

WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT

WELCOME



COLORADO
Department of Transportation



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.

PROJECT CORRIDOR



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

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*



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

- + 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

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.



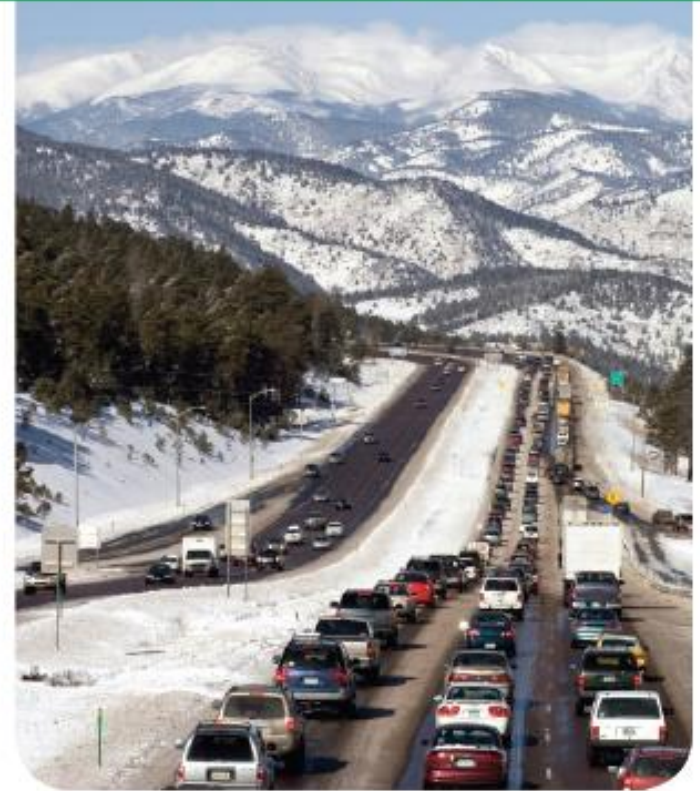
HAZARDS REMAIN THE SAME

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



LOCALS ARE STILL STRANDED

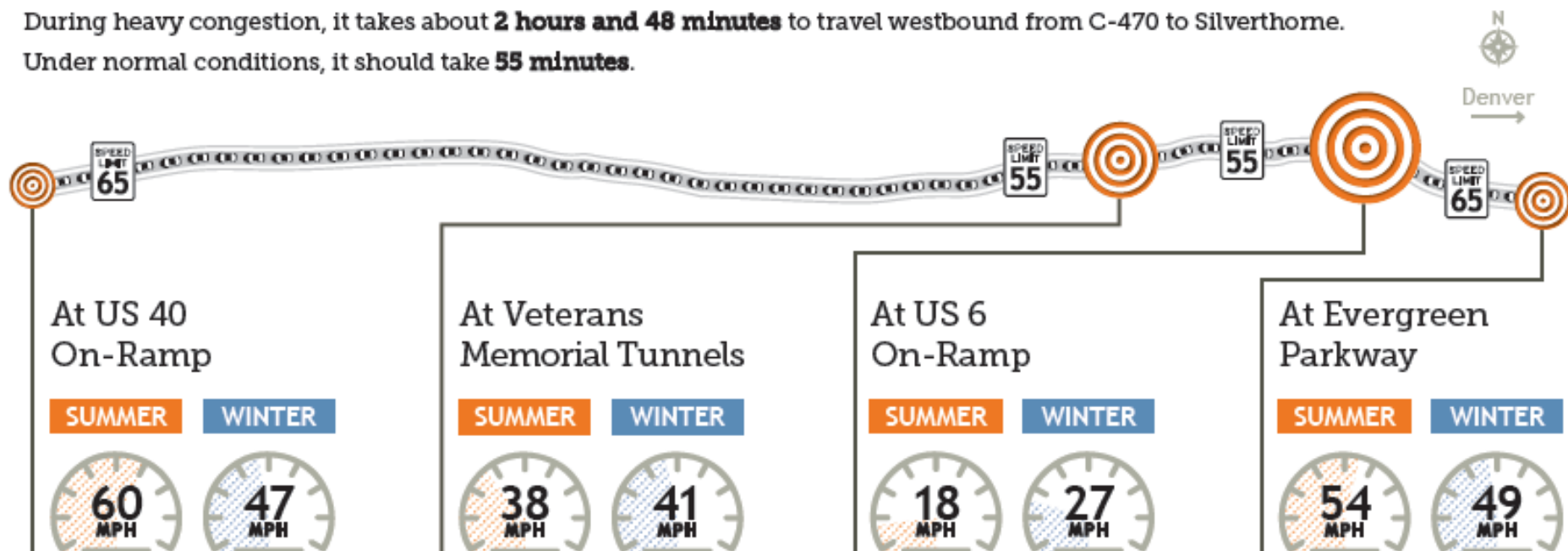
Local access becomes nearly impossible during westbound gridlock time periods on I-70.



WESTBOUND IMPACT

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**.

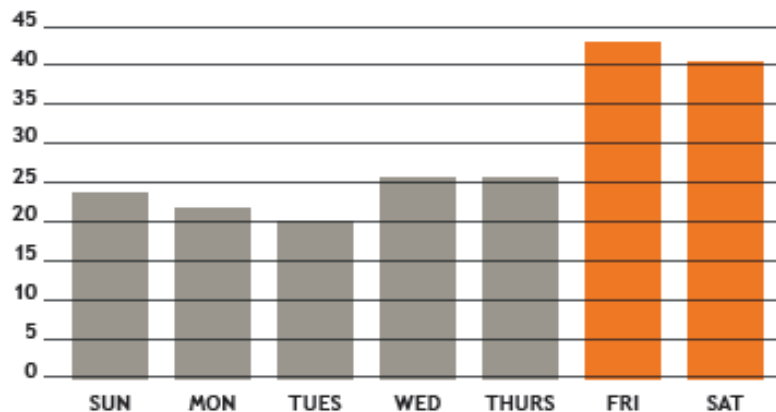


Speeds are an average of the slowest speeds on Friday and Saturday in the Summer and in the Winter

WESTBOUND DATA



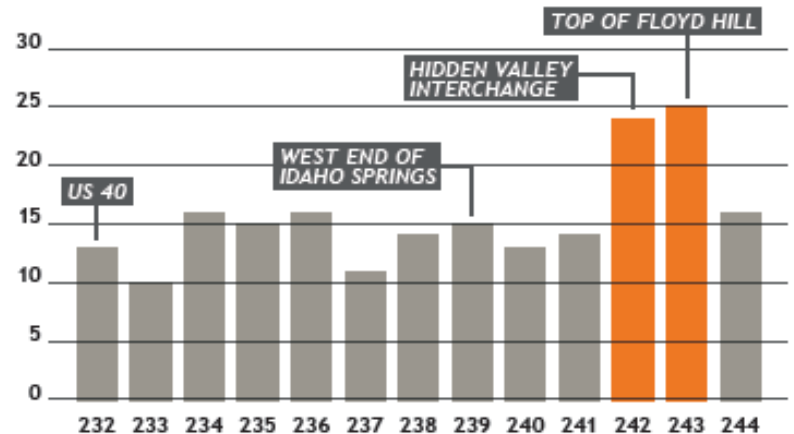
CRASHES BY DAY OF THE WEEK



Westbound crash data is from 2012-2015



CRASHES BY MILE POINT



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

COMPLETED PROJECTS

FROM THE RECORD OF DECISION

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 financial 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)

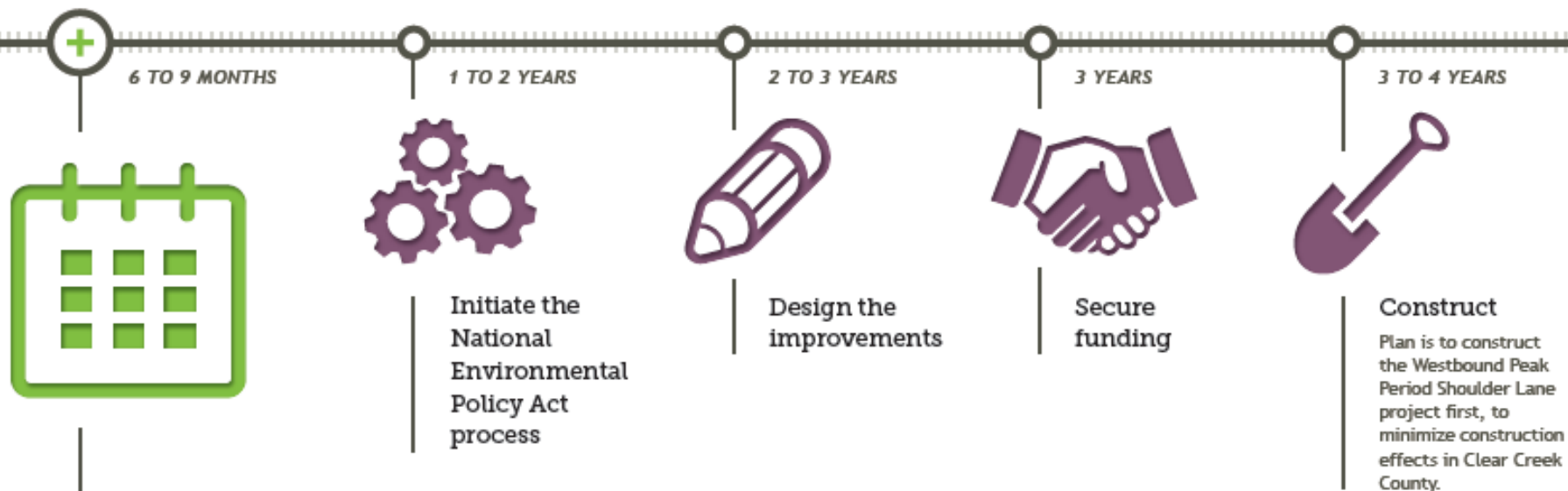


Advanced
Guideway
System

5 ADAPTIVE MANAGEMENT PROCESS IS A VITAL COMPONENT

WHAT'S NEXT?

WESTBOUND CONCEPT DEVELOPMENT TIMELINE



Second public meeting Summer 2017

TELL US YOUR IDEAS

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



What concerns do you have for each project segment?



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

A Path Forward

WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT

THANK YOU
FOR JOINING US



COLORADO
Department of Transportation