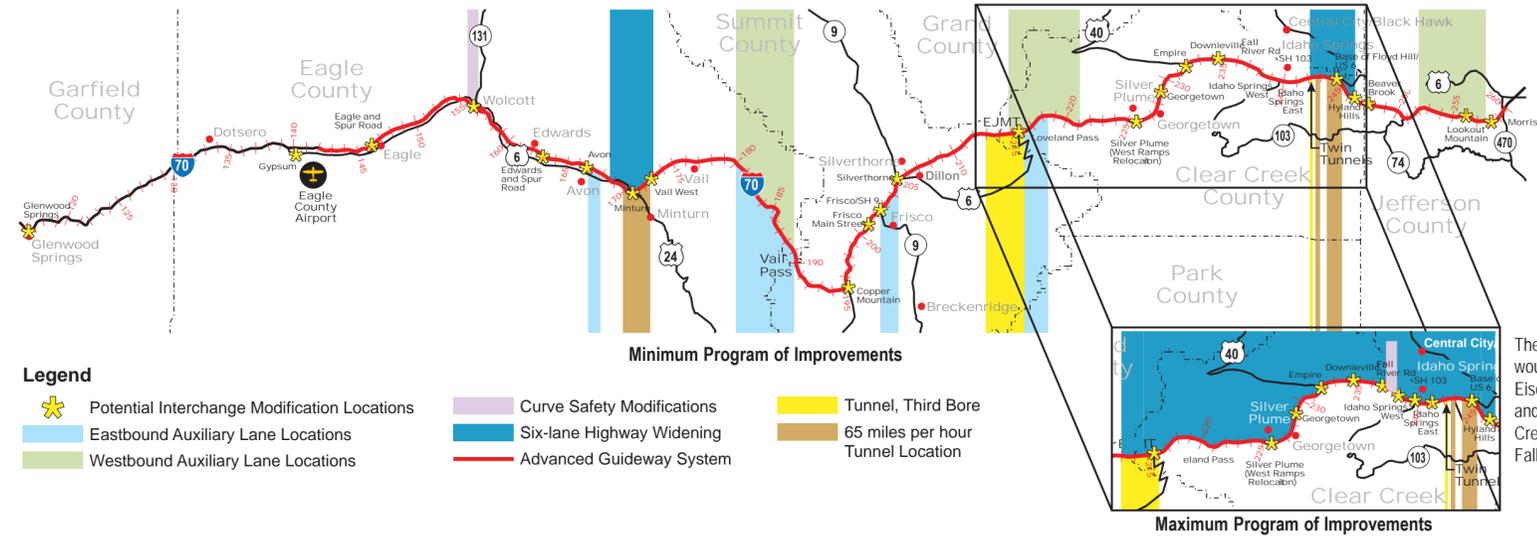


What is our Preferred Alternative?



How will Corridor improvements connect with other existing and planned transportation networks?

The Preferred Alternative recognizes the need to connect transportation, particularly transit service, beyond the Corridor. It is envisioned that the Preferred Alternative will connect to existing and planned transit services in the Denver metro area and destinations along the Corridor.

See the “What are the study limits, and why were they selected?” display in the Introduction area for this meeting.

The Maximum Program of Improvements would result in Six-lane Highway Widening from Eisenhower-Johnson Memorial Tunnel to Floyd Hill and in Dowd Canyon, four interchanges in Clear Creek County, and curve safety modifications at Fall River Road.

What components does the Preferred Alternative include?

Non-infrastructure components

- Strategies to encourage changes in travel patterns without construction, such as:
 - Increased enforcement
 - Bus, van, or shuttle service in mixed traffic
 - Programs for improving truck movements
 - Driver education
 - Expanded use of existing infrastructure in and adjacent to the Corridor
 - Converting day trips to overnight trips
- Requires actions and leadership by agencies, municipalities and other stakeholders beyond the lead agencies

Advanced Guideway System

- Elevated train through the Corridor
 - Could be magnetic levitation, monorail, or other technology
 - Provides service from the Eagle County Airport to C-470 in the Denver metropolitan area with a vision to connect service beyond the Corridor
 - 15 stations located throughout the Corridor and linked to Denver and other local transit services
- Requires additional studies funded by CDOT to determine system viability

Flexible program of Highway improvements

- Adapts to future trends
- Minimum Program includes:
 - Specific highway improvements at key locations
 - Six lanes from Floyd Hill through the Twin Tunnels
 - New bike trails and frontage roads
 - Empire Junction interchange
 - Eastbound auxiliary lane from Eisenhower-Johnson Memorial Tunnels to Herman Gulch
 - Westbound auxiliary lane from Bakerville to Eisenhower-Johnson Memorial Tunnels
 - Other highway improvements, such as truck operation improvements, curve safety modifications, and more than 20 interchange improvements
 - Additional auxiliary lanes in select locations
- Maximum Program includes the Minimum Program improvements plus:
 - Six lane widening extended west of the Twin Tunnels to the Eisenhower-Johnson Memorial Tunnels
 - Curve safety modification at Fall River Road (milepost 237)
 - Four additional interchange improvements in Clear Creek County

Future Stakeholder Involvement

- Recognizes need for collaborative, continuous stakeholder involvement
- Commits to I-70 Mountain Corridor Context Sensitive Solutions process
- Collaborative Effort Team (including CDOT and FHWA) will meet at least every two years to review transportation conditions and determine effectiveness of completed improvements
- In 2020, purpose and need and effectiveness of improvements will be reviewed thoroughly

What are triggers?

How would triggers be used?

- Triggers create a mechanism for defining the specifics of future transportation solutions consistent with the Corridor vision.
- Triggers are used to evaluate the future needs to meet 2050 demand and are based on completing specific highway improvements; determining the feasibility of Advanced Guideway System; and responding to global, regional, and local trends.

What triggers additional improvements?

- The Maximum Program of highway improvements would begin to be implemented if:
 - Specific highway improvements in the Minimum Program are complete AND an Advanced Guideway System is functioning OR
 - Specific highway improvements in the Minimum Program are complete AND studies prove that the Advanced Guideway System is not feasible OR
 - Local, regional, national, or global trends or events have unexpected effects on Corridor travel

