

A Path Forward

WESTBOUND I-70 MOUNTAIN CORRIDOR

WELCOME



COLORADO
Department of Transportation

PURPOSE FOR MEETING

CONCEPT DEVELOPMENT

- Discuss What Happened Since Last Public Meeting (March 14)
- Provide Responses to Comments Received on March 14
- Present Recommendations from the Concept Development Process
- Request Feedback on Recommendations from Concept Development Process

NATIONAL ENVIRONMENTAL POLICY ACT: TWO PROJECTS

- Initiate National Environmental Policy Act (NEPA) Processes for WB Peak Period Shoulder Lane (PPSL) and for Floyd Hill Projects
 - WB Peak Period Shoulder Lane Project considers adding a Westbound Mountain Express Lane from the Veterans Memorial Tunnels to Empire Junction at US 40 and I-70 interchange.
 - Floyd Hill Project considers adding an additional travel lane in the westbound direction, interchange and safety improvements from the top of Floyd Hill to the Veterans Memorial Tunnels as well as replacement of the westbound bridge at the bottom of Floyd Hill.
- Request input on issues to consider during the two NEPA processes
- Request input on design solutions for two NEPA processes

CONCEPT DEVELOPMENT PROCESS AND CORE VALUES

CONCEPT SENSITIVE SOLUTIONS PROCESS

1

Establish context statement

2

Define core values & issues

3

Develop concepts

4

Evaluate, select, refine options

5

Determine which option(s) to advance to NEPA

6

Finalize documents and evaluate process

CORE VALUES



Safety



Mobility & Accessibility



Implementability



Community



Environment



Sustainability



Engineering Criteria & Aesthetic Guidelines



Historic Context



Decision Making

PROJECT CORRIDOR



COMMENTS HEARD AT MARCH 14TH PUBLIC MEETING

COMMENTS ON NEED

Improvements are needed

Make sure safety issues are addressed

Existing interchanges have problems

Emergency access needs to be considered

At the bottom of Floyd Hill, consider improving conditions for the Greenway, existing businesses and rafting industry

Account for traffic from the Gaming Areas in addition to traffic on I-70 and traffic generated from local developments and subdivisions



COMMENTS ON CONCERNS

Neighborhood concerns must be incorporated

Noise, air quality, historic building and economic development are important in Idaho Springs

(Please see handout for response to all comments received)

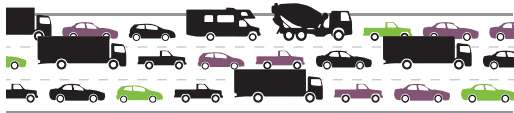


EASTBOUND DATA

WINTER 2016-2017 VOLUMES (HIGHER THAN PREVIOUS YEAR)

1.12 million vehicles

2015-2016 winter volumes: 1.03 million vehicles



Eastbound PPSL:
89,800 vehicles

2015-2016: 42,600 vehicles

CORRIDOR SAFETY IMPROVED



Corridor incidents were down 22 percent in the winter season.

Incident response times were 4 minutes quicker than last year.

TRAVEL TIMES IMPROVED

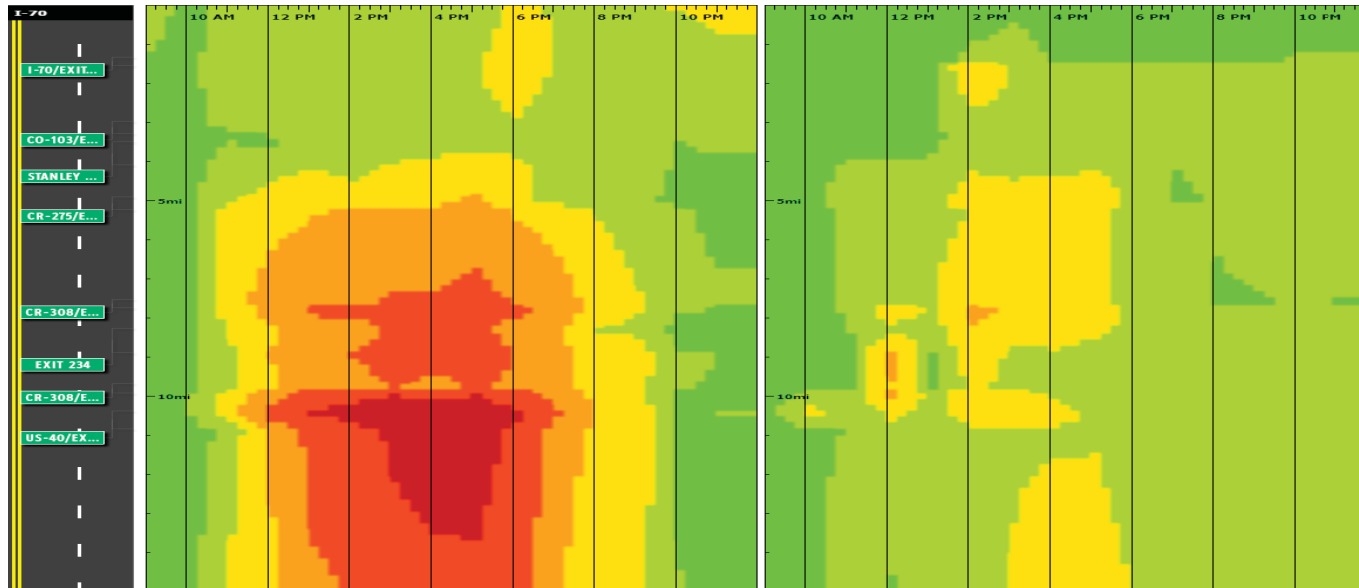


In a worst-day comparison between 2015 and 2016, eastbound travel times between Georgetown and US 40 improved by 21 minutes with Mountain Express Lanes.

EASTBOUND TRAVEL SPEEDS

Pre-EB Mountain Express Lane

Post-EB Mountain Express Lane



Travel Times Reduced 26% to 52%

These figures depict average speed by location and by time-of-day. Areas of dark green reflect normal highway speeds, while areas of dark red show times and locations of very slow congested speeds.

EASTBOUND IMPACT

POSITIVE EFFECT OF RECENT CONSTRUCTION



Travel times for all lanes has improved 22 to 52 percent



Time to clear corridor back-ups has substantially improved



Express Lane has been well received by public and the media



Time to clear incidents has improved



Frontage Road congestion has been alleviated

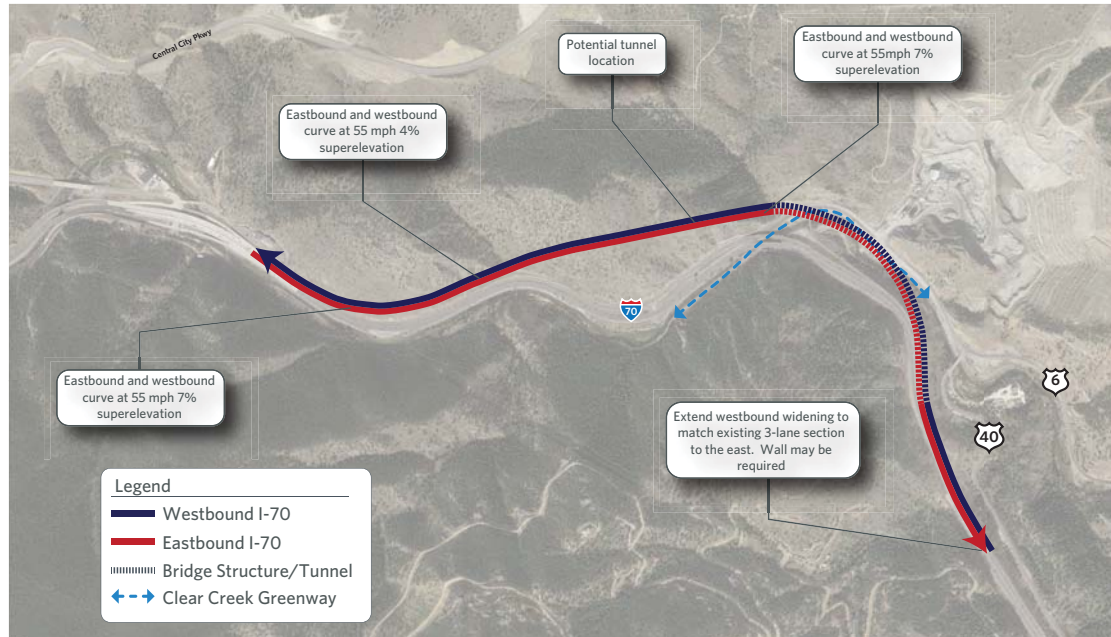
Data is from the I-70 Mountain Express Lane January 1 through April 10, 2016 and May 30 through September 5, 2016 Summary of Findings Report

ALIGNMENT CONCEPTS

SEGMENT 1 (FLOYD HILL)

NORTH ALIGNMENT CONCEPT

Consider an option of realigning I-70 slightly to the north of its current alignment, including a new bridge from Floyd Hill.

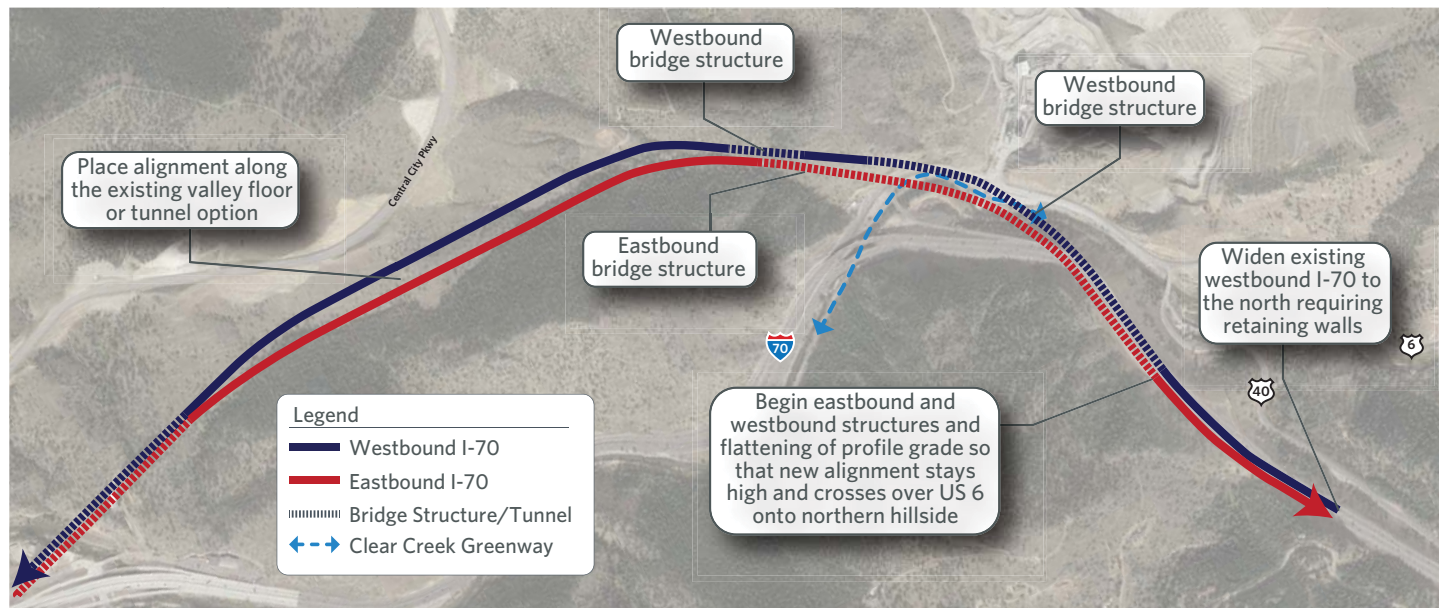


ALIGNMENT CONCEPTS

SEGMENT 1 (FLOYD HILL)

OFF ALIGNMENT CONCEPT

Consider an option of realigning I-70 to the north off of its current alignment, including new bridges from Floyd Hill and a tunnel on the west.

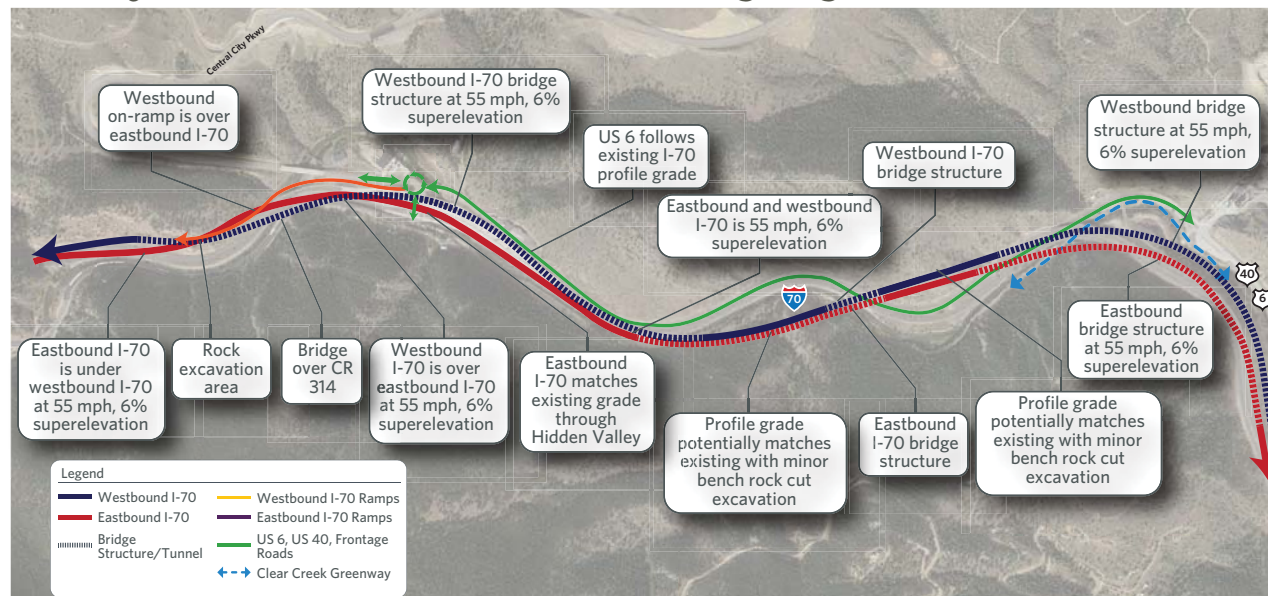


ALIGNMENT CONCEPTS

SEGMENT 1 (FLOYD HILL)

SOUTH ALIGNMENT CONCEPT

Consider straightening curves generally along the existing I-70 alignment, including new bridges from Floyd Hill and south of the existing alignment.

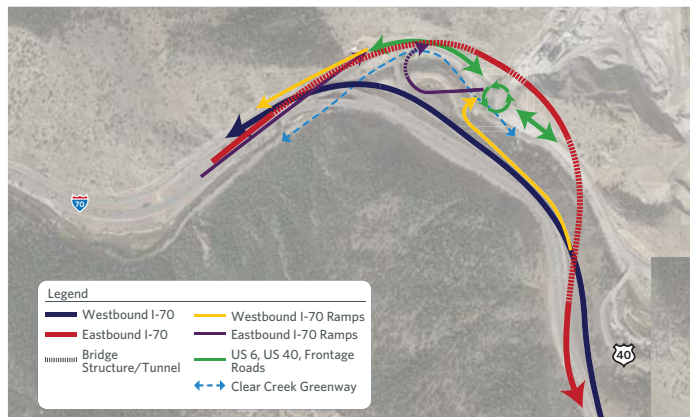


INTERCHANGE CONCEPTS

SEGMENT 1 (FLOYD HILL)

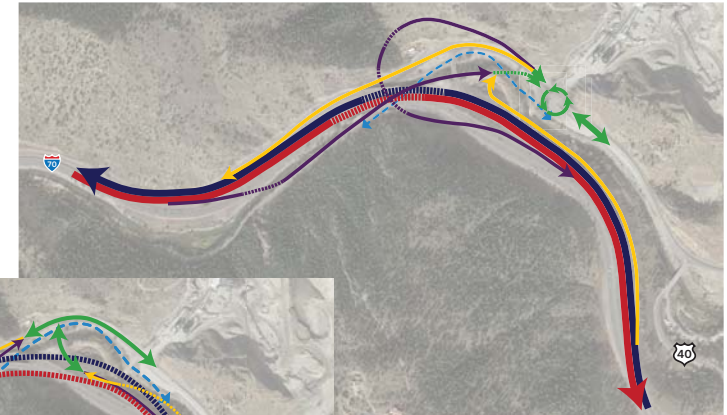
FULL MOVEMENTS AT CURRENT LOCATION

Consider reconfiguring the US-6 interchange at its current location. Options include consideration of roundabouts and flyover ramp structures, along with associated realignments of I-70.

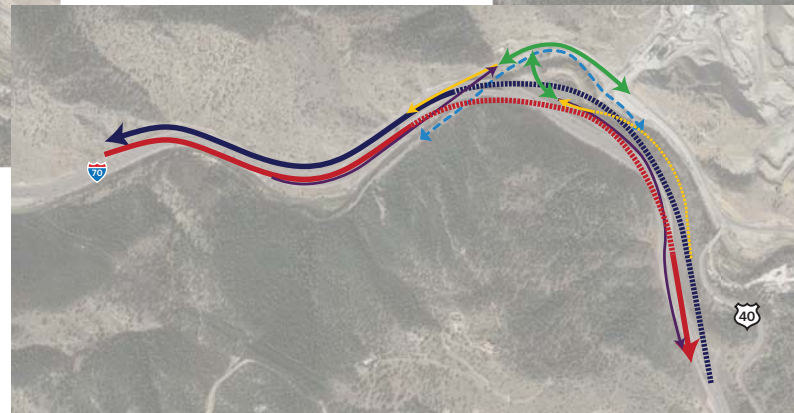


Option 1

Option 2



Option 3

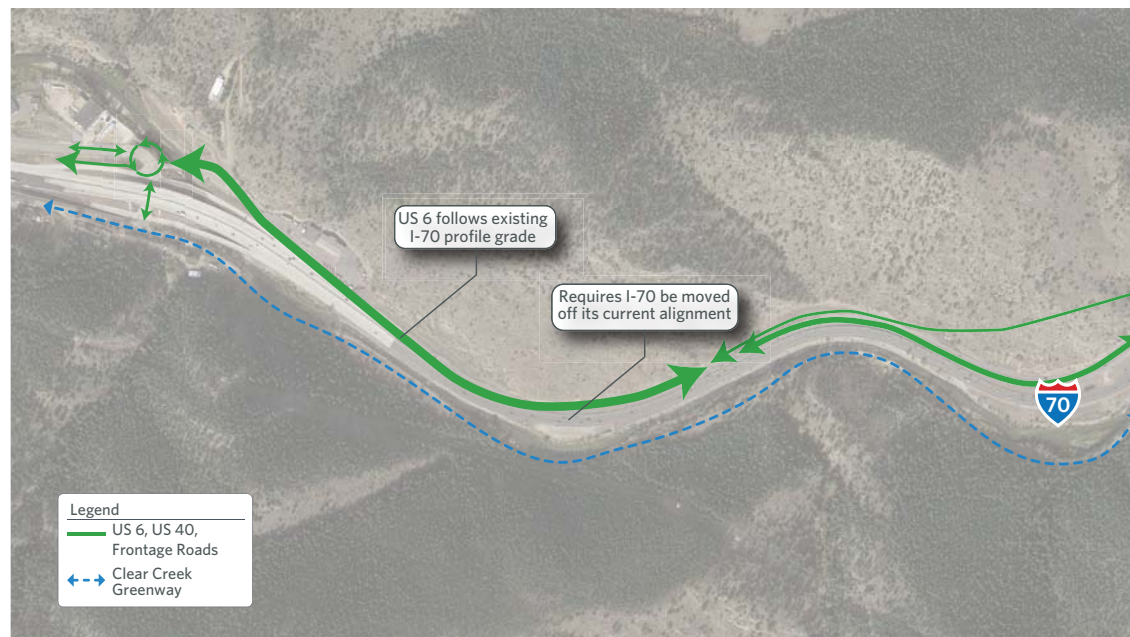


INTERCHANGE CONCEPTS

SEGMENT 1 (FLOYD HILL)

CLOSE INTERCHANGE AT US 6, MOVE TO WEST (HIDDEN VALLEY)

Consider closing the US-6 interchange access at its current location, and moving US-6 access to the Hidden Valley interchange. Some Hidden Valley interchange improvements would be included.

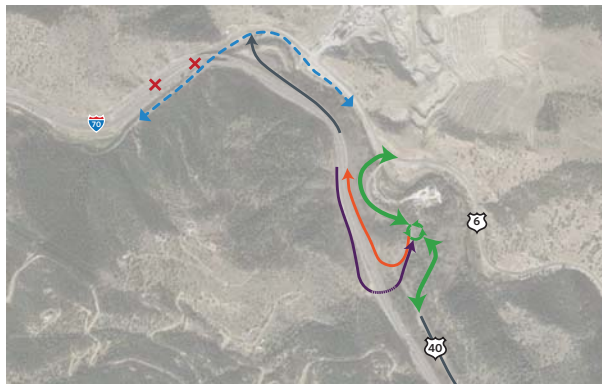


INTERCHANGE CONCEPTS

SEGMENT 1 (FLOYD HILL)

SHIFT OTHER MOVEMENTS TO THE EAST

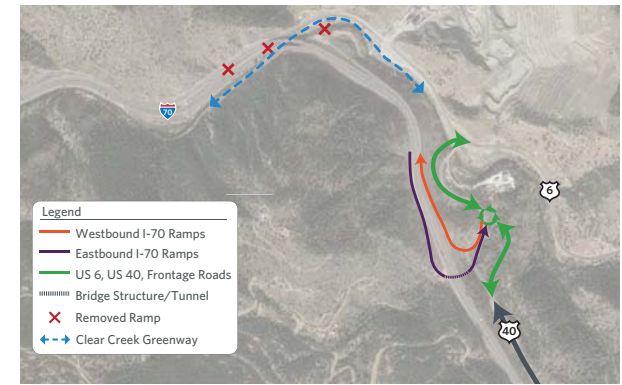
Consider moving some US-6 interchange movements up Floyd Hill to the east. Options include consideration of roundabouts and flyover or tunnel ramp structures.



Option 1



Option 2



Option 3

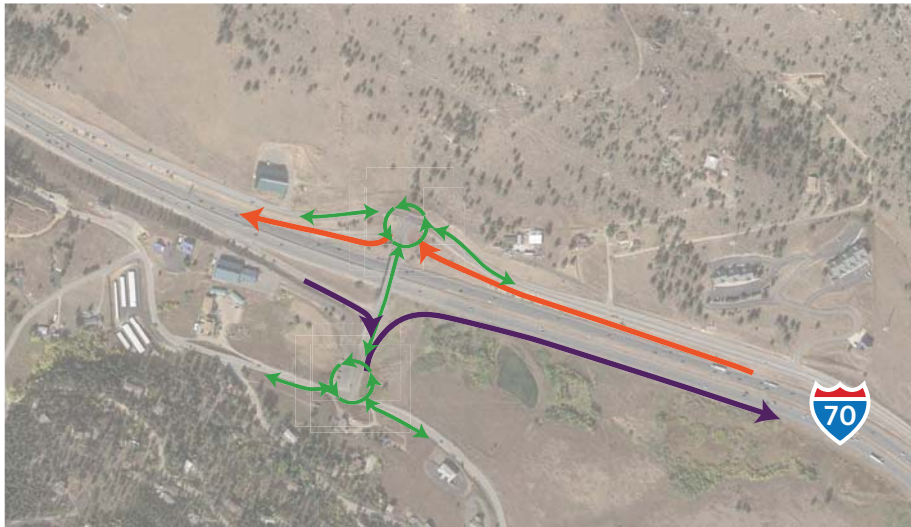
- Legend
- Westbound I-70 Ramps
 - Eastbound I-70 Ramps
 - US 6, US 40, Frontage Roads
 - Bridge Structure/Tunnel
 - Removed Ramp
 - Clear Creek Greenway

INTERCHANGE CONCEPTS

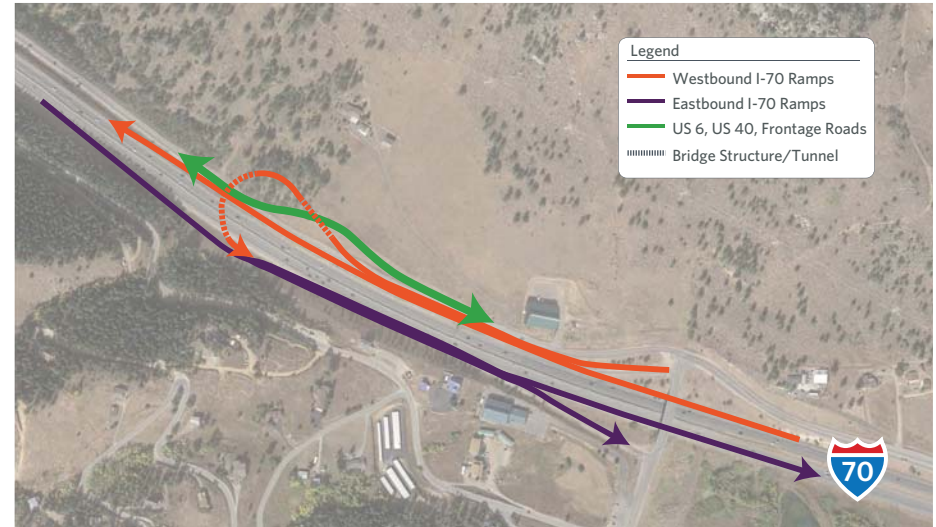
SEGMENT 1 (FLOYD HILL)

MOVE INTERCHANGE EAST (TOP OF FLOYD HILL)

Consider closing the US-6 interchange access at its current location, and moving US-6 access to the top of Floyd Hill. Options include consideration of roundabouts and ramp flyover or tunnel structures.



Option 1



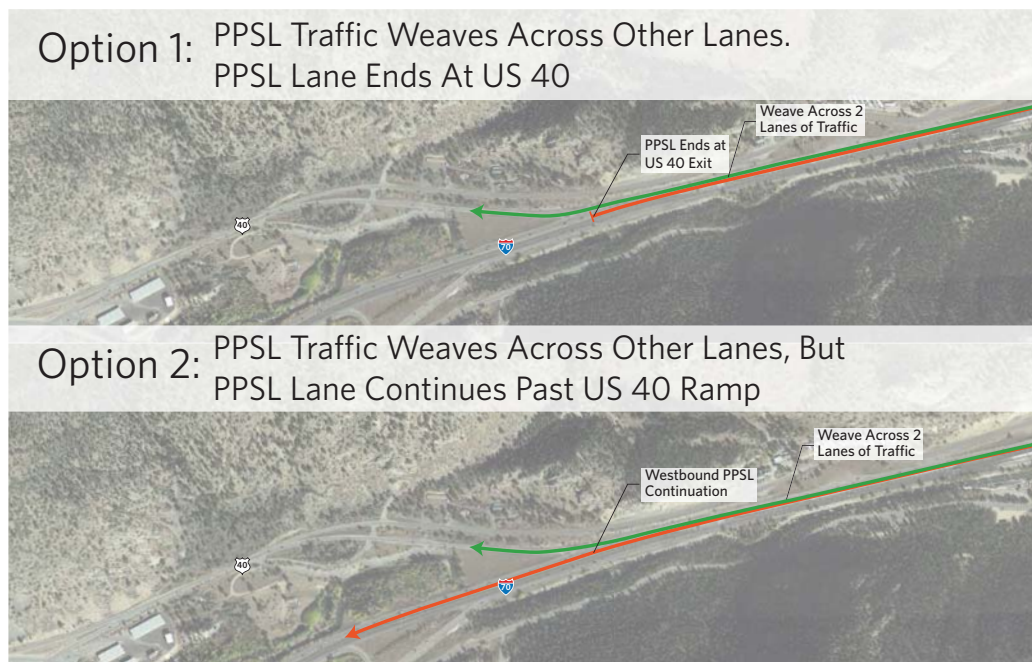
Option 2

INTERCHANGE CONCEPTS

SEGMENT 3

EMPIRE JUNCTION INTERCHANGE

Consider where peak period shoulder lane (PPSL) will end heading westbound. For PPSL traffic headed to US-40, cutting across the general purpose lanes is an option, with variations on where to end the PPSL lanes for westbound I-70 traffic.



INTERCHANGE CONCEPTS

SEGMENT 3

EMPIRE JUNCTION INTERCHANGE

Consider where peak period shoulder lane (PPSL) will end heading westbound. For PPSL traffic headed to/from US-40, a direct connect flyover bridge across I-70 and Clear Creek ending at a T-intersection is an option.

Flyover Bridge with T at US 40 Ramp



INTERCHANGE CONCEPTS

SEGMENT 3

EMPIRE JUNCTION INTERCHANGE

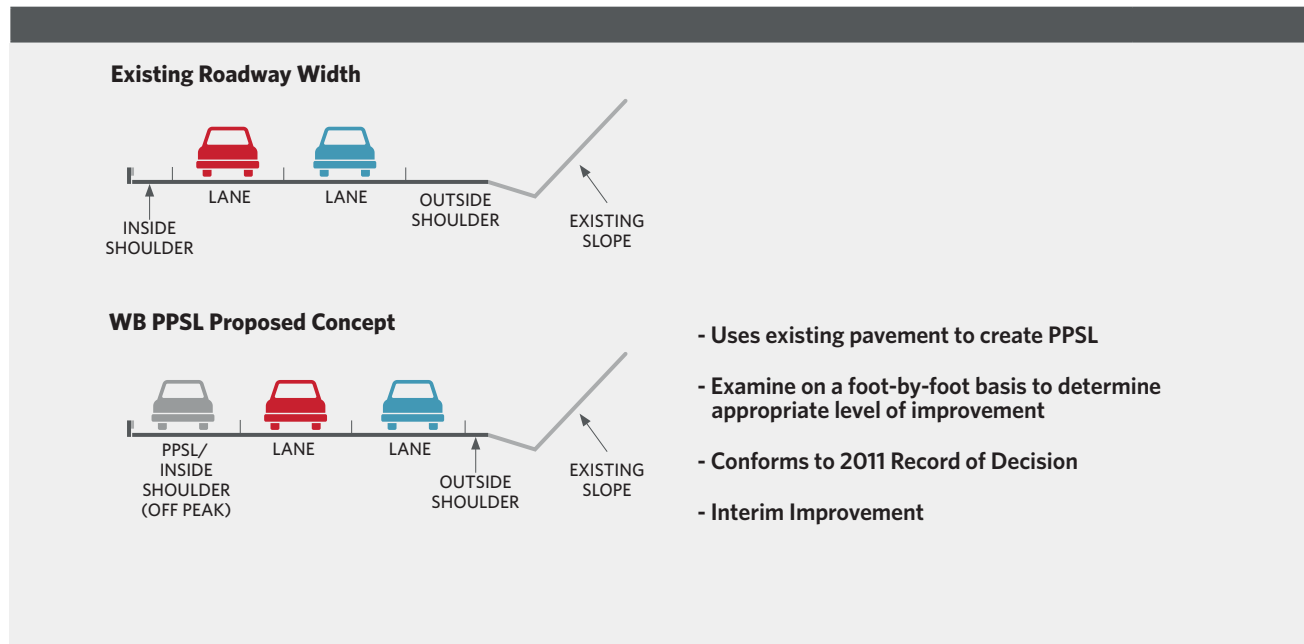
Consider where peak period shoulder lane (PPSL) will end heading westbound. For PPSL traffic headed to US-40, a direct connect flyover bridge across I-70 and Clear Creek ending at a roundabout is an option.

Flyover Bridge with Roundabout



WESTBOUND PEAK PERIOD SHOULDER LANE PROPOSED CONCEPT

SEGMENTS 2 & 3



- The Project Leadership Team and Technical Teams agree on the proposed concept for a westbound peak period shoulder lane.
- It provides safety and mobility benefits while minimizing impacts to communities and natural resources.
- It is consistent with the 2011 Record of Decision and mirrors the improvements made in the eastbound direction.

EVALUATION MATRICES

The following three boards provide information used to determine alignment and interchange concepts developed for Segment 1 and the cross section concepts developed for Segments 2 and 3 to be forwarded for more detailed review in the upcoming National Environmental Policy Act processes. The evaluation criteria along the sides were taken from the issues developed by the Project Leadership Team and the Technical Team during the Concept Development Process. Then the concepts were compared to each other and a recommendation was developed based on this information.

EVALUATION MATRICES



COLORADO
Department of
TRANSPORTATION

Segment 1 Interchange Decision Matrix

170Wbound Corridor

ID	Criteria	Segment 1: 170 and US 6 Interchange			
		Reconfigure - Full Movement at Current Location	Shift - Interchange slightly to the East (Full closure option)	Options Ranking (Hidden Valley)	Close US 6 Interchange and move to the West (Floyd Hill)
		RECOMMENDATIONS			
		Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options. Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options. Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options. Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options.	Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options. Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options. Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options. Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options.	Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options. Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options. Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options. Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options.	Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options. Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options. Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options. Recommended to be advanced into the NEPA process. This concept has many benefits (improved mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative impacts than other options.
EVALUATION CRITERIA					
1.	Accommodates emergency access and response?	Provides additional access points.	Provides additional access points.	Limits emergency access points.	Limits emergency access points. A concentration of truck traffic conflicting with residential traffic could hinder operations.
2.	Addresses safety of the traveling public and the community?	Unresolved safety issues - steep grades and sharp curves. If a roundabout is proposed, it would be designed for commercial vehicles.	Improves safety / issues - steep grades possible.	Eliminates conflicting and confusing interchanges.	Eliminates conflicting and confusing interchange at US6, however traffic will have to move up the steep hill in both directions. Roundabout design designed to accommodate commercial vehicles.
3.	Improves mobility and reliability?	Direct access to Interstate.	Direct access to Interstate.	Aids out of direction travel. Reduces travel options.	Aids out of direction travel. Reduces travel options.
4.	Improves traffic operations at interchanges?	Multiple operational conflicts have been identified. Further study will be undertaken during the NEPA process.	Operations information not available.	Multiple operational conflicts have been identified. Further study will be undertaken during the NEPA process.	Multiple operational conflicts have been identified. Further study will be undertaken during the NEPA process.
5.	Benefits or does not preclude other modes (AGS, Greenway, etc.)?	Challenging geometry for accommodating AGS and/or Greenway.	Moderate impact to traveling public.	Extension of US 6 potentially impacts AGS and Greenway alignments.	Opens empty for AGS and Greenway alignment(s).
6.	Construction traffic impacts?	Extensive impact to traveling public.	Better value for the life cycle. Less difficult to build.	Not the best value for the life cycle. Difficult construction.	Better value for the life cycle. Simplest to build!
7.	Creates infrastructure investments that are reasonable to construct and provide the best value for their life cycle, function and purpose?	Complicated construction.	Enhances recreation potential.	Reduces recreation access.	Enhances recreation potential at bottom of Floyd Hill.
8.	Supports / enhances recreation access and facilities?	Reduces recreation access.	Enhances recreation potential.	Reduces recreation access.	Enhances recreation potential at bottom of Floyd Hill.
9.	Supports private development and economic development?	No change to current opportunities.	Enhances tourism potential because it removes infrastructure from bottom of Floyd Hill.	Reduces tourism potential. Access to recreational opportunities is more difficult.	Enhances tourism potential because it removes infrastructure from bottom of Floyd Hill.
10.	Enhances tourism and the economy?	Reduces tourism potential.	Least impact to wildlife.	Less impacts to wildlife.	Least impact to wildlife. Immediate stabilization.
11.	Protects / enhances wildlife?	Most impacts to wildlife.	Least impact to Clear Creek.	Lesser impact to Clear Creek.	No impact to Clear Creek.
12.	Protects Clear Creek, its history, resources and water quality, including riparian resources?	High impact to slide area.	Minimal structures in the canyon.	Rock cut potential.	Minor considerations.
13.	Minimizes conflicts with geologic hazards (e.g. Non-Engineering Design Criteria and Aesthetic Guidelines)?	Multiple structures in the canyon.	Minimal structures in the canyon. Less costly to maintain.	Rock cuts may be costly to maintain.	Minor considerations.
14.	Minimizes effort and cost to maintain riparian resources and archeological resources?	Adheres.	Adheres.	Adheres.	Adheres.
15.	Adheres to RCD and Design Speed Study?	Adheres.	Adheres.	Adheres.	Adheres.
16.	Consistency with Clear Creek County Visions?	Some conflicts with visioning plans for Greenway.	Consistent - allows for Greenway improvements.	Not Consistent.	Not Consistent.
17.	Consistency with Clear Creek County Visions?	Some conflicts with visioning plans for Greenway.	Consistent - allows for Greenway improvements.	Not Consistent.	Not Consistent.
SEGMENT SPECIFIC CRITERIA					
ID		Option A		Option D	
Criteria		Option B		Option C	
1		Fully responsive	Fully responsive	Partially responsive	Partially responsive to master plan. Master plan suggests no land use changes at the top of Floyd Hill.
2		Partial impact. Roundabout will have to be designed to accommodate CAMVs.	Partial impact.	Less of an impact.	Most impact.

5/24/2017



EVALUATION MATRICES



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1-70 Westbound Corridor

Segment 1 Alignments Decision Matrix

ID	Criteria	Segment 1-170 Alignments			
		Off-Alignment	North Alignment	South Alignment	Fair Better Best
		Options Ranking	Options Ranking	Options Ranking	
Summary of findings					
	Recommended to be advanced into the NEPA process. This option is the most preferred. It provides the most potential for the Greenway, most impacts to Clear Creek, challenging geology) but none that mean this concept should not be further studied in NEPA.	Recommended to be advanced into the NEPA process. This option is the most preferred. It provides the most potential for the Greenway, most impacts to Clear Creek, challenging geology) but none that mean this concept should not be further studied in NEPA.	Recommended to be advanced into the NEPA process. This option is the most preferred. It provides the most potential for the Greenway, most impacts to Clear Creek, challenging geology) but none that mean this concept should not be further studied in NEPA.	Recommended to be advanced into the NEPA process. This option is the most preferred. It provides the most potential for the Greenway, most impacts to Clear Creek, challenging geology) but none that mean this concept should not be further studied in NEPA.	
EVALUATION CRITERIA					
1.	Accommodates emergency access and response?	Not a differentiator	Not a differentiator	Not a differentiator	Not a differentiator
2.	Addresses safety of the traveling public and the community?	Potential tunnel safety concerns. Straightens out curves.	Potential tunnel safety concerns. Straightens out some curves.	Potential for icing. Straightens out some curves.	Potential for icing. Straightens out some curves.
3.	Improves mobility and reliability? Consider large traffic (trucks, buses, etc.), What are numbers of tunnels/superhighways, etc. Do these affect the reliability of the alignment?	Improved ability to address safety, parking, turn around, etc.	Less ability to address safety, parking, turn around, etc.	Less ability to address safety, parking, turn around, etc.	Less ability to address safety, parking, turn around, etc.
4.	Improves traffic operations at interchanges? Consider large traffic (trucks, buses, etc.)	Not a differentiator	Not a differentiator	Not a differentiator	Not a differentiator
5.	Bleeds or does not preclude other modes (AGS, Greenway)?	Does not preclude other modes. More options for AGS. Most options for Greenway.	Does not preclude other modes. More options for AGS. More options for Greenway.	Does not preclude other modes. Fewer options for Greenway.	Does not preclude other modes. Fewer options for Greenway.
6.	Minimizes construction efforts (construction traffic impacts)?	Minimal impact to traveling public.	Moderate impact to traveling public.	Extensive impact to traveling public.	Extensive impact to traveling public.
7.	Creates infrastructure investments that are reasonable to construct (5 year goal) and provide the best value for their life cycle, function and purpose?	Not the best value for the life cycle. Lowest benefit cost. Challenge to repurpose existing highway.	Moderate value for the life cycle. Opportunity to repurpose existing highway.	Moderate value for the life cycle. Opportunity to repurpose existing highway.	Moderate value for the life cycle. Opportunity to repurpose existing highway.
8.	Supports / enhances recreation access and facilities?	Maximum recreation potential for Greenway and Raters. Opportunity to repurpose existing highway.	Moderate recreation potential for Greenway and Raters. Opportunity to repurpose existing highway.	Least recreation potential for Greenway and Raters. Opportunity to repurpose existing highway.	Least recreation potential for Greenway and Raters. Opportunity to repurpose existing highway.
9.	Supports private development and economic development opportunities?	Private development impacts at Hidden Valley	No change to existing.	No change to existing.	No change to existing.
10.	Enhances tourism and the economy?	Most options for Greenway	More options for Greenway	Less options for Greenway	Fewer barriers to wildlife connectivity provides access/connection
11.	Protects / enhances wildlife?	Acts another barrier for year round/billion sheep and affects habitat. Could be mitigated by tunneling.	Fewer barriers to wildlife connectivity	Roadway creates barriers, but bridges over Clear Creek	Roadway creates barriers, but bridges over Clear Creek
12.	Protects Clear Creek, its fishery resource and water quality, including wells?	Minimal temporary impact to Clear Creek.	Minimal permanent impact to Clear Creek.	Most impacts to Clear Creek	Most impacts to Clear Creek
13.	Minimizes conflicts with geologic hazards?	Unknown geology.	Favorable geology.	Challenging geology.	Challenging geology.
14.	Meets Design Criteria and Aesthetic Standards?	Not a differentiator	Not a differentiator	Not a differentiator	Not a differentiator
15.	Minimizes effort and cost to maintain?	Highest operation and maintenance cost (potential tunnels - longer tunnels).	Highest operation and maintenance cost (potential tunnels - longer tunnels).	Moderate maintenance costs.	Moderate maintenance costs.
16.	Protects historic and archaeological resources?	Potential archaeological impact	Potential archaeological impact	Potential archaeological impact	Potential archaeological impact
17.	Adheres to ROD and Design Speed Study?	Not envisioned in the ROD. Adheres to Design Speed Study.	Adheres to ROD. Adheres to Design Speed Study.	Adheres to ROD. Adheres to Design Speed Study.	Adheres to ROD. Adheres to Design Speed Study.
18.	Consistency with Clear Creek County Visioning?	Maximum recreation potential for Greenway and Raters. Opportunity to repurpose existing highway.	Moderate recreation potential for Greenway and Raters. Opportunity to repurpose existing highway.	Least recreation potential for Greenway and Raters. Opportunity to repurpose existing highway.	Least recreation potential for Greenway and Raters. Opportunity to repurpose existing highway.
19.	Minimizes traffic noise?	Farthest away from residential and recreational areas.	Potential for some noise increases particularly when the alignment is elevated.	Potential for some noise increases particularly when the alignment is elevated.	Potential for some noise increases particularly when the alignment is elevated.

Note: All alignments assume the same cross section as was used for the Veterans Memorial Turnpike.

5/24/2017



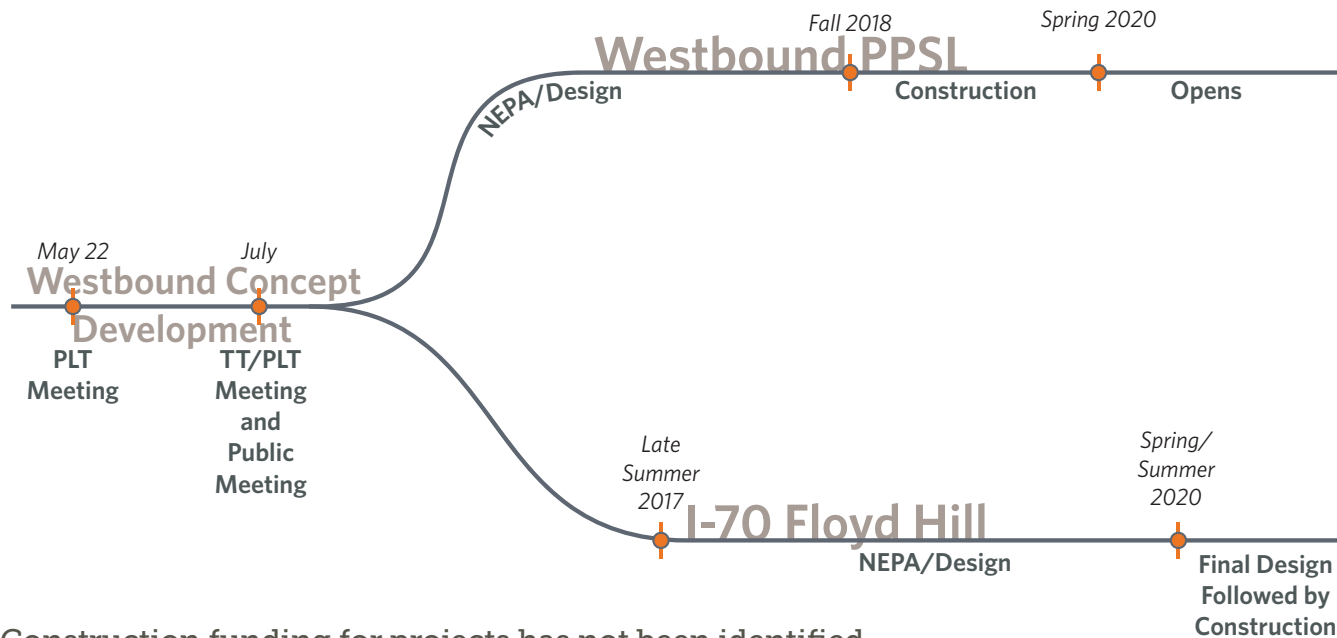
EVALUATION MATRICES

ID	Criteria	Segments 2 and 3—Roadway Widths			
		Existing/Variable Section		Largest Section	
		Options Ranking		Options Ranking	
Evaluation Criteria					
1.	Accommodates emergency access and response?	Most challenging	Best accommodates		
2.	Addresses safety of the traveling public and the community?	Least Safe	Safest		
3.	Improves mobility and reliability?	Least Safe	Most reliable		
4.	Improves traffic operations at Interchanges?	Not a Differentiator	Not a Differentiator		
5.	Birds or Toads not preclude other modes (AGS, Greenway)?	Least Impact	Impacts to Greenway and AGS		
6.	Minimizes construction efforts (construction traffic impacts)?	Least Impact	Expensive		
7.	Creates infrastructure investments that are reasonable to construct (5 Year goal) and provide the best value for their life cycle, function and purpose?	Least cost, Acceptable value	Most cost, Acceptable Value		
8.	Supports / enhances recreation access and facilities?	Not a Differentiator	Not a Differentiator		
9.	Supports private development and economic development opportunities?	Most supportive	Least supportive		
10.	Enhances tourism and the economy?	Most responsive	Least responsive		
11.	Protects / enhances wildlife?	Most protective	Least protective		
12.	Protects Clear Creek, its fishery/ resource and water quality, including wells?	Most protective	Least protective		
13.	Minimizes conflicts with geologic hazards?	Moderate conflicts	Extensive conflicts		
14.	Meets F70 Design Criteria and Aesthetic Guidance?	Least challenging	Most challenging		
15.	Minimizes effort and cost to maintain (includes rockfall removal, snow plowing, etc.)?	Most costly because of extensive rock fall mitigation maintenance	Least costly		
16.	Protects historic and archaeological resources?	Most protective	Least protective		
17.	Adheres to ROD and Design Speed Study?	Conforms	Does not conform		
18.	Consistency with Clear Creek County Visiting?	Not a Differentiator	Not a Differentiator		
Segments 2 and 3—Roadway Widths					
ID	Segment Specific Criteria	Minimal Section		Maximum Section	
		Options Ranking		Options Ranking	
Segment Specific Criteria					
1.	Conforms with current State of Practice for Shoulder usage?	Does not conform	Conforms		
2.	Does it have adverse impacts to parking in Idaho Springs?	Least Impact	Most Impacts		
3.	Conforms with Interim Definition	Conforms	Does not conform		
Summary of Findings		<p>This concept is recommended to be advanced into the NEPA process. It has numerous benefits (least impact to other modes, least construction impacts, least cost, most supportive of economic development, most responsive to tourism, least impact to wildlife and Clear Creek, most consistent with F70 Design Criteria and Aesthetic Guidance, least impact to historic properties, conforms to ROD, MOU and Interim definition and has the least impacts to parking in Idaho Springs) and only a few negative features (safety challenges, reliability issues, emergency access issues, extensive rock fall maintenance). This concept should be further studied in NEPA.</p>		<p>This concept is not recommended to be advanced into the NEPA process. It is not consistent with Non-Infrastructure Component of the ROD, the 2014 MOU, and with an Interim definition. It has the most impacts to tourism, Clear Creek, wildlife habitat, historic properties, Section 4(f) properties, community values such as visual impacts, noise impacts and economic development. These features make it similar to the large section that was considered during the EB Peak Period Shoulder Lane NEPA process and not advanced for similar reasons.</p>	

5/17/2017

CONCEPT DEVELOPMENT TRANSITION TO TWO NEPA PROJECTS

NEPA = National Environmental Policy Act, a federal environmental law that applies to federally funded projects



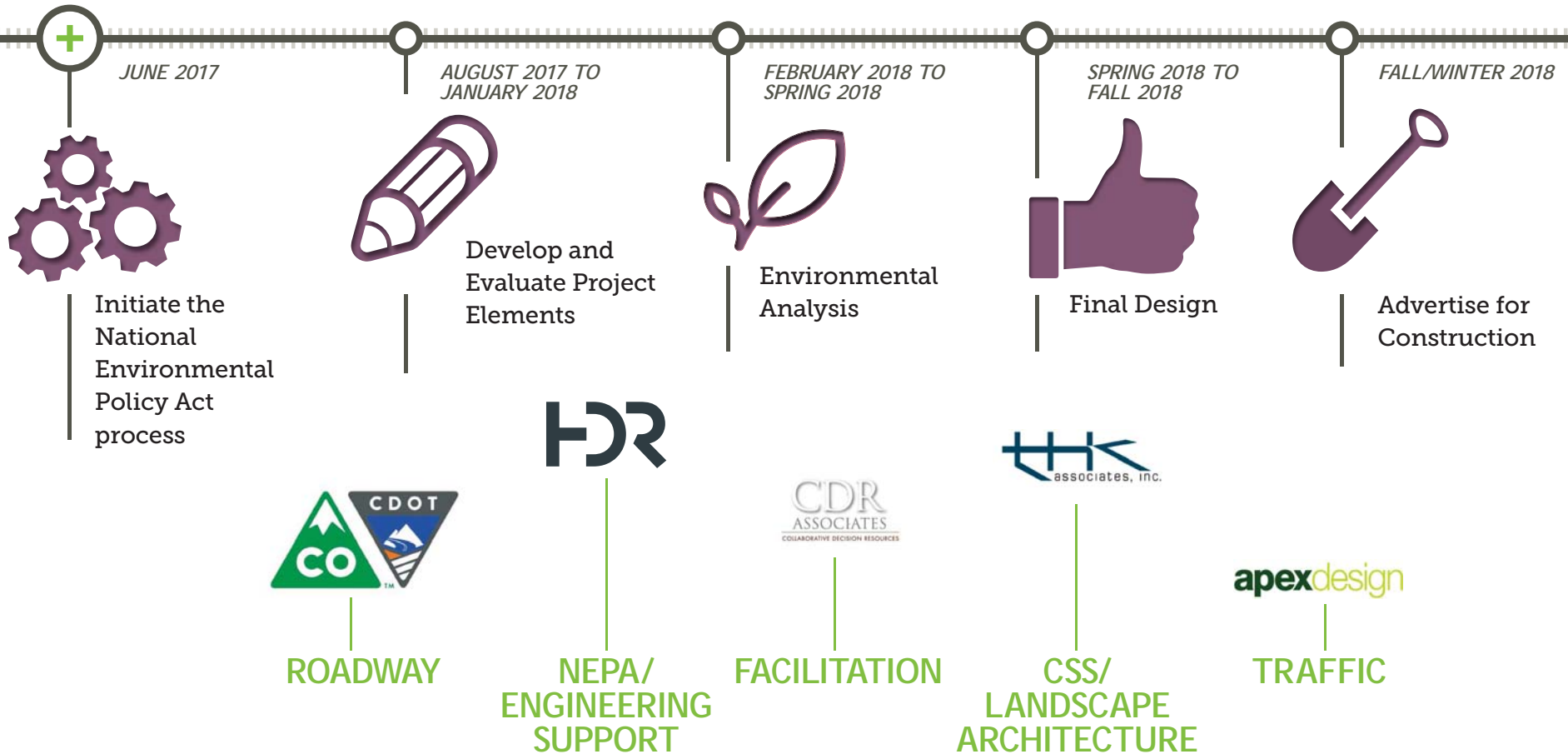
INFORMATION FROM THE CONCEPT DEVELOPMENT PROCESS TO BE INCORPORATED INTO TWO NEPA PROJECTS

- Issues of concern to the general public, the Project Leadership Team, the Technical Team and the Issue Task Force
- Issues of concern to state and federal resource agencies
- Environmental resources
- Alternatives that should be brought forward into the NEPA process
- Alternatives that should not be advanced into the NEPA process

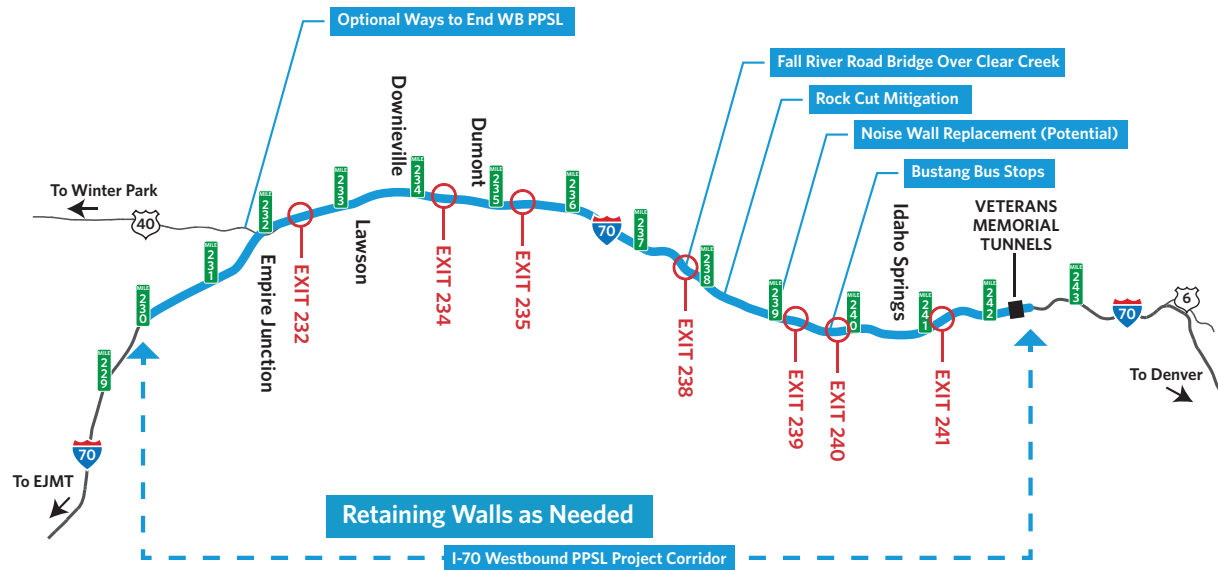


WB PEAK PERIOD SHOULDER LANE (PPSL) NEPA PROJECT

WB PPSL SCHEDULE AND PROJECT TEAM

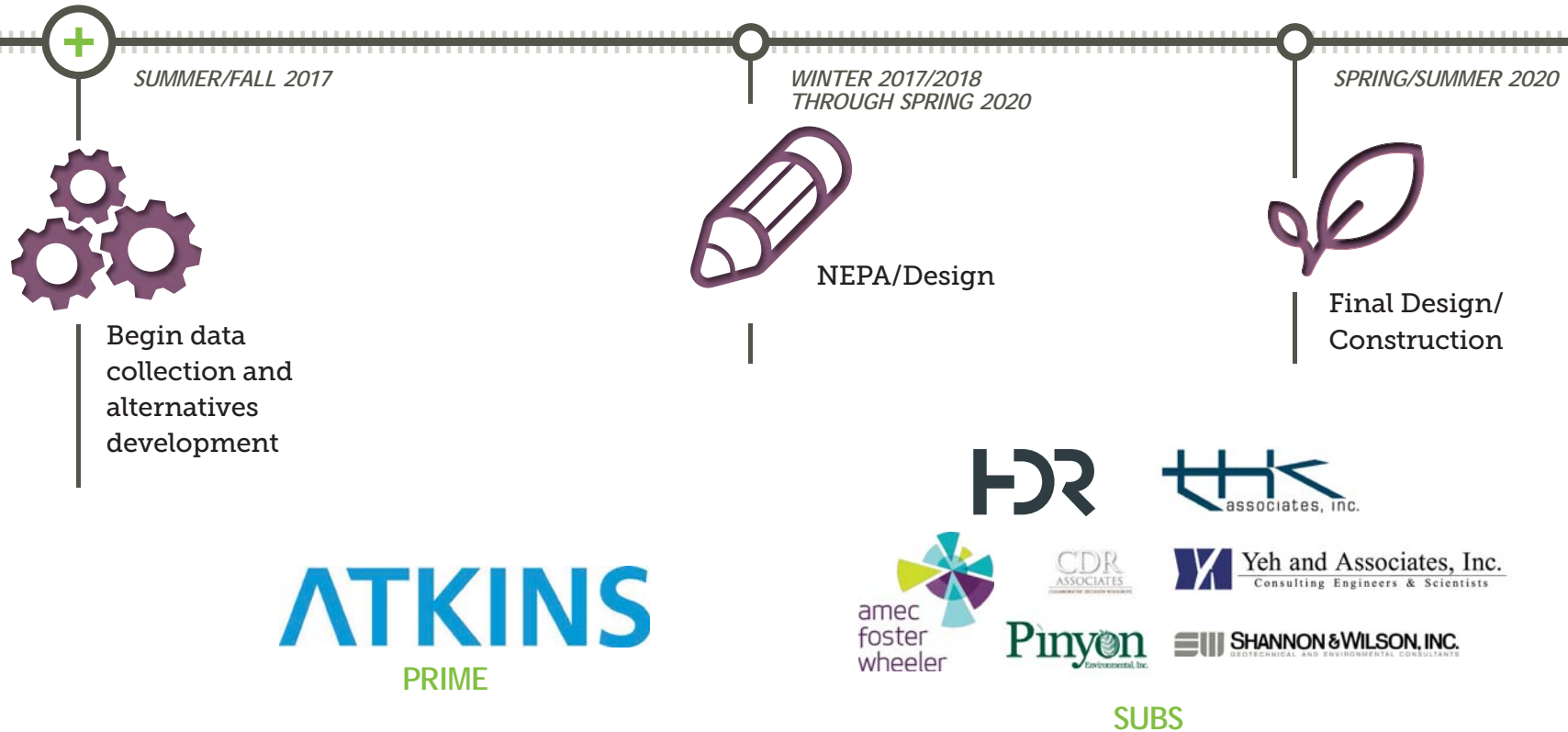


WESTBOUND PEAK PERIOD SHOULDER LANE PROJECT ELEMENTS

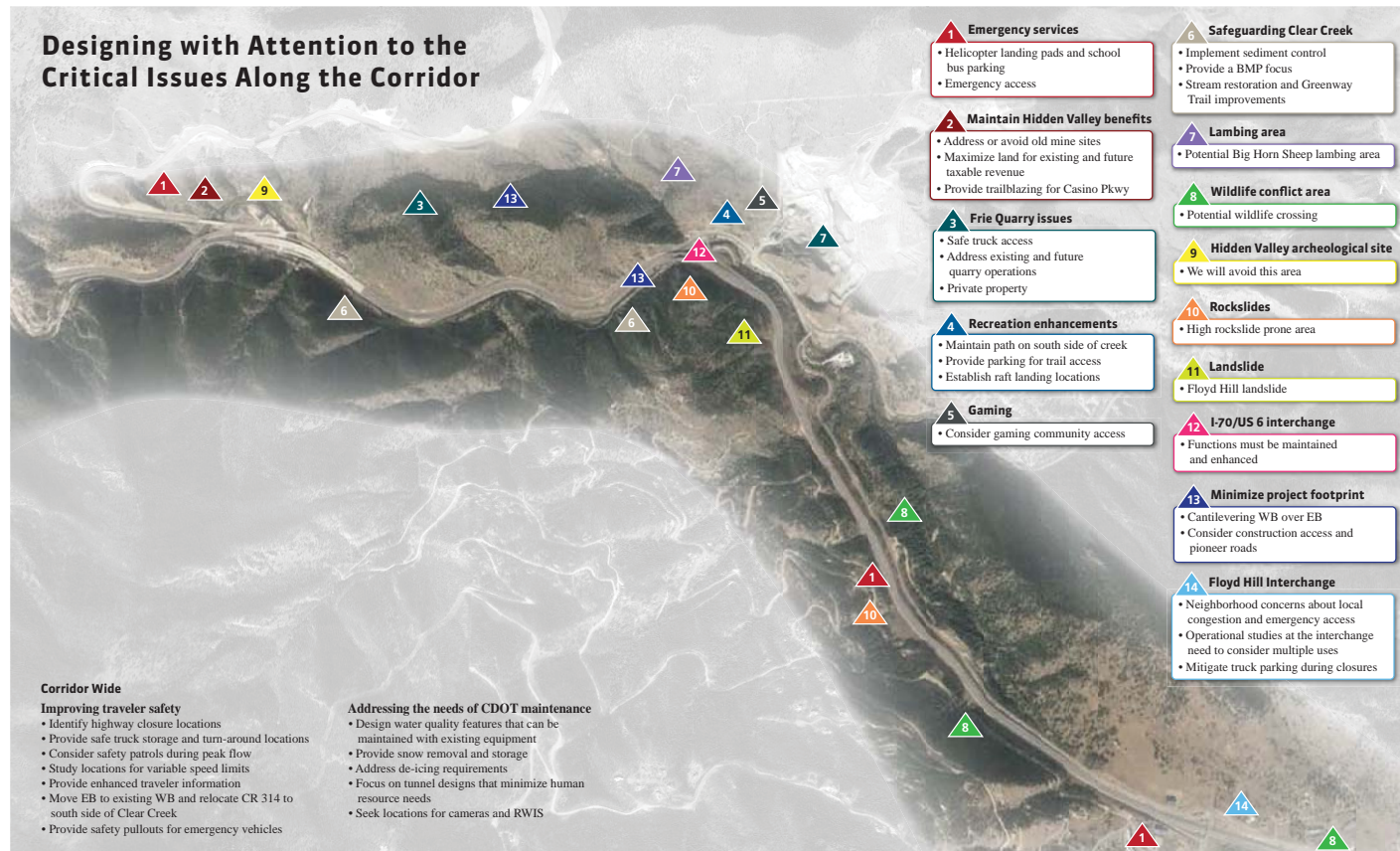


FLOYD HILL NEPA PROJECT

FLOYD HILL SCHEDULE AND PROJECT TEAM



CRITICAL ISSUES



A Path Forward

WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT

THANK YOU
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