

INTERSTATE 70 I-70 Mountain Corridor

Eastbound Peak Period Shoulder Lane

Project Leadership Team Kickoff Meeting
April 18, 2013

Project Number: NHPP 0703-401
 Project Code: 19474

Jim Bemelen - I-70 Mtn Corridor Manager
 David Singer - Environmental Manager
 Andi Schmid - Project Manager

STATE OF COLORADO
 DEPARTMENT OF TRANSPORTATION
 REGION 1 I-70 MTN CORRIDOR PROGRAM
 425A CORPORATE CIRLCE - GOLDEN, CO 80401
 (720) 497-6900 (OFFICE), (720) 497-6901 (FAX)

DOT
 DEPARTMENT OF TRANSPORTATION

6-Step Process

In This Meeting:

1. Define Desired Outcomes and Actions ←
2. Endorse the Process ←
3. Establish Criteria
4. Develop Alternatives or Options
5. Evaluate, Select, and Refine Alternative or Option
6. Finalize Documentation and Evaluate Process

MEETING AGENDA

9:05	Introductions and Agenda
9:20	Project Overview and Feasibility Study Results
9:40	PLT Overview and Responsibilities
10:05	Context Statement
10:40	Break
10:50	Critical Success Factors
11:15	Roles and Responsibilities
11:25	Operating Guidelines
11:45	Conclusions / Next Steps

1	2	3	4	5	6
Define Desired Outcomes and Actions	Endorse the Process	Establish Criteria	Develop Alternatives or Options	Evaluate, Select, and Refine Alternative or Option	Finalize Documentation and Evaluate Process

AGENDA

- **Introductions and Agenda**
- Project Overview and Feasibility Results
- PLT Overview & Responsibilities
- Context Statement
- Break
- Critical Success Factors
- Roles and Responsibilities
- Operating Guidelines
- Conclusions / Next Steps

INTRODUCTION OF PROJECT TEAM

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graph TD
    DeWito[Tony DeWito  
RI RTD] --- Bemelen[Jim Bemelen  
I-70 Corridor Manager]
    Bemelen --- Schmid[Andria Schmid  
CDOT Project Manager]
    Bemelen --- Singer[David Singer  
Environmental Manager]
    Bemelen --- Drumm[Angie Drumm  
Government Relations Rep]
    Schmid --- CDOTStaff[CDOT Staff:  
Traffic, ROW, Utilities]
    Schmid --- ConsultantPM[Consultant Project Manager  
TBD]
    ConsultantPM --- ConsultantStaff[Consultant Staff:  
Bridge, Hydraulics, CSS, Environmental]
    
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I-70 EB PPSL PLT

- **13 Members**
 - 7 CDOT
 - 5 Non-CDOT
- **7 Alternates/Others**
 - Angie Drumm, CDOT
 - Tim Mauck, CCC
 - Tom Hayden, CCC
 - Phil Buckland, CCC
 - Margaret Bowes, I-70 Coalition
 - Karn Stiegelmeier, Summit County
 - Thomas Breslin, CCC

INTRODUCTION & PLT MEMBERS

I-70 EB PPSL PLT MEMBERS

CDOT/Consultant Staff

Jim Bemelen	I-70 Mtn Corridor Manager
Andi Schmid	CDOT Project Manager
David Singer	Environmental Manager
Ryan Rice	Director of Operations
Mike Cheroutes	HPTE Director
Solomon Haile	Region 1 Traffic
TBD	Consultant Project Manager

Non-CDOT & Stakeholder Staff

Melinda Urban	FHWA
Cindy Neely	Clear Creek County
Jack Morgan	City of Idaho Springs
Dan Gibbs	Summit County
Brendan McGuire	I-70 Coalition
Tom Hale	Town of Georgetown

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PROJECT OVERVIEW

HOW DID WE GET HERE?

- I-70 MOUNTAIN CORRIDOR PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT AND RECORD OF DECISION – 2011
- I-70 MOUNTAIN CORRIDOR MOBILITY AND OPERATIONAL ASSESSMENT – AUGUST 2011
- I-70 REVERSIBLE LANE PHASE I FEASIBILITY STUDY – AUGUST 2010
- I-70 REVERSIBLE LANE PHASE II FEASIBILITY STUDY – MARCH 2012
- I-70 HARD SHOULDER RUNNING REPORT – JULY 2011
- I-70 PEAK PERIOD SHOULDER LANE FEASIBILITY STUDY – MARCH 2013



**I-70 Reversible Lane
Georgetown to Floyd Hill**
Phase I Feasibility Study
Executive Summary Report



I-70 Mountain Corridor Final
Programmatic Environmental Impact Statement



I-70 Peak Period Shoulder Lane
Traffic Analysis Feasibility Study



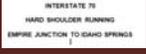
**I-70 Reversible Lane
Georgetown to Floyd Hill**
Phase II Feasibility Study
Technical Report



I-70 Mountain Corridor Record of Decision and
Final Programmatic Environmental Impact Statement



I-70 Mountain Corridor
Mobility and Operational Assessment



INTERSTATE 70
HARD SHOULDER RUNNING
EMPIRE JUNCTION TO IDAHO SPRINGS

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PROJECT OVERVIEW

PROJECT LOCATION:

- EASTBOUND DIRECTION OF INTERSTATE 70 IN CLEAR CREEK COUNTY
- WORK WILL BEGIN NEAR MP 232 AT THE JUNCTION OF US 40 AND I-70 (EMPIRE JUNCTION)
- WORK EXTENDS TO APPROXIMATELY MP 241 WHERE IT WILL TIE IN TO THE TWIN TUNNELS PROJECT



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PROJECT OVERVIEW

PROJECT OVERVIEW:

THE PROJECT INVOLVES USING EITHER THE INSIDE OR OUTSIDE SHOULDER AS A TRAVEL LANE DURING PEAK PERIODS OF TRAVEL TO ALLEVIATE CONGESTION AND IMPROVE TRAFFIC OPERATIONS. THE THIRD SHOULDER LANE WOULD BE A MANAGED LANE (TOLLED) DURING PEAK PERIODS, WHILE THE OTHER TWO WOULD REMAIN OPEN AT ALL TIMES.

EXAMPLE OF RIGHT SHOULDER PPSL:



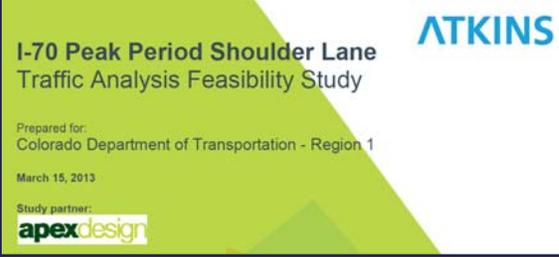
Source: FHU I-70 HSR Report July 2011

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FEASIBILITY STUDY RESULTS

- ATKINS AND APEX DESIGN COMPLETED THE FEASIBILITY STUDY IN MARCH 2013
- THE FOLLOWING SLIDES SHOW DATA FROM THAT STUDY

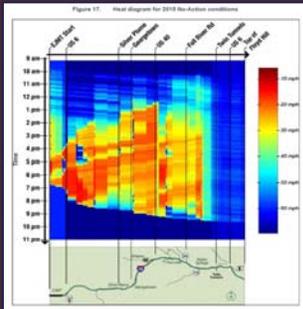
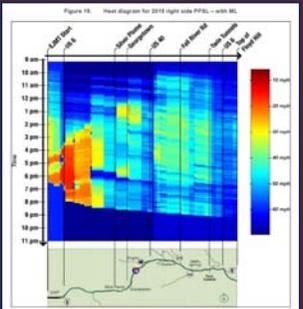


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FEASIBILITY STUDY RESULTS

- SIGNIFICANT DECREASE IN CONGESTION EAST OF US 40
- SIGNIFICANT IMPROVEMENT IN THE REDUCTION OF CONGESTION UPSTREAM OF US 40

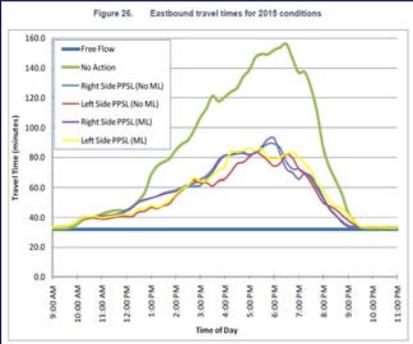



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FEASIBILITY STUDY RESULTS

- 42% TO 48% REDUCTION IN MAXIMUM TRAVEL TIME COMPARED TO NO-ACTION CONDITIONS BETWEEN EJMT AND THE TOP OF FLOYD HILL
 - FREE FLOW TRAVEL TIME = 33 MINUTES
 - MAX TRAVEL TIME WITH NO IMPROVEMENTS = 158 MINUTES
 - RIGHT SIDE PPSL (ML) = 92 MINUTES



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FEASIBILITY STUDY RESULTS

- FEASIBILITY STUDY RESULTS ARE BASED ON TRAFFIC OPERATIONS ONLY
- OTHER CONSIDERATIONS NEED TO BE MADE INCLUDING:
 - DESIGN AND CONSTRUCTABILITY
 - AVAILABLE WIDTH AT STRUCTURES
 - SHOULDER WIDTHS
 - SAFETY ASSESSMENT
 - ENVIRONMENTAL
 - POSSIBLE IMPACTS TO NATURAL, BUILT, AND SOCIAL ENVIRONMENTS
 - NEPA PROCESS TO DEFINE IMPACTS AND MITIGATIONS
 - CONTEXT SENSITIVE SOLUTIONS
 - STAKEHOLDER INVOLVEMENT



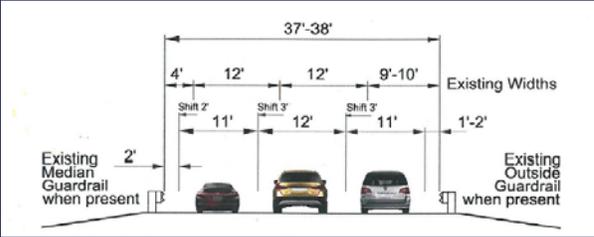
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PROJECT OVERVIEW

DESIGN ISSUES:

- MINOR WIDENING (2 FT – 6 FT) IN SOME SECTIONS OF THE PROJECT MAY BE REQUIRED TO ACCOMMODATE THE PPSL
- SUBSTANDARD SHOULDER WIDTHS
- COMMUNICATIONS AND ITS



Source: FHU I-70 HSR Report July 2011

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PROJECT OVERVIEW

DESIGN ISSUES:

- EIGHT INTERCHANGES WILL BE AFFECTED WITHIN THE PROJECT LIMITS:
 - EMPIRE JUNCTION / US 40 (EXIT 232)
 - LAWSON (EXIT 233)
 - DOWNIEVILLE (EXIT 234)
 - DUMONT (EXIT 236)
 - FALL RIVER ROAD (EXIT 238)
 - WEST IDAHO SPRINGS (EXIT 239)
 - SH 103 (EXIT 240)
 - EAST IDAHO SPRINGS (EXIT 241)
- BRIDGE REPLACEMENT OF F-14-E (SH 103) WILL BE REQUIRED DUE TO EXISTING BRIDGE PIER LOCATIONS

Aerial View of F-14-E



Structure F-14-E: SH 103 BRIDGE



6-Step Process

1

Define Goals, Objectives and Actions

2

Endorse the Process

3

Establish Criteria

4

Develop Alternatives or Options

5

Evaluate, Select, and Rank Alternative or Option

6

Finalize Documentation and Evaluate Process

PLT OVERVIEW & RESPONSIBILITIES

OUTPUTS FOR TODAY'S CHARTERING EXERCISES

- CONFIRM MEMBERSHIP FOR PLT, TECHNICAL TEAMS AND ISSUE TASK FORCES
- DRAFT CONTEXT STATEMENT
- IDENTIFY PROJECT GOALS/OUTCOMES
- IDENTIFY CORE VALUES
- DECISION MAKING



Partnerships Powered by Context

6-Step Process

- 1
Define Overall Objectives and Actions
- 2
Endorse the Process
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PLT OVERVIEW & RESPONSIBILITIES

ROLES AND RESPONSIBILITIES OF THE PLT

- LEAD THE PROJECT
- CHAMPION CSS
- ENABLE DECISION MAKING

I-70 Mountain Corridor CSS
Partnerships Powered by Context

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PLT OVERVIEW & RESPONSIBILITIES

MEMBERS OF THE PLT

- THE PLT IS THE LEADER OF THE PROJECT AND CONSISTS OF FHWA, CDOT, AND CORRIDOR LEADERS
 - FHWA: 1-2 REPRESENTATIVES
 - CDOT PROGRAM ENGINEER: 1 REP
 - CDOT PROJECT MANAGER: 1 REP
 - COMMUNITY LEADERS: 1-2 REP
 - CDOT ENVIRONMENTAL LEAD: 1 REP
 - OPEN SEAT BASED ON PROJECT NEEDS: 1 REP
 - CONTRACTOR PROJECT MANAGER: 1 REP
 - CONSULTANT PROJECT MANAGER AS FACILITATOR
 - CONSULTANT STAFF FOR TECHNICAL EXPERTISE

THE MISSION OF THE PLT IS BEST ACCOMPLISHED BY MAINTAINING A PLT OF 10 TO 12 MEMBERS.

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CONTEXT STATEMENT – I-70 MTN CORRIDOR



The I-70 Mountain Corridor is a magnificent, scenic place. Human elements are woven through breathtaking natural features. The integration of these diverse elements has occurred over the course of time.

This corridor is a recreational destination for the world, a route for interstate and local commerce, and a unique place to live.

It is our commitment to seek balance and provide for twenty-first-century uses.

We will continue to foster and nurture new ideas to address the challenges we face.

We respect the importance of individual communities, the natural environment, and the need for safe and efficient travel.

Well-thought-out choices create a sustainable legacy.

What is a Context Statement?

A context statement seeks to capture in words the special qualities and attributes that define a place as unique. A context statement should capture in words that which was true fifty years ago and that which must be considered during the development of improvements in order to sustain truth in those same words for fifty years to come.

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DRAFT CONTEXT STATEMENT – I-70 PPSL

THE I-70 MOUNTAIN CORRIDOR IS COLORADO'S ONLY EAST-WEST INTERSTATE AND THE PRIMARY ACCESS ROUTE FROM DENVER TO THE MOUNTAINS OF WESTERN COLORADO.

THE ROADWAY GEOMETRY THROUGH CLEAR CREEK COUNTY IS CONSTRAINED, WITH NARROW SHOULDERS, TIGHT CURVES, AND BOUNDED BY CLEAR CREEK. IMPROVEMENTS TO THE INTERSTATE IN THIS AREA DIRECTLY IMPACT ESTABLISHED COMMUNITIES AS WELL AS UNIQUE ENVIRONMENTAL, HISTORIC AND RECREATIONAL RESOURCES.

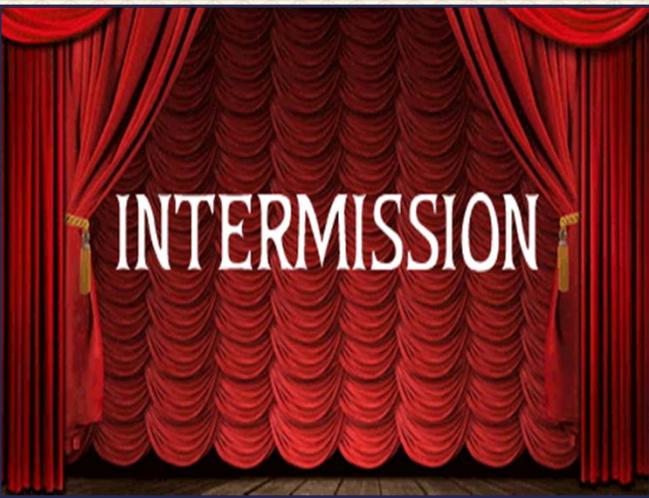
THIS SEGMENT OF THE CORRIDOR EXPERIENCES HEAVY FLOWS OF EASTBOUND TRAFFIC CAUSING SEVERE CONGESTION AND TRAFFIC DELAYS DURING PEAK PERIODS, ESPECIALLY AT THE I-70/US 40 INTERCHANGE AT EMPIRE JUNCTION.

SHORT TERM OPERATIONAL STRATEGIES NEED TO BE EXPLORED UNTIL FUNDING FOR THE CORRIDOR'S ULTIMATE VISION CAN BE IMPLEMENTED.

10 MINUTE BREAK

AGENDA

- Introductions and Agenda
- Project Overview and Feasibility Results
- PLT Overview & Responsibilities
- Context Statement
- **Break**
- Critical Success Factors
- Roles and Responsibilities
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CRITICAL SUCCESS FACTORS

6-Step Process

- 1 Define Desired Outcomes and Actions
- 2 Endorse the Process
- 3 Establish Criteria
- 4 Develop Alternatives or Options
- 5 Evaluate, Select, and Rate Alternative or Option
- 6 Finalize Documentation and Evaluate Process



CRITICAL SUCCESS FACTORS FOR THE I-70 EB PEAK PERIOD SHOULDER LANE PROJECT

- PROJECT GOALS
- DESIRED OUTCOMES
- CORE VALUES

6-Step Process

DRAFT CRITICAL SUCCESS FACTORS

- PROJECT GOALS / DESIRED OUTCOMES
 - IMPROVE HIGHWAY OPERATIONS
 - MOBILITY
 - SAFETY
 - RELIABILITY
 - REDUCE TRAVEL TIME DURING PEAK PERIODS
 - TOURISM
 - ENABLE A POSITIVE EXPERIENCE FOR TOURISTS AND LOCALS TRAVELLING THROUGH THE CORRIDOR
 - HELP PROVIDE A POSITIVE ECONOMIC IMPACT
 - IMPROVE EMERGENCY RESPONSE
 - PROJECT OPEN TO TRAFFIC JULY 1, 2015 WITHOUT SACRIFICING QUALITY OR THE CSS PROCESS
 - MAINTAIN THE COLLABORATION AND COMMUNICATION SUCCESSES OF RECENT PROJECTS
 - BRING 21ST CENTURY STRATEGIES INTO THE DISCUSSION OF THE OPTIONS
 - OBTAIN STAKEHOLDER ENDORSEMENT
 - SET AN ACHIEVABLE LIST OF MILESTONES THROUGHOUT THE PROCESS
 - OBTAIN NECESSARY PERMITS (1041, NEPA, ETC)
 - ENVIRONMENTAL IMPACT
 - KEEP IN MIND WATERS, WILDLIFE, 4F, 106
 - ENVIRONMENTAL AND VISUAL IMPACTS
 - SUCCESSFUL ENVIRONMENTAL REVIEW

6-Step Process

DRAFT CORE VALUES

- SAFETY
 - EMERGENCY RESPONSE
- MOBILITY
 - RELIABILITY
 - OPERATIONS
- CONSTRUCTABILITY
- COMMUNITY
 - RECREATION
 - HISTORY
 - TOURISM/ECONOMY
 - ACCESS
- ENVIRONMENT
 - CLEAR CREEK
 - WILDLIFE HABITAT
 - MINING
- ENGINEERING CRITERIA AND AESTHETIC GUIDELINES
 - BALANCED DESIGN USING THE CSS GUIDANCE
 - AESTHETICS INSPIRED BY THE SURROUNDINGS
- SUSTAINABILITY
 - A PROJECT FOR TODAY THAT BLENDS WITH FUTURE POSSIBILITIES

6-Step Process

ROLES AND RESPONSIBILITIES

TECHNCIAL TEAM ROLES AND RESPONSIBILITIES

- ASSURING THAT LOCAL CONTEXT IS INTEGRATED INTO THE PROJECT
- RECOMMENDING AND GUIDING METHODOLOGIES INVOLVING DATA COLLECTION, CRITERIA, AND ANALYSIS
- PREPARING AND REVIEWING TECHNICAL PROJECT REPORTS
- SUPPORTING AND PROVIDING INSIGHT WITH RESPECT TO COMMUNITY AND AGENCY ISSUES AND REGULATIONS
- ASSISTING IN DEVELOPING CRITERIA
- ASSISTING IN DEVELOPING ALTERNATIVES AND OPTIONS
- ASSISTING IN EVALUATING, SELECTING, AND REFINING ALTERNATIVES AND OPTIONS
- COORDINATING AND COMMUNICATING WITH RESPECTIVE AGENCIES

6-Step Process

ROLES AND RESPONSIBILITIES

TECHNICAL TEAM ISSUES TO BE ADDRESSED

- POTENTIAL ISSUES:
 - SIGNING
 - SAFETY: SIGHT DISTANCE, SHOULDERS AND LANE WIDTHS, PULLOUTS, DRIVER EXPECTANCY, LIGHTING, ENFORCEMENT
 - AESTHETICS
 - WATER QUALITY
 - BRIDGE STRUCTURES & CLEARANCE
 - MAINTENANCE
 - WIDENING TO THE MEDIAN OR THE CREEK
 - ENVIRONMENTAL IMPACTS
 - ID ENHANCEMENTS/ INTERESTS FROM ISSUES TASK FORCES
 - ACTIVE MANAGEMENT/CONTROL OF OPERATIONS
 - DESIGN/CONSTRUCTION PHASING – 2 PROJECTS?
 - TRANSITIONS – HOW TO START AND STOP THE PPSL
 - WHAT IS INTERIM?
 - ADHERANCE TO THE PEIS/ROD
 - DETERMINING THE PROPOSED TYPICAL SECTION
 - EMERGENCY SERVICES
 - CONCEPT OF OPERATIONS
 - SCHEDULE
 - COMMUNITY

6-Step Process

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ROLES AND RESPONSIBILITIES

ISSUE TASK FORCE ROLES AND RESPONSIBILITIES

- ALIVE
- SWEEP
- SECTION 106 CONSULTATION (HISTORIC RESOURCES)
- COMMUNICATIONS
- AESTHETICS
- EMERGENCY SERVICES
- OPERATIONS

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ROLES AND RESPONSIBILITIES

TECHNICAL TEAM and ISSUE TASK FORCE APPROACH

**TWIN TUNNELS WIDENING
ISSUES FOR TECHNICAL TEAM PRELIMINARY SCHEDULE**

ISSUE	MAY 2011	JUNE 2011	JULY 2011	AUG 2011	SEPT 2011	OCT 2011	NOV 2011	DEC 2011	JAN 2012	FEB 2012	MAR 2012	APRIL 2012	MAY 2012	JUNE 2012	JULY 2012
ISSUES															
NOISE VIBRATION															
TUNNEL LIGHTING															
RETURNING WALL BUILDING															
IMPACTS TO TRAFFIC															
USE BELONGING WALL DEMOLITION															
BRIDGE AESTHETICS															
WHA ANALYSIS OF CONSTRUCTION METHOD															
ROADWAY STRUCTURES															
SOILING															
ADAPTIVE BRITANNIA															
PUBLIC INFORMATION															
IMPACTS TO RECREATION USERS															
INFRASTRUCTURE REPAIRS															
COATINGS COLOR															
LIGHTING															
LANDSCAPING															
TUNNEL PORTAL AESTHETICS															
INCIDENT RESPONSE PLAN															
USE TO IMPROVE BRIDGE BELONGING WALL FASHION															
SOUTH SIDE OF W.B. BRIDGE OVER CLEAR DRIVE															
TRUCK HEAD IMPROVEMENTS															
ENHANCEMENT OPPORTUNITIES															

LEGEND
■ Shaded Items as Complete
■ Presentation of Concepts
■ Discuss Criteria
■ Follow-up (As Needed)

NOTE: FINAL DESIGN AND CONSTRUCTION WILL CONTINUE THROUGH MARCH 2012. ALL 2012 THROUGH 2012. TECHNICAL TEAM MEETINGS WILL OCCUR ON A 4-6 WEEK BASIS. SEE THE DESIGN APPROACH.

13

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OPERATING GUIDELINES

OPERATING GUIDELINES FOR THE PROJECT

- ENABLE DECISION MAKING
- COMMUNICATION MECHANISMS
 - NOTIFICATIONS, UPDATES, AND SCHEDULING WILL BE SENT VIA EMAIL.
 - LARGE DOCUMENTS THAT ARE TOO LARGE FOR EMAIL CAN BE ACCESSED VIA A SHARED SITE.

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CONCLUSIONS / NEXT STEPS

6-Step Process	Month	PLT	Technical Team/ITF
Step 1 – Define Outcomes/Actions Step 2 – Endorse the Process	Spring-Summer	Present the process, schedule, and roles, present project, gather questions, confirm TT, develop work plan	
Step 3 – Establish Criteria	Summer		Present the process, and roles, present project, gather questions, discuss current data and criteria
Step 4 – Develop Alternatives or Options	Summer -Fall	Present data and determine "deal breakers"	Develop design and brainstorm solutions
Step 5 – Evaluate, Select and Refine Alternatives or Option	Fall-Winter	Review project status	Discuss Benefits/Challenges and Mitigations, review deal breakers, formulate recommendation
Step 6 – Finalize Docs and Evaluate Process	Spring	Present to Management, Commission and Elected Officials	Complete design plans and conduct lessons learned exercise

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CONCLUSIONS / NEXT STEPS

Determine monthly PLT & TT Recurring Meeting Time:

Week No.	Mon	Tues	Wed	Thurs	Fri
1	FHWA Afternoons	CCC Commission	PPSL PLT/TT		
2	FHWA Afternoons		AGS PLT	Incident Mgmt/I-70 Coalition	
3	FHWA Afternoons		Commission CDOT Accountability	Commission	
4	FHWA Afternoons		T&R PLT	Twin Tunnels TT	

- Suggested Day: 1st Wednesday of the Month from 9:00am to 12:00pm in Golden

I-70 Mountain Corridor

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THANK YOU!!

Jim Bemelen - I-70 Mtn Corridor Manager
 David Singer - Environmental Manager
 Andi Schmid - Project Manager

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