

DRAFT

Subtopic F5: Water Supply

Ten public and agency comments were received on subtopic F5: Water Supply. From those 10 comments, 3 common concern statements were developed. Themes for the F5: Water Supply subtopic include:

- The Draft PEIS did not provide sufficient documentation and study of the possible impacts and mitigation resulting from construction of the Floyd Hill Tunnel.
- The Draft PEIS did not evaluate water supply issues, particularly in relation to the 1981 storage decree for the Clear Creek water-user alliance reservoirs.
- CDOT should collaborate with other State agencies that deal with water resources.

CCS No.	Environmental Sensitivity Common Concern Statements (CCSs)
Subtopic F5: Water Supply	
F5-a	Floyd Hill Tunnel The Draft PEIS does not provide sufficient documentation and study of the possible impacts and mitigation resulting from construction of the Floyd Hill Tunnel (associated with the Six-Lane Highway 65 mph alternative).The following are of concern: <ul style="list-style-type: none">• Tunnel construction might affect the area residential groundwater supply and septic systems.• Tunnel blasting and drainage operations might drain and/or contaminate the area aquifer.• Mitigation costs for water and sewer replacement could be significant, and the funding source for such mitigation is not identified in the Draft PEIS.
F5-b	Clear Creek 1981 Decree The Draft PEIS is short sighted because it does not evaluate water supply issues, which are very relevant to Colorado's future. Specifically, the 1981 storage decree for the Clear Creek water-user alliance reservoirs is not addressed as it relates to the I-70 Corridor.
F5-c	Collaboration with State Agencies CDOT should work more collaboratively with the Department of Natural Resources (DNR) and other State agencies that deal in water resources. The proposed improvements to the I-70 Corridor have as much or more impact on the finite water resources as they do on transportation. If the I-70 Corridor improvements are meant to move traffic, that means more growth to the headwater counties which requires more water to serve this need. Currently, all headwater counties are suffering from trans-basin diversions that are only planned to increase. Transportation and water are both matters of State interest and one should not be considered without considering the impacts on the other.