



I-70 Floyd Hill to Veterans Memorial Tunnels

Welcome to the

I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting

February 27, 2020

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

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

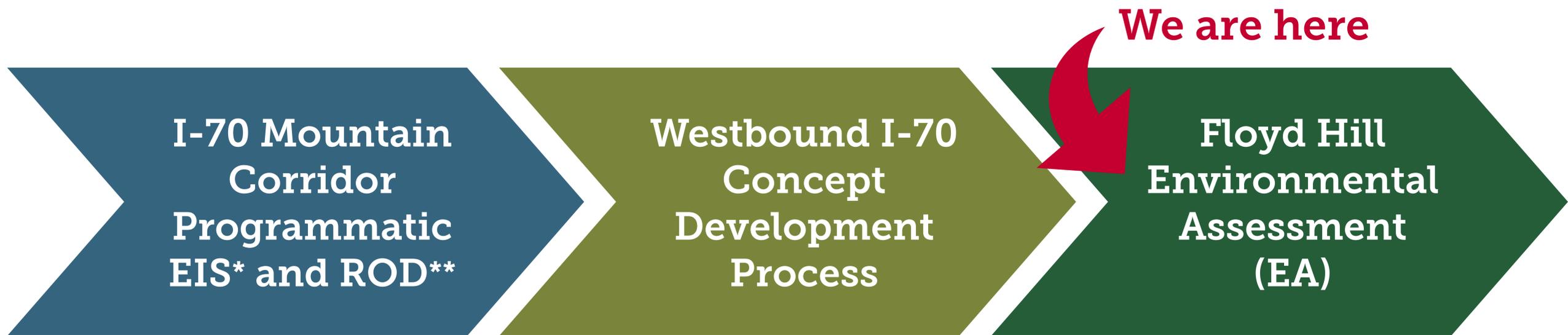
6:00–7:00 p.m. **Open House**

Project staff are wearing 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 (new alignment north of existing I-70)
- ▲ North Alignment (shift I-70 slightly north of existing alignment)
- ▲ South Alignment (shift I-70 slightly south of existing alignment)

Additionally, multiple interchange access concepts were considered for further investigation.

We are here

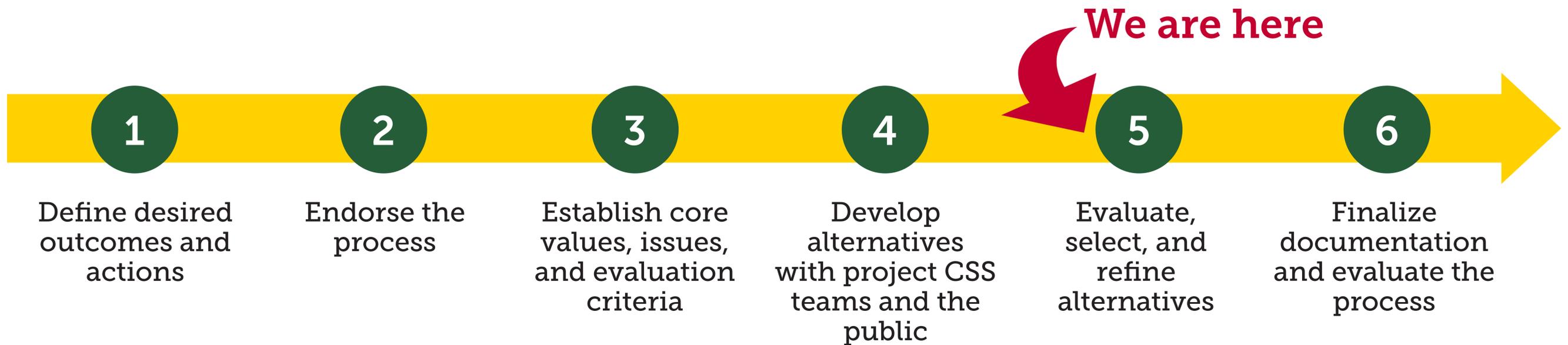
The EA alternatives began with evaluation of the recommended concepts from the Concept Development Process. The North Alignment Concept was advanced as a general corridor alignment, and options for the I-70 mainline, interchanges, frontage road, and other project elements were considered within this general concept.

In addition to a No Action Alternative, two alternatives (Tunnel and Canyon Viaduct) were developed to meet project needs and goals. These alternatives will be fully analyzed in the EA. (Visit the Alternatives Displays for additional information)



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:



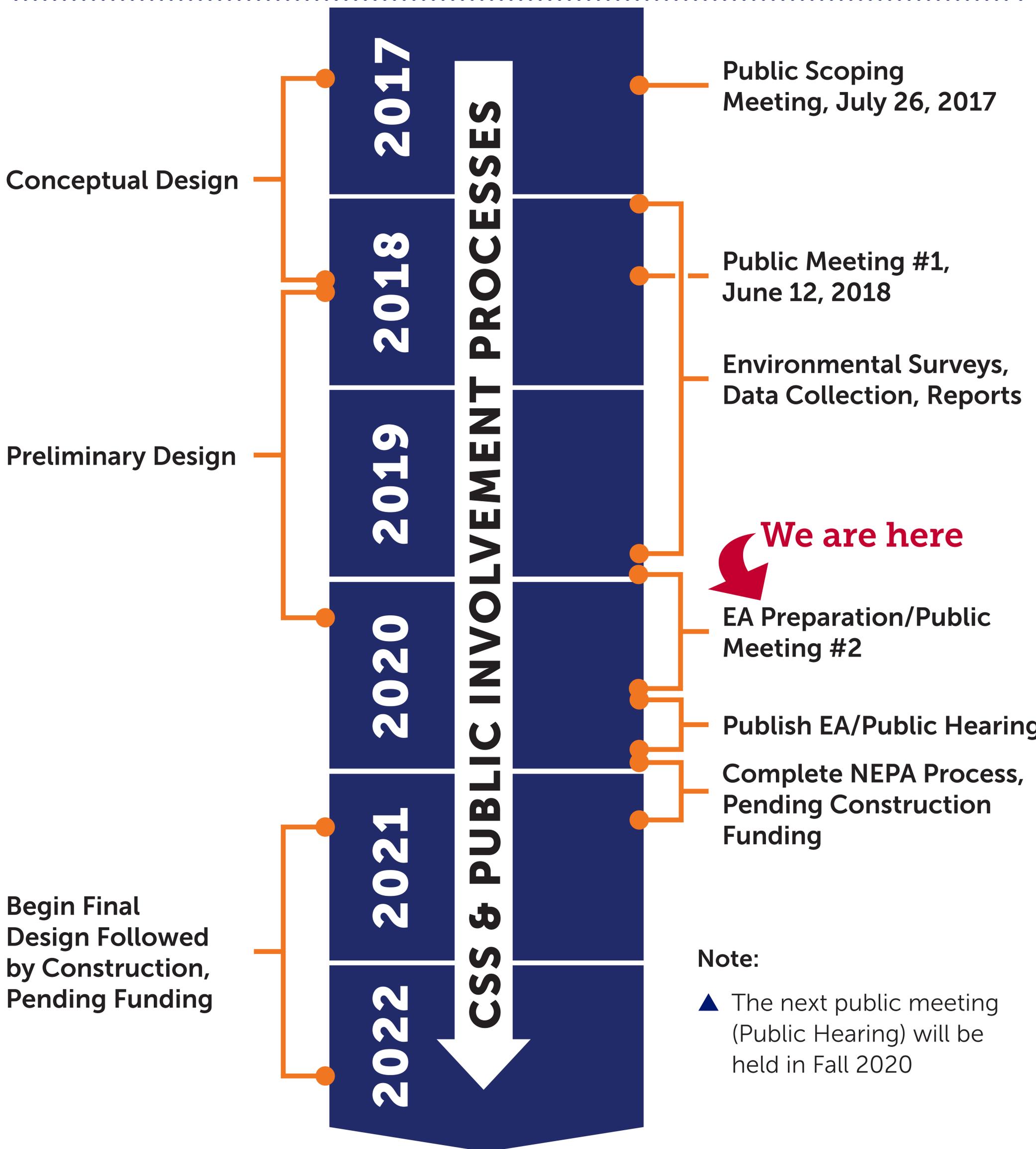
Floyd Hill Project Stakeholders

Project Leadership Team (PLT)	Technical Team (TT)	
Central City	Central City	Colorado Parks and Wildlife
Clear Creek County	City of Blackhawk	Consultant Team
Colorado Department of Transportation	City of Idaho Springs	Denver Regional Council of Governments
Consultant Team	Clear Creek Bikeway User Group	Federal Highway Administration
Federal Highway Administration	Clear Creek County	Floyd Hill Community
Gilpin County	Clear Creek County Open Space	Gilpin County
I-70 Coalition	Clear Creek County School District/Board	I-70 Coalition
City of Idaho Springs	Clear Creek Greenway Authority	Jefferson County
Town of Empire	Clear Creek Watershed Foundation	Law Enforcement and Emergency Services
US Forest Service	Colorado Department of Transportation	Trout Unlimited
	Colorado Motor Carriers Association	US Forest Service

Issue Task Forces (ITF)
 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. ITFs provide analysis and recommendations to the TT.

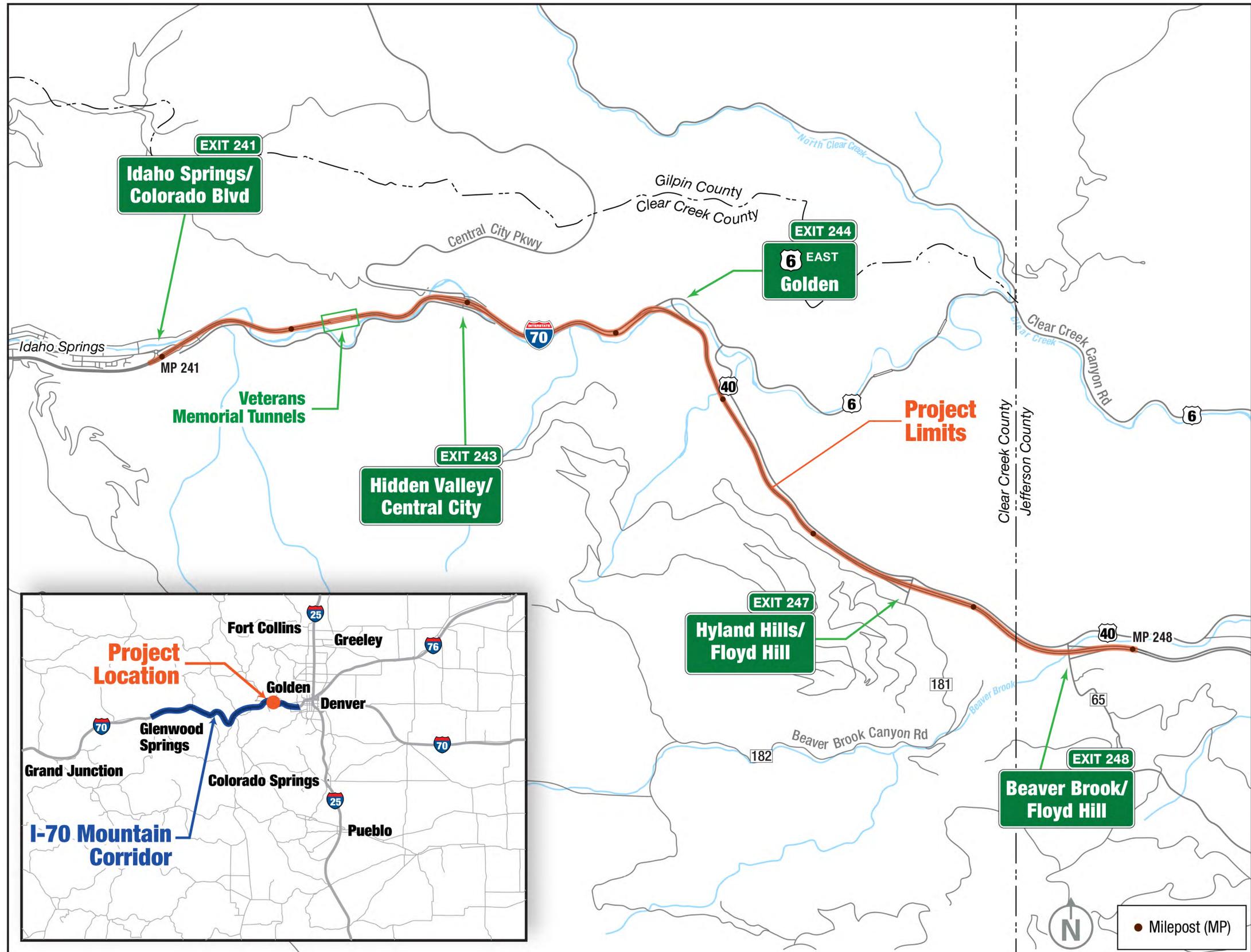


Project Schedule





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 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.

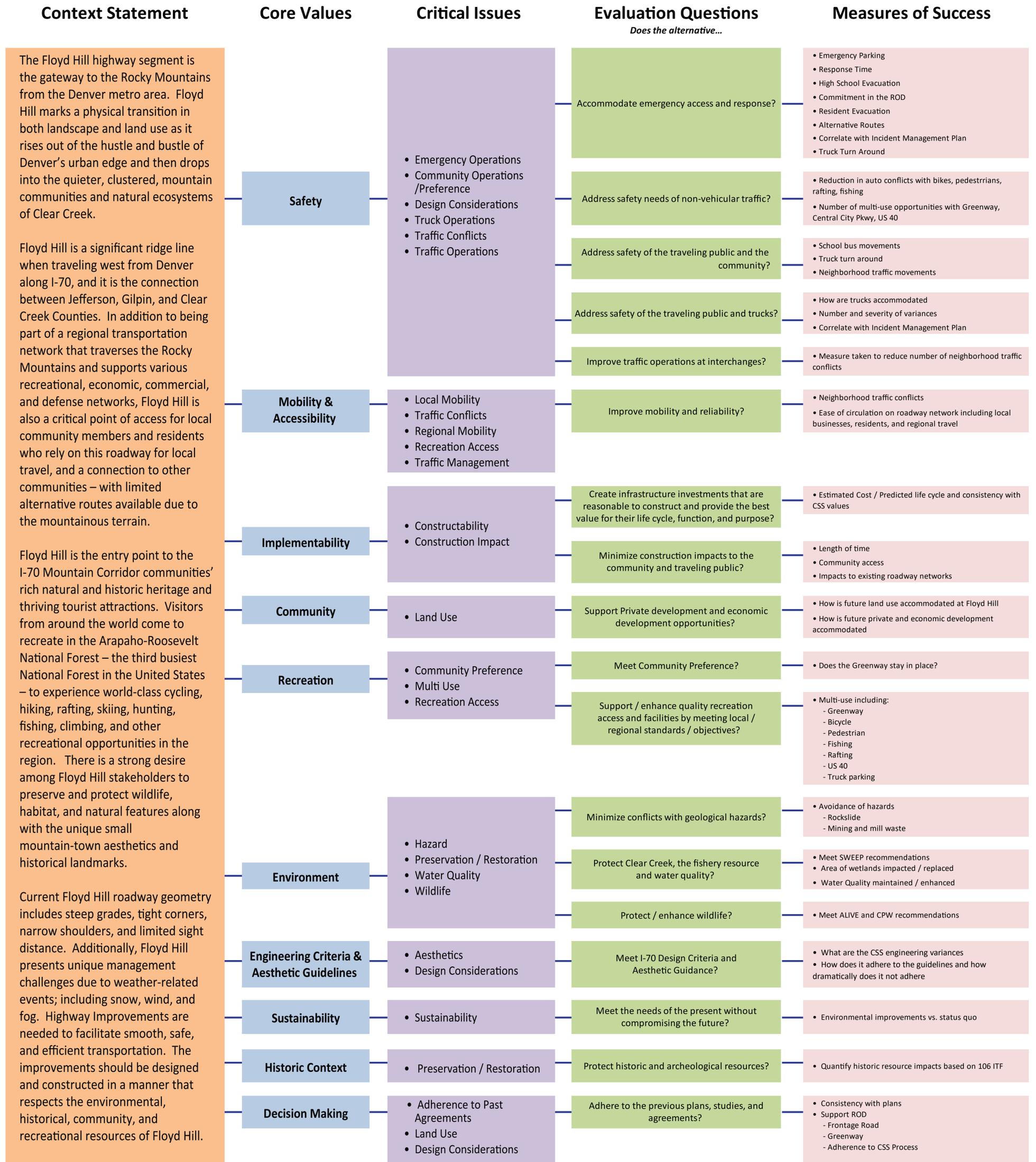
This project also addresses two improvements included in the ROD from US 6 to Hidden Valley and Hidden Valley to Idaho Springs. The purpose of these improvements is to improve multimodal connectivity and to provide an alternate route parallel to the interstate mainline in case of emergency or severe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



CSS Flow Chart





Alternatives Being Evaluated in the EA

No Action Alternative

- ▲ Regular highway maintenance
- ▲ Replace the westbound I-70 Bridge in its current location at the bottom of Floyd Hill

Tunnel Alternative

- ▲ Common project elements (see right)
- ▲ Construct a new tunnel for westbound I-70 near the US 6 interchange
- ▲ Construct the frontage road on either the north side or the south side of Clear Creek (design option to be evaluated in the EA)

Canyon Viaduct Alternative

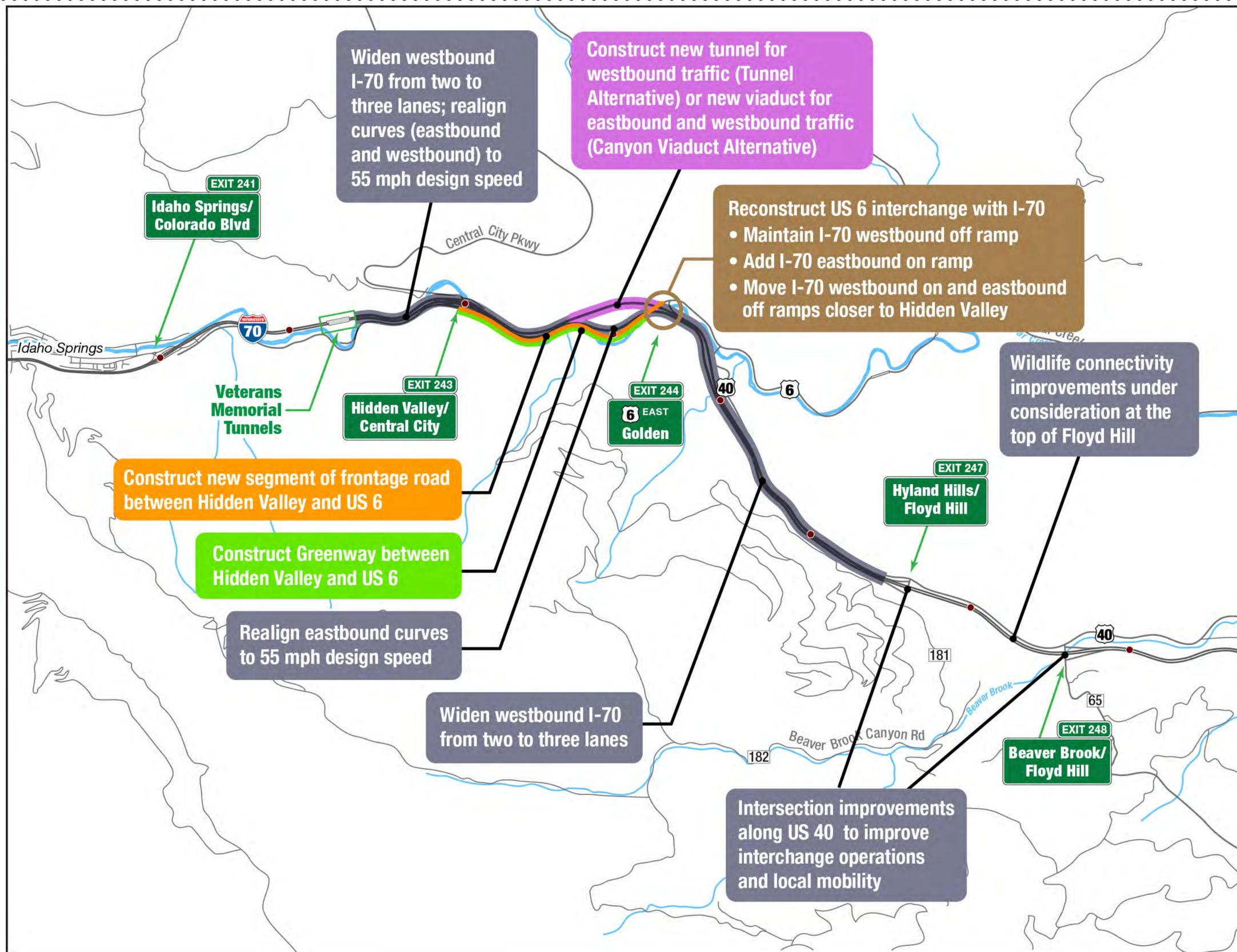
- ▲ Common project elements (see right)
- ▲ Realign both eastbound and westbound I-70 between US 6 and Hidden Valley on a viaduct on the south side of Clear Creek Canyon
- ▲ Construct the frontage road on the original I-70 alignment under the viaduct on the north side of Clear Creek

Common Project Elements

- ▲ Add a third westbound travel lane from the top of Floyd Hill through the Veterans Memorial Tunnels (Exit 248 to Exit 241)
- ▲ Construct a new frontage road between the US 6 and Hidden Valley/Central City interchanges
- ▲ Improve traffic operations at interchanges and intersections within the project limits
- ▲ Realign eastbound I-70 to flatten curves
- ▲ Enhance safety by improving design speeds and stopping sight distance on curves
- ▲ Improve the Clear Creek Greenway between US 6 and the Veterans Memorial Tunnels
- ▲ Reduce animal conflicts and improve wildlife connectivity with new and/or improved wildlife overpasses or underpasses



Alternatives Overview Map





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.

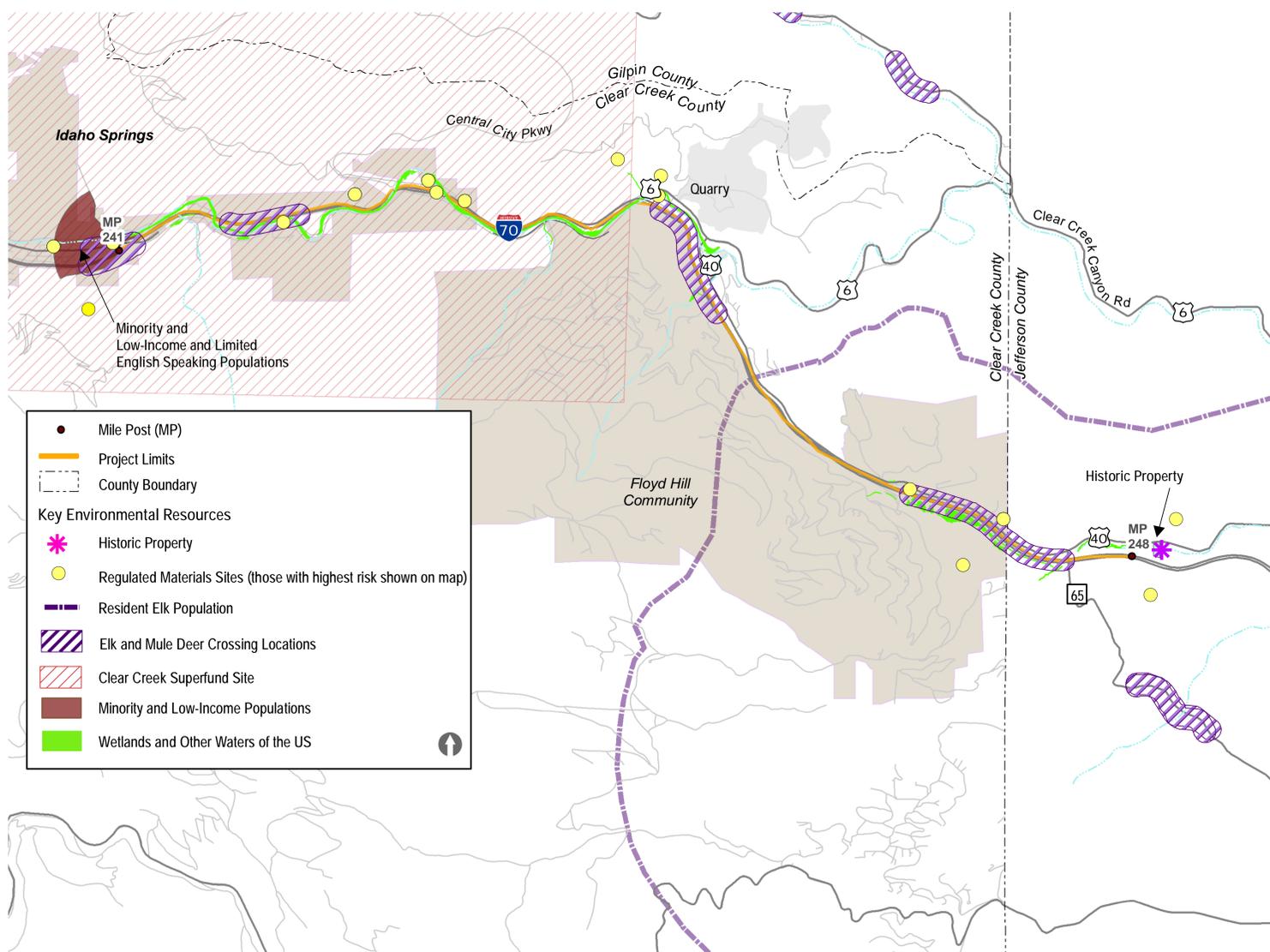
**Please fill out a comment form if you have any concerns
that should be considered during the resource evaluation process.**



Key Resources in the Study Area

The Project team has completed research and surveys for all of the resources being evaluated in the EA. Based on the results, as well as input received from the public and CSS participants, the following have been identified as key resources in the Study Area:

- ▲ Residential neighborhoods and community resources
- ▲ Minority and low-income populations
- ▲ Regulated materials sites, including the Clear Creek superfund site
- ▲ Cultural resources
- ▲ Wildlife and threatened and endangered species (habitat, crossings)
- ▲ Water resources (Clear Creek, wetlands, water quality)
- ▲ Open space and recreational resources
- ▲ Right of way
- ▲ Geology/topography
- ▲ Noise, air quality, traffic (primarily during construction)





Preliminary Cost Estimates and Funding

- ▲ Cost estimates for the Project range from \$600 to \$700 million
- ▲ The Floyd Hill Project remains a high priority for Colorado
- ▲ CDOT has identified \$100 million for the Project. Colorado Bridge Enterprise will also be providing an undetermined amount of funding towards the Project. However, there will still be a funding shortfall.
- ▲ CDOT is continuing to pursue additional funding
- ▲ CDOT and the High Performance Transportation Enterprise (HPTE) are working with a project leadership team to consider creative strategies to address the Project's funding shortfall. A study is underway to identify financing scenarios that could potentially address this shortfall. (Please visit the HPTE table for additional information)

Although this is one of CDOT's most expensive projects, the benefits are also substantial, including:

- ▲ Improved travel times
- ▲ Reduced user costs
- ▲ Safety improvements
- ▲ More efficient operations and maintenance



The travel time savings that would result from the Project is projected to save users more than \$150 million each year.

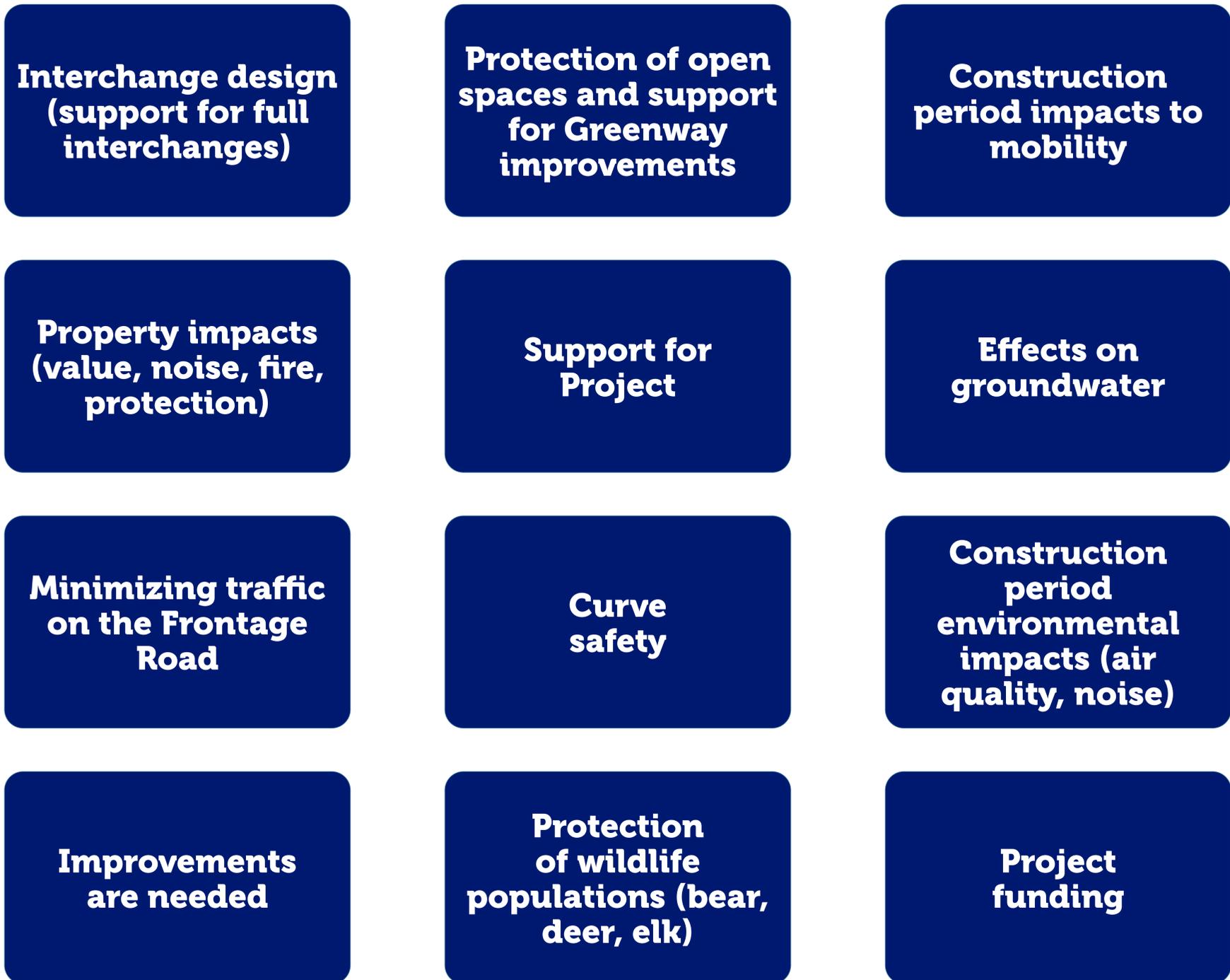


What We've Heard

Public input has been and will continue to be considered throughout the development of the Project.

- ▲ Comments about the Project have been received online and at the June 2018 Public Meeting
- ▲ Most comments have been in support of the Project
- ▲ Input has centered on design and the potential for community and environmental impacts

Categories of Comments Received from the Public



We are listening and considering all of your input during the project development process



Stay Involved



Subscribe to email list:
bit.ly/FloydHill



Leave a voice mail:
303-512-4408



Send an email:
cdot_floydhillproject@state.co.us



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!**





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).

