Administration defines Context Sensitive Solutions as:

*Context Sensitive Solutions is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSS [Context Sensitive Solutions] is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process.*

It is recognized that government agencies cannot cede statutory or regulatory responsibilities.

The principles of Context Sensitive Solutions apply to any transportation project aiming to bring the full range of stakeholder values to the table and actively incorporate them into the design process and final results.

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The Colorado Department of Transportation developed, adopted, and endorsed the I-70 Mountain Corridor Context Sensitive Solutions guidance and process to consider the total “context” of the proposed transportation projects—not just the study’s physical boundaries. The Colorado Department of Transportation initiated the I-70 Mountain Corridor Context Sensitive Solutions process to provide effective guidelines for future planning, design, construction, and maintenance projects along the 144-mile Corridor. Context Sensitive Solutions is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. Context Sensitive Solutions is an approach that considers the total context within which a transportation improvement project will exist.

The I-70 Mountain Corridor Context Sensitive Solutions Guidance provides direction, guidance, and resources to future planners, engineers, designers, and Corridor stakeholders about how decisions are made about Corridor improvements. To maximize ease of access, transparency, and future flexibility, CDOT posted the I-70 Mountain Corridor Context Sensitive Solutions Guidance on an interactive website that:

- Presents the Corridor Context Statement and Core Values
- Delineates the decision making process to be used
- Defines the design criteria and guidance
- Organizes Corridor environmental data on maps
- Indexes the resource data by mile marker
- Provides tools, templates, photographs, exercises, and ideas for project managers
- Makes available all Corridor agreements
- Captures years of stakeholders’ comments and concerns
- Contains links to other relevant materials

## 8. How was the I-70 Mountain Corridor Context Sensitive Solutions Guidance developed?

To develop the I-70 Mountain Corridor Context Sensitive Solutions Guidance, CDOT brought together a multidisciplinary, multi-interested stakeholder group to discuss, debate, and capture what they respect and will work to preserve in the Corridor. The lead agencies worked with state and federal agencies, counties, towns, the National Forests, ski corporations and resorts, residents, business owners, truckers, and commuters to develop the I-70 Mountain Corridor Context Sensitive Solutions design guidelines. This inclusive group of stakeholders became the I-70 Mountain Corridor Context Sensitive Solutions Team.

Through meetings, the I-70 Mountain Corridor Context Sensitive Solutions Team developed processes, such as the 6-Step Decision Making Process, to use on future studies, designs, and construction projects so that planners, designers, and contractors incorporate Corridor values into their decisions. These are documented in the I-70 Mountain Corridor Context Sensitive Solutions Guidance.

The first the I-70 Mountain Corridor Context Sensitive Solutions Team meeting was held October 26, 2007. Additional Team meetings were held in December 2007, March 2008, October 2008, and September 2009.

### The 6-Step Decision Making Process

**Step 1:** Define Desired Outcomes and Actions

**Step 2:** Endorse the Process

**Step 3:** Establish Criteria

**Step 4:** Develop Alternatives or Options

**Step 5:** Evaluate, Select, and Refine Alternatives or Options

**Step 6:** Finalize Documentation and Evaluate Process

In addition, an I-70 Mountain Corridor Context Sensitive Solutions Project Leadership Team was formed at the onset of the Context Sensitive Solutions process. Their mission was to make sure the Context Sensitive Solutions process moved forward, included the appropriate stakeholders, and developed aesthetic guidelines as directed in the Section 106 Programmatic Agreement.

The I-70 Mountain Corridor Context Sensitive Solutions Guidance is the result of the stakeholders' passion and commitment to build world-class improvements along Colorado's I-70 Mountain Corridor. Broad groups of stakeholders came together to make sure that transportation improvements enhance the Corridor by applying the I-70 Mountain Corridor Context Sensitive Solutions Guidance on future NEPA processes and decisions made about the Corridor.

## 9. What additional information is included in the I-70 Mountain Corridor Context Sensitive Solutions Guidance?

As an element of the Context Sensitive Solutions process, several Working Groups were formed to address specific issues along the Corridor. The Working Groups are described in more detail in **Appendix A, I-70 Mountain Corridor PEIS Context Sensitive Solutions**. The conclusions of these Working Groups are included in the I-70 Mountain Corridor Context Sensitive Solutions Guidance and are available for all future Corridor planning, design, and construction projects.

### Stream and Wetland Ecological Enhancement Program (SWEEP)

The Stream and Wetland Ecological Enhancement Program focuses on efforts to integrate water resource needs (such as water quality, fisheries, wetlands, and riparian areas) with design elements for construction activities and long-term maintenance and operations of the transportation system. The SWEEP Working Group developed a Memorandum of Understanding among the lead agencies and the United States Fish and Wildlife Service, the United States Forest Service, the Bureau of Land Management, the Colorado Division of Wildlife, Clear Creek County, Clear Creek Watershed Foundation, Upper Clear Creek Watershed Association, Eagle River Watershed Council, and Colorado Trout Unlimited. The Memorandum of Understanding was signed on January 4, 2011 (see **Appendix D, SWEEP Memorandum of Understanding**).

The Memorandum of Understanding is intended to establish common ground among agencies and organizations with interests in stream and wetland ecology in the Corridor to create mitigation strategies and systems and define collaboration among the interested parties. The Colorado Department of Transportation is committed to working toward the goals outlined in the Memorandum of Understanding.

### A Landscape Level Inventory of Valued Ecosystems (ALIVE)

The ALIVE Working Group addresses issues related to improving wildlife movement and reducing habitat fragmentation in the Corridor. The ALIVE Working Group established an inventory of linkage interference zones where evidence suggests that the highway impedes important wildlife migration, movement, and dispersal. The lead agencies established a Memorandum of Understanding with the Colorado Division of Wildlife, the United States Fish and Wildlife Service, the United States Forest Service, and the Bureau of Land Management for a program that focuses on identifying and addressing critical ecosystem habitats connections across the I-70 highway (see **Appendix E, ALIVE Memorandum of Understanding**).

### I-70 Mountain Corridor Section 106 Programmatic Agreement

In September 2008, the lead agencies and other signatories executed a Section 106 Programmatic Agreement (Programmatic Agreement) among the United States Forest Service, Bureau of Land Management, Advisory Council on Historic Preservation, and the Colorado State Historic Preservation

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Officer regarding implementation of the I-70 Mountain Corridor project in compliance with the National Historic Preservation Act (see **Appendix B, I-70 Mountain Corridor Section 106 Programmatic Agreement**). In this agreement, developed over several years, the lead agencies committed to initiate, before Tier 2 undertakings, development of design guidelines and historic context(s) for the I-70 Mountain Corridor. The guidelines are consistent with the principles of Context Sensitive Solutions and CDOT's *Policy Memo 26, Context Sensitive Solutions (CSS) Vision for CDOT*. The intent of the engineering design criteria, aesthetic guidelines, and the historic context is to guide all future undertakings on the Corridor.

As part of the Section 106 Programmatic Agreement, Multi-Property Document Forms are being developed for the I-70 Mountain Corridor. The Multi-Property Document Form supports the consistent preservation of historic resources in the communities along the Corridor during planning, design, and construction of future projects. These documents will be used to support the Section 106 process in future Tier 2 processes.

## Aesthetic Working Groups

The Aesthetic Working Groups were formed to assist the Corridor and consultant teams in preparing the aesthetic guidance. Four working groups formed around four geographic design segments that collectively represent the entire I-70 Mountain Corridor. The four design segments are:

- Front Range Foothills
- Mountain Mineral Belt
- Crest of the Rockies
- Western Slope Canyons and Valleys

For each segment, objectives and strategies were developed to guide the future improvements.