

# Meeting Notes



## I-70 Floyd Hill to Veterans Memorial Tunnels

**Date:** November 8, 2017

**Location:** CDOT – Golden

### Technical 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=0B5g5iHKBVK6OR2tpb1J00UNkNU0>

### 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

**WB I-70 PPSL** – The TT is working through the design process. The seventh WB I-70 PPSL Technical Team Meeting was held this morning (November 8, 2017) to map the context considerations with the existing roadway, looking at areas that will likely be impacted by the PPSL. The next step is to review a preliminary design concept that incorporates the context considerations.

**INFRA Grant** – Submitted the federal INFRA Grant (Infrastructure for Rebuilding America) to receive transportation funding for WB PPSL and other key components. CDOT and HDR led the drafting of the grant application in coordination with stakeholders.

- Scope (if funding is awarded)
  - Elements of Greenway
  - Phase II CR 314
  - Rockfall Mitigation
  - Fall River Road Bridge
  - WB PPSL
  - SH 103 Intersection, Drainage, Sight Distance and Ramp Improvements
  - Due - November 2, 2017
  - Notification of Award – March 2018

**Q:** What does the INFRA Grant do with CR 314, i.e. frontage road? **A:** Improvements to CR 314 (Phase 2) are included in the application between East Idaho Springs and the recently completed CR 314 improvements south of VMT – at Dog House Bridge. There are no other frontage road sections included in the application. The frontage road improvements east of this point to US 6 are a part of the Floyd Hill project.

**Clear Creek Greenway** - The discussion on the Greenway focused on how it was characterized in the INFRA grant application. The Clear Creek Greenway was consolidated into one package for the application but divided into five sections: 1) Animal Shelter to Dumont Trail Head 2) Dumont Trail Head Connection to Lower Dumont Creek Access 3) Trail Improvements through St. Mary's 4) West Idaho Springs Trail and 5) East Idaho Springs Trail to the Game Check Station Trail Head.

**Q:** What is the status of the Greenway on the north side of DLD? **A:** It is not part of the INFRA grant, but will be looking at the feasibility of moving the recently approved alignment to the north side as a separate effort, but in parallel with the WB PPSL project. A concept will be developed if it is possible.

A summary graphic was requested that provides an overview of the entire greenway, whether it is in the INFRA grant or not. It will be important to consider the impacts and connections with the CCC Parkway and Greenway.

**ACTION: CDOT** to develop a summary graphic for the CCC Greenway efforts.

Amy Saxton has been hired as the Executive Director for the Greenway Authority

**ACTION: CDR** - Add Amy Saxton to the TT Distribution List (Tim Mauck to send contact details).

**Idaho Springs Transit Center** – The SH 103 intersection improvements have been included in the INFRA grant to address sight distance problems on the ramp.

**Vail Pass** – After a brief break, CDOT is holding a ‘re-kickoff’ meeting with the consultant team on November 16. A PLT meeting will be scheduled afterward.

**Colorado Blvd** – On-going -- completion is scheduled for summer 2018.

**Fall River Rd Bridge** – A part of INFRA grant including a new vehicular bridge over CC to connect Stanley Road to the Fall River Road interchange.

**Geohazard Mitigation Program** - Clear Creek Canyon project has been advertised for bid; it is anticipated that work will start in early 2018. The goal is to keep the mine open during construction and to complete it in two construction seasons. The work will be conducted east of Mayhem Gulch and will provide access for Jefferson County Open Space during construction. The canyon will be closed on select weekdays and allow the Frei gravel pit to remain in operation.

**Soda Creek Bridge Deck Repair** – A PLT meeting is scheduled for November 15, 2017 and the project is in the design stages. There are minimal impacts expected and the anticipated completion date is summer 2018. The Soda Creek project in Jefferson County will fix potholes. Night closures expected.

**Recreation Mgmt Symposium** – DOLA informed CCC that money for this type of effort is going away and there is a need to apply by December 1, 2017. CCC and USFS are evaluating options.

## **CSS Process and Context Considerations**

### **Kevin Shanks presents an overview of the 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. Context Considerations, previously known as community considerations, were discussed, particularly how to ensure that all of the considerations are integrated into decision making.

Kevin made the suggestion to organize the ‘context considerations’ into buckets that separate (1) design ideas from (2) process ideas and (3) considerations that lead to evaluation criteria. It was noted that it is important to identify discriminators and common factors across alternatives that must be considered. A “cheat sheet” or easy way to look at design criteria issues and ensure that they are included in deliberations was suggested.

Another 'bucket' may be to group context considerations into evaluation criteria or critical issues. For example, under Safety #22, "providing neighborhood access at top of FH" would be part of the evaluation criteria.

The TT encouraged the group not to over simplify the comments or "over-aggregate" because we may lose the specific context. A small group Issue Task Force was suggested to help sort through the design ideas, process considerations and to craft evaluation criteria for TT review. Development of actionable considerations and toward functional requirements would be useful. It was suggested that the group not get hung up on criteria rather consider the functional goals.

Anthony Pisano, Atkins, suggested that context considerations be treated like any NEPA comments. That is, they would be organized in a matrix and responded to with comments to track how they would be dealt with in the project. Additionally, it will be useful to graph the comments on the FH map.

The group was asked who would like to be in the small "context considerations" ITF. Anyone from the TT who was interested in joining could join. The volunteers are: Kevin Shanks, Neil Ogden, Cindy Neeley, John Mustcatell, Taber Ward, Anthony Pisano and Vanessa Henderson. This group will meet before the next TT meeting.

**ACTION:** THK to initiate a Doodle Poll for the Context Considerations ITF.

### Technical Team Schedule

The Technical Team reviewed the schedule. There were no comments or changes made. This schedule will be updated as new issues come up during the alternatives development process. The schedule will be update and posted on the Shared [GDrive](#).

### Glossary of Terms

No Additions. We will update the Glossary as needed to ensure we are all speaking the same language.

### Outreach Summary

Vanessa Henderson, CDOT, presented a DRAFT Outreach Summary (see PPT slides)

The public outreach plan was reviewed. It was clarified that a public hearing will be held after the EA document is released but before the decision document.

Tear away post-cards at the visitor's center was suggested. A total of 450,000 people a year come through the visitor center and it would be helpful to have information there once the

alternatives are developed. Identifying locations where people eat to drop project flyers was identified.

**ACTION: CDOT** to finalize draft outreach plan that includes comments heard from TT to date. **CDR** to send Draft Outreach Plan to the PLT and schedule a meeting.

## Coordination Efforts

School Board Chairman - meeting held with Chairman Mitch Houston on Monday November 13th.

EMS - currently scheduling a meeting with them.

Jefferson County biking maps and routes – on-going collection of information; received bike data from Jefferson County.

Bike maps for CCC are on the County website; Randy Wheelock is also “keeper of the maps.”

Private Property Coordination - Met with property owner and Secretary of Floyd Hill neighborhood HOA neighborhood Jim White.

CDOT Maintenance – met to discuss corridor operations plan

The mill sites beneath the interstate have been mapped out already; CCC Archivist, Christine Bradley, is the person to talk to as they are not on GIS separate maps.

**ACTION: Atkins** to reach out to Christine Bradley (mill sites) and CCC (bike maps)

## Review of Floyd Hill Mapping Exercise from TT Meeting #2

Anthony Pisano, Atkins, outlined the high-level ‘takeaways’ from the TT mapping exercise at the top of Floyd Hill. The take-aways and discussion points are outlined below.

**Truck chain up/down areas along with a turn around area was identified as a need.**

At present, trucks exit I-70 to chain up along US-40 resulting in congestion. During closures, trucks exit I-70 and take US-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 Hill. Trucks need a place to chain up and down and a place to turn around east of MP 248; not only a winter problem but a multi-seasonal issue. A roundabout was suggested on the northside of Homestead Rd and I-70 so trucks can turn around and go back down I-70. The parking lot on the south side off of Homestead Road is owned by CDOT.

**The compounding effect of accidents and traffic can happen quickly.** One accident to West – and the interstate backs up to El Rancho. It can get really ugly as people get into personal survival mentality.

**In Jefferson County on holidays and weekends, CR 65 backs up significantly.** Massive traffic flow (I-70, US 40 and CR 65) – all trying to get down Floyd Hill. There was a suggestion to look at the bottleneck at the bottom of Floyd Hill and think about the connection to the WB PPSL.

**Fire and emergency response to the high school.** Evergreen is technically responsible for responding to the school, but they can't get there, so CCC helps. Good coordination with Evergreen Fire and CC fire/authority exists regarding response to school issues.

**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. There is access from the school to the south from Elm Green Lane on a dirt road with a gate to get to the school -- the issue is the time it takes to access a situation (over a dirt road and through a gate).

**Wetland Area:** The Meadow on the south side at the top of FH serves as a wetland, storm water basin, and groundwater well recharge area and there are potential impacts if it developed. It was noted that many community members want to keep this area as open space.

**Parking Lots:** (1) On the northside of I-70 at the top of FH, look at additional parking spot to provide access to open space and car poolers etc... (2) Consider a parking lot on the northside of CR 65. The intersection is dangerous due to sight distance problems and it is very popular; this is CDOT ROW.

**CCC Visioning Plan** highlighted the need not to lose the advantages that US-40 provides. The original walls of I-70 FH also need to be identified. All "high" walls should meet CSS guidelines, consider 'step back' walls. US-40 is part of a national bike trail. It is important to separate bicycles from vehicles and to identify the most common bicycle routes. There is no intent to create a mirror of US-40 on the south side of I-70.

## Proposed Solutions

The TT reviewed a large map of the area west of the top of Floyd Hill and identified operational issues and opportunities. Numerous ideas were capture on the large map using

post-it-notes. The following are high-level notes from that meeting (See maps, [GDrive](#), with the specific issues and opportunities highlighted.)

**Bike routes.** Improve safety and comfort of road cyclists on US-40 and improvement of parking lot from open space on the northside at the top of the hill is needed. There is a mountain bike trail on the north side of the mountain. Ride the Rockies riders climb up US-40; this is a memorable section due to the strenuous climb. Most cross-country riders climb up US-40 due to signage and perceptions of safety. Cyclists like to use US-40 going up the hill in good weather; mountain bikes come down the trail and sometimes come back up on the road. When the weather is good, off-the-road routes are often favored but the path is not maintained. It would be ideal to have both separate off-road routes and on-the-shoulder routes on US-40 to provide choice. There is a lot of erosion on US-40 that makes riding hard - sand. There is a lot of trash coming off the interstate onto US-40 which collects at the bottom of the hill.

**Traffic Challenges:** Frei/Walstrum Quarry trucks traverse slowly up US-40 to get on EB I-70 at the top of Floyd Hill, mixing with gaming traffic. The mix of trucks, recreation vehicles from 119, cyclists, and steep grades makes this a challenging situation. One idea is to have a truck climbing lane or long acceleration route on WB I-70 to get trucks onto the interstate and off US-40.

**Wildlife:** Wildlife biologist from USFS has indicated that an over/underpass at Kermitss/2 Bears is needed. There is a sheep "hang-out" at Kermitss. Also a desire for a wildlife crossing towards the top of Floyd Hill.

**ACTION: Atkins** to follow-up with CPW (Joe Walter or Brandon Murette) regarding sheep and bear movement at the top of FH. Will also be discussed in more detail when the ALIVE group convenes.

**The Greenway** concept and plan was outlined on the large map along with identification of bike and rafting parking areas. This area is not officially a part of the Clear Creek Greenway. The rafting parking at the bottom of the hill is an operational nightmare. There are anglers, bikers, rafters, truck parking, along with a water flow station (on Frei Way) at the bottom of the hill. This is the end of the easy stretch for rafters, and there are a lot of busses. This is a popular area for anglers -- people need to be able to park at each end of the section.

**Agreement:** A desired outcome was expressed by the TT - the project design should include effective joint use management at the bottom of FH.

**ACTION:** Talk to CSP with about rafting loading and unloading at the bottom of FH.

**ACTION:** Procure maps of US-40 historic walls from Christine Bradley/HDR.

**Emergency Access:** Need to maintain emergency access to Saddleback subdivision.

The TT notes the importance of access and emergency parking for freight vehicles along with sanitary facilities at the bottom of FH.

**The frontage road** at the bottom of FH has geologic hazards as the slope is sliding. CCC wants and needs an emergency access route – CCC identified a “super bike path” (16’ - 25’) that would provide emergency access and be able to handle emergency vehicles - “minimal frontage road.” One idea suggested at a public meeting was to build a frontage road first as a mitigation during construction (detour route). CCC does not want to see anything built of that size on the south side of the creek – this is a unique recreation area. While CCC envisions the “super-path” on the existing alignment, they would consider other options if the highway is elevated or the roadway is repurposed.

**Hidden Valley** – the bike route connection to Central City Parkway and parking is a real challenge at this area. Vehicles are stopping right at the bottom of the hill and parking, anglers. Additionally for cyclists, the downhill light at the bottom of CC Parkway doesn’t get triggered by bikes. It would be good for cyclists to continue and go up US-40 non-stop. It was noted that the idea in the CCC Master Plan is to avoid that area all together for bikes. Sometimes there is a need to shut the CC Parkway down because I-70 is closed and there are communication issues. A variable message board on CC Parkway might be helpful to alert drivers earlier of an I-70 closure.

I-70 WB on-ramp at Hidden Valley is extremely short.

The Hidden Valley gas station is looking for additional access from CC Parkway.

The old free standing walls from the railroad start toward the Hidden Valley interchange and go east. Old Rye Stack retaining walls are in this area. .

**ACTION: Atkins** to contact Christine Bradley or HDR (Gina McAfee) to identify original retaining walls in Hidden Valley.

**What would make this area better?** A: A parking lot at Hidden Valley (south); chain down station for trucks at the bottom of FH; preferably off the road west of Twin Tunnels.

Westbound from VMT the first curve is 55 mph - too fast; 2<sup>nd</sup> curve has a glare and exposed joists - hard to see and narrow.

**Q:** Is there a potential that the FH project results in managed the lanes? **A:** Yes, will be looking at a managed lane from the top of FH.

CCC notes that Clear Creek was heavily modified and re-arranged during the interstate development; a basic principle is “stay away from the creek.” There is original interstate highway rip/rap in the river under the bridge. **Q:** What is the consideration for water quality – won’t you have to develop mitigation? **A:** Will be addressed in the SWEEP ITF and the Sediment Control Action Plan includes information as well.

**Q:** Community operational concerns – is there enough land to do what we want to do, i.e. water quality? **A:** TT needs to first identify the project and then we can fit the water quality structures, there should be enough room.

Who else should we reach out to?

- Fire Department - Evergreen
- Owner manager of 2 Bears
- 

**ACTION: Bill Coffin** will get name of both property and business owner for 2 Bears.

**ACTION: Atkins** to continue to try and contact Evergreen Fire Department.

**ACTION: Atkins** and **THK** to help develop a Floyd Hill project elements map/project description sheet. The intent of the map is to demonstrate what project elements are a part of the Floyd Hill project.

## Next Steps

### Near Term Next Steps

The next steps were highlighted including the following:

- 1) Determine what gets built with the FH process and what happens separate from the project, i.e. off-highway improvements or improved access to the highway. Regardless of who implement these projects, they will be identified in the Floyd Hill EA process.
- 2) The context considerations and evaluation sub-committee will define success and provide guidance ideas to the TT.
- 3) The engineering team will begin to lay out the broad brush or high-level alignment and interchange options to see what this may look like, later we will move to more detailed questions.

We will take a holistic approach to the project, get to 30% design and then determine the procurement method.

### Next TT Meeting Agenda

- Review small group recommendations regarding evaluation criteria
- Discuss draft Purpose and Need
- Review the alternative evaluation process/ screening process
- 3D review of CDP concepts and initial fatal flaw discussion

## Parking Lot

No new parking lot issues identified.

## Actions and Agreements

**ACTION: CDOT** to develop a summary graphic for the CCC Greenway efforts.

Amy Saxton has been hired as the Executive Director for the Greenway Authority

**ACTION: CDR** - Add Amy Saxton to the TT Distribution List (Tim Mauck to send contact details).

**ACTION: THK** to initiate a Doodle Poll for Context Considerations ITF.

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**ACTION: Atkins** to reach out to Christine Bradley (mill sites) and CCC (bike maps)

**ACTION: Atkins** to talk with CSP with about rafting loading and unloading at the bottom of FH.

**ACTION: Atkins** to contact Christine Bradley to identify original retaining walls in Hidden Valley, mill sites and CCC bike maps (**THK** to assist).

**ACTION: Bill Coffin** will get name of both property and business owner for 2 Bears.

**ACTION: Atkins** to continue to try and contact Evergreen Fire Department.

**ACTION: Atkins** and **THK** to help develop a Floyd Hill project elements map/project description sheet. The intent of the map is to demonstrate what project elements are a part of the Floyd Hill project.

**Agreement:** A desired outcome was expressed by the TT - the project design should include effective joint use management at the bottom of FH.

## Attendees

Carol Kruse, Adam Bianchi (USFS), Tim Mauck, Randy Wheelock, Cindy Neeley (Clear Creek County); Bill Coffin, John Muscatell (Community Reps from Floyd Hill); Lynette Hailey (I-70 Coalition); Martha Tableman (Clear Creek Open Space); Wendy Koch (Town of Empire); Steve Durian (Jefferson County); Sam Hoover, Ray Rears (Central City); Daniel Horn (Gilpin County); Mike Raber (CC Bikeway User Group); Tracy Sakaguchi (CMCA); Anthony Pisano, Carrie Wallis (Atkins); Gina McAfee (HDR Inc.); Kevin Shanks (THK Associates); Vanessa Henderson, Neil Ogden, Stephen Harelson, Kevin Brown, Pat Holinda (CDOT); Taber Ward, Jonathan Bartsch (CDR Associates)