

I-70 Mountain Corridor Tier 1 Documents		
Document Title	Document Summary	Resource Link
I-70 Mountain Corridor Final Programmatic Environmental Impact Statement (2011)	The I-70 Mountain Corridor Final Programmatic Environmental Impact Statement (FPEIS) is a standalone, Tier 1 NEPA document that presents data and analysis for the 144-mile I-70 Mountain Corridor (Corridor). The FPEIS provides information on the Purpose and Need for the Corridor, alternatives developed and analyzed, environmental resource analyses, cumulative impacts analyses, financial considerations, and public and agency involvement, including the collaborative process used for developing the Preferred Alternative. The document also identifies the Preferred Alternative for the Corridor, creating a framework for future transportation projects to follow.	https://www.codot.gov/projects/i-70-old-mountaincorridor/final-peis/final-peis-file-download.html
I-70 Mountain Corridor Record of Decision (2011)	The I-70 Mountain Corridor Record of Decision (ROD) was the final step in the Tier 1 NEPA process. The ROD selects the Preferred Alternative, which is a program of transit, highway, safety, and other improvements on the 144-mile Corridor between Glenwood Springs and the western edge of the Denver metropolitan. The ROD also summarized the alternatives considered and not selected, describes the basis for selecting the Preferred Alternative, discusses the Environmentally Preferable Alternative, discusses Section 4(f), provides clarifications and corrections from the FPEIS, commits to mitigation strategies, and responds to comments on the FPEIS.	https://www.codot.gov/projects/i-70-old-mountaincorridor/final-peis/final-peis-file-download.html

Advanced Guideway System(AGS)-Related Studies		
Document Title	Document Summary	Resource Link
I-70 Coalition Land Use Planning Study For Rail Transit Alignment Throughout the I-70 Corridor (2009)	The I-70 Coalition Land Use Planning Study for Rail Transit Alignment Throughout the I-70 Corridor was a yearlong collaborative planning effort designed to address local and corridor wide visions and goals concerning future land use development patterns and regional mobility, engaging representatives from all communities along the Corridor. The study closely coordinated with other ongoing I-70 Mountain Corridor studies taking place at the time, including the PEIS. The four phase study process identified local land use needs, prepared individual action plans, discussed implementation tools related to future transit land use integration and determined how future transit may affect land use in the Corridor. Ultimately, the study established a framework for cooperation and coordination among all Corridor jurisdictions.	http://rockymountainrail.org/documents/I70_Coalition_Final_Report_030109.pdf
Rocky Mountain Rail Authority (RMRA) High Speed Rail Study (2010)	The RMRA High Speed Study evaluated the feasibility of high speed transportation in two corridors to help enhance transportation mobility statewide. The study focused on I-70 from Denver International Airport to Grand Junction and I-25 from Fort Collins to Trinidad and evaluated multiple aspects including: the planning process, target markets, infrastructure needs, route and technology options, operating plans, travel demand and forecasting, operating costs, capitol costs, implementation and funding. The study found that although high speed rail is feasible in the Corridor when considering ridership, economic benefit and the correct design, there are a few key challenges to overcome, including public funding and technological development specific for the Corridor environment.	http://rockymountainrail.org/RMRA_Final_Report.html
Advanced Guideway System (AGS) Feasibility Study (2014)	The AGS Feasibility Study was commissioned in 2012 to determine the technical and financial feasibility of implementing a high-speed transit system in the Corridor. The study focused on three key elements: Technology; Alignment and Land Use; and Cost, Funding and Financing. As of 2014, the study determined that technologically, AGS is feasible; however, the system is financially infeasible due to significant local, state and federal funding constraints. Capital costs are projected to range from \$5.5 – \$32.4 billion in 2013 dollars.	https://www.codot.gov/library/studies/study-archives/AGSstudy/final-ags-feasibility-study/final-study-complete.pdf
Interregional Connectivity Study (2014)	The Interregional Connectivity Study (ICS) was conducted using past high speed rail studies and other resources such as the RMRA High Speed Rail Study and the I-70 PEIS/ROD to better understand the feasibility of high speed rail in the Denver metro area. The ICS went further than other high speed studies conducted to date by identifying potential paths, stations and the best way to interface with the Regional Transportation District in the Denver metro area. The ICS also worked to examine multiple high speed technologies used around the world, funding options and modeled travel demand. The study limits did not go beyond the I-70/C-470 interchange to the west; however the AGS and ICS studies are dependent on one another for planning a comprehensive system.	https://www.codot.gov/library/studies/study-archives/ICS/ics-final-report-january-2014/ics-final-report-sections-1thru9-2-10-14.pdf

Advanced Guideway System(AGS)-Related Studies

Document Title	Document Summary	Resource Link
The Economic Impacts of High Speed Transit in the I-70 Mountain Corridor (2019)	The Economic Impacts of High Speed Transit in the I-70 Mountain Corridor is a study conducted to analyze the economic impact of high-speed transit in the corridor. Utilizing surveys, one-on-one interviews and existing CDOT studies and technical data, the study examined only direct economic impacts, or business-to-business and consumer-to-business spending patterns. The study found that high-speed transit will result in \$711.7 million more in economic activity and \$45.8 million in new tax revenue in the Corridor every year.	https://i70solutions.org/files/7215/6599/5159/I-70_RSM_Economic_Impact_FINAL_2019.pdf

Other Transit-Related Studies

Document Title	Document Summary	Resource Link
Recommendations Regarding Short Term Mobility Solutions Along the I-70 Mountain Corridor (2011)	The report was written as a result of a workshop titled the “I-70 Mountain Corridor Mobility and Operational Assessment Workshop”, which involved over 90 stakeholders during the week of May 23rd, 2011. The workshop identified and compiled a list of prioritized recommendations for the Corridor that fall into the following categories: Operation and safety improvements; Transportation demand management options; Non-governmental actions; and Transit options. Recommendations were sent to the House and Senate Transportation Committees to fulfill requirements of H.B 11-1210, a bill introduced in 2011 that required CDOT to make prioritized recommendations to improve Corridor mobility.	https://www.codot.gov/library/studies/FINAL_I70MountainCorridor_Report.pdf
Colorado Statewide Intercity and Regional Bus Network Study (2014) - I- 70 Mountain Corridor Analysis (Appendix A)	The Colorado Statewide Intercity and Regional Bus Network Study for the I-70 Mountain Corridor (Appendix A) addresses bus service needs from Denver to Grand Junction. Considered a Technical Memorandum, the document evaluates seasonal, weekly, and time of day travel patterns, identifies connectivity needs and opportunities to connect with local transit and presents options for both short, medium and long term planning. Short term planning (2014 – 2020) would allow bus transit from Denver to Grand Junction to start by working to develop policies and procedures, service standards, monitoring and linking Corridor systems. Short-term planning is focused on filling gaps in service throughout the Corridor and supporting the development of new infrastructure such as transfer centers and managed bus lanes. Mid-term planning (2021-2030) will be focused on adjusting policy framework if needed, working towards stable and adequate funding and establishing a parking plan. Ideally, services would be expanded, including new routes between Rifle and Grand Junction. Long-term planning (2031 – 2040) will continue to work on all aspects noted above as well as develop partnerships to maintain a sustainable and long lasting mode of transportation throughout the Corridor.	https://i70solutions.org/files/4214/2982/3927/co-statewide-intercity-reginal-bus-network-study.pdf

Other Studies		
Document Title	Document Summary	Resource Link
Wildlife Overpass Screening Documentation (2013)	The Wildlife Overpass Screening Documentation details the two-step approach used to identify a viable site for a potential first wildlife overpass in the Corridor. CDOT assembled a Technical Working Group to guide the development of site selection criteria. Each site went through a Level 1 and 2 screening process that considered both biological and engineering components. After analysis, the site that is deemed most favorable is located at milepost 192.3 in the westbound direction on East Vail Pass.	https://www.codot.gov/projects/i-70-old-mountaincorridor/documents/2013-04-18-screening-documentation-master.pdf
I-70 Mountain Corridor Traffic and Revenue Study (2014)	The I-70 Mountain Corridor Traffic and Revenue study is a Level 1 study that evaluated conceptual designs, preliminary cost estimates, potential revenues and financing for six alternatives that included the potential addition of managed lane facilities and other improvements along the Corridor. Following the 6 step Context Sensitive Solutions (CSS) process and evaluating all six alternatives, the study found that reversible managed lane options (Alternative 1 & 2) and the PEIS Maximum Program (Alternative 4) would add significant capacity and high revenue capture. However, at the time of the study, none of the alternatives considered included toll revenues to cover roadway capital costs, aside from the Peak Period Shoulder Lane (Alternative 6). With information from the study, CDOT recommended to move forward with the Peak Period Shoulder Lane alternative because of its ability to pay for capital and operation/maintenance costs through toll revenue.	https://www.codot.gov/content/projects/i-70FinalTransitandRevenueStudyOctober2014/i-70TrafficandRevenueStudyLevel1Report101514v%204%200.pdf
I-70 Mountain Corridor Design Speed Study (2016)	The I-70 Mountain Corridor Design Speed Study was conducted over a 10-month period and focuses on areas in the Corridor where the ROD Preferred Alternative proposes roadway improvements. Numerous areas that are targeted for roadway improvements along the Corridor have prevailing speeds at or below posted speed limits and cause turbulence in traffic flow. The study found that with the exception of Floyd Hill and Dowd Canyon, a design speed of 65 miles per hour (MPH) is recommended. A 55 MPH design speed is recommended in Floyd Hill and Dowd Canyon to limit environmental, constructability and cost impacts.	https://www.codot.gov/projects/contextsensitivesolutions/design/design-speed-study/main-report-designspeedstudy04-2016.pdf
Westbound I-70 (Floyd Hill to Empire Junction) Concept Development Process Final Report (2017)	The Westbound I-70 (Floyd Hill to Empire Junction) Concept Development Process Final Report documents the Concept Development Process (CDP) for westbound I-70 between the top of Floyd Hill and the Eisenhower-Johnson Memorial Tunnels. The CDP followed the I-70 Mountain Corridor Context Sensitive Solutions process. The purpose of the CDP was to identify technical and stakeholder issues associated with westbound improvements as well as identify transportation improvements that could be considered in subsequent Tier 2 NEPA processes.	https://drive.google.com/file/d/0B6BtAVe2Hf_wWHpOOWcyeEZ3Rnc/view

Large-Scale Tier 2 Documents

Document Title	Document Summary	Resource Link
Twin Tunnels Environmental Assessment (July 2012)	The Twin Tunnels Environmental Assessment was implemented as part of the I-70 Mountain Corridor ROD Preferred Alternative under the “Highway Improvements” category. The purpose of the project was to improve eastbound highway safety and mobility in the Twin Tunnels area. The project expanded the eastbound bore of the Twin Tunnels and added a third eastbound lane and 10 foot outside shoulder to approximately 2.5 miles of interstate between East Idaho Springs and the base of Floyd Hill, increasing capacity and mobility in the area. The project was completed in 2014.	https://www.codot.gov/library/studies/i70twin-tunnels-environmental-assessment/TwinTunnels_EA_July2012.pdf
I-70 Frontage Road Improvement – Categorical Exclusion (March 2012)	The I-70 Frontage Road Improvements project was implemented as part of the I-70 Mountain Corridor ROD Preferred Alternative under the “Highway Improvements” category. The purpose of the project was to improve safety and mobility for vehicles, pedestrians, and bicyclists between Idaho Springs and the Hidden Valley/Central City Interchange. The first phase of the project was completed in 2014.	https://www.codot.gov/projects/archived-project-sites/i70frontageroad-idahosprings/assets-documents/i-70-frontage-road-categorical-exclusion-report/I-70FrontageRd_CatEx_04042012_FINAL-wapp_small.pdf
Eastbound Peak Period Shoulder Lane Categorical Exclusion (April 2014)	The Eastbound Peak Period Shoulder Lane (PPSL) project was implemented as part of the I-70 Mountain Corridor ROD Preferred Alternative under the “Expanded use of existing transportation infrastructure in and adjacent to the Corridor”, which is part of the “Non-Infrastructure Related Components” category. The purpose of the project was to provide eastbound operational improvements to relieve traffic congestion during peak periods when eastbound traffic is the highest. The project converted the median shoulder to a PPSL between the Empire Junction interchange and the Veterans Memorial Tunnels in the eastbound direction during peak periods. The project was completed in 2015.	https://www.codot.gov/projects/archived-project-sites/I70mtnppsl/i-70-ppsl-categorical-exclusion/ppsl-catex-final-signed-april-2014-ebook.pdf/view
Westbound Peak Period Shoulder Lane Categorical Exclusion (October 2018)	The Westbound Peak Period Shoulder Lane (PPSL) project is being implemented as part of the I-70 Mountain Corridor ROD Preferred Alternative under the “Expanded use of existing transportation infrastructure in and adjacent to the Corridor”, which is part of the “Non-Infrastructure Related Components” category. The purpose of the project is to provide westbound operational improvements to relieve traffic congestion during peak periods when westbound traffic is the highest. The project will convert the median shoulder to a PPEL between the Veterans Memorial Tunnels and the Empire Junction interchange in the westbound direction during peak periods. Construction has just begun on this project and is expected to be completed by Summer 2021.	https://drive.google.com/file/d/1O1yxXdC3L-pqgIUQGboH8DYjrgsbWBZ/view

Guidance Documents for the I-70 Mountain Corridor

Document Title	Resource Link
Straight Creek I-70 Corridor Sediment Control Action Plan (2002)	https://www.codot.gov/projects/contextsensitivesolutions/docs/plans/sc-scrap-final.pdf
Section 106 Programmatic Agreement (2008)	https://www.codot.gov/projects/i-70-old-mountaincorridor/final-peis/final-peis-documents/20_App_B_Section_106_PA_Rev50.pdf
A Landscape Level Inventory of Valued Ecosystem Components Memorandum of Understanding (2008)	https://www.codot.gov/projects/i-70-old-mountaincorridor/final-peis/final-peis-documents/20_App_E_ALIVE_MOU_Rev50.pdf
Stream and Wetland Ecological Enhancement Program Memorandum of Understanding (2010)	https://www.codot.gov/projects/i-70-old-mountaincorridor/final-peis/final-peis-documents/20_App_D_SWEEP_MOU_Signed_01_2011_Rev50.pdf
Historic Context for I-70 Mountain Corridor (2011)	https://www.codot.gov/projects/contextsensitivesolutions/docs/pdfs/combined-historic-context-report.pdf
Areas of Special Attention Reports (2011)	https://www.codot.gov/projects/contextsensitivesolutions/design/areas.html
A Regional Ecosystem Framework for Terrestrial and Aquatic Wildlife along the I-70 Mountain Corridor in Colorado – An Eco-Logical Field Test (2011)	https://www.codot.gov/projects/archived-project-sites/i70twintunnels/other-documents/plt-technical-team/issued-task-forces/waterresources/A%20Regional%20Ecosystem%20Framework%20for%20Terrestrial%20and%20Aquatic%20Wildlife%20Along%20the%20I-70%20Mountain%20Corridor.pdf
I-70 Mountain Corridor Context Sensitive Solutions (2011)	https://www.codot.gov/projects/contextsensitivesolutions
I-70 Corridor Design Criteria (undated, approximately same time as ROD)	https://www.codot.gov/projects/contextsensitivesolutions/docs/aesthetics/engineering-design-criteria-and-illustration
I-70 Mountain Corridor Aesthetics Guidance (undated, approximately same time as ROD)	https://www.codot.gov/projects/contextsensitivesolutions/design/i-70-mountain-corridor-aesthetics-guidance
I-70 Clear Creek Corridor Sediment Control Action Plan (2013)	https://www.codot.gov/projects/i-70-old-mountaincorridor/documents/clear-creek-scrap-final-report.pdf
Black Gore Sediment Control Action Plan	In process of obtaining this document
Guide to Variable Speed Limits on the I-70 Mountain Corridor (2016)	https://www.codot.gov/projects/contextsensitivesolutions/design/design-speed-study/i-70-variable-speed-limits-guide.pdf