

Design Exception #3

Reducing the Buffer Area at MP 188 to 190

Design Exception Statement

At MP 188 to 190 widen to the south, pushing the truck parking toward Black Lake No. 1 and the forested buffer. This reduces the buffer between the parking and the lake.

Process

A presentation was made to the Design Exception Issue Task Force at Meeting #3 on August 2, 2021. Two Design Exceptions were presented at this meeting.

The Design Exception process was reviewed by the Project Leadership Team on August 6, 2021. Meeting notes document their agreement that the CSS process was followed.

This Design Exception is the result of refinements to the EA alignment to minimize or eliminate design exceptions and meet the Aesthetic Guidelines. Further, the alignment refinements worked to minimize the cut walls in favor of fill walls. With all this work there remained median reduction design exceptions along the roadway alignment.

Reasoning for this Design Exception included:

- Improve safety by increasing curve radius and maintaining design speed consistency
- During construction this design keeps I70 open to traffic

The Design Exception Team agreed to forward their recommendation to the Project Leadership Team supporting the alignment refinement.

At the Project Leadership Team #9 held on August 6, 2021, the TT recommendation was presented, the PLT reviewed the process used and agreed that the CSS guidance had been followed.

Documentation for Design Exception #3

Design Exception ITF Meeting #3 presentation

Design Exception ITF #3 Meeting Notes

Project Leadership Team Meeting #9 presentation

Project Leadership Team Meeting #9 Notes

No concerns were expressed after the design exception was discussed.



COLORADO
Department of Transportation

**I-70 West Vail Pass Safety and
Operations Improvements**



DESIGN EXCEPTION MEETING
AUGUST 2, 2021

DESIGN EXCEPTION FROM MP 188.0 TO 190.1 EB AND WB

Changes to the EA:

Extending the limits of the design exception to accommodate the aux lane from truck parking to MP190

What does this design exception achieve?

Matching the existing outside edge of pavement and widening 14' into the median is consistent with the roadway geometry.

This alignment allows the existing truck parking to remain in place.

What options were analyzed?

Widening to the south

DESIGN EXCEPTION FROM MP 188.0 TO 190.1

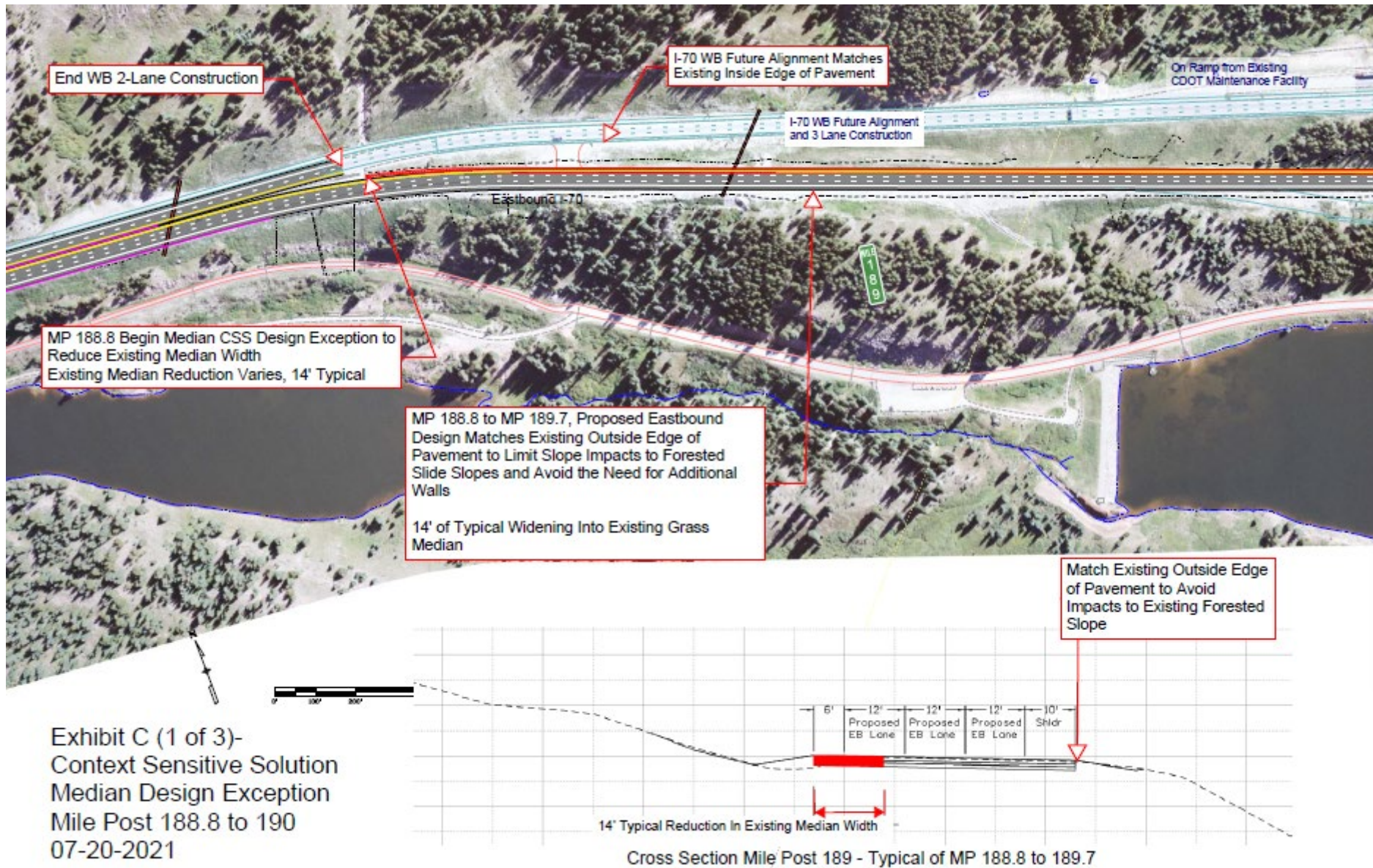


Exhibit C (1 of 3)-
Context Sensitive Solution
Median Design Exception
Mile Post 188.8 to 190
07-20-2021

DESIGN EXCEPTION FROM MP 188.0 TO 190.1

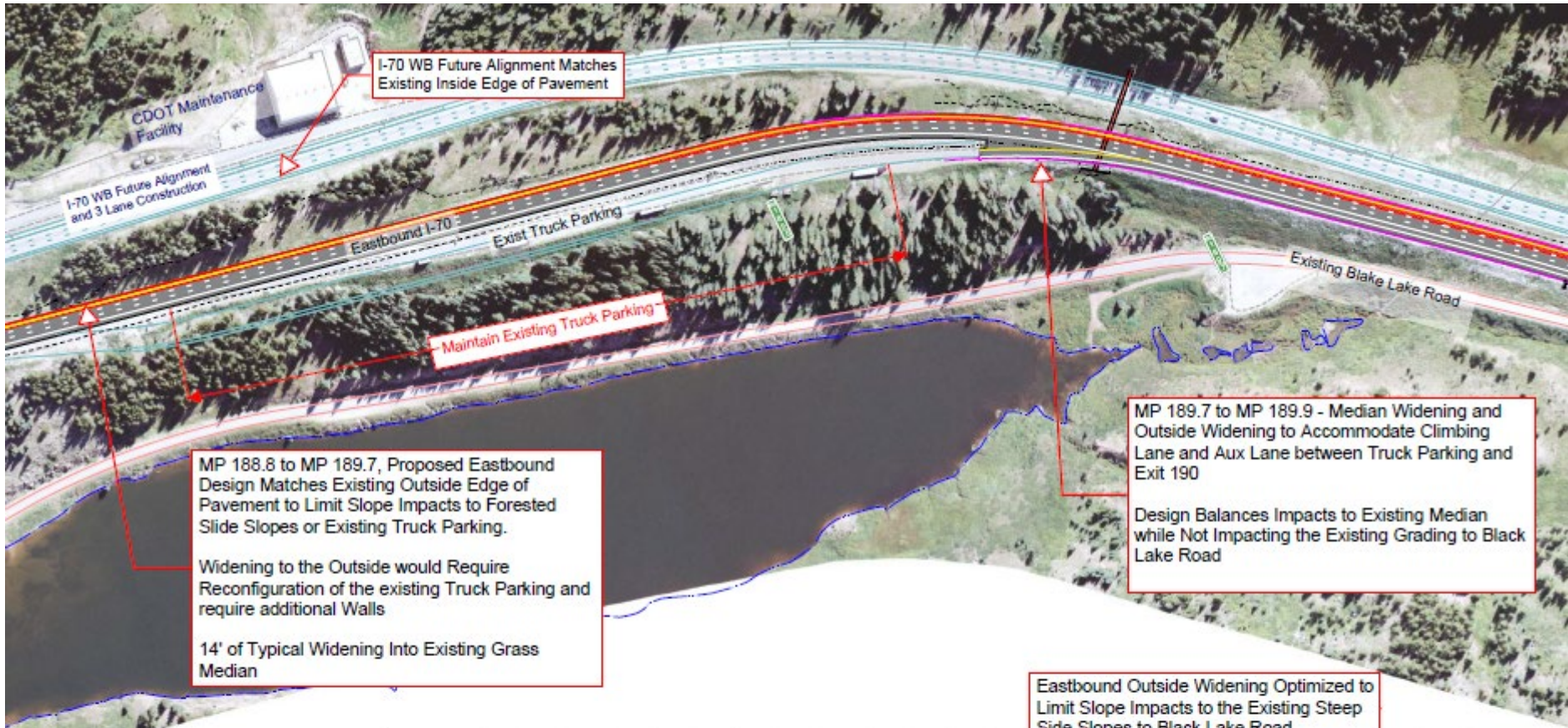
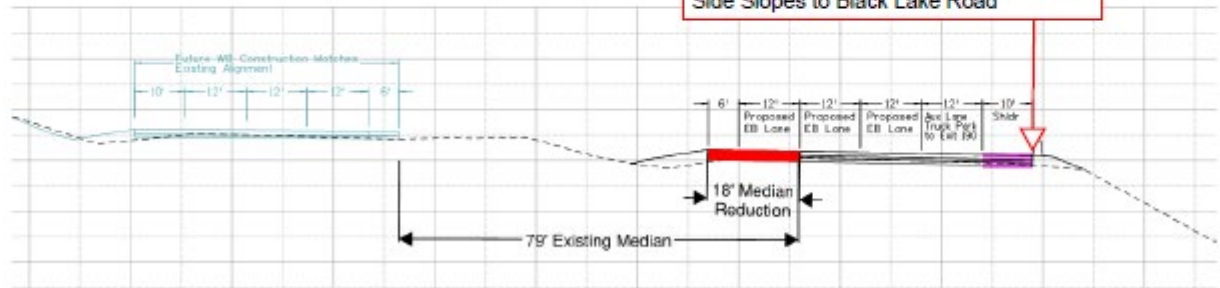


Exhibit C (2 of 3)-
Context Sensitive Solution
Median Design Exception
Mile Post 188.8 to 190.1
07-20-2021



DESIGN EXCEPTION FROM MP 188.0 TO 190.1

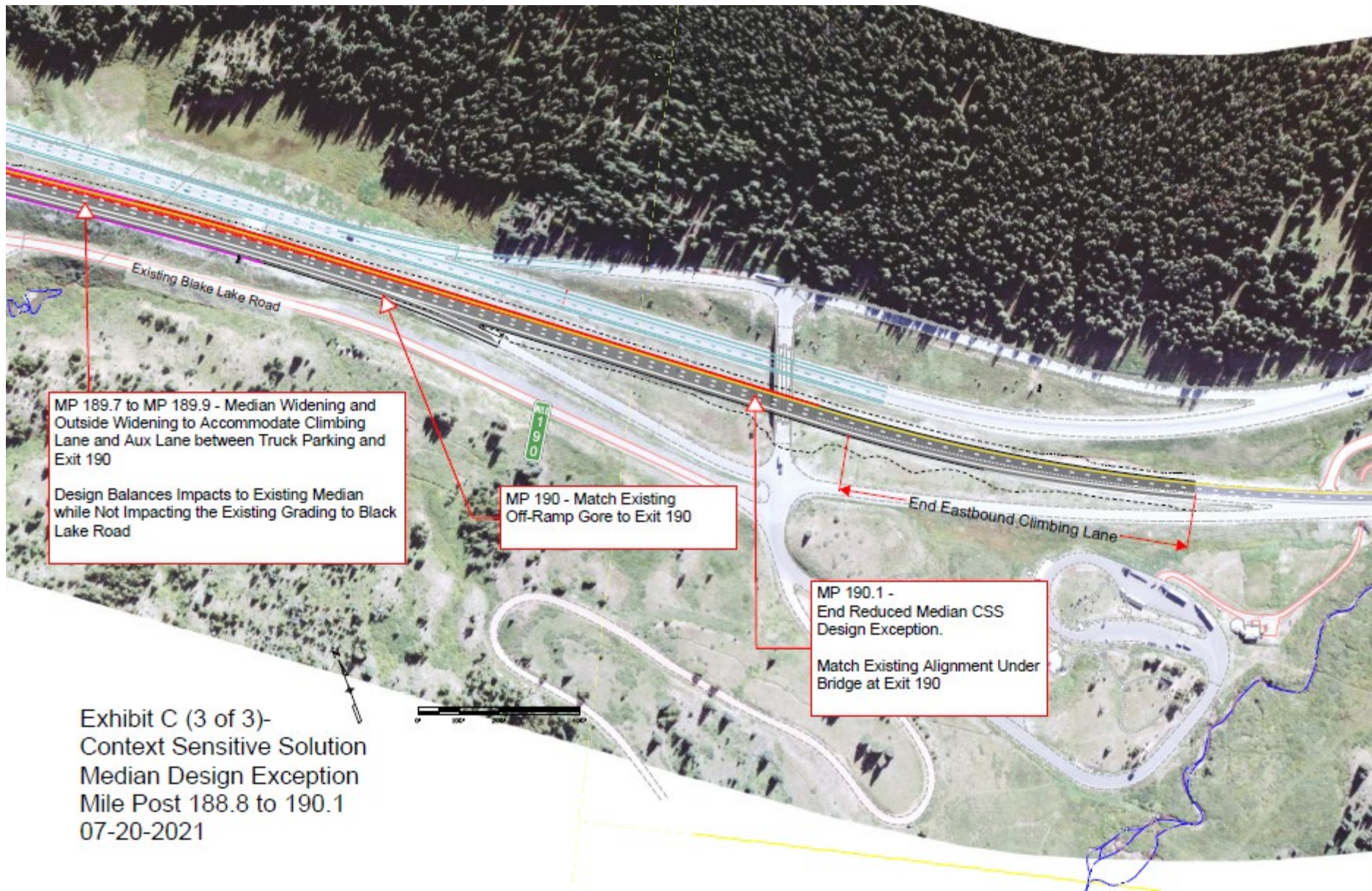


Exhibit C (3 of 3)-
Context Sensitive Solution
Median Design Exception
Mile Post 188.8 to 190.1
07-20-2021

DESIGN EXCEPTION FROM MP 188.0 TO 190.1 EB AND WB

Widening to the south would push the truck parking toward Black Lake No. 1 and the forested buffer between the parking and lake would be reduced.

This change does not preclude the AGS alignment.