
Subject: Section 106 Issues Task Force Meeting #2

Client: CDOT Region 1

Project: I-70 Peak Period Shoulder Lane

Project No: 215164

Meeting Date: October 8, 2013

Meeting Location: Idaho Springs Majestic Building

Notes by: Lorena Jones

ATTENDEES: CDOT: Lisa Schoch, David Singer
HDR: Chad Blackwell, Steve Long, Gina McAfee
SHPO: Amy Pallante
FHWA: Melinda Urban
ITF Members: Cindy Neely (Clear Creek County), Larrice Sell
Marjorie Bell (Idaho Springs Historical Society)
Bob Bowland (Idaho Springs Historical Society)
Ann Hector (Mill Creek Valley Historical Society)
Kris Miller (Mill Creek Valley Historical Society)

DISTRIBUTION: Attendees, Section 106 Issues Task Force Members, Project File

SUMMARY OF DISCUSSION:

1. The purpose of the meeting is to update folks on the components of the project, to determine if the APE (area of potential effect) needs to be changed. Representatives from the Mill Creek Valley Historical Society, who had not attended previous meetings for this project, were in attendance. The team provided some project background for these new ITF meeting participants.
2. Gina McAfee, Steve Long, and Cindy Neely described the PPSL concept. Questions that came up are:
 - a. How will traffic be kept off the shoulder during off-peak times?
 - b. How will traffic be kept off the frontage?
 - c. How will trash and other debris be removed from the highway when the PPSL is in effect? Is there enough room to put this lane in?
 - d. What about safety? What about if there is a breakdown while the PPSL is in operation?
 - e. Where else are these types of lanes in operation?
 - f. How will semi-trucks be kept out of the PPSL?
 - g. How frequently can drivers get into and out of the lane?
 - h. Which off-ramps will be affected? Specifically at Lawson, Downieville, and Dumont? Steve described generally what is planned at the on- and off-ramps. Only the acceleration lanes in these locations will be widened.

- i. What types of signs will be required to implement the PPSL? FHWA and HDR indicate that the signage plan is still under development but may require variable speed limit signage and blank-out signs to show land shutdown. The signage would be controlled by CDOT.
3. Amy asked if we would be needing a nationwide or an individual 404 permit. Gina responded that FHWA/CDOT hope to obtain a nationwide.
4. One benefit of the short wall planned at Lawson is that drainage coming off the highway will be improved, so erosion issues currently occurring in backyards will not be as bad.
5. There will continue to be safe separation of the eastbound and westbound lanes.
6. For the proposed emergency refuge areas, there are flat areas at interchange that can be used.
7. Chad described the updated APE. It has been expanded to include input from the August 29 meeting. At Lawson, the APE was expanded in recognition of the possible noise wall, likely retaining walls, and potential noise concerns. Should there be any refinements to the APE? None at this time. It looks good.
8. The Columbine Garden Club is interested in making improvements to the Water Wheel Park. There are both water and sanitary sewer lines in the area. The Garden Club would like irrigation water for their gardens.
9. The Water Wheel is on the state register of historic places but is being re-evaluated for National Register eligibility.
10. Will the project have an effect on the floodplain?
11. Chad discussed the field survey effort. He indicates that approximately 40 buildings were surveyed. The Mill Creek Valley Historical Society has completed survey work that may be useful in developing the current survey effort. Jo Ann Sorensen also has information that could be used to inform the current study. Chad is using the I-70 Historic Context as a source for the study.
12. The Idaho Springs Historical Society has photos and maps.
13. Amy described the Section 106 legislation and its requirements. It is a procedural law. It does not stop a project. The role of the SHPO is to review the APE, the historic surveys, effects to the historic properties, and mitigation. The three possible effect determinations are:
 - a. No historic properties affected
 - b. No adverse effect
 - c. Adverse effectThe Advisory Council on Historic Preservation can get involved if they choose to.
Noise under Section 106 gets evaluated if noise affects the qualities that make the historic property eligible. Or if it affects the function of the historic property.
14. What about cumulative adverse effects? If noise now is an issue, should that be evaluated? Section 106 mitigation can be creative, like matching rockfall fencing colors to the existing rock color.

15. CDOT works hard to consider the context of the I-70 Mountain Corridor.
16. The SHPO reviews the work of CDOT and FHWA. CDOT and FHWA are extremely open to considering the opinions of consulting parties.
17. In Lawson, we need to look at the Lawson School. In this area, we will look at the cohesiveness of a possible district.
18. CDOT will make sure we send a copy of the report to the Mill Creek Valley Historical Society for review. Any impacts or mitigation to the Water Wheel Park can be addressed under NEPA even if the park is not covered under Section 106 or Section 4(f).
19. Lisa gave an update on the Intensive Level Historic Survey for DLD (Downieville, Lawson, Dumont) that is a mitigation commitment in the I-70 Mountain Corridor Section 106 Programmatic Agreement. Lisa will come up to meet with stakeholders to develop a good scope. This will include a Historic Context. HDR's survey work will inform this.
20. Any place we excavate (at bridge piers, at the crib wall just north of the SH 103 bridge) we need to look for buried historic archaeological resources.
21. The next meeting should be December 3 at 9:30 AM. We will discuss preliminary eligibility and effects. (Note: This meeting has now been changed to December 2 at 9:30 AM.)

SIGN-IN SHEET

Section 106 Issues Task Force Meeting

Tuesday, October 8, 2013

9:30 a.m. to 12:00 p.m.

Idaho Springs Majestic Building Conference Room, 1630 Miner Street

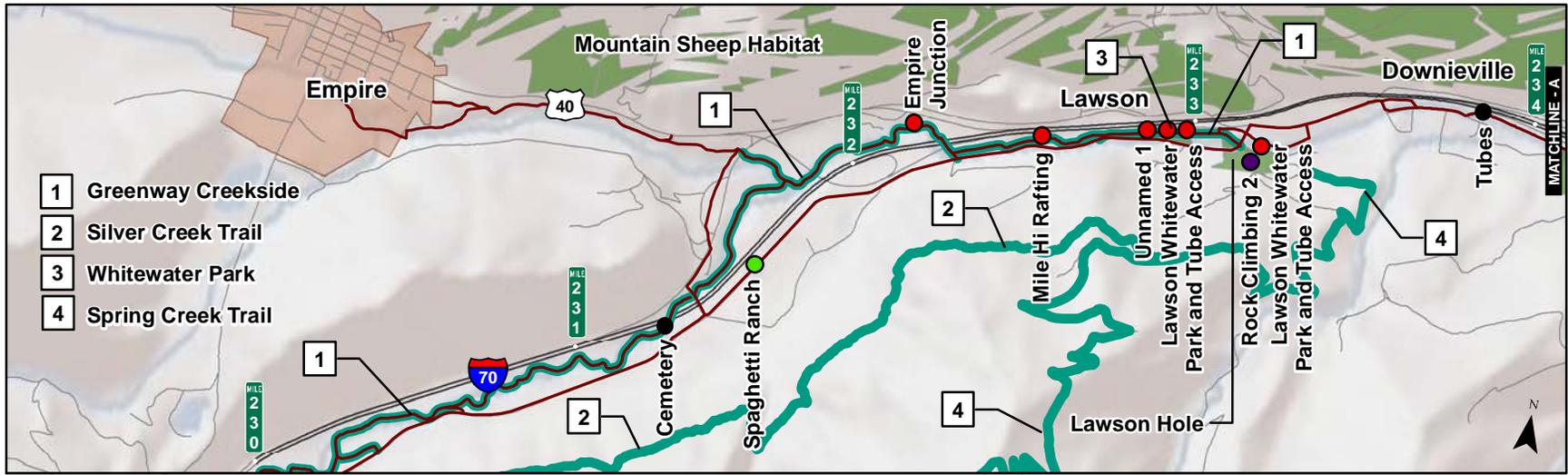
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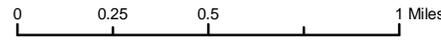
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LIKELY COMPONENTS OF THE PPSL PROJECT (as of 10/2/13)

-  A hybrid cross-section that utilizes the existing pavement width for up to 60% of the length of the corridor.
-  Minimal widening at two of the eight interchange off-ramp deceleration lanes in the project corridor.
-  Minimal widening at interchange acceleration lanes to include sliver widening at on-ramp tapers.
-  Investigation of the likely replacement of SH 103 bridge. Also looking to see if we can design something that can be easily expanded in the future for unknown corridor improvements.
-  Some retaining walls needed, depending on if widening occurs toward the median.
-  Likely no need to widen most bridges.
-  New signs needed—maximizing opportunities to use existing bridges for signs.
-  Minimize the inclusion of new emergency refuge areas. The concept is to use already existing flat areas adjacent to I-70 and at interchanges.
-  Water quality and air quality best management practices where feasible.



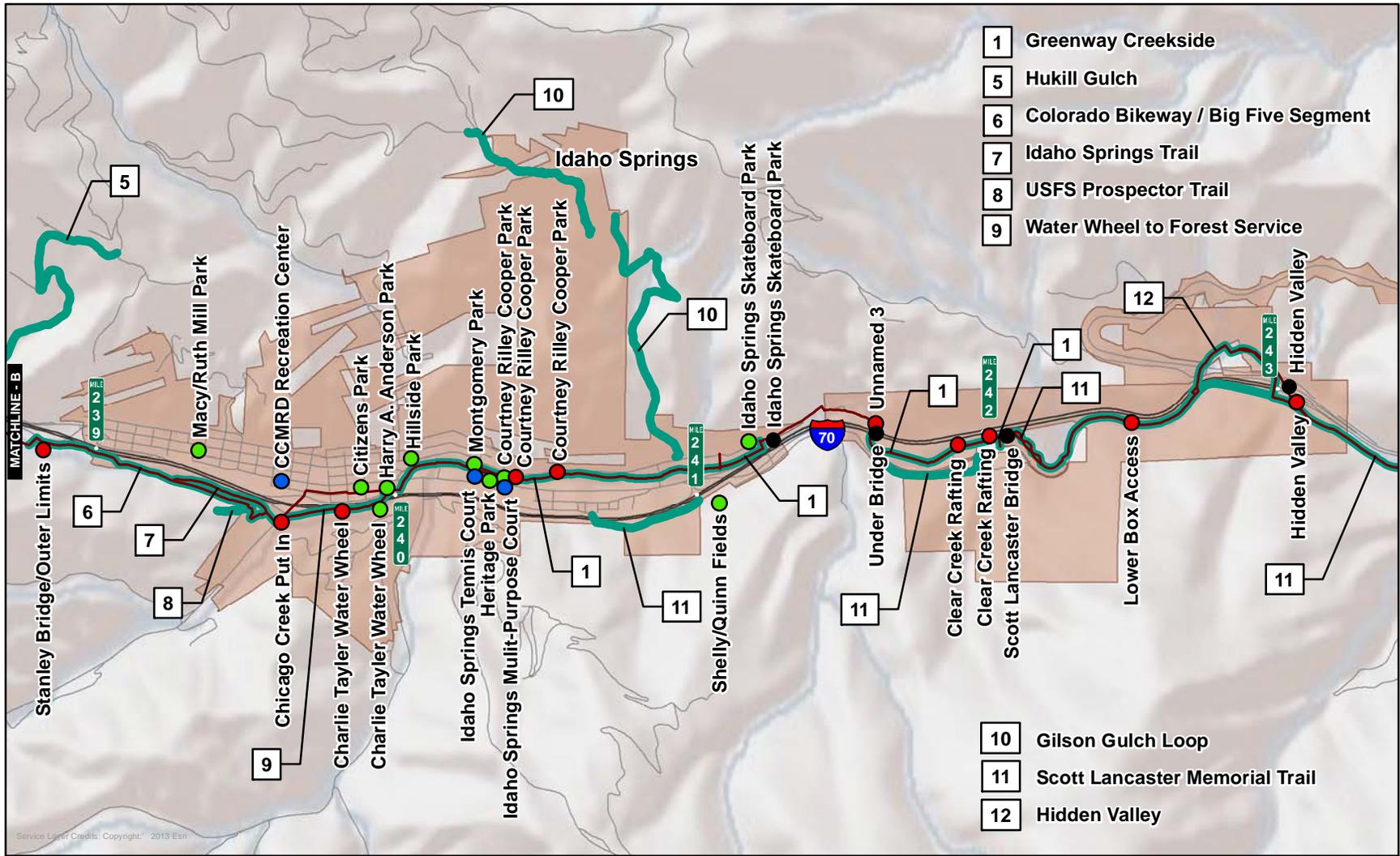
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|-----------------------------|-----------------------|--------------------------------------|
| PPSL Project Corridor | Existing River Access | Existing Rock Climbing |
| CCC Greenway Project | Proposed River Access | Other Existing Recreation Facilities |
| Trails and Bikeway Segments | Existing Parks | |
| Open Space Area | | |



**I-70 EASTBOUND
PEAK PERIOD
SHOULDER LANE**

Date: 10/4/2013

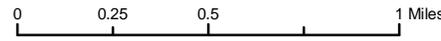
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PPSL Project Corridor	Existing River Access	Existing Rock Climbing
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Trails and Bikeway Segments	Existing Parks	
Open Space Area		

**I-70 EASTBOUND
PEAK PERIOD
SHOULDER LANE**



Date: 10/4/2013

Data Source: Clear Creek County, CDOT, HDR