



**COLORADO**

Department of Transportation

# Vail Pass Rest Area Replacement Virtual Public Engagement



# Existing Conditions

## Vail Pass Rest Area Replacement

The Vail Pass Rest Area facility is inadequate and no longer meets the needs of its users:

- Inferior building interior and exterior
- Inadequate fresh water supply
- Insufficient wastewater treatment capacity
- Americans with Disabilities Act (ADA) accessibility issues
- Insufficient parking capacity
- Circulation constraints throughout Vail Pass Rest Area

Note: The Vail Pass Rest Area is required to stay open. Per federal guidance, public or private services must be provided every 60 miles or 1 hour of drive time along along state and federal highways. The Vail Pass Rest Area is the only rest point on Interstate 70 available between Georgetown and the Town of Vail.



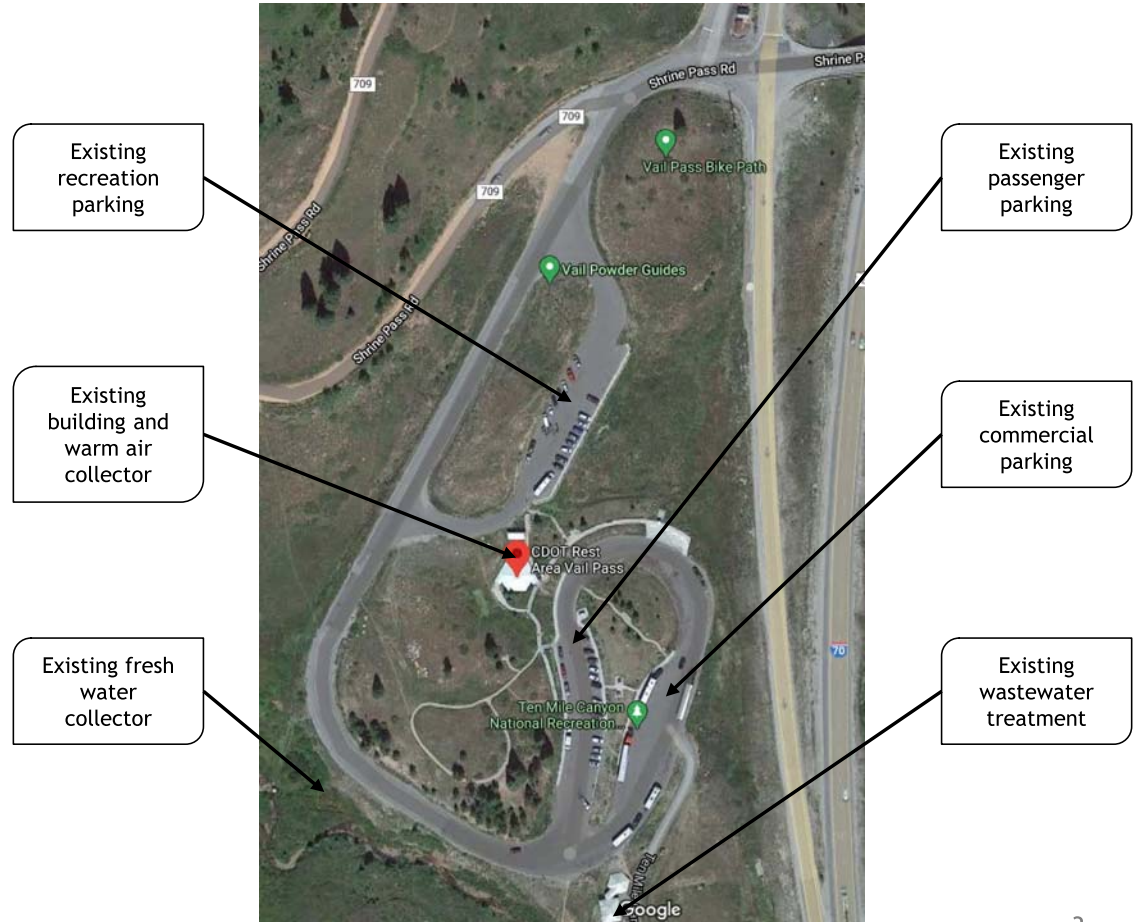


# Project Background

## Vail Pass Rest Area Replacement

### Vail Pass Rest Area Replacement

- ✓ Current building and site completed in 1980 at Mile Point 190 on I-70, including:
  - Warm air collector
  - Fresh water treatment facility
  - Wastewater treatment facility
- ✓ Dedicated recreation parking added later
  - U.S. Forest Service leases lot from CDOT
- ✓ January 2019 assessment determined the building and treatment facilities must be replaced
  - Letter grade of “F”
- ✓ In December 2019, the Transportation Commission of Colorado provided funding for:
  - Building replacement
  - Site re-configuration
  - Wastewater treatment facility upgrade
  - Fresh water treatment facility replacement







# Project Schedule

## Vail Pass Rest Area Replacement

	2020						2021												2022					
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	
	Pre-Design			Design Development & Environmental Clearances												Pre-Bid and Bidding								
	Schematic Design															Construction								
6-Step Process																								
1. Define Outcomes and Actions (Jan 2020)	7/16 – 9/17/20																							
2. Endorse the Process	7/16 – 9/17/20																							
3. Establish Criteria	7/16 – 9/17/20																							
4. Develop Alternatives/Options			9/18 – 11/20/20																					
5. Evaluate, Select, and Refine Alternatives						12/29/20 – 1/31/22																		
6. Finalize Documentation & Evaluate Process																		11/12/21 - 2022						
Project leadership Team (PLT) Meetings																								
PLT #1	◆ 7/16																							
PLT #2		◆ 9/17																						
PLT #3 Schematic Design Alternatives			◆ 11/20																					
PLT #4 Recommended Alternative Refinement								◆ 3/10																
PLT #5 Design Refinement 65%													◆ 8/2											
PLT #6 Design Refinement 85%															◆ 9/14									
PLT #7 Final Design and Schedule Review																		◆ 11/15						
Issue Task Force Teams Meetings																								
ITF #1	★																							
ITF #2 Design Refinement at 65%													8/2-6											
ITF #3 Design Refinement at 85%															9/6-10									
Virtual Public Engagement																								
Website Live						●																		
Virtual Public Engagement								● 2/2-20																



# Evaluation Process - Filter 1

## Vail Pass Rest Area Replacement

### Filter 1 - Purpose and Need Screening

- ✓ Seven Proposed Alternatives were evaluated using Filter 1
- ✓ In order to pass Filter 1, each Proposed Alternative must meet the following five areas of the project's Purpose and Need to advance to Filter 2:
  1. Update restroom facilities to meet current and future capacity needs
  2. Replace the existing drinking water system with a new reliable system to meet current and future volume of use
  3. Increase parking capacity for users
  4. Address the current ingress and egress traffic pattern to improve user safety, circulation, and user accessibility to the rest area, other connecting roads and trails.
  5. Improve winter maintenance operations by adding snow and equipment storage
- ✓ Proposed Alternatives 2A and 4A advanced to Filter 2

Project Goal: Improve operational characteristics and safety for all users, then design and construct a quality project that adheres to environmental compliance requirements.			Purpose and Need				
			Does the action satisfy the five areas?				
Option	Proposed Alternative	Pass Filter 1?	#1	#2	#3	#4	#5
0	No Action	NO	X	X	X	X	X
1	Construct new building in close proximity to old building. New separated commercial and passenger parking, with commercial parking nearest to I-70. Recreation parking moved to rest area old parking lot. No improvements to circulation for all users.	NO	✓	✓	✓	X	X
2	New building located north of existing building. Keep existing parking lot for recreation parking. Building separates commercial and passenger parking, with passenger parking nearest I-70. No changes to circulation.	NO	✓	✓	✓	X	X
2A	New recreation parking lot on north side of new building. Building separates commercial and passenger parking. Passenger parking would be nearest to I-70. Old parking can be used for snow storage and parking overflow. Circulation improved for all users.	YES	✓	✓	✓	✓	✓
3	New building located north of existing building, with commercial parking nearest I-70. Building separates commercial and passenger parking, and recreation parking is relocated to old rest area parking lot. No changes to circulation.	NO	✓	✓	✓	X	X
4	New building located nearest to I-70. Recreation parking is relocated to old rest area parking lot. Commercial and passenger parking are separated. No changes to circulation.	NO	✓	✓	✓	X	X
4A	New building located nearest to I-70. New recreation parking lot on north side of new building. Commercial and passenger parking are separated. Old parking can be used for snow storage and parking overflow. Circulation improved for all users.	YES	✓	✓	✓	✓	✓



# Evaluation Process - Filter 2

## Vail Pass Rest Area Replacement

CORE VALUES	CRITICAL ISSUES	SUCCESS FACTORS/PROJECT CRITERIA
WHAT IS IMPORTANT?	WHAT IS THE CONCERN?	WHAT WOULD A SOLUTION PROVIDE?
<b>SAFETY</b> Manage user interactions to prevent accidents	<ul style="list-style-type: none"> <li>✓ Safety for all users</li> </ul>	<ul style="list-style-type: none"> <li>✓ Safe movement of users throughout site</li> <li>✓ Increased separation between users</li> </ul>
<b>CHARACTER</b> Preserve and enhance the natural, cultural and scenic environment as well as community values	<ul style="list-style-type: none"> <li>✓ Impacts to the unique character of the site</li> <li>✓ Impacts to the user of the site</li> </ul>	<ul style="list-style-type: none"> <li>✓ Project scale fits local setting</li> <li>✓ Landscaping and aesthetics compliment setting</li> <li>✓ Accommodates multiple users</li> <li>✓ Maintain the same amount of recreation parking</li> <li>✓ Minimize impacts to surrounding environment</li> </ul>
<b>ENVIRONMENT</b> Enhance the natural environment	<ul style="list-style-type: none"> <li>✓ Impacts to the natural environment</li> </ul>	<ul style="list-style-type: none"> <li>✓ Avoid, minimize and mitigate negative impacts to environmental and cultural resources and the surrounding environment</li> <li>✓ Opportunities to enhance water quality</li> </ul>
<b>CONNECTIVITY</b> Optimize the movements of users and maintenance equipment through the site	<ul style="list-style-type: none"> <li>✓ Connectivity for all travel modes throughout the project area</li> </ul>	<ul style="list-style-type: none"> <li>✓ Improve vehicle access to and from the Interstate</li> <li>✓ Improve connections for bicyclists, pedestrians, skiers and snowmobilers to adjacent recreation amenities</li> </ul>
<b>MOBILITY and CAPACITY</b> Address parking and restroom capacity to decrease congestion and improve circulation	<ul style="list-style-type: none"> <li>✓ User circulation deficiencies</li> <li>✓ Number of parking spaces and restrooms does not meet federal minimum requirements</li> </ul>	<ul style="list-style-type: none"> <li>✓ Increased parking and restroom capacity to meet federal minimum requirements</li> <li>✓ Improved circulation for all users</li> </ul>
<b>COLLABORATION</b> Allow for collaborative decision making.	<ul style="list-style-type: none"> <li>✓ Support selected alternative</li> </ul>	<ul style="list-style-type: none"> <li>✓ Updates regularly to inform the public</li> <li>✓ Adequate means for public to provide meaningful input</li> <li>✓ Well-informed community</li> </ul>
<b>CONSTRUCTABILITY</b> Develop a financially feasible project that minimizes environmental, historic and user impacts during construction	<ul style="list-style-type: none"> <li>✓ Financial feasibility</li> <li>✓ Construction impacts</li> <li>✓ Temporary impacts</li> <li>✓ Permanent impacts</li> </ul>	<ul style="list-style-type: none"> <li>✓ Avoid, minimize and mitigate impacts to historically significant areas and users within the budget allowed for this project</li> <li>✓ Create temporary facilities for users during construction</li> </ul>
<b>SUSTAINABILITY</b> Design a project that addresses future needs, can be easily and cost-effectively maintained and supports economic vitality	<ul style="list-style-type: none"> <li>✓ Maintenance</li> <li>✓ Adequate infrastructure</li> <li>✓ Increasing visitation</li> </ul>	<ul style="list-style-type: none"> <li>✓ Facilities are easily and efficiently maintained</li> <li>✓ Project designed to best practices design standards</li> <li>✓ Maximize use of existing infrastructure</li> <li>✓ Longevity</li> </ul>

### Filter 2 - Success Factors Screening

Do Proposed Alternatives 2A or 4A satisfy the CORE VALUES and address the CRITICAL ISSUES using the SUCCESS FACTORS identified?



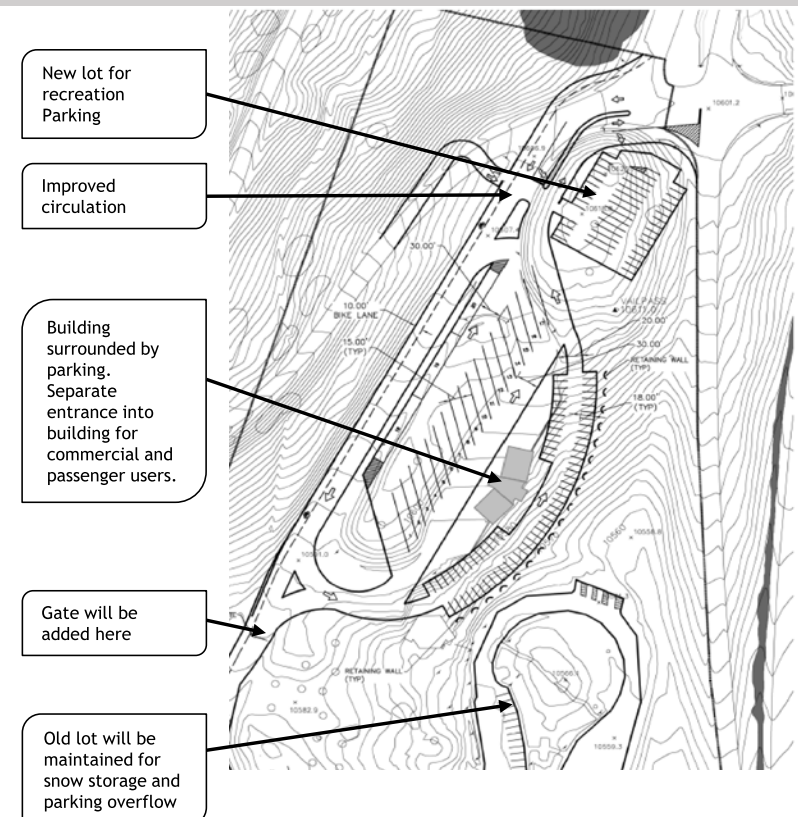
# Filter 2 Screening Results

## Vail Pass Rest Area Replacement

### Option 2A (Result: RETAINED)

New recreation parking lot on north side of new building. Building separates commercial and passenger parking. Passenger parking would be nearest to I-70. Old parking can be used for snow storage and parking overflow. Circulation improved for all users.

CORE VALUE Evaluation Criteria	Is the Core Value Satisfied?
<b>SAFETY</b>	
Are pedestrian/bike movements safe at intersections and walking through the parking lot?	Yes <input checked="" type="checkbox"/>
Can the roadway geometrics be changed to improve access and accommodate all travel modes?	Yes <input checked="" type="checkbox"/>
Can the roadway alignment be changed to flatten curves?	Yes <input checked="" type="checkbox"/>
Does the improvement increase separation between users?	Yes <input checked="" type="checkbox"/>
<b>CHARACTER</b>	
Does the scale of the project fit the local setting?	Yes <input checked="" type="checkbox"/>
Are there opportunities for landscaping and aesthetics that complement the community character?	No <input checked="" type="checkbox"/>
Are multiple users accommodated?	Yes <input checked="" type="checkbox"/>
Are there the same number of recreation parking spaces as before?	Yes <input checked="" type="checkbox"/>
Are impacts to the surrounding environment minimized?	No <input checked="" type="checkbox"/>
<b>ENVIRONMENT</b>	
Can negative impacts to environmental resources be avoided, minimized or mitigated?	Yes <input checked="" type="checkbox"/>
Are there opportunities to implement water quality facilities?	Yes <input checked="" type="checkbox"/>





# Filter 2 Screening Results

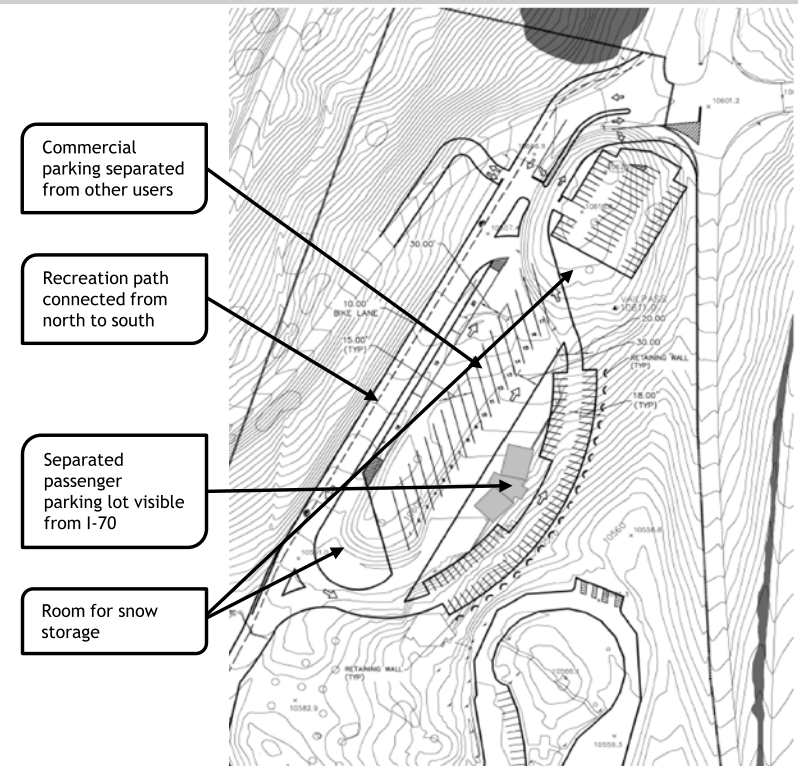
## Vail Pass Rest Area Replacement

### Option 2A, continued (Result: RETAINED)

New recreation parking lot on north side of new building. Building separates commercial and passenger parking. Passenger parking would be nearest to I-70. Old parking can be used for snow storage and parking overflow. Circulation improved for all users.

CORE VALUE Evaluation Criteria	Is the Core Value Satisfied?
<b>CONNECTIVITY</b>	
Can the connection for vehicles and trucks to/from I-70 be improved?	No <input type="checkbox"/>
Can connections to recreation be improved?	Yes <input checked="" type="checkbox"/>
<b>MOBILITY &amp; CAPACITY</b>	
Does the parking capacity meet federal (AASHTO) minimum requirements?	Yes <input checked="" type="checkbox"/>
Has circulation been improved for all users?	Yes <input checked="" type="checkbox"/>
<b>CONSTRUCTABILITY</b>	
Are impacts to historically significant areas minimized? If not, can they be mitigated?	No <input type="checkbox"/>
Is there an opportunity to create temporary facilities during construction?	Yes <input checked="" type="checkbox"/>
<b>SUSTAINABILITY</b>	
Can the facilities be easily and efficiently maintained?	Yes <input checked="" type="checkbox"/>
Does the project optimize the use of existing infrastructure?	Yes <input checked="" type="checkbox"/>
Does the project promote longevity?	Yes <input checked="" type="checkbox"/>

**RESULT:** Option 2A is retained because it meets all safety evaluation criteria, separates parking for all users, improves connectivity and circulation and promotes longevity.







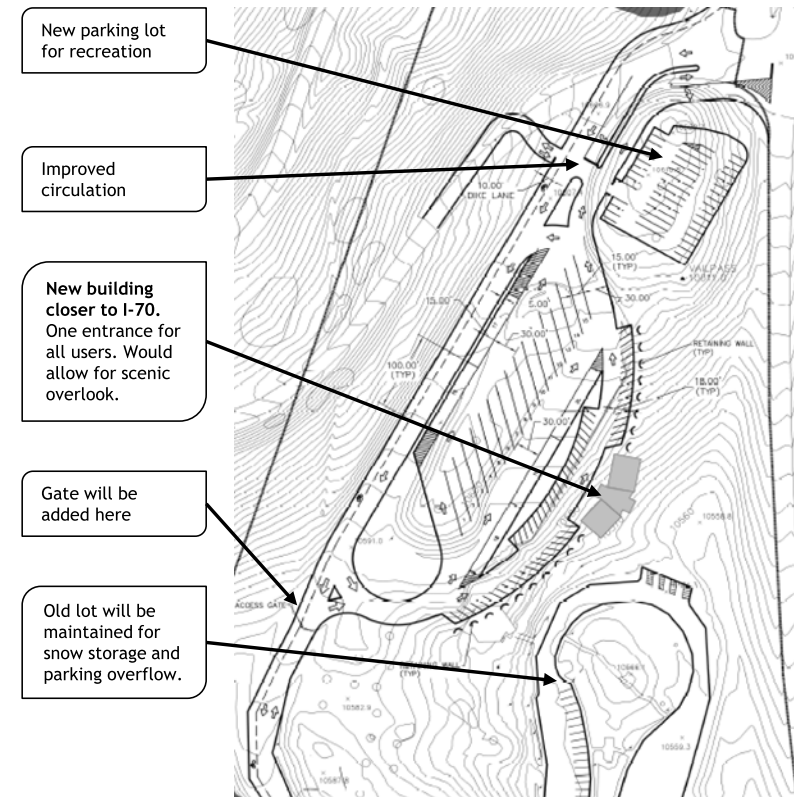
# Filter 2 Screening Results

## Vail Pass Rest Area Replacement

### Option 4A (Result: RETAINED)

New building located nearest to I-70. New recreation parking lot on north side of new building. Commercial and passenger parking are separated. Old parking can be used for snow storage and parking overflow. Circulation improved for all users.

CORE VALUE Evaluation Criteria	Is the Core Value Satisfied?
<b>SAFETY</b>	
Are pedestrian/bike movements safe at intersections and walking through the parking lot?	Yes <input checked="" type="checkbox"/>
Can the roadway geometrics be changed to improve access and accommodate all travel modes?	Yes <input checked="" type="checkbox"/>
Can the roadway alignment be changed to flatten curves?	Yes <input checked="" type="checkbox"/>
Does the improvement increase separation between users?	Yes <input checked="" type="checkbox"/>
<b>CHARACTER</b>	
Does the scale of the project fit the local setting?	Yes <input checked="" type="checkbox"/>
Are there opportunities for landscaping and aesthetics that complement the community character?	Yes <input checked="" type="checkbox"/>
Are multiple users accommodated?	Yes <input checked="" type="checkbox"/>
Are there the same number of recreation parking spaces as before?	Yes <input checked="" type="checkbox"/>
Are impacts to the surrounding environment minimized?	No <input checked="" type="checkbox"/>
<b>ENVIRONMENT</b>	
Can negative impacts to environmental resources be avoided, minimized or mitigated?	Yes <input checked="" type="checkbox"/>
Are there opportunities to implement water quality facilities?	Yes <input checked="" type="checkbox"/>





# Filter 2 Screening Results

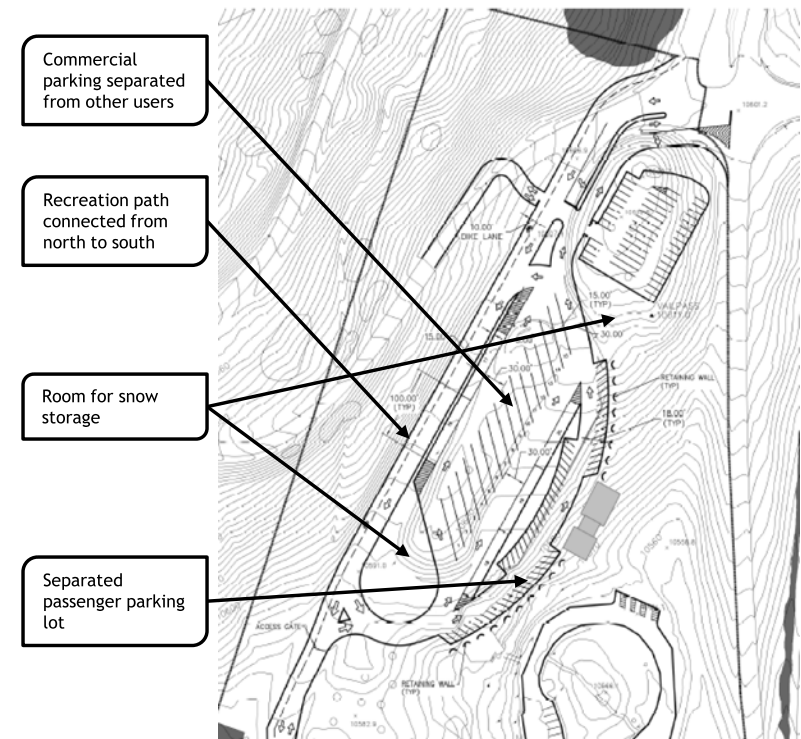
## Vail Pass Rest Area Replacement

### Option 4A, continued (Result: RETAINED)

New building located nearest to I-70. New recreation parking lot on north side of new building. Commercial and passenger parking are separated. Old parking can be used for snow storage and parking overflow. Circulation improved for all users.

CORE VALUE Evaluation Criteria	Is the Core Value Satisfied?
<b>CONNECTIVITY</b>	
Can the connection for vehicles and trucks to/from I-70 be improved?	No <input type="checkbox"/>
Can connections to recreation be improved?	Yes <input checked="" type="checkbox"/>
<b>MOBILITY &amp; CAPACITY</b>	
Does the parking capacity meet federal (AASHTO) minimum requirements?	Yes <input checked="" type="checkbox"/>
Has circulation been improved for all users?	Yes <input checked="" type="checkbox"/>
<b>CONSTRUCTABILITY</b>	
Are impacts to historically significant areas minimized? If not, can they be mitigated?	No <input type="checkbox"/>
Is there an opportunity to create temporary facilities during construction?	Yes <input checked="" type="checkbox"/>
<b>SUSTAINABILITY</b>	
Can the facilities be easily and efficiently maintained?	Yes <input checked="" type="checkbox"/>
Does the project optimize the use of existing infrastructure?	Yes <input checked="" type="checkbox"/>
Does the project promote longevity?	Yes <input checked="" type="checkbox"/>

**RESULT:** Option 4A is retained because it meets all safety evaluation criteria, separates parking for all users, improves connectivity and circulation and promotes longevity. Opportunities for enhanced character because of building location.



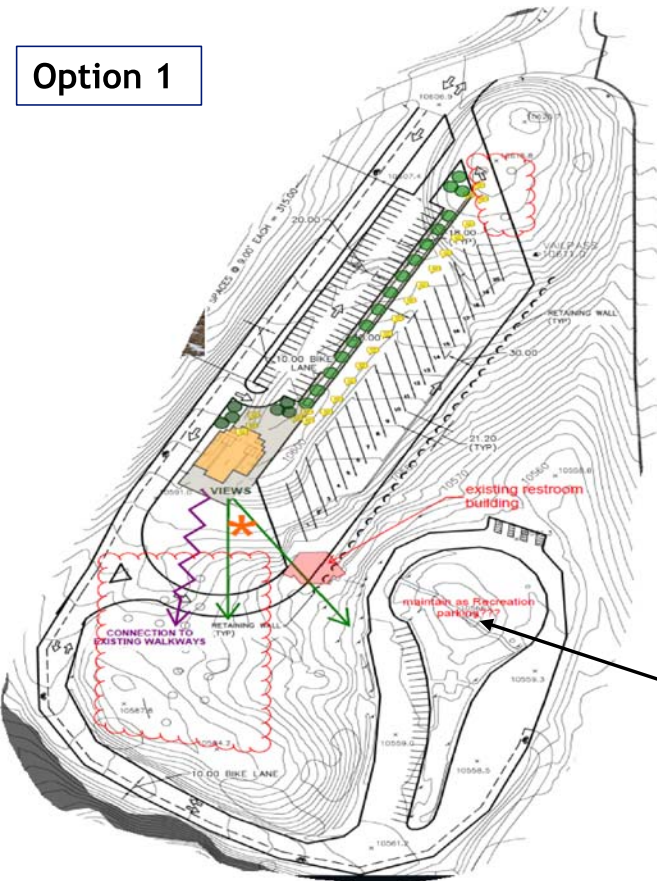


# Eliminated after Filter 1

## Vail Pass Rest Area Replacement

### Options 1 and 3

Option 1



#### ✓ Why?

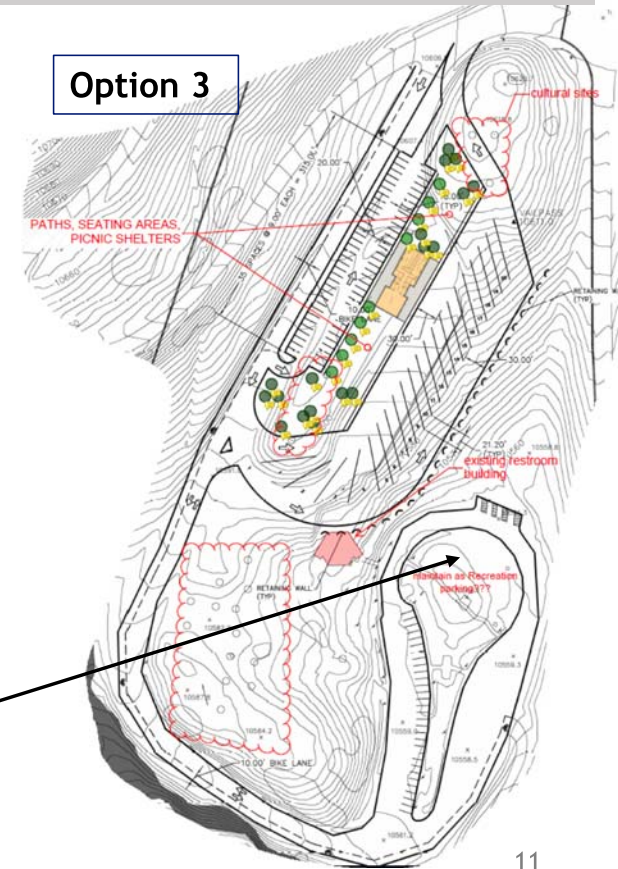
- Multiple users are accommodated, however, access to recreational opportunities is made worse
- Option 1 does not improve connections to the building
- Neither option improves connections to I-70 (although improved interior circulation might improve access)
- Do not promote longevity and anticipated increased usage
- Views for the traveling public would be the backside of trucks
- Option 3 requires mitigation for historic and archeological
- Option 1 does not improve pedestrian movements through parking lot
- Option 1 does not improve movements for commercial traffic

#### ✓ Highlights

- Option 1 preserves historic views and context
- The existing rest area building could remain open throughout construction
- Site plans meet federal minimum requirements for parking capacity

Existing rest area parking lot would become recreation parking, moving recreation users further from access points.

Option 3



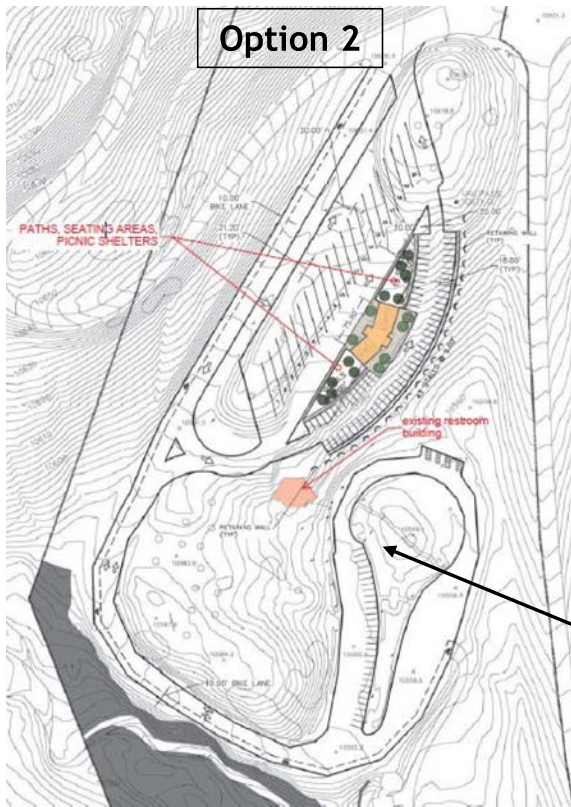




# Eliminated after Filter 1

## Vail Pass Rest Area Replacement

### Options 2 and 4

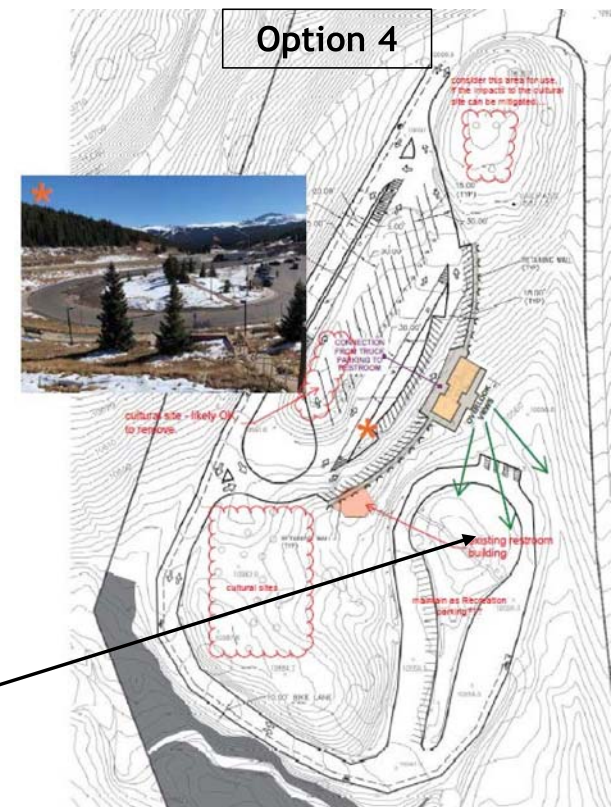


#### ✓ Why?

- Multiple users are accommodated, however, access to recreational opportunities is made worse
- Neither option improves connections to I-70 (although improved interior circulation might improve access)
- Site plans do not promote longevity and anticipated increased usage
- Recreation users would not have direct access to buildings

#### ✓ Highlights

- Both options improve access to building
- The existing rest area building could remain open throughout construction
- Both options meet federal minimum requirements for parking capacity
- Option 4 preserves historic views
- Option 4 allows for future expansion. Lower lot could eventually be connected to building.
- Both create separate parking for all users
- Both options can be modified to include recreation parking to the north



Existing rest area parking lot would become recreation parking, moving recreation users further from access points.





**COLORADO**

**Department of Transportation**

**THANK YOU**  
Vail Pass Rest Area Replacement

We value your input! Please share your feedback using the following methods:

[Vail Pass Rest Area Replacement Virtual Public Engagement Survey \(the survey link is located under the presentation link\)](#)

[hope.wright@state.co.us](mailto:hope.wright@state.co.us)

720-237-6173

For more information about the Vail Pass Rest Area Replacement Project, please see our webpage:

<https://www.codot.gov/projects/vailpassrestareastudy>

If you do not have access to the internet, please contact Team Representative Hope Wright to request a printed copy of this presentation, ask a question or submit feedback.

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Thank you!