



## Meeting Summary

### Technical Team Kick-Off Meeting

August 16, 2017 | Clear Creek County Recreation Center

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CDR, Jonathan Bartsch, welcomed and introduced participants.

In this Westbound Peak Period Shoulder Lane (WB PPSL) National Environmental Policy Act (NEPA) process, Technical Team (TT) meetings will use a standardized agenda and PowerPoint for future meetings to ensure that the TT knows what topics will be discussed prior to meetings.

#### Standardized Meeting Topics will be:

1. INTRODUCTIONS AND OVERVIEW
2. RESPONSES TO TECHNICAL TEAM ISSUES
3. OUTCOMES FROM ISSUE TASK FORCE MEETINGS
4. OUTREACH SUMMARY
5. FOLLOW UP
6. DISCUSS PROPOSED SOLUTIONS
7. OUTSTANDING ISSUES
8. DEVELOP CRITERIA
9. NEXT STEPS

There was a kick off Project Leadership Team (PLT) Meeting on July 27, 2017. The outcomes of this meeting included:

- Revision of the Context Statement
- Addition of **Recreation** as a Core Value
- Addition of Critical Issues
  - Connected Vehicles
  - Economic Vitality

- Induced/Latent Demand
- Quality of Construction Work
- Identified initial Technical Team Members

The timing and schedule for the WB PPSL NEPA process is similar to the Eastbound (EB) PPSL NEPA process – 1 year. Target dates include:

- NEPA/30% Design – Spring of 2018
- Advertisement – Fall 2018

**However, we will take as much time is needed to get through the criteria, concepts and solutions.**

**Other Projects in the area were reviewed and discussed including:**

- Floyd Hill
- Region 3 Vail Pass
- Idaho Springs Transit Center
- Colorado Boulevard
- Clear Creek County Greenway
- Fall River Road
- RoadX
- Pedestrian Bridge at Exit 240

Kevin Shanks, THK Associates, reviewed the Context Sensitive Solutions (CSS) Process and presented the Flowchart representing the Context Statement, Core Values, Critical Issues and Evaluation Criteria.

It was noted that this Flowchart is the product from the Concept Development Process (CDP) and was modified to reflect input from the public meeting and from the WB I-70 PPSL PLT meeting on July 27, 2017.

The TT reviewed the following Context Statement and were asked to provide feedback:

*The I-70 Mountain corridor is a magnificent, scenic place. Human elements are woven through breathtaking natural features. The integration of these diverse elements has occurred over the course of time. The corridor is a recreational destination for the world, a route for interstate and local commerce and a unique place to live. I-70 is also*

*federally designated as a high priority corridor, a significant part of the defense network and a major economic corridor for Colorado. For many local communities along the corridor, I-70 is the lifeline, primary access and only connection to other communities.*

*Current I-70 roadway geometry is constrained with narrow shoulders and tight curves that result in decreased safety, mobility, accessibility and capacity for travelers and residents.*

*In a manner that respects the unique environmental, historic, community and recreational resources in Clear Creek County, Westbound improvements are needed to lessen delays caused by peak period volumes.*

### **TT Comments:**

The following comments and feedback were suggested: 1) Corridor is in close proximity to Denver; 2) Clear Creek is a rafting destination, 3) Endangered species, unique and diverse wildlife communities (Gina noted that the term environmental is used in a broad sense – it includes endangered species and wildlife); 4) This section of the corridor is part of a much bigger network; and 5) need to talk about improving safety for all travelers.

### **Actions:**

- **THK: will make modifications to the Context Statement to reflect TT suggestions.**
- **TT: will send in additional Context Statement ideas to Taber to be integrated into Context Statement.**

### **The draft TT CSS Issues Project Schedule was discussed.**

**This schedule will evolve.** It is meant to keep the group on track and allows PLT and TT members to see when we will be talking about certain issues. The schedule is intended to be a tool to track progress, ensure that all issues are resolved, and to get the right people at the right meetings.

Prior to every TT meeting, the schedule will go out as part of the PowerPoint Presentation.

**The Schedule will be drafted and assessed at** every meeting to show where we are and where we are going in the process.

- **At this point, the schedule suggests 2 meetings each month.**

- **The Schedule Represents a 3-step Process (the same process used on EB PPSL)**

1) Red block - Discuss with the TT the criteria they would like to use to discuss and evaluate options.

2) Star – present/refine ideas and discuss ideas, criteria, options, etc.

3) Blue dot – discuss matrix that uses the criteria to compare options. The TT will make a recommendation, wordsmith and refine.

- In the time between a “star meeting” and a “blue dot meeting” the project staff will work to initially fill out the evaluation matrix based on discussions. The TT will use this as a starting point for each evaluation matrix.
- Multiple blue dots – these are meetings to respond to TT issues or questions, keep working on the matrices and toward a final recommendation.

Once the TT comes to a recommendation, the item will be shaded with a blue line to indicate that these items are complete. This will help to avoid backtracking.

‘Wildlife movement’ and ‘induced/latent demand’ were added at the July 27, 2017 PLT in response to issues discussed at that meeting.

**TT Comments:**

**Question:** How do operations fit into the schedule – this has as much impact on streams as construction. **Answer:** Operations are under ‘integral components’ at the end of the schedule, including: snow removal, drainage, demand, hours of operations, parking.

- Add issues of 1) enforcement, 2) truck operations.

**Question:** Are we meeting every other week? **Answer:** Yes. We will figure out a consistent, predictable schedule.

**Action:**

- **THK/HDR:** Add 1) sand removal, 2) enforcement, 3) truck operations, and 4) construction traffic control as issues to discuss on the TT schedule under ‘integral components’.
- **THK/HDR:** Add motor coaches, tour groups, and people using the PPSL inappropriately as sub-sets of the above mentioned categories.
- **CDR:** Schedule TT meetings for 2<sup>nd</sup> and 4<sup>th</sup> Wednesday of the month from 9am – 12pm at CDOT in Golden. The next meeting will be an exception - August 30 – 12:30 – 3:30pm. The following meetings will be September 13 and September 27 from 9am - 12pm.

There is a Glossary of terms that are mostly from EB PPSL project.

These will be in the PowerPoint Presentation every time.

If the PLT/TT has additional terms, we will add these terms to the glossary throughout the process if things need to be better defined.

**ACTION: TT: send any Glossary requests to Taber**

**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
- Assisting in the formation of the final recommendation
- Coordinating and communicating with respective agencies
- Presenting the final recommendation to the Project Leadership Team (PLT)

**Project Staff will ensure that any documents provided for TT review will identify what input is needed, how the input will affect the project, and the timeframe requested for response.**

**TT members should select an alternate in the event that they cannot attend. This will help prevent backtracking. Need to consistently move forward at the right pace.**

**TT comments:**

**Add the following responsibilities for the TT:**

- Provide input to the development of mitigation strategies.
- Recommending ITFs, i.e. rockfall mitigation and Empire Junction, ALIVE and SWEEP and Section 106

**Actions:**

- **CDR: Draft TT Charter and send to TT for review**
- **CDR: Add 1) Provide input to the development of mitigation strategies and 2) Recommend ITFs to list of TT responsibilities**

- **CDR: Send a list of TT members to the TT to ensure all Core Values are represented.**

Gina McAfee, HDR Inc., presented Segment 2 and Segment 3 Community Concerns documents, Critical Issues and Critical Issues Maps.

- The Community Concerns for segments 2 and 3 have been grouped into categories based generally on Core Values. These Community Concerns were used to inform Critical Issues on the Flowchart. These Critical Issues then inform the Evaluation Criteria used to compare one alternative relative to other alternatives.

#### **TT comments:**

- TT members asked how certain community concerns had been integrated into to the flowchart's critical issues.
- The TT expresses that they want to feel confident that Community Concerns are not dropped out of the process as they are paraphrased into the Critical Issues on the Flowchart. These critical issues and community concerns are the basis for mitigation and impact analysis. What is the process for ensuring that Community Concerns are not dropped? Response: We will be cross referencing the list of Community Concerns throughout the process as we review options.
- **Add "sand removal" to community concerns list**
- **Add "quality of construction work, including communications" to community concerns list.** There needs to be a stronger communication effort to business owners and guests. The process used for Twin Tunnels worked well, but it was not replicated on the EB PPSL process.
- It is important to understand and define how the CSS process works in the Construction phase of the project.
- There was a strong desire from the TT to start talking about construction impacts now and educating community.
- There is a need to expand public information and media outreach and determine who pays for media and public outreach.
- Gina mentioned that the NEPA process will dive deeper into all of the issues, as part of the impact assessment and mitigation development. Community concerns, public meeting minutes and comments will go into the NEPA analysis (in addition to standard resource requirements, such as compliance with the Endangered Species Act) to ensure these aspects are fully covered.
- **Suggestion to Expand Segment 3, Environment - #4 related to the fishery resource- the reference to Empire Junction is too specific.**

- This project will be a Categorical Exclusion with mitigation included – exactly like the EB PPSL Categorical Exclusion. We will prepare multiple Technical Reports on each major resource area. **The EB PPSL Categorical Exclusion document will be sent to the TT (link to document is <https://www.codot.gov/projects/I70mtnppsl/i-70-ppsl-categorical-exclusion>).**
- The TT discussed the desire to include **public health impacts** into the Evaluation Criteria to ensure alternatives address public health. Water quality, air quality and noise – these all impact public health. These are not minimal impacts. CCC wants to understand how air quality is impacted as more cars roll through the community?
  - Suggestion to do air quality data collection/monitoring. The data collection/monitoring needs to start now and be done after the project is in operation to show before and after rather than rely on modeling results. There needs to be some level of tracking and data points giving the amount of activity we will have in this corridor.
  - It is mentioned that measurements for public health are tricky and hard to evaluate.
  - Kevin Shanks suggests putting Public Health on the Parking Lot list with the commitment to work through this issue.
  - CDOT (Steve Harelson) suggests looking at air quality monitoring. On EB, we committed to noise monitoring as a part of the 1041 process - before and after the EB PPSL project.
    - There is a need to do it every year for a certain amount of time.
    - There is a question of whether CDPHE should be at the table. CDPHE has no responsibility for noise.
- The TT discusses the importance of looking at travel demand and the need to do more than just measurements. There is a need to do predications and models prior to measurements.
  - Some TT members would like to see a true evaluation of AGS – physically and economically. It will be important to look at this after the temporary solution. There is a need to look at pay load efficiently and consider how to institute transportation.
  - Data collection is essential to make predictions and test accuracy now.
  - Gina McAfee notes that travel demand forecasters will be brought into the TT meetings to discuss latent demand, the effect of autonomous and connected vehicles, etc..
- The TT is concerned about what happens to overall quality of life once travelers hit the off-ramp – impacts to forest, etc. This is not a question about moving forward with the WB PPSL project; it is an issue of public health, noise, and environmental impacts. There is a huge impact of all the people coming up here.

- The TT mentioned the need to create partnerships between CDOT, USFS, and CCC to develop a circulation management plan to protect USFS lands.

**Actions:**

- **HDR:** Update community Concerns list: 1) Add “sand removal” and “quality of construction work, including communications” and 2) Expand Segment 3, Environment #4.
- **HDR:** Send out Doodle Poll for first SWEEP and ALIVE ITF meetings. *(Note: As of 8/21, ALIVE and SWEEP meetings have been scheduled—8/31/17 ALIVE meeting; 9/11/17 SWEEP meeting.)*
- **CDR:** Send TT the EB PPSL Categorical Exclusion
- **CDR:** Follow up with USFS on collaboration for circulation management
- **CDOT:** Look into air quality monitoring potential

Kevin Shanks, THK Assoc., reviewed the Evaluation Criteria. These are developed from the Community concerns and critical issues. TT will go over this again at the next meeting. Throughout the process, the TT will determine if additional and issue-specific Evaluation Criteria need to be added at the bottom of the General Evaluation Criteria (listed currently in the Flowchart). Issue-specific Evaluation Criteria will generally be focused on geography and topics based on the next issue to be discussed.

TT members suggested that **safety during construction**, needs to be included in the Evaluation Criteria. CDOT responded that ‘Implementability’ does address safety during construction.

The group determined that the CSS Process needs to be better defined in the Construction phase -- CSS for development, final design and construction.

TT members expressed the need for responsiveness during construction. There needs to be a method and ability to negotiate a reasonable response that mitigates and doesn’t leave the community with two years of safety and construction problems. There is a suggestion that there needs to be more about Construction on the TT Schedule, and perhaps an ITF or workshop will be needed to develop a construction plan.

CDOT noted that one strategy may be that construction traffic control reports to CDOT instead of Contractor.

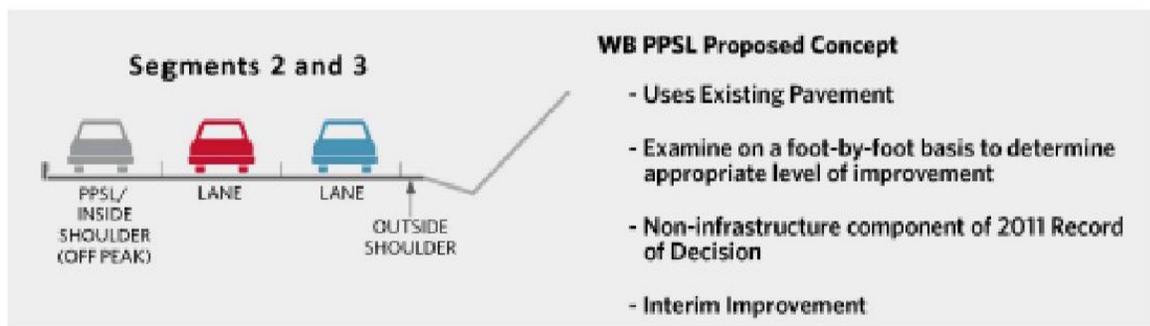
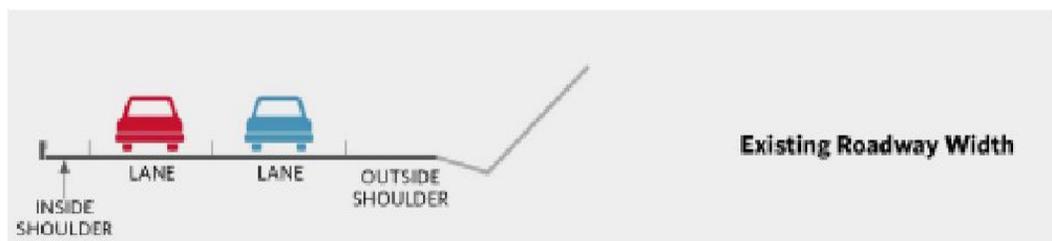
### ITF Plans

- Section 106 ITF has already met once. Will meet 1 to 2 additional times
  - Section 106 ITF meeting held June 27, 2017
  - Clear Creek County, Idaho Springs and reps from DLD were in attendance
- APE Discussion
  - Discussed Area of Potential Effect (APE)
  - Agreed to Expand the APE in Certain Areas
- SWEEP ITF – 1st meeting scheduled for September 11, 2017.
- ALIVE ITF – 1st meeting scheduled for August 31, 2017.

### Draft Public Outreach Plan

- July 26, 2017 public meeting that included NEPA scoping
- One additional in person public meeting planned for late in 2017 or early 2018
- Two online public meetings (planning for fall 2017 and spring/summer 2018)
- Small Group Meetings
  - Rafting community as one small group
  - May be doing some specific, focused outreach, low income and minority communities – targeted outreach.

### Proposed Solution



### Parking Lot Issues

- Public Health
- Better Defining CSS through Construction
- Air quality monitoring
- USFS/CCC/CDOT Partnership on Circulation Management

## **TT Meeting #2 – Education and Context**

### **Roadway Design Considerations (Highway Engineering Lessons)**

1. Introduction
2. Horizontal Design
3. Vertical Design
4. Roadway Section
5. Roadside Design
6. Interchanges
7. Summary

### **Existing Conditions (Contextual walk through of existing conditions)**

- Geometrics
- Pavement width
- Rockfall
- Safety

## **TT Meeting #3 – Analysis**

### **Context Considerations (Foot-By-Foot Discussion of Opportunities)**

#### **Roadway Deficiencies**

- Horizontal geometrics
- Median versus rock cut
- PPSL Envelope
  - o Shy distance
  - o Lane Width
  - o Buffer
- Roadside Design – Ditch, Clear zone etc.

## **TT Meeting #4 – Evaluation**

### **Evaluation of opportunities (Matrix Exercise)**

- Horizontal geometrics
- Median versus rock cut
- PPSL Envelope
  - o Shy distance
  - o Lane Width
  - o Buffer

### **SUMMARY OF ACTIONS:**

- **TT: will send in additional Context Statement ideas to Taber to be integrated into Context Statement.**

- **TT:** send any Glossary requests to Taber
- **THK:** will make modifications to the Context Statement to reflect TT suggestions.
- **THK:** Add Evaluation Criteria to TT Agenda for August 30 meeting.
- **THK/HDR:** Add 1) sand removal, 2) enforcement 3) truck operations, and 4) construction traffic control as issues to discuss on the TT schedule under 'integral components'.
- **THK/HDR:** Add motor coaches, tour groups, and people using the PPSL inappropriately as sub-sets of the above mentioned categories.
- **HDR:** Update community Concerns list: 1) Add "sand removal" and "quality of construction work, including communications" and 2) Expand Segment 3, Environment #4.
- **HDR:** Send out Doodle Poll for SWEEP and ALIVE. *(Note: As of 8/21, ALIVE and SWEEP meetings have been scheduled—8/31/17 ALIVE meeting; 9/11/17 SWEEP meeting.)*
- **CDR:** Draft TT Charter and send to TT for review
- **CDR:** Add 1) Provide input to the development of mitigation strategies and 2) Recommend ITFs to list of TT responsibilities in Charter Draft
- **CDR:** Send a list of TT members to the TT to ensure all Core Values are represented. **TT will then send any additional TT suggestions back to Taber**
- **CDR:** Schedule TT meetings for 2<sup>nd</sup> and 4<sup>th</sup> Wednesdays of the month from 9am - 12pm at CDOT in Golden. The next meeting will be an exception - August 30 -12:30 - 3:30pm. The next meetings will be September 13 and September 27 from 9am - 12pm.
- **CDR:** Send TT the EB PPSL Categorical Exclusion with mitigations
- **CDR:** Follow up with USFS on collaboration for circulation management
- **CDR:** Attach updated Critical Issues documents to Slides
- **CDR:** Give Google Drive Access to TT members to access shared files
- **CDR:** Send Meeting Summary and TT Meeting Slides to TT for review and comment.
- **CDOT:** Look into air quality monitoring potential

#### **SUMMARY OF DECISIONS MADE**

- Context Statement looks okay, with minor additions noted.
- Core values are accepted as is.

Gary Frey (CO Trout Unlimited); Joe Walker (CO Parks and Wildlife); Steve Cook (DRCOG); Carol Kruse (USFS); Andy Marsh (City of Idaho Springs); Kelly Larson (FHWA); Jo Ann Sorensen, Randy Wheelock, Tim Mauck (Clear Creek County); Kelly Babeon (CCFA); Nicolena Johnson (CCC EMS); Cassandra Patton (CCC Tourism Bureau); Neil Ogden, Stephen Harelson, Vanessa Henderson, Adam Parks, Kevin Brown, Bobby Van Horn, Tyler Brady (CDOT); Julie Gamec, Kevin Shanks (THK); Steve Long, Gina McAfee, Chau Nguyen, Wendy Wallach (HDR); Jonathan Bartsch, Taber Ward (CDR)