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8.0 Conclusion

The environmental record for this decision includes (and is incorporated here by reference) the following documents for the I-270 Corridor Improvements Project (project):

- The Draft Environmental Impact Statement (EIS), including all appendices and technical reports (published November 21, 2025).
- The Final EIS portion of this combined Final EIS/Record of Decision (ROD), including all appendices and technical reports. These include:
 - Final EIS: Appendix A, Draft EIS
 - Final EIS: Appendix B, Alternatives Mapbooks
 - Final EIS: Appendix C, Comments Received on the Draft EIS and Responses
 - Final EIS: Appendix D, Two Express Lanes that Accommodate Transit Alternative Technical Report
 - Final EIS: Appendix E, Traffic Noise Technical Report
 - Final EIS: Appendix F, Errata Figures and Tables
 - Final EIS: Appendix G, Aquatic Resources Supporting Documentation
- Section 4(f) documentation and findings presented in the ROD portion of the Final EIS/ROD, including *de minimis* impact findings and the temporary occupancy exception, together with agency correspondence and concurrence letters (Appendix A of the ROD).
- A record of interagency coordination and consultation, including Section 106 consultation materials and public involvement records (Appendix A of the ROD).

These documents constitute the statements required under the National Environmental Policy Act and Title 23 of the United States Code regarding:

- Environmental impacts of the project;
- Adverse environmental effects that cannot be avoided should the project be implemented;
- Alternatives to the proposed project; and
- Irreversible and irretrievable impacts on the environment that may be involved with the project should it be implemented.

Having carefully considered the environmental record identified above; the avoidance, minimization, and mitigation, permitting, and other environmental commitments identified in this combined Final EIS/ROD; and the written and verbal comments offered by agencies and

the public (and the Federal Highway Administration's [FHWA] and CDOT's responses), FHWA selects the Two General-Purpose Lanes and One Express Lane that Accommodates Transit Alternative as the Selected Alternative. As described in Chapter 2.0 (Alternatives Considered and Selected Alternative) of this ROD and supported by the Final EIS, FHWA finds that the Selected Alternative is environmentally preferable (on balance), provides the best overall performance relative to the project's Purpose and Need (safety, travel time and reliability, and freight mobility), and offers meaningful transit and bicycle and pedestrian benefits while minimizing overall environmental and community impacts compared with other reasonable alternatives.

Further, FHWA finds that all practicable means to avoid or minimize environmental harm have been adopted and are reflected in the project's commitments and conditions of approval. FHWA and CDOT will carry these commitments into final design, right-of-way acquisition, permitting, and construction and will track and implement them through CDOT's established environmental compliance processes, including contractor specifications, environmental commitment tracking, and construction monitoring. Any design refinements will be evaluated for consistency with this decision and applicable environmental requirements prior to implementation.

With this ROD, the project may proceed to final design and phased construction, subject to completion of remaining permits and approvals. The status of applicable federal and state approvals is presented in Chapter 4.0 of this ROD document, and FHWA and CDOT will continue coordination with agencies, local jurisdictions, and stakeholders to ensure timely and compliant delivery of the Selected Alternative.