



# Clear Creek County

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## **PPSL PLT**

Clear Creek County concerns:

1. Is PPSL compliant with the ROD? The apparent amount of infrastructure construction (as the term is used in the ROD) to widen the highway, build pull-outs, widen and/or reconstruct the bridge structures, and rebuild all acceleration and deceleration lanes to provide for the "new" left lane does not square with what is "non-infrastructure" based on the examples in the ROD.
2. How does CDOT intend to address the safety concerns? For example, there are concerns about inconsistency in lane balance; a 4-foot shoulder not meeting design standards or complying with CDOT's Incident Management Plan; access for emergency vehicles; safety of emergency personnel while on scene; lack of room for broken down vehicles to leave the flow of traffic; and unsafe conditions that may cause crashes, which actually increase congestion.
3. We wonder if an EA is more appropriate than a CatEx. Will the CatEx evaluation consider alternatives? How would CDOT provide enforceable mitigation measures under a CatEx?
4. How will CDOT ensure that these lanes are "temporary" or "interim"? Many of the "temporary" lanes in Birmingham, England are already permanent, and others of them are scheduled to become permanent. Given the lack of a written definition of "temporary" or "interim," will CDOT provide a written commitment (and in what form) to an end date or a trigger for an end date?
5. We are not convinced that "passive" management will keep anyone safe in our weather and terrain. Active traffic management is a key component of other PPSL projects.
6. We have the continuing goal of economic viability and livability for our communities. What other improvements measures are intended with this project? What is the timing and how will CDOT guarantee such improvements measures?

Please make note of these concerns as part of the record.