



Welcome to the I-70 East Corridor-Wide Public Meeting

November 13 and 14, 2012

The I-70 East project team invites you to join CDOT and FHWA for an update on the project and a review of the alternatives under consideration between I-25 and Tower Road.

Open house format:

There are several different areas set up to provide project information. Please stop by each area to learn more about the various elements of the project. Project team members are available throughout the room and are identified with name badges. Feel free to ask questions, provide your comments, or express your concerns to any of the project team members.

Discussion tables:

Discussion tables are set up for those who would like to discuss specific questions with a project team member after reviewing the boards. In addition to project specific tables, CDOT right-of-way acquisition process and questions related to City and County of Denver can be discussed at their designated tables.

Handouts:

This packet includes information about the alternatives under consideration, their cost and impacts, why some of the alternatives were proposed to be eliminated, and the comment sheet. The presentation exhibits will be made available on the meeting minutes page of the project website by Thursday, November 15th.

Comment sheet:

Please let us know your thoughts by completing the comment sheet and dropping it in the comment box or mailing it in the self-addressed envelopes available at the sign-in table.

How can you to stay involved?

We encourage public involvement throughout all steps of the EIS. Contact the I-70 East project team to request presentations and updates and provide comments.

- Mail your requests to: 4670 Holly Street, Denver, CO 80216
- Leave us a voicemail at: 303.757.9413
- Get updates on the project, leave a comment, and join our online mailing list at: www.i-70east.com
- Join us at our community leaders meeting every third Wednesday of the month from 4:30 to 6:30 at Focus Points Family Resource Center at 2501 East 48th Avenue, Denver, CO 80216

THANK YOU
For taking the time to get involved!

What is the I-70 East EIS project?

Currently, I-70 between I-25 and Tower Road is one of the most congested and heavily traveled highway corridors in the state. The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. In addition, the I-70 viaduct is nearing the end of its expected lifetime. CDOT recently finished repairs on the viaduct, but the repairs will only extend the life of the structure by 15 to 20 years. After that, any major repairs on the structure will be cost prohibitive; therefore, it is critical to make a decision on replacing the structure to address safety issues and future traffic demand.

What happened after the 2008 Draft EIS?

None of the proposed alternatives from the published 2008 Draft EIS received public support. CDOT and FHWA committed to select a preferred alternative in partnership with the corridor communities and stakeholders during the 2008 public hearings on the Draft EIS by using a collaborative decision-making process. As a result, the Preferred Alternative Collaborative Team was formed in early 2010; however, no consensus was reached at the end of this collaborative process. The project team revisited and reexamined the previously eliminated alternatives, which resulted in modifying the Draft EIS alternatives and developing a new alternative that would address the public and agency concerns to the extent possible. The project team is now in the process of preparing a Supplemental Draft EIS to analyze the impacts of the new and modified alternatives based on the most recent available data.

What is a Supplemental Draft EIS?


Whenever there are changes, new information, or further developments on a project that result in significant environmental impacts not identified in the most recently distributed version of the draft or final EIS, a supplemental EIS is necessary.

The Supplemental Draft EIS for I-70 East will include detailed analysis of the new Partial Cover Lowered Alternative while also updating the previously analyzed alternatives (including rebuilding the viaduct and No-Action) to reflect any changes. There will be a new public comment period once the Supplemental Draft EIS is published (tentatively scheduled for summer of 2013).


The EIS process is anticipated to be completed and a decision document signed on the project in 2014.

What alternatives are still under consideration?


The No-Action Alternative and the Current Alignment Alternative with options are still being considered and fully evaluated in the Supplemental Draft EIS.

 **No-Action** A no-action alternative normally includes short-term safety and maintenance improvements. Because of the condition of the viaduct between Brighton Boulevard and Colorado Boulevard, however, the No-Action Alternative for I-70 East would replace the existing viaduct without any added capacity. The remainder of the highway will reflect existing conditions and include existing, planned, and programmed roadway and transit improvements (such as FasTracks) in the project area.

Option	Property Acquisitions		Construction Cost (\$ million, 2012)
	Housing Units	Businesses	
No-Action North	12	4	\$570
No-Action South	12	10	\$710 – \$855

 **Current Alignment Revised Viaduct** The Revised Viaduct replaces the bridge between Brighton Boulevard and Colorado Boulevard and adds capacity from I-25 to Tower Road. Local east-west access is provided along 46th Avenue, which is designed as a four-lane road with turn lanes and is located underneath the eastbound direction of the highway (south side of I-70). The Revised Viaduct options are similar to the alternatives evaluated along the current alignment in the Draft EIS, but they have been refined based on comments received. Options include a north or south shift from Brighton Boulevard to Colorado Boulevard.

Option	Property Acquisitions		Construction Cost (\$ million, 2012)
	Housing Units	Businesses	
Revised Viaduct North	37	13	\$1,685
Revised Viaduct South	43	19	\$1,845 – \$1,985

 **Current Alignment Partial Cover Lowered** The Partial Cover Lowered option adds capacity from I-25 to Tower Road and removes the bridge between Brighton Boulevard and Colorado Boulevard, reconstructing the highway below the existing ground level. The highway would start descending just west of Brighton Boulevard and ascends just east of the BNSF Denver Market Lead railroad to reach the existing grade east of the Colorado Boulevard interchange. Local east-west access is provided through 46th Avenue, a four-lane road. Eastbound 46th Avenue would be located on the south side of the freeway and the westbound 46th Avenue would be located on the north side.

Option	Property Acquisitions		Construction Cost (\$ million, 2012)
	Housing Units	Businesses	
Partial Cover Lowered	54	18	\$1,785

What happened to the Realignment Alternative?

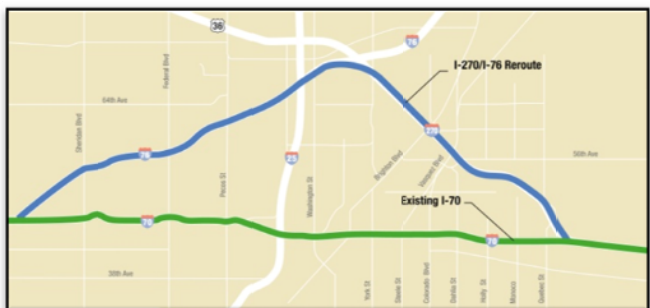
After receiving many comments on the Draft EIS opposing the Realignment, project team members reevaluated the Realignment Alternative. The results of the additional analysis showed that the Realignment Alternative should no longer be considered a reasonable alternative for some of the following reasons:



- Does not meet the Purpose and Need of the project “to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70.”
- Would not allow National Western Stock Show to continue to operate in its current location with its current programs.
- Creates impacts to the Sand Creek Regional Greenway and South Platte River.
- Adds visual barriers and does not maintain access to the South Platte River and the Riverside Cemetery.
- Would increase the cost of the project (estimated at approximately \$2.3 billion) compared to Current Alignment alternatives, making it less likely to fund in the near term.

Why was the reroute of I-70 along I-270/I-76 eliminated?

Recently, there have been many questions on whether or not CDOT is evaluating an alternative that would realign I-70 around Denver using I-270 and I-76. This alternative was eliminated from consideration early in the project process, as documented in the Draft EIS. This option is not considered a reasonable alternative for the following reasons:



- Does not meet the Purpose and Need of the project “to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70.”
- Requires over 12 miles of major widening along I-270 and I-76, which would double the cost of the project (estimated at approximately \$4 billion) compared to Current Alignment alternatives, removing the likelihood of funding the project in the near term.
- Many stakeholders, including Commerce City, Adams County, North Area Transportation Alliance, and the Colorado Motor Carriers Association, have expressed continued opposition.