Meeting Agenda

5:00pm – Doors open
5:30pm – Project Presentation
6:00pm – Public Comment Period
7:00pm – Closing
HOW DID WE GET HERE?

BIG IMPACT FROM POPULATION BOOM

Colorado has become the second fastest growing state.* The total current population is over 5.5 million, with 91,726 new residents in 2016.

Traffic Congestion
This rapid growth has caused major road congestion issues. During the 2016 winter and summer seasons, a combined 2.1 million vehicles traveled the I-70 Mountain Corridor.

* According to the Dec. 20, 2016 U.S. Census Bureau report
HOW DID WE GET HERE?

PLANNING PROCESS IS UNDERWAY

Recognizing the need for westbound improvements, CDOT and Clear Creek County have begun a planning process for the top of Floyd Hill to Empire Junction.

Programmatic Environmental Impact Statement (EIS)

Process ended in 2011 and resulted in an official Record of Decision (ROD) that identified list of selected improvements.

Goals of the Concept Development

* Identify concepts for the roadway to be advanced into the National Environmental Policy Act (NEPA) Process.
* The work will examine context of the communities and landscapes through which I-70 travels while identifying any fatal flaws with concepts.
WHO'S DOING THE WORK?

CONTEXT SENSITIVE SOLUTIONS

Project Leadership Team
- Drives Concept Development Process and ensures guidance is followed
- Approves decision making process and enables teams to follow process
- Determines what materials are relevant for decision making
- Assists to resolve issues

Technical Team
- Defines context of project segments and identifies critical issues
- Evaluates concepts based on critical issues, core values, and evaluation criteria
- Defines level of feasibility

Engineering Consultants & Contractors
- Participates in meetings to understand Technical Team perspectives
- Develops concepts and identifies fatal flaws, constructibility and design
- Ensures feasibility of Technical Team guidance

Project Management Team*
- Personnel the Project Leadership and Technical Teams uses to organize, fund and facilitate the process

* The Project Management Team is comprised of CDOT; HDR, Inc.; THK Associates, Inc; and CDR Consultants

WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT A PATH FORWARD
TEAM PARTNERSHIPS

PROJECT LEADERSHIP TEAM

- CDOT
- Central City
- City of Idaho Springs
- Clear Creek County
- Eagle County
- Federal Highway Administration
- Georgetown
- I-70 Coalition
- Silver Plume
- Summit County
- Town of Empire
- U.S. Forest Service

TECHNICAL TEAM*

- CDOT
- Central City
- City of Black Hawk
- City of Idaho Springs
- Clear Creek Bikeway Users Group
- Clear Creek County
- Clear Creek County Archivist
- Clear Creek County Emergency Services
- Clear Creek County Sheriff
- Clear Creek Economic Development Corp.
- Clear Creek Fire Authority
- Clear Creek Greenway Authority
- Clear Creek Open Space
- Clear Creek Rafting
- Clear Creek School District
- Clear Creek Tourism Bureau
- Clear Creek Watershed Foundation
- Colorado Motor Carriers Association
- Colorado Parks and Wildlife
- Denver Regional Council of Governments
- Downieville, Lawson, and Dumont Neighborhood
- Empire Junction
- Federal Highway Administration
- Floyd Hill Property Owners Association
- Georgetown Loop Railroad
- Gilpin County
- Jefferson County
- Loveland Ski Resort
- Mile Hi Rafting
- Summit County
- Trout Unlimited
- U.S. Forest Service
- Vail Ski Resorts
- Winter Park Ski Resort

* Technical Team is made up of agencies that have been invited to participate

WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT
A PATH FORWARD
WHY ARE WESTBOUND IMPROVEMENTS NEEDED?

TRAFFIC IS STILL A DRAG
Westbound congestion that starts at the base of Floyd Hill on Saturday mornings and Friday afternoons is a drag on the local economy and impacts tourism negatively.

HAZARDS REMAIN THE SAME
Increasing number of westbound crashes occur when the roads are congested. This also creates delays for emergency response vehicles.

LOCALS ARE STILL STRANDED
Local access becomes nearly impossible during westbound gridlock time periods on I-70.
CORRIDOR SPEEDS CAN BE SEVERELY IMPACTED

During heavy congestion, it takes about **2 hours and 48 minutes** to travel westbound from C-470 to Silverthorne. Under normal conditions, it should take **55 minutes**.

**At US 40 On-Ramp**
- **Summer**: 60 MPH
- **Winter**: 47 MPH

**At Veterans Memorial Tunnels**
- **Summer**: 38 MPH
- **Winter**: 41 MPH

**At US 6 On-Ramp**
- **Summer**: 18 MPH
- **Winter**: 27 MPH

**At Evergreen Parkway**
- **Summer**: 54 MPH
- **Winter**: 49 MPH

*Speeds are an average of the slowest speeds on Friday and Saturday in the Summer and in the Winter.*
Westbound crash data is from 2012-2015
WHAT'S THE CONCEPT DEVELOPMENT PROCESS?

CONTEXT SENSITIVE SOLUTIONS PROCESS

1. Establish context statement
2. Define core values & issues
3. Develop concepts with staff, project teams, & public
4. Evaluate, select, and refine alternative or option
5. Determine which option(s) to advance to NEPA
6. Finalize documents and evaluate process
CORE VALUES

Safety

Mobility & Accessibility

Implementability

Community

Environment

Sustainability

Engineering Criteria & Aesthetic Guidelines

Historic Context

Decision Making
**Veterans Memorial Tunnels**

Veterans Memorial Tunnels, previously known as the Twin Tunnels, were widened in both directions.

**I-70 Mountain Express Lanes**

The I-70 Mountain Express Lane Project was completed in Spring 2016. It extends eastbound from Empire Junction through the Veterans Memorial Tunnels.

**Acceleration Lane Addition**

Eastbound acceleration lane addition just east of the Eisenhower Johnson Memorial Tunnel was partially completed.
EASTBOUND IMPACT

POSITIVE EFFECT OF RECENT CONSTRUCTION

- Travel times for all lanes has improved 20 to 50 percent
- Time to clear corridor back-ups has substantially improved
- Express Lane has been well received by public and the media
- Time to clear incidents has improved
- Frontage Road congestion has been alleviated

Data is from the I-70 Mountain Express Lane January 1 through April 10, 2016 and May 30 through September 5, 2016 Summary of Findings Report
OUR LESSONS LEARNED

FEEDBACK ON RECENT CONSTRUCTION

Need better coordination among the multiple construction projects

Need better communication with the business community and the public, especially about road closures

Need more signage that business access is open

Need better construction quality

Need more sufficient traffic control
IDENTIFIED SOLUTIONS
FROM THE 2011 RECORD OF DECISION

1. I-70 MOUNTAIN CORRIDOR IMPROVEMENT PROJECTS

- Additional Capacity
- Interchange Efficiency
- Safety Improvements
- Multimodal Improvement

2. ADVANCED GUIDEWAY SYSTEM (AGS)

CDOT’s Advanced Guideway System feasibility study was completed in 2014. It came to the following conclusions:

- 4.6 to 6.2 million annual riders
- $13.3 to $16.5 billion in capital costs
- $114 to $157 million in annual operating revenue
- Technically feasible
- Not currently financially feasible without local, state, or federal funding sources that can cover capital costs
- Westbound concepts will not stop future Advanced Guideway System
IDENTIFIED SOLUTIONS
FROM THE 2011 RECORD OF DECISION

3. OTHER IMPROVEMENTS IDENTIFIED
   + Truck operations improvement in non specified locations
   + Interchange improvements at Georgetown, Downieville, Fall River Road, and base of Floyd Hill
   + Non-infrastructure strategies such as: Expanding use of existing infrastructure, bus service, programs for improving truck movements, and traveler information

4. ADVANCED TECHNOLOGY OPPORTUNITIES
   - Autonomous and connected vehicles
   - Information technology systems
   - Technology advancements (RoadX)
   - Bus, van or shuttle services (supported by technology advancements)
   - Advanced Guideway System

5. ADAPTIVE MANAGEMENT PROCESS IS A VITAL COMPONENT
WHAT'S NEXT?

WESTBOUND CONCEPT DEVELOPMENT TIMELINE

6 TO 9 MONTHS
Initiate the National Environmental Policy Act process

1 TO 2 YEARS
Design the improvements

2 TO 3 YEARS
Secure funding

3 YEARS

3 TO 4 YEARS
Construct
Plan is to construct the Westbound Peak Period Shoulder Lane project first, to minimize construction effects in Clear Creek County.

Second public meeting Summer 2017
TELL US YOUR IDEAS

Please visit the map table to write down your thoughts and ideas for Westbound Improvements.

1. What concerns do you have for each project segment?
2. What are your suggestions for improvements for each project segment?

WANT TO LEARN MORE OR HAVE QUESTIONS?

Send your additional comments and questions to Neil.Ogden@state.co.us
Go online to codot.gov/projects/i-70mountaincorridor
WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT

THANK YOU FOR JOINING US

A Path Forward

COLORADO Department of Transportation