MEETING NOTES

PROJECT:	21685 I-70 West Vail Pass Auxiliary Lanes
PURPOSE:	Emergency Service Providers Issue Task Force (ITF) Meeting #1
DATE HELD:	March 28, 2018
LOCATION:	Miller Ranch Community Center, 0025 Mill Loft Road, Edwards
ATTENDING:	Joel Barnett, FHWA John Kronholm, Project Manager, CDOT Region 3 Karen Berdoulay, Resident Engineer, CDOT Region 3 Matt Figgs, CDOT Region 3 Julia Jung, AMEC Foster Wheeler Mark Novak, Vail Fire (by phone) Ryan Parker, Colorado State Patrol Gary Curmode, Summit County Fire (by phone) Jim Bradford, Eagle County Paramedic Services Barry Smith, Eagle County Emergency Manager Craig Davis, Vail Fire Matt Westenfelder, Eagle County Sherriff's Office Dwight Henninger, Chief of Police, Town of Vail Karl Bauer, Eagle River Fire
COPIES:	Attendees, Project Team

Action items are shown in bold italics

SUMMARY OF DISCUSSION:

1. **Introductions & Agenda Review**
    a. John gave an overview on the project and the group did introductions
2. **Project Background**
    a. John presented a brief project background and presented the goal of this meeting which was to get background on:
        i. How Emergency Service providers operate pass
        ii. Insights to improvements from the Emergency Service provider viewpoint
        iii. Anything the project can do to make pass better
    b. John gave an overview of the history of why this project is being planned, and the steps on how the Project Team got to where we are today
        i. Part of the process is engaging a Project Leadership Team (PLT), technical experts via a Technical Team (TT), and specific Issue Task Force groups (ITFs) to help develop alternatives as part of the NEPA process
        ii. John gave an overview on the limits of the project as well as the proposed scope
        iii. Dwight asked if there was any funding for the project currently
            1. John responded that there is no funding currently, but the project is on several lists for funding. The Project Team has funding for the

NEPA phase of the project to develop a preferred alternative (which is anticipated for completion early 2020)

2. Karen added that even if construction funding was available, it will be several years before construction would start to allow a design to take place
3. Jim asked if the project had finalized an alternative already or if that was still being done.
    a. John responded that the Master I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) recommended a 3rd lane on West Vail Pass. This project will implement that, but will still be looking at other options through the alternative development
    b. He added that this project won't change how the project is operated (or maintained), but it will impact infrastructure related to traffic operations

iv. John added that the Project Team has already met with CDOT Maintenance, Colorado State Patrol (CSP) via Capt. Duran to receive initial feedback.

3. Brainstorming Discussions about Safety and Operations

a. John asked a list of questions to the ITF group which are shown below **in bold.**

b. **How do you respond to crashes and what changes would help?**

i. Ryan responded that it depends on whether it is in the eastbound (EB) or westbound (WB) direction. He asked if it was known how the project will be constructed and if both EB & WB will be built simultaneously or separately

1. John responded that it is unknown, especially with funding uncertainties
2. Ryan said with good road conditions, a standard response may shut down the interstate at Mile Marker (MM) 190 for WB traffic depending on the crash – this allows other Emergency Services to turn around at the exit at MM 189 and respond in the WB direction
    a. Anything EB, because of the steep grades, will be responded to from Vail. It also depends on what type of crash it is. Sometimes CSP will try to move it out of the way. If it is a fatality, CSP will close pass down and open alternate routes (Highways 91 & 24 from Copper Mountain to Minturn through Leadville).
    b. He added that if traffic is run head to head in construction (in 1-lane in each direction), this would be a huge impact to how the pass is responded to due to the amount of traffic, reduced speeds, and the very nature on how they respond to incidents on the pass
        i. If 1-lane is closed in each direction but traffic is not run head to head (i.e. on the current alignment of I-70), this would be a better situation as they could use the shoulder or other areas, but many of the same challenges would exist in this scenario.
        ii. The overall length of project (10 miles) a challenge. Construction will affect traffic and emergency

response not just on the pass, but from Frisco to Glenwood Springs

3. Ryan asked about the potential to use old US 6 for WB traffic
    a. John said it is a consideration at this time
    b. Ryan replied that would help, but it would still be a challenge – similar to when I-70 was built through Glenwood Canyon and traffic ran on one deck while the other direction was completed

ii. John gave a brief overview of the constructability options that the Project Team presented at the last TT meeting
    1. Option 1: 1-lane head-to-head traffic. This is an option that could be considered for shorter segments (i.e. one bridge at a time) but is difficult for a long corridor project
    2. Option 2: 1-lane WB and 2-lanes EB. This option works okay during the week but not as well on the weekends due to traffic volumes
    3. Options 3 & 4: 2 lanes both directions via temporary bridges or permanent bridge realignments. This option would allow for more lanes for traffic but would still have a reduced section (2' shoulders + two 11' lanes) in both directions. These options work well for a long corridor project
    4. Option 5: Old US 6 as a WB detour alignment

iii. John asked if there were limited shoulders during construction and there is a crash, how would that affect the Emergency Service response. He added that there would be concrete barrier lining the shoulders in many areas
    1. Ryan responded that Emergency Service partners like to take a lane +1. If crash is on the inside shoulder right now, they would take the shoulder + the right lane. In construction, they would probably take one lane for sure. Providers don't want to create secondary crashes from their response.
    2. John asked if the response for the WB direction would be the same as today using the emergency crossover at MM 189
        a. Ryan agreed that the emergency crossover needs to be open during construction, or else they might have to determine if a trooper from Frisco needs to respond to traffic incidents
        b. Providers may need to charge traffic (if the road is confirmed to be closed) as sometimes happens currently in situations. There will be a lot to determine when final construction phasing gets determined as to the exact plan for emergency response.

iv. Karen asked about how often emergency pullouts should be spaced to be of benefit to emergency response
    1. Ryan responded that the traveling public uses pullouts too so they may not always be open for Emergency Service providers. They would be helpful, especially as a location to get a disabled vehicle to, but it wouldn't solve all the issues

v. Karen asked if Ryan felt confident that if the project added a 3rd lane, if it would reduce the amount of full closures of the interstate due to the lane + 1 response strategy
    1. Ryan replied CSP felt confident it would reduce full closures due to experience on Straight Creek (I-70 between Silverthorne and the Eisenhower Tunnel)
    2. He added that the bridge at MM 185 really needs to be improved for the EB direction is a problem area.
        a. During bad weather, trucks can stack up 3 wide and block any response, so Emergency Service responders have to charge traffic many times to respond to an incident
        b. Karen pointed out that on Project Team's initial assessment of crashes compared to the existing roadway geometry, those bridges don't show up as trouble areas. The Project Team will need to look at this location further
        c. Dwight added that it's not crashes that are the problem in this location, its spinouts due to the steep grade and the bridge when the roads are icy.
        d. John stated that the Project Team may not be able to get rid of a bridge, but can smooth out the geometry of the bridge
        e. Ryan stated that while there are signs that say semis must stay in right lane, when one vehicles spins out, the next one tries to pass on the left and then many times gets stuck, closing the road and requiring heavy tows to respond from Frisco and charge traffic.
            i. Emergency Responders will close the interstate at MM 184 & then at MM 180. Tows trucks will use the emergency turnaround at MM 187 to cross from WB to EB, charge traffic to respond to the spinouts at MM 185, they pull those trucks to MM 186. CSP will then have to back the traffic that's stopped at the spinouts down to a location where they can get traction, get them going up the pass, have CDOT Maintenance plow the road, then open the interstate back up at MM 180.
            ii. CSP is currently working with CDOT Maintenance on this type of response. In their experience, it is easier to shut the whole pass down than to work on smaller segments
            iii. Ryan added in his opinion, this is the biggest problem on the pass
    3. Ryan then asked if construction would take place in the winter
        a. Karen replied that Project Team's goal is not to have any construction take place during the winter

vi. Craig added how Vail Fire responds to incidents on the pass
    1. There are crashes which CSP spoke to, but Vail Fire also responds to medical situations and car fires

a. He stated that Vail Fire has to consider the forest in the case of car fires as there could be a forest fire that spreads if a car fire isn't put out quickly
b. They also have hazmat responses (usually from rollovers) that present issues to the traveling public & the environment
c. If only 2 lanes & small shoulders exist in construction, that would present a huge challenge for response as both lanes could be blocked as people have no shoulder to pull onto during an incident, creating a gridlock situation.
    i. In his assessment, Summit County Fire would need to come help in this gridlocked scenario
    ii. Vail Fire can charge traffic, but it is very unsafe and not desirable unless there is concrete confirmation at the incident site that there is stopped traffic and there is no possibility the traffic sneaks through the closure
d. For a fire, if there is no shoulders and the work zone is lined with concrete barrier, a semi fire would cause that traffic right at the incident to have to flee on foot as there would be nowhere to go in a vehicle
e. He stated the normal response for a crash is a single engine with a possible chief response, and an ambulance
    i. Fatalities or bigger incidents will get an additional engine and maybe some more resources
    ii. Sometimes a fire truck from Copper Mountain responds if the crash is above MM 187 as they can have a quicker response time
    iii. If it is a serious incident, the potential delay from queued traffic in construction could be detrimental to a successful outcome
    iv. He added that the project needs a place to put folks in order to get emergency response up the pass to respond to an incident and that a shoulder doesn't guarantee that Emergency Services can get there depending on incident
    v. He recommended a strong operational plan with all Emergency Service providers and Summit County during construction

vii. Ryan added that an out-of-the-box idea is to meter traffic at MMs 180 or 190 during construction & let 100 vehicles go at a time using lights at those exits
    1. He stated that it would be easier to respond to an incident with only 100 vehicles going up the pass at a time. The goal with this idea would be to protect life

viii. Jim added that they transport patients from the Western Slope to Denver on many occasions. Most of the time the patient isn't critical, but if they are, added delays in construction could impact those patients

1. If there is a way to get an ambulance through construction around traffic, that would help the patient's health
2. Karen added that it's a good point that would need to go into an operations plan

ix. Craig stated that project should incorporate money into the budget for expanded courtesy patrol that already operates on the pass
1. This could help give better data to Emergency Service providers, let them know if they really need to respond (sometime there are minor crashes with no injuries that do not require response)
2. Courtesy Patrol also helps with flat tires and vehicles that run out of gas. They can respond quicker to incidents that aren't critical than Emergency Service providers can
3. Ryan added those could be staged in the potential emergency pullouts

x. Dwight asked if goal of this ITF meeting was to talk about how Emergency Service response works right now, how it would work in construction (and issues related to that), or how it would operate in a future setting with 3 lanes
1. John stated the Project Team would like input on all three considerations. The Project Team needs to know the issues that exist right now as well as during construction as it does affect the alternatives that will be developed, but also needed feedback on the alternatives themselves.

xi. Karl asked the Project Team to look at the affect that construction during this project would have on Highways 24 & 91
1. The average driver may not want to use that as an alternate route, but average trucker might. That route does not have good capacity and could present a big issue to public safety
2. There is bad radio coverage along that route, difficult geometry, steep grades, a long response time, and very narrow in places
3. John stated that the detour via Highways 24 & 91 is 45 minutes extra compared to traveling over Vail Pass, so it is very likely that if heavy congestion exists during construction that travelers' GPS will lead them that way
4. Barry added that Shrine Pass may also get used too

c. **What are the pros and cons of a standard roadway section versus a reduced section?**

i. John stated the standard template would have a 10' outside shoulder after comments from Vail Fire at TT Meeting #2 in order to get a fire truck up the shoulder
1. John stated that CDOT will also look at a minimal section with smaller shoulders (i.e. a 2' inside shoulder and 6' outside shoulder) as it would only add 6' in width to each direction of travel. This reduced section might save some of the existing bridges and reduce the amount of construction and total cost for entire project. It could be similar to Straight Creek

ii. Dwight responded that a minimal section would reduce the benefits of value of added a 3rd lane
    1. A truck would block the shoulder and part of the right lane in a spinout or breakdown
iii. Ryan asked what would be outside of the 6' shoulder (a retaining wall, dirt, guardrail, etc.)
    1. John replied it could be various conditions depending on the location
    2. Ryan said if a small shoulder was constructed, it would be tough to push snow over barrier, so it would pile up on that shoulder. Any crashes or breakdowns would then occur in a lane and Emergency Service responders would have to close that lane + 1 more
iv. Matt Westenfelder added that a minimal section would not give them any room as they would hang out into the right lane for the initial response and not have any protection. This section could be very dangerous for Emergency Service providers
    1. Karen asked how that works on Straight Creek as there is a 6' shoulder on I-70 in that location
    2. Ryan replied that in many places there is a dirt shoulder for traffic to move over off the road on Straight Creek. In Glenwood Canyon (another location with a narrow shoulder), CSP won't stop if they don't need to as the shoulder is too narrow and response is dangerous. They will take traffic to the next exit instead.
v. Karen asked with a minimal section, how would emergency response close lanes for traffic
    1. Ryan said that the shoulder + the right lane would take place for an incident on the right side of the road. An incident in the left lane would shut road completely as responders would need to move the incident to right shoulder, then open up the left lane (or two)
        a. A minimal section would not help for the initial response as that responder would be both on the narrow shoulder and in the lane while traffic control is getting set up
vi. Barry stated that as this project is the long term solution to the issues on the corridor, variable speed limit signs should be installed as part of the work so when there is a crash or inclement weather, CDOT can lower the speed limit
vii. Ryan asked what the cost from minimal section to a standard section would be
    1. Karen replied the Project Team is working on those cost estimates right now and developing crash reduction performance metrics related to those different sections. The goal is to understand the performance of different widths of roadway with quantitative data
viii. Dwight stated that widening bridges with narrow shoulders to save on bridge costs may be acceptable as Emergency Services would only need to get through traffic stuck on bridge as long as the rest of the corridor was wider
    1. Ryan concurred. He added that a wider shoulder on the bridges to match the rest of the corridor would be best, but a narrow shoulder on the bridges could work

ix. Gary stated that although the minimal section would save a lot of money in construction, in a permanent configuration the extra pavement is very valuable for staging heavy tow and for fire truck response. He has had an engine hit in the past on the pass (Summit County Fire parks their engine about 1/4 mile ahead of a crash to protect the state troopers, tow trucks and ambulances at a crash site)
    1. His stance is that the extra pavement width would be safer for Emergency Service response

x. John stated that the final section hasn't been picked but is still being developed
    1. Karen added that many factors go into evaluation of the alternatives including environmental impacts, bike path usage and impacts, sediment control, etc.
    2. Karl said that while his agency (Eagle River Fire) doesn't respond much on the pass, the ability to respond and protection of those responders is very important in his view and encourage the Project Team to weigh it heavily when evaluating alternatives
    3. In his opinion, there is nothing more dangerous than firefighters being out on the interstate. Many times Eagle River Fire will use 2 engines to block traffic to protect their personnel.
    4. Vail Fire concurred with this standpoint

d. **We are considering realigning the roadway slightly to eliminate substandard curves at high crash spots. Do you think this will help?**
    i. John showed some areas the Project Team is looking at realigning (areas with substandard geometry and a high crash rate) and asked if there were other areas to consider
    ii. Ryan stated MM 185.5 EB needs major improvements (not because of crashes, but due to spinouts)
        1. He added that MM 186-187.5 WB has a lot of rollovers which requires CSP to shut down the pass at MM 190
            a. Much of the crash data in past few years in this area is from frost heaves. He stated that CDOT's last project fixed the frost heaves but there are still poor curves in that area
        2. One additional location would be MM 182-182.5 WB as it has a lot of rollovers, especially with trucks and hazmat spills
            a. Karen added that the Project Team will look at improving truck ramps with this project
            b. Ryan replied the truck ramps should be a straight shot and not a turn to the right as they are currently
    iii. Dwight asked if some technology existed to prevent trucks from rolling (whether it be super-elevations on the road or taller median barrier walls)
        1. Karen responded that super-elevations up to 8% are commonly used but she was not sure what was existing on West Vail Pass. She added that this was an interesting concept to look at
        2. Dwight added that some trucks will run against the guardrail in center median as a last resort, so the area between sister bridges

needs to be protected as trucks riding that rail could go into the canyon between bridges

iv. John asked what the cause of crashes the Project Team has noted WB at MM 187.5 would be
    1. Ryan said that from MM 190 to 189 is a climb, transitioning into a steep downhill with a small curve to the left. He has seen a lot of drivers lose their breaks and not be able to stop
        a. He added that it would be good to "cut the top of the pass off" at sand shed as it acts like the crest of a roller coaster
        b. A lot of out of state drivers don't know how to drive slower to weather conditions
    2. Craig stated more signage to warn people of curves or steep grades (like in Glenwood Canyon) would help significantly
        a. John replied that the Project Team will look at this

v. Craig asked if the speed limit could be looked at to be reduced and if that would help reduce crashes
    1. John and Joel explained the federal standards on how to set speed limits and how that would not allow CDOT to arbitrarily set a speed limit
    2. John added that the I-70 Mountain Corridor Speed Study set the speed limit at 65mph for West Vail Pass
    3. Karen asked how variable speed limits work and if they are advisory or regulatory
        a. Joel responded that the variable signs are regulatory (are black and white)
        b. Karen asked what the rules are to drop the speed limits with those variable signs
        c. Joel replied that Glenwood Canyon is doing this and it's an operational valuation. Speeds can only be dropped by a certain amount depending on the condition. He recommended looking at that operational plan for a basis on how it could be done on West Vail Pass
        d. Vail Fire strongly recommended that variable speed limit signs be added to the project as that will be the biggest factor to prevent crashes in poor conditions and secondary crashes when closures do occur on the pass
        e. Dwight asked what a 5-10 mph reduction of the speed limit would do for crashes in inclement weather
            i. Ryan replied that he felt it would help, especially for WB traffic coming off the crest at the top of the pass
            ii. Dwight added it probably wouldn't change habits of local drivers, but would for cross country drivers
            iii. Mark added that on Donner Pass in California, they drop speed limits regularly to 25mph during chain law

1. He added that the locals usually drive slower than the out of state drivers

f. Gary concurred with Vail Fire's standpoint on variable speeds in inclement weather

g. Dwight added that the Town's crash data at MM 178 at the existing chain station shows a reduction in those crashes after the variable speed limits were installed

h. Karen stated 70% of crashes on West Vail Pass are during inclement weather

4. Vail Fire asked if the Project Team had Town of Vail crash data.
   a. John asked to have that data sent to them so the consultant traffic engineer could look at the data
   b. ***The Project Team will reach out to the Town of Vail to obtain their crash data for I-70.***

e. **Where would you like to see chain-up stations, or would you like to see any additional chain up stations?**
   i. John reminded group that project limits are MMs 180 to 190
   ii. Dwight suggested removing the chain stations at both MM 182 & 184 as they are on a grade, are confusing to Emergency Services & truck drivers depending on where chain law starts, and many trucks get stuck at them
      1. Ryan agreed. He stated that for the chain stations on Donner Pass, California added chain checkers that won't allow trucks up the pass if they don't have proper chains. CSP can't respond to issues on the pass when they are stuck at the MM 178 chain station
      2. Dwight added this may not be for the project to solve that issue, but it is a very good comment
         a. He added that he felt the chain up station at MM 178 works well, its just difficult to manage because it is so big
         b. Karen added there is a future CDOT project to help truckers better find spaces in that chain station which will hopefully help with the management of that station during inclement weather

f. **Tell us where emergency crossovers would be effective.**
   i. Ryan stated that the more of those the Project Team adds, the more the public would use them and that could cause more issues than benefit. He felt it was best to keep the same number as there are today
   ii. Craig added that there isn't a lot of room to add more crossovers that would safely allow a pumper truck to turn around
   iii. Ryan said the crossover at MM 184 is good. The one at MM 185 at bridge needs to be eliminated as it is unsafe and troopers have run off road there and don't use it much
      1. He added that the traveling public has used the one at MM 185 to turn around resulting in T-bone crashes

g. **How can we best accommodate heavy-tow staging?**
   i. Dwight stated that there is very little heavy tow staging on the West Side of Vail Pass currently

ii. Ryan said local tows come from down valley in Eagle County and do stage on the pass, but can be an hour away at times
    1. He also added that the heavy tow program only pulls trucks out of the way per their agreement with CDOT. Ryan would like them moved to the top of the pass as a secondary tow is still needed when they are only moved out of the way.
    2. He added an enhanced heavy tow program and an area to stage them in would be great
    3. Dwight added that MM 185 would be a good place to stage heavy tows
    4. Ryan said many times heavy tows will take trucks to MM 186, and sometimes to the truck restrooms at MM 189. Those could be good spots to add more pavement for towing trucks to
        a. Dwight said snow is in the way at these locations during the winter and there may not be much room
        b. Jim added they have a lot of medical responses at the MM 189 truck parking

h. **What would you like to see for Variable Message Signs (VMS) and ITS?**
    i. Barry reconfirmed adding variable speed limit signs is a must
    ii. Dwight said extra cameras are very beneficial. More VMSs are good, but there needs to be a way to improve the messaging and timing of that messaging. He has seen that it can be difficult to get messages on boards in a timely manner
    iii. Barry said some of the cameras (possibly halos) do better in snowstorms than others, so this should be considered.
    iv. Karen asked if there are enough VMS boards on West Vail Pass currently.
        1. Dwight said there are not enough boards. The project wouldn't need to install only large boards, but he felt the pass needed more
        2. Joel asked if the small VMS at MM 187 was effective
            a. Ryan didn't have any data, but felt it most generally helped in poor conditions
            b. Joel asked if Ryan noticed a change in human behavior due to that VMS
                i. Ryan said sometimes that can help, especially in dry conditions as people speed in that area
    v. Dwight said that the use of technology would be beneficial to the project
        1. The group discussed different efforts known in CDOT and across the country on potential technology that could be incorporated if it is worked out by the time the project goes to construction

i. **What do you think about glare screens?**
    i. John explained that most of typical barrier CDOT installs allows headlights to shine above it and that glare screens would make the barrier higher and block headlights from the opposite direction of travel.
    ii. Barry stated that a lot of the pass has elevation differences and not need glare screening

1. Julia added that at the public open house for this project, the Project Team heard several comments from public that adding glare screens is desirable

iii. Dwight added that there are sections where vehicles (especially semis) overturn over the barrier, so he felt it would be more beneficial to raise the height of the barrier in those locations rather than spend money on glare screen for headlights the entire length of the corridor

j. **If you could only access a crash on a detour from the top or bottom, with narrow shoulders, how long of a detour would be acceptable?**

i. John asked if temporary emergency crossovers would be beneficial in a condition like this.

ii. Ryan replied that for WB traffic, because of the steep grades and sharp curves, the only safe way to respond to crashes would be to close the interstate WB at MM 190. Traffic control or temporary stop lights at MM 190 or 189 would be a huge help in his opinion. The use of technology could stop traffic immediately and instead of putting resources out (plow trucks, CSP, etc.) to close the interstate, CDOT could use a light

1. Matt W. added this could be tied into a VMS board to alert traffic to an upcoming closure and why the interstate is closed
2. Barry said this would be good to do permanently and not just temporarily during construction
3. John responded that there is a CDOT study right now to look at doing something like this using a sign to close the pass during crashes. He didn't know if this project would incorporate this permanent signing as there is this separate effort, but the Project Team could definitely look at doing this temporarily during construction
    a. Matt W. added it would be beneficial to have this at least in construction
    b. Ryan added this closure system should be done at MM 189 to capture traffic from the on-ramp at the MM 190 exit so those WB travelers don't sneak through a closure.
        i. He thought a temporary utilization of this would be beneficial, but he would like to do it permanently
        ii. Karen added that she hopes that something like this would be done prior to this project, but if not it could look at with this project
        iii. Dwight added if it works well, it should be looked at for EB traffic at MM 180 as well

k. Dwight asked if the EB on-ramp at MM 180 would be fixed as it is a dangerous merge and has bad geometry

i. Project Team replied that it will be looked at for improvements

ii. Karen added that there is a low crash rate in this area, but the Project Team wants to look at this on-ramp and fix the geometry there

iii. There may be less crashes, because drivers feel uncomfortable and slow down.

l. Dwight added that noise impacts to East Vail residents should be considered as traffic noise is impactful to those residents

i. The Project Team replied that noise is being looked at as part of the project and there will be a noise study for the project to look if mitigation is appropriate

m. Matt W. asked how long construction could take
   i. John replied that since construction funding is unknown the construction schedule is unknown at this time
   ii. Karen added that CDOT has opportunities for innovative contracting to help find opportunities to speed up construction, but that is unknown at this time

n. John asked if using US 6 as a detour would be a fatal flaw for Emergency Service response (as the detour would be 2' shoulders + two 12' lanes)
   i. Karen added this would not be used in the winter months
   ii. Dwight asked if this would use Bighorn Rd or come back onto interstate prior to MM 180
      1. John replied it would be back on I-70 near the campground
   iii. The group discussed that it could be doable from their standpoint, but they wanted to see input from the Project Team to know if it works from a constructability standpoint
   iv. Craig stated that if this option is used and there is only one way in and one way out (at locations the detour would tie into interstate), it is not desirable as response may need to be via charging traffic. He felt the safety concerns of this response technique outweighed the benefit of using US 6 as a detour route
      1. Matt W. added that if a stoplight with closure points was added, this could help stop traffic to improve any Emergency Service response
      2. Dwight added that it depends on the benefit to the construction schedule and amount of impacts to traffic that would result
      3. Ryan added that it may be a lot of extra money and time and may not be cost effective