# Appendix C
# Map Book

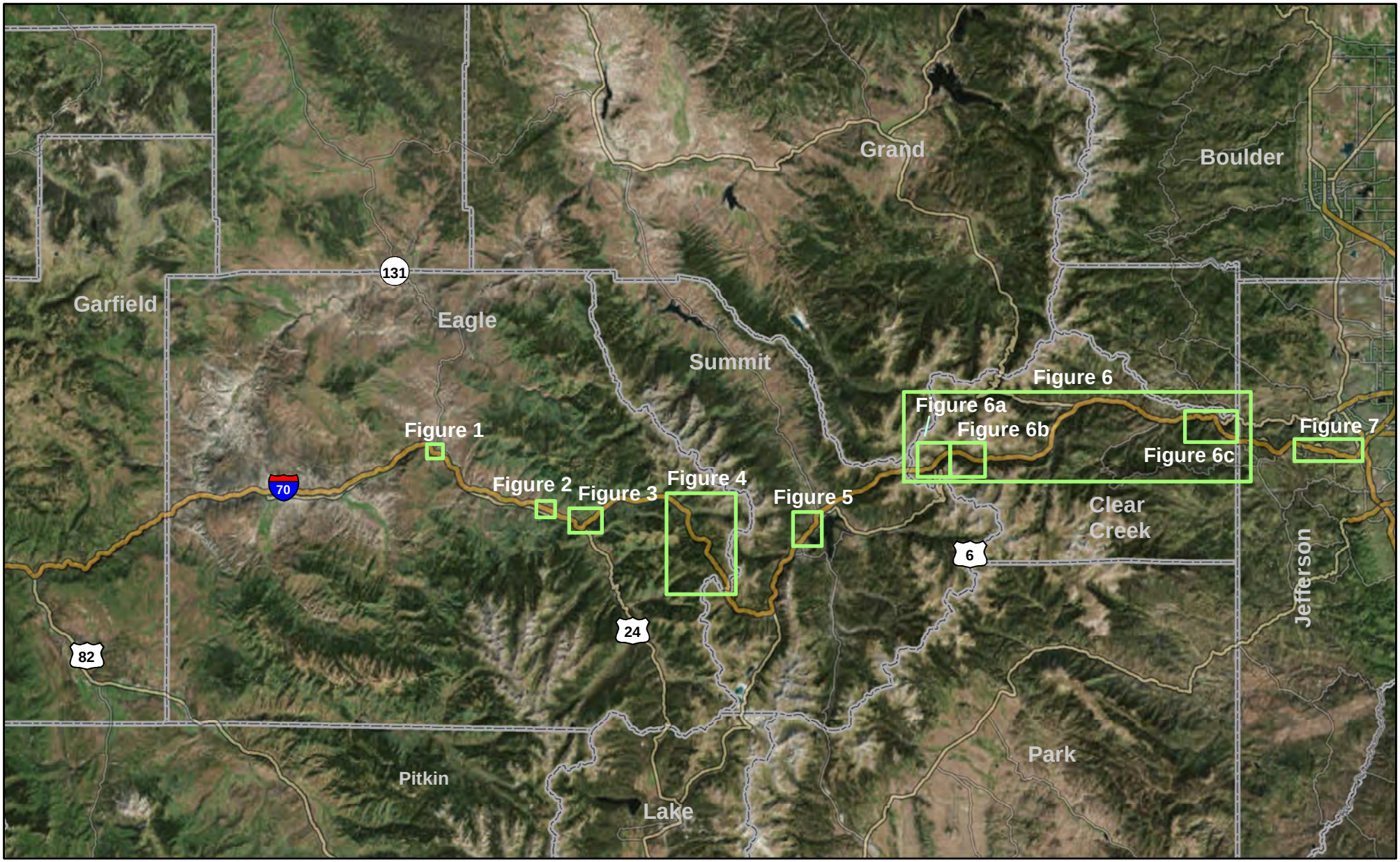



Figure 1 - West of Wolcott
Figure 2 - Avon
Figure 3 - Dowd Canyon
Figure 4 - West Side of Vail Pass
Figure 5 - Frisco to Silverthorne
Figure 6 - MM 213 to 247
Figure 6a - EJMT to Herman Gulch
Figure 6b - Herman Gulch
Figure 6c - East of Twin Tunnels
Figure 7 - Morrison to Chief Hosa

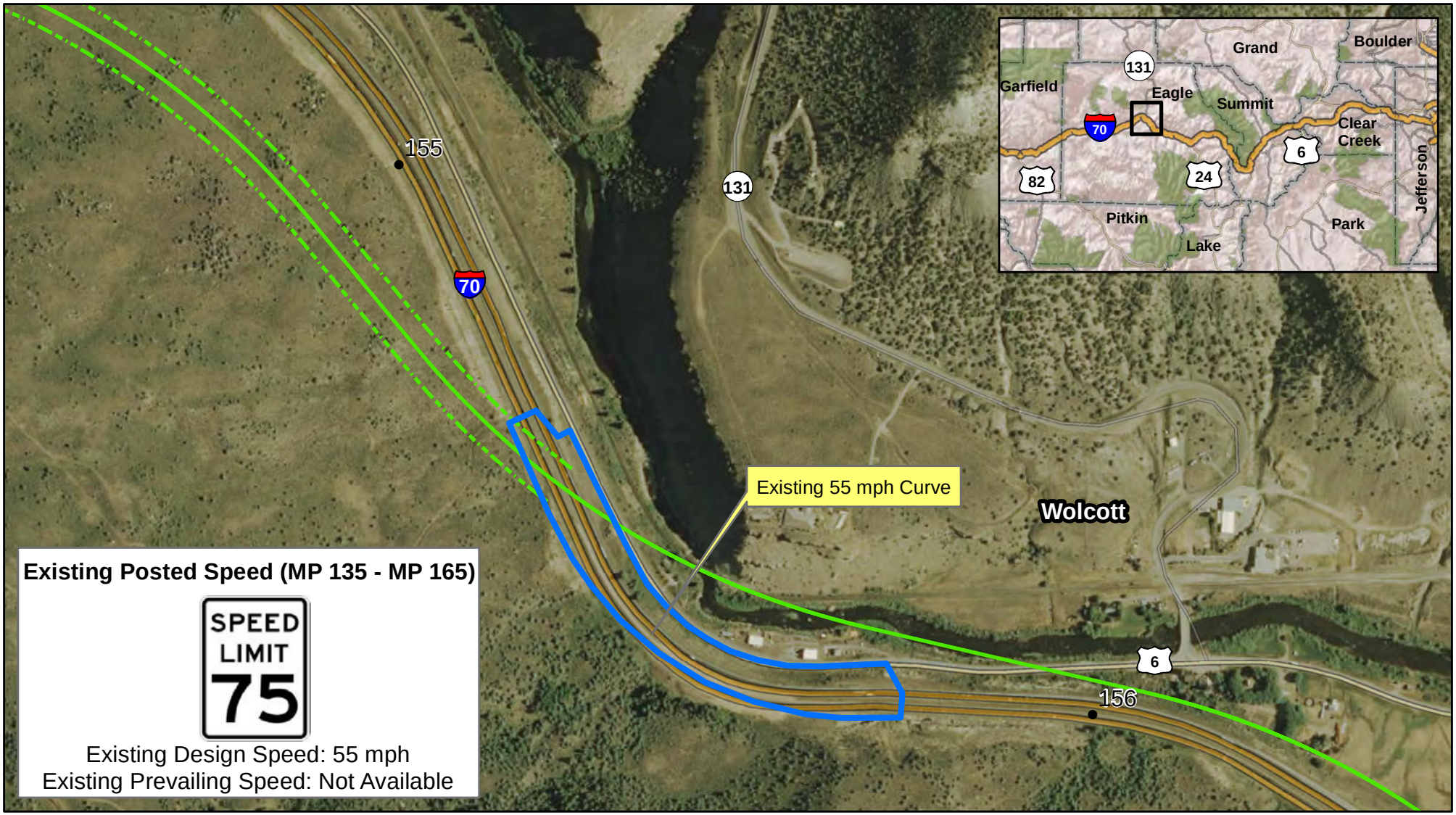
N

**Key Map**

I-70 Design Speed Study

0 7.5 15 22.5 30

Miles




**Legend**

- 55 and 65 mph PEIS Alternative Footprints
- Existing Alignment
- AGS Hybrid Alignment
- AGS Tunnel Locations
- Mile Posts

**Conditions**

- Proposed curve safety modifications
- No distinguishing difference between PEIS alternatives
- Design speed of the curve less than surrounding highway

# Figure 1
# West of Wolcott
# MM 155 to 156

I-70 Design Speed Study

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N

0 500 1,000 1,500 2,000
Feet


**Legend**

- 55 and 65 mph PEIS Alternative Footprints
- Existing Alignment
- AGS Hybrid Alignment
- AGS Tunnel Locations
- Mile Posts

**Conditions**

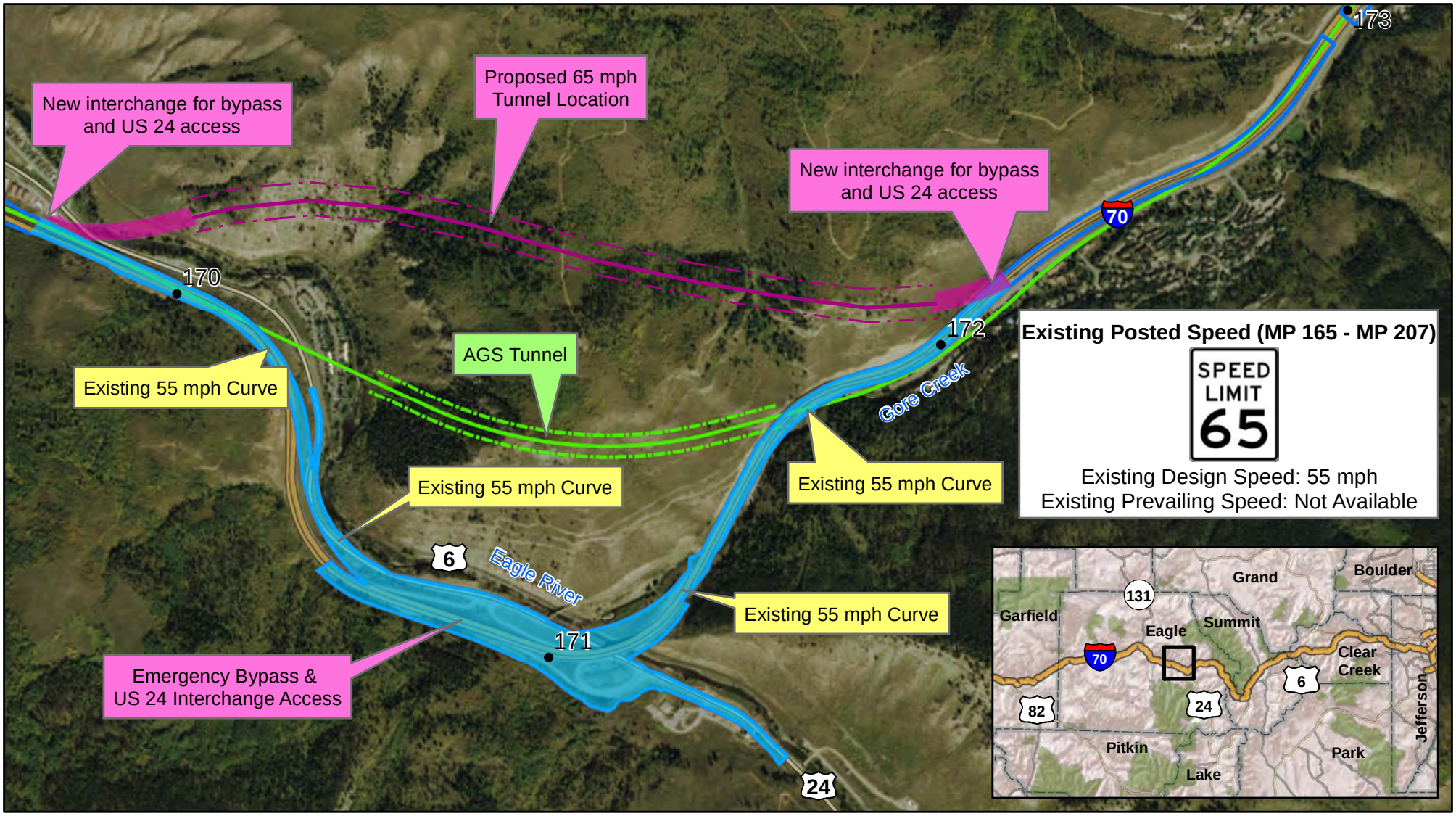
- Proposed EB (uphill) auxiliary lanes
- No distinguishing difference between PEIS alternatives

# Figure 2
# Avon
# MM 167 to 168

I-70 Design Speed Study

N

0 500 1,000 1,500 2,000
Feet




## Legend

- 55 and 65 mph PEIS Alternative Footprints
- Existing Alignment
- AGS Hybrid Alignment
- AGS Tunnel Locations
- Mile Posts
- 55 mph PEIS Alternative Footprint
- 65 mph PEIS Alignment Footprint
- 65 mph PEIS Alignment Tunnel

## Conditions

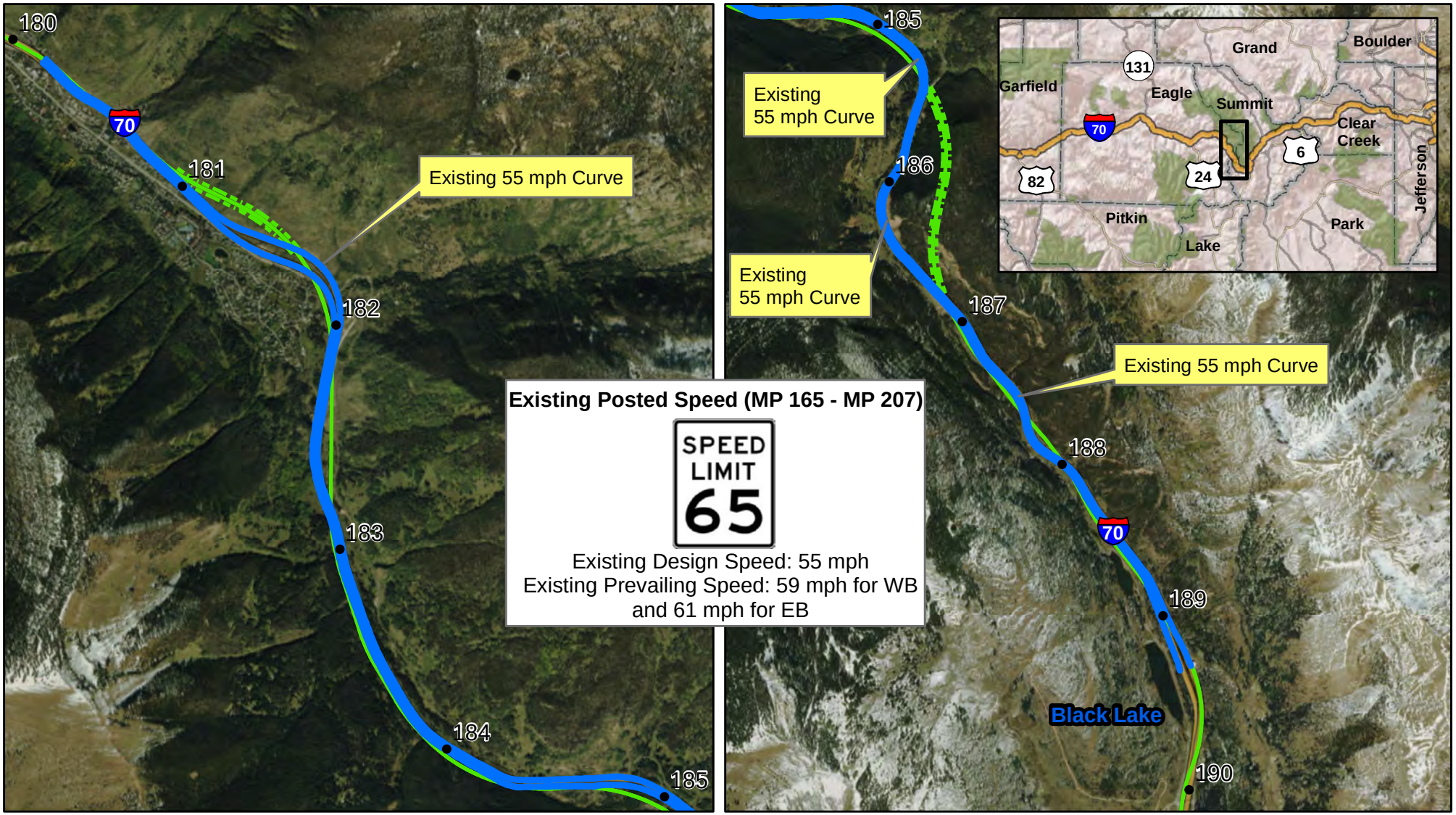
- Proposed Curve Safety Modifications
- Proposed Six Lane Highway Capacity
- 65 mph Proposed Tunnel Location
- Existing I-70 roadway to be used for emergency bypass and US 24 interchange access
- Design speed of the curve less than surrounding highway
- Additional footprint needed for interchanges, staging areas and tunnel waste disposal
- Assume the new bypass access is likely to be a split interchange

# Dowd Canyon
# MM 170 to 173

N

I-70 Design Speed Study

0 750 1,500 2,250 3,000
Feet




## Legend

- 55 and 65 mph PEIS Alternative Footprint
- Existing Alignment
- AGS Hybrid Alignment
- AGS Tunnel Locations
- Mile Posts

## Conditions

- Steep grades MP 180 - MP 185
- Proposed EB (uphill) auxiliary lanes
- Proposed WB (downhill) auxiliary lanes
- No distinginguishable difference between PEIS alternatives

# Figure 4
# West Side of Vail Pass
# MM 180 to 190

N

I-70 Design Speed Study

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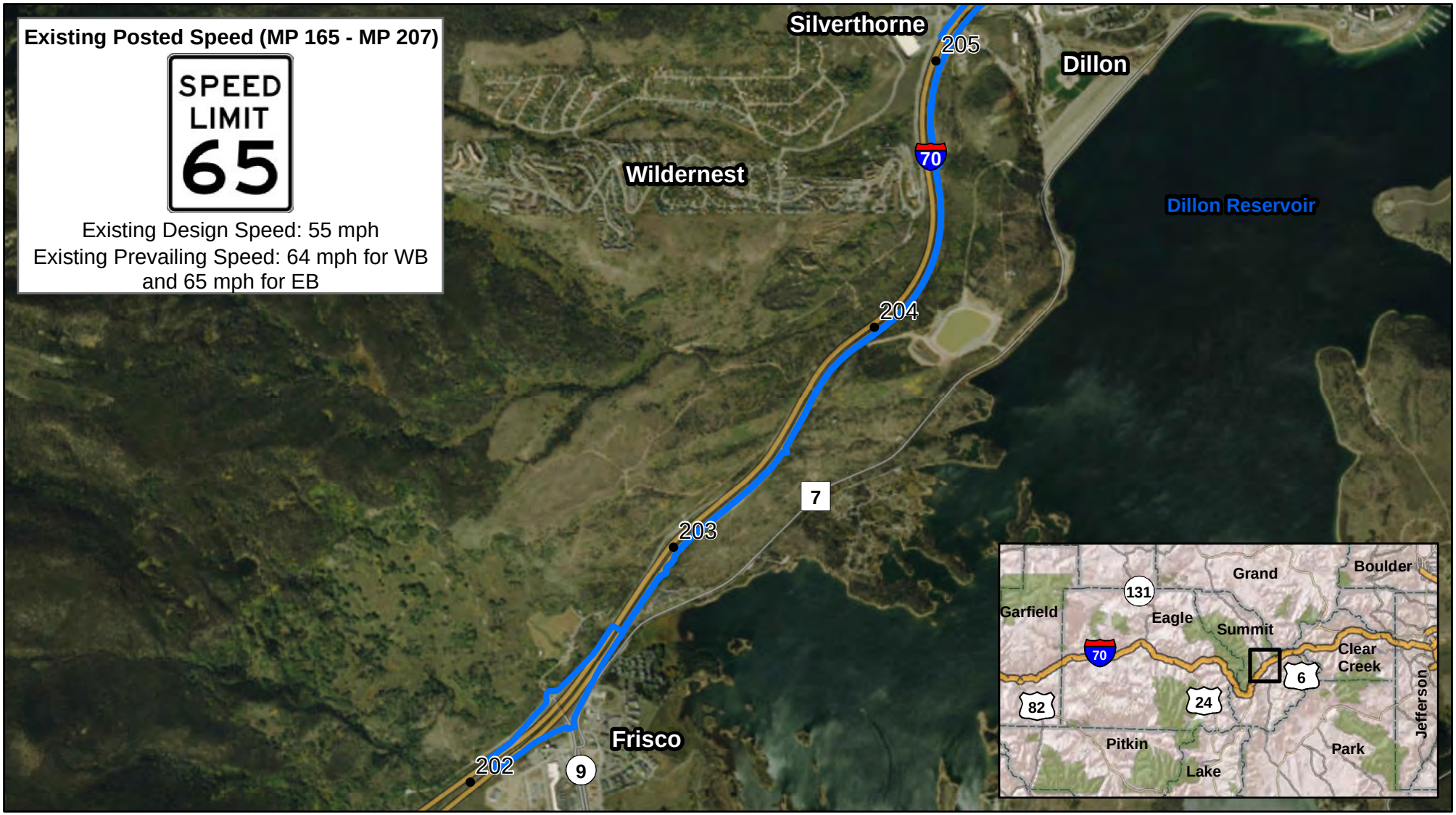
0 0.5 1 1.5 2
Miles




**Legend**

- 55 and 65 mph PEIS Alternative Footprint
- Existing Alignment
- Mile Posts

**Conditions**

- Steep Grade - MP 203 - MP 205
- EB auxiliary lanes
- No distinguishable difference between PEIS alternatives

# Figure 5
## Frisco to Silverthorne
## MM 202 to 205

I-70 Design Speed Study

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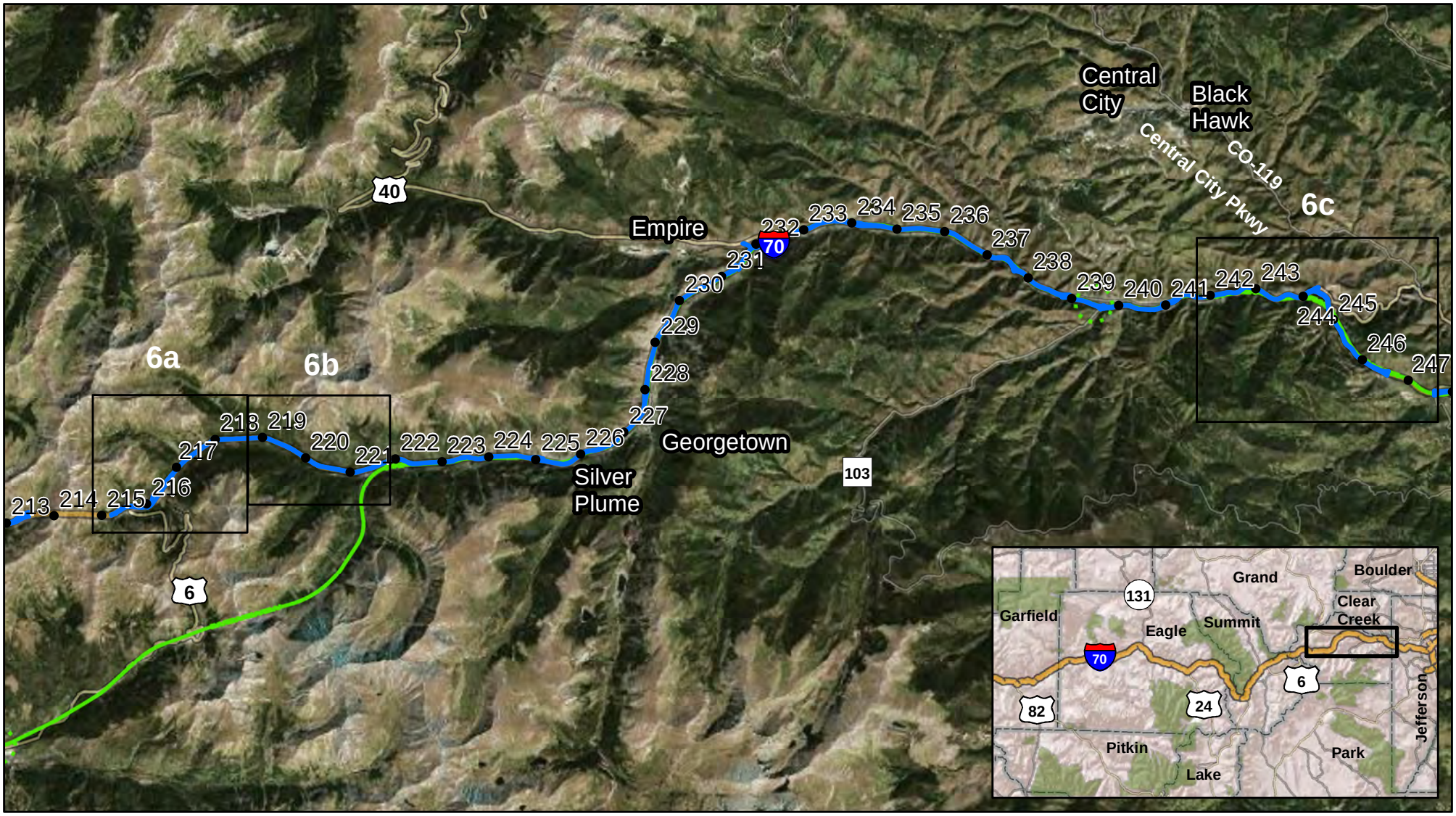
N

0 0.25 0.5 0.75 1
Miles




**Legend**

- 55 and 65 mph PEIS Alternative Footprints
- Existing Alignment
- AGS Hybrid Alignment
- AGS Station Location
- Mile Posts

**Conditions**

**Mitigation/Design Exceptions**

# Figure 6
## MM 213 to 247

I-70 Design Speed Study

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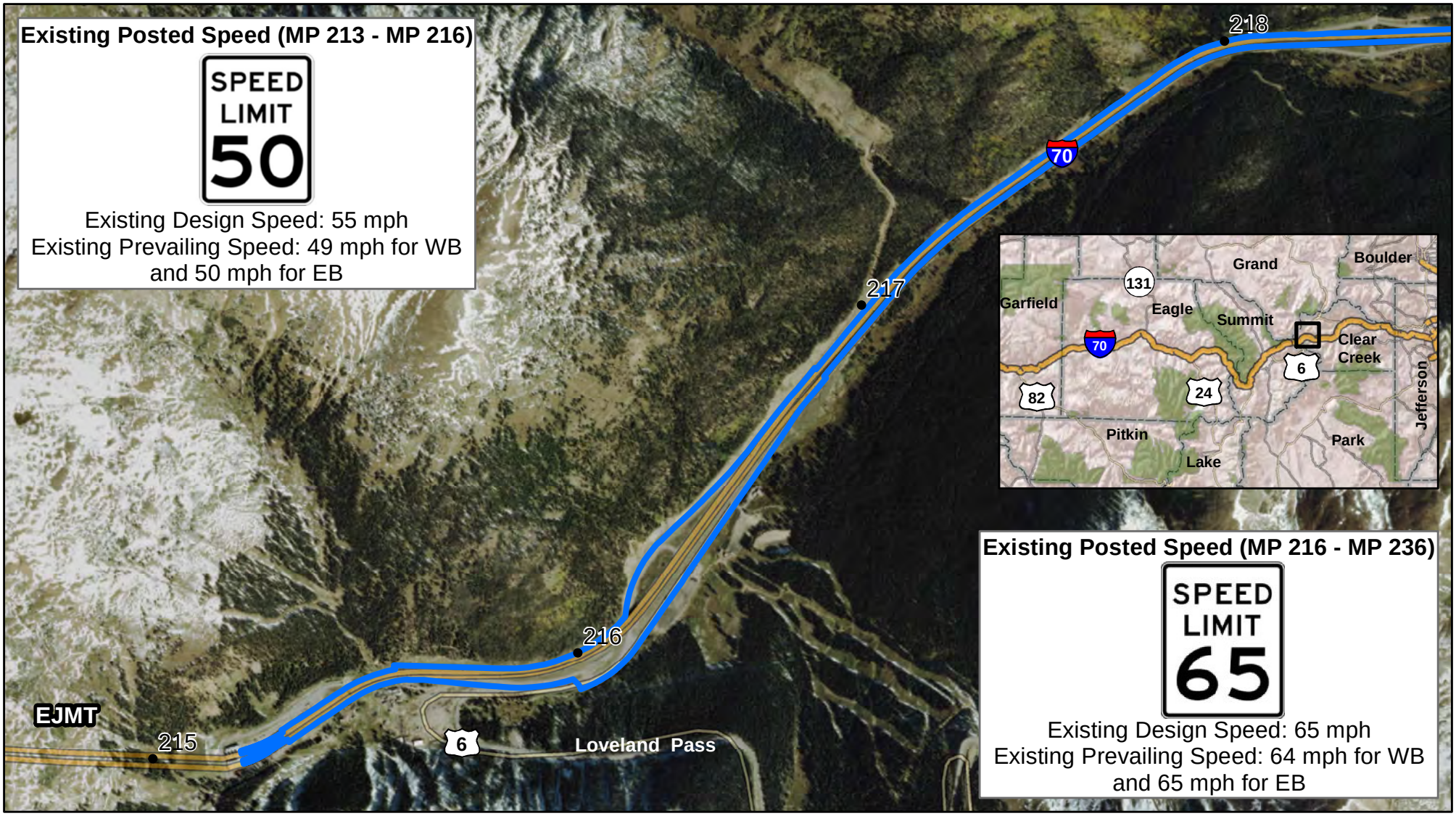
N

0 2 4 6 8

Miles




**Legend**

- 55 and 65 mph PEIS Alternative Footprint
- Existing Alignment
- Mile Posts

**Conditions**

- Steep grade MP 215 - MP 216
- Proposed EJMT third bore
- Proposed EB and WB auxiliary lanes
- No distinguishable difference between PEIS alternatives

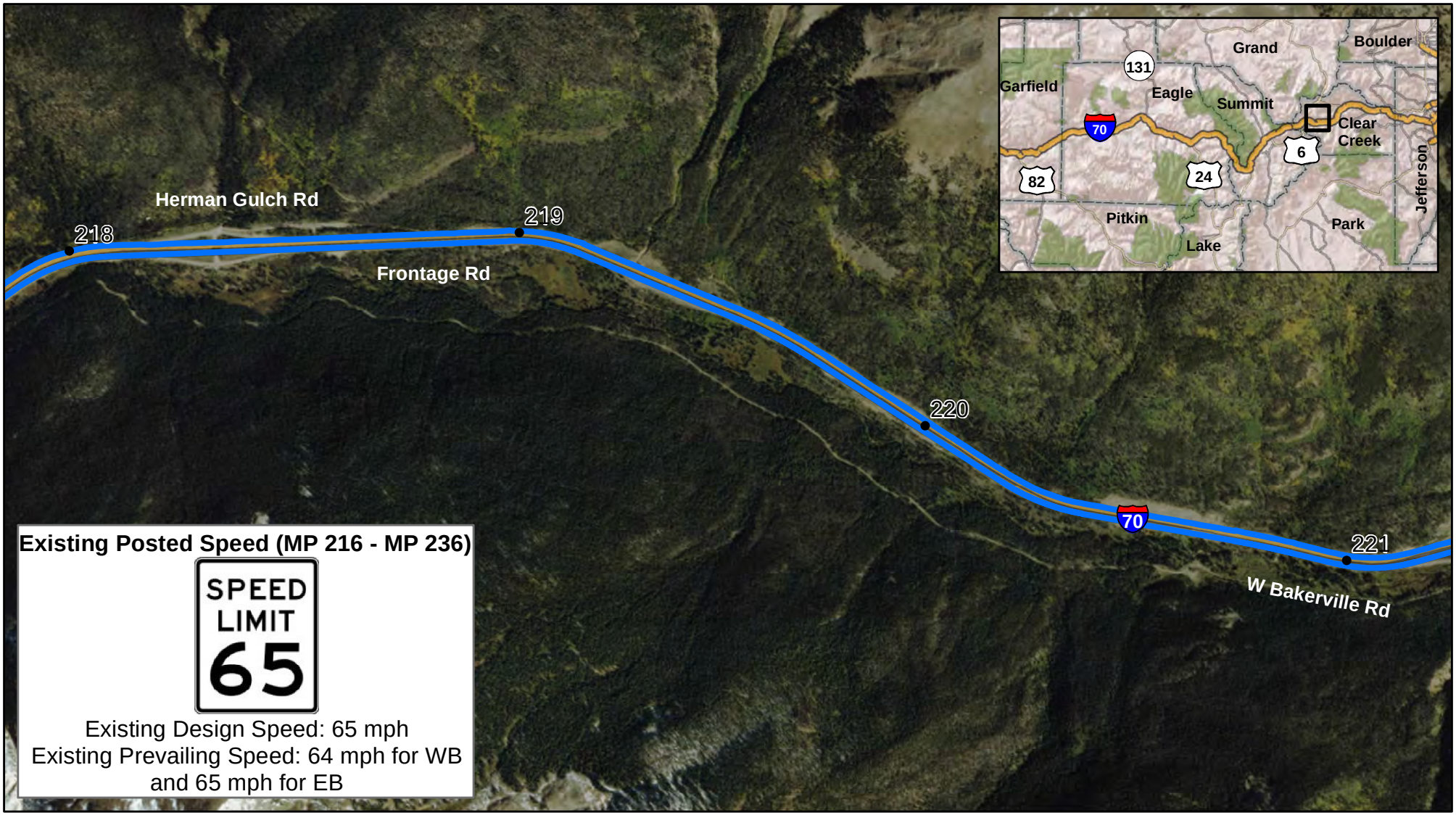
# Figure 6a
# EJMT to Herman Gulch MM 215 to 218

N

I-70 Design Speed Study

DRAFT

0 1,000 2,000 3,000 4,000
Feet




**Legend**

- 55 and 65 mph PEIS Alternative Footprint
- Existing Alignment
- Mile Posts

**Conditions**

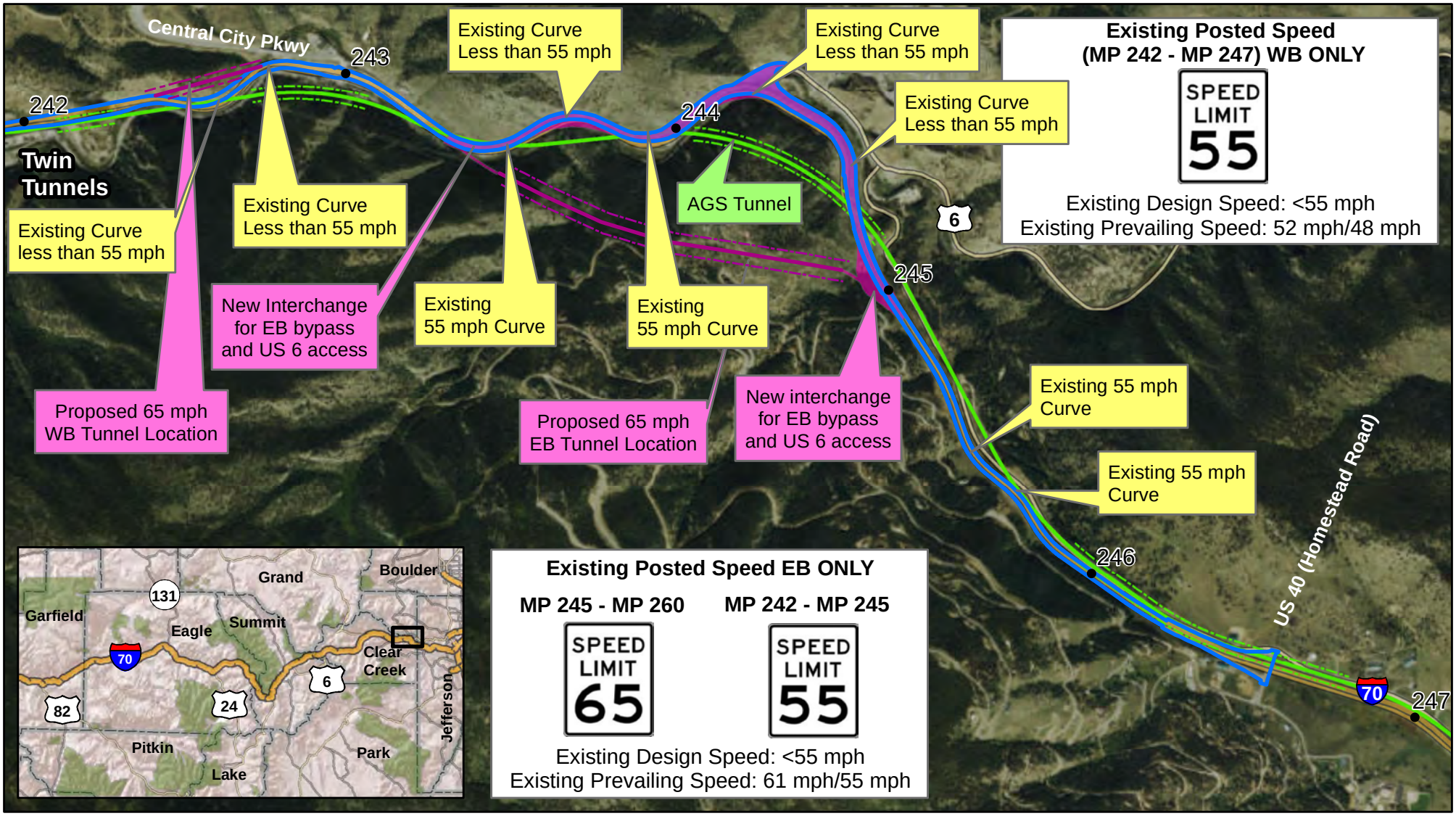
- Proposed WB auxiliary lane
- No distinguishable difference between PEIS alternatives

# Figure 6b
# Herman Gulch to Bakerville
# MM 218 to 221

I-70 Design Speed Study

N

0 1,000 2,000 3,000 4,000
Feet




## Legend

- 55 and 65 mph PEIS Alternative Footprints
- Existing Alignment
- AGS Hybrid Alignment
- AGS Tunnel Locations
- Mile Posts
- 55 mph PEIS Alternative Footprint
- 65 mph PEIS Alignment Footprint
- 65 mph PEIS Alignment Tunnel

## Conditions

- Proposed six-lane highway with bike trail and frontage roads
- Proposed curve safety modifications
- 65 mph Proposed Floyd Hill Tunnel (EB only)
- Existing I-70 roadway to be used for EB emergency bypass and US 6 interchange access
- Design speed of some curves less than the surrounding highway
- Additional footprint needed for interchanges, staging areas and tunnel waste disposal
- Assume the new bypass access is likely to be a split interchange

# East of Twin Tunnels MM 242 to 247

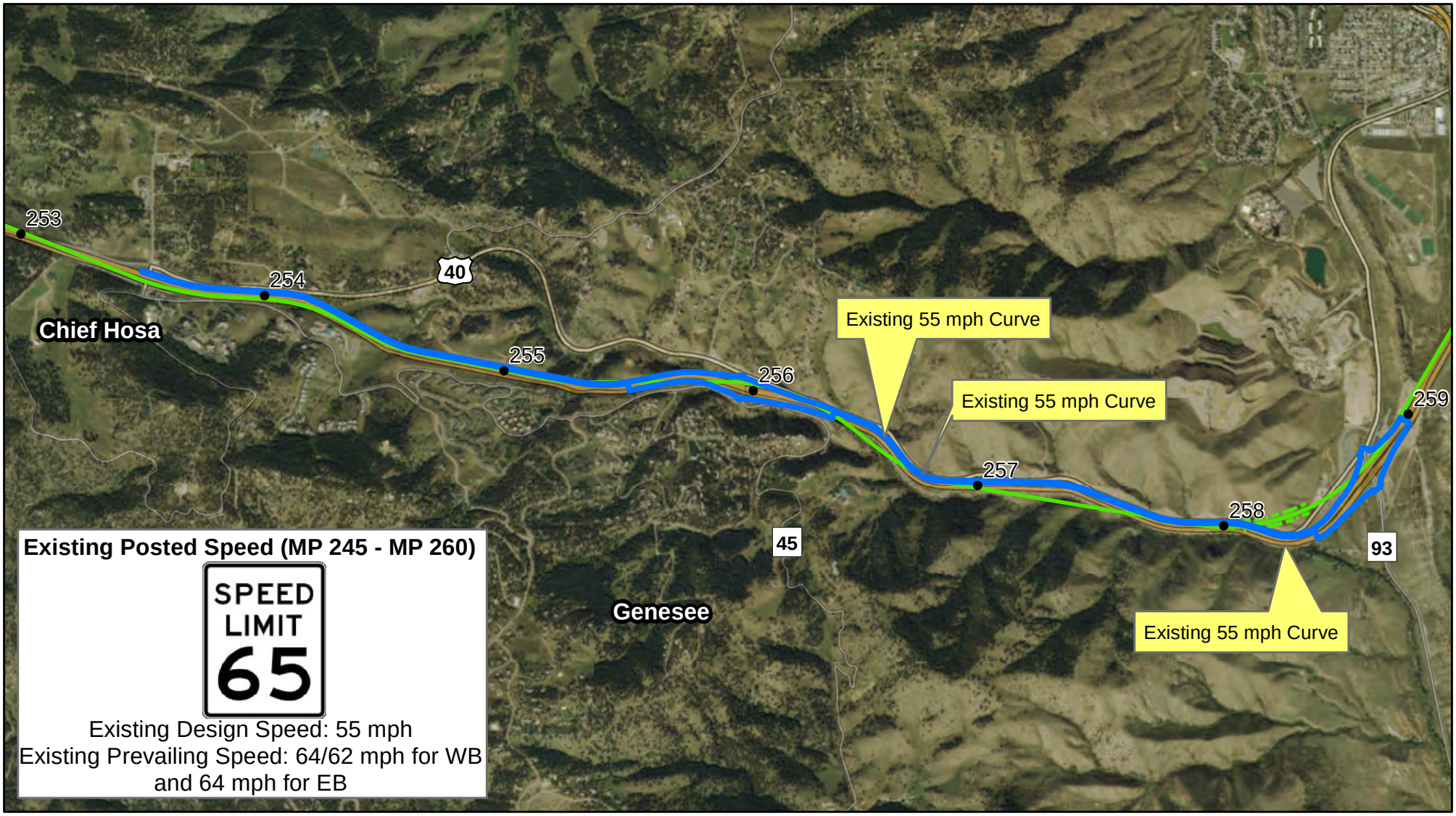
N

I-70 Design Speed Study

DRAFT

0 0.25 0.5 0.75 1

Miles




**Legend**

- 55 and 65 mph PEIS Alternative Footprint
- Existing Alignment
- AGS Hybrid Alignment
- AGS Tunnel Locations
- Mile Posts

**Conditions**

- Steep grade MP 252 - MP 254
- Proposed WB (uphill) auxiliary lanes
- No distinguishable difference between PEIS alternatives

# Figure 7
# Morrison to Chief Hosa MM 253 to 259

N

I-70 Design Speed Study

DRAFT

0 0.25 0.5 0.75 1
Miles