



MEETING NOTES

PROJECT:	21685 I-70 West Vail Pass Auxiliary Lanes
PURPOSE:	Emergency Services
DATE HELD:	February 8, 2019
LOCATION:	Avon Library
ATTENDING:	John Kronholm, Project Manager, CDOT Region 3 Karen Berdoulay, Resident Engineer, CDOT Region 3 Drew Stewart, Designer, CDOT Region 3 Tracy Sakaguchi, Colorado Motor Carriers Association Dana Erpelding, Eagle County Emergency Management Tyler Bowman, Wood Stacy Tschuor, David Evans and Associates Kara Swanson, Consultant Environmental Task Lead, David Evans and Associates ** There was a power outage in Summit County -12° day and Emergency Services were busy
COPIES:	Attendees

SUMMARY OF DISCUSSION:

1. Introductions & Agenda

- a. Desire of ITF is to get feedback for emergency issues on project.
 - i. FHWA & CDOT will have final say on design elements.
 - ii. Recap of project and process
 - iii. Proposed action to add auxiliary lanes and ITS upgrades.
 - iv. Design workshop addressed details of project.

2. Emergency Services Elements

- a. East Vail On-Ramp
 - i. Currently has an inadequate acceleration length
 - ii. The addition of a third lane will address
- b. 10' minimum shoulder was requested to allow emergency vehicles to operate
- c. 10' minimum shoulders on bridges
 - i. John brought up the possibility of wider (12') on some of the problem bridges.
 - 1. Trucks have a hard time using the 10' shoulder next to a bridge rail when broken down.
- d. Wide shoulder leads to parking on the interstate
 - i. Will install "no parking" signs
- e. Issues with steep grades and curves
 - i. The addition of a third lane and curve modifications will help with traffic flow impacts of slower traffic on steep grades and curves
 - ii. John noted that the pullout areas in the plans need to be refined.
 - iii. EB MM184 is an area being considered for improvements
 - iv. WB before and after bridge in the narrows
- f. Chain station improvements
 - i. 2 chain stations with improved lighting and signage



1. MM183 is one area
 2. Tracy asked if this area will have separation from I-70 mainline
 3. Tyler responded that the geometry would probably not allow for it
 - a. Would require acceleration/deceleration lanes which would be difficult to fit in this stretch.
 4. Plan considered will focus on better improvements to lower chain station with widening and lighting. Could leave the upper chain up area as a widened shoulder but not have it signed or provide improvements.
 5. Tracy would like to see a way to reduce speed limits when chains are required to make over all safety improved around slow moving trucks
 6. John noted that there is a plan for VSL signs around the chain stations.
 7. Tracy mentioned the chain station west of Georgetown gets used more than the Georgetown chain up due to size and lighting.
- g. Passenger chain stations separate from trucks
- i. Not being addressed due to CDOT not enforcing the policy at this time
- h. Turnaround improvements
- i. Tyler mentioned the east Vail turnaround will be replaced as-is
 - ii. MM182 – widen existing crossover and maintain width for bigger rigs
 - iii. MM184.1 – widen existing crossover and widen median to allow for trucks to turn around during shut down
 - iv. MM184.5 – remove turnaround – grade issues between roads
 - v. MM185.1 – replace with minor improvements
 - vi. MM185.7 – needed to access the runaway truck ramp, but not ideal due to poor sight distance.
 - vii. MM187.4 – proposed to remove due to sight distance issues
 - viii. MM189.3 – will remain
- i. Top of pass - Improve EB truck parking area, WB pull-off is also CDOT maintenance shed and there are issues with allowing formal parking area (will remain an unofficial parking area as is now)
- j. Improve runaway truck ramps by straightening them
- i. Tracy asked if other improvements are being made (lighting)
 - ii. Tyler said the standards for construction are established for these improvements
 - iii. John mentioned that lighting is a problem for wildlife, so we need to check on the environmental requirements
- k. Concern that additional lane will increase speeds
- i. Additional lane will allow drivers to pass slower vehicles, so overall average speeds will increase, but design speed of the highway remains the same.
- l. Concern over lane drop at top of pass will cause problems
- i. Signage will give advance warning
- m. Glare screen not needed for entire corridor
- i. Glare screen on top of barrier only designed where needed, with a focus more on the top of the pass then lower down
- n. Additional roadway lighting for safety
- i. John mentioned that environmental considerations would impact adding more lighting



- o. Need for responder communication, this project will discuss the possibility of the addition of cell towers
 - p. ITS improvements
 - i. Plans moving forward.
 - ii. John noted that communication would improve closure process.
- 3. Q&A**
- a. Tracy asked if CSP currently turns trucks around
 - i. John said they currently stage trucks in the upper chain station, but the turnaround is not big enough for trucks to use
 - ii. Maintenance has asked to have the ability to turn trucks around
 - iii. Tracy noted that turnaround for trucks is not typical, but makes sense when they would be sitting for more than 4 hours