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Subtopic D2: Construction Access and Mobility Impacts

Twenty-eight public and agency comments were received on the subtopic of D2: Construction Access and Mobility Impacts. From those 28 comments, 5 common concern statements were developed. Themes in the D2: Construction Access and Mobility Impacts subtopic include:

- The Draft PEIS is inadequate in its discussion of construction access and mobility, plans for handling traffic during construction, impacts on alternate routes, and evaluation of alternatives.
- Fifteen years of construction would negatively affect the access and mobility for commuters, schools, emergency services, and skiers.
- Impacts would be decreased if the AGS was built first because travelers could use the AGS while the highway improvements were being made.
- Construction of the Preferred Alternative would impair access for 15 years without addressing congestion and requiring the highway or parts of it to be shut down.
- Construction mobility will create worse congestion for 15 years than currently exists, without much improvement when the project is completed.

CCS No.	Construction Common Concern Statements (CCSs)
Subtopic D2: Construction Access and Mobility Impacts	
D2-a	<p>Inadequacy of Discussion on Construction Access and Mobility The Draft PEIS is inadequate in its:</p> <ul style="list-style-type: none"> • discussion of construction access and mobility in that: <ul style="list-style-type: none"> • Fifteen years of construction would negatively affect the access and mobility for commuters, particularly Climax mine workers, for schools, and for emergency services, and for skiers; • Fifteen years of construction would produce devastating impacts on the traffic flow and add to the existing weekend congestion through Clear Creek County; and • Maintaining highway operation during construction would be extremely challenging because of the lack of service roads along segments of I-70, the tremendous rock scaling required in the Silver Plume Hill and Hidden Valley sections, and the need for metering traffic flow from Highway 40 onto I-70. • discussion of plans for handling traffic during construction or mitigation for accidents, congestion, construction timing, detours, and access roads; • consideration of impacts on skier visits, alternate routes, and alternative means of transportation, thereby failing its mission to the State; and • evaluation of alternatives, which need to be assessed based on their construction impacts and their ability to maintain local Corridor mobility and access, such as trips to school, shopping trips, and emergency service calls.
D2-b	<p>Ski Industry The 15-year construction period will have significant negative effects on skier visits and the ski industry.</p>
D2-c	<p>AGS with Highway Preservation Alternative If the AGS alternative is constructed first, it could be used by travelers during construction of the Highway improvements and, thus, would decrease impacts.</p>

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CCS No.	Construction Common Concern Statements (CCSs)
D2-d	<p data-bbox="318 302 561 323">Highway Alternatives</p> <p data-bbox="318 331 1159 352">The Highway alternatives pose several construction concerns, as follows:</p> <ul data-bbox="373 361 1507 525" style="list-style-type: none"><li data-bbox="373 361 1386 390">• The Highway alternatives will result in 15 years of impaired access to the mountains.<li data-bbox="373 399 1179 428">• After the project is completed, congestion will again be a problem.<li data-bbox="373 436 1507 491">• Construction of the Highway alternatives will require shutting down the highway or big parts of it.<li data-bbox="373 499 1451 525">• Building structured lanes in Idaho Springs will require closure of the highway underneath.
D2-e	<p data-bbox="318 558 779 579">Degree of Construction Mobility Impacts</p> <p data-bbox="318 588 1273 609">The 15-year construction period, which is a much longer period than normal, would:</p> <ul data-bbox="373 617 1533 993" style="list-style-type: none"><li data-bbox="373 617 964 646">• cause detrimental access and mobility impacts;<li data-bbox="373 655 1484 709">• cause worse congestion than currently exists for 15 years, with things not being much better when the project is complete;<li data-bbox="373 718 1523 772">• be an enormous challenge in maintaining highway operation during construction partly because service roads do not exist along significant segments of I-70;<li data-bbox="373 781 1419 835">• create devastating construction impacts even with the Minimal Action alternative due to necessary metering of traffic flow from Highway 40 onto I-70;<li data-bbox="373 844 1516 898">• have devastating impacts, especially with periodic lane closures, on shopping trips and emergency services due to the lack of frontage roads at critical areas such as Silver Plume; and<li data-bbox="373 907 1533 993">• have disastrous impacts on traffic mobility (due to lengthy lane closures, and so forth) through the Silver Plume Hill section and the Hidden Valley section because of the tremendous amount of rock scaling that would be required.