
Subject: Technical Team Meeting #4

Client: CDOT Region 1

Project: I-70 EB Peak Period Shoulder Lane

Project No: 215164

Meeting Date: September 23, 2013

Meeting Location: Clear Creek School District Office

Notes by: Krista VanAuken/Gina McAfee/Andi Schmid/Tammy Heffron

ATTENDEES: See attached sign-in sheet

DISTRIBUTION: Attendees, Project File

Steve Long started the meeting; self-introductions followed.

Steve Long then went through the items on today's meeting agenda.

SUMMARY OF DISCUSSION:

Project Updates

1. *David Singer:* Package 3 for the Twin Tunnels project is about to begin. The county road has been returned to normal operations, the tunnel lining is complete, and they are shifting back to mainline operations.
2. *Jim Bemelen:* RAMP Recommendations has received \$20 million for PPSL, and will likely receive another \$5 million for operations, possibly more to come from the P3
AGS project is getting close to writing the final report. They are working how they are going to message the finding related to financial feasibility: that it is feasible but there is no source of funding at this point in time or that it is not financially feasible. If there ever is transit funding in big amounts someone will have to sit down and figure out what overall state priorities are.
3. *Mary Jane Loevlie:* ICS stakeholders indicated a preference for I-70 to go first as they are more politically aligned as compared to the Front Range (particularly related to high speed rail south of Denver).

Responses to TT Issues

4. *Steve Long:* At the last meeting we created a "parking lot" list. The plan is to chip away at these discussions. We will talk about the benefits of PPSL and discuss interim definition today. Let's start with PPSL benefits. (Steve then walked through the benefits slide in the power point.) I want to reiterate that this is a project where we are trying to make improvements in travel time, speeds and reliability. We are looking at travel time reductions that are very significant. We want to do this effectively and responsibly. This has a lot to do with managing the lane during peak times.
5. *David Singer:* The definition of "interim" is still evolving. There are two parts: Concept of Operations and MOU. The Concept of Operations we are hoping to see in October. It will

define basic performance measures. We will be checking in on the performance of this project, such as, safety and effectiveness in 2020. We are looking at this being used 58 days of the year and this will likely increase over time.

6. *Mary Jane Loevlie*: I'm not hearing any benchmarks dates before 2020.
7. *Andi Schmid*: Data will be collected annually and reviewed so that changes can be made to address safety and operations issues. 2020 is the full review, bundled with the PEIS review.

Outcomes from Issues Task Force (ITF) Meetings

8. *Steve Long*: A lot has been going on since our last Technical Team Meeting. There have been four Issues Task Force Meetings formed and numerous meetings have been held to work through issues with these groups.
9. *Gina McAfee*: Section 106—At the August 29 meeting, we had defined the area of potential affect (area where we would begin surveys). It is just the initial definition of that because we did not have all the information from engineering. We have been doing research collecting information on the history of the area and going out to survey specific sites that are in this initial area of affect. We are looking more at indirect effects, such as, noise, effect to setting and visual. We will be meeting again on October 8 and we are looking to have more definitive information on retaining walls, if will we have noise walls and if so, where will those be.
10. *Steve Long*: We met with the Roadway Issues Task Force several times. We talked about Accel and Decel lanes and Left v. Right. It was a very productive group. Thank you very much for your input on the Issues Tasks. I think we made a lot of progress. It was determined that the goal of that task force had been met so no further meetings are necessary.
11. *Gina McAfee*: We had a great meeting with the SWEEP ITF last Friday. Great discussions not just related to our project but other things around our project and discussed other things, such as water quality. We have reduced the physical footprint of the improvements that are going to be made. We are going to commit to looking at those and doing as much water quality work as we can from the SCAP. We discussed protecting riparian vegetation along the creek, and we will be meeting again in late November or early December when we have more engineering information available when there is a better idea of what specific improvements from the SCAP will be implemented. Also gave an update on wetland survey work that was going on last week and will continue this week. We are anticipating minimal to no impacts to wetlands.
12. *Steve Long*: I'd like to add about the avoidance of riparian vegetation. We will talk more on that today. Laycee, please give us an update on Emergency Response.
13. *Laycee Kolkman*: We were able to hold a meeting regarding Emergency Response. We got a very good amount of knowledge to use in the Concept of Operations. We will talk in depth about Emergency Response at the next technical team meeting.
14. Emergency Response is not just for highway users but also for people who live on the corridor. If someone has a heart attack how do we get out in a timely manner?
15. *Laycee Kolkman*: The biggest thing is to keep I-70 moving, as Steve has said, because that will benefit the mobility of the local roadway network and help with local emergency response

CSS Tracking Schedule

16. *Steve Long*: Kevin is going to speak about where we are in terms of addressing the specific Issues.
17. *Kevin Shanks*: Let me call your attention to some handouts. We will try to update this schedule for each meeting. We are going to wrap up Left vs. Right today. The definition of interim will continue. We are going to talk about roadway width, median vs. creek as it relates to the accel and decel lane improvements today. Mainline will be discussed in a couple weeks as well as retaining walls. We will have two meetings this October. The only other things that I would mention is that after December, we are definitely going to go to one meeting per month, and it will be the fourth Monday instead of the first Monday.
18. *Cindy Neely*: Given that we are meeting on the third week of November and December, will we also meet the second week?
19. *Andi Schmid*: *No, we are only meeting once during the months of November and December.*
20. *David Singer*: There will be exact dates at the end of the presentation.
21. *Kevin Shanks*: Glossary of Terms—Last time we were all confused on terms. Auxiliary lane is a lane that extends from ramp to ramp. Today we will be talking about accel and decel lanes, not auxiliary lanes. We added some more definitions. Laycee has helped us to carefully define these.
22. *Laycee Kolkman*: We wanted to provide one definition to identify active traffic management. It could be variable speed limit signs, it could be ramp meters. The other definition we wanted to define is Traffic Management Operations which relates to a person actually monitoring the corridor and making a conscious decision on what to do.
23. *Cindy Neely*: We should make sure that we identify that this is a manned operation in the Glossary of Terms.
24. *Laycee Kolkman*: We can do that
25. *JoAnn Sorensen*: Breakdown Lanes; there could be breakdown lanes that are not paved?
26. *Steve Long*: That is correct.

CSS Process Flow Chart

27. *Kevin Shanks*: There have been a few modifications made to this. JoAnn, under community the effects of lower income, we have added limiting disproportionate effects to the community. We will continue to have this readily accessible at every meeting. It isn't a linear process; we can always come back and modify it. Any previous version of this that you have, throw it away. The importance of this is the evaluation criteria because when we make different decisions, it is the criteria to the right that will help us make a conscious decision.
28. *JoAnn Sorensen*: For Roadway Connectivity/ Network, what evaluation criteria have we kicked around that has talked about Roadway Connectivity/ Network.
29. *Steve Long*: The overall criteria of mobility and accessibility apply to not only I-70 traffic but local roads as well.

30. *Cindy Neely*: The second box has no evaluation criteria, no numbered criteria, which talk about Roadway Connectivity/ Network. What Kevin had told us earlier is that reliability and mobility has to do with network.
31. *David Singer*: Number nine also touches on it; Provide access to the community and protect opportunities for enhancement to tourist destinations.
32. *Kevin Shanks*: It is good to double check this stuff. If you can think of something specific we should add, we are happy to add it.
33. *JoAnn Sorensen*: I know the focus of this effort is to get I-70 through in a reliable manner, but if the side effect is pushing more traffic into local roads. I think we should think of it in both terms.
34. *Gina McAfee*: What the traffic analysis shows is that this project will remove traffic from the local road system and put it back on I-70.
35. *Kevin Shanks*: We can always add more criteria. Basically, the solutions are proposed by the project team sometimes coming from the Issues Task Force. I think some solutions we will talk about today, some that were discussed in the Issues Task Force, so they helped the project team to look at those solutions. What we are doing is going back and discussing it with the Technical Team. The team will continue to work on those solutions, we will bring it back, and you all will offer us feedback. This team has the ability to add additional criteria. Then as necessary, the project team will incorporate refinements. It is important that we are all feeling comfortable so we can put these aside.

Left versus Right

36. *Steve Long*: So the last time we all met as a Technical Team we have made recommendations for the Left operation. It does not affect the environment as much, so we thought it might sound like a good solution. We wanted to make sure that we got good input from emergency response groups. The issue became where are the trucks traveling, how much room they have to travel. For the right option, they would have to be in the middle lane which would force general traffic to pass them on the right. We now know that both options have the same basic physical impact.
37. *Cindy Neely*: There is no footprint impact. So where is the managed lane?
38. *Andi Schmid*: It is always on the left.
39. *Cindy Neely*: Is the biggest difference where the truck is placed because of the lane width? But in off peak if you use the right option, it would mean the right lane is the shoulder, correct? So when you went on peak you would have to shift the general purpose lanes? General purpose lane will be center and right.
40. *Cindy Neely*: If you moved the managed lane to the right, then the general purpose lanes would stay on the left?
41. *Jim Bemelen*: We do not want the managed lane, which will be a reliable lane that is always flowing, near the accel and decel ramps, and we don't want the trucks in it.

42. *Laycee Kolkman*: We really do want those trucks on the right lane. So to put the managed lane on the right it will put the trucks where we do not want them. We don't want to further confuse drivers. ML on left, trucks on right.
43. *Jack Morgan*: Will the lane be run 24 hours a day, 7 days a week?
44. *Jim Bemelen*: No, just during peak hours. In off hours it will be the shoulder. During peak hours, we will open the shoulder as a managed lane.
45. *Art Ballah*: Overwhelmingly the truck operators want consistency. They favored the Left lane. If a truck breaks down, active management will turn on an X?
Yes, there are options for all three lanes to have Xs.
46. *Laycee Kolkman*: there are discussions on alternatives; there may be Xs over all three lanes, or over none. We are leaving alternatives for the con of ops.
47. *Wendy Koch*: Are you going to make a concerted effort to familiarize drivers? They try to figure out the strange new addition. Until drivers reach the point of understanding, we are going to have a mess.
48. *Steve Long*: I think the industry as a whole is changing and these kinds of operations are now becoming more common. We will be providing consistency with similar operations in the Denver metro area. Next slide-we have tried to boil this down and tried to compare on and off peak times. That is why we feel that the simpler the better, that is why we like the left lane option. There is an overwhelming advantage to the left lane. We believe left side is more consistent design. There is one issue of the breakdown lane on the left and what needs to happen to make that better and more consistent. The clear advantages to the left side are that it provides greater enhancement of safety and operational benefits as well as a reduction of impacts to the stakeholders due to less signage and structures.
49. *Jack Morgan*: Breakdown lanes are a thing of the past. Go to Salt Lake City and you will see there are no shoulders whatsoever. It is total chaos.
Can a courtesy patrol be concentrated in the PPSL to optimize response time?
50. *Kevin Shanks*: We are going to talk to the emergency response issues at the next meeting. So please come and we can talk more about that.

Roadway Width

51. *Steve Long*: This has been the hottest topic we've had. We have heard that you do not want widening on the corridor. What would a narrow corridor look like? When we started to evaluate that, a 40- to 42-foot corridor is what we were looking at, but because of input from this group, we analyzed a 38-foot corridor instead of 40- to 42-foot corridor. We had some areas that we said we just can't responsibly, as engineers move forward, primarily because of major safety concerns. For a little over 60% of the corridor we did not need to widen at all. Then we met with FHWA and they were concerned with this approach, they thought it was too narrow. So we modified to call it 39+ hybrid and it changed about 5% to 10%. Using this new template just under 60% of the corridor will still not need widening. There are brand new handouts on where we think we may and may not need to widen. (See the plan view graphics are your seating places.) We are still evaluating NOT widening the bridges. Outside of 103 we

believe we can get by without widening the bridges. 241 goes over the interstate and underneath is wide enough where we won't have to widen the bridge.

52. *Cindy Neely*: Off the bridge topic, where is the light green and dark green. Does this require a series of Retaining Walls?
53. *Andi Schmid*: The green shades indicate mainline widening requirements. There will be retaining wall requirements for mainline, but they are not indicated on the handout because we will be discussing those next meeting.
54. *Jack Morgan*: So what you're saying that you are bringing us half the walls today and half the walls next time?
55. *Kevin Shanks*: We are bringing the amount of information today for the amount that this group can take. Next time we will talk more about the walls. What we will try to do based on conversation today, for next time we will try to capture that graphically so you can get a better sense of it wholly.
56. *Steve Long*: So this is where we are on the widening issues and we are going to move forward on the walls and impact of the widening area. We will discuss if it is median shifts, if its walls, that is how we are chipping away. The matrix has been prepared to summarize how the two options compare against each other. I don't think we need to go into great detail because I don't think anyone here would say we need to look at a 40' option.
57. *Cindy Neely*: I think context of design is always going to be a hybrid of something.
58. *Steve Long*: If you have any comments please get them to Kevin. This is a critical issue and we have decided to move forward with the hybrid option.

-Morning Break-

Median vs. Creek

59. *Steve Long*: As we have mentioned we are really focusing today on the impacts with the accel and decel lanes.
60. *Kevin Shanks*: There really are just a couple locations where this is an issue. We are doing to go uphill to downhill.

At Downieville, you can actually see the accel ramp here onto I-70 eastbound. We are fairly close to the creek with a very narrow median. There are 2 options. We can go 6 feet into the median. The right shoulder, guard rail, vegetation all stay the same. We have a grass median with a guard rail

61. *Cindy Neely*: What is in the median?
It is a W beam on both sides of post. There is not much width but there is enough to accommodate the widening.
62. *Kevin Shanks*: What we have done is put together sketches. If we took 6 feet and moved it to the right, we would be looking at a short retaining wall with a guard rail, but it is enough where we will lose some vegetation. It will open it up to the creek. If the solution is to widen toward

the creek, rafters and fisherman do use this area so there are some visual impacts if you need to remove the riparian vegetation.

Dumont—eastbound. Here we would only be widening 3 feet so not as much. We don't have to build a retaining wall even though there is a slight grade. If we go to the right to the creek, we will lose some vegetation. If we put the wall in, it is about 2.5 feet.

63. *Steve Long*: If we put the wall in it will change the barrier type on the top which is a type 10.
64. *Kevin Shanks*: If you look at this picture, a type 10 cleans up the visual appearance of the wall. A type 10 is a 2 rail. It is a very clean look and is being used at the Twin Tunnels.
65. *Cindy Neely*: If we close that accel lane during peak period, do we need to extend it?
66. *Andi Schmid*: Yes because we are going with the left side option.
67. *Cindy Neely*: This is the place that the median actually starts to expand into a broader median with more vegetation.
68. *Kevin Shanks*: If you are curious about exactly where the wall sits, you can see them in the aerial maps.
69. *Jack Morgan*: How did you get a type 10 approved? I almost hit one the other night. At night you can't see them.
70. *Tammy Heffron*: It is pretty standard for CDOT to put reflectors on these walls. I will check it out when we go back towards home.
71. *Steve Long*: What do you, as a group, think constitutes a wall?
72. *Cindy Neely*: There is a difference between a 7' wall and a smaller wall.
73. *Mary Jane Loevlie*: I want to point out though that consistency is key, from a design perspective.
74. *Kevin Shanks*: The vegetation is going to be taller while the wall will only be 2.5' high.
75. *Cindy Neely*: If we have a substantial median, we should attempt to preserve that median. There is visual value in the median in this location. We don't have to always go into the median. I think we should consider moving into the median if there is dense vegetation on the other side that would be affected.
76. *David Singer*: There are a lot of different perspectives on this question.
77. *Nicolena Johnson*: (With regard to Fall River) This is the second busiest river in the state from a rafting perspective and one of the fastest growing. One concern for Emergency Responders, we need to make sure that whatever is established, we have access. If we have to access from the interstate side, and if we don't have access we will need to bring in a ladder truck and that can shut down the whole interstate.
78. *Kevin Shanks*: At Downieville it makes sense to widen into the median. What I am hearing at Dumont is to go creek side.
79. *Steve Long*: Can we call that shorter wall something different? Can we define it up to 2'-3'?

80. *Jack Morgan*: I thought in the last meeting we came to a consensus that we were accommodating one day a week at a minimum cost. Any time you speak of the walls, widening ramps; no matter how high you make the wall it is going to be a problem.
81. *Kevin Shanks*: Obviously we are trying to do a balancing act. We are trying to keep widening to a minimum. With that thought in mind when we look at Downieville the sliver median, dictates that we would shift towards the median meaning no retaining wall. At Dumont, we kind of want to keep the median sacred and move towards the creek which will include a retaining wall.
82. *David Holm*: One thing you haven't discussed is what is the value of that stream? Clear Creek has more value in this area than the median.
83. *Kevin Shanks*: At Downieville, that is why we would be going into the median, because there is that important riparian vegetation. At Dumont, there isn't that vegetation on the creek side.
At Fall River Road accel ramp as it comes into I-70, you can see that we have some vegetation, but it is not riparian vegetation. In this area we would need to shift 2 feet. You can see there is a pretty good split, and I wouldn't call this a sliver median. If we widen to the creek, we would need a wall approximately 3 feet high.
84. *Cindy Neely*: This is another location that would require retaining walls because of general widening? Are there going to be other walls required when you widen the mainline before you get to 238?
85. *Steve Long*: We don't know yet.
86. *Cindy Neely*: I think we need to have a whole discussion about Fall River. If there is a wall, it might affect the Emergency Responder's access.
87. *Jack Morgan*: Are you telling me that the locals here would rather have you encroach on the median?
88. *Steve Long*: That is what I'm hearing.
89. *Kevin Shanks*: Every one of these situations, what is the best context solution for each solution? Jack, I hear what you're saying. Cindy here is saying that the Fall River portion needs more conversation. It is looking like it depends on the walls in Downieville and Dumont.
90. *Steve Long*: Today's purpose was not to get a definitive answer of where we are widening.
91. Will you be adding more than 1,000 feet of wall? *Steve Long*: Not if we widen toward the median.
92. *Kevin Shanks*: I think we are hearing a pretty strong sentiment towards the median for this Fall River section, because of the walls required if we widen to the creek and the effect of this as it relates to emergency access to rafters.
93. *Nicolena Johnson*: While it isn't a common occurrence, it makes it really difficult for Emergency Responders to get down the bank already.

Evaluation Matrix

94. *Steve Long*: This is kind of a checklist looking at widening the creek versus widening the median. I will challenge our design team to bring it back next time. What is it that we are trying to protect, site specific. What are some more creek impacts, etc.?
95. *JoAnn Sorensen*: Is the end result that we will make one decision for the entire corridor to widen to the median or to the creek?
96. *Gina McAfee*: We will be looking at each location specifically and may or may not come to the same conclusion throughout the entire corridor.

Accel and Decel Lanes

97. *Steve Long*: These two lanes go hand in hand. We have ended up with another set of hybrids. We do not have an option that involves no widening for these accel and decel lanes.
98. *Jack Morgan*: Since we have had the last meeting, I think it is a consensus of the commissioners that there be no widening.
99. *Steve Long*: We are taking all this information and then we will have a recommendation to move forward at each location.
100. *Cindy Neely*: The three commissioners did participate in the local agency Task Force. They are very aware and fully participated.
101. *Art Ballah*: I'd like to make some high level comments. We have trucks that can go the speed limit but can't go 0-60 miles per hour as fast as cars, therefore the accel lanes are important to us. Our real concern isn't the peak period but the 97% of the time that is not peak. Our focus is to improve that other 97% of the time. We really want to look at impact during off peak.
102. *Steve Long*: The design standards we are looking at are for off peak times. When we came to the Issues Task Force we took our first cut at this and here is where the walls are, etc. It was pretty much unacceptable to the Issues Task Force. We came back and said what if we can shorten these up. Could we tolerate an existing condition? FHWA was willing to continue that discussion. What we ended up with is a further refinement. We are going to walk through each accel lane. Neil is going to walk us through each.
103. *Neil Ogden*: I will highlight our first attempt then get into where we are now. Grey is accel, white is decel. From our original attempt we had said we will widen 5 feet, we were able to go back and say 2 feet. The original required a wall. By matching we were able to eliminate that wall.

At Downieville, there is no anticipated widening on the acceleration lane. We reduced the acceleration lane from 12 feet to 6.5 feet of widening, with a 450-foot-long wall that is 7 feet to 4 feet in height. If we shift into the median about 6 feet, we can eliminate the wall.

At Dumont, we reduced the widening from 13 feet to 6 feet, reducing the 7-foot-tall, 700-foot-long wall to 250 feet long at 2.5 feet tall. If we shift into the median, we should be able to eliminate the wall.

At Fall River, there is no anticipated widening at the deceleration lane. The acceleration lane is reduced from 11 feet to 7 feet. If we go 2 feet into the median we would end up with one wall less than two feet tall and less than 100 feet long.

At East Idaho Springs, the accel lane has enough existing pavement, no widening requires. The deceleration lane will need 12 feet of widening.

At West Idaho Springs there is only a deceleration lane.

104. *Steve Long*: The existing lane is 1,500 feet long at Downieville. The required is 1,600 feet. Just want to be clear that it does kind of meet the existing criteria today. There is a lot going on there that we are hoping to clean up with some signage or something.
105. *Andi Schmid*: I think at Downieville we are actually making it better for the port of entry. They actually have about 200 feet more acceleration length than what they had before.
106. *Steve Long*: Basically we are comfortable with matching the existing.

-Lunch Break-

107. *Steve Long*: The purpose of the larger matrices is to document how we go through the decision making process. We need to be going down the list and evaluating against the criteria by also adding in issue-specific criteria. The next issue specific-criteria we need feedback on for our next meeting is retaining walls and emergency response. So far we haven't been successful in getting feedback from you about issue-specific criteria. For retaining walls I want to throw a few ideas out that you might want to consider. Is there something about retaining walls that we should be thinking off alignment or on alignment?
108. *Kevin Shanks*: The biggest thing I heard was Emergency Response access on the North side of the creek

I realize we have only been talking about 2- to 3-foot walls. At 245 there are emergency ladders to eliminate access issues. Perhaps we can do something like this, but can we please get these labeled though? We have a hard time finding them.
109. *Cindy Neely*: All design guidelines for I-70 (from the CSS process) should be incorporated.
110. *Mary Jane Loevlie*: The retaining walls definitely affect all of that.
111. *Cindy Neely*: If we are dropping the wall in essentially someone's backyard, I think we will have a discussion about the interstate. Can we back up to criterion 9, I think it talks about community facilities/cooperative agreements. What is the potential of doing enhancement of creek bank? I'd like to see us start to create cooperative agreements for revegetation, greenway, and Fall River road.
112. *Steve Long*: We did have a suggestion. We keep circling around the mobility issue. Maybe strengthen number three a little bit to make sure we are addressing it at all different levels (I-70 and on the local road system).

113. *Andi Schmid changed number three*: Does everyone like the wording on this? Yes—all are in agreement.
114. *Steve Long*: Back down to issue-specific criteria. Anything else that we should add?
115. *Mary Jane Loevlie*: Number 15, do we have any chance of meeting industry standards.
116. *Kevin Shanks*: I think often we use that to explain where we aren't meeting the standard. In the matrix we typically address, this is close to meeting the standard or this isn't meeting it at all.
117. *JoAnn Sorensen*: Criteria six provide the best value of life cycle. How are we defining Life Cycle?
118. *Steve Long*: Based on the fact of PPSL being an interim improvement, it is part of the life cycle.
119. *Nicolena Johnson*: What is the purpose of having those three blank spots? (speaking about the issue-specific criteria slide).
120. *Gina McAfee*: This slide is what we will be speaking about next meeting. The XXX is if we want to add more. It doesn't mean we have to add anymore. Anything pertaining to Retaining Walls and Emergency Response that has not already been listed. It's ok to not have any specific or 8 specific, if we need that.
121. *Laycee Kolkman*: It is to address safety and maintain safety at the peak and all times.
122. *Kevin Shanks*: Because of where we are looking at it looks like the walls are to save the median. It is about minimizing encroachment to the flood plain. There are plenty of times that we don't have a median or can't go into the median.
123. *Mary Jane Loevlie*: The creek is more of a value for us versus the median.
124. *Kevin Shanks*: That is certainly what happened in the Twin Tunnels, we went into the median. Yes in general people feel that the creek is more important. But it is always a balancing act.
125. *Nicolena Johnson*: I think when we talked about Emergency Response, we talked about safety of responders. It is the most dangerous part of Emergency Response. How do we make it safe for responders? I've talked to a couple people about guard rails; it has decreased the number of life ending incidences. Keeping traffic moving is obviously going to keep Emergency Responders off I-70, but should we have to go out there, how are we keeping Emergency Responders safe?
126. *Laycee Kolkman*: This doesn't mean we can't discuss signage at the next meeting. We will very much want your feedback regarding the signage.
127. *Nicolena Johnson*: Please keep in mind that the interstate is the way we have to get to people. We have had incidents where there is an emergency on the interstate. What is the perception of safety versus do we have an actual decrease?
128. *Laycee Kolkman*: I think we need to bring up the nuances that the general public does not pick up on that the emergency responders and the first responders do.
129. *Wendy Koch*: We need to think about how we are going to communicate to the emergency responders.

Next Steps

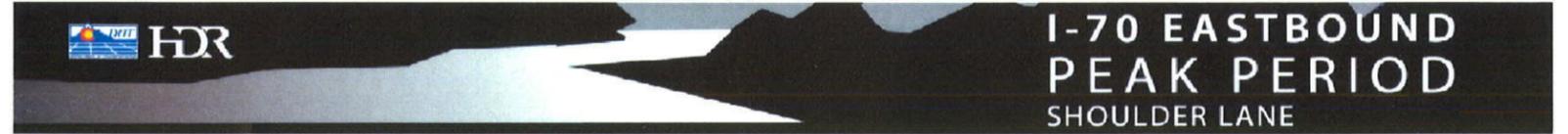
130. *Stephanie White:* We have done very little of public outreach to date. We will begin to involve the public. We have been working on a tool called the online public involvement meeting. Here is a sample of one that we did for Denver Water. The goal is to be able to reach a broader base. It is a static tool, there is no chat function. It is self-guided that talk about the need for the project, the project itself, etc. Each frame will have some type of animation or slide. It will all be developed in such a way that it is user friendly on any device. We are approximately 40% done. It will be shown in about a month to a month and a half. This will be the next step. In the spring, there will be actual public meetings.
131. *Gina McAfee:* This will be up for a couple of weeks. We are specifically asking for the public's input.
- This might be an issue for the older population who are afraid to use technology. The people who think you will be able to get your bank account through this. Those who are not able to use this tool, will not be able to have input until the spring? Do you have additional ways for them to give input?
132. *Stephanie White:* At the next meeting I will have an answer.
- Will we be able to see this tool before it goes live?
133. *Stephanie White:* We will when it is closer to being completed.
134. *Gina McAfee:* The final NEPA document won't be signed until May. With the input of this group plus the input from the online tool, plus other input. I doubt by February or March we will have missed anything. So being able to use this as a scoping tool makes sense.
- You are leaving an important part, this public, until later in the process. We are looking at the fact that the last part of the scoping isn't even until the spring.
135. *Gina McAfee:* All of the public input fits within the definition of scoping.
136. *David Singer:* 1041 application also states there be a public meeting, which is a statewide regulation.
- This is supposed to be a technical team and I feel you are taking a very risky approach.
137. *Steve Long:* The ALIVE meeting is tomorrow (9/24) afternoon.
138. *Gina McAfee:* We will be discussing wildlife issues. There may be questions on how we can improve. The next Section 106 meeting is on October 8.
139. *Andi Schmid:* There will be a PLT meeting in the afternoon on October 7, after the Technical Team meeting.
140. *Steve Long:* The 103 Issues Task Force will have another meeting in about three weeks. A smaller group will participate. I imagine we will start with Idaho Springs but we will get some input from Jack and see where we should go from there.
- Mary Jane Loevlie, Melinda Urban, and Steve Yip would like to attend SH 103 Issue Task Force.

141. *JoAnn Sorensen*: When we talked about the budget, it is now at \$20 million for operations?
142. *Jim Bemelen*: \$20 million was recommended by staff, \$5 million for the road, \$4 million for public private. \$31.5 million in total.
143. *JoAnn Sorensen*: Public private partnership is for tolling?
144. *Angie Drumm*: Because it has a potential tolling element that is what makes it public/ private. Because it has the possibility to produce revenue.

Steve Long wrapped up and ended meeting.

Future Technical Team Meetings:

Monday, October 7, 2013 8:30-11:30 at CDOT Golden
Monday, October 28, 2013 8:30-2:30 at CDOT Golden
Monday, November 18, 2013 8:30-2:30 in Idaho Springs
Monday, December 16, 2013 8:30-2:30 at CDOT Golden



TECHNICAL TEAM ATTENDANCE ROSTER
September 23, 2013
Clear Creek School, 320 Highway 103, Idaho Springs

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