

# Meeting Notes



## I-70 Floyd Hill to Veterans Memorial Tunnels

Date: October 25, 2017

Location: CDOT – Golden

### Technical Team

### Meeting #2

[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

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.

#### 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\*\*
- 1041 Process begins after final design plans are complete. 90 day duration.

\*\*Subject to funding

#### Project Updates

The TT reviewed and reported on other project efforts in the region:

**Idaho Springs Transit Center** – pursuing integration of bus ramps and pullouts into the PPSL project to improve circulation

**Clear Creek Greenway** – A Categorical Exclusion was approved for the Greenway.

**Fall River Road** – This is included in the WB I-70 PPSL project. CDOT spoke with HOAs in the area about a vehicular bridge and this idea was generally positively received.

**Smart70/RoadX** – currently writing the software. The CDOT Transportation Commission has formally committed to supporting phases 1- 5.

**Geohazard Mitigation Program** – Working with Frei Pit on a maintenance of Traffic (MoT) plan; the goal is to keep the mine open during construction and to complete in two construction seasons. The work will be conducted east of Mayhem Gulch and will provide access for Jefferson County Open Space during construction.

**Bridge Deck Repair at Soda Creek and Floyd Hill** – A PLT meeting is scheduled for November 15, 2017 and the project is in the design stages now. There are minimal impacts expected but the right lane is “falling apart.” Anticipated completion date is summer 2018.

## CSS Process

The CSS process was reviewed with a discussion on how to ensure that specific ideas, opportunities and concerns raised during the process are tracked and incorporated into decision making.

Kevin Shanks, THK Associates, outlined the overall CSS process and the TT schedule. He discussed how the “community considerations” have been separated from the specific design ideas or solutions to ensure tracking of issues throughout the process.

It was suggested that the evaluation criteria for the Recreation Core Value be modified. Specifically, to say: “supports/enhances **quality** recreation access and facilities and meets local and regional standards and objectives where they exist.”

- The definition of “quality” was discussed with TT members. It was noted that quality is a key determining factor in meeting expectations. Others highlighted that quality recreation experience is why people come to Colorado. Definitions of quality may vary by individual, and it was re-emphasized that one of the TT’s job is to ensure that it is addressed during the evaluation process.
- The design guidelines were also discussed as a measure of “quality,” and the example of the Greenway Plan illustrated. The Greenway Plan has definitions including color, identification of species of trees etc.
- Other TT members cautioned the group not to only focus on meeting a standard of quality as this is a subjective experience.

It was mentioned that one way to move forward in the CSS process is to think in terms of “desired outcomes,” prior to discussing design ideas.

The desired outcomes, according to some TT members, drive the design by envisioning the end-goal outcomes that we want to accomplish. Design ideas flow from this foundation of understanding.

## Project Charter

The Project Charter was discussed and finalized. Discussion notes, captured in the Project Charter, include the following.

## Context Statement

Include: “Denver’s playground” – “recreational” CCC is not a resort area but a playground.

Add “cycling” to list of recreational pursuits

We should broaden the jurisdictional boundaries to include: “I-70 Mountain Corridor communities, natural and ‘historic’ heritage.”

The Central City expressed a desire to participate in the FH PLT; the TT supported this addition and will suggest to the existing PLT. Shirley Voorhies (Mayor Pro-Tem) from Central City was suggested as the representative.

**ACTION:** CDR to update Charter, send to the TT and put in GDrive.

**Agreement:** After this discussion, the TT adopted the Charter.

## Responses to Technical Team Issues

Kevin Shanks, THK Associates, passed around the Community Considerations and highlighted that the TT has an on-going responsibility to evaluate whether the considerations are incorporated the effort. It was suggested to change ‘community considerations’ to ‘context considerations’ going forward.

## Community Considerations Discussion

Suggestion to rename these to “Context Considerations”

Central City noted that the needs of commuters who are working in the gaming communities should be considered in the Floyd Hill discussions.

The Clear Creek County Visioning Plan has many duplications within the ‘community/context considerations.’ The group agreed to go through these and include the relevant considerations from the CCC Visioning Plan. Need to mention cycling from the top of FH to the bottom (at US 6).

The frontage roads were discussed in the context of emergency access. In the ROD it states that CDOT will build a bike trail and frontage roads from Idaho Springs to Hidden Valley and Hidden Valley to US 6. Other TT members noted that the Clear Creek Resolution states building a bikeway that is physically capable of also carrying emergency vehicles. The Concept Development Process brought forward 3 alignment alternatives that will have impacts on the frontage road all of which will need to “consider the role of frontage roads in all alternatives.”

It was also noted that if there is an incident on I-70 there is an impact on the Central City Parkway.

**TT members discussed the separation of the context considerations from design ideas.**

**Q:** Why is “sun glare” a consideration and “headlight glare” a design option? **A:** The lists need further refinement.

**Q:** Couldn’t we turn the considerations into outcome statements? **A:** Yes, but the team doesn’t want to pre determine a preferred alternative at this point and will do so later when evaluating alternatives.

The TT asked for two separate lists of items – the considerations that will become evaluation criteria (discriminators) and those that will become design ideas. It was emphasized that this effort was a means for organizing the information and data to connect it to decision making but needs TT review and attention.

**ACTION:** THK to rename Community Considerations to “Context Considerations”

**ACTION:** THK to add other relevant Community Considerations to the list from the CCC Visioning Plan

**ACTION:** THK - Under “Access/Mobility” include making connections with Jefferson County Road 65 to Beaver Brook Highlands

**ACTION:** THK - Under “Access/Mobility” – From the top of FH to the bottom it is important to remember emergency access,.

**ACTION:** THK – Add “consider the role of frontage roads in all alternatives” to community/context considerations

**ACTION:** THK to “clump” conflicting considerations together so TT can understand which considerations/designs are in conflict or mutually exclusive.

**ACTION:** 1) THK to develop “design ideas” master list and “context considerations” list. CDR to distribute to TT for review. 2) TT to review and refine design ideas and context lists and provide feedback. 3) After TT Review, Atkins will identify ideas to resolve in the context of desired outcomes list.

## Outreach Summary

**The outreach summary was reviewed with the TT.**

**Q:** What is the status of a public contact person for CDOT for the project? **A:** A generic CDOT e-mail address will be set up and added to the website and checked as well as used for an e-mail blast. CDOT will also post a phone number residents can call and leave a voicemail.

The Floyd Hill neighbors use NextDoor and it may be good to post information there. The quarterly HOA meetings also would provide an opportunity to hear input and distribute information. Additional ways to get information out to the community, such as posting to a VMS Board at the exit was discussed.

**ACTION:** Bill Coffin, John Muscatell and Lynnette Hailey will send HOA e-mail contacts to Taber/Vanessa for communication plan

### Follow-Up on TT Issues

The TT reviewed a large map of the top of Floyd Hill and began to identify operational issues and desired outcomes. The TT made specific suggestions and comments including the following:

- Fire and emergency response to the high school. The Clear Creek County Fire Department that services the High School is located on JC 65 just south of I-70. To access the school, they must cross I-70, take US-40 west to Holmstead Road. They then cross back over I-70 to access the school. In the process, they pass the Evergreen fire station along US-40. Evergreen is not responsible for servicing the High School. The Williams property is proposed for development and is platted or dedicated to the County; it is unclear where a road would be located. The Ezre property is divided into 5 separate properties. One of the challenges is that this is private property and any solutions would need to be implemented in conjunction with the Counties (Jefferson and Clear Creek) and private property owners. The land owners may be required to provide emergency access to the school. If access is not platted or donated, the County would have to condemn, as CDOT would not have jurisdiction.
- Truck chain up and turn around area issues were identified. At present, trucks exit I-70 to chain up along I-40 resulting in congestion. During closures, trucks exit I-70 and take I-40 to homestead Rd. There, they cross I-70 and try to do a “K turn” to go back to I-70. Sometimes trucks are too large and cannot turn around blocking residents from getting up Floyd. CMV drivers will try to wait it out, especially if their “clock is turned on.” However, if it is past 8 hours of service they will go to Denver and get rest, otherwise they will try to sit it out at the top of FH. It would good to have dedicated parking at the top. Truck parking would be best before the decent 70 WB before CO 65. The desired outcome is a chain up/down area for trucks east of MP 248; not only a winter problem but a multi-seasonal issue. The project should consider a roundabout on the north side of Holmstead Rd and I-70 so trucks can turn around and go back down I-70.
- Recreational Operational issues. It is important to separate bicycles from vehicles and to identify the most common bicycle routes. It was suggested that the TT or a subset of the TT ride the area on a bicycle. Ride the Rockies participants often part at the bottom of FH near the Frey Pit.
- Parking at the multi-use lot southeast of the interchange is used for bike and skiing parking (Loveland); moving vans transfer and other activities.
- Blackhawk doesn’t want 40 closed and to have access to EB I-70.
- The merging of 3 lanes to 2 in the WB direction just over the crest of the hill is a problem.
- New parking lot on north side of I-70 just west of the crossover is used for open space access purposes.

**ACTION:** Yelena will provide Jefferson County bicycle maps (existing and projected) along with Bike Jefferson County priorities. Yelena will send Anthony Jefferson County bike map both existing and future routes.

**Agreement:** The TT agreed that a similar exercise be used throughout the study area to identify safety and flow operational issues and opportunities, including commuters to/from Central City and Blackhawk.

The TT discussed how operational issues will be incorporated into design criteria including the following next steps:

- 1) Biking/recreation studies and mapping for the entire project; desired outcome is to separate vehicles and bicycles
  - a. What is planned already? Jefferson County Peaks to Plains Plan?
  - b. Status of greenway plans – open space
  - c. Bikes also park near the lot by the Frei Pit.
- 2) Emergency vehicles – explore emergency access through the area. What does the plat map say?
  - a. **Q:** Can a dirt access road be made available? **A:** it is a private property issue
- 3) Land ownership. Some want a road and connection to CR 65, others do not. This would govern how the developers move forward with their property.
  - a. What is the existing easement for emergency access?
  - b. Who are the champions that can address this issue in the community?
    - i. Start with outreach to Evergreen and CCC EMS – understand the history of the area and build up to county and residents about what they want to see. Contact: Unincorporated Jeff County Road and Bridge staff either Rick Beck/Carl Shell;
  - c. Consider a frontage road on CDOT right-of-way to solve political problems and improve access; consider restricting for emergency purposes only.
  - d. **ACTION:** CCC to pull the plats for this area.
  - e. Contact: Jim White for information about the Williams property and the politics of building a connector road to service the school.

The TT noted that some of the ideas/options are conflicting and that the project will need to pick the best option because it is not possible to do everything. It will require a true partnership.

**ACTION:** Contact Mitch Houston about bus routes who is the Chairman of school board

**ACTION:** Contact Colorado Highway Patrol – what are their desired plans for operations and closures? Captain Dittman and Chauvez

**ACTION:** Contact Clear Creek Sheriff's Office – Rick Albers re: emergency concerns

**ACTION:** Jefferson County to provide biking maps and GIS information.

**ACTION:** Talk to Mike Raber re: bike routes

**ACTION:** Martha Tableman to send open space plans/maps

**ACTION:** Outreach to Evergreen and CCC EMS – understand the history of the area and build up to county and residents about what they want to see. Contact: Unincorporated Jeff County Road and Bridge staff either Rick Beck/Carl Shell

**ACTION:** CCC to pull the plats for this area for emergency access area

**ACTION:** Call Jim White about Williams property

**ACTION:** CDOT and CCC determine snow operations for multi-use lot – outreach and bring back to TT

For the above-listed people, we need to determine their desired outcomes: Questions to ask them:

- If they want something better what would it look like?
- What can they live with?
- Emphasize that the project lasts until 2050, as a point of context

## **Wildlife**

On the north side of I-70 is an Elk and calving area; there are crossing herds in the meadows on the north. Consider an elk bridge or tunnel.

**ACTION:** Martha Tableman will send a list of wildlife issues for Floyd Hill that include CPW findings.

**ACTION:** Steve Harelson will send a photo of Rocky and Bulwinkle to the group.

**Q:** Where are the historic walls from old FH? **A:** For exact locations – contact CCC Archivist Christine Bradley.

**ACTION:** HDR to send the historic wall locations to the TT

How quickly are we going to engage SWEEP/ALIVE/Section 106? **A:** we are collecting data collection and then engage them, we need to respect their time, probably in spring 2018. SWEEP, ALIVE, and Section 106 have desired outcomes listed in their MOUs/PA along with mitigation ideas.

## **Process Going Forward**

**Q:** Where do the population and employment projections come from? **A:** DRCOG - the quality of data is skewed in the mountains and metro area is more accurate than in the mountains. That is why the team looks to the counties for more accurate information. For example, there was a prediction of growth in CCC – year after year but it hasn't happened. For DRCOG, they do an

overall projection for the standard municipal area and then they allocate population and employment. This is often the source of argument, i.e. where the growth will occur.

## Alternatives Development and Evaluation

The Project Staff will come to TT with issue specific criteria and different options to evaluate. The alternatives will be evaluated using the agreed upon criteria. We will start with alignments and then go to interchanges afterward. Examining interchanges in isolation of the alignments doesn't make sense. The process will be iterative. We will do the same operational discussion at the bottom of FH.

**Q:** What is the length of time to get to a proposed action for FH? **A:** By early 2018

**Q:** How do you proceed to construction? What level of design can we go to? **A:** Can't go beyond 30% without signed NEPA document. When it goes to construction there are numerous options 1) design build 2) design bid build 3) CMGC (Construction Management General Contractor) and 4) Alliance method. There are advantages and disadvantages for each of these options.

The next TT meetings will look at the operational issues from the top of Top of Floyd Hill down to Hidden Valley.

## Actions and Agreements Summary

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**ACTION:** Contact Unincorporated JeffCO Road and Bridge staff either Rick Beck/Carl Shell re: emergency access and land ownership issues.

**ACTION:** CCC to pull the plats for this area to assess land ownership and emergency access

**ACTION:** Contact Jim White for information about the Williams property and the politics of building a connector road to service the school.

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## Attendees

Randy Wheelock, Tim Mauck, Cindy Neeley (Clear Creek County); Lynnette Hailey (I-70 Coalition); Ray Rears (Central City), Carole Kruse (USFS); Martha Tableman (Clear Creek Open Space); John Muscatell, Bill Coffin (Floyd Hill Community); Wendy Koch (Town of Empire); Holly Huyck (Phoenix Geosciences Group); Yelena Onnen (Jefferson County); Tracy Sakaguchi (CMCA); Jonathan Bartsch, Taber Ward (CDR Associates); Anthony Pisano (Atkins); Kevin Shanks (THK Associates); Gina McAfee (HDR Inc.); Kevin Brown, Neil Ogden, Vanessa Henderson, Stephen Harelson, Robert VanHorn (CDOT)