

From: LaRiviere, Loretta/DEN
Sent: Monday, October 10, 2011 12:33 PM
To: Whorton, Mandy/DEN; 'Ben Acimovic'; 'Jim Bemelen'; Vobejda, Mary Jo/DEN
Subject: FW: Comments on Twin Tunnels EA Scoping Process

FYI

From: JoAnn Sorensen [<mailto:jsorensen@co.clear-creek.co.us>]
Sent: Monday, October 10, 2011 12:26 PM
To: LaRiviere, Loretta/DEN
Cc: Thomas Breslin; Cynthia Neely; Mary Jane Loevlie; Joan Drury; Kevin OMalley; Tim Mauck
Subject: Comments on Twin Tunnels EA Scoping Process

I would offer the following thoughts for your consideration as the Twin Tunnels project moves forward:

1. The connection between the Twin Tunnels Project and the construction bypass (that is currently being considered as an independent project) needs to be acknowledged. But for the Twin Tunnels Project, the bypass project would not be happening. The two projects are inextricably linked.
2. It is concerning to hear that a FONSI is expected as the outcome of this NEPA evaluation. Unless sufficient research and work has already been accomplished, but not shared with the public, stating that a FONSI will be the determination is presumptuous. Working towards a pre-determined outcome is one of the things that got the Draft PEIS in trouble.
3. The documentation for this project should demonstrate that the ultimate solution for I-70 can be accomplished through this area. The public should see that an Advanced Guideway System, full frontage road system and the Clear Creek County Greenway plan (all accomplished with sensitivity to the environmental aspects of the area) can all be accommodated before the Twin Tunnels project proceeds.
4. Due to proximity to Clear Creek, both during and after construction, construction and maintenance runoff should be addressed.
5. The plan for disposal of the waste products that will result from the tunneling should be disclosed.
6. As mitigation, the current (somewhat informal) raft launch site just east of the tunnels should be looked at for possible improvements. Right now it can be a safety consideration when buses, trailers, rafts and people are moving around so close to CR 314 which serves as the frontage road for I-70.
7. The curves between the tunnels and Floyd Hill not only cause drivers to slow down, they also present a significant safety issue. This location has one of the highest accident rates in Clear Creek County. We have heard that hard shoulder running is being proposed for this area. This should not be considered the fix. Curve smoothing and appropriate shoulders are necessary.
8. I am concerned that the continuing message we seem to be hearing – that funding may not allow a full, permanent improvement to CR 314 – is an excuse to once again do a less-than-satisfactory project through Clear Creek County. That is what happened when I-70 was first constructed. Our neighboring counties to the west received much more complete consideration by the time I-70 was constructed there. The Vail Pass bike path and the design through Glenwood Canyon should be used as models for the work that will be done in Clear Creek County. If there is not enough money to do a proper and complete project, wait until the funding becomes available.

Jo Ann Sorensen
Clear Creek County
Land Use Division Director
PO Box 2000
Georgetown, CO 80444

Voice: 303-679-2409
Fax: 303-569-1103