WB I-70 Peak Period Shoulder Lane Project

Technical Team Meeting #17
August 8, 2018
CDOT I-70 Mountain Corridor
<table>
<thead>
<tr>
<th>AGENDA</th>
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</thead>
<tbody>
<tr>
<td><strong>1. INTRODUCTIONS AND OVERVIEW</strong></td>
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<tr>
<td><strong>2. PROJECT TT CHARTER</strong></td>
</tr>
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<td><strong>3. RESPONSES TO TECHNICAL TEAM ISSUES</strong></td>
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<tr>
<td><strong>4. OUTCOMES FROM ISSUE TASK FORCE MEETINGS</strong></td>
</tr>
<tr>
<td><strong>5. OUTREACH SUMMARY</strong></td>
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<tr>
<td><strong>6. FOLLOW UP</strong></td>
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<tr>
<td>▪ Report Out</td>
</tr>
<tr>
<td><strong>7. DISCUSS PROPOSED SOLUTIONS</strong></td>
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<tr>
<td>▪ Rock cut / Rock fall</td>
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<tr>
<td>▪ Guardrail</td>
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<tr>
<td>▪ Signing and Traffic</td>
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<tr>
<td><strong>8. OUTSTANDING ISSUES</strong></td>
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<td><strong>9. DEVELOP CRITERIA FOR</strong></td>
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<td><strong>10. NEXT STEPS</strong></td>
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<tr>
<td>▪ Upcoming Meetings</td>
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<td>▪ Parking Lot</td>
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</tbody>
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INTRODUCTIONS AND OVERVIEW
- 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
## RELATED PROJECTS AND SCHEDULES

<table>
<thead>
<tr>
<th>Project</th>
<th>NEPA</th>
<th>Design / Advertisement</th>
<th>Start Construction</th>
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<tr>
<td><strong>Fall River Road</strong></td>
<td>Fall 2018</td>
<td>End of 2018</td>
<td>Early 2019</td>
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<td>The Proposed Action constructs a new bridge that connects Stanley Road to the Fall River Road/I-70 interchange near Mile Post (MP) 238. Currently, bicyclists use I-70 to go between the Fall River Road community and Idaho Springs. With the Westbound Peak Period Shoulder Lane (PPSL) project, that access will no longer be available. This project is advanced mitigation for the WB PPSL project that will provide bicyclists a route between Fall River Road and Idaho Springs once I-70 is no longer available. The bridge will also allow vehicles to use it based on community preference.</td>
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<td><strong>Westbound PPSL</strong></td>
<td>Fall 2018</td>
<td>Winter 2018/2019</td>
<td>Spring 2019</td>
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<td>The Proposed Action includes modifications to I-70 for approximately 13 miles for a peak period toll lane, mitigation for wildlife, SH 103 modifications, pullouts for safety and enforcement, rock fall mitigation, drainage improvements, pedestrian improvements and active traffic management.</td>
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<td><strong>County Road 314 (Phase II)</strong></td>
<td>Early 2019</td>
<td>Summer 2020</td>
<td>Spring 2021</td>
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<td>County Road 314 will be improved between the Game Check Station Trailhead to just west of the Exit 241 interchange. Improvements include roadway reconstruction, restriping, and minor widening for safety enhancement and bicycle and pedestrian connectivity.</td>
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<td><strong>Clear Creek Greenway</strong></td>
<td>Early 2019</td>
<td>Summer 2020</td>
<td>Spring 2021</td>
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<td>Construction of portions of the multiuse Clear Creek Greenway Path. The segments include East Idaho Springs Trail to Game Check Station Trailhead, Dumont Trailhead Connection to Lower Dumont Creek Access, and the Animal Shelter to Dumont Trailhead.</td>
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# SIMPLEx SCHEDULE

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<td>Draft Con Ops</td>
<td>Final Con Ops</td>
<td>Public Meeting</td>
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<td>Idaho Springs Community</td>
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<td>Water Quality</td>
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- Draft Con Ops: Draft Construction Operations
- Final Con Ops: Final Construction Operations
- Public Meeting: Public Meeting
- Mid-Nov FOR Meeting: Mid-Nov FOR Meeting
- Mid-Dec Advertise: Mid-Dec Advertise

- 6/12 CR 314 ITF: 6/12 CR 314 ITF
- 6/22 Water Quality: 6/22 Water Quality
- 6/21 FIR: 6/21 FIR
PROJECT ELEMENTS DISCUSSION

- **August TT**
  - Report out: Rock cut and rock fall mitigation
  - Report out: Sediment control and water quality
  - Signage and Traffic

- **September TT**
  - Environmental Impacts
  - Construction CSS
  - Communication Plan
  - Assurances
  - Project Delivery
  - Greenway
FOLLOW UP
REPORT OUT

- ALIVE Meeting #4 – 7/13/18
- CR 314 ITF #2 – 7/18/18
- Water Quality Meeting – 7/26/18
ALIVE

- Addition of four more median gaps for a total of 8
- Speed study had been completed by CDOT to reduce speed limit to 45 mph on US 40 to I-70 WB on-ramp
- Removal of vegetation was considered in select areas, however there was concern about unintended consequences, so this will not be implemented
CR 314

**ALTERNATIVE 3:**

28-ft typical section, slightly improves roadway geometrics

- Horizontal curve improved to increase sight distance and meet 30 MPH design speed
- Max Wall H = 3.5-ft
- Max Wall H = 6-ft
- Max Wall H = 8-ft
- Max Wall H = 10-ft

Minor impact to water treatment plant (easement) to improve horizontal curve and sight distance

Vertical curve does not meet standard

FOLLOW UP
314 / Greenway

- Maintain access under I-70 for vehicles
- Look at “boardwalk” for alignment adjacent to creek on the north and south sides
Water Quality – Proposed Sediment Basins
Water Quality - Lawson

➢ Rebuild pond

- Cutout in concrete barrier that drains to existing pipe
- Remove existing pond and access road, re-grade
FOLLOW UP

Modify existing inlet

Possibly re-grade to drain toward mountain to keep from going across the road

Clean rundown and ditch behind guardrail

Fall River Road will clean inlet and scupper

Water Quality - Fall River Road
DISCUSS PROPOSED SOLUTIONS
ROCK CUT / ROCK FALL

DISCUSS PROPOSED SOLUTIONS

Rock Fall
MP 236.4 (~Sta 423 to Sta 424)

Rock Fall
MP 237.1 (Sta 464 to 467)

Rock Fall
MP 238.4 (Sta 537)

Rock Cut
MP 239 (Sta 549 to 559)
ROCK CUT – MP 239 (~Sta 549 to 559) at Exit 239

DISCUSS PROPOSED SOLUTIONS
ROCK CUT – MP 239 (~Sta 549 to 559) at Exit 239

EXAMPLE: ROCK CUT WITH MESH EAST OF THE VETERANS MEMORIAL TUNNELS
ROCK FALL – MP 238.4 (~Sta 537)

- Sculpted Shotcrete

EXAMPLE: EXISTING SHOTCRETE BUTTRESS JUST WEST OF PROPOSED BUTTRESS
ROCK FALL – MP 237.1 (~Sta 464 to Sta 467)

- Bolt and Mesh
ROCK FALL – MP 237.1 (~Sta 464 to Sta 467)

EXAMPLE: SLOPE ON SOUTH SIDE OF I-70 JUST WEST OF SODA CREEK ROAD

DISCUSS PROPOSED SOLUTIONS
ROCK FALL – MP 236.4 (~Sta 423 to Sta 424)

- Cut slope back approximately 20’ to provide catch ditch and eliminate fence

EXAMPLE: EXISTING ROCK CATCH DITCH JUST EAST OF DUMONT
GUARDRAIL / BARRIER

- For project: 55,100 LF / $3.5 million
- For remaining WB (inside and outside): 10,800 LF / $440,00
- For median Type 4 with glare screen: 22,400 LF / $3.2 million
- Safety and consistency
- Scope and budget implications
CORRIDOR SIGNING

- Existing Signing
  - 197 signs
  - 4615 SF (approximately 2900 SF added for WB)
- Proposed Signs
  - 43 signs (Static and Dynamic Signs)
  - 2818 SF
- Existing Signs Suggested to be Removed
  - 8 signs
  - 160 SF

DISCUSS PROPOSED SOLUTIONS
ACCESS LOCATIONS

- **Ingress (Entry)**
  - East of Veterans Memorial Tunnels (Lane Begins)
  - West of Idaho Springs (Idaho Springs Traffic)

- **Egress (Exit)**
  - East of US 40 (Winter Park Traffic)
  - West of US 40 (Lane Ends)

- **Other Locations Considered**
  - Egress east of SH 103
    - Too close to lane entrance (Idaho Springs-bound traffic can use GP lanes then access PPSL west of Idaho Springs)
  - Egress east of Downieville
    - Not compatible with primary function of the PPSL (through traffic). Local trips can use GP lanes, which will operate with less delay due to presence of PPSL
WB PPSL ACCESS LOCATIONS

DISCUSS PROPOSED SOLUTIONS

Figure 1. Preliminary I-70 WB PPSL Access and Signing Locations March 27, 2018
COMPATIBILITY WITH FLOYD HILL

- Floyd Hill project is still a work in progress
- Transition will have to be confirmed by the Floyd Hill project once there is a Proposed Action
- Assumed that the west end of the Floyd Hill project will extend through the Veterans Memorial Tunnels, and PPSL entrance will shift to the west side of the tunnels
- Transition between Floyd Hill and PPSL was designed to utilize as much PPSL entrance signage as possible
DISCUSS PROPOSED SOLUTIONS

WB ACCESS LOCATIONS WITH FLOYD HILL

Figure 2. Preliminary I-70 WB PPSL Entrance Configuration with Floyd Hill Widening
March 27, 2018

NOT TO SCALE

Draft
WB PPSL ACCESS STRIPLING

DISCUSS PROPOSED SOLUTIONS

STRIPING AT PPSL BEGIN

STRIPING AT INTERMEDIATE INGRESS AND EGRESS

INTERMEDIATE INGRESS ZONE

INTERMEDIATE EGRESS ZONE

STRIPING AT PPSL TERMINATION
OPERATIONS – EB PPSL LESSONS LEARNED

- Initial Operations, included in Cat Ex documentation:
  - Based on historical congestion patterns
  - 20 Percent of annual days (73 Days)
  - 7.5 Percent of the time (657 Hours)

- Initial MOU, October 2014:
  - 20 Percent of Annual Days (73 Days)
  - 7.5 Percent of the time (657 Hours)
  - Projected Peak Periods of Congestion
    - Saturdays, Sundays, Holidays December-April, July-September
    - 9 AM – 8 PM
OPERATIONS – EB PPSL LESSONS LEARNED

- Lessons Learned in Season 1
  - Can’t predict on-set of congestion
  - Need for operator safety during pre-opening procedures
  - Need to meet driver expectations

- Current Operations (Revised MOU, September 2017):
  - 100 Days / 1,163 Hours
  - Projected Peak Periods of Congestion
    - Saturdays, Sundays, Holidays
      - Winter: Thanksgiving-April
      - Summer: Memorial Day – Labor Day
    - As Needed (Sundays)
      - Fall: September – October 31
    - 9 AM – 8 PM
      - Earlier/later if congestion warrants

DISCUSS PROPOSED SOLUTIONS
WB PPSL HOURS OF OPERATION - CONSIDERATIONS

- Westbound hourly volumes
- Westbound congestion
- Lessons learned from eastbound
  - Congestion
  - Operator safety
  - Driver expectations

DISCUSS PROPOSED SOLUTIONS
TYPICAL WB TRAFFIC VOLUMES - SUMMER

Average Daily Traffic Volumes at Twin Tunnels ATR (Summer 2016)

- **Fridays**: 256, 186, 139, 164, 262, 552, 950, 1326, 1566, 2220, 2684, 2880, 1845, 2509, 2924, 2956, 2006, 2904, 2870, 2417, 1638
- **Saturdays**: 324, 218, 163, 202, 385, 811, 1373, 1976, 2590, 2890, 3139, 3086, 2920, 2808, 2649, 2407, 2054, 1697, 1344, 1041, 808
- **Sundays**: 249, 155, 126, 137, 253, 496, 785, 1180, 1747, 2317, 2644, 2771, 2600, 2467, 2245, 1949, 1641, 1439, 1203, 950
- **Weekdays**: 204, 152, 118, 138, 236, 537, 857, 1107, 1365, 1711, 1879, 1879, 1732, 1695, 1705, 1635, 1546, 1397, 1238, 1034, 754

DISCUSS PROPOSED SOLUTIONS
TYPICAL WB TRAFFIC VOLUMES - WINTER

Average Daily Traffic Volumes at Twin Tunnels ATR (Winter 2016-2017)

DISCUSS PROPOSED SOLUTIONS
TYPICAL WB CONGESTION VOLUMES - FRIDAY

DISCUSS PROPOSED SOLUTIONS
DISCUSS PROPOSED SOLUTIONS

TYPICAL WB CONGESTION VOLUMES - SATURDAY
TYPICAL WB CONGESTION VOLUMES - SUNDAY

DISCUSS PROPOSED SOLUTIONS
WB PPSL HOURS OF OPERATION - DRAFT

- Hours
  - Summer
    - Friday: 10 AM – 8 PM
    - Saturday, Sunday, Holidays: 7 AM – 2 PM
  - Winter
    - Friday: 12 PM – 8 PM
    - Saturday, Sunday, Holidays: 6 AM – 1 PM
    - Earlier/later if congestion warrants
  - Seasons/days of operation
    - Winter: Thanksgiving-April
      - Friday, Saturday, Sunday, Holidays
    - Summer: Memorial Day – Labor Day
      - Friday, Saturday, Sunday, Holidays
    - Fall: September-October 31
      - As Needed (Friday)
  - Annual Limits
    - 125 Days
    - 1,183 Hours

DISCUSS PROPOSED SOLUTIONS
INDUCED/ LATENT DEMAND

- Background Network
  - Floyd Hill
  - EJMT and Berthoud Pass
- Denver Metropolitan Area Population

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<th>2015</th>
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<td>Population</td>
<td>2,067,000</td>
<td>3,181,000</td>
<td>4,367,000</td>
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- Annual Growth Rate
 SECTION 106 ITF - August 9, 2018
 PLT MEETING - August 29, 2018; 9 am - 11 am
 NEXT TT MEETING - September 12, 2018
 PUBLIC MEETING - September 13, 2018
 CSS LESSONS LEARNED - November/ December, 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)
# CSS TRACKING SCHEDULE

## DRAFT Technical Team Schedule

### CSS TRACKING SCHEDULE

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### DISCUSSION ITEMS FOR REVIEW

- Harmonization/Interagency
- Federal/Regional
- ROW/Right of Way
- Environmental
- Community
- Economic

### CRITICAL ISSUES

- ROW
- Right of Way
- Environmental

### EVALUATION CRITERIA

- Cost/Benefit
- Impact

### WORKING CRITERIA

- Criteria
- Requirements
- Standards
- Guidelines

### DISCUSSION TOPICS

- Environmental Assessment
- Language
- Transportation
- Economics
- Community

### ANALYSIS & SPECIFIC SAFETY RECOMMENDATIONS

- Safety
- Security

### ROADWAY DEFINITION

- Roadway Design
- Roadway Function
- Roadway Alignment

### SOIL-185 (PERFORMANCE / FOCUS AREAS)

- Geotechnical Assessment
- Geotechnical Analysis

### EASEMENT MANAGEMENT

- Right of Way
- ROW

### TRL/ERL (FREIGHT / PUBLIC SAFETY / SECURITY)

- Traffic
- Safety

### CORRIDOR SAFETY TOOLS

- Traffic
- Safety

### EXCHANGE & CONSIDERATION LINES

- Traffic
- Safety

### STANDARDS

- Federal
- State

### OTHER

- Miscellaneous
- Coordination

### INTERNAL COMPONENTS

- Transportation
- Infrastructure
- Environment
- Public
- Safety

### IMPACT REPORT / PROCESS CHECK

- Noise
- Visual
- Aesthetics
- Energy

### LEGEND

- Shaded Items are Complete
- Discussion Criteria
- Discussion of Concepts
- Decision Matrix / Decision