



# Colorado Department of Transportation

## NEPA DETERMINATION / PROJECT CERTIFICATION

### A. PROJECT INFORMATION Form: 01

Environmental Scoping Date: 05/17/2021	Project #: C 0403-065	Subaccount #: 24670	Related Subaccount #: 24440
Project Name: <b>Floyd Hill Roundabouts</b>			
Project Description (and Location): The project will reconstruct the intersections at CR 65/US 40 and Homestead Rd/US 40. This project initially included the construction of a parking lot, reflected in the clearances, however, the parking lot has been removed from the scope.			
Region: 1	CDOT Program/Residency: <b>West</b>	Environmental PM: Vanessa Halladay/Tamara Burke	FHWA Area Engineer: Melinda Urban/Liz Cramer
FHWA NEXUS <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Other Federal NEXUS: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Class of Action: <input type="checkbox"/> EIS/ROD <input type="checkbox"/> EA/FONSI <input checked="" type="checkbox"/> CatEx		Construction/Contracting Method: <input checked="" type="checkbox"/> Design-Bid-Build <input type="checkbox"/> Design Build	
If CatEx, the project fits the following CE number: C26 & C27		<input type="checkbox"/> GM/GC <input type="checkbox"/> Other:	
Project Lead: <input checked="" type="checkbox"/> CDOT <input type="checkbox"/> Local Agency <input type="checkbox"/> Other			

### B. THE NEPA PROCESS

Resource Clearances	Revised Clearances	
<i>Check Box Only if Impacted</i>	Revised Clearance date	Revised Clearance date
Air Quality (hot spot analysis) <input type="checkbox"/>	12/22/2021	<input type="checkbox"/>
Noise <input type="checkbox"/>	12/22/2021	<input type="checkbox"/>
Hazmat - ISA/MESA <input type="checkbox"/>	12/15/2021	<input type="checkbox"/>
T&E and State Listed Species <input type="checkbox"/>	12/14/2021	<input type="checkbox"/>
Wetland Delineation (Survey) <input type="checkbox"/>	12/13/2021	<input type="checkbox"/>
Paleontology <input type="checkbox"/>	01/05/2022	<input type="checkbox"/>
Archaeology <input type="checkbox"/>	01/05/2022	<input type="checkbox"/>
History <input type="checkbox"/>	02/10/2022	<input type="checkbox"/> 4/29/22
Section4(f) - Historic <input type="checkbox"/>	02/10/2022	<input type="checkbox"/>
Section4(f) - Non-Historic <input type="checkbox"/>	01/10/2022	<input type="checkbox"/>
Section6(f) <input type="checkbox"/>	01/10/2022	<input type="checkbox"/>
Other: Environmental Justice <input type="checkbox"/>	01/10/2022	<input type="checkbox"/>
<p>All required clearance actions indicated have been completed for the design plans referenced below. If Project is a Categorical Exclusion, no significant environmental impacts will result from this project. Construction is not authorized until approved in Part E below. Implementation of project shall include required mitigation commitments.</p>		
<p><input checked="" type="checkbox"/> Action meets requirements to be a Programmatic CatEx per the FHWA/CDOT Programmatic Agreement for Categorical Exclusions (FHWA signature below not required).</p> <p><input type="checkbox"/> This is an EA/FONSI or EIS/ROD. The Decision Document has already been signed by FHWA (FHWA signature below is not required).</p>		
<p><b>FHWA signature is not required because:</b></p> <p><input type="checkbox"/> This is a Programmatic CatEx <span style="margin-left: 200px;"><input checked="" type="checkbox"/> This is a Programmatic CatEx</span></p> <p><input type="checkbox"/> This is a Reevaluation of an EA/FONSI or EIS/ROD (1399 form has already been signed.) <span style="margin-left: 200px;"><input type="checkbox"/> This is a Reevaluation of an EA/FONSI or EIS/ROD (1399 form has already been signed.)</span></p>		
Design Plan Set and Date: <u>FIR Plan Set</u> / <u>10/08/2021</u>	/	FOR Plan Set / <u>5/25/22</u>
RPEM Signature and Date: <u>Vanessa Halladay</u> <small>Digitally signed by Vanessa Halladay Date: 2022.04.21 11:44:02 -0600'</small> / <u>4/21/2022</u>	/	<u>Vanessa Halladay</u> <small>Digitally signed by Vanessa Halladay Date: 2022.07.05 16:36:26 -0600'</small> / <u>7/5/22</u>
<p><b>FHWA Division Administrator Signature</b> (if required) I concur with the above category designation and the scope of environmental clearance/permits indicated above.</p>		
<p><b>FHWA Division Administrator Signature</b> (if required) I concur with the above category designation and the scope of environmental clearance/permits indicated above.</p>		
Signature and Date: _____ / _____ / _____		

**Comments:**



# Colorado Department of Transportation

## NEPA DETERMINATION / PROJECT CERTIFICATION

### C. PERMITS AND ADDITIONAL REQUIREMENTS Form: 01

Resource Clearances		Revised Clearances		
<i>Check Box Only if Impacted</i>	Date Completed	Date Updated	Date updated	
404 Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
401 Certification	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
402 Certification	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Const. Stormwater Permit (CDPS)	<input checked="" type="checkbox"/> 08/12/2022	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Const. Dewatering Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noxious Weed Management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SB40 Certification	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wetland Finding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Structure Demolition Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hazardous Materials – Phase II	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Permanent WQ	<input checked="" type="checkbox"/> 08/12/2022	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SWMP	<input checked="" type="checkbox"/> 08/12/2022	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### D. Comments

### E. ENVIRONMENTAL PROJECT CERTIFICATION

All clearance and permit requirements for this project have been addressed and mitigation included. The appropriate documentation is on file in the Region office.

	Clearance	Revised Clearance		Revised Clearance
<b>Design Plan Set and Date:</b> Ad plan set / 08/11/2022	/	/	/	/
<b>Certification Type:</b>	<input type="checkbox"/> Advertisement <input checked="" type="checkbox"/> Advertisement & Construction <input type="checkbox"/> Other:	<input type="checkbox"/> Advertisement <input type="checkbox"/> Advertisement & Construction <input type="checkbox"/> Other:	/	<input type="checkbox"/> Advertisement <input type="checkbox"/> Advertisement & Construction <input type="checkbox"/> Other:
<b>RPEM Signature &amp; Date:</b> Basil Ryer <small style="font-size: x-small;">Digitally signed by Basil Ryer Date: 2022.08.12 12:33:05 -08'00'</small> /	/	/	/	/

**Note to Project Manager:** Any changes to the plans and specifications after the date of the RPEM signature in Part B that affect environmental impacts or mitigation must be approved by the RPEM.

# ENVIRONMENTAL CLEARANCE REPORT

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## 1. Introduction

The US 40 Roundabouts Project (Project) was developed initially as part of the Interstate 70 (I-70) Floyd Hill to Veterans Memorial Tunnels Project (Floyd Hill Project) and evaluated as part of the I-70 Floyd Hill to Veterans Memorial Tunnels Environmental Assessment (EA) process. During the course of the EA, the Colorado Department of Transportation (CDOT) determined that this Project could be implemented ahead of the other Floyd Hill Project improvements. It would have independent utility and benefit, especially for the Floyd Hill neighborhood, and could support improved traffic operations that would mitigate some of the local traffic impacts during the construction of the Floyd Hill Project, which is anticipated to occur between late 2023 and 2027. Because this Project was initially included within the EA study area, this Environmental Clearance Report relies on surveys and technical analysis conducted during the EA, and no new field work was conducted for this Project.

The purpose of the Project is to improve community access into the Floyd Hill neighborhood and improve US 40 traffic operations. Exhibit 1 presents the location of the improvements and their relationship to the larger Floyd Hill Project.

CDOT is preparing a Categorical Exclusion (CE) (CDOT Form 128) for the Project to comply with the requirements of the National Environmental Policy Act (NEPA). Categorical Exclusions are activities that previous experience has shown do not involve significant environmental impacts. These activity types are defined in 23 CFR 771.117 and in the June 2017 programmatic agreement between the Federal Highway Administration (FHWA) and CDOT regarding CEs (FHWA and CDOT, 2017).

The purpose of this Environmental Clearance Report is to document the analysis that has been completed for the Project in support of the CE. It is organized as follows:

### 1. Introduction

Introduces the Project and overall context, describes the approach to environmental compliance, and provides a key to the organization of this report.

### 2. Project Background

Describes how the improvements relate to the larger Floyd Hill Project and why they were advanced for early clearance and implementation.

### 3. Project Description

Includes text and graphics to explain the preliminary concepts and implementation schedule. The concepts have been progressed to approximately 30 percent design level, and final design will continue through mid-2022.

### 4. Context Sensitive Solutions Process

Describes the Context Sensitive Solutions (CSS) process utilized on all projects within the I-70 Mountain Corridor and how this process was implemented for the Project.

### 5. Environmental Impacts and Mitigation

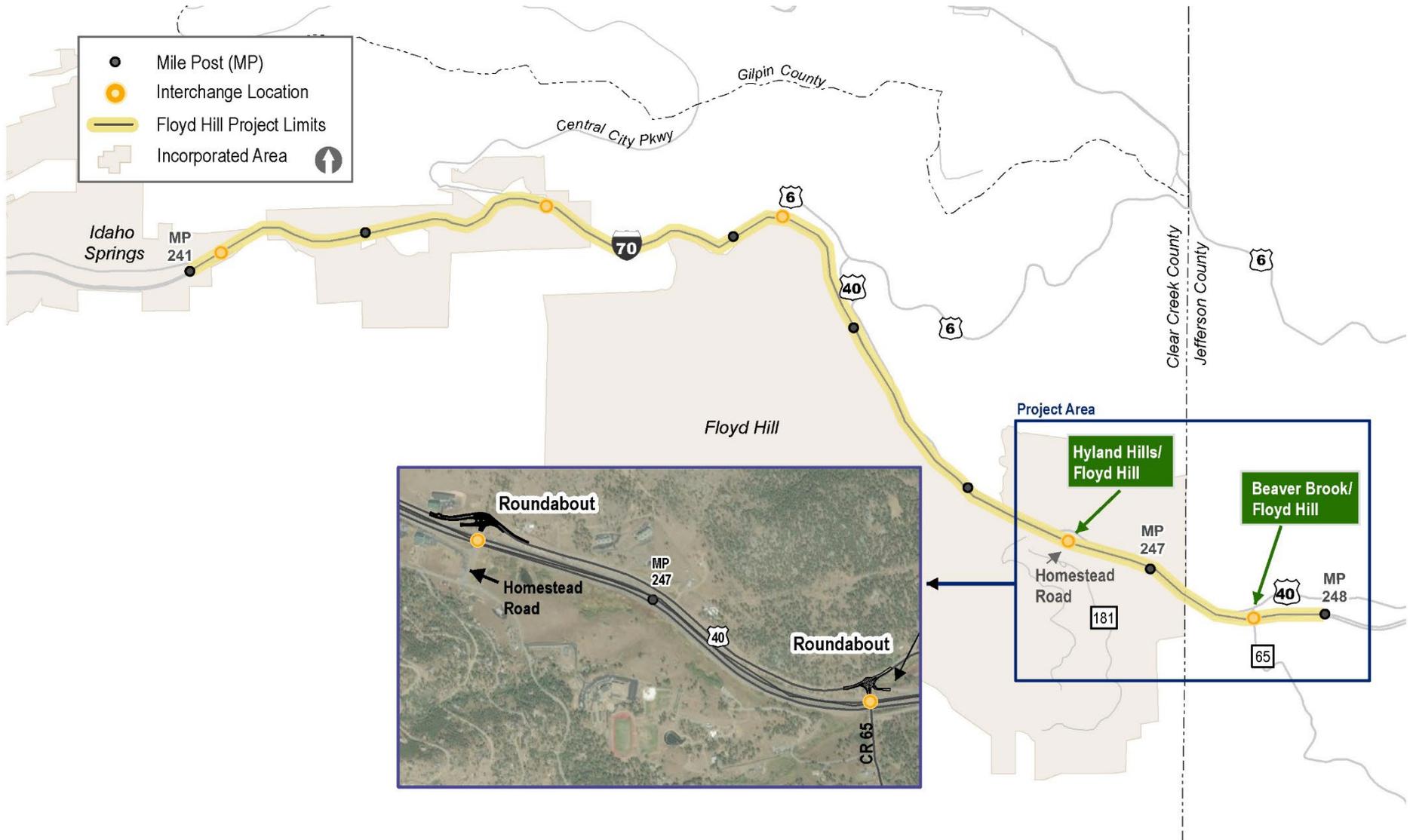
Reviews environmental resources for presence and impacts. Because the roundabouts were included in the study area for the Floyd Hill Project, the analysis draws from field survey, research, and documentation prepared during the development of the EA. Gaps of information are filled in with new or updated analysis as needed. Relevant mitigation commitments are carried forward from the Floyd Hill Project.

### 6. References

Contains a list of references cited in this report.



Exhibit 1. Location of the US 40 Roundabouts Project



## 2. Project Background

In August 2021, CDOT and FHWA released the EA for the Floyd Hill Project, which included proposed improvements along approximately 8 miles of the I-70 Mountain Corridor from east of the Floyd Hill/Beaver Brook interchange through the Veterans Memorial Tunnels to the eastern edge of Idaho Springs (CDOT, 2021). The NEPA decision document is expected in 2022. The Floyd Hill Project would complete one of the “specific highway improvements” identified in the *I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS)* (CDOT, 2011a) and *Record of Decision (ROD)* (CDOT, 2011b), which studied and documented decisions for transportation improvements across a 144-mile stretch of I-70 between Colorado State Highway 470 (C-470) in Golden, Colorado, and Glenwood Springs, Colorado (the I-70 Mountain Corridor).

Improvements to the Floyd Hill/Beaver Brook and Floyd Hill/Hyland Hills split diamond interchange, which are connected by US 40, were included in the Floyd Hill EA evaluation. Based on the analysis of interchange operations, roundabouts were recommended at the US 40/CR 65 and US 40/Homestead Road intersections to improve safety at the interchange complex and ingress/egress to the Floyd Hill neighborhood. The analysis conducted for the EA, which included input from Floyd Hill residents, indicated that early action to address traffic and mobility problems along US 40 associated with the I-70 Floyd Hill interchanges would provide immediate benefits to residents and aid in mitigating traffic impacts of construction of the larger Project. For this reason, improvements to these two intersections have been advanced separately from the EA to allow design to progress and the projects to be implemented ahead of the improvements included in the EA. Construction of the roundabouts is currently anticipated to begin late Summer 2022.

As shown in Exhibit 2, the US 40/CR 65 and US 40/Homestead Road intersections are located within the EA study area. Impacts specific to the Project are presented in this report based on a comparison of the environmental conditions of the study area and the preliminary design at both locations. Mitigation measures are included (Attachment C) for any adverse impacts from this Project; these include applicable mitigation measures from the Floyd Hill EA that apply to either the activities or location of these improvements.

Exhibit 2. Project in Relation to the I-70 Floyd Hill to Veterans Memorial Tunnels EA Study Area

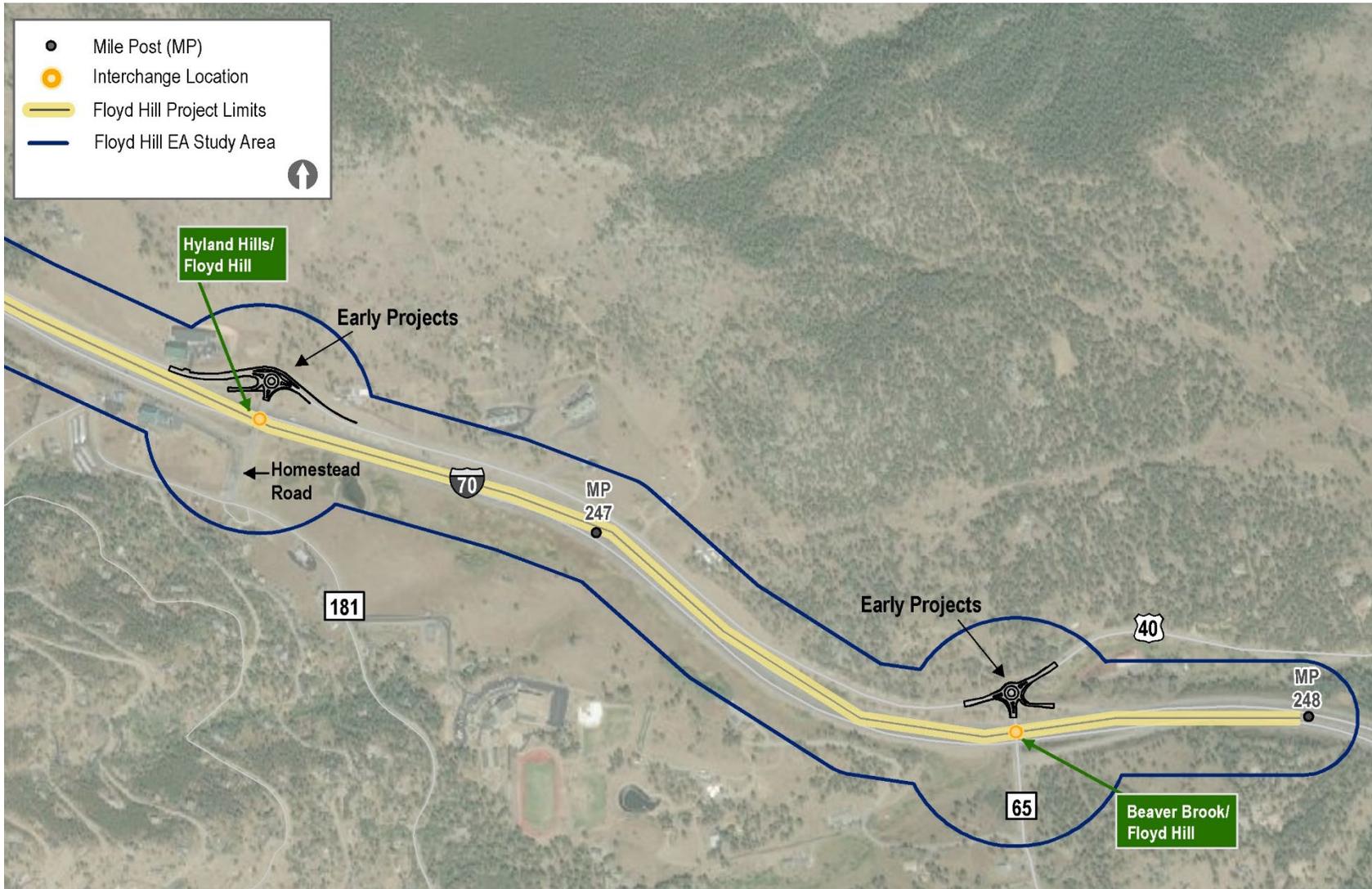




Exhibit 4. US 40/Homestead Road Roundabout



#### 4. Context Sensitive Solutions Process

The I-70 Mountain Corridor CSS process follows a six-step process for each project life cycle and is implemented for all Tier 2 NEPA projects<sup>1</sup> along the corridor. Information about the I-70 Mountain Corridor CSS process, including CSS teams and roles, use of CSS throughout a project's life cycle, and the six step decision-making process, can be found on CDOT's website at: [I-70 Mountain Corridor CSS Process](#).

Between 2017 and 2020, the CSS process for the Floyd Hill Project included numerous Technical Team meetings where potential improvements at the top of Floyd Hill were considered, and associated mitigation measures and enhancements for the local roadway network in the Floyd Hill neighborhood were reviewed. This Project's roundabout intersections were developed in response to community concerns regarding neighborhood traffic movements and conflicts; the Project addresses CSS measures of success related to high school evacuation, resident evacuation, circulation and access for local businesses and residents, and bicycle movements. An Issue Task Force (ITF) was established to evaluate improvements at the top of Floyd Hill, and the ITF advised on the design of the roundabouts. The following CSS meetings were held after the Project was advanced separately from the Floyd Hill EA:

- **Roundabouts and Parking<sup>2</sup> Issue Task Force Meetings** (May 10, 2021, July 1, 2021, November 15, 2021, and February 24, 2022): The Roundabouts and Parking Issue Task Force committee reviewed issues identified through the Floyd Hill Project development, provided input on preliminary design, and suggested design elements and mitigation measures to be considered in final design and construction. Interested members of the Floyd Hill community and public were invited to observe and provide comments on the Project at the February 24, 2022 meeting.
- **Project Leadership Team (PLT) Meetings** (July 30, 2021, October 27, 2021, February 9, 2022, and April 6, 2022): The PLT endorsed the decision to advance the Project separately and in advance of the Floyd Hill Project. The PLT also reviewed the recommendations from the May and July Issue Task Force Meetings. In October 2021, the final design process was initiated with the PLT, and the schedule for design milestones and CSS teams' involvement was finalized. The February and April 2022 meetings provided updates on the Project as part of the agenda for the larger Floyd Hill Project.

Meetings summaries through February 2022 are included in Attachment A. All other future meeting minutes can be found here: <https://www.codot.gov/projects/i70floydhill/context-sensitive-solutions-process>.

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<sup>1</sup> Tier 2 NEPA projects stem from the Tier 1 PEIS and ROD, which made broad decisions such as location, capacity, and mode for transportation improvements on the I-70 Mountain Corridor.

<sup>2</sup> The Project initially included improving the Homestead Road parking area south of I-70 to support the Division of Transit and Rail's Pegasus local service. These improvements have since been removed from the Project in response to public input, and a new Pegasus parking area is being evaluated. The new parking lot will go through a separate CSS and NEPA process.

## 5. Environmental Impacts and Mitigation

CDOT held an Environmental Scoping Meeting on May 17, 2021, to introduce the Project to CDOT's environmental staff and identify any potential environmental issues or concerns. Staff was familiar with the Project and study area based on involvement with the Floyd Hill EA and associated Technical Reports. The Environmental Scoping Form summarized the agreed-upon analysis and documentation for this Project. Meeting minutes from the scoping meeting, which include the scoping form, are included in Attachment B.

In this section, resources are evaluated for their presence in the Project area and for their potential to be affected by the Project; the analysis is presented by resource and in alphabetical order. Because improvements are located within the study area for the Floyd Hill Project, most resources were surveyed and documented as part of the Floyd Hill EA. Therefore, the analysis for this Project draws from the environmental resource characterization done as part of the Floyd Hill EA and examines potential impacts of the refined design footprint of the roundabouts. Mitigation measures and CSS commitments developed and included as parts of the Floyd Hill Project were reviewed and included in this Project as appropriate and applicable.

### 5.1 Environmental Impacts

#### Air Quality

The primary pollutants of concern for the Floyd Hill area of I-70 are carbon monoxide (CO), particulate matter (PM), and ozone. The US 40/CR 65 intersection is in Jefferson County, which is within the Denver-Boulder CO and Denver Metro maintenance areas for particulate matter less than 10 microns in diameter (PM<sub>10</sub>). This area formerly exceeded National Ambient Air Quality Standards (NAAQS) for CO and PM<sub>10</sub>, and the region is under a maintenance plan to ensure that NAAQS continue to be met. The US 40/Homestead Road intersection is in Clear Creek County, which is outside of the air quality maintenance and nonattainment areas.

Both roundabouts were included in the study area for the Floyd Hill EA. The EA assessed transportation conformity rules and determined that quantitative assessment of CO, PM<sub>10</sub>, and ozone, including 'hot spot' analyses, was not required; the Colorado Department of Public Health and Environment, Air Pollution Control Division, concurred with this determination. The qualitative air quality analysis showed reductions in criteria pollutants, mobile source air toxics, and greenhouse gas emissions in the Project area for conditions through 2045. The reduction was attributed to older vehicles being taken off the road, more fuel-efficient vehicles entering the fleet, and less idling and stop-and-go conditions due to a reduction in congestion.

Local sources of emissions in the Project area are predominantly from motor vehicles queuing and idling along US 40 at the Beaver Brook/Floyd Hill and Hyland Hills/Floyd Hill interchange. The Project would address immediate issues with traffic flow and congestion, improving level of service (LOS) at the US 40/CR 65 intersection. More specifically, the LOS for northbound CR 65 at US 40 would improve from an LOS F in winter and an LOS B in summer to an LOS A in both winter and summer. As a result, criteria pollutant emissions are expected to decrease with the Project as compared to current conditions, and the Project would not adversely affect air quality. Mitigation to address the effects of construction on air quality (e.g., dust, equipment, construction vehicle emissions) are included in the mitigation tracking spreadsheet in Attachment C.

#### Archaeological Resources

An archaeological inventory was conducted as part the Floyd Hill EA. The survey area was defined in coordination with CDOT and included areas that had the potential for archaeological resources to be present. Areas that had been previously disturbed and areas with steep slopes were excluded. No

archaeological resources were identified in the Project area, and thus archaeological properties would not be affected by the Project. Mitigation to address unanticipated discoveries during construction is included in the mitigation tracking spreadsheet in Attachment C.

### Historic Resources

The Project results in no adverse effect to historic properties. Improvements included in the Project are located within the Area of Potential Effects (APE) established for the Floyd Hill EA. Two 1970s-era residential subdivisions within the Floyd Hill neighborhood, 5CC.2546 and 5CC.2547, are located in this Project's portion of the APE. The subdivisions were evaluated in the *I-70 Floyd Hill to Veterans Memorial Tunnels Historic Eligibility Report* (May 2019) as potential historic districts but noted as "needs data" because available contextual information regarding post-World War II developments in mountain settings is lacking. Therefore, the districts were treated as eligible for the purposes of Section 106 compliance.

The roundabouts and their potential effects on these presumed-eligible subdivisions were included in the Floyd Hill EA Section 106 consultation with the State Historic Preservation Officer (SHPO) required under the National Historic Preservation Act (NHPA). The consultation resulted in a finding of No Adverse Effect to both subdivisions (see correspondence dated September 24, 2020, in Attachment D). The effects analysis (see pages 23-28 of the *I-70 Floyd Hill to Veterans Memorial Tunnels Historic Resources Effects Technical Report* [August 2020]) concluded that no direct effects would occur to any of the properties within the subdivisions, the nearest of which are located 35 feet from the I-70 right of way and more than 500 feet from the reconstructed roundabout intersections. The minor changes to the roadway infrastructure would have a minor to negligible visual and noise effect on the residences but would not change the relationship of the subdivisions to the highway and would not diminish their settings or ability to convey historic significance.

In December 2021 and April 2022, CDOT sent a letter to SHPO updating the Section 106 record, clarifying that the Project has been advanced separately from the EA (see correspondence dated December 23, 2021 and April 27, 2022, in Attachment D).<sup>3</sup>

### Environmental Justice

The roundabouts were included in the study area for the Title VI and Environmental Justice Analysis that was conducted for the Floyd Hill EA. No minority or low-income populations and no individuals with limited English proficiency were identified in the vicinity of the Project.

The analysis reviewed data from the 2017 American Community Survey 5-year estimates at the Block Group level. The US 40/CR 65 roundabout is in Jefferson County, Census Tract 98.50, Block Group 1, within which 9 percent of residents are minority and 3 percent of households are low-income (earn less than \$25,000 per year). This is lower than in Jefferson County overall, where 21 percent of residents are minority and 13 percent of households are low-income. The US 40/Homestead Road roundabout is in Clear Creek County, Census Tract 147, Block Group 3, within which 4 percent of residents are minority and 11 percent of households are low-income (earn less than \$25,000 per year). This is lower than in Clear Creek County overall, where 10 percent of residents are minority and 14 percent of the households are low-income.

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<sup>3</sup> The December update included the Homestead Road parking lot improvements, which were determined to have No Adverse Effect to the subdivision properties but have since been removed from the Project in response to public input. The purpose of the April update was to clarify the removal of parking lot improvements from the Project.



The nearest population of minority residents, low-income households, and persons with limited English proficiency is in eastern Idaho Springs (in US Census Tract 148, Block Group 1), more than 7 miles east of the Project.

Because no minority or low-income populations have been identified that would be adversely impacted by the Project no further Environmental Justice analysis is required. The Project is expected to improve local mobility and emergency response times, which could have a beneficial effect on minority and low-income individuals throughout the corridor.

### Farmlands

The roundabouts would be constructed within existing CDOT right-of-way, in locations the Natural Resources Conservation Service (NRCS) has previously determined are exempt from protection under the Farmland Protection Policy Act of 1981. Therefore, prime or important farmlands are not present in the Project, and impacts are not anticipated.

### Floodplains

Review of data from the Federal Emergency Management Agency indicate that Zone A, a 100-year floodplain associated with the Beaver Brook drainage, crosses I-70 and US 40 near CR 65. Floodplains are not present near the US 40/Homestead Road intersection.

As currently designed, impacts to floodplains are not anticipated. If this were to change, any work within the floodplain will require a floodplain development permit from Jefferson County, as described in Attachment C.

### Geological Resources

No rock cuts or blasting would be required for the Project, and, therefore, the Project is not expected to affect geological resources or interact with geological hazards.

### Hazardous Materials

Federal and State environmental databases (Geosearch) were consulted as part of the Floyd Hill Project. The database search of regulated materials within one mile of I-70 included the locations where Project improvements would occur. The results indicate that there are no regulated materials in the vicinity of the Project. A paint spill was reported near the US 40/CR 65 intersection in 1998, and an oil spill was reported near the US 40/Homestead Road intersection in 2010. Both spills were promptly cleaned up. Based on review of databases and field conditions, the potential for the Project to encounter or impact hazardous materials is low. Mitigations to address unexpected discovery of hazardous materials and refueling during construction are included in the mitigation tracking spreadsheet in Attachment C.

### Land Use and Right-of-Way

Improvements are supportive of local land use planning and responsive to concerns expressed by the Floyd Hill community during the development of the Floyd Hill EA. Both roundabouts would be constructed within CDOT right-of-way, maintaining existing transportation uses in this area. No land use conflicts, or impacts are expected from the Project.

### Noise

This Project is not considered a Type 1 project, per 23 Code of Federal Regulations Part 772. Therefore, noise analysis is not required.

The Project would result in some temporary, construction-related noise but the noisiest activities, such as blasting and pile-driving, would not be required. As noted in Attachment C, construction activities will comply with local noise ordinances.

## Paleontological Resources

The potential to encounter paleontological resources was considered as part of the Floyd Hill EA. The EA analysis determined there was little to no potential for paleontological resources to be present near the roundabouts. For this reason, a pre-construction paleontological survey was not recommended prior to ground-disturbing construction activities, and paleontological resources are not anticipated to be affected by the Project.

## Recreational Resources

The Floyd Hill Trail (an existing trail with planned expansion) is located north of the US 40/Homestead Road intersection. The trail is accessed via I-70 and US 40. It would not be directly impacted by the Project, and it would remain open during construction of the Project.

## Section 4(f) Resources

The Floyd Hill Trail, a Section 4(f) recreational resource, is located north of the US 40/Homestead roundabout. Use of the trail and access to the trail would be maintained throughout construction. The trail would not be impacted by adjacent construction activities. The Project will not result in a use of Section 4(f) property.

## Section 6(f) Resources

There are no Section 6(f) resources within or adjacent to the Project.

## Socioeconomic Resources

US 40 is the primary local access road for the Floyd Hill neighborhood, and the new roundabout configurations would provide more capacity for through movements at these intersections, improving traffic flow and local access. The roundabouts have been designed to accommodate freight movements and turning movements for large trucks. They would allow continuous movement through the intersection rather than the existing condition, which has left turns into the neighborhood, forcing drivers to wait for a break in the traffic to turn.

The Project would have beneficial impacts for traffic flow, safety, and access to the Floyd Hill neighborhood. Floyd Hill neighborhood residents have provided input regarding the timing and design of the roundabouts and are supportive of the Project to ease the burden of construction- and recreation-related traffic congestion that hampers their neighborhood access. US 40 will remain open during construction, but temporary delays and inconveniences for residents and businesses are expected. Measures to address these impacts are included in the mitigation tracking spreadsheet in Attachment C.

## Threatened and Endangered Species

Suitable habitat for Preble's Meadow Jumping Mouse and the Northern Leopard Frog has been identified south of I-70 between CR 65 and Homestead Road (within the Beaver Brook drainage) and north of I-70, just east of CR 65. The roundabouts would be constructed outside of suitable habitat areas, within existing right-of-way where land is already disturbed by transportation uses. Therefore, no impacts to Threatened and Endangered Species or their habitats are expected from the Project.

## Vegetation and Noxious Weeds

Vegetation in the Project area was characterized in the Floyd Hill EA, which classified land cover in impacted areas as "Developed—High Intensity" due to the high percentage of impervious surface.

The Project has the potential to cause permanent and temporary direct impacts to vegetation. Review of the current Project design indicates that construction of the roundabout at US 40/Homestead Road

would impact one tree and adjacent low-lying grasses. Construction of the roundabout at US 40/CR 65 would impact between 10 and 12 trees and adjacent low-lying grasses.

In addition to affecting vegetation from clearing and grubbing activities, excavation and earth moving activities could introduce or contribute to the spread of noxious weeds. Measures to address tree removal, vegetation disturbance, and the spread of noxious weeds are included in the mitigation tracking spreadsheet in Attachment C.

### Visual Resources

A visual impact assessment was prepared as part of the Floyd Hill EA. In early stages of project development, a visual simulation of the US 40/Homestead Road intersection with the roundabout was prepared. This simulation indicates that the roundabout is nearly indistinguishable when viewed from the Floyd Hill neighborhood (the residents with the greatest sensitivity to visual change). The roundabouts would represent a minor change from the existing condition. Therefore, visual impacts are not anticipated from the Project, and no exceptions to the I-70 Mountain Corridor Design Criteria or Aesthetic Guidance (as described in Attachment C) are anticipated.

### Water Quality

Surface waters in the Project area include Clear Creek, Beaver Brook, and their tributaries. The Project is not expected to meaningfully increase impervious surface area or permanently impact water quality in the nearby surface waters. Construction activities have the potential to increase stormwater runoff and increase sedimentation into nearby water bodies. Measures to protect water quality during construction are included in the mitigation tracking spreadsheet in Attachment C.

### Wetlands and Aquatic Resources

The Floyd Hill EA surveyed aquatic resources (i.e., surface waters or wetlands) in the Project area and delineated resources associated with Beaver Brook and Johnson Gulch in the Project area. Neither the Beaver Brook aquatic complex nor Johnson Gulch would be affected by the Project.

### Wildlife and Aquatic Species

The Project would be constructed within existing right-of-way or where land is already disturbed by transportation uses, and habitat quality is low. Impacts to wildlife are not anticipated. CDOT Special Specification 240 (Protection of Migratory Birds) will be included as part of the final plan set to avoid impacts on nesting raptors and migratory birds in accordance with the Migratory Bird Treaty Act (refer to Attachment C of this report).

## 5.2 Mitigation Summary

Exhibit 5 summarizes the Project’s mitigation commitments, which include mitigation commitments from the Floyd Hill Project that are relevant to this Project based on location or activity. A complete listing of the Project mitigations is included in the Mitigation Tracking Table in Attachment C.

**Exhibit 5. Project Mitigation Commitment Summary**

Resource	Impact	Mitigation Commitment
Air Quality	Dust during construction	Locate staging areas as far away as possible from residential areas.



Resource	Impact	Mitigation Commitment
Air Quality	Higher pollution emissions in construction areas nearest equipment	Locate construction vehicles and equipment with diesel engines as far away as possible from residential areas.
Air Quality	Higher pollution emissions in construction areas nearest equipment	Require heavy construction equipment to use the cleanest available engines or be retrofitted with diesel particulate control technology.  Keep construction equipment and vehicles well maintained to ensure exhaust systems are kept in good working order.
Air Quality	Higher pollution emissions in construction areas nearest equipment	Post signage indicating engines should not idle more than 5 minutes.
Air Quality	Higher pollution emissions in construction areas nearest equipment	Install engine pre-heater devices to eliminate any idling for cold season construction.
Air Quality	Higher pollution emissions in construction areas nearest equipment	Prohibit tampering with equipment to increase horsepower or defeat an emissions control device's effectiveness.
Cultural Resources	Unexpected discovery of and damage to archaeological resources	In the event of an unexpected discovery of archaeological resources, stop work until the CDOT senior staff archaeologist is contacted and the resources have been evaluated to determine their significance, per CDOT Standard Specification 107.23.
Floodplains	Although not expected to occur with the Project as designed, construction within the floodplain can result in changes to base flood elevations or floodplain limits	If work will occur in the Beaver Brook floodplain, CDOT will coordinate with Jefferson County to obtain a floodplain development permit.
Hazardous Materials	Unexpected discovery of contamination	During all subsurface activities, workers shall be alert for visual and olfactory signs of contamination. If contamination is encountered, work shall stop, and procedures established in the CDOT Standard Specification 250 shall be followed.
Hazardous Materials	Direct and/or indirect impacts to surface waters and wetlands	Refuel equipment within designated refueling containment area away from floodplain, creeks, and wetlands.
Noise	Construction noise impacts at nearby residences and recreation facilities	Include strategies in the public information plan to notify nearby residences about construction related noise.
Noise	Construction noise impacts at nearby residences and recreation facilities	Locate haul roads and other noisy activities that are not location-specific (such as rock crushing, equipment maintenance, etc.) away from noise-sensitive receptors to the extent possible.

Resource	Impact	Mitigation Commitment
Noise	Construction noise impacts at nearby residences and recreation facilities	Place stationary equipment as far from sensitive receptors as possible.
Noise	Construction noise impacts at nearby residences and recreation facilities	Construction activities in Jefferson County shall adhere to the Jefferson County noise abatement policy. Coordinate with local officials if a variance is needed for nighttime construction work to maintain traffic.
Socioeconomic Resources	Increase in emergency response travel times during construction	Maintain access for emergency vehicles through the Project area at all times.
Socioeconomic Resources	Increase in travel times to reach residences, businesses, and recreational destinations	Develop and implement a public information plan and work with local public information officers to disseminate construction information to the traveling public.
Socioeconomic Resources	Increase in travel times to reach residences, businesses, and recreational destinations	Work requiring lane closures will be conducted at night as much as possible in accordance with CDOT lane closure strategies.
Vegetation and Noxious Weeds	Clearing and removal of vegetation exposes soils to erosion and disturbs habitat	Re-vegetate and stabilize temporarily disturbed areas.
Vegetation and Noxious Weeds	Permanent and temporary removal of upland trees and vegetation	Develop a landscape plan that includes the following measures: <ul style="list-style-type: none"> <li>● Reseed temporarily disturbed areas with native grasses and forbs, and plant native trees and shrubs where possible.</li> <li>● Minimize the spatial extent of disturbance and the amount of time that disturbed areas remain non-vegetated.</li> </ul>
Vegetation and Noxious Weeds	Potential to introduce noxious weeds or contribute to the spread of noxious weeds	Conduct a noxious weed survey prior to construction to map existing weeds within the Project area.  Develop and implement an Integrated Noxious Weed Management Plan to prevent the spread of noxious weeds into temporarily disturbed areas. Implement measures to control noxious weed spread, such as: <ul style="list-style-type: none"> <li>● Salvage weed-free topsoil for use in seeding</li> <li>● Incorporate CDOT Standard Specification Section 217—Herbicide Treatment into the Project Specifications</li> </ul>
Visual Resources	Changes in visual conditions due to new or modified infrastructure	Comply with the <i>I-70 Mountain Corridor Design Criteria and Aesthetic Guidance</i> .
Water Quality	Impacts to water resources as a result of water quality degradation	Implement appropriate construction BMPs for erosion and sediment control according the CDOT <i>Erosion Control and Storm Water Quality Guide</i> (CDOT, 2002), and develop a stormwater management plan, which includes water quality monitoring.



Resource	Impact	Mitigation Commitment
Water Quality	Erosion and increased sedimentation to adjacent water resources	Revegetate disturbed areas and implement permanent and temporary erosion control measures to stabilize vegetation in non-rocky areas.  Apply mulch or mulch tackifier to prevent erosion in areas where permanent seeding operations are not feasible due to seasonal constraints (e.g., summer and winter months).
Water Quality	Impacts to water resources as a result of water quality degradation	Obtain and follow provisions of all applicable state and local stormwater and dewatering permits.
Wildlife and Aquatic Species	Possible effect to raptors, including temporary displacement, auditory disturbance, and habitat loss	Conduct raptor nest surveys within a 0.5-mile buffer from the construction site before construction. If raptor nests are identified within the buffer, coordination with CPW and the USFWS is required to determine an appropriate course of action, which may include, but is not limited to, a delay in construction to avoid the breeding season.  Follow CPW Recommended Buffer Zones and Seasonal Restrictions for Colorado raptors (CPW 2020).
Wildlife and Aquatic Species	Potential impacts to migratory birds and/or their habitats	Incorporate a CDOT Special Specification 240 (Protection of Migratory Birds) as part of the final plan set to avoid impacts on nesting raptors and migratory birds in accordance with the Migratory Bird Treaty Act. Modify Specification 240, as needed, to survey for any nesting migratory birds or raptors that may be present outside the typical breeding season.  Conduct a nest survey by a qualified biologist before construction. If active nests are found, coordinate with CPW and the USFWS to determine an appropriate course of action, which may include, but is not limited to, a delay in construction to avoid the breeding season.



## 6. References

CDOT. 2011a. *I-70 Mountain Corridor PEIS*. Retrieved from: [https:// www.codot.gov/projects/I-70-old-mountaincorridor/final-peis/final-peis-file-download.html](https://www.codot.gov/projects/I-70-old-mountaincorridor/final-peis/final-peis-file-download.html)

CDOT. 2011b. *I-70 Mountain Corridor ROD*. Retrieved from: [https:// www.codot.gov/projects/I-70-old](https://www.codot.gov/projects/I-70-old)

CDOT. 2021. *I-70 Floyd Hill to Veterans Memorial Tunnels Environmental Assessment*. Retrieved from: [floydhill-environmental-assessment.pdf \(codot.gov\)](#)

FHWA and CDOT. 2017. *Agreement between the Federal Highway Administration, Colorado Division and the Colorado Department of Transportation Regarding the Processing of Actions Classified as Categorical Exclusions for Federal-Aid Highway Projects, CDOT CatEx Agreement*. Retrieved from: [categorical-exclusion-programmatic-agreement-2017 \(codot.gov\)](#)

**ATTACHMENT A**  
**CSS MEETING MINUTES**

**Roundabouts and Parking ITF**  
**C 070-486 / 24440 - Floyd Hill Early Projects**  
**May 10, 2021, 11:30 - 1:00**  
**MEETING SUMMARY**

**MEETING SUMMARY**

**1. Purpose of the Meeting:**

- Review CSS Commitment Tracking Spreadsheet in relation to Floyd Hill roundabouts and parking designs
- ITF Members brainstorm and provide input on initial design

**2. Project Updates:**

- The Floyd Hill Early Action Projects will be Design-Bid-Build Projects with construction beginning in 2022. These projects are separate from the CM/GC process for the larger Floyd Hill project.

**3. Roundabouts:**

Anthony Pisano, Atkins, gave an overview of the proposed roundabouts and asked for ITF input:

- The purpose of the designs is to help alleviate traffic, improve safety and maintain access to neighborhoods. There is a need to accommodate trucks with a 67ft wheel base (Westbound 67); incorporate pedestrian movements, and blend bikes safely with traffic. The ITF will also need to consider the aesthetics for the median island paving and any required walls.
- There will be a roundabout at US 40 and Homestead Rd. Signage for trucks will be added to deter trucks from turning back and going towards the school.
- There will also be a roundabout at US 40 and CR 65.
- The next steps will be to optimize geometry.

**ITF Discussion Highlights:**

- There is a need to consider Clear Creek County transit, formerly called the “Prospector,” now called the “Roundabout.”
- There is a need to accommodate traffic through the roundabouts for approximately three years before the Floyd Hill project is built and the Floyd Hill managed lanes are finished.
  - ITF suggestion to consider two designs: An interim design could be implemented until the Floyd Hill managed lane is open. Once the managed lane is open, changes can be made to accommodate the new traffic flows.
  - A “scaled down roundabout” is not going to be able to handle the back-ups on CR 65.

- Roundabouts must consider neighborhood accommodations. There is a need for a left turn lane on Westbound US 40 for access to the Floyd Hill neighborhood at Homestead Rd.
- Westbound 67 Trucks must be accommodated as well. This will be done by installing a truck apron.
- Roundabout at CR 65 and US 40
  - There is a desire to keep regional traffic on a regional road - to allow traffic on US 40 to bypass the roundabout if most are going straight and only a small portion of traffic is routing to CR 65.
    - Consider making Westbound US 40 two lanes through the roundabout with both a two-lane entrance and exit. Traffic from CR 65 making a left could use the inside lane while through traffic on US 40 would stay in the outside lane. This could cause the ramp traffic to back up onto I-70, further discouraging traffic from using this area as a by-pass or access for gaming. Gaming traffic would exit I-70 at US 6.
  - **ITF Question:** How do we handle the Eastbound to Southbound - there is a need to determine this traffic movement to keep that left turn from blocking everyone. Consider striping in a Southbound left turn lane onto Eastbound I-70 on the CR 65 bridge.
  - There is a lot of bicycle traffic in this area:
    - Bicycles will need to merge over to the far right side of the roundabout. When bicycles or walkers approach a roundabout, it is chaotic. Bicycles need to get off at CR 65, and go near high school. The best practice for cyclists is to stay in the center of the lane, and as they exit, they move to the right side. There is a lot of cycling traffic on US 40 and they stay on 40. They will go around and straight through the roundabout.
    - One option could be to look at the emergency access on the Southside of the road. There is a trail on the high school property. This could get the cyclists what they need and the emergency access for the Floyd Hill neighborhood.
    - **ACTION:** Look into high school trail options. Would earthwork be needed?
      - Is there an existing easement in Jeffco?
        - **Steve Durian: Check in with Yelena Onnen and Real Estate**
        - **Mitch Houston: Will send the path of the planned trail to CDOT.**
    - There could be some safety issues with students since they run across the bridge and head into Open Space park to the left. It might be safer if they stayed on the Southside of I-70.
    - Suggestion to avoid “clutter” in the center of roundabouts (i.e. statues and/or brush). Cyclists need to be able to look across roundabout to anticipate what’s on the other side to avoid collisions.
    - Use slanted (i.e. mountable) curbs on the interior of roundabout to assist with cycling safety.
  - US 40/Homestead Roundabout
    - Currently, Homestead northbound is overwhelmed by vehicles coming from/going to gaming areas and people getting off for Evergreen. There is a need to provide a bypass lane and create a merge further to the east.
    - Consider making Westbound US 40 two lanes through the roundabout with a two-lane entrance and one lane exit. Maintain two lanes in the roundabout to the Westbound I-70 entrance ramp. Westbound I-70 traffic in the outside lane would exit onto the single lane Westbound I-70 lane or continue around the roundabout

- and be forced to use the Westbound I-70 entrance ramp. Traffic on the inside lane would continue around the roundabout to Southbound Homestead Rd.
- Use signage similar to Jeffco's to educate drivers: "Bicyclists can use full lanes and give 3 feet to pass." Drivers need to know that cyclists have a right to the road and will be in the center of the lanes. Cars will be looking to the left, not looking for people ahead and to the right.
- Truck signage: Multiple times per year, trucks get lost on school grounds. The current design does not allow trucks to exit. It is very disruptive for trucks to get stuck on school grounds.
  - Need a sign that is effective and communicates to drivers that there is NO ACCESS to Evergreen if they turn right.
  - CMCA Question: Where are the trucks coming from?
    - Need to be careful of having too much signage, it becomes busy and overloaded. It is essential that signage is poignant and to the point. Need a lot of clarity around what trucks should/should not do.
    - Assuming that most of the trucks are not local - need to push them back to the interstate.
  - The incident management plan and ConOps will be critical - especially when considering winter closures. Emergencies and re-routing are what need to be considered in the design. Everyday operations are fine; the concern is when US 6 is closed or there is a detour, or when there are Floyd Hill closures with sun glare. There are the times when we need to ensure trucks are going in the right directions.
  - As trucks come into the roundabout at Homestead, there are a lot of times that trucks will wait for opportunity to take up both lanes.
- When going south on Homestead, there needs to be signage that they are being redirected back toward I-70.
- The roundabout will have raised islands with cement; this could be an issue for larger vehicles?
  - The roundabouts will use truck aprons and mountable curbs to accommodate larger vehicles.
- **ACTION:** Atkins will run templates to provide all the various movements.

#### 4. Parking Lots

There is an existing paved lot by Homestead Road used by the Floyd Hill neighborhood. There was an ITF discussion on potential parking lot improvements:

- This parking lot could provide a loading truck ramp area across the bridge and to the west.
- The west side of the lot could be an area where a truck can turn around (would need approx 75 feet long and 24 ft wide). This area could accommodate moving vans, trucks turning around, accommodation for school kids and buses, and Clear Creek County Prospector (transit).
- CMCA supports this idea. Truckers that are going in the wrong direction could safely turn around.
- Residents also use the current lot frequently. This lot would need to be wide enough for vehicles sitting there as well as a pass-thru lane, approx. 24 feet.
- Consider a microtransit stop or EV parking. Clear Creek County transit and a passenger bus stop.
- ITF members would be very supportive of changes to this lot. It could serve cyclists and the community (i.e. airport shuttles, pizza deliveries, parking for 2WD vehicles in snowstorms). There is an interest in formalizing this lot.

- Consider a shelter that could be used for walkers, cyclists or people taking the bus.
- There is a streetlight that doesn't work. It would be good to fix this or ensure some additional lighting.

**Parking Lot at CR 65:**

- Right now this lot is being used for carpools; it is always full - especially on the weekends.
- A design with a right in/right out is not going to work.
- Consider a retaining wall to move the entrance further down the road.
- It would work better as a formalized "park and ride."
- This would be a great lot for cyclists.
- This would be a good CDOT microtransit area and a key stop/secondary hub for ski transit or little busses.
- Move the entrance to the lot as far away from roundabout as possible. Consider relocating the entrance.
- CMCA notes that trucks will be looking for a place to rest. We either need to accommodate this, so trucks can get in and out, or use signage to indicate "NO TRUCKS."
- People will also park here and bike up and across to the Open Space.
  - The current parking for the Open Space is being formalized and better defined.
  - The entrance will be widened to accommodate two cars.

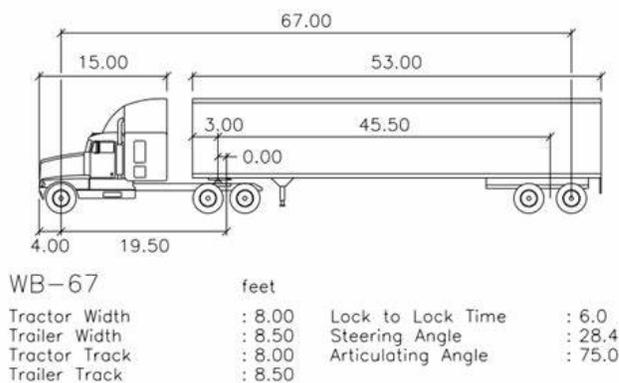
**ConOps:**

- There is a need to consider truck issues in ConOps. What happens when there are top of the hill closures?
- There need to be emergency facilities/accommodations for truckers so they can wait out a storm or need to figure out how to re-route them out of the area.
- Consider an expanded shoulder or accel/decel lane on US 40 (between roundabout) for staging. Depending on how long the area is shut down, truckers will stage along the roadway. We need a plan for this scenario.
- Need to accommodate cyclists and parking lots. For example, Eastbound on US 40 going downhill. As more parking is put in along this road, consider how to keep descending cyclists from colliding with motor vehicles.

**Next Steps:**

CDOT will advance some conceptual designs and come back to this team in a month.

**Attendees:** Amy Saxton (Clear Creek County); Lynnette Hailey (Black Hawk and I-70 Coalition); John Muscatell (Floyd Hill Community); Michael Raber (Clear Creek Bikeway User Group); Mitch Houston (Clear Creek School District); Steve Durian (Jefferson County); Tracy Sakaguchi (CMCA); Kevin Shanks (THK Associates); Anthony Pisano, Tyler Larson (Atkins); Shonna Sam (Peak Consulting); Neil Ogden, Vanessa Henderson, Jeff Hampton, Matt Smith (CDOT); Taber Ward (CDR Associates)





## **Floyd Hill ITF Roundabouts and Parking #2**

### **Meeting Summary**

Thursday, July 1, 2021 - 9:30 AM to 10:30 AM

#### **Zoom Video Meeting:**

<https://us02web.zoom.us/j/86290536229?pwd=SmJ2czUrSVE3WnR5cG9BZ2l3SVNaZz09>

**Meeting ID: 862 9053 6229**

**One tap mobile [+19292056099](tel:+19292056099), [86290536229#](tel:+19292056099)**

1. **Meeting Purpose:** ITF members to review and provide input on preliminary roundabout and parking designs
2. **Review & Discuss Roundabout Designs:** Anthony Pisano, Atkins, reviewed traffic volumes and presented maps of Roundabouts to ITF members.
  - **County Road (CR) 65 and US 40 Roundabout Discussion and ITF Comments:**
    - It is important to keep regional traffic on regional roads. The design presented by Atkins does not include a bypass lane for westbound (WB) US 40. This will help discourage traffic getting off of the highway and onto regional roads. Traffic modelling shows that this will not increase backups on the highway. There are also safety and cost trade-offs: (1) Single lane roundabouts are safer and better than multi-lane roundabouts during non-peak times and (2) there are

additional costs of adding an extra lane. Sensitivity analysis also shows adding an additional lane only benefited WB US 40.

- **ITF Considerations and Comments:**
  - What does gaming traffic look like?
  - Show movements of traffic staying on US 40 and movements of traffic on CR 65
  - How does this roundabout design handle eastbound (EB) to southbound (SB) movements so left turns don't block everyone?
  - How will pedestrians be able to get through this area?
- **Bicycles:** This design will include signage to instruct vehicles and bicycles that cyclists will take the whole lane.
- **The ITF members agree to keep the CR 65 Roundabout as presented, but also consider restriping for a left hand lane on SB CR 65 to the EB I-70 on ramp.**
- **US 40 and Homestead Road Roundabout Discussion and ITF Comments:**
  - There is a bypass lane for WB US 40 at the Homestead roundabout. This will relieve congestion for drivers and cyclists on US 40 that want to make a left turn onto Homestead Road.
  - **Neighborhood accommodation:** i.e. left turn lane on WB US 40 for access to Homestead)
    - **ITF Members agreed that this design works from a community perspective.**
  - **Truck Accommodations:** WB 67 trucks and truck aprons, truck signage is essential. Need to address interference with school and ensure there is signage that indicates “no access to Evergreen.” Trucks need to be pushed back to the interstate. Ensure aprons and/or mountable curbs.
  - **Bicyclists:**
    - Bicycle signage and operations will be addressed in the design.

- Tracy Sakaguchi, CMCA, expressed concern about pedestrian and bikes in roundabouts. It is hard to see people when they are on the right-hand side when they are up close. Trucks have a site distance issue. Cannot imagine cyclists going through here without a designated lane. **The challenge of busy roundabouts is people get pushed to the side and hit.**
  - Response: Cyclists will be instructed to take the full lane as they come into the roundabout. Will work on biker and driver education.
- No roundabout clutter in the central circle that could decrease visibility.
- Suggestion of bike trail on high school property to ensure a separate trail system for them while providing another access for the school.
  - CDOT will not be addressing this separate bike trail system as part of the Early Projects and the proposed trail location would be outside of CDOT right of way. This is outside the scope of this project. This would be a conversation for Jefferson and Clear Creek Counties.
- **How does this design consider emergencies and when US 6 is closed, for detour or sun glare?**
  - Closures for sun glare: Running these numbers now. When sun glare traffic is routed up US 40 EB, the interstate truckers are also on the route climbing the hills - the grade is worse than Floyd Hill and crawl up the hill. Therefore, the trucks will meter the traffic to the point that the roundabout will be able to handle the traffic.
  - Also looking at traffic coming from school, Mitch Houston sent information to the group to model.

### **3. Review & Discuss Parking Designs:** Atkins presented parking lot designs.

- ITF Comment: Will parking areas accommodate Clear Creek County and Loveland transit (“formerly called the Prospector” now the Roundabout)?
- **Homestead Rd Parking Lot Ideas and Discussion:**
  - Would like to formalize this lot. Ensure truck turnaround and loading truck ramp, buses, transit accommodation on west side?
  - EV parking or microtransit stop?
    - Consider eliminating transit stop to allow a larger median area for semi-turnaround.
  - Accommodate Floyd Hill resident vehicle parking in snowstorms
  - Accommodate moving truck shuttles
  - Accommodate school busses stopping for 1-3 minutes on their routes
  - ITF members like the idea of moving the transit shuttle stop to CR 65 and using this as truck turn around and delivery van area - need this space to help eliminate some of the conflict between shuttle and delivery and loading logistics.
  - Could be part of a future route for busses.
  - Parking lot that people use for a snow event - snow storage is a huge issue. Need to have a plan for snow.
- **CR 65 Parking Lot Ideas and Discussion:**
  - Keep Park and Ride here
  - Use a retaining wall to move entrance further west
  - How are cyclists accommodated?
  - Expand parking for shuttle service (16 passenger vans)
  - Is shuttle going EB and WB when picking up individuals?

- Shuttle will turn left into the lot if coming from the east. The shuttle would then turn right out of the lot.
- Does not accommodate large trucks. They would get stuck.
  - Need signage that there is no truck parking
  - Currently one or two trucks per night there.

**TRUCK ISSUES GENERALLY:**

- **Where can trucks rest and turn around?**
- **What about storm situations?**

**ATTENDEES:** John Muscatell and Bill Coffin (Floyd Hill POA), Tracy Sakaguchi (CMCA), Amy Saxton (Clear Creek County), Lynnette Hailey (Black Hawk and I-70 Coalition), Mike Raber (Clear Creek County Bicycle Users Group), Martha Tableman (Clear Creek Open Space), Mitch Houston (CCC School District), Steve Durian (Jefferson County), Ben Kiene, Matt Smith, Vanessa Henderson, Tyler Brady, Mike Keleman (CDOT), Anthony Pisano and Tyler Larson (Atkins), Mandy Whorton (Peak Consulting), Taber Ward (CDR Associates)



## Floyd Hill PLT Meeting #13

### Meeting Summary

Friday, July 30, 2021 - 11:00 AM to 12:00 PM

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Taber Ward, CDR Associates, welcomed the PLT and reviewed the Meeting Agenda.

### 1. Project Updates

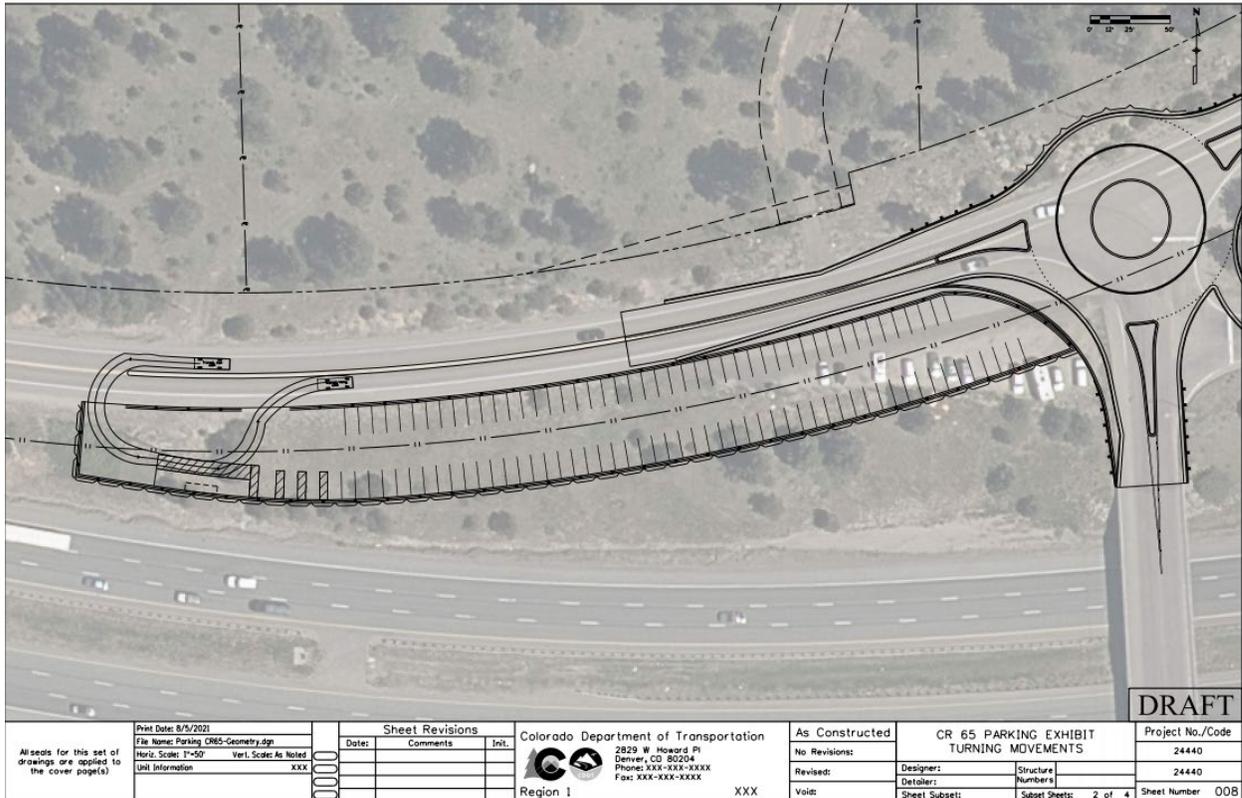
- **Environmental Assessment (EA) Update and Status:** Vanessa Henderson announced that the EA has been signed and will be posted on Monday, August 2, 2021. A self-guided, [virtual public engagement meeting](#) room and [comment forms](#) will also be going live on August 2, 2021.
  - **ACTION:** On Monday, August 2, 2021, Taber Ward will send an email to the PLT with information on how to access the EA and provide comments. **ACTION:** PLT will send EA comment opportunities to constituents and help distribute the notices.
    - Mandy Whorton, Peak Consulting, reviewed the EA public comment noticing methods:
      - The EA public comment opportunities will also be advertised in Clear Creek Courant, Canyon Courier, and Gilpin Register Call newspapers. Postcards will be sent out, and flyers will be posted in stakeholder communities.
      - Public Comment is available until Monday - October 1, 2021 (60 days).
- **Transportation Committee Meeting:** Mike Keleman reported that the Transportation Committee Meeting went well and the project is moving forward with the Construction Manager/General Contractor (CMGC) delivery process. CDOT is working to get the Request for Proposals (RFP) out. The RFP will be discussed further at the end of the PLT meeting after the consultant team steps out of the meeting.

### 3. Early Project Updates and ITF Report-Outs

- A. **Roundabouts and Parking Lots** - Anthony Pisano and Tyler Larson, Atkins, reviewed the Roundabout and Parking Lot preliminary designs and recommendations from the June and July Issue Task Force Meetings.

○ **County Road 65 Parking Lot**

- The ITF looked at a smaller and larger configuration for the parking lot. The ITF agreed that the larger lot, with 100 spots, was preferable.
- A longer, narrower parking lot design resulted in smaller walls (approx. 10 feet tall and 5,000 sq. feet total instead of 20 feet tall and 6,000 sq. feet total)
- This lot accommodates carpooling, bike parking, transit and EV charging. No truck accommodation.

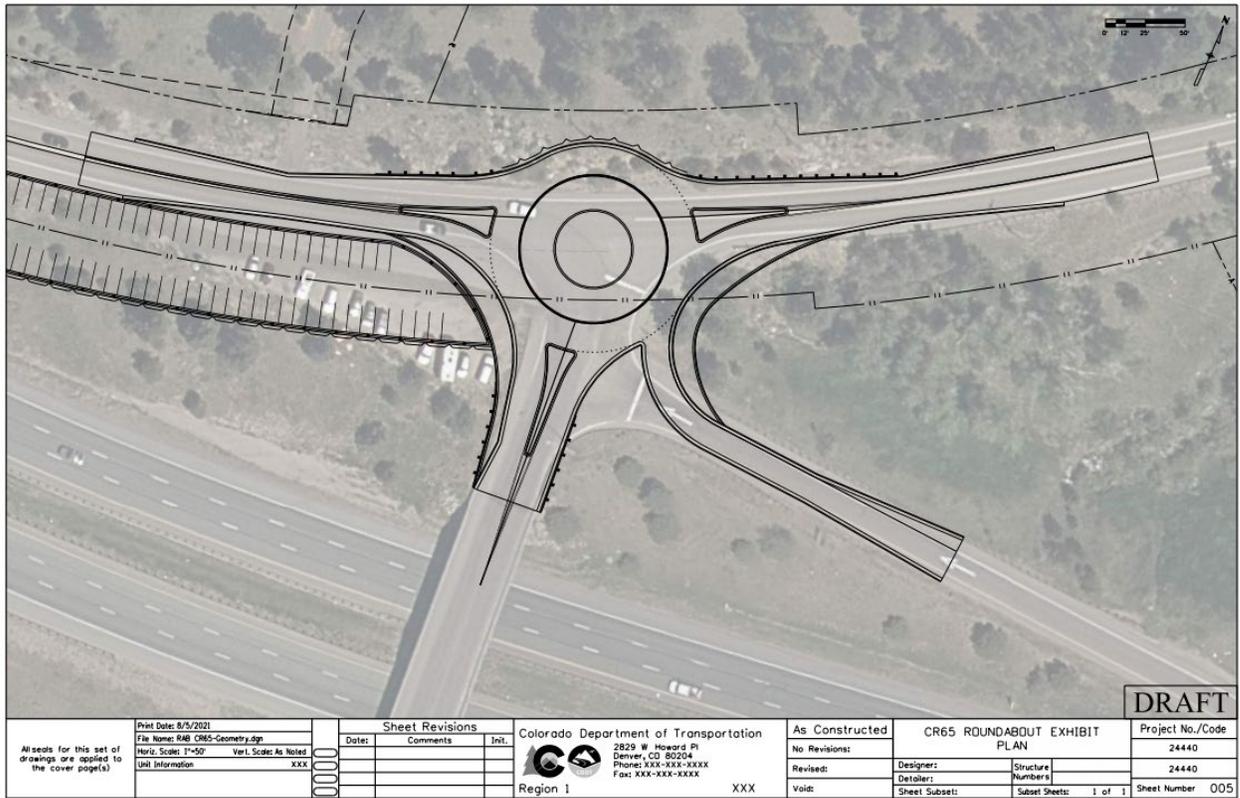


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	File Name: Parking CR65-Geometry.dgn	Date:	Comments:	Init:		No Revisions:	Designer:	Structure Numbers:	24440
	Horiz. Scale: 1"=50'				Revised:	Detailer:		24440	
	Unit Information: XXX				Void:	Sheet Subset:	Subset Sheets: 2 of 4	Sheet Number: 008	

○ **Homestead Road Parking Lot**

- This lot will be multi-use and include a parking area, bicycle parking, loading and unloading flex area, truck turnaround and temporary school bus parking.
- This will include signage for trucks to avoid getting stuck by high school

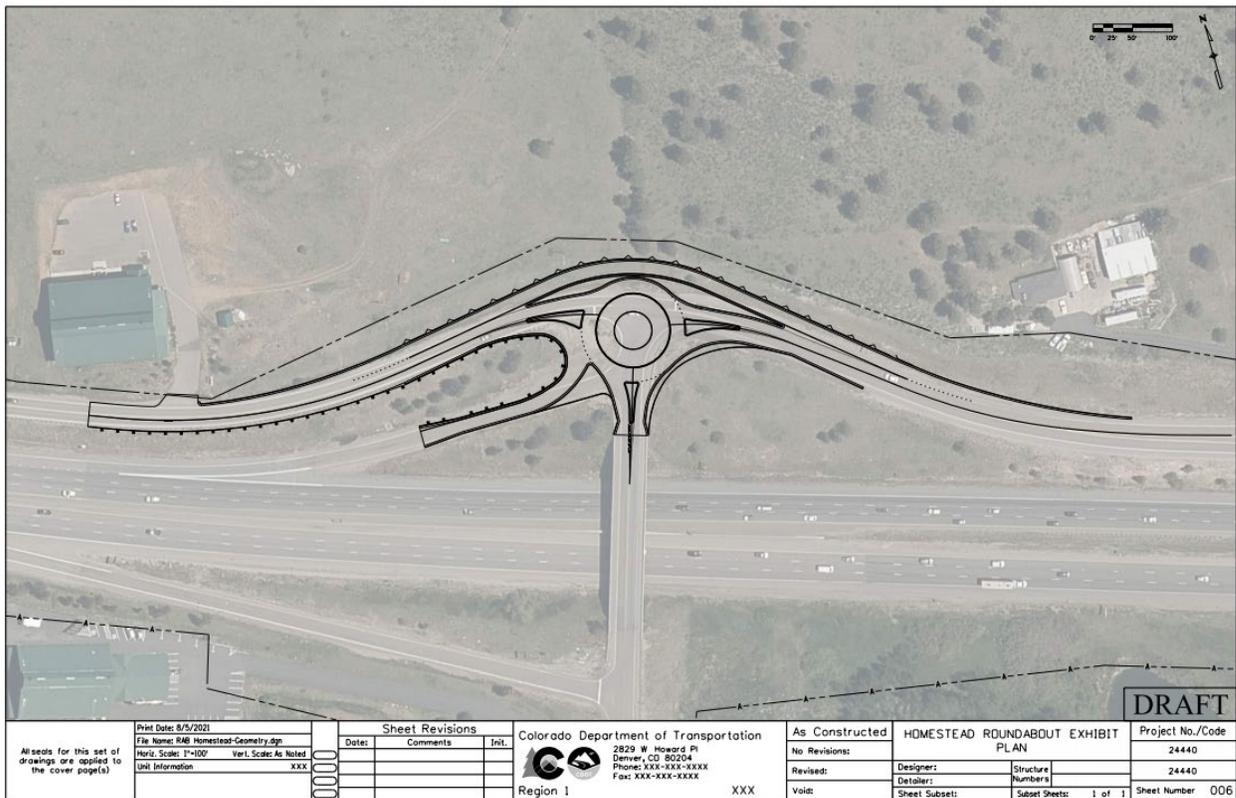




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	No Revisions:	Designer:	Structure Numbers:		24440	Revisited:	Detailer:
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- **Homestead and US 40:**
  - Includes bypass lane, improvements will increase and improve the design speed for the bypass lane
- Adjust inscribed circle to improve exit and shift entrance to accommodate large difference of elevation with I-70 on ramp.
- Allow for WB-67 truck movements



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- B. Ingress and Egress -Jeff Hampton, CDOT, provided an update:**
- C&M and the Funding Gap Project Team are looking at two options for ingress/egress west of the Tunnels.
    - Option 1: Adding an ingress into the managed lane so people coming onto the highway at US 6 could access the managed lane prior to Idaho Springs.
    - Option 2: Not adding an ingress. People coming onto the highway at US 6 would need to wait until Exit 239 to access the managed lane.
    - Both of these designs are safe, and there is plenty of road width to make either design work.
  - **Next Steps:**
    - Working with C&M to determine how these designs would impact funding and toll lane use
  - **ACTION:** CDOT to provide details to PLT on ingress and egress of Floyd Hill lanes when MEXL is OPEN and when MEXL is closed. The PLT is interested in seeing how this is laid out and how it flows. Clear Creek Commissioner Randy Wheelock is concerned about the operations here.
  - **ACTION:** Meeting with Jeff Hampton, Nick Farber and Randy Wheelock to discuss (1) ingress/egress;(2) FH managed lane operations and timing of when the FH Managed Lane is open or closed; (3) design and flow of operations and traffic between FH managed lane and MEXL

C. **ALIVE ITF:** Mandy Whorton, Peak Consulting, updated the PLT on the ALIVE meeting.

○ *See slides attached.*

#### 4. **Request for Proposal Update**

- CDOT updated the PLT on the upcoming RFP. The Consultants left the meeting. Topics included:
  - A. **Timeline**
  - B. **RFP Scope and relationship between EB and WB scopes**
  - C. **How the Clear Creek County Greenway will be incorporated into the RFP and what are the assumptions that are being made?**
  - D. **Tunnel versus the viaduct (south frontage road concern)**

#### 5. **Next Steps**

- Send the RFP to Cindy Neely as the PLT representative
- PLT to help spread the public comment opportunities to their constituents.

#### 6. **Attendees**

Margaret Bowes (I-70 Coalition), Cindy Neely (Clear Creek County), Andrew Marsh and Mike Hillman (Idaho Springs), Daniel Miera (Central City), Wendy Koch (Empire), Mandy Whorton (Peak Consulting), Mike Keleman, Kevin Brown, Matt Smith, Jeff Hampton, Tyler Brady, Vanessa Henderson (CDOT), Tyler Larson and Anthony Pisano (Atkins), Kevin Shanks (THK), Taber Ward (CDR)



**COLORADO**

Department of Transportation

# Floyd Hill to Veterans Memorial Tunnels

## Project Leadership Meeting #13

### July 30, 2021



## Welcome, Introductions, and Agenda Review

### Project Updates

- EA Status
- Transportation Committee Meeting

### Early Project Updates

- Roundabouts and Parking Lots
- Ingress and Egress
- ALIVE

### Request for Proposal Update

- Timeline
- Scope and relationship to EB and Greenway design

### Next Steps





## EA Status

# Transportation Commission Meeting Update





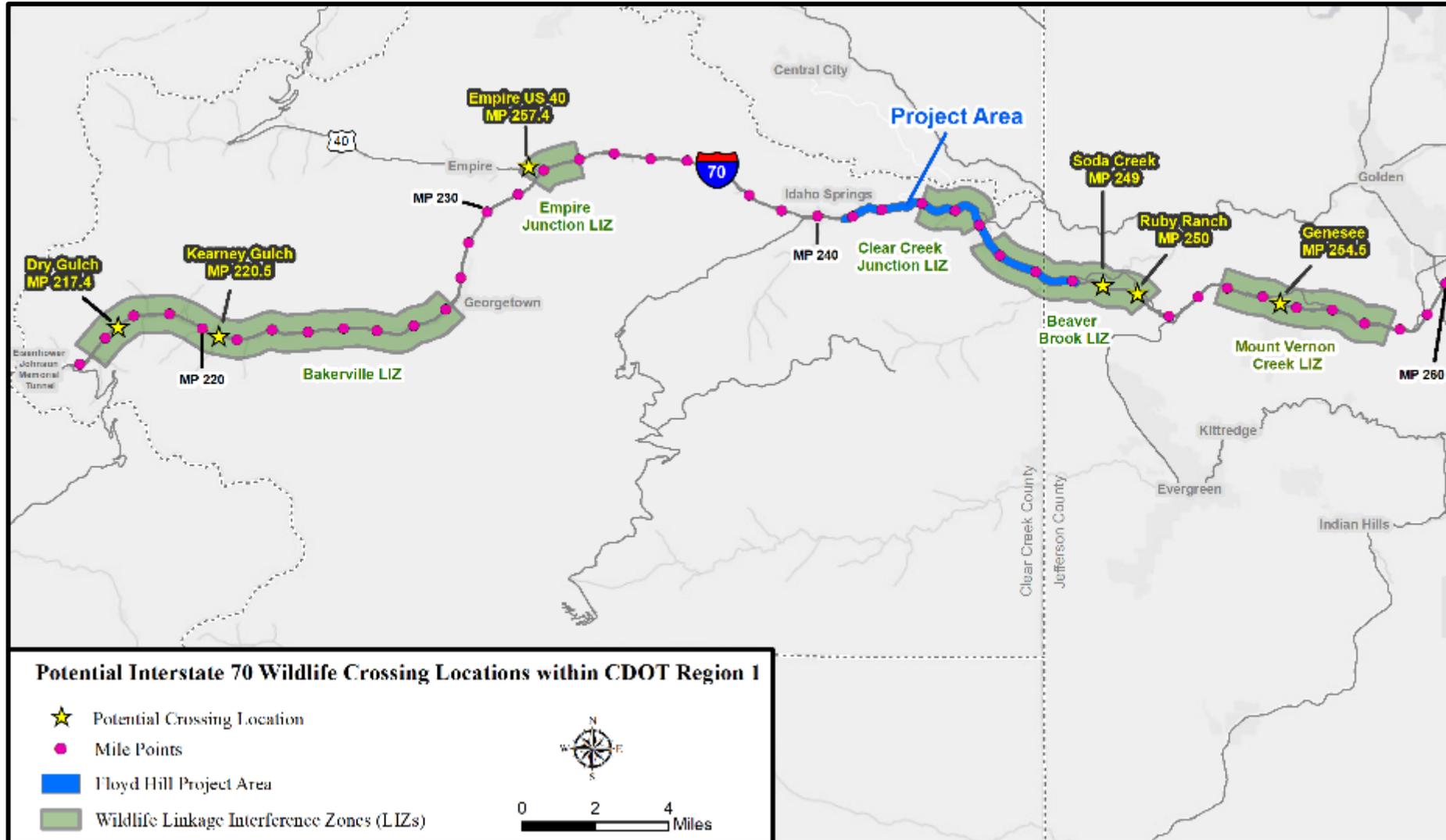
Roundabouts and Parking Lots

Ingress and Egress

ALIVE



- Two new wildlife crossings planned for I-70 Mountain Corridor Region 1 (east of Eisenhower-Johnson Memorial Tunnels) in lieu of overpass at top of Floyd Hill
  - ALIVE ITF recommended alternate mitigation locations - two new crossings - due to challenges at top of Floyd Hill relative to wildlife benefit
  - Mitigation also included in Project area to reduce WVC in the Beaver Brook LIZ and to maintain wildlife connectivity in the Clear Creek LIZ
- New crossings located east of Project area in Genesee and west of Project area in Empire

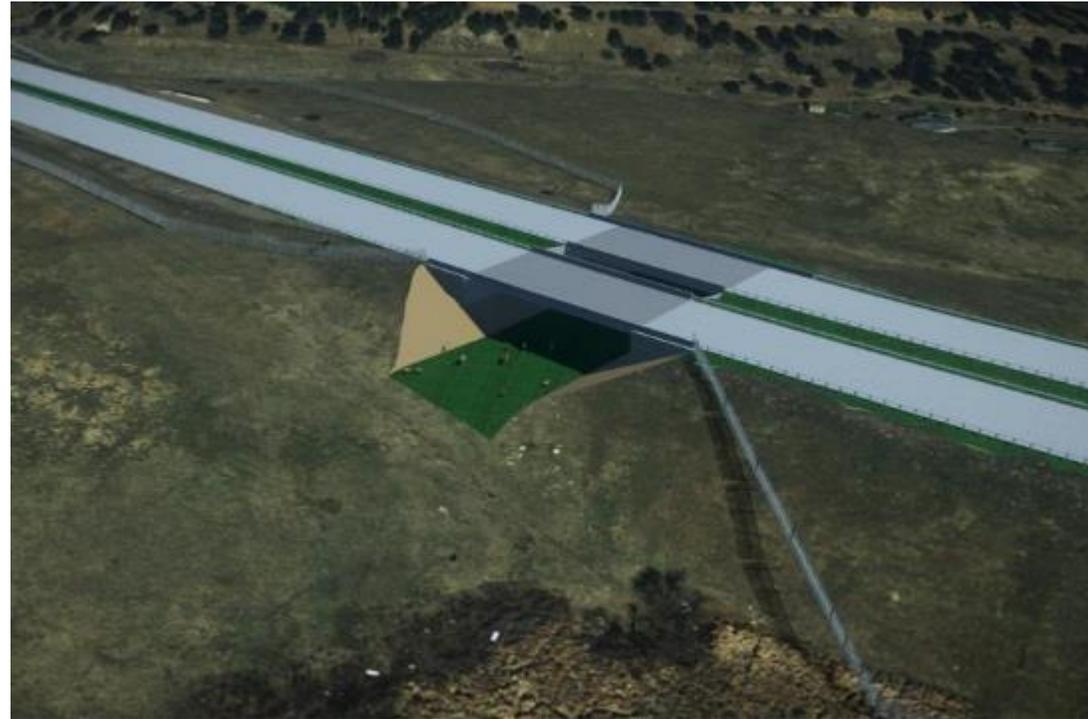




# Genesee: Underpass at MP 254.5

## Priority and Benefits

- Within Mt Vernon LIZ, outside of any planned future improvements
- Within CDOT ROW
- Compatible land uses north and south
- High rate of wildlife-vehicle collisions
- CPW identifies as important wildlife crossing zone
- CDOT identifies as safety hotspot concern



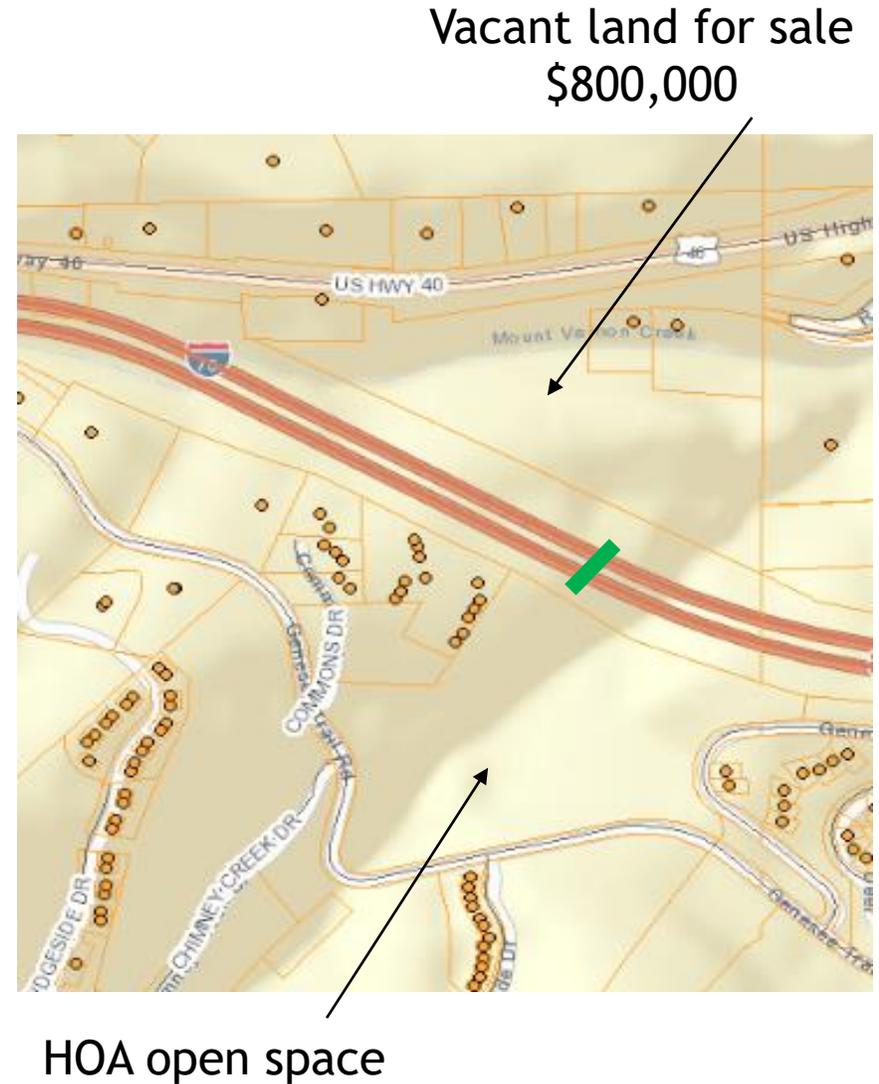
## Design Concept

- 80-ft wide x 16-ft high x 138-ft long bridges
- ~ 2.5 miles of fencing to adjacent interchanges
- Property for habitat protection



# Genesee: Habitat Protection

←  
1 mile to Genesee Exit





# Empire Junction: US 40 Overpass

## Priority and Benefits

- Within Empire Junction LIZ connected to I-70 / US 40 interchange
- CPW identifies as most important place for bighorn sheep on I-70 Mountain Corridor
- Conservation easement and habitat protection in process
- High rate of wildlife-vehicle collisions

## Design Concept

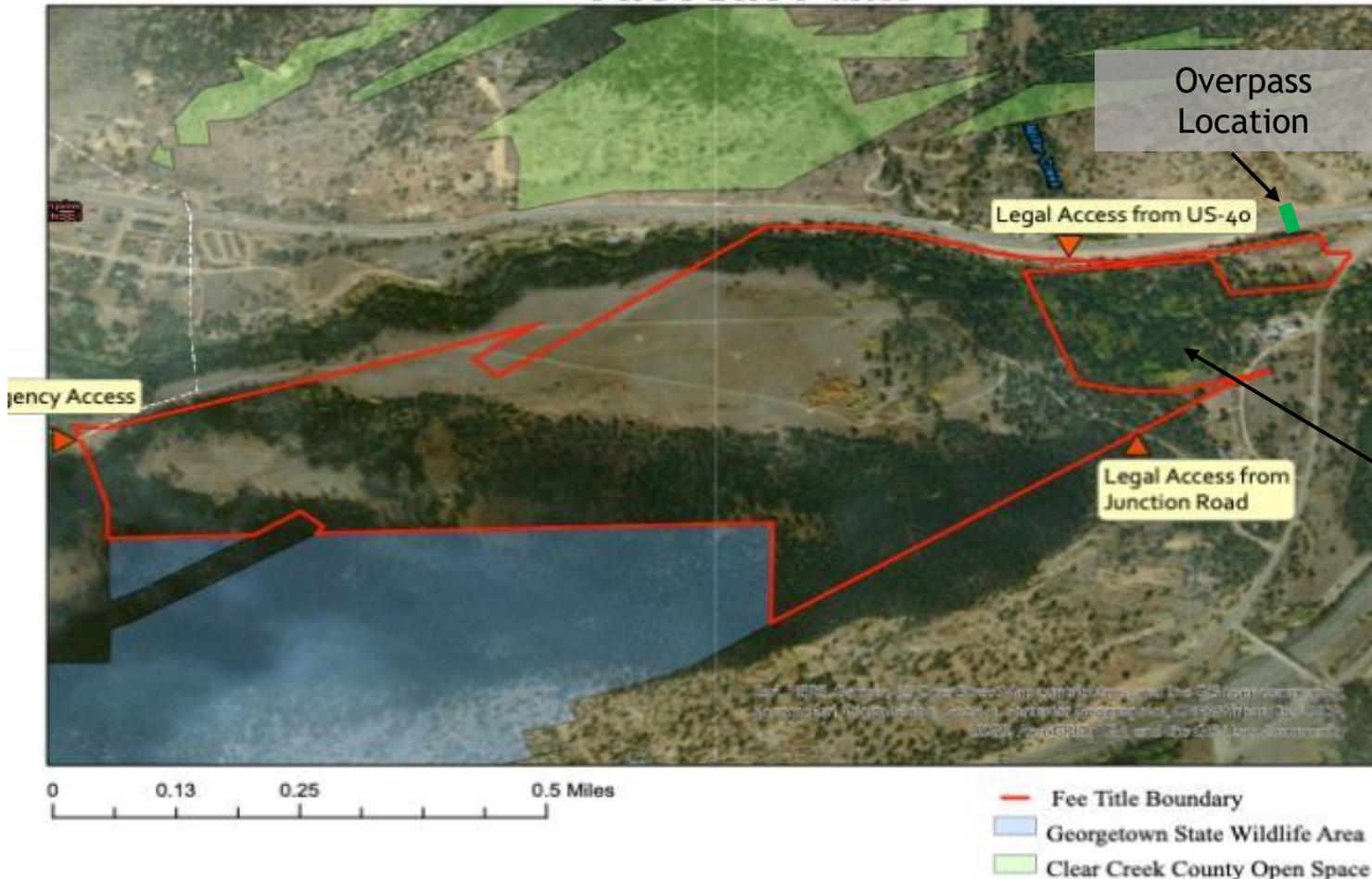
- 80-ft wide x 100-ft long arch bridge
- Fencing along US 40 and CR 257 - location and extents complicated by topography
- Habitat protection (by others)





# US 40 Empire: Habitat Protection

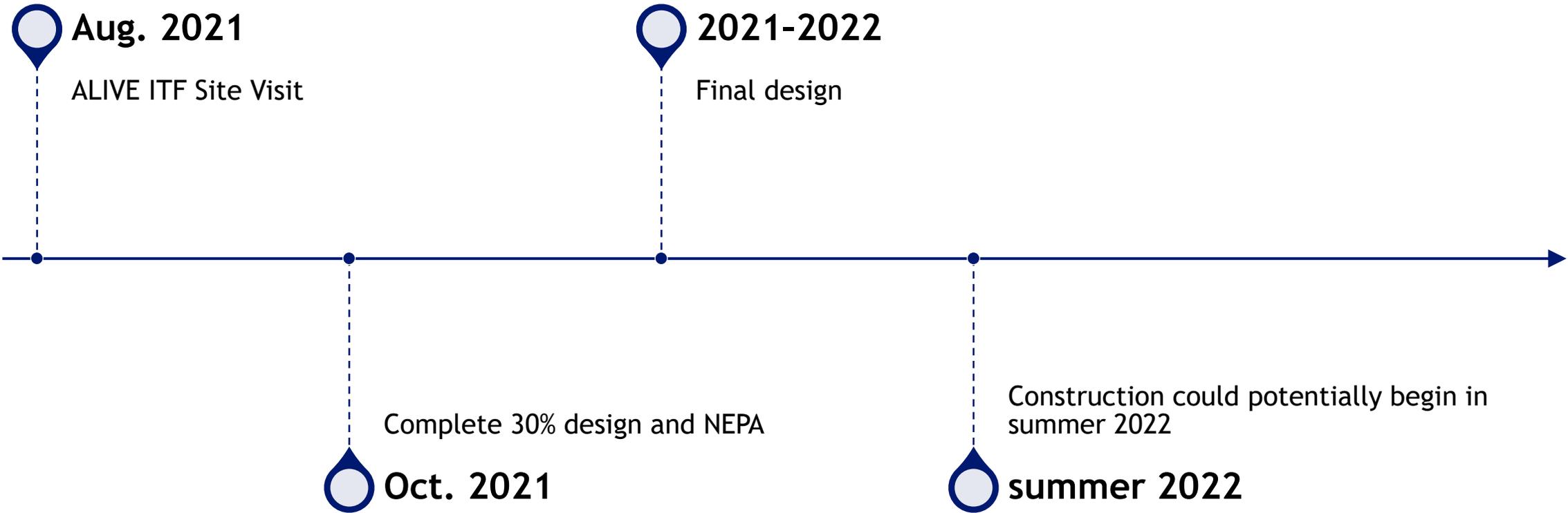
DOUGLAS MOUNTAIN RANCH AND PRESERVE PROPERTY MAP



- CPW successful in acquiring grant for 123-acre expansion of the Georgetown State Wildlife Area
- MALT will investigate pursuing an easement on 13 acres of Placer property



# Wildlife Crossing Next Steps





## Timeline

## Scope

## Relationship to EB and Greenway Design





- CSS Representative to Review and Participate in RFP
- Help Provide Notices / Promote EA Public Comment Period
- Endorse CSS Process for Early Action Projects

**ATTACHMENT B  
SCOPING FORMS**

**Colorado Department of Transportation Scoping Form  
Floyd Hill Early Projects – Roundabout at US40 and CR65  
August 2021**

TOPICS	CONSIDERATIONS
Air Quality	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Some
	<b>Comments-</b> Air Quality modeling and documentation was completed as part of the Floyd Hill EA. A separate state air quality analysis was conducted and included with the EA. The roundabout intersection and operations at US 40 and CR65 were included in both analyses. Consultant will coordinate with CDOT EPB to determine how to document air quality for the parking area.
Archaeology	<b>Lead team member-</b> CDOT EPB
	<b>Level of analysis and documentation required-</b> Brief
	<b>Comments-</b> Project elements were included in the APE identified in the Floyd Hill EA. The area was surveyed for archaeological resources, and the survey determined no resources are present in this location. No additional field work is expected. No further Section 106 or tribal consultations are anticipated.
Bicycle and Pedestrian Facilities	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Brief
	<b>Comments-</b> Bicycle and pedestrian facilities were evaluated in the Floyd Hill EA. The roundabout intersection has been designed with input from users and local leadership. Input from the ITF regarding freight and bicycle movements through the roundabout will be considered and documented.
Cumulative Impacts	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Cumulative effects are documented in both the I-70 Mountain Corridor PEIS and Floyd Hill EA. The consultant will review the list of reasonably foreseeable future actions and update if needed. Additional analysis is not anticipated.
Environmental Justice	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Brief
	<b>Comments-</b> A Title VI and Environmental Justice analysis was completed as part of the Floyd Hill EA. The study area encompassed the US 40/CR 65 intersection and adjacent lands. Transit improvements associated with the parking area may benefit low-income populations. Additional analysis is not anticipated.
Farmlands	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Farmlands were assessed as part of the Floyd Hill EA. Two small areas of soils classified as farmlands of statewide importance were documented south of I-70 between the US 40/CR 65 and US 40/Homestead Road intersections but not at the intersections themselves. On January 4, 2019, the NRCS concurred in writing that the Floyd Hill project was exempt from protection under the FPPA because disturbance would occur within existing right-of-way or areas already committed to future development. Additional analysis is not anticipated.

**Colorado Department of Transportation Scoping Form  
Floyd Hill Early Projects – Roundabout at US40 and CR65  
August 2021**

TOPICS	CONSIDERATIONS
Floodplains	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> The US 40/CR65 Project elements are not located within 100-year floodplains; construction within floodplains is not anticipated.
Freight	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Freight was fully considered in the Floyd Hill EA and the roundabout intersection has been designed to accommodate large truck movements. ITF input regarding freight movements will be documented. No additional analysis is anticipated.
Geologic Resources and Soil	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Geologic resources and soil conditions are fully documented in the Floyd Hill EA. Geologic hazards and/or unstable soils are not present in the construction area. The intersection and parking area improvements will not require any rock cuts or bridge work. Additional analysis is not anticipated.
Hazardous / Solid Wastes	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Brief
	<b>Comments-</b> A file search and hazardous materials evaluation has been completed for the area. No issues were identified at the US 40/CR 65 intersection or parking area and concerns mapped in the vicinity of the Project are mostly associated with spills resulting from traffic incidents that were promptly cleaned up. There have been no changes in land use or practices in the Project area that would warrant an additional evaluation, and no additional analysis or record search is anticipated.
Historic Resources	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Brief
	<b>Comments-</b> Project elements were included in the APE identified in the Floyd Hill EA. No new resources are present and effects to the Floyd Hill subdivisions, which were treated as eligible for the National Register, are the same as described in the Section 106 effects determinations for the Floyd Hill EA. No additional eligibility or effects analysis is expected. The Section 106 record will be modified in a SHPO and consulting parties consultation letter to note the change in timing and phasing of the Floyd Hill project improvements.
Land Use	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Land use, zoning, and development plans were not affected by the Floyd Hill Project, including the intersection improvements. Formalizing the parking area will not change land use, zoning, or development plans. No additional analysis is anticipated.

**Colorado Department of Transportation Scoping Form  
Floyd Hill Early Projects – Roundabout at US40 and CR65  
August 2021**

TOPICS	CONSIDERATIONS
Native American Consultation	Lead team member- Consultant
	Level of analysis and documentation required- Complete
	<p><b>Comments-</b> Consultation with Native American Tribes was conducted as part of the Floyd Hill EA. One tribe expressed interest in the Project. No resources of concern were identified in the area, and no additional consultation is anticipated.</p>
Noise	Lead team member- Consultant
	Level of analysis and documentation required- NA
	<p><b>Comments-</b> This Project is not considered a Type 1 project, per 23 Code of Federal Regulations (CFR) Part 772; noise analysis is not required.</p>
Noxious Weeds	Lead team member- Consultant
	Level of analysis and documentation required- Complete
	<p><b>Comments-</b> Noxious weeds have been mapped in conjunction with the Floyd Hill EA. Impacts will be calculated using the existing mapping and Project footprints, but no additional survey is anticipated.</p>
Paleontology	Lead team member- CDOT EPB
	Level of analysis and documentation required- Complete
	<p><b>Comments-</b> Analysis was completed in conjunction with the Floyd Hill EA. No paleontological resources are present in the Project area, and no additional survey or analysis is anticipated.</p>
Public Involvement	Lead team member- Consultant
	Level of analysis and documentation required- Some
	<p><b>Comments-</b> The Floyd Hill neighborhood is heavily vested in in the development of this Project and has participated in the design of the intersection. Their involvement and input will be documented. Separate ITFs will be held for this Project, and that input will also be considered and recorded. This Project will follow the I-70 Mountain Corridor CSS process, which will include continued involvement from issue task forces and the Project leadership team.</p>
Recreation	Lead team member- Consultant
	Level of analysis and documentation required- Complete
	<p><b>Comments-</b> Recreation has been documented in the Floyd Hill EA. The US 40/CR 65 intersection and parking area would not result in any new effects. Additional analysis is not anticipated.</p>
Right of Way	Lead team member- Consultant
	Level of analysis and documentation required- Full
	<p><b>Comments-</b> The improvements are expected to be within existing CDOT right-of-way. The consultant will confirm right-of-way requirements and document any right-of-way needs.</p>

**Colorado Department of Transportation Scoping Form  
Floyd Hill Early Projects – Roundabout at US40 and CR65  
August 2021**

TOPICS	CONSIDERATIONS
Section 4(f)	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Section 4(f) properties have been documented in the Floyd Hill EA. No Section 4(f) resources are present in the US 40/CR 65 intersection and parking area. No effects are expected, and additional analysis is not anticipated.
Section 6(f)	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> The LWCF database was searched in conjunction with the Floyd Hill EA. No Section 6(f) properties are located in the Project area. Additional analysis is not anticipated.
Socioeconomics	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Socioeconomic conditions have been documented in the Floyd Hill EA. Improvements to the US 40/CR 65 intersection and parking area are highly desired and would benefit the surrounding community. Effects and mitigation commitments from previous discussions will be documented. Additional analysis is not anticipated.
Storm / Water Quality	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Some
	<b>Comments-</b> Water quality treatment will likely be developed. In accordance with the CSS process a SWEEP meeting is anticipated.
Threatened and Endangered Species	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Suitable habitat for the PMJM is located south of I-70 between the US 40/CR 65 and US 40/Homestead Road intersections. Effects were considered and reviewed with the ALIVE ITF and USFWS during the Floyd Hill EA, and no adverse effects are anticipated. Habitat could be indirectly impacted during the construction of this Project, and mitigation commitments developed during the PEIS, and Floyd Hill EA will be included. No new effects would be anticipated.
Transportation	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Design plans will include traffic and design considerations for the roundabout intersection and parking area. No additional impact analysis is anticipated though the designs will continue to be refined through the design process.

**Colorado Department of Transportation Scoping Form  
Floyd Hill Early Projects – Roundabout at US40 and CR65  
August 2021**

TOPICS	CONSIDERATIONS
Utilities	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Some
	<b>Comments-</b> Utilities will be identified and potential for impacts will be documented.
Vegetation	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Some
	<b>Comments-</b> The study area for the Floyd Hill EA included vegetation survey of the roundabout intersection and parking area. Impacts will be calculated using the existing mapping and Project footprints, but no additional survey is anticipated.
Visual/Aesthetics	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Some
	<b>Comments-</b> Existing and proposed lighting will be identified at the parking area. Consultant will coordinate with CDOT's Division of Transit and Rail on design at the parking area. The roundabouts are being designed without any structures in the center to avoid visual interference with truck movements and bicycles.
Wetlands and other Waters of the US	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Wetlands and waters of the US were surveyed for the Floyd Hill EA. The Project is not expected to involve wetlands or other waters of the US. No additional analysis is anticipated.
Wildlife / Fisheries	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Brief
	<b>Comments-</b> The Floyd Hill project includes wildlife fencing south of I-70 in the Project area. The Project will integrate this element into its design to avoid conflicts.

Lead Team Member - “**CDOT Region**” indicates that CDOT’s Region staff will be responsible for investigation and/or documentation. “**CDOT EPB**” indicates that CDOT’s Environmental Programs Branch staff will be responsible for investigation and/or documentation. “**Consultant**” indicates that the consultant team will be responsible for investigation and/or documentation. Please note one person may be responsible for investigation while another is responsible for documentation. Include team member’s name and firm (if applicable).

For analysis and documentation- “**Brief**” indicates that the resource is not present or is present but will not be impacted. “**Some**” indicates that the resource is present and may be impacted; further investigation and coordination will be required. “**Full**” indicates that the resource will be impacted and may require mitigation; further investigation and coordination will be required. “**Complete**” indicates that analysis has been completed as part of another study and will be summarized in this study.

Comments – Briefly describe what is currently known about this resource, if any agency concurrence or approval is required, and if any coordination has already been completed.

**Colorado Department of Transportation Scoping Form**  
**Floyd Hill Early Projects – Roundabout at US40 and Homestead Rd**  
**July 26, 2021**

TOPICS	CONSIDERATIONS
Air Quality	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Some
	<b>Comments-</b> Air Quality modeling and documentation was completed as part of the Floyd Hill EA. A separate state air quality analysis was conducted and included with the EA. The roundabout intersection and operations at US 40 and Homestead Rd were included in both analyses. Consultant will coordinate with CDOT EPB to determine how to document air quality for the parking area.
Archaeology	<b>Lead team member-</b> CDOT EPB
	<b>Level of analysis and documentation required-</b> Brief
	<b>Comments-</b> Project elements were included in the APE identified in the Floyd Hill EA. No resources are present within the APE, and changes to effects are not anticipated. No additional field work is expected. Section 106 analysis is expected to be limited to a correction to the record documented in a SHPO consultation letter.
Bicycle and Pedestrian Facilities	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Brief
	<b>Comments-</b> Bicycle and pedestrian facilities were evaluated in the Floyd Hill EA. The roundabout intersection has been designed with input from users and local leadership. Input from the ITF regarding freight and bicycle movements through the roundabout will be considered and documented.
Cumulative Impacts	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Cumulative effects are documented in both the I-70 Mountain Corridor PEIS and Floyd Hill EA. The consultant will review the list of reasonably foreseeable future actions and update if needed. Additional analysis is not anticipated.
Environmental Justice	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Brief
	<b>Comments-</b> A Title VI and Environmental Justice analysis was completed as part of the Floyd Hill EA. The study area encompassed the US 40/Homestead Rd intersection and adjacent lands. Transit improvements associated with the parking area may benefit low-income populations. Additional analysis is not anticipated.
Farmlands	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Farmlands were assessed as part of the Floyd Hill EA. Two small areas of soils classified as farmlands of statewide importance were documented south of I-70 between the US 40/CR 65 and US 40/Homestead Road intersections but not at the intersections themselves. On January 4, 2019, the NRCS concurred in writing that the Floyd Hill project was exempt from protection under the FPPA because disturbance would occur within existing right-of-way or areas already committed to future development. Additional analysis is not anticipated.

**Colorado Department of Transportation Scoping Form**  
**Floyd Hill Early Projects – Roundabout at US40 and Homestead Rd**  
**July 26, 2021**

TOPICS	CONSIDERATIONS
Floodplains	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> The US 40/Homestead Rd Project elements are not located within 100-year floodplains; construction within floodplains is not anticipated.
Freight	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Freight was fully considered in the Floyd Hill EA and the roundabout intersection has been designed to accommodate large truck movements. ITF input regarding freight movements will be documented. No additional analysis is anticipated.
Geologic Resources and Soil	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Geologic resources and soil conditions are fully documented in the Floyd Hill EA. Geologic hazards and/or unstable soils are not present in the construction area. The intersection and parking area improvements will not require any rock cuts or bridge work. Additional analysis is not anticipated.
Hazardous / Solid Wastes	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Brief
	<b>Comments-</b> A file search and hazardous materials evaluation has been completed for the area. No issues were identified at the US 40/Homestead Rd intersection or parking area and concerns mapped in the vicinity of the Project are mostly associated with spills resulting from traffic incidents that were promptly cleaned up. There have been no changes in land use or practices in the Project area that would warrant an additional evaluation, and no additional analysis or record search is anticipated.
Historic Resources	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Brief
	<b>Comments-</b> Project elements were included in the APE identified in the Floyd Hill EA. No new resources are present and effects to the Floyd Hill subdivisions, which were treated as eligible for the National Register, are the same as described in the Section 106 effects determinations for the Floyd Hill EA. No additional eligibility or effects analysis is expected. The Section 106 record will be modified in a SHPO and consulting parties consultation letter to note the change in timing and phasing of the Floyd Hill project improvements.
Land Use	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Land use, zoning, and development plans were not affected by the Floyd Hill Project, including the intersection improvements. Formalizing the parking area will not change land use, zoning, or development plans. No additional analysis is anticipated.

**Colorado Department of Transportation Scoping Form**  
**Floyd Hill Early Projects – Roundabout at US40 and Homestead Rd**  
**July 26, 2021**

TOPICS	CONSIDERATIONS
<b>Native American Consultation</b>	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Consultation with Native American Tribes was conducted as part of the Floyd Hill EA. Project elements were included in the APE identified in the Floyd Hill EA, and no resources of concern were identified. One tribe expressed interest in the Project. A letter noting the change in the timing of the Project implementation will be sent to clarify the record, though no changes to effects are anticipated.
<b>Noise</b>	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> NA
	<b>Comments-</b> This Project is not considered a Type 1 project, per 23 Code of Federal Regulations (CFR) Part 772; noise analysis is not required.
<b>Noxious Weeds</b>	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Noxious weeds have been mapped in conjunction with the Floyd Hill EA. Impacts will be calculated using the existing mapping and Project footprints, but no additional survey is anticipated.
<b>Paleontology</b>	<b>Lead team member-</b> CDOT EPB
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Analysis was completed in conjunction with the Floyd Hill EA. No paleontological resources are present in the Project area, and no additional survey or analysis is anticipated.
<b>Public Involvement</b>	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Some
	<b>Comments-</b> The Floyd Hill neighborhood is heavily vested in in the development of this Project and has participated in the design of the intersection. Their involvement and input will be documented. Separate ITFs will be held for this Project, and that input will also be considered and recorded. This Project will follow the I-70 Mountain Corridor CSS process, which will include continued involvement from issue task forces and the Project leadership team.
<b>Recreation</b>	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Recreation has been documented in the Floyd Hill EA. The US 40/Homestead Rd intersection and parking area would not result in any new effects. Additional analysis is not anticipated.
<b>Right of Way</b>	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Full
	<b>Comments-</b> The improvements are expected to be within existing CDOT right-of-way. The consultant will confirm right-of-way requirements and document any right-of-way needs.

**Colorado Department of Transportation Scoping Form**  
**Floyd Hill Early Projects – Roundabout at US40 and Homestead Rd**  
**July 26, 2021**

TOPICS	CONSIDERATIONS
Section 4(f)	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Section 4(f) properties have been documented in the Floyd Hill EA. No Section 4(f) resources are present in the US 40/Homestead Rd intersection and parking area. No effects are expected, and additional analysis is not anticipated.
Section 6(f)	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> The LWCF database was searched in conjunction with the Floyd Hill EA. No Section 6(f) properties are located in the Project area. Additional analysis is not anticipated.
Socioeconomics	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Socioeconomic conditions have been documented in the Floyd Hill EA. Improvements to the US 40/ Homestead Rd intersection and parking area are highly desired and would benefit the surrounding community. Effects and mitigation commitments from previous discussions will be documented. Additional analysis is not anticipated.
Storm / Water Quality	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Some
	<b>Comments-</b> Water quality treatment will likely be developed. In accordance with the CSS process a SWEEP meeting is anticipated.
Threatened and Endangered Species	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Suitable habitat for the PMJM is located south of I-70 between the US 40/CR 65 and US 40/Homestead Road intersections. Effects were considered and reviewed with the ALIVE ITF and USFWS during the Floyd Hill EA, and no adverse effects are anticipated. Habitat could be indirectly impacted during the construction of this Project, and mitigation commitments developed during the PEIS, and Floyd Hill EA will be included. No new effects would be anticipated.
Transportation	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Design plans will include traffic and design considerations for the roundabout intersection and parking area. No additional impact analysis is anticipated though the designs will continue to be refined through the design process.
Utilities	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Some
	<b>Comments-</b> Utilities will be identified and potential for impacts will be documented.

**Colorado Department of Transportation Scoping Form**  
**Floyd Hill Early Projects – Roundabout at US40 and Homestead Rd**  
**July 26, 2021**

TOPICS	CONSIDERATIONS
Vegetation	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Some
	<b>Comments-</b> The study area for the Floyd Hill EA included vegetation survey of the roundabout intersection and parking area. Impacts will be calculated using the existing mapping and Project footprints, but no additional survey is anticipated.
Visual/Aesthetics	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Some
	<b>Comments-</b> Existing and proposed lighting will be identified at the parking area. Consultant will coordinate with CDOT's Division of Transit and Rail on design at the parking area. The roundabouts are being designed without any structures in the center to avoid visual interference with truck movements and bicycles.
Wetlands and other Waters of the US	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Complete
	<b>Comments-</b> Wetlands and waters of the US were surveyed for the Floyd Hill EA. The Project is not expected to involve wetlands or other waters of the US. No additional analysis is anticipated.
Wildlife / Fisheries	<b>Lead team member-</b> Consultant
	<b>Level of analysis and documentation required-</b> Brief
	<b>Comments-</b> The Floyd Hill project includes wildlife fencing south of I70 in the Project area. The Project will integrate this element into its design to avoid conflicts.

**Lead Team Member** - "CDOT Region" indicates that CDOT's Region staff will be responsible for investigation and/or documentation. "CDOT EPB" indicates that CDOT's Environmental Programs Branch staff will be responsible for investigation and/or documentation. "Consultant" indicates that the consultant team will be responsible for investigation and/or documentation. Please note one person may be responsible for investigation while another is responsible for documentation. Include team member's name and firm (if applicable).

**For analysis and documentation-** "Brief" indicates that the resource is not present or is present but will not be impacted. "Some" indicates that the resource is present and may be impacted; further investigation and coordination will be required. "Full" indicates that the resource will be impacted and may require mitigation; further investigation and coordination will be required. "Complete" indicates that analysis has been completed as part of another study and will be summarized in this study.

**Comments** – Briefly describe what is currently known about this resource, if any agency concurrence or approval is required, and if any coordination has already been completed.

**ATTACHMENT C**  
**MITIGATION TRACKING SPREADSHEET**

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



## Project Information

<b>Project Name:</b> US40 Roundabouts Project
<b>Environmental Project Manager:</b> Vanessa Henderson
<b>Project Number:</b> 267 0403-065
<b>Document Type and Date of Approval:</b> Categorical Exclusion;
<b>Project Phase:</b> Planning

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document	Location of Impact Triggering Mitigation	Commitment From Mitigation Table In Source Document Use Exact Wording from Table in Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number	Location of Mitigation(s) in Plan Sheets/Specs Include All Page Numbers that Apply	Mitigation Status		Agency Coordination		Comments
									Date Mitigation Completed	Name of Person Completing Mitigation	Agency Coordination Required? Yes or No	Name of Each Agency	
1	Air Quality	Dust during construction	Within Project Limits	Locate staging areas as far away as possible from residential areas.	CDOT Construction Engineering; Contractor	Pre-Construction/ Construction	Environmental Clearance Report, Page 15						
2	Air Quality	Higher pollution emissons in construction areas nearest equipment	Within Project Limits	Locate construction vehicles and equipment with diesel engines as far away as possible from residential areas.	CDOT Construction Engineering; Contractor	Construction	Environmental Clearance Report, Page 15						
3	Air Quality	Higher pollution emissons in construction areas nearest equipment	Within Project Limits	Require heavy construction equipment to use the cleanest available engines or be retrofitted with diesel particulate control technology.  Keep construction equipment and vehicles well maintained to ensure exhaust systems are kept in good working order.	CDOT Construction Engineering; Contractor	Pre-Construction/ Construction	Environmental Clearance Report, Page 15						
4	Air Quality	Higher pollution emissons in construction areas nearest equipment	Within Project Limits	Post signage indicating engines should not idle more than 5 minutes.	CDOT Construction Engineering; Contractor	Construction	Environmental Clearance Report, Page 15						
5	Air Quality	Higher pollution emissons in construction areas nearest equipment	Within Project Limits	Install engine pre-heater devices to eliminate any idling for cold season construction.	CDOT Construction Engineering; Contractor	Pre-Construction/ Construction	Environmental Clearance Report, Page 15						
6	Air Quality	Higher pollution emissons in construction areas nearest equipment	Within Project Limits	Prohibit idling with equipment to increase horsepower or defeat an emissions control device's effectiveness.	CDOT Construction Engineering; Contractor	Construction	Environmental Clearance Report, Page 15						
7	Cultural Resources	Unexpected discovery of and damage to archaeological resources	Within Project Limits	In the event of an unexpected discovery of archaeological resources, stop work until the CDOT's senior staff archaeologist is contacted and the resources have been evaluated to determine their significance, per CDOT Standard Specification 107.23.	CDOT Environmental and CDOT Construction Engineering; Contractor	Construction	Environmental Clearance Report, Page 15						
8	Floodplains	Although not expected to occur with the Project as designed, construction within the floodplain can result in changes to base flood elevations or floodplain limits	US 40/CR 65 Roundabout	If work will occur in the Beaver Brook floodplain, CDOT will coordinate with Jefferson County to obtain a floodplain development permit.	CDOT Design Engineering	Final Design	Environmental Clearance Report, Page 15						
9	Hazardous Materials	Direct and/or indirect impacts to surface waters and wetlands	Within Project Limits	Refuel equipment within designated refueling containment area away from floodplain, creeks, and wetlands.	CDOT Construction Engineering; Contractor	Construction	Environmental Clearance Report, Page 16						
10	Hazardous Materials	Unexpected discovery of contamination	Within Project Limits	During all subsurface activities, workers shall be alert for visual and olfactory signs of contamination. If contamination is encountered, work shall stop, and procedures established in the CDOT Standard Specification 250 shall be followed.	CDOT Environmental and CDOT Construction Engineering; Contractor	Construction	Environmental Clearance Report, Page 16						
11	Noise	Construction noise impacts at nearby residences and recreation facilities	Residential properties and recreational facilities within Project limits	Include strategies in the public information plan to notify noise-sensitive receptors near construction work that may result in noise.	CDOT Public Involvement, CDOT Construction Engineering	Pre-Construction/ Construction	Environmental Clearance Report, Page 16						
12	Noise	Construction noise impacts at nearby residences and recreation facilities	Residential properties and recreational facilities within Project limits	Locate haul roads and other noisy activities that are not location-specific (such as rock crushing, equipment maintenance, etc.) away from noise sensitive receptors in the extent possible.	CDOT Construction Engineering; Contractor	Pre-Construction/ Construction	Environmental Clearance Report, Page 16						
13	Noise	Construction noise impacts at nearby residences and recreation facilities	Residential properties and recreational facilities within Project limits	Place stationary equipment as far from sensitive receptors as possible	CDOT Construction Engineering; Contractor	Construction	Environmental Clearance Report, Page 16						
14	Noise	Construction noise impacts at nearby residences and recreation facilities	Residential properties and recreational facilities within Project limits	Construction activities in Jefferson County shall adhere to the Jefferson County noise abatement policy. Coordinate with local officials if a variance is needed for nighttime construction work to maintain traffic.	CDOT Construction Engineering; Contractor	Pre-Construction/ Construction	Environmental Clearance Report, Page 16						
16	Socioeconomic Resources	Increase in emergency response travel times during construction	Within Project limits	Maintain access for emergency vehicles through the Project area at all times.	CDOT Construction Engineering; Contractor	Pre-Construction/ Construction	Environmental Clearance Report, Page 16						
17	Socioeconomic Resources	Increase in travel times to reach residences, businesses, and recreational destinations	Within Project limits	Develop and implement a public information plan and work with local public information officers to disseminate construction information to the traveling public.	CDOT Public Involvement and CDOT Construction Engineering; Contractor	Pre-Construction/ Construction	Environmental Clearance Report, Page 16						
18	Socioeconomic Resources	Increase in travel times to reach residences, businesses, and recreational destinations	Within Project limits	Work requiring lane closures will be conducted at night as much as possible in accordance with CDOT lane closure strategies.	CDOT Public Involvement, CDOT Traffic, and CDOT Construction Engineering; Contractor	Pre-Construction/ Construction	Environmental Clearance Report, Page 16						
19	Vegetation and Noxious Weeds	Clearing and removal of vegetation exposes soils to erosion and disturbs habitat.	Within Project Limits	Re-vegetate and stabilize temporarily disturbed areas.	CDOT Construction Engineering; Contractor	Post-Construction	Environmental Clearance Report, Page 16						
20	Vegetation and Noxious Weeds	Permanent and temporary removal of upland trees and vegetation	Within Project limits	Develop a landscape plan that includes the following measures: • Re-seed temporarily disturbed areas with native grasses and forbs, and plant native trees and shrubs where possible.	CDOT Design Engineering	Pre-Construction/ Construction	Environmental Clearance Report, Page 16						
21	Vegetation and Noxious Weeds	Potential to introduce noxious weeds or contribute to the spread of noxious weeds	Within Project Limits	Conduct a noxious weed survey prior to construction to map existing weeds within the Project area.  Develop and implement an Integrated Noxious Weed Management Plan to prevent the spread of noxious weeds into temporarily disturbed areas. Implement measures to control noxious weed spread, such as: • Salvage weed-free topsoil for use in seeding • Incorporate CDOT Standard Specification Section 217—Herbicide Treatment into the Project Specifications	CDOT Environmental and CDOT Construction Engineering; Contractor	Pre-Construction/ Construction	Environmental Clearance Report, Page 17						
22	Visual Resources	Changes in visual conditions due to new or modified infrastructure	Within Project limits	Comply with the I-70 Mountain Corridor Design Criteria and Aesthetic Guidance for elements related to fencing, lighting, walls, earthwork, vegetation, etc.	CDOT Design Engineering	Final Design	Environmental Clearance Report, Page 17						
23	Water Quality	Impacts to water resources as a result of water quality degradation	Within Project Limits	Implement appropriate construction BMPs for erosion and sediment control according the CDOT Erosion Control and Storm Water Quality Guide (CDOT, 2002), and develop a stormwater management plan, which includes water quality monitoring.	CDOT Design Engineering and CDOT Construction Engineering; Contractor	Pre-Construction/ Construction/Post-Construction	Environmental Clearance Report, Page 17						
24	Water Quality	Erosion and increased sedimentation to adjacent water resources	Within Project Limits	Revegetate disturbed areas and implement permanent and temporary erosion control measures to stabilize vegetation in non-rocky areas.  Apply mulch or mulch tackifier to prevent erosion in areas where permanent seeding operations are not feasible due to seasonal constraints (e.g., summer and winter months).	CDOT Construction Engineering; Contractor	Construction/Post-Construction	Environmental Clearance Report, Page 17						

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

## Project Information

<b>Project Name:</b> US40 Roundabouts Project
<b>Environmental Project Manager:</b> Vanessa Henderson
<b>Project Number:</b> 267 0403-065
<b>Document Type and Date of Approval:</b> Categorical Exclusion;
<b>Project Phase:</b> Planning



Mitigation Commitment #	Mitigation Category	Impact from NEPA Document	Location of Impact Triggering Mitigation	Commitment From Mitigation Table In Source Document Use Exact Wording from Table in Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number	Location of Mitigation(s) in Plan Sheets/Specs Include All Page Numbers that Apply	Mitigation Status		Agency Coordination		Comments
									Date Mitigation Completed	Name of Person Completing Mitigation	Agency Coordination Required? Yes or No	Name of Each Agency	
25	Water Quality	Impacts to water resources as a result of water quality degradation	Within Project Limits	Obtain and follow provisions of all applicable state and local stormwater and dewatering permits.	CDOT Construction Engineering; Contractor	Pre-Construction/Post-Construction	Environmental Clearance Report, Page 17						
26	Wildlife and Aquatic Species	Possible effect to raptors, including temporary displacement, auditory disturbance, and habitat loss	Within Project limits	Conduct raptor nest surveys within a 0.5-mile buffer from the construction site before construction. If raptor nests are identified within the buffer, coordination with CPW and the USFWS is required to determine an appropriate course of action, which may include, but is not limited to, a delay in construction to avoid the breeding season.  Follow CPW Recommended Buffer Zones and Seasonal Restrictions for Colorado raptors (CPW 2020).	CDOT Environmental and CDOT Construction Engineering	Pre-Construction/Construction	Environmental Clearance Report, Page 17						
27	Wildlife and Aquatic Species	Potential impacts to migratory birds and/or their habitats	Within Project limits	Incorporate a CDOT Special Specification 240 (Protection of Migratory Birds) as part of the final plan set to avoid impacts on nesting raptors and migratory birds in accordance with the Migratory Bird Treaty Act. Modify Specification 240, as needed, to survey for any nesting migratory birds or raptors that may be present outside the typical breeding season.  Conduct a nest survey by a qualified biologist before construction. If active nests are found, coordinate with CPW and the USFWS to determine an appropriate course of action, which may include, but is not limited to, a delay in construction to avoid the breeding season.	CDOT Environmental, CDOT Design Engineering, and CDOT Construction Engineering	Final Design/Pre-Construction	Environmental Clearance Report, Page 17						

**ATTACHMENT D**  
**SECTION 106 CONSULTATION**



# HISTORY *Colorado*

Ms. Jane Hann  
Manager, Environmental Programs Branch  
Colorado Department of Transportation  
2829 W. Howard Pl., 4<sup>th</sup> Floor  
Denver, Colorado 80204

RE: I-70 Floyd Hill to Veterans Memorial Tunnels  
Historic Resources Effects Technical Report  
Clear Creek and Jefferson Counties, Colorado  
CDOT Project NHPP 0703-446  
History Colorado No. 76031

Dear Ms. Hann:

Thank you for your correspondence that our office received on August 28, 2020, regarding the review of the above referenced project under Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR Part 800.

We have reviewed all documentation submitted for this project, including the report titled “I-70 Floyd Hill to Veterans Memorial Tunnels: Historic Resources Effects Technical Report” (MC.CH.R204). We understand the project area of potential effects (APE) was recently modified to include proposed wildlife fencing. The modified APE, identified as APE-3, is outlined and discussed in section 5.1.2 of the submitted report. We agree the defined APE-3 is appropriate for the undertaking.

As outlined in section 6.0 of the report, we concur the project will result in *no adverse effect* for the following resources:

- 5CC.427 (5CC427.1)—Colorado Central Railroad
- 5CC.1184 (5CC1184.1 & 5CC.1184.4)—US Highway 6
- 5CC.2002 (5CC.202.1 & 5CC2002.2)—US Highway 6 and Highway 40
- 5CC.2546—Hyland Hills Subdivision
- 5CC.2547—Saddleback Ridge Estates Subdivision

We also concur the project will result in *no historic properties affected* for the following properties:

- 5CC.259—Floyd Hill Railroad Depot
- 5CC.261—Floyd Hill Stage Station
- 5CC.454.1—Wagon Road
- 5CC.698—Idaho Springs Work Center
- 5CC.1078—Clear Creek Bridge F-15-D

- 5CC.1081—Clear Creek Bridge CLR314-W0.7
- 5CC.1189.3—Twin Tunnels
- 5CC.1813—Peoriana Motel
- 5CC.1996—Seaton Mountain Electric Company Hydroelectric Plant and Flume
- 5CC.1998—The Tunnel Inn Service Station and Lunch Room/Kermitts Roadhouse
- 5CC.2000—Bell Property
- 5CC.2339—1998 East Idaho Springs Road
- 5CC.2418—6 & 40 Fireplace Lounge
- 5CC.2513—Colorado Boulevard Commercial Historic District
- 5CC.2540—Kjeldgaard Residence
- 5CC.2542—Brandt Residence, 23 Brandt Lane
- 5CC.2543—Francis Residence, 283 Tonn Valley Drive
- 5CC.2545—Anderson Residence
- 5CC.2549—Thurlow Residence
- 5JF.4793 / 5JF.4793.1 / 5JF.4793.2—Road
- 5JF.7443—Hakes Residence, 33180 US Highway 40
- 5JF.7444—Elmgreen Ranch, 355 Crooked Pine Trail
- 5JF.7445—Mesa LLC Property, 33160 Highway 40
- 5JF.7446—Elmgreen Residence, 344 Crooked Pine Trail
- 5JF.7447—Stauffer Residence, 403 Quarter Circle Lane

As no historic properties will be adversely affected, no further consultation is necessary regarding historic properties. However, should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register eligibility criteria (36 CFR §60.4) in consultation with our office pursuant to 36 CFR §800.13. Also, should the consulted-upon scope of the work change, please contact our office for continued consultation under Section 106 of the National Historic Preservation Act.

Thank you for the opportunity to comment. If we may be of further assistance, please contact Mitchell K. Schaefer, Section 106 Compliance Manager, at (303) 866-2673 or [mitchell.schaefer@state.co.us](mailto:mitchell.schaefer@state.co.us).

Sincerely,

**Dr. Holly K Norton**

Steve Turner, AIA  
State Historic Preservation Officer

 Digitally signed by Dr. Holly K Norton  
Date: 2020.09.24 15:20:11 -06'00'

ST/mks



**COLORADO**  
**Department of Transportation**  
Division of Transportation Development

Environmental Programs Branch  
2829 West Howard Place  
Denver, CO 80204

December 23, 2021

Ms. Dawn DiPrince  
State Historic Preservation Officer  
History Colorado Center  
1200 Broadway  
Denver, CO 80203

**SUBJECT:** Section 106 Update, CDOT Project NHPP 0703-466, I-70 Floyd Hill to Veterans Memorial Tunnels, Clear Creek and Jefferson Counties (HC#76031)

Dear Ms. DiPrince:

This letter and the attached documents constitute an update to the project referenced above and request for concurrence with updated effect determinations. CDOT is advancing elements of the I-70 Floyd Hill to Veterans Memorial Tunnels Project as “Early Projects” to be implemented ahead of the construction of the broader project, which is planned to begin in late 2022. These Early Projects include reconstruction of the US 40 intersections at County Road 65 and Homestead Road associated with the split diamond Floyd Hill interchange (Floyd Hill/Beaver Brook and Floyd Hill/Hyland Hills, respectively) and formalization of a parking area along Homestead Road near the Floyd Hill/Beaver Brook interchange. The Area of Potential Effects (APE) encompasses these project elements (see attached map).

**Updated Determination of Effect**

Within the APE, two late 1960s/early 1970s-era mountain subdivisions, 5CC.2546 and 5CC.2547, associated with the Floyd Hill neighborhood are located in the vicinity of these Early Projects. The subdivisions were evaluated in the *I-70 Floyd Hill to Veterans Memorial Tunnels Historic Eligibility Report* (May 2019) as potential historic districts but noted as “needs data” because available contextual information regarding post-World War II developments in mountain settings is lacking. Therefore, the districts were *treated as eligible* for the purposes of Section 106. Your office concurred with this determination and treatment in a letter dated June 3, 2019. Project effects were presented in the *I-70 Floyd Hill to Veterans Memorial Tunnels Historic Resources Effects Technical Report* (August 2020). Section 6.0 of that report outlined CDOT’s determination that that Project, including the roundabout intersections and widening of I-70 would have **no adverse effect** to either subdivision. Your office concurred with this effect determination in a letter submitted via email dated September 24, 2020.

The Early Projects include an additional element not included in the original Section 106 consultation. This element involves fully paving a partially paved existing parking lot and slightly expanding the lot to accommodate parking and future potential shuttle van transit service (see attached parking lot layout). The parking lot is located mostly within CDOT right of way (ROW), several hundred feet away from 3 of the 289 homes within the Hyland Hills Subdivision (5CC.2546). CDOT has determined that the changes to the existing parking area will not change the setting of the surrounding residential subdivision and would still constitute **no adverse effect** on the individual properties or potential district.

We request your concurrence with the updated effects determination for this project. We have submitted information to the consulting parties for the Floyd Hill EA and will share their comments with you.

Ms. DiPrince  
December 23, 2021  
Page 2

Should you have any questions or require additional information to complete your review, please contact CDOT Senior Historian, Lisa Schoch, at [Lisa.Schoch@state.co.us](mailto:Lisa.Schoch@state.co.us) or 303-512-4258.

Sincerely,

**Lisa Schoch**  
Jane Hann, Manager  
Environmental Programs Branch

Digitally signed by Lisa  
Schoch  
Date: 2021.12.23 12:21:48  
-07'00'

cc: Vanessa Henderson and Tamara Burke, CDOT Region 1  
Mandy Whorton, Peak Consulting Group

Enclosure: Early Projects Location within APE



# History Colorado

Ms. Jane Hann  
Manager, Environmental Programs Branch  
Colorado Department of Transportation  
2829 W. Howard Pl., 4<sup>th</sup> Floor  
Denver, Colorado 80204

RE: Interstate 70 Floyd Hill to Veterans Memorial Tunnels, Early Projects:

- Parking Area New Pavement (CDOT: NHPP 0703-466)
- Wildlife Crossings at Genesee and Empire (CDOT: NHPP 0703-486)  
Clear Creek and Jefferson Counties, Colorado  
History Colorado No. 76031

Dear Ms. Hann:

Thank you for your correspondence for the two (2) aforementioned project submissions dated and received December 23, 2021, regarding consultation for the aforementioned project under Section 106 of the National Historic Preservation Act of 1966, as amended (54 USC § 306108), and its implementing regulations, 36 CFR Part 800.

*Parking Area New Pavement (CDOT: NHPP 0703-466)*

We have reviewed all documentation submitted for this project and agree the defined area of potential effect (APE) and survey methodology are appropriate for the undertaking. We also concur the revised project plans will result in *no adverse effect* to historic properties.

*Wildlife Crossings at Genesee and Empire (CDOT: NHPP 0703-486)*

We have reviewed all documentation submitted for this project and agree the defined area of potential effect (APE) and survey methodology are appropriate for the undertaking. As noted in the project letter Genesee Park (5JF.950) was *listed* in the National Register of Historic Places in 1990, and the Ralston Residence (5JF.2788), Eureka Gulch Road (5CC.2582), and the Genesee Park Bridge (5JF.398) were all previously determined *eligible* for inclusion in the National Register in 2002, 2020, and 1988, respectively. We concur with your recommendation that the identified segment of US Highway 40 (5CC.2282.3) *supports* the integrity of the overall linear resource. We also concur the proposed wildlife crossings as described will result in *no adverse effect* to historic properties.

Lastly, we acknowledge FHWA may use a *de minimis* finding for the undertaking to comply with Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and its implementing regulations 23 CFR Part 774.

Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register eligibility criteria (36 CFR §60.4) in consultation with our office pursuant to 36 CFR §800.13.



# History Colorado

Also, should the consulted-upon scope of the work change, please contact our office for continued consultation under Section 106 of the National Historic Preservation Act.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR §800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

Determinations of National Register eligibility subject to this letter were made in consultation pursuant to the implementing regulations of Section 106 of the National Historic Preservation Act, 36 CFR Part 800. Please note other Federal programs such as the National Register of Historic Places and the Federal Investment Tax Credit Program may have additional documentation and evaluation standards. Final determinations remain the responsibility of the Keeper of the National Register.

Thank you for the opportunity to comment. If we may be of further assistance, please contact Mitchell K. Schaefer, Section 106 Compliance Manager, at (303) 866-2673 or [mitchell.schaefer@state.co.us](mailto:mitchell.schaefer@state.co.us).

Sincerely,

**Dr. Holly Kathryn Norton** Digitally signed by Dr. Holly Kathryn Norton  
Date: 2022.01.24 16:32:11 -07'00'

Dawn DiPrince  
State Historic Preservation Officer



**COLORADO**  
**Department of Transportation**  
Division of Transportation Development

Environmental Programs Branch  
2829 West Howard Place  
Denver, CO 80204

April 27, 2022

Ms. Dawn DiPrince  
State Historic Preservation Officer  
History Colorado Center  
1200 Broadway  
Denver, CO 80203

**SUBJECT:** Section 106 Revised Effect Determination, CDOT Project NHPP 0703-466, I-70 Floyd Hill to Veterans Memorial Tunnels, Clear Creek and Jefferson Counties (HC#76031)

Dear Ms. DiPrince:

This letter and the attached documents constitute an update to the project referenced above and request for concurrence with updated effect determinations. CDOT is advancing elements of the I-70 Floyd Hill to Veterans Memorial Tunnels Project as “Early Projects” to be implemented ahead of the construction of the broader project, which is planned to begin in late 2022. These Early Projects include reconstruction of the US 40 intersections at County Road 65 and Homestead Road associated with the split diamond Floyd Hill interchange (Floyd Hill/Beaver Brook and Floyd Hill/Hyland Hills, respectively) and formalization of a parking area along Homestead Road near the Floyd Hill/Beaver Brook interchange. We previously consulted with you on this project in correspondence dated December 23, 2021.

**Updated Determination of Effect**

Within the APE, two late 1960s/early 1970s-era mountain subdivisions, 5CC.2546 and 5CC.2547, associated with the Floyd Hill neighborhood are located in the vicinity of these Early Projects. The subdivisions were evaluated in the *I-70 Floyd Hill to Veterans Memorial Tunnels Historic Eligibility Report* (May 2019) as potential historic districts but noted as “needs data” because available contextual information regarding post-World War II developments in mountain settings is lacking. Therefore, the districts were *treated as eligible* for the purposes of Section 106. Your office concurred with this determination and treatment in a letter dated June 3, 2019. Project effects were presented in the *I-70 Floyd Hill to Veterans Memorial Tunnels Historic Resources Effects Technical Report* (August 2020). Section 6.0 of that report outlined CDOT’s determination that that Project, including the roundabout intersections and widening of I-70 would have **no adverse effect** to either subdivision. Your office concurred with this effect determination in a letter submitted via email dated September 24, 2020.

The consultation we sent you in December 2021 included an additional element not included in the original Section 106 consultation for the EA. This involved fully paving a partially paved existing parking lot and slightly expanding the lot to accommodate parking and future potential shuttle van transit service (see attached parking lot layout). The parking lot is located mostly within CDOT right of way (ROW), several hundred feet away from 3 of the 289 homes within the Hyland Hills Subdivision (5CC.2546). In the December 2021 consultation, CDOT determined that the changes to the existing parking area would not change the setting of the surrounding residential subdivision and would result in **no adverse effect** on the individual properties or potential district.

Ms. DiPrince  
April 27, 2022  
Page 2

Since then, the project scope has changed and the parking lot has been eliminated from the project. As such, the project will now result in a finding of *no historic properties affected* as it relates to the Hyland Hills Subdivision (5CC2546).

We do not plan to send formal correspondence to the consulting parties since the effect to the resource will be less than expected. We will notify them by email of the change.

We request your concurrence with the updated effects determination for this project. Should you have any questions or require additional information to complete your review, please contact CDOT Senior Historian, Lisa Schoch, at [Lisa.Schoch@state.co.us](mailto:Lisa.Schoch@state.co.us) or 303-512-4258.

Sincerely,

**Lisa Schoch** Digitally signed by Lisa Schoch  
Date: 2022.04.27 13:37:23 -06'00'  
Jane Hann, Manager  
Environmental Programs Branch

cc: Vanessa Henderson and Tamara Burke, CDOT Region 1  
Mandy Whorton, Peak Consulting Group

Enclosure: Early Projects Location within APE



# History Colorado

Ms. Jane Hann  
Manager, Environmental Programs Branch  
Colorado Department of Transportation  
2829 W. Howard Pl., 4<sup>th</sup> Floor  
Denver, Colorado 80204

RE: Interstate 70 Floyd Hill to Veterans Memorial Tunnels, Early Projects:  
• Parking Area New Pavement (CDOT: NHPP 0703-466)  
Clear Creek and Jefferson Counties, Colorado  
History Colorado No. 76031

Dear Ms. Hann:

Thank you for your correspondence for the aforementioned project dated and received April 27, 2022, regarding consultation for the aforementioned project under Section 106 of the National Historic Preservation Act of 1966, as amended (54 USC § 306108), and its implementing regulations, 36 CFR Part 800.

*Parking Area New Pavement (CDOT: NHPP 0703-466)*

We understand based on your correspondence that this element has been removed from the project. Thus, we concur this project component will result in *no historic properties affected*.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR §800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

Thank you for the opportunity to comment. If we may be of further assistance, please contact Mitchell K. Schaefer, Section 106 Compliance Manager, at (303) 866-2673 or [mitchell.schaefer@state.co.us](mailto:mitchell.schaefer@state.co.us).

Sincerely,

**Patrick A. Eidman**

Dawn DiPrince  
State Historic Preservation Officer

 Digitally signed by Patrick A. Eidman  
Date: 2022.04.27 14:05:45 -06'00'