



Public Meeting

April 14, 2014

Elks Lodge, Idaho Springs

A general public meeting was held on April 14, 2014, for the I-70 Eastbound Peak Period Shoulder Lane project. The purpose was to provide information about the PPSL project and answer questions about the design and construction plans.

The meeting was attended by 43 people. An open house was set up with stations providing overall design information, information about walls, bridges, Water Wheel Park, signage, Exit 241 (including interchange alternatives considered, why the roundabouts were recommended and the safety statistics for roundabouts), construction details including detours while the SH 103 bridge was going to be closed and project benefits. Approximately 12 staff members from CDOT and HDR were present to answer questions. Steve Long from HDR gave a presentation followed by a question-and-answer session. The following questions were asked:

1. *During peak periods, what will happen if someone has a flat tire? What will happen is that we will have additional Courtesy Patrol who will clear the disabled vehicles out of traffic quickly. We also have pull-offs or off-ramps at every mile.*
2. *On bridges, you will raise the elevation of the bridges? Today the clearance is substandard. Can we lower the road instead of raising the bridge? The bridge replacement will add pedestrians and bicycle facilities. We also looked at just widening the bridge but because the bridge condition itself is so bad, this would not work. In addition, lowering the road creates drainage problems.*
3. *What is the time line? Construction is starting in June—mostly wall construction. Interchanges will occur early next winter. We will build some elements in a precast, accelerated bridge construction manner. In April and May 2015 is when we are anticipating closing and building the SH 103. The lane will be open to traffic in fall of 2015.*
4. *Where will the peak period shoulder lane end? It will end at the existing new third lane that goes through the new EB tunnel.*
5. *Could you describe the handling of pedestrian movement during construction? Steve described the new pedestrian facilities and where the detours would be.*
6. *What kind of contract is this? There are three difference types of contract: CM/GC, Design-Build-Build, and Design-Build. This project is planning to use the CM/GC contract.*
7. *Where is the money coming from to fund it? This will be both state and federal.*
8. *Where will toll money go? The amount of revenue generated with cover operating and maintenance costs. If any is left over, it will stay in the corridor*
9. *What about the rest of the bridges? None of the rest of the bridges needed to be widened or replaced. They are wide enough now to handle this extra traffic*

10. *For transportation impacts, if this is only a moderate impact what would be a major impact?* If we were adding a full lane with full shoulders and it would be open all the time, that might be classified as a major impact.
11. *Is there a NEPA document?* Yes, we have written a NEPA document that FHWA is currently reviewing. If there are any comments from tonight that need to be included in that document, we will do so
12. *What about creek impacts?* We really only have temporary creek impacts. We are not narrowing the creek in any place.
13. *What about the rafting put in at SH 103?* We are fully aware of the put-in and have met with the rafting community to discuss it. As long as we are not constructing in the area during the heavy rafting season, they said the work we are doing in the area should not be a problem.
14. *Why is this better than adding a third lane?* Tony DeVito added that the PEIS constrained the improvements that could be made in this part of the corridor. This is an operational improvement. It is an interim project—10 years to 15 years.
15. *How long will this really be usable?* We are currently looking at 10 years to 15 years, but it may last longer than that. Structures for sure have a longer life than 10 to 15 years.
16. *How can we find out better information related to WB Tunnel construction delays? That it will be closed some time during 8:00 AM to 5:00 PM is not good enough.* Tony assured the group we are doing the best we can to predict construction timing but with rock scaling it is harder to do.
17. *If you close I-70 there is too much traffic on Virginia Avenue and other local roads. We need better information. A certain time period will be really helpful.* Crystal: There is a meeting tomorrow with the Contractor. Rock scaling is taking place Monday through Thursday from 8:30 AM to 5:00 PM. There will be two complete closures for 30 minutes at a time. Then it will be open for 45 minutes. Crystal said she really wants to work with the community.

When we are in the tunnel, it is hard to get a predictable schedule. It will be more predictable after the tunnel work is done.
18. *Who is doing the construction? Will it be an Australian company like US 36?* Tony said this will not be a P3 project like US 36 is. The CM/GC approach will look for the best value.
19. *Between 1900 Miner and 2200 Minor, will there be any property taken?* No. No right-of-way is needed.
20. *What does it take to limit the number of cars on the road? Does that need to go to the legislature? We cannot even get out of our properties on Colorado Boulevard.* The interstate highway system cannot be regulated that way. Tony said that people are choosing not to drive now. These improvements will keep more traffic on I-70 and off the frontage roads.

21. *We have had people racing up alleys. Can we include signs to keep people from doing that? Can we add a stop light? Tony responded that enforcement from the local police is key to this problem.*
22. *Can we shut down interchanges? That can be done at a local level.*
23. *Why are we building a third lane through the tunnel if cars are going to be talking to each other in the future? Clear Creek County is paying the price for Vail and Summit County who are receiving most of the benefit. Tony noted that this investment is also benefitting Clear Creek County residents by reducing traffic on local roads, improving the interchanges, adding pedestrian and bicycle facilities, improving Water Wheel Park*
24. *Going westbound, what is the point of the larger tunnel? There could be other operational benefits that are needed—like the bridge at the bottom of Floyd Hill. It is a stepping stone to possible other improvements—like a westbound PPSL.*
25. *Was there any deterioration in the WB tunnel after the EB tunnel widening? No.*
26. *Is there anything that we can do to keep traffic away from Colorado Boulevard/Virginia Street? We will work with local communities to see if there is anything else we can do. This is an issue during construction. We need to know when this will be happening during construction.*
27. *When will Colorado Boulevard improvements start? The City Council is discussing this tonight.*
28. *Is it possible that those of us east of downtown will have any kind of noise mitigation? One concern is affecting the views. If there is a westbound project that could be considered...*
29. *What about Jake brakes? These should be muffled, but this is not enforced.*
30. *Could there be a pavement treatment that muffles sounds? We tried that out but it did not work well with snow removal. The freezing we have can create problems with accidents.*
31. *How much will toll cost? We are not sure. It is being studied right now. It will be as low as possible to get people to use it.*
32. *One of the VMS messages on I-70 in the metro area said I-70 was closed at Twin Tunnels. Tony said we will check into that.*
33. *What is the maximum speed limit in the PPSL? 45 mph.*
34. *There are a lot of CDOT projects coming up—repairing, construction at EJMT—could we have a timeline and matrix of what is happening when and how does it affect pedestrians, bicyclists, and cars, so we can plan our trips? Crystal is putting this together.*
35. *Will there be a new face on the eastbound Twin Tunnels? Yes.*
36. *Thank you, Steve and Tony, for pulling this together. We are receiving funding for the Greenway also. We appreciate your hard work.*

EB I-70 Peak Period Shoulder Lane

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37. *We do not want to discourage the public from stopping in Idaho Springs. We want to make sure people do not get tolled twice.* It is unlikely people will want to get back in after Idaho Springs because there is likely to be very little congestion past that point because of the new lanes
38. *Tim Mauk noted that in Minneapolis, the toll rate was \$6 to \$7 for most trips with a maximum of \$12.*
39. *Can the city police patrol Colorado Boulevard? Yes.*

Comments During Open House

40. *Could rafters put in at the Water Wheel Park?* This could be considered.
41. *Will snow plows throw snow on any houses close to the interstate?*

Comments from Comment Sheets

42. Sounds great. Wish we had started 20 years ago. Build it and keep going west with more of it.
43. Add stop lights on Colorado Boulevard and 1st. Add stoplight instead of stop sign at Downieville?
44. Could we have a complete plan on one timeline for all construction in 2014–2015?
- Twin Tunnels—tunnel widening
 - Twin Tunnels—rock face blasting
 - PPSL widening, retaining walls
 - PPSL—interchange work
 - PPSL—Hwy 103 bridge
 - PPSL—Exit 241 bridge
 - PPS—rockfall mitigation
 - Restoration of CR 314
 - Restoration of Game Check Station
 - I-70—repaving EJMT (through CCC)
 - Hwy 103 repaving
 - Any work on Colorado Boulevard, GT rockfall (what other projects?)

On the timeline please include impacts to I-70 and the local road network and expected detours for autos, bikes, pedestrians, rafters.

45. Need more detail regarding Water Wheel Park.