



**Meeting Summary**  
**Project Leadership Team #4**  
August 29, 2018 | CDOT Offices – Golden

**Welcome and Introductions**

CDR, Jonathan Bartsch, welcomed participants. Self-introductions followed.

**Agenda Review and Purpose of Meeting**

- Update on Project Status
- Approve Median Design Exception
- Review Public Meeting Materials
- 1041 Process/Assurances
- Discuss next PLT meeting

**CDOT requested to add 239 Rock Cut to today's PLT agenda.**

**WB PPSL Process Summary**

**The PLT reviewed the process milestones to date:**

- Scoping Public Meeting (July 2017)
- 17 TT Meetings (August 2017 – Present)
- 4 PLT Meetings (August 2017 – Present)
- 15 ITF Meetings (June 2017 - Present)
  - ALIVE ITF (8/31/17, 1/18/18, 4/10/18, 7/13/18)
  - SWEEP ITF (9/11/17, 4/10/18)
  - Section 106 ITF (6/27/17, 8/9/18)
  - Idaho Springs ITF (3/28/18, 4/10/18)
  - Assurances ITF (4/19/18)
  - Water Quality/Drainage ITF (6/22/18)
  - CR 314/Greenway ITF (2/20/18, 6/12/18, 7/17/18, 9/19/18)
- Concept Design Workshop (4/10/18)
- Field Inspection Review (FIR) (6/1/18)
- Idaho Springs Community Meeting (6/4/18)
- Online Public Meeting (5/29/18 – 7/1/18)

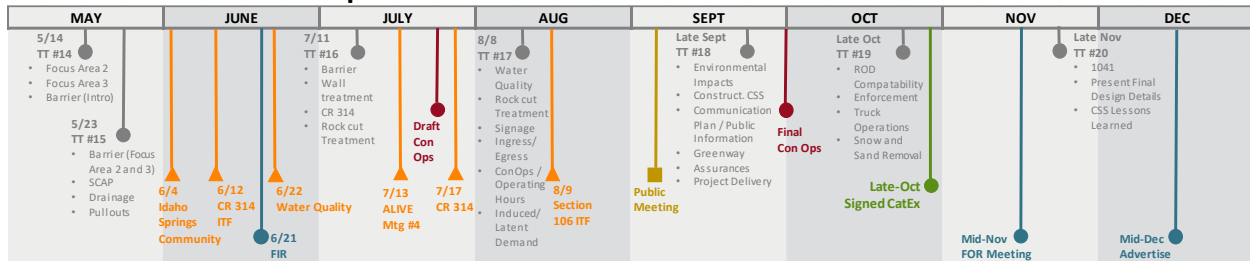
## CDOT Project #21893 | WB I-70 PPSL

- INFRA Grant Award - \$25 million (6/5/18)
- WB PPSL Table at Floyd Hill Public Meeting (6/12/18)
- Stakeholder Meetings (landowners, rafters, small business) (July 2017 – Present)

Jonathan Bartsch requested any feedback or comments from the PLT. The PLT agreed that the summary above represented the process to date.

### Project Schedule

The PLT reviewed the simple schedule.



The PLT provided the following comments and discussion on the upcoming schedule and process next steps:

### 1041 Process and Timeframe

Clear Creek County (CCC) and Idaho Springs noted that 30 days to complete the 1041 process is likely too short. The 1041 process is not part of the PLT process. It is a smaller discussion between CDOT and the entities who grant the 1041.

Idaho Springs 1041 Process/Approval: Idaho Springs will be working with the planning department to understand and recognize the impacts and effects on community. The Council will only get the documents slightly ahead of time, and they do not have a lot of day to day involvement. Idaho Springs will need to go through the planning commission review and the planning commission will then make a recommendation to City Council. Estimating a 60 day process.

County 1041 Process/Approval: Similar to Idaho Springs. This will go through planning department review and they will work with Commissioners. Estimate of 90 days.

Clear Creek and Idaho Springs suggest that CDOT begin to contact their respective planning departments to clarify what information is needed, what the process is, etc.

CDOT noted that January 2019 would be the earliest for project advertisement.

**ACTION:** HDR to update simple schedule to reflect a longer 1041 process and a January ad date.

**ACTION:** CDOT to meet with Idaho Springs and CCC Planning Departments with project materials to understand expectations and needs for the 1041 process. Work with Fred at the County and Alan at the City.

### **ConOps and MOU questions**

CCC noted that there will need to be further discussions around the Concept of Operations and review of the MOU language before the 1041 will be approved.

FHWA notes that the ConOps will need to be nearly finalized to finish the MOU. FHWA envisions that they will be using the EB PPSL MOU and adding WB hours and additional agreements.

CCC notes that their particular concern stems from EB PPSL lessons learned. Initially, the understanding was that buses/trucks couldn't be in the lane. Part of the modification said that they could. CCC is interested in the MOU definition of who can use the PPSL and understand the final decision on hours and days of use.

There was conceptual agreement at the last TT for ConOps draft. CCC is concerned that the hours/days could be changed without any notification to locals. If there was a change, what is this process?

**ACTION:** CDOT will look into whether procedural language related to ConOps modifications can be added to the MOU/ConOps/1041 approval documents. Language would set out a process for local jurisdictions in MOU modifications (use changes in the PPSL).

**Question:** Is there an expectation from CCC that there will be an executed MOU before 1041?

**CCC Answer:** That is the hope, but would need to talk to the CCC 1041 decision-makers to understand if this is a requirement.

### **ROD Compatibility Question**

CCC also has a great deal of interest in the ROD compatibility of the project. They are particularly interested in how FHWA will make this decision and what the decision says.

### **CatEx Discussion and Remaining Legal Questions:**

Vanessa Henderson has sent Cindy Neely an explanation on a documented CatEx. CCC's legal team has questions about a documented CatEx and relationship to Environmental Assessments. The legal team will be sending written questions to CDOT in the next few weeks. CCC is interested in what may be a "significant impact" as related to these documents. The questions will be sent to Neil Ogden.

## **TT Issue and Agreements Review**

**The PLT reviewed the Issues and Agreements from TT Meetings #12 - #17 (all TT meetings held since the previous PLT meeting on February 12, 2018).**

**The PLT made the following comments:**

**Concept Design Workshop:** The TT agreement will be modified to say “TT agreement to move forward with a 4 foot shoulder except where there are bridges, or transitions to/from bridges.” There are numerous locations in Idaho Springs where 4 feet does not exist (bridges and walls) and the shoulder will be less than 4 feet there.

**ACTION:** CDR to make this modification to the list of TT agreements.

**CCC asks for clarification on the CatEx status for the projects listed in TT Meeting #16:**

- FRRB has a CatEx in process
- CR 314 has a state level CatEx that will need to be changed to a federal CatEx
- Greenway has a CatEx that will need to be reevaluated where alignments have changed.

**Question:** Are all of these documented CatEx?

**Answer:**

- Greenway has an existing CatEx (RAMP project as part of EB PPSL \$2 million contribution from CDOT). Will need to be reevaluated where the alignment is changing.
- CR 314 CatEx has not been started. There is a state CatEx, but we need a Federal CatEx and the format hasn't been decided on yet.
- The FRR CatEx is almost finished and it is not a documented CatEx.

The PLT agreed that the rest of the TT issues/agreements looked accurate and had no further questions, clarifications, edits.

**Jonathan Bartsch asked the PLT if they had any questions about where we are with the project, next steps? Concerns about the process?**

Aaron Greco noted that the Deputy Assistant Secretary of Intergovernmental Affairs for the Federal DOT was just visiting Colorado. He noted that US DOT was impressed by Colorado's innovation, technology, project delivery methods, leveraging other sources of funding and local dollars/multiple sources of funding. He mentioned both EB PPSL and WB PPSL. He was focused on the successful leveraging of local funds.

Cindy Neely also noted that the INFRA grant writing was outstanding and Gina McAfee, HDR, did a superb job writing it. KUDOS TO GINA!

**Signage and Access Review**

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Steve Long, HDR, walked the PLT through a roll plot of the signage and access plan for the corridor. Currently, the Project Team is going through the access review process with FHWA.

### **Starting on the east end, moving west:**

As a driver enters the PPSL, there needs to be advance warning signs, regulated by MUTCD. Everyone has fair warning that they are entering a toll lane. The warning signs will be moved further away from the WB Veterans Memorial Tunnels so signs aren't against portals. Improved viewshed.

**ACTION:** HDR to change the striping just before entering the tunnels – dashed line as people enter the PPSL.

The PLT discussed the private access around Hukill Gulch. To avoid massive rock cut, the TT agreed to provide an 8 foot catchment and emergency access. Narrows Hukill Gulch access to 8 feet. The highway will then be widened to the north.

The PLT noted that this is a very good solution and appreciated limiting the rock cut.

There will also be rockfall mitigation in Focus Area 2, near Stanley Rd. A smaller, I-70 Mountain Corridor geohazard PLT met and talked about the design of mesh/fencing specs and aesthetics for shotcrete, mitigation measures, mesh, etc. The geohazard PLT's recommendations will inform the CatEx to determine what rock mitigation looks like.

### **Signage:**

Existing signs - 197.

Proposing 45 new signs

Removing 8 signs

Replacing some existing static signs with variable speed limit signs.

The Project team will be adding an egress point in Downieville based on TT input and negligible impact. No ingress point, just an egress point. Additional ingress point may change operations. An egress would allow the commercial area to be more accessible and have sustainable income.

**Question:** How does RoadX/Smart 70 play into the signage plan? **Answer:** Radio transponders are primarily going up on existing poles: There will be approximately 144 radio transponders put up for the entire corridor (not just in this section), and most on existing poles. There may be a few sites to put a new pole up. CDOT is closely coordinating with Smart70 and this improvement project and taking into account the visual impacts and number of poles.

After the review and small revisions to the PLT agreed that the roll plots and information are ready to be shown at the September public meeting.

## Public Meeting/Website – Public Input Summary

Gina McAfee presented the results from the various public outreach methods:

- **Online Meeting** (end of May through early July)  
Input / Concerns (17 comments)
  - Environmental impacts
  - How narrow it is
  - Enforcement
  - Cost
  - Rockfall mitigation aesthetics
  - Issues during construction
- **Website** – visited by over 500 people  
Input / Concerns (41) – these comments are uploaded on the website.
  - Opposition to toll lanes, inequitable
  - Do rail or bus instead
  - Too many people coming to the mountains
  - Project supports fossil fuels

The Project Team prepared individual responses that were sent out by email. These questions were also incorporated into a FAQ that is now on the website. [www.codot.gov/projects/i-70-westbound-peak-period-shoulder](http://www.codot.gov/projects/i-70-westbound-peak-period-shoulder)

### Summary of Major Input Received:

- Support for AGS, bus, other public transportation
  - Mountain Express Lane is too narrow
  - WB PPSL is needed and supported
  - Support for ultimate solution for highway
- 
- **WB PPSL Table at the June 12 Floyd Hill Public Meeting:**
    - The WB PPSL table was near the cookies. This was good.
    - There were some request for widening.
    - One Idaho Springs resident requested that Idaho Springs residents be able to drive in the WB PPSL for free.
    - Questions about procurement method
    - Enforcement concerns – people wanted more enforcement.
    - Ultimate build-out considerations

**I-70 Coalition Question:** Did people ask about the discrepancy between the advertised toll rate and license plate tolling? We are getting feedback that the process isn't very transparent: a driver gets in the lane at one rate, and is billed another rate. **Answer:** No, this did not come up.

**Question:** Does the VMS reflect two separate prices? **Answer:** No.

**ACTION:** Include billing policies and process to get a sticker to be tolled in educational campaign.

**ACTION:** CDOT to work with HPTE and E-470 on billings, to put a notice in the billings about why there is a larger toll and how easy it is to get a sticker.

**CCC:** We know that there is a huge worry in our community about living through construction. We would like to talk very soon about the communication plan for businesses and public so there is notice around road closures, number to call in the morning that will let you know what is happening during the day.

### Concept of Operations - DRAFT

The following DRAFT Concept of Operations was presented at the last TT. TT members conceptually agreed to the ConOps.

- Hours
  - Summer
    - Friday: 10 AM – 8 PM
    - Saturday, Sunday, Holidays: 7 AM – 2 PM
  - Winter
    - Friday: 12 PM – 8 PM
    - Saturday, Sunday, Holidays: 6 AM – 1 PM
  - Earlier/later if congestion warrants
- Seasons/days of operation
  - Winter: Thanksgiving-April
    - Friday, Saturday, Sunday, Holidays
  - Summer: Memorial Day – Labor Day
    - Friday, Saturday, Sunday, Holidays
  - Fall: September-October 31
    - As Needed (Friday)
- Annual Limits
  - 125 Days
  - 1,183 Hours

**ACTION:** CDR to send Adam Bianchi the information from TT Meeting #17 to look at ConOps background data that was presented.

### Median Shift Alignment Design Exception Request

Gina McAfee presented the Median Shift Alignment Design Exception memo. The PLT will need to approve this request before the project can go into the median. The engineering design criteria for the I-70 Mountain Corridor requires that projects “preserve the existing median width” to preserve the rural feel of the median.

- There are nine locations that would go into the median

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- Four of which require a median wall
- Total length of median shift: 21,801 feet
- Percentage of remaining median in widened areas: 74
- Width of median that remains: 13.7 to 19.4 feet
- Total length of rock or slope cut that is avoided: 15,061 feet
  - Median shift alleviates rock cutting, is consistent with interim definition, has fewer impacts during construction, has fewer visual impacts

### PLT comments:

- On page 3 of the memo, under Design Exception Justification, Enhancing Safety: Modify the language to show that moving into the mountain would only be safe if substantial rock cut also occurred.

**ACTION:** HDR to modify language to show that moving to the mountain would only be safe if substantial rock cut also occurred.

**ACTION:** HDR to change some of the numbers on the first page to reflect the precision of the concept drawings used for this memo.

**CCC:** It is hard to say that this change isn't a significant impact. **Response:** The median impacts are definitely less substantial compared to a lot of rock cutting. The memo shows a number of areas where this change (to move into the median) has fewer environmental impacts.

### Official PLT Action: [PLT Approves the Design Exception Memo](#)

### Public Meeting Materials Review

The PLT reviewed the public meeting materials. The boards look ready to go.

The PLT noted that the presentation at the beginning of the Public Meeting helps to get everyone on the same page.

### Public Meeting Presentation suggestions:

Suggestion to compare the construction of this project to EB. There is significantly less construction impact and disruption because there will not be interchanges or downhill creek walls or new bridges. Construction disruption is a lot less.

**ACTION:** Compare EB and WB construction impact in presentation, including duration, complexity, physical impacts and impacts on drivers.



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Another suggestion is to state that one of the purposes for this project is to get it constructed ahead of Floyd Hill. We cannot tie this project to Floyd hill. These are independent actions even though they impact each other.

**PLT Suggestion:** Is there value to exploring bringing in tolling vendor to public meetings to have stickers and transponders to sign people up? Explain how this works.

**Response:** There may be value in a future public meeting, too premature for this one. We may want to consider just providing information/explanation on how the billing works, but avoid selling stickers/transponders at the meeting.

**ACTION:** CDOT to explore facilitating sticker/transponder informational campaign and facilitator with HPTE. This could be part of public education campaign. Consider a physical sign-up capability.

The PLT will also help distribute flyers in the areas that they visit.

**ACTION:** CDR will send an email template and electronic flyer to PLT/TT members for distribution to their networks. CDR will also flyer the corridor area.

**PLT Comments:** Make sure east end of the county is included in the mailing and flyering efforts.

**ACTION:** CDR to send flyer to Beth Luther at the County.

### Next Steps

**Assurances:** CCC noted that one of the assurances was around choice of contractor. The TT would like to look at communications plan before award in final design and spec development.

**ACTION:** Bring the communication plan back to TT.

**Agenda suggestion for the next PLT:** What is our tracking device to pass on decisions, agreements, process suggestions to the next phase of CSS? How do we continue to track decisions, etc.

### Actions and Agreements

#### Official PLT Action: [PLT Approves the Design Exception Memo](#)

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**ACTION:** CDOT to meet with Idaho Springs and CCC Planning Departments with project materials to understand expectations and needs for the 1041 process. Work with Fred at the County and Alan at the City.

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**ACTION:** CDR to modify TT agreements to the following: **April 10, 2-18 Concept Design Workshop:** The TT agreement will be modified to say “TT agreement to move forward with a 4 foot shoulder except where there are bridges, or transitions to/from bridges.” There are numerous locations in Idaho Springs where 4 feet does not exist (bridges and walls) and the shoulder will be less than 4 feet there.

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**ACTION:** Bring the communication plan back to TT.

## Attendees

Adam Bianchi (USFS); Kelly Galardi (FHWA); Cindy Neeley, (Clear Creek County); Mike Hillman, Jonathan Cain (Idaho Springs); Margaret Bowes (I-70 Coalition); Neil Ogden, Stephen Harelson, Vanessa Henderson, Aaron Greco (CDOT); Kevin Shanks (THK); Steve Long, Chau Nguyen, Gina McAfee (HDR); Jonathan Bartsch, Taber Ward (CDR)