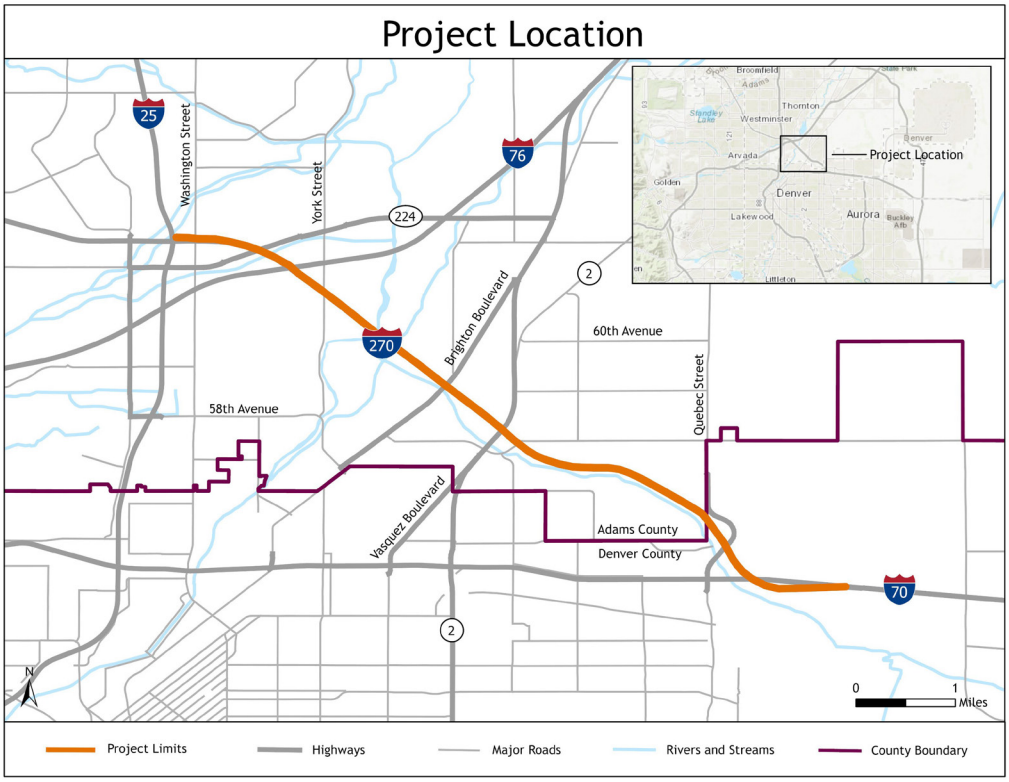
I-270 Corridor Improvements

Welcome

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) seek your feedback on the I-270 Corridor Improvements Project.



The Draft Environmental Impact Statement (DEIS) is available for review and official comment through January 20, 2026.

Thank you for being here.
Your feedback is important.

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NEPA Overview
Where We've Been and What's Next

I-270 Corridor Improvements

Where We've Been

The National Environmental Policy Act (NEPA) requires federal agencies to evaluate and disclose potential environmental, social, and economic impacts and gather public input before making major decisions. The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) have been conducting this review since 2020.

Planning and Analysis

- Worked with agencies, local governments, and the community to understand corridor needs, define the project's purpose and goals, and evaluate potential solutions.
- Studied traffic patterns, safety, and future travel demand.
- Analyzed effects on environmental, social, and economic resources and identified 146 measures to avoid or minimize impacts.
- Clarified federal and state roles in the environmental review process.

Maintenance crews work on an I-270 bridge

Community Engagement

- Hosted more than 200 outreach activities.
- Gathered input from over 1,000 participants.
- Partnered with bilingual liaisons and community organizations.
- Conducted outreach for neighborhood priorities like the new bicycle and pedestrian overpass.
- Developed additional non-federally funded community enhancements.

Project staff answer questions at a public meeting

Coordination and Early Improvements

- Coordinated with local, state, and federal agencies on transportation and community priorities inside and outside the project area.
- Partnered with Commerce City on funding a project to study 60th Avenue improvements.
- Completed bridge and pavement maintenance and implemented air quality monitoring to guide future work.

A crash closes all lanes of I-270

What's Next

After reviewing and responding to public comments, CDOT and FHWA will prepare a joint Final Environmental Impact Statement and Record of Decision (ROD) — a single, combined document that identifies the selected alternative and outlines required mitigation commitments.

Once the ROD is issued, the project can move forward.

- CDOT will advance corridor-wide design and begin construction activities after the Record of Decision.
- Coordination with agencies, local governments, and the community will continue through final design and construction to minimize disruption and ensure efficient delivery.
- CDOT has identified funding for implementation and developed a phasing plan to guide construction over approximately five years.

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Purpose and Need

The purpose of the I-270 Corridor Improvements Project is to implement transportation solutions that modernize the I-270 corridor to accommodate existing and forecasted transportation demands.

Why are I-270 improvements needed?

- Traveler safety on the corridor
- Travel time and reliability on the corridor
- Transit on the corridor
- Bicycle and pedestrian connectivity across I-270
- Freight operations on the corridor

In addition to addressing project needs, the Colorado Department of Transportation, Federal Highway Administration, Cooperating, and Participating Agencies have established a key project goal:

Minimize environmental and community impacts resulting from the project

Look for the green light bulb to see where this information is in the Draft Environmental Impact Statement.

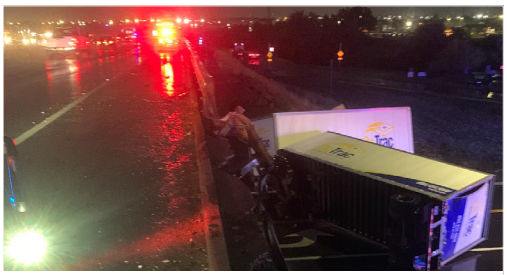
Refer to Chapter 2, Purpose and Need, of the Draft Environmental Impact Statement (DEIS).

Crash on I-270


Mid-day congestion on I-270


Deteriorating bridge conditions on I-270 over Brighton Boulevard


Bridge deck failure on I-270 over the Burlington Ditch


A crash in late September 2025 damaged the railing of the I-270 bridge over 56th Avenue

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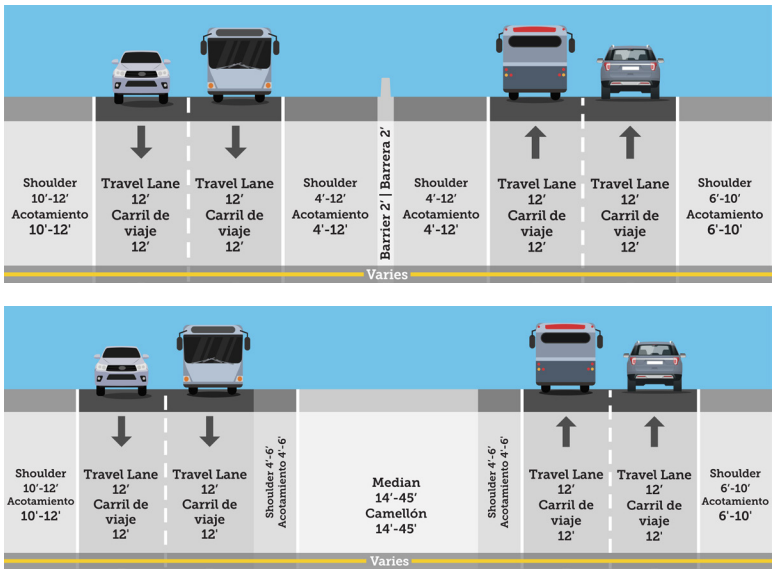
Alternatives Evaluated in the Draft Environmental Impact Statement

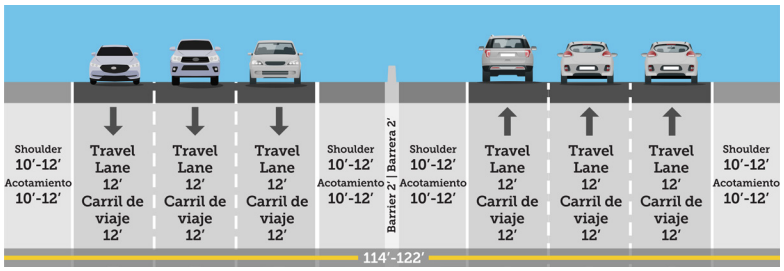
No Action Alternative

- No major improvements would be made to the I-270 corridor beyond routine maintenance and currently programmed projects.
- The existing highway configuration of two general-purpose lanes in each direction would remain unchanged.



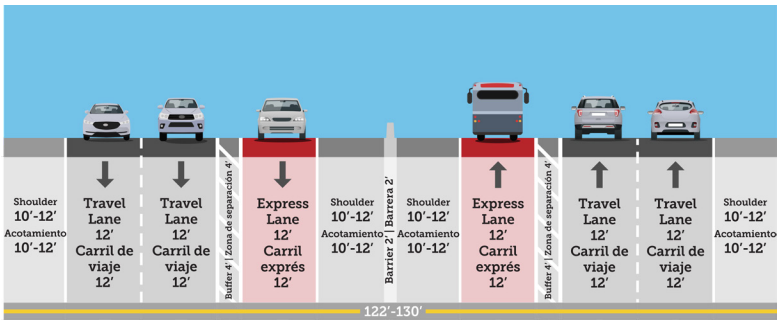
Three General-Purpose Lanes Alternative

- Reconstructs highway infrastructure to accommodate the widened highway footprint (as needed) and modernizes the existing infrastructure.
- Transit remains in the general-purpose lanes as service exists today.



Two General-Purpose Lanes and One Express Lane that Accommodates Transit Alternative

- Reconstructs highway infrastructure to accommodate the widened highway footprint (as needed) and modernizes the existing infrastructure.
- The Express Lane would be available to public transit vehicles and high-occupancy vehicles (HOV3+), including carpools with three or more people, at no cost, and to all other vehicles and freight trucks that choose to pay a toll.



Refer to Chapter 3, Alternatives Considered, of the Draft Environmental Impact Statement (DEIS).

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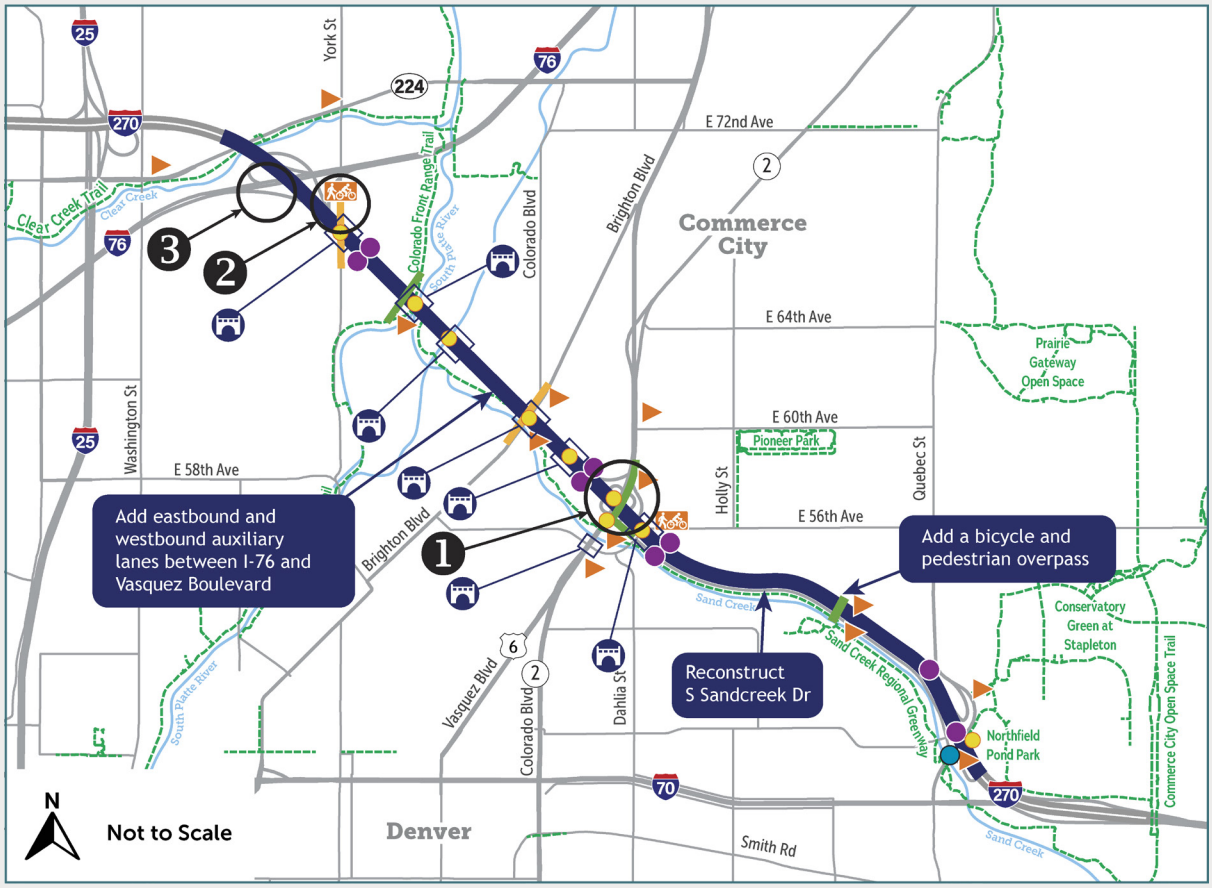
The Preferred Alternative (2GPL + 1EL) includes the following improvements shown on the map.

- Add one new Express Lane in each direction
- Replace Bridges
- Lengthen on- and off-ramps
- Enhanced Lighting
- New RTD Bus Stops
- New Wayfinding
- New Multi-use Paths
- New Sidewalk
- New Trail
- Existing Trails and Parks
- 1 Reconstruct Vasquez Boulevard interchange, including addition of multi-use paths and underpasses
- 2 Separate westbound York Street and I-76 off-ramps
- 3 Consolidate I-76 on-ramps to eastbound I-270



Refer to Chapter 3, Alternatives Considered, of the Draft Environmental Impact Statement (DEIS).

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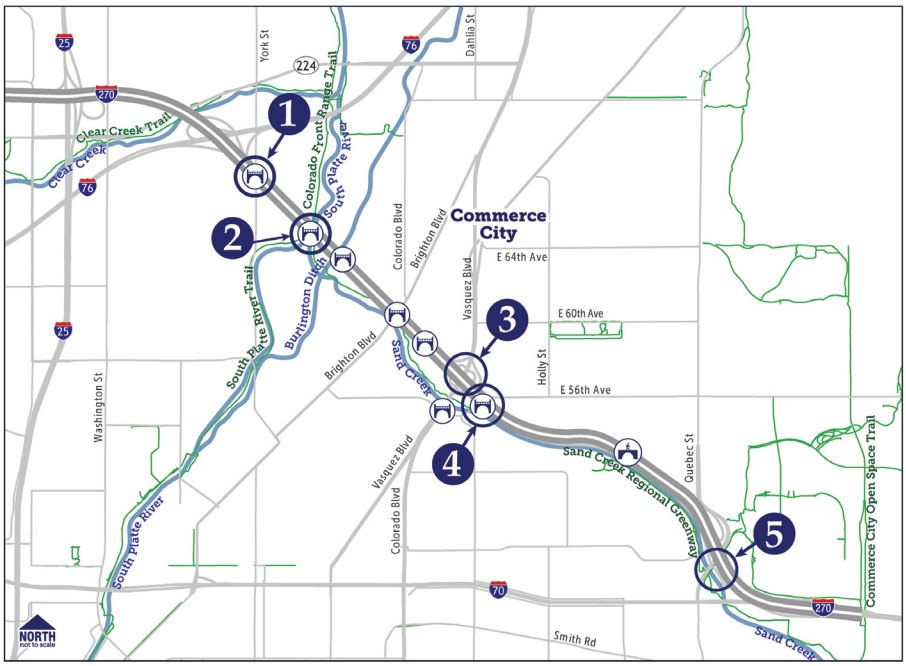
The Preferred Alternative (2GPL + 1EL) includes the following bicycle, pedestrian, and transit elements:

Future-Ready Bridges: Bridges across I-270 will be designed to allow for wider sidewalks and enhanced lighting for local road crossings over and under I-270.

New Bicycle and Pedestrian Overpass: New 10-foot-wide overpass over I-270 and South Sandcreek Drive, connecting the Sand Creek Greenway to North Sandcreek Drive.

1. York Street Bridge: New sidewalks and safer crossings at interchange ramps, connecting to Adams County's York Street widening project.
2. South Platte River Trail: Re-configured crossing.
3. Vasquez Boulevard Area: New multi-use path with underpasses.
4. Sand Creek Trail: Improved sightlines and striping.
5. New RTD Bus Stops: Added bus stops at Quebec Street and Sandcreek Drive.



Bicycle, pedestrian, and transit improvements are also being explored in partnership with other organizations, including:

- Wayfinding Enhancements: Improved signage at trail junctions and along major streets.
- CO 224 Upgrades: Expand CO 224 resurfacing project to provide new pedestrian and transit elements.
- 60th Avenue Improvements: CDOT is working with Commerce City to evaluate upgrades to 60th Avenue — including multimodal connections - between Brighton Boulevard and Vasquez Boulevard.
- 56th Avenue and Connections: Improved sidewalks and connections to the Sand Creek Greenway.

Refer to Chapter 3, Alternatives Considered, of the Draft Environmental Impact Statement (DEIS).

How the Preferred Alternative (2GPL + 1EL) Improves Traffic

- **Handles More Traffic:** Moves 8% more peak-hour trips than the Three General-Purpose Lanes Alternative and manages heavy evening congestion more effectively.
- **Improves Speeds:** Boosts average evening speeds by 5-10 miles per hour (mph) while the Three General-Purpose Lanes Alternative improves by only 3-5 mph.
  - Express Lane users enjoy 6–10 minute trips even at rush hour.
- **Supports Transit:** Buses use the Express Lane, cutting travel times from nearly 40 minutes to as low as 6–10 minutes, keeping buses on schedule.
- **Improves Freight Flow:** Continuous lanes and smoother interchanges make truck trips up to 17 minutes faster, improving delivery reliability.
- **Strengthens Overall Performance:** Cuts peak-period delay by over 20,000 vehicle hours per day and improves ramp connections between I-270 and local streets.
- **Balanced Long-Term Solution:**
  - Moves more vehicles.
  - Reduces congestion corridor-wide.
  - Shortens travel times for cars, buses, and trucks.
  - Maintains steady travel speeds throughout the day.

Refer to Chapter 3, Alternatives Considered, of the Draft Environmental Impact Statement (DEIS).

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How the Preferred Alternative (2GPL + 1EL) Improves Safety on I-270

Key Safety Concerns (2022)

- High crash rate: Historically, I-270 averages over 40 crashes per mile each year, well above the state average of 31.
- Frequent rear-end and sideswipe crashes caused by stop-and-go traffic and short merge lanes.
- Weaving and unpredictable lane changes between closely spaced interchanges (especially near the Vasquez, I-76 and Quebec interchanges).
- Narrow shoulders and short ramps limit driver recovery space and hinder emergency response.
- Outdated interchanges create complex merging and exiting conditions that raise crash risk.

How the Preferred Alternative (2GPL + 1EL) Improves Safety

- Reduces weaving and erratic lane changes by adding an Express Lane with controlled entry/exit points and clear lane markings.
- Improves merge and exit safety with longer on- and off-ramps and continuous auxiliary lanes between the I-76 and Vasquez interchanges.
- Wider shoulders provide safe space for disabled vehicles and emergency responders.
- Simplifies interchange layouts at I-76, Vasquez Boulevard, and York Street, improving merging and exiting zones and reducing driver confusion.

Refer to Chapter 3, Alternatives Considered, of the Draft Environmental Impact Statement (DEIS).

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Why are Express Lanes Preferred?

Improves Safety: Reduces sudden lane changes and weaving, improves traffic flow, and lowers crash risk by adding an Express Lane compared to adding only general-purpose lanes.

More Reliable Travel Times: Keeps traffic flowing during peak hours, provides consistent speeds, and reduces congestion in general-purpose lanes through dynamic pricing in Express Lane.

Improves Transit Operations: Buses gain priority access to the Express Lane, improving travel times, schedule reliability, and rider experience advantages not possible under the general-purpose lane alternative.

Better for Freight Operations: Improves freight reliability by keeping lanes continuous through major interchanges, avoiding the forced lane drops that occur with the Three General-Purpose Lanes Alternative.

Funding and Revenue Opportunities: Tolling through CDOT's Colorado Transportation Investment Office (CTIO) creates a revenue stream to support long-term operations and maintenance.

codot.gov/programs/expresslanes

Refer to Chapter 3.3.4, Preliminary Identification of the Preferred Alternative, of the Draft Environmental Impact Statement (DEIS).

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How to travel in Express Lanes?

For free as a carpooler

HOV3+ (High-Occupancy Vehicle): Drivers with three or more passengers may use the Express Lanes for free, but must have a Switchable Transponder Pass.

For free on certain corridors

Motorcycles may travel for free on all Express Lane corridors except the I-70 Mountain Express Lanes. Motorcycles do not need to have an Express Toll Pass or account in order to travel for free on these Express Lane corridors.

Transit

Use either priority buses or Bus Rapid Transit.

By paying a toll

Pay a toll as a solo driver or as a driver with one passenger in a personal vehicle, or as a freight vehicle.

Express Lane Revenue

1. **Leverage Innovative Financing Tools:** Most of the revenue from tolls is reinvested in transportation infrastructure, including funding for new projects, maintaining existing Express Lane corridors, and repaying loans taken to build Express Lanes.

   Toll revenue is also used to expand transit infrastructure such as mobility hubs, support HOV 3+ carpooling programs, and integrate Intelligent Transportation Systems (ITS) on Express Lane corridors.

2. **Increase Federal Grant Competitiveness:** Express Lanes make Colorado more competitive for federal funding, representing over 70% of the state's major highway grant awards since 2009.

Refer to Chapter 3.3.4, Preliminary Identification of the Preferred Alternative, of the Draft Environmental Impact Statement (DEIS).

Chapter 4 of the Draft Environmental Impact Statement describes the environmental effects of the project alternatives. The resources presented on Boards 11–15 are those of greatest public interest.

Air Quality

- Traffic and industry are the main sources of air pollution in the I-270 area.
- Most pollutant emissions will decrease from present day conditions by 2050 due to stringent emission standards, improved fuel efficiency and vehicle fleet turnover.
- The Preferred Alternative (2GPL + 1EL) results in less PM_{10}* than the Three General-Purpose Lane alternative through the 2050 design year.
- Construction is expected to result in temporary emissions of fugitive dust and exhaust emissions for all alternatives.
- CDOT will monitor air quality before, during and after construction. Please see the state air quality report for additional information.

*PM_{10} refers to inhalable particles that are 10 microns in diameter or smaller, which can be breathed into the respiratory tract and may cause irritation, coughing, and other respiratory issues, particularly for sensitive groups.

Noise

- Some areas in the study area experience high traffic noise.
- The Preferred Alternative (2GPL + 1EL) would affect 38 noise-sensitive locations, but no major noise increases are expected.
- To mitigate temporary impacts, contractors must follow noise rules and use best practices to limit construction noise.
- A noise wall is recommended for the South Rose Hill neighborhood to mitigate impacts for residents.

Refer to Chapter 3, Alternatives Considered, of the Draft Environmental Impact Statement (DEIS).

Social and Economic Conditions

- No permanent residential property acquisitions or displacements are anticipated. The project anticipates permanent and temporary easements.
- I-270 is a regional facility that provides connections to locations within and throughout the Denver metropolitan area. There are several long-standing and historic neighborhoods near the project limits, interspersed with existing commercial and industrial development such as transportation, warehousing, and utilities sectors.
- The Preferred Alternative (2GPL + 1EL) would improve travel time, reliability, and safety for workers, customers, freight, and emergency responders.
- Temporary impacts like lane closures and detours will be managed through traffic plans, coordination with emergency services, and clear communication.
- Recommended construction mitigations would include keeping lanes open at peak hours, coordinating with emergency responders, enforcing work zone speed limits, and proactive detour communication.

Visual and Aesthetics

- I-270 is a noticeable visual element throughout the study area with industrial uses often surrounding the landscape. Few natural landscape features interrupt the heavily industrial landscape, including the South Platte River and the Sand Creek Greenway.
- The Preferred Alternative (2GPL + 1EL) will change the look of the I-270 corridor with a wider footprint and new features, such as overhead signage, toll cameras, and a slightly wider footprint, which would generally fit in with the area's existing character.
- Recommended design guidelines will be developed based on community input to help reduce and balance visual changes. The community will have several opportunities to provide input, such as at a public meeting, through focus groups, and through other outreach methods. The guidelines will improve the look of bridges, walls, and other features by proposing consistent colors, materials, and landscaping throughout the corridor. Stay tuned for more information on how to participate in outreach for the guidelines.

Refer to Chapter 3, Alternatives Considered, of the Draft Environmental Impact Statement (DEIS).

Water Quality

- The study area is located in the South Platte Watershed. The South Platte River is the primary drainage in the study area. Smaller creeks and drainages within the study area include Clear Creek and Sand Creek.
- The Preferred Alternative (2GPL + 1EL) would result in 133 acres of new impervious surface, or surface where water cannot soak into the ground.
- The Preferred Alternative (2GPL + 1EL) would improve water quality conditions in the study area through modernization of the corridor's drainage infrastructure.
- Recommended mitigation measures include construction erosion control measures and permanent control measures, such as water quality ponds.

Habitat and Natural Areas

- The Preferred Alternative (2GPL + 1EL) would permanently convert 127.81 acres of prairie, grassland and other natural areas to paved surface.
- Clear Creek, Sand Creek, and the South Platte River have riparian corridors that provide important habitat for birds and wildlife, including reptiles and amphibians.
- 2.47 acres of riparian vegetation along Clear Creek, Sand Creek, and the South Platte River will be permanently impacted by the Preferred Alternative (2GPL + 1EL).
- 21.7 acres of black-tailed prairie dog habitat, and 0.37 acres of northern leopard frog habitat will be impacted by the Preferred Alternative (2GPL + 1EL).
- In total, 125.53 acres of Shortgrass Prairie Initiative lands would be impacted as well. This includes potential impacts to bald eagles, black-tailed prairie dogs, burrowing owls, lark buntings, monarch butterflies, western bumblebees, and northern leopard frogs who all have potential to occur in the study area.
- Recommended mitigation measures include restoring riparian and wetland areas, planting native vegetation, and improving drainage and water quality.

Refer to Chapter 3, Alternatives Considered, of the Draft Environmental Impact Statement (DEIS).

Floodplains

- Regulated floodways and areas designated as 100-year and 500-year floodplains are present in the study area and are associated with the South Platte River, Sand Creek, and Clear Creek.
- Construction activities within floodplains may temporarily affect floodplain functions, including short-term changes to flood conveyance, temporary reductions in floodplain storage, and localized disturbances near streams during bridge and roadway work.
- Recommended mitigation includes initiating a revision of the Letter of Map Revision (LOMR) with Federal Emergency Management Agency (FEMA), limiting construction activities and not storing construction materials in the floodplain, as well as following local permitting requirements.
- After the LOMR process, the Preferred Alternative (2GPL + 1EL) would have a reduced encroachment into the floodplain and no new encroachment into the floodway associated with Clear Creek, the South Platte River, and Sand Creek.

Hazardous Materials

- 377 facilities with hazardous materials have been identified within the study area including numerous leaking storage tank sites and historic landfill facilities.
- The Preferred Alternative (2GPL + 1EL) would result in a permanent reduction of contaminated material in the study area.
- Any contamination encountered during the construction of the project will be managed in compliance with applicable state and federal regulations.
- A project-specific Materials Management Plan and Health and Safety Plan will be developed and implemented to guide the management and handling of contaminated soil, debris, impacted groundwater, and landfill gases that may be encountered during construction.

Refer to Chapter 3, Alternatives Considered, of the Draft Environmental Impact Statement (DEIS).

Recreational Resources

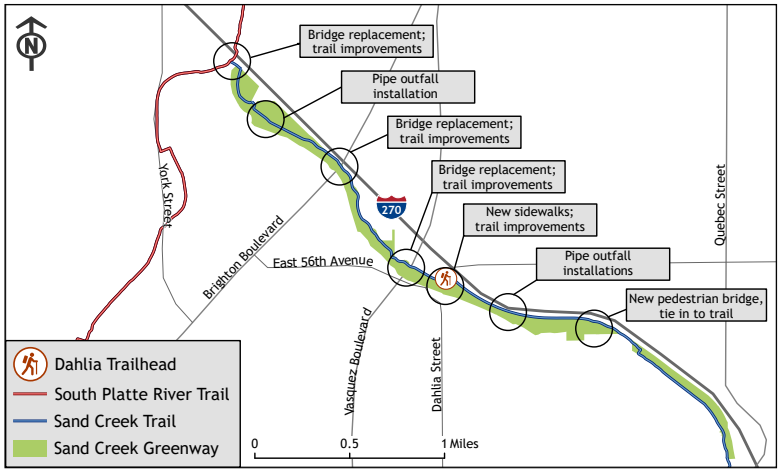
South Platte River Trail and Sand Creek Trail

There will be temporary impacts to the South Platte River Trail at I-270, and the Sand Creek Trail at multiple locations for bridge replacements and trail safety improvements. Trail user access will be maintained via constructed temporary trails around the work zone. At bridge replacement locations, several overnight full closures between 11 p.m. and 5 a.m. will be needed for safety reasons. Areas adjacent to the Sand Creek Trail within the greenway open space would be temporarily disturbed during construction activities. All disturbed areas would be fully restored.

Dahlia Trailhead (East 56th Avenue and South Sandcreek Drive)

New sidewalks will be added along East 56th Avenue and South Sandcreek Drive adjacent to the Dahlia Trailhead. The Sand Creek Trail near the trailhead would also be improved. During this time, up to 75% of parking spaces within the trailhead parking area would be temporarily used for construction access, with remaining parking spaces kept open to the public.

Provide your feedback about these impacts and mitigations using the comment form



The Federal Highway Administration is planning to make a *de minimis* finding for this project.

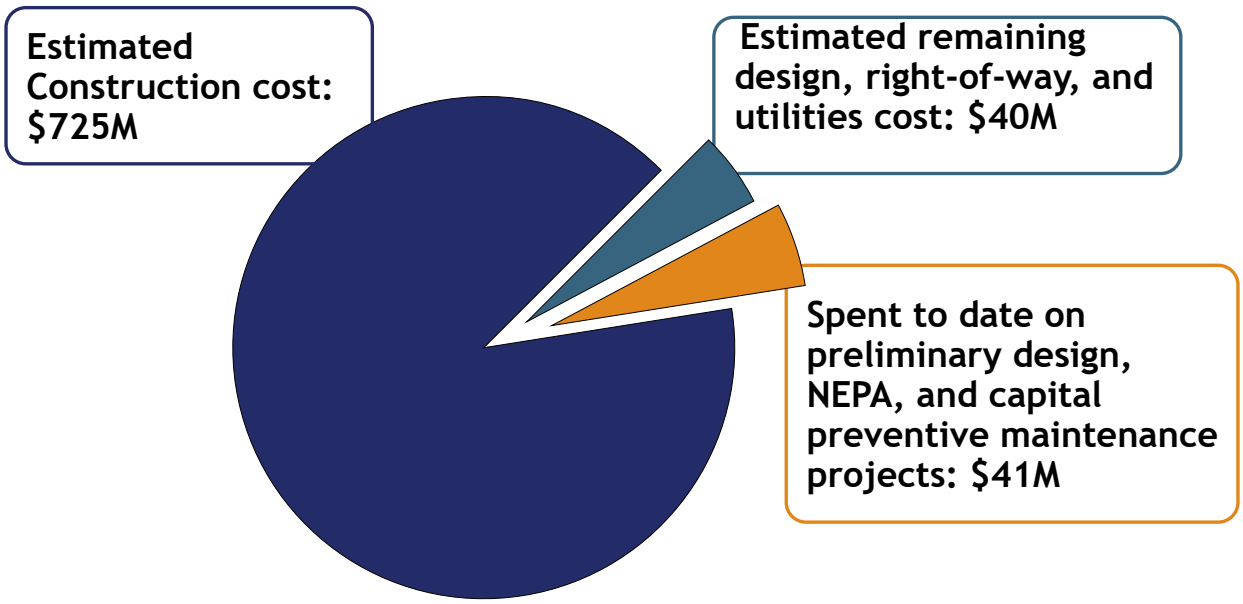
A *de minimis* impact is one that, after taking into account avoidance, minimization, mitigation and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966.

Refer to Chapter 3, Alternatives Considered, of the Draft Environmental Impact Statement (DEIS).

Project Cost and Funding

Construction of the Preferred Alternative (2GPL + 1EL) is estimated to cost $725 million with about $40 million remaining for preconstruction efforts. Project funding will come from a mix of state and federal sources, including:

- **Colorado Senate Bill 18-001 Strategic Project Funds and Other State Fund Sources**
- **Statewide Bridge and Tunnel Enterprise**
- **Colorado Transportation Investment Office (CTIO)**
- **Federal Discretionary Grants**



Refer to Chapter 3, Alternatives Considered, of the Draft Environmental Impact Statement (DEIS).

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Project Phasing

Preconstruction began in 2020, including design, National Environmental Policy Act (NEPA) evaluation, and preventive maintenance such as shoring, temporary barriers, and pavement overlay.

Construction is planned in three phases, described below and on the map, beginning in 2027 and lasting about five years:

Phase 1: Rebuild bridges in the poorest condition — over the South Platte River, Burlington Ditch, Brighton Blvd/railroad, and 60th Avenue/railroad.

Phase 2: Reconstruct the I-270 mainline, Vasquez Boulevard/I-270 interchange, and York Street and 56th Avenue bridges.

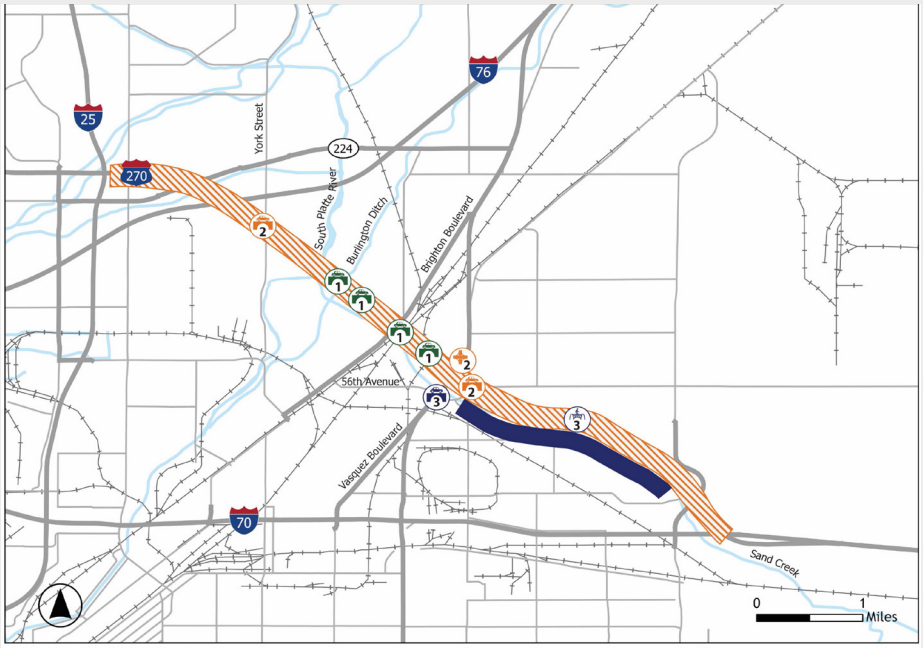
Phase 3: Reconstruct the Vasquez Boulevard bridge over Sand Creek, improve Sandcreek Drive/frontage road, and build a new bicycle and pedestrian overpass over I-270.

Project Phasing

Bridge Replacement

Interchange Replacement

New Bicycle and Pedestrian Overpass



Refer to Chapter 3, Alternatives Considered, of the Draft Environmental Impact Statement (DEIS).

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Meeting the Community Where They Are

The project team has followed best practices for public involvement that includes informing, consulting, collaborating, and empowering the public.

Informed

- Regularly shared updates through monthly newsletters, project website, fact sheets, Nextdoor, and community presentations.
- Provided accessible, multilingual materials explaining design concepts, environmental impacts, and proposed project benefits.

Consulted

- Gathered feedback through surveys, outreach events, public meetings, and community meetings — both virtually and in-person to understand local priorities and concerns.
- Used comment forms and other methods to gather feedback to collect corridor-specific input from travelers and businesses. To date, CDOT has received over 1,000 comments.

Collaborated

- Partnered with local governments, community leaders, Sand Creek Regional Greenway Partnership, and advocacy groups to shape design refinements.
- Established ongoing relationships with corridor stakeholders to ensure feedback continues to influence decision-making. This included creating a stakeholder workshop to discuss limitations to mobility and environmental impacts the community and users of the corridor experience.
- Created a focus group composed of Adams County residents to discuss community mitigations and enhancements.

Empowered

- Shared transparent summaries showing how community input has influenced project decisions.
- Built long-term trust by ensuring the community sees tangible outcomes from their participation - not just consultation.

Refer to Chapter 5, Public and Agency Involvement, of the Draft Environmental Impact Statement (DEIS).

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Active Public Engagement and Involvement

- CDOT's engagement approach was shaped by recommendations from agencies, community organizations, and public input, and it evolved to effectively include populations across the project area.
- Many of these agencies became partners in developing recommendations and will be involved in implementing community enhancements.
- Bilingual outreach teams attended or hosted nearly 200 outreach events to meet people where they are and ensure broadened participation. Table setups were branded and featured informative boards with project information. Community outreach activities included, but are not limited to:

In-Person Public Meetings

Three sets of in-person public meetings allowed direct engagement and input on project alternatives.

Virtual Public Meetings

Three webinars offered live and on-demand participation.

Stakeholder Workshops

21 workshops engaged residents, businesses, advocacy groups, and agencies.

Listening Sessions

15 Listening sessions were held at community locations.

Volunteer Opportunities

Several project volunteer events built community connections and insight into local needs.

Bus, Bicycle, and Walking Tours

One tour was conducted to experience mobility challenges firsthand from a community perspective.

Business Interviews

About ten one-on-one business interviews were conducted to assess I-270's impact on local industries and identify improvements for freight and commerce.

Community Office Hours

About ten office hours were held monthly at the Eagle Pointe Recreation Center to share information, answer questions, and address concerns.

Events and Festivals

97 local events and festivals raised project awareness and fostered community connections.

Presentations & Small Group Meetings

About 48 meetings with elected officials and community groups fostered informed, personalized discussions.

Volunteers help clean the S. Platte River Trail

Project team members share information at a community event

Business leaders learn more about plans to improve I-270

The project staffed a booth at National Night Out in Commerce City

Refer to Chapter 5, Public and Agency Involvement, of the Draft Environmental Impact Statement (DEIS).

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Public Comments

More than 1,000 comments were received during the project development process, addressing a broad range of topics and offering suggestions such as:

- The need for early and meaningful engagement with impacted residents.
- Revising the Purpose and Need statement to better align project goals with community priorities, including adding a project goal to minimize environmental and community impacts resulting from the project, improving transit operations on I-270, and adding bicycle and pedestrian connectivity across the corridor.
- Strong support for funding a community-driven planning process, including third-party-led workshops and participatory decision-making tools like community voting.
- Concerns about the alternatives under consideration, advocating for expanded bicycle and pedestrian options.
- Traffic congestion and travel time delays, with commenters emphasizing the importance of reliable and predictable travel.
- Safety, with concerns about congestion, narrow shoulders, and operational challenges at major interchanges like Vasquez Boulevard.
- Freight movement, with a focus on improving truck safety at interchanges, ensuring reliable trip planning, and reducing delivery delays.
- Environmental concerns centered on potential impacts to trails, waterways, and wetland restoration areas, particularly along the Sand Creek waterway and Greenway.
- The importance of avoiding and minimizing environmental impacts, particularly regarding air quality, water resources, and wildlife, rather than relying solely on mitigation measures.

Refer to Chapter 5, Public and Agency Involvement, of the Draft Environmental Impact Statement (DEIS).

Project Response to Public Comment

I-270 Corridor Improvements

CDOT and FHWA listened to community and stakeholder input during the project development process. Below are ways we have already responded to community requests:

- Elevated the level of environmental review from an Environmental Assessment to an Environmental Impact Statement.
- Expanded in-person public outreach and listening sessions to better engage communities and provide more opportunities directly inform key project decisions.
- Revised the draft purpose and need to reflect concerns about traffic congestion, safety, deteriorating infrastructure, and the lack of bicycle and pedestrian connectivity. A new goal was added to minimize community and environmental impacts from the project to address community environmental concerns.
- Initiated a preconstruction air quality monitoring research project in response to residents' and stakeholders' calls for detailed modeling of air pollutants and more information on existing air quality conditions and data.
- Engaged bilingual community liaisons and developed multicultural outreach plan.
- Developed community driven alternatives development process which shaped which alternatives were evaluated in detail and how their features were designed.
- Hosted monthly stakeholder workshops to collaborate on the vision and solutions for I-270 based on public input to better engage communities.
- Conducted thorough discussions about the location and purpose of the bicycle and pedestrian overpass through community meetings and tabling events.
- Identified and pursued funding opportunities for other transportation improvements in the study area, including partnering on a Commerce City grant application for 60th Avenue with a $200k match commitment.

Additional community requests were addressed through the state report process, see boards S1-S5.

Refer to Chapter 5, Public and Agency Involvement, of the Draft Environmental Impact Statement (DEIS).

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How to Comment

- **The 60-day public review period extends from November 21, 2025, through January 20, 2026.**
- All comments received during the review period are considered equally regardless of how they are submitted.

Public meetings give community members a chance to ask questions

How to comment today:

Sign up to speak publicly after the presentation at the sign-in table.

Speak privately to the court reporter who will record your comment.

Fill out a comment form and drop it in the comment box.

Submit online comment form at computer station or by scanning the QR code with your phone
codot.gov/projects/studies/i270study

How to comment after the public hearing:

Visit the project website to submit a comment electronically.

Email: cdot_i270@state.co.us

Call the hotline: 303-512-4270

Send mail to: 4670 North Holly Street
Denver, CO 80216
(Attn. David Merenich, PE)

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Overview of Colorado State Reports

I-270 Corridor Improvements

- To meet state requirements and commitments separate from federal requirements, CDOT is releasing an Air Quality Technical Report: Greenhouse Gas Technical Report, and a Community Analysis Technical Report concurrently with the Draft Environmental Impact Statement.
- These state reports are published on the I-270 website and open to public review at the same time as the Draft Environmental Impact Statement.

Air Quality

Greenhouse Gas

Community

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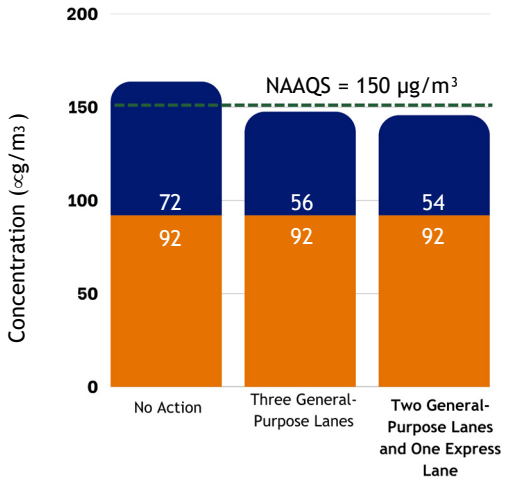
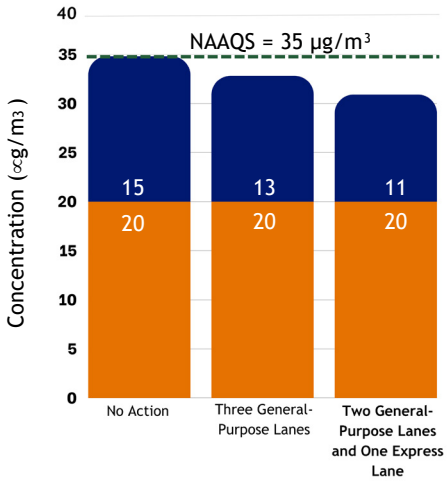
State Air Quality Analysis

- To address concerns about air quality in the I-270 Corridor, the state air quality analysis went beyond the federal requirements to examine potential future ambient particulate matter concentrations to compare predicted values between alternatives relative to each other.
- Build Alternatives modeling shows no exceedances of the 24-hr average PM_{10} or 24-hr average $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS).
- No Action and Build Alternatives modeling shows exceedances of the annual average $PM_{2.5}$ standard.
- Preferred Alternative (2GPL + 1EL) is lowest among alternatives.

Maximum 24-Hr Average PM_{10} Concentrations



Maximum 24-Hr Average $PM_{2.5}$ Concentrations

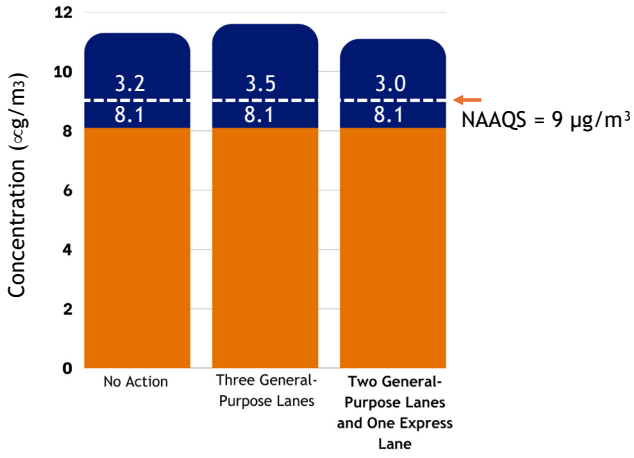


The background concentration plus the modeled roadway contributions are equal to the total projected concentrations for each alternative.

Modeled Roadway Contribution

Background Concentration

Maximum Annual Average $PM_{2.5}$ Concentration



Refer to the Air Quality Technical Report I-270 Corridor Improvements: State-Required and Supplemental Analyses.

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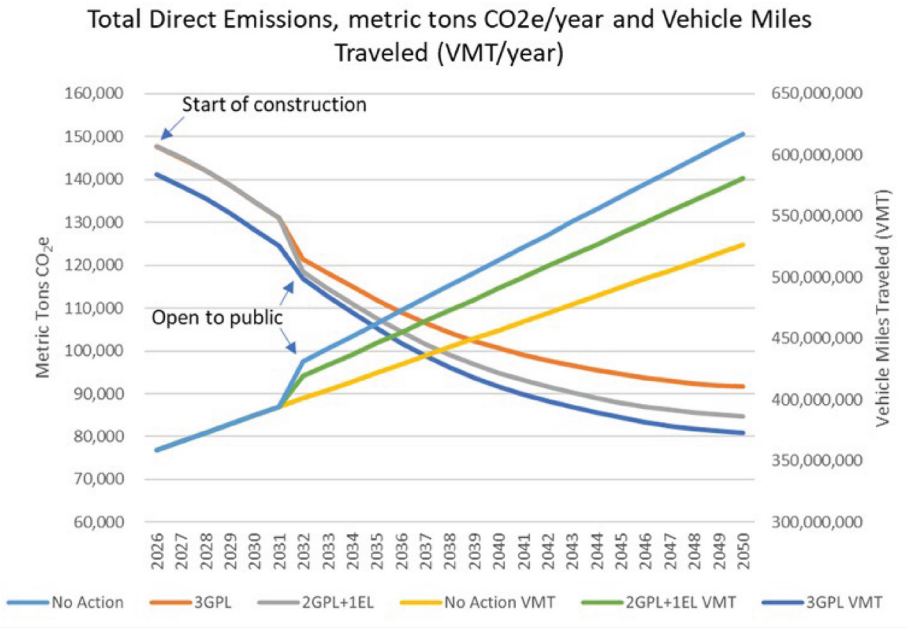
State Greenhouse Gas Analysis

I-270 Corridor Improvements

During construction (2026-2031), emissions will temporarily rise from equipment use and traffic delays, then decline as traffic moves more efficiently (smoother traffic flow and reduced congestion) after construction.



On a per vehicle basis, GHG emissions per mile are 3- 5% lower under the Build Alternatives than under No Action.

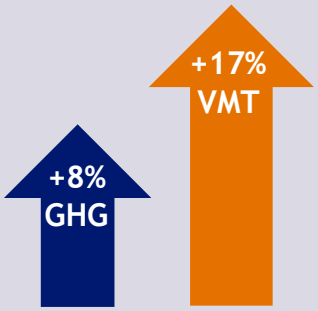
The build alternatives are projected to result in more efficient travel compared to the No Action.

Total project GHG emissions from 2024-2050 for construction, maintenance, and operation are trending downward while VMT is trending upwards for all alternatives.

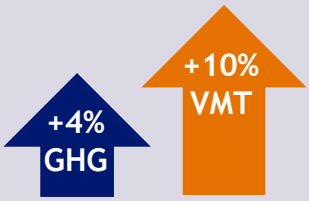
The Preferred Alternative (2GPL + 1EL)

The Preferred Alternative (2GPL + 1EL) results in the lowest GHG emissions of the project build Alternatives.

Three General-Purpose Lane Alternative compared to the No Action Alternative



Two General-Purpose Lanes and One Express Lane that Accommodates Transit Alternative compared to the No Action Alternative



Refer to the Greenhouse Gas Analysis Technical Report.

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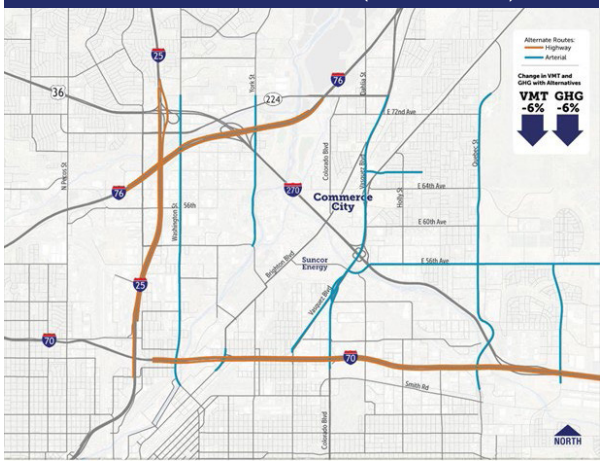
State Greenhouse Gas Analysis

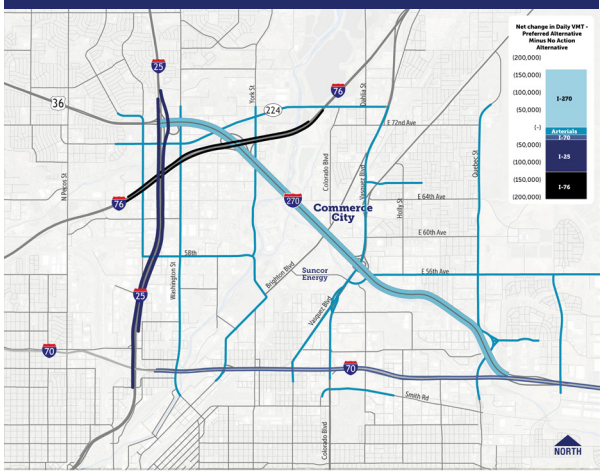
- The project is included in the Denver Regional Council of Government's 2050 Regional Transportation Plan greenhouse gas (GHG) regional assessment which demonstrates compliance with the Colorado Department of Transportation's GHG Planning Standard.
- Although traffic is predicted to increase in future years, cleaner vehicles and more efficient travel will reduce overall emissions on the corridor and across the region compared to current levels.
- Although vehicle miles traveled (VMT) and emissions are predicted to increase on project roadways, there are corresponding decreases in VMT and emissions on other major roadways in the surrounding area.

Reduction in VMT and GHG Under the Preferred Alternative (2GPL + 1EL)



- The Preferred Alternative (2GPL + 1EL) would result in more efficient travel compared to the No Action Alternative.
- Due to more drivers choosing to travel on more direct routes with a less congested I-270, both VMT and GHG emissions would be approximately 6% less compared to the No Action Alternative on major roads in the surrounding area.

Alternative Routes



- Some drivers would shift from alternate routes to I-270, reducing overall VMT. The map shows projected increases and decreases in VMT on area arterials, I-70, I-25, and I-76.
- Smoother traffic flow keeps vehicles on I-270, lessening neighborhood traffic and improving safety.

Refer to the Greenhouse Gas Analysis Technical Report.

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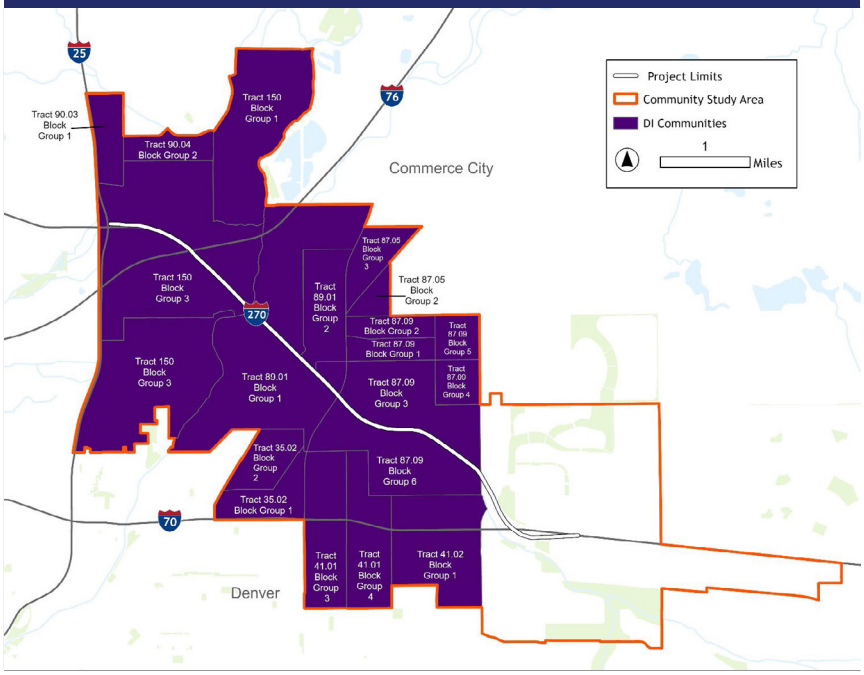
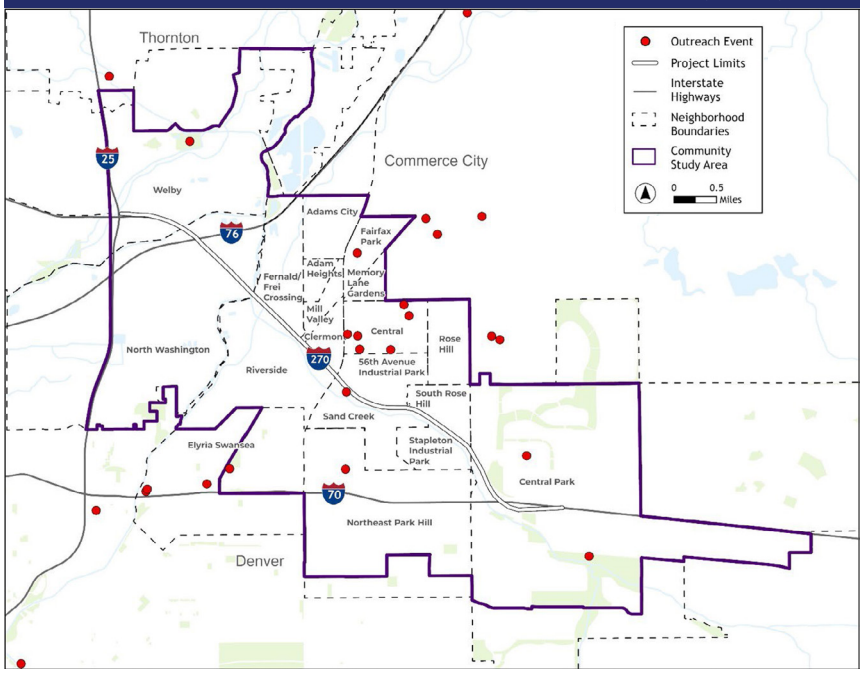
State Community Analysis

- Historically underrepresented and disproportionately impacted communities are identified by the state as those that have experienced persistent environmental and infrastructure challenges, including industrial land use, limited access to safe and reliable transportation options, and ongoing air quality concerns.
- 20 of the 25 block groups within the Community Study Area (CSA) have been identified by the state as disproportionately impacted communities.
- CDOT's intentional engagement with local disproportionately impacted communities is reflected through diverse outreach methods and ongoing opportunities for input. Efforts have evolved to emphasize in-person engagement and sustained involvement through regular workshops and meetings, ensuring affected communities have a meaningful voice in project decisions.
- Community feedback reinforces concerns about underinvestment in the CSA.
- Additional community enhancements, separate from the federal environmental mitigation commitments, have been included as CDOT commitments.

Disproportionately Impacted Communities in the Study Area



Public Involvement Activities Within or Near the Community Study Area



Points on the map may represent one or more events occurring at the same location.

Refer to the State Community Analysis Technical Report.

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Community Recommended Enhancements

- The project team gathered ideas from public meetings, workshops, and other engagement activities.
- A Community Enhancement Subcommittee — made up of Stakeholder Working Group members representing neighborhoods across the corridor — helped review input and prioritize and recommend enhancements.
- These recommendations were organized into nine community commitments with associated funding allocations.

An artist works on a mural along the Sand Creek Trail

Commitments (% of total funding)

1. Landscape and aesthetics (outside project limits) (**7%**)
2. Landscape and aesthetics (within project limits) **(7%)**
3. Enhanced air quality monitoring (**10%**)
4. Support for community and environmental projects (**30%**)
5. Improved work zones (**15%**)
6. Travel demand management (**10%**)
7. Freight efficiency and impact reduction (**10%**)
8. Workforce development and local business support (**10%**)
9. Ongoing public reporting (**1%**)

Environmental projects are just one way the community can be enhanced

Pedestrian improvements can enhance the community

CDOT is committed to engaging with the public monthly on the progress of commitments and use of these funds. The structure for this process is expected to evolve over time to remain flexible, community-led, adaptable to changing needs, priorities, and circumstances.

Managing incidents during construction can help enhance traffic flow

Refer to the Community Analysis Technical Report.

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