



# FLOYD HILL DESIGN - I-70 MOUNTAIN CORRIDOR

## Floyd Hill PLT Meeting #10

OCTOBER 21, 2020 | 10:00 a.m. - 12:00 p.m.

Floyd Hill NEPA

### Meeting Summary PLT Meeting #10

#### Welcome and Agenda Review

Jonathan Bartsch, CDR, convened the meeting with self-introductions. The meeting purpose was to review project updates, review the CSS process to date, review upcoming virtual public engagement, review the procurement process, and confirm agenda topics for TT #21.

#### Project Updates

##### I-70 Mountain Corridor projects:

- Greenway and CR 314 are moving forward. Construction is anticipated in Summer 2021.
- Currently, there is sanitary sewer work in Idaho Springs and it will continue through the beginning of November 2020. Idaho Springs heavy civil work has also begun and includes grading work, parking lot work, and construction in the Exit 240/241 area. The schedule includes both day and night work.
- Tolling integration will begin in March 2021. Extended tolls will be waived early spring/summer 2021 during testing period as equipment is brought online.
- PLT Comment: Cindy Neely, Clear Creek County, is very pleased with Graham's work on the wall work, highlighting both the forms and consistency.

##### Floyd Hill Update

- The CDOT Executive Management Team (EMT) will be reviewing the Floyd Hill EA. This is not specific to the Floyd Hill project; the EMT wants to be more involved in NEPA projects statewide. The Floyd Hill project continues to be a priority and is moving forward as planned. However, since the EMT will be reviewing the EA, this will delay the EA's release and the associated virtual public engagement.
- PLT Agreement: Delay TT #23 until after the EMT's review of the EA to present the impacts and mitigation to the TT.

##### Floyd Hill Funding Update

- The project continues to be a statewide priority. CDOT will combine various funding sources to meet the goal of funding the entire project. CDOT is beginning to push out information and marketing for the Floyd Hill project to the public.
- Mike Keleman, CDOT, will meet with upper management to discuss funding. There is \$100 million committed to the project. Staff is also meeting with Bridge Enterprise and HPTE to discuss possible funding options (i.e. bonding, interest rates, TIFIA Loan).
  - Floyd Hill will be on the agenda for the next HPTE Board Meeting

### **Funding Gap Study Update**

- The Stated Preference Survey has been released to people traveling the corridor. The consultants are putting together the traffic model and gathering data. There is likely 9 months+ before the study is completed.

### **Review of TT Meeting #22**

TT Meeting #22 was held on September 24, 2020. This was a successful meeting with consensus among the TT members on where the project is going.

The TT requested that they be able to provide final comments on the Canyon Viaduct Evaluation Matrix. CDR sent the Matrix out to the TT for final comment and review, and no comments were received.

Using design software, Atkins took TT members on a 3-D tour of the Canyon Viaduct segment as a preview of the Preliminary Preferred Alternative. There was common understanding and support for the design.

### **CSS Commitment Tracking Sheet // Process Update**

The CSS Tracking ITF will be held on Friday, November 6, 2020. ITF Members include: Holly Huyck, John Musctaell, Cindy Neely, Amy Saxton and Margaret Bowes.

ITF members present at the PLT meeting requested that Project Staff refrain from pre-populating the CSS Tracking framework.

**ACTION:** CDR to send out CSS Commitment Tracking Framework and Floyd Hill background documents to ITF for review by November 30, 2020.

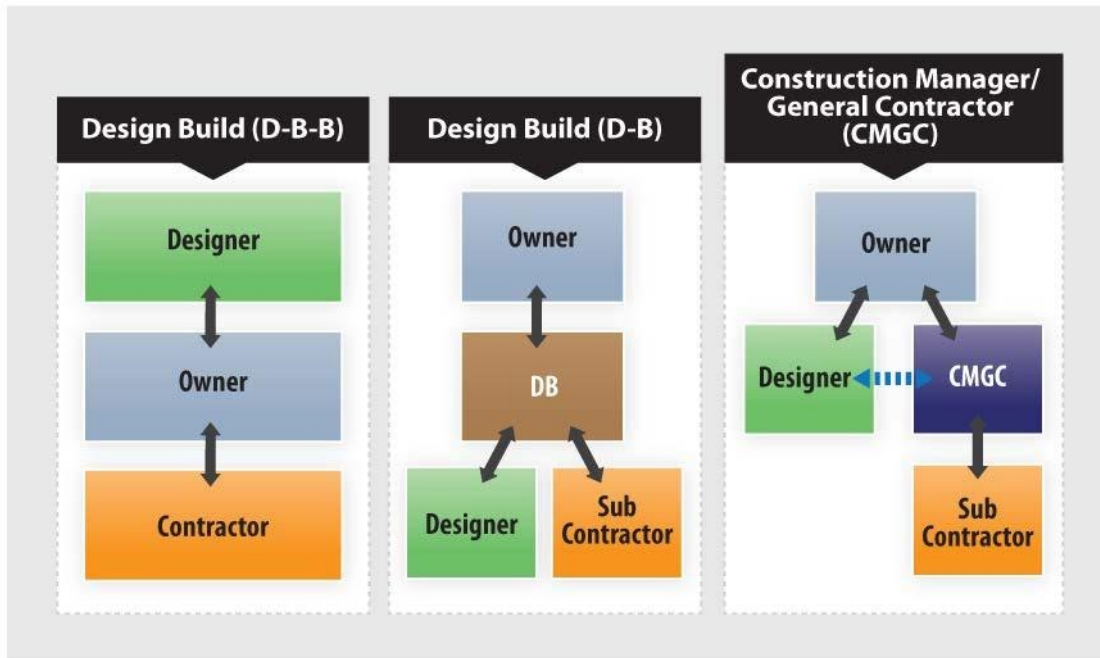
**ACTION:** CDR to collate CSS Agreements from PLT, TT and ITF Meetings and send to ITF members.

### **Procurement Process and CM/GC Overview**

Anthony Pisano, Atkins, reviewed the CM/GC process.

- Types of Project Delivery at CDOT
  - Design Bid Build
  - Design Build

- CM/GC



- DBB - CDOT's traditional project delivery method.
  - Linear, longest in schedule, CDOT assumes project risk, design is advanced to 100% without contractor input and is bid out. Low bidder is awarded contract.
- DB - Best Value project delivery where CDOT defines technical requirements and a designer/contractor team to deliver a project that meets these requirements with a design and cost proposal.
  - Once under contract, designer and contractor work together to meet contract requirements defined by CDOT during procurement. Potentially, this can result in loss of control or change orders if any contractual requirements are left out in the procurement process.
  - Intense procurement process in where CDOT/Stakeholders define the project technical requirements and teams compete for the project based on the technical requirements developed at an early stage in design.
  - It is difficult to make design changes once the contractors proposal is accepted and the contract is awarded.
- CM/GC - Process being used for Floyd Hill. Best Value project delivery where CDOT awards CM contract (pre-construction) based on best value (qualifications and cost/profit).
  - CM or contractor is paid similar to design consultant to provide input into design and then once plans are advanced to a certain level of design, typically 90%, CDOT negotiates cost for construction contract.

- This differs from design build in that the designer and contractor both have independent contracts creating a checks/balances and providing more owner control during project development.
  - As project packages are advanced, stakeholders are engaged in similar fashion to DBB (30%, 60%, and 90% milestones) where stakeholders, designers, and contractors are at the table.
- Why CM/GC for Floyd Hill??
    - CDOT has gone through a formal process that weighs the delivery options based on project complexity/innovation, Delivery Schedule, Level of Design, Project Cost, and Risk. CDOT has formalized the decision to use CM/GC based on many factors but most importantly:
      - Context Sensitive Solutions
      - Stakeholder Engagement
      - Owner/Contract Control
      - Schedule and Scope Flexibility
- **What will the process look like? How will CSS be incorporated into the process?**
    1. Initial Alternative Refinement and Validation Workshops
      - a. Validate and Refine Alternative
        - i. Contractor, stakeholder, and designers work together to understand context, stakeholder concerns/objectives, and emerge with a refined or validated alternative
        - ii. This is where the Context Considerations/Matrices will be integrated to ensure the contractor and designer understand the CSS Issues and agreements.
      - b. Phasing/Packaging Approach
        - i. Begin cost estimating and agree on project packaging/phasing
    2. Package Design
      - a. CDOT and Stakeholders begin to define the project, contract requirements, and start to track that all the work we have put in to date to carry into final design. There are typical project milestones with Stakeholder Input.
      - b. Define contract requirements from 30% to 90% design similar to any other Mountain Corridor Project
    3. Package Cost negotiations
      - a. Contract documents completed by package
      - b. 3 Chances to achieve a Construction Agreed Price
      - c. Construction Contract
    4. Construction Phase

- a. CSS and Mitigation carried into this project lifecycle

The contract documents are completed with stakeholder engagement throughout the process.

#### **RFP Development:**

- CDOT is currently developing Requests for Proposals for both the CMGC and Final Design Contracts.
- In general, these are high level requests that discuss what the project is about and how the proposers will be scored on their proposals.
- They are confidential, so CDOT does not typically share these prior to the procurement process and given our experience on the I-70 Corridor, the team feels that we have appropriate CSS and design input into these documents already.
- Given that these are confidential, we would like to solicit feedback starting now for what the PLT feels is needed in these documents.
- **ACTION:** CDOT/CDR to send RFP out to the PLT when it is released publicly.

#### **CSS Representation in Contractor Selection**

- CDOT policy is that only CDOT staff or local agencies and stakeholders with a financial contribution can be panel members on the Proposal Evaluation Committee.
- Willing to provide an opportunity for an observatory role (similar to FHWA) on the panels.
- In this role, the PLT representative can review the proposals and provide input to the panel members but is not a scoring member of the panel.
- **PLT Agreement:** Clear Creek County to serve as PLT observer. The observer will sign a confidentiality agreement and report back to the PLT on process and protocol, but not substance of discussions.
- **ACTION:** CDOT to draft confidentiality agreements.
- **ACTION:** CDOT to send RFP to PLT observer prior to selection meetings. (Mike Keleman to confirm)

\*\* Subsequent conversations with Clear Creek County confirmed that Cindy Neely would serve as the observer and PLT representative.

#### **PLT Communication to Contractors:**

- Prior to procurement there are not rules limiting what stakeholders can communicate to interested contractors.
- During procurement, the observers cannot specify that they are participating in the selection or provide any details to any potential proposers on the project or the selection process.

#### **Virtual Public Engagement**

Given COVID-19 health guidelines, we will continue to provide virtual engagement opportunities only.

**Purpose of engagement:** The virtual platform will allow the public to learn about the Project and provide input/comments. There are some advantages we have seen to date: (1) Increased participation, (2) More diverse audiences, (3) Flexible scheduling with no scheduling conflicts (on demand), and (4) Safe and socially distant.

**Format of engagement:** The PLT reviewed the virtual platform. It is set to look like a real public meeting with stations, tables, and even avatars. People will have the opportunity to review meeting “boards” and videos interactively and there will be prompts for questions or comments.

CDOT is also willing to offer video meetings with presentations if public or agency interest warrants; a virtual speaker’s bureau.

**Content of engagement:**

- Instructions on how to navigate the virtual room
- Total of 30 display boards and roll plots
- Project Background
  - Project development process (where we’ve been)
  - Schedule
  - CSS process
  - Project location
- Purpose and Need
- Alternatives (multiple boards and roll plots; videos)
  - Description and illustration of alternatives
  - Evaluation criteria (Context Considerations)
- Express Lanes
- Construction
- Environmental Impacts
  - Resources with minimal or no impacts
  - Resource impacts, mitigation, and benefits of Preferred Alternative (if appropriate)
    - Water Resources, Wetlands, and Floodplains
    - Wildlife
    - Geological Resources
    - Hazardous Materials
    - Noise
    - Recreational resources
    - Socioeconomics and right of way acquisition
    - Neighborhood and Community Issues
    - Visual Resources and Aesthetics
- Next Steps
- Monitoring of CSS and Environmental Mitigation Commitments
- Stakeholder Input

- What we've heard and how it's been addressed
- How to comment

Once it is closer to the Virtual Engagement launch, the PLT will revisit this plan and review more detailed materials. At that time, the PLT will be asked to: (1) help with cross promotion and social media posting, (2) provide recommendations for the setup or instructions, (3) provide feedback on content, i.e. is the content relevant and appropriate? Is anything missing?, (4) provide feedback on comment process.

## NEPA Impacts and Mitigation

NEPA Impacts

### Impacts Summary

**Canyon Viaduct results in less environmental and community impact than the Tunnel Alternative (either frontage road design option)**

- Adverse permanent and temporary impacts are identified for both alternatives
- Mitigation measures and Project elements improve environmental and social conditions in the Project area overall
- Canyon Viaduct is environmentally preferred alternative (avoids or results in fewer impacts)

### Resource Impacts

**Project results in permanent and/or temporary adverse effects to the following resources**

- Air quality
- Geological resources
- Hazardous materials
- Noise
- Recreational resources
- Community resources and neighborhoods
- Right of way
- Visual resources and aesthetic conditions
- Wildlife and vegetation
- Wetlands, streams, and water quality

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The PLT reviewed a high-level example of the NEPA impacts and mitigation that will be included in the EA.

NEPA also includes an Environmental Mitigation Tracking Sheet that identifies when mitigation should be completed (final design, construction, post-construction) and who is responsible to implement the mitigation (CDOT, contractor, etc).

The project is incorporating an adaptive mitigation approach like the Twin Tunnels project so that if impacts can be avoided, the mitigation doesn't need to be completed.

This content will be covered more in depth with the TT during their next meeting.

PLT comment from Cindy Neely in chat box: "Under environmental could we also reference Section 4(f) historical resources (particularly because we have an impact issue). The approach is great!"

### CSS Process Check In

CDR asked each PLT member for feedback on the CSS process to date. Feedback from the check in listed below:

- Process is going well
- Good to separate PLT and TT meetings
- Positive response to CM/GC
- Smooth process

### Actions, Agreements and Next Steps:

- Virtual Engagement Review and Notification Assistance
- Reschedule Next TT Meeting
- CSS Tracking Sheet ITF - November 6, 2020
- Next PLT Meeting - Early 2021
  - Review EA Comments
  - Updates on Procurement

**ACTION:** CDR to send out CSS Commitment Tracking Framework and Floyd Hill background documents to ITF for review by November 30, 2020.

**ACTION:** CDR to collate CSS Agreements from PLT, TT and ITF Meetings and send to ITF members.

**ACTION:** CDOT/CDR to send RFP out to the PLT when it is released publicly.

**ACTION:** CDOT to draft confidentiality agreements for PLT observer at contractor selection meetings.

**ACTION:** CDOT to send RFP to PLT observer prior to selection meetings. (Mike Keleman to confirm).

**PLT Agreement:** Delay TT #23 until after the EMT's review of the EA to present the impacts and mitigation to the TT.

**PLT Agreement:** Clear Creek County to serve as PLT observer. The observer will sign a confidentiality agreement and report back to the PLT on process and protocol, but not substance of discussions.