



# Meeting Summary

## Public Meeting #1

June 12, 2018 | 5 p.m. - 7 p.m.

Clear Creek High School and Middle School | Evergreen, CO

## 1.0 Background and Purpose of Public Meeting #1

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On June 12, 2018, the project team held a meeting to discuss feedback on the project's Purpose and Need, Preliminary Proposed Action, and Environmental Assessment (EA) process.

## 2.0 Chronology and Brief Summary

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### 5:00-5:30 p.m. - Sign-in and Open House

- Members of the public ("Attendees") arrived and signed in at the front desk and were greeted by a project team member. There were 125 people who signed in.
- Handouts were distributed to attendees as they signed in. The handouts included:
  - Agenda and Contact Information (**Appendix A**)
  - Context Sensitive Solutions (CSS) Flow Chart (**Appendix B**)
  - Project Location (**Appendix C**)
  - Comment Form (**Appendix D**)
- Attendees then went to the open house to review the project boards and talk to project staff before the presentation and discussion began. Project boards (**Appendix E**) included:
  - Project Background Information
  - NEPA Overview
  - Context Sensitive Solutions ("CSS") Process
  - Major Elements of Proposed Action Considered
  - Evaluated Resources
  - Project Schedule
  - How to Stay Involved

### 5:30-6:00 p.m. - Presentation, Questions, and Answers

- Stephen Harelson presented on the project background, purpose and need, CSS process, and an overview of the Floyd Hill improvement options and the preliminary Proposed Action (**Appendix F**).
- Jonathan Bartsch facilitated the question-and-answer session following the presentation. The following questions were asked:



**Q: Will the Frei Quarry mining operation and old mining claims impact the stability of the highway?**

A: We will perform geotechnical investigations and traffic analysis of the project area to assess these operations and claims through the project development process.

**Q: How has geologic impacts and movement been accounted for during the engineering and design of the options presented?**

A: Several landslides exist and have been identified in earlier projects. We will avoid or mitigate any impact to landslide areas. Additional rockfall mitigation will also be evaluated and added where necessary. We will collect additional data and will evaluate these items during the project development process.

**Q: How is the project addressing and accommodating mass transit?**

A: An Advanced Guideway System (AGS) (High Speed Rail) is part of the Preferred Alternative in the I-70 Mountain Corridor Record of Decision from 2011. A feasibility study was completed in 2014 that found it was technologically feasible, but not financially feasible. It's still part of the Preferred Alternative, but will not be constructed as part of this project. This project will be designed to accommodate future construction of the alignment from the feasibility study.

**Q: How will property values and impacts be considered?**

A: We are evaluating property impacts through the environmental process. If properties need to be acquired for the project, CDOT will follow the Federal Uniform Act to ensure fair compensation.

**Q: Who is responsible for the infrastructure on Soda Creek Road?**

A: Jefferson County.

**Q: What is the timing for construction and how long will it take?**

A: CDOT is in the process of identifying and securing funding for the project. If funding becomes available, construction could begin as soon as 2021 and last for approximately 3 years.

**Q: Is there accommodation for an emergency landing zone?**

A: CDOT is evaluating potential locations with the local stakeholders at the top of Floyd Hill. It is unclear if it will be included in the project.

**Q: How are the noise impacts of the project, particularly the top of Floyd Hill, being considered?**

A: CDOT will evaluate any noise impacts from the project to determine if and where noise mitigation is required.

**Q: Can we bring utilities from Idaho Springs to Floyd Hill as part of this project?**

A: CDOT is willing to partner with local utilities if they want to add new utility lines within the I-70 right of way.



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#### 6:00-7:00 p.m. - Open Housep

- Attendees used this time to review the project boards in more detail and ask additional questions of project team members.
- Attendees were encouraged to document their comments and place them in comment boxes.

#### 7:00 p.m. - Closing

### 3.0 Comments from Comment Sheets

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All written comments from the public meeting can be found in **Appendix G**. All comments will be considered in the development of the project.

*"Thank you for providing this opportunity to be informed and making so many staff members available to answer questions. I am sorry there aren't more citizens in attendance. Great handouts."*

*"Thank you to the local citizens who have served in providing input and opinions."*

*"Although a project like this is difficult for many citizens to endure, the information eases some of the concerns and frustrations."*

*"Thanks for your vision for our future."*

*"If we are taking a vote, I would vote to convert both Beaver Brook and Hyland Hills into full interchanges. Remove the traffic from the frontage road."*

*"Good job"*

*"I received my CO on Jan 31, 2018. Clear Creek County did not disclose this project nor did CDOT when I called. This east section impacts me 100%. I-70 is my backyard.*

- *Fire mitigation*
- *Noise*
- *Property value*
- *Air quality*
- *All concerns*
- *Wildlife*
- *Bear family on NE of Floyd Hill. Deer and Elk"*



- “1) I overall like the project - much needed.
  - Tunnel is a great idea*
- 2) Strongly encourage full interchange at exit 248. Makes access from 65 to I-70 simpler, more efficient.*
- 3) Please consider open space property at top of Floyd Hill*
- 4) Improve Clear Creek Greenway as part of project. Thx!”*

*“Is CDOT aware of the groundwater situation in the mountain that will be tunneled on the north side of WB. Will the tunnel cause a release of pressure that will drain the groundwater? ‘Lake encased in the mountain’?”*

*Evac:*

- Back of Saddleback*
- Increased population. How do you evac on north side and get to I-70?”*

*“Build it. Great, well thought out design. Much needed improvement. Many of us in the county are in favor of these improvements, despite what you hear from the people at the county government. They don't seem to represent a lot of us.”*

*“My comment regarding the impact to property values was misunderstood and was interpreted to mean that my home at 586 Hyland Drive would certainly not be impacted at any time during the project. I strongly support that Hwy 40 at Floyd Hill be kept on the north side of I-70 by routing it further northward on a traffic circle that allows traffic to continue to the west but that prevents truck traffic to exit into the Floyd Hill area on the south side of I-70.”*

*“This seems to be a well thought through plan. Quite a huge project for a small county to experience. Have you considered any impact financial help for Clear Creek County to aid them in improving the dirt roads to make them safer for the residents? Many need guard rails on the hills next to steep drop-off areas.”*

*“Owner would like to have the CDOT Region 1 consider the overall consequences of new construction (i.e. alternate routes and the opportunity for inclusion of utilities from Idaho Springs).”*

*“Apparently a carefully thought through plan. Like that both major and minor issues have been addressed. I favor this project as presented and look forward to its completion.”*



# Appendix A

## Agenda and Contact Information



# I-70 Floyd Hill to Veterans Memorial Tunnels



## Welcome to the I-70 Floyd Hill to Veterans Memorial Tunnels Public Meeting

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June 12, 2018

5:00-5:30 p.m. Sign-in and Open House

5:30-6:00 p.m. Presentation, Questions, and Answers

6:00-7:00 p.m. Open House

Project staff can be identified by their name tags and are available to answer any questions.

Don't forget to stop by our comment station to write down your comments!

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### Stay Involved!



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Write a letter

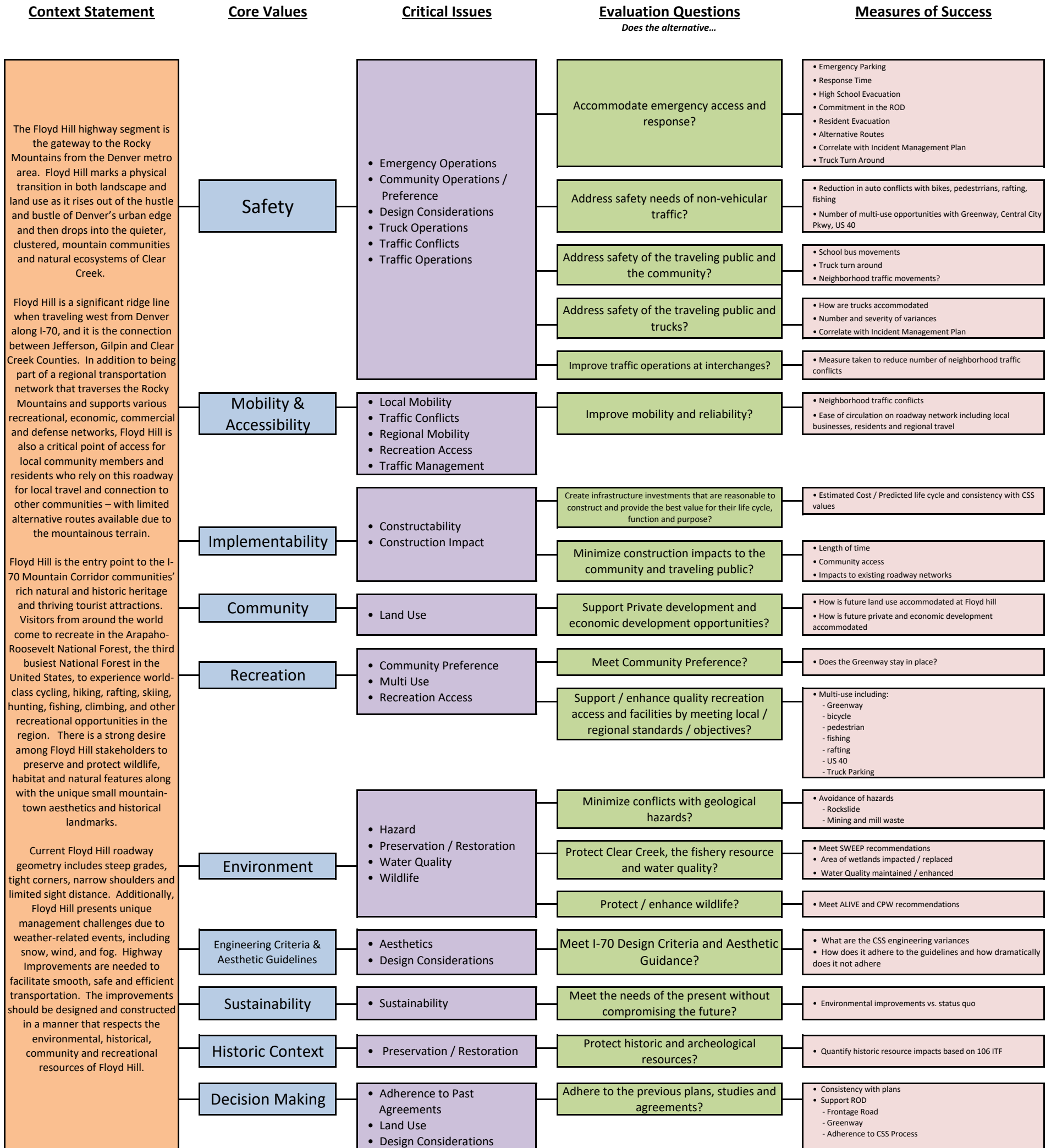
Floyd Hill Project Team  
425A Corporate Circle  
Golden, CO 80401



## Appendix B

### Context Sensitive Solutions (CSS)

## CSS Flow Chart





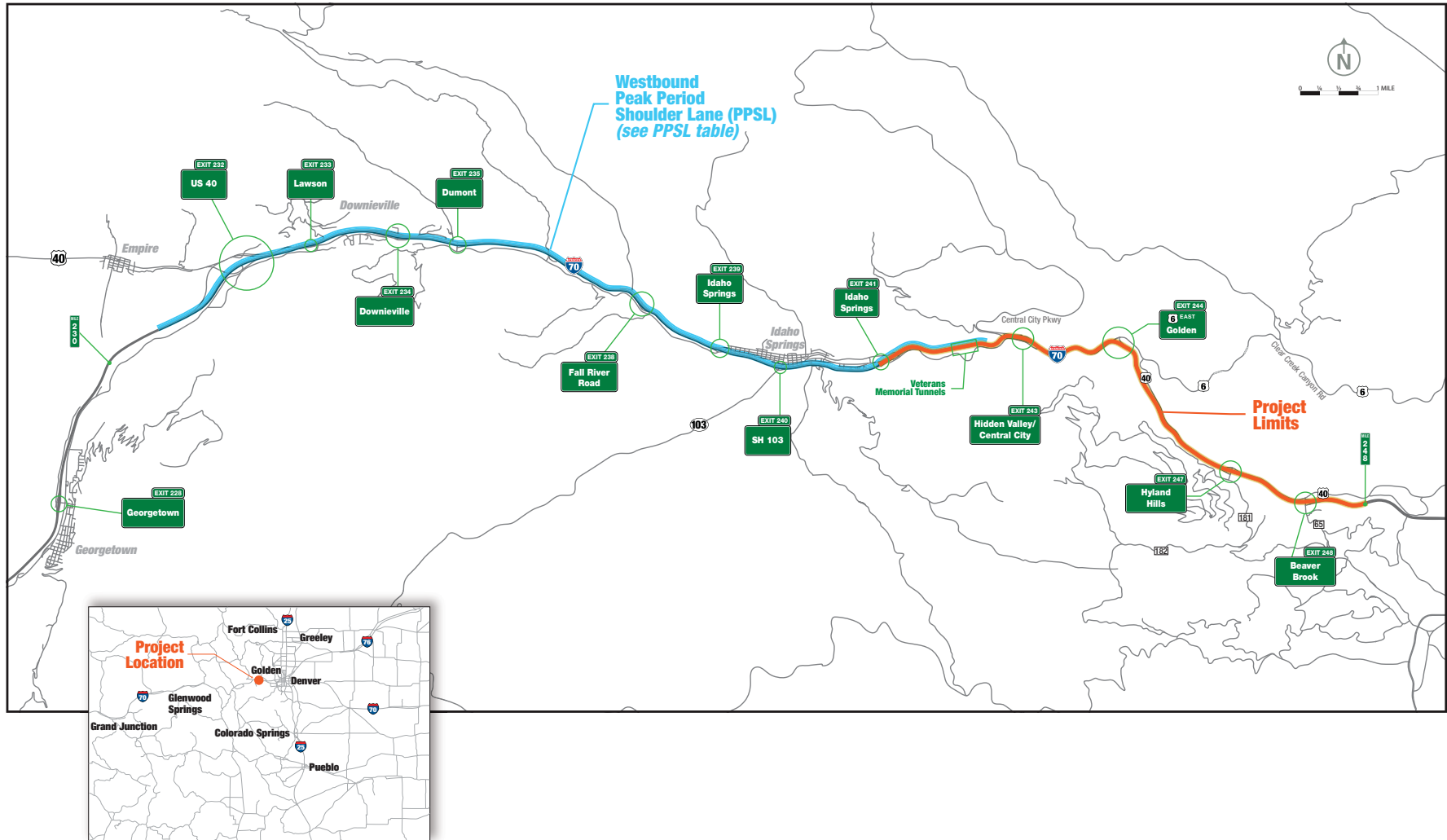


# Appendix C

## Project Location



# Project Location



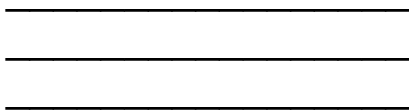


# Appendix D

## Comment Form



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Place  
First Class  
Stamp  
Here

Colorado Department of Transportation  
Region 1 West Program  
425A Corporate Circle  
Golden, CO 80401  
Attn: Floyd Hill Project Team

-----fold here-----



# Appendix E

## Project Boards



# I-70 Floyd Hill to Veterans Memorial Tunnels

Welcome to the

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## I-70 Floyd Hill To Veterans Memorial Tunnels Public Meeting

**June 12, 2018**

5:00-5:30 p.m. **Sign-in and Open House**

5:30-6:00 p.m. **Presentation, Questions, and Answers**

6:00-7:00 p.m. **Open House**

Project staff can be identified by their name tags  
and are available to answer any questions.

**Don't forget to stop by our comment station  
to write down your comments!**



# Project Background



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

\* *Environmental Impact Statement*

\*\* *Record of Decision*

Three roadway concepts were recommended for further investigation through the Concept Development Process:

- ▲ Off Alignment
- ▲ North Alignment
- ▲ South Alignment

Additionally, multiple interchange access concepts were considered for further investigation

**We are here**

Floyd Hill Environmental Assessment (EA)

After further analysis of the concepts, the North Alignment moved forward with multiple options to be fully analyzed in the EA (see Preliminary Proposed Action Map Boards)





# Context Sensitive Solutions Process

The I-70 Mountain Corridor Context Sensitive Solutions (CSS) process is a required part of every project on the I-70 Mountain Corridor. It includes establishment of a Project Leadership Team, a Technical Team, and Issue Task Forces as needed. It also includes the following six-step decision-making process:



## Floyd Hill Project Stakeholders

### Project Leadership Team (PLT)

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

### Technical Team (TT)

- Central City
- City of Blackhawk
- 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
- 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

Appendix E



# Issue Task Force

Issue Task Forces (ITF) are multidisciplinary teams that include stakeholders and experts in the Core Values surrounding a single issue.

## A Landscape Level Inventory of Valued Ecosystem Components (ALIVE)

A Memorandum of Understanding established a program of cooperation for the purpose of early and full implementation of corrective actions to solve roadway crossing problems and streamline the consultation process. The ALIVE ITF is convened during Tier 2 NEPA processes to address issues related to improving wildlife movement and reducing habitat fragmentation.



## Section 106

A Programmatic Agreement developed principles and stipulations for complying with Section 106 of the National Historic Preservation Act in the I-70 Mountain Corridor. The Section 106 ITF is convened during Tier 2 NEPA processes to identify historic properties, determine effects on historic properties, and consult on measures to avoid, minimize, or mitigate any adverse effects.



## Stream and Wetland Ecological Enhancement Program (SWEEP)

A Memorandum of Understanding established a framework for cooperation and formed the foundation of mitigation for aquatic resource impacts during projects along the I-70 Mountain Corridor. The SWEEP ITF is convened during Tier 2 NEPA processes to address issues related to water quality, stream and riparian habitats, and aquatic life and, where applicable, identifies opportunities to improve stream conditions.



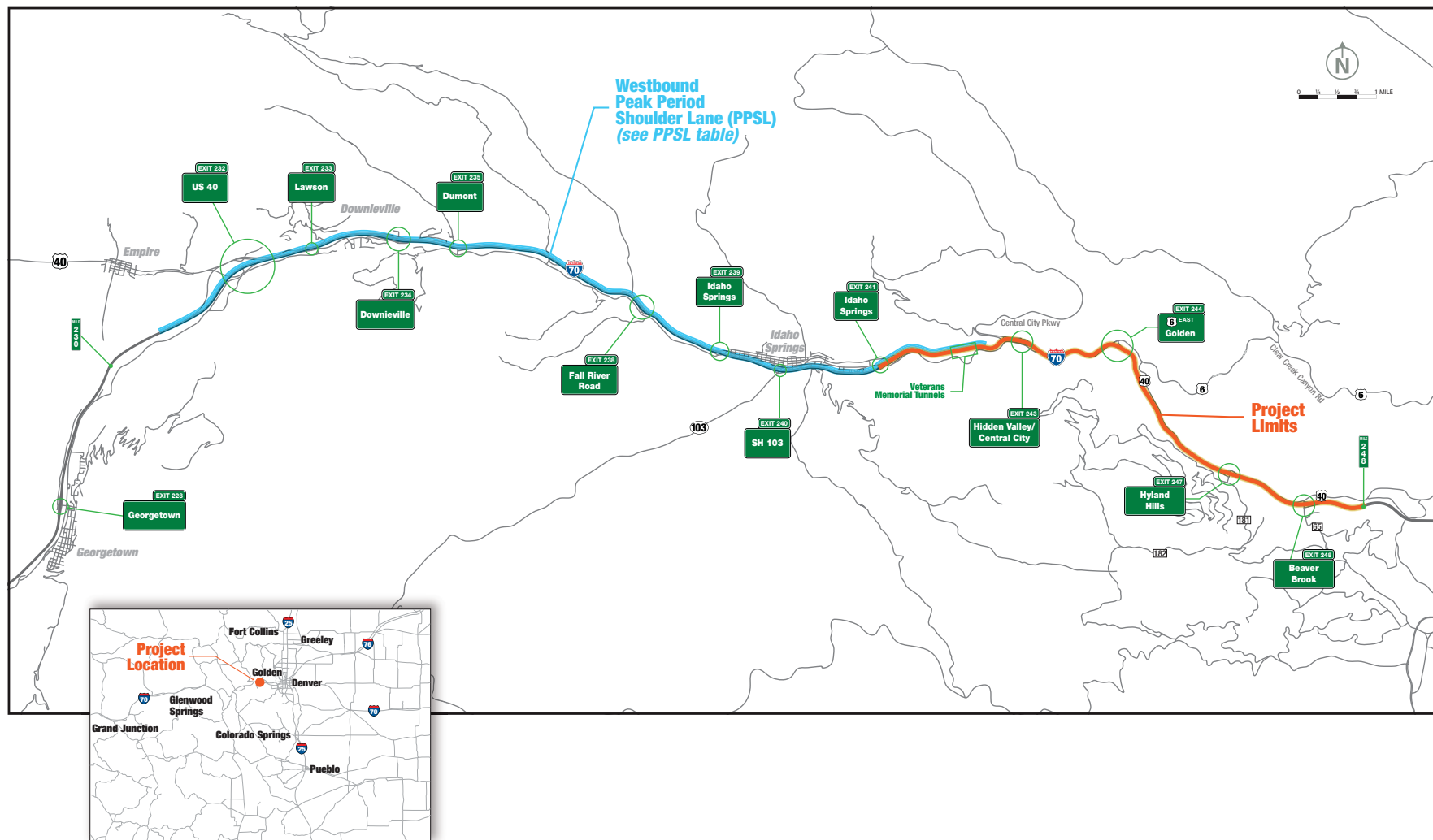


# CSS Flow Chart

Context Statement	Core Values	Critical Issues	Evaluation Questions <i>Does the alternative...</i>	Measures of Success
<p>The Floyd Hill highway segment is the gateway to the Rocky Mountains from the Denver metro area. Floyd Hill marks a physical transition in both landscape and land use as it rises out of the hustle and bustle of Denver's urban edge and then drops into the quieter, clustered, mountain communities and natural ecosystems of Clear Creek.</p> <p>Floyd Hill is a significant ridge line when traveling west from Denver along I-70, and it is the connection between Jefferson, Gilpin, and Clear Creek Counties. In addition to being part of a regional transportation network that traverses the Rocky Mountains and supports various recreational, economic, commercial, and defense networks, Floyd Hill is also a critical point of access for local community members and residents who rely on this roadway for local travel, and a connection to other communities – with limited alternative routes available due to the mountainous terrain.</p> <p>Floyd Hill is the entry point to the I-70 Mountain Corridor communities' rich natural and historic heritage and thriving tourist attractions. Visitors from around the world come to recreate in the Arapaho-Roosevelt National Forest – the third busiest National Forest in the United States – to experience world-class cycling, hiking, rafting, skiing, hunting, fishing, climbing, and other recreational opportunities in the region. There is a strong desire among Floyd Hill stakeholders to preserve and protect wildlife, habitat, and natural features along with the unique small mountain-town aesthetics and historical landmarks.</p> <p>Current Floyd Hill roadway geometry includes steep grades, tight corners, narrow shoulders, and limited sight distance. Additionally, Floyd Hill presents unique management challenges due to weather-related events; including snow, wind, and fog. Highway Improvements are needed to facilitate smooth, safe, and efficient transportation. The improvements should be designed and constructed in a manner that respects the environmental, historical, community, and recreational resources of Floyd Hill.</p>	<b>Safety</b>	<ul style="list-style-type: none"> <li>Emergency Operations</li> <li>Community Operations /Preference</li> <li>Design Considerations</li> <li>Truck Operations</li> <li>Traffic Conflicts</li> <li>Traffic Operations</li> </ul>	<ul style="list-style-type: none"> <li>Accommodate emergency access and response?</li> <li>Address safety needs of non-vehicular traffic?</li> <li>Address safety of the traveling public and the community?</li> <li>Address safety of the traveling public and trucks?</li> <li>Improve traffic operations at interchanges?</li> </ul>	<ul style="list-style-type: none"> <li>Emergency Parking</li> <li>Response Time</li> <li>High School Evacuation</li> <li>Commitment in the ROD</li> <li>Resident Evacuation</li> <li>Alternative Routes</li> <li>Correlate with Incident Management Plan</li> <li>Truck Turn Around</li> <li>Reduction in auto conflicts with bikes, pedestrians, rafting, fishing</li> <li>Number of multi-use opportunities with Greenway, Central City Pkwy, US 40</li> <li>School bus movements</li> <li>Truck turn around</li> <li>Neighborhood traffic movements</li> <li>How are trucks accommodated</li> <li>Number and severity of variances</li> <li>Correlate with Incident Management Plan</li> <li>Measure taken to reduce number of neighborhood traffic conflicts</li> </ul>
	<b>Mobility &amp; Accessibility</b>	<ul style="list-style-type: none"> <li>Local Mobility</li> <li>Traffic Conflicts</li> <li>Regional Mobility</li> <li>Recreation Access</li> <li>Traffic Management</li> </ul>	<ul style="list-style-type: none"> <li>Improve mobility and reliability?</li> </ul>	<ul style="list-style-type: none"> <li>Neighborhood traffic conflicts</li> <li>Ease of circulation on roadway network including local businesses, residents, and regional travel</li> </ul>
	<b>Implementability</b>	<ul style="list-style-type: none"> <li>Constructability</li> <li>Construction Impact</li> </ul>	<ul style="list-style-type: none"> <li>Create infrastructure investments that are reasonable to construct and provide the best value for their life cycle, function, and purpose?</li> <li>Minimize construction impacts to the community and traveling public?</li> </ul>	<ul style="list-style-type: none"> <li>Estimated Cost / Predicted life cycle and consistency with CSS values</li> <li>Length of time</li> <li>Community access</li> <li>Impacts to existing roadway networks</li> </ul>
	<b>Community</b>	<ul style="list-style-type: none"> <li>Land Use</li> </ul>	<ul style="list-style-type: none"> <li>Support Private development and economic development opportunities?</li> </ul>	<ul style="list-style-type: none"> <li>How is future land use accommodated at Floyd Hill</li> <li>How is future private and economic development accommodated</li> </ul>
	<b>Recreation</b>	<ul style="list-style-type: none"> <li>Community Preference</li> <li>Multi Use</li> <li>Recreation Access</li> </ul>	<ul style="list-style-type: none"> <li>Meet Community Preference?</li> <li>Support / enhance quality recreation access and facilities by meeting local / regional standards / objectives?</li> </ul>	<ul style="list-style-type: none"> <li>Does the Greenway stay in place?</li> <li>Multi-use including:                             <ul style="list-style-type: none"> <li>- Greenway</li> <li>- Bicycle</li> <li>- Pedestrian</li> <li>- Fishing</li> <li>- Rafting</li> <li>- US 40</li> <li>- Truck parking</li> </ul> </li> </ul>
	<b>Environment</b>	<ul style="list-style-type: none"> <li>Hazard</li> <li>Preservation / Restoration</li> <li>Water Quality</li> <li>Wildlife</li> </ul>	<ul style="list-style-type: none"> <li>Minimize conflicts with geological hazards?</li> </ul>	<ul style="list-style-type: none"> <li>Avoidance of hazards                             <ul style="list-style-type: none"> <li>- Rockslide</li> <li>- Mining and mill waste</li> </ul> </li> </ul>
			<ul style="list-style-type: none"> <li>Protect Clear Creek, the fishery resource and water quality?</li> </ul>	<ul style="list-style-type: none"> <li>Meet SWEEP recommendations</li> <li>Area of wetlands impacted / replaced</li> <li>Water Quality maintained / enhanced</li> </ul>
			<ul style="list-style-type: none"> <li>Protect / enhance wildlife?</li> </ul>	<ul style="list-style-type: none"> <li>Meet ALIVE and CPW recommendations</li> </ul>
	<b>Engineering Criteria &amp; Aesthetic Guidelines</b>	<ul style="list-style-type: none"> <li>Aesthetics</li> <li>Design Considerations</li> </ul>	<ul style="list-style-type: none"> <li>Meet I-70 Design Criteria and Aesthetic Guidance?</li> </ul>	<ul style="list-style-type: none"> <li>What are the CSS engineering variances</li> <li>How does it adhere to the guidelines and how dramatically does it not adhere</li> </ul>
	<b>Sustainability</b>	<ul style="list-style-type: none"> <li>Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>Meet the needs of the present without compromising the future?</li> </ul>	<ul style="list-style-type: none"> <li>Environmental improvements vs. status quo</li> </ul>
	<b>Historic Context</b>	<ul style="list-style-type: none"> <li>Preservation / Restoration</li> </ul>	<ul style="list-style-type: none"> <li>Protect historic and archeological resources?</li> </ul>	<ul style="list-style-type: none"> <li>Quantify historic resource impacts based on 106 ITF</li> </ul>
	<b>Decision Making</b>	<ul style="list-style-type: none"> <li>Adherence to Past Agreements</li> <li>Land Use</li> <li>Design Considerations</li> </ul>	<ul style="list-style-type: none"> <li>Adhere to the previous plans, studies, and agreements?</li> </ul>	<ul style="list-style-type: none"> <li>Consistency with plans</li> <li>Support ROD                             <ul style="list-style-type: none"> <li>- Frontage Road</li> <li>- Greenway</li> <li>- Adherence to CSS Process</li> </ul> </li> </ul>



# Project Location





# 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 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 (EA).





## 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 that were identified in the 2011 I-70 Mountain Corridor ROD.

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

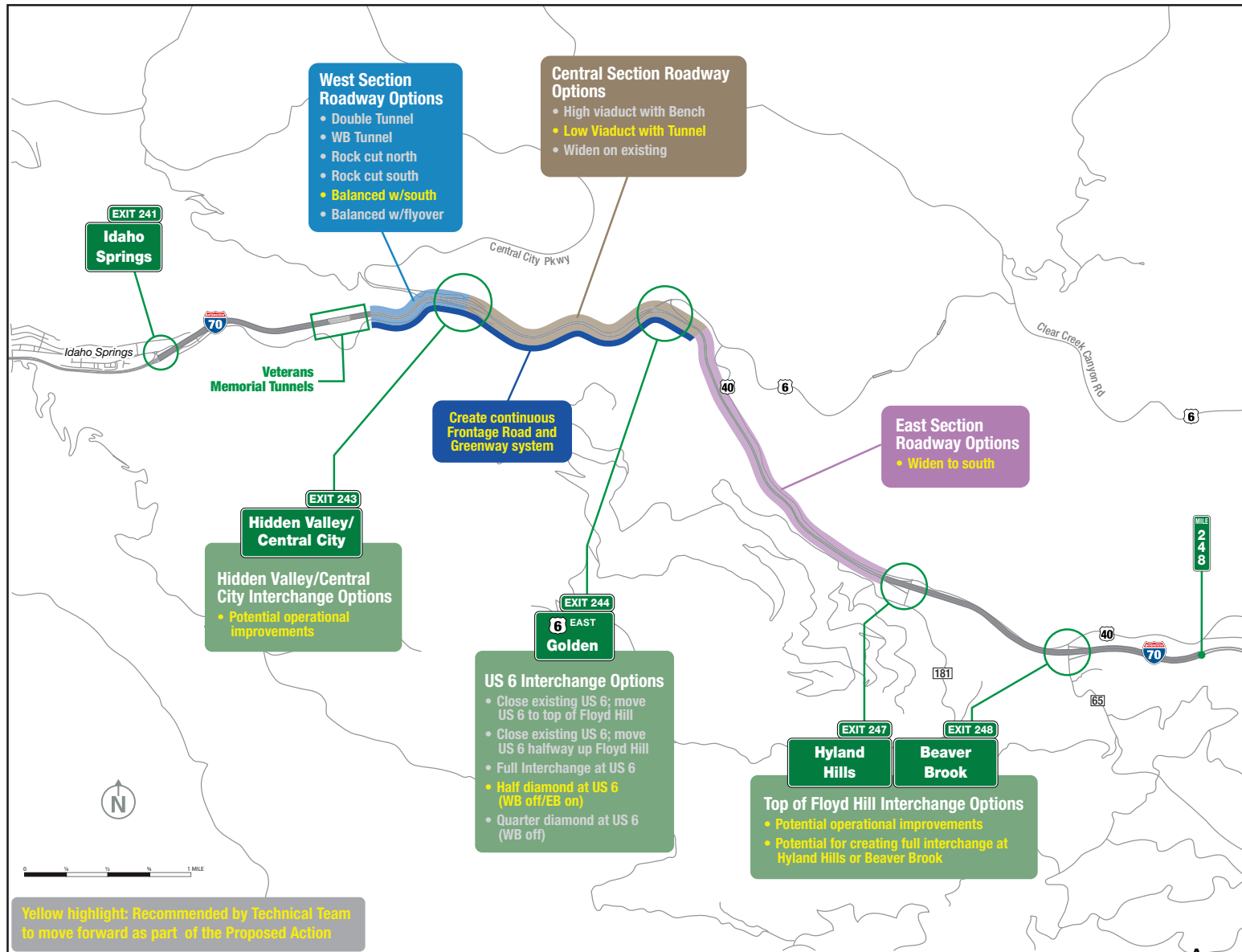
This project also addresses two improvements included in the ROD from US 6 to Hidden Valley and Hidden Valley to Idaho Springs. The purpose of these improvements is to improve multimodal connectivity and to provide an alternate route parallel to the interstate mainline in case of emergency or severe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

## Project's Needs

- ▲ High traffic volumes and limited capacity on I-70 in the westbound direction which affects regional and local mobility and accessibility
- ▲ Unreliable travel times and frequent delays due to traffic congestion on I-70 in the westbound direction
- ▲ Occasional severe weather conditions causing closures on the interstate which 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 road redundancy and parallel routes between US 6 and Idaho Springs which hinders emergency response times in case of emergencies



# Major Elements of Proposed Action Considered





# Major Elements of Proposed Action

## Top of Floyd Hill



- Legend**
- Proposed Roadway
  - Advanced Guideway System (AGS) underground, not pictured (not part of this project)





# Major Elements of Proposed Action

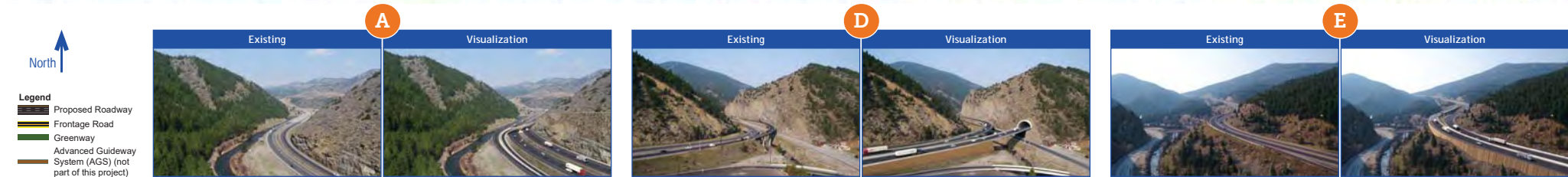
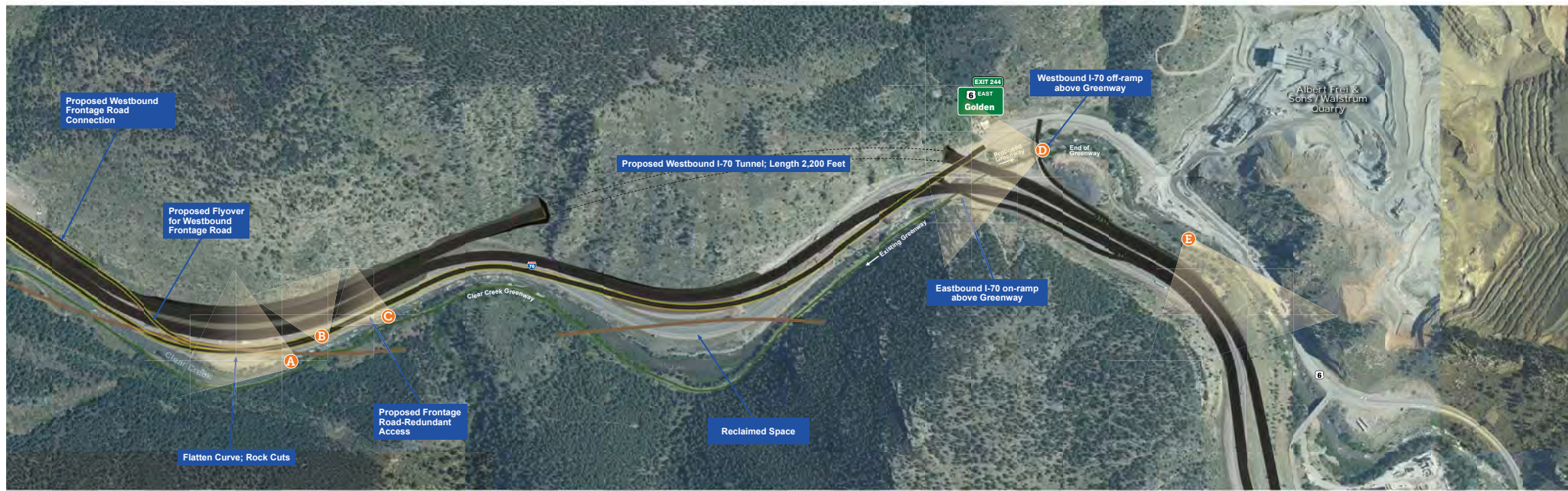
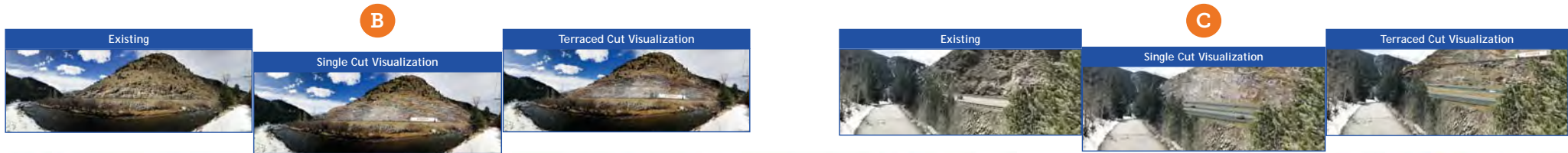
East Section: Widen to South



- Legend**
- Proposed Roadway
  - Advanced Guideway System (AGS) (not part of this project)

# Major Elements of Proposed Action

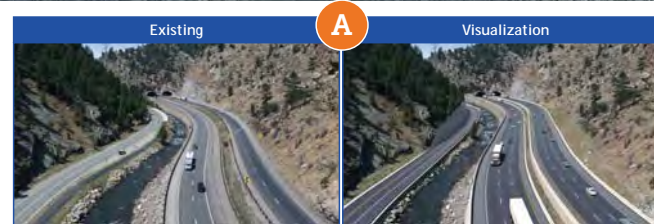
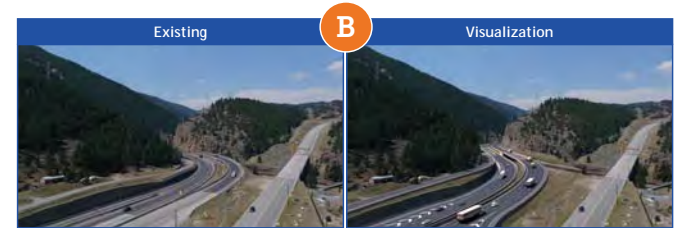
## Central Section: Low Viaduct with Tunnel





# Major Elements of Proposed Action

West Section: Balanced with South



- Legend**
- Proposed Roadway
  - Frontage Road
  - Greenway
  - Advanced Guideway System (AGS) (not part of this project)



# Resources Being Evaluated

The following resources will be evaluated as part of the EA:



Water Resources



Air Quality & Traffic Noise



Archaeological & Historic Resources



Land Use & Park Land



Social & Community Impacts



Section 4(f) & Section 6(f)



Vegetation & Wildlife



Threatened & Endangered Species



Indirect & Cumulative Impacts



Hazardous Materials



Transportation/Multimodal



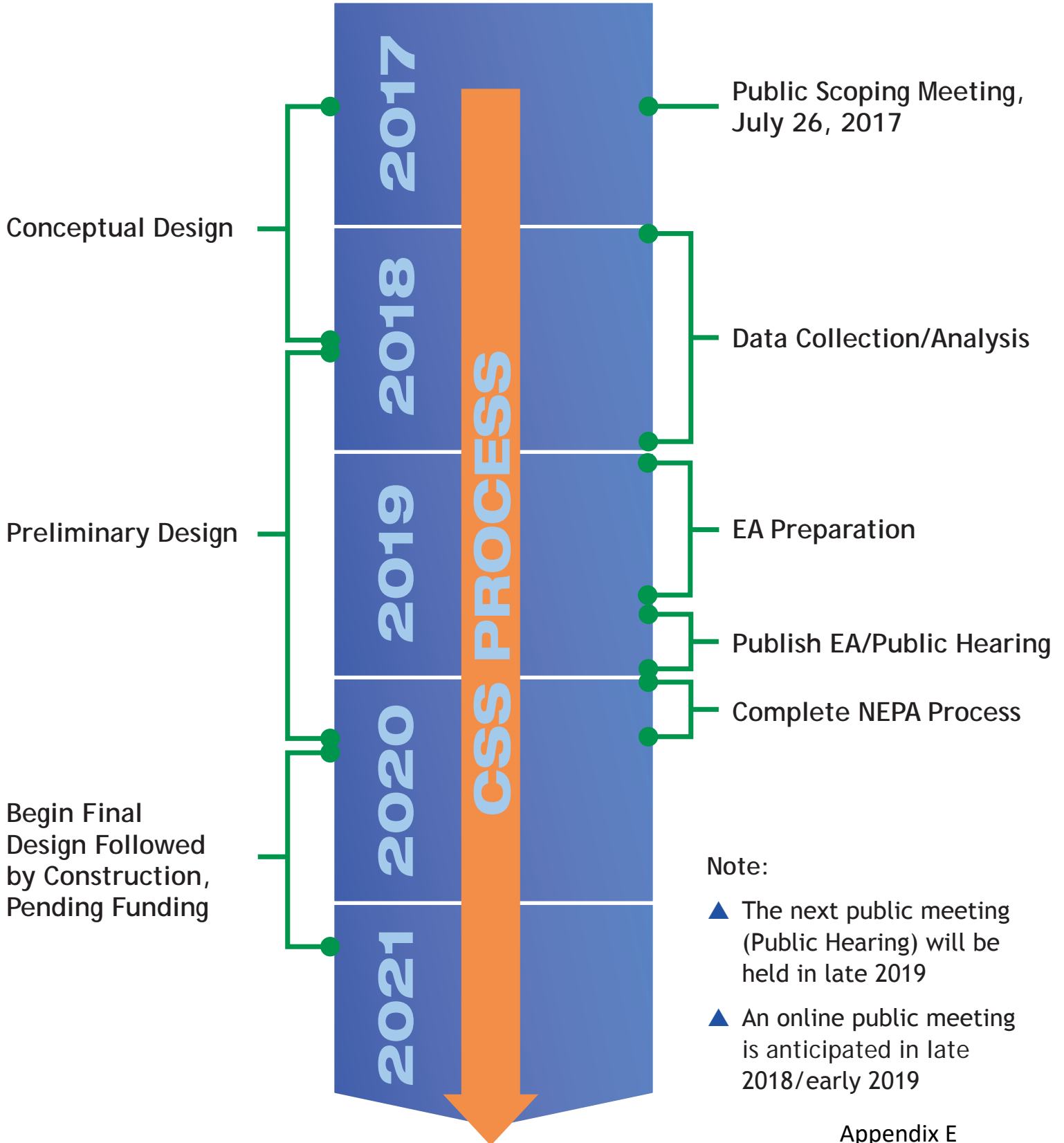
Geological & Paleontological Resources

There will be a public review period with a public hearing once the EA is completed.

**Please fill out a comment form if you have any concerns that should be considered during the resource evaluation process.**



# Project Schedule





# Stay Involved

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Send a letter:  
425A Corporate Circle  
Golden, CO 80401  
Attn: Floyd Hill Project Team

**Or simply stop by the comment station  
to write down your comments!**





# Appendix F Presentation



# *Public Meeting*

June 12, 2018



**I-70 Floyd Hill to  
Veterans Memorial Tunnels**

Appendix F



*Welcome to the I-70 Floyd Hill To  
Veterans Memorial Tunnels  
Public Meeting*

## Meeting Agenda

5:00 pm - Sign-in and Open House

5:30 pm - Presentation, Questions, and Answers

6:00 pm - Open House



# Project Background



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
- ▲ North Alignment
- ▲ South Alignment

Additionally, multiple interchange access concepts were considered for further investigation

After further analysis of the concepts, the North Alignment moved forward with multiple options to be fully analyzed in the EA (see Preliminary Proposed Action Map Boards)

\* *Environmental Impact Statement*

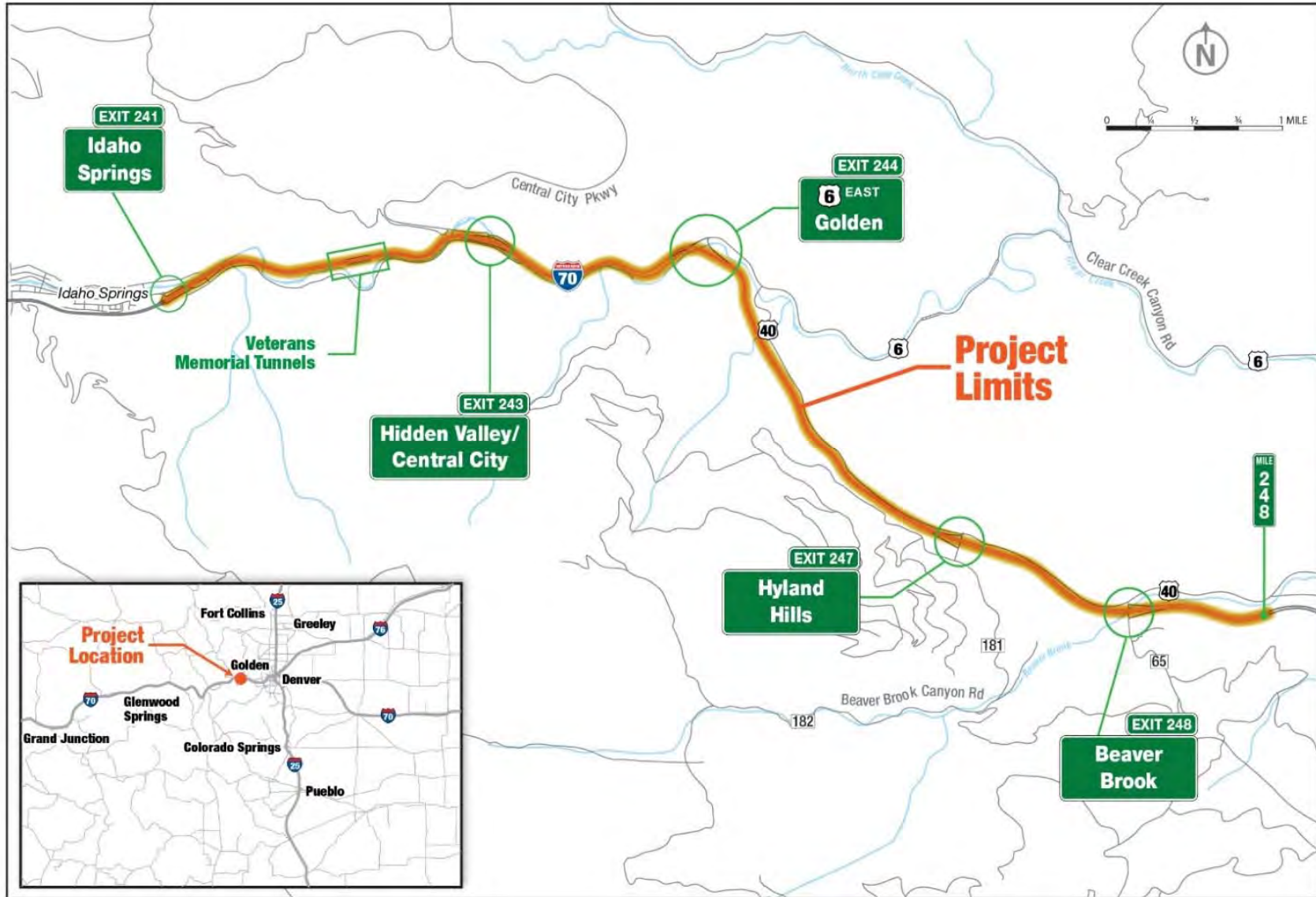
\*\* *Record of Decision*



# *CSS Process*

- Public scoping in July 2017
- 4 PLT Meetings
  - Established Charter, context statement, core values, reviewed public outreach plan, reviewed major elements, reviewed public meeting materials, introduced draft project goals
- 12 TT Meetings
  - Worked through 6-Step decision making process. Started with context mapping of three sections. Used matrices to evaluate and recommend options.
- Multiple ITFs
  - Developed measures of success, CSS flow chart, evaluated option for interchanges and roadway design
  - Held SWEEP, ALIVE and Section 106 ITFs

# Project Location Map



# *NEPA Process Overview*

- Tier 1 NEPA completed in 2011
- Tier 1 ROD was approved for the I-70 Mountain Corridor
  - Provided a long-term vision for the 144-mile corridor
  - Includes a program of transit, highway, safety, and other improvements to increase capacity, improve accessibility and mobility, and decrease congestion
- Tier 2 NEPA processes focus on analyzing project-specific impacts and issues
- Floyd Hill to Veterans Memorial Tunnels project is currently being evaluated through a Tier 2 NEPA process (EA)



# *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 that were 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 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*

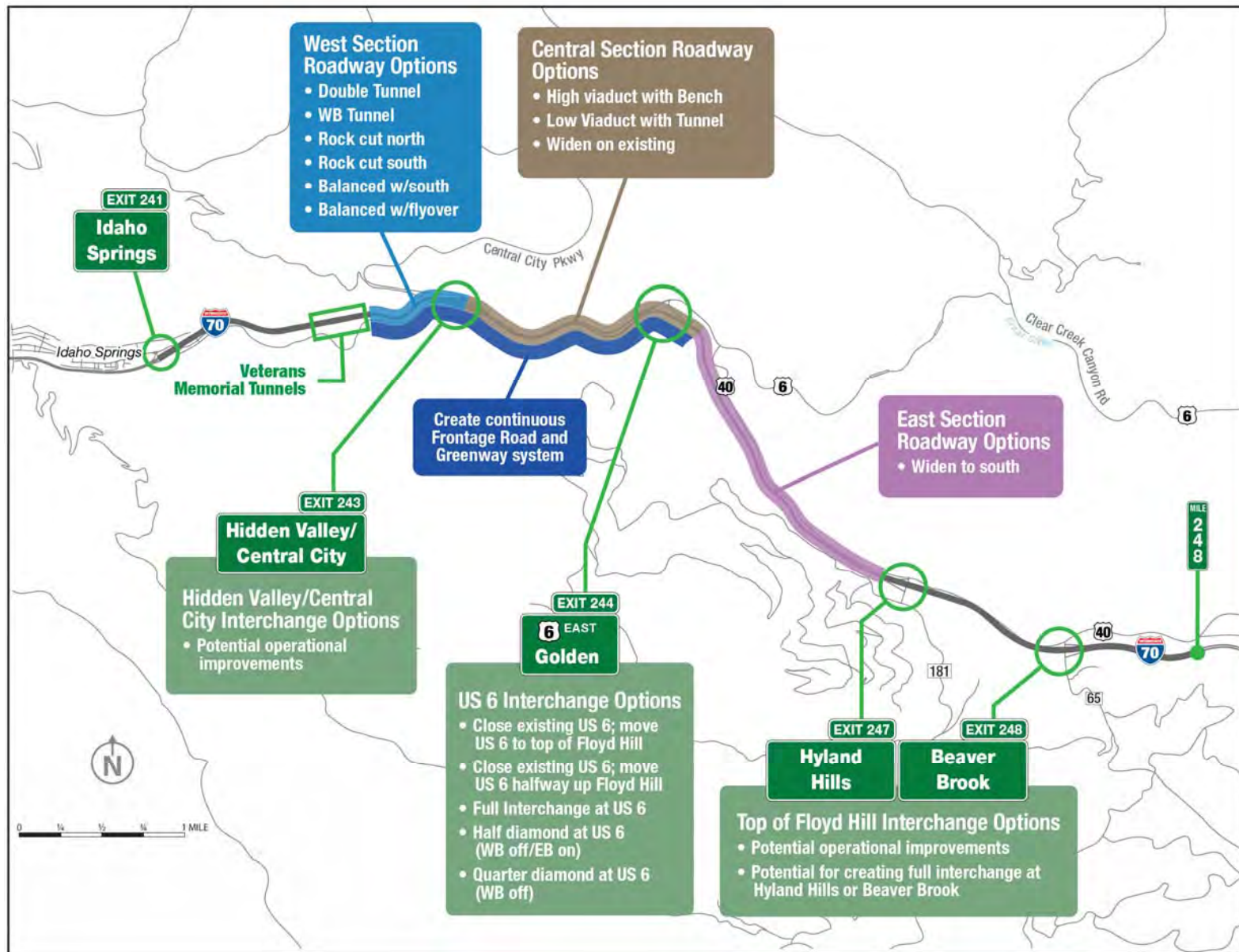
- High traffic volumes and limited capacity on I-70 in the westbound direction which affects regional and local mobility and accessibility
- Unreliable travel times and frequent delays due to traffic congestion on I-70 in the westbound direction
- Occasional severe weather conditions causing closure on the interstate which results in congestion, mobility and local accessibility challenges

# *Project's Needs*

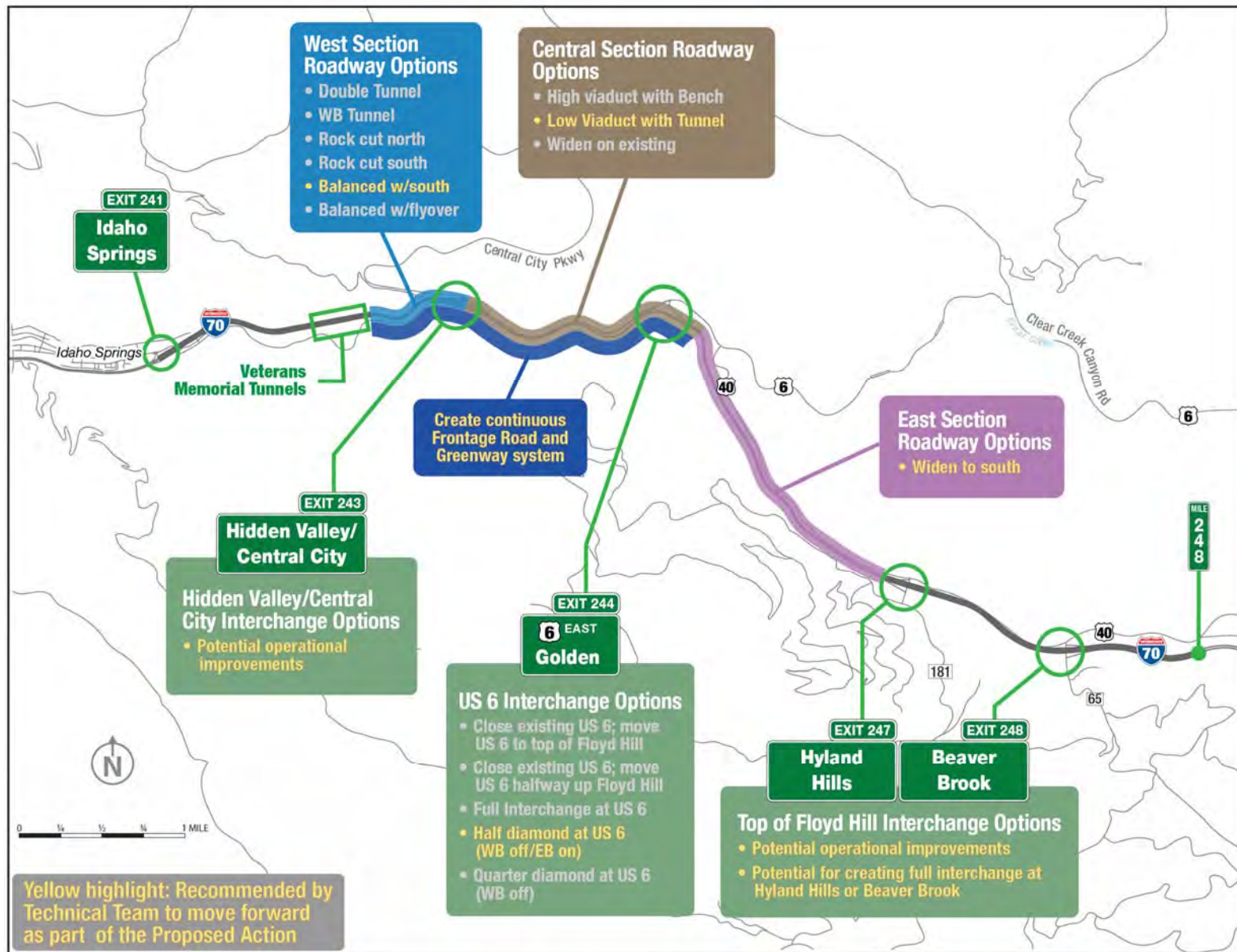
- **Safety concerns** due to congestion, substandard geometry with tight curves, and steep grades
- **Aging and deficient infrastructure**
- **Insufficient infrastructure** for pedestrian and bicycle users between US 6 and Idaho Springs
- **Lack of road redundancy** and parallel routes between US 6 and Idaho Springs which **hinders emergency response times** in case of emergencies



# Major Elements of Proposed Action Considered



# Major Elements of Proposed Action Recommended



# Current NEPA Process

The following resources will be evaluated as part of the Environmental Assessment (EA).

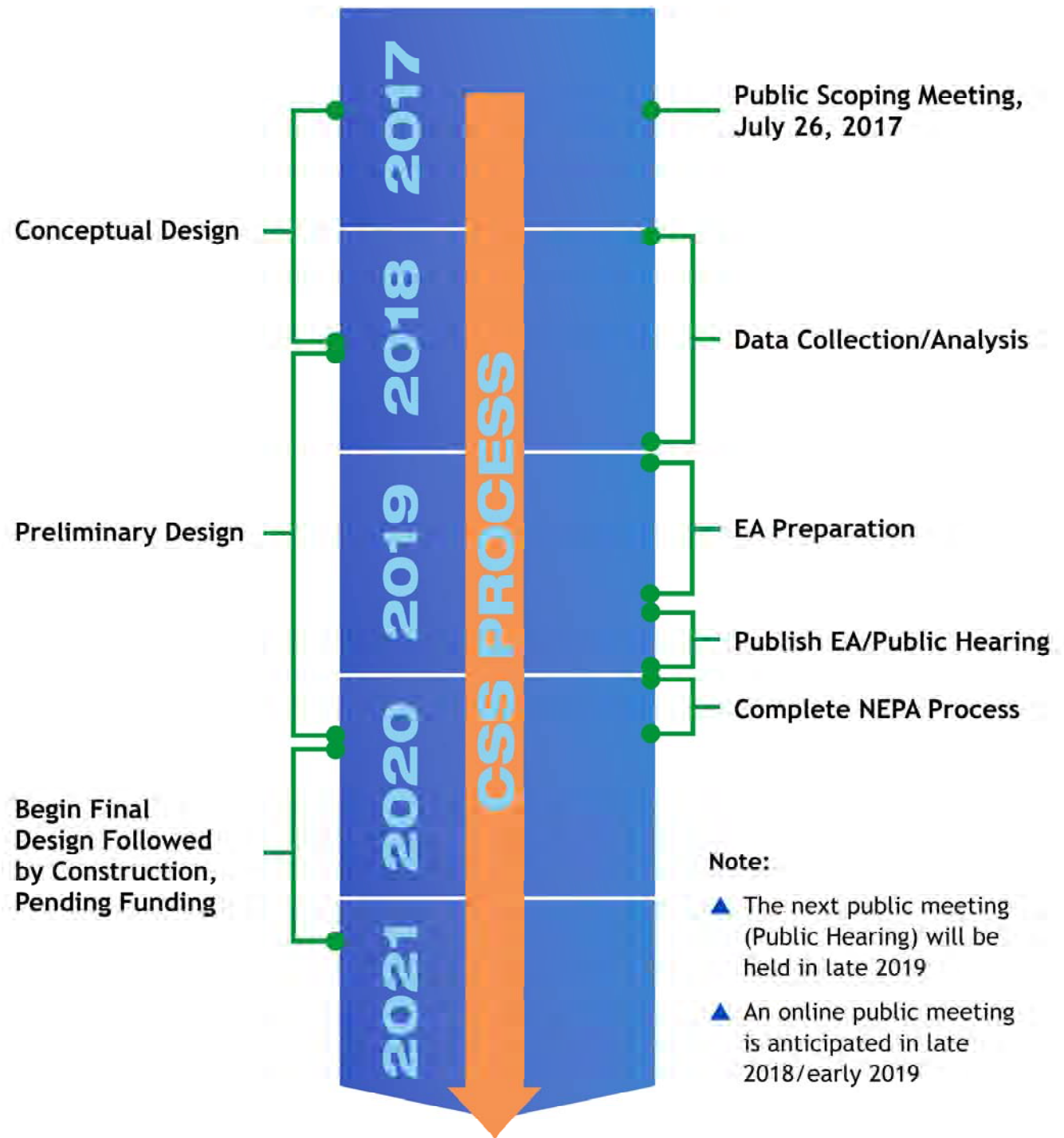
- ▲ Air Quality
- ▲ Archaeology
- ▲ Bicycle and Pedestrian Facilities
- ▲ Cumulative Impacts
- ▲ Environmental Justice
- ▲ Energy
- ▲ Farmlands
- ▲ Floodplains
- ▲ Geologic Resources and Soil
- ▲ Hazardous / Solid Wastes
- ▲ Historic Resources
- ▲ Land Use
- ▲ Noise
- ▲ Noxious Weeds
- ▲ Paleontology
- ▲ Recreation
- ▲ Right of Way
- ▲ Section 4(f)
- ▲ Section 6(f)
- ▲ Socioeconomics
- ▲ Threatened and Endangered Species
- ▲ Transportation
- ▲ Utilities
- ▲ Vegetation
- ▲ Visual / Aesthetics
- ▲ Water Quality
- ▲ Wetlands and other Waters of the US
- ▲ Wildlife / Fisheries

There will be a public review period with a public hearing once the EA is completed.

**Please fill out a comment form if you have any concerns that should be considered during the resource evaluation process.**



# Project Schedule





# Appendix G

## Written Comments



# I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting 1  
June 12, 2018

## COMMENT FORM

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you **do not** wish for your address and email to be published

NAME: [REDACTED]

ORGANIZATION: \_\_\_\_\_

ADDRESS: [REDACTED]

CITY: IS STATE: Co ZIP CODE: 80452-1079

EMAIL: [REDACTED]

COMMENTS: *Thank-you for providing this opportunity to be informed and making so many staff members available to answer questions. I am sorry there aren't more citizens in attendance. Great handouts.*  
*Thank you to the local citizens who have served in providing input & opinions.*  
*Although a project like this is difficult for many citizens to endure, the information eases some of the concerns and frustrations.*  
*Thanks for your vision for our future.*



# I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting 1  
June 12, 2018

## COMMENT FORM

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NAME: [REDACTED]

ORGANIZATION: \_\_\_\_\_

ADDRESS: [REDACTED]

CITY: Evergreen STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

EMAIL: \_\_\_\_\_

COMMENTS: If we are taking a vote, I would vote to convert both Beaver Brook & Hyland Hills into full interchanges. Remove the traffic from the frontage road.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting 1  
June 12, 2018

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Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you **do not** wish for your address and email to be published

NAME:

ORGANIZATION:

FHAPOA

ADDRESS:

CITY:

Evergreen

STATE:

CO

ZIP CODE:

80439

EMAIL:

COMMENTS:

GOOD  
JOB





# I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting 1  
June 12, 2018

*A2*

*FIRE Comment*

*SADDLEBACK RIDGE ESTATES*

## COMMENT FORM

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you **do not** wish for your address and email to be published

NAME:

[Redacted]

ORGANIZATION:

ADDRESS:

[Redacted]

CITY:

*EVERGREEN*

STATE:

*CO*

ZIP CODE:

*80439*

EMAIL:

[Redacted]

COMMENTS:

*I received my CO on Jan 31, 2018  
Clear Creek County did not disclose  
THIS PROJECT NOR DID CDOT  
WHEN I CALLED.*

*THIS EAST SECTION IMPACTS ME  
100% I-70 IS MY BACKYARD*

- FIRE MITIGATION*
- NOISE*
- PROPERTY VALUE*
- AIR QUALITY*
- ALL CONCERNS*

*→ WILD LIFE*

*BEAR FAMILY on NE of Floyd Hill  
DEER & ELK →*



# I-70 Floyd Hill to Veterans Memorial Tunnels

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June 12, 2018

## COMMENT FORM

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NAME: [REDACTED]

ORGANIZATION:

Clear Creek Open Space; EMERGS

ADDRESS: [REDACTED]

CITY:

Evergreen

STATE:

CO

ZIP CODE:

80439

EMAIL: [REDACTED]

COMMENTS:

1) Overall, like the project - much needed - Tunnel is a great idea.

2) Strongly encourage full interchange at Exit 248. Makes access from Hwy 65 to I-70 simpler, more efficient.

3) Please consider Open Space property at top of Floyd Hill.

4) Improve Clear Creek Greenway as part of project.

Thx!



# I-70 Floyd Hill to Veterans Memorial Tunnels

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NAME: [REDACTED]

ORGANIZATION: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

EMAIL: \_\_\_\_\_

COMMENTS: Is CDOT aware of the groundwater situation in Floyd Hill the mountain that will be tunneled on the north side of WB. Will the tunnel cause a release of pressure that will drain the groundwater? 'Lake encased in the mountain?'

**Evac:**  
• back of Saddleback  
• ↑ population, how do you Evac of N. side of Mt to I-70?



# I-70 Floyd Hill to Veterans Memorial Tunnels

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NAME: [REDACTED]

ORGANIZATION: Empire Co. Resident

ADDRESS: [REDACTED]

CITY: Empire STATE: CO ZIP CODE: 80439

EMAIL: [REDACTED]

COMMENTS: Build it. Great, well thought out  
designs. Much needed improvement.  
many of us in the county are in favor of  
these improvements, despite ~~the~~ what you hear from  
the people at the county government. They  
don't seem to represent a lot of us.



# I-70 Floyd Hill to Veterans Memorial Tunnels

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## COMMENT FORM

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NAME: [REDACTED]

ORGANIZATION: N/A

ADDRESS: [REDACTED]

CITY: Evergreen STATE: CO ZIP CODE: 80439

EMAIL: [REDACTED]

COMMENTS: My comment re: impact to property values was  
misunderstood, and was interpreted to be a loss to  
my home at 586 Highland Drive which would certainly not be  
impacted at any time during the project

I strongly support that Hwy 40 at Floyd Hill be kept on  
the north side of I-70 by creating it further northward on a

traffic circle that allows traffic to continue to the west but that  
prevents truck traffic to exit into the Floyd Hill area on the  
south side of I-70



# I-70 Floyd Hill to Veterans Memorial Tunnels

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## COMMENT FORM

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NAME: [REDACTED]

ORGANIZATION: Saddleback HOA - [REDACTED]

ADDRESS: [REDACTED]

CITY: Evergreen STATE: Colorado ZIP CODE: 80439

EMAIL: [REDACTED]

COMMENTS: This seems to be a well thought thru plan. Quite a huge project for a small county to experience. Have you considered any impact financial help for Clear Creek County to aid them in improving the dirt roads to make them safer for the residents. Many need guard rails on the hills next to steep drop off areas.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_