



# I-70 Floyd Hill to Veterans Memorial Tunnels

Welcome to the

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

**June 12, 2018**

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

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

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

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

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



# Project Background



The ROD outlines the following improvements specific to the Floyd Hill area:

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

\* *Environmental Impact Statement*

\*\* *Record of Decision*

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

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

Additionally, multiple interchange access concepts were considered for further investigation

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



# Context Sensitive Solutions Process

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



## Floyd Hill Project Stakeholders

### Project Leadership Team (PLT)

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

### Technical Team (TT)

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



# Issue Task Force

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

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

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



## Section 106

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



## Stream and Wetland Ecological Enhancement Program (SWEEP)

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



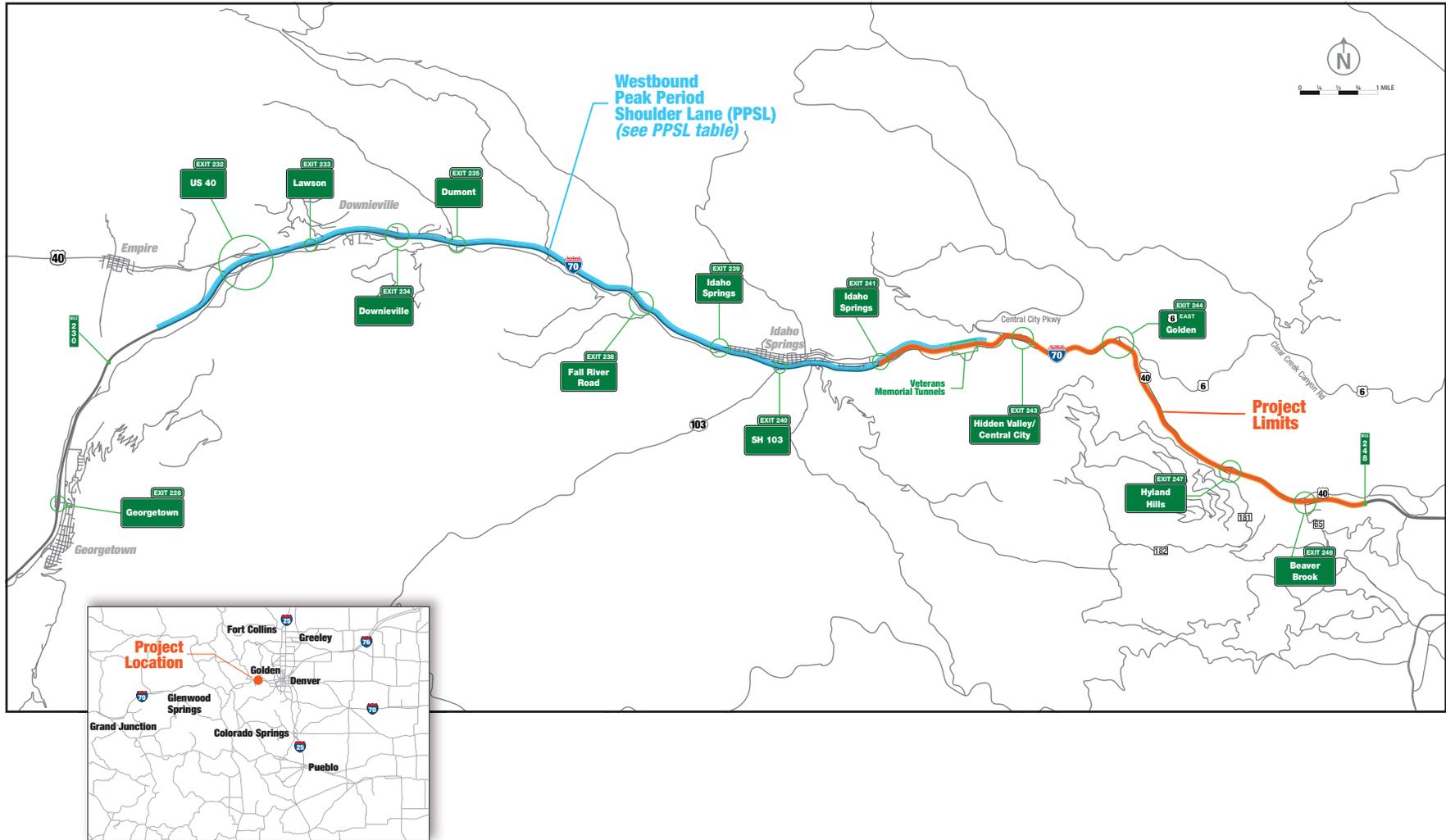


# CSS Flow Chart

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



# Project Location





## NEPA Process Overview

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





## Project's Purpose

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

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

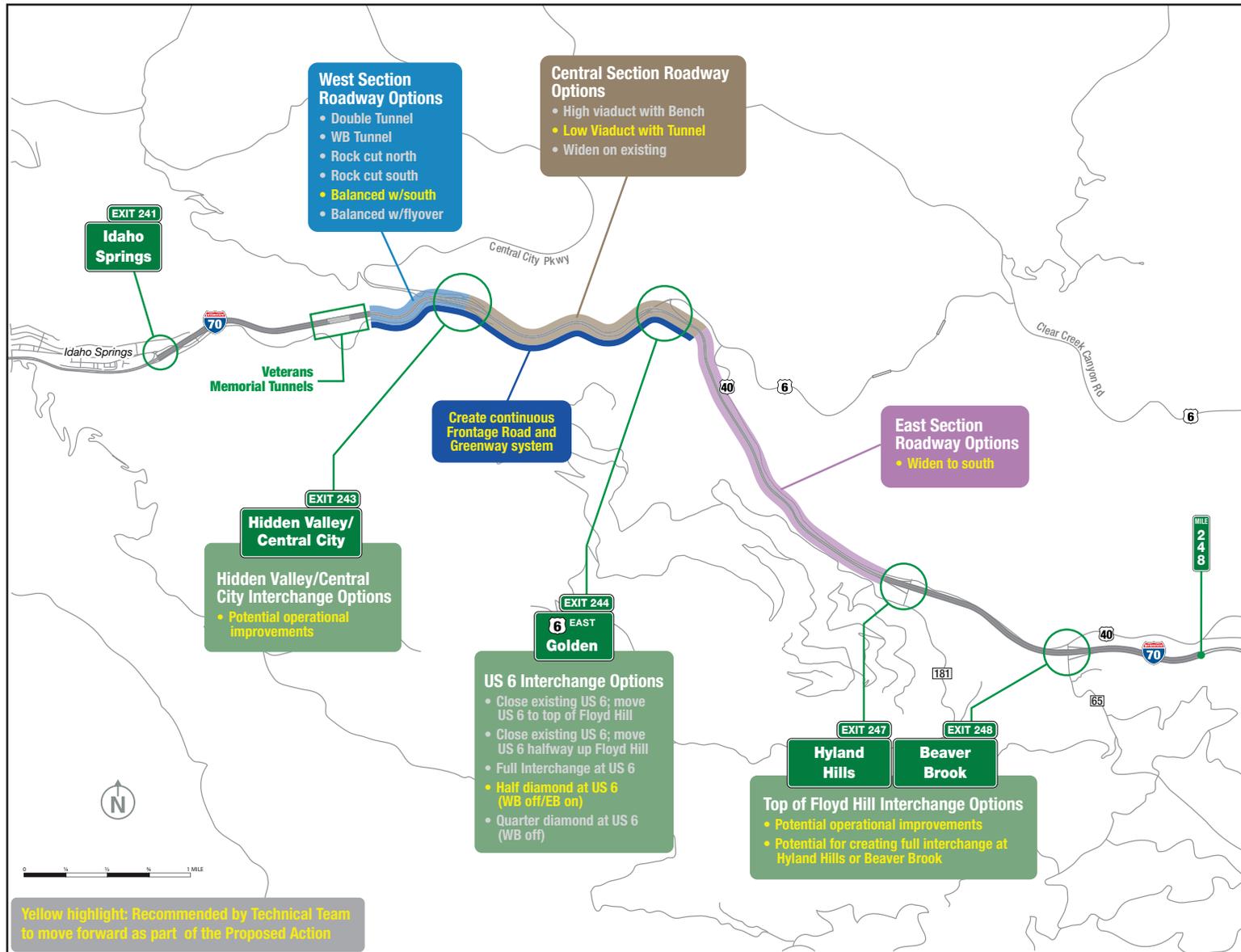
This project also addresses two improvements included in the ROD from US 6 to Hidden Valley and Hidden Valley to Idaho Springs. The purpose of these improvements is to improve multimodal connectivity and to provide an alternate route parallel to the interstate mainline in case of emergency or severe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

## Project's Needs

- ▲ High traffic volumes and limited capacity on I-70 in the westbound direction which affects regional and local mobility and accessibility
- ▲ Unreliable travel times and frequent delays due to traffic congestion on I-70 in the westbound direction
- ▲ Occasional severe weather conditions causing closures on the interstate which results in congestion, mobility, and local accessibility challenges
- ▲ Safety concerns due to congestion, substandard geometry with tight curves, and steep grades
- ▲ Aging and deficient infrastructure
- ▲ Insufficient infrastructure for pedestrian and bicycle users between US 6 and Idaho Springs
- ▲ Lack of road redundancy and parallel routes between US 6 and Idaho Springs which hinders emergency response times in case of emergencies



# Major Elements of Proposed Action Considered





# Major Elements of Proposed Action

## Top of Floyd Hill



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



# Major Elements of Proposed Action

East Section: Widen to South



Proposed Bridge Will Flatten Curve for Better Sight Distance (length of roadway visible to the driver)

Adding Third Lane Down Hill

General Location with High Rate of Wildlife; Potential Wildlife Crossing



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



# Major Elements of Proposed Action

## Central Section: Low Viaduct with Tunnel

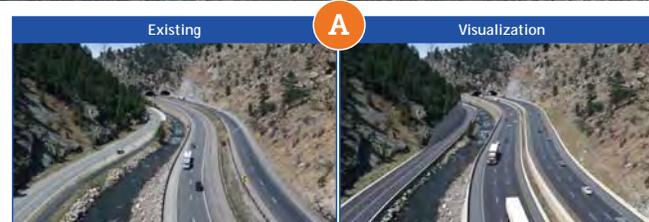


- Legend**
- Proposed Roadway
  - Frontage Road
  - Greenway
  - Advanced Guideway System (AGS) (not part of this project)



# Major Elements of Proposed Action

## West Section: Balanced with South



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



## Resources Being Evaluated

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



Water  
Resources



Air Quality &  
Traffic Noise



Archaeological &  
Historic Resources



Land Use &  
Park Land



Social &  
Community  
Impacts



Section 4(f) &  
Section 6(f)



Vegetation &  
Wildlife



Threatened &  
Endangered  
Species



Indirect &  
Cumulative  
Impacts



Hazardous  
Materials



Transportation/  
Multimodal



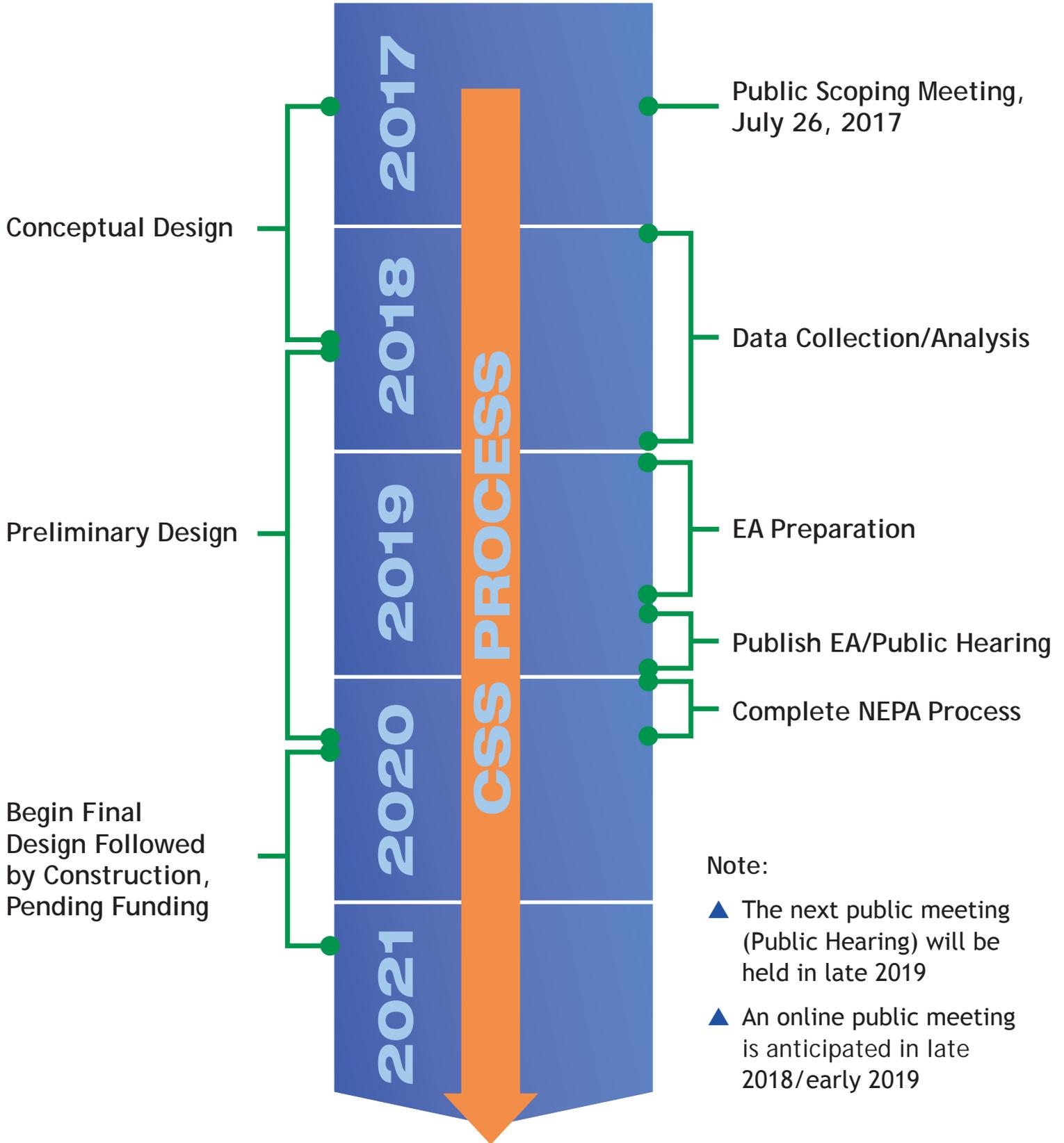
Geological &  
Paleontological  
Resources

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

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



# Project Schedule





# Stay Involved

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Leave a voicemail:  
303-512-4408



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[cdot\\_floydhillproject@state.co.us](mailto:cdot_floydhillproject@state.co.us)



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

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

