

**Exhibit D**

**I-70 West Bound Public Meeting 3-14-2017  
Input from Residents**

<b>Yellow Notes</b>
Residents in Idaho Springs were experiencing deteriorating air quality during construction w/ 10-12 black top trucks present.
Approves of doing a segmented approach so you can have "lessons learned."
Please ensure that you use recycled pavement in the road base.
Local resident doesn't think the ROI is sufficient. There are more long-term investments worthy of our money.
Will speed limit be enforced in the WB lane? There is currently no enforcement on EB. People drive way too fast! (Currently the Idaho Springs - We have had construction forever. A third party contractor installing fiber optic line was allowed to construct all
There is not enough water to support the urban sprawl that will come with adding capacity.
All of the money we have been using to construct these improvements could have built a train.
Please add signs to deter speeding in the WBPPSL. People using these "express" lanes are jeopardizing local motorist safety!
Floyd Hill residents worried about emergency access and egress for 3 Floyd Hill alternatives.
New PPSL toll lane EB travelers go way too fast. Inhibit the ability for emergency response.

<b>Collected Note Cards</b>	
Allison Guyton	During summer month of June/July 2016, our neighborhood was routinely gridlocked. For example, 30-60 minutes to high school from 40. Do any of these options address this?
Mike & Gretchen Harberts	Concerns: Big horn sheep and river conservation. Connection to Jefferson County 65 and increased traffic
	Add "on-ramp" on South side of bridge at Exit 247 off existing alignment will provide best finished highway. Least congestion during construction. Straighten curves will reduce accidents. Lessen grade of hill from Exit 247 to Exit 244. Restore Clear Creek. What is project budget?
	The residents of Silver Lake in Lawson do not want it. Please build a beautiful greenway bike trail on the Northside of I70 from Dumont through Lawson. The bicycles use this already and have for many years.
	May need to discuss a wildlife passage in segment 1 depending on alignment.
Taylor Geltmaker	My family owns the restaurant at Exit 244. I hope you take into consideration, the restaurant, rafting, and wildlife that are in the area.
Shari Bales	My concern is that you will spend a lot of money and the band aid fit will not be enough for the long-term growth of our state. I live at the East end of Idaho Springs and work at the Loveland Ski area so I travel I-70 everyday. Limit big trucks to non-peak hours. Cantilever a highway to double tier it to add 2 additional lanes. Make mass-transit system -- Monorail. Offer more busses like Front Range Ski Bus. Make more passing lanes. Have peak lane open more often.
	Design lanes wide enough to allow smooth traffic flow rather than what you did for East bound. Don't just repaint the line and say you added a lane. And give enough room for safe on and off exit-ramps.
	Major concern for many residents: Safety, egress and evacuation. More congestion in area.
Jamie Bradley	I appreciate the effort CDOT is going through to improve I-70. As a resident of Floyd Hill, I strongly urge CDOT to: Avoid moving US6 ramp traffic to Floyd Hill increasing traffic would pose traffic and safety issues for our community. When re-aligning I-70, please consider ensuring traffic noise reduction, wildlife migrating, and visual enhancements.
	As a commercial shuttle operator, we could use a better line on communications and safety closures. We had 15 vehicles in Silverthorne with passengers and no idea when the road might re-open. We could not make any decisions on what to do and when we did the road opened without warning.
	Three neighborhoods at top of Floyd Hill need more access to I-70 to evacuate in case of an emergency.

<b>Letters</b>	
Jim White	<b>Floyd Hill Information</b>
322 Hy Vu Drive, Evergreen Co 80439	First we should acknowledge that there is a great deal of support for your initiative to relieve the congestion on westbound I-70. Residents in the area can't go out or get back

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home on many weekends because of the traffic jams.  
However, there are a lot of concerns relative to the specific locale around Exit #247.  
Your Decision Criteria seem to take into account greater regional needs, but they do not indicate an understanding of these specific concerns,  
To help remember the basic concerns of many people in the community, those concerns could be simply summed up as: Earth, Air, Fire, & Water

Fire

Fire may be the easiest concern to understand.

There are 1100 people who live in the area to the south of 1-70. That is about 1/8 of the total population of the county.

The only way that any of these people can get out is via Homestead Road. That is the road that crosses the bridge over 1-70, at Exit 247. It has one lane outbound, as the Northbound lane would be needed for emergency vehicle access to the community.

Evergreen Fire Rescue (EFR) has designated the Floyd Hill area at Exit 247 is one of the 4 Most Dangerous places in their protection area, due to characteristics such as:

- Steepness of terrain
- Vegetation
- Density of population

EFR has also told the community that a wildfire is not a matter of "if" but one of "when"

EFR told the POA that there is nowhere near the capacity needed to evacuate the community in an emergency, such as a wildfire. Residents will have to learn to "Shelter in Place." Firefighters know that this is a euphemism for "some people are going to die a horrible death."

If egress cannot be improved, the number of deaths could be national news.

This is an important issue in the community-- even an emotional one. The Property Owners Association has initiated a number of projects, including some significant successes on Fire Mitigation. However, in spite of multiple efforts, there has been no progress yet on increasing capacity for emergency egress.

#### **Requested CDOT Actions**

COOT should take into account the specific new information about the large community at Exit 247.

Some criteria need to be added to your decision matrix, specific to the needs of people who live at Exit 247. At the very least, there should be an additional criterion about public safety in the area, in case of the need for an emergency evacuation-- which is even more important than emergency access and response. Other criteria should be reevaluated in the context of these additional needs and concerns.

I have been a resident of Floyd Hill for 14 years, and I have been involved in the community for most of that time. I am currently an officer of the Property Owners Association.

I am well-enough connected to be able to describe the concerns of many people in the community, some of whom wanted to come tonight, but are out of town, or who are still working downtown Denver ..

#### **Opportunity**

Assuming that (1) you find a way to install the interchange with US-6 near its current location, and (2) there is nothing to draw traffic to the south side of the interchange at Exit 247, you may have a good opportunity on the North side of Exit 247.

The roundabout on the north side is a good idea (although there is absolutely no need for a off-ramp there). It would help out at a point where the Sheriff's Office has noted a traffic flow problem.

Additionally, there is some land between this proposed roundabout and the building just to the west, signed as Marte. This land is indicated approximately by a brown oval in the diagram

below. This land was intended to be parcels 2 and 3 of an overall PUD project, of which the Marte building was the first. There are several acres included in these parcels. However, there was an agreement not to develop parcels 2 & 3 until there was a supply of public water available; that supply now looks extremely unlikely, so these parcels cannot currently be developed. If they could be acquired, they could be used for a parking/staging area for trucks during emergency winter closures. This parking/staging area could be tied into either US-40 and/or the roundabout. Furthermore, this area could be used in the summer as parking and a trail-head for the land just above it that was just acquired jointly by the Jefferson County and Clear Creek County Open Space Commissions.

This might help with a number of issues: improving traffic flow in general; managing the trucks, particularly in the winter; keeping the trucks and other traffic from congesting emergency egress routes on the south side; and providing value to the community for use of its open space.

#### **Specific reaction to US-6 Interchange Option 4**

The option to move the US-6 interchange to the Floyd Hill area is fraught with negative consequences.

**It seems to be utterly inappropriate to the traveling public**

It would take them far out of the direction in which they are traveling. Travelers going westbound from US-6 would have to go 3 or 4 miles out of their way, and then backtrack the same amount. They would also have to climb 800 feet of altitude, just to descend the hill to where they started

Skiers from north of Golden use this route, as do summer recreation travelers. Can you imagine how gravel trucks with loads bound for the west would react?

**It is an anathema to the residents of Floyd Hill**

It would draw traffic congestion just where they do not want it.

It would further endanger people in case of an emergency evacuation. There is already grossly insufficient capacity for an emergency evacuation. How many of my do you want to kill?

**This option should not be considered any further**

#### **Requests**

1. Find a way to create a full movement interchange from US-6 onto both eastbound and westbound I-70 AT OR NEAR THE CURRENT LOCATION OF EXIT 244. Do not move any part of this interchange to exit 243 or 247, as that would be inconsistent with many things, including:

- the specific guidance from the county
- the safety of people on Floyd Hill
- the consideration of highway travelers, who would be taken far out of their direction of travel (in the case of Floyd Hill, 3 or 4 miles up 800 feet of altitude, and then right back to where they started)

2. Add some criteria in your decision matrix specifically relevant to the needs and safety concerns for people who live at the specific exits where you are considering modifications. Reevaluate several of the other criteria, particularly #2 and #7, as they impact the local considerations on Floyd Hill.

3. Improve the emergency egress out of the Floyd Hill area for all 1100 people who live there, wherever you can. This includes doing things like an emergency egress at Sawdust Court.

4. At exit 247, follow the principle that has evolved over years of study: keep as much of the congestion (development, trucks and other traffic, etc.) as possible on the NORTH side of I-70. Do not ignore the county memorandum that stated NOT to have a full diamond interchange at this exit. Do not mix trucks and school busses. Do not put a roundabout on

the south side of I-70, or any thing else that would impede the emergency egress of residents.

#### **Q&A Comments and Themes from Easel Paper at the Front of the Room**

1. Cross Section width of WB
2. Need AGS
3. EB - should have included a shoulder
4. Consider 3 lanes and a shoulder lane
5. Empire Junction is dangerous - Exit 232W signs get knocked down, replace signs promptly
6. EB express lane is dangerous due to trucks, speed, stopping, foliage blocking vision
7. Traffic Management - need to consider Evergreen, acceleration lanes, focus on weekends
8. Bike Paths - tunnel under landslide at US 6; take out horseshoe
9. Improvements for rafting companies @ US 6 interchange
10. Economic Impacts -- EB PPSL, don't want Clear Creek to become a pass through
  
11. Need data on: economics, environmental (air emissions), noise, areas of special attention
12. Need frontage roads and passing lanes -- Central City Parkway to bottom of Floyd Hill
13. Using real estate for its highest and best use. Look at opportunities
  
14. Expansion of evaluation criteria specific to localities -- include water, exit 247, emergency access
15. Interchange with US 6 near Mile Marker 244
16. Clear signage/instructional signage
17. Impact at top of Floyd Hill due to closing US 6
18. Emergency Access - ingress/egress at top of Floyd Hill
19. Access to I-70 for gamers/Casino - Impact on Floyd Hill
20. MOU - assurance that concepts will comply with previous agreements
21. Noise mitigation east of historic district
22. Geotechnical analysis early on, e.g. landslide
23. Detours during construction -- truck traffic and gravel mine
24. Road closures and residential traffic management
25. Wildlife crossings (Kermitts and Two Bears)
26. Only one access/egress point from the four subdivisions that get access off MP 247.
27. Sight distance on frontage roads - foliage is a problem
28. Need neighboring county support

#### **Comments from Maps**

##### **Segment 3 (Empire Junction to west of Idaho Springs)**

1. Greenway should be on the north side of I-70 where bicyclists have been riding for years
2. Noise from rumble strips eastbound during construction was bad. It kept us awake at night
3. The Greenway can come up Stanley Road, cross I-70 at the overpass at Dumont then continue west along the north side of I-70 past Lawson
4. Need new bridge over to the frontage road from Fall River Road
5. Need new access to Fall River Road
6. The Mountain Express Lane has worked very well – it cuts off about 20 minutes
7. Need to control speed to be more consistent – recommend speed signs to harmonize
8. The cross section of Eastbound is dangerous at MP 234
9. CDOT has created a noise problem because of the rumble strip at MP 234

##### **Segment 2 (Idaho Springs)**

1. Need AGS and bus transit
2. PPSL must have wider shoulders and better sight distance than EB does
3. Build bridges off line
4. CC Parkway to US 6 should be considered a frontage road
5. Need more parking in Idaho Springs
6. Acceleration ramp from SH 103 to EB is too short
7. Improvements on CO Blvd and on I-70 will help property values in Idaho Springs

8. On the 1900 block of Miner St – we've been asking CDOT for a noise wall for 35 years. Will it ever happen?
9. At exit 239 – the RR tie wall – how will it be impacted?
10. On the 2000 block of Miner St – the concern is the footprint behind the houses and what kind of impact or treatment will be provided
11. Are the EB lanes required width by state law – they seem too narrow. So will WB be the legal width?
12. What will be the impact to mobile homes?
13. On the 400 block of Idaho there was a previous agreement with the property owner to not impact any additional property. How will this be dealt with?
14. Quality of life should be a priority
15. WB should consider passing lanes
16. Locals should not have to pay a toll
17. The design of the SH 103 bridge is an accident waiting to happen. Visibility for off ramp drivers is terrible. Need to almost get into oncoming traffic to see adequately
18. Would eventually like to see metering of traffic as it is with E-470 and/or west of the EJMT tunnel – when only a certain number of cars may pass. That way with continued new residents of Colorado the I-70 E/W can continue to carry traffic

#### **Segment 1 (Top of Floyd Hill to VMT)**

1. There will be more traffic noise if I-70 is elevated
2. Concern about there being only one access/egress point from the neighborhood if there is a fire
3. This subdivision is not fully built out so there will be more traffic
4. On weekends, can't get out or into of Floyd Hill area because of the traffic on I-70
5. Object to two diamond interchanges at Exit 247 and 248
6. Too much traffic from gaming area on US 6 and US 40
7. Congestion on I-70 hinders the ability of emergency vehicles from getting to their destinations
8. Should tunnel under the landslide. It straightens curves and eliminates the bridge issues at US 6
9. How will you keep I-70 open during construction?
10. Concern related to highway safety – in areas with no shoulder for emergencies (both EB and WB)
11. Why put in a bicycle lane west of US 6? How many would use it? Too expensive