

Glenwood Canyon Rest Areas Project: PLT/TT Meeting #1

Meeting Date: 9/9/2025

Location: Microsoft Teams Meeting

Participants: See attached list

Project Overview

- a. The scope of the Glenwood Canyon Rest Area (GCRA) project involves upgrading three rest areas, Bair Ranch Rest Area, Grizzly Creek Rest Area, and No Name Rest Area, along I-70 in Glenwood Canyon. Major scope elements include restroom and water treatment facility improvements.
- b. The three rest areas have unique features and serve various users including motorists and recreational users, such as hikers, boaters/rafters, and cyclists. Each rest area has specific access points and amenities, with Grizzly Creek serving as a hub for multiple activities and No Name being closest to Glenwood Springs.
- c. The project will focus on replacing or remodeling existing bathrooms and vending areas, as well as upgrading water treatment facilities. The team aims to ensure the facilities are comfortable, sustainable, and accessible to all user groups, while minimizing construction impacts and easing future maintenance needs.
- d. The project includes input from CDOT, the U.S. Forest Service (USFS), Colorado Parks and Wildlife (CPW), local recreation advocates, and other agencies. The City of Glenwood Springs and Garfield County are involved, though unable to join PLT/TT Meeting #1.
- e. The PLT/TT is meant to represent the user groups that use the Glenwood Canyon. One stakeholder who we all represent, is the traveling public.
- f. The team plans to hold monthly meetings, aiming to complete 30% design by early 2026, with final design and advertising the project for construction in late 2026. Invitations, agendas, and materials will be distributed in advance, and ongoing environmental fieldwork and design processes will be reported at future meetings.
- g. Upcoming environmental work includes wetland and aquatic resource delineation, habitat assessments, photo documentation to aid in the visual resources analysis, and consideration of federally and state-listed species, all under the NEPA process. Findings will be shared with the group as they become available.

Historic Context

- a. Lisa Schoch provided an overview of the history of Glenwood Canyon.
- b. Interstates are generally exempt from the Section 106 process, but each state identified significant segments of the interstate system in 2005 and I-70 through Glenwood Canyon is one of these significant segments.

- c. In 2019, CDOT prepared a historic context for Glenwood Canyon.
- d. Glenwood Canyon segment of I-70 is a historic district listed in the NRHP.
- e. The corridor is significant under Criterion G, which covers resources less than 50 years old.
- f. The rest areas are one of the contributing features of the historic district.

CSS Process Overview

- a. The CSS process provides a decision-making framework for the project.
- b. The CSS process is a six-step framework adopted by CDOT for specific projects, with a focus on agency and public involvement and the consideration of context during project development.
- c. This meeting aims to address Step One and Step Two:
- d. Step One: define desired outcomes
- e. Step Two: endorse the process
- f. The PLT champions the process, while the TT ensures local context is integrated and assists with alternatives development. For this project, and because of its limited scope, the PLT and TT are combined into a single PLT/TT.
- g. Issues Task Forces (ITFs) may be formed for specific topics. None are currently planned, as most issues can be addressed within the PLT/TT, however this is a discussion topic with for this meeting.

CSS Teams proposed for this project

- a. PLT/TT
- b. Project Team (CDOT and consultant staff)

Additional PLT/TT Membership Suggestions

- a. The project team asked if there were additional agencies or organizations that should be represented on the PLT/TT
- b. Craig Hurst suggested State Patrol Captain - Captain Jared Rapp (jared.rapp@state.co.us)
- c. Bekah Cass suggested representation from river outfitters
- d. Hattie Johnson, with American Whitewater is on the PLT/TT, however, was unable to make the first meeting
- e. Steven Smith suggested Colorado Watershed Coalition and Colorado River Water Conservation District

Draft Goals and Objectives

- a. The primary goals are to update aging facilities, minimize environmental impacts, ensure sustainability, address future needs, maximize benefits for all user groups, and minimize construction impacts. The team also emphasized collaboration, public engagement, and meeting schedule and budget constraints.
- b. Core values adapted from the I-70 corridor include safety, decision-making, environment, community, accessibility, historic context and aesthetics, and sustainability. The team discussed how these values translate into critical

- issues and success factors, such as maintaining safety during construction, minimizing environmental impacts, and ensuring accessibility.
- c. No revisions or refinements to the draft goals and objectives was received.

Context Statement

- a. Craig Hurst - may not need to be part of context, but consider how the rest areas play a role in emergency situations. Maybe this is how we can display/communicate information with the public at these locations.
- b. No revisions or refinements to the draft goals and objectives was received.

GCRA Draft Core Values, Critical Issues, and Success Factors

- a. Core Values - these are derived from the I-70 Mountain Corridor PEIS and then refined for each specific project.
- b. No revisions or refinements to the core values were received .
- c. Critical Issues - these are the primary concerns, the issues that should be resolved by the project
- d. Craig raised the importance of emergency use of rest areas, communication with truck drivers, and dark sky compliant lighting.
- e. Josh Cullen noted safety at rest areas - lighting, cameras, overnight truck parking, congestion entering/exiting No Name
- f. Katherine Bazan - if construction occurs during high-use season - consider alternate restroom facilities (port-a-potties) for people to use
- g. Jared Pierce - is there aesthetic guidance that can be used? The USFS can provide.
- h. There is aesthetic guidance that resulted from the I-70 PEIS which CDOT applies to I-70 mountain corridor projects
- i. The need to develop aesthetic guidance may be influenced by the scope - remodel versus replacement
- j. Colleen noted the need for improved signage, wayfinding, and educational opportunities.
- k. Bekah noted that CPW enforces seasonal fishing closures at Grizzly Creek and No Name due to fish spawning, recommending that no in-stream or bank work occur from October through January to avoid harming sensitive species. She offered to provide species-specific concerns and best management practices.
- l. Roland, Bekah, and Marcella discussed the importance of coordinating with the USFS and commercial river outfitters to maintain access and minimize impacts during construction, ensuring the local recreation economy is supported.
- m. Marcella highlighted the need to coordinate construction timing with rafting season, allowing the USFS to adjust permit issuance if necessary.
- n. Roland emphasized the importance of advance notice to outfitters for logistical planning.

Endorse the Process

- a. Project Scope

- b. Decisions between replacement or remodeling at each location will be dependent on an evaluation of as-builts. This information will be ready by the next meeting.
- c. Determine if water quality treatment will be done as part of this project
- d. Draft Goals and Objectives were confirmed
- e. Draft Context Statement was confirmed
- f. Draft Core Values, Critical Issues, and Success Factors confirmed with revisions resulting from today's discussion (see Section 8 of this summary)
- g. Team Roles and Responsibilities were confirmed
- h. Need for an ITF
- i. Lisa prefers to handle Section 106 through the consultation process rather than with an ITF as it involves the same stakeholders and provides an opportunity to provide input
- j. Roland noted that an ITF with the river rafting community may be necessary
- k. Project team to discuss if a separate ITF for rafting is needed or if meeting specific to these stakeholders could prove sufficient, the scope of the proposed improvements will also influence this decision.

Action Items

Date	Action Item	Owner	Due Date	Status/Notes
9/9/2025	Follow up with Craig Hurst to obtain contact information for the appropriate State Patrol Captain or Sergeant to join the PLT	Sandy Beazley	9/30	Complete. Craig has provided contact information and Sandy has sent project information via email.
9/9/2025	Coordinate with CPW DWM Bekah Cass regarding fieldwork.	Dan Soucy	9/30	Complete.
9/9/2025	Follow up with Hattie Johson, with American Whitewater, to get initial input from a rafting community representative.	Sandy Beazley	9/30	
9/9/2025	Provide Forest Service aesthetic guidance documents to the project team for consideration in design discussions, especially for Grizzly Creek.	Jared Pierce		
9/9/2025	Share CPW's recommended construction best management practices for both in-water work and work in uplands adjacent to streams.	Bekah Cass		

Decisions

Date	Decision	Decision Maker	Comments
9/9/2025	Determine the need for a rafting specific ITF?	CDOT	Project team to discuss and make a recommendation for discussion at PLT/TT Meeting #2.

Name	Agency/Organization	Email
Steve Smith	Bike Coalition, Biking community representative,	glenwoodbikes@rof.net
Craig Hurst	CDOT, Freight, Mobility, and Safety	craig.hurst@state.co.us
Lisa Schoch	CDOT, EPB Heritage Program (Cultural Resources and Historic Section 4(f))	lisa.schoch@state.co.us
Rob Levinson	CDOT, Project Manager Maintenance and Operations	rob.levinson@state.co.us
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Julian Gonzalez	FHWA, Project Delivery Team Lead	julian.gonzalez@dot.gov
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Lauren Suer	Jacobs, Project Assistant	lauren.suer@jacobs.com
Colleen Pennington	USFS, Glenwood Canyon Manager, White River NF & Holy Cross Ranger District	colleen.pennington@usda.gov

Jared Pierce	USFS, Landscape Architect FS Project Lead	jared.pierce@usda.gov
Katherine (Kat) Bazan	USFS, WRNF	katherine.bazan@usda.gov
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