



Now that a Draft Proposed Action has been identified, the next step involves supplementing the proposed roadway improvements with additional design options. Design options relating to emergency access, truck ramps, walls, water quality, habitat connectivity, and trail realignment are being considered in coordination with Issue Task Force groups of experts in their fields.

The following display boards provide an update of work completed and decisions that will be made following this public meeting.

The project’s Core Values will be used to assess design options for incorporation into the Proposed Action. For example, does one type of proposed sand collection provide greater benefit than another?

Core Values

WHAT IS IMPORTANT?

Safety
Improve and maintain a safe travel corridor by minimizing crashes and mitigating other safety concerns

Operations
Address roadway operations to improve travel reliability for all road users with a modern highway system

Corridor Character & Aesthetics
Maintain the surrounding wilderness and visual and historic resources of the project corridor and minimize impacts to nearby residents and businesses

Enhanced Environment
Minimize impacts to environmental resources and identify opportunities to enhance the high-quality natural environment in the corridor

Recreation
Provide access for all residents and visitors to recreational opportunities

Collaborative Decisionmaking*
Uphold commitments from the I-70 Mountain Corridor Record of Decision and utilize partnerships with stakeholders to reach decisions

Implementability*
Identify a preferred alternative that can be funded and constructed in phases

Sustainability
Implement a solution that is effective to maintain and will meet the needs now and into the future

The considerations identified to evaluate the design options are as follows:

SAFETY

- Chain up areas
- Truck ramps
- Year-round emergency access

OPERATIONS

- Traveler information systems

CORRIDOR CHARACTER AND AESTHETICS

- Impacts to traveling public during construction
- I-70 Mountain Corridor Aesthetic Guidance
- Original I-70 Vail Pass design and construction context (i.e. integration of the road with the surrounding landscape)
- Impacts to historic properties

ENHANCED ENVIRONMENT

- Water quality impacts sand collection methods and BMPs
- Protection of Black Gore Creek and Gore Creek
- Terrestrial and aquatic habitat connectivity and enhancements

RECREATION

- Capacity and safety of trail
- Trail location in relation to I-70
- Closures to recreational facilities during construction

SUSTAINABILITY

- Maintenance and operational financial feasibility

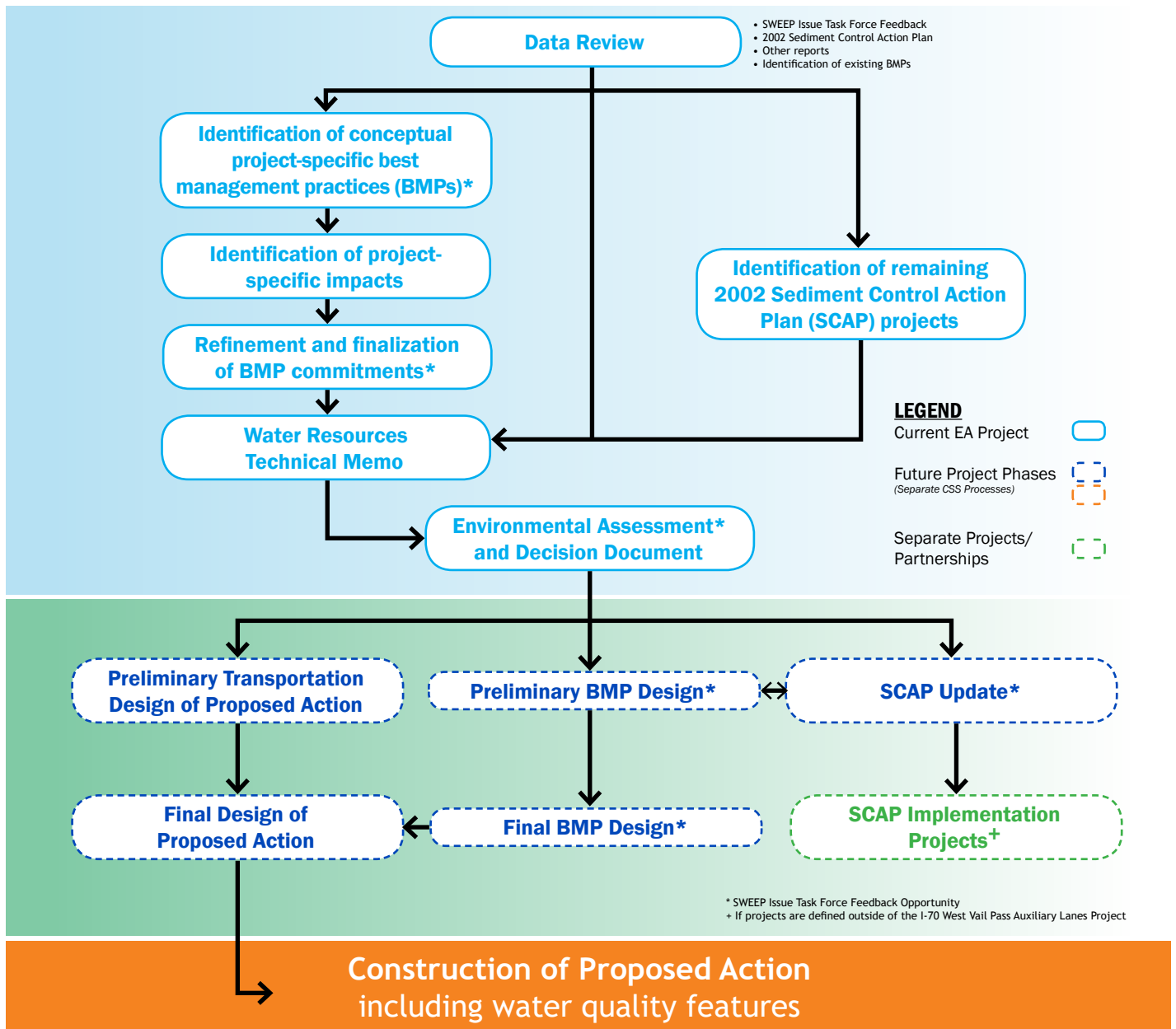
*These values are not being used to evaluate design options, but are Core Values being followed in the project process.



Water Quality

As part of the I-70 Mountain Corridor PEIS, a memorandum of understanding (MOU) (Sediment and Wetland Ecological Enhancement Program or SWEEP) pertaining to water quality and wetlands was created and signed by multiple agencies and jurisdictions. This MOU outlines the process for identifying considerations for best management practices, sediment control action plans, wetland and aquatic species impacts, and partnerships.

As part of the I-70 West Vail Pass Auxiliary Lanes project, CDOT is working with stakeholders related to water quality and wetlands to identify project-specific improvements and future processes and partnerships for the project area. The process outlined below shows what is being completed for this EA with regard to water quality and what will be completed during future project phases. Impacts and mitigation for wetlands and aquatic species will also be analyzed as part of the EA.





Habitat Connectivity

Recommendations for terrestrial and aquatic wildlife habitat connectivity were made in the 2011 report, “A Regional Ecosystem Framework Report”. The project team has conducted field work, which included the following:

What	When	Results
Avian Surveys	June 2017	Detected species expected for each habitat type including dusky grouse and USFS Region 2 Sensitive species such as olive-sided flycatcher. Nothing extraordinary found.
Accipiter Surveys (birds of prey)	June 2017	No accipiter detections. One red-tailed hawk was detected but no nest was located.
Winter Track Surveys	Dec 2017- Mar 2018	Coyote, pine squirrel, voles were most abundant. Snowshoe hares (lynx primary prey) regularly detected. Weasels 2nd most detected carnivore but many detections of martens too. Few deer, no elk. Only 4 tracks (coyote) intersected pavement indicating crossing of I-70.
Boreal Owl Surveys	March 2018	No detections.
Western Bumble Bee Surveys	June 2018	Bumble bees were observed but none were target species.
Wildlife Cameras	Ongoing	As of Oct 29, 2018, 692 elk, 1190 mule deer, and 3 moose were detected by cameras located at MM 184.5 (2 cameras), 185.0, 186.9, 187.0, 188.3.

The project team is working closely with the US Forest Service, US Fish and Wildlife Service, Colorado Parks and Wildlife and additional wildlife experts to review the field data and will be providing updated connectivity recommendations as part of the Environmental Assessment.





Trail Relocation

The draft Proposed Action will directly impact the Vail Pass Recreation Trail from mileposts 185.5 to 187. Due to these impacts, the project team will be evaluating different options for locations for the trail to be rebuilt. The consideration of options must balance many things: user experience: noise, safety perception, views; wildlife impacts; water quality impacts; wetland impacts; ability to maintain the trail; and others. When evaluating these options, the team would like to know which of the Core Values and considerations below are most important to you?

Place a dot sticker by the three things you think should factor most into decisions about the relocated trail

Safety on Trail (Proximity to highway)	Grade of Trail	View from the Trail
Highway Noise	Wildlife Impacts	Wetland Impacts
Water Quality Impacts	Forest Impacts	Ease of Maintenance of Trail