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# 1.0 Introduction

## 1.1 Project Overview

The Federal Highway Administration (FHWA) and CDOT are advancing the I-270 Corridor Improvements Project (project) to reconstruct and improve the full 6.5-mile stretch of I-270 from the Interstate 25/United States Highway 36 interchange to Interstate 70 in Adams County, Commerce City, and the City and County of Denver. As documented in the Draft Environmental Impact Statement (EIS) (FHWA and CDOT 2025), the project would reconstruct the aging I-270 mainline, replace 12 structurally deficient or functionally obsolete bridges, add one new Express Lane in each direction to support transit and improve travel reliability, rebuild the Vasquez Boulevard interchange, construct a new pedestrian overpass, and improve movements at the Interstate 76 interchange. The project location and limits are shown in Figure 1-1.

FHWA is the lead federal agency responsible for making the National Environmental Policy Act (NEPA) decision on the project, with CDOT serving as the joint lead agency. Cooperating agencies for this Final EIS/Record of Decision (ROD) pursuant to 23 United State Code (USC) Section 139(d)(5) include the United States Environmental Protection Agency and United States Army Corps of Engineers. This document is a combined Final EIS and ROD. The Final EIS portion summarizes FHWA's and CDOT's evaluation of the environmental consequences of the No Action Alternative and the reasonable alternatives and documents the agencies' responses to public and agency comments received on the Draft EIS. The ROD portion identifies the Selected Alternative, formalizes FHWA's decision and outlines required mitigation commitments.

**Figure 1-1. I-270 Corridor Improvements Project Limits**


## 1.2 Abbreviated Final EIS and Errata Approach

FHWA and CDOT prepared this Final EIS using an abbreviated Final EIS with Errata format and are issuing a combined Final EIS/ROD consistent with 23 USC 139(n). This approach is appropriate when the lead agencies determine that the analysis presented in the Draft EIS remains valid, and that comments received on the Draft EIS do not require substantial revisions to the analysis and can be addressed through factual corrections, clarifications, or explanations of the agencies' responses. The abbreviated format allows the Final EIS to focus on changes since the publication of the Draft EIS, refinements incorporated into the Preferred

Alternative, and responses to substantive comments that were received during the 60-day public comment period while incorporating the full Draft EIS by reference.

Under this approach, the Final EIS does not repeat the full analysis contained in the Draft EIS. Instead, it provides targeted updates to reflect new data, changes to regulations, design refinements, and agency and public input received during the comment period.

An Errata section accompanies this Final EIS and serves as the formal record of revisions to the Draft EIS. The Errata identifies any corrections, clarifications, and updates to the Draft EIS analysis and documents any changes to the environmental consequences or mitigation measures resulting from refinements to the Preferred Alternative. Together, the abbreviated Final EIS and Errata, and the full Draft EIS constitute the complete Final EIS for the project.