

WB I-70 Concept Development Process

July 26, 2017 Public Meeting 2 Comments and Responses

revised 11/3/2017

Comment #	Comment	Response
1	Extend the frontage road from US 6 to Idaho Springs [Segment 1]	This suggestion is a commitment in the 2011 Record of Decision for the I-70 Mountain Corridor Programmatic Environmental Impact Statement. This is included as a part of the Floyd Hill project.
2	Need exit and entrance for Two Bears [Segment 1]	CDOT will work with all businesses to ensure access needs are addressed throughout the project development process.
3	Do not close exit/entrance 244 from US 6 [Segment 1]	This request will be added to the Floyd Hill Environmental Assessment alternatives development and analysis process.
4	Closure of Ext 247 overpass due to accident(s) completely isolates Floyd Hill – 1200 people who cannot get in or out [Segment 1]	This request will be added to the Floyd Hill Environmental Assessment alternatives development and analysis process.
5	Make all improvements to Floyd Hill interchange on the north side of I-70 [Segment 1]	This request will be added to the Floyd Hill Environmental Assessment alternatives development and analysis process.
6	Recommend including a truck staging area on the north side at the top of Floyd Hill (Marte area) that could also be a parking lot for hikers in the summer [Segment 1]	The Floyd Hill Technical Team is undertaking a process to study operational needs and opportunities at the top of Floyd Hill and this information will be considered as a part of that process.
7	Neighborhoods who live on the south side of I-70 include Floyd Hill, Beaver Brook, Saddleback, Grand Preserve. Don't bring any truck or casino traffic on the south side of I-70 [Segment 1]	Traffic studies will be completed during the Floyd Hill Environmental Assessment process to minimize any traffic impacts on neighborhoods.
8	Should extend study area for Floyd Hill to exit 248 which is essentially the other end of Exit 247 [Segment 1]	The study area for the Floyd Hill EA project begins at the Beaver Brook interchange, which is Exit 248.
9	Should move US 6 interchange west to Hidden Valley. This improves access. [Floyd Hill]	This request will be added to the Floyd Hill Environmental Assessment alternatives development and analysis process.
10	Put US 6 on the south side of I-70 to Hidden Valley interchange. [Floyd Hill]	This request will be considered during the Floyd Hill Environmental Assessment alternatives development and analysis process.
11	Traffic is a concern – getting everyone (from Floyd Hill) off the hill daily and in emergencies.[Floyd Hill]	Existing and projected future traffic issues will be considered throughout the Floyd Hill Environmental Assessment process.
12	Highway improvements at the top of Floyd Hill should be concentrated on the north side of I-70. [Floyd Hill]	This request will be added to the Floyd Hill Environmental Assessment alternatives development and analysis process.
13	The best way to keep us involved is through homeowner's associations and Next Door. [Floyd Hill]	This information has been noted for the Floyd Hill outreach process.
14	The Presidents of the Douglas Mtn. Resident's Association states that the big concern of residents is the possible closing of the westbound access off US 6 to I-70. Nobody wants to backtrack up US 40 to Floyd Hill and then continue WB on I-70. [Floyd Hill]	For westbound travelers coming from US 6 to get on I-70, if that particular access is closed, the alternative route would likely be to drive along the frontage road to the Hidden Valley interchange, so no backtracking would be needed. This will continue to be considered through the Floyd Hill Environmental Assessment alternatives development and analysis process.
15	Contact Tom Ripley (Douglas Mtn Resident's Assn) – tripley1953@gmail.com [Floyd Hill]	This information has been added to the Floyd Hill mailing list.
16	175 homeowners live above the intersection of US 6 and 119. Access to I-70 via Exit 244 is important to shop in Idaho Springs and destinations further west. We do not want to go up Floyd Hill just to go back west. Do not close the US 6/I-70 interchange.[Floyd Hill]	For westbound travelers coming from US 6 to get on I-70, if that particular access is closed, the alternative route would likely be to drive along the frontage road to the Hidden Valley interchange, so no backtracking would be needed. This will continue to be considered through the Floyd Hill Environmental Assessment alternatives development and analysis process.
17	Contact person: Lynn Agar at lagare@wispertel.net [Floyd Hill]	This information has been added to the Floyd Hill mailing list.
18	Floyd Hill citizens are most concerned with maintaining our quality of life. [Floyd Hill]	Quality of life factors (noise, air quality, visual, traffic) are being considered during the Floyd Hill Environmental Assessment process.
19	Keep all but local traffic on the north side of I-70. [Floyd Hill]	Traffic studies will be completed during the Floyd Hill Environmental Assessment process to minimize any traffic impacts on neighborhoods.
20	You will have lots of public meetings for show and then ignore the issues of the 527 households (1200 individuals) who live on Floyd Hill south of I-70. This has happened time and time again. [Floyd Hill]	CDOT has a robust public involvement process which takes all input from the public and neighborhoods seriously. In addition, projects on the I-70 Mountain Corridor go through a context sensitive solutions (CSS) process which regularly involves local government and neighborhood representatives as decisions are made. The Floyd Hill neighborhoods are represented in that CSS process. Future public meetings will be held specific to Floyd Hill.
21	Do not design a roundabout south of I-70 at Exit 247. Trucks and casino traffic need to stay on the north side of I-70 (US 40) to keep emergency egress of 1200 residents off Floyd Hill, which is the most extreme fire hazard neighborhood in Clear Creek County and Evergreen Fire/Rescue/Jeffco Districts. [Floyd Hill]	This request will be added to the Floyd Hill Environmental Assessment alternatives development and analysis process; however, CDOT cannot restrict the type of traffic that uses I-70 or its interchanges.
22	Trucks can be routed north of I-70 and west of the interchange. [Floyd Hill]	Truck operations will be considered as alternatives are developed and analyzed for the top of Floyd Hill.
23	Suggest a public meeting at CCC high school and invite Floyd Hill, Saddle Back, Beaver Brook and Grand Preserve once there is a plan. [Floyd Hill]	These suggestions have been forwarded to the Floyd Hill public involvement team.

WB I-70 Concept Development Process

July 26, 2017 Public Meeting 2 Comments and Responses

revised 11/3/2017

Comment #	Comment	Response
24	Why do you trash the light rail or AGS plan? [Floyd Hill]	The 2011 Record of Decision identified AGS as part of the ultimate solution for transportation along the I-70 corridor. A feasibility study was completed in 2014 by CDOT which found that from a technological standpoint, AGS was feasible. It also found that at costs of \$5.5-\$22 billion in 2013 dollars, depending on technology and construction cost assumptions, there was no funding identified for construction or operations. The Floyd Hill alternatives development process is including the locaton for future AGS to make sure that any highway improvements would not preclude its future implementation, at a time when funding is identified.
25	If you build more lanes, they will come and you will always have congestion.[Floyd Hill]	A part of the Floyd Hill Environmental Assessment process is to project future traffic using I-70, with or without improvements along the Floyd Hill section. This process includes induced demand analysis, which looks at traffic that may choose to drive along I-70 that is currently not driving that route because of congestion. A managed (tolled) lane(s) will also be considered during the alternatives analysis process as a way to manage congestion and ensure that at least the managed lane(s) continues to flow.
26	18 months of construction sounds like hell. Tourists involved in traffic jams on I-70 will never return. [Floyd Hill]	One of CDOT's key concerns is to minimize impact as much as possible to the traveling public. The recently completed Twin Tunnels and Eastbound Peak Period Shoulder Lane projects did disrupt traffic during construction but there is no indication that travelers chose to never come back.
27	Floyd Hill property values will plummet during construction [Floyd Hill]	Impacts to adjacent property values during construction are unknown. Efforts to minimize any impacts to access to adjacent properties to the extent possible will be taken during project development and construction.
28	Make sure to consider needs of commuters from Denver who come to work in the Henderson Mine [Segment 2]	The needs of all commuters will be considered throughout the project development process.
29	Consider sound barriers in the Dumont area [Segment 3]	The Westbound Peak Period Shoulder Lane project is an interim project that does not meet the defintion of the type of project that requires a noise analysis. Based on information collected after the Eastbound Peak Period Shoulder Lane project, adding a part time tolled lane does not perceptibly change noise levels. No new sound barriers are planned at this time.
30	Put the bike path on the north side [Segment 3]	The Greenway alignment was adopted by the Clear Creek County Planning Commission in 2006. The Clear Creek Greenway Authority is open to re-examining the Greenway alignment in places, including putting the Greenway on the north side of I-70 through the Silver Lakes area.
31	Build a bridge from Stanley Road to Fall River Road [Segment 3]	There is a separate project that includes a new bridge over Clear Creek from Stanley Road to Fall River Road.
32	Consider closing the Fall River Road interchange [Segment 3]	That idea is outside the scope of the Westbound Peak Period Shoulder Lane project.
33	Consider Wildlife Passages (over or under)	Both the Floyd Hill and the Westbound Peak Period Shoulder Lane project development processes include consideration of wildlife passages. A specific committee has been formed (called ALIVE) which is addressing these needs and possible solutions.
34	Consider Air Quality (more cars - particulates)	Air quality will be considered as a part of the environmental impacts evaluation process for both projects.
35	Consider Water Quality	Water quality will be considered as part of the environmental impacts evaluation process for both projects. A specific committed called SWEEP is tasked with developing water quality treatment plans.
36	Consider Fens	There are no fens in the Floyd Hill or Westbound Peak Period Shoulder Lane project areas.
37	Consider Wetlands	Wetlands will be delineated for both projects. They will be avoided if possible and if not, minimization of impacts and/or mitigation will occur.
38	Things start near El Rancho and we should look further than 65 and start closer to the top of the hill (Floyd Hill)	The eastern terminus of the Floyd Hill project is at the Beaver Brook interchange. This was determined based on traffic and crash data.
39	Noise and a staging area on the top of Floyd Hill should be considered	A full noise analysis will be done for the Floyd Hill project. The request for a staging area will be considered as a part of the Floyd Hill alternatives development and analysis process.
40	Homestead Road at Exit 247, 1100 people depend on that as their only way in and out leaving us with a safety problem. We appreciate what CDOT has done with the emergency exit.	The Floyd Hill project development process starts with an examination of safety issues. This comment will be considered through the process.
41	Don't make the area on the southside of 247 any worst, keep as much traffic as possible away from that area. (Floyd Hill)	This suggestion will be added to the Floyd Hill Environmental Assessment alternatives development and analysis process.
42	Don't carry all of the traffic up Floyd Hill	This suggestion has been added to the Floyd Hill alternatives development and analysis process.
43	Opportunities to use a winter staging area as a summer open space access area (top of Floyd Hill)	This suggestion has been added to the Floyd Hill alternatives development and analysis process.
44	Completing Frontage Road from bottom of Floyd Hill should happening before scaling, to use the frontage road as a construction detour	This will be considered through the Floyd Hill project development process.

WB I-70 Concept Development Process

July 26, 2017 Public Meeting 2 Comments and Responses

revised 11/3/2017

Comment #	Comment	Response
45	Dumont Lawson area--noise, jake brake law, sound barriers on both sides of the highway.	The Westbound Peak Period Shoulder Lane project is an interim project that does not meet the definition of the type of project that requires a noise analysis. Based on information collected after the Eastbound Peak Period Shoulder Lane project, adding a part time tolled lane does not perceptibly change noise levels. Colorado state law now requires that any vehicle equipped with engine compression brake devices (commonly referred to as "Jake Brakes") be equipped with proper mufflers. Failure to do so will result in a \$500 fine. The enforcement of this law is the responsibility of the local authorities. CDOT has not restricted the use of these devices for safety reasons. However, CDOT has assisted local entities with this issue by installing "Engine Brake Mufflers Required" signs along selected highways.
46	Rumble strip on the expanded side of the road (in the Dumont Lawson area) should be pushed to the edge of the road	The noise impact of rumble strips is being considered as options for the Westbound Peak Period Shoulder Lane project are being developed.
47	Want to ensure the service to Quarry trucks, make sure access continues (Floyd Hill)	CDOT will work with all businesses to ensure access needs are addressed throughout the project development process.
48	Want any additional projects to consider aesthetics	Aesthetics are an important part of any project that CDOT studies. There is Aesthetic Guidance that was developed specifically for the I-70 Mountain Corridor. All projects on the I-70 Mountain Corridor will comply with these guidelines.
49	Is there a way to limit truck traffic during certain hours/weather to ensure traffic flows?	Except in limited circumstances (eg, adverse weather, construction zones), per 23 CFR 658.11(d), the state of Colorado cannot deny truck access nor place restrictions on the interstate system without FHWA approval. The request needs to be based on safety concerns. It requires an analysis of the impact to interstate commerce, and analysis and recommendations of alternative routes.
50	Consideration of a pedestrian bridge over I-70 in Idaho Springs?	CDOT is working closely with the City of Idaho Springs as they develop plans for economic development in the vicinity of the SH 103 interchange. These plans include a pedestrian bridge over I-70. This request is not part of the Westbound Peak Period Shoulder Lane project, but CDOT will make sure to not preclude this future pedestrian bridge.
51	Incorporate the Greenway in with the new construction of the westbound lane. A paved bike path will benefit all the pedestrians also. In 2016 a young woman on her break from Starbucks was struck by a hit and run driver and was seriously injured. There's lots of foot traffic along the Frontage Road. A paved Greenway will provide safety for bicyclists as well as pedestrians.	The Greenway alignment was adopted by the Clear Creek County Planning Commission in 2006. The Clear Creek Greenway Authority is open to re-examining the Greenway alignment in places.
52	We are very concerned about the Greenway. Referring to Public Comments 31, 97, and 98 all express concerns about the Greenway. Each of the 3 responses to these comments say that the location of the Greenway has been finalized by the Greenway Authority. Is this true? Local residents have received no information about this and it's very concerning. Our request is that somehow the Greenway can be incorporated along with the creation of the westbound PPSL. The Greenway should follow Stanley Road west of Idaho Springs, cross I-70, the route where bicyclists have ridden for years. A paved bike/pedestrian trail will be much safer for everyone. Pedestrians need this.	The Greenway alignment was adopted by the Clear Creek County Planning Commission in 2006. The Clear Creek Greenway Authority is open to re-examining the Greenway alignment in places.
53	Make Floyd Hill 3 lanes all the way [Segment 1]	The 2011 Record of Decision identified the section of I-70 from the top of Floyd Hill through the Veterans Memorial Tunnels as a three lane section (in the westbound direction.)
54	Traffic noise—can there be a sound barrier for both sides of the DLD area. It's hard to sleep at night with all the traffic noise. Which may also apply to the other segments as well. [Segment 3]	The Westbound Peak Period Shoulder Lane project is an interim project that does not meet the definition of the type of project that requires a noise analysis. Based on information collected after the Eastbound Peak Period Shoulder Lane project, adding a part time tolled lane does not perceptibly change noise levels.
55	Lots of ideas for segment 1 [benefits about the CDP]	The ideas generated during the Concept Development Process have been forwarded to the project team doing the alternatives development and analysis for the Floyd Hill project.
56	Wildlife crossings, noise, water, and air pollution [question 3]	All of these will be considered during the environmental process for both projects.
57	Public meeting [best way to engage]	Both the Floyd Hill and the Westbound Peak Period Shoulder Lane project development processes will include additional public meetings.
58	Can Greenway in DLD area be a part of the project? Put Greenway path on North Frontage Road	The alignment assumed for all Greenway sections is that adopted in 2006 and incorporated into the recent design work by Clear Creek County, the Clear Creek Greenway Authority, and Idaho Springs. This alignment includes a small section along the North Frontage Road to connect to Fall River Road and the new bridge.
59	(Jim White comment 1 of 10) As you know, lots of people on Floyd Hill have major problems with CDOT's 4th concept for the interchange between US-6 and I-70. This is the concept of moving that interchange up to the top of Floyd Hill.	This will be considered through the Floyd Hill alternatives development and analysis process.

WB I-70 Concept Development Process

July 26, 2017 Public Meeting 2 Comments and Responses

revised 11/3/2017

Comment #	Comment	Response
60	(Jim White comment 2 of 10) The idea of a roundabout on the north side of I-70 could be helpful. It would improve a dangerous intersection. In fact there is adjacent land available that could be acquired, and in conjunction with a north-side roundabout could help staging and managing truck traffic in winter weather. However the idea of moving interchange traffic to this point has so many severe issues that it should be abandoned as an alternative.	Various layouts for interchange configurations at the top of Floyd Hill will be considered during the Floyd Hill alternatives development and analysis process.
61	(Jim White comment 3 of 10) The routing of through traffic 3-4 miles up the hill and then the same distance back down the hill is a terrible idea. That idea is made even worse since through-traffic motorists who had to take the trip could see how far they had been taken out of their way, as the downhill route is visible from the uphill route. Motorists from Golden and Boulder who use US-6 as a way to get to recreation in Clear Creek and Summit Counties would find that they had 7 miles and 800 feet of altitude added to a 15-mile trip up the creek. This would create such a problem that it would probably divert a fair amount of traffic from US-6 onto I-70 up Mount Vernon Canyon; this is the opposite of what we are trying to achieve for I-70.	For westbound travelers coming from US 6 to get on I-70, if that particular access is closed, the alternative route would likely be to drive along the frontage road to the Hidden Valley interchange, so no backtracking would be needed. This comment will be considered during the Floyd Hill alternatives development and analysis process.
62	(Jim White comment 4 of 10) Yet more importantly, the evaluation of criteria #1 through #4 in the Evaluation Matrix for the interchanges focuses only on through traffic. There is also a lot of local traffic through the interchange at the top of the hill.	All of the interchanges on I-70 have local traffic needs that will be considered during the Floyd Hill alternatives development and analysis process. The traffic analysis process will look at types of traffic that use the interchange and future traffic projections/needs.
	(Jim White comment 5 of 10) Criterion #1 evaluation admits that the concept would limit emergency access to residents (and the school) in this area. But it does not document that there is not enough capacity for emergency EGRESS from the area. Residents greatly appreciate the work that CDOT did to facilitate the use of Sawdust Court as an emergency egress route; in an emergency that will save lives. However, the capacity of the remaining egress route is still insufficient to get all of the people whose sole option is the road over the bridge on the top of Floyd Hill at MM 247 (Homestead Road). The concept of bringing more truck and gaming traffic up to this point is directly counter to the safety of residents and students at the school; in the event of an emergency, more people would not survive.	The purpose for the Floyd Hill project is to address Westbound I-70 traffic and safety issues. Capacity of local roads is not a part of the CDOT study process, rather that would be the purview of the local jurisdiction that includes the local roads in question. As alternatives are developed and analyzed for interchange improvements at the top of Floyd Hill, the traffic analysis will look at all traffic that might be using that interchange in the future and will identify safety issues as well. CDOT cannot control the type of traffic that uses I-70 or its interchanges. Interchanges will be designed to safely carry the traffic that is anticipated to use a particular interchange. These comments will be considered through the alternatives development and analysis process.
1	(Jim White comment 6 of 10) Criterion #2 evaluation again addresses only the safety of through traffic. It does not consider the safety of the 1100 residents, plus several hundred school students, who would have to use this route in an emergency evacuation. Evergreen Fire Rescue has told us that this is a life-and-death issue.	Safety implications to neighbors, emergency evacuation and students will be studied as a part of the alternatives development and analysis process for Floyd Hill. A safety analysis will be completed.
2	(Jim White comment 7 of 10) Criterion #3 evaluation admits that this alternative would add out of direction travel and reduce travel options for through traffic, but it does not address the potential for adding traffic to I-70 through Mount Vernon Canyon. Furthermore, the evaluation ignores the problem of how hard it is for LOCAL traffic to go out and get home during peak traffic periods. Through traffic already uses US-40 as an additional lane of traffic during peak periods, effectively blocking local access to and from their homes. Bringing more truck and gaming traffic to this critical juncture would just make this aggravating problem much worse.	The traffic implications of any alternatives will be examined as part of the alternatives analysis process for Floyd Hill. This includes examining if out of direction travel or reduced travel options would occur. It also includes analyzing the impacts to local traffic. These comments will be considered through the alternatives development and analysis process.
3	(Jim White comment 8 of 10) Criterion #4 evaluation admits that multiple operational conflicts have been identified, even as far as through traffic is concerned. These operational conflicts increase many times as local traffic for residents and for the school are considered.	Operational needs and opportunities will be identified and options analyzed as a part of the alternatives development and analysis process.
4	(Jim White comment 9 of 10) When the local traffic considerations are taken into account, the concept of bringing the interchange traffic up to the top of Floyd Hill becomes unthinkable.	Interchange concepts that are developed during the alternatives process will be designed to safely carry the traffic (including local traffic) that are anticipated to use the interchange. This comment will be considered through the alternatives development and analysis process.
5	(Jim White comment 10 of 10) What would it take to make sure that this alternative is NOT advanced to the NEPA process?	Interchange concepts for the top of Floyd Hill will be developed with all of these considerations taken into account.