I-70 Westbound Improvements
PLT Kickoff
August 30, 2016
Introductions

Recent Activity & Project Context

Role of the PLT

Context Sensitive Solutions Process for the I-70 Westbound Improvements
  • Critical Success Factors
  • Context Statement
  • Core Values

Visioning Workshop
  • Goals & Desired Outcomes
  • Agenda & Format
  • Participants
  • Resources
I-70 Mountain Corridor: Recent Activity

- I-70 Programmatic Environmental Impact Statement/Record of Decision
- Twin Tunnels Widening
- Frontage Road Improvements, Phase 1
- Eastbound Mountain Express Lane
- US-6 & I-70 Auxiliary Lanes
Why Now?

- Addressing corridor needs is still a high priority for Colorado.
- Aging bridge at bottom of Floyd Hill
- Westbound congestion is getting worse
- Demonstrated ability to implement projects while following corridor specific processes.
- Leverage existing data and institutional knowledge from recent studies.
Signed by CDOT, CCC and Idaho Springs in January 2014. Agreement at the time on next steps and mid term priorities for the corridor.

- WB PPSL
- Floyd Hill WB capacity and interchange improvement
- Frontage Road Phase 2
- Greenway from Hidden Valley to US6
Role of Project Leadership Team (PLT)

1. Leads project
   - Works to resolve conflicting priorities. Confirms Project goals, Identifies action items

2. Enables decision making
   - Facilitating solutions or approaches to keep the study moving forward, Does not make final recommendations

3. Champions Context Sensitive Solutions
   - Ensures open and collaborative process, designs a general PI plan, ID technical teams and critical success factors, core values
Overview of the 6-Step Process

1. Define Desired Outcomes and Actions
2. Endorse the Process
3. Establish Criteria
4. Develop Alternatives or Options
5. Evaluate, Select, and Refine Alternative or Option
6. Finalize Documentation and Evaluate Process
Group Exercises

- Critical Success Factors
- Context Statement
- Core Values
Critical Success Factors
• Develop alliances with other agencies
• Process must be open and honest
• Coordinated, effective, consistent communication and messaging
• Process must understandable to all, their roles, influence and input
• Insure PLT continues to support and champion the study process

• PLT members understand and build on past work and accomplishments
• Insure Technical Teams are properly and effectively engaged
• Support an appropriate public involvement program
• Legally defensible process and documentation
• Identify and pursue alternate money sources
• Understand the difference between needs and wants
Context Statement
• The I-70 Mountain Corridor is a magnificent, scenic place. Human elements are woven through breathtaking natural features. The integration of these diverse elements has occurred over the course of time.

• This corridor is a recreational destination for the world, a route for interstate and local commerce, and a unique place to live.

• Current I-70 roadway geometry is constrained, with narrow shoulders and tight curves resulting in decreased safety, mobility, accessibility and capacity for travelers.
• We will continue to foster and nurture new ideas to address the challenges we face.

• Westbound improvements have been identified as a part of the Corridor’s safety and mobility solution. The goal is to lessen delays caused by peak period volumes. It is also the goal to find affordable solutions that can be implemented in a sensitive environment.
Core Values

- Safety
- Mobility & Accessibility
- Decision Making
- Communities
- Historic Context
- Healthy Environment
- Aesthetics
- Sustainability
- Constructability
• 5-10 Minute Break
Visioning: Inputs & Homework

- Preferred Alternative & PEIS/ROD
- Corridor Core Values/Context Statement
- Areas of Special Attention
- I-70 Design Speed Study (55/65mph)
- Corridor tools (Design criteria, Aesthetic Guidance)
- SWEEP, ALIVE and Sect 106 Agreements
- Local Visioning recommendations
- Other?
Visioning: Goals & Outcomes?
Develop shared conceptual vision including its needs, termiini and opportunities for partnership and implementation
Facilitation: Stakeholder evaluation and selection

Technical Expertise: Private Sector? (Transportation Consultants & Contractors)
Visioning: Possible Segments

- Floyd Hill to Tunnels
- Tunnels through Idaho Springs
- West of Idaho Springs

(Based on Areas of Special Attention)
Visioning: Participants

Technical Team Responsibilities

• Assure local context is defined and integrated into project
• Assist & guide analysis methodology & criteria
• Assist in evaluating, selecting, & refining alternatives
• Provide feedback & review of deliverables
• Serve as ambassador to agency, department, or organization
• Bring local corridor knowledge
• Provide multi-disciplinary perspectives
Visioning: Participants

- FHWA
- CDOT
- State and Federal Agencies
- Local Agencies
- Business Community
- Other?
The I-70 mountain corridor is Colorado’s only east-west interstate and the primary access route from Denver to the mountains of western Colorado.

The segment of the I-70 corridor that runs from Empire Junction to the I-70/US 40 Interchange is one of the most heavily populated areas of Clear Creek County. It also is one of the narrowest sections in the corridor, with the roadway located on the canyon floor adjacent to Clear Creek. This segment of interstate is an important link for the community, acting as a major arterial throughout the area and also providing multi-modal forms of transportation. Improvements to the interstate in this area directly impact established communities as well as unique environmental, historic, and recreational resources.

This segment of the corridor experiences heavy flows of eastbound traffic causing severe congestion and traffic delays during peak periods, especially at the I-70/US 40 interchange at Empire Junction.

Short term operational strategies need to be explored with funding for the corridor’s ultimate vision can be implemented.

Core Values

- Safety
- Mobility
- Constructability
- Community
- Environment
- Engineering Criteria & Aesthetic Guidelines
- Sustainability

Critical Issues

- Concept of Operations
- Maintenance
- Active Management
- Schedule
- Historical and Cultural Resources
- Environmental Impacts
- Adherence to Aesthetic Guidelines
- Adaptability

- Emergency Response
- Safety of Travelling Public
- Driver Expectancy
- Determining Typical Section
- Bridge Structures
- Impacts to Environment/Community
- Minimize Infrastructure
- Keep to Operations Project
- Tourism and Economy
- Local Access
- Widening to Median or Creek
- Clear Creek
- Transitions of PPSL
- Mining
- Wildlife Habitat and Movement
- Input from Issues Task Forces
- Water Quantity
- Siting
- Adherence to DDS
- Definition of interim

Project Criteria

1. Address Safety During PPSL Operations?  2. Maintain Safety During non-peak times?
3. Improve mobility during peak times?  4. Minimize the effort required to maintain the option?
5. Enable the project team to achieve the goal of opening PPSL by July 1, 2015?
6. Create infrastructure improvements that are reasonable to construct and provide are equal value for their life cycle, function, and purpose.
7. Allow for a process to engage and communicate with all the local, regional and national users of the I-70 Mountain Corridor?
8. Create opportunities to "correct past damage"?
9. Provide access and protect opportunities for enhancements to tourist destinations, community facilities, and interstate commerce?
10. Incorporate sustainability by using locally available materials and environmentally-friendly processes?
11. Protect or create unique features for the area as a gateway?
12. Protect wildlife needs?
13. Protect Clear Creek?
14. Demonstrate the defining historical elements of Clear Creek County?
15. Meet CDOT and industry standards?
16. Achieve the mountain esthetic guidelines?
17. Meet the I-70 Mountain Corridor design criteria?
18. Preserve opportunities for the AGS and the ultimate preferred alternative?
19. Adaptable for future changes/projects?
Visioning: Desired Outcomes

- Concepts/Elements/Packages: Can unreasonable ideas be eliminated?
- Can components be bundled/prioritized?
- What is the horizon for implementing the Vision?
Initial Steps

1) Stakeholder Visioning and Endorsement (Fall/Winter 2016)
2) NEPA Agency, Public Scoping and preliminary design (Spring 2017)
Next Steps:

- Facilitator Evaluation and Selection
- Private Sector Support
- Local Visioning
Questions?

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