



US 34 Big Thompson Newsletter

Sign up for CDOT Alerts for Upcoming Construction

Throughout the project we will keep community members informed through this e-newsletter publication and periodic email updates as major construction activities are planned. However, if you frequently travel along US34 between Loveland and Estes Park, you might also be interested in receiving email or text updates from CDOT as traffic impacts are announced.

To sign up for the notification service, go to www.cotrip.org and scroll to the bottom of the page to click on the envelope icon. From there you will be directed to provide either an email address or mobile phone number to receive text messages and you will be asked to create a password before being directed to a page where you can opt to receive notices from a variety of different projects. To subscribe to notices for this project, scroll down to the bottom of the page and under the subheading “Colorado Flooding,” check the box for US 34 Flood Repairs.

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Upcoming Public Meetings

Now that project-planning efforts have started and physical construction is on the horizon, the project team plans to conduct another round of public meetings in February to provide updates and answer questions people might have. Look for official dates and times in the next newsletter, or on the invitations that will be sent to residents.



How we put a typically 10 year project on the fast track to be done in two.

A diversion from the traditional design-bid-build project delivery method

Most road construction projects are done the same way a home improvement project might be done, albeit on a much larger scale. The scope of work to be done is first identified, construction plans and specifications are fully developed based on this scope and then contractors are invited to bid on the project. The bids are then reviewed and a contractor selected to build the work. With the reconstruction of US 34 between Loveland and Estes Park, however, an approach known as Construction Manager/General Contractor (CM/GC) is being used that allows CDOT to bring the contractor on board during the design phase. Not only does this approach shave valuable time by enabling design and construction activities to take place at the same time rather than in sequence, but it also allows the contractor to get involved earlier in the process to provide input on the design and construction phasing. By having Kiewit representatives at the table now, they can help identify design risks that could lead to costly and time-consuming changes orders in the future and they can use their construction expertise to ensure the job is built as efficiently as possible.

Early involvement of the right resources and experts

Just as Kiewit representatives are now involved in the planning efforts, CDOT has brought more designers and engineers on board than might normally be involved on a project of this size. CDOT has a team led by Jacobs Engineering, that in turn, comprised of several different subconsulting engineering firms to review the design plans and ensure the required expertise is at the table to make the best design decisions possible for the long-term resilience of the US 34 corridor.

Open lines of communication

This project includes frequent coordination with stakeholders and numerous agencies at the local, state and federal levels. From local stakeholders like Larimer County and the people who live, work and drive along the US 34 corridor, to agencies like the US Forest

Service, Central Federal Lands and the Big Thompson River Restoration Coalition, there are a number of people who have a vested interest in what happens along this corridor. By keeping everyone in the loop, the project team can collectively arrive at decisions quicker to keep the schedule moving forward.

Dedicated, co-located staff

CDOT has staff dedicated solely to this project. Most of the time CDOT staff members are responsible for several projects at once, but because this is such an important project and a vital transportation corridor, we have a dedicated project management team whose sole responsibility is this project. This allows us to make more timely decisions and move the design forward more efficiently. Our project management staff is also housed in the same building so when an issue arises or a decision needs to be made, it's often a matter of walking down the hallway to discuss it rather than sending a series of emails back and forth.



New innovations Incorporated on this Project

In an effort to make this project the best possible, the project team of CDOT, Jacobs Engineering, and Kiewit are using the preconstruction phase to discuss various innovations that could be pursued once construction work begins next year. While none of these are set in stone and the team continues to refine the planning process to reach the best options possible, some of the ideas on the table include:

- **Raising the roadway profile in select locations to get the roadway out of the 100 year floodplain.**

Raising the roadway out of the floodplain as well as shifting the roadway onto bedrock are two examples of how CDOT learned from the 2013 flood and is building a more resilient roadway up the canyon. Additionally, by raising the roadway profile in select locations, Kiewit will be able to minimize waste by taking material that is excavated and reusing it on site.

- **Adjusting the specifications to allow modified materials for road base, sub base and structural backfill**

In lieu of using different material types for the road base, structural backfill and pipe bedding, the team is looking to potentially use the same material for each area. Kiewit is working with CDOT and Jacobs to help develop this “all-in” material that can be used on

the project to save both time and money.

- **Partnering along the river**

In partnership with the Colorado Water Conservation Board (CWCB) and Stream Coalitions, CDOT will construct what is good for a healthy ecological river system that is also healthy and resilient for the road. We will spend the time upfront to get additional data and develop a more accurate design that will minimize the need for future rework should river conditions change.



What does Construction Package 1 include?

The plan is to start work between mile points 77.43 to 77.66 (this is approximately halfway between the Drake firehouse and Idylwilde Lane) in the spring of 2016. Work to be done as part of the first construction package includes:

- Pre-blast survey
- Building temporary embankment and putting down temporary pavement to shift traffic away from the work zones in this area
- Setting up maintenance of traffic operations
- Building pioneering roads to the top of rock cuts in this area
- Drilling and blasting of the rock cuts
- Sorting and stockpiling blasted material for future project uses (i.e. Road base, Slope Protection Material)
- Minor utility relocations
- Hauling unneeded material out of the canyon

- Setting up a material staging and equipment maintenance location between MP 77.12 to 77.31 (this is the location of the old Idylwilde Reservoir parking area – approximately 0.3 mile east of the Drake firehouse.)

See you at the February public meetings!

