



# WB I-70 Peak Period Shoulder Lane Project

## Technical Team Meeting #18

September 12, 2018  
CDOT I-70 Mountain Corridor

# AGENDA

## 1. INTRODUCTIONS AND OVERVIEW

## 2. PROJECT TT CHARTER

## 3. RESPONSES TO TECHNICAL TEAM ISSUES

## 4. OUTCOMES FROM ISSUE TASK FORCE MEETINGS

## 5. OUTREACH SUMMARY

## 6. FOLLOW UP

- Report Out
- Design Refinements

## 7. DISCUSS PROPOSED SOLUTIONS

- Environmental Impacts and Mitigation
- Assurances
- CSS
- Construction Impacts and Mitigation
- Strategic Communication Approach
- Greenway

## 8. OUTSTANDING ISSUES

## 9. DEVELOP CRITERIA FOR

## 10. NEXT STEPS

- Upcoming Meetings
- Parking Lot

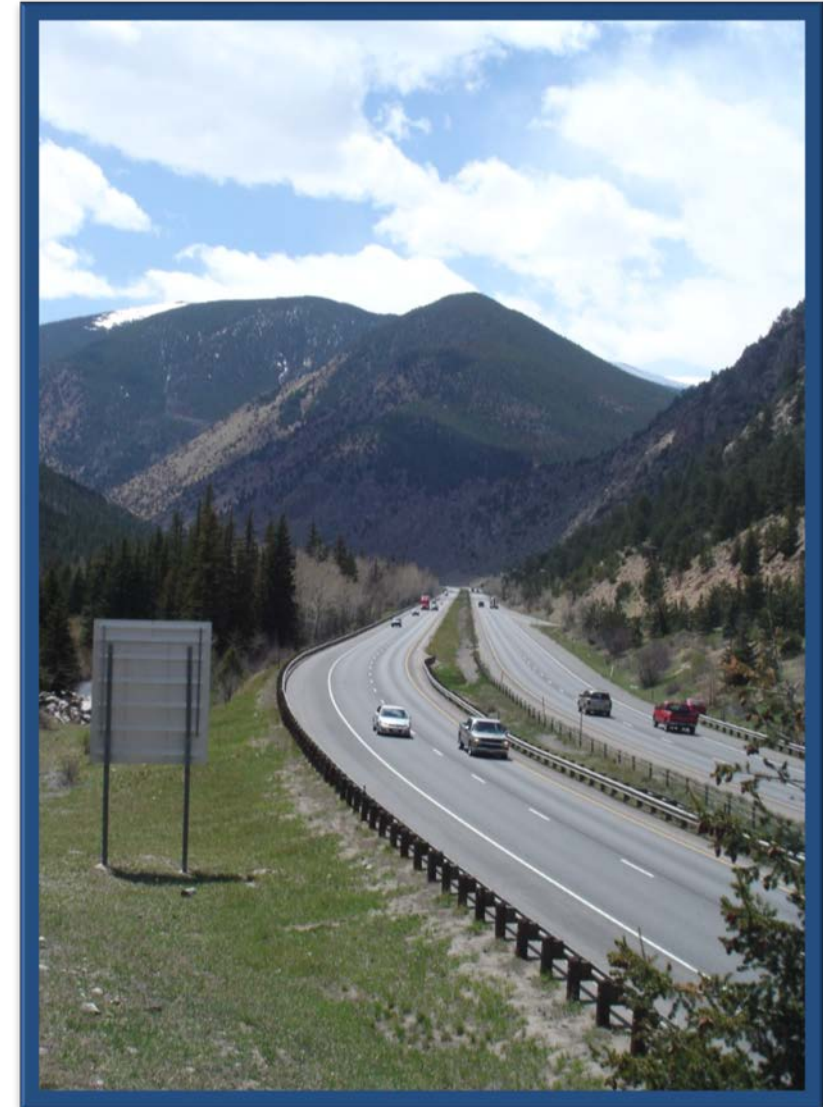




# INTRODUCTIONS AND OVERVIEW

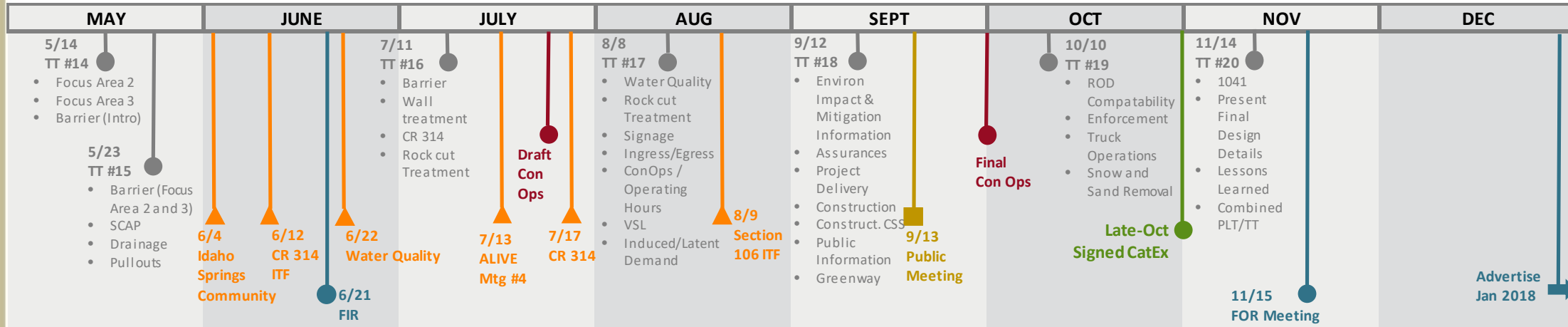
# PROJECT UPDATES

- Floyd Hill
- Region 3 Vail Pass
- Idaho Springs Transit Center
- Colorado Boulevard Reconstruction
- Clear Creek Greenway
- Fall River Road Bridge
- Smart 70 / RoadX
- Geohazard Mitigation Program
- INFRA Grant
- Variable Speed Limit
- Concept of Operations



# SIMPLE SCHEDULE

## CSS TRACKING SCHEDULE



# PROJECT ELEMENTS DISCUSSION

- September TT
  - Environmental Impact and Mitigation
  - Assurances
  - CSS
  - Construction Impact and Mitigation
  - Communication Plan
  - Greenway
- October TT
  - ROD Compatibility
  - Enforcement
  - Truck Operations





**FOLLOW UP**

# REPORT OUT

- SECTION 106 ITF – 8/9/18
- PLT Meeting #4 – 8/13/18
  - 1041 Process and Schedule
  - Operational MOU





# DESIGN REFINEMENTS

- Guardrail / Barrier
  - Replacing remaining WB (outside) not impacted by the project
  - Replacing median Type 4 with paddles with Type 9 with glare screen
- Bin Wall Alignment
- Operations and safety improvements between 239 and 240
- Added egress at Dumont





**DISCUSS PROPOSED  
SOLUTIONS**

# ENVIRONMENTAL IMPACT AND MITIGATION

	POTENTIAL PROJECT IMPACTS & MITIGATION	CONSTRUCTION MITIGATION
Air Quality	Improved air quality with less congestion. Potential to create temporary air pollution during construction.	Best management practices, such as: limited idling of construction equipment, fugitive dust control plan, etc.
Archaeological & Paleontological Resources	No impacts to archaeological and paleontological resources.	
Energy	Small reduction in energy consumption during operations.	Best management practices, such as: limited idling of construction equipment, etc.
Environmental Justice	No disproportionately high and adverse impacts for low-income and minority populations when compared to the general population.	
Farmlands	No farmland impacts.	

# ENVIRONMENTAL IMPACT AND MITIGATION

	POTENTIAL PROJECT IMPACTS & MITIGATION	CONSTRUCTION MITIGATION
Floodplains	No floodplains impacts.	
Hazardous Materials	Potential to encounter historic mine waste during construction.	Best management practices, such as: minimized disturbance in areas of known regulated materials, etc. A project specific Materials Management Plan will be developed to address hazardous materials if encountered.
Historic Properties	No adverse impacts to visual character of historic sites.	
Land Use	Improvements are consistent with existing and planned future land uses.	
Migratory Birds	No nests are currently present within the study area.	A nest survey will be conducted prior to construction

# DISCUSS PROPOSED SOLUTIONS

## ENVIRONMENTAL IMPACT AND MITIGATION

	POTENTIAL PROJECT IMPACTS & MITIGATION	CONSTRUCTION MITIGATION
Noise	Project categorization does not require noise analysis. The barrier with glare screen in Idaho Springs likely provides incidental noise reduction benefits..	Best management practices, such as: limited work hours when possible, follow noise ordinances, etc.
Parks & Recreation	No changes to access or direct impacts to parks and recreation.	Temporary closures and restricted access to resources are possible. Best management practices, such as: providing detours, etc. will be utilized.
Socio-Economic	Positive permanent impacts due to mobility increases and reductions in traffic. Economic benefits of improved mobility	Temporary impacts such as access changes, delays, detours and closures to the traveling public might occur. Robust public outreach strategy to alert motorists of impacts. CDOT will provide timely and frequent updates about activities and will work with contractors to avoid lane closures to the greatest extent practical.

# ENVIRONMENTAL IMPACT AND MITIGATION

	POTENTIAL PROJECT IMPACTS & MITIGATION	CONSTRUCTION MITIGATION
Terrestrial & Aquatic Wildlife	Shielded or downward lighting will be used. New median walls and lighted signage will further increase the barrier effect as wildlife seek to avoid these lighted areas. Reduced speed limits in areas with high wildlife and vehicle collisions.	The median will be modified during construction to enable safer wildlife crossing.
Threatened & Endangered Species	No critical habitat for any federally listed species occurs in the study area. Project is not likely to adversely affect the Canada lynx.	



# ENVIRONMENTAL IMPACT AND MITIGATION

	POTENTIAL PROJECT IMPACTS & MITIGATION	CONSTRUCTION MITIGATION
Transportation	Vehicle miles of travel increases, vehicle hours of travel decreases, and speed increases. As travel time decreases, reliability improves. Resulting in the volumes on frontage roads to decrease.	Temporary impacts such as access changes, delays, detours and closures to the traveling public might occur. Robust public outreach strategy to alert motorists of impacts. CDOT will provide timely and frequent updates about activities and will work with contractors to avoid lane closures to the greatest extent practical.
Vegetation & Noxious Weeds	Small roadside vegetation area will be converted and no direct impact to riparian vegetation.	



# ENVIRONMENTAL IMPACT AND MITIGATION

	POTENTIAL PROJECT IMPACTS & MITIGATION	CONSTRUCTION MITIGATION
Water Quality	Increase in impervious surface areas due to roadbed expansion. Three sediment basins will be included to protect water quality and fix existing drainage problems. Potential for increased erosion during construction.	Best management practices, such as: slit fences, erosion logs, vehicle tracking pads, good housekeeping practices, etc.
Wetlands or Waters of the US	No wetland impacts.	
Visual	Minor effects due to rockfall mitigation, signage, additional pavement, and retaining walls. CDOT will follow the I-70 Mountain Corridor Aesthetics Guidance document.	Temporary impacts include stockpile areas and light pollution during night construction. Best management practices, such as: placing signs and staging areas in less visually obstructive areas, etc.





# ENVIRONMENTAL ASSURANCES

(from CCC assurances letter)

- Definition of “interim”
  - Acknowledge that this will not be converted to maximum program
  - Commit to future visioning with stakeholders
- Restate commitment to the CSS process and Aesthetic Guidelines
- Provide text on limitation of the use of the lane
- Include companion projects
- Compatibility with the ROD



# NON-ENVIRONMENTAL ASSURANCES

(from CCC assurances letter)

- Process for modifying the Concept of Operations
- Quality of construction



# CSS

- Design-Bid-Build
- Design CSS
  - Specification input
- Construction CSS
  - Quick response
  - Change of conditions
  - Construction traffic mitigation plans



# CONSTRUCTION

- This construction will be simpler than Eastbound Mountain Express Lane
  - No bridge construction (SH 103)
  - No interchange reconstruction (SH 103 and Exit 241)
  - Minimal need for lane closures to build walls
  - Use of Eastbound Mountain Express Lane for construction access
  - No need for substantial out of direction detours
  - No deep excavation for bridge piers (contaminated groundwater)
  - Shorter construction period
  - Less overall disruption



# CONSTRUCTION IMPACTS

- Noise
- Heavy Machinery
- Lights
- Dust
- Lane shifts
- Vibration
- Periodic short-term full road closures will occur during rock fall mitigation. This includes all lanes of I-70.



# CONSTRUCTION MITIGATION

- CDOT will work with local communities and the school district to minimize impacts to local traffic
- Work requiring closure of one lane will be conducted at night as much as possible
- Advance signage along I-70 will give warning of impending closures



# CONSTRUCTION MITIGATION

- CDOT will notify emergency service providers (Colorado State Patrol, sheriff, police, fire dispatchers, ambulance providers, etc.) of the timing of impending detours or closures
- CDOT will maintain access for emergency vehicles through the project area at all times by providing a shoulder of adequate width for emergency access



# CONSTRUCTION MITIGATION

- CDOT will minimize I-70 construction activities on weekends that could shift travel to alternative routes (SH 9 and US 285), and avoid peak travel weekends and special event time periods
- CDOT will construct the Fall River Road Bridge Project to improve bicycle and pedestrian mobility in the I-70 Mountain Corridor by providing a new bridge across Clear Creek (being done as a separate project)
- Trail closures and detours will be clearly signed and advance notice will be given
- Construction areas near the banks of the creek will be fenced off to prevent access by anglers or other pedestrians

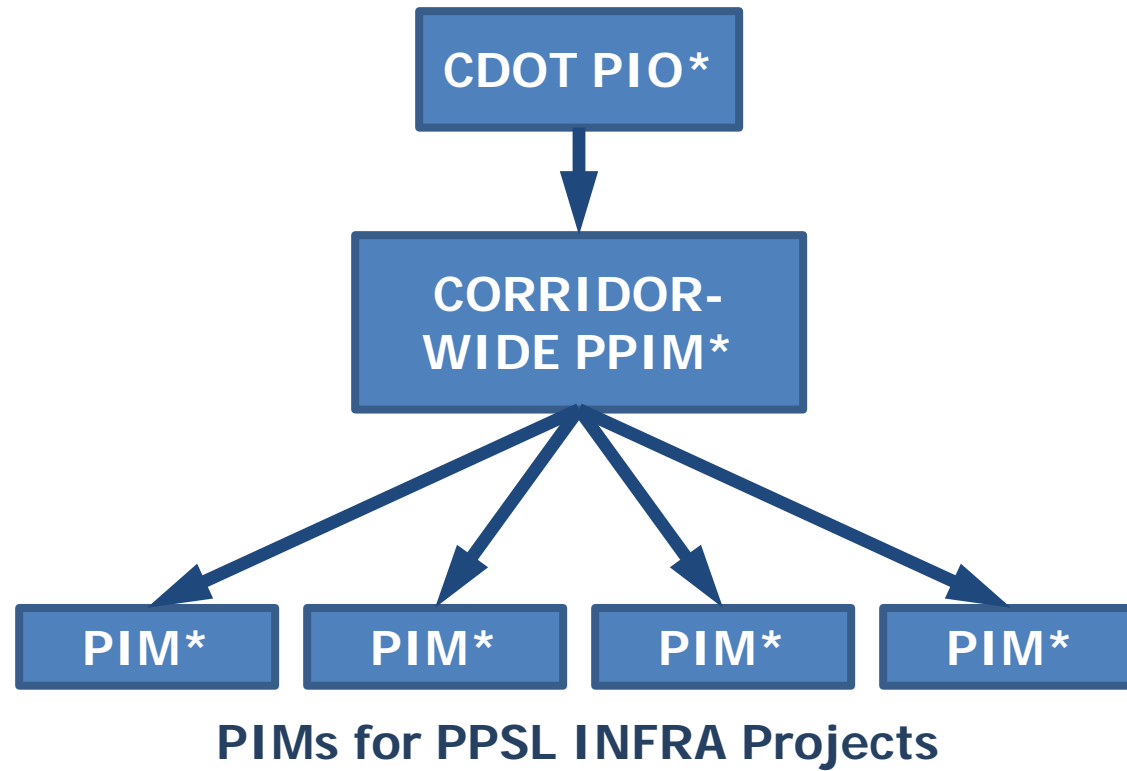




# PUBLIC INFORMATION GOALS

- Model after the successful Twin Tunnels Public Information Program
  - Better information for businesses, residents, and travelers
  - Frequent communications
  - Innovative communications materials
  - Other input for RFP?
- CDOT to hire single point of contact for multiple projects (Project Public Information Manager--PPIM)
  - Corridor-wide point of contact for all WB PPSL INFRA projects
  - Provides more oversight for CDOT
- Develop a measurable, strategic communications program
- Prioritize community needs when developing communications and creatively find ways to reach motorists statewide.

# STRATEGIC COMMUNICATION APPROACH



\*PIO: Public Information Officer

\*PPIM: Project Public Information Manager

\*PIM: Public Information Manager



# STRATEGIC COMMUNICATION APPROACH

- Strategy/Tools
  - Issues management -- Example: create proactive approach to address project concerns with media and public, identify potential issues before they arise, etc.
  - Program integration – Example: frequent communication with other projects in corridor, coordinate key messages, etc.
  - Key messages/graphic standards – Example: work with various PIOs along corridor to share information and ensure consistency
  - Crisis communications – Example: Coordinate project response under CDOT umbrella
  - Research – Example: Assess stakeholders' opinions and revise communications accordingly



# STRATEGIC COMMUNICATION APPROACH

- Strategy/Tools
  - Vision/construction communications— Develop tools including:
    - Public meetings/open house/telephone townhalls
    - Special events/tours
    - Presentations/speakers' bureau
    - Vision/construction/marketing campaign (earned)
    - Construction communications (hotline, email, flyers, website)
    - Program collateral (brochures, videos, etc.)
  - Proactive media pitches/briefings/press releases – Plan proactive outreach to provide regular updates to key media (local, national, trade) and PIOs



# STRATEGIC COMMUNICATION APPROACH

- Strategy/Tools
  - Project Leadership Team – Facilitate Project Leadership Team, Technical Team, and Issue Task Forces as necessary as part of design and construction to gather feedback/report progress
  - One-on-one briefings – Conduct meetings with key stakeholders to brief on EA and construction progress, as well as engage in planning related to communications; work with PIOs along corridor to promote key messaging
  - Government affairs – Conduct one-on-one meetings with elected officials and staff, coordinate regular elected officials briefings

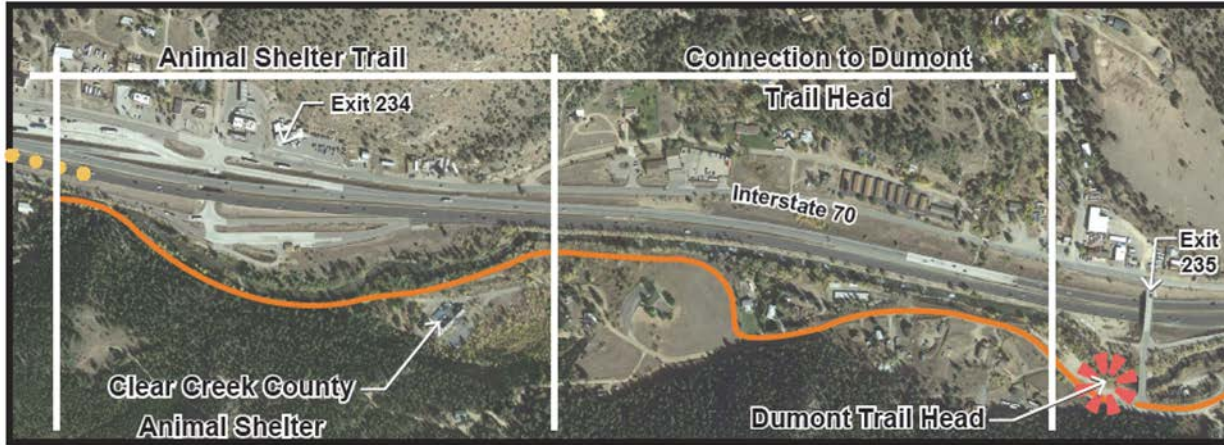


# GREENWAY

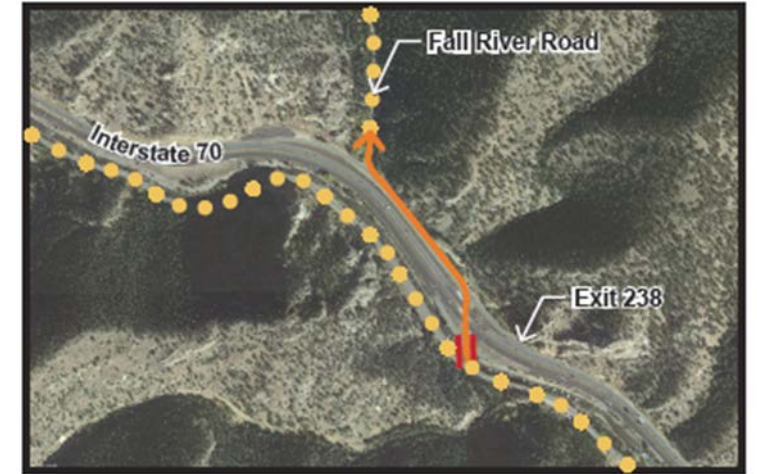
- Upcoming ITF – to be scheduled
- Feasibility study
- Connection to Water Wheel Park under I-70 Bridge
- Segments in the INFRA Grant



# GREENWAY



1. Animal Shelter to Dumont Trail Head



3. Trail Improvements through St. Mary's



2. Dumont Trail Head Connection to Lower Dumont Creek Access



# GREENWAY



4. West Idaho Springs Trail



5. East Idaho Springs Trail to the Game Check Station Trail Head







**NEXT STEPS**

# NEXT STEPS

- **PUBLIC MEETING – September 13, 2018**
- **CR 314 ITF – September 19, 2018**
- **NEXT TT MEETING – October 10, 2018**





# PARKING LOT ISSUES

- Improved construction quality
- Better define CSS during construction
  - Improved communication
  - Improved traffic control
  - Improved safety
  - School District issues during construction
- Modeling projections vs actual impacts/public health issues (i.e., air quality, noise, vehicular trips)

