COLORADO
Department of Transportation
Region 1

Region 1 West Program
425 A Corporate Circle
Golden, CO 80401

Floyd Hill – ITF Meetings
CSS Tracking and Context Considerations for Design and Construction
November 6, November 19, December 6, and December 20, 2020
Virtual Workshops (Zoom)

Background and Purpose
Four ITFs were held in late 2020 to document and develop a tracking protocol for CSS issues.

ITF members were tasked with analyzing all of the work done in public meetings and the PLT and TT meetings, including evaluation matrices, community input, CSS documentation, meeting notes, community considerations, and shared vision elements. ITF members then developed a CSS Tracking Matrix to ensure all CSS issues will be communicated, considered and consistently tracked throughout the Floyd Hill design and construction phases.

Information from the CSS process and Tracking Matrix will be put into the RFP documents and EA.

Outcomes
Participants worked through issues in a collaborative and iterative fashion and developed two primary documents to support the next phases of the Floyd Hill Project:

(1) Floyd Hill Highway Segment: Context Sensitive Solutions & Core Values
(2) Floyd Hill CSS Issues CM/GC Commitment Tracking Matrix

Together, these documents explain the context of the Floyd Hill Highway Segment, the CSS process and Core Values, and provide instructions for how the PLT will use the CSS Tracking Matrix through the design and construction phases. These documents complement and pair with CDOT's Environmental Mitigation Tracking Sheet . The commitments and tracking process are dynamic and will continue to be updated (refined, augmented) through the CSS process for the remainder of the project design and construction.

In Spring 2021, CDOT advanced elements from the Floyd Hill Project as early, independent projects. These early projects include the US 40 roundabouts associated with the Floyd Hill split diamond interchange (at County Road 65 and Homestead Road), a parking area at Homestead Road, and wildlife crossings in Empire and Genesee (outside the Floyd Hill Project limits). The early projects are being designed and cleared environmentally through separate processes. The CSS commitments that apply in the locations for the early projects will also be tracked through design and construction of those projects.

Description of how to use the CSS Issues CM/GC Commitment Tracking Matrix:

Design Objectives (Column B): The *Design Objectives* are the Project's "Measures of Success" generated by the Project Leadership Team (PLT) and Technical Team (TT) and finalized on February 15, 2018. The Measures of Success flow from the Project's CSS Context Statement, Core Values, Critical Issues and Evaluation Questions.

Objective Description (Column C): The *Objective Descriptions* were established by a "CSS Tracking Issue Task Force (ITF)." The ITF reviewed all previous PLT, TT and ITF meeting summaries, evaluation matrices, the Floyd Hill Project Goals, and PLT Charter. From these documents, ITF members defined community interests, context considerations, meeting agreements, and shared vision elements into directives and instructions that should be addressed, mitigated, substituted, applied or not applied in the Contractor's Design Plans and Specs and, subsequently, the Construction process. The *Objective Descriptions* do not include all environmental descriptions, as those are captured in the Environmental Mitigation Tracking Sheet maintained by CDOT.

Designer Response (Column D): This column will be filled in by the Design Team and should outline how the Design Team intends to address issues listed in the *Objective Description* (Column C). The Design Team will make specific reference to the page/section in the Design Plans and Specs where the issue was addressed. If an *Objective Description* issue cannot be addressed, the Design Team will provide information on (1) why the issue is not applicable or cannot be addressed and (2) if substitutions or mitigations will be incorporated.

CSS Review and Concurrence (Column E): This column indicates the date of CSS participants' review and concurrence, or non-concurrence, of the *Designer Response*.

Construction Tasks (Column F): This column will be filled in during the Design Phase to track Construction tasks that must occur to meet the Design Objectives. This will include specific CSS review items such as: aesthetics and visual impacts, public communication protocol, signage plan, accessibility, and lane closures, etc. During the Construction Phase, this column will also track any substantial modifications to the design of the corridor due to conflicts during construction.

CSS Monitoring (Column G): This column indicates the date of CSS participants' review and concurrence, or non-concurrence, of (1) the *Construction Task* description and (2) the completion of the task at the end of the construction phase (concur that it was built according to the plans and special provisions.).

Core Value (Column H): This column is used to sort the spreadsheet based on the CSS Floyd Hill Core Values, derived from the Floyd Hill PLT Charter (*see above*, pgs. 2-3 for full description of Core Values).

Location (Column I): This column is used to identify the physical location of the *Design Objectives* and *Construction Tasks*.

Source (Column J): This column indicates the PLT/TT/ITF meeting or document from which a specific *Objective Description* (Column C) was derived.

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Attendees

Cindy Neely, Amy Saxton (Clear Creek County); Holly Huyck (UCCWA); Margaret Bowes (I-70 Coalition); John Muscatell (Floyd Hill Community); Neil Ogden, Tyler Brady, Jeff Hampton, Vanessa Henderson (CDOT); Anthony Pisano (Atkins); Mandy Whorton (Peak Consulting); Kevin Shanks (THK); Jonathan Bartsch, Taber Ward (CDR Associates)

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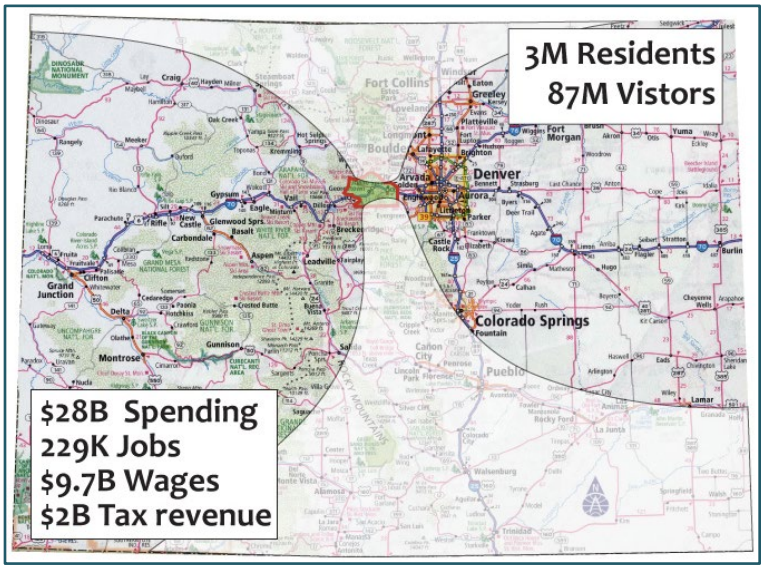
UPDATED 1.06.2021

FLOYD HILL HIGHWAY SEGMENT: CONTEXT SENSITIVE SOLUTIONS & CORE VALUES

Floyd Hill Highway Segment

The Floyd Hill highway segment is the gateway to the Rocky Mountains from the Denver metro area. Floyd Hill marks a physical transition in both landscape and land use as it rises out of the hustle and bustle of Denver's urban edge and then drops into the quieter, clustered, mountain communities and natural ecosystems of Clear Creek.



Where the Mountain Traffic Begins - At the bottom of Floyd Hill, I-70 takes up an alignment along Clear Creek and starts to wind through a narrow, steep-sided valley. This valley has a big job. It functions like a waist of an hourglass, connecting, millions of Denver residents and tens of millions of visitors arriving at DIA, with the vast, year-round world-class recreational opportunities and historic heritage attractions of Colorado's Rocky Mountains. This high demand causes significant congestion during peak periods as visitors flock to ski, camp and spend billions of dollars. The Floyd Hill section is where, for west bound travelers, it all begins.

Tight Curves and Extreme Weather - Current Floyd Hill roadway geometry includes steep grades, tight corners, narrow shoulders and limited sight distance. Setting aside the high demand and extreme congestion, Floyd Hill presents unique management challenges due to weather-related events, including snow, wind, and fog.

Wide-ranging Community Considerations -This project section is also the entry to the Clear Creek County Valley. The improvements must not only address the geometry and congestion, but should be designed and constructed in a manner that respects the environmental, historical, community and recreational resources of the Floyd Hill area and neighborhood of Clear Creek County. It should preserve and protect wildlife, habitat and natural features along with the unique small mountain town aesthetics and historical landmarks. Additionally, plans should consider the near constant construction projects to improve recreation and tourism related mobility for the region, and the significant impacts they have had on the local community.

Context Sensitive Solutions

Stakeholder Engagement Improves Project Outcomes - Context Sensitive Solutions (CSS) is a collaborative, interdisciplinary approach that involves stakeholders through a Project Leadership Team (PLT) of community leaders and a Technical Team (TT) of subject matter experts. CDOT engages these groups to collaboratively develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.

Commitment to Collaboration - The Colorado Department of Transportation has made the commitment to use the principles of CSS on all phases of all projects on the I-70 Mountain Corridor from conception through construction. That collaboration requires regular interaction throughout the project with CSS Teams.

The CSS process is identified as one of several tactics identified in a Record of Decision (ROD) aimed at increasing capacity, improving mobility, and decreasing congestion. These tactics include specific non-infrastructure improvements, infrastructure improvements, like the Floyd Hill project and decision-making tools like the CSS process.

Core Values

CSS and the Floyd Hill Project is guided by Defined Core Values - A Core Value describes something of importance to stakeholders—something they respect and will work to protect and preserve. Core Values must be honored and understood. Decisions and choices made along the I-70 Mountain Corridor should be influenced by and support the Core Values.

CSS & FH Core Values	Considerations Summary
Safety: Enhancing safety for all is paramount in all decisions.	Steep terrain, frequent severe weather along with periods of significant congestion are unique and pose significant challenges to EMS, truck operations and other safety related services.
Mobility and Accessibility: Reliability, efficiency, and inter-connectivity between systems and communities.	The Floyd Hill section of I-70 is the primary or only access to several neighborhoods, so ease of operations and consideration of local and regional access and reliable travel times should be maintained
Implementability: Reasonable to construct, provide the best value, function and purpose.	Length of time to construct, complexity and severity of traffic impacts and constructions schedules must consider the peak congestion patterns and other projects in the corridor with particular attention to local mobility and access.
Community: Respect the individuality of communities in	This was one of the last sections of interstate built “pre-NEPA” and as such is intertwined with community, cultural and historic resources. Additionally, the interstate occupies a significant portion of land in the valley. The community is

a manner that promotes their viability.	highly sensitive to construction impacts and the impacts of life near and interstate and is well-informed and invested in innovative, thoughtful solutions arrived at via the CSS process.
Recreation: Enhance quality recreation access and facilities by meeting local/regional standards/objectives	The County relies on both recreation and heritage tourism as part of its economy. This project intersects with the planned Hidden Valley Open Space Park and includes construction and design of recreation facilities like the Greenway. The design should provide opportunities for parking and creek access, and should deliver enhanced use and superior recreational experiences.
Environment: Preserve, restore, and enhance natural resources and ecosystems.	The clean air and water of Clear Creek County is core to our community values and our economic health. With the close proximity of this roadway to Clear Creek, and the narrowness of the valley, we are especially susceptible to air and water pollution. Additionally, wildlife crossings and creek access must be provided.
Engineering Criteria & Aesthetic Guidelines:	Specific required Engineering Criteria and comprehensive Aesthetic Guidelines exist. A "Project Construction PLT" will monitor engineering or aesthetic variances. Variances from Aesthetic Guidelines require PLT concurrence. Variances from Engineering Criteria require a formal variance procedure.
Sustainability: Solutions for today that do not diminish resources for future generations.	Roads are not typically improvements to the environment. Every effort available should be made to make this roadway innovative and ahead of its time. The final design and construction will be an interstate landmark of the century, for good or bad, both visually and environmentally.
Historic Context: Foundational to the corridor's character and must be a part of every conversation.	Clear Creek County was settled in the 1860s and hillsides are covered with old mining claims, railroad beds, road and trails. Sensitivity should be maintained to the historic nature of the landscape during construction as well as via design.
Decision Making: Fair, open, equitable, and inclusive	CDOT is committed to the CSS process and has invested 2+ years and hundreds of thousands of dollars in collecting and documenting community and stakeholder input and expertise to inform the next phase of the project. The designer and contractor awarded the project should be prepared to engage deeply and proactively be responsive to the community and its concerns.

Additional Commitments	Consideration Summary
Elevated/High Speed Transit: The ROD has asserted a high speed transit system will eventually be needed, in addition to other identified improvements, to meet projected demand.	The alignment, design and construction must not preclude the planned initial alignment of the high speed transit concept or unduly limit future innovations in adding this element.
WB Mountain Express Lane (WBMEXL): A managed lane that operates in a widened shoulder, only during peak periods, exists immediately to the west of the Floyd Hill Project limits.	The WBMEXL is a unique, targeted approach to address the extreme fluctuations in capacity needs in the corridor due to high demand during peak periods. The concept of operations must integrate seamlessly and safely with the part time operations of the peak period shoulder lane to the west.

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CSS Tracking Sheet Instructions

The following spreadsheet lists specific issues the CSS Project Leadership Team will track through the design phase. Construction tracking will be developed when the design phase is complete. These documents complement and pair with CDOT's Environmental Mitigation Tracking Sheet.

Description of Column Categories

ID # (Column A): This column is used to sort and easily identify CSS topics.

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Floyd Hill CSS Issues CM/GC Commitment Tracking
Updated 2.16.2021

ID.	Design Objectives (Measures of Success)	Objective Description	Designer Response	CSS Review and Concurrence	Construction Tasks	CSS Monitoring	Core Value	Location	Source
	Measures of Success from CSS Flow Chart	Summary of Objective as related to Design and/or Construction	Refers to page x of y of Design/SPECS (how the designer intends to address this issue, i.e. n/a, substitution/mitigation or we can/cannot do this	Reviewed on DATE and whether the TT CONCURS/DOES NOT CONCUR	This section is filled in during the design process	Date that CSS Construction PLT sees this			
1	**Commitment in the ROD**	Develop alternatives that can be permitted and constructed in compliance with the ROD and other project agreements.					Safety	All Locations	PLT
2	**Truck Turn Around**	Provide the ability for large trucks (WB-67) to turn around at all interchanges.					Safety	Local Roads	**Shared Vision Responsibility Table:** - Roundabouts must accommodate trucks at CR 65 and Homestead Road interchanges. - Hidden Valley needs to accommodate trucks turning
3	**How are trucks accommodated**	Provide documents: Concept of Operations including truck movements; Incident Management Plan; Functional requirements; and System requirements/high level design consistent with best system engineering practices. Review Truck Chain Up Locations The documents shall be consistent.					Safety	All Roadways	
4	**Correlate with Incident Management Plan**	Provide documents: Concept of Operations including truck movements; Incident Management Plan; Functional requirements; and System requirements/high level design consistent with best system engineering practices. The documents shall be consistent.					Safety	All Locations	Shared Vision Responsibility Table - Accommodate Truck Parking - Sun glare issues - School bus CSS Flow Chart
5	**Emergency Parking**	Provide a design for emergency parking consistent with the ConOps, incident management plan, and functional/system requirements documents. One of the main objectives is not to block neighborhood access.					Safety	All Roadways	
6	**[Minimize and Document] Number and severity of I-70 Mountain Corridor CSS Design Variances**	Refer to Item 33					Safety	All Locations	CSS Flow Chart
7	**Response Time**	Provide and improve the ability and response time for emergency services to access mainline, local roads, frontage roads, and communities					Safety	All Roadways	CSS Flow Chart
8	**High School Evacuation**	Provide a design that would accommodate JeffCo/Clear Creek County evacuation effort					Safety	Local Roads	Shared Vision Responsibility Table
9	**Resident Evacuation**	Maintain existing Saddle Back emergency access (Sawdust Court)					Safety	I-70 Mainline	Shared Vision Responsibility Table
10	**Alternative Routes**	Provide missing frontage road to connect CR 314 to US 6.					Safety	Local Roads	Shared Vision Responsibility Table - Connecting CR 314 to US 6 for a frontage road
11	**Reduction in auto conflicts with bikes, pedestrians, rafting, fishing**	Identify the specific locations of potential conflicts and provide designs that mitigate conflicts					Safety	All Locations	CSS Flow Chart
13	**Number of multi-use opportunities with Greenway, Central City Pkwy, US 40**	Identify the specific locations of multi-use opportunities and provide designs that would capitalize on opportunities					Safety	Local Roads	Shared Vision Responsibility Table - Improve bike safety along US 40 including -Erosion/Sediment Control on I-70
		Provide physical separation between cars and Greenway					Safety	Greenway	ITF - There will be a curb and gutter for safety where the Greenway is adjacent to CR 314 (15 ft clear zone for CR 314).
14	**School bus movements**	Provide improvements to CDOT owned parking area on the south side of I70 at Homestead where parents pick up kids. Provide a means for trucks to turn around.					Safety	Local Roads	CSS Commitments ITF

15	**Neighborhood traffic movements**	Provide a design that acknowledges and addresses neighborhood residents' inability to get home and minimizes the conflicts between local and regional traffic.					Safety	All Roadways	CSS Flow Chart
16	**Measure taken to reduce number of neighborhood traffic conflicts**	Provide a design that improves flow at interchanges for regional and local traffic and alternative modes					Safety	All Roadways	CSS Flow Chart
17	**Neighborhood traffic conflicts**	Refer to 15					Mobility and Accessibility	All Roadways	PLT
18	**Ease of circulation on roadway network including local businesses, residents and regional travel**	Provide a design that integrates I-70 mainline alignment with interchanges, encourages easy access to local businesses and recreational opportunities, and discourages regional thru traffic on local roads					Mobility and Accessibility	All Roadways	Shared Vision Responsibility Table - Provide a design to reduce conflicts at the gas station access at Central City Parkway PLT - Improve safety and move traffic while protecting the environment - Improve Access to Central City - Address the technical aspects of integrating the preferred alignment with the interchanges. - Include Auxiliary Lane - approximately 2.5 miles - between US 6 and Homestead Road. Consider signing it for Trucks Only
19	**Estimated Cost / Predicted life cycle and consistency with CSS values**	Consider CSS values and life cycle costs including maintenance and operations costs for any major changes to the design alternative. Provide a design that reduces costs and anticipates problems with traffic forecasts and devise solutions that may not be implemented in the near term.					Implementability	All Locations	PLT - The project should be viable for 30 years – avoid problems immediately after opening - Design a fundable, realistic alignment
20	**Estimated Cost / Predicted life cycle and consistency with CSS values**	Explore Partnerships opportunities to create enhancements. Refer to Opportunities for Partnership (ID # 39-51) on the bottom of this sheet					Implementability	All Locations	See Opportunities for Partnership (ID # 39-51) on bottom of this sheet
21	**Length of time**	Provide a design that reduces the construction time with phased detours and provides shoulders for breakdowns and snow storage during construction. Keep at least two lanes of traffic open each way during each phase. Contractor to provide assurances to demonstrate knowledge of this environment and plans to reduce variances and closure restrictions.					Implementability	All Locations	CSS Flow Chart
22	**Community Access**	Provide a design that reduces regional thru traffic on local roads.					Implementability	Local Roads	TT - Installation of new roundabout at Homestead should not impact existing CCC facility and parking lot
23	**Impacts to existing roads**	Provide a design that incentivizes keeping at least two lanes open each way during construction on mainline and minimize closures of local roads.					Implementability	All Roadways	PLT - Minimize impact to the travelling public during construction
24	**How is future land use accommodated at Floyd Hill**	Provide a design that considers the traffic volume from future land uses in the Homestead and CR 65 interchange designs.					Community	Local Roads	CSS Flow Chart
25	**How is future private and economic development accommodated**	Provide a design that considers land uses throughout the corridor commercial, residential and recreational.					Community	All Locations	CSS Flow Chart
26	**Does the Greenway stay in place**	Establish a preferred alignment with stakeholders. Resurface the Greenway in concrete. Consider the vehicles (e.g. maintenance, emergency response vehicles) that may need to access the Greenway periodically.					Recreation	Greenway	Shared Vision Responsibility Table

27	**Multi-use including:** **- Greenway** **- bicycle** **- pedestrian** **- fishing** **- rafting** **- US 40** **- Truck Parking**	Identify the specific locations of multi-use opportunities and provide designs that would capitalize on quality recreation opportunities, especially the area under the mainline viaduct. **See attached map** Provide design that identifies and formalizes parking and rafting put-in locations					Recreation	All Locations	Shared Vision Responsibility Table - Bikes don't activate signal to Central City Parkway (N/A because of roundabouts in current design) TT - Construction impacts, closures, and shuttle buses for bicyclists around the temporarily closed portions of the Greenway need to be determined - Identify parking locations on local roads that will coincide with design. Design will not preclude local road parking opportunities. - Formalize rafting put-in and take out in the Two Bear's area - Access to CC Parkway from the Greenway - Between Hidden Valley and US 6, Clear Creek County Open Space wants to maintain access from above and below the trail, include multi-use options, and include activity nodes, in the proposed Hidden Valley Open Space Park
28	**Avoidance of hazards** **- Rockslide** **- Mining and mill waste**	Provide a design that identifies the location of historic mining and milling operations. Minimize and mitigate rock cut and conflicts with geologic hazards.					Environment	All Locations	TT
29	**Meet SWEEP recommendations**	Identify SWEEP recommendations in the design.					Environment	All Locations	CSS Flow Chart
30	**Area of wetlands impacted / replaced**	Identify where wetlands are located in the design, minimization and mitigation. Provide a design that uses Creek geomorphology baseline for existing conditions of fisheries to understand where there are ripples, pools, habitat.					Environment	All Locations	TT
31	**Water Quality maintained / enhanced**	Provide a design that identifies water quality features and provides easy access for CDOT maintenance crews for cleaning.					Environment	All Roadways	CSS Flow Chart
32	**Meet ALIVE and CPW recommendations**	Identify ALIVE and CPW recommendations in the design.					Environment	I-70 Mainline	Shared Vision Responsibility Table - Construct Wildlife Crossings as required in the EA/ALIVE
33	**CSS engineering variances**	Provide documentation on proposed variances to 7 specific CSS Design Engineering Criteria Categories. Refer to CDOT website: https://www.codot.gov/projects/contextsensitivesolutions/assets-1/docs/aesthetics/engineering-design-criteria-and-illustration					Engineering Criteria & Aesthetic Guidelines	All Locations	CSS Flow Chart
34	**How does it adhere to the guidelines and how dramatically does it not adhere**	Identify areas of compliance and non-compliance with the I-70 CSS Mountain Corridor Aesthetic Guidelines in the design.					Engineering Criteria & Aesthetic Guidelines	All Locations	Shared Vision Responsibility Table
35	**Environmental improvements vs. status quo**	Provide design that identifies and implements: - Fire mitigation techniques along Eastbound I-70 from bottom of Floyd Hill to Homestead. -Recreation facilities and a highway system that act in concert with each other. - Creek and riparian enhancements. - Accommodating wildlife movements under new structures and culverts. - Forest restoration and reclamation after construction and where possible (e.g. where pavement is removed) - Construction impacts including phasing and staging that minimize disturbed areas and impacts to the environment - The design should incorporate landscape architect expertise on these project elements					Sustainability	All Locations	Shared Vision Responsibility Table - Balance highway functionality with visible enhancement and aesthetic improvements
36	**[Quantify] Historic resource impacts based on 106 ITF**	Provide a design and construction plan that identifies, avoids, and minimizes impacts to Section 4f resources, both recreational and historic. - The design should incorporate landscape architect expertise on these project elements					Historic Context	All Locations	CSS Flow Chart

37	**Consistency with plans**	Provide a design that considers and addresses related local, state and federal land use and transportation plans/regulations and the Collaborative Effort agreements and process.					Decision Making	All Locations	PLT - Map a route for an AGS, beyond "not precluded." TT - Geometric design assumption: 15 mph design speed (bike design for Greenway) - Greenway Should be ADA Compliant - Assumption that emergency services transportation will be provided by a pickup truck rather than an ambulance on Greenway
38	**Support ROD** **- Frontage Road** **- Greenway** **- Adherence to CSS Process**	Provide a design that complies with improvements identified for Floyd Hill in the PEIS Minimum Program Map a route for an AGS, beyond "not precluded."					Decision Making	All Locations	CSS Flow Chart
	Opportunities for Partnership	**Potential Partners to Form Recommendations for Solutions**							
39	**Mountain bike trail access over hill to the north to US 6** (refers to a trail through Floyd Hill Open Space Park that would connect to Jeffco Open Space to connect with the Peaks to Plains Trail. The large blue arrow on the FHOS Floyd Hill Trails Project Map, shows the connection. **Note, if this is built, it will create a significant number of cyclists riding on US 40 and going through the US 6 interchange.)	Clear County Recreation and Open Space Commission							
40	**County Rd 65 and Homestead - Resident and ski resort parking/truck parking - expansion/paving**	Clear Creek County, Jefferson County, County Commissioners and Clear Creek County Road & Bridge							
41	**Improve emergency access for Floyd Hill Communities. There are four identified possible emergency access routes.**	Clear Creek County Sheriff's Department and Fire Department, Evergreen Fire Department, Jefferson County, County Commissioners and Clear Creek County Road & Bridge, Floyd Hill Neighborhood Association and Floyd Hill Association POA.							Shared Vision Responsibility Table
42	**Partnership with CCC could develop a faster route from CR 65 and US 40/ High school emergency access.**	School District, Jefferson County, Clear Creek County Commissioners and Clear Creek County Strategic Planning, and Clear Creek County Road & Bridge							Shared Vision Responsibility Table Shared Vision Responsibility Table
43	**Ensure recreation access while addressing the capacity of the forest and ecosystem to handle additional use**	Clear County Recreation and Open Space Commission							PLT Charter
44	**Restroom facilities (By two Bears)**	Clear County Recreation and Open Space Commission							Shared Vision Responsibility Table
45	**Creek Enhancements associated with the relocation of Clear Creek**	Trout Unlimited, SWEEP, (AQUA?), (*Key to Design Team's Landscape Designer)							SWEEP
46	**Leverage CDOT safety money to assist with costs of wildlife crossings**	ALIVE, Colorado Wildlife and Transportation Alliance, Clear Creek County Strategic Planning							CSS ITF
47	**Assist with the need for broadband services by identifying antenna tower locations for 5G and internet towers.**	Clear Creek Information Technology Department							CSS ITF
48	**Trailhead near US 6 and 40. Multi use lot opportunity with truck parking**	Clear Creak County Open Space and Rec, Frey Quarry, Rafting Community, and CMCA							Shared Vision Responsibility Table