

PROJECT LEADERSHIP
TEAM (PLT)
MEETING MINUTES



WB I-70 Floyd Hill | CDOT Project #21912

Project Leadership Team - Kick Off Meeting

September 13, 2017

Meeting Summary

Introductions and Overview

CDR, Jonathan Bartsch, welcomed the group and participants introduced themselves.

It was noted that in the Floyd Hill process, the Project Leadership Team (PLT) and Technical Team (TT) meetings will use a standardized agenda and PowerPoint to ensure predictability and that the PLT/TT are aware of the key topics to be discussed prior to meetings.

Project Schedule

Target Dates

- Data collection and Alternatives Development – beginning Fall of 2017
- NEPA/Design – Winter of 2017 through Spring of 2020
- Complete design followed by construction of Summer of 2020 (Subject to funding)

Other Project Efforts

- WestBound (WB) Peak Period Shoulder Land (PPSL)
 - TT has started looking at the corridor on a foot-by-foot basis
 - Initial Issues Task Force meetings have been held (Section 106, ALIVE and SWEEP)
- Idaho Springs Transit Center
 - Idaho Springs is continuing work on acquiring property
- Colorado Boulevard Reconstruction

- West end is open, construction on the east end of town.
- Projected to conclude in June 2018
- Concept Development Process (CDP) Final Report
 - The report has been finalized and has been posted to the GDRIVE. and website (<https://www.codot.gov/projects/i-70mountaincorridor/concept-development-process>).

ACTION ITEM: Confirm Concept Development final report is on GDRIVE

- Fall River Road Bridge
 - A public meeting at the St. Mary’s HOA was held and positively received. General public support for building of a roadway bridge was expressed.

ACTION ITEM: Post Fall River Road HOA meeting notes on the GDrive

CSS Process

- Kevin Shanks briefly discuss the overall CSS flow chart, that includes the Context Statement, Core Values, Critical Issues, and Evaluation Criteria. The Context Statement shown is the latest version that was developed for the WB PPSL project. It is intended as a starting point for this project; it is not suggested as the Context Statement for Floyd Hill.
 - It was noted that in the WB PPSL process, Recreation was added as a Core Value; this is something for Floyd Hill to consider.

CSS Tracking Schedule

- The draft TT schedule was reviewed and it was noted that the goal is to keep the group on track and outline the issues. The schedule isn’t driven by the Project Staff; it is the TT’s schedule and they will determine it.
- However, the schedule does include certain milestones to keep the decision making moving forward.
- It is anticipated that the PLT will meet roughly on a quarterly basis or as needed.

Project Charter

- The Floyd Hill PLT roles, responsibilities and expectations were discussed by Jonathan.
- The PLT leads the project, identifies relevant materials, identifies the TT, champions the CSS process through all phases of a project, and moves the project forward by enabling efficient decision making.
- Other PLT responsibilities?
 - We need to discuss with each other what is on our minds in terms of desired outcomes for the project; not the process but the content. Besides discussing the formal Purpose and Need statement, we should get specific about what each of us is thinking about. What are the kinds of outcomes each stakeholder wants to see, as we may be using a different set of judgments to evaluate the alternatives.

PLT members were asked what they need in terms of Charter elements. Answers included:

- To hear from each about goals/success factors
 - Make a commitment to meeting others' goals
- Willingness to compromise and creating an atmosphere of open-mindedness
- Linking discussions and ensuring communication between teams (PLT, TT, and ITFs); the PLT should know the process steps and thought processes for the TT
 - Notes posted to the shared GDrive folder
 - PLT copied on TT/ITF communications, TT copied on PLT/ITF communications, etc.
- Conduct process check-ins during the Floyd Hill project to ensure we are on the right track
- Incorporate lessons learned from CDP and Twin Tunnels projects
- Focus on issues, including the pros/cons
- Empathy and understanding of different viewpoints
- Positivity in communications and a focus on the issues
- Address issues in meetings, face-to-face
- Ensure the right people are on the right teams (PLT, TT, and ITFs)

- Coordination and communication among primary representatives and alternates so that there isn't back-tracking

ACTION ITEM: Draft and distribute a Charter for PLT Review

Team Members

The meeting invitees discussed the PLT and TT membership.

Project Leadership Team

Name	Affiliation
Cindy Neely/Tim Mauck	Clear Creek County
Wendy Koch	Town of Empire
Kelly Larson/Shawn Cutting [ALT]	FHWA
Ron Engels	Gilpin County
Lynnette Hailey/Margaret Bowles [ALT]	I-70 Coalition
Carol Kruse/Adam Bianchi [ALT]	USFS
Neil Ogden	CDOT Project Manager
Steve Harelson	CDOT Program Engineer
Vanessa Henderson	CDOT Environmental Manager
Anthony Pisano/Carrie Wallis [ALT]	Consultant Project Manager
Jonathan Bartsch/Taber Ward [ALT]	CDR - Project Facilitator

ACTION ITEM: Clarify with Margaret and Lynette regarding role of I-70 Coalition members, i.e. representing the entire corridor.

Technical Team Membership

Name	Affiliation
Lynnette Hailey/Margaret Bowles [ALT]	I-70 Coalition
Ray Rear	Central City
Mike Raber	Clear Creek Bikeway User Group
JoAnn Sorenson/Tim Mauck [ALT]	Clear Creek County
Randall Navarro	Greenway Authority

Martha Tableman	Clear Creek Open Space
John Muscatell/Bill Coffin [ALT]	Community
Holly Huyck/Dave Holm [ALT]	Clear Creek Watershed Foundation
Tracy Sakaguchi	CMCA
Joseph Walter/Brandon Marette [ALT]	CPW
Steve Cook	DRCOG
Kelly Babeon	Fire/Safety
Rick Albers	Law Enforcement/Safety
Nicolena Johnson	EMS/Safety
Kelly Larson	FHWA
Andy Marsh/Mike Hillman [ALT]	Idaho Springs
Leslie Klusmire	Gilpin County
Gary Frey	Environmental/Aquatic Resources
Adam Bianchi/Leslie McFadden [ALT]	USFS
Tom Gosiorowski	Summit County
Steve Durian/ Yelena Onnen	Jefferson County
Steve Harelson/Neil Ogden/Vanessa Henderson	CDOT
Anthony Pisano/Carrie Wallis [ALT]	Consultant Project Manager

- **PLT Agreement: PLT and TT Membership**
- **ACTION ITEM: Extend invitation to Jefferson County, confirm CPW membership on Floyd Hill TT**
- **ACTION ITEM: Reach out to TT members to ensure participation in process.**
- **ACTION ITEM: Create a Contact List: PLT, TT, Additional Resources/SME**
- **ACTION ITEM: Add language to the Charter regarding ability to add members during the process, if needed.**
- Question: Is there someone on the TT that represents air quality?
 - CDOT and the consultant team have experts for each resource, including air quality, and those resources will be brought in to TT meetings as needed.

Issue Task Force Teams

The roles of the ITFs were discussed including how the teams will be formed.

- Section 106—Established by Programmatic Agreement, developed along with the PEIS. Will set up first meeting soon
- SWEEP— . Established by MOU, developed along with the PEIS. Need to determine names for the Floyd Hill SWEEP group – first meeting likely won't be until late 2017 or early 2018.
- ALIVE—Established by MOU, developed along with the PEIS. Need to determine names for the Floyd Hill ALIVE group – first meeting likely won't be until late 2017 or early 2018.
- Other ITFs as needed – TT members determine – will set up on an as-needed basis. One topic discussed as a potential ITF, was the issues at the top of Floyd Hill.

Desired Outcomes

The PLT talked about their initial thoughts regarding the Floyd Hill project outcomes. The following are discussion notes:

- Ensure recreation access while addressing the capacity of the forest to handle the additional use. Consider wildlife movement in this area, including fish passage.
- Want a project that is a distinct visible enhancement, looks better than it does today.
- A showpiece, like Glenwood Canyon, with recreation facilities and the highway acting in concert with each other.
- Recreational access at the bottom of Floyd Hill, improving and formalizing rafting access and support facilities. Increase wildlife movement.
- Identify a realistic alignment that can be funded.
- Minimize impact to the travelling public during construction.
- Build a highway that functions correctly and is beautiful.
- Improve safety and move traffic while not destroying the environment.

- In addition to moving traffic, develop and implement a workable traffic management plan at the top of Floyd Hill.
- At the base of Floyd Hill, creation of intersections with greenway and trail connection, and wildlife crossings (overpass or underpass).
- A route for an AGS, more than it is not precluded. Want to see that that route is still possible and where.
- Adherence to and regard for the Aesthetic Guidelines and Engineering Design Criteria.
- Improve access to Central City.
- Address the technical aspects of integrating the preferred alignment with the interchanges.
- Long-standing - the alternative should work for 30 years, not have problems immediately after opening.
- Explore Public Private Partnerships to create enhancements.

I-70 Mountain Corridor CSS Training

- An initial training draft has been developed and it is expected that key Floyd Hill and PPSL project team members will participate in the training. It is anticipated that consultant staff, CDOT staff, and local jurisdiction members will also participate.
- Working on final draft for training now, in coordination with David Singer from CDOT, with the first training in October of 2017.
- Depending on the reception, the CSS training may be expanded to include other project teams (the Vail Pass team was suggested) and the broader I-70 Collaborative Effort.

Next Steps, Agreements and Action Items

PLT Agreement: PLT and TT Membership

Action Item: Draft Charter for PLT review, add to the charter the ability to add members during process.

Action Item: Create a Contact List: PLT, TT, Additional Resources/SME

Action Item: Doodle Poll for next PLT meeting, week of September 25.

Action Item: PLT provides text regarding the project specific Context Statement/Core Values

Action Item: PLT sends information regarding the ‘charge’ or direction for the TT, to be discussed at next PLT meeting.

Action Item: Confirm Concept Development Final Report is on GDRIVE

Action Item: Post Fall River Road HOA meeting notes on the GDrive

Action Item: Follow up with TT members to ensure participation in process

Action Item: Clarify with Margaret and Lynette regarding role of I-70 Coalition members, i.e. representing the entire corridor.

Action Item: Extend invitation to Jefferson County, outreach to CPW

Action Item: Schedule CSS training and determine invitee list.

Attendees

Kevin Shanks, Carol Kruse, Steve Harelson, Neil Ogden, Kelly Larson, Vanessa Henderson, Cindy Neely, Tim Mauck, Ron Engels, Wendy Koch, Carrie Wallis, Anthony Pisano, Spencer Dodge, Gina McAfee, Jonathan Bartsch, Mike Hillman, Ben Acimovic, Kevin Brown, Randy Wheelock

Meeting Notes



I-70 Floyd Hill to Veterans Memorial Tunnels

Date: September 27, 2017

Location: CDOT – Golden

Project Leadership Team

Meeting #2

Introductions and Overview

Jonathan Bartsch, CDR Associates, welcomed the group and reviewed the agenda. Self-introductions followed. No changes were made to the agenda and the meeting proceeded.

ACTION: CDR to add Randy Wheelock, Tim Mauck, Leslie McFadden to both WB PPSL and Floyd Hill Correspondence and Shared GDrives

ACTION: CDR will send shared GDrive to all Floyd Hill PLT and TT members on 10/6

Target Dates

- Data Collection and Alternatives Development - begin Fall of 2017
- NEPA / Design - Winter of 2017 through Spring of 2020
- Complete design followed by construction Summer of 2020**

**Subject to funding

Project Updates

WB PPSL - Technical Team is meeting and reviewing roadway envelope and different elements to determine a foot-by-foot evaluation of WBPPSL design.

Highway 6 Canyon - The rockfall projects have been advertised. The bids came in too high. This will be readvertised and broken into 2 projects.

CSS Process

Flow Chart

Kevin Shanks, THK Associates, handed out the flow chart from the previous Concept Development Process (CDP) outlining the Context Statement, Core Values, Critical Issues and

Evaluation Criteria. The Floyd Hill PLT and TT can use this as starting point as they tailor and modify the different components to Floyd Hill's needs.

Core Values

PLT would like to add "Recreation" as a Core Value

ACTION: THK to add Recreation as Core Value on Flow Chart and HDR to add to Community Considerations document.

Community Considerations

The PLT reviewed the Community Considerations derived from the Concept Development Process (CDP) and public input.

Carol Kruse (USFS) -suggestion to change consider light rail and AGS to "plan for AGS" under Mobility and Access. **Since this comment came directly from the public meeting, we decided to leave light rail in, but changed the wording to "Plan for"**

The PLT discussed that there was recently a big land purchase on the South side I-70 at the top of Floyd Hill that proposes a 400-500 housing unit development (upper portions of meadow close to interchange, former Williams property). Community considerations might include:

- Who is responsible for this upcoming congestion?
- Look at the PUD and Access Management Plan.
- Access Control issue will need to go through CDOT - 1601 process (Access to Interstate)
- Connection to Jefferson County Road 65.

Design ideas derived from Community Considerations

The raw Community Considerations list is a mix of community considerations and design ideas. THK Associates further refined the Community Considerations list into design ideas to help clarify how this will be tracked into evaluation (i.e. specific design considerations and these will be evaluated in the evaluation matrix).

ACTION: HDR to modify Community Considerations to reflect PLT suggestions.

ACTION: CDR to post updated Community Considerations on GDrive.

Technical Team Schedule

Kevin Shanks, THK, presented the TT schedule. There were no comments at this time from the PLT.

Glossary of Terms

The Floyd Hill PLT would like to the definition of “sustainability” that WB PPSL will be using. Once the Floyd Hill PLT reviews this definition, they will consider adding it to the Floyd Hill Project.

ACTION: CDR to send Sustainability definition from WB PPSL to Floyd Hill PLT by 10/6/17.

Floyd Hill PLT Charter

Jonathan and Taber, CDR Associates, walked through and modified the Charter based on PLT feedback.

AGREEMENT: The PLT agreed to the Charter with modifications and contingent on the Context Statement that will be developed with PLT and TT input.

Project Specific Context Statement Exercise

CDR led an interactive exercise to compile a list of the unique qualities and the future vision of the Floyd Hill segment from the PLT. The PLT feedback was written on large flip chart paper:

Notes from Flip Charts

Vision for the Future:

- Keep Character of the community - nestled together; small vs. sprawling; viewsheds; history/mines
- AGS
- Facilitates smooth, safe and efficient transportation
- Integrate context appropriate technology
- Keep Identity of Clear Creek County - community grit and natural elements
- Maintain outdoor elements - trees, creeks, wildlife
- Gateway between two mindsets - hustle and bustle and quiet mountain community
- Flatlanders and Pointylanders
- Preserve natural and pleasing aesthetics

Unique Qualities and Attributes

- Gateway to Rockies - you have arrived
- Entry point
- Aesthetic, visual
- Gut feeling
- Psychological transition
- Terrain is more dramatic
- Mining, railroad
- Rafting
- Creek
- Natural Resources - get past the sprawl
- Transition from Denver to the Mountains (transition from big city to smaller communities)
- Rock faces are more apparent
- Slower driving
- Regional - major linkage across the Rocky Mountains, economic and military significance
- Divide between counties
- Grit

- Busy public lands - Arapaho Roosevelt is the 3rd busiest USFS in the country
- Historical intersection/confluence of every road/industry/recreation
- Transition to sharp curves, narrow, constrained, steep
- Topographic geometry
- Let go emotionally - out of city and away from it all
- Snow, weather, winder, fog
- Change in Land Use
- Home

ACTION: CDR to draft Context Statement and send to project team staff and PLT for review. This will then go to the TT for their edits and comments.

Charge to Technical Team

The PLT reviewed the Technical Team charge as outlined by CSS guidance:

- Assuring that local context is defined and integrated into the project
- Recommending and guiding methodologies involving data collection, criteria and analysis
- Preparing and reviewing technical project reports
- Supporting and providing insight with respect to community and agency issues and regulations
- Assisting in developing criteria
- Assisting in developing alternatives and options
- Assisting in evaluating, selecting and refining alternatives and options
- Assisting in the formation of final recommendations
- Coordinating and communicating with respective agencies
- Presenting the final recommendation to the PLT

Tim Mauck added some additional Technical Team considerations from Cindy Neeley including: Togetherness, Establishing Evaluation Criteria, Tracking Progress and Process. Cindy's notes also indicated the importance of not paraphrasing Technical Team input in the process and documentation.

AGREEMENT: This charge will be communicated to the TT and incorporated into the TT Charter

I-70 Mountain Corridor CSS Design Criteria and Guidance:

Kevin Shanks, THK Associates, presented slides and gave handouts to the PLT that described the I-70 Mountain Corridor Design Criteria and Guidance. See Powerpoint slides for the full description - a brief outline is offered below. Kevin notes that if we need to move off of these criteria there is a process that includes variances and an official approval by the Technical Team.

Design Speed - based on Design Speed Study - **55 MPH**.

Design Alignment - ensures AGS will not be precluded and speaks to not reducing median width.

Slope Cut and Fill - limits to physical disturbance

Bridge Structure - slope and abutments

Sound attenuation - via land formations instead of walls

Aesthetic Guidance - included the Table of Contents as a touchstone in the presentation.

Outreach Summary

Carrie Wallis, Atkins, presented a DRAFT Outreach Summary

- STAKEHOLDER MEETINGS - TWO IN-PERSON MEETINGS
- SMALL GROUP MEETINGS - LOCAL AGENCIES, PROPERTY/BUSINESS OWNERS, ETC.
- OTHER TOOLS - NEWSLETTERS, PROJECT HOTLINE, PROJECT EMAIL ADDRESS, PROJECT WEBSITE, SOCIAL MEDIA, AND ONLINE SURVEYS

The plan is in DRAFT form and still being reviewed by CDOT. No comments from the PLT were received.

Proposed Solutions

Anthony Pisano, Atkins, presented Alignment and Interchange concepts from the CDP. Atkins is currently modifying and refining these concepts and advancing the level of design for TT discussions.

The following Alignment and Interchange concepts were presented to the PLT:

North Alignment Concept

South Alignment Concept

Off Alignment

Move Interchange East

Full Movements at Current locations

Shift other movements to the East

Hidden Valley

Some interchanges work better with different alignments.

- USFS commented that these maps should include the AGS alignment.

- USFS also asked if there is any benefit to start looking at the Floyd Hill project back at El Rancho area as CPW suggested -- near County Road 65. This would ensure the inclusion of Wildlife movement and interchanges.

NEPA

Study Area

The study area is approximately 6 miles long - MILE POST 248 EAST OF CR 65 RAMPS TO MILE POST 242 WEST OF THE VETERANS MEMORIAL TUNNELS

Initial Class of Action

Vanessa Henderson, CDOT, noted that currently, the project has been designated as an Environmental Assessment (EA) - this may be changed as we move forward in the process and have a better idea of what the impacts will be.

CSS Trainings

There will be a CSS training in late October (October 26). The purpose is to ensure all participants have a common understanding of the CSS process as agreed upon by the Corridor's stakeholders. Please let Neil know who from your agency would like to attend this.

Next Steps

- **Future PLT Meetings** - check in after initial TT meeting. The first TT meeting will be the Week of October 10
- Finalize the Charter
- Convene and Charter the TT
- Convene Section 106, SWEEP and ALIVE
- Data Collection Alternatives Development with the TT
- Community Considerations review and discussion with TT

Parking Lot

- Partnership for Circulation management for public lands, CDOT, CCC and Communities, USFS
 - On ramps and off-ramps makes a huge difference to how we can manage lands. AGS will limit the number of access points to forest
 - Recreation Management and certain amenities that will make sense on the ground now that will help move people around and recreate

- What is the appropriate carrying capacity and how are we going to manage this?
- Where can we park people (welcome center, guides, shuttles, trailhead information and data) - and then distribute them from there based on data. How do we move people around. We need land for this sort of gateway center.

ACTION: THK to add these to Parking Lot Slides

Actions and Agreements

ACTION: HDR to modify Community Considerations to reflect PLT suggestions.

ACTION: THK to add Recreation as Core Value on Flow Chart and HDR to add to Community Considerations document

ACTION: THK to add Parking Lot items to Slides

ACTION: CDR to post updated Community Considerations on GDrive.

ACTION: CDR to add Randy Wheelock, Tim Mauck, Leslie McFadden to both WB PPSL and Floyd Hill Correspondence and Shared GDrives

ACTION: CDR will send shared GDrive to all Floyd Hill PLT and TT members on 10/6

ACTION: CDR to send Sustainability definition from WB PPSL to Floyd Hill PLT by 10/6/17.

ACTION: CDR to draft Context Statement and send to consultant staff and PLT for review by 10/6/17. This will then go to the TT edits and comments.

AGREEMENT: The PLT agreed to the Charter with modifications and contingent on the Context Statement that will be developed with PLT and TT input.

AGREEMENT: TT charge will be communicated to the TT and incorporated into the TT Charter

Attendees

Tim Mauck (Clear Creek County); Carol Kruse, Leslie McFadden (USFS); Ron Engels (Gilpin County); Anthony Pisano and Carrie Wallis (Atkins); Neil Ogden, Vanessa Henderson, Stephen Harelson, Kevin Brown, Benjamin Acimovic (CDOT); Gina McAfee (HDR Inc.); Kevin Shanks (THK Assoc.); Jonathan Bartsch and Taber Ward (CDR Associates)



Westbound I-70 Mountain Corridor - Floyd Hill Project Leadership Team Chartering Agreement

1. Purpose of the WB I-70 Mountain Corridor – Floyd Hill Project Leadership Team

The purpose of the WB I-70 Floyd Hill (“WB I-70 Floyd Hill”) Project Leadership Team (PLT) is to lead the project, endorse the process, champion CSS and enable decision-making for the completion of the WB I-70 Floyd Hill.

2. Established Context Statement, Core Values, Critical Success Factors and Desired Outcomes for the WB I-70 Floyd Hill.

Context Statement (as modified by the Technical Team on 10/25/17)

The Floyd Hill highway segment is the gateway to the Rocky Mountains from the Denver metro area. Floyd Hill marks a physical transition in both landscape and land use as it rises out of the hustle and bustle of Denver’s urban edge and then drops into the quieter, clustered, mountain communities and natural ecosystems of Clear Creek.

Floyd Hill is a significant ridge line when traveling west from Denver along I-70, and it is the connection between Jefferson, Gilpin and Clear Creek Counties. In addition to being part of a regional transportation network that traverses the Rocky Mountains and supports various recreational, economic, commercial and defense networks, Floyd Hill is also a critical point of access for local community members and residents who rely on this roadway for local travel and connection to other communities – with limited alternative routes available due to the mountainous terrain.

Floyd Hill is the entry point to the I-70 Mountain Corridor communities’ rich natural and historic heritage and thriving tourist attractions. Visitors from around the world come to recreate in the Arapaho-Roosevelt National Forest, the third busiest National Forest in the United States, to experience world-class cycling, hiking, rafting, skiing, hunting, fishing, climbing, and other recreational opportunities in the region. There is a strong desire among Floyd Hill stakeholders to preserve and protect wildlife, habitat and natural features along with the unique small mountain-town aesthetics and historical landmarks.

Current Floyd Hill roadway geometry includes steep grades, tight corners, narrow shoulders and limited sight distance. Additionally, Floyd hill presents unique management challenges due to weather-related events, including snow, wind, and fog. Highway Improvements are needed to facilitate smooth, safe and efficient transportation. The improvements should be designed and constructed



COLORADO

Department of
Transportation

in a manner that respects the environmental, historical, community and recreational resources of Floyd Hill.

Core Values of the WB I-70 Floyd Hill

- Safety
- Mobility and Accessibility
- Implementability
- Community
- Environment
- Engineering Criteria and Aesthetics
- Sustainability
- Historic Context
- Decision Making
- Recreation

The WB Floyd Hill project must achieve the following Critical Success factors:

- Develop alternatives that can be permitted and constructed in compliance with the ROD and other project agreements.
- Complete implementation of agreed upon project elements in the ROD between Floyd Hill and Idaho Springs.
- Identify key issues and impacts along with appropriate mitigation strategies.
- Integrate the overall context, including, but not limited to, physical, historic and legal context (e.g. ROD), community, economic, recreational, environmental, construction impacts and safety into decision making.
- Adherence to the Aesthetic Guidelines and Engineering Design Criteria.

The WB I-70 Floyd Hill project will consider and strive to meet the following Desired Outcomes articulated by the PLT:

- Ensure recreation access while addressing the capacity of the forest and ecosystem to handle additional use.
- Highway improvements will ensure that recreation facilities and the highway act in concert with each other – i.e. Glenwood Canyon.



- Improve recreational access at the bottom of Floyd Hill. This would include improving and formalizing rafting access and support facilities, intersections with greenway and trail connections, and wildlife crossings.
- Consider and improve wildlife movement corridors, including fish passage and wildlife crossings.
- Balance highway functionality with visible enhancement and aesthetic improvements.
- Design a fundable, realistic alignment.
- Minimize impact to the travelling public during construction.
- Improve safety and move traffic while protecting the environment.
- Develop and implement a workable traffic management plan at the top of Floyd Hill.
- Map a route for an AGS, beyond “not precluded.”
- Improve access to Central City.
- Address the technical aspects of integrating the preferred alignment with the interchanges.
- The project should be viable for 30 years – avoid problems immediately after opening.
- Explore Public Private Partnerships to create enhancements.

3. Membership and Attendance

The PLT is the leader of the project and includes the Federal Highway Administration (FHWA), Colorado Department of Transportation (CDOT), and corridor community leaders. CDOT and FHWA are the lead agencies and final decision makers for projects on I-70. To ensure that these projects meet the commitment that FHWA and CDOT have made to CSS, a collaborative approach should be used that involves a wide range of disciplines and participants.

The following entities will have representation on the PLT:

- FHWA – Kelly Larson, Shaun Cutting (alternate)
- USFS – Carol Kruse (primary), Adam Bianchi (alternate), Leslie McFadden (alternate)
- CDOT program engineer – Stephen Harelson
- CDOT project manager – Neil Ogden
- CDOT environmental lead – Vanessa Henderson
- Community leaders –
 - i. Clear Creek County – Cindy Neely (primary)/Tim Mauck (alternate);
 - ii. Town of Empire – Wendy Koch (primary)/ Denise Tenant (alternate);
 - iii. Gilpin County – Ron Engels



- iv. Central City – Daniel Miera
- v. Idaho Springs – Mike Hillman (primary)/Andy Marsh (alternate)
- vi. I-70 Coalition – Lynnette Hailey (primary)/Margaret Bowes (alternate);
- Contractor project manager, added during the construction phase of a project (1)
- Consultant staff for technical expertise – Anthony Pisano/Carrie Wallis (alternate)
- Consultant facilitator – Taber Ward / Jonathan Bartsch (alternate)

Primary and alternate members of the PLT agree to strive to attend all meetings in person, although only one member will participate at the table. Members agree that in-person participation is more desirable than participation by conference call. In order for the process to efficiently move forward, the PLT is not required to backtrack on PLT decisions. Any primary PLT member unable to attend a meeting will appoint an alternate. If a PLT member misses a meeting, the PLT member can still contribute to the process by providing agenda items for discussion and by reviewing appropriate materials to prepare for discussions in subsequent meetings.

Weather Cancellation Policy: If a significant number of members are unable to attend due to weather, meetings will be canceled. As a general guideline, if school buses are canceled in the meeting location or in members' areas, the meeting will be canceled.

4. Roles and Responsibilities

Project Leadership Team (PLT)

The PLT is a collaborative stakeholder team that focuses on the decision-making process and moving the process forward.

Lead the Project: The project leadership team will identify all relevant materials for the project – such as the CSS Guidance, Programmatic Environmental Impact Statement, other environmental documents, and local plans. The PLT will discuss and establish project outcomes and will identify the actions and decisions needed to reach those outcomes. Furthermore, the PLT may develop a request for proposals using those outcomes, actions, and decisions.

The PLT will also determine the teams needed to reach the project outcomes and will identify the members needed for each team. If consultants are used on the project, the CDOT project manager and community leaders will join the consultant selection team.

Along with the project staff and attendees at County-Wide Coordination Meetings, the PLT will assist in staffing the other teams needed for the project.



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

The PLT will have primary responsibility for ensuring that Step 1: Define Desired Outcomes and Actions and Step 2: Endorsing the Process are accomplished with all project stakeholders. The PLT will review and endorse required CSS elements such as Project Work Plans and associated Project Schedule, the Project Manager checklist, Context Map Reviews, the Stakeholder Involvement Plan, and the Public Information Plan.

Enable Decision-Making: The project leadership team will approve the project-specific decision-making process for its project. This process will detail the interaction between teams, the Stakeholder Involvement Plan, and the Project Communication Plan. The project leadership team will be responsible for keeping the project on track with each of these plans.

When policy issues arise that cannot be resolved within the project teams, the project leadership team will identify and implement the steps needed to resolve the issue and make a decision. The project leadership team 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 facilitating solutions or approaches to keep the project moving forward.

It is crucial that the PLT identify when the process is working, or not working, and when the process needs to be modified. The PLT members agree to raise process issues in a direct way and as soon as an issue or concern is identified.

The PLT will strive to communicate and listen to the desired outcomes from each PLT member and stakeholder to enable fair and just evaluation of the highway options and alternatives presented. PLT members commit to meeting others' goals while balancing and representing their own constituents' needs. PLT members will work toward consensus and will strive to create an atmosphere of open-mindedness, empathy and understanding of different viewpoints. The PLT will work to addressing issues in meetings, face-to-face and focus on the pros and cons of the issues brought to the table.

The PLT discussions will remain at a high level and focus on policy issues and maintaining and following the CSS process and on broader policy issues. The PLT will determine what materials are relevant for decision making and has identified the TT members for WB I-70 Floyd Hill, if membership changes are necessary, such changes will be discussed with the PLT.



The PLT will communicate with the relevant TT members the themes, policies and CSS process outcomes to ensure there are no gaps in information shared.

The PLT will conduct process check-ins during the Floyd Hill project to ensure the process is on track. Further, the PLT will work to incorporate lessons learned from Concept Development Process and Twin Tunnels projects

PLT Members are:

<u>Members</u>	<u>Organization/Agency</u>
Cindy Neely	Clear Creek County
Tim Mauck	Clear Creek County
Mike Hillman	Idaho Springs
Andy Marsh [ALT]	Idaho Springs
Daniel Miera	Central City
Wendy Koch	Town of Empire
Adam Bianchi (ALT)	USFS
Carol Kruse	USFS
Leslie McFadden [ALT]	USFS
Lynnette Hailey	I-70 Coalition
Margaret Bowes [ALT]	I-70 Coalition
Ron Engels	Gilpin County
Anthony Pisano	Atkins
Carrie Wallis [ALT]	Atkins
Kelly Larson	FHWA
Shaun Cutting [ALT]	FHWA
Neil Ogden	CDOT
Vanessa Henderson	CDOT
Stephen Harelson	CDOT-R1 Program Engineer
Taber Ward / Jonathan Bartsch [ALT]	CDR

Technical Team

The Technical Team will be comprised of experts in the Core Values relevant to the project goals. These may include, but are not limited to, technical staff such as planners, engineers, maintenance personnel, historians, emergency providers, and environmental specialists.

Technical Team membership will be comprised of representatives from:

- Cities and towns within the project limits.
- Counties encompassed by the project limits.



- Non-governmental organizations relevant to the project goals.
- Federal and state agencies with responsibilities relevant to the project.

The Technical Team (TT) members are the first to define the specific context of the segments and then identify the specific critical issues, technical, environmental and social/economic in a segment.

The roles and responsibilities of the Technical Team include:

- Assuring that local context is defined and integrated into the project.
- Recommending and guiding methodologies involving data collection, criteria, and analysis.
- Preparing and reviewing technical project reports.
- Supporting and providing insight with respect to community and agency issues and regulations.
- Assisting in developing criteria.
- Assisting in developing alternatives and options.
- Assisting in evaluating, selecting, and refining alternatives and options.
- Coordinating and communicating with respective agencies.

At the time of the Charter drafting, Technical Team members selected by the PLT include:

<u>Members</u>	<u>Organization/Agency</u>
Lynnette Hailey/Margaret Bowes [ALT]	I-70 Coalition
Ray Rears/Sam Hoover [ALT]	Central City
Leslie Klusmire / Daniel Horn [ALT]	Gilpin County
Andy Marsh/Mike Hillman [ALT]	Idaho Springs
Carol Kruse/Adam Bianchi/Leslie McFadden/Scott Haas [ALT]	USFS
Kelly Larson	FHWA
Martha Tableman	Clear Creek Open Space
John Muscatell / Bill Coffin [ALT]	Community
Holly Huyck / Dave Holm [ALT]	Clear Creek Watershed Foundation
Yelena Onnen / Steve Durian [ALT]	Jefferson County
Jo Ann Sorenson / Tim Mauck [ALT]	Clear Creek County
Joseph Walter / Brandon Marette [ALT]	CPW
Tom Gosioroski	Summit County Public Works
Gary Frey	Trout Unlimited
Kelly Babeon	Fire
Mike Raber	Clear Creek Bikeway User Group
Rick Albers	Law Enforcement



Nicolena Johnson	EMS
Tracy Sakaguchi	CMCA
Neil Ogden	CDOT
Vanessa Henderson	CDOT
Stephen Harelson	CDOT-R1 Program Engineer
Anthony Pisano / Carrie Wallis [ALT]	Atkins

Project Staff

The project staff is a team that includes experts in planning, design, public process, and communication. This team focuses on the day-to-day work of the project.

In coordination with the Technical Team, Project Staff will:

- Implement Context Sensitive Solutions and follow the 6-Step Decision Making Process. The 6-Step Process will ensure collaboration and provide a clear and repeatable process that is fair and understandable.**
- Develop the project-specific decision-making process, which will detail the interaction between teams, the Project Work Plan, the Stakeholder Involvement Plan, and the Public Information Plan.
- Set goals for the project, identify the actions and decisions needed to reach those goals, and support the County-Wide Coordination Meetings used in staffing the Technical Team.
- Lay out alternatives and options.
- Analyze alternatives and options.
- Plan and hold team meetings identified in the Project Work Plan.
- Plan and hold all public meetings identified in the Stakeholder Involvement Plan.
- Document the project.
- The project staff will work with the Technical Team to accomplish Step 3: Establish Criteria; Step 4: Develop Alternatives or Options; Step 5: Evaluate, Select, and Refine Alternative or Option; and Step 6: Finalize Documentation and Evaluate Process.**

****The Six-Step Decision Making Process**

- **Step 1: Define Desired Outcomes and Actions** - Using the CSS Guidance and other relevant materials, this step establishes the project goals and actions. It also defines the terms to be used and decisions to be made.
- **Step 2: Endorse the Process** - This step establishes participants, roles, and responsibilities for each team. The process is endorsed by discussing,



possibly modifying, and then finalizing with all teams the desired outcomes and actions to be taken.

- **Step 3: Establish Criteria** - This step establishes criteria, which provides the basis for making decisions consistent with the desired outcomes and project goals. The criteria measure support for the Core Values for the I-70 Mountain Corridor.
- **Step 4: Develop Alternatives or Options** - The Project Staff works with the Project Leadership Team, stakeholders, and the public to identify alternatives or options relevant to the desired outcomes, project-specific vision, and goals.
- **Step 5: Evaluate, Select, and Refine Alternative or Option** - The process of analyzing and evaluating alternatives applies the criteria to the alternatives or options in a way that facilitates decision making. This may be a one-step or multi-step process depending on the complexity of the alternatives and the decision.
- **Step 6: Finalize Documentation and Evaluate Process** - Documentation should be continuous throughout the process. Final documentation will include each of the previous steps, final recommendations, and the process evaluation.

5. Operating Guidelines

The following discussion guidelines will be used to encourage productive deliberations and decision making among the PLT. The PLT will commit to “best efforts” at following the guidelines and give the facilitators the authority to enforce them:

Discussion Guidelines

- **It is crucial that everyone have a chance to be heard and to hear others.**
 - Pay attention to what is being discussed in the meeting and avoid side conversations or distractions (phone calls, etc.).
 - Allow people to speak and refrain from making interruptions.
 - Be brief and speak to the point.
- **It is important to find creative, innovative solutions.**

- Avoid judging ideas prematurely and try to remain open minded.
 - Look for ways to improve proposals.
 - Promote positive behaviors that result in agreement.
- **Disagreements are inevitable; however, they should be focused on the issues involved rather than on the people holding a particular view.**
 - Raise issues or concerns in a productive fashion and as early as possible.
 - Address one another in respectful ways.
 - Clearly articulate, after deliberation and when appropriate, whether a particular PLT/TT/ITF recommendation can be supported.

6. Decision Making

CDOT and FHWA are the lead agencies and final decision makers for projects on I-70. To ensure that these projects meet the commitment that FHWA and CDOT have made to CSS, a collaborative approach should be used that involves a wide range of disciplines and impacted parties.

The WB I-70 Floyd Hill CSS Process is built on a commitment to collaborative decision making. The key principles of collaborative decision making are:

- Principle-based
- Outcome-driven
- Multidisciplinary

To achieve a collaborative outcome, the WB I-70 Floyd Hill will use the 6-Step CSS Process. The purpose of the CSS process is to support a structured decision-making process.

In concert with the CSS process, the project will use a consensus-building process in making decisions. A consensus is an agreement built by identifying and exploring all parties' interests and developing an agreement that satisfies these interests to the greatest extent possible. A consensus is reached when all parties agree that their major interests have been taken into consideration in a satisfactory manner.

Consensus does not necessarily mean unanimity. Some parties may strongly endorse a recommendation while others may accept it as a workable agreement.



Members can participate in the consensus without embracing each element of the agreement with the same fervor as other members or having each interest fully satisfied. The PLT will seek to balance community values, project goals, and technical information during deliberations and discussions.

To enhance creativity during meetings, individuals are expected to explore a full range of ideas that may transcend or be inconsistent with previously held positions. The goal of the meetings is to have frank and open discussion of the topics and issues needed to lead the project and enable decision making.

7. Communication

The PLT commits to raising relevant issues in a timely and direct manner. For the TT and PLT to work as effectively together as possible, the PLT will receive all communications that are sent to the TT. The PLT will be notified when documents are finalized or decisions have been made.

All email communications will be labeled with a consistent naming convention as follows: **21912, I-70 WB Floyd Hill [Subject Matter]**

Pre-Meeting Materials and Post-Meeting Summaries

PLT pre-meeting materials will be sent to PLT members at least one week prior to meetings for review and comment.

Post-Meeting summaries will be prepared following each meeting of the PLT highlighting action items and decisions. All meeting summaries will be considered drafts until adopted by the PLT. Meeting summaries will be distributed one week after the meeting. PLT or TT members will have one week to review and send comments before the summaries are sent out as FINAL and placed in a shared folder. This folder will be a shared Google Drive folder. This Google Drive folder will also hold any other documents used or presented to the PLT and TT.

E-mail will be used for meeting scheduling and logistics, document review, meeting summaries, and agenda building. E-mail may be used for discussion, comment, deliberation, or agreement building.

8. Schedule and Milestones

Members of the PLT commit to efficient, effective discussions. All members agree up front to strive to meet the schedule, goals, and action plans established at the first meeting. Additional teams identified by the PLT will meet as needed to address specific issues and provide recommendations to the PLT. Group

discussion and deliberations may result in the intentional, formal adjustment of the schedule and milestones.

The PLT commits to meeting at key intervals during the process and to conduct a process check-in, when appropriate. The PLT will meet at the CDOT Region 1 offices in Golden.

9. Public Coordination

For the PLT to fulfill its purpose, work sessions must be focused and manageable. These work sessions will be open to the public; any participation of public observers will be at the discretion of the PLT. PLT members will serve as conduits for communication between their stakeholders and the PLT.

The PLT further commits to being involved in designing public outreach events.

10. Communication with Other Organizations, Individuals, and the Media

PLT members wish to maintain an environment that promotes open, frank, and constructive discussion. Members recognize that such an environment must be built on mutual respect and trust, and each commit to avoid actions that would damage that trust. In communicating about the group's work -- including communication with the press -- each member agrees to speak only for herself or himself, to avoid characterizing the personal position or comments of other participants. No one will speak for any group other than his or her own without the explicit consent of that group.

11. Constituent Communication

Members of the PLT who represent agencies or constituencies will inform their constituents on an ongoing basis about the issues under discussion and the progress being made in the consensus problem-solving meetings. They will represent the interests of their constituent group and bring their constituents' concerns and ideas to the deliberations. Materials developed for the PLT can be shared with their constituency; stakeholder comments on these materials should be relayed to the PLT.

Meeting Notes



I-70 Floyd Hill to Veterans Memorial Tunnels

Date: November 29, 2017

Location: CDOT – Golden

Project Leadership Team - Meeting #3

[Ctrl +Click HERE or paste link below into your browser for Shared Floyd Hill Project GDrive](#)

<https://drive.google.com/open?id=0B5g5iHKBVK6OR2tpb1JOOUNkNU0>

Introductions and Overview

Jonathan Bartsch, CDR Associates, welcomed the group and reviewed the agenda. Self-introductions followed. No changes were made to the agenda and the meeting proceeded.

Process Review and Check In

The PLT reviewed the process to date.

1. The TT has reviewed the Floyd Hill corridor maps and identified corridor opportunities and issues both on and off-pavement.
2. The TT has modified the Context Statement initially prepared by the PLT, Finalized the TT Charter and reviewed the proposed Public Outreach Plan.
3. The TT has developed Context Considerations and is working through an ITF to ensure that these considerations become part of the evaluation criteria or design considerations.
4. Next, the TT will begin to review and develop the alternatives Evaluation and Screening process.

Charter Review and Finalization

The PLT walked through the Charter and Context Statement highlighting key elements, additions and recent edits.

Agreement: The PLT made no changes to the Charter. The PLT agreed to finalize the Charter and Context Statement.

Public Outreach Plan Review and Finalization

The Public Outreach Plan was reviewed and the PLT was asked for feedback:

Question: What is the timing for public meetings? **A:** The first Public Meeting will be about halfway through the process – after the first round of alternatives screening. The second Public Meeting will be at the end of the Environmental Assessment during the public review period, but prior to the final decision document.

Question: Does there need to be a scoping phase/public meeting? **A:** Scoping is done at a high level phase to define context and criteria. We did this at the July Public Meeting where people could provide comment to provide feedback on the context and issues along the corridor.

ACTION: Modify Public Meeting Schedule to include July 2017 Scoping Meeting. Three Public Meetings in total.

Agreement: Once the modification is made, the PLT agreed to finalize the Public Outreach Plan.

The PLT would like to review the website when it goes up.

Actions and Agreements

Agreement: Finalize Charter and Context Statement

ACTION: CDR to post Final Charter on [Project GDrive](#)

Agreement: The second Public Meeting will be halfway through the alternatives screening process. The third Public Meeting will be at the end of the EA during the public review period.

ACTION: ATKINS to modify Outreach Plan to include July 2017 Scoping Meeting

Agreement: Finalize Outreach Plan once modification is made.

ACTION: CDR to post Final Outreach Plan on [Project GDrive](#)

Agreement: PLT would like to see Project website when it gets up.

Attendees

Carol Kruse, Adam Bianchi (USFS), Cindy Neeley (Clear Creek County); Lynette Hailey (I-70 Coalition); Wendy Koch (Town of Empire); Kelly Larson (FHWA); Daniel Miera (Central City); Anthony Pisano, Carrie Wallis, Tyler L. (Atkins); Gina McAfee (HDR Inc.); Kevin

Shanks (THK Associates); Vanessa Henderson, Neil Ogden, Kevin Brown, Stacia Sellers (CDOT); Taber Ward, Jonathan Bartsch (CDR Associates)

Meeting Notes



I-70 Floyd Hill to Veterans Memorial Tunnels

Date: May 21, 2018

Location: CDOT – Golden

Project Leadership Team - Meeting #4

[Ctrl +Click HERE or paste link below into your browser for Shared Floyd Hill Project GDrive](#)

<https://drive.google.com/open?id=0B5g5iHKBVK6OR2tpb1J0OUNkNU0>

Introductions and Overview

Taber Ward, CDR Associates, welcomed the group and reviewed the agenda. Self-introductions followed. No changes were made to the agenda and the meeting proceeded.

Project Updates

WB PPSL - Neil noted the project is moving into preliminary design, and the 30% Design review meeting will be in mid-June. An in-person public meeting is scheduled for September 13 at the Elks Lodge in Idaho Springs. The online public meeting will be going live May 29.

Bridge Deck Repair at Soda Creek and Floyd Hill - This project will start at 7pm on June 8. Lanes will be closed 7pm-7am.

CSS Process Flowchart

It was noted these evaluation questions and measures of success were used to evaluate and recommend interchange and roadway options.

Summary of CSS Process to date

The project process to-date was reviewed:

OCTOBER 2017 - PRESENT

4 PLT Meetings: Established Charter, context statement, core values, reviewed public outreach plan, reviewed major elements, reviewed public meeting materials, introduced draft project goals

11 TT Meetings: Worked through 6-Step decision making process. Started with context mapping of three sections. Used matrices to evaluate and recommend options.

Multiple ITFs

- Developed measures of success, CSS flow chart, evaluated option for interchanges and roadway design
- Held SWEEP, ALIVE and Section 106 ITFs

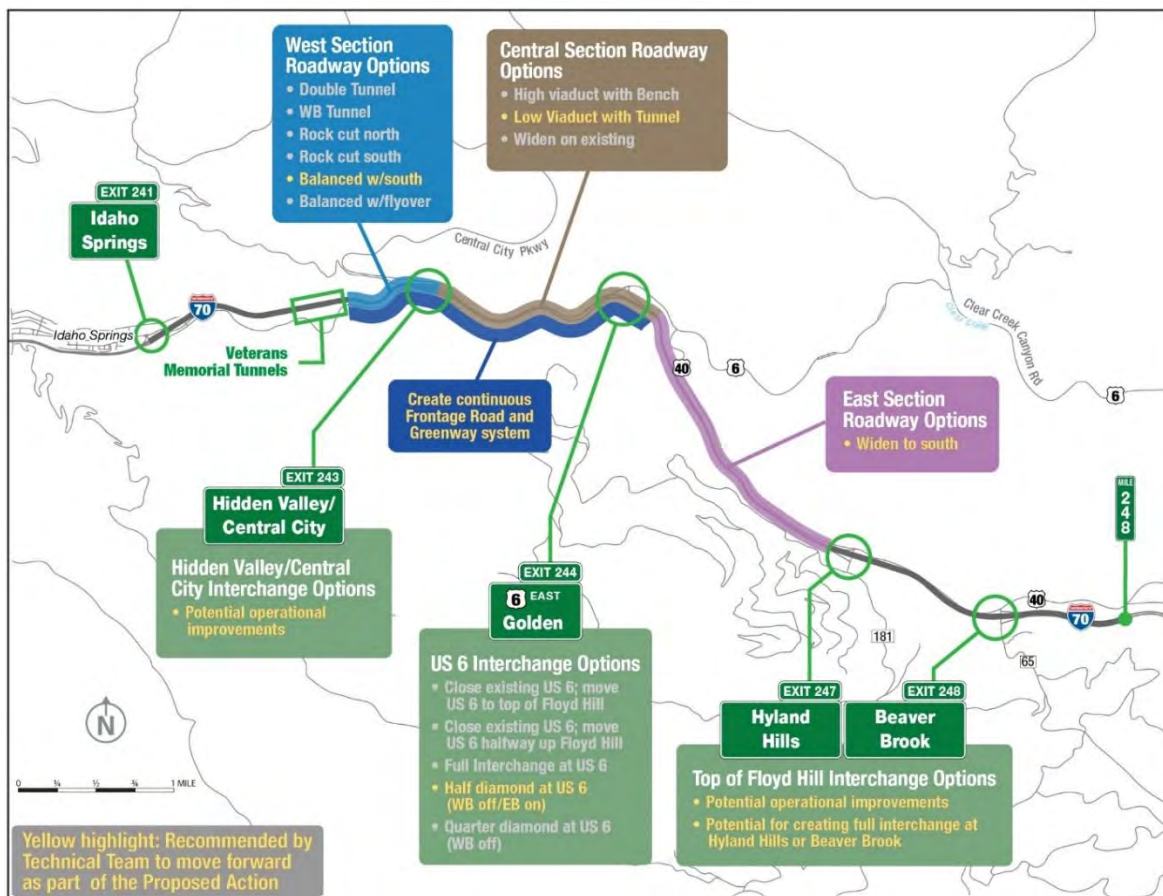
Purpose and Need

The Purpose and Need is located in the [GDrive](#).

The Floyd Hill Purpose and Need is the first step in NEPA process. It addressed travel time, safety, mobility and deficient infrastructure. The P&N respects the Core Values developed in the CSS process and is used to evaluate design options.

Major Elements of Proposed Action Map

The Major Elements of the Proposed Action were presented to the PLT and the PLT was asked to provide feedback, input or comments. No comments received.



US6 Access Interchange – Recommendation is the half diamond at US6 (WB off/EB on)

East Section – Widen to south

Central Section – Low viaduct with tunnel

West Section – Balanced rock cut with south frontage road

The next steps will be to integrate East, Central, and West roadway sections with the recommended US6 Interchange option.

PLT AGREEMENT: The PLT agrees to move forward with the TT recommendations on interchange and roadway sections.

Other Supportive elements

- Frontage Road
- Greenway
- Hidden Valley Interchange and Intersection Configuration
- Interchange and Intersection Configurations for Top Of Floyd Hill
- Eastbound Acceleration Lane East of Us 6 Interchange
- Shared Corridor Visio Map with Responsibilities

PLT Question: Should Beaver Brook/Highland Hills interchange be on this list as a consideration? **A:** This is included in the “Interchange and intersection configurations for top of Floyd Hill.”

PLT AGREEMENT: The PLT agrees that the supportive project elements are captured here.

Public Meeting Materials Review

Carrie Wallis, Atkins, presented the materials for the Public Meeting scheduled for June 12, 2018.

ACTION: CDR to upload Public Meeting materials in [GDrive](#).

ACTION: PLT will provide comments on these materials by this **Friday, May 25, 2018**.

ACTION: PLT will help post flyers that will be in [GDrive](#). The PLT was asked to print out 5 flyers & post them at their favorite spots.

Question: What is format of meeting? **A:** Doors open at 5:00 pm. There will be a presentation at 5:30 pm with time for Questions and Answers. After the Q&A, the Open House will resume and there will be maps on tables for people to comment on.

ACTION: CDR will send an email with the flyer attached, public meeting materials attached.

The PLT noted that there will likely be a considerable amount of comments and questions from the community from the Floyd Hill area and there should be adequate time allotted for community members to be heard. The team should be prepared to discuss the following items:

- Evacuation of Floyd Hill during emergencies
- How residents get home during traffic – current traffic congestion.
- Truck traffic on Floyd Hill and how that affects residential traffic
- Bikers – and how we have considered their needs
- Highway 40 improvements
- Full diamond exit – both support for one and opposition to one.

It was confirmed that the TT will also receive the Public Meeting Notice Flyer for distribution after the TT meeting on Wednesday, May 23.

Carrie Wallis presented public meeting boards that will be at the meeting: Welcome; Project Background; NEPA Process Overview; CSS process; ITF (ALIVE, Section 1, SWEEP); Purpose & Project Needs; Major Elements of Proposed Action; CSS Flow Chart; Resources Being Evaluated in the EA; Project Schedule; How to Stay Involved.

Handouts will include: Welcome, CSS Flow Chart, Major Elements, and Stay Involved. There will also be handouts at the PPSL station, along with the online public meeting available for folks to review.

PLT Question: What is eastern limit of study? **A:** Just past Exit 248/ CR 65. The project includes the lower (Beaver Brook) interchange.

There will also be four segment maps for community members to review at the public meeting: West, Central, East, and Top of Floyd Hill. The Greenway, frontage road, and future AGS are represented on the maps, along with comments on potential wildlife crossings and major elements of proposed action.

The PLT recommended having two sets of maps, since the public will be very interested in these.

PLT AGREEMENT: The maps will be presented East to West.

ACTION: Atkins to print two sets of maps for community review.

ACTION: Atkins will make name tags for PLT and TT.

The intent of the CSS flow chart board and handout is to demonstrate to the community members where comments ended up and how the comments have been used in the evaluation. Comment forms will also be available that are self-addressed for the public to mail in after the meeting.

The Floyd Hill video will be looped on repeat during the open house portions of the meeting.

There will also be a WB PPSL table at the meeting for public information

The meeting will be advertised in three newspapers: Canyon Courier, Clear Creek Courant, and Gilpin County Weekly Register Call.

Email notifications will also start tomorrow (May 22, 2018) (3 planned). Flyers will be hung throughout the communities starting May 22, 2018. Boards and the presentation will be on the project website after the meeting.

PLT Question: How much time will you spend discussing pending funding for the project?

A: Because of the HATCH Act, there are limitations to discussing ballot initiatives. It can be noted there is a ballot initiative, but it can't be discussed further. It is Steve Harelson's understanding that the initiative is moving forward with 0.62% sales tax. Signatures are being collected and must be completed in six weeks.

PLT Question: Will the design of the overpass at the frontage road and Exit 243 hinder sight lines for the exit? **A:** As of right now, no. After you come out of Veterans Memorial Tunnel, curves are flattened to improve site distance.

PLT Question: Has CDOT received feedback on video that went out? **A:** The feedback has been positive.

PLT AGREEMENT: Those at the Project Schedule board should be prepared to talk about the NEPA process and how comments received will be integrated and addressed.

PLT Questions: Are other public meetings on the schedule? Should we indicate when there are future public meetings? **A:** We will put these on project schedule board.

ACTION: Atkins to add future Public Meetings to Project Schedule board.

ACTION: If there are additional comments, Project Staff will send out revised information to the PLT prior to print.

PLT AGREEMENT: With these changes made, the general public outreach materials and meeting format is good to go.

Project Delivery Selection

It was noted that for projects this size, CDOT looks at innovative delivery methods for project construction:

Design-Bid-Build – This is the traditional delivery method that CDOT has used. CDOT develops plans and specifications; these are posted, and bids are due three weeks later. Plans and specs have to be accurate because projects are turned around quickly, and CDOT does not pay or own a lot of risk.

CMGC - CDOT prepares a set of plans, and prior to the 10-30% design, a contractor team is hired to help with preparation of plans. The contractor is free to bid on the project without competition, and CDOT hires an independent cost-estimating company to prepare an independent bid. These two bids are compared. The contractor has up to 3 strikes and has to converge into a set price (about 5%) of what the independent cost estimate identifies. The benefit is that the contractor is able to share innovative ideas in meetings and own the design decisions. If they are not selected, the project goes out for regular bid.

Design-Build – CDOT provides contractor a set of 10-30% design plans and prepared books of project requirements. The project specifics are not listed, but CDOT notes constraints that they would like the bidder to consider. CDOT then decides whether bidders meet constraints in the books. Three firms are then identified. These firms then are issued a draft RFP. Some advantages are that this method allows for CDOT to include additional features not in the base project (called additional requested elements or AREs) and it allows for some innovation.

It was noted that the CSS process can be brought into any of these delivery methods. PLT members noted that it would be beneficial for the contractor to experience the CSS process. At this point in the process, the PLT is focusing on selecting a process, not a contractor, though one feeds into the other.

In order to select the most appropriate method for a project, CDOT uses the Project Delivery Selection Matrix (PDSM).

PLT Question: Are questions of the PDSM pre-determined? **A:** No, the Goals play a huge part in that selection.

PLT Questions: What else do you use to develop the matrix? **A:** We use primary factors that are pre-determined and secondary factors.

Primary factors include- Project complexity, innovation, delivery schedule, cost considerations, level of design, risk assessment.

Secondary factors include - (only used if primary factors don't give clear answer) - staff experience, availability, level of oversight and control, competition and contractor experience.

Q: Are Project Goals primary or secondary factors? **A:** They are background information used to make the decision. The goals are the way in which questions are answered.

The PLT was presented Project Goals for review and input. These will also be attached to the meeting minutes.

Per CSS guidance, the PLT will assist with developing the Project Goals, and is invited to sit in on the selection process. The Project Goals should reflect CSS issues and concerns.

For these Project Goals, CDOT looked at recent Project Goals and process and filtered for the Floyd Hill project.

Some of the PLT's initial feedback on Project Goals include:

- There is a relationship between minimizing construction impacts and schedule. How can this be represented in the goals?
- For schedule, is it better to take summer off and take 3 seasons for construction? Or is it better to work through the summer and only take 2 seasons? From Gilpin County's perspective, the less the timeframe for construction, the better.
- Should the goals consider lifecycle/pavements/snow removal/ sediment?

ACTION: PLT will provide feedback on Project Goals by June 11, 2018

Q: What type of feedback are you looking for? **A:** Anything and everything.

Q: How do you identify goals if you don't have FONSI in place? **A:** The contract is so long that we need to get this in place before we start that process; it isn't finalized until a decision is made.

It was noted that Project Delivery has not always met what the CSS process has set up. For example, in Central City and Black Hawk, even if it is more expensive to choose one contractor, it may be a greater benefit to balance construction impacts for these communities. If CSS and minimizing negative impacts to communities during construction are strong considerations, the Goals can place more emphasis on project schedule

PLT members will be involved in the Delivery Selection Advisory Team.

PLT AGREEMENT: Clear Creek County and Gilpin County were identified as two groups to be involved in the advisory team.

ACTION: CDR follow up with Clear Creek and Gilpin on next steps for advisory team.

Next Steps

PLT AGREEMENT: The PLT agrees to move forward with the TT recommendations on interchange and roadway sections.

PLT AGREEMENT: The PLT agrees that the supportive project elements have been captured by the project team.

PLT AGREEMENT: The maps will be presented East to West.

PLT AGREEMENT: Those at the Project Schedule board at the Public Meeting should be prepared to talk about the NEPA process and how comments received will be integrated and addressed.

PLT AGREEMENT: With these changes made, the general public outreach materials and meeting format is good to go.

PLT AGREEMENT: Clear Creek County and Gilpin County were identified as two groups to be involved in the advisory team for Project Delivery.

ACTION: CDR to upload Public Meeting materials in [GDrive](#).

ACTION: PLT will provide comments on these materials by this **Friday, May 25, 2018**.

ACTION: PLT will help post flyers that will be in [GDrive](#). The PLT was asked to print out 5 flyers & post them at their favorite spots.

ACTION: CDR will send an email with the flyer attached, public meeting materials attached.

ACTION: Atkins to print two sets of maps for community review at Public Meeting.

ACTION: Atkins will make name tags for PLT and TT at Public Meeting

ACTION: Atkins to add future Public Meetings to Project Schedule board.

ACTION: If there are additional comments, **Project Staff** will send out revised information to the PLT prior to print.

ACTION: PLT will provide feedback on Project Goals by June 11, 2018

ACTION: CDR to make name tent for Lauren Boyle.

Attendees

Adam Bianchi (USFS), Cindy Neeley (Clear Creek County); Kelly Galardi (FHWA); Daniel Miera (Central City); Ron Engels (Gilpin County); Andy Marsh (Idaho Springs); Anthony

Pisano, Carrie Wallis, Tyler Larson (Atkins); Gina McAfee (HDR); Kevin Shanks (THK Associates); Vanessa Henderson, Neil Ogden, Kevin Brown, Lauren Boyle, Bob Smith, Steve Harleson (CDOT); Taber Ward, Melissa Rary (CDR Associates)



Floyd Hill - PLT Meeting SUMMARY

August 27, 2019, 9 AM to 11 AM
CDOT Golden - Lookout Mountain Conference Room

1. Project Status and Planning Update

Neil Ogden, CDOT, updated the group on the Floyd Hill process and status:

Over the summer, the project team has continued to collect existing conditions data for the Floyd Hill Project. Construction funding has not been identified but CDOT is currently working toward completing the Floyd Hill Design and NEPA Study.

CDOT is also undertaking a 10-year transportation planning process. As part of this process, CDOT has been meeting with many local jurisdictions (e.g. Clear Creek County, Gilpin County); from these initial talks, local jurisdictions continue to indicate that the Floyd Hill Project is a priority project. The planning process is anticipated to be completed late this fall but CDOT wanted to engage this group now to provide an update so we are prepared if this project is determined to be one of the statewide priorities after the process is complete. CDOT is currently working to secure funding for the remainder of the NEPA study, and CDOT will continue to work to identify additional design and construction funding to advance the project

2. Alternatives Update

Neil explained that CDOT is now looking at an additional alternative for the segment between US 6 and Hidden Valley. Based on feedback from FHWA, CDOT management, and industry, there is a desire to develop a Canyon Viaduct (bridge) Alternative.

Anthony Pisano walked the group through the Canyon Viaduct alternative, which would move both eastbound (EB) and westbound (WB) I-70 to the south and would be on a combination of structures (bridges) and benching into the rock. WB US 6 would enter I-70 on an on-ramp farther west than the Tunnel Alternative and would not require a flyover. EB, US 6 access would be through Hidden Valley to the frontage road, the same as in the Tunnel Alternative.

Atkins displayed the centerlines of the alignments for both the Tunnel Alternative and the Canyon Viaduct Alternative on the screen using Google Earth.

- Both alternatives are identical along the east section of the project which starts at the top of Floyd Hill and then continues down the hill towards US 6.
- They are also identical along the west section of the project between the Hidden Valley Interchange and the Veterans Memorial Tunnels.
- The alignments differ along the central section which is located between a point just east of the WB I-70 exit ramp to US 6 and the Hidden Valley Interchange. Our discussion focused on this section.

Tunnel Alternative - Central Section - See Figure 1 Attached

I-70 Alignment

- **WB I-70.** WB I-70 shifts to the west just east of the exit ramp to US 6. WB traffic would be on a viaduct that would parallel I-70 and cross over US 6 into a tunnel. The viaduct will touch down on existing I-70 for a short distance to accommodate the WB exit ramp traffic to US 6. The tunnel will be located underneath the first of two hills in the canyon at the bottom of Floyd Hill. At the outlet of the tunnel, the WB alignment stays north of existing I-70 and traverses around the second hill on a bench cut into the rock. At the end of the east section, the WB alignment shifts south and ties into the existing WB alignment just east of the Hidden Valley Interchange.
- **EB I-70.** EB I-70 remains within the existing roadway prism just east of the exit ramp to US 6. Flatter curves will be constructed to improve the design speed. The existing EB I-70 bridge over Clear Creek will be replaced and will move the new EB alignment to the existing WB alignment. The roadway will create a rock cut in the first of two hills in the canyon at the bottom of Floyd Hill. This rock cut is required to flatten the EB I-70 geometry to meet design speed requirements. EB I-70 remains on an alignment similar to WB I-70 just south of the second hill (where WB I-70 is elevated above EB on a bench section). At the end of the east section, the EB alignment shifts south and ties into the existing EB alignment just east of the Hidden Valley Interchange.

US 6 Alignment

EB and WB US 6 will follow the existing EB I-70 alignment through the canyon. US 6 crosses to the south side of Clear Creek just east of the Hidden Valley Interchange and ties into the existing CR 314 alignment.

Access to US 6

- **WB I-70 Exit to US 6.** The exit ramp will be shifted slightly east of the existing fill slope and will be located on structure or retaining wall. The access will remain close to its current location
- **US 6 access to EB I-70.** A new ramp will be constructed at the bottom of the hill to provide access from US 6 to EB I-70.

- **US 6 access to WB I-70.** WB US 6 traffic will remain on US 6 through the canyon. A new flyover ramp will elevate traffic over I-70 and provide access just east of the Hidden Valley Interchange. This ramp will be braided with the WB I-70 exit ramp to Central City Parkway. This means that the Central City Parkway traffic will exit I-70 before the WB US 6 traffic enters I-70.
- **EB I-70 Exit to US 6.** EB I-70 traffic headed to US 6 will exit at Hidden Valley and will make a slight right to where the new CR 314 / US 6 alignment ties into the Hidden Valley interchange.

Greenway Alignment. The Greenway is located on its existing alignment.

AGS. The AGS alignment would remain south of I-70 and would not conflict with this alternative.

Canyon Viaduct Alternative - Central Section - See Figure 2 Attached

I-70 Alignment

- **WB I-70.** WB I-70 shifts to the west just east of the exit ramp to US 6. The viaduct will touch down on existing I-70 for a short distance to accommodate the WB exit ramp traffic to US 6. WB traffic would be on a viaduct that would parallel I-70 and turn west at US 6 and remain on a viaduct down the median of I-70. The viaduct will be constructed above the existing bridges at the bottom of the hill and stay about 30 feet above the existing roadway when it is located along the median. The WB I-70 alignment crosses south of Clear Creek and cuts through a ridge then crosses back to the north side of the Creek. The WB alignment crosses existing I-70 and traverses along the second hill on a bench cut into the rock. At the end of the east section, the WB alignment shifts south and ties into the existing WB alignment just east of the Hidden Valley Interchange
- **EB I-70.** EB I-70 parallels WB I-70. EB and WB will be separate structures.

US 6 Alignment

EB and WB US 6 will follow the existing EB I-70 alignment through the canyon. US 6 crosses to the south side of Clear Creek just east of the Hidden Valley Interchange and ties into the existing CR 314 alignment.

Access to US 6

- **WB I-70 Exit to US 6.** The exit ramp will be shifted slightly east of the existing fill slope and will be located on structure or retaining wall. The access will remain close to its current location. The alignment for this alternative is farther east than on the Tunnel Alternative and will likely require more structure.
- **US 6 access to EB I-70.** A new ramp will be constructed at the bottom of the hill to provide access from US 6 to EB I-70.
- **US 6 access to WB I-70.** WB US 6 traffic will connect to the new WB viaduct near the location of the existing ramp. The profile of the ramp will be elevated on a walled section and transition to a new bridge structure. The ramp will then tie into the new I-70 WB viaduct on the right side (instead of the left entrance that exists today). This

access is different from the tunnel alternative in that it will not need a flyover or braided ramp near the Hidden Valley interchange. This will result in reduced rock cuts along WB I-70.

- **EB I-70 Exit to US 6.** EB I-70 traffic headed to US 6 will exit at Hidden Valley and will make a slight right to where the new CR 314 / US 6 alignment ties into the Hidden Valley interchange.

Greenway Alignment. The Greenway is located on its existing alignment.

AGS. The AGS alignment would remain south of I-70 and would not conflict with this alternative. It would likely be in the same cut as I-70 in the location where I-70 crosses to the south side of the creek. The Canyon Viaduct Alternative may provide an opportunity for a wider transportation corridor south of Clear Creek and provide more space for the creek.

CDOT is not favoring one alternative or another. Considering the Canyon Viaduct Alternative will:

- Allow us to evaluate both a Tunnel and Canyon Viaduct alternative to make our final selection stronger and more informed.
- Make it easier for a contractor to advance either alternative.
- A Canyon Viaduct alternative will provide a back-up plan in case there is a fatal flaw in the geotechnical analysis of the tunnel or if the tunnel is determined to be infeasible for any reason.

PLT Question: We left some of the concepts behind during the Concept Development Process. Are we revisiting these concepts?

Answer: During the Concept Development Process, we looked at variations of this alternative. The current alternative is more of a refinement and combination of some of the concepts evaluated previously. As we have been advancing the concepts and have more information on geologic conditions, we have a more complete understanding of potential impacts of a tunnel and a viaduct alternative. Given this information, it is prudent to look at other options.

PLT Question: How much of I-70 is elevated in the Canyon Viaduct Alternative?

Answer: All of I-70 is above the existing I-70 and out of the canyon in the central section. EB and WB I-70 are either on a bridge or benched. The elevation varies from approximately 30 feet to 50 feet.

PLT Question: Does maintenance prefer to maintain a tunnel or a bridge?

Answer: As we analyze both alternative using the NEPA process, we will look at both alternatives and seek maintenance input and preferences. Both a viaduct and a tunnel are expected to require significant maintenance.

PLT Comment: This will reduce truck impacts on local roads.

PLT Question: How might the Canyon Viaduct Alternative change the approach to Exit 243 to Central City Parkway? We would like to see an improvement at this exit if there is going to be an improvement to that interstate.

Answer: All the improvements to the Hidden Valley interchange will be same for both interchanges. There was a specific interest in the EB exit ramp. The ramp configuration will be the same for both alternatives.

PLT Question: Are wildlife crossings still part of this?

Answer: Yes, both will have underpasses in the central and west sections and both will have the overpass on the east end; the Canyon Viaduct would be more open and likely provide better crossing opportunities.

PLT Question: Where is CR 314 in relation to the current EB or WB lanes in the Canyon Viaduct Alternative?

Answer: It is on EB for now, but it can be anywhere in the existing corridor. There could be an opportunity to regrade the bank of the creek and reclaim some additional property.

PLT Response: We may want to consider giving some space between the road and creek. It would be good to get it onto WB so there could be potential creek access areas, pull outs, view areas.

As the project moves forward, the Floyd Hill process will shift, focusing on NEPA, and allowing NEPA to do its job by evaluating the two different alternatives.

3. NEPA Process and Schedule

This fall, we will consider some additional refinements to the Tunnel Alternative and continue to develop the Canyon Viaduct Alternative to provide enough detail for NEPA to perform impact analysis in early 2020. The NEPA process will include a thorough analysis to support decision making. The core values and context considerations will be important inputs to the NEPA evaluation of the alternatives. Some considerations will be project requirements (e.g., safety, emergency access), and others may be discriminating measures in comparing the alternatives (e.g., relative benefits to wildlife movements).

CDOT presented a draft high-level schedule, outlined below. It was noted that this is preliminary and will depend on whether additional funding can be secured and if the project is determined to be a priority following the statewide planning process.

- **Develop and Refine EA Alternatives: September - December 2019**

- September TT Mtg - Introduce / review Canyon Viaduct Alternative
- October TT Mtg - Review Tunnel Alternative refinements, including Frontage Road alignment
- November & December TT Mtgs - Refine and review alternatives for NEPA analysis
- **NEPA Impact Analysis: January - May 2020**
 - January PLT Meeting: Review alternatives for NEPA analysis and public meeting preparation
- **Public Meeting: February 2020 (update project progress, next steps, and NEPA alternatives)**
 - March PLT/TT Mtg - Follow up from Public Mtg.
- **NEPA EA Preparation: June - August 2020**
 - May/June TT Mtg - Review preliminary impacts and mitigation
 - July PLT/TT Mtg - Updates on impacts and mitigation; public hearing preparation
- **NEPA Completion (pending funding availability): September - December 2020**
 - October PLT/TT Mtg - Review public and agency comments and responses

After the Draft Schedule was presented, a discussion followed:

- We will be looking at the critical issues/context considerations document through a more rigorous NEPA lens with supporting data to consider and weigh issues.

- The NEPA process will help us uncover any major issues that may come up as we begin to evaluate the alternatives.
- The public meeting in February will show both alternatives (Tunnel and Canyon Viaduct) because the public has not yet seen the Canyon Viaduct Alternative or a refined Tunnel Alternative. After the EA is released, there will be a public hearing (next fall).
- Part of the NEPA process will include a geotechnical investigation for the tunnel and for rock cuts that may be needed for the Canyon Viaduct Alternative, as well as additional geotechnical considerations for the Tunnel Alternative.
- We will do cost estimates for the alternatives - they will both be expensive. Finances are not a discriminator in terms of the decision-making. But finances are something that will need to be understood for the contracting community and CDOT. Construction costs are not a criterion in a NEPA analysis, but it needs to be fundable.

4. CSS Process and Planning

The CSS process and NEPA are aligned - the next phase of NEPA will not be different than what we have been doing, but NEPA will add a level of rigorous analysis and data-collection. It will be a similar process that we worked through with the Twin Tunnels and WB PPSL NEPA/CSS processes.

TT Question: Will the CSS process involve drafting a critical issues/context considerations matrix for the Canyon Viaduct Alternative?

Answer: Yes. The TT will run the Canyon Viaduct Alternative through the critical issues matrix. It is likely that the matrix will be completed this fall. Once we finalize the matrix, all of the matrices that the TT has worked on will be incorporated into the NEPA documentation.

- The September TT meeting will include a high-level overview of the issues of the Canyon Viaduct Alternative and revisit the context considerations/critical issues and measures of success.
 - The September meeting will likely include a lot of TT questions and revisiting the work we have already done.
- The October TT meeting will also allow time to review past discussions, including discussions around the Tunnel Alternative and Frontage Road location.
- The goal would be to run the alternatives through the CSS Critical Issues/Context Considerations Matrices during the November/December timeframe.

ACTION: Project Team to revise the DRAFT Project Schedule to reflect the discussion about matrices and CSS process involvement.

It was noted that the purpose of the Critical Issues Matrix will be to look at all of the information through the lens of the context considerations, core values, pros and cons, and critical issues. Since both alternatives will be evaluated in NEPA, the Matrix exercise will not be used to recommend alternatives to move forward. The goal is to move both alternatives (Tunnel and Canyon Viaduct) through NEPA so they can be evaluated more in-depth.

The PLT agreed that the sequencing of the PLT and TT meetings as outlined in the DRAFT Project Schedule is a good starting place and has room for flexibility as the process moves forward. Cindy Neely reminded the group that the PLT role was not to evaluate or recommend alternatives but to guide the process and that the TT needed to be engaged in the evaluation of the alternatives.

The PLT agreed that a September TT meeting should be scheduled.

5. Public Involvement

It was noted that there will be a Public Meeting and Public Hearing as the project moves forward. The Project Team reminded the PLT that it is vital that they use their networks to get the word out about these meetings so people who are interested can attend. Both the first Floyd Hill meeting and the statewide planning meeting were well attended, and the group agreed the public meeting format has been effective.

During the fall, the Project Team will come back to the PLT with more details and a plan for public engagement.

6. Next Steps/Action Items

Vanessa Henderson, CDOT, reminded the group that the ITF (i.e ALIVE, SWEEP, Section 106) meetings will be scheduled again as the process moves forward.

ACTION: CDR will schedule a TT meeting for September and send out the Context Considerations documents to the TT prior to the meeting.

ACTION: The Project Team will revise the DRAFT Project Schedule to reflect the discussion about matrices and CSS process involvement.

ACTION: PLT to provide any additional input on the project schedule.

ACTION: PLT to look at the TT membership roster and confirm that the members are accurate/correct.

7. Attendees

Amy Saxton, Cindy Neely (Clear Creek County), Jon Cain (Idaho Springs), Lynette Hailey (I-70 Coalition), Scott Haas (USFS), Wendy Koch (Town of Empire), Tyler Larson, Anthony Pisano (Atkins), Stephen Harelson, Tyler Brady, Neil Ogden, Vanessa Henderson, Kevin Brown (CDOT), Jonathan Bartsch, Taber Ward (CDR), Kevin Shanks (THK), Mandy Whorton (Peak Consulting)

Phone: Margaret Bowes (I-70 Coalition), Daniel Miera (Central City), Shaun Cutting (FHWA)



Floyd Hill - Draft Project Schedule

- **Develop and Refine EA Alternatives: September - December 2019**
 - September TT Mtg - Introduce / review Canyon Viaduct Alternative
 - October TT Mtg - Review Tunnel Alternative refinements, including Frontage Road alignment
 - November & December TT Mtgs - Refine and review alternatives for NEPA analysis

- **NEPA Impact Analysis: January - May 2020**
 - January PLT Meeting: Review alternatives for NEPA analysis and public meeting preparation

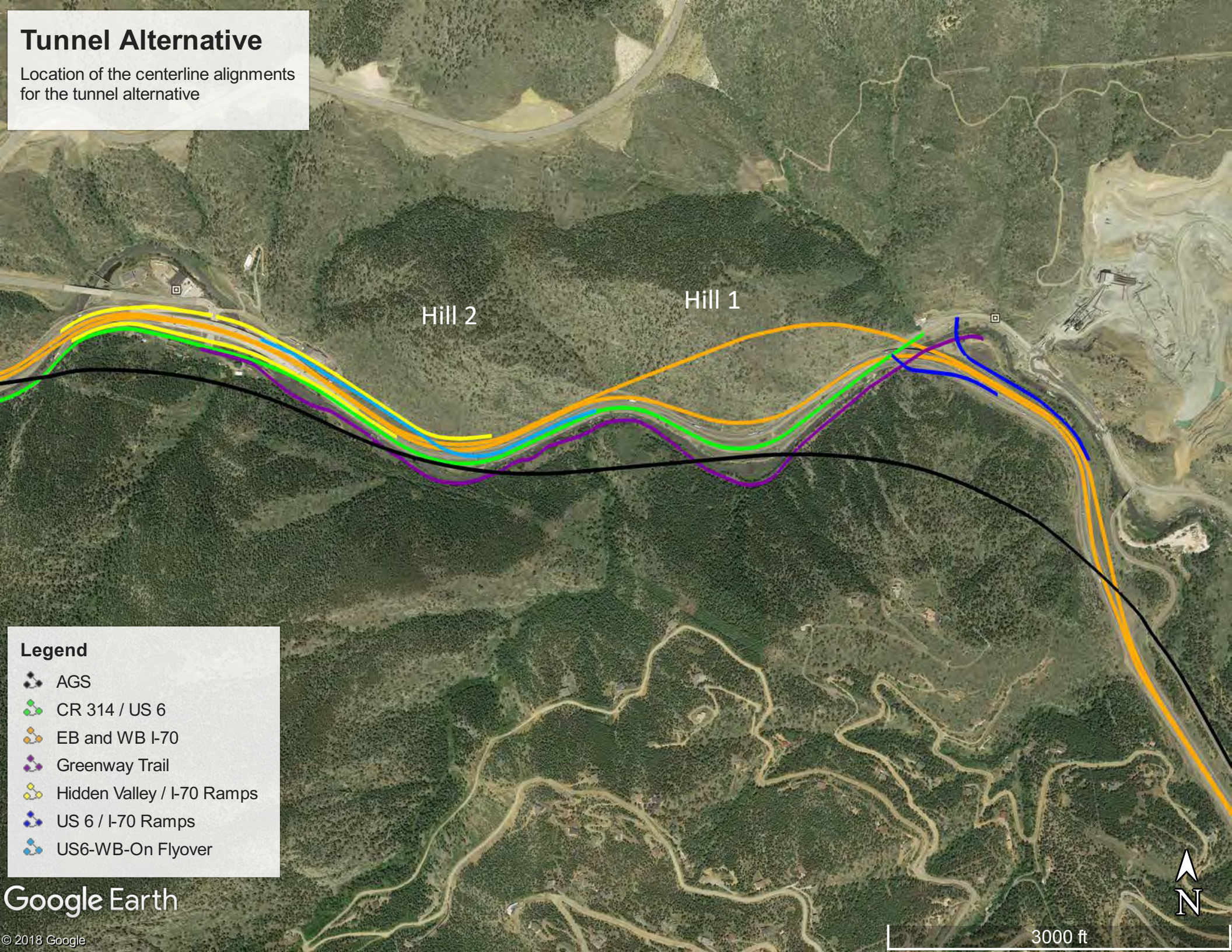
- **Public Meeting: February 2020 (update project progress, next steps, and NEPA alternatives)**
 - March PLT/TT Mtg - Follow up from Public Mtg.

- **NEPA EA Preparation: June - August 2020**
 - May/June TT Mtg - Review preliminary impacts and mitigation
 - July PLT/TT Mtg - Updates on impacts and mitigation; public hearing preparation

- **NEPA Completion (pending funding availability): September - December 2020**
 - October PLT/TT Mtg - Review public and agency comments and responses

Tunnel Alternative

Location of the centerline alignments for the tunnel alternative



Hill 2

Hill 1

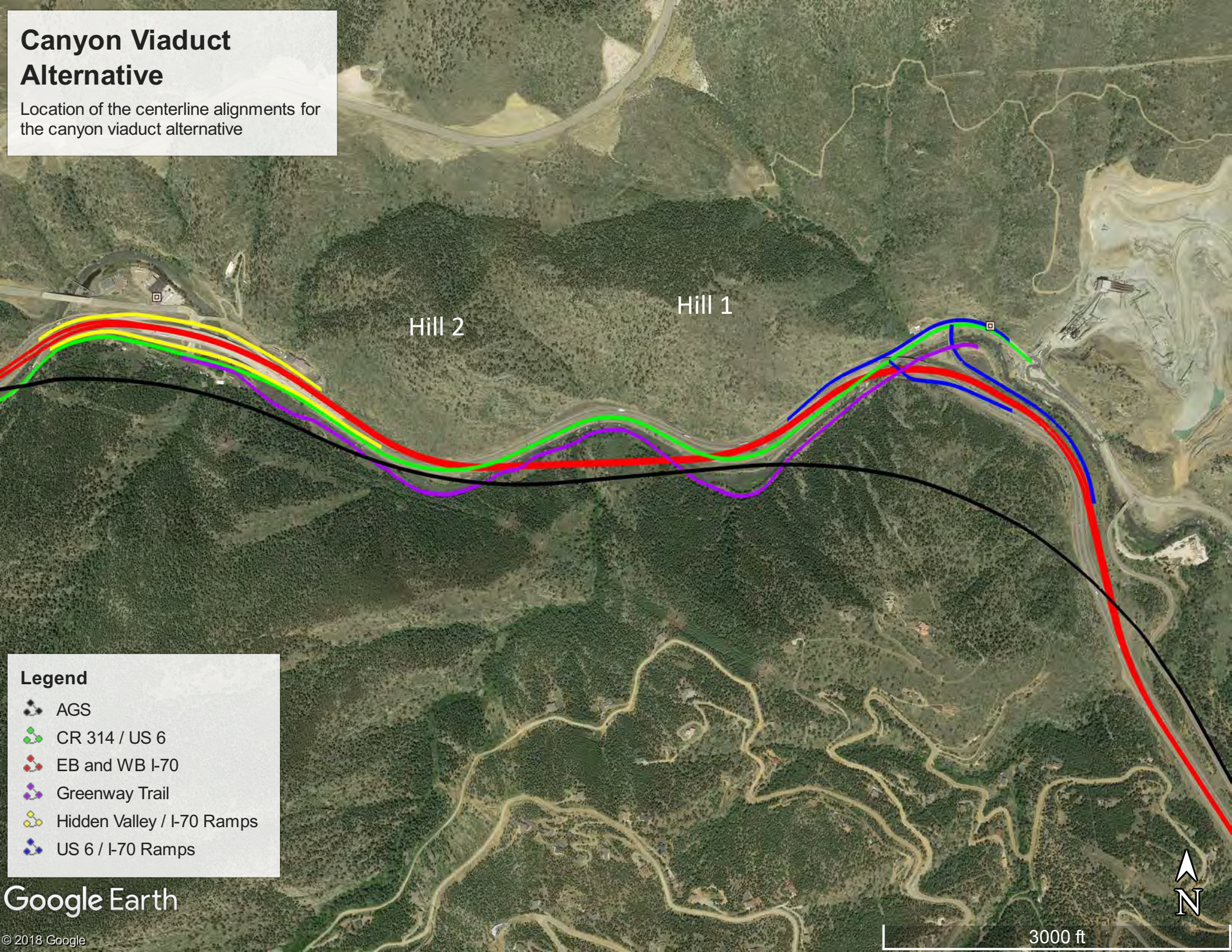
Legend

- AGS
- CR 314 / US 6
- EB and WB I-70
- Greenway Trail
- Hidden Valley / I-70 Ramps
- US 6 / I-70 Ramps
- US6-WB-On Flyover



Canyon Viaduct Alternative

Location of the centerline alignments for the canyon viaduct alternative



Legend

- AGS
- CR 314 / US 6
- EB and WB I-70
- Greenway Trail
- Hidden Valley / I-70 Ramps
- US 6 / I-70 Ramps





Floyd Hill - Project Leadership Team

Meeting Summary

February 12th, 2020, 1 PM to 3 PM

CDOT Golden - Lookout Mountain Conference Room

1. Welcome and Agenda Review

Jonathan Bartsch, CDR Associates, welcomed the PLT members. Self-introductions followed. The PLT reviewed the agenda, and no changes were made.

2. Project Status and Corridor Updates

I-70 Mountain Corridor Updates

WB I-70 MEXL (PPSL) Construction: Jeff Hampton, CDOT, noted that a lot of progress has been made, even with the wet weather. CDOT is currently communicating with businesses in the I-70 corridor to ensure everyone is aware of the project status and schedule. PLT members noted that the community outreach has been great and really positive.

Fall River Road Bridge: Kevin Brown, CDOT, reported that the Fall River Road bridge is now open. CDOT will be adding structure coating in the Spring when it warms up (it is too cold right now to apply the coating). There will be a double stop-sign at the bridge to alleviate concerns expressed by the community. The project has won multiple design awards and CDOT is considering a ribbon cutting ceremony. Great job Kevin and team!

Silverplume Soundwall: Currently, CDOT is casting the panels and the reveal for the soundwall. The specifications require that the Silverplume review committee look at the panels/reveal prior to final installation. Kevin will coordinate with Tammy, the Silverplume Town Hall Clerk, to schedule the review.

ACTION: CDOT to coordinate with Silverplume/Tammy to ensure the Silverplume review committee looks at the Soundwall panels/reveal.

Clear Creek Greenway and CR 314: CR 314 has been advanced to 30% design, the Greenway is at 90% design. The goal is to begin construction in Spring 2021.

Floyd Hill Project Status

Floyd Hill HPTE Funding Gap Study: HPTE is working with C&M (traffic and revenue specialists), KPMG (finance specialists) and CDR Associates (facilitation and CSS process specialists) on the Funding Gap Study. The Funding Gap Study will coordinate closely with the Floyd Hill NEPA process, with the goal to complete the Funding Gap Study by the end of 2020.



Floyd Hill Design and CSS Process Updates: Currently there are two alternatives under consideration for Floyd Hill. The Tunnel Alternative, with both the north and south Frontage Road options, is currently at 20% design. The Canyon Viaduct Alternative will be at 20% design soon. CDOT is beginning the NEPA impact analysis now and anticipates completing the NEPA process in winter/spring 2021 pending construction funding.

The Floyd Hill TT met in December and there was a request for a Greenway ITF. The Greenway ITF was held on February 5, 2020. This was a productive conversation focused on community elements and priorities. Martha Tableman (Clear Creek County Open Space Director) provided helpful information on the various Open Space lands requirements. CDOT will be following up with Martha once the Greenway design is refined further.

PLT Comment: Cindy Neely, PLT member, mentioned that the south side of the Greenway is a park and may be a Section 4(f) property, with a different set of legal requirements. CDOT will check in with Martha about this area to ensure a common understanding of the south side open space designation.

CDOT is working on scheduling an Operations ITF in March. The ITF will include emergency responders, incident commanders, CMCA, ITF members, and others to discuss incident management and possibilities for improvement. The group will look at the differences in the alternatives and discuss topics including winter maintenance, local traffic and congestion, truck parking, sun glare, and emergency vehicle response time.

3. Public Meeting

See the attached DRAFT public meeting boards that were presented to the PLT during the meeting.

The goal of the Public Meeting is to provide a project update and show the design alternatives. There will be 8 stations and design roll plots (these plots will be the primary presentation of Alternatives). Staff will be available to assist with facilitating discussions and sticky notes and comments on the roll plots during the open house portion of the meeting.

In addition to roll plots and boards, there will be looping videos of the Tunnel Alternative and the Canyon Viaduct Alternative (still being finalized).

Agenda: Open House Format with a Presentation and Facilitated Q&A. During the Q&A, attendees will be promoted to provide their input on the two alternatives under discussion.

Notifications

- Notice on CDOT's Floyd Hill Project website (along with meeting presentation and boards), Twitter, Facebook
- CDOT's public notice mailing list/email list
- Notice in Clear Creek Courant, Canyon Courier, Weekly Register-Call, Gilpin County (also free listings in their events calendar).



- Posted Flyers in Jefferson County, Idaho Springs, Georgetown, Black Hawk, Central City, Gilpin, and Empire

ACTION: CDR will add the following to the flying list for future noticing: Georgetown Visitors Center, Central City Post Office

ACTION: Atkins to print name tags for CDOT and Consultants as well as PLT and TT members. General public will have the option to wear sticky tags and can write their own names on the tags.

Suggested Changes from the PLT to the Public Meeting Boards:

- Board 1: If name tags are printed for all attendees, how will CDOT staff be identifiable?
- Board 2: Add WB I-70 above CDP Process
- Board 4: Add “We are here” on the timeline/schedule board
- Clarify the number of alternatives and options and where the no-action alternative fits in
- Board 12: Update the Cost Estimate and Funding board
- Board 13: Change “many” to “most” comments have been in support

4. Next steps

Combined PLT/TT meeting in March/April 2020.

5. Attendees

Cindy Neely, Randy Wheelock, Amy Saxton (Clear Creek County); Mike Hillman (Idaho Springs); Daniel Miera (City of Central City); Wendy Koch (Town of Empire); Melinda Urban (FHWA); Neil Ogden, Vanessa Henderson, Mike Keleman, Kevin Brown, Tyler Brady, Jeff Hampton (CDOT); Anthony Pisano, Tyler Larson (Atkins); Mandy Whorton (Peak Consulting); Kevin Shanks (THK); Jonathan Bartsch, Taber Ward (CDR Associates)



Floyd Hill - Project Leadership Team and Technical Team

Meeting Summary

July 16, 2020, 1:00 PM to 3:00 PM

Virtual Zoom Meeting

Welcome and Agenda Review

Jonathan Bartsch, CDR, convened the meeting. The combined Project Leadership Team (PLT) and Technical Team (TT) members introduced themselves with a highlight of summer 2020. Attendees are listed at the end of these notes. Jonathan reviewed the agenda; the PLT/TT had no revisions or additions.

Project Updates, Public Meeting Summary and Schedule

Neil Ogden, Colorado Department of Transportation (CDOT), gave an update to the PLT/TT on the Floyd Hill design progress and National Environmental Policy Act (NEPA) effort. The biggest and most recent update is that the project received senior leadership support to continue advancing the design, to look towards finalizing the NEPA alternatives by late 2021, and to continue exploring funding and partnership opportunities to deliver on the full project.

Chat box comment: That's GREAT NEWS!! Congratulations!

I-70 Mountain Corridor Project Updates

West Bound Peak Period Shoulder Lane (Mountain Express Lane [MEXL]): Jeff Hampton, CDOT, gave an update on the construction progress, which is within a few weeks of the original schedule and continuing to make up ground. Current project developments include wall construction, placing barrier, and paving. Currently, CDOT and the contractor are working to develop a schedule and approach for the City of Idaho Springs work between exits 242 and 241, including construction methods and options for night work. A recent project milestone was the complete installation of conduit for the fiber backbone.

Question: When do you anticipate wrapping everything up?

Answer: The current construction will be complete towards the end of the year. Although work may not be completed by contractor's incentive goal, it will be completed before the heavy civil deadline.



CR 314 and Greenway Design: Neil gave an update on the CR 314 and Greenway design. Money for construction is secured. Currently, CDOT is finalizing the right-of-way plans in order to move forward with the acquisition process, which is typically a 6- to 12-month process. The current construction target is Spring 2021. CDOT will be engaging an Issue Task Force (ITF) to review CSS commitments and ensure that the design is fully understood before transitioning to construction.

Silverplume Soundwall: Neil and Jeff confirmed that the soundwall construction is complete and that CDOT is working to complete the project internally.

Question: Is the soundwall at Silver Plume painted?

Answer: Yes, it is painted. The paint was completed in the last week of June.

Public Meeting Summary

Jonathan quickly reviewed the public meeting summary document, which is available on the project website [HERE](#). An overview of the document reveals that the public's top concerns included safety, community impacts, and cost and funding, and that there were preferences for alternatives not represented, including a monorail. Finally, there were several requests for CDOT support along the corridor for projects including roundabouts, frontage roads, Greenway, and a water storage project.

Comment: The public meeting attendees were knowledgeable. Although many did not articulate a stated preference, that does not mean they don't have a preference. The public meeting provided a lot of information that people will need time to consider.

Stream and Wetland Ecological Enhancement Program (SWEEP) / A Landscape Level Inventory of Valued Ecosystem Components (ALIVE) Updates

Mandy Whorton, Peak Consulting, gave an update on the SWEEP ITF and ALIVE ITF progress. Both ITFs met in May 2020.

SWEEP ITF

Mandy provided two highlights from the SWEEP ITF meeting. First, the team has completed the SELDM modeling (Stochastic Empirical Loading and Dilution Model), which looks at impaired waters' metals and chlorides, and is relevant to Clear Creek. The modeling helped inform the best management practice selection and effectiveness, as well as the water quality treatments best suited for the project.

Second, the group examined opportunities to mitigate impacts to and enhance Clear Creek in regard to relocation / realignment, which would require permits from the US Army Corps of Engineers and the US Environmental Protection Agency. Mitigation is being developed in partnership with these agencies and Colorado Parks and Wildlife. These opportunities will be better defined through a fish spawning survey in the Fall.



Comment: In addition, the SWEEP ITF is expecting some follow-up work on data and numbers, to address the action items for the SELDM analysis from that meeting.

Response: Correct. Those action items are captured in the SWEEP notes.

Comment: Please coordinate with the rafting companies, as their input will be important in identifying issues with creek modifications. This action was also captured by the SWEEP ITF. Vanessa Henderson, CDOT, provided information on the sand and deicers used by CDOT on I-70 up until exit 241. Sand has not been used since Fiscal Year 2015. Instead, CDOT has used Ice Slicer, Apex, mag chloride, and Sand Slicer, which has some sand but was not used in FY 20. Vanessa is working to get sand and deicer data for the rest of the corridor.

There was agreement that the complete data will be important in considering sand-loading in Clear Creek. (Data were provided subsequent to the meeting.)

ALIVE ITF

ALIVE, over the last year, has looked at two linkage interference zones for wildlife crossing I-70 in the project area. Mandy Whorton highlighted one at the top of Floyd Hill and the second at the US 6 interchange complex. The ALIVE ITF examined a variety of options for wildlife crossings. The original intent was to develop a wildlife overpass at the top of Floyd Hill, but there were a number of land use challenges that would make those structures less valuable to wildlife migration. Ultimately, the committee concluded that other areas outside the project area would be more valuable for wildlife movement along I-70.

That priority list is, in order:

- Genesee
- US 40/Empire Junction
- Ruby Ranch
- Soda Creek
- Two locations near the Eisenhower-Johnson Memorial Tunnels

Mitigation within the project area includes wildlife fencing on both sides of I-70 with escape ramps to reduce wildlife-vehicle collisions with the large elk herd in the meadow by Clear Creek High School. The fencing would extend east to Soda Creek, which is a low-volume dirt road that wildlife use currently to cross under I-70. In addition, the ALIVE ITF recommended exploring partnerships to conserve the habitat in the elk meadow area. The underpass and wildlife bench under US 6 remain part of the project as well.

Question: If there's no overpass at the top of Floyd Hill, will the funds for the overpass not be spent?

Answer: The funds that would have been used for the overpass will be directed towards the funding of wildlife crossings on the Mountain Corridor east of the Eisenhower-Johnson Memorial Tunnels (in CDOT Region 1) but outside the project area. The ALIVE ITF reviewed



the linkage interference zones in this area and identified places where crossings could be developed and have greater wildlife benefit. The Floyd Hill project would commit to building at least one and maybe up to three wildlife crossings. Vanessa noted that this approach is consistent with the Federal Highway Administration’s Eco-Logical approach to wildlife connectivity, which allows (and even encourages) developing crossings where they make the most biological sense within an ecosystem.

Question: Do the recommendations provide an opportunity for the elk to cross at Soda Creek?

Answer: There will be an opportunity. Soda Creek is a low-volume local road that Colorado Parks and Wildlife staff have observed animals—particularly deer and smaller mammals—using. However, the biologists do not believe that the herd at the top of Floyd Hill is likely to use it, as it is nearly two miles away from the meadow.

The group discussed the areas where the ALIVE ITF’s priority recommendations focused east of the project (Genesee and Ruby Road), as well as the US 40 crossing’s significance for bighorn sheep. Another consideration for prioritizing these crossings east of the project is that CDOT has no improvements planned in these areas, so crossings in these high wildlife-vehicle collision areas likely wouldn’t get built.

Design Refinements and Visualizations

Anthony Pisano, Atkins, initiated the group discussion and review of the design refinements and 3D model. The Greenway ITF was held in February 2020, which identified a list of things to address in the design phase. In particular, the group identified:

- Americans with Disabilities Act (ADA) compliance
- Plan for future parking near Hidden Valley and Two Bears, and waste earthwork material that might be used for grading an area for parking to be paved later by the County
- Terminus of the reconstruction of the trail is east of the I-70 westbound off ramp to US 6
- Between Hidden Valley and US 6, Clear Creek County Open Space wants to maintain access from above and below the trail, include multi-use options, and include activity nodes
- Construction impacts, closures, and shuttle buses for bicyclists around the temporarily closed portions of the Greenway need to be determined
- Grant opportunities with funders such as GoCo
- Understanding the Open Space Fund limitations, as there were stipulations imposed on the property from when the Bureau of Land Management sold the land to Clear Creek County Open Space

Question: Can we write a definition of what we consider the Greenway to be? People use the term to describe two different things: one group talks about the Greenway as a 10-foot trail; another group talks about the trail and surrounding landscape and river area that is a holistic approach. What do we mean when we say ‘Greenway’?



Working Definition: The Clear Creek County Greenway is a corridor that includes the creek and floodplain, as well as the trail and other recreational improvements (trailheads and river access). The Greenway connects trail-users to other open space and recreational destinations. Additionally, the Greenway provides secondary emergency access routes to/from the interstate and the river.

ACTION: Neil to discuss working definition of the Greenway at next PLT meeting.

Visual Modeling Tool

Kevin Shanks, THK, introduced the visual modeling tool that the team has been using to inform initial design refinements. The tool allows for a 3D rendering to understand the differences and impacts of each alternative to the Greenway, floodplains, and aquatic and terrestrial habitats.

Jon Altschuld, Chinook Landscaping, walked the group through the visualization model. The tool allows for the simulation of each alternative, as well as informed estimates of impacts to the rock faces, Clear Creek, and landscape. He showed each alternative, starting from the base of Floyd Hill and working west, where the alternatives differ. Jon toggled between the alternatives to provide a visualization of the proposed tunnel and the viaduct options.

Question: Can you define Tunnel North and Tunnel South?

Answer: Tunnel North and Tunnel South refer to the location of US 6/Frontage Road in relationship to Clear Creek (north of the creek or south of the creek).

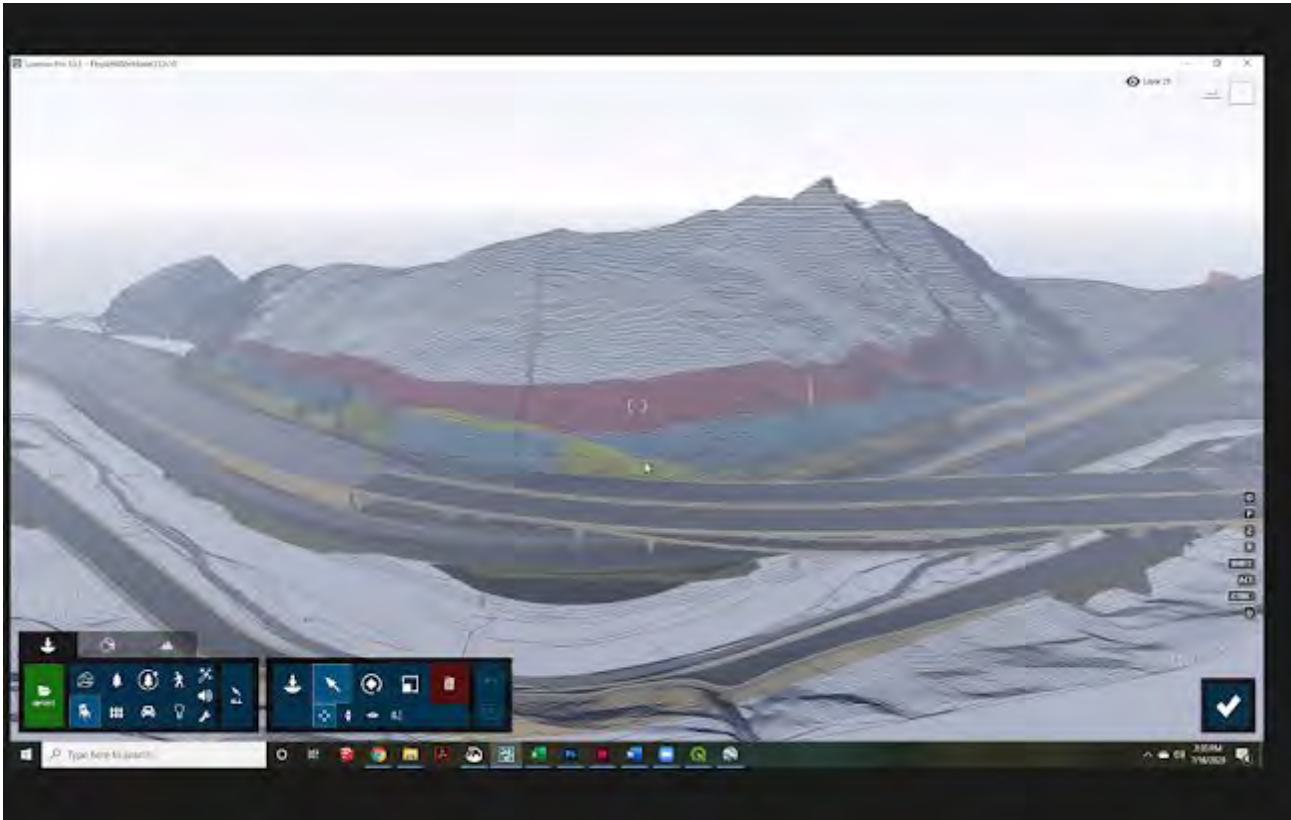
The PLT/TT had lengthy discussion about the rock cuts throughout the project area in each of the modeled alternatives. Rock cuts vary in height and length, with the highest and longest rock cuts for the Tunnel Alternative, North Frontage Road option.

Neil emphasized that the purpose of the models is to provide an understanding of the possible impacts, so that those impacts are fully understood. Then, if and when changes are proposed by a contractor during design, those changes can be evaluated against the previously-defined impacts. The three models show maximum impacts.

Vanessa told the PLT/TT that the NEPA process has not shown any fatal flaws for the alternatives yet. By including all impacts in the study, a contractor would be able to recommend hybrid approaches.

Comment: Currently, the model looks like it is taking out a large area of Clear Creek. If that's not the case, then we'll want to see that better illustrated.

Comment: We continue to have concerns about the Tunnel South option's impact to the Greenway. That will be a consideration for this PLT in moving forward. Clear Creek County Open Space acquired that land to have a connected piece along the Greenway.



Screenshot of modeling tool illustrating rock cuts.



Screenshot of modeling tool from birds-eye view of one portion of the project corridor.



Next, Jon showed the design options for the Greenway in the Saw Mill Gulch area. Jon illustrated the work and options developed to make the existing trail ADA accessible. The Tunnel North option would reconstruct the Greenway trail in its current location but closer to the creek with gentler grades to meet ADA requirements. The Canyon Viaduct Alternative and Tunnel South option would leave the steeper trail in place and create a bypass on the north side of the creek where a new trail connection could be constructed on the gentler grades north of the creek. This option would require two pedestrian bridges over the creek. There is not enough room on the north side of the creek to relocate the trail in the Tunnel North option.

Comment: The original concept was “save the south side.” Does the Canyon Viaduct Alternative preserve the south as well as the Tunnel Alternative does? I don’t want to drift away from our original intent to preserve the south side.

Comment: The fact that the viaduct is so high does not seem to be the big impact to the south side that the PLT/TT was concerned with constructing the Frontage Road / US 6 on the south side of the creek.

Central Section Alternative Matrix Overview and Approach to Finalization

Jonathan addressed that there will be future conversations about trade-offs, such as how the alternatives impact the south side of the creek. He proposed that the PLT use the CSS central section matrix to document discussions around trade-offs.

ACTION: CDR to send out the matrix to the PLT/TT. (It was noted that this would be an update to the matrix that the TT reviewed and populated last year.)

ACTION: PLT/TT to review matrix prior to the next meeting in August 2020.

Comment: I would like two impacts to be recorded. First: unless you raise the height of the viaduct, you’ll impact the ridgeline; second, to put in the viaduct, because there’s no road access, it’ll impact the Greenway now and in the future. These two impacts move away from the discussion we had two years about not impacting the south side.

Question: Can information showing how high the rock cuts are, and how much material has to be removed from different points along the canyon, be incorporated into these models? How much mountain are we moving? Additionally, could you split the central section into three parts, so we can compare the alternatives that way as well?

Answer: Yes, we can get that information for you. Part of this process is to move from speculation and into the information that has been more carefully evaluated. We’ve all seen different impacts than what we expected with the model. It’s a different story now, trying to figure out what to do with this canyon.

ACTION: Atkins and THK to provide information on rock cuts and material removed to the PLT/TT.



Next Steps and Action Items

Jonathan Bartsch concluded the meeting with a review of next steps and action items. The next PLT/TT meeting will be held on August 18, 2020.

Action items included:

- Neil Ogden to discuss working definition of the Greenway at next PLT meeting.
- CDR to send out the CSS central section matrix to the PLT/TT.
- PLT/TT to review matrix prior to the next meeting in August 2020.
- Atkins and THK to provide information on rock cuts and material removed to the PLT/TT.

Chat box question: Is there a possibility that we will be able to meet in person at our next meeting of August 18?

Answer: The State is following the governor's guidance, so meeting in person is not recommended.

Attendees

Cindy Neely (Clear Creek County); Mike Hillman, Andy Marsh (Idaho Springs); Melinda Urban (FHWA); Neil Ogden, Vanessa Henderson, Mike Keleman, Jeff Hampton, Tyler Brady (CDOT); Anthony Pisano, Tyler Larson (Atkins); Margaret Bowes, Lynnette Hailey (I-70 Coalition); Tracy Sakaguchi (CMCA); Michael Raber (Clear Creek Bikeway User Group); Steve Durian (Jefferson County); Patrick Holinda (Bridge Enterprise); Martha Tableman (Clear Creek Open Space); Holly Huyck (Upper Clear Creek Watershed Association); John Muscatell (community); Stephen Strohming (Gilpin County); Mitch Houston (Clear Creek School District); Steve Cook (DRCOG); Mandy Whorton (Peak Consulting); Kevin Shanks (THK); Jon Altschuld (Chinook Landscaping); Jonathan Bartsch, Emily Zmak (CDR Associates)



I-70 MOUNTAIN CORRIDOR

Floyd Hill PLT/TT Meeting #8

AUGUST 18, 2020 | 1:00 p.m. - 3:00 p.m.

Floyd Hill NEPA

Meeting Summary PLT Meeting #8

Welcome and Agenda Review

Jonathan Bartsch, CDR, convened the meeting with self-introductions. Participants reviewed the agenda and no changes were made. The meeting purpose was to review project updates, review the Central Section Roadway Alternative Matrix, and discuss the CSS lifecycle phase.

Updates, Procurement, and Schedule

Neil Ogden, CDOT, presented updates on I-70 Mountain Corridor projects. Project updates included:

- The Silver Plume soundwall is complete. Initial feedback from stakeholders is supportive and CDOT is pleased with the high-quality construction.
- Greenway and CR 314 are moving forward. ROW acquisition is underway with construction anticipated in Summer 2021. A PLT/ITF was convened the week of August 10 to update key stakeholders on the project's status.
- Westbound PPSL / MEXL construction is on-schedule. Sanitary sewer work in Idaho Springs will begin the week of August 17 and continue through the first week of November 2020. Idaho Springs heavy civil work will begin on the Tuesday after the Labor Day long weekend, including the grading work, parking lot work, and construction in the Exit 240 area. The schedule includes both day and night work.

Q: What's the MEXL schedule status?

A: The schedule will largely depend on weather. However, it is possible that the contractor will make the no-excuse bonus.

Floyd Hill Contracting

Floyd Hill has received approval for final design and contractor procurement. The RFP will be developed over the next few months, with decisions and contracting within the next four to six months. The CSS Process will be transitioning into the next lifecycle. Emphasis will be placed on incorporating PLT/TT input into the contractor(s)'s final design phase.

Floyd Hill Funding

Despite broader economic stressors, funding for Floyd Hill remains promising. The project continues to be a statewide priority. The current effort is to find various sources to meet the goal of funding the entire project.

Q: Will this PLT/TT participate in proposal discussions for the eventual contractor?

A: In the past, CDOT has limited participation to groups with financial obligations and created observation spaces for invested stakeholders. These observers have been able to provide their preferences to CDOT. A similar effort will be made with the Floyd Hill contracting process.

Central Section Alternative Matrix Review

Jonathan introduced the Central Section Roadway Alternative Matrix (“Matrix”). The Matrix was substantially completed in Fall 2019. The three options, (1) Tunnel with North Frontage Road Alignment, (2) Tunnel with South Frontage Road Alignment, or (3) Canyon Viaduct, continue to be evaluated and tracked.

The TT in 2019 identified data-gaps and information requests for the Matrix. Mandy Whorton, Peak Consulting, highlighted the number of data-gaps in the Matrix and the areas where the TT provided comment to identify further information. Comments in the Matrix from the TT were recorded in red, and updates, based on the NEPA analyses, were tracked in blue.

Note: changes and edits to the document were made in real-time. Please see the Central Section Roadway Alternative Matrix, attached, for detailed discussion.

There was group discussion regarding the Matrix, as some stakeholders were not able to see the data in compressed Excel rows. The group agreed that today’s meeting would focus on discussions and issues, but not finalization, in order to provide the group additional time to work through the content offline.

Key discussion points and changes included:

- Discussions from ITFs related to emergency management and operations and maintenance should be included in the Matrix.
- An incident management plan will be developed during final design.
- The Matrix may need to be reorganized. Areas of discussion included the bulleted list in Column G, which serves as an overview of cell content, yet potentially misrepresents areas of significance and non-differentiators; as well as the need for a column with the PLT/TT summary.
- Color-coding may add value in clarifying, identifying, and documenting the PLT/TT’s preference, yet may also be confusing or misrepresent the preferred alternative.
- Emergency access will be informed by comments made by Kelly Galardi, FHWA, in a previous ITF.
- Hazmat discussions are challenging to determine at this level of analysis.
- Eastbound sun glare will be a challenge for all the alternatives.
- Cost is not represented in the differentiators. Anthony Pisano, Atkins, is working to develop cost estimates for the eastern sections of the alternatives and will have more information on construction and lifecycle costs soon.
- Evaluation should include local impacts in situations of heavy traffic or wildfires.

- Noise and environmental impacts to the Greenway and open space on the south side of the Creek for all alternatives should be recorded and measured as a differentiator.
- The relationship between alternatives and the corridor aesthetic guidelines should also be captured and evaluated.

ACTION: Taber Ward, CDR, to integrate ITF discussions into the Matrix.

Q: What is the purpose of the Matrix?

A: The purpose is to help distinguish between alternatives, and capture the sentiment of the inter-disciplinary PLT/TT. The matrix data will feed into the analysis of the preferred alternative. The Matrix will provide an accurate list of differences between the alternatives. It will ultimately inform the NEPA process and decisions made in NEPA.

Some members of the PLT/TT expressed concern regarding the relationship between the CSS process and the preferred alternative selection, as well as how the NEPA/Design elements are communicated to the contractor, particularly with the CMGC contracting method.

ACTION: CDR to send out a revised and simplified Matrix.

ACTION: CDR to schedule a September PLT/TT meeting.

ACTION: The PLT/TT to review and submit comments on the Matrix prior to the September PLT/TT meeting.

Next Steps and Action Items

Jonathan Bartsch concluded the meeting with a review of next steps and action items.

The meeting action items are:

- Taber Ward, CDR, to integrate ITF discussions into the Matrix.
- CDR to send out a revised and simplified Matrix.
- CDR to schedule a September PLT/TT meeting.
- The PLT/TT to review and submit comments on the Matrix prior to the September PLT/TT meeting.

Attendees

Neil Ogden, Tyler Brady, Vanessa Henderson, Jeff Hampton, Mike Keleman (CDOT); Mike Hillman (Idaho Springs); Amy Saxton, Cindy Neely (CCC); Patrick Holinda (Bridge Enterprise); Anthony Pisano (Atkins); Michael Raber (Clear Creek Bikeway User Group); Kevin Shanks (THK); Steve Durian (Jefferson County); Tracy Sakaguchi (CMCA); Mandy Whorton (Peak Consulting); Kelly Galardi (FHWA); John Muscatell (community); Bill Coffin (community); Rick Albers (law enforcement); Martha Tableman (Clear Creek Open Space); Jonathan Bartsch, Taber Ward, Emily Zmak (CDR Associates)



FLOYD HILL DESIGN - I-70 MOUNTAIN CORRIDOR

Floyd Hill PLT Meeting #9

SEPTEMBER 16, 2020 | 9:30 a.m. - 11:30 a.m.

Floyd Hill NEPA

Meeting Summary

PLT Meeting #9

Welcome and Agenda Review

Jonathan Bartsch, CDR, convened the meeting with self-introductions. The meeting purpose was to review project updates, review the process for incorporating CSS documentation and input into NEPA, discuss upcoming virtual public engagement, and confirm the topics for the TT #20 Meeting on September 24, 2020.

Project Updates

I-70 Mountain Corridor projects:

- Greenway and CR 314 are moving forward. Construction is anticipated in Summer 2021.
- Eisenhower-Johnson Memorial Tunnels are being paved.
- Westbound PPSL / MEXL construction is on-schedule. 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 area. The schedule includes both day and night work.

Q: Why is the roadway reduced to one lane on the weekend?

A: After Labor Day, the construction team has restrictions on lane closures. CDOT is looking at the construction schedule and timing to modify closures and ensure the road is open during high volume traffic periods.

Mayor Hillman commended Jeff Hampton for his work and communication with Idaho Springs during the MEXL construction process.

Floyd Hill Contracting

- Floyd Hill procurement process will begin Fall 2020 with the goal to onboard the contractor in the Spring of 2021.

Floyd Hill Funding

- The project continues to be a statewide priority. The current effort is to find 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.

- To meet economic efficiency objectives and the needs of the travelling public, Floyd Hill construction will be packaged into smaller construction bundles.

Roles and Responsibilities of PLT as related to the CSS and NEPA processes

Taber Ward, CDR Associates, reviewed the PLT Charter language outlining the PLT’s purpose and role in the CSS process:

“The purpose of the WB I-70 Floyd Hill Project Leadership Team (PLT) is to lead the project, endorse the process, champion CSS and enable decision-making for the completion of the WB I-70 Floyd Hill.

- ◆ *Lead the Project: The project leadership team will identify all relevant materials for the project. . . and discuss and establish project outcomes and identify the actions and decisions needed to reach those outcomes.*
- ◆ *Champion CSS: The PLT will ensure that the CSS Guidance, the Context Statement, the Core Values, and the 6-Step Process are integrated into the project.*
- ◆ *Enable Decision-Making: The project leadership team will approve the project-specific decision-making process for its project.”*

It was noted that the PLT’s role is to oversee and direct the CSS process, whereas the Technical Team is composed of multi-disciplinary stakeholders and experts who ensure that local and agency contexts are defined and integrated as part of the CSS process. The TT members help to identify the specific critical issues, context considerations, technical, environmental and social/economic in a segment.

Moving forward, the PLT and TT meetings will be separate to ensure the PLT can focus on process oversight, and the TT can provide input on technical issues and context considerations.

CSS and NEPA

Vanessa Henderson, CDOT, outlined the relationship between the CSS and NEPA processes. These concurrent processes are separate, but complimentary. The CSS process assists CDOT/FHWA in the development of multiple Alternatives that are then evaluated by NEPA to select a Preferred Alternative. All of the work done in the PLT and TT meetings, including evaluation matrices, community input, CSS documentation, meeting notes, community considerations, and shared vision elements, are used in the NEPA process when evaluating Alternatives, and ultimately, recommending a Preferred Alternative.

Amy Saxton, Clear Creek County, noted that the goal of the CSS process is not to choose one Alternative over another. The goal is to help identify and develop multiple, well informed Alternatives that will be evaluated in NEPA. The PLT and TT members ensure that the Alternatives are as well-designed as possible, and consider the local context and community concerns, before they are evaluated by the NEPA process.

NEPA Update

Vanessa shared that CDOT received the Floyd Hill EA today (9.16.20) for review. The draft EA is pointing to the Canyon Viaduct as the Preliminary Preferred Alternative based on constructability,

and fewer social and environmental impacts. The PLT and TT will be reviewing the Draft EA impacts during the October CSS meetings.

Discussion

Amy Saxton noted that the Canyon Viaduct Alternative has gotten the best response from Clear Creek County Commissioners. Mayor Mike Hillman, Idaho Springs, also expressed support for the Canyon Viaduct as the Preliminary Preferred Alternative.

Mike Keleman, CDOT, mentioned that while it may be unlikely that the Tunnel Alternative will be moved forward, the Tunnel Alternative is still on the table.

Amy Saxton reminded that group that the Tunnel Alternative with the South Frontage Road Option has fatal flaws for the Clear Creek County community. This Option does not line up with community values and has negative impacts to the Greenway.

CDOT confirmed that all Alternatives analyzed in NEPA include a frontage road and Greenway.

CSS Schedule and Life Cycle Moving Forward

Anthony Pisano, Atkins, presented the CSS Schedule moving forward:

- **October - December 2020**
 - ◆ Contractor procurement
- **January - February 2021**
 - ◆ Contract negotiations
- **March - May 2021**
 - ◆ Evaluate Contractor innovations
- **May - July 2021**
 - ◆ Refine Preferred Alternative, mitigate risks and minimize impacts
 - ◆ Begin design on early action packages

Anthony noted that we will rely on the PLT/TT to be involved and active in this process, especially in the March - May 2021 time period. There is a lot to do in a short amount of time.

The PLT requests that, to the extent possible, the “what,” “who” and “when” be further specified in the schedule. Once a Contractor is on board the schedule will be further modified and refined.

ACTION: Atkins to modify the schedule to include key milestones, PLT/TT input points, and draft dates

Technical Team #20 Meeting Planning

The PLT discussed and confirmed the following Agenda for TT Meeting #20 that will be held on September 24, 2020.

Proposed TT Agenda:

1. Upcoming Schedule

- The schedule will remain preliminary and high level (*see above for draft schedule*). However, it will be modified to include key milestones, PLT/TT input points, and draft dates

2. Matrix Finalization for Central Section

- The Matrix discussion will include:
 - (A) Clarity on how the Matrix will be part of the contractor process, final design and construction (i.e. Amy Saxton suggests a Contractor/PLT workshop to discuss the community context and process - for CSS members to share the “vibe” with the contractor);
 - (B) There will not be additional content changes on the Matrix - the TT will not go through the Matrix line by line and there will be no color coding;
 - (C) Close the loop on any remaining data gaps indicated by the Matrix;
 - (D) Discussion on how the matrices are used in the NEPA process and in the selection of a Preferred Alternative.

3. Preferred Alternative Discussion and Visuals

- Visuals of the Canyon Viaduct will be presented to the TT

4. Review CSS Issues Commitment Tracking Sheet

- Review of CSS Issues Commitment Tracking Sheet
- Possible formation of an ITF to begin filling in Tracking Sheet

Kevin Brown, CDOT, commented that the Contractor will be involved in the design process, and CSS will be included in the work and accounted for in the contract and pricing. This will ensure that the CSS issues, agreements, and matrices comments are carried forward and communicated to the Contractor into construction.

CSS Issues Tracking Sheet

Taber Ward presented the CSS Issues Tracking Sheet to the PLT for review. The purpose of the Tracking Sheet is to reconcile all of the CSS and community input documents (i.e. community considerations/critical issues, matrices, shared vision responsibilities) to track what we have agreed to design (or not to design) as part of the CSS and community engagement processes. The hope is to track both past and upcoming design commitments.

This CSS Issues Tracking Sheet will be brought to the next TT meeting for discussion, and it is likely that a small ITF will work to begin filling in the document.

Amy Saxton suggested that we reach out to Cindy Neely to review the Tracking Sheet prior to the TT meeting.

ACTION: CDR to review CSS Issues Tracking Sheet with Cindy Neely.

Virtual Public Engagement

Mandy Whorton, Peak Consulting, outlined some preliminary ideas for virtual public engagement as part of the 30-day public review period for the EA. The PLT will have an opportunity to review and provide input on the virtual public engagement plan at the October PLT meeting.

The PLT discussed some additional engagement options including:

- Virtual engagement where there are different 'stations' for the public to mimic an in-person meeting.
- Amy Saxton suggested that Clear Creek County cross-promote this engagement effort and leverage their community engagement website to help engage County members, who may have a different perspective than the general travelling public. She also noted that BOCC has successfully increased engagement by using multiple platforms simultaneously including zoom, Facebook livestreaming and live radio streaming.
- Online advertising
- Andy Marsh suggested that Idaho Springs include Floyd Hill engagement opportunities in their virtual City meetings or Idaho Springs work sessions.
- Andy also mentioned that there are ways to hold safe, socially distanced Open Houses. Idaho Springs has successfully held open houses where people wear masks and schedule a time to come to City Hall (or another venue) to limit the amount of people at one time. This would allow people who do not have electronic access or access to stable internet to participate, view maps and documents, and have the chance to interact with Project Staff.

ACTION: Peak Consulting to draft Virtual Public Engagement Plan and present to PLT at October Meeting

Next Steps and Actions

Next TT Meeting - September 24, 2020

Next PLT Meeting - October, 2020 (TBD)

- o Public engagement approach
- o CSS Issues Commitment Tracking Sheet process check-in
- o EA Impact Statement Review

ACTION: CDR to send out PLT Doodle Poll for October

Neil Ogden, CDOT, reminded PLT members that the CDOT Project Staff is available for independent briefings or one-on-one discussions. Reach out any time.

Actions

ACTION: Atkins to modify the schedule to include key milestones, PLT/TT input points, and draft dates

ACTION: CDR to review CSS Issues Tracking Sheet with Cindy Neely.

ACTION: Peak Consulting to draft Public Engagement Plan and present to PLT at October Meeting

ACTION: CDR to send out PLT Doodle Poll for October

Attendees

Neil Ogden, Vanessa Henderson, Jeff Hampton, Mike Keleman, Kevin Brown (CDOT); Mike Hillman, Andy Marsh (Idaho Springs); Amy Saxton (CCC); Anthony Pisano, Tyler Larson (Atkins); Kelly Galardi (FHWA); Martha Tableman (Clear Creek Open Space); Kevin Shanks (THK); Mandy Whorton (Peak Consulting); Jonathan Bartsch, Taber Ward (CDR Associates)



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.

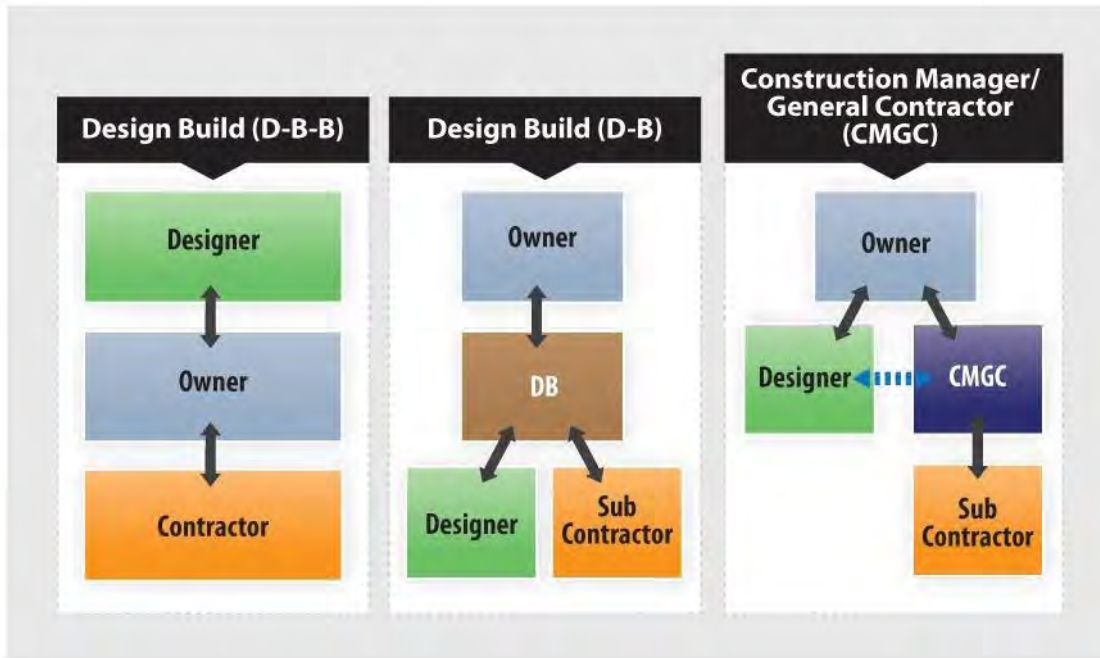
ACTION: CDR to collate CSS Agreements from PLT, TT and ITF Meetings and send to ITF members.

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

- o 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

20

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.



FLOYD HILL DESIGN - I-70 MOUNTAIN CORRIDOR

Floyd Hill PLT Meeting #11

JANUARY 28, 2021 | 1:00 p.m. - 3:00 p.m.

I-70 Floyd Hill Project

Meeting Summary

PLT Meeting #11

Welcome and Agenda Review

Jonathan Bartsch, CDR, convened the meeting with self-introductions. The meeting purpose was to review project updates, confirm the CSS/CMGC commitment tracking process, and review materials/discuss upcoming virtual public engagement.

Project Updates

- **Greenway and CR 314**: Final design is complete. Currently working on the right of way acquisition. The Greenway is targeting advertising in April 2021, with construction starting in June 2021, and wrapping up in the fall of 2021. CR 314 is targeting advertising in June 2021, and construction will begin in late July/August 2021. CR 314 and the Greenway will likely wrap up in 2022.
- **Westbound PPSL / MEXL**: Construction will be done Spring/Summer 2021. Currently, working in Idaho Springs and on paving portions of the project.
 - **PLT Question**: Would it be helpful if CSS participants developed a punch list of questions on the MEXL project?
 - **Answer (Jeff Hampton)**: Yes, we would love to hear your input.
 - **Comment** by Mayor Hillman, Idaho Springs: Jeff Hampton has been responsive, and really amazing. We will be happy to have our parking lots back.

ACTION: PLT members to put together MEXL punch list.

CSS Commitment Tracking Sheet // Review

Taber Ward, CDR Associates, walked the group through the CSS Commitment Tracking Sheet and reviewed TT comments and changes. The PLT made a few

suggestions, and these changes were noted in the CSS Tracking Sheet document (*attached*).

ACTION: Taber Ward to connect with CSS Commitment Tracking ITF to confirm final TT and PLT comments on Tracking Sheet.

Review of TT Meeting #23

TT Meeting #23 was held on January 13, 2021.

The TT made changes and suggestions to the following:

- 1) CSS Commitment Tracking Sheet
- 2) NEPA Impacts and Mitigation Summary
- 3) Floyd Hill CM/GC Process Overview

These changes were incorporated and reported back out to the PLT.

Mandy Whorton, Peak Consulting, presented the TT's specific input on the NEPA Impacts and Mitigation Tables:

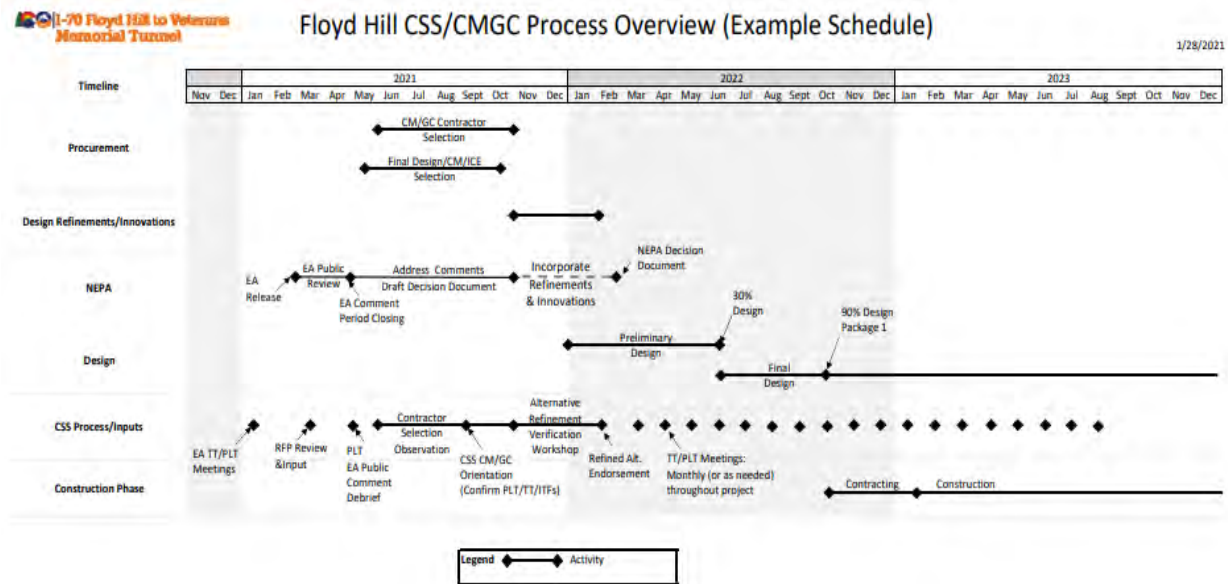
TT Input on Impacts and Mitigation Summary Tables

- **Air quality companion report** will be issued with EA; interest in aerosols and results from Clear Creek County monitors
 - **PLT Question:** Are all of the air quality monitoring efforts being coordinated (i.e., the work of CDPHE, CDOT, Clear Creek County, etc.)? Will CDPHE review the air quality report?
 - **Answer:** The air quality companion report will reviewed at the same time as the EA. CDPHE has reviewed the regulatory conclusions of the EA but do not have official review responsibilities for the companion report; however, they are engaged and will be provided with the companion report along with the EA.
- **Cultural Resources** – Clear Creek County objects to the finding of no adverse effect for the Colorado Central Railroad under Tunnel Alternative, South Frontage Road. Note that this objection is documented and discussed in the EA.
- **Section 4f** – Clear Creek County objects to the 4f interpretation of the Colorado Central Railroad and Hidden Valley Open Space Park as not being Section 4f resources. Note that this objection is documented and discussed in the EA.
- **Hazardous Materials** – mineralization only affects west portion of the project, so dewatering may not be an issue Project-wide

- **Land Use and Right of Way** – Clear Creek County objects to the Tunnel Alternative, South Frontage Road because it is inconsistent with the Greenway Plan and plans for Hidden Valley Open Space Park
- **Water quality** – permanent BMPs are now referred to as control measures; will be changed globally
- **Wildlife and Aquatic Species** – concern that impacts to trout were underrepresented and that additional mitigation may be needed; this input was received in follow up after the meeting because of audio issues with Gary Frey, Trout Unlimited, at the meeting.
 - **PLT Question:** Will Gary Frey’s correspondence be part of the EA?
 - **Answer:** Gary Frey’s comments and CDOT’s responses are in the TT #23 Meeting Summary. CDOT encouraged Gary to review the EA and technical reports and submit comments if he had concerns or if he had additional mitigation suggestions.

CSS Process and Overview Schedule

Neil Ogden, CDOT, reviewed the Floyd Hill CSS/CMGC Process Overview DRAFT (subject to change).



PLT Question: When will the NEPA Public Review Period start?

Answer: The EA review is expected in late February/early March, depending on CDOT and FHWA signatures. The comment period will be at least 30 days and will extend to April 15, 2021.

PLT Question: Would it make sense to incorporate multiple ITFs, like in Vail Pass? How will we integrate ITFs?

Answer: When the PLT/TT membership is reconfirmed, we will look at the PLT/TT/ITF integration process, e.g. fewer TT meetings and specialized ITFs where subject matter experts are pulled in for targeted topic areas. There will be efforts to coordinate and co-develop a process with the PLT to ensure that CSS input is efficient and aligned. We will continue SWEEP, ALIVE, and a Recreation ITF.

Vanessa Henderson clarified the Vail Pass ITF process. She noted that ITFs were identified during the EA process, and others were put together as the project moved forward. The Vail Pass circumstances were different than Floyd Hill because that project had only a high-level design (about 5-10 percent), and design exceptions could not be reviewed based on that level of design. Additionally, that project had a Section 106 commitment to develop aesthetic guidelines for the historic context of Vail Pass, which required an ITF focus. For Floyd Hill, it might be appropriate to have an EMS or Design Exception ITF, but this is not clear at this time. Once a contractor is onboard, we will have a better sense of how to establish and coordinate the correct ITFs.

PLT Question: When will we learn how the project is being packaged?

Answer: Once the contractor/final designer is on board, they will help inform what makes sense to deliver based on the phasing plan. Public comment that we receive could also help inform these discussions. The environmental team is interested in how phasing could be less disruptive and how mitigation commitments could be implemented early to reduce construction impacts.

Virtual Public Engagement

Mandy Whorton reviewed the virtual public engagement boards and virtual meeting room. She noted that the boards had been provided for PLT review prior to the meeting and that the intent of this review was to consider breadth and flow of information rather than wording changes on individual boards. She also said she would review the virtual meeting room but that the content of some of the boards in the virtual room had not been updated (the current versions were distributed by email and reviewed at the meeting). The EA will be out for public comment for at least 30 days.

Discussion highlights and actions are noted below:

ACTION: CSS Process Board: Show it as a loop so it doesn't look like it is over.

Question: What are "benefitted receptors"?

Answer: This is a term FHWA and CDOT use to describe people who benefit from of a noise abatement measure (the noise model has receivers that measure/project noise levels, and the receptors represent households). The project will send a questionnaire to owners and occupants (benefitted receptors) to determine if the recommended noise wall is desired. If 51% or more say they want the noise wall, it will be included in the project.

ACTION: The Meeting Boards will be redistributed, and PLT Members will send in additional edits by next Thursday, February 4, 2021.

Mandy reviewed the virtual room meeting platform. The virtual room was very well received by PLT members.

Question: How will notifications be distributed for this meeting?

Answer: The notifications will be similar to previous meetings. There will be a flyer distributed in community locations and provided via email to the project list and to PLT/TT members to distribute through their channels. We will also send out a postcard with the EA and meeting availability and comment process. We anticipate more social media promotion and would appreciate cross promotion through those channels with the PTL/TT members.

Next Steps:

Boards and Virtual Meeting Room will be reviewed by CDOT Executive team.

ACTION: PLT to provide any suggestions for the virtual room

ACTION: Add people in virtual room so it doesn't look so stark and empty.

What we need from the PLT

- Review display and notification materials and send comments to Mandy
- Review virtual meeting room to provide input on usability
- Help with cross promotion, esp. social media (late February 2021)

ACTION: PLT will help amplify the voice and reach of the Virtual Engagement noticing process to try to drum up participation.

Actions, Agreements and Next Steps:

- Next PLT Meeting – May 2021

- Review EA Comments
- Discuss Procurement
- Finalize CSS Commitment Tracking Sheet (February 2021)
- EA release/Virtual Public Engagement (February/March-April 2021)
- Procurement (May-November 2021)
- E-mail communication and project status updates (February-May 2021)

ACTION: PLT members to put together MEXL punch list.

ACTION: Taber Ward to connect with CSS Commitment Tracking ITF to confirm final TT and PLT comments on Tracking Sheet.

ACTION: CSS Process Board: Show it as a loop so it doesn't look like it is over.

ACTION: The Meeting Boards will be redistributed, and PLT Members will send in additional edits by next Thursday, February 4, 2021.

ACTION: PLT to provide any suggestions for the virtual room

ACTION: Add people in virtual room so it doesn't look so stark and empty.

ACTION: PLT will help amplify the voice and reach of the Virtual Engagement noticing process to try to drum up participation.

Attendees

Neil Ogden, Vanessa Henderson, Jeff Hampton, Tyler Brady (CDOT); Mike Hillman (Idaho Springs); Amy Saxton, Cindy Neely (CCC); Stephen Strohming (Gilpin County); Lynnette Hailey (I-70 Coalition); Anthony Pisano, Tyler Larson (Atkins); Melinda Urban (FHWA); Kevin Shanks (THK); Mandy Whorton (Peak Consulting); Jonathan Bartsch, Taber Ward (CDR Associates)

I-70 Floyd Hill Project

PLT Meeting #11

January 28, 2021

CDOT I-70 Mountain Corridor



COLORADO
Department of
Transportation

1. Welcome, Introductions and Agenda Review
2. Corridor Project Updates
3. TT #23 Meeting Summary
4. CSS Process Overview and Schedule
5. Virtual Public Engagement
4. Next Steps



Corridor Project Updates



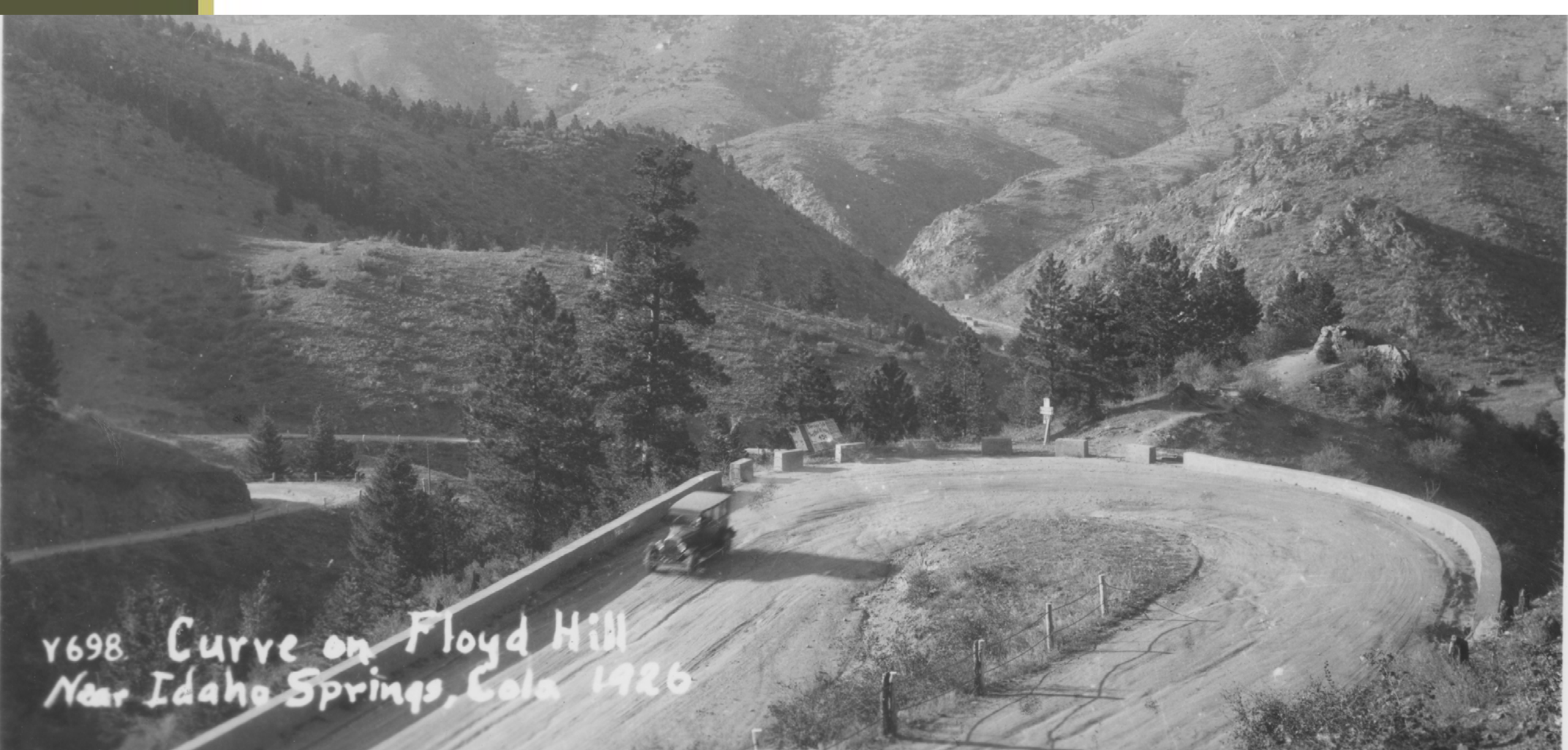
Technical Team #23 Meeting Summary



CSS Commitment Tracking

ITF and TT Report Out

- ITF Meetings (November 4th, 19th and December 3rd)
 - Cindy, Amy, Margaret, John, Holly
- Development of CSS Tracking Spreadsheet
- Draft of CSS preamble with “how-to” guide
- TT Review on 1.13.21 – feedback incorporated
- CSS Tracking will be incorporated into RFP



Y698. Curve on Floyd Hill
Near Idaho Springs, Colo. 1926

NEPA Impacts & Mitigation

- **Air quality companion report** will be issued with EA; interest in aerosols and results from Clear Creek County monitors
- **Cultural Resources** – Clear Creek County objects to the finding of no significant impact for the Colorado Central Railroad under Tunnel Alternative, South Frontage Road
- **Section 4f** – Clear Creek County objects to the 4f interpretation of the Colorado Central Railroad and Hidden Valley Open Space Park



- **Hazardous Materials** – mineralization only affects west portion of the project, so dewatering may not be an issue Project-wide
- **Land Use and Right of Way** – Clear Creek County objects to the Tunnel Alternative, South Frontage Road because it is inconsistent with the Greenway Plan and plans for Hidden Valley Open Space Park
- **Water quality** – permanent BMPs are now referred to as control measures; should be changed globally
- **Wildlife and Aquatic Species** – concern that impacts to trout were underrepresented and that additional mitigation may be needed

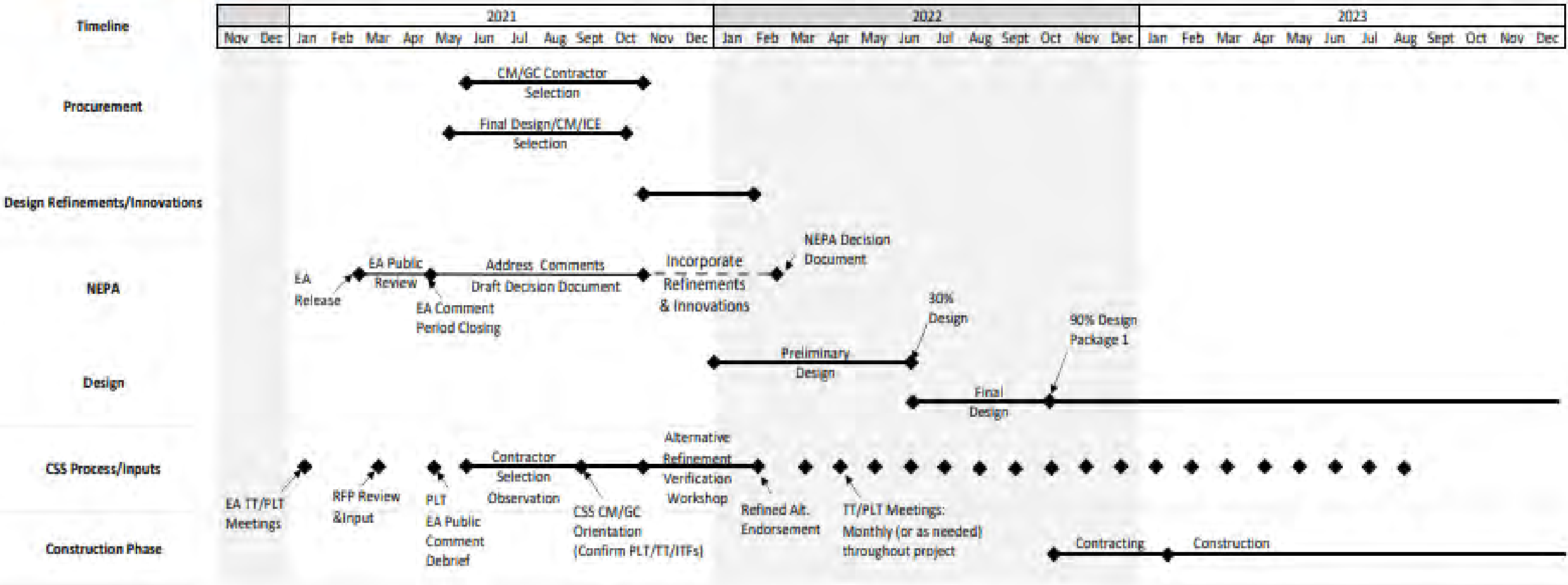




CSS Process Overview and Schedule

Floyd Hill CSS/CMGC Process Overview (Example Schedule)

1/28/2021



Legend Activity

- TT Suggestion to review PLT/TT membership before moving into the next Alternative refinement process.
- Check in with the PLT on this process





Virtual Public Engagement

- **Approach discussed at the October 21, 2020 PLT**
- **PLT input**
 - Virtual meeting format should be effective; making it feel like previous meetings would be helpful
 - Emphasize PLT, TT, and ITF involvement in Project development
 - Provide information on how to comment and what comments mean/how they are used
 - Need to add historic Section 4(f) to the materials

➤ **What we need from the PLT**

- Review display and notification materials (today)
- Review virtual meeting room to provide input on usability (today – in progress)
- Help with cross promotion, esp. social media (late February 2021)

➤ **Display Materials**

- Instructions on how to navigate the virtual room
- Project Background
- Purpose and Need
- Alternatives
- Express Lanes
- Construction
- Environmental Impacts
- Next Steps
- Stakeholder Input and Commenting

➤ **Notices/Announcements**

- Flyers (email and posted in community)
- Postcards
- Press releases and newspaper ads
- Social media



Next Steps

NEXT STEPS

- Finalize CSS Commitment Tracking Sheet
- EA release/Virtual Public Engagement
- PLT Meeting in May 2021
- Procurement
- E-mail communication and project status updates

