



**COLORADO**  
Department of  
Transportation



# I-70 Westbound Improvements PLT Kickoff

August 30, 2016



## Charting Agenda

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- 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

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- 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?

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- 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.





## Memorandum of Understanding (2014)

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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





# Project Context





# Role of Project Leadership Team (PLT)

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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





# Context Sensitive Solutions

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## Overview of the 6-Step Process







# Group Exercises

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- Critical Success Factors
- Context Statement
- Core Values





# Critical Success Factors

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## Draft Critical Success Factors

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- 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
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# Context Statement

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# Corridor Context Statement

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- 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.

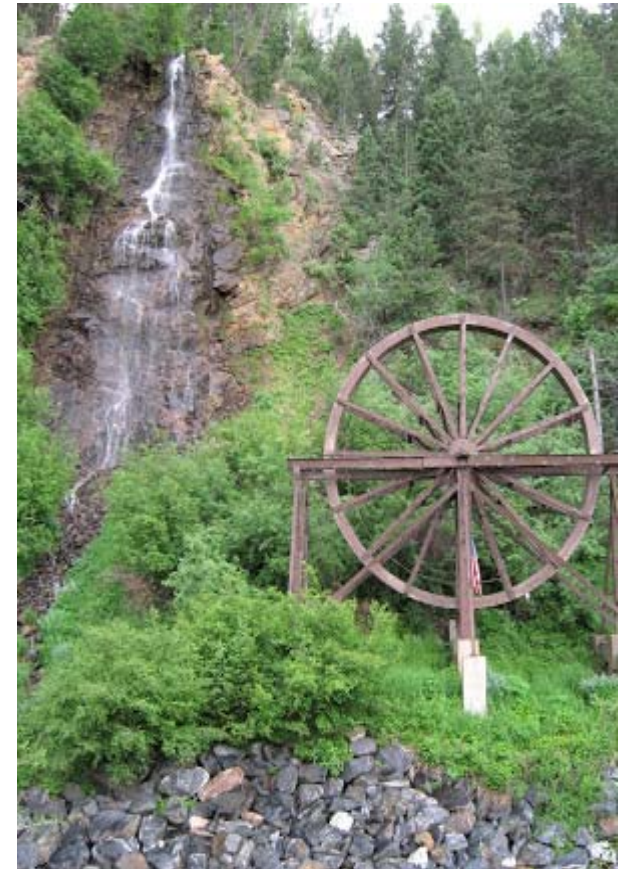




# Draft Context Statement

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- 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

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- Safety
- Mobility & Accessibility
- Decision Making
- Communities
- Historic Context
- Healthy Environment
- Aesthetics
- Sustainability
- Constructability





- 5-10 Minute Break







## Visioning: Inputs & Homework

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- 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?

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## Visioning: Goals & Outcomes

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Develop shared conceptual vision including its needs, termini and opportunities for partnership and implementation





# Visioning: Support & Resources

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## Facilitation:

Stakeholder evaluation  
and selection

## Technical Expertise:

Private Sector?  
(Transportation  
Consultants &  
Contractors)





## Visioning: Possible Segments

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

(Based on Areas of Special Attention)





## Visioning: Participants

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### 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



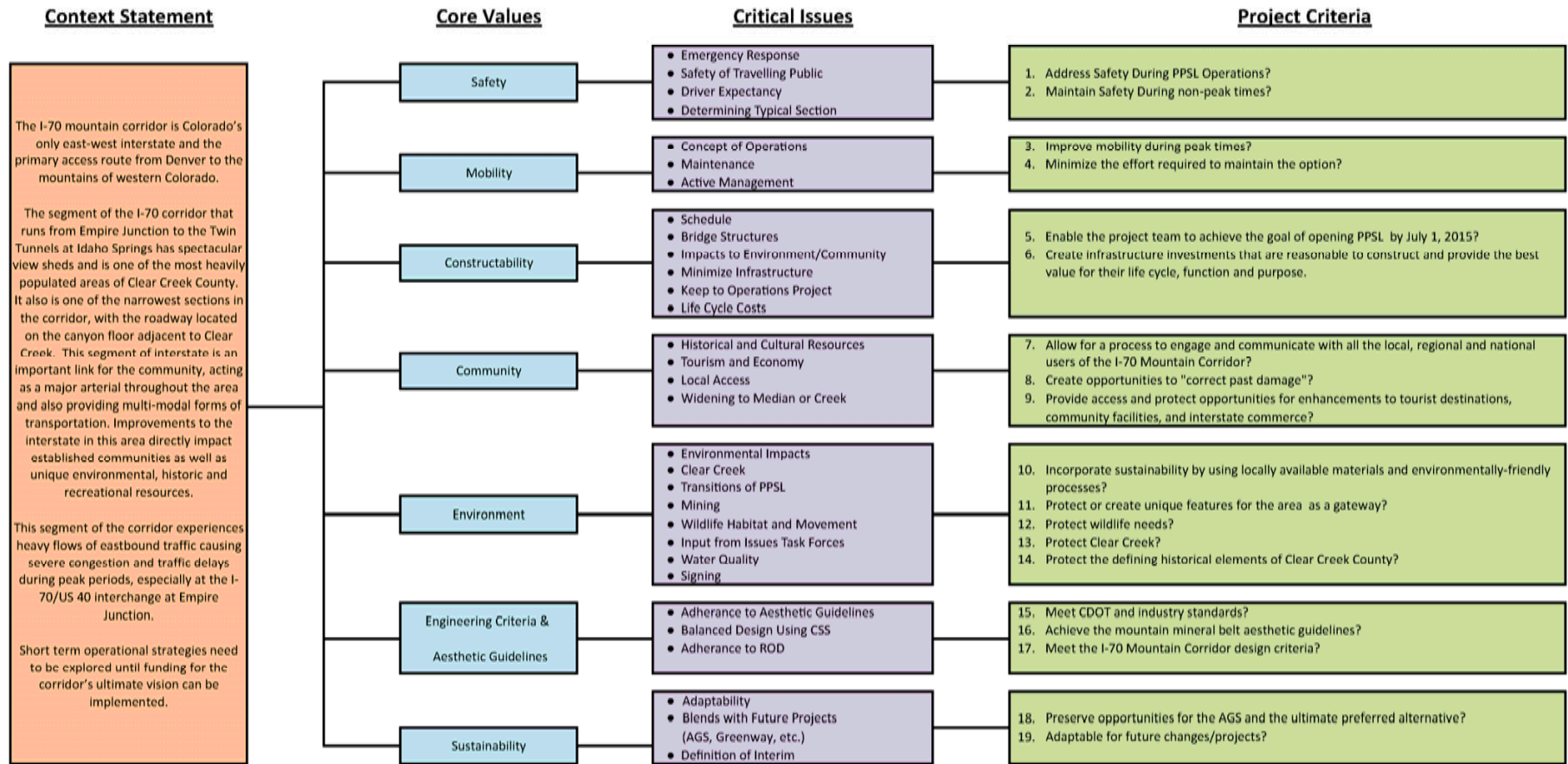


## Visioning: Participants

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- FHWA
- CDOT
- State and Federal Agencies
- Local Agencies
- Business Community
- Other?









## Visioning: Desired Outcomes

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





# I-70 Westbound Improvements

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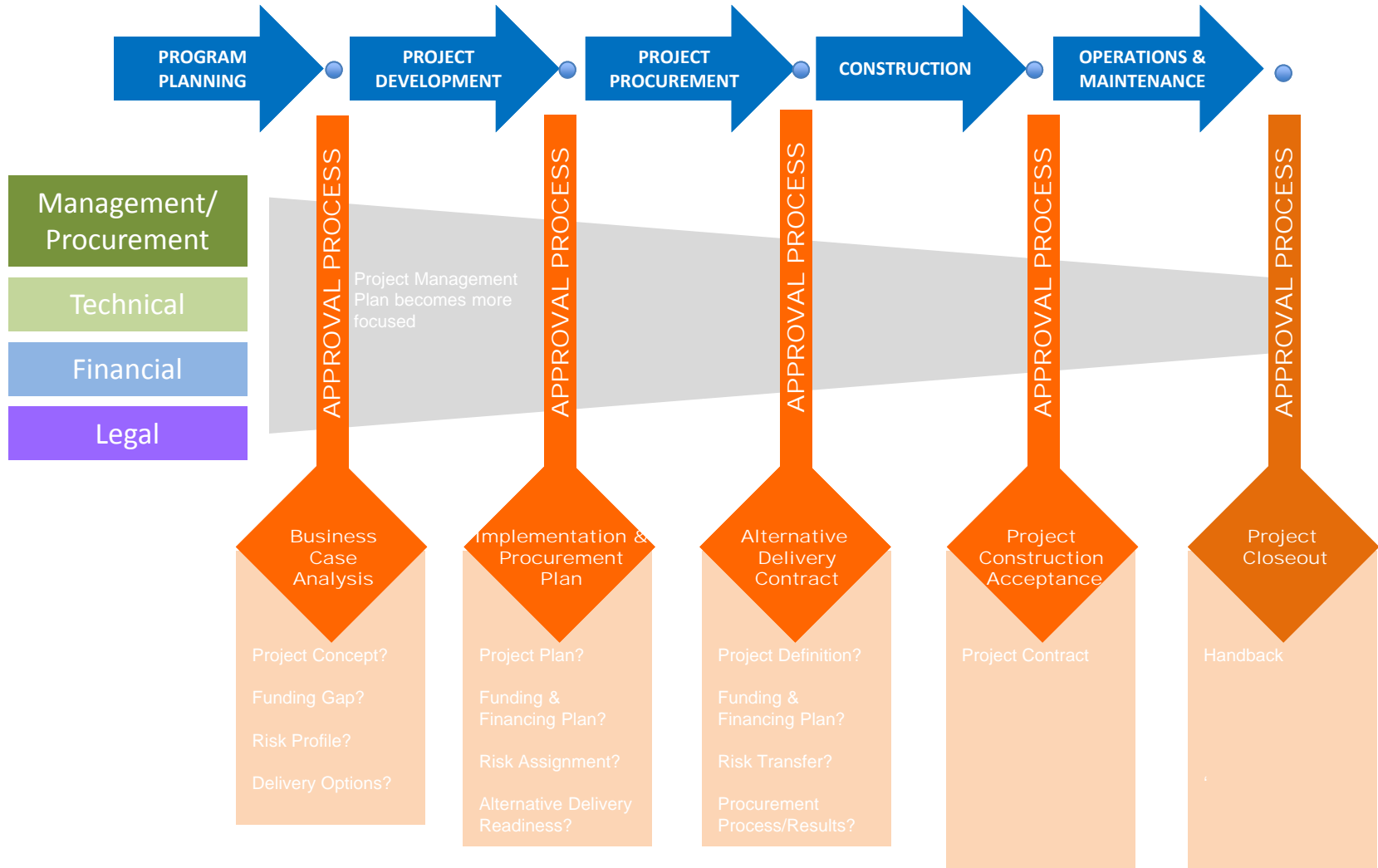
## Initial Steps

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





# Where we are in the Process





## Visioning: Desired Outcomes

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### Next Steps:

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





Questions?

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