



Twin Tunnels Environmental Assessment

MEETING NOTES

Purpose:	Project Leadership Team Meeting		
Day:	Thursday	Date:	October 6, 2011, 1:00 pm
Location:	CDOT Region 1 - Golden		

Meeting/Events	Date	Time	Location
SWEEP Coordination meeting	Oct 19	9:00 to 11:00	CDOT / R1 Golden (Fox Hollow)
Technical Team Meeting	Oct 20	9:00 to 12:00	CDOT / R1 Golden (Trail Ridge)
PLT Meeting	Nov 3	9:00 to 12:00	CDOT / R1 (Fox Hollow)
ALIVE Coordination Meeting	Nov 9	1:00 to 3:00	CDOT / R1 Golden (Fox Hollow)
Technical Team Meeting	Nov 17	9:00 to 12:00	CDOT / R1 (Trail Ridge)

Participants

Attendee	Representing		Attendee	Representing	
Ben Acimovic	CDOT R 1	Y	Tim Mauck	Clear Creek Co.	Y
Chuck Attardo	CDOT R 1	Y	Jack Morgan	Idaho Springs	Y
Jim Bemelen	CDOT R 1	Y	Pat Noyes	Pat Noyes	Y
Allan Brown	Atkins	Y	Bob Quinlan	Jacobs	Y
Tony DeVito	CDOT R 1	Y	Tom Schilling	Intermountain CA	Y
Janet Gerak	CDOT R 1	Y	David Singer	CDOT	Y
Stephanie Gibson	FHWA	N	Melinda Urban	FHWA	Y
Randy Jensen	FHWA	Y	Mary Jo Vobejda	CH2M HILL	Y
Vanessa Henderson	CDOT EPB	N	Rebecca White	CDOT Local Affairs	Y
Gina McAfee	Jacobs	N	Mandy Whorton	CH2M HILL	Y
Loretta LaRiviere	CH2M HILL	Y	Kevin Wright	FHWA	Y

The purpose of the meeting was to review and solicit comments on the results of the public open house, the outline for EA Chapters 1 & 2, and the doghouse rail bridge condition. The meeting participants also discussed how to present AGS information in the EA, and CDOT provided an update on tolling. Items show in **bold** are action items. Action items are summarized at the end of these notes.

Introductions

Participants introduced themselves. Jim Bemelen welcomed the group and reviewed the agenda for the meeting.

Schedule

Jim said the EA is still on schedule for the decision document to be signed in September 2012.

Review of the Public Meeting

Pat Noyes said future meetings will need a larger venue to accommodate the interested stakeholders more comfortably. The presentation, graphics and handouts are up on the Twin Tunnels website. Scoping comments will be accepted in hard copy or via the website until October 10th. She said the

Jack Morgan said he felt the public meeting went very well although the location was not large enough for the number of attendees. He feels CDOT has made great strides the past few years in improving its reputation along the corridor and is concerned that the tolling considerations for the Twin Tunnels areas may harm that progress. He said he has talked to numerous people and hasn't found anyone in favor of polling. Rebecca White asked if there was a difference between the idea of tolling three lanes versus just one. Jack said he hadn't heard that, and that the tolling was being looked as a tax. Randy Jensen asked if Jack had any ideas for how to approach tolling with his constituents. Jack clarified that he is not personally for or against tolling but in representing his constituents, he feels the circumstances in the Twin Tunnels area is different. In other areas where tolling is considered, there are alternative routes. In this area, there are no alternatives. Randy said his perception was that education was needed. For instance, tolling implies there is no choice, but in this case, the consideration is two free lanes continue to be available and the consideration is for a managed lane, not "tolling." Jack said the perception is still that CDOT is charging people to enjoy Colorado. He would prefer to see an increase in the gas tax as a means to collect revenue.

Pat explained that with one exception, the attendees seemed supportive of CDOT's plans. Pat asked for comments or other things that we haven't heard.

Tony Devito asked if there were continuing concerns about the frontage road and the trail system. Tim said the concern he is hearing is whether there is enough money to give Clear Creek a product that is exceptional. Jack clarified that the greenway is entirely in Idaho Springs' city limits, and the greenway has not been approved through the 1041 process. Tim said he understands CDOT is looking for more money and appreciates that but there is concern that CDOT won't be able to complete the project. In general, the Clear Creek

Commissioners are deferring to the engineers to come up with an alignment but there are concerns about what happens with the game check station and trail. Jim said CDOT is looking for \$6 million for the trail, which is more than originally considered in the Tunnel Visioning and an amount that CDOT feels will be sufficient for improvements. Although funding is not likely to be available to construct the full improvements, CDOT is designing the full template as a show of commitment of the full project. Tim said there is some discomfort with the priority of the tunnels versus the frontage road, both in the total amount of money dedicated to the projects and when the projects will be complete.

Ben Acimovic said he talked to several people at the public scoping meeting, and his perception is that Clear Creek County and Idaho Springs have slightly different visions for the Greenway. Jack agreed that there is a difference in goals. The city wants to see the Twin Tunnels project accelerated but have a process for the greenway that should be followed. Ben asked if Jack could get the right city people engaged in the greenway conversation.

Mandy Whorton said she heard said two issues were raised verbally worth considering. One is reiterating the need to look at heavy metals and exposing mineralization of rock. The other was interest in a viaduct/bypass option. The viaduct was considered in the Tunnel Visioning workshop. Allan explained to the citizen the reasons it was not recommended. The citizen didn't like the answer and thought the highway could follow the creek at grade at high speed. Allan explained this option is not feasible. She didn't agree. The group agreed that the option she is interested in was considered and documented in the Tunnel Visioning workshop, which will be referenced in the EA, and the viaduct/bypass does not need to be added as a new alternative in the EA.

The group agreed that all scoping comments will be listed in the scoping report with the response that they will be evaluated and considered in the EA.

There were also some comments regarding property acquisition. There will be no property acquisition for the Twin Tunnels project. The Frontage Road project has two affected properties and the ROW team is setting up meetings with the property owners.

Outlines of EA Chapters 1 & 2

Chapter One

Mandy presented the outline of Chapter One - Purpose and Need. As the group reviewed the Chapter outline, **Mandy incorporated recommended changes**, which are summarized here.

Melinda Urban said independent utility needed to be addressed along with logical termini needs. As a global comment, Melinda suggested narrowing the focus and presentation of information to eastbound only to be consistent with the project description.

The group agreed that "narrow shoulders" can be removed from Safety Concerns section because it is already addressed in the Purpose and Need. "Safety for Emergency Responders" is a Core Value for this project. Therefore addressing adequate shoulder room for emergency responders needs to be included.

The section titled: "Will this project achieve a consistent 55 mph or 65 mph design speed?" should be renamed to "Will his project achieve a 55 mph or 65 mph design speed?"

The section titled: "What other studies and recommendations on the I-70 Mountain Corridor are relevant to this project?" should be renamed: "What previous studies and recommendations on the I-70 Mountain Corridor are relevant to this project?" This section should also note the specific legislation that required the Reversible Lanes to be studied.

The sections titled: "How is the project purpose and need used to evaluate potential solutions?" should be titled: "How is the project purpose and need used to evaluate the Proposed Action?"

Chapter Two

Mandy presented the outline of Chapter Two – Proposed Action. As the group reviewed the Chapter outline, **Mandy incorporated recommended changes**, which are summarized here.

Mandy noted this chapter will follow a different order than usual because the proposed action has already been identified so the development background information is at the end rather than the beginning of the chapter. Melinda said this made sense.

In the description of improvements in the section "What is CDOT's Proposed Action for the Twin Tunnels area?" two additions were requested: description of VMS, lighting, and guardrail, and any changes to the Scott Lancaster bridge. Additionally, the Mary Jo recommended that "permanent improvements" be changed to "improvements associated with this project."

Tim Mauck asked if the trail should be included as a component of the proposed action. Ben Acimovic said the trail is part of the Frontage Road project and will be included there as an element of Phase Two, which will be completed when money is available. Tim expressed concern that CDOT has not provided a firm commitment for when that will happen. Jack suggested additional revenues may be available for the trail and that other funding options should be explored. Jack and Tim agreed to explore partnership options to find additional funds to complete the trail. Mary Jo Vobejda noted that this is what CSS is all about and encouraged them to publicize their efforts.

The section: "How does the Proposed Action relate to future transportation projects in the Twin Tunnels area?" should be renamed to: "How does the Proposed Action relate to other transportation projects in the Twin Tunnels area?"

Mary Jo asked what role the plans for Idaho Springs Visioning had in the discussion of other projects. Mandy said she thought Idaho Springs Visioning was better addressed in the land use section of the EA than in Chapter 2. Mary Jo agreed it would be appropriate to address in Chapter 3 instead of Chapter 2.

For the question, "What tolling options did CDOT consider, and how were those options evaluated for this project?," Randy recommended that the discussion include mention of how DRCOG would need to consider tolling in the RTP amendment.

Mandy recommended that the "How were the Public and Agencies Involved" section list the Tunnel Visioning Workshop first to encompass the stakeholder involvement in developing the recommendation that became the basis for the proposed action. All agreed.

Mandy recommended moving the discussion of construction as the second question in the chapter to address both the requirements and duration/sequencing of construction and traffic disruption. All agreed.

Chuck Attardo noted that a lot of focus in the PEIS was on mitigation strategies to help area businesses during construction. Mandy agreed that this was an area of a lot of detailed recommendations in the PEIS, and those strategies are being included in Chapter 3 considerations. Many would become mitigation commitments. Chuck said it was fine to include in Chapter 3 rather than Chapter 2.

Doghouse rail bridge condition

Jim said this bridge is not adequate in its present condition for interstate truck traffic and will need to be reinforced before it can be used as a detour for the Twin Tunnels project. He explained that CDOT is looking at rehabilitation options now. Tim said the improvements need to leave enough clearance for recreational rafters on Clear Creek. **Jim said CDOT would evaluate rafting clearances in the EA.**

Recognizing and Presenting the AGS in the EA

Mandy noted that the issue of incorporating AGS into the Twin Tunnels area had come up at several previous meetings. She asked if Tim or Jack could articulate the concerns that they were hearing on the topic. Tim said one of the concerns he has heard is that if a 55mph or slower design speed is chosen, it might preclude AGS from following the I-70 highway alignment, as the 65mph option opens up more possibilities for AGS. He said ultimately Clear Creek County would like to see an explanation about how AGS is not precluded because of this project. Mandy pointed to the Chapter 2 question, "How will the Advanced Guideway System be integrated into the Twin Tunnels area?" as the current thinking for how AGS would be presented in the EA. Randy recommended incorporating the description of the alignment in the ROD, which says AGS will be in the general location but necessarily within the right-of-way. **Mandy added this to the outline.** She also added a note to discuss the potential effects of a future higher-speed alignment of the highway and a future AGS, as articulated by Tim earlier.

Tim recommended sitting down with a small group of concerned stakeholders to discuss the issue separately. Jack recommended not addressing it all. Randy said CDOT must document consideration of comments and address the concerns in some way through this process. Mary Jo asked if additional people should be involved and if it was more appropriate at the technical team. The group felt maybe the issue was getting too much attention. Pat suggested a compromise approach to add an hour to the next technical team agenda for those that wanted to participate. Tim suggested the beginning of the meeting would be a better time. All agreed to this approach, and a **meeting invite will be sent out for a special meeting prior to the next Technical Team meeting on October 20th.**

Tolling

Jim explained that CDOT management has directed that all new roadway capacity consider tolling. For the Twin Tunnels, CDOT plans to study tolling only the additional lane, not all

lanes. Traffic and engineering analyses are in progress and will be finished in about a month. Jack stated that CDOT would not be able to generate revenue from tolling. Jim said on this project, revenue generation is not a goal but rather to encourage people to travel at off-peak times.

The meeting was adjourned at 12:00 pm.

The next PLT Meeting is Thursday, November 3rd from 9:00 to 12:00 at the Golden Residency in the Fox Hollow conference room.

No.	ACTION ITEMS	Responsibility	Status
1	Incorporate recommended changes to Chapter 1 outline	Mandy Whorton	Complete
2	Incorporate recommended changes to Chapter 2 outline	Mandy Whorton	Complete
3	Consider rehabilitation options for doghouse bridge that allow clearance for recreational rafters on Clear Creek.	Allan Brown	
4	Set up small group meeting to focus on how to address the interaction of AGS and other planned improvements in Twin Tunnels area in the Twin Tunnels EA	Mandy Whorton	

Twin Tunnels Environmental Assessment

Project Leadership Team Meeting
Meeting Notes, 10/6/2011

Attachment 1



I-70 Twin Tunnels Environmental Assessment Project Leadership

**Thursday, October 6, 2011
Golden Residency
9:00 am – 12:00 pm**

1. Introductions and Schedule (Bemelen)
2. Review of Public Open House
3. EA Chapters 1 & 2 (Whorton)
4. Doghouse rail bridge condition (Bemelen)
5. Recognizing and presenting the AGS in the EA (Vobejda/Whorton)
6. Tolling (Bemelen)
7. Next PLT Nov, 3, 2011 (Bemelen)

Handouts

Agenda
EA Chapters 1 & 2 outlines

Date	Group	Purpose
Oct. 6	PLT	Discuss results of the Public Meeting Review Schedule and Process steps Discuss Refinements to the Proposed Action Discuss tolling
Oct. 20	TT	Review Environmental Scoping Discuss Refinements to the Proposed Action Present Issue Task Forces Progress
Nov. 3	PLT	Present Environmental Status
Nov. 17	TT	Present Environmental Status Present Issue Task Forces Progress
Dec.	PLT and TT	Proposed Action Footprint Dates for future meetings Present Issue Task Forces Progress
Jan	NO PLT or TT	
Feb	PLT	Schedule and Project Status Discuss Impacts
	TT	Discuss Impacts Present Issue Task Forces Progress
Mar	PLT	Schedule and Project Status Discuss Mitigation
	TT	Discuss Mitigations Final Reports from Issue Task Forces
Apr	NO PLT or TT	
May	PLT and TT	Present highlights of the EA Discuss the Public Hearing
June	NO PLT or TT	
June	Public Hearing	Present the Process, EA results, solicit comments
July	PLT	Next Steps for the PLT Discuss results of the Public Hearing
July	TT	Discuss results of the Public Hearing Close the TT

Twin Tunnels Environmental Assessment

Project Leadership Team Meeting
Meeting Notes, 10/6/2011

Attachment 2

Scoping Report Outline

Introduction

- Project Background
- Purpose and Need
- Summary of Transportation Conditions
- Summary of Environmental Conditions
- Proposed Action
- Public Involvement Approach
- Project Leadership Team
- Technical Team
- Issue Task Forces

Notification of Scoping

- Agency Scoping Notification and Outreach
- Public Scoping Notification and Outreach

Scoping Meetings

- Locations and Attendance
 - Agency Scoping Meeting
 - Public Scoping Meeting
- Meeting Format and Content
 - Agency Scoping Meeting
 - Public Scoping Meeting

Scoping Comments

- Agency Scoping Comments
 - Scoping Meeting Comments
 - Written Comments
- Public Scoping Comments
 - Scoping Meeting Comments
 - Written Comments

Appendices

Summary of Transportation Conditions

- Summary of previous and current evaluations, critical issues and problem areas, and constraints for each of the following: roadway, structures, geotechnical, tunnel, traffic, safety, bicycle/pedestrian conditions

Summary of Environmental Resources in the Project Area

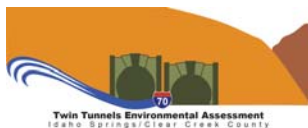
- Resource-by-resource summary of conditions, Tier 2 commitments, and methodologies

Agency Scoping Meeting Materials

- Agency scoping invitations
- Sign-in sheet
- Presentation slides
- Handouts
- Written comments

Public Scoping Meeting Materials

- Announcements and advertising
- Press releases
- Sign-in sheet
- Presentation slides
- Handouts
- Display boards



- Written, website, and email comments