



WB I-70 Peak Period Shoulder Lane Project

Technical Team Meeting #19

October 22, 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
- Air Quality
- Box Culvert
- I-70 Greenway Crossing

7. DISCUSS PROPOSED SOLUTIONS

- ROD Compatibility
- Concept of Operations / MOU / HPTE Role
- 1041 Documentation Needed
- Enforcement
- Truck Operations
- Snow and Sand Removal

8. OUTSTANDING ISSUES

9. DEVELOP CRITERIA FOR

10. NEXT STEPS

- Upcoming Meetings
- Parking Lot

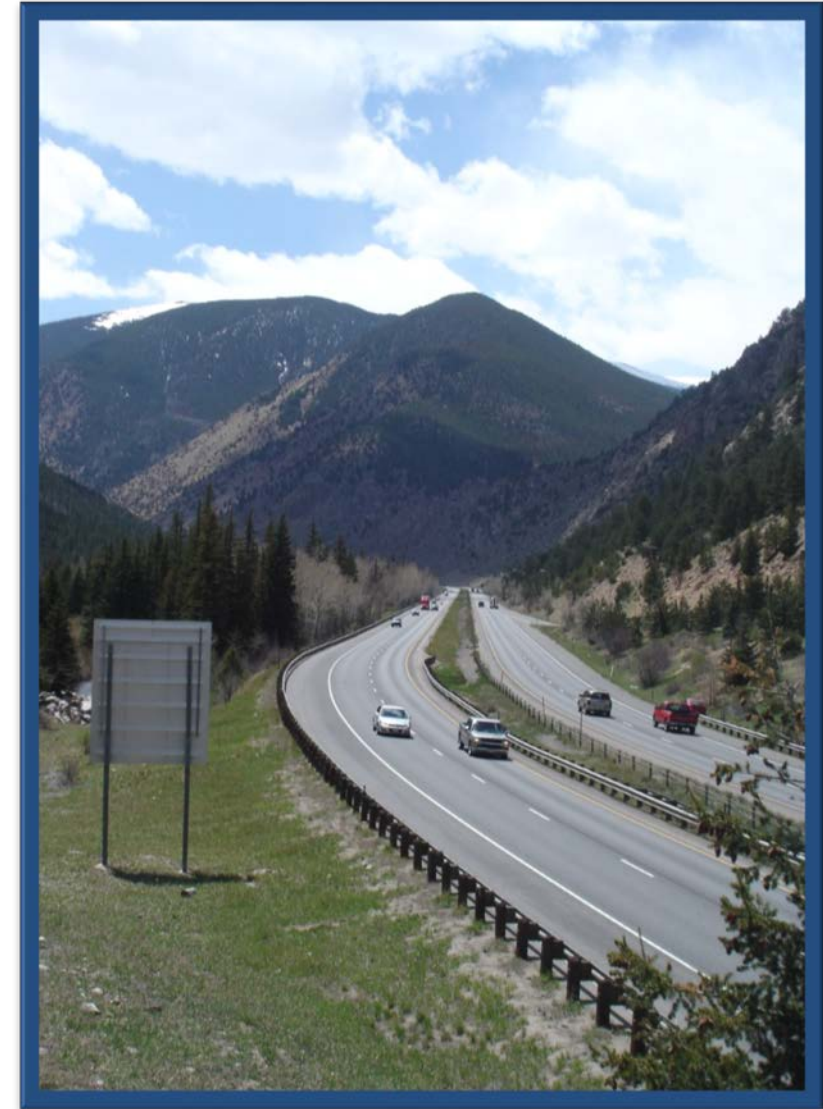




INTRODUCTIONS AND OVERVIEW

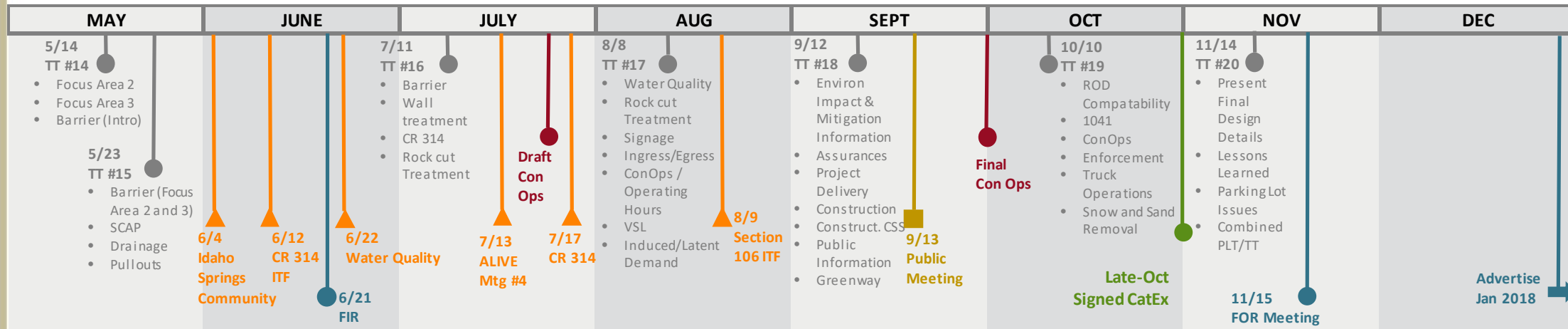
PROJECT UPDATES

- 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

- October TT
 - ROD Compatibility
 - Concept of Operations / MOU / HPTE Role
 - 1041
 - Enforcement
 - Truck Operations
 - Snow and Sand Removal
- November TT
 - Final Design Details
 - Lessons Learned
 - CSS Transition
 - Parking Lot Issues





FOLLOW UP

REPORT OUT

- Public Meeting – 9/13/18
- CR314 ITF #3 – 9/19/18
- Stakeholder check-in – 10/10/18



AIR QUALITY

- CDPHE – Air Pollution Control Division
 - Monitoring hasn't been done in the CCC area since 1980; discontinued because showed no cause for concern.
 - Monitoring for PM₁₀ was done in Vail and ended after 2001. That area is also in a valley with no concerns.
 - Denver near-road monitors in areas with significantly higher vehicles per day not showing many exceedances (I-25/Yuma, I-25/9th, 49th/Acoma, etc.)
 - If a good case was presented, APCD would do modeling to determine if implementing a monitor(s) is warranted.



AIR QUALITY

- Twin Tunnels – PM₁₀ monitoring
 - Demonstration project to show blasting/construction impacts
 - Collected pre-blasting baseline data during Late February and March 2013
 - 2 monitors - CR 314 just SW of I-70 at Clear Creek bridge crossing at MP 241.76 and SW fenceline of Hidden Valley Maintenance Yard
 - Blasting occurred between April and August 2013
 - PM₁₀ standard = 0.150 mg/m³
 - Baseline = 0.018 mg/m³
 - Blasting highest = 0.026 mg/m³



AIR QUALITY

- Swansea Air Monitor at Swansea Elementary School
 - Demonstration project to show construction impacts
 - Collected baseline data prior to Central 70 construction
 - Monitoring PM₁₀, PM_{2.5}, NO₂, CO, Black Carbon, and VOCs
 - Four quarters of data (1 year) as of September 2018
 - 1st two quarters - No exceedances
 - 2nd two quarters - PM_{2.5} standard exceeded on 9/4/17, 11/10/17, 1/8/18, and 2/22/18
 - Attributed to wildfires on 9/4/17 and strong inversions for the others



BOX CULVERT DRAINAGE

- Add sloped bottom
- Lighting



GREENWAY UNDER I-70

- Slope
 - Dig out dirt, add curbing, and add in 6" cobble
- Pedestrian railing on both sides
- New concrete pavement
- Lighting
 - Replace existing lighting with LED lights



IDAHO SPRINGS SIGNAGE

- Remove Business 70 Shield from Sign
- Add 2 post sign for Historic sign at station 635+00
- Look at spelling out "Spgs"
 - This is how it is spelled around the state
 - Require new signs and post foundations
- Look at adding Idaho Springs to Exit 240 signs EB and WB
 - Require new signs and structures
- NEXT EXIT 7 MILES static sign on the Entrance gantry for Local Access notification





**DISCUSS PROPOSED
SOLUTIONS**

ROD COMPATABILITY

- 1. What specific FHWA NEPA Categorical Exclusions are being considered or applied to the Fall River Project? Greenway Project? WB PPSL?
 - a. Does FHWA have a definition of and specific regulations for preparing a “Documented” Cat Ex?
- 2. How do CDOT and FHWA define “significant impact” in the NEPA context?
 - a. For instance, does the analysis of whether a proposed project has “significant impacts” consider the resulting impacts of a project as mitigated? Will the definition of what is a “significant impact” include an analysis on impact to travel patterns, recreational resources, growth, or land use?

ROD COMPATABILITY

- 3. FHWA and CDOT have indicated “Late October” for a decision on “ROD compatibility” - What specific factors will go into FHWA's decision on WB PPSL's ROD compatibility?
 - a. Is the WB PPSL project considered a “non-infrastructure” component of the ROD? What are the threshold, factors, considerations for determining that something is an “infrastructure” highway improvement project under the ROD?



MOU / FINAL CONCEPT OF OPERATIONS

- Hours of Operation
 - Previously presented at August TT
 - 125 days / 1,183 hours
 - Current Estimate - MOU/Con Ops
 - 125 days / 965 hours
 - Eastbound for Comparison
 - 100 days / 1,168 hours
- Vehicle Restriction – Con Ops
- Language related to CSS/ROD involvement, if anything in the MOU/Con Ops changes
- Next Steps – Final Drafts for 1041 in Mid November?



HPTE's Role

- Eastbound MEXL Funding and Tolling Coordination
 - Set toll rates (\$3 - \$30, typically between \$4 and \$7)
 - Filled a \$23 million funding gap with a commercial loan
 - Track operations of the Express Lane
 - Lead on toll equipment installation and testing
- Westbound MEXL Tolling Coordination
 - Set toll rates
 - No funding gap
 - Track operations of the Express Lane
 - Lead on toll equipment installation and testing



1041 DOCUMENTATION AND SCHEDULE

- Documentation needed
 - City – Executive Summary with NEPA Doc and 90% Plans as appendixes
 - County – TBD
- General Schedule (for City)
 - Mid October – Outline for initial comment
 - Early to Mid Nov – Package Submittal
 - Late Nov/Early Dec – Response and addressing comments
 - Early Dec – Resubmit to City for 30 day public comment period
 - Mid-January – City Council hearing for approval (January 14th – Tentative)

1041 PROJECTS

- Idaho Springs
 - WB PPSL
- County
 - INFRA Package 1 - WB PPSL and Fall River
 - INFRA Package 2 - CR 314
- Greenway Approach?



OTHER

- Enforcement
 - The Colorado State Patrol (CSP), CDOT and HPTE announced increased safety enforcement along the I-70 mountain corridor
- Truck Operations
- Snow and Sand Removal





NEXT STEPS

CSS Tracking Tool



- **NEXT TT/PLT MEETING – November 14, 2018**
- **Greenway ITF – November 14, 2018**
- **FOR Meeting – November 15, 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)

