



I-70 Floyd Hill to Veterans Memorial Tunnels

Appendix A

Display Boards and Design Plots

- 1- Sign-in Sheet
- 2- Comment Form
- 3- Display Boards
- 4- Design Plots

1. SIGN-IN SHEET



Sign-In Sheet

Floyd Hill to Veterans Memorial Tunnels Project - Virtual Public Engagement Sign-In

* Required

1. What is your first and last name?

2. Which best describes your interest in the Project? *

- I am an interested citizen
- I am a local business owner
- I am representing an agency
- I am an interested in design/construction

3. What is your mailing address? (we will only use this to confirm that you are on our mailing list)

2. COMMENT FORM



I-70 Floyd Hill to Veterans Memorial Tunnels

Comment Form

Floyd Hill to Veterans Memorial Tunnels Project - Virtual Public Engagement Comment Form

* CDOT will review all comments received and will formally respond in the EA Decision Document, expected in 2022.

1. What is your first and last name?

2. What is your mailing address?

3. What is your email address?

4. Do you have any comments on the Preferred Alternative (Canyon Viaduct Alternative)?

5. Do you have any comments on the environmental impacts or mitigation commitments?

6. Do you have any other comments you would like us to consider before we move forward with a decision on the Project?

3. DISPLAY BOARDS



Project Development History



The [ROD](#) outlines the following improvements specific to the Floyd Hill area:

- ▲ Six-lane component from Floyd Hill through the Veterans Memorial Tunnels including a bike trail and frontage roads from Idaho Springs to Hidden Valley and Hidden Valley to US 6

Three roadway concepts were recommended for further investigation through the [Concept Development Process](#):

- ▲ Off Alignment (new alignment north of existing I-70)
- ▲ North Alignment (shift I-70 north of existing alignment)
- ▲ South Alignment (shift I-70 south of existing alignment)

Additionally, multiple interchange access concepts were recommended for further consideration.

The Concept Development Process provided a foundation for CDOT and stakeholders to develop design options for each of the specific Project elements. After thorough evaluation of these concepts, two Project Alternatives, along with a No Action Alternative, were advanced and evaluated in the EA:

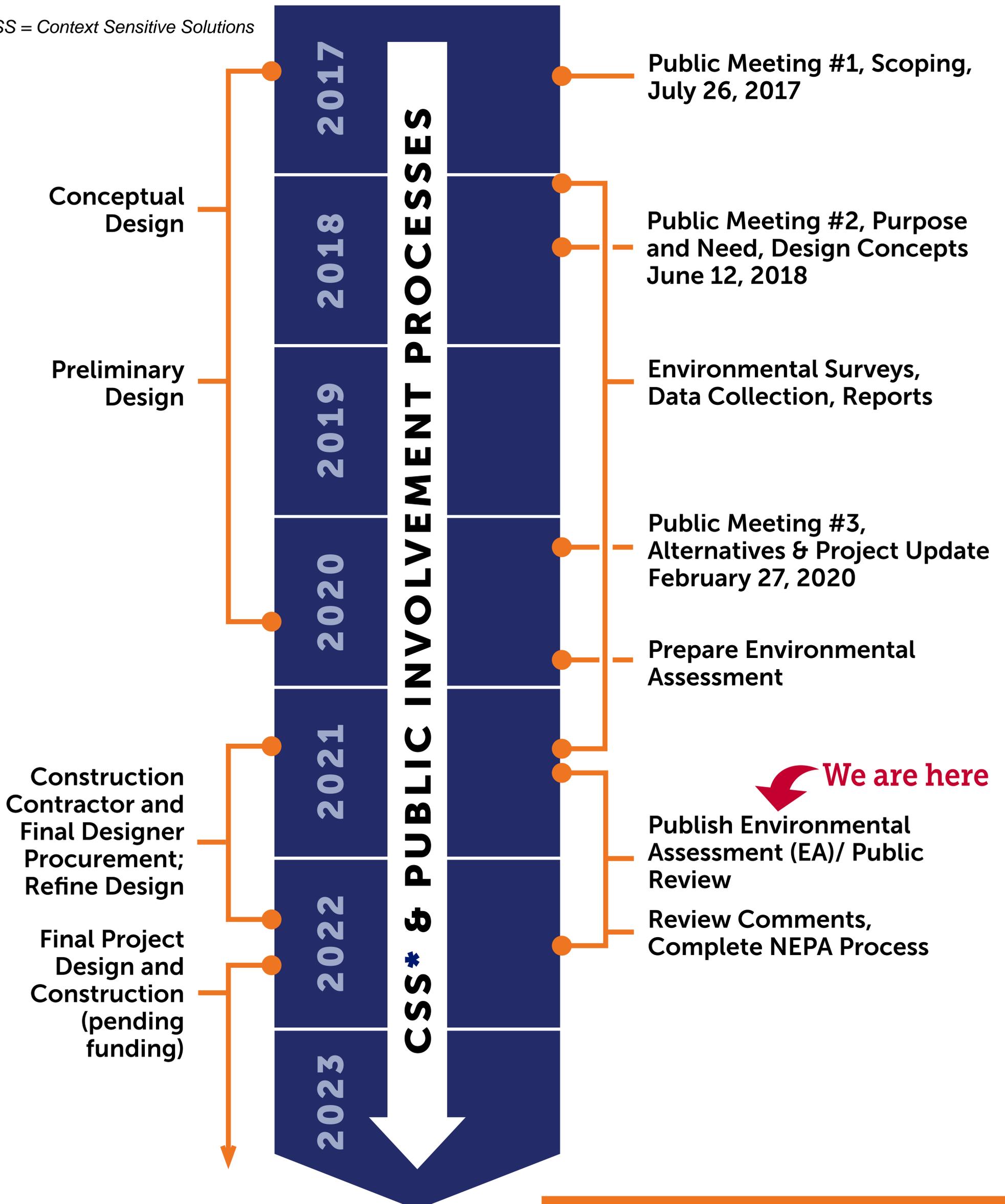
- ▲ Canyon Viaduct Alternative
- ▲ Tunnel Alternative

* *Environmental Impact Statement*
 ** *Record of Decision*



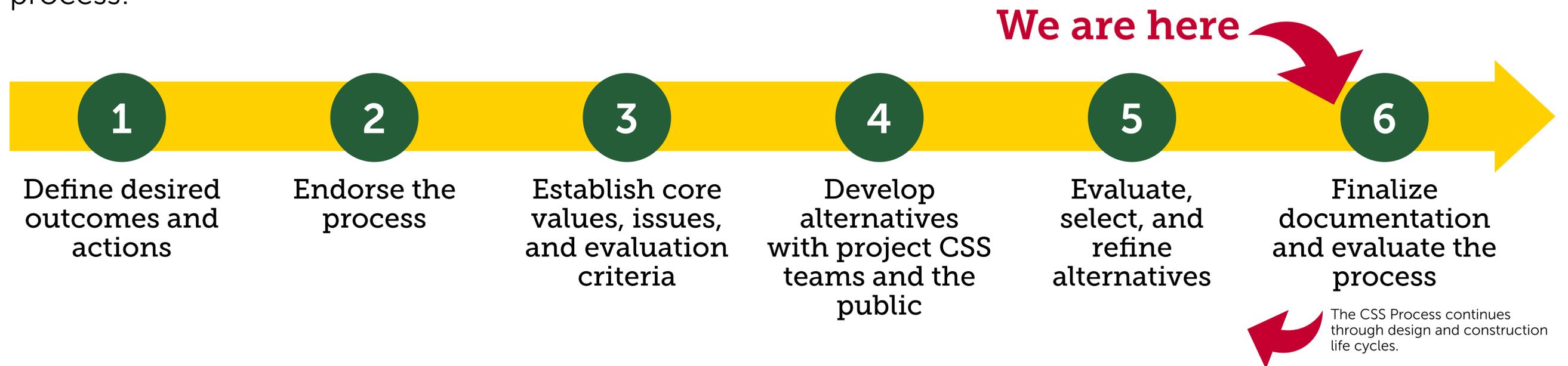
Project Schedule

* CSS = Context Sensitive Solutions



Context Sensitive Solutions Process

The I-70 Mountain Corridor Context Sensitive Solutions (CSS) process is a collaborative, interdisciplinary decision-making process and design approach developed for all project phases on the I-70 Mountain Corridor and is required for all Tier 2 [NEPA processes](#). It includes establishment of a Project Leadership Team, a Technical Team, and Issue Task Forces as needed. It follows the following six-step decision-making process:



Floyd Hill Project CSS Teams

CSS Teams met more than 50 times. Meeting notes are available online and are summarized here:



Project Leadership Team (PLT)

- Central City
- City of Idaho Springs
- Clear Creek County
- Colorado Department of Transportation
- Consultant Team
- Federal Highway Administration
- Gilpin County
- I-70 Coalition
- Town of Empire
- US Forest Service

Technical Team (TT)

- Central City
- City of Black Hawk
- City of Idaho Springs
- Clear Creek Bikeway User Group
- Clear Creek County
- Clear Creek County Open Space
- Clear Creek County School District/Board
- Clear Creek Greenway Authority
- Clear Creek Watershed Foundation
- Colorado Department of Transportation
- Colorado Motor Carriers Association

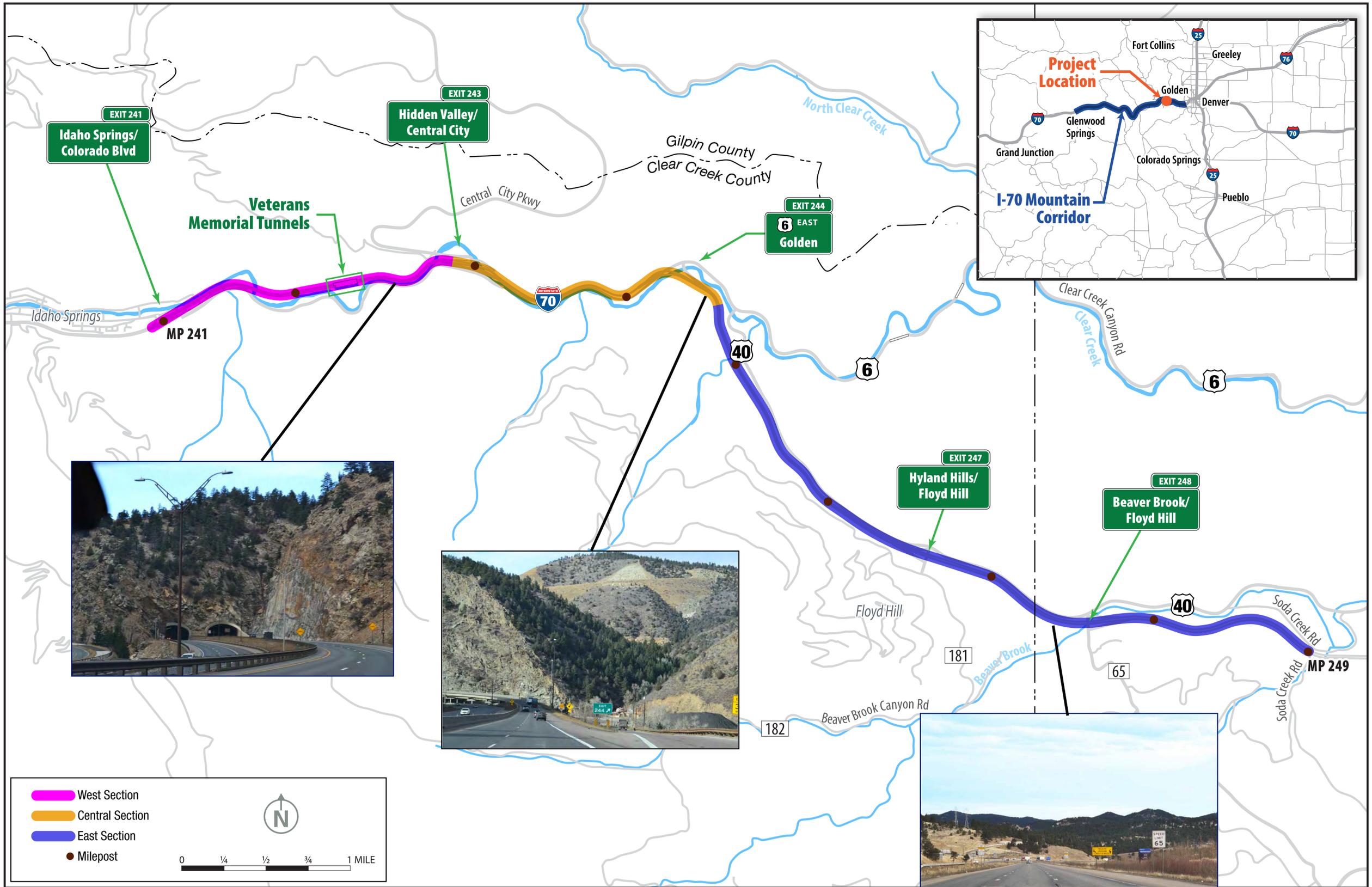
Issue Task Forces (ITF)

- Colorado Parks and Wildlife
- Consultant Team
- Denver Regional Council of Governments
- Federal Highway Administration
- Floyd Hill Community
- Gilpin County
- I-70 Coalition
- Jefferson County
- Law Enforcement and Emergency Services
- Trout Unlimited
- US Forest Service

ITFs provide analysis and recommendations to the TT. They have been convened to address specific issues related to water quality, wildlife, historic properties, the Clear Creek Greenway, highway operations and maintenance, and other issues.



Project Location





Project's Purpose

The purpose of the project is to improve travel time reliability, safety, and mobility, and address the deficient infrastructure on westbound I-70 through the Floyd Hill area of the I-70 Mountain Corridor. The project advances improvements on the I-70 Mountain Corridor identified in the 2011 I-70 Mountain Corridor Record of Decision (ROD).

An additional purpose to the project is to address tight horizontal curves on eastbound I-70 causing safety concerns.

This project also addresses two improvements included in the ROD to add a frontage and bicycle trail from US 6 to Hidden Valley and Hidden Valley to Idaho Springs. The purpose of these improvements is to improve multimodal connectivity and to provide an alternate route parallel to the interstate mainline in case of emergency or severe weather conditions.



Project's Needs



High traffic volumes and limited capacity on westbound I-70, which affects regional and local mobility and accessibility



Unreliable travel times and frequent delays due to traffic congestion on westbound I-70



Occasional severe weather conditions that cause interstate closures and results in congestion, mobility, and local accessibility challenges



Safety concerns due to congestion, substandard geometry with tight curves, and steep grades



Aging and deficient infrastructure



Insufficient infrastructure for pedestrian and bicycle users between US 6 and Idaho Springs



Lack of alternate routes between US 6 and Idaho Springs, which hinders emergency access, response, and resident evacuation



Alternatives Evaluated in the EA

Canyon Viaduct Alternative (Preferred Alternative) [\(link to the roll plot\)](#)

- ▲ Common project elements (see right)
- ▲ Realign a portion of both eastbound and westbound I-70 between US 6 and Hidden Valley on a viaduct above the south side of Clear Creek Canyon
- ▲ Construct the frontage road on the north side of Clear Creek on the existing I-70 pavement under the viaduct

Tunnel Alternative [\(link to the roll plot\)](#)

- ▲ Common project elements (see right)
- ▲ Realign a portion of westbound I-70 through a 2,200-foot-long tunnel and realign this portion of eastbound I-70 on existing I-70 pavement to flatten curves
- ▲ Two design options for the frontage road alignment on either the north or south side of Clear Creek

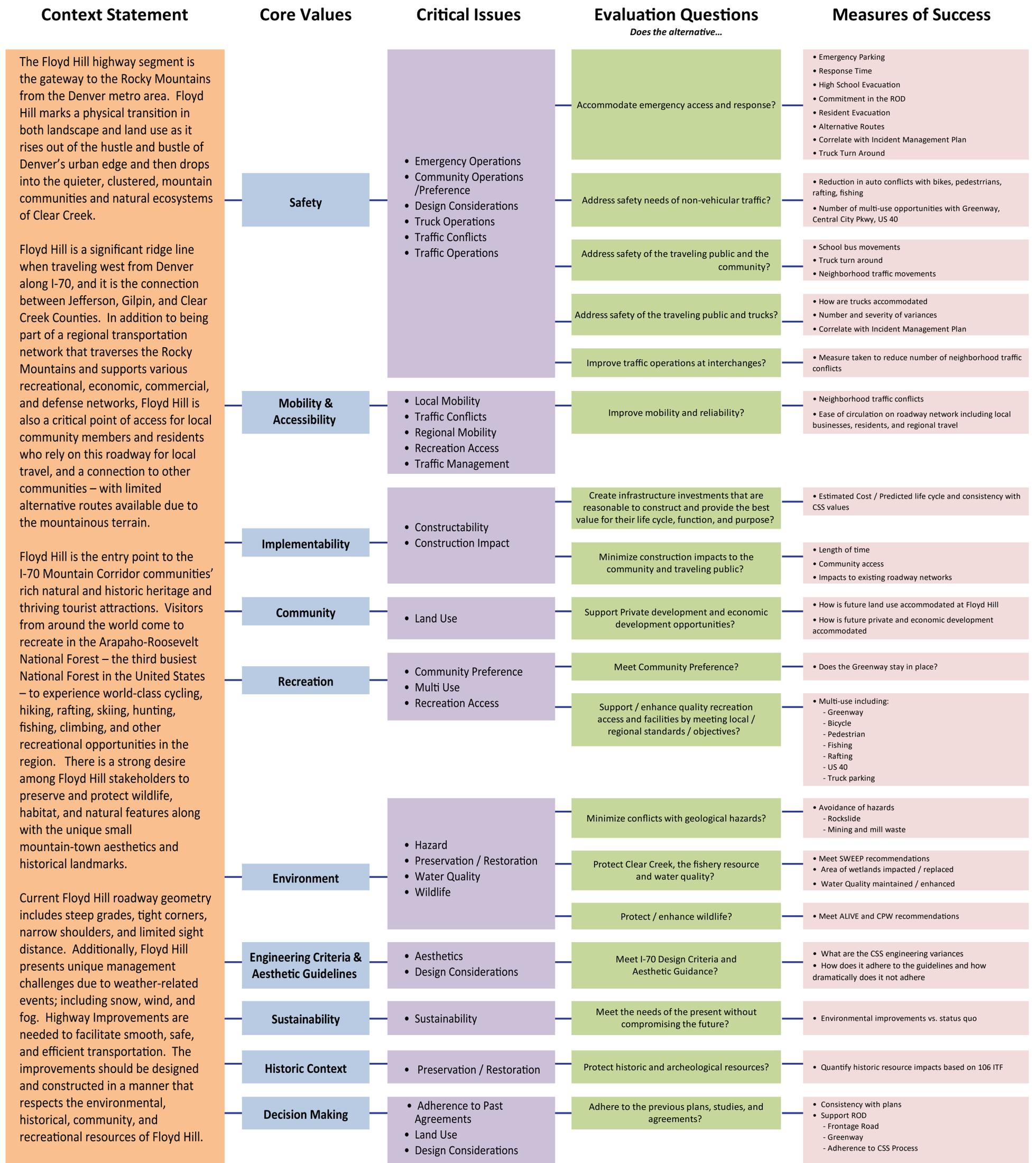
Common Project Elements

- ▲ Add a third westbound travel lane to the existing two-lane westbound section from the top of Floyd Hill through the Veterans Memorial Tunnels
- ▲ Construct a new frontage road between US 6 and County Road 314 near the Hidden Valley/Central City interchange
- ▲ Improve traffic operations at interchanges and intersections within the project limits
- ▲ Realign eastbound I-70 to flatten curves and improve design speeds and stopping sight distance
- ▲ Add an eastbound auxiliary lane from US 6 in uphill direction of Floyd Hill
- ▲ Improve the Clear Creek Greenway between US 6 and the Veterans Memorial Tunnels
- ▲ Wildlife fencing and improved wildlife crossings

The EA also evaluated a No Action Alternative, which would include replacing the westbound I-70 bridge in its current location at the bottom of Floyd Hill and regular highway maintenance but no other Project elements.



CSS Flow Chart





Why Express Lanes?

Express Lanes are tolled lanes that run adjacent to the free general purpose lanes on CDOT's roads. In the I-70 Mountain Corridor, the existing Express Lanes operate on widened shoulders and are limited to periods of peak congestion.

Express Lanes use toll pricing to **manage traffic volumes and speeds**, providing a **reliable travel time**. Express Lanes are a **choice**. Drivers can choose to pay a toll for a reliable trip time or use the free general purpose lanes.

Express Lanes add **capacity and improve travel in existing general purpose lanes**. Throughout Colorado, corridors with Express Lanes see improved travel time and speeds across all lanes.

The Floyd Hill Express Lane will **enhance peak period travel** along the I-70 Mountain Corridor by integrating with and complementing the existing I-70 Mountain Express Lanes.



Express Lanes currently operate on many congested corridors in Colorado, including I-25 from downtown Denver to E-470/Northwest Parkway, US 36 from Denver to Boulder, C-470 from I-25 to Wadsworth Boulevard, and on the I-70 Mountain Corridor between Empire and Idaho Springs. An expanded system of Express Lanes is under construction: Central 70 from I-25 to Chambers Road, I-25 from Johnstown to Fort Collins, and I-25 from Monument to Castle Rock.



Construction

Partial funding has been identified and construction of some Project elements could begin as early as 2022 and is anticipated to last four to five years. Initial schedule estimates indicate that the Preferred Alternative, the Canyon Viaduct Alternative, could be a slightly faster option. Both the Canyon Viaduct and Tunnel Alternatives would be major construction projects that would impact traffic and require periodic highway closures for activities such as bridge pier and girder placement or rock blasting. Where possible, these activities would occur in off-peak travel periods to minimize impacts.

CDOT plans to use a Construction Manager/General Contractor (CMGC) delivery method, where CDOT hires a contractor to provide feedback during the design phase before the start of construction. This promotes innovation, aligns well with the multidisciplinary Context Sensitive Solutions process, and helps CDOT:

- ▲ Better define technical requirements and costs
- ▲ Improve design quality and constructability
- ▲ Reduce construction risks, which could save money and time

CMGC was used successfully on the Twin Tunnels projects to reduce environmental impacts and accommodate community values in the design and construction.





Water Resources, Wetlands, and Floodplains

The Project area includes Clear Creek, Beaver Brook, and wetlands and riparian areas along more than 3 miles of the Clear Creek floodplain. Water quality is affected by sediment, chloride (used for winter roadway maintenance), and historical mine drainage.



Impacts

- ▲ Both action alternatives would improve water quality as a result of permanent water quality control measures (for example, treatment of stormwater runoff, silt fences, or detention ponds) included in the Project, improving water quality over current conditions.
- ▲ Both action alternatives would increase impervious surface area and associated roadway runoff, require new or reconstructed bridge crossings of Clear Creek, and create potential for temporary erosion and sediment from exposed soils reaching surface waters. Both action alternatives would fill in a minor area (approximately 40 square feet) of wetlands and require permanent relocation of approximately 1,400 linear feet of Clear Creek downstream of the Veterans Memorial Tunnels. The impacted area of Clear Creek is highly channelized and does not support quality wetland or riparian habitat. Riparian restoration downstream within the Project area will improve ecological health of the creek overall.
- ▲ The Canyon Viaduct Alternative (Preferred Alternative) would restore riparian areas where I-70 pavement will be removed under the viaduct, which would enhance water resources, wetlands, and the Clear Creek floodplain.

The Preferred Alternative – Key Advantages

▲ Restores the floodplain on the north bank of Clear Creek under the viaduct.	▲ Avoids impacts to Sawmill Gulch by spanning the drainage.	▲ Enhances recreational and wildlife uses of Clear Creek by removing the highway through a portion of the Clear Creek canyon.
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Mitigation

- ▲ An individual Section 404 Permit will be obtained and will include a mitigation plan to improve stream, floodplain, and riparian and fish habitat conditions along Clear Creek.
- ▲ Mitigation measures are detailed here: [LINK TO MITIGATION TABLE](#)



Rock cuts are challenging to construct, introduce the potential for rock slides, can disrupt traffic and present ongoing maintenance issues.

Geological Resources

The Project is located within Clear Creek Canyon, with slopes averaging 30 percent. The moderately rugged topography is characterized by steep slopes along the Clear Creek canyon and minor faulting, fractures, and zones of weakness in the landforms. Stream, rockfall, and debris flow from creek flow, rain, snow melt, and wind are evident throughout the Project area.



Photo Credit: Kraemer North America



Photo Credit: Kraemer North America

Impacts

- ▲ **Tunnel Alternative, North Frontage Road Option** has greatest amount of rock excavation - 1.5M cubic yards - and highest rock cuts in the Central Section, up to 180' high
- ▲ **Tunnel Alternative, South Frontage Road Option** falls in the middle of the action alternatives with regard to rock excavation requirements with just under 1M cubic yards or rock excavation and rock cuts in the Central Section, up to 110' high
- ▲ **Canyon Viaduct Alternative (Preferred Alternative)** has least amount of rock excavation - just over 0.5M cubic yards - and lowest rock cuts in the Central Section, up to 80' high

The action alternatives have the same design in the West Section of the Project between the Central City/Hidden Valley interchange and Veterans Memorial Tunnels. In this area, flattening the curve between the interchange and tunnel requires substantial rock cuts on the north side of the canyon next to westbound I-70 and on the south side of the canyon next to the frontage road/County Road 314.

The Preferred Alternative – Key Advantages

▲ Least amount of rock excavation and shortest rock cuts

▲ Less rock blasting activities affecting traffic and recreation activity during construction

Mitigation

- ▲ Incorporate rockfall mitigation measures into construction activities and design
- ▲ Mitigation measures are detailed here: [LINK TO MITIGATION TABLE](#)

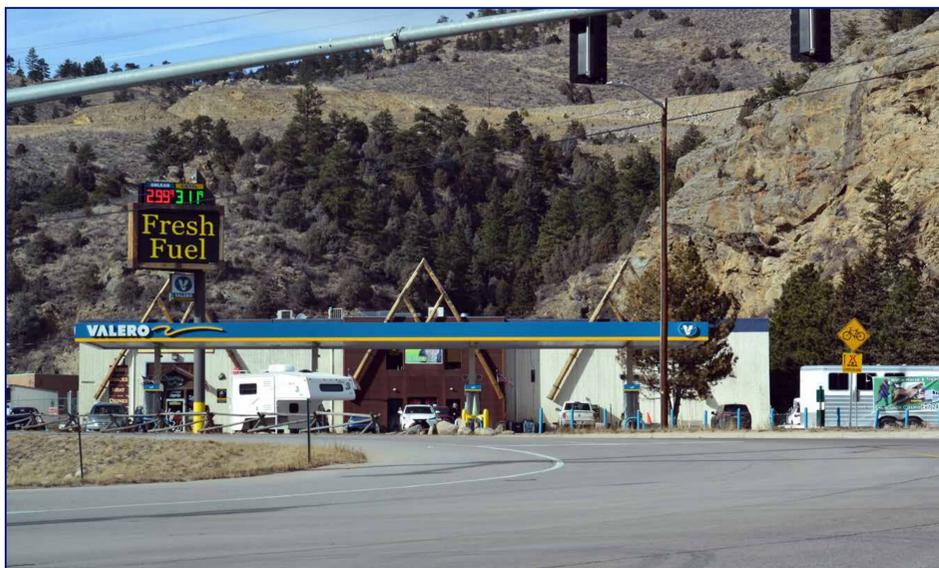


Hazardous Materials

Facilities with moderate to high risk of hazardous materials contamination are located in the Project area, and vehicles carrying hazardous materials travel on I-70 through the Project area.

Action Alternative Impacts

- ▲ Risk of spills from trucks carrying hazardous materials on I-70
- ▲ Potential disturbance of contaminated soils, groundwater, and asbestos and lead-based paint during construction
- ▲ Tunnel Alternative: Management of hazardous materials from tunnel fire suppression and dewatering



The Preferred Alternative – Key Advantage

- ▲ No need for fire suppression chemicals or long-term tunnel dewatering

Mitigation

- ▲ Follow Materials Management Plan and other best management practices for safe handling and disposal of hazardous materials during construction
- ▲ Coordinate with Colorado Department of Public Health and Environment regarding discharge of groundwater into Clear Creek
- ▲ Conduct hazardous materials surveys prior to demolition activities
- ▲ Mitigation measures are detailed here: [LINK TO MITIGATION TABLE](#)



Air Quality

Air quality in the Project area is adversely affected by interstate traffic, local emission sources, topography, and climate. Transportation is a significant contributor to ozone and greenhouse gas emissions.

Although regulatory analysis shows that the emissions of criteria pollutants (those regulated under the Clean Air Act National Ambient Air Quality Standards) will be less in the future with the Project, air quality is an increasing concern for the region and the state. Increased statewide concern and awareness over climate change and greenhouse gas emissions prompted CDOT to conduct additional air quality analyses.

CDOT is installing two regulatory grade air quality monitors in Floyd Hill and Idaho Springs as part of this Project to collect data and refine understanding of local air quality.

Impacts

- ▲ Decreased congestion, improved interstate speeds, and improved intersection operations will reduce idling and improve local air quality.
- ▲ The Greenway trail provides a regional connection for non-motorized travel through the Project area.
- ▲ Air quality is expected to continue to improve in the future due to improvements in vehicle technologies, fuels, winter maintenance activities, and national and statewide initiatives to reduce greenhouse gas emissions.
- ▲ Temporary increases in air emissions during construction related to reduced speeds along the detour route, rock blasting and excavation, and general construction activities, such as use and staging of diesel-emitting construction equipment.



Mitigation

- ▲ Monitor construction emissions and implement control measures as needed, especially during dust-generating activities such as blasting.
- ▲ Mitigation measures are detailed here: [LINK TO MITIGATION TABLE](#)



Noise

Traffic levels in the Project area are high. Two-thirds of noise-sensitive locations (93 receptors) in the Project area are impacted by noise from I-70.

Impacts

- ▲ Both action alternatives would have the same noise impacts, with 105 noise-sensitive receptors experiencing noise levels higher than CDOT and FHWA noise abatement criteria.
- ▲ A 14-foot high by 1,400-foot long noise wall is recommended on the north side of I-70, west of the Veterans Memorial Tunnels in eastern Idaho Springs.
- ▲ Temporary noise increases during construction, such as blasting, demolition, and general operation of construction equipment activities.



Mitigation

- ▲ Construct a noise wall north of I-70 in east Idaho Springs to reduce noise impacts if a majority of the benefitted receptors in this location support the wall; CDOT will conduct a benefitted receptor survey during final design.
- ▲ Mitigation measures are detailed here: [LINK TO MITIGATION TABLE](#)



Recreational Resources

Recreational resources in the Project area include the Clear Creek Greenway, parks, trails, Clear Creek recreational access points, open space, and an informal rock-climbing area.

Impacts

▲ Tunnel Alternative, North Frontage Road Option:

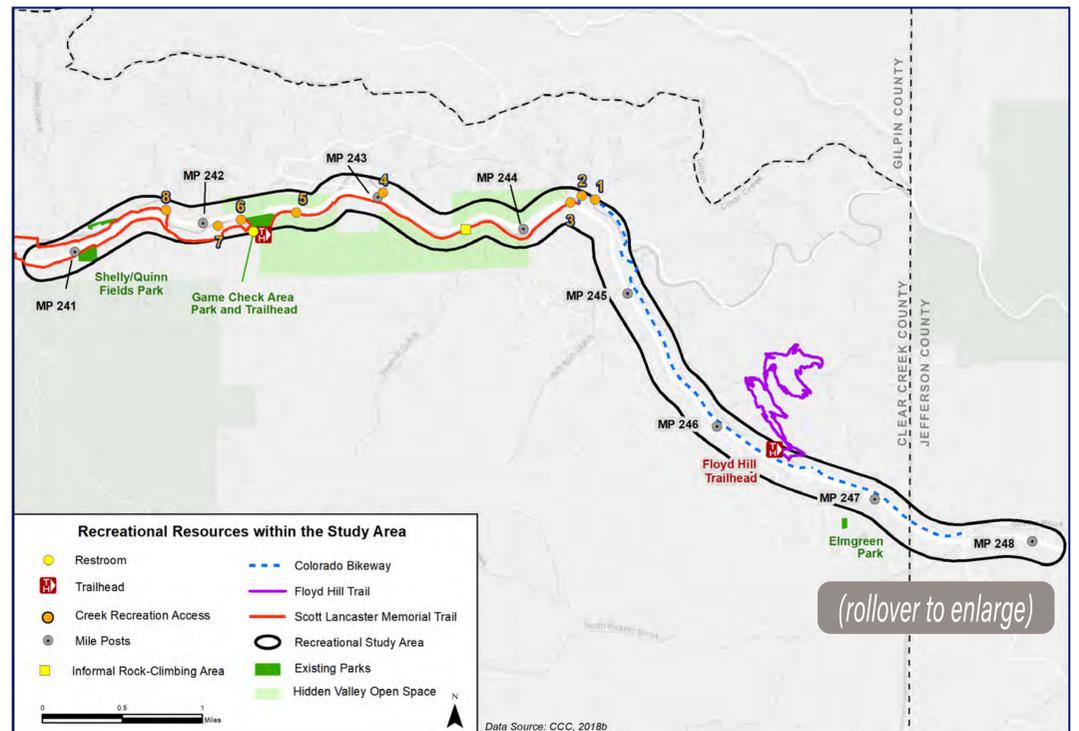
Greenway recreational experience slightly impacted due to changed views and new traffic noise

▲ Tunnel Alternative, South Frontage Road Option:

Greenway recreational experience notably impacted due to presence of roadway and traffic noise on both sides of Clear Creek and bisecting of Clear Creek Open Space

▲ Canyon Viaduct Alternative (Preferred Alternative):

Greenway recreational experience enhanced due to removal of I-70 infrastructure from canyon floor, restoration of approximately 8 acres of riparian area where I-70 pavement will be removed, and accompanying reduction of noise and visual impacts



The Preferred Alternative – Key Advantages

- ▲ Less visual and noise disruption due to removal of I-70 from canyon floor
- ▲ Least acquisition of Hidden Valley open space
- ▲ Restoration of north bank of Clear Creek

Mitigation

- ▲ During construction, avoid river closures during rafting season; evacuate users from safety-critical zone before, during, and after rock blasting (approximately 30-minute durations)
- ▲ During construction, avoid trail closures between 4pm Friday and 8am Monday
- ▲ Mitigation measures are detailed here: [LINK TO MITIGATION TABLE](#)



Socioeconomics and Right of Way Acquisition

The Project area provides an essential connection to recreational and economic activities between the Denver metropolitan area to the east and mountain communities and destinations to the west. It is a critical point of access for the local communities of Floyd Hill and Idaho Springs, whose residents rely on the highway for local travel and connections to community resources as well as to other locations that are only accessible from I-70.



Impacts

- ▲ Both action alternatives would benefit local communities and regional travelers as a result of safety improvements, reduced congestion, improved traffic operations, and a new frontage road connection between US 6 and Hidden Valley.
- ▲ Both action alternatives would have adverse impacts during the construction period, particularly during rock excavation and blasting, which would be greatest for the Tunnel Alternative.
- ▲ Neither action alternative would result in disproportionately high and adverse effects to minority and/or low-income populations.
- ▲ The action alternatives require acquisition of publicly and privately owned undeveloped lands. While the acreage of land needed is similar, the Tunnel Alternative, South Frontage Road Option bisects Clear Creek Open Space property and is not supported by the county.

The Preferred Alternative – Key Advantages

▲ Limited rock cuts and blasting – less traffic disruptions during construction	▲ Less right of way acquisition	▲ Shorter construction period (4 years, instead of 5)
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Mitigation

- ▲ Mitigation to address impacts associated with the Preferred Alternative centers around public communication protocols and traffic management strategies during the construction period
- ▲ Mitigation measures are detailed here: [LINK TO MITIGATION TABLE](#)



Visual Resources and Aesthetics

Views in the Project area are typical of the mountain landscape, with some distinctive surrounding views. The I-70 Mountain Corridor Aesthetics Guidance provides a cohesive aesthetic vision designed to reduce visual clutter. Recreationalists are the most sensitive viewers of proposed Project improvements.

Impacts

- ▲ Both action alternatives would have adverse visual impacts, particularly for recreationalists using the Clear Creek Greenway, due to new retaining walls, rock cuts, cut and fill slopes, associated vegetation removal, and the recommended new noise wall in east Idaho Springs
- ▲ Unique structures, such as bridges, viaducts, and tunnel portals, would be designed as structural elements to complement the landscape in accordance with the I-70 Mountain Corridor CSS design criteria



The Preferred Alternative – Key Advantages

- ▲ Less visual impact and better able to meet aesthetics guidance because there would be less infrastructure, and therefore less alteration to natural landscape, in bottom of Clear Creek Canyon
- ▲ More potential riparian restoration along Clear Creek

Mitigation

- ▲ Follow I-70 Mountain Corridor Aesthetics Guidance and I-70 Mountain Corridor Design Criteria and consult with stakeholders on exceptions
- ▲ Study viaduct pier placement and Express Lane Signage placement to minimize clutter and blockage of views
- ▲ Conduct study to understand viaduct shading impacts by season and adjust viaduct/pier design to minimize impacts
- ▲ Mitigation measures are detailed here: [LINK TO MITIGATION TABLE](#)



Cultural Resources

Preserving the area's historic context is one of the Project's core values. CDOT and FHWA evaluate historic properties and their effects under requirements of Section 106 of the National Historic Preservation Act of 1996 and Section 4(f) of the Department of Transportation Act.

Historic and archaeological properties in the Project area include:



Source: History of Colorado, original photographs collection

The Colorado Central Railroad, shown here in 1890, was crucial to the development of Idaho Springs and Clear Creek County and solidified Idaho Springs as an important center for mining operations in Colorado. While little physical evidence of the railroad remains in the Project area, the Greenway trail follows the historic railroad alignment and provides an opportunity to interpret local history.

- ▲ A historic residence constructed in 1915.
- ▲ Two 1970s-era residential subdivisions – Hyland Hills Subdivision and Saddleback Ridge Estates – that were treated as eligible historic districts because not enough contextual data are available to evaluate their National Register of Historic Places significance.
- ▲ Several segments of historic linear resources associated with transplantation and mining development in the area: US 6, the Colorado Central Railroad, and US 6/US 40. Although the segments of these linear resources within the Project area lack physical integrity and therefore do not support the historic significance of the overall resource, they are important links to the local history.
- ▲ One archaeological resource is in the Project area; it is not expected to be affected by the Project, and its location is not disclosed to protect the resource.

Impacts

- ▲ Both action alternatives would have no adverse effects to cultural resources; minor alterations to settings of historic residence and subdivision districts.
- ▲ Impacts to the Colorado Central Railroad segment, while not a Section 106 or Section 4(f) effect, are a local concern to Clear Creek County under the Tunnel Alternative, South Frontage Road.



Wildlife and Threatened & Endangered Species

I-70 is a barrier to wildlife movement and habitat connectivity, and the Project crosses through two wildlife linkage interference zones – one in Clear Creek Canyon and one near Beaver Brook. The Project area contains suitable habitat for two protected species (Preble's meadow jumping mouse and northern leopard frog) and foraging habitat for a third (Townsend's big-eared bat).



Impacts

- ▲ Roadway improvements included in either action alternative would impact bighorn sheep habitat and elk winter range habitat
- ▲ Wildlife habitat fragmented by the highway and other roadway infrastructure and affected by accumulation of winter maintenance de-icing chemicals
- ▲ Preferred Alternative benefits riparian and aquatic habitat with restoration of Clear Creek in area where creek is relocated and where I-70 is moved out of the canyon
- ▲ Wildlife fencing, vegetation removal, and accumulation of roadway de-icing/maintenance chemicals could impact wildlife, including protected species habitat and foraging habitat

The Preferred Alternative – Key Advantages

- ▲ More riparian habitat restoration north of Clear Creek (8 acres) and greater aquatic habitat restoration opportunity
- ▲ More improvement to wildlife connectivity through/across Clear Creek canyon with removal of roadways from bottom of canyon

Mitigation

- ▲ New wildlife crossing(s) elsewhere in the I-70 Mountain Corridor to the east of the Eisenhower-Johnson Memorial tunnels to provide better wildlife connectivity across I-70
- ▲ Wildlife fencing east of Hyland Hills/Floyd Hill interchange to Soda Creek will be installed to help prevent animal-vehicle collisions on I-70
- ▲ Improved underpass and wildlife bench would promote safer wildlife passage under US 6/I-70 bridges over Clear Creek
- ▲ Stream restoration and enhancements to mitigate Clear Creek realignment in West section
- ▲ Revegetate temporary disturbance areas and follow measures in I-70 Mountain Corridor Programmatic Biological Opinion for protected species
- ▲ Mitigation measures are detailed here: [LINK TO MITIGATION TABLE](#)



Next Steps

NEPA Decision

- ▼ Procurement for Construction Manager/General Contractor ([click here to view the Construction Display board](#)), who will advise on constructibility, construction methods, risks, pricing, schedule, phasing, and other constructibility issues.
- ▼ CDOT and FHWA will consider all comments received on the EA and will provide responses in a decision document, which is expected in 2022, pending construction funding being identified.

Preliminary cost estimates and funding

- ▼ The total Project cost estimate is approximately \$700 million.
- ▼ CDOT has identified a portion but not all of the funding.
- ▼ High Performance Transportation Enterprise is conducting a funding gap study to determine alternate or creative funding and financing options.
- ▼ Although this is one of CDOT's most expensive current projects, the benefits are also substantial.
- ▼ Construction funding will need to be fully identified before FHWA can approve the Project.

Design and Construction

- ▼ Once funding is secured, construction could begin as soon as 2023. Construction is expected to take four to five years.
- ▼ The CSS process will continue through all life cycles, and CSS commitments will be tracked through the final design and construction phases. Environmental mitigation and monitoring will also occur through future life-cycle phases to ensure that all EA commitments are carried out effectively.



What We've Heard

The public has provided many comments and suggestions to the Project team over the course of the Project. CDOT and FHWA have carefully considered stakeholder input, which has influenced the design of the Project.

Key Comment Themes

Congestion and Safety

The Project addresses concerns related to congestion and safety by increasing capacity, fixing failing infrastructure, and flattening horizontal curves. Mitigation also addresses safety during and after the construction period.

Community and Environmental Impacts

CDOT has committed to a wide range of mitigation measures to address temporary impacts during the construction period, as well as impacts to businesses and recreational properties. Overall, the Preferred Alternative balances benefits and environmental impacts while meeting the Project's Purpose and Need.

Local Circulation and Access

The new frontage road would improve connectivity in the Project area and would address access and egress during emergencies by providing an alternate route directly addressing community concerns regarding emergency access.

Recreational Enhancements

The Project would decrease congestion and complete the frontage road, which would improve access to recreational properties within the Project area and beyond. The Project would also improve the Greenway trail as well as safety for bicyclists on US 40.

Advanced Guideway System

The Advanced Guideway System (High Speed Transit) is part of the Preferred Alternative in the I-70 Mountain Corridor Record of Decision from 2011. The Project would not preclude future construction of the system but is not included as part of this Project.

Project Costs and Funding

Project funding has been an ongoing consideration. CDOT has identified approximately half of the needed funds for the Project and is committed to securing full funding, which could include alternate financing, toll revenues, federal grants, or likely a combination of all of these. FHWA will not sign the NEPA decision without construction funding identified.



How to Comment

The comment period for the Environmental Assessment (EA) will continue through October 1, 2021

How to View the EA

Review the EA on the Project website (bit.ly/FloydHill) or in hardcopy at:

-  The Clear Creek County Offices
(405 Argentine Street, Georgetown)
-  Idaho Springs City Hall
(1711 Miner Street, Idaho Springs)

If you need assistance call the Project hotline: 303-512-4408

How to Submit Your Comments

-  [Click here](#) to access an online comment form and submit your comments now
-  Project email (cdot_floydhillproject@state.co.us)
-  By mail or email to:(to download and mail a hard copy comment form [click here](#) )

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Comments must be received by October 1, 2021.

All comments received during the comment period will be part of the Project record and responses will be published in the final EA decision document, which will be available in 2022.

Why Comment?

The EA and project will benefit from your review and constructive comments.

- ▲ Did you find errors or missing information in the document? Be specific and provide supporting data, including personal observations, so that we can correct.
- ▲ Do you support or agree with the Project alternatives or the Preferred Alternative? Why? Again, be specific. Are impacts or benefits underrepresented? What are your concerns?
- ▲ What do we need to consider as the Project moves into final design and construction? Are there other mitigation measures that we should include?



How to Use the Virtual Room

Before you begin, please review these brief instructions for navigating in this virtual room

- ▲ Pan around the room using your cursor on a PC or your finger on a touch screen
- ▲ Follow the arrows and click on the circles on the floor to navigate through the room and view the meeting materials
- ▲ Click on the  icon to view videos: the presentation and flythroughs of both of the action alternatives
- ▲ To view a larger version of each display board or download any materials, click the  icon above the display
- ▲ Click on the  icon to submit your comments throughout the room or you may submit comments at the "How to Comment" display board, which you will find at the end of this room

Thank you for your participation!



NEPA Process Overview

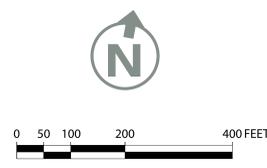
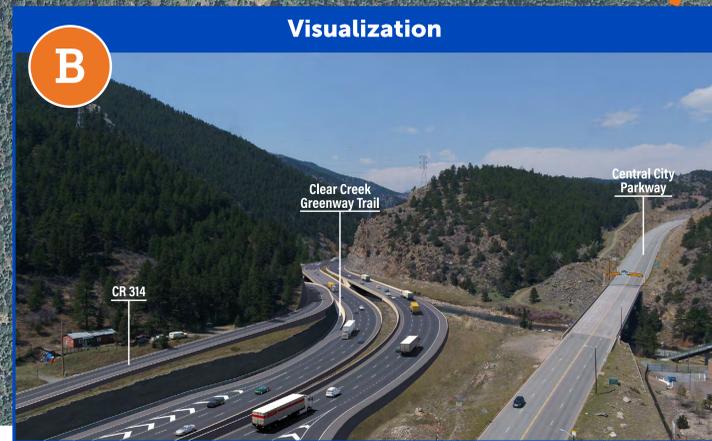
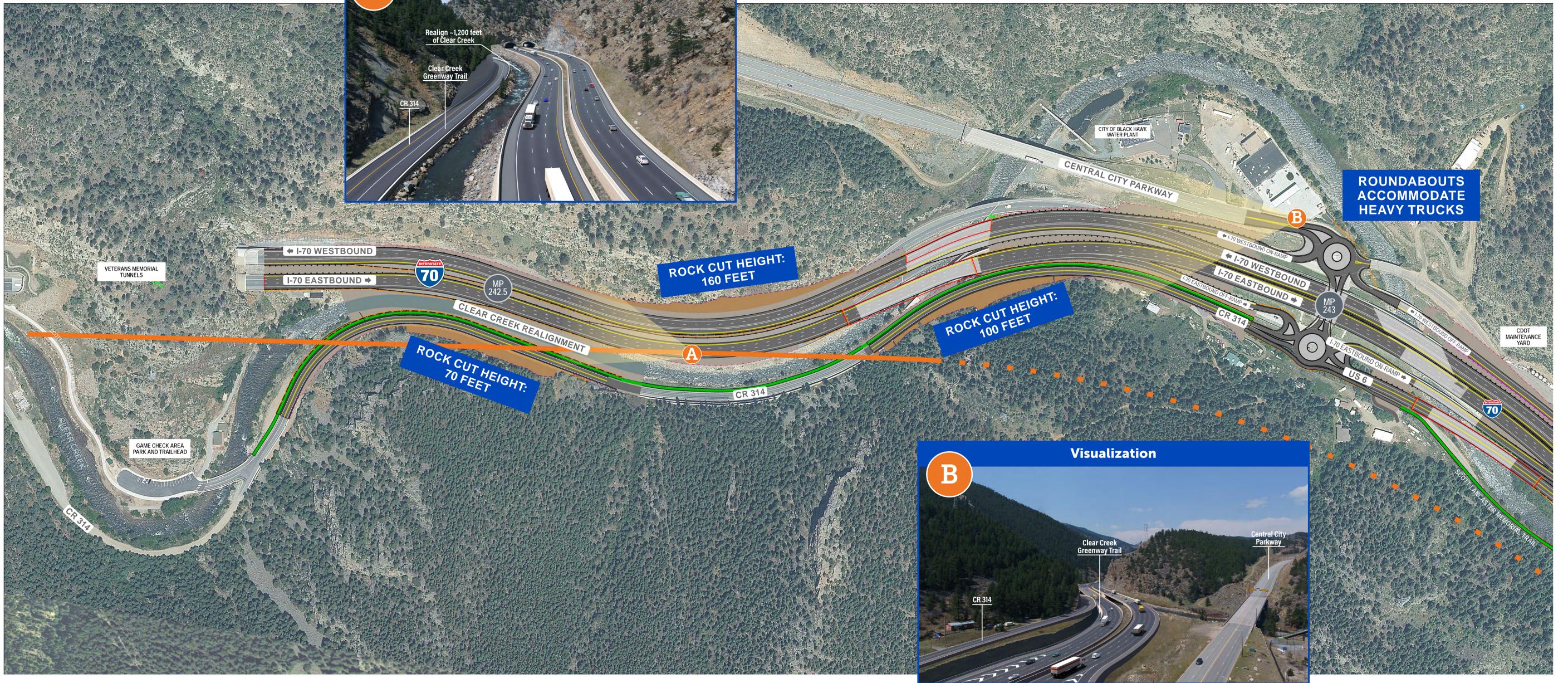
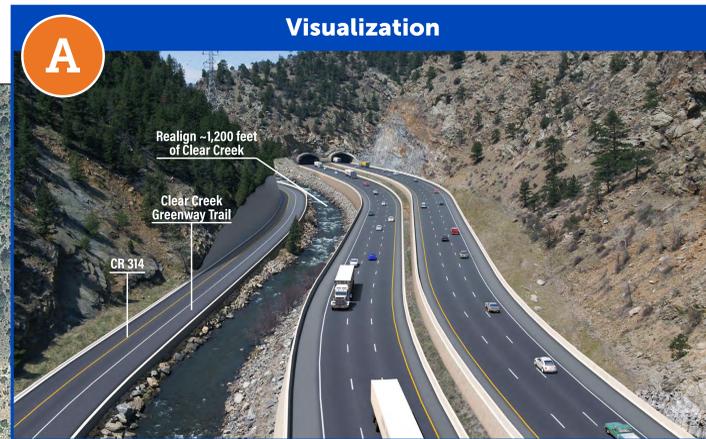
- ▲ A Tier 1 National Environmental Policy Act (NEPA) process was completed in 2011 for the I-70 Mountain Corridor from C-470 in Golden to Glenwood Springs. Tier 1 NEPA processes focus on strategies for an entire corridor to make broad policy decisions. The I-70 Mountain Corridor Tier 1 NEPA process made decisions on general location, mode, and capacity.
- ▲ A Tier 1 Record of Decision (ROD) was approved for the I-70 Mountain Corridor that provided a long-term vision for the 144-mile corridor that includes a program of transit, highway, safety, and other improvements to increase capacity, improve accessibility and mobility, and decrease congestion. This decision provided a framework for implementation of specific projects, which are then evaluated through Tier 2 NEPA processes.
- ▲ Tier 2 NEPA processes can then focus on analyzing project-specific impacts and issues since the broad decisions are made at the Tier 1 level. The Floyd Hill to Veterans Memorial Tunnels project is currently being evaluated through a Tier 2 NEPA process and environmental assessment (EA).
- ▲ The results of the impact analysis conducted for the EA are presented at the [Environmental Station](#).



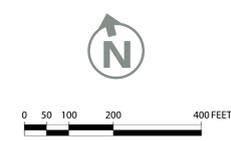
4. DESIGN PLOTS



West Section (Same Under Both Alternatives)



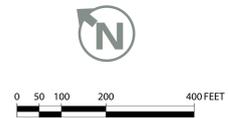
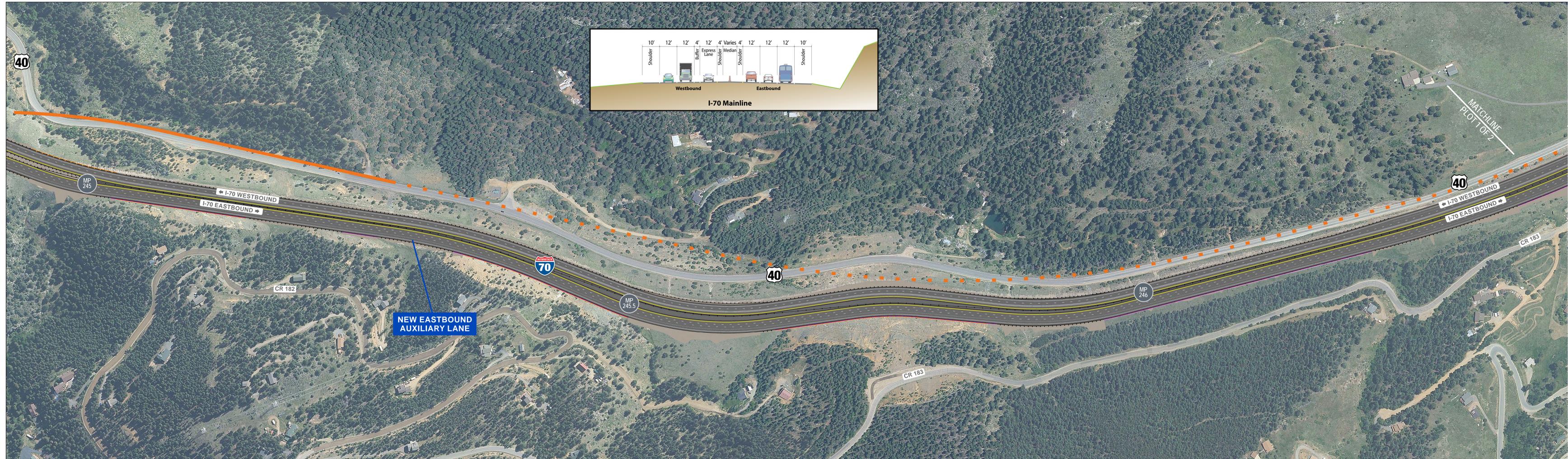
East Section, Plot 1 of 2 (Same Under Either Alternative)



LEGEND				
	NEW PAVEMENT		GREENWAY TRAIL	MP MILEPOST WB WESTBOUND EB EASTBOUND CR COUNTY ROAD
	EXISTING BRIDGES		ROCKCUT	
	TUNNEL		NEW RETAINING WALLS	
	NEW BRIDGES		EXISTING CDOT RIGHT OF WAY	
	CLEAR CREEK REALIGNMENT			



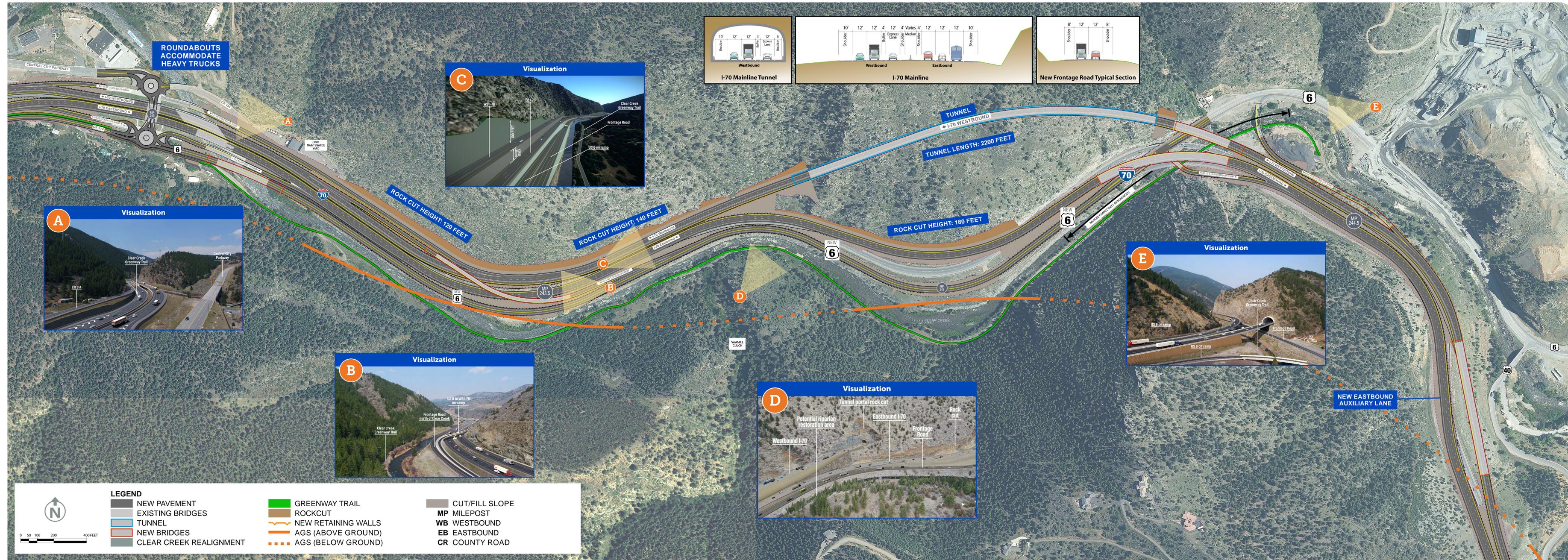
East Section, Plot 2 of 2 (Same Under Either Alternative)



LEGEND					
	NEW PAVEMENT		GREENWAY TRAIL		CUT/FILL SLOPE
	EXISTING BRIDGES		ROCKCUT		MP MILEPOST
	TUNNEL		NEW RETAINING WALLS		WB WESTBOUND
	NEW BRIDGES		AGS (ABOVE GROUND)		EB EASTBOUND
	CLEAR CREEK REALIGNMENT		AGS (BELOW GROUND)		CR COUNTY ROAD

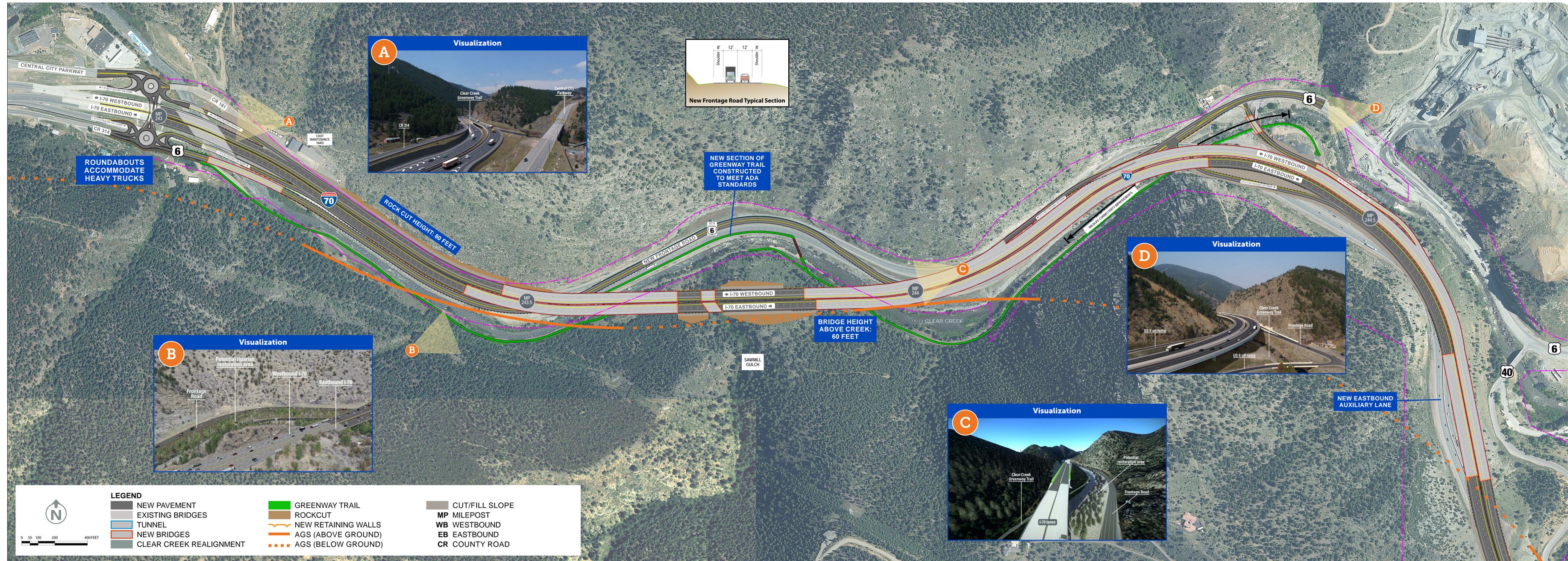


Central Section: Tunnel Alternative - Frontage Road North Design Option





Central Section: Canyon Viaduct Alternative





Central Section: Tunnel Alternative - Frontage Road South Design Option

