Westbound I-70 Mountain Corridor
Concept Development Process
Technical Team (TT)
Meeting #1
January 4, 2016
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<th>Time</th>
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<tr>
<td>9:00 am – 9:15 am</td>
<td>Welcome, Introductions and Agenda Review</td>
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<td>9:15 am – 10:00 am</td>
<td>Review and Discussion: Project Overview, Roles and Responsibilities and Outcomes</td>
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<td>10:00 am – 11:45 am</td>
<td>Discussion: Identification of Corridor-wide Critical Issues and Concepts for Segment 1</td>
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<td>11:45 am – 12:00</td>
<td>Next Steps and Action Items</td>
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Project Overview, Roles and Project Outcomes
Project Outcome

The outcome of the project is “to identify concepts for the roadway to be advanced into NEPA, taking into consideration the context of the communities and landscapes through which it travels. The process will also identify any fatal flaws with concepts.”

The Concept Development Process will:

- Identify concepts that can be carried forward because they do not have red flags or fatal flaws.

- Develop and recommend feasible concepts for the WB I-70 Mountain Corridor for further evaluation.

- Consider overall context, including physical, historic and legal context (e.g. ROD and MOU).
Project Teams

- Project Leadership Team (PLT)
- Technical Team(s) (TT)
  - Stakeholders
    - CDOT
    - FHWA
  - Consultants and Contractors
- Issue Task Force (ITF)
- Project Management Team (PMT)
  - HDR
  - THK
  - CDR
Project Team Roles

- **Project Leadership Team (PLT)**
  - CSS process, guidance and issue resolution.

- **Technical Teams (TT)**
  - Segment and technical experts

- **Issue Task Force (ITF)**
  - Specific issue experts
Specific Highway Improvements

- Six lanes of capacity from Floyd Hill through the Twin Tunnels (now the Veterans Memorial Tunnels)
- Empire Junction interchange improvements
- EB auxiliary lane from EJMT to Herman Gulch
- WB auxiliary lane from Bakerville to EJMT
- Bike trail from Idaho Springs to US 6
- Frontage road from Idaho Springs to US 6

Other Highway Projects

- Truck operations improvements in non specified locations
- Interchange improvements at Georgetown, Downieville, Fall River Road, Base of Floyd Hill
MOU signed in January 2014 MOU between Idaho Springs, Clear Creek County and CDOT

Relevance to this Process

- Agreement to a Westbound I-70 PPSL project from Twin Tunnels to Empire Junction.
  - It will not exceed the scope of the EB PPSL project.
- WB Floyd Hill project would include widening to three lanes, improving the design speed of both EB and WB, bridge replacement at the bottom of FH, interchange reconstruction at US 6 and Phase 2 of the Greenway and Frontage Road (CR 314 from Exit 241 to 243)
- CDOT will continue to explore demonstration opportunities for noise abatement at Lawson

Does not preclude the preferred alternative
High Speed Transit

- Identified technology that can work in the corridor -- magnetic levitation (maglev).
- Funding not currently identified.

- This Concept Development Process is focused on implementing solutions in next 3-5 years.
- Will not preclude high speed transit in the future.
Context Statement, Core Values and Critical Issues
Concept Development Process

- **Context Statement**
  - The I-70 Mountain corridor is a magnificent, scenic place. Human elements are woven through breathtaking nature features. The integration of these diverse elements has occurred over the course of time. The corridor is a recreational destination for the world, a route for interstate and local commerce and a unique place to live. I-70 is a nationally significant part of the defense network. I70 is the gateway for many local communities along the corridor.
  - Current I-70 roadway geometry is constrained, with narrow shoulders and tight curves resulting in decreased safety, mobility, accessibility and capacity for travelers.
  - Westbound improvements are needed to lessen delays caused by peak period volumes in a manner that respects the unique environmental, historic, community and recreational resources in Clear Creek County.

- **Core Values**
  - Safety
  - Mobility & Accessibility
  - Implementability
  - Community
  - Environment
  - Engineering Criteria & Aesthetic Guidelines
  - Sustainability
  - Historic Context
  - Decision Making

- **Critical Issues**
  - Emergency Response
  - Safety of Traveling Public
  - Local and Tourist Traffic Expectancy
  - Incident Management
  - Reliability
  - Eliminate bottlenecks
  - Operations
  - Maintenance
  - Active Management
  - Interchange Connectivity/Network
  - Mobility
  - Hot spots/Loud Throw Away Work
  - Adverse Impacts to Economy/Community
  - Minimize Infrastructure Improvements
  - Adaptability
  - Usability
  - Effects to low-income and minority populations
  - Recreation
  - Tourism and economy
  - Local Access
  - Siting
  - Usage
  - Noise
  - Wetlands
  - Clear Creek
  - Wildlife Habitat and Movement
  - Mining and Metals
  - Water Quality
  - Sediment
  - Air Quality
  - Noise
  - Wetlands

- **Evaluation Criteria (from East Bound PPSSL)**
  - Address safety during peak times?
  - Maintain safety during off peak times?
  - Improve mobility and reliability?
  - Maximize the effort required to maintain the option?
  - Create infrastructure investments that are reasonable to construct and provide the best value for their life cycle, function and purpose?
  - Allow for a process to engage and communicate with all the local, regional and national users of the I-70 Mountain Corridor?
  - Create opportunities to "correct past damage"?
  - Provide access and protect opportunities for enhancements to tourist destinations, community facilities, interstate commerce and also limit disproportionate effects to the community?
  - Incorporate sustainability by using locally available materials and environmentally-friendly processes?
  - Protect or create unique features for the area as a gateway?
  - Protect wildlife needs?
  - Protect Clear Creek?
  - Meet CDOT and industry standards?
  - Meet the I-70 Mountain Corridor design criteria?
  - Preserve opportunities for the AGS and the ultimate preferred alternative?
  - Adaptable for future changes/projects?
  - Protect the defining historical elements of Clear Creek County?
  - Provide opportunities for partnership?
The I-70 Mountain Corridor is a magnificent, scenic place. Human elements are woven through breathtaking natural features . . .

. . . a nationally significant part of the defense network. Lifeline for many local communities along the corridor

Roadway geometry is constrained, with narrow shoulders and tight curves

Improvements are needed to lessen delays . . . Respects the unique environmental, historic, community and recreational resources in Clear Creek County.
Core Values

- Safety
- Mobility and Accessibility
- Implementability
- Environment
- Community
- Engineering Criteria and Aesthetic Guidelines
- Sustainability
- Historic Context
- Decision Making
Critical Issues

• Emergency Response
• Reliability
• Recreation
• Natural Resources Including Wildlife
• Adherence to MOU
• Historical and Cultural Resources
• Adherence to ROD
Technical Team
What does the TT do?

- Role of the TT
- Expectations of TT
- Responsibilities of TT
Technical Team Role

✓ Provide technical advice about issues in the corridor.
✓ Provide technical advice to develop concepts.
✓ Evaluate concepts using Core Values and Evaluation Criteria developed by the PLT and TT.
✓ Define the level of ‘feasibility’ for each segment.
✓ Continuity. TT members are expected to come to the table and show up to meetings.
✓ A TT agenda will be put out in advance to identify issue topics for specific areas and ensure that appropriate TT members are present.
Concept Vetting

The Technical Team will ‘vet’ concepts by:

- Framing and defining the issue.
- “Attacking” the issue with ideas.
- Wrapping-up and summarizing the issue.
Consultants and contractors participate in TT meetings to understand stakeholder perspectives.

They are charged with seeing if TT guidance is feasible. They participate on TTs and ITF as needed. If there is a fatal flaw technically, no reason to advance to NEPA.

Issue Task Forces (ITFs) are used minimally and when the TT gets “stuck”.

Consultants & Contractors
Issue Task Forces
Exercise
Critical Issues and Concept ID

• Are there additional critical issues?

• What are the high level concepts for Segment 1?
Proposed Approach

• Develop concepts further and initiate evaluation process – January 18

• Finalize evaluation matrix and determine concepts to advance into NEPA – mid-February
Next Steps and Closing

- Action Items
- Next TT Meeting Date?
- Questions?
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