



## WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT PUBLIC MEETING

### AGENDA

- 5:00-5:30 p.m.: Please sign-in and feel free to walk around to the different stations.
- 5:30-6:00 p.m.: We invite you to join us for a presentation about the Westbound I-70 Mountain Corridor Concept Development Process.
- 6:00-6:30 p.m.: Question and answer session following the presentation.
- 6:30-7:00 p.m.: Please feel free to walk around and view the various stations. If you have any questions or comments, walk up to any of the agency officials with a name tag and they'll be happy to speak with you.
- Comment sheets are available if you wish to write to us.

### PROJECT LIMITS

The Westbound I-70 Mountain Corridor project limits are located between the top of Floyd Hill and the Empire Junction interchange.

### PROJECT NEED

With a total of 5.5 million residents in Colorado (and counting), congestion along westbound I-70 has gotten increasingly worse each year and has had a major drag on the local economy and tourism. Congestion also contributes to hazards along the corridor and leaves locals stranded.

### IDENTIFIED SOLUTIONS

1. I-70 Mountain Corridor Improvement Projects
  - a. Additional Capacity
    - i. Six lane capacity from the top of Floyd Hill through the Veterans Memorial Tunnels, previously known as the Twin Tunnels.
    - ii. Frontage road from Idaho Springs to US 6.
  - b. Interchange Efficiency
    - i. Empire Junction interchange improvements.
  - c. Safety Improvements
    - i. **PARTIALLY COMPLETED:** Eastbound acceleration lane from the Eisenhower-Johnson Memorial Tunnels to Herman Gulch.
    - ii. Westbound acceleration lane from Bakerville to Eisenhower-Johnson Memorial Tunnels.
  - d. Multimodal Improvement
    - i. **PARTIALLY COMPLETED:** Bike trail from Idaho Springs to US 6.





2. **Advanced Guideway System (AGS)**—a term for a range of transit technologies that could include high speed rail or magnetic levitation.
  - a. The AGS feasibility study was completed in 2014 and evaluated technology, alignment and funding/financing options to determine the feasibility of a high-speed transit system for the 120-mile segment of the I-70 Mountain Corridor from C-470 in Jefferson County to Eagle County Regional Airport. The technology that was recommended was magnetic levitation. No funding was identified.
  - b. Westbound improvements would not stop a future AGS from being developed.
3. **Other Improvements Identified**
  - a. Truck operations improvements
  - b. Interchange improvements at Downieville, Fall River Road, the base of Floyd Hill and Hyland Hills (top of Floyd Hill.)
  - c. Non-infrastructure strategies such as: Expanding use of existing infrastructure, bus service, programs for improving truck movements, and traveler information.
4. **Advanced technology opportunities**
  - a. These opportunities could include: Autonomous and connected vehicles, information technology systems, technology advancements (RoadX), bus, van or shuttle services, and AGS.
  - b. **RoadX**: The RoadX vision is to transform Colorado’s transportation system into one of the safest and most reliable in the nation by teaming up with public and industry partners to harness emerging technologies. Learn more: [codot.gov/programs/roadx](http://codot.gov/programs/roadx)
5. **Adaptive Management Process**—a structured commitment to a deliberate style of repetitive decision making with an aim to revisit and analyze key questions at project milestones. This allows for continued research into the changing travel demands throughout the process. Adding capacity between the Veterans Memorial Tunnels and Eisenhower Johnson Memorial Tunnels could be implemented after an adaptive management process of reexamining the need for westbound improvements is implemented.

## CONCEPT DEVELOPMENT PROCESS

I-70 Mountain Corridor Context sensitive solutions process is being followed.

1. Establish context statement
2. Define core values and issues
3. Develop concepts with staff, project teams, and public
4. Evaluate, select, and refine alternative options
5. Determine which option(s) to advance to the **National Environmental Policy Act (NEPA) process**—NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. The range of actions covered by NEPA is broad and includes: making decisions on permit applications and constructing highways and other publicly-owned facilities. For the I-70 Mountain Corridor, because a Programmatic NEPA decision has already been made, future NEPA processes will follow the basic decision made in the Programmatic Record of Decision.
6. Finalize concept development document and evaluate process





## WHAT'S NEXT?

### Westbound Concept Development Timeline

- **6 to 9 months:** Second public meeting Summer 2017
- **9 months to 2 years:** Initiate the National Environmental Policy Act process. For the Westbound Peak Period Shoulder Lane, this is likely to be initiated in the summer of 2017.
- **2 to 3 years:** Design the improvements
- **3 years:** Secure funding
- **3 to 4 years:** Construct—the plan is to construct the Westbound Peak Period Shoulder Lane project first, to minimize construction effects in Clear Creek County

## ADDITIONAL TERMS

- **Programmatic Environmental Impact Statement:** evaluates the effects of broad proposals or planning-level decisions that may include any or all of the following: a wide range of individual projects, implementation over a long timeframe, and/or implementation across a large geographic area. In the case of the I-70 Mountain Corridor, the decision that has already been made is the mode, capacity and location of the highway, non-infrastructure and transit improvements.
- **Record of Decision (ROD):** a concise public document that records Federal agency's (in this case the Federal Highway Administration's) decision concerning a proposed action for which the agency has prepared an environmental impact statement. A ROD was signed in 2011 for the I-70 Mountain Corridor.

## TELL US YOUR IDEAS

Want to learn more or have questions? Send your additional comment and questions to [Neil.Ogden@state.co.us](mailto:Neil.Ogden@state.co.us) or go online to [codot.gov/projects/i-70mountaincorridor](http://codot.gov/projects/i-70mountaincorridor)

