

Final Project Work Plan and Public Information Plan

I-70 Frontage Road Improvements East of Idaho Springs



October 2011





PREFACE

I-70 Frontage Road Improvements – East of Idaho Springs

The Colorado Department of Transportation (CDOT) is committed to using a Context Sensitive Solutions (CSS) approach to all projects on the I-70 Mountain Corridor. The Project Work Plan and Public Information Plan were developed to ensure that the I-70 Frontage Road Improvements work will follow the I-70 Mountain Corridor CSS Process. A significant component of CSS is stakeholder and public involvement, supported by proactive public information initiatives.

The I-70 Frontage Road Improvements Work Plan is the roadmap for CDOT and the project stakeholders to accomplish the priorities described by the I-70 Mountain Corridor CSS Context Statement and Core Values. CDOT has pursued a coordinated approach that involves a broad range of stakeholders in a multidisciplinary approach to this project to strengthen the I-70 Mountain Corridor project delivery.

The I-70 Frontage Road Improvements Public Information Plan outlines the specific activities that CDOT will undertake to provide timely and accurate information to stakeholders throughout the design and environmental clearance components of this project.

Key Contacts

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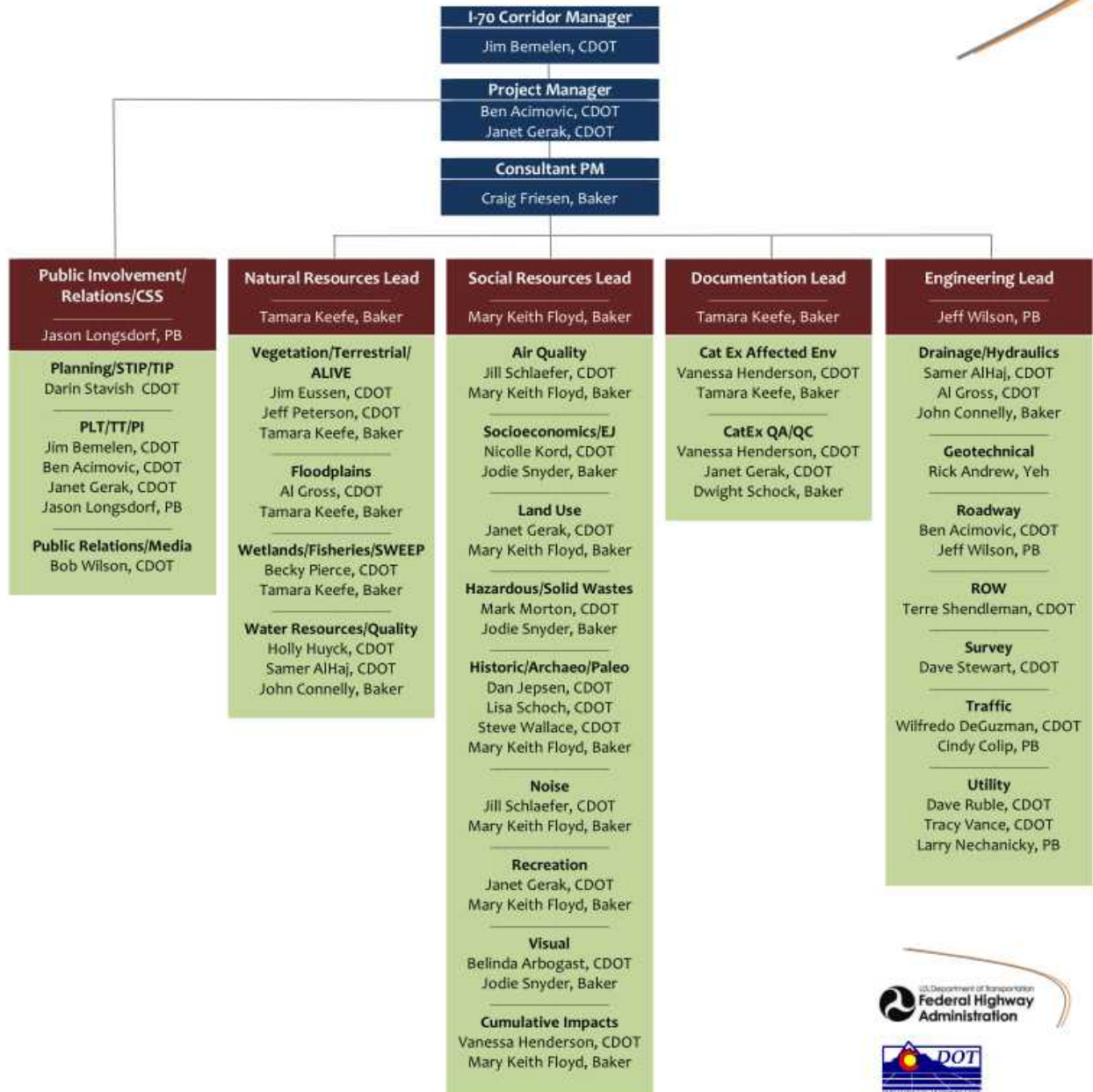
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I-70 Frontage Road Improvements

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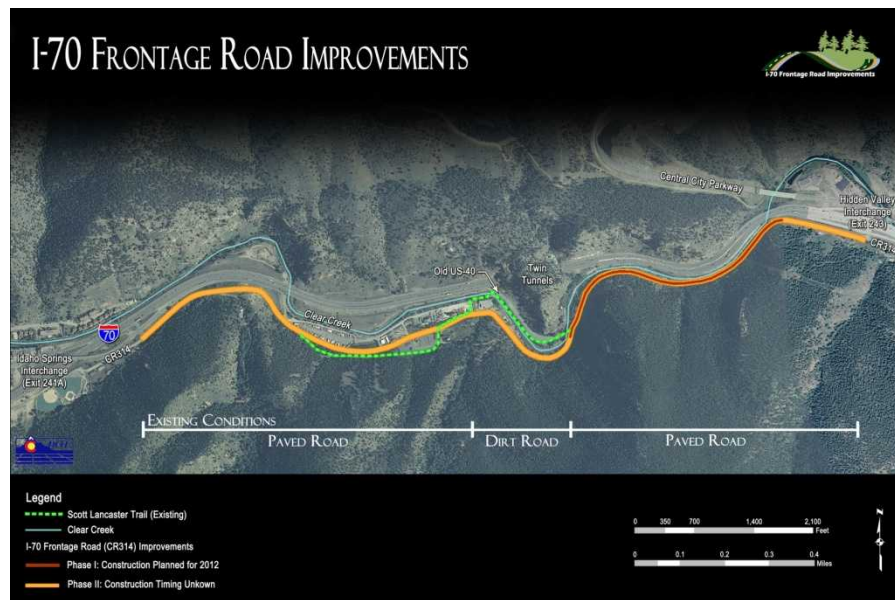


PROJECT SCOPE

I-70 Frontage Road Improvements – East of Idaho Springs

I. Project Overview

The Colorado Department of Transportation (CDOT) has initiated the I-70 Frontage Road Improvements project as part of the commitments from the I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS). The goal of this project is to develop context



sensitive solutions (CSS) for the Frontage Road to provide enhanced safety and mobility for vehicles, pedestrians, and bicyclists. Project concepts will be developed and studied in coordination with the Project Leadership Team and will be evaluated for environmental impacts in a Categorical Exclusion (Cat Ex). This project will be developed in two phases:

Phase I – Local funds are immediately available to provide improvements to a portion of the frontage road. Both local and through traffic will benefit from these improvements planned for construction in the summer of 2012. Approximately \$6 million dollars are available for the design and construction. CDOT will work with the I-70 Frontage Project Leadership and Technical Team (PLT/TT) to identify locations of the immediate improvements. The Phase I immediate improvements are anticipated to begin near the gravel section and extend to just west of the Hidden Valley/Central City Interchange (Exit 243).

Phase II – Funding for future construction has not been identified. Phase II will include approximately two miles of frontage road and Greenway construction or reconstruction between eastern Idaho Springs (I-70 Exit 241) and the Hidden Valley/Central City Interchange (Exit 243).

The following Context Statement was developed and endorsed by the Project Leadership Team (PLT/TT). The PLT/TT also adopted the I-70 Mountain Corridor Core Values as the Core Values for this project.

I-70 Frontage Road Context Statement

I-70 is Colorado's only east-west Interstate. The adjacent frontage road (CR 314) provides access to local businesses, recreation, and residences and an alternate east west connection for vehicles, bikes, and pedestrians.

Between Idaho Springs and Hidden Valley, the frontage road is parallel to I-70 and Clear Creek. It provides a natural crossing for wildlife and connects local communities to regional services, recreation, and I-70.

I-70 Mountain Corridor Core Values

- Safe travel for people and goods. Safety for emergency responders and maintenance workers. A safe crossing for wildlife.
- Mobility through safe and reliable transportation facilities.
- A gateway to the Mountain Mineral Belt, historic Idaho Springs and Front Range communities.
- Wildlife habitat, migration routes and access to Clear Creek.
- Clear Creek, a quality water source, recreational asset, aquatic resource, fisheries habitat and a defining natural feature of the corridor.
- Tourist destinations and community facilities, including the Scott Lancaster Trail and Bridge, the water treatment plant, the planned Clear Creek Greenway, the frontage road, and Clear Creek.
- History as a defining element of Clear Creek County; celebrating mining, mining towns, and the first successful tunneling operation as part of the construction of I-70 west through Colorado's mountains.



II. Desired Outcomes

- Complete preliminary design and a categorical exclusion environmental clearance for County Road 314 from Exit 241 to 243 (Phase I and Phase II).
- Develop a context sensitive solutions (CSS) design for the road to provide enhanced safety and mobility for vehicles, pedestrians, and bicyclists.
- Complete final design to allow construction of Phase I (from the area east of the gravel road to the area west of the exit 243) in summer of 2012.
- Create a design to enhance the experience for Greenway users.
- Facilitate recreational use of Clear Creek.
- Maintain the collaboration and communication successes of recent studies.

III. Project Inputs

All team members must be familiar with these documents (found at the following links):

<http://www.coloradodot.info/projects/i-70mountaincorridor/final-peis/final-peis-file-download.html>

- I-70 Mountain Corridor PEIS Record of Decision
- SWEEP (Stream and Wetland Ecological Enhancement Program) Memorandum of Understanding (MOU)
- ALIVE (A Landscape Level Inventory of Valued Ecosystem Components) MOU
- Section 106 Programmatic Agreement (PA)

<http://i70mtncorridorcss.com/design/areas> (click "Nice to Know" on the bottom right)

- Twin Tunnels Visioning Study

<http://i70mtncorridorcss.com/>

- I-70 CSS

<http://i70mtncorridorcss.com/design/areas> (click "Must See Must Do" on the top right)

- Idaho Springs Visioning Study

<http://www.co.clear-creek.co.us/oswebsite/Greenway.htm>

- Clear Creek Greenway Plan

IV. Tasks and Deliverables

Tasks and deliverables are found in the schedule.



PROJECT TEAMS

I-70 Frontage Road Improvements – East of Idaho Springs

1. **Project Leadership Team / Technical Team (PLT/TT):** The PLT/TT is a collaborative stakeholder team that leads the project, ensures that decision making is consistent with the CSS 6-Step Process and provides a multidisciplinary team that includes experts in all of the Core Values.
2. **Project Staff:** The Project Staff is a multidisciplinary team that includes experts in planning, design, public process, and communication.
3. **Issue Task Forces:** It is expected that an ITF will be formed around Greenway issues. The project will also coordinate with the SWEEP, Alive and Section 106 ITF's established for the Twin Tunnels EA to address those concerns.

I. Project Leadership Team

The PLT/TT's primary roles and responsibilities are the following.

Lead the Project: The PLT/TT has been established and will lead the project throughout the Life Cycle Phases of the project using the 6-Step Process.

The PLT/TT will identify all relevant materials for the project -- such as the I-70 Mountain Corridor CSS Guidance, I-70 Mountain Corridor Programmatic Environmental Impact Statement Record of Decision, other environmental documents, and local plans. The PLT/TT will discuss and establish project goals and will identify the actions and decisions needed to reach those goals. The PLT/TT will also determine the teams that are needed to reach the project goals and will work with Project Staff to identify the members needed for each team.

A Goal set by the PLT

The PLT/TT will maintain the collaboration and communication of recent studies, streamlining this process to reach the goal of "Project advertisement by Spring 2012".

Champion CSS: The PLT/TT will ensure that the CSS Guidance, the Context Statement, the Core Values, and the 6-Step Process are integrated into the project. The PLT/TT will identify CSS checkpoints as events in the project timeline upon completion of a formal review for consistency with CSS.

The PLT/TT will have primary responsibility for ensuring that *Step 1: Define Desired Outcomes and Actions* and *Step 2: Endorse the Process* are accomplished with *all project stakeholders*.

Enable Decision Making: The PLT/TT will approve the Project Work Plan for its project and keep the project on track according to the work plan.



When policy issues arise that cannot be resolved within the project teams, the PLT/TT will identify and implement the steps needed to resolve the issue and make a decision. The PLT/TT is not empowered to make policy decisions. Instead, it is responsible for identifying who must be involved in making the decision, bringing the decision makers together, and proposing solutions or approaches to move the project forward. The PLT/TT will facilitate formal actions required by councils, boards, and/or commissions of Clear Creek County and Idaho Springs to keep the project moving forward.

For the Frontage Road Cat Ex, the PLT/TT will have an added responsibility to lead the completion of the NEPA process, with the complete project, including potential design and construction, in mind.

Provide Technical Expertise: The PLT/TT also has the following responsibilities:

- Assure that local context is integrated into the project;
- Recommend and guide methodologies involving data collection, criteria, and analysis;
- Prepare and review technical project reports;
- Support and provide insight with respect to community and agency issues and regulations;
- Assist in developing screening criteria;
- Assist in developing alternatives and options;
- Assist in evaluating, selecting, and refining alternatives and options; and
- Coordinate and communicate with respective agencies.

Membership:

The PLT/TT members are the leaders of the project. The Frontage Road PLT/TT consists of the following individuals representing their constituent entities:



Project Leadership Team / Technical Team

Member	First Name	Last Name	Title	Organization
PLT/Project Staff	Benjamin	Acimovic	Region 1 Mtn. Residency	CDOT
PLT - alternate	Rick	Albers	Major	Clear Creek Sheriff's Office
PLT/TT	Tim	Allen	Public Works Director	Clear Creek County
PLT/TT	Kelly	Babeon	Fire Chief	Clear Creek Fire Authority
PLT/TT	Rick	Beck	Public Works Division	Clear Creek County
PLT/TT	Marjorie	Bell	Nearby Property Owner	
PLT/Project Staff	Jim	Bemelen	I-70 Mtn Corridor Manager	CDOT
PLT/TT	John	Bordoni	Public Works Superintendent	City of Idaho Springs
PLT/TT	Margaret	Bowes	Program Manager	I-70 Coalition
PLT/TT	Tom	Breslin	County Administrator	Clear Creek County
PLT - alternate	Kimberly	Douglas	Sheriff	Clear Creek County
PLT/TT	Dan	Ebert	General Manager	Buffalo Restaurant
PLT / Consultant Staff	Mary Keith	Floyd	Consultant Environmental Lead	Michael Baker Jr., Inc.
PLT / Consultant Staff	Craig	Friesen	Consultant Project Manager	Michael Baker Jr., Inc.
PLT/Project Staff	Janet	Gerak	Environmental Manager	CDOT
PLT/TT	Pete	Helseth	Clear Creek County Greenway Project Manager	Clear Creek Open Space Commission
PLT - alternate	Randy	Jensen	Program Delivery Engineer	FHWA
PLT / Consultant Staff	Tamara	Keefe	Consultant Team	Michael Baker Jr., Inc.
PLT/TT	Don	Krueger	Sheriff	Clear Creek County Sheriff's Office
PLT/TT	Mary Jane	Loevlie	Member	Historical Society of Idaho Springs
PLT / Consultant Staff	Jason	Longsdorf	Consultant PLT Task Lead	Parsons Brinckerhoff
PLT/TT	Dan	Lovato	District Ranger	Clear Creek Ranger District, Arapaho National Forest
PLT/TT	Bill	Macy	Former Mayor	City of Idaho Springs
PLT/TT	Tim	Mauck	County Commissioner	Clear Creek County
PLT/TT	Ron	Prater	Captain	Colorado State Patrol
PLT/TT	Suzen	Raymond	Rafting Community Rep.	Mile Hi Rafting
PLT/TT	John	Rice	Rafting Community Rep.	Clear Creek Rafting Co.
PLT - alternate	Rick	Safe	Sergeant	Clear Creek Sheriff's Office
PLT/Project Staff	David	Singer	I-70 Corridor Enviro. Mgr.	CDOT
PLT/TT	JoAnn	Sorensen	Land Use Director	Clear Creek County
PLT/TT	Melinda	Urban	Operations Engineer	FHWA - Colorado Division
PLT / Consultant Staff	Jeff	Wilson	Consultant Engineering Lead	Parsons Brinckerhoff
PLT/TT	David	Wohlers	Chief	Idaho Springs Police Department

Meetings:

The PLT/TT will meet as needed and possibly monthly through active times of the project. The PLT/TT will remain intact through all the phases of project. See the Schedule for more detailed information.

II. Project Staff

Roles and Responsibilities:

The Project Staff has several roles and responsibilities, including:

- Overseeing the day-to-day activities of the project;
- Implementing CSS;
- Developing the Project Work Plan;
- Setting goals for the project, identifying the actions and decisions needed to reach those goals, and organizing the PLT/TT Meetings;
- Laying out and analyze alternatives and options;
- Planning and holding team meetings identified in the Schedule;
- Planning and holding all meetings identified in the Public Information Plan; and
- Documenting the project.

The Project Staff will have primary responsibility for accomplishing *Step 3: Establish Criteria; Step 4: Develop Alternatives or Options; Step 5: Evaluate, Select, and Refine Alternative or Option, and Step 6: Final Documentation and Evaluate the Process.*

Membership:

The Project Staff will include the CDOT staff and consultant staff needed to reach the project goals. The PLT/TT will guide the Project Staff.

Meetings:

The Project Staff will be led by Benjamin Acimovic/CDOT, Janet Gerak/CDOT and/or Craig Friesen/Baker and will meet every other week.

III. Issue Task Forces

Roles and Responsibilities:

Issue Task Forces may be established as needed to focus on the issues, processes, documentation, mitigation, and agreements needed around all specific issues. This may include Greenway design, utilities or other issues. The SWEEP, ALIVE and Section 106 issues will be coordinated with Twin Tunnels team working groups since both projects will be addressing issues in the same area.

Each Issue Task Force will be responsible for documenting their process and making recommendations.



PUBLIC OUTREACH AND PUBLIC INFORMATION PRINCIPLES

I-70 Frontage Road Improvements – East of Idaho Springs

I. CSS Context Statement and Core Values

The Stakeholders on the I-70 Mountain Corridor came together during the development of the CSS Guidance and developed a Context Statement and Core Values for the Corridor. One of the Core Values states that:

Methods for decision making must be fair, open, equitable, and inclusive. Collaboration moves decision making beyond individual and agency interests. New ideas will always be considered with respect and an open mind.

The 6-Step Process for decision making in the I-70 Mountain Corridor provides a structure for collaborative decision making and an opportunity to involve corridor stakeholders in the decisions that affect the I-70 Mountain Corridor. This project will follow collaborative principles and the CSS Guidance to involve the public on this project.

Public Information plays a critical role in supporting the decision-making core value. Informing the public about upcoming decisions allows stakeholders to be involved in decision making in a meaningful way. Additionally, effective public information initiatives are critical for informing impacted stakeholders in advance regarding construction and maintenance activities.

II. Integration in the 6-Step Process

The I-70 Mountain Corridor 6-Step Process includes the following steps:

- Define Desired Outcomes and Actions
- Endorse the Process
- Establish Criteria
- Develop Alternatives or Options
- Evaluate, Select, and Refine Alternative or Option
- Finalize Documentation and Evaluation Process

This Public Information Plan supports the 6-Step Process by ensuring that project stakeholders and the public are adequately informed in advance to be engaged at each step in an open and meaningful way.

III. Implementation

Effective public information supports effective implementation of CSS-based decisions because it provides easy-to-understand information to stakeholders in advance so they can make informed decisions. For construction and maintenance projects, public information makes implementation easier for all involved.



PUBLIC INFORMATION APPROACH

I-70 Frontage Road Improvements – East of Idaho Springs

Public participation and public information for the I-70 Frontage Road east of Idaho Springs design and CE will be based on the 6 step process. The primary public interaction will be through representatives on the PLT/TT, monthly newsletters provided to any interested stakeholder, and through CDOT’s project website. Information will also be provided at relevant community events including Twin Tunnels EA public meetings.

IV. Clarifying Project Goals

Develop a context sensitive solutions (CSS) design for the Frontage Road to provide enhanced safety and mobility for vehicles, pedestrians, and bicyclists.

Complete the NEPA Process in a timely manner to allow Phase I improvements to be constructed in 2012.

Maintain the collaboration and communication successes of recent studies.

V. Key Milestones and Activities

Project Leadership and Technical Team (PLT/TT) Kick-off Meeting	Aug 31, 2011
Twin Tunnels EA Open House	Sept 27, 2011
PLT/TT #2	Oct 26, 2011
PLT/TT #2.5	Nov. 1, 2011
Field Inspection Review –approximately 30% design plans (Phase I and II)	Dec 1, 2011
Categorical Exclusion (Phase I and II)	Jan 2012
Final Office Review – approximately 95% design plans (Phase I)	Mar 2012
Project Advertisement Date (Phase I)	Apr 2012
Construction (Phase I)	Summer/Fall 2012

Monthly newsletters will be emailed on the last Friday of each month.

Additional PLT/TT meetings will be scheduled as necessary and Issue Task Force meetings may be scheduled as needed.