

**On Monday, Dec. 2 CO 119 Boulder Canyon Project Officials held a town hall in Nederland to discuss schedule updates. Below are the highlights:**

- The project schedule has been accelerated by nine months by eliminating two rock cuts. The completion date has moved from Sept. 2021 to Dec. 2020.
- The overall timeline of the daily closures has been reduced by seven months - ending in February instead of September.
- CDOT has installed a temporary Wi-Fi service to address communication concerns in signaled areas.
- Resident passes are available through the Sherriff's office for residents to access the Fourmile Canyon detour during daily closures.

**Below is a summary of questions presented from the community at the meeting:**

**With the elimination of rock cuts four and five, what improvements are lost?**

Rock cuts four and five were intended to make space for a 13-foot rock catch ditch with a 6ft shoulder. Following this redesign, these ditches will be about 5-8-feet deep, and the roadway will move closer to the river. This adjustment will require more rock armoring along the river. Sight distance will be improved, and rock will still be reinforced.

**With the elimination of rock cuts four & five, will the roadway be moved onto bedrock?**

Rock cuts 4 and 5 were designed to install rock catching ditches, not necessarily to move the roadway. The design has been adjusted to reduce the depth of the rock ditches, and use more rock armoring to protect the roadway.

**When will the single-lane closures be complete?**

There will be single-lane closures through December 2020. Inclement weather could prevent crews from completing paving before winter, in which case paving would be completed between May-June 2021.

**Is there any chance that the blast zone will open to two lanes earlier?**

The project team was hopeful that work would allow for two -ane traffic through the blast zone this winter; however, some unexpected changes to the bridge work will prevent that. The single -ane area will shorten, as work is completed.

**Can sight distance be improved at the signal area?**

The length of the signal lane will continue to decrease, meaning that sight distance will increase.

**Can you keep the blast area properly paved and potholes patched in between blasts?**

With the winter conditions, it is difficult for CDOT to acquire asphalt, however the project will do it's best to maintain the roadway in between blasts.

### **What are long-term options for cell service and emergency phones in the canyon?**

CDOT will look into emergency call boxes; however, this type of communications work is outside of CDOT's typical jurisdiction. CDOT's ITS group has communicated and extensively brainstormed with AT&T and Verizon, but there are no plans for either provider to install permanent service.

### **How do residents connect to CDOT's temporary Wi-Fi service?**

To use the WIFI calling, start by enabling Wi-Fi calling in your phone settings. Then connect to CDOT\_PUBLIC\_WIFI. Users will need to agree to drive distraction-free and click "OK". Once this is complete, calls can be made and received. You must be stationary to connect. Please note that the Wi-Fi signal is limited. CDOT is researching ways to increase the signal.

### **What is rock armoring?**

Crews will be installing large boulders in between the river and the roadway slope. This rock barrier will protect the highway from erosion and washout during flood events.

### **Will new delineators be installed throughout the canyon?**

Delineators will be installed throughout the canyon as part of the safety improvements for the project.

### **What is a shoefly?**

A shoefly is a temporary roadway detour around the work area.

### **Can the project accelerate the trail work?**

The project is looking at ways to accelerate the Boulder Creek trail construction. There will be a handful of 4-hour closures in the spring to accelerate blasting work for the trail.

### **Will there be blasting at the Alps Inn for the Boulder Creek Trail construction?**

Yes, one of the 4-hour closures will be used to blast the rocky knob just east of the Alps Inn. The project will coordinate with the owners of the Alps Inn during this time.

### **How wide will the new bike trail be?**

The Boulder Creek Trail will be 12-feet wide in most areas.

### **Will all rock slopes be reinforced?**

Yes, all of the rock cut areas will be reinforced and covered with mesh designed to guide loose boulders into the rock catch ditches.

### **Where can I find more information on the traction laws?**

If weather conditions require, CDOT can implement Passenger Vehicle Traction and Chain laws. Motorists will be alerted to an active Traction Law or Chain Law by highway signage, COtrip.org or traffic/roadway condition alerts.

During an active Traction Law (also known as a Code 15), motorists must have either snow tires, tires with the mud/snow (M+S) designation, or a four-wheel/all-wheel drive vehicle. Starting Aug. 2, 2019, the legislation updated requirements for drivers using state highways during winter months. Specifically, it changed the required minimum tire tread for vehicles on snowy roads to 3/16 of an inch. You can also install chains or an alternative traction device (like AutoSock) to be in compliance with the law if your tires aren't adequate.

More information is available on [CDOT's website](#).

### **Is the new barrier in the blast area contributing to icy conditions due to its lack of drainage?**

CDOT is using this season to evaluate the barrier, and will install more drainage if needed. Typically in this area the water drains away from the barrier.